

Grandview-Woodland Area Council
c/o Britannia Community Centre
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Jerry W. Dobrovolny
Assistant City Engineer, Transportation
Crossroads—7th Floor
City of Vancouver
453 West 12th Avenue
Vancouver
BC V5Y 1V4

Monday November 1, 2010

Dear Mr Dobrovolny:

Re: Think City Share the Road Project

During 2010, Think City (www.thinkcity.ca) worked actively to explore public interest in re-allocating road space and to start in the Grandview Woodland area. The organization initiated the “Share the Road” project ([www.thinkcity.ca/share the road](http://www.thinkcity.ca/share_the_road)) which was a community engagement process that included a table at a very well-attended community event, an online survey, and discussion at community meetings. From this process, a set of recommendations were generated and presented to the Grandview Woodland Area Council (GWAC), the main community association of Grandview Woodland.

GWAC’s Directors took these recommendations and refined them to come up with the recommendations that are attached as Appendix I to this letter. For further background, the survey results generated by Think City’s community engagement are attached as Appendix II.

GWAC would like to work with the City of Vancouver and Think City to further develop these recommendations. We encourage the implementation of these neighbourhood improvements and the consideration of these recommendations in ongoing planning efforts for the Grandview-Woodland area.

Sincerely,

Graham Anderson

on behalf of

The Directors of Grandview-Woodland Area Council (GWAC)

(Graham Anderson, Selena Couture, Annwen Davies, Tom Durrie, Dan Fass, Bing Jensen, Brenda “Poesy” Koch, Craig Ollenberger, Richard Penneway, Petronella Vander Valk)

Cc: Scott Edwards, Manager of Greenways and Neighbourhood Transportation
City of Vancouver Bicycle Advisory Committee
Vancouver Area Cycling Coalition
Vancouver Public Space Network
Mayor and Council

Appendix I:

Think City's Share the Road Project: Recommendations Approved by Grandview-Woodland Area Council (GWAC) October 27, 2010

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 have, so this is one of Think City's themes of work. In particular, Think City is focusing on actions that the City of Vancouver can take, without waiting for the Provincial and Federal Governments. The City owns the roads, sidewalks and lanes of the city and controls traffic lights.

The aim 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.

Think City decided to explore public interest in re-allocating road space and to start in the Grandview Woodland area. Some members of Think City and GWAC have organized the gathering of ideas and suggestions from local people. We had a table at Car Free Day where we spoke with over 150 people.

Appendix II contains a summary of the survey results. 839 people completed the survey, of which 647 had close connection to Grandview Woodland (live, own a business or visit at least weekly). The many comments and ideas we received helped a group of residents to develop some practical actions that the City can take to improve the Grandview Woodland area.

Recommended Actions

Victoria Drive (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 Drive 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 Drive as a bike route from Adanac 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 Drive.

Commercial Drive

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

Between Broadway and 1st Avenue the Drive 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 1st. 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 to encourage bicycle use along the street and improve driver awareness of the cyclist presence.

Between 1st and Hastings, the Drive 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.

- 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 Drive.
- Change traffic light timing to give higher priority and longer time for pedestrians to cross.
- Install more bike corrals similar to the one at 6th
- Improve the aesthetic feel of the pedestrian areas at the Broadway/Commercial intersection (e.g., flowers and trees, street art, etc).
- Longer-term, investigate off-street parking spaces, possibly under any new developments, between Hastings and 1st to allow wider sidewalks and/or extension of a treed boulevard feel, without hurting local businesses.

First Avenue

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

Proposed Actions:

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

Nanaimo Street

Proposed Actions:

- Install and improve pedestrian crossing measures where appropriate.

Adanac Street

Proposed Actions:

- Install or improve cyclist crossing measures where Adanac crosses Commercial and Victoria
- Reduce traffic to residential use.
- Improve the safety and flow of the bicycle route junction at Union/Vernon/Adanac, possibly by placing stop signs on Vernon instead of the bike route. In the long-term, create a Greenway on Venables Street, 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.

