

*Downtown Transportation Plan*

**Summary of Messages from  
Workshops and “Walk-Abouts”  
to June 2001**

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**1. PEDESTRIAN ISSUES AND IDEAS**

Create a *network* of pedestrian routes that connect people to their destinations including community centres, retail streets, SkyTrain stations, institutions, recreational and entertainment facilities.

Pedestrian routes should provide a variety of interesting experiences along the way--historic buildings, parks, public art, green spaces, retailing and service uses, and built forms that are pedestrian in scale and provide architectural interest.

Give pedestrians first priority crossing intersections by eliminating “delayed walk” at signalized intersections or improve signage to indicate where pedestrians are held back to let vehicles travel first. Provide “Texas Scramble” at appropriate intersections where pedestrians are allowed to cross in all directions at the same time prior to the vehicle green phase.

Create pedestrian bulges at intersections to reduce the pedestrian crossing distance and time.

Create *pedestrian malls* or pedestrian priority areas. Suggestions included

- Robson (from Hornby to Howe as a start);
- Gastown; and
- Granville Street.

Create a network of clearly defined pedestrian routes that will provide direct, safe, secure, interesting links that connect to major destinations and transportation nodes.

Look for opportunities to provide wider sidewalks, pedestrian bulges, increased weather protection, enhanced pedestrian scale lighting, as well as creating healthy public spaces with appropriate landscaping and building design that helps to provide a variety of experiences for the pedestrian.

Identify opportunities for creating publicly accessible pedestrian mews (landscaped pedestrian paths) through new development sites that punctuate blocks and lessen the travel distance between destinations for pedestrians.

Specific pedestrian routes identified (see map) include Beatty, Davie, Robson, Denman, Granville, Water, Carrall, Hamilton/Homer, Helmcken, Cardero and Bute Streets.

Pedestrian Safety and Public Education:

Greater education and increased awareness to issues of pedestrian safety

Provide information centres for promoting transportation alternatives and education of traffic by-laws  
Reduce motor vehicle speed limits to 40 km/h  
Provide greater enforcement of speed limits, 'drifting' stops and light runners  
Improve pedestrian access to/from bridgeheads  
Discourage vehicles from short-cutting through neighbourhoods

### Specific Areas of Improvement for Pedestrians

- Increase width of sidewalks on the Georgia and Dunsmuir viaducts accommodate people to pass each other comfortably especially for those persons in wheelchairs
- The distance between pedestrian crossings along Pacific/Expo Blvds are too far apart. Signals will help to reduce speeds and increase pedestrian comfort.
- Better access between False Creek and Yaletown by providing shorter crossing /waiting times across Pacific Blvd, pedestrian bulges, and improved way finding from Seaside route to City Centre
- Wider sidewalks along Denman Street
- Create greenway routes along Bute Street and Cardero Street
- Connectivity to AquaBus, Waterfront Station, SeaBus, and other transit modes
- Extend reduced speed limit zones around schools to provide greater safety. Encourage schools to implement 'walking bus' programs to help reduce traffic that is destined to schools
- Improve accessibility to and from the Seawall by providing pedestrian bulges, crosswalks and signals to let pedestrians cross safely. Specific improvements include installation of pedestrian signals, bulges and crosswalks along Beach Avenue at Cardero, Nicola, Broughton.

## 2. CYCLING ISSUES AND IDEAS

- Provide a *network* of cycling routes that connect to existing/future transit nodes, neighbourhoods, and major destinations.
- Invest in cycling infrastructure (bike routes, bike racks, maps, destination/distance signage, change/shower facilities, maintenance) to encourage cycling. Seek partners to help fund improvements such as ICBC, Provincial and Federal money.
- Free bikes for public short-term use (could be included as part of street furniture program)
- Provide incentives for developments that promote sustainable transportation alternatives incentives including adjustments to property taxes, DCL's, and CAC's, and "fast tracking" development applications.
- Allow for bikes on all forms public transportation
- Bike lockers at all major transit nodes and destinations
- Design bike routes that provide adequate space between parked and moving vehicles and are clearly defined by coloured pavement and signage
- Improve access to bridgeheads as well as providing adequate space for cycling across bridges
- use/implement bike boxes (defined areas at intersections to give priority to bicycles to help advance cyclists through intersections first
- Change by-law to allow in-line skating and scooters on selected streets
- Create programs for public education/awareness for all road users regarding safety
- Pender Street should be reconfigured by removing a travel lane and converting to one-way eastbound/Dunsmuir westbound.

