

## Think City's Share the Road Project Recommendations

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Recommendations Approved by Grandview-Woodland Area Council (GWAC)  
October 27, 2010

### A. Outline of Project

Think City encourages and supports citizen involvement to improve the City of Vancouver.

Transportation is one of the key issues for Vancouver residents and one of Think City's three areas of work. In particular, Think City is focusing on actions the City of Vancouver can take, separate and apart from the provincial and federal governments. The city owns the roads, sidewalks and lanes of the city and controls traffic lights.

The aim of the Share the Road project is to make an area pleasanter, safer, healthier, cleaner and sustainable. The project also fits with the city's desire to increase travel by transit, walking and cycling and to make Vancouver the greenest city on the planet.

Think City decided to explore public interest in re-allocating road space by starting in the Grandview Woodland area. Members of Think City and GWAC organized the gathering of ideas and suggestions from local people.

Think City staffed a table at Car Free Day where we spoke with over 150 people. An online survey was completed by 839 people, of which 647 had close connection to Grandview Woodland – live in the neighbourhood, own a business or visit the area at least weekly. The many comments and ideas we received helped a group of residents develop some practical actions that the city can implement to improve transportation in the Grandview Woodland area.

### B. Recommended Actions

#### 1. Victoria Dr. (between Hastings and Broadway)

This street feels unsafe to pedestrians and cyclists, and there are several parks and elementary schools along it. Given that the street has been downgraded to a neighbourhood collector, yet no changes to the street have occurred, the actions on Victoria Dr. should be prioritized.

#### Proposed Actions

Calm traffic with the following suggested measures:

- Install and improve pedestrian crossing measures, especially by parks and schools (possibly by experimenting with raised and coloured crossings).
- Explore options for developing Victoria Dr. as a bike route from Adanac St. to Broadway, using a separated lane and/or traffic calming measures, without a net loss of residential parking.
- Improve the cycle route crossing at Broadway so that cyclists can safely transition between the off-street Central Valley route to on-street use of Victoria Dr.

## 2. Commercial Dr.

The recommendations for Commercial Dr. would see thru-traffic vehicle space reallocated for increased business parking, improved pedestrian safety, and greater aesthetic appeal and livability.

### Proposed Actions

- Change traffic light timing to give higher priority and longer time for pedestrians to cross.
- Install more bike corrals similar to the one at E. 6 Ave.
- Improve the aesthetic feel of the pedestrian areas at the Broadway/Commercial Dr. intersection (e.g., flowers and trees, street art, etc).

Between Broadway and E 1 Ave., Commercial Dr. has two lanes of traffic each way which results in higher vehicle speeds and feels less safe for pedestrian and cyclists.

### Proposed Actions

- Re-allocate one or two vehicle travel lane(s) to widen sidewalks and/or create a treed boulevard between Broadway and E. 1 Ave. This could include flowers and trees, bus shelters (that protect from the rain) and seating, bike racks, street art, etc.
- Introduce shared-use bike markings (“sharrows”) between Broadway and Hastings St. to encourage bicycle use along the street and improve driver awareness of the cyclist presence.

Between E. 1 Ave. and Hastings St., Commercial Dr. has one lane of traffic each way, with two lanes of on-street parking at off-peak times and one lane of on-street parking at peak times.

### Proposed Actions

- Allow on-street parking all the time to reduce traffic flow and speed during peak hours and provide more consistent on-street parking for local businesses. Note that to avoid increased traffic in residential areas, this action should only be taken following the implementation of proposed actions on Victoria Dr.
- Longer-term, investigate off-street parking spaces, possibly under any new developments, between Hastings and E. 1 Ave. to allow wider sidewalks and/or extension of a treed boulevard feel, without hurting local businesses.

## 3. First Avenue

This is a busy road through a residential area and is narrow until Nanaimo St.

### Proposed Actions

- Install and improve pedestrian crossing measures where appropriate.
- Re-establish on-street parking to reduce traffic and traffic speeds.

#### 4. Nanaimo Street

##### Proposed Actions

- Install and improve pedestrian crossing measures where appropriate.

#### 5. Adanac Street

##### Proposed Actions

- Install or improve cyclist crossing measures where Adanac St. crosses Commercial Dr. and Victoria Dr.
- Reduce traffic to residential use.
- Improve the safety and flow of the bicycle route junction at Union St./Vernon Dr./Adanac St., possibly by placing stop signs on Vernon Dr. instead of the bike route. In the long-term, create a greenway on Venables St., with wide sidewalks and separated bike lanes, to provide a safe and attractive connection for cyclists and pedestrians to the downtown core. This would fit in well with other initiatives (such as viaduct and truck route changes) that may reduce traffic volumes on Venables St.

