

July 8, 2002

File No. 7400-54-DTTP

Mr. Doug Louie
Downtown Transportation Engineer
City of Vancouver
300 – 456 West Broadway
Vancouver, BC V5Y 1R3

Dear Mr. Louie

Re: VPA Comments on the Vancouver Downtown Transportation Plan Draft Report

Thank you for the opportunity to provide feedback on the draft Downtown Transportation Plan report prior to it being finalized. Overall the document is very well written and the team should be congratulated for their efforts in handling a very difficult and challenging project. It is evident from the draft document that a great deal of effort has gone into creating this report. There are several complex issues that have been addressed in a very fair and equitable manner. From VPA's perspective there are a few points that may benefit from some clarification or modifications to wording. Nothing major. These comments are provided below for your consideration.

3.6.2. Downtown Employment Targets

From the 2001 Port Economic Impact Study direct economic impacts have been divided up by Municipality. Although not specifically for downtown, direct economic impacts of the Port on the City of Vancouver can be summarized as follows.

Jobs	4,733
Person Years of Employment	4,435
Wages (millions)	\$243
GDP (millions)	\$293
Output (millions)	\$641

Much of this activity can be attributed to the downtown area and vicinity. You may wish to include some or all of the above in your report.

4.1.7 Traffic Management with Traffic Signals

While it may be impractical to include all of them it would be beneficial to graphically depict the major corridors and operating parameters of those corridors for which sequential green times are currently provided as well as any future proposed changes.

4.2 False Creek Flats

VPA fully supports the development of a detailed transportation plan in this area that is coordinated with a rail study. As the inner harbour is directly served by the rail yards in the False Creek Flats area it is critical that any future transportation or land use plan take this into consideration.

4.3.5 Proposed Policies - Pedestrians

While VPA is fully supportive of pedestrian routes and greenways in and around the downtown area the report may benefit from some modifications to the graphics and text as they relate to the area around Canada Place and the Lower Port Road. The graphics imply specific alignments that simply may not be possible. Perhaps a more generic approach would be better given that no development plans for the area have yet been completed. Please refer to the Central Waterfront Port Lands Policy Statement as it relates to movement and access (see Figure 1 below). In addition, VPA takes the position of not encouraging the lower level road – beneath Canada Place - for use by pedestrians especially in the short term. Pedestrian activity in this area is not compatible with the bus, truck and other vehicular activities taking place in this area. The “tunnel” area will only expand in the future and will likely become an even less friendly environment for pedestrians. This would be similar to encouraging pedestrians to use back lanes in other parts of downtown where loading/deliveries are made versus the use of the upper level sidewalk.

Policy - Movement and Access	
8.1	Emphasize walking, cycling and public transit as the preferred means of getting to and moving around the site. Ensure the site is adequately served by other transportation modes necessary to the primary uses, including tour buses, taxis, trucks, emergency vehicles and cars.
8.2	Ensure that full provision is made to accommodate the physically challenged throughout the site.
8.3	Provide adequate pedestrian, transit and vehicular access from the existing city across the C.P. railyards, given that these linkages must meet the site's needs for the foreseeable future. All parties should work together to achieve necessary rights-of-way.
8.4	In addition to the links along the waterfront walkway, provide at least one pedestrian link to the community-oriented area, and at least two pedestrian links to the remainder of the site. At least one of these should be centrally located near Cambie Street. Encourage further pedestrian linkages.
8.5	Develop a pedestrian over pass to Portside Park as a priority.
8.6	Maintain and/or improve the direct public connection and existing walking time between the Sky Train in the C.P. Station and the SeaBus. This may involve innovative measures to effectively move pedestrians.
8.7	Protect the function of the C.P. Station as a major transit entry to the city.
8.8	Identify a viable right-of-way on or in the vicinity of the site, capable of servicing the site, that can accommodate a future east-west rapid transit system and a possible heritage streetcar system, that may be shared with vehicles and/or pedestrians.
8.9	Ensure that the planned access links across the C.P. railyards take into consideration commuter rail development into the C.P. Station.
8.10	Provide for the future extension of Gastown streets into the site.
8.11	Provide at least two vehicular links in the downtown-oriented area in order to encourage cars to access the site from the downtown core. Discourage commuter through-traffic from using the area's street system as a bypass, and consider traffic calming measures on local streets.
8.12	Maintain Waterfront Road as a services/utility route serving uses on the VPC site and sites further to the west.
8.13	Complete, as part of the site planning, a full traffic assessment including impacts on adjacent areas and implications for atmospheric pollution and noise pollution.

