

Figure 1
Prioritized Greenway Routes and Important Pedestrian Routes

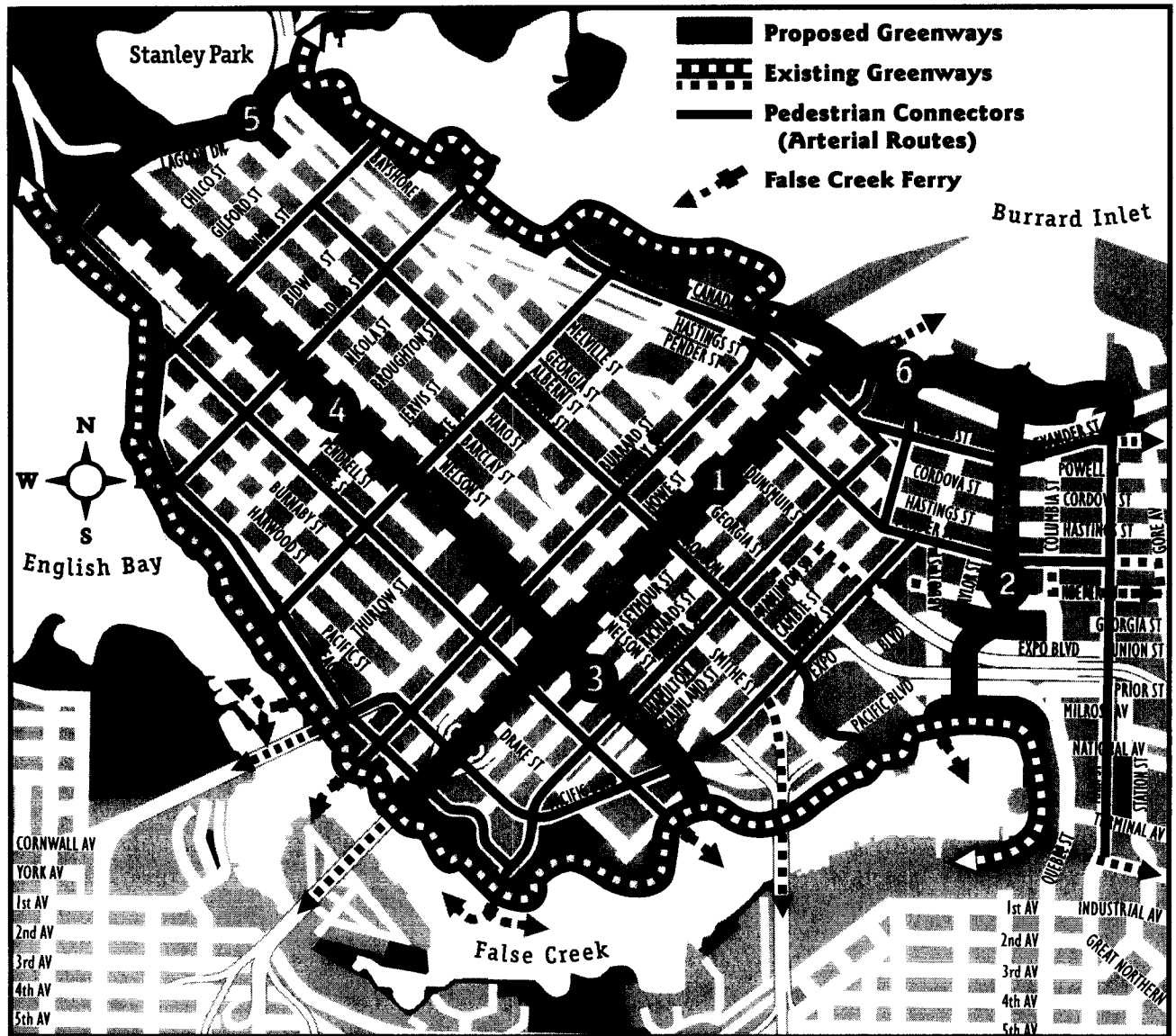
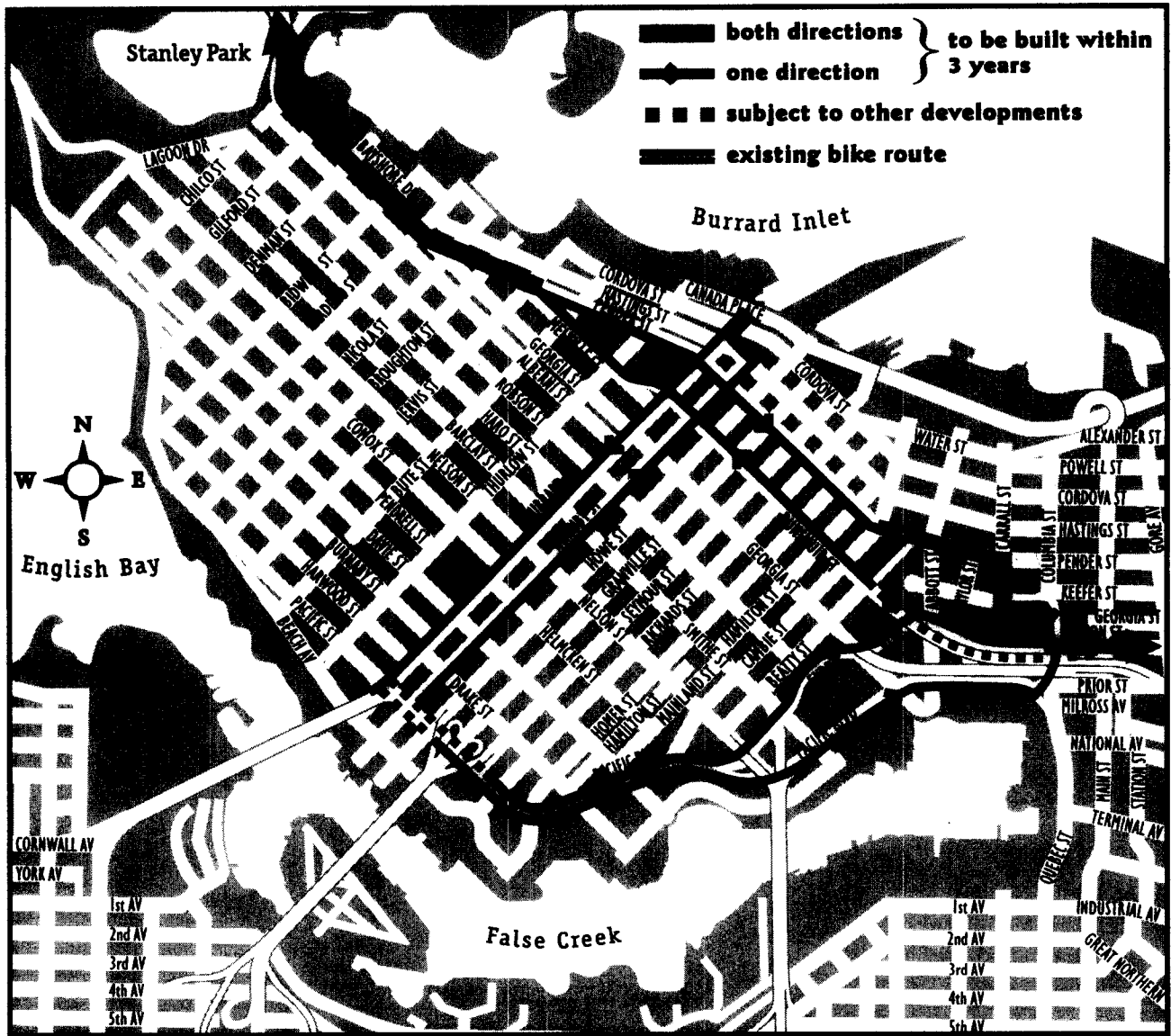


