

Suggestions from “Be Part of the Plan” E-Consultation, March 27-May 8

Cycling Infrastructure

- Car-free designated bikeways.
- The Chicago Millennium Park Bicycle Station has 300 free parking spots for bikes, repair shops, showers and cafes to encourage biking. Vancouver should follow likewise.
- 45th Avenue west of Boundary gets used by cars trying to bypass Kingsway traffic. That street needs speed bumps, traffic diversions or some other way to inform the drivers that they’re actually driving on a bike route instead of thinking the bikes are in their way on an express route.
- Create a gridwork of bike routes so it’s practical to get from A to B.
- Create barriers between bike routes and roads.
- Free defensive cycling courses.
- Regular debris cleaning on bike routes.
- Secure bike lockers downtown.
- Slow down traffic on shared bike/car routes.
- Bike lanes on the underside of elevated transit routes.
- Safer crossings on the Granville Bridge.
- Expedite the paved multi-use Spirit Trail from Deep Cove to Horseshoe Bay on the North Shore.
- Car-free streets in downtown Vancouver.
- Differentiate bike routes with different coloured pavement.
- Install more “bike boxes” at intersections.
- Double traffic fines for drivers along bike routes.
- Have one-side-only parking on narrow bike routes.
- More easily accessible bike parking throughout the city.
- Motion activated flashing lights would be my dream - so that as I ride up to the intersection the lights are triggered to alert motorists that a cyclist is entering the intersection (<http://www.streetfilms.org/archives/seattle-crosswalk-tap-foot-lights-blink-cross-street/>)
- The bike box at Union and Main is in need of some touch up. The coloured material that fills the box is slowly eroding and I’ve noticed many more cars pulling up into the bike box as a result.
- Maintain bike routes: pick up debris, fill potholes and fix uneven pavement.
- Bike routes should really be smooth, continuous asphalt, not block concrete paving as on sidewalks, which gets too slippery when wet.
- Better priority to bikes (width of bike lanes, more direct routing, better signal priorities, smoother surfacing, better separation from traffic) through the bike routes on busy streets.
- A possible change in law, to allow bikes to treat a stop line and stop signal as a give way with caution (has been done successfully in some US states).
- The so-called bike routes we have now could be fixed by preventing cars from driving on them with barricades; stop signs and speed bumps where

streets cross bike routes, especially where there are round-a-bouts that cars speed through without looking; removing stop signs that interrupt bike routes; adding traffic lights where bike routes cross arterials (Ontario and 16th, Fraser and 10th).

- Bike borrowing service.
- “bicycle escalators” would be nice:
<http://www.youtube.com/watch?v=ryCWljdVF0g>
- Bicycle lockers or some other secure form of storage at Waterfront or Burrard Station so I can have one bicycle at home in Mission and another one downtown for work.
- Give priority to bikes. Have bike specific traffic lights. On one-way streets, have a bike lane for each direction. Bikes can go two-ways even though cars can only go one.
- Make 10th Ave. more bike-friendly by installing bollards every few blocks.
- Bike rental program like the one in Barcelona.
- The idea of ‘bike streets’ (fietsstraten) originates from Holland too. Cars are allowed on these roads, but they are not allowed to hinder cyclists in any way. Cyclists always have the right of way on these streets.
- cycling education of city engineers (meaning that they need to have both the experience of cycling themselves on their city roads, and also have an understanding of what type of cycling infrastructure is needed where to provide safe, convenient and attractive cycling infrastructure).
- Each and every school should have safe cycling and pedestrian infrastructure + secure bicycle parking, to enable kids to bike/walk to school. School crossing guards can be used if necessary. And let those cars wait. Make it less convenient for them, but easier for those who walk/cycle.
- Cars almost always cut into the bike lane when it’s on the inside of a corner (curve), and sometimes, as they exit an outside corner. Maybe rumble strips at the problem parts of the corner, just outside of the bike lane would be appropriate. It would have to be something safe to ride over if the cyclist had to maneuver out of the lane to avoid an obstacle.
- Incentives for businesses to install showers for their employees.
- Bogota has free bike parking at most of their TransMillenio stations.
- Planners for bike routes also really need to examine elevation changes. I’m pretty sure that some of the existing bike routes were picked simply out of convenience instead of looking at how elevation affects the cyclist.
- Bike sharing programs. Check out Montreal’s Bixi program:
<http://www.bixisystem.com/home/>.
- Give cyclists legal right-of-way over vehicles. Implement a Vulnerable Road Users Act (one with real teeth) that sends the message to drivers that cyclists, by nature of their vulnerability, are given special protection under law. Implement harsh penalties for drivers who injure or kill cyclists. Ban cell phones while driving.