- Bike route designs need to be consistent and clearly signed. Parking regulations need to be consistent as well
- Paint parking separators to guide drivers closer to the curb to help reduce accidental “dooring” of cyclist
- Eliminate advanced left and right-turns where possible

### 3. ROAD NETWORK

- Goal should be on bringing people into d/t and the making of a good pedestrian network
- Create a better balance for all transportation modes based on Council’s priorities.
- Create a “ring-road” around the downtown serviced with efficient transit and shuttles that network destinations in the downtown core.
- Discourage s.o.v’s (with TDM’s, TSM’s) into the downtown which will provide more efficient goods movement
- Replace traffic signals with roundabouts
- Pacific Boulevard should be reconfigured with bike routes, more signals, wider sidewalks, and a reduction in travel lanes. Use main roads like Pacific to help define neighbourhoods
- Separate pedestrians, transit and cyclists from passing vehicles and through traffic
- Provide park & ride near SkyTrain stations and stadium
- Coordinate signal progression speeds that move traffic safely and efficiently
- Accessibility to shops and services is critical to a viable downtown. Land-uses need to be reviewed in conjunction to transportation especially the amount of retail. Retail should be concentrated in neighbourhood centres rather than stretching out over long retail streets.
- Maximize under utilized off-street parking spaces and re-allocate on-street parking to wider sidewalks and bike lanes.
- Create two-way streets to serve residential/business better. One-way streets for main thoroughfares.
- Streets need to be classified by their roles-pedestrian-ways, cycling-ways, local neighbourhood and major regional roads. Specialization will help to reduce conflicts.
- Access to/from bridges will help define major roads.
- Parking should be included in FSR calculations and pay-in-lieu should be paid to developers for providing less parking. Maintain parking cap and eliminate/free subsidized parking
- Create car-free areas within the downtown. Robson St. should have a pedestrian precinct. Greater pedestrian traffic will increase business activity for retailers and service providers. Distinguish between pedestrian *paths* precinct vs. pedestrian *retail* precincts.
- Design streets to incorporate public art and visual interest
- Examine signal progression from a ped/bike perspective. Reduce traffic speeds on neighbourhood streets.
- Provide transit priority along street network ( bus lanes, counter flow bus lanes, bus bulges)
- Discourage Denman as a short cut for bridge to bridge traffic by eliminating right turns from Georgia St.
- Add Burrard St. to MRN and restrict parking to allow efficient movement.

### 4. PUBLIC TRANSIT

#### Fixed Rail in the Downtown

- a network of dedicated rail routes to serve existing and emerging neighbourhoods and major destinations
- The N/S line should serve the West End, Downtown South and Yaletown
- Cambie vs. Arbutus should be used for N/S rail extension because serves both west and east sides
- Use streetcar as a secondary distribution system that loops to connect convention centre, Coal Harbour, West End, Yaletown, CBD, etc. Future extensions should extend down the Arbutus Corridor to serve Kits, Kerrisdale, Marpole and beyond to Richmond.
- Private/public partnerships and tolls to fund transit improvements
- Use parking pay-in-lieu to fund transit improvements
- Provide better integration between systems by creating central transport nodes

#### Transit Priority

- signal preemption to give bus priority especially on Robson and Hastings
- concerns over bus speeds along curb lane may pose conflicts with pedestrians especially along Hastings Street
- Will the benefits outweigh the costs
- Create an east-west transit mall on Robson or Pender
- Move bus routes to lower volume streets (eg. Thurlow not Burrard)
- Give transit priority before pedestrians at signals
- NB Burrard to WB Melville creates trouble - make Melville OW e/b & ban EB to NB left-turn

#### New Bus Routes

- N/S route within the West End between Denman & Burrard - Jervis?
- Create secondary shuttle services to connect community services
- Create a route that connects Coal Harbour, the West End, False Creek
- Create a circulator route that connects the downtown with Central Broadway
- Free bus or "loonie loop" that connects major retail streets
- Bus route that connects Robson Square to UBC
- Provide "request stop" service on all routes at certain times

#### Other Issues

- Number of buses on Granville Street detract from the retail environment - review stop locations or routing options
- Transit riders should be able to purchase the time/distance/"stops" as a payment option
- All bus stops and transfer points should have weather protection, lighting, safe-phone, and be located around active uses.
- One-way loops cause confusion for bus passengers
- Transit info on web-equipped cell phones
- Provide better connections to SeaBus
- Provide more frequent service and bring back "owl service"
- Electric trolleys for all bus routes
- Free fares for seniors and routes that connect to social services

### 5. CBD/ TRIANGLE WEST/ COAL HARBOUR

#### Pedestrian Issues

Improvements to pedestrian environment should include wider sidewalks, clearly marked sidewalks, pedestrian bulges, elimination of advanced right turns and the creation of pedestrian priority areas. Limit and narrow the width of driveways entrances to buildings and locate these off of major pedestrian streets such as Robson and Denman

Create mid-block pedestrian crossing on Dunsmuir between SkyTrain station and Bentall Towers

Priority to improvements should be made at high collision areas

Improve way-finding with maps, banners and sidewalk treatments

#### Bicycle Issues

Bike or pedestrian improvements should come from existing vehicle road space

Pender Street should be designed as a transit mall which permits bicycles and commercial vehicles.