Figure 2
Priority Bike Routes



Appendix A

Recommended Downtown Transportation Plan Implementation Timetable

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				

Population and Employment Study Recommendations

Recommendation PE1: Undertake follow-up studies of the demand for and supply of residential and commercial space in the Downtown Peninsula.	✓						To be undertaken as part of city-wide review of commercial policy and of the Central Area Plan.
--	---	--	--	--	--	--	---

Road Network Plan Recommendations

Recommendation RN1: Confirm the existing designated MRN streets (Hastings, Georgia, Smithe, Nelson, Howe, Seymour and Main (south of Prior)).						✓	Continued review in response to land use changes in the downtown.
Recommendation RN2: Pursue Burrard Street and Granville Street for potential inclusion as part of the Major Road Network.	✓					✓	Burrard Street recommended by Council in October 2002 to TransLink as possible inclusion to MRN. Potential request to designate Granville Street to follow redesign study.
Recommendation RN3: Conduct a future review of other potential MRN streets (such as Main and Dunsmuir) after considering potential land use and streetscape development.		✓					Consideration of heritage area and community planning initiatives required.
Recommendation RN4: Distinguish and recognize the role of important circulation streets and local streets in future street modifications.				✓			
Recommendation RN5: Convert Carrall, Abbott, Beatty, Cambie and Homer to two-way streets.	✓						

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation RN6: Maintain Granville Street's role as a transit, pedestrian and service vehicle corridor, entertainment district and future greenway. Transit efficiency along Granville Street should not be diminished.	✓				✓		To be reviewed as part of the Granville Street Redesign Study.
Recommendation RN7: Reconfigure Granville Street south of Smithe Street to improve traffic circulation, widen sidewalks and reduce conflicts.	✓				✓		Granville Street Redesign Study to develop a conceptual design.
Recommendation RN8: Maintain Water and Cordova Streets as one-way streets.						✓	Subject to confirmation of Downtown Streetcar alignment and Gastown heritage area initiatives.
Recommendation RN9: Further Evaluate Pender Street between Cambie and Howe for potential conversion from a two-way to one-way eastbound street.	✓						Scheduled for joint review with TransLink in 2003. See Recommendation BK2.
Recommendation RN10: Widen roadways at specified locations to facilitate vehicular circulation, bus movements and bike lanes.	✓			✓			Subject to coordination with new development completions and other opportunities.