- Better bike routes downtown (i.e. a bike/pedestrian overpass past BC Place and over Pacific); more access to bikes on transit (i.e. a car or half a car dedicated to bikes on each SkyTrain).
- The bike lane on Kensington Southbound at Sprott has never been cleaned and forces me to choose between a (now narrower) roadway and a flat tire. Similarly for parts of Lougheed Highway, and even, say the separated bike lane at 10th and Victoria, where I wiped out last fall due to a layer of wet rotting leaves. Snow was never cleared off the urban trail sections of the Frances-Union route in Burnaby for the whole winter, which forced commuters to use Hastings!
- Create more bike lanes and make them level. In Kitsilano the bike lane zig zags crazily up and down, while the cars travel on straight level Cornwall.
- TransLink should financially support and promote the Vancouver Cargo Bike Co-operative (cargobikecoop.org).
- Make bikeway routes “one way”, with parking on one side only.

Driver Penalties

- Double the cost of fuel for non-commercial trucks and cars.
- Pay-As-You-Drive insurance: price car insurance based on mileage.
- Tolled express lanes: drivers pay a little extra to travel in the fast lane, extra people or not.

Encouraging Transit Use

- Introduce a distance-based fare system with a free ride for short distances.
- Free/subsidized hop on/hop off trolleys in downtown Vancouver.
- Region-wide car-free day.
- Further support of the Co-operative Auto Network (CAN).
- Car sharing networks.
- Allow dogs on transit.
- Vans that could be point to point via online booking and form a variable ‘route’.
- Make greater use of smaller, more flexible vehicles (6 to 8 passengers) for a more extensive route network.
- Pet-friendly and personal ‘cargo’-oriented services.
- All day West Coast Express service.
- Other direct interurban connections.
- One of the main obstacles of using public transport is that there are no safe and affordable parking facilities close to public transport, with the exception of the well-designed West Coast Express stations. I could easily use public transport (SkyTrain), but I need to get to a station first. Taking

bus service to SkyTrain is not an option due to too many connections / transit time.

- Restricted access for private vehicles on roads such as Commercial Street or Robson Street during the evenings / weekends. This will help develop effective transit corridors, increase revenues for businesses and add a much needed sense of community to our city.
- Encourage cities to curtail office parks in favour of high density commercial centres that are better served by transit.
- 100% free transit; cost would be offset by increased advertising revenues.
- Expand U-Pass program to all post-secondary students.
- Combine the vehicle used for the transport of goods with people movers. An example would be numerous smaller vans doing prearranged Neighborhood pickups and then quickly transporting people to key high speed hubs. These vehicles can then be used by changing interiors for the movement of goods during non peak rush hours.

Expo Line Improvements

- Revamp the concourse area where the Broadway station has the pedestrian walkways into the connecting Commercial Drive and Broadway Stations. People are all walking all over the place and into each other, there needs to be bigger and wider and more streamlined with public access. They walk way areas need to be fixed where we keep everyone to one side i.e. to the right. Now it's like everyone is all over the place and walking into each other and its getting worse and too crowded.
- Broadway Station: When the 20 Downtown articulated does a passenger dump, everyone just makes a run for the shortest distance to the escalators by cutting through the alley & parking lots. To complicate matters, there are passengers exiting the train for the same bus, while cars are entering/exiting the parking lot. In addition the sidewalk width is inadequate with passengers lining up to board the 20 Downtown colliding with passengers exiting the bus. Should I also add people exiting the McDonalds and the obstacle course with the bench and trash can? Perhaps the stop should be north moved closer to Broadway.
- On the Main Street Science World station I would like to see the stairs on the east end of the station replaced with an elevator so that both trolley bus users and people exiting from train station can access the platform independently, and at the Metrotown station I would like the overhead walkway between mall and station made accessible.
- Public washrooms at each station.
- More bike lockers.
- WiFi hotspots.
- Places for vendors to store their carts.
- Community Maps listing businesses / attractions / local lore & history.
- Covered seating areas / public squares.