#### 6. Bus Routes

##### Proposed Actions

- Investigate light timing along Clark Dr., Commercial Dr., Nanaimo St., Hastings St., and Broadway so that buses trigger changes to gain priority.

#### 7. Pedestrian and Cycling Crossings

a) Both the crossings on Commercial Dr. at Broadway and at E. 1 Ave. feel unsafe and rushed.

##### Proposed Actions

- Install a pedestrian scramble crossing, so that all vehicle traffic stops and pedestrians can cross in all directions.

b) Both pedestrian/cyclist crossings on Clark Dr. at Adanac St. and at E. 10 Ave. are dangerous. Vehicles don't always stop because they are accelerating away from a major road junction one block away.

##### Proposed Actions

- Review the timing of lights and other actions to make these crossings safer.

## 8. Residential Areas

### Proposed Actions

- Move forward with City of Vancouver plans to lower the speed limit on local side streets to 40 km/h, while maintaining the existing 30 km/h speed limit in priority areas such as schools, playground zones, and bike routes.
- Calm residential traffic (especially east-west between Clark Dr. and Commercial Dr., and between Commercial r. and Victoria Dr.) by greener and more attractive measures than speed humps, including widening the boulevard strip, narrow intersections with green bulges, and home zone areas. This would need development with local residents, but could be an experiment with wider lessons for the city.
- Remove stop signs on bike routes in residential areas (e.g., along parts of Woodland Dr., or along Adanac St. at Hawks Ave.), in parallel with traffic calming to reduce rat-running.

## Think City Share the Road Survey Results

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### 1. Respondent Relationship to Grandview Woodland

- Total surveys: 839
- Residents of Grandview Woodland: 390
- Business in Grandview Woodland: 46 of which 39 live in area and 7 don't
- Visit Grandview Woodland regularly: further 250 people visit weekly or daily (mix of reasons including shopping, dining, visit friends and family, entertainment and other facilities)

Examine in detail the results of people with close connections to the area.

### 2. Respondent Demographics

#### a) Gender

- Female: 57%
- Male: 41%

#### b) Age

- 18-30: 15%
- 31-44: 39%
- 45-64: 41%
- 65 or above: 6%

#### c) Number of children in Household

- Zero: 76%
- One: 13%
- Two: 9%
- Three or more: 2%

#### d) Housing

- Rent: 36%
- Co-op: 8%
- Own: 53%
- Other: 3%

### 3. Mode of Travel Within Grandview Woodland

Mode	Most Frequent	2nd Most Frequent	Total
Walk	221	200	421
Cycle	166	123	289
Private vehicle	166	104	270
Transit	69	147	216



4. Road Space Re-allocation Views

Space For	Less Road Space	Same Road Space	More Road Space
Pedestrians	1%	40%	60%
Cyclists	4%	19%	77%
Buses	3%	48%	49%

In all, 57% of survey respondents are in favour of more traffic calming.

5. Views on New Transportation Option

New Transportation Option	Total Strongly Agree & Agree	Strongly Agree		Agree		Disagree		Strongly Disagree		Don't Know	Total Response
	%	No.	%	No.	%	No.	%	No.	%	No.	No.
Change pedestrian and cyclist traffic light timing so that lights change quicker when activated.	90%	269	48%	243	43%	42	7%	12	2%	28	594
Change traffic lights programming to give buses priority	87%	170	31%	301	55%	60	11%	13	2%	47	591
Widen the pedestrian space and add small garden areas at residential street intersections.	84%	175	32%	277	51%	65	12%	24	4%	56	597
Put bus shelters at more bus stops on Commercial Dr.	82%	192	36%	246	46%	81	15%	14	3%	56	589
Introduce a bike lane on Victoria Dr.	82%	275	48%	189	33%	65	11%	39	7%	26	594
Make the bike route on Adanac St. separated from car traffic	78%	211	40%	202	38%	95	18%	20	4%	64	592
Widen the sidewalks on Commercial Dr.	77%	204	38%	214	40%	102	19%	20	4%	56	596
Lower speed limit on residential streets.	77%	228	42%	186	34%	104	19%	22	4%	47	587
Make Commercial Dr. into a boulevard with trees.	73%	221	42%	157	30%	89	17%	54	10%	72	593
Introduce a bike lane on Commercial Dr.	69%	251	44%	138	24%	118	21%	60	11%	28	595
Establish some 'home zones', so that the road space is shared by pedestrians and vehicles, with vehicle speed at walking pace.	53%	103	22%	152	32%	133	28%	89	19%	114	591
Narrow residential streets to create more green space beside the sidewalk.	50%	121	23%	148	28%	201	38%	65	12%	53	588