Figure 9. Movement and Access

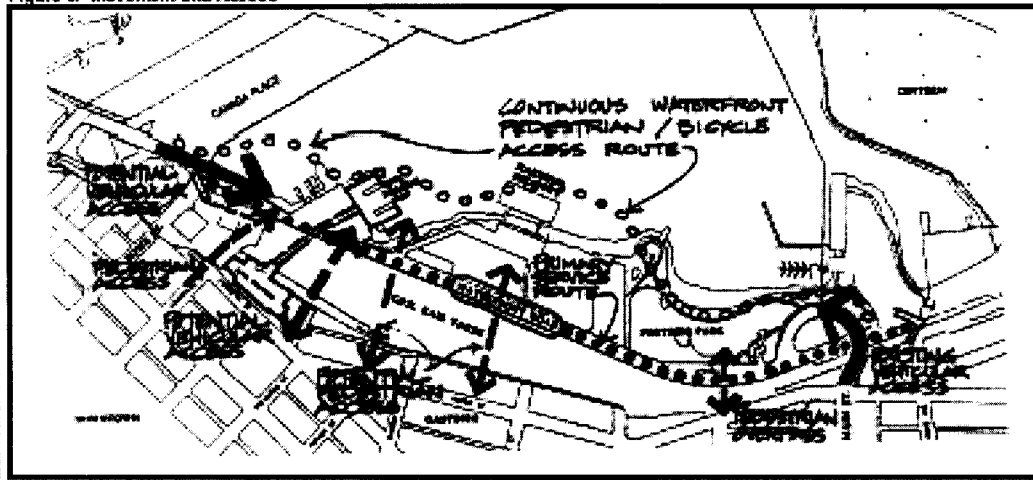


Figure 1: Excerpt from Central Waterfront Port Lands Policy Statement

4.4.5 Recommended Network – East – West Routes – Port Road

The comments for this section are very similar to those made above for the section involving pedestrians in the area of Canada Place and the Port Roadway area. While VPA is fully supportive of bicycle routes and greenways it does not recommend encouraging the use of the lower level road – beneath Canada Place - for use by cyclists, especially in the short term. Bicycle activity in this area is not compatible with the bus, truck and other vehicular activities taking place in this area. Again, the fact that the “tunnel” area will likely expand in the future only means that more trucks and buses will be delivering to the area. The supporting figure for this area may also need to be adjusted, as it appears to be too specific as to the suggested alignment for a future bike route in the area. Given the uncertainty regarding future development in the area at this time a more generic alignment would likely be most appropriate.

4.5 Goods Movement Plan

Perhaps the wording in the 2nd paragraph can be modified somewhat to reflect the fact that the Port does not generate a large amount of trucks into the downtown area. Port activities in the downtown area involve very few tractor-trailer units west of Main Street. There are however several Buses and service related vehicles around during the Cruise Season. The Trade and Convention Centre attracts a number of heavy trucks during setup and take down of exhibitions and conventions. Other heavy trucks use the Port Roadway because they are encouraged to do so not because they are generated by the Port.

The above comments apply equally well for section 4.5.1 The Port does not generate a substantial amount of trucks into or out of the downtown. East of Heatley yes, but not downtown. In addition, the Cruise business is seasonal in nature.

4.5.4 On Street Loading Zones

Perhaps reference can be made here to work being carried out by CPC and VPA in conjunction with the CoV in the vicinity of Canada Place. The City of Vancouver Traffic Management Section has a copy of the study and is currently implementing a number of the recommendations for this report. Again this emphasizes attempts that are being made by stakeholder groups working together to reduce or eliminate inter-modal conflicts in a very congested area of the Downtown.

Figure 4.5-H

This figure may need to be updated to reflect what CoV is currently implementing as a result of the Canada Place circulation study.

Should you have any questions or require further clarification about any of the above please contact the undersigned at 604.665.9340.

Yours truly,

Dennis Bickel, P.Eng.
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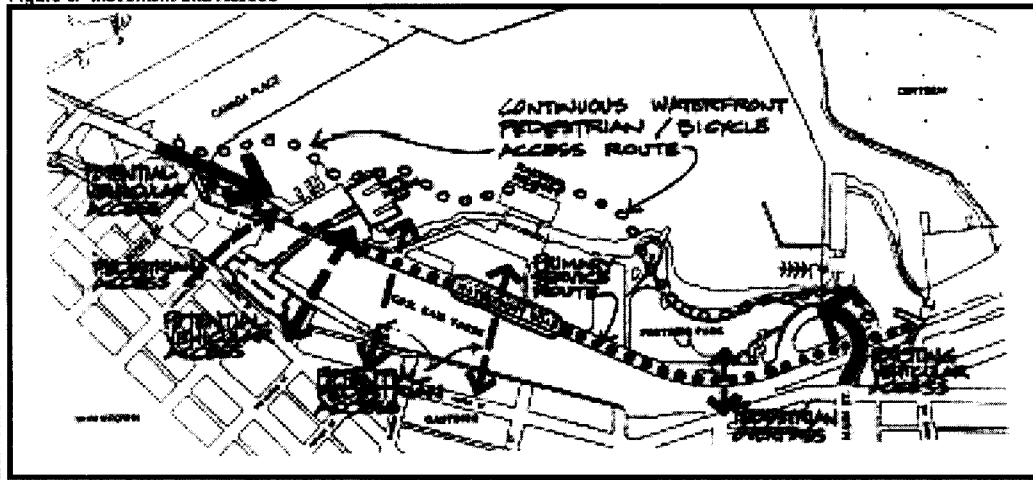


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