Transit Recommendations

Recommendation TR1: Use easy-to-read colour-coded maps at bus stops to clearly describe the downtown circulator bus routes.	✓				✓		To be pursued with TransLink, and informed by wayfinding study and public realm study. See Recommendations PD6 and PR1.
Recommendation TR2: Operate downtown circulator bus routes in both directions on the same street and use electric trolley buses wherever possible.	✓				✓		To be pursued with TransLink as part of the Area Transit Plan.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation TR3: Encourage TransLink to investigate using advertising space on event tickets or envelopes to display bus routes and schedules leading to major event facilities, and coordinate with event organizers to charge an additional service fee to provide transit passes to event patrons.						✓	Follow-up with TransLink.
Recommendation TR4: Reaffirm the City's commitment to develop a detailed transportation plan for the False Creek Flats in co-ordination with a rail study.	✓						Study terms of reference to be reported to Council in 2003.
Recommendation TR5: Support the development of a rapid transit line from downtown Vancouver to Richmond (and possibly the airport) to achieve City and regional objectives, with stations in Downtown South, the Central Business District (centred at Burrard and Dunsmuir) and the transportation hub at Waterfront Station, using tunnel rail technology.	✓				✓		Subject to further review.
Recommendation TR6: Consider converting the existing bus lanes on Seymour and Howe Streets for use by other sustainable modes or for additional parking or landscaping as part of the implementation of the Richmond/Airport rapid transit line.			✓		✓		Contingent on the development of the Richmond/Airport - Vancouver rapid transit line.
Recommendation TR7: Extend the proposed Pacific Boulevard streetcar line along Drake Street to Granville Street.				✓			Subject to study and funding.
Recommendation TR8: Adjust the location of streetcar stations as detailed in Figure 4.2-1 (of the Downtown Transportation Plan).	✓			✓			Subject to study and funding. See Recommendation TR10.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation TR9: Extend new streetcar routes for the False Creek Flats, Vanier Park, and along the Arbutus corridor.				✓			Subject to study and funding.
Recommendation TR10: Consider alternative streetcar alignments on Water Street, Abbott Street or Keefer Street if needed for additional capacity.	✓			✓			Subject to study and funding. Alignment, ridership, and market research is proposed in 2003.
Recommendation TR11: Investigate the potential for introducing transit/HOV lanes on Burrard Street from Pacific to Pender, in the peak periods/peak directions only, as part of the Vancouver Area Transit Plan.	✓				✓		
Recommendation TR12: Extend the westbound 3:00 to 7:00 PM HOV lane on Georgia Street east from Burrard to Richards Street.	✓						Scheduled for implementation in 2003.
Recommendation TR13: Investigate the potential for a transit signal priority system on Hastings Street, following an operational review of the new 98 B-Line Granville Street transit signal pre-emption system.	✓				✓		
Recommendation TR14: Investigate the potential for introducing bus only queue jumper lanes in the peak periods on Main Street between National Avenue and 2nd Avenue, as part of the Vancouver Area Transit Planning process.	✓				✓		Subject to other potential transit improvements along the Main Street corridor.
Recommendation TR15: Enhance streetscape design of Granville Street from the bridgehead to Cordova street to improve pedestrian/transit stops.	✓						Granville Street Redesign Study scheduled for 2003.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation TR16: Investigate the potential to improve bus travel times on Granville Street by providing bus-passing opportunities and optimized signal control.	✓				✓		To be addressed in the Granville Street Redesign Study in 2003.
Recommendation TR17: Pursue changes to Cordova Street in front of Waterfront station to create additional bus stops, a bus-only lane on Cordova, and accommodate a streetcar station.		✓					
Recommendation TR18: Work with TransLink on a public process that will help to guide the development of a new transit area service plan for the City of Vancouver.	✓				✓		Study scheduled for initiation in 2003 and completion in 2004.
Recommendation TR19: Review the routing and station locations of the 98 B-Line.	✓						
Recommendation TR20: Encourage Translink to review the potential for a reduced fare for short trips.	✓				✓		

Pedestrian Plan Recommendations

Recommendation PD 1: Implement the Pedestrian Route network as illustrated in Figure 4.3-B and adopt the Great Street network as illustrated in Figure 4.3-C (of the Downtown Transportation Plan)	✓	✓					Greenways to be designed within 3 years. Other enhancements to pedestrian route network to made over the next 6 year period.
Recommendation PD 2: Provide curb ramps that align with the crosswalks at each intersection.	✓						Initiate program within three years.
Recommendation PD 3: Remove restricted pedestrian crossings where safety can be maintained and where traffic impacts can be managed.	✓						