- Guideway lighting such as under the Cambie St. Bridge.
- ZipCar (or CAN et al) parking spots.
- Vancouver's style of garbage cans with spots for cans/bottles on the outside.
- Good bus connection information.
- Real-time countdowns to the next three trains.
- Retail (newsstands, coffee shops, other commuter services).
- Secure bike parking for casual bicyclists (lockers require three-month commitment).
- Grooves alongside all staircases so cyclists can roll their bikes up and down the stairs — this also frees up elevator space for those that really need it. (<http://www.bikingtoronto.com/2008/03/subway-station-stairs-to-get-bike.html> <http://bikeblogs.org/sf/2008/10/14/16th-street-bart-bike-ramp/> <http://www.flickr.com/photos/drdu/177249198/>)
- Public art installations at all stations.
- Window walls on elevators.

Funding Ideas

- A Metro Vancouver sales tax for transit would cover TransLink's budget shortfalls for the future. When the economy was strong, I calculated a one per cent tax would bring in \$300 million revenue. Considering the GST was decreased by 2%, there is room for an extra sales tax.
- An investment in a senior group of overseers, people who have run their own private businesses, people who would do nothing but constantly review the function and budgets of the systems under TransLink's control, would reap dividends beyond belief.
- Redevelop the land near or along the Expo line and stations and also at the VCC Clark station as these areas are under developed and under utilized. If we utilized the space better and sold the land, additional revenue could be achieved to fund improvements to the system.
- Create a waste or packaging tax. Depending on the amount of waste a residents or a company produces they would be taxed or a levy could be placed on products people buy. When packaging is returned to recycling centres the levy would be returned to the consumer but for the number of people that don't return the packaging the money goes to TransLink.
- Use the fare cards as advertising space.
- Let companies sponsor SkyTrain stations or entire lines.
- Add TV monitors on buses/Sky train cars/trolleys/SeaBus and sell TV commercials.
- Tax Levy on every container leaving the Metro Ports operations. This levy should be graduated to hours of operations.
- Charge recording companies or producers a flat fee to play samples of music they wish to promote while waiting in SkyTrain stations.

- Allow telecommunications companies to install wireless towers on TransLink property similar to what Bell does on some traffic lights in Surrey.
- Implement a license plate program similar to VANOC; customers choose a design and pay extra royalties whenever insurance must be renewed.
- Business parks should be taxed an extra carbon tax to offset the increased cost of providing services to these areas. The same should apply to distant residential communities such as South Surrey and parts of Langley etc. Businesses and residential developments located in town centers or near major transit centers should have a carbon tax offset applied to balance some of this increase taxation. Overall the tax should bring in additional revenue. These lower carbon tax areas should also see higher property values resulting in lower taxes and more revenue for TransLink.
- Toll all bridges in the Lower Mainland.
- New vehicle tax that increases with the size of the vehicle.
- A blend of levies that take into account usage (i.e. gas tax, tolls) and the number and size of vehicles a person or household has.
- Increase the tax on gas. At \$1.20 a litre we are still 40% cheaper for gas than Europe and this would provide \$400M for all the requisite TransLink needs without having to wait until 2040.
- Before I hear about another toll going across the Fraser hitting Richmond, Surrey, and Delta commuters, I propose a toll on the Burrard Bridge, Granville Bridge, Cambie Bridge and Hastings/Powell arterials. Why should people who don't travel downtown have to pay extra?
- TransLink's real estate department should be able to buy up land cheaply now, build transit, and make some good profit off the land.
- A user toll on the HOV lane for single occupants willing to pay to bypass rush hour traffic, like they do in San Diego.

Improving Transit Service

- 24-hour buses.
- Park'n'Ride at SkyTrain stations.
- The #33 bus is very fast, but doesn't run in the late evening. I often see people waiting at stops after the last bus has passed so I know I'm not alone in wanting more service hours. Hopefully the #33 starts running at night when Canada Line opens. That would give us a one-transfer transit solution for getting to and from events downtown or at the River Rock.
- I hope to see LRT replace the Broadway B-Line. It would help the vibrant pedestrian nature of the street and benefit the businesses there. All over the world businesses see sales increases of 10% when street cars or larger LRT vehicles are added to streets.
- When you stuck all those students on the U-Pass program at Langara you swelled the single 49 UBC route to Overcapacity. You then cancelled