Alternatively it should be converted to a one-way street with Dunsmuir as its couplet

#### Ceremonial / Great Streets

Burrard and Georgia Streets should be designed with a landscaped centre medians and plenty of street trees. Public art and historic places should be highlighted along the way.

Granville should be designated as a "special street"

Streets should have special roles and functions. Concentrate vehicles to 'select' streets in order to make improvements to pedestrian environment on other streets.

#### Transit Issues

Create a free/reduced fare bus zone

Richmond/YVR to Downtown rapid transit should go underground on Granville to relieve the amount of buses on Granville Street and create opportunities for a vibrant pedestrian street.

#### Parking

Electronic parking indicators showing spaces left

Eliminate free/subsidized parking for employees

City operated parkades to provide discount rates for HOV's

Determine occupancy of parkades at peak times to determine if any additional parking is needed

No more off-street parking

Avoid relaxations to parking standards for new developments

#### Goods Movement

Provide priority loading areas for commercial vehicles

Make better use of rail & water transport

Identify service corridors to help efficiently move goods

Encourage delivery of goods to directly to households

### 6. DOWNTOWN EAST (Including Gastown / Chinatown / City Gate / Northeast False Creek)

#### Access to Downtown

- Maintain efficient access to encourage viable commerce
- Provide access for service & commercial vehicles
- Parking should be provided through supply & demand measures. Do not impose a parking cap that might compromise viability of the area
- Gastown needs to be integrated into the downtown by through better accessibility
- Convert Water Street to 2-way to provide access from the downtown

#### Pedestrian Issues

- Traffic calming around Maple Tree Square (Water and Carrall) to make this a more inviting public space.
- Converting Water, Powell and Carrall to two-way streets will help slow traffic and provide surveillance of street activities to make it safer and more comfortable for pedestrians.
- To reduce traffic speeds install traffic signals or 4-way stops at intersections
- Install speed humps/raised crosswalks to slow traffic
- Improve streetscape treatment on Cordova. The presence of SFU in Woodward's will help animate street
- Expand width of west sidewalk on Carrall and add bike lanes. Carrall St. can link between Portside Park and False Creek with interesting public spaces between.
- Provide pedestrian access to the Port Lands via Carrall Street
- Take advantage of CP to provide dedicated pedestrian connection
- Increased pedestrian weather protection especially along retail streets
- Use Alexander Street vs. Powell as part of the historic trail because less traffic on Alexander

#### The Viaducts ?

- Georgia and Dunsmuir viaducts should be removed to create more pedestrian friendly environment and better n/s access between Downtown East and NEFC. Reconfiguration of these streets (Georgia to connect to Pacific Blvd and Dunsmuir to Union) will create valuable development parcels that would pay for their removal. Traffic impacts to neighbourhoods need to be carefully considered. It would increase travel time between FCF and Downtown.
- Consider building around/between and over the viaducts
- Retrofit viaducts with wider sidewalks for greater pedestrian and cycling comfort

#### Road Network

- Restrict left turns on Hastings to improve circulation. Provide transit priority where time savings outweigh the impacts to pedestrian environment
- objective should be to move more people, not more cars
- capacity on Cordova could be increased by removing parking sections
- Manage tour bus operations such that they don't degrade from the pedestrian and retail environments especially along Water Street.
- 2-way Water Street to create more of a 'Robsonesque' environment or reverse 1-way (eastbound) and add parking to provide a sense of connection to downtown

## Appendix B

- Streetcar routing should go along Main Street instead of Quebec/Columbia. The streetcar may help to bring people through the core of Chinatown.

### 7. GRANVILLE MALL

Overall there was support for Granville Mall as an important transit node and pedestrian space. It provides a variety of unique experiences with an inventory of human scaled historic buildings and functions as the gateway to the city. It provides direct access to the CBD, Waterfront Station and the Port. There was consensus that there needs to be significant investment to improve the physical environment and recognize that Granville is a special street.