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation PD 4: Provide mid-block crossings near significant pedestrian generators where safe and where direct connections are desired.	✓						To be informed by public realm study.
Recommendation PD 5: Create improved sidewalk crossings at rear lanes to improve safety.	✓			✓			
Recommendation PD 6: Design and implement a universal downtown way-finding system of pedestrian signage.	✓				✓		To be co-ordinated with the street furniture program.
Recommendation PD 7: Implement pedestrian or corner bulges in locations where pedestrian crossings are long and traffic capacity would not be greatly impacted.	✓			✓			Program implementation to begin immediately with priority given to current reconstruction projects and along greenways, pedestrian arterials and great streets.
Recommendation PD 8: Minimize the number of curb cuts for driveways and parking access across all sidewalks, particularly along identified pedestrian routes.				✓			Part of the review process for new developments.
Recommendation PD 9: Restrict above and below grade pedestrian crossings to increase street level activity.				✓			Part of the review process for new developments.
Recommendation PD 10: Provide pedestrian weather protection on retail/commercial (high) streets.	✓			✓			Ongoing task as part of the review process for new developments. Changes to weather protection guidelines to be completed within 3 years.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation PD 11: Provide barrier-free access to new and existing developments to accommodate the largest number of pedestrians.				✓			Part of the review process for new developments.
Recommendation PD 12: Provide pedestrian connections to the Central Waterfront via Carrall and Richards Street alignments.				✓			Being pursued as opportunities arise.
Recommendation PD 13: Provide improved pedestrian access to the Coal Harbour Waterfront by providing pedestrian activated signals, shorter crossing distances, signage and landscaping where possible.	✓						
Recommendation PD 14: Provide wider crosswalks at intersections with high pedestrian volumes.	✓	✓					Initiate program within three years.
Recommendation PD 15: Remove pedestrian holds to give pedestrians greater priority where vehicle volumes will not result in significant turning queues.	✓						
Recommendation PD 16: Increase the convenience for pedestrians at intersections by installing automatic pedestrian detectors to provide pedestrians with the walk signal and provide sensory devices for sight and hearing impaired pedestrians.	✓						Trial use of new pedestrian detection devices to be completed within 3 years. All existing pedestrian signals to have audible indicators where appropriate.
Recommendation PD 17: Introduce public pathways between buildings to create more opportunities for pedestrian short-cuts where opportunities exist.				✓			Part of public realm study and review process for new developments.
Recommendation PD 18: Redesign the intersection of Carrall/Powell/Water/Alexander	✓						Implementation subject to funding and consultation process.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
Recommendation PD 19: Widen sidewalks on Davie Street between Burrard and Jervis using building setbacks.	✓			✓			Establish building setback within one year. Implementation subject to development completions.

Bicycling Plan Recommendations

Recommendation BK1: Implement the downtown bicycle network shown in Figure 4.4-B (of the Downtown Transportation Plan).	✓	✓					Majority of bike network to be implemented within three years. Pender/Dunsmuir bike lanes are subject to Recommendation BK2 .
Recommendation BK2: Evaluate alternatives to the proposed bike facility along Pender and Dunsmuir.	✓						Scheduled for 2003.
Recommendation BK3: Upgrade False Creek Bridges to better accommodate bicycles.				✓	✓		Pedestrian/bike upgrades on Burrard Bridge being pursued and report back on Granville Bridge scheduled for 2003.
Recommendation BK4: Provide related bike facilities to encourage and make bicycling safer and more convenient (e.g. bike parking facilities, way-finding/destination signage, education).	✓			✓			Provision of on-street rack facilities included in Street Furniture Program. Secure storage and shower facilities, etc., required in new developments.
Recommendation BK5: Create bicycle friendly streets along all local streets within the downtown.	✓			✓			Modify existing West End local traffic barriers within 3 years.
Recommendation BK6: Monitor and assess the development and impact of the bicycle network on a regular basis and expand the network as warranted.				✓			
Recommendation BK7: Design all new streets and multi-use paths to adequately accommodate cycling.				✓			