- several Langara specials and run the route every 10 minutes. I now get passed by full buses twice as often now because you're STILL not running any sort of extra capacity during school rush hours even though you're repeatedly cramming us in tighter than sardines.
- Express bus service users from South Delta, White Rock, Surrey are quite well served. The 601,351, etc. travel direct to Vancouver down a major artery - Granville Street. TransLink plans to take away our express bus service and as a result I and many others will switch back to using a car. Do you really think I am going to continue using public transportation for my trips to South Granville that will involve a bus, a train, and another bus?
 - I am fervently hoping that at least one express bus will run from 70th to Waterfront/Burrard even after Canada Line is operational.
 - Please don't get rid of the 351 to White Rock! It is THE reason I don't have a car!!
 - How come not many bus routes go thru Knight Bridge? People in Richmond need express bus service to Metrotown/BCIT, not a 60+mins bus trip.
 - Please re-think forcing every bus south of the Fraser linking to Vancouver to go to the Canada Line station in Richmond as it will be detrimental to an already weak transit system.
 - I don't understand why trolleys aren't being considered.
 - The minimum we need in Pitt Meadows/Maple Ridge is a dedicated fast bus that runs frequently and takes riders through a minimum of stops to arrive at the Coquitlam Centre Loop within 30-40 minutes.
 - The biggest problem with the Phibbs Exchange is the lack of bus connections to the nearest SkyTrain station, which is Rupert Station on the Millennium Line. I propose a scheduled minibuss between Phibbs Exchange and Rupert Station.
 - Why is Lougheed Station advertised as "Park and Ride" on maps but there's nowhere to park for transit riders? All parking areas are marked with time restrictions and 'only for shoppers to the mall'.
 - Addition of a B-line down 41st.
 - Is there any work done to minimize the number of transfers between any two points within Vancouver, and the transfer wait time between transfers? The current system seems hugely inefficient, and I feel that no extensive analysis/computation has been done in this regard. Are we making use of local resources at universities and colleges to conduct these types of studies?
 - Please keep the 351 and 354 bus routes when Canada Line opens.
 - I would use transit more if frequency of the buses along 108 Ave and lighting (i.e. to improve safety) at the eastbound bus stop at Gateway station were improved.
 - Are there plans to sever the long 22 Knight route from the West side to improve reliability on the East side? Perhaps have the 22 route hook back at the Burrard station?

- End counterflow operations in the Massey Tunnel and Lions Gate Bridge.
- Put up signs so that people will board and exit the SkyTrain on the right-hand side, to avoid congestion at the doors.
- Bus queue lanes in congested areas like the ones on the Lions Gate Bridge, more HOV lanes and green traffic light holding ability at major intersections to reduce trip times.

Reducing GHG emissions

- Develop a system of electrically-powered trams, streetcars, trolley buses and LRT to feed into SkyTrain.
- Install solar panels on bus stops, TransLink buildings and SkyTrain stations to generate power.
- Partner with the provincial government and private investors to develop a network of electric vehicle charging stations.
- Tax break for residences that have an electric or hydrogen vehicle.
- Colour-code license plates and allow cars to be on the road every second day, like they do in Mexico City and Beijing.
- Electrify bus routes: On Hastings, there are two sets of wires - local wire and express wire, formerly used by rt.34 Hastings Express which no longer exists. With the introduction of B-Line service between downtown and SFU along Hastings, semi-express / local bus service to SFU along Hastings should be electrified and terminate at Duthie and Hastings! (sic) Trolley wires are being installed on Marine Drive, and there's definitely a possible chance of electrifying 100 which will run between Marine Drive Station and 22nd Street Station after Canada Line opens.
- Tax breaks or other incentives to encourage carpooling.
- Allow electric vehicles on city streets.
- Financial incentives (tax credits, exemptions) for commuters who cycle.
- Left hand turn arrows at all major intersections; and buses that do not exceed the width of driving lanes. Over-sized buses and a dearth of left-hand turn lanes contribute substantively to traffic, pollution, and gridlock in this town.
- Ban container traffic from roadways; shift long-haul trucking to rail.
- Sell a combination: car insurance valid for evenings/weekends and transit pass for weekdays.
- Restrict commercial traffic to night hours.
- Has TransLink considered linking some of our more popular Lower Mainland destinations that are situated near water (i.e. New Westminster, North Delta and Surrey, Steveston, Ladner, UBC, Kitsilano, Downtown, West Vancouver, Port Moody, etc.) with some kind of ferry service? I would venture to guess that if you had a sort of hub-and-spoke system, with passenger ferry terminals as hubs and street buses as the spokes, you could serve a significant portion of Greater Vancouver with a relatively efficient and inexpensive transit alternative.