- Granville performs multiple functions as a major transit node, entertainment and shopping precinct, and a gathering place or "commons".
- Granville needs a common vision. Fragmented interests and visions has created stagnation and neglect.
- Attention should be given to safety, security, streetscape conditions, maintenance and programming. This cannot be done "on the backs" of property owners. TransLink and the City need to contribute more as this street provides a city and regional serving role.
- The emerging residential densities surrounding Granville are having a positive role in bringing vitality back to the street.
- Preserve and highlight historic buildings and scale on Granville
- The retail mix (i.e. sex shops) does not help to give Granville a positive image
- Priority should be given to making it a great pedestrian street that is well served by transit
- Consider Granville as the central "commons" with festivals and rapid transit below grade
- Police concerns with prostitution & drug trafficking that happens at curb w/general traffic.
- Cars detract from pedestrian comfort and introduces increased potential for conflict
- The street
- The section of the mall that was opened to traffic (blt Nelson & Smithe) has not had positive impacts
- Improve bridge access for pedestrians and cyclist

#### Transit

- Introduction of diesel buses will be detrimental to pedestrian realm and Granville's viability
- Concern over the number of buses on Granville Street. Look at options to relocate some buses to adjacent streets or introduce rapid transit below grade.
- Stagger bus stop locations to reduce lines of waiting buses
- Create a transit system that will attract people out of their cars - LRT will help attract more ridership & will give opportunity for mall expansion
- Before looking at expanding the mall you need to examine the economic impact of newer businesses (individual hotels) in terms of access.
- Consideration of extending the mall will need a enhanced public process
- Cars are not the answer to improving the street for business or patrons
- Access to hotels and other businesses is important in considering changes to the street
- Business activity is enhanced by transit & pedestrian access

## Appendix B

- Granville should not be a single-purpose street. Investigate introducing general traffic at certain times.
- Rapid transit to serve hotel area & tourists from YVR

### 8. DOWNTOWN SOUTH / YALETOWN /FALSE CREEK NORTH/ NEFC

#### Pedestrian Issues

- Many of the pedestrian concerns focussed on the design of Pacific Boulevard. Suggestions included improving crosswalks at Pacific/Davie and Pacific/Drake with pedestrian bulges and extended pedestrian crossing times at all intersections
- Eliminate left turn bays eliminated to shorten crosswalks - may create traffic congestion
- create pedestrian refuges at mid-block w/bench & push button
- pedestrian links to bridges is difficult - create direct/short routes across False Creek
- Reduce potential for bike/ped conflicts by providing safe bike routes/paths/lanes along Pacific
- Connect Greenways to new park in DTS and connect via Hamilton to Silk Road
- turn lane b/t Smithe & Nelson on Hamilton into mini-park

#### Transit

- Provide better transit connections between T&CC, BC Place, West End and other major destinations
- Transit service needs to frequent, convenient, accessible and delivers people to where they want to go in a comfortable manner.
- All new acquired buses need to be electric trolleys
- Current bus service on #1 & #2 is too circuitous and confusing.
- Local bus routes should be located on 2-way streets to make it less confusing
- Use shuttle buses for non-peak service on routes with low ridership, especially #1 & #2 bus routes
- make routes clearly understandable
  - ➔Where it goes (where people want to go)
  - ➔Frequency of service
  - ➔Access to major destinations
- Create downtown circulator that connects all the major retail streets
- must be handicap accessible & link to transit nodes.

#### Rapid Transit

- connect West End to Central Broadway with neighbourhood transit stations.
- transit helps to encourage development around stations
- more stops along routes w/in the downtown to serve residents & workers (commuters)
- streetcar routes should include Robson, Denman, Davie, and Granville

#### Greenways

- create mini-parks at Helmcken, Hamilton, Drake (b/t Nelson & Smithe) as part of Greenways
- public art at street ends
- plant more trees along Greenways - save trees
- re-think lanes as true public spaces



## Appendix B

### Parking

- let market determine supply - allow developers to provide less than minimum requirements
- include parking in FSR
- reward developers for reduced parking which can be devoted to improving pedestrian, cycling, transit improvements
- parking on Smithe b/t Beatty & Hamilton during off-peak should be allowed
- parking provides a buffer b/t moving traffic & pedestrians
- parking standards (by-laws) should be changed to reduce number of overall parking spaces

### Bike Issues

- separate bikes/peds from moving traffic
- difficult crossing around Plaza of Nations
- turn Homer into Bike route

### One-way vs Two-way streets

- Homer & Pacific are very busy. Discourage cars to turn from Pacific onto Homer by removing right turn bay
- divert buses off Homer in efforts to calm traffic & reduce noise
- Look at making Richards street a more neighbourhood and pedestrian friendly street
- speeds on Smithe Street are excessive. Lower signal progression speeds

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