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				

Goods Movement Recommendations

Recommendation GM1: Modify the downtown truck route network as shown in Figure 4.5-B (of the Downtown Transportation Plan).	✓						
Recommendation GM2: Remove Downtown South from the Truck Area.	✓						
Recommendation GM3: Review the truck loading requirements in the Parking By-law to ensure they are adequate and avoid relaxations.	✓						
Recommendation GM4: Monitor the municipal commercial plate program to reduce unnecessary demands on the limited on-street loading facilities.				✓			
Recommendation GM5: Maintain the existing system of one-way entry only to many of the rear lanes within the Central Business District and remove all lane encumbrances to the extent possible.				✓			
Recommendation GM6: Manage the motor coach and tour bus routes on a case-by-case basis to provide flexibility in managing conflicts.				✓			
Recommendation GM7: Manage tour buses by undertaking an education and enforcement program, and where necessary and practical, provide additional on-street tour bus parking and loading zones.				✓			Ongoing as part of implementation of the Tour Bus Task Force recommendations.
Recommendation GM8: Avoid downtown relaxations of the tour bus parking and loading provisions within the Parking By-law.				✓			
Recommendation GM9: Pursue additional off-street loading facilities	✓				✓		To be coordinated with the development of the

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
as part of the convention centre expansion.							convention centre.

Parking Recommendations

Recommendation PK1: Regularly review downtown residential and commercial off-street parking standards to ensure that adequate, but not abundant, parking is provided to meet needs.	✓			✓			Formal study of commercial off-street parking standards to be completed within 3 years.
Recommendation PK2: Formulate communication programs in co-operation with major employers to encourage employees to car pool or not drive to downtown jobs.	✓			✓			Initiate discussions with TransLink and other agencies in 2003.
Recommendation PK3: Discourage driveways across all sidewalks in the downtown, particularly along pedestrian oriented streets and bikeways.				✓			Part of review process for new developments.
Recommendation PK4: Review existing policies that permit the development of free-standing parking garages.	✓						See comments in Recommendation PK1.
Recommendation PK5: Consider renovating city-owned parkades to animate street frontages and encourage private owners to do the same.	✓			✓			Rebuilding of Gastown parkade scheduled for completion in 2005.
Recommendation PK6: Urge TransLink and the GVRD to develop and implement an equitable regional parking policy to achieve regional livability and transportation goals in consultation with affected municipalities.				✓			Ongoing discussions with TransLink.
Recommendation PK7: Adjust on-street parking regulations as per Figure 4.6-F (of the Downtown Transportation Plan) to better balance				✓			

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				
the needs of all users.							
Recommendation PK8: Monitor the demand for special on-street parking provisions for motorcycles.				✓			

Intelligent Transportation Systems Recommendations

Recommendation IT1: Pursue ITS technologies to make downtown travel by pedestrians, cyclists and transit passengers more convenient and safe, and minimize overall road congestion.	✓			✓			Ongoing research and development with TransLink. Pursue opportunities for trial as they are identified. Implement 40 km/h traffic signal progression within 3 years.
--	---	--	--	---	--	--	---

Public Realm

Recommendation PR 1: Develop a strategy and work program for undertaking a downtown public realm plan.	✓						Subject to approval of detailed work program and staffing proposal in 2003.
---	---	--	--	--	--	--	---

Environmental Assessment Recommendations

Recommendation EN1: Apply street robustness and land use sensitivity analysis where future significant public consultation is involved in street changes and where significant change may affect streetscape and liveability issues.				✓			To be incorporated into the Public Realm Study.
Recommendation EN2: Request the GVRD Air Quality Branch to increase the parameters monitored by its downtown monitoring station to include the full range of substances and parameters monitored by the GVRD and that a baseline be established in the near future for ozone and particulate matter.						✓	Decision subject to continued discussions with GVRD.

Description of Recommendation	Years starting in 2003			Ongoing	Subject to Other Studies	Completed	Comments
	1-3	4-6	7+				

Implementation and Funding

Recommendation IF1: Develop an implementation strategy for the Downtown Transportation Plan.	✓						
Recommendation IF2: Monitor the progress in achieving the Goals of the Downtown Transportation Plan in coordination with the Vancouver Transportation Plan's monitoring program.				✓			Installation of automatic traffic detection devices around downtown to be pursued.