## 6. Comments and Suggestions

### a) Pedestrians (197 suggestions)

- Wider sidewalks
- No bikes on sidewalk – need to be separated
- Make Commercial Dr. sidewalk wider and more attractive – flowers, maps, art, benches, bike racks not on sidewalk, etc,
- More light control crosswalks (Victoria Dr. and Nanaimo St.)
- Raised crosswalks on Commercial Dr.
- Traffic calm Victoria Dr., there are parks and kids
- Curb bulges and raised roadway at intersections in residential areas
- Quicker light change for pedestrians

### b) Cyclists (236 suggestions)

- Sort Vernon Dr./Union St./Adanac St. bike crossings
- More bike racks
- Separate bike lanes – Adanac St., Woodland Dr., E. 10 Ave.
- Eliminate stop signs for bikes on bike routes, e.g., at Vernon Dr. and Adanac St., on Woodland Dr., etc.
- Deter cars from using bike routes with diverters, roundabouts, etc
- Make Victoria Dr. safer
- Stay off sidewalks
- Put bike lane between parked cars and sidewalk rather than between parked cars and traffic
- Like bike parking outside JJ Bean (E. 6 Ave. and Commercial Dr.)
- Crossing traffic lights on Adanac St. at Commercial Dr. and Victoria Dr. intersections
- Quicker traffic light change for cyclists
- Bike route on Victoria Dr.
- Debate over bike route on Commercial Dr.

### c) Public Transit Users (179 suggestions)

- Bus shelters (that keep out the rain)
- Benches at bus stops
- Bus shuttle on Commercial Dr. (e.g., Powell St. to E. 22 Ave.)
- Sidewalk bulges at bus stops
- Bus priority at traffic lights
- Up-grade area around Broadway transit – better shelters, more attractive, etc
- Lot of comments about more buses, lower fares, rapid transit on Broadway, street car on Commercial Dr., etc. but these are beyond the scope of this project

### d) Private Vehicles (189 suggestions)

- Reduce speed on residential streets
- Provide off-street parking lots beside Commercial Dr. so can reduce parking on Commercial Dr. without deterring shoppers, etc.

## d) Private Vehicles (189 suggestions) continued...

- Restrict Adanac St. to local traffic
- Resident parking in neighbourhoods
- Provide alternative east-west route to First (beyond scope of this project)
- Many anti-car comments

## 7. Danger and Safety

## a) Most Dangerous Mode of Travel

- Cycling 69%
- Walking 14%

## b) Dangerous Places

## i/ Pedestrians (304 replies)

- Victoria Commercial Dr. (many mentions)
- Kitchener and Woodland
- Cars turning into bank parking at E. 1 Ave. and Commercial
- Broadway and Commercial
- Crossing at E. 1 Ave. and Commercial, not enough times on lights (many mentions)
- Parker and Salisbury,
- Venables and Victoria
- Crossing First anywhere between Nanaimo St. and Clark Dr. (many mentions)
- Adanac St. and Commercial Dr.
- Anywhere on Commercial Dr. without lights (many mentions)
- E. 10 Ave. and Clark
- Commercial Dr. and Grandview Highway

## ii/ Cyclists (345 replies)

- Along E. 1 Ave.
- Along Victoria Dr.
- Crossing Broadway at Victoria Dr.
- Vernon Dr./Union St./Adanac St.
- Adanac St. at Commercial Dr., Clark Dr. and Victoria Dr.
- E. 10 Ave. and Clark Dr.
- Kitchener and Woodland
- Crossing at First Ave. and Commercial St., not enough times on lights (many mentions)
- N. Grandview Hwy. at Woodland Dr.

## iii/ Public Transit (161 replies)

- Cars turning into bank parking at E. 1 Ave. and Commercial Dr.
- Cyclists on road without separation, e.g. , Commercial Dr.
- Commercial Dr. and Broadway the entire area (many mentions)