

## **Suggestions from “Be Part of the Plan” E-Consultation, May 9-22**

### **Cycling Infrastructure**

- Bicycle roads, i.e. turn Heather Street into a bicycle-only road.
- Bike lanes separated from cars and pedestrians with a curb.
- More dedicated bike routes like the Central Valley Greenway.
- More secure lockers for bike and gear.
- Set an aggressive cycling mode share such as 50% by 2050. Copenhagen has set a goal of 50% by 2015.
- Mandate that all events with 1,000+ people offer a Bicycle Valet service, as they do in San Francisco.
- More on-street bike racks.
- Better “light systems” along the bike route will server better people who are traveling in the evening.

### **Driver Penalties**

- Charge a fee for entry into the downtown core by car.
- Implement a GPS tracking device that is installed on people’s vehicles (encouraged by offering a deal) that would track the vehicle’s mileage and usage. With these GPS devices would be a newly implemented toll on the bridges, tunnel, and major roads.
- I’d like to see vehicle registrations taxed; employing a formula that takes into consideration vehicle mass, distance driven, and towing capacity. Small, efficient cars could be exempt, while giant pickups with dually rear wheels will take the brunt of the tax burden, and well they should. Encourage frugality, reward sensible decisions, and make the big pickups pay!
- What about the transport trucks? They are bigger, heavier, and pollute more than any big pickup. Start to make transports go through AirCare, implement different classifications of license for pickup owners.
- Toll the sea to sky highway.
- Make insurance user pay. Charge insurance by the amount of mileage put on the vehicle. The more you drive, the more you pay.

### **Encouraging Transit Use**

- Have one fee for the whole system: the present system discourages people from using the system with its complexity, unfairness and high cost.
- There is a need for some education on the bus system. Getting rid of some misperceptions and improved marketing could help increase ridership.
- In Melbourne when you buy a monthly ticket the fare period begins the first time it is used. The technology is available here, why not use it.

- Weekly transit passes are an excellent idea. Not everyone can come up with the cash for a whole month.
- Team up with YVR, increase the AIF an extra \$1, on the date of your flight you ride for free on the system. Buy a ticket thru Ticketmaster and your service charge is an extra \$1, you get to ride transit for free on the day of the event. Book a convention and Pavco charges you a green fee but you get free transit tickets for all your attendees. Increase the hotel tax an extra \$1/night and you get free transit tickets during your stay.
- Perth, Australia has GPS controlled fare cards, which you fill up with \$ like a debit card, and when you get on a transit vehicle you swipe on and off. The GPS calculates how far you have gone, and automatically deducts the fare from your card. It is a truly brilliant system.

### **Faregates**

- With the addition of turnstiles, a private operator can be found to buy the system, and the capital costs could be recovered and used again. The annual budget for TransLink would be reduced, further freeing up needed monies for further improvements to our transportation infrastructure.

### **Improving bus service**

- Use cheap non-kneeling buses on very busy routes, especially those transporting lots of young university students. As long as you intersperse the 'old-school' cheap buses with the kneeling buses, the route is still fully accessible - in fact, it's more accessible than when overcrowding causes buses to skip stops.
- Increase the number of routes with infrequent stops, such as the 43, the 99 & the 98. Many riders have no problem walking 5 blocks to a bus stop, and express bus routes are almost as fast and convenient as the SkyTrain.
- Don't put extra-long buses on routes with frequent stops, or the scheduling will go horribly wrong, as it has on the #20 route.
- Encourage people to work hours other than 9-5 by selling bargain bus passes that are only valid before 8 am, between 9:30 am and 4:30 pm, and after 6 pm.
- Off-board fare collection: having passengers purchase fares in advance would expedite boarding and speed up transit service.
- They need more direct buses to and from Coquitlam station to the SkyTrain station, especially at night when the 169 only run once an hour, because of this, the 97 b-line is jam packed and it takes an additional 10 min. More cars for the SkyTrain would help too, it is too crowded during the day.
- I would take transit more often within North Vancouver if there were express buses and if the buses would not have the long stopovers at Phibbs exchange.

- B-line buses with Bus Only lanes on the Hastings corridor.
- LRT connecting SFU with Burrard Station.
- Upgrade 41<sup>st</sup> street bus service to B-line.
- I take a bus from the Arbutus area to UBC and it takes half an hour to get there - it only takes 10-12 minutes in a car. You could reduce the number of stops by almost half. Right now they are every block (in some places).