- Make changes to the parking costs in downtown Vancouver: Cars may be needed for shoppers to get stuff home but not to sit parked for an 8+ hour work shift. Charge \$0.25 for the first hour and double the rate every hour.
- Controlled parking in busy neighbourhoods (restrict all roadside space and require residents to buy parking pass at cost-recovery rate to park on-street).
- Every individual within the City of Vancouver should pay an extra service fee for any delivery of food and products; all individuals south of the Fraser, because they are closer to the producers of the food and closer to the main overland shipping routes, would get a discount.
- Increased ICBC premiums for households with multiple cars.

Safety

- Would like to see more of the new buses ordered with more “emergency exit”-openable windows in the rear portion of the bus.
- Don’t stop at turnstiles - every other metro system also includes a booth (usually enclosed by plexiglass I’m assuming) where a SkyTrain attendant works selling the tickets and watching over the station.

Smartcards

- Singapore uses a tap-and-go system, which I really liked, and it was installed on busses as well. You prepay your card, and then are charged based on distance travelled, rather than using the zone system.
- I hope they will be contactless like the ones in Hong Kong.
- Would be even better if the technology could be adopted by other businesses as well so users can make small purchases at vending machines and stores with the same card.
- Please have a unified system throughout the system, so buses, SkyTrain and SeaBus are all intercompatible with the smartcard.

System Expansion

- Connect the SkyTrain with a line that runs from Waterfront station to the future Evergreen line in Port Moody, following Hastings Street or the West Coast Express tracks. This would not only benefit mid-day and late-evening commuters east of the tri-cities, but also service students heading to SFU.
- A tunnel to bury the causeway under Stanley Park.
- More buses to the suburbs.
- An extra set of rails for Expo line, so you could have an express train from Surrey or further out that doesn’t stop between New West and Broadway, and doesn’t have to queue behind the trains that do.

- A Rapid Bus line from Surrey Center, down 104th to Guildford, then on the freeway using a new HOV lane all the way to Chilliwack. The buses would have doors on both sides to allow for boarding and disembarking from a central platform. A number of park and ride lots along the way with walkways across half the freeway to the centre platform. Special on and off ramps to allow some buses to go to Downtown Langley or Abbotsford.
- Millennium Line expansion to UBC.
- Touch screen computers for each SkyTrain station and in the future when they become thin enough, select bus stops, that connect to TransLink website information for bus routes and bus numbers so users can merely type in an address via the touch screen or select it on a map and it will tell people how to get to their location with transit.
- Create different 'levels' of public transit, where price corresponds to quality of service, speed, and comfort. If there was another line like the West Coast Express (perhaps faster still) that serviced other suburbs - I can guarantee these people (myself included) would pay even twice the price to cut their trip time in half.
- Retail spaces in SkyTrain stations can generate some rental revenues and passenger can enjoy the convenience.
- UBC Line should be built sooner than later (we need it now, as sometimes it's hard to get on a bus when they're so full) and as much of the line be tunnel-bored as possible, rather than use the cut-and-cover model as used on Cambie.
- I would use transit even more if you increased the SeaBus to run all night as well (one sailing every 30 mins between 1:30am and 6:00am) would certainly help. Also, run the nightbus from Vancouver to North Vancouver more too - you stop the service at the very time I need to get to work.
- Run a small commuter train along the West Coast Express rails from downtown to Port Moody to connect it to the new Evergreen line. Have a stop by the PNE grounds so that then can build a new soccer stadium back at the old Empire Stadium site and for hockey games at the Pacific Coliseum.
- Need more trains all over the Valley, particularly trains that go to Langley and Abbotsford.
- Extension of rapid transit to the valley.
- Addition of some sort of commuter rail mainly frequency between Abby/Chilliwack area and Surrey/Vancouver even the additional capacity or additional frequency on the current West Coast Express as that train is always over packed.
- More park and rides and the expansion of the parking capacity at the Scott Road sky train station.
- Invest in regional rail service. Many rights of way and tracks are already in place from old CPR lines and current freight lines that run along many high transit corridors. This would be an extremely viable option for transit. If electrical overhead wires were installed, with hybrid or electric locomotives this would be a zero emissions transit option.