Bus routes

Proposed Actions:

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

Pedestrian and Cycling Crossings

Both the crossings on the Drive at Broadway and at 1st feel unsafe and rushed.

Proposed Actions:

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

Both pedestrian/cyclist crossings on Clark at Adanac and at 10th 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.

Residential Areas

Proposed Actions:

- Move forward with City of Vancouver plans to lower the speed limit on local side streets to 40 km/h (<http://vancouver.ca/engsvcs/transport/40kph>) 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 and Commercial, and between Commercial and Victoria) 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 and along Adanac at, for example, Hawks), in parallel with traffic calming to reduce rat-running.

All of these actions the City can implement because they involve the use of road space and light controls which are the City's responsibility. The improvements would help to achieve the City's goals of changing travel patterns and making Vancouver the Greenest City in the world.

Appendix II:

Think City's Share the Road Project: Summary of Survey Results

Number of 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, eating & drinking, visit friends and family, entertainment and other facilities)

Examine in detail these 647 results

Demographics

Female: 57% Male: 41%

Age

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

Number of children in Household

- 0: 76%
- 1: 13%
- 2: 9%
- 3 or more: 2%

Housing

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

Travel Within the area (Walk most common)

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

Road Space – Views on Re-allocation

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

Traffic calming (57% support more)

	Combined 'Strongly Agree' & 'Agree'	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know	Response
		Number	Number	Number	Number		
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

Comments & Suggestions

Pedestrians (197 comments & suggestions)

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

Cyclists (236 comments & suggestions)

- Sort Vernon Drive/Union/Adanac bike crossings
- More bike racks
- Separate bike lanes: Adanac, Woodland, 10th
- Eliminate stop signs for bikes on bike routes, e.g. at Vernon & Adanac, on Woodland, etc
- Deter cars from using bike routes with diverters, roundabouts, etc
- Make Victoria 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 (6th & Commercial)
- Crossing traffic lights on Adanac at Commercial & Victoria intersections
- Quicker traffic light change for cyclists
- Bike route on Victoria
- Debate over bike route on the Drive

Public Transit Users (179 comments & suggestions)

- Bus shelters (that keep out the rain)
- Benches at Bus stops
- Bus shuttle on the Drive (e.g. Powell to 22nd)
- 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 the Drive, etc. but these are beyond the scope of this project

Private Vehicles (189 comments & suggestions)

- Reduce speed on residential streets
- Provide off-street parking lots beside the Drive so can reduce parking on the Drive without deterring shoppers, etc
- Restrict Adanac to local traffic
- Resident parking in neighbourhoods
- Provide alternative East-West route to First (beyond scope of this project)
- Many anti-car comments

Danger & Safety

Most Dangerous way of travel

Cycling 69%

Walking 14%

Dangerous places

Pedestrians (304 replies)

- Victoria Drive (lots say this one)
- Kitchener & Woodland
- Cars turning into bank parking at First and Commercial
- Broadway and Commercial
- Crossing at First & Commercial, not enough times on lights (lots say this one)
- Parker & Salisbury,
- Venables & Victoria
- Crossing First anywhere between Nanaimo and Clark (lots say this one)
- Adanac & Commercial
- Anywhere on Commercial without lights (lots say this one)
- East 10th Ave and Clark
- Commercial Drive and Grandview Highway

Cyclists (345 replies)

- Along First
- Along Victoria
- Crossing Broadway at Victoria
- Vernon Drive/Union/Adanac
- Adanac at Commercial, Clark & Victoria
- East 10th Ave and Clark
- Kitchener and Woodland
- Crossing at First & Commercial, not enough times on lights (lots say this one)
- North Grandview Highway at Woodland

Public Transit (161 replies)

- Cars turning into bank parking at First and Commercial
- Cyclists on road without separation, e.g. the Drive
- Commercial and Broadway the entire area (lots of comments)