## **Reducing GHG emissions**

- Develop a network of electric vehicle charging stations like they are in Portland.
- Offer tax credits for people who use transit to commute.
- Electrify and subsidize current regional railway network.
- TransLink should make all of their buses run on electric engines /w recharges at the bus depot.
- If the traffic lights could sense people with motion cams then the traffic flow would run smoother and there would be fewer red light stops for no reason at all or for one car when 30 just stopped on the other side wasting gas & brakes.
- Provide solar rooftops to the city. The upfront cost of panels and labour could be great for jobs and a percentage of unused power could go towards the grid's TransLink functions.
- Windmills to produce enough power that TransLink could provide free service.
- Introduce Car-Free Sundays like they do in Bogota, Colombia where dozens of kilometers of streets are shut to motorized traffic from 8 a.m. – 4 p.m.
- I would also love to see if possible the addition of pedestrian only streets in areas of the downtown core which would be really cool ex. Robson St.

## **Safety**

- Address lack of amenities or shelters at the larger bus exchanges. Phibbs Exchange and Sperling/ Burnaby Lake SkyTrain Station for example, are both very isolated locations and if you just miss your bus/ connection you are stranded without security. Its just plain creepy at these places alone at night. Maybe Transit could have these areas rezoned so they could consider leasing part of these properties to cafes/ retail food stores so there is a safe location, bathrooms and phones that work. Or have waiting rooms accessible through pass cards, i.e. similar to the UPass. In these wait rooms there could be a family area, woman's area and a general waiting area, with such things as washrooms and vending machines.

## **SkyTrain**

- Offer free parking at SkyTrain stations.
- Security guard at each SkyTrain station.
- Extend SkyTrain service hours, especially early mornings on weekends.
- Increase number of cars on SkyTrains during rush hour.
- Ever since moving to Vancouver two years ago I have been bemused by the lack of maps on the transit system. SkyTrain carriages have one small map per carriage, SkyTrain stations have few or no maps on the platforms, bus stops have no maps, and buses have no maps inside. How on earth are you supposed to understand where to go, which bus to take etc, without a map? Seems like this would be a fairly inexpensive improvement in the transit system.
- A simple thing like having train doors open in the same spot every time, could allow for respectful commuter queuing.

## **Smartcards**

- Smartcards would be welcome as long as they're not too smart. As long as it's as easy and anonymous to buy a pre-paid card (like the current monthly FareCard), I'm all for it. If there's more hassle than that — and, more worryingly, personal data collected — then TransLink had better think again.

## **System Expansion**

- High Speed Rail should connect Vancouver Central Station with Whistler, Seattle, and Kelowna.
- Develop a downtown LRT line to service Granville Island, False Creek, Waterfront, and Stanley Park.
- Extend the Canada Line to the Tsawwassen ferry terminal.
- Connect the Millennium Line to the Canada Line at either the new Olympic station or Yaletown/Roundhouse. This would relieve some of the bottleneck at Broadway.

## **Transit Alternatives**

- Create a carpool match website.
- I often bring my bike home with me on the SeaBus and put it on the bus rack to get up Lonsdale. I get worried if there are several bikes on the SeaBus - because there are only 2 racks per bus to get us all up that hill!
- TransLink should elect a Commissioner of Pedestrian Affairs to oversee investment that is designed to move people, not cars. This individual

would have a vital role in assigning proper investment to see the Goals of Transport 2040 come to fruition by keeping focused on people moving, safety, and infrastructure development.

### **TransLink Management/Structure**

- TransLink needs to be made a publicly traded company. I would love to see shareholders directly invest in it AND pick their own management staff and have a say in major decisions.

### **Upgrades to Expo Line Stations**

- A common center deck for Columbia.
- The PA system needs an upgrade. It's audible, but not clear enough.
- Nicer buildings with more glass and less concrete (a bit like the Millennium line stations).
- More services around some stations (like 22nd Street station); if you missed the bus and have to wait 30 minutes, at least you could have a bite or grab a magazine or something.
- Clean toilets.
- Metrotown is in some serious need of reworking. The single elevator is a bottle neck and on the weekends it is not uncommon to get off the train and find several strollers and wheelchairs all stacked up and waiting for the elevator. Ideally there needs to be an elevator at the other end of the station down to both the street and the walkway over Central Blvd. to the mall. Then possibly another elevator down to the bus loop at the other end of the walkway—similar to the double-elevator setup at Edmonds Stn.
- Newspaper/convenience stores at each station.
- Expand platform capacity.
- TransLink should look into securing properties on either side of the Broadway station. It is already overcrowded during rush hour and if the middle platform can't handle the crowds, the station will need to add platforms to the outside. The Safeway to the east of the station is due for reconstruction one day and it would be nice if there were some sort of integration with any new commercial development on that site. A platform on that side wouldn't hurt either. Same with the west of the station. There have been plans before to redevelop the CIBC on the corner of Broadway and Commercial, but a sticky requirement about minimum parking spaces got in the way. If that site and the McDonald's and Freshslice Pizza sites ever merge together, you would be able to create a commercial entity that could connect to a platform on the west side of the station.
- Up escalators at Nanaimo eastbound.