

RR-1(a)



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

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Author: Memon / Klimchuk/
Scholefield / LaClaire
Phone No.: 6849/7345/6619/7336
RTS No.: 04698
VanRIMS No.: 13-1400-10
Meeting Date: May 30, 2006

TO: Vancouver City Council

FROM: General Manager of Engineering Services and Director of City Plans

SUBJECT: Vancouver Transportation Plan, Progress Report

RECOMMENDATION

- A. THAT Council receive this report for information.
- B. THAT staff share the information contained this report with City residents, businesses, and other stakeholder groups and report back on their feedback.

COUNCIL POLICY

In June 1995, Council adopted the Vancouver CityPlan, which includes directions on transportation to prioritize transit, walking and biking over automobile use.

In July 1995, Council adopted Vancouver Greenways Plan. This Plan supports the development of Greenways to improve walking and cycling opportunities to local connections and to promote community building.

In May 1997, Council adopted the City of Vancouver Transportation Plan which emphasizes:

- the need for increased provision and use of transit;
- limiting overall road capacity to the present level;
- maintaining an efficient goods movement network;

- traffic calming in neighborhoods; and
- providing more comfortable biking and walking environments.

In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system.

In June 2005, Council adopted Vancouver UBC Area Transit Plan to improve transit service within and to and from Vancouver and UBC

SUMMARY

The 1997 Transportation Plan set transportation mode share targets for the year 2021, outlined 70 major initiatives, and established the Transportation Policy for the City. In the years following adoption, six initiatives were added to the Plan. Work has begun on all 76 major initiatives: 50 are complete and most of the 26 that are currently underway will be completed within one to three years.

Overall, the City's transportation policies have been successful in achieving the desired results. Population and employment in Vancouver has grown steadily over the last ten years, resulting in a 23% increase in trips to Vancouver. However, vehicles entering and leaving the City have actually decreased by 10% over the same period. New trips to and within Vancouver have been increasingly accommodated on transit, bike, and walk modes. This trend is in contrast to the rest of the region where we see auto modes increasing.

Vancouver's Downtown has experienced dramatic growth in residents and continued growth in jobs, creating an efficient, high-density, mixed-use centre. Trips to Downtown have increased 22% in ten years, yet vehicles entering and leaving the Downtown Central Business District have decreased by 7%. New trips to Downtown have been by transit, cycling and walking. In particular, walking has become the fastest growing and most important way of getting around the Downtown.

Central Broadway, the city's health and civic centre, is the largest destination outside of the Downtown. Broadway has experienced a doubling in transit trips to the area. It has a similar dense, mixed-use development as the Downtown, but trips to Central Broadway are increasingly auto-oriented. It has an auto mode share that is more comparable with the GVRD than with the Downtown. Central Broadway is not currently served by rail rapid transit, a factor contributing to the high auto mode share of trips destined to this area. With bus service on Broadway nearing capacity it is unlikely that the City's mode share targets can be achieved until rail rapid transit service is extended. The Transportation Plan targets for Central Broadway were based on two new rapid transit lines: Downtown to Richmond and Central Broadway to Lougheed. Both of these lines were to have been in place by 2006. With the Canada Line construction currently in progress, the Millennium Line extension to Central Broadway is still needed to achieve mode share targets.

UBC has experienced a near tripling of transit trips in the last ten years, largely due to the introduction of the U-Pass program. Transit trips to UBC have now exceeded the 2021 mode share target.

Cycling trips in Vancouver have doubled in the same period the City doubled the size of the bikeway network. In the morning peak period there are some 2,700 bike trips into the Downtown alone and on an average day there are over 50,000 bike trips to Vancouver destinations.

Beyond the major initiatives and the mode share targets, the 1997 Transportation Plan has helped guide individual land use developments, such as parking requirements and the development of the city as a whole. It has provided a vision and a policy framework for transportation planning that all City departments strive to achieve.

The City's 1997 Transportation Plan has been largely implemented. Many of the mode share targets that were set for 2021 have already been achieved. The remaining initiatives will soon be completed. The region is updating the Liveable Region Strategic Plan and is embarking on the creation of a new regional transportation plan for 2031. Staff will be reporting back on establishing new mode share targets and the development a new long range transportation plan with a planning horizon of 2031.

PURPOSE

The purpose of this report is to provide Council with an update on the status of Major Initiatives in Vancouver's 1997 Transportation Plan as of the end of 2005, and to inform Council of the progress in achieving the Transportation Plan's mode share targets.

BACKGROUND

The City of Vancouver Transportation Plan approved by Council in 1997 proposed 70 Major Initiatives to improve transportation in and around the city. It is organized into three main chapters:

Chapter 1, Transportation Issues, introduces the Plan and notes that basic directions for transportation in the City, leading up to development of the Transportation Plan, were set by CityPlan, the Livable Region Strategic Plan (1995) and Transport 2021 the GVRD Regional Transportation Plan (1994). The Plan is based on gradual changes to the system, as needed to respond to growth in transportation demand.

Chapter 2, Fundamentals of the Plan, highlights key elements of the Transportation Plan, including:

1. Sharing the Road Network
2. Calmer Traffic in Neighborhoods
3. Better Transportation Balance Downtown
4. Targets for Transportation
5. Priorities for Implementation
6. Paying for Transportation

Chapter 3, Principles, Policies and Priorities, details Transportation Plan policies and identifies major initiatives that are needed to implement these policies.

At the time that Council approved the overall long term Transportation Plan, Council approved an implementation work program for the first three years of the Plan. In 2001, staff provided Council with a progress report on the Plan implementation. At that time, most action items had been initiated and about a fifth were complete.

Status of Transportation Plan major initiatives in 2001:

Completed – 13 (18%)

Initiated – 53 (71%)

Not Started – 8 (11%)

DISCUSSION

This report provides an update on transportation trends and the status of major initiatives in Vancouver's 1997 Transportation Plan, plus 6 new Initiatives that were added, at the end of 2005. Implementation of the Transportation Plan is well underway - all initiatives have either been completed or started. Of those that have been started, most are expected to be completed within one to three years. The results are summarized in the table below and are detailed in Appendix A:

Overview of the status of Major Initiatives (to end of 2005)

Section	Description	Completed	Initiated	Not Started
3.3	ROAD NETWORK	6	3	0
3.4	TRANSIT	11	3	0
3.5	CYCLING	6	2	0
3.6	NEIGHBOURHOODS	8	2	0
3.7	DOWNTOWN	6	8	0
3.8	GOODS MOVEMENT	5	6	0
3.9	FUNDING	2	0	0
3.10	MONITORING	6	1	0
	TOTALS	50(66 %)	26 (34 %)	0
			1-3 Years	3-6 Years
			24(92 %)	2(8 %)

TRANSPORTATION TRENDS

Regional data collected on transportation mode shares (for driving, car pooling, transit, walking and cycling) in 1999 and 2004 shows Vancouver has significantly different travel

characteristics than the rest of the region. About half of trips over a 24-hour period in Vancouver are by driving, compared to about two thirds for the rest of the region. Vancouver also exhibits correspondingly higher transit mode shares (17-18% versus 5-6% for the rest of the region) and walking mode shares (16-17% versus 8-9% for the rest of the region). The differences can be attributed to Vancouver's higher density and mixed-use neighbourhoods, and to investments in transportation infrastructure that support walking, cycling and transit.

Table 1: 24 hour mode share for Vancouver, GVRD, Downtown, Central Broadway

Mode	Downtown		Central Broadway		Vancouver		UBC		Rest of GVRD	All GVRD
	2004	2021 target	2004	2021 target	2004	2021 target	2005	2021 target	2004	2004
Driver	30%	36%	54%	45%	50%	44%	37%	41%	67%	62%
Passenger	9%	12%	10%	15%	12%	15%	19%	16%	17%	15%
Transit	30%	34%	20%	25%	17%	23%	42%	33%	6%	10%
Bike	3%	18%	3%	15%	3%	18%	1%	10%	1%	2%
Walk	27%		12%		17%		1%		9%	11%

Legend for comparing 2004 mode share performance to 2021 targets

	Exceeded objective	This mode share has surpassed the 2021 target set out in the Transportation Plan. Revised targets to reflect current and anticipated trends are required.
	Neutral	This mode share has not achieved its objective; however, this is not necessarily a negative trend for the City. It may be that it is on track to reach its target by 2021 or that shifting preferences for other non-auto modes means the target for this mode should be updated to better reflect current and anticipated trends.
	Under objective	More work needs to be done to achieve the 2021 targets. These targets would be achieved following the completion of the Canada Line and Millennium Line extension to Central Broadway, which were identified in the Plan.

Note: The 2021 targets were based on 1992 transportation data and were adopted by Council in 1997.
Source: TransLink Trip Diary (2004), UBC Fall Status Report (2005), Vancouver Transportation Plan (1997)

Data collected by the City and region indicate considerable progress has been made towards Plan targets for Vancouver as a whole, and the Downtown and UBC sub-areas. Motor vehicle volumes entering the City and the Downtown have declined over the last 10 years, by about 10% and 7% respectively, despite significant residential and employment growth. Analysis of greenhouse gas emissions for the City's Community Climate Change Action Plan, showed that average distances being driven by Vancouver registered passenger vehicles has decreased

almost 30% between 1993 and 2002. To meet 2021 targets in the Plan, Vancouver's overall driving mode share needs to be reduced by an additional 2-5%.

WALKING IN THE DOWNTOWN

Growth in walking in the Downtown has been particularly high, supported by large increases in residential population in the downtown core. About 30% of trips over a 24-hour period to and within the Downtown are made by walking – this has already exceeded the Transportation Plan Target for 2021 for combined walking/cycling modes of 18%. In terms of trips only within the downtown, the walking mode share is a remarkable 60-69% of all trips. The high level of walking Downtown has contributed to a driver mode share of about 30% which is already below the 2021 target of 36%. Large increases in pedestrian volumes Downtown between 1991 and 2002 were also verified in the City's 2001-2002 Pedestrian Study.

TRANSIT TO UBC

Another area in which the Transportation Plan's 2021 mode share targets have already been exceeded is in 24 hour transit mode share to the University of British Columbia. Data reported by UBC for 2005 shows that transit mode share is at about 42% (compared to the Plan's 2021 target of 33%) and driver mode share at about 37% (compared to the Plan's 2021 target of 41%). Although UBC has a number of programs that promote alternatives to driving, the largest influence in the above mode share results has been the introduction of the universal transit pass (U-Pass) for students. With U-Pass, all students receive a discounted all-zone transit pass as part of their student registration fee. U-Pass was introduced in fall 2003, and resulted in the total number of UBC transit trips increasing from 16,000 per day in 2002 to 45,000 per day in 2005.

TRANSIT TO CENTRAL BROADWAY

Central Broadway is the second largest destination in the City. Although recent mode share data has been encouraging for the city as a whole, and the Downtown and UBC sub-areas in particular, it raises some concern for the Central Broadway sub-area. Although this sub-area's employment and residential densities are closer to the downtown core's, the 2004 Trip Diary shows that its driving mode share is at least 6-12% above the Plan's 2021 Target of 45%. Despite its dense land use and a concentration of transit services, Central Broadway has a driving mode share that is more comparable to the GVRD as a whole than to Downtown. The high auto use is likely a function of some significant transit capacity constraints on Broadway and the concentration of medical land uses, which tend to generate more car trips. The recent increase in transit service on Broadway resulted in a doubling in transit use, indicating latent demand for more transit service. Despite this growth in transit, automobile use continues to be high and the transit system on this corridor is near its limit. The transit capacity constraint was a major finding of the Vancouver/UBC Area Transit Plan in 2005. The Area Transit Plan notes that measures need to be taken to extend rapid transit westward from the existing Millennium SkyTrain line and provide new connections to the Canada Line rapid transit corridor which is currently under construction.

CYCLING TRIPS ARE GROWING

Cycling makes up a small but rapidly growing mode of transportation in Vancouver. In the last ten years the City has doubled the size of the Bikeway network from 80 km to 170 km. In the

same period the number of bike trips doubled. In the morning peak period there are about 2,700 bike trips into the Downtown alone and in the City as a whole there are now over 50,000 bike trips a day to City destinations. In response to a Council request to achieve a 10% cycling mode share by 2010, staff reported back on how to accelerate the completion of the bike network. Completion of the bike network by 2010 would require a significant increase in capital funding. This incremental funding was not approved in the 2006-2008 Capital Plan, and therefore, staff will explore new funding opportunities and report back on updated targets for cycling.

CALMER TRAFFIC ON GREENWAYS AND IN NEIGHBOURHOODS

The City's on-going Greenways and Neighbourhood Transportation programs have helped create more liveable neighbourhoods throughout the City. In the last ten years, the City has constructed 68 km of City Greenways and nine Neighbourhood Greenways. Over 1700 traffic investigations have been conducted on local streets. Based on these investigations, the need for traffic calming is prioritized using a ranking system. The annual speed hump program has calmed traffic on the top 200 high-speed local neighbourhood streets.

GOODS MOVEMENT

The market for Vancouver ports has recently experienced significant volume growth and has been recording annual growth rates in excess of 6% in recent years. The current mode split of containers moved to/from the Port of Vancouver is 60% by rail and 40% by truck. Today, railways are experiencing unprecedented growth in traffic across the full range of products. This is a positive shift over recent years as rail traffic is twelve times more efficient than trucks in terms of fuel consumption and has less impact on city residents. The Clark-Knight Corridor Whole Route Analysis is leading to many major safety and reliability improvements while enhancing the liveability along this important goods movement corridor.

THE INTEGRATED APPROACH CONTINUES

The Transportation Plan has provided direction and guidance for City staff across the organization in a way that is consistent with CityPlan policies. The remaining major initiatives are being pursued as staffing levels and budgets allow. A report for updating the mode share targets in the Transportation Plan 1997 will be presented to Council later in 2006.

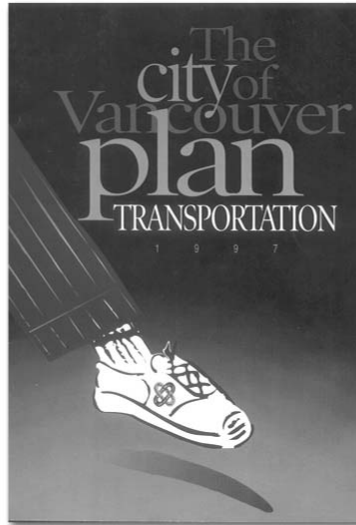
CONCLUSION

The City's 1997 Transportation Plan has largely been implemented. Many of the mode share targets that were set for 2021 have already been achieved. The remaining major initiatives will soon be completed. The region is updating the Liveable Region Strategic Plan and is embarking on the creation of a new regional transportation plan for 2031. Staff will be reporting back on establishing new mode share targets and the development of a new long range transportation plan with a planning horizon of 2031.

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CITY OF VANCOUVER

Transportation Plan Progress Report



May 2006

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Executive Summary

The 1997 Transportation Plan set transportation mode share targets for the year 2021, outlined 70 major initiatives, and established the Transportation Policy for the City. In the years following adoption, six initiatives were added to the Plan. Work has begun on all 76 major initiatives: 49 are complete and most of the 27 that are currently underway will be completed within one to three years.

Overall, the City's transportation policies have been successful in achieving the desired results. Population and employment in Vancouver has grown steadily over the last ten years, resulting in a 23 per cent increase in trips to Vancouver. However, vehicles entering and leaving the city have actually decreased by 10 per cent over the same period. New trips to and within Vancouver have been increasingly accommodated on transit, bike, and walk modes. This trend is in contrast to the rest of the region where we see auto modes increasing.

Vancouver's Downtown has experienced dramatic growth in residents and continued growth in jobs, creating an efficient, high-density, mixed-use centre. Trips to Downtown have increased 22 per cent in ten years, yet vehicles entering and leaving the Downtown Central Business District have decreased by 7 per cent. New trips to Downtown have been by transit, cycling and walking. In particular, walking has become the fastest growing and most important way of getting around the Downtown.

Central Broadway, the city's health and civic centre, is the largest destination outside of the Downtown. Broadway has experienced a doubling in transit trips to the area. It has a similar dense, mixed-use development as the Downtown, but trips to Central Broadway are increasingly auto-oriented. It has an auto mode share that is more comparable with the GVRD than with the Downtown. Central Broadway is not currently served by rail rapid transit, a factor contributing to the high auto mode share of trips destined to this area. With bus service on Broadway nearing capacity it is unlikely that the City's mode share targets can be achieved until rail rapid transit service is extended. The Transportation Plan targets for Central Broadway were based on two new rapid transit lines: Downtown to Richmond and Central Broadway to Lougheed. Both of these lines were to have been in place by 2006. With the Canada Line construction currently in progress, the Millennium Line extension to Central Broadway is still needed to achieve mode share targets.

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Beyond the major initiatives and the mode share targets, the 1997 Transportation Plan has helped guide individual land use developments, such as parking requirements and the development of the city as a whole. It has provided a vision and a policy framework for transportation planning that all City departments strive to achieve.

The City's 1997 Transportation Plan has been largely implemented. Many of the mode share targets that were set for 2021 have already been achieved. The remaining initiatives will soon be completed. The region has launched the Strategic Initiative, a plan to update the Liveable Region Strategic Plan and is embarking on the creation of a new regional transportation plan for 2031. Staff will be reporting back on establishing new mode share targets and developing a new long-range transportation plan with a planning horizon of 2031.



Section 1: Transportation Trends

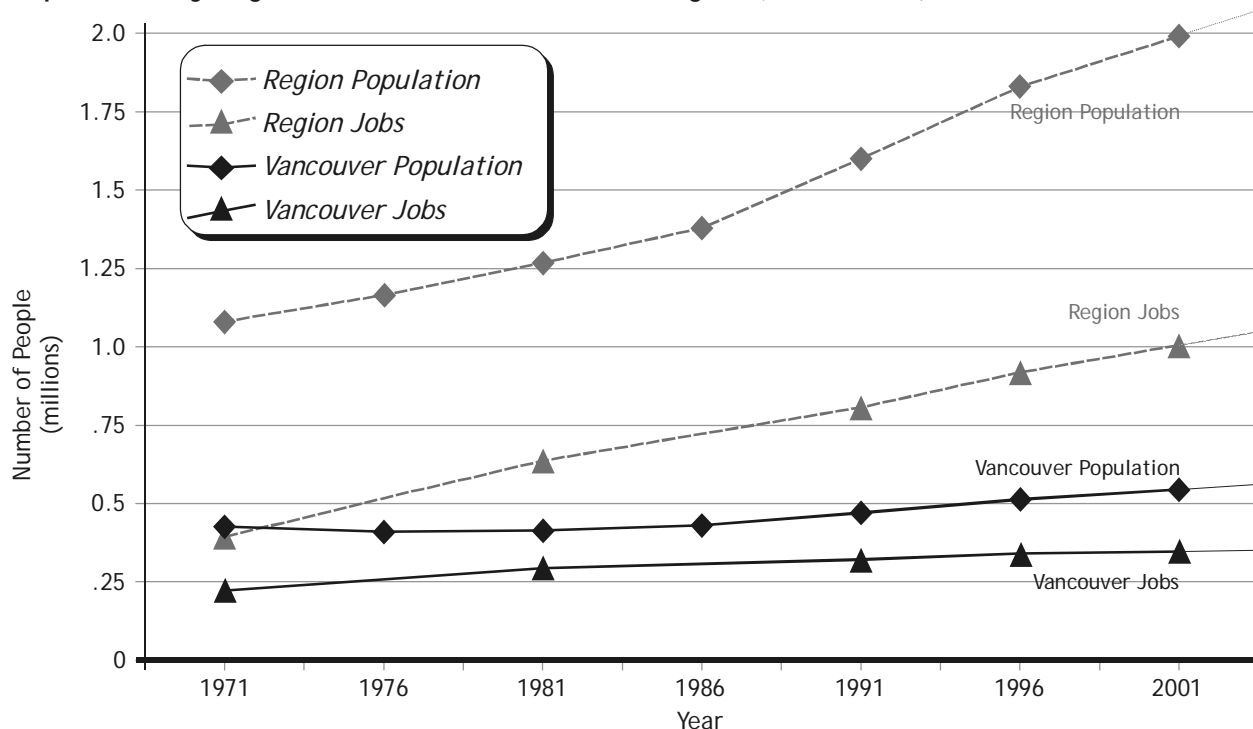
Since the mid-1990s, the number of trips to and within Vancouver has grown by about 23 per cent and the city has experienced a substantial shift in its transportation patterns. Many of the 2021 targets set out in this plan have already been exceeded and non-auto modes are becoming an increasingly important part of getting around. When compared to the rest of the region, Vancouver stands out for its reliance on walking, cycling and transit use. The following sections provide an overview of trends influencing mobility in the city, including population and job growth, mode shares, and mode volumes.



1.0 Population and job growth trends

Jobs and population have been increasing steadily in Vancouver over the past thirty years. As shown in Figure 1, the population and job growth rates have been very similar. Since the 1980s, population has grown slightly faster than jobs in the city. Over the same period, population and jobs in the region have also grown, although much more rapidly than in Vancouver. This growth is responding to regional plans to concentrate more people and jobs in the region's suburbs.

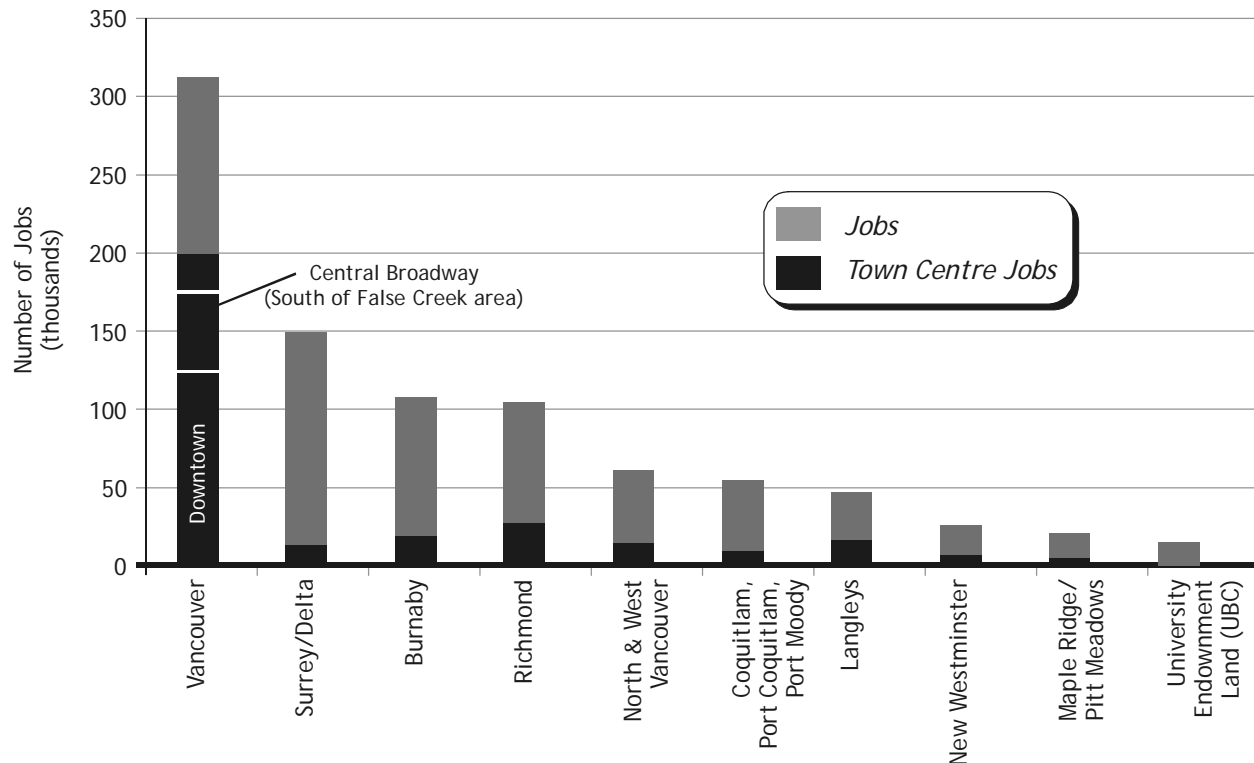
Figure 1
Population & job growth in Vancouver and the Region (1971~2001)



Source: Statistics Canada Census 2001

Although the total jobs in the rest of the region are greater than in Vancouver, the city continues to have the single largest job concentration in the region, as shown in Figure 2. The existing concentration of jobs in Vancouver and the fact that jobs are growing in the city, suggest that Vancouver is likely to continue to be the major job destination in the region for at least the foreseeable future.

Figure 2
Job distribution in the region



Source: Statistics Canada, 2001 Census

Vancouver's role as a major regional job destination means that it continues to be a net importer of trips. As shown in Figure 3, there are nearly twice as many trips entering Vancouver from the suburbs as there are trips leaving Vancouver to the suburbs during the morning peak period.

Figure 3
Trips entering and leaving Vancouver during the AM peak period (7-9am) (2004)

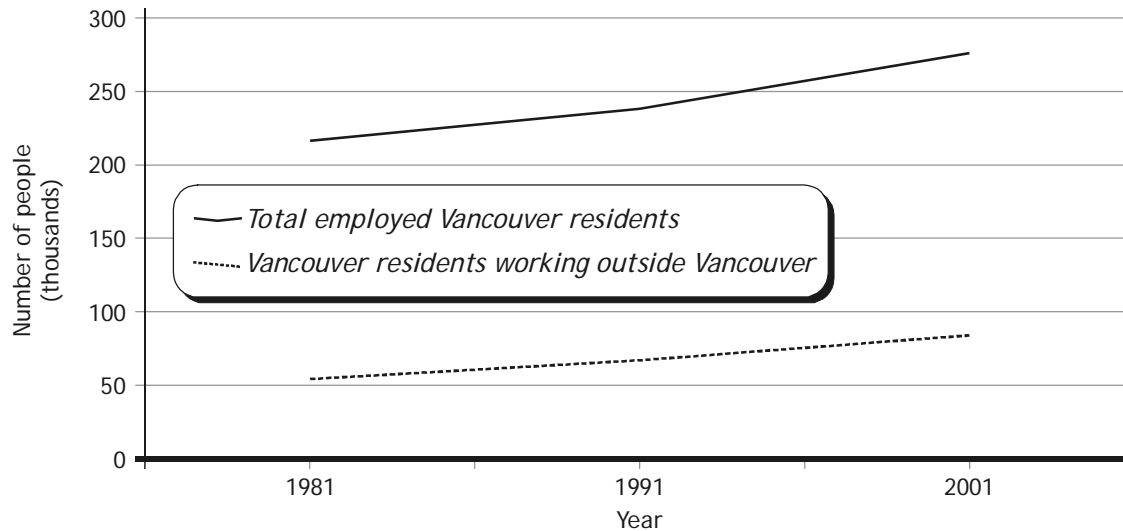


Source: TransLink Trip Diary, 2004

About one-third (31 per cent) of Vancouver's employed residents commute to jobs in other municipalities. The ratio of Vancouver residents working in Vancouver versus outside of Vancouver has changed very little

in the past 20 years. The number of residents leaving Vancouver for work, however, has increased with population growth and job growth in the suburbs. Figure 4 shows how the number of Vancouver residents leaving Vancouver for work has changed in relation to the total number of employed residents in the city.

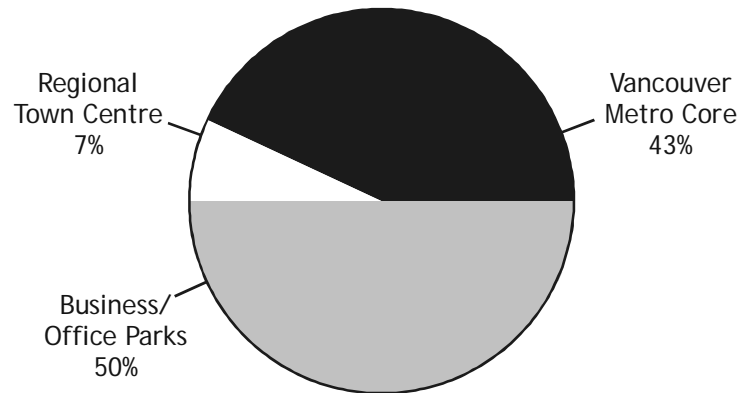
Figure 4
Employed Vancouver residents working outside Vancouver (1981-2001)



Source: Statistics Canada, 1981, 1991 and 2001 Census

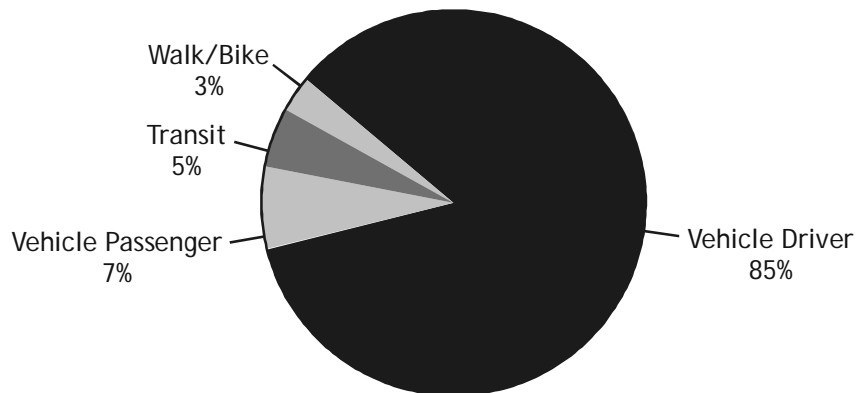
From a transportation perspective, the “reverse commute” trend only becomes a concern if the job destinations are located in areas outside of the regional town centres, which in most cases are not well-served by transit or conducive to walking or cycling. Jobs in these areas leave many Vancouver residents with few options beyond driving a car. As shown in Figure 5, there has been a strong trend in the region for new jobs to locate in business parks. In the period from 1990 to 2000, half of new office space in the Region was located in business parks outside of town centres. Figure 6 shows that 85 per cent of employees in business parks use their car to get to work.

Figure 5
Office job growth in Greater Vancouver (1990–2000)



Source: GVRD, 2005

Figure 6
Journey-to-work mode share of business park employees in the region (1996)



Note: Due to a bus strike, reliable trip-to-work data is not available for the last census in 2001.
Source: Statistics Canada Census, 1996

2.0 Transportation mode share trends

Transportation mode shares are the percentage of all trips made by each of the following modes: Vehicle driver, vehicle passenger, transit, biking and walking. Mode choice affects the urban transportation system by influencing the number of vehicles using the road network, and consequently the available capacity and travel times. It also helps determine the types of infrastructure planning needed to accommodate or encourage specific modes and the efficient movement of people and goods.

The Transportation Plan used mode share estimates from 1992 to develop targets for 2021. A comparison of these mode shares to the most current 2004 mode shares and the 2021 targets set out in the Plan are summarized in Table 1. Each of the mode shares have been shaded to highlight their performance in 2004 relative to the 2021 targets set out in the Transportation Plan. As shown below, many of the Plan targets have been exceeded, particularly with respect to walking, biking and transit. While the Downtown has performed exceptionally well, the Central Broadway area, which is also part of the City's Metro Core, continues to have relatively high automobile dependency. The number of exceeded targets, combined with a clear shift in mode preferences suggests that revised targets are required to help guide transportation programs, policies and projects to 2021 and beyond.

The following sections provide a more detailed examination of mode share trends for Vancouver, including comparisons to the rest of the region and other major cities, and Vancouver sub-areas including the Downtown, the Central Broadway (South of False Creek) area and UBC.

Table 1 Summary of progress towards the Transportation Plan 24-hour mode share targets

Mode	Downtown			Central Broadway			Vancouver			UBC		
	1992	2004	2021 target	1992	2004	2021 target	1992	2004	2021 target	1992	2005	2021 target
Driver	49%	27%-32%	36%	n/a	51%-57%	45%	52%	49%-51%	44%	59%	37%	41%
Passenger	13%	7%-10%	12%	n/a	8%-12%	15%	17%	12%-13%	15%	18%	19%	16%
Transit	23%	27%-32%	34%	n/a	18%-22%	25%	14%	17%-18%	23%	14%	42%	33%
Bike	15%	2%-3%	18%	n/a	2%-4%	15%	17%	3%	18%	9%	1%	10%
Walk		25%-29%			10%-14%			16%-17%			1%	

Legend for comparing 2004 mode share performance to 2021 targets

Exceeded objective	This mode share has surpassed the 2021 target set out in the Transportation Plan. Revised targets to reflect current and anticipated trends are required.
Neutral	This mode share has not achieved its objective; however, this is not necessarily a negative trend. It may be that it is on track to reach its target by 2021 or that shifting preferences for other non-auto modes means the target should be updated to reflect current and anticipated trends.
Under objective	More work needs to be done to achieve the 2021 targets. These targets would be achieved following the completion of the Canada Line and Millennium Line extension to Central Broadway, as identified in the Plan.

Notes:

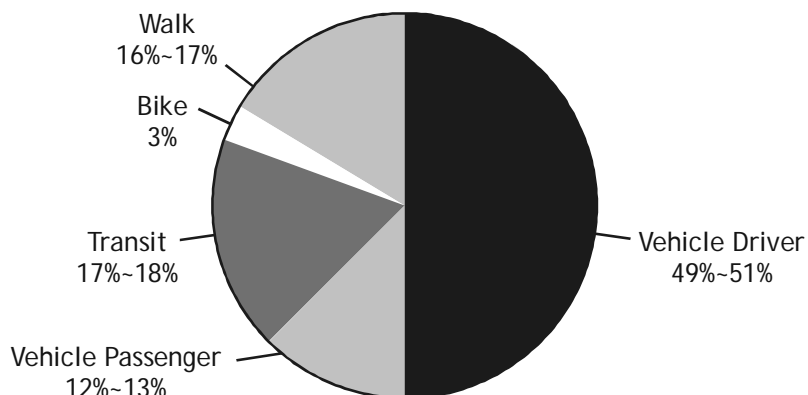
- The 1992 mode share estimates shown in this table were used to develop the 2021 targets adopted by Council in 1997. The 1992 data is included only as a reference to the baseline data used to develop the 1997 Plan. The trends for Vancouver are better captured in sections 2.1 and beyond, which compare Trip Diary surveys and actual counts collected over the past decade.
 - The Vancouver 1992 data and 2021 targets have been extrapolated since this information was not provided in the 1997 Plan.
- Sources: TransLink Trip Diary (2004), UBC Fall Status Report (2005), Vancouver Transportation Plan (1997)

2.1 Vancouver mode share trends

Trips to Vancouver are growing. As in most other major cities in North America and the region, single occupant vehicle trips continue to be the dominant mode of transportation in Vancouver, representing about half of daily trips to and within the city. What helps set Vancouver apart from other cities, however, is the relatively high per centage of walking and transit trips. Policies and infrastructure development in Vancouver that have limited overall vehicle capacity while encouraging transit and walking have helped reduce dependency on the single occupant vehicle. Figure 7 shows Vancouver's mode share distribution.



Figure 7
Trips to and within Vancouver in a 24-hour period



Source: TranLink Trip Diary, 2004

The following sections provide a more detailed examination of how Vancouver's mode share trends have changed over time and provide a comparison between Vancouver and the rest of the region and other major North American cities.

2.1.1 Vancouver mode share changes over time

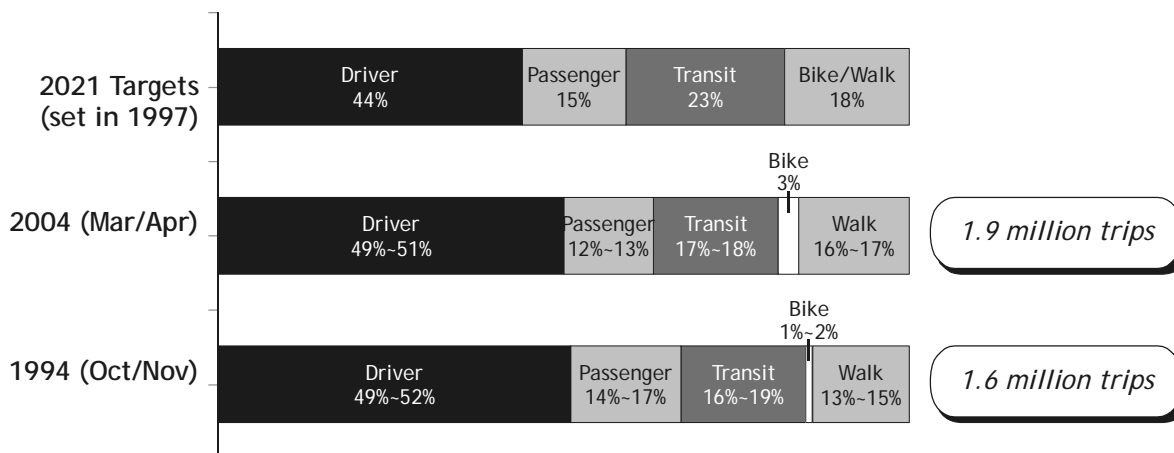
In general, Vancouver has experienced an increase in walking, cycling and transit over the past decade, stable driver trips, and a decline in carpooling. As of 2004:

- ◆ The driver mode share is about 5 per cent to 7 per cent under the 2021 mode share target;
- ◆ Carpooling is below its target level by 2 per cent to 3 per cent. This does not present a significant concern, however, since people seem to be more attracted to transit, walking and cycling as non-auto modes;
- ◆ The transit mode share is about 5 per cent to 6 per cent below its target. The 2021 transit target was based on the assumption that Canada Line and Millennium Line extension to Central Broadway would be operating. These are the only remaining major transit projects that have not been completed. The Canada Line is expected to be operational by 2009. The Millennium Line extension project scope and timing have not yet been determined. These two projects in combination would increase the transit mode share significantly in Vancouver;
- ◆ The walking/biking target has been exceeded by about 1 per cent to 2 per cent.

Figure 8 details how mode shares have changed from 1994 to 2004 and provides a comparison to the 2021 mode share targets. More specific details about how the various mode shares have changed over time are summarized in the following sections.

Figure 8

Mode share of trips destined to Vancouver in a 24-hour period in 1994, 2004, and the Transportation Plan 2021 targets



Note: Fall (Oct/Nov) transit ridership is typically 6% greater than Spring (Mar/Apr) ridership in Vancouver. The 2004 transit mode share adjusted for this variation would be 18%-19%.

Source: 1994, and 2004 Trip Diaries and 1999, 2000, and 2004 Ridership Statistics (TransLink), 1997 Transportation Plan (City of Vancouver).

Driving

The share of driver trips to and within Vancouver is about the same as it was a decade ago. The minimal change in auto use in Vancouver may be a function of a number of factors, including:

- ◆ **Transit capacity**

In 2004, TransLink conducted a major survey of transit capacity in the region. Many of Vancouver's corridors were identified as operating at or near capacity. Transit capacity constraints along the Broadway Corridor and along sections of the Expo SkyTrain Line, in particular, are contributing to higher automobile use in the Broadway Corridor (south of False Creek) area and elsewhere;

- ◆ **Survey timing**

The 2004 Trip Diary survey timing was different than the 1994 survey, which may mean that the 2004 survey is over-representing driver trips compared to the 1994 survey. The 2004 survey was partly conducted in the spring when post-secondary schools were out of session, whereas the 1994 survey was conducted in the fall. Since student populations have a higher propensity to take non-auto modes, their typical travel patterns would not have been captured in the 2004 survey. Also, TransLink transit ridership data shows that transit ridership in Vancouver is about 6 per cent lower in the spring than in the fall. In the region as a whole, transit ridership is about 12 per cent lower in the spring compared to the fall.

Carpooling

Passenger trips have declined since 1994, a trend that is also occurring in the rest of the region. The decline in carpooling may be a result of the increasingly complex and dispersed nature of trip-making behaviour in the region, which make trips less conducive to carpooling. The decline in carpooling trips is likely contributing to the increase in both car and transit trips. Improvements in the past decade to the frequency, flexibility and accessibility of transit services have also helped to make it an attractive alternative to carpooling.

Transit

Vancouver's transit mode share has remained relatively stable over the past decade, although the number of transit riders has increased with the overall growth in trips. As discussed in the later sections, some areas such as Central Broadway and UBC have experienced dramatic increases in transit use corresponding with increases in transit service and the implementation of the Universal Pass (U-Pass) system for university students.

Biking

Although cycling represents a small portion of overall trips (3 per cent), it has doubled its mode share in the past decade as the cycling network has expanded to nearly double what it was a decade ago. Cycling is the fastest growing mode in the City. The volume of cycling trips has increased by over 180 per cent in the past decade. It is expected that cycling will continue to increase as new cycling facilities are completed in the Downtown and throughout the city and region.

Walking

Both the share and number of walking trips has increased in the past decade. The mode share of walking trips has increased by 2 to 3 per cent since 1994, which represents a 44 per cent increase in the number of walking trips. Walking is the second fastest growing mode in the City, after cycling.

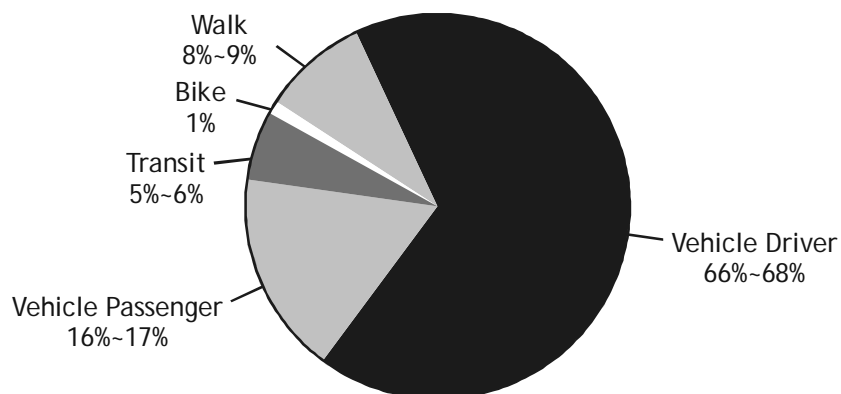
2.1.2 Vancouver mode share comparison to the GVRD

Vancouver continues to have substantially less auto use and more transit and walking than the rest of the GVRD. Carpooling, however, is lower in the city compared to the rest of the region. Vancouver's cycling mode share is also higher than in the rest of the GVRD, although in both the city and the region, it represents a very small portion of all trips.

Transit use in Vancouver is having a major influence on the overall transit mode share of the Region. When Vancouver is included in the overall mode share of the GVRD, the GVRD transit share nearly doubles. There are more transit trips in Vancouver in a 24 hour period than in the rest of the entire Region. The mode shares for the rest of the Region (not including Vancouver and UBC) and the Region as a whole (including Vancouver and UBC) are detailed in Figure 9 and Figure 10, respectively.

Figure 9

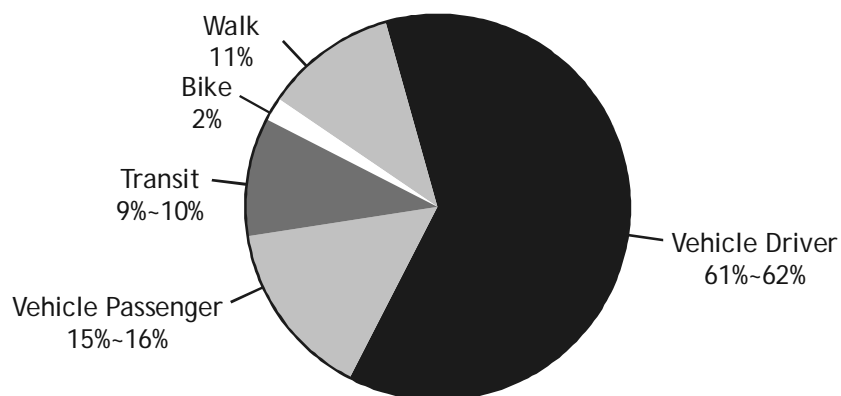
Trips to and within the rest of the GVRD (not including Vancouver & UBC) in a 24-hr period



Source: TranLink Trip Diary, 2004

Figure 10

Trips to and within the GVRD in a 24-hour period



Source: TranLink Trip Diary, 2004

2.1.3 Vancouver journey-to-work mode share comparison to other North American cities

In general, Vancouver and Vancouver's Metro Core, in particular, distinguishes itself from other major Canadian and US cities along the West Coast by the relatively high share of people walking and taking transit to work. Vancouver journey-to-work driver, carpool, transit and walk mode shares compared to other major Cities are shown in Figure 11, Figure 12, Figure 13, and Figure 14.

A mode-by-mode summary of how Vancouver compares to other selected cities in Canada and the US is detailed in the following section.

Driving

For journeys-to-work, Vancouver has an auto mode share lower than many other major North American cities. The auto mode share is higher than in Montreal, just under that of Toronto, and between 7 per cent and 20 per cent lower than other cities including Seattle, Calgary, Edmonton, Portland, and San Diego.

Passenger

Carpooling is clearly a less prominent mode in the large Canadian cities as compared to the major US cities along the West Coast. The carpooling mode share for Vancouver is in the middle of other Canadian cities (Montreal and Toronto are lower, Calgary and Edmonton are higher), and is about half as high as the US cities in this comparison.

Transit

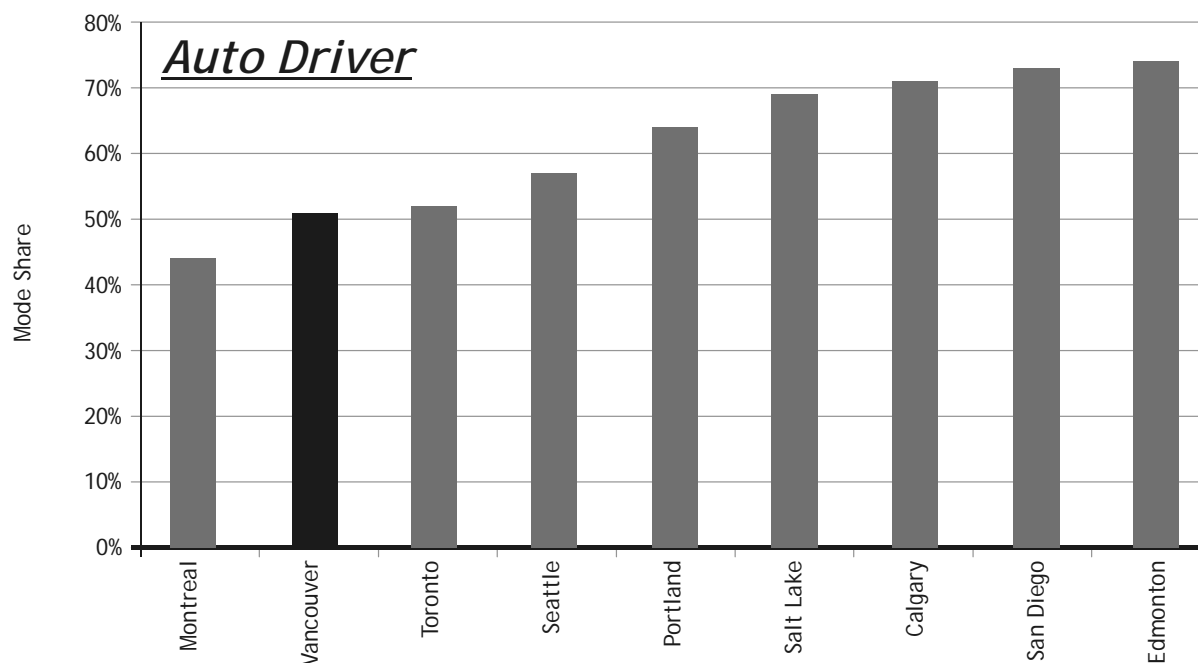
Transit use is much higher in Vancouver than in all the US cities. While transit use is relatively high in Vancouver, it is quite a bit lower (12 per cent-16 per cent) than in Toronto or Montreal.

Walking

Vancouver has the highest per centage of people walking to work (13 per cent). Apart from Montreal, all other Canadian and US cities in this comparison have about half as many people walking as does Vancouver.

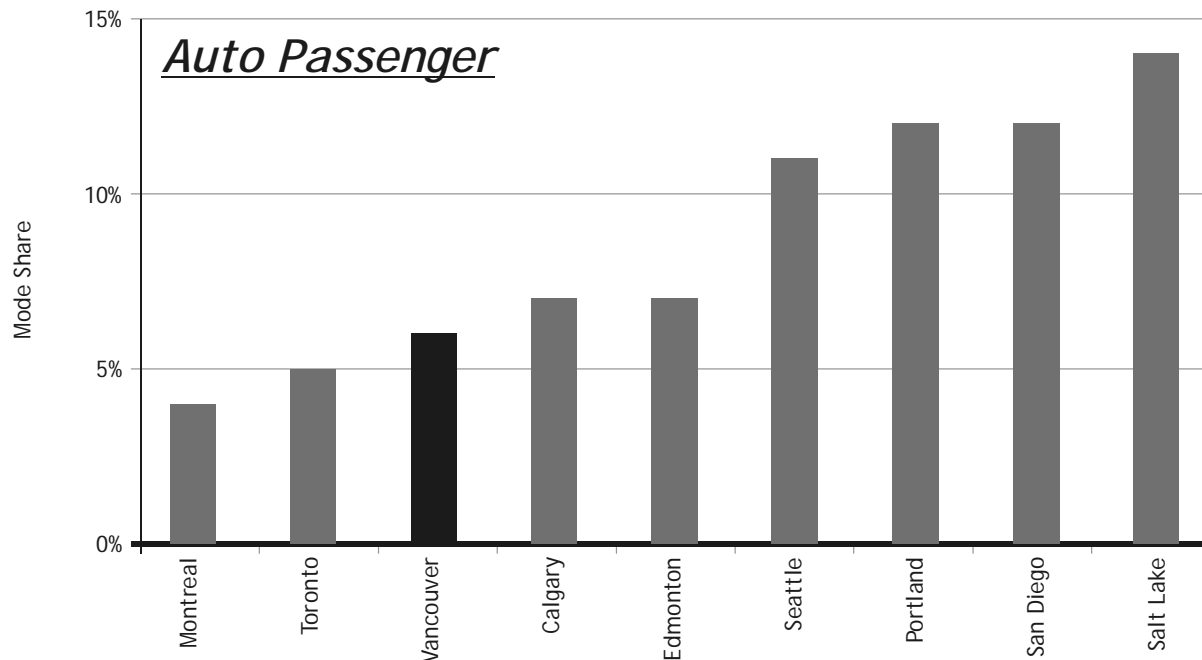
Figure 11

Comparison of auto driver mode share for journey-to-work trips originating in Vancouver and other Canadian and US cities



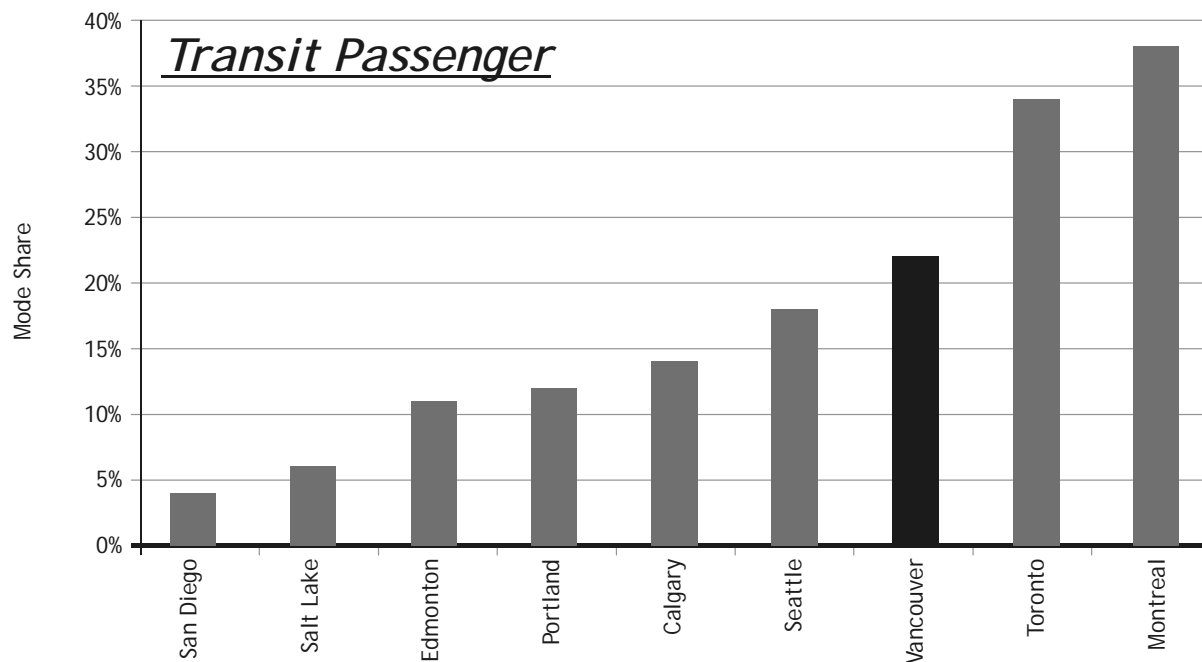
Source: US data from US Bureau of Census, 2000. Canadian data from Statistics Canada 2001 Census, except Vancouver, which is based on the 1996 Census. The 2001 Census data for Vancouver is not accurate due to a bus strike during the Census collection period.

Figure 12
Comparison of auto passenger mode share for journey-to-work trips originating in Vancouver and other Canadian and US cities



Source: US data from US Bureau of Census, 2000. Canadian data from Statistics Canada 2001 Census, except Vancouver, which is based on the 1996 Census. The 2001 Census data for Vancouver is not accurate due to a bus strike during the Census collection period.

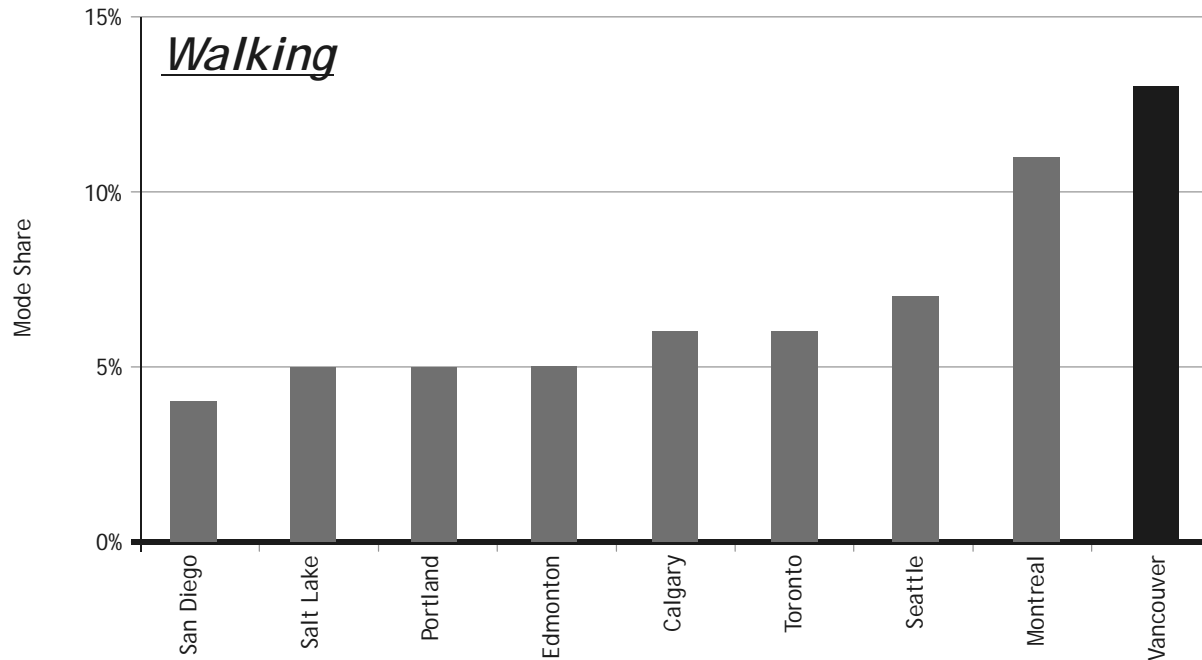
Figure 13
Comparison of transit mode share for journey-to-work trips originating in Vancouver and other Canadian and US cities



Source: US data from US Bureau of Census, 2000. Canadian data from Statistics Canada 2001 Census, except Vancouver, which is based on the 1996 Census. The 2001 Census data for Vancouver is not accurate due to a bus strike during the Census collection period.

Figure 14

Comparison of walk mode share for journey-to-work trips originating in Vancouver and other Canadian and US cities



Source: US data from US Bureau of Census, 2000. Canadian data from Statistics Canada 2001 Census, except Vancouver, which is based on the 1996 Census. The 2001 Census data for Vancouver is not accurate due to a bus strike during the Census collection period.

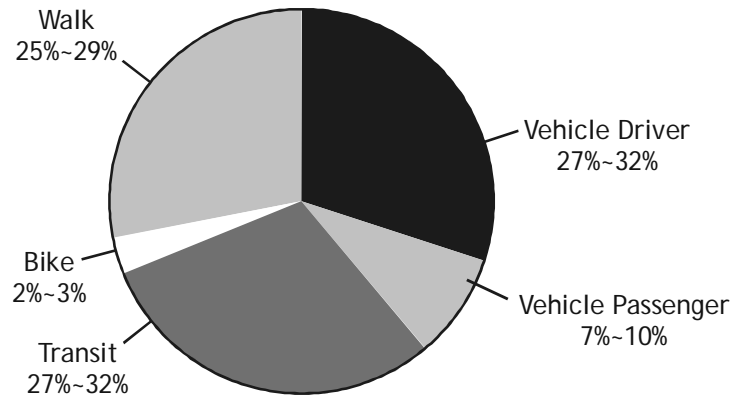
2.2 Downtown

Trips to the Downtown are growing and a majority of people are walking or taking transit to get to and around the peninsula. Figure 15 shows that driver trips now represent less than one-third of all trips and have the same mode share as transit. There are nearly as many people walking to and within the Downtown as there are taking transit or driving.

Figure 16 shows that for trips only within the Downtown, walking is clearly the preferred mode of travel, representing about two-thirds of all trips.

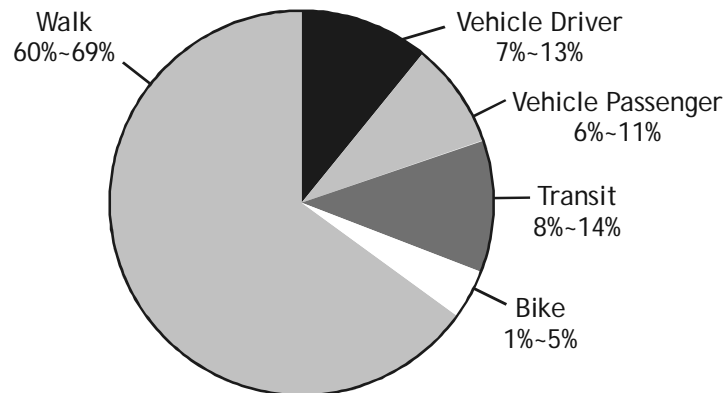


Figure 15
Trips to and within Downtown in a 24-hour period



Source: TranLink Trip Diary, 2004

Figure 16
Trips within Downtown in a 24-hour period



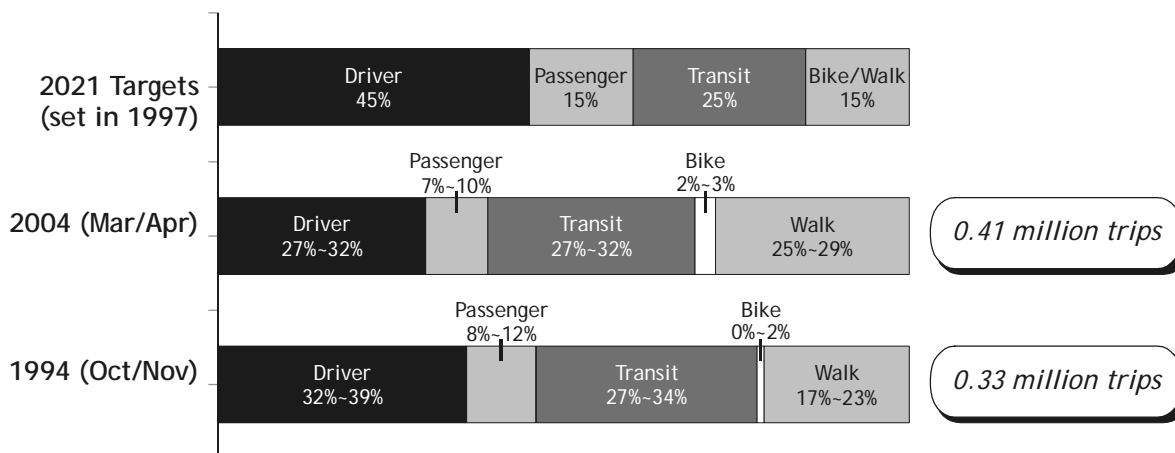
Source: TranLink Trip Diary, 2004

Since 1994, the driver and passenger mode shares have declined. The transit mode share has remained relatively stable, while walking and cycling mode shares have increased substantially. The growth of residential land uses, shops, services and recreational amenities, and the development of attractive streetscapes have made walking, in particular, a highly desirable way of getting around Downtown.

The high walking mode share is a major contributing factor to the Downtown exceeding both its walk and driver 2021 mode share targets. Mode shares for 1994 and 2004 and the 2021 targets are detailed in Figure 17.

Figure 17

Mode share of trips destined to Downtown in a 24-hour period in 1994, 2004, and the Transportation Plan 2021 targets



Note: Fall (Oct/Nov) transit ridership is typically 6% greater than spring (Mar/Apr) ridership in Vancouver. The 2004 transit mode share adjusted for this variation would be 18%-23%.

Source: 1994, and 2004 Trip Diaries and 1999, 2000, and 2004 Ridership Statistics (TransLink), 1997 Transportation Plan (City of Vancouver).

2.3 Central Broadway

The number of trips to and within the Central Broadway (South of False Creek) area is also increasing. Most of this growth is due to a doubling of transit trips and, to a lesser degree, an increase in automobile driver trips. Figure 18 shows the mode share breakdown for Central Broadway.

Broadway is one of Vancouver's population and job concentration areas. There are about 35,000 residents and 56,000 jobs in this area, nearly twice as many jobs as in Richmond's Town Centre, the next largest regional town centre outside of Vancouver.

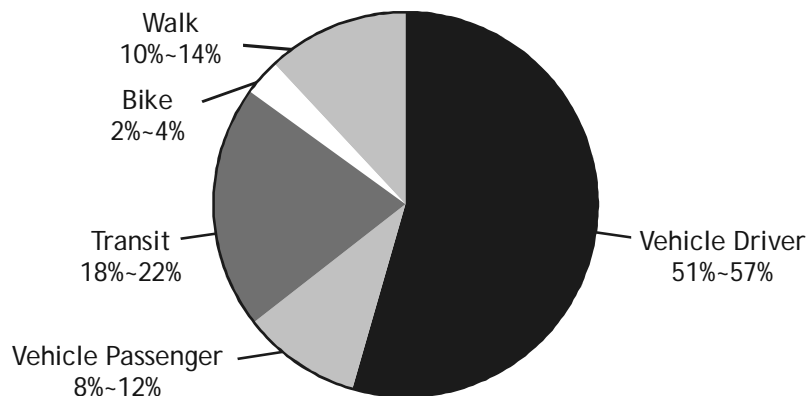
Despite the significant concentration of bus service, the growth in transit use, and the concentration of jobs, residents, shops services and amenities in this area, the automobile continues to be dominant.



Reliable data for Central Broadway since 1994 is not available to provide an indication of trends for this area over the past decade. Data on change over the past five years, however, is available. Since 1999, the driver mode share for Broadway has exceeded the driver share for Vancouver. The Central Broadway driver share has also increased at a faster rate than for Vancouver as a whole. The high concentration of hospital and medical office land uses, which tends to generate more automobile trips than regular offices, and the limited transit capacity on Broadway, which constrains further growth in transit trips, are likely major contributing factors to the high auto use in this area.

Figure 18

Trips to and within the Central Broadway Corridor (South of False Creek) in a 24-hour period

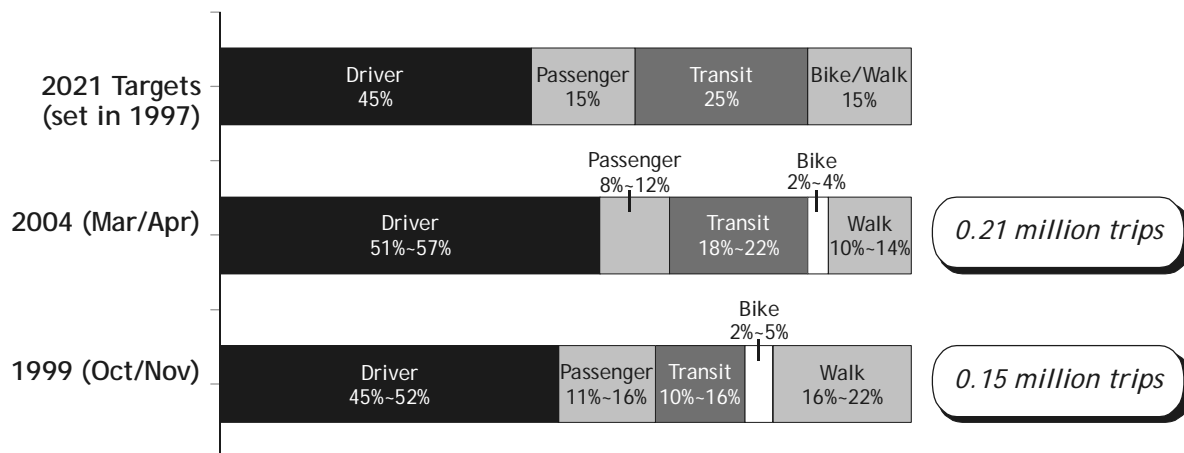


Source: TranLink Trip Diary, 2004

Although transit use has increased substantially, its mode share (18 per cent-22 per cent) is still only slightly higher than the city-wide transit mode share (17 per cent-18 per cent). The rapid growth in transit trips, which corresponded to major increases in transit service, combined with the relatively high driver mode share suggests that there is a good potential for increasing the transit mode share in this area with the extension of the Millennium rapid transit line, the implementation of the streetcar network and the opening of the Canada Line. Since the bus capacity of the Broadway Corridor is near capacity, major investment in a higher capacity service will be essential to help reduce automobile dependency in this area. Mode shares for 1999 and 2004 and the 2021 targets are detailed in Figure 19.

Figure 19

Mode share of trips destined to the Central Broadway Corridor (South of False Creek area) in a 24-hour period in 1999, and 2004



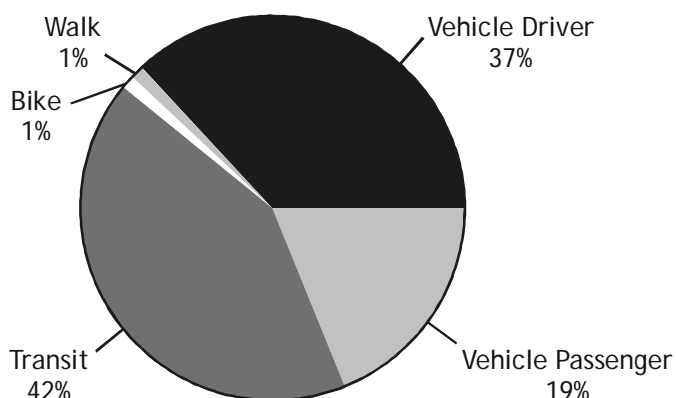
Note: Fall (Oct/Nov) transit ridership is typically 6% greater than Spring (Mar/Apr) ridership in Vancouver. The 2004 transit mode share adjusted for this variation would be 18%-23%.

Source: 1999, and 2004 Trip Diaries and 1999, 2000, and 2004 Ridership Statistics (TransLink), 1997 Transportation Plan (City of Vancouver).

2.4 University of British Columbia (UBC)

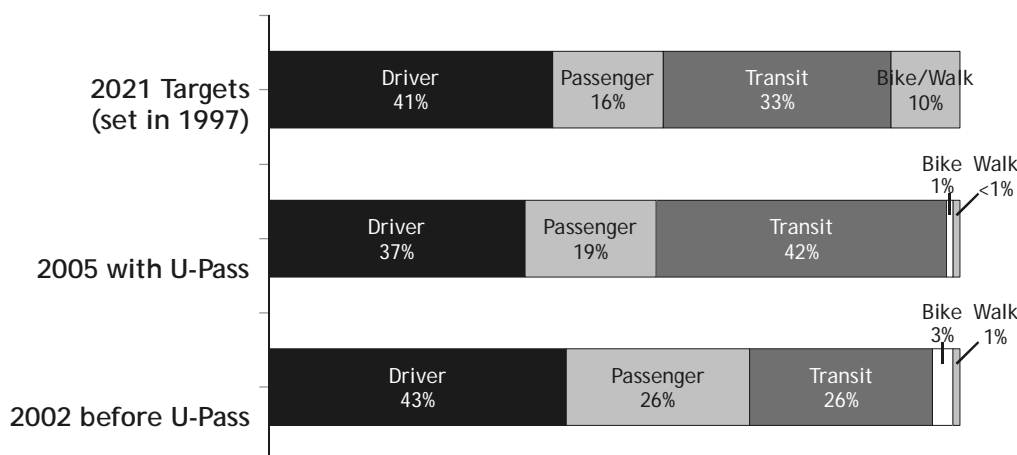
UBC is a major trip generator in the region. There are approximately 120,000 daily trips to UBC and this volume is growing. Figure 20 shows that a majority of trips destined to UBC are by non-auto modes, with transit representing the greatest per centage of trips. The high transit share (42 per cent) is due in great part to the implementation of the Universal Pass (U-Pass) program in the fall of 2003, as shown in Figure 21. The U-Pass program provides post-secondary students with unlimited access to transit service as part of their student fees. Since its inception, transit trips have increased by 60 per cent and single occupant vehicle trips have decreased by 21 per cent. The U-Pass has helped UBC exceed its 2021 driver, passenger and transit targets, although walking and cycling have declined.

Figure 20
Trips destined to UBC in a 24-hour period (2005)



Note: The U-Pass was implemented in the fall of 2003. The mode shares are based on screenline counts at the entrances to UBC.
Source: UBC Fall 2005 Status Report.

Figure 21
Mode share of trips destined to UBC in a 24-hour period before and after U-Pass implementation



Note: The U-Pass was implemented in the fall of 2003. The mode shares are based on screenline counts at the entrances to UBC.
Source: UBC Fall 2005 Status Report, 1997 Vancouver Transportation Plan.

3.0 Transportation mode volume trends

The City has an ongoing program of monitoring pedestrian, bike, goods movement and vehicle volume trends. Transit ridership trends are tracked by TransLink. All of the available count data shows dramatic increases in walking, cycling and transit in the city. At the same time, net vehicle volumes on City streets are stable and the number of vehicles entering and leaving the city and the Downtown Central Business District (CBD) are declining, as are the average annual kilometres driven by Vancouver residents. The following sections provide a more detailed overview of walking, cycling, transit and vehicle count trends.

3.1 Walking

As part of the 2002 Pedestrian Study, pedestrian volume counts were carried out on Downtown commercial streets and in Business Improvement Areas and Neighbourhood Centres outside of the Downtown. A total of approximately 250 blocks (including both sides of the street) were counted on weekdays between the hours of 10 am and 6 pm. During the count period, there were typically two peak hours for pedestrian volumes, one near noon and the other near 4 pm to 5 pm. Pedestrian volumes on a number of Downtown streets are shown in Figure 22.

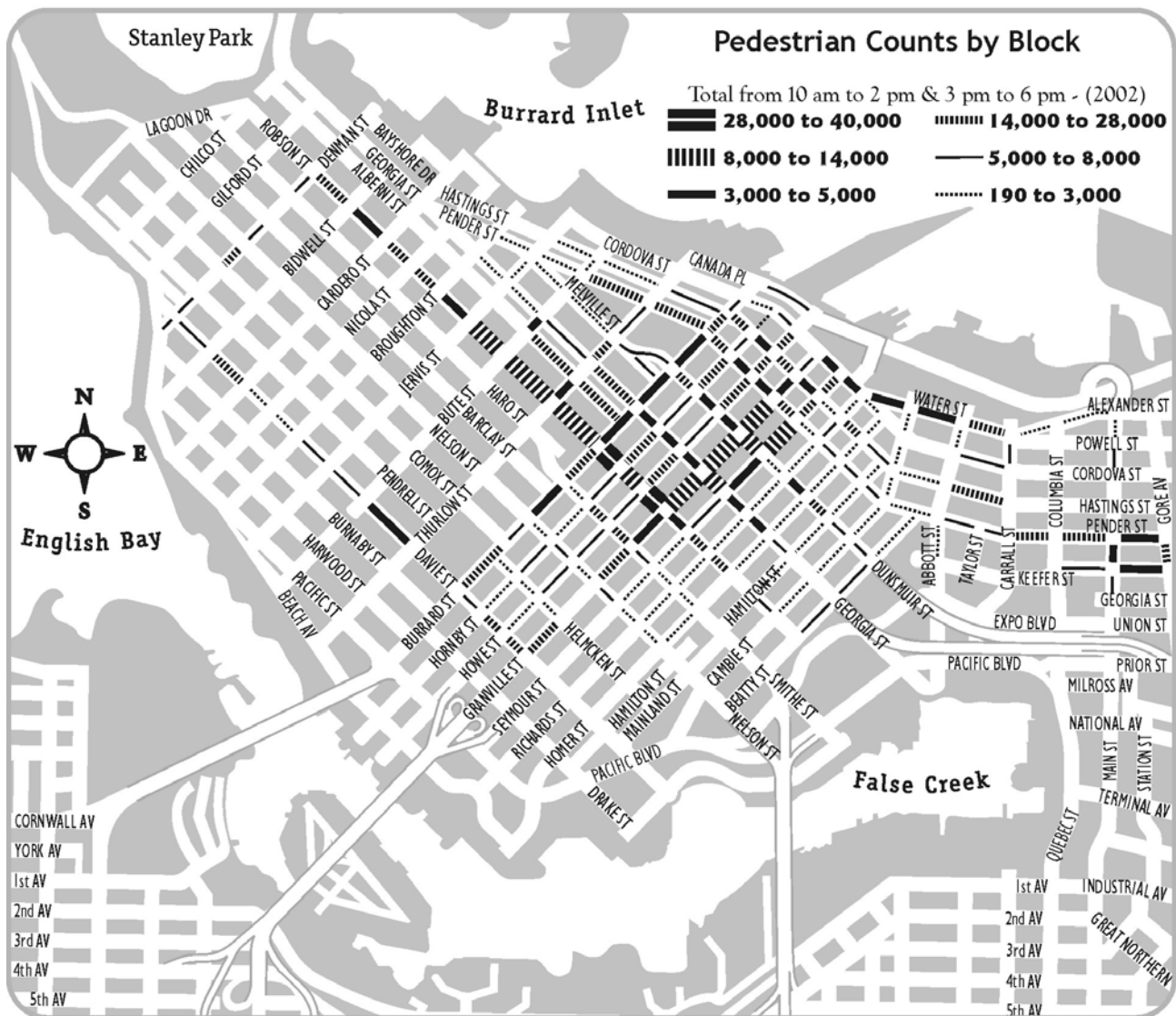


Since the last pedestrian study in 1991, there has been a significant increase in pedestrian activity. On approximately 100 blocks, pedestrian volume during the day increased by over 100,000 people. The average annual rate of growth from 1991 to 2002 is almost triple the annual rate of growth that occurred in the previous study period from 1977 to 1991. These results help verify Trip Diary results, which also show a significant increase in walking for Vancouver between 1994 and 1999.

Although overall volumes were up from 1991, results varied for individual blocks and Business Improvement Areas, with some increasing at rates above average and other experiencing declines. The busiest pedestrian blocks in Vancouver are still concentrated on Robson Street and Granville Mall. Other streets such as Seymour experienced very strong growth.

On several of the busiest streets Downtown, the number of pedestrians exceeded the number of people being moved by automobile, during the peak pedestrian hour. Examples include Robson east of Burrard, Dunsmuir east of Granville, and Georgia east of Granville. In general, the busiest pedestrian streets outside of Downtown had lower volumes than the busiest streets in Downtown. Several locations outside of Downtown still ranked highly compared to many Downtown streets.

Figure 22
Summary of Downtown 2002 pedestrian volumes, 10 am to 6 pm

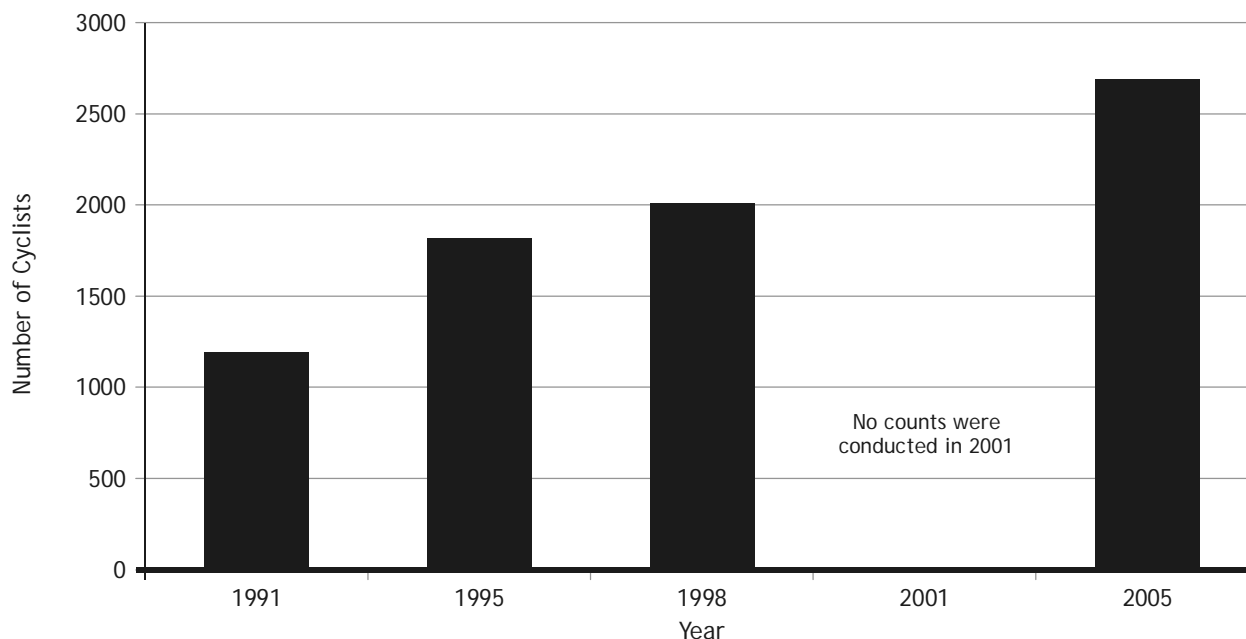


3.2 Cycling

Since 1991, the City has been conducting annual counts of cyclists entering the Downtown CBD. The number of cyclists entering the CBD has more than doubled in this time. Figure 23 shows how bicycle volumes entering the CBD in the AM peak period have changed in the past fifteen years. Since 2001, the cycling network has increased by 30 per cent to 170km, including eight new bike lanes in the Downtown. During this same period, AM peak (7-10 am) cyclist volumes into the CBD have increased by over 50 per cent.



Figure 23
Cyclists entering the CBD in the AM peak (7-10 am) (1991-2005)



Source: City of Vancouver Bicycle Cordon Counts, 1991, 1995, 1998 and 2005

3.3 Transit

Transit ridership has grown rapidly in Vancouver, as shown in Figure 24. Transit use has also been growing in the GVRD as a whole and, as shown in Figure 25, much more rapidly than in other major Cities across the country. Although the 2001 figures were low due to a four-month bus strike, the number of riders rebounded quickly and has continued to grow significantly. On many routes, transit service has not kept pace with the growth in transit ridership. Many Vancouver bus routes have passenger loads that exceed ridership guidelines. The most heavily congested routes are those that connect to SkyTrain and UBC and include:

- ◆ 41- Joyce Station/Crown/UBC;
- ◆ 49 - Metrotown Stn/Dunbar Loop/UBC;
- ◆ 22 - Knight/Macdonald;
- ◆ 98 B-Line - Burrard Stn/Richmond Ctr;
- ◆ 99 B-Line - Broadway Stn/UBC;
- ◆ 25 - Brentwood Stn/UBC; and
- ◆ 28 - Phibbs Ex/Cap College/Joyce Stn.



A 2004 customer satisfaction survey commissioned by TransLink identified crowding on these routes as a significant issue affecting passengers' comfort and overall transit experience. Transit capacity constraints are occurring during weekday peak periods and even more so on weekends during the day.

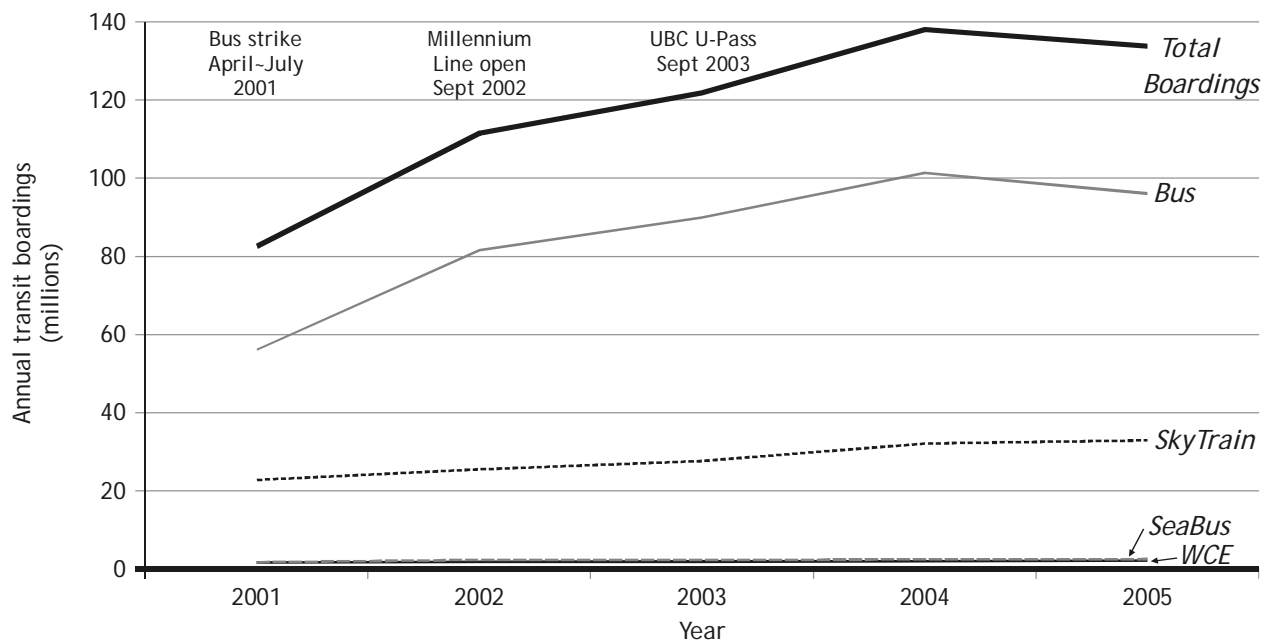
SkyTrain ridership in Vancouver has reached a plateau since 2004. This is likely due in great part to 'choke points' along the system where overcrowding has become significant, particularly during the AM peak period. A 2004 TransLink capacity study showed that the Expo Line Broadway Station is at 99 per cent of its AM peak hour capacity. During this period, 'observed' train passenger volumes at times

exceeded the design capacity by 13 per cent. Many passengers must wait multiple trains to access the Downtown from Broadway Station.

Although the Millennium Line is not yet at capacity, many passengers destined to the Downtown transfer to the Expo Line at Broadway and are affected by this 'choke point'. The extension of the Millennium Line to Central Broadway, which would connect to the new Canada Line at Cambie, would free-up capacity to accommodate more growth on the Expo Line. New cars, which will also add to the Expo Line capacity, are expected in 2008.



Figure 24
Estimated Vancouver and UBC transit boardings (2001-2005)

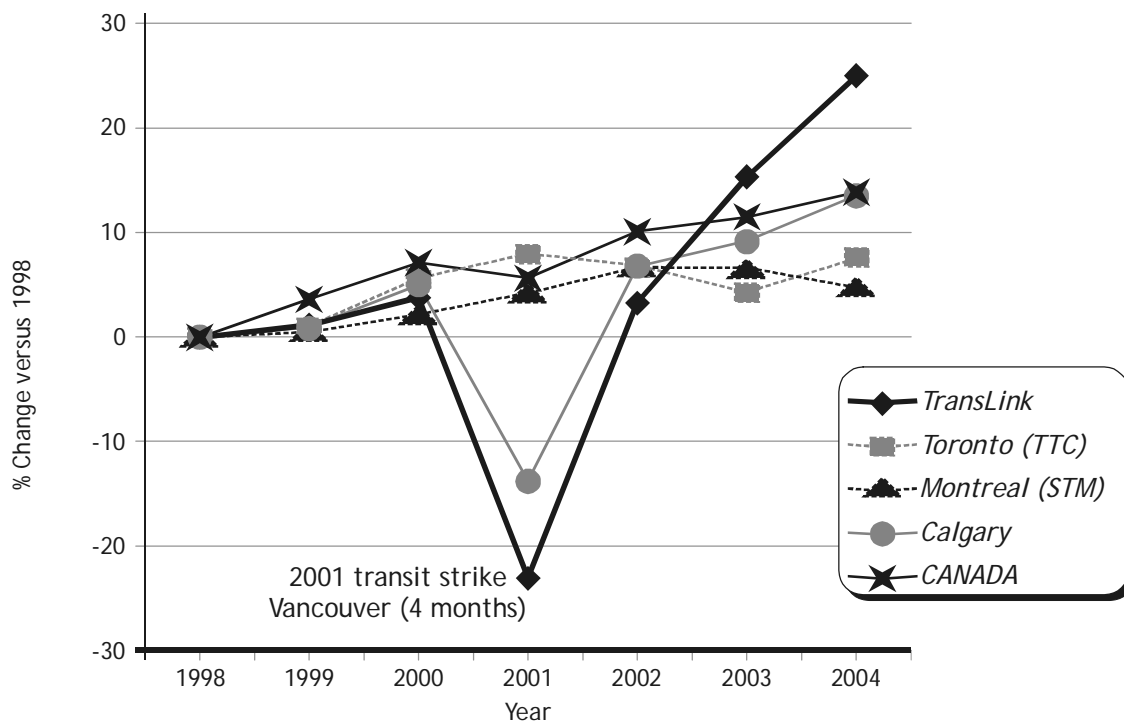


Note: This data is intended to provide an overall indication of transit activity in Vancouver. The boardings do not represent all transit trips in Vancouver since trips that start outside of Vancouver and end in Vancouver are not captured in the SkyTrain and bus estimates. Also, transit services that originate from depots outside of Vancouver, such as the 99 and 98 B-Line services, are not included in the bus totals.

Source: TransLink Ridership Statistics, 2001-2005

Figure 25

Transit ridership trends - TransLink & other major Canadian systems



Source: TransLink GVTA

3.4 Goods movement

Heavy trucks continue to represent a small percentage of overall vehicle volumes. North-south movements have generally declined, while changes in east-west movements vary depending on location. Table 2 shows the net volume of trucks travelling north and south through major intersections (those on truck routes) along the length of 41st and Broadway. Table 3 shows the same information for east and west movements across Boundary, Clark-Knight, Main, Granville and Dunbar.



Although container shipping from the Port of Vancouver has increased in the past five years as the terminals have expanded, rail has become an increasingly important mode for container movement. Currently, approximately 60 per cent of containers are carried by rails and 40 per cent are carried by truck. Heavy trucks include container trucks, dump trucks and large delivery vehicles.

Table 2

Change in north-south heavy truck volumes across screenlines in the city

Year	Heavy trucks traveling north and south between 8 am and 5 pm across			
	41 st Ave.		Broadway	
	Truck volume	Average per cent trucks in total traffic	Truck volume	Average per cent trucks in total traffic
2004	2600	2.0%	3400	1.6%
2001	3100	2.2%	3500	1.9%
per cent change	-4%		-17%	

Note: Heavy trucks are defined as those trucks with 3 or more axles.

Source: City of Vancouver Truck Count Program, 2001 and 2004

Table 3

Change in east-west heavy truck volumes across screenlines in the city

Year	Volume of heavy trucks traveling east and west between 8 am and 5 pm across									
	Boundary		Clark-Knight		Main		Granville		Dunbar	
	Truck volume	Avg per cent of trucks in total traffic	Truck volume	Avg per cent of trucks in total traffic	Truck volume	Avg per cent of trucks in total traffic	Truck volume	Avg per cent of trucks in total traffic	Truck volume	Avg per cent of trucks in total traffic
2004	2200	1.9%	1400	1.6%	1600	1.7%	680	1.4%	380	1.4%
2001	3000	2.4%	1800	2.1%	1200	1.4%	400	0.8%	300	1.1%
per cent change	-27%		-22%		+32%		+69%		+29%	

Note: Heavy trucks are defined as those trucks with 3 or more axles.

Source: City of Vancouver Truck Count Program, 2001 and 2004

3.5 Vehicles

The City has four main sources of information which provide insight into vehicle trends: arterial screenlines, vehicle cordon counts, annual odometer data for vehicles registered in Vancouver and vehicle ownership data. These sources suggest that vehicle volumes in Vancouver have been stable, while vehicle trips into Vancouver and the Downtown CBD have been declining. The following sections provide more detailed information.

3.5.1 Arterial screenline trends

Every two to three years, twenty-four hour, two-way, mid-block vehicle volumes are counted on arterials throughout the city. This data provides an indication of how vehicle volumes have been changing on city streets. Vehicle volume trends over the past decade were analysed for 336 locations in the City. Of these locations, just over half (51 per cent) have increased vehicle volumes, just under half (44 per cent) have decreased volumes and about 5 per cent have remained unchanged. The net change for all locations shows that overall vehicle volumes have been stable, increasing a total of 1.4 per cent over the past decade. The areas which have experienced the greatest decline in vehicle volumes include Downtown, Fairview, and the neighbourhoods west towards UBC (Kitsilano and West Point Grey).

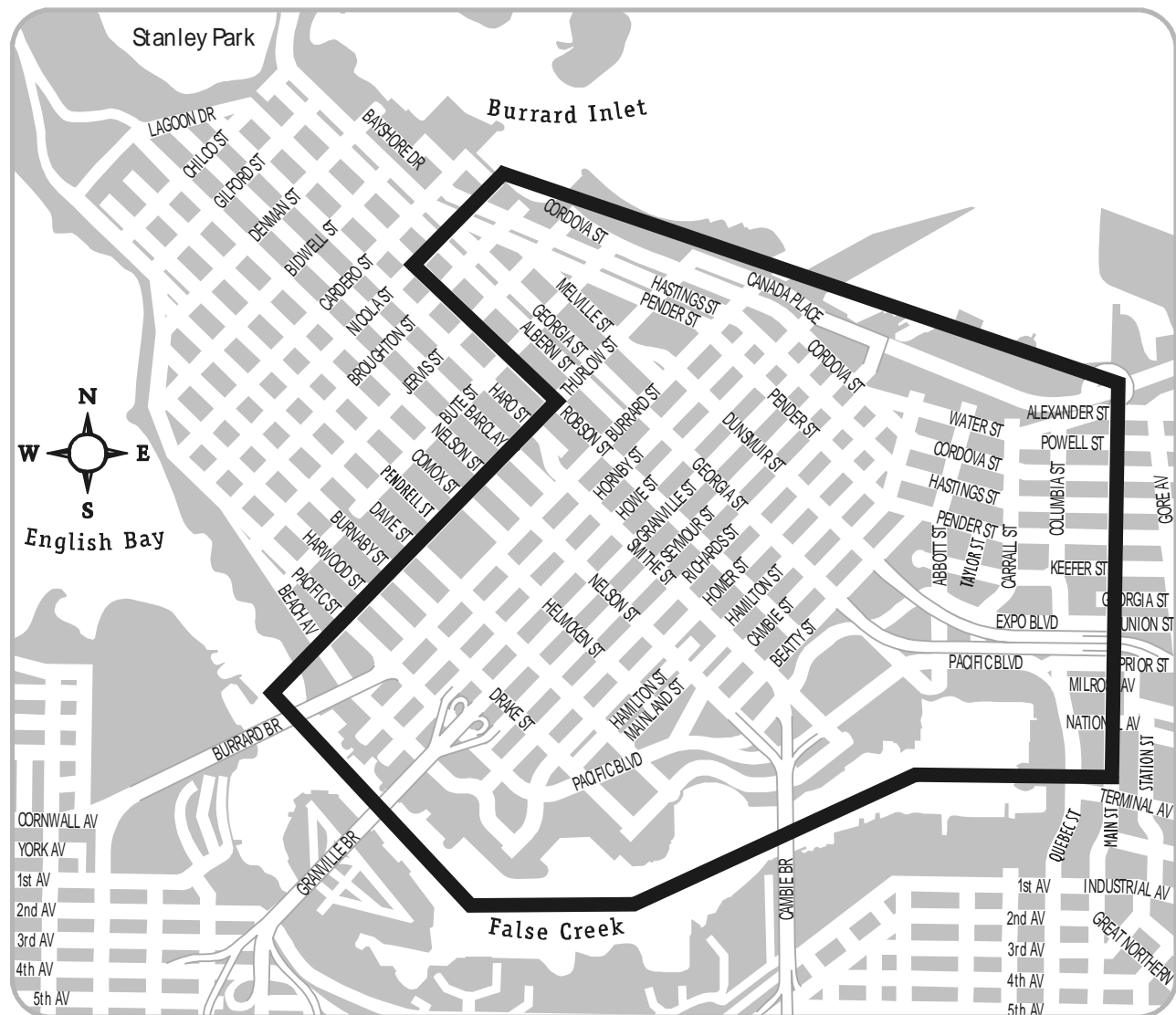
3.5.2 City and Central Business District (CBD) cordon count trends

Every year the City conducts cordon counts to monitor trends in the number of vehicles entering and leaving the city and the Downtown CBD. Over the past decade, the volume of vehicles entering and leaving Vancouver has declined by 10 per cent. Although vehicles entering and leaving the city are declining, the TransLink Trip Diaries suggest that trips by all transportation modes destined to Vancouver are increasing. This vehicle decline likely reflects the fact that more people are travelling by non-auto modes into Vancouver.

Vehicle volumes entering and leaving the CBD are also declining and are about 7 per cent lower than they were a decade ago. While overall trips to the Downtown are increasing, walking and transit now represent a much greater share of trips than a decade ago. Figure 26 outlines the boundaries of the CBD. The cordon count trends for Vancouver and the CBD are shown in Figure 27. Figure 28 shows the trend in the CBD at a scale that better illustrates the declining volumes.

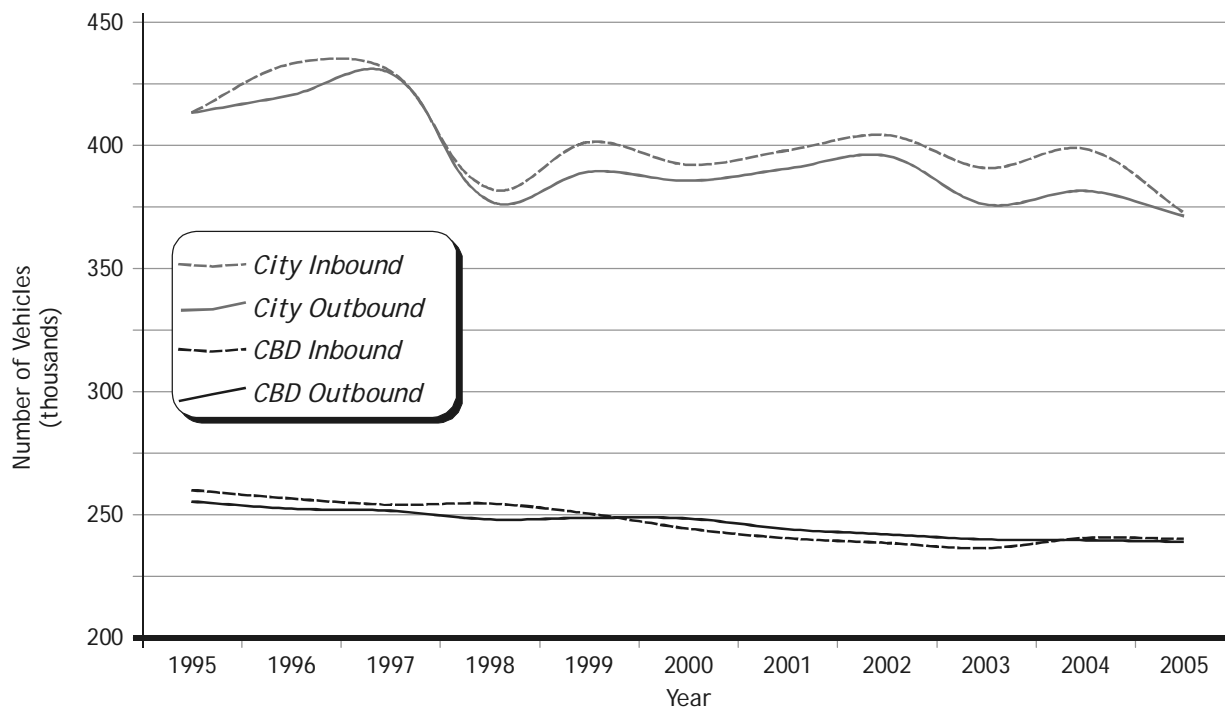
Figure 26

Downtown Peninsula - Central Business District (CBD) - vehicle cordon count boundary



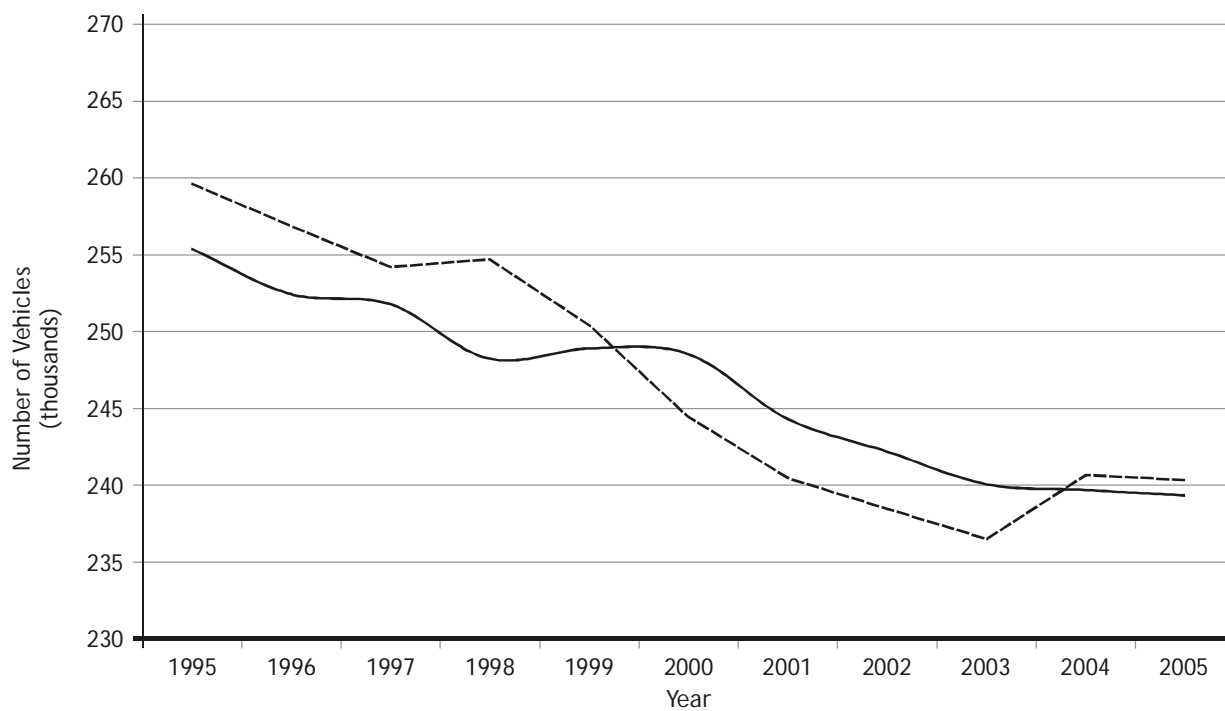
Source: City of Vancouver

Figure 27
Vehicles entering/leaving the city and the Central Business District (CBD) in a 24-hour period



Note: Data for 2001 and 2002 was not available and has been extrapolated.
Source: City of Vancouver Annual Cordon Count Program

Figure 28
Vehicles entering/leaving the Central Business District (CBD) in a 24-hour period



Note: Reliable data for 2001, 2002 and 2004 (outbound) was not available and has been extrapolated.
Source: City of Vancouver Annual Cordon Count

3.5.3 Distance travelled trends

As part of the emissions inventory that was prepared for the City's Community Climate Change Action Plan, AirCare data containing odometer readings was collected and analyzed. This database allowed estimates to be prepared of the average distance driven per year for passenger vehicles (i.e. cars, mini-vans, pick-up trucks, SUVs, etc.) registered in Vancouver. Table 4 shows that Vancouver vehicles are being driven less.

Table 4
Average annual distance travelled by Vancouver residents

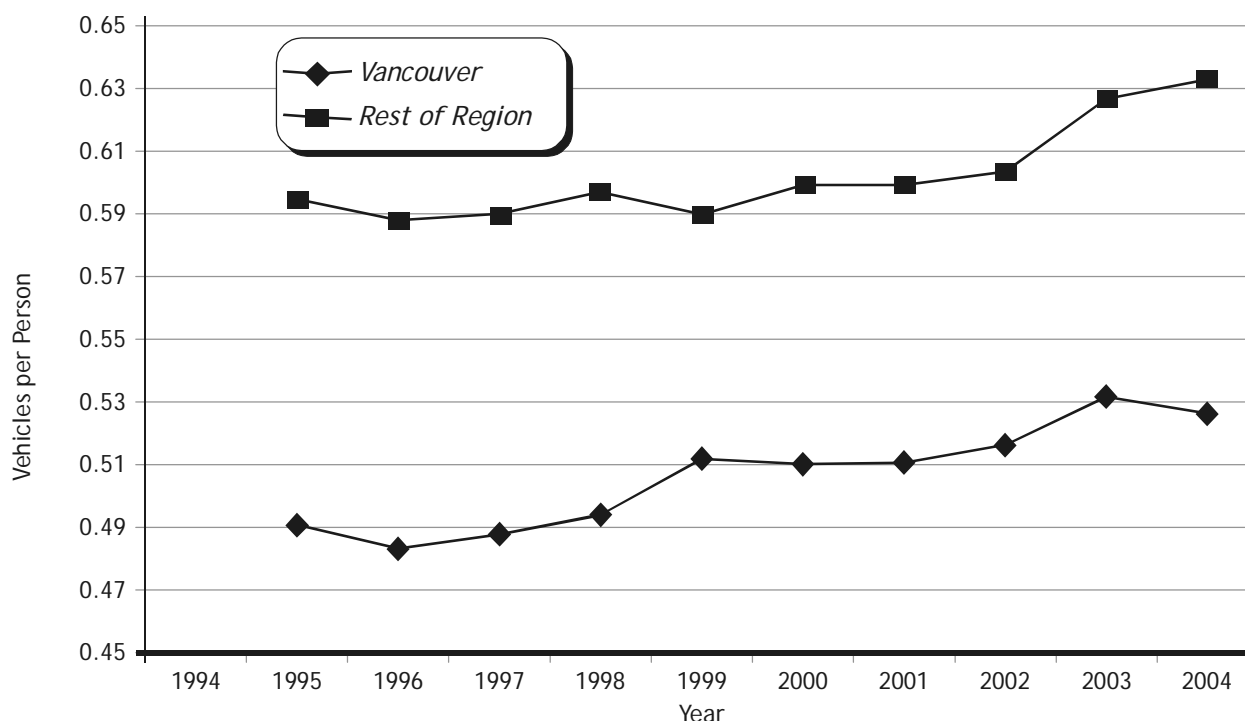
<i>Year</i>	<i>Average Distance Driven Per Year (Vancouver registered vehicles)</i>
1993	20,700 km
2002	14,800 km
Change	-29%

Source: AirCare odometer statistics for Vancouver registered vehicles, 1993 and 2002

3.5.4 Registered vehicle trends

Vehicle ownership is not a direct indicator of vehicle use, since an owner might choose a non-auto mode if their origin and destination are well served by non-auto modes. Rather, this measure provides an indication of vehicle availability as a mode choice and the prevalence of vehicles in Vancouver as compared to the rest of the region. As shown in Figure 29, vehicle ownership in Vancouver has generally been increasing over the past decade. Through this period, Vancouver has consistently had a lower vehicle ownership rate, by about 20 per cent, than in the rest of the region.

Figure 29
Registered vehicles per person - comparison of Vancouver and the rest of the region



Source: GVRD Key Facts reports from Insurance Corporation of British Columbia



Section 2: Overview of Plan Progress

This section provides an update on the original 70 initiatives contained in the Transportation Plan and the six new initiatives added since 1997. Considerable progress on achieving the Plan's objectives has been made since 1997. To date, 66 per cent of initiatives have been completed and the remaining 34 per cent are in progress. Completion for most of these remaining initiatives is expected within one to three years. Table 5 provides an overview of the status of all the initiatives.

Table 5
Status of major initiatives

Section		Completed		Initiated		Not Started
		Projects	Programs			
3.1	Road Network	1	5	3		0
3.2	Transit	9	2	3		0
3.3	Cycling	2	4	2		0
3.4	Neighbourhoods	4	4	3		0
3.5	Downtown	4	2	8		0
3.6	Goods Movement	2	3	6		0
3.7	Funding	2	0	0		0
3.8	Monitoring	5	1	1		0
Sub-Total		29	21	27		0
TOTALS		50 (66%)		26 (34%)		0
Anticipated completion of initiatives in progress:				1-3 Years 24 (92%)	3-6 Years 2 (8%)	

Note: 'Projects' refer to initiatives that have a definite end date. Examples include construction of the Port Road and completion of the DTP. 'Programs' refer to Initiatives which are part of ongoing work programs. Examples include establishing transit-only lanes on some arterial roads and changes to improve pedestrian environments.

The Transportation Plan initiatives are divided into seven categories: the road network, transit, cycling, neighbourhoods and pedestrians, Downtown, goods movement, paying for transportation, and monitoring and implementation. The following sections highlight some of the major projects and programs undertaken in each of these categories since the last update to Council in 2001.

1.0 The Road Network

The Transportation Plan established a general policy that growth was to be accommodated within the existing primary and secondary arterial roads network. The Plan called for one new road segment to connect the Port to Highway 1, which was completed in 2000. Since then, road-related projects have been mostly focused on improving safety, livability and comfort and amenities for pedestrians using our arterial routes. Highlights of road network projects and programs completed since 2001 include:



- ◆ **Clark-Knight Whole Route Analysis (WRA)**

After detailed analysis and a thorough public consultation program, a corridor plan was approved by Council in March 2005. The Clark-Knight Corridor Plan recommended a range of short and long-term improvements to help reduce collisions, while improving pedestrian conditions, livability and the look and feel of the corridor. An aggressive implementation plan is currently underway;

- ◆ **Street Furniture and Amenities Program**

The City has entered into an agreement with JC Ducaux to provide street furniture in exchange for advertising space. A range of street furniture, including bus shelters, benches, litter receptacles and bike racks have been installed throughout the city. Custom street furniture themes have also been installed in local Business Improvement Areas and Neighbourhood Centres to help create a unique identity for the streetscape in these areas;

- ◆ **Road improvement projects in partnership with TransLink and ICBC**

Numerous intersection improvements, including new medians, left-turn bays, and enhanced pedestrian crossings have been carried out in partnership with TransLink and ICBC to increase safety and accessibility and to reduce congestion;

- ◆ **City-Wide Noise Study**

Two major initiatives have been undertaken to address noise issues near city streets. The first is a manual called 'Sound Smart', which provides residents with easy-to-understand, reliable advice and information about measures residents can take to reduce the effects of unwanted noise in their homes. The manual is available in hard-copy and online. The second initiative is a noise study to assess noise conditions on arterials throughout the city and to make recommendations for city-wide noise reduction strategies and policy directions. Completion of this report is expected in the spring or summer of 2006;

- ◆ **Reclassification of secondary arterials to neighbourhood collectors**

Since 2001, eight secondary arterials have been reclassified as collector streets. Blenheim is the first of these streets to undergo a full public consultation process to develop a plan for calming measures to better reflect its new collector status. The Blenheim plan was approved in February 2006. This process is ongoing for other collector streets in the city.

2.0 Transit

The Transportation Plan called for more rail-based transit and more rapid and express-bus services. Although major improvements to the safety, efficiency and availability of transit services have come about in the past five years, Vancouver's transit needs have grown considerably, and more rapidly than anticipated when the Plan was approved in 1997. The growth in transit use and crowding and congestion on many of the city's transit corridors has emphasized the need to move quickly on developing higher capacity services including the Millennium Line extension to Central Broadway and providing rapid bus services on other major corridors such as Hastings and 41st. Highlights of transit-related



projects and programs implemented since 2001 by both the City and TransLink include:

◆ **Vancouver Transit Strategy**

Strategic actions for improving transit were approved by Council in 2002, including recommendations to extend the Millennium Line rapid transit service, developing a north-south rapid transit line connecting Vancouver with Richmond and the airport (now called the Canada Line), planning for a Downtown streetcar and completing a UBC/Vancouver Area Transit Plan;

◆ **Vancouver/UBC Area Transit Plan**

A Vancouver/UBC-wide transit plan was endorsed by Council in June 2005, and approved by the TransLink Board in July 2005. The Plan's recommendations include:

- Improving service frequency for all bus routes;
- Allocating new trolley buses to Vancouver routes;
- Adding new bus and community shuttle routes;
- Implementing transit priority measures to improve travel times and service reliability. Examples of these measures include bus lanes, bus by-pass lanes, traffic signal priority, and intersection design improvements;

◆ **U-Pass**

The U-Pass, introduced in the fall of 2003, is a program that provides UBC students with unlimited access to transit service as part of their student fees. This program has resulted in significant increases in transit use (+60 per cent) and significant decreases in single occupant vehicles (-21 per cent) between 2002 and 2005. As part of this new program, many new services were implemented, including:

- Improved transit service;
- Increased frequency of #99 B-Line service;
- All-door bus loading for #99 B-Line in morning peak hours at Broadway/Commercial Station and at UBC;
- Two new limited-stop bus services;

◆ **New trolley bus fleet with bike racks**

TransLink has awarded a contract for the replacement of existing trolleys with new, more accessible trolley buses with bike racks. Replacement will begin in fall 2006;

◆ **VCC SkyTrain Station**

The new terminus of the Millennium Line, the Vancouver Community College Station, opened in January 2006;

◆ **Community Pass program**

Community Pass, a program that includes transit passes with the purchase of a residence, was approved by TransLink's Board in 2005 and will be introduced as a pilot program in the fall of 2006 at UBC;

◆ **Richmond Airport Vancouver (Canada Line) rapid transit line**

This rapid transit service, now called the Canada Line, will connect Waterfront Station to the airport and Richmond. The line is under construction and completion is expected by the end of 2009;

◆ **Transit priority measures**

Bus bulges and transit /bike/high occupancy vehicles (HOV)-only lanes have been installed at various locations;

◆ **Downtown streetcar**

Studies are being carried out to finalize designs and preliminary cost estimates. A report to Council on the findings of the Downtown Streetcar project is anticipated in 2006.

3.0 Cycling

The Transportation Plan recommended expansion of the existing bikeway and greenway networks to ensure all areas of the city have safe cycling options to and from major destinations. As of 2005, Vancouver has over 170 km of bike routes. The addition of new bike facilities has grown most rapidly since the approval of the Downtown Transportation Plan in 2002, which resulted in an intensive consultation, design and construction program on the peninsula. Highlights of cycling projects and programs completed since 2001 include:



- ◆ **New network of painted bike lanes**

Eight new bike lanes have been installed in the Downtown as a follow-up to the Downtown Transportation Plan directions. Bike lanes have also been constructed on 4th Ave. and are being explored for arterials in other parts of the city;

- ◆ **Installation of bike routes**

Over 36 km of new bike facilities have been constructed since 2001, representing a 30 per cent increase in bike routes in the city;

- ◆ **Bike boxes**

Bike boxes and advanced stop lines (ASL), which give priority to cyclists at an intersection, have been painted at Georgia and Nicola and at Union and Main Streets;

- ◆ **Traffic signal push buttons for cyclists**

Every new pedestrian signal is now equipped with push buttons for cyclists. The City has also been retrofitting existing signals at key locations;

- ◆ **Bike racks on buses**

Starting in the fall of 2006, all buses in Vancouver, including trolleys, will be equipped with bike racks;

- ◆ **Bikes on SkyTrains**

Bikes have been allowed on SkyTrain since June 2004 (two per train) in the non-peak hours and on weekends and holidays. TransLink has recently extended the regulation to allow two bikes per car at any time except the peak hours in the peak (most heavily-travelled) directions;

- ◆ **Bike racks on commercial frontage**

Through the City's Street Furniture Program, bike racks have been installed in commercial areas and other locations based on requests;

- ◆ **False Creek Pedestrian and Bike Crossing Study**

A major study of the False Creek pedestrian and cyclist crossing patterns was completed in 2002. This report provided valuable information and recommendations for expanding pedestrian and cycling capacity on all bridges, particularly the Burrard Bridge;

- ◆ **Improved information about cycling**

A range of new sources of cycling information and promotion materials have been generated, including:

- The City's website has been improved to include more cycling resources and information about City projects and bike routes;
- Promotions and participation in events like Bike Month in June of every year;
- A high quality, compact Vancouver bicycle route map has been created and distributed;
- A comprehensive cycling guide distributed in partnership with Better Environmentally Sound Transportation (B.E.S.T.).

4.0 Neighbourhoods and Pedestrians

The Transportation Plan emphasized the need for improving pedestrian facilities and priority. Pedestrian enhancements have been incorporated into projects throughout Vancouver to reduce unnecessary pedestrian barriers, increase opportunities for crossing busy roads more safely, and provide more direct routes and more attractive and comfortable streetscapes. A special emphasis on improving access, safety and enjoyment has been focused in Neighbourhood Centres identified through the Community Visions program.

Highlights of neighbourhood and pedestrian projects and programs completed since 2001 include:

- ◆ **School safety programs**

A program working with schools to improve pedestrians safety is ongoing and includes corner bulge and pedestrian enhancement programs for school crosswalks;

- ◆ **2002 Pedestrian Study**

A study on pedestrian travel habits and opinions on commercial streets Downtown and in Business Improvement Areas was completed;

- ◆ **Sidewalk Task Force**

In May 2002, the Sidewalk Task Force report was presented to Council recommending measures to improve the safety, comfort and convenience for pedestrians in Vancouver;

- ◆ **Reduced waiting time for pedestrians at various traffic signals**

A complete review of pedestrian wait times was conducted and the majority of signals in Vancouver now operate to minimize wait times for pedestrians;

- ◆ **Criteria for designating pedestrian priority areas as a part of community visioning**

Pedestrian priority areas have been developed at Broadway and Commercial and Kingsway and Knight. Typical measures include improved crossings, curb bulges, special public places, curb ramps, enhanced street tree plantings, seating areas, and public art;

- ◆ **Traffic calming**

A new process for prioritizing traffic calming has been established to ensure those streets that need calming most get priority. The City has continued with its speed hump program, which helps improve pedestrian safety, particularly at intersections;

- ◆ **Greenways**

City greenways are public corridors that connect parks, nature reserves, cultural features, historic sites, neighbourhoods and retail areas and encourage walking and cycling. Neighbourhood greenways are smaller scale connections that respond to local needs. Two City greenways, the Ontario and Ridgeway greenways (4.9 km total), have been constructed since 2001, bringing the city-wide total to 68 km. Two Neighbourhood greenways have also been completed, bringing the city-wide total to 9 km of neighbourhood greenways;

- ◆ **Transportation choices**

A Community Climate Change Action Plan was approved by Council in March 2005. This Plan focuses on policies and plans to reduce Vancouver's greenhouse gas emissions and passenger vehicle emissions. One of the main objectives of the Plan is to promote and support transportation options such as walking;

- ◆ **South East False Creek (SEFC) Sustainable Community**

A final Community Development Plan was approved by Council in March 2006. The plan aims to create a complete community with priority for non-auto modes, particularly pedestrians;



◆ **East Fraserlands (EFL)**

Plans are currently underway to create a Community Development Plan for the EFL area. EFL is envisioned foremost as a walkable, mixed-use community that supports the use of transit;

◆ **Kingsway and Knight Neighbourhood Centre**

A public realm and pedestrian/traffic improvement plan that reduces pedestrian crossing distances and adds safer crossings, new sidewalks and an improved streetscape, was approved by Council in July 2004. Construction of the plan is expected by spring 2006.

5.0 Downtown

Due to the concentration of jobs, residents and the volume and complexity of trips within the peninsula, the 1997 Plan identified the need for a more detailed study. The Downtown Transportation Plan (DTP), approved by Council in 2002, has received two awards from organizations representing professional planners in British Columbia and in Canada. Highlights of Downtown projects and programs completed since 2001 include:



◆ **Transit improvements**

Improved transit service to and within Downtown, including a new community shuttle route through the West End and Yaletown and increased service on existing bus routes;

◆ **Conversion of one-way streets to two-way streets**

Five one-way streets have been converted to two-way streets;

◆ **Reduced residential parking space standards**

Reduced residential parking space requirements have been applied in several central core projects to reflect lower automobile ownership and use in these areas. Further studies are being carried out to identify changing trends in auto ownership;

◆ **Car sharing**

Car sharing allows residents to access a fleet of shared vehicles on a pay-per-use basis. The Co-operative Auto Network (CAN) currently operates the most extensive car sharing program in the city. The City supports car-sharing in a number of ways including:

- Providing flex-passes for car sharing vehicles that allow them to park in resident parking zones;
- Assisting CAN with finding suitable off-street and on-street parking for their vehicles;
- Parking by-law provisions that allow for car sharing space and vehicle in exchange for a reduction in a development's parking requirement. This optional provision was approved by Council in June 2005.

◆ **Metro Core Jobs and Economy Land Use Study**

This comprehensive study will help determine how much land and transportation infrastructure is needed, and where, to accommodate future business growth and economic activities in Vancouver's Metropolitan Core. The Metro Core includes the Downtown Peninsula, Central Broadway and the industrial areas east of Main. This eighteen month study began in June 2005.

6.0 Goods movement

The Transportation Plan recommended completion of the Port Road and a whole route analysis of the Clark-Knight corridor. The Plan emphasized the need to reduce the adverse impacts of trucks on neighbourhoods. Highlights of goods movement projects and programs completed since 2001 include:

- ◆ **Clark-Knight Whole Route Analysis**

A whole route analysis project for Clark-Knight was approved by Council in 2003. After a thorough public consultation program, Council approved a Corridor Plan in March 2005. The Corridor Plan recommended a range of short and long-term changes to improve safety and reliability for all modes, livability along the corridor and the look and feel of the route. Implementation is currently underway;

- ◆ **Posting of engine brake prohibition**

New signs were installed to further discourage engine brake use in the city, a source of noise affecting neighbourhoods, particularly along truck routes;

- ◆ **Speed and commercial vehicle enforcement**

Police and Engineering staff are expanding programs to deal with compliance of the Motor Vehicle Act and City by-laws. For many years ICBC, and now the Province, have provided additional funding for dedicated enforcement programs on major goods movement routes in the city, and Clark-Knight in particular.



7.0 Funding

The creation of TransLink in 1998 led to significant changes in how transportation is funded in the region. The region not only secured funding from fare revenues, a gas tax and a paid-parking tax, but also decision-making authority for these funds. Since 2001, TransLink has secured additional funding sources including a property tax and parking area tax. Two transit fare increases have also occurred during this time.

TransLink and the City have also increased cost-sharing with other funding partners including the Insurance Corporation of British Columbia and the provincial and federal governments, on projects such as the Urban Transportation Showcase Program, the Canada Line, Clark-Knight Corridor road improvements, and cycling infrastructure.



8.0 Monitoring and implementation

This report fulfills the Transportation Plan's direction to monitor transportation trends and progress in implementing the Plan.





Section 3: Road Network Initiatives

This section provides an update on road network initiatives in the Transportation Plan.

R1	<i>Complete Port Road.</i>
STATUS	Completed
COMMENTS	The McGill Overpass and Powell St. relocation are complete. This joint project between the City and the Vancouver Port Corporation diverted heavy truck traffic from local streets, improved access to the port by connecting to the Commissioner St. Overpass, and created a dedicated bus lane on McGill St.
R2	<i>Review building lines in the context of the Plan with a view to removing those that are unlikely to be needed, and adding others where priorities have developed. (Also see NP4)</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	The Building Line Review is on hold pending completion of regional and City Transportation Plan updates. Building lines establish where the legal boundary of a street will be after a planned widening for public realm or transportation purposes. Figure 30 shows existing building lines in the city.
R3	<i>Establish transit-only lanes on some arterial roads. (Also see INITIATIVE R4 and INITIATIVE T6)</i>
STATUS	Ongoing Program
COMMENTS	Transit-only lanes and High Occupancy Vehicle (HOV) lanes have been installed on some arterial roads. Initiative T6 details a complete list of these lanes. Figure 31 provides a summary of transit priority measures.
R4	<i>Queue jumpers which do not increase road capacity but favour selected modes. (See also INITIATIVE R3 and INITIATIVE T6)</i>
STATUS	Ongoing Program
COMMENTS	<p>Bus signals were installed at Oak and 71st, Boundary and Burke, and Knight and Marine.</p> <p>Improved bus priority at the entrance to Stanley Park was provided as part of the Causeway S-Curve project completed in 2003. This project included extending the existing westbound transit queue jumper from the park off-ramp to the Lost Lagoon Overpass and constructing a separate travel lane dedicated to Stanley Park and transit traffic. This measure has eliminated non-transit queue jumping.</p> <p>Northbound and southbound curb lanes have been converted to 'Right Turn except Buses' lanes on Main at Terminal as part of the Main Street Showcase Program.</p> <p>Figure 32 shows how queue jumpers work.</p>

Figure 30
Building Lines

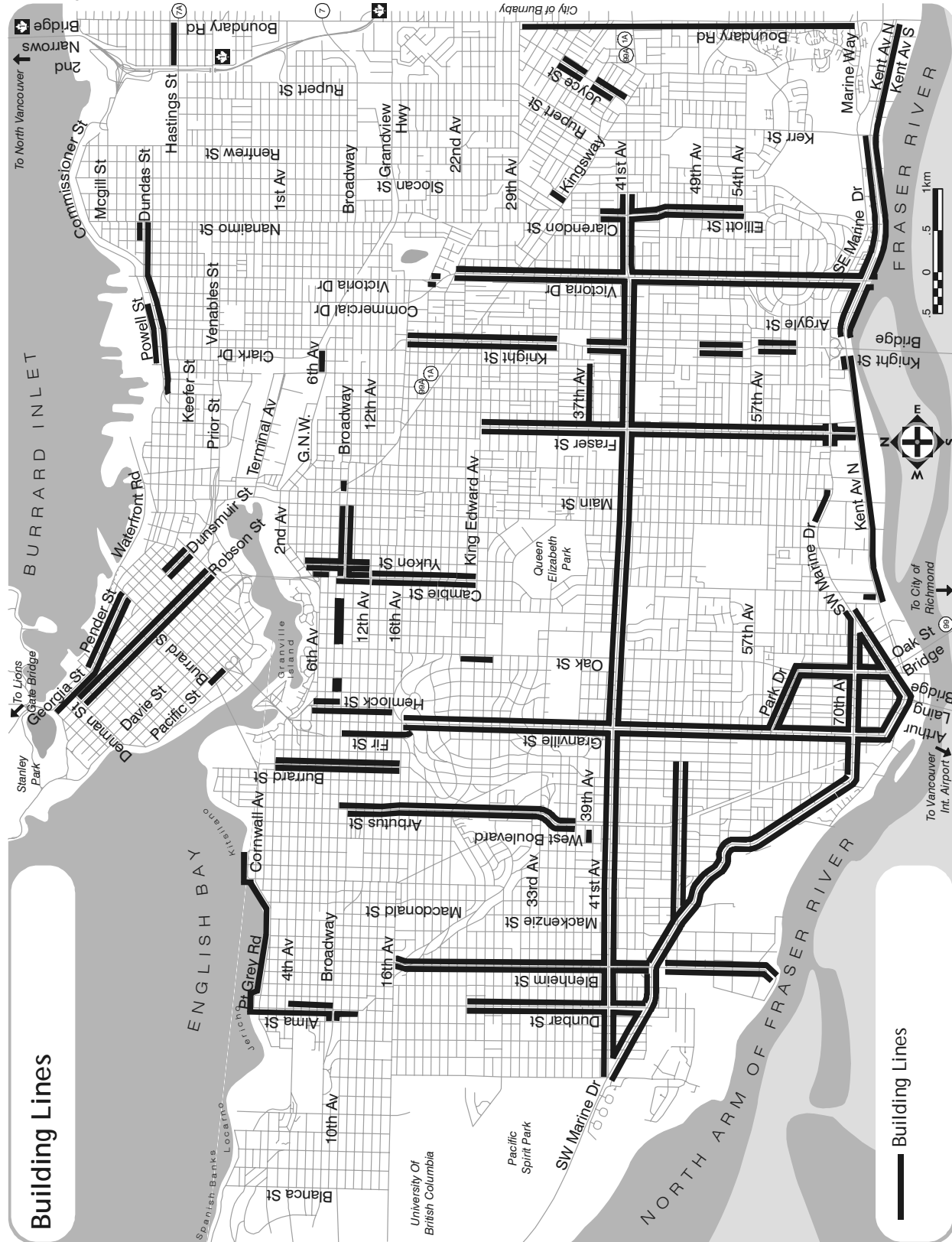


Figure 31
Transit priority measures

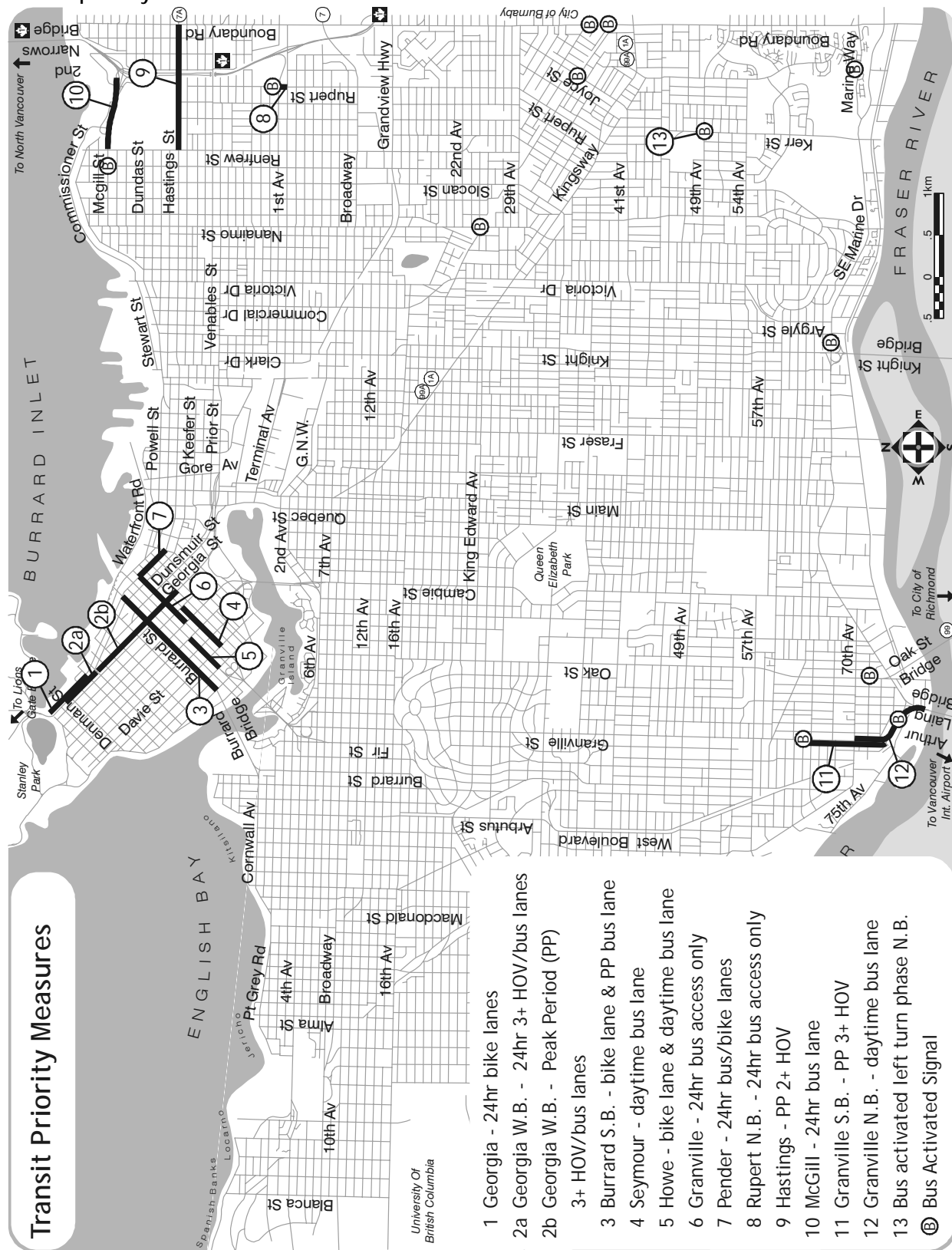
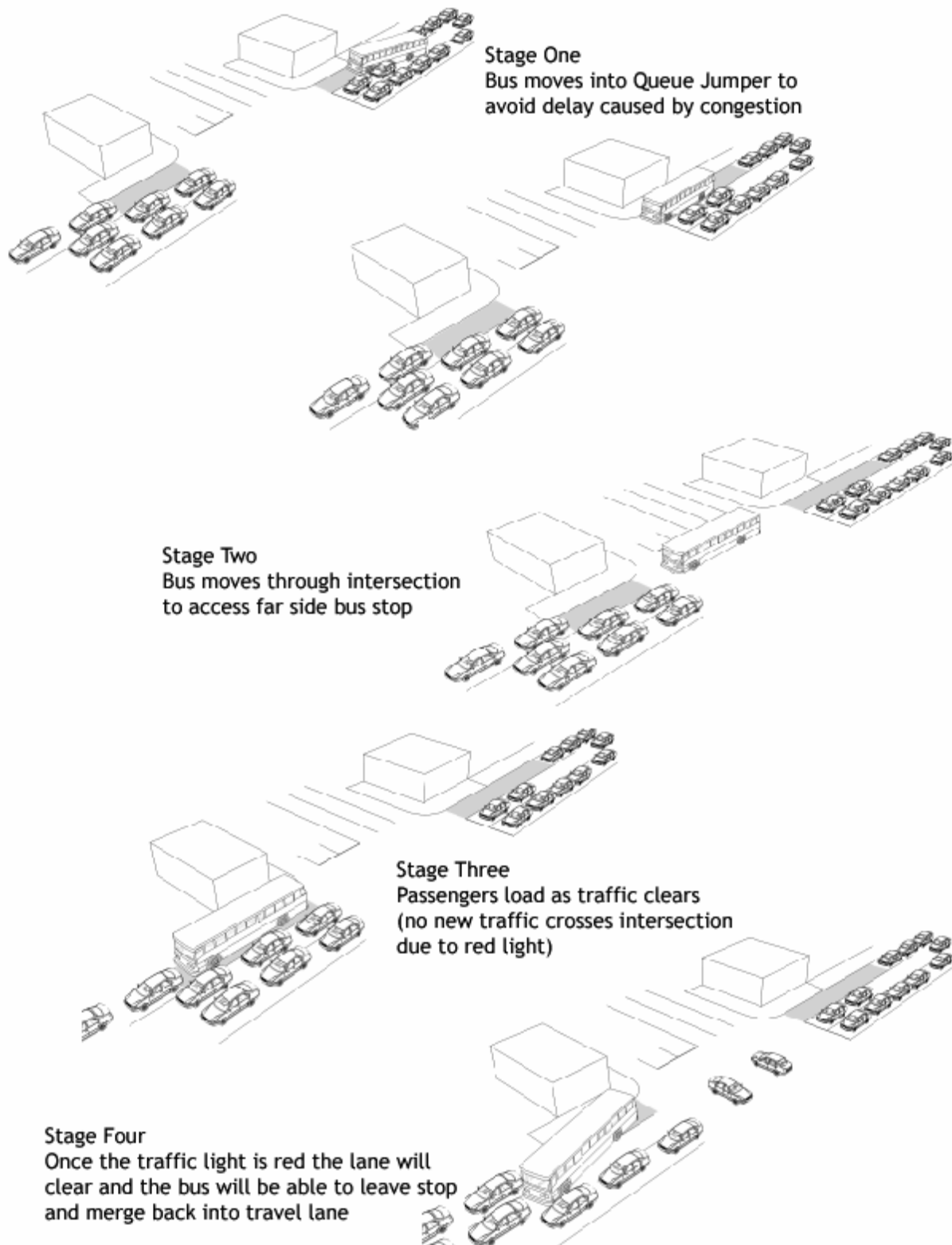


Figure 32
Queue Jumper



R5 *Small changes to improve pedestrian environments. (See also INITIATIVE NP2).*
STATUS Ongoing Program

COMMENTS
Pedestrian facilities and infrastructure

A city-wide review of pedestrian wait times was reported to Council in July 2001. The report has led to a change in signal policy so that the majority of signals in Vancouver now operate to minimize pedestrian wait times. Figure 33 shows pedestrian signals and crosswalks installed around Vancouver. Figure 34 shows all other traffic signal locations.

The following ongoing programs are underway:

- ◆ **Annual signal program:** This program provides funding to enhance pedestrian crossings with traffic and pedestrian/cyclist-controlled signals. Engineering receives nearly 100 requests annually for new pedestrian signals. Between 8 and 10 pedestrian signals are installed each year;
- ◆ **Special crosswalks:** Since 2000, Council has approved 19 special crosswalks, which add pedestrian-controlled amber lights, additional lighting and signage to increase motorists' awareness of crossing pedestrians;
- ◆ **Audible signals:** All new pedestrian-controlled signals are audible;
- ◆ **Enhancements at pedestrian crossings:** This program enhances crosswalks with geometric modifications such as pedestrian bulges, medians and the removal of right-turn channels;
- ◆ **Zebra crosswalks:** Zebra-style pavement markings are being used at crosswalks involving school children, the elderly or disabled, mid-block crosswalks and crossings of right-turn channels;
- ◆ **Marked crosswalks:** Marked crosswalks are installed as needed;
- ◆ **Bus stop landing areas:** Installation and upgrade of bus stops with concrete landing areas. Completion of this project is being coordinated with the arrival of TransLink's new accessible bus fleet;
- ◆ **Curb Ramp Program:** In an effort to improve the usability of our sidewalks, the City of Vancouver installs sidewalk ramps to accommodate persons with disabilities, as well as assisting people with strollers and pedestrians. 19,000 corners are complete and 9,000 are left to be done.


Local improvement programs

Corner Bulges: Corner bulges are effective in enhancing pedestrian crossing conditions at unsignalized intersections. Specifically, they help to decrease pedestrian crossing distances, increase pedestrian and motorist visibility, calm traffic, prevent people parking too close to a crosswalk, and increase awareness of pedestrians. Pedestrian bulges have been installed at intersections along selected arterial streets and at some pedestrian signal locations in the city.

Figure 33
Pedestrian signal and crosswalk locations

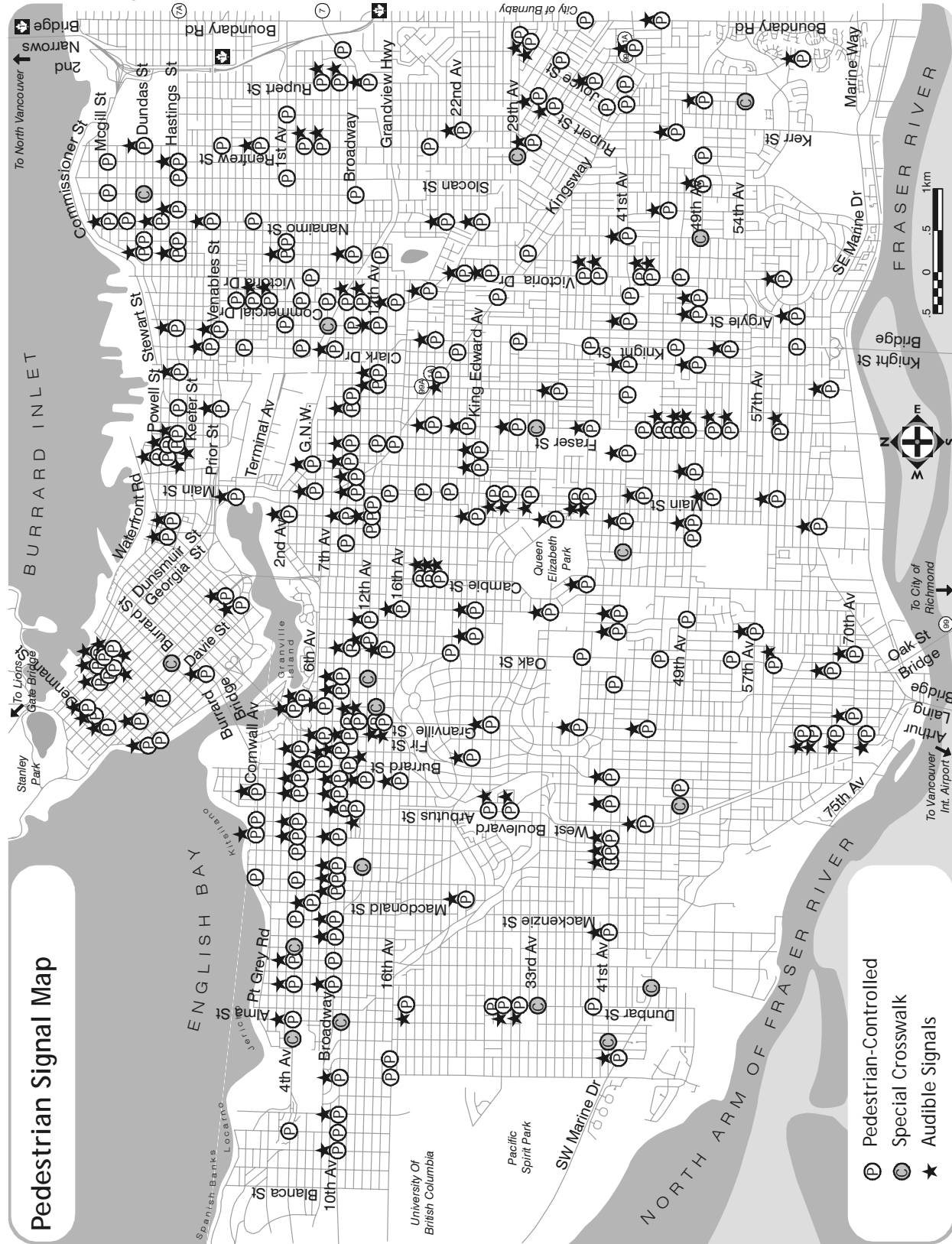
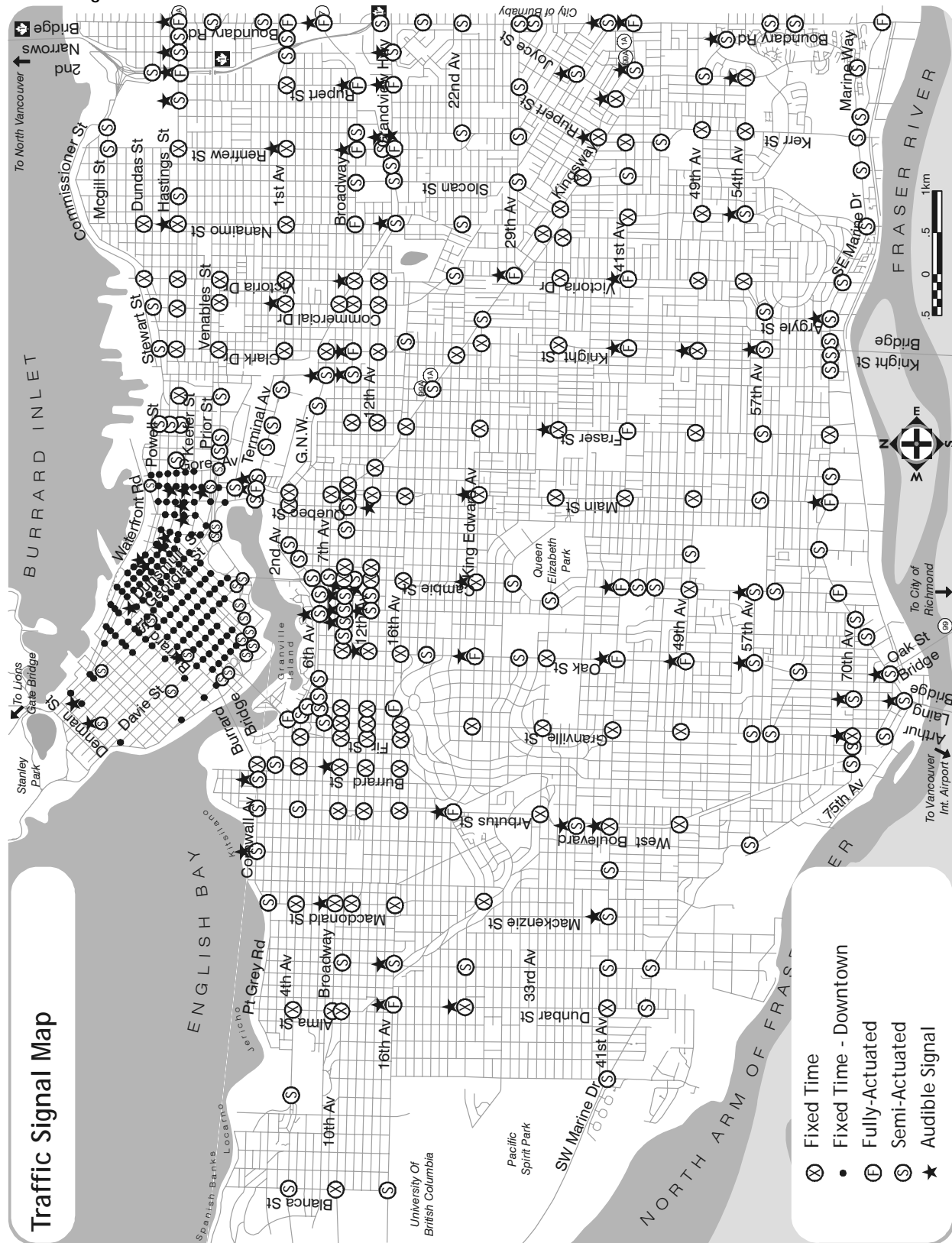


Figure 34
Traffic signal locations



R5 *Small changes to improve pedestrian environments.
(See also INITIATIVE NP2).*

STATUS Ongoing Program

COMMENTS In April 2002 and May 2003, Council approved recommendation for enhancements at pedestrian crossings, including corner bulges and pedestrian-related geometric modifications. (See also INITIATIVES NP5 and NP8).

(Cont'd)

Traffic calming and greenways

The City's Traffic Calming Program installs traffic calming measures on local residential streets to reduce traffic volumes and speeds and improve neighbourhood livability. During a public consultation process residents are encouraged to participate in developing a traffic calming strategy (See also Section 6: Neighbourhoods & Pedestrians). The following ongoing programs are underway:

- ◆ **School and playground zones:** Staff are continuing to review and install 30 km/h speed limit signs in school and playground zones as new parks and schools emerge;
- ◆ **City-wide greenways:** Engineering staff are working with communities to develop street and landscaping designs that encourage walking, cycling and street beautification;
- ◆ **Neighbourhood greenways:** The Neighbourhood Greenways Program is similar to the City-wide Greenway Program but is smaller in scale and more local in focus;
- ◆ **Green streets:** This program encourages citizens to beautify their neighbourhoods by planting and maintaining street gardens.



Street Furniture Program (See also Initiative T2)

The City is looking at installing pedestrian way-finding maps and news racks with the same look as other street furniture. In 2006, eight automated public toilets will also be installed at various locations.

Safety

Ongoing pedestrian safety programs include:

- ◆ **Pedestrian safety studies:** Each year, Engineering receives 100 to 150 inquiries from citizens and staff regarding pedestrian safety. Based on these inquiries, staff conduct detailed safety studies that include a review of pedestrian and traffic volumes, pedestrian profiles, driver behaviour, existing pedestrian conditions, nearby street use, and collision history. This information helps staff prioritize locations for new pedestrian facilities and infrastructure;
- ◆ **School Traffic Working Group:** This is a joint program with Vancouver Police School Safety Patrol, the School Board and Engineering staff. The group provides an integrated response to traffic safety issues involving schools and school children;

R5 *Small changes to improve pedestrian environments.
(See also INITIATIVE NP2).*

STATUS Ongoing Program

COMMENTS
(Cont'd)

- ◆ **School safety programs:** Pedestrian safety around schools is targeted through two programs, Corner Bulges for School Crosswalks and Enhancements for School Crosswalks. A map of these improvements is shown in Figure 35. The Vancouver Police also have a School Traffic Safety Unit that offers lectures and enforcement at all the elementary schools;
- ◆ **A traffic management webpage:** A webpage has been developed to help increase pedestrian and motorist awareness of pedestrian safety measures used by the City.



R6 *Intersection improvements, such as left-turn bays, may be required to improve safety at some intersections. These will be designed so as not to increase capacity and wherever possible will be accommodated within existing road width. (See also INITIATIVE GM3)*

STATUS Ongoing Program

COMMENTS Modifications to streets on the Major Road Network (MRN), such as left turn bays and signal improvements, are eligible for 50 per cent TransLink cost-sharing. Figure 36 shows a map of MRN streets in the city. Figure 37 shows the locations of the most recent projects carried out in partnership with TransLink.

In 2001, Engineering and Planning staff began a whole route analysis for the Clark-Knight corridor in response to goods movement initiative GM3 and Community Vision directions. In 2004, Council approved a Corridor Plan, which recommended a number of measures to reduce collisions (including left-turn bays at 33rd and 49th) and improve conditions for pedestrians, cyclists and residents along the corridor. The program is being implemented.

R7 *Stricter speed limit enforcement on major routes.
(See also INITIATIVE GM 10)*

STATUS Ongoing Program

COMMENTS The re-centralization of Police Traffic Enforcement Units has helped to focus enforcement efforts on problem locations and respond to citizen requests for enforcement.

ICBC provided funding in 2005 for extra enforcement on Knight and W. 41st.

The Counter Attack Program continues to incorporate known excessive speed locations when selecting road check locations.

Over 25 intersection safety cameras have been installed so far at various high collision locations. The locations of intersection safety cameras are summarized in Figure 38.

Figure 35
Pedestrian safety program for schools

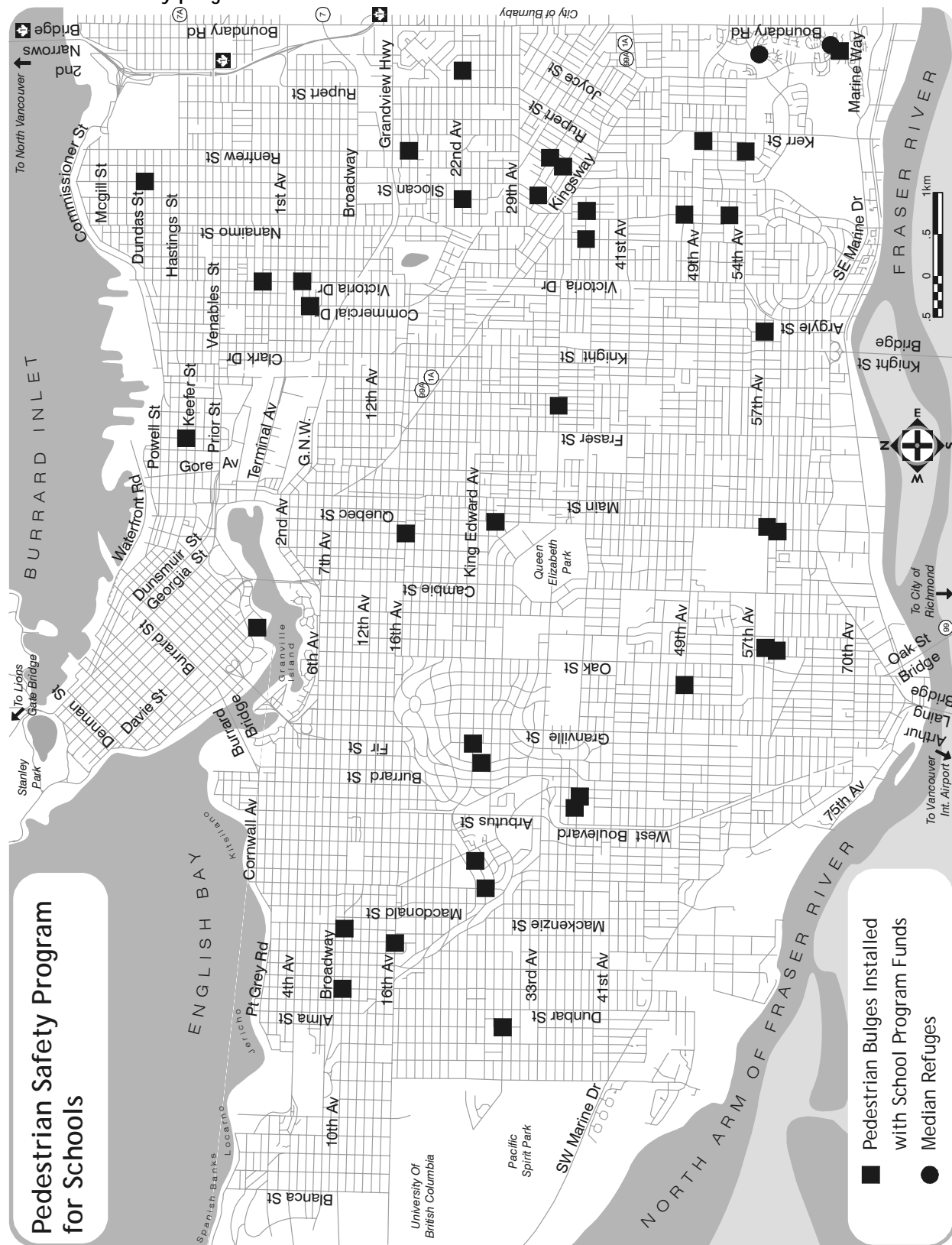


Figure 36
Major Road Network

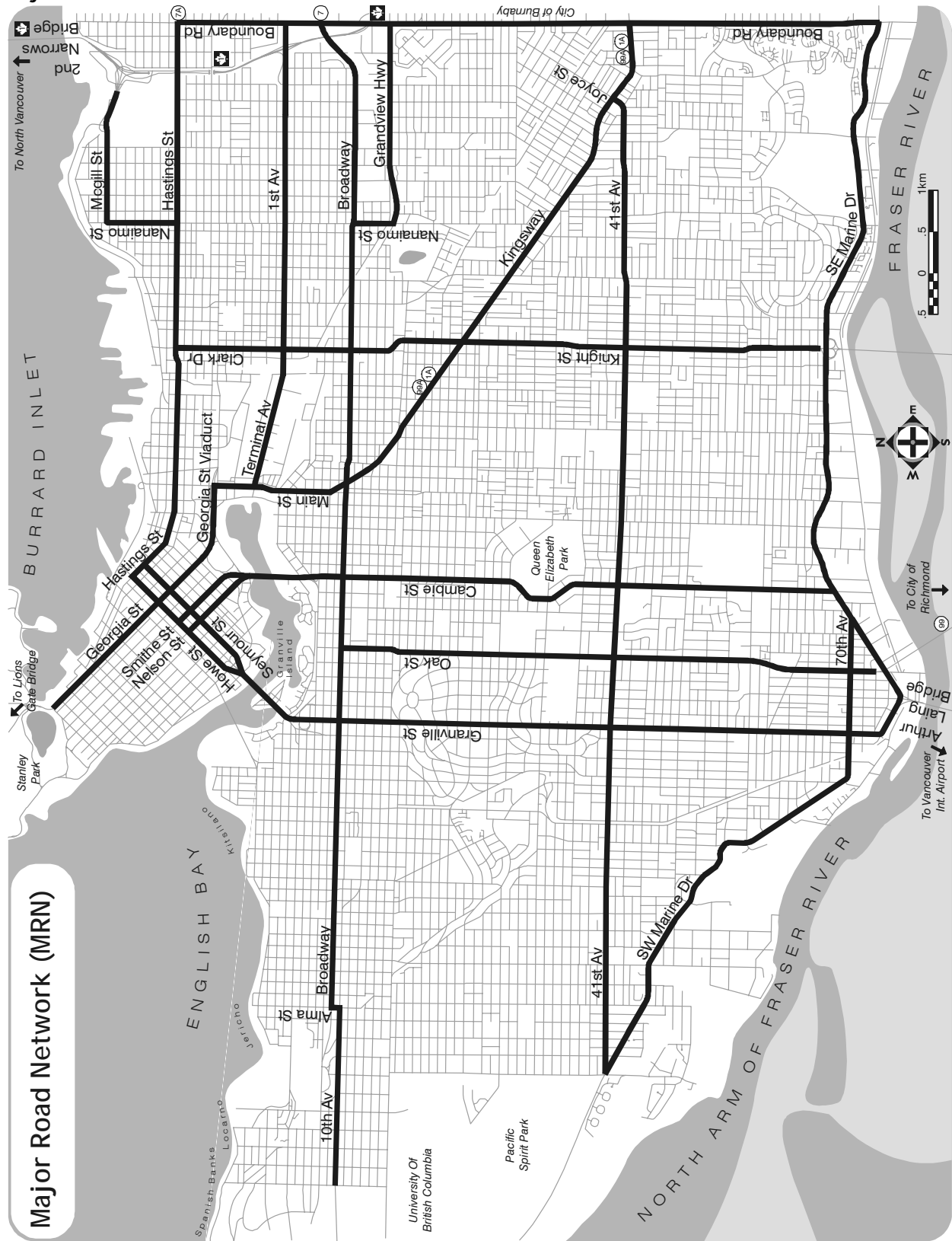
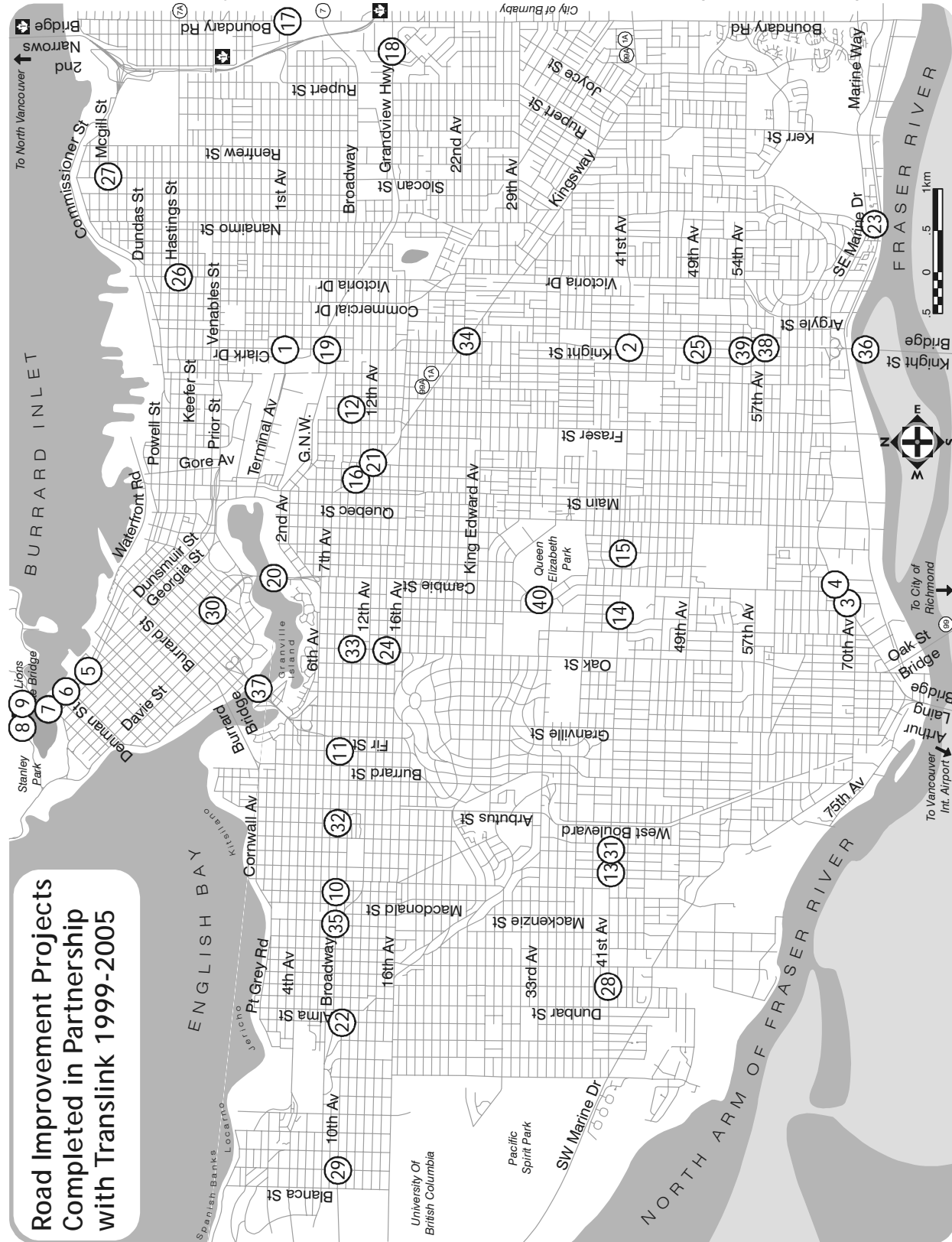


Figure 37

Road improvement projects completed in partnership with TransLink (legend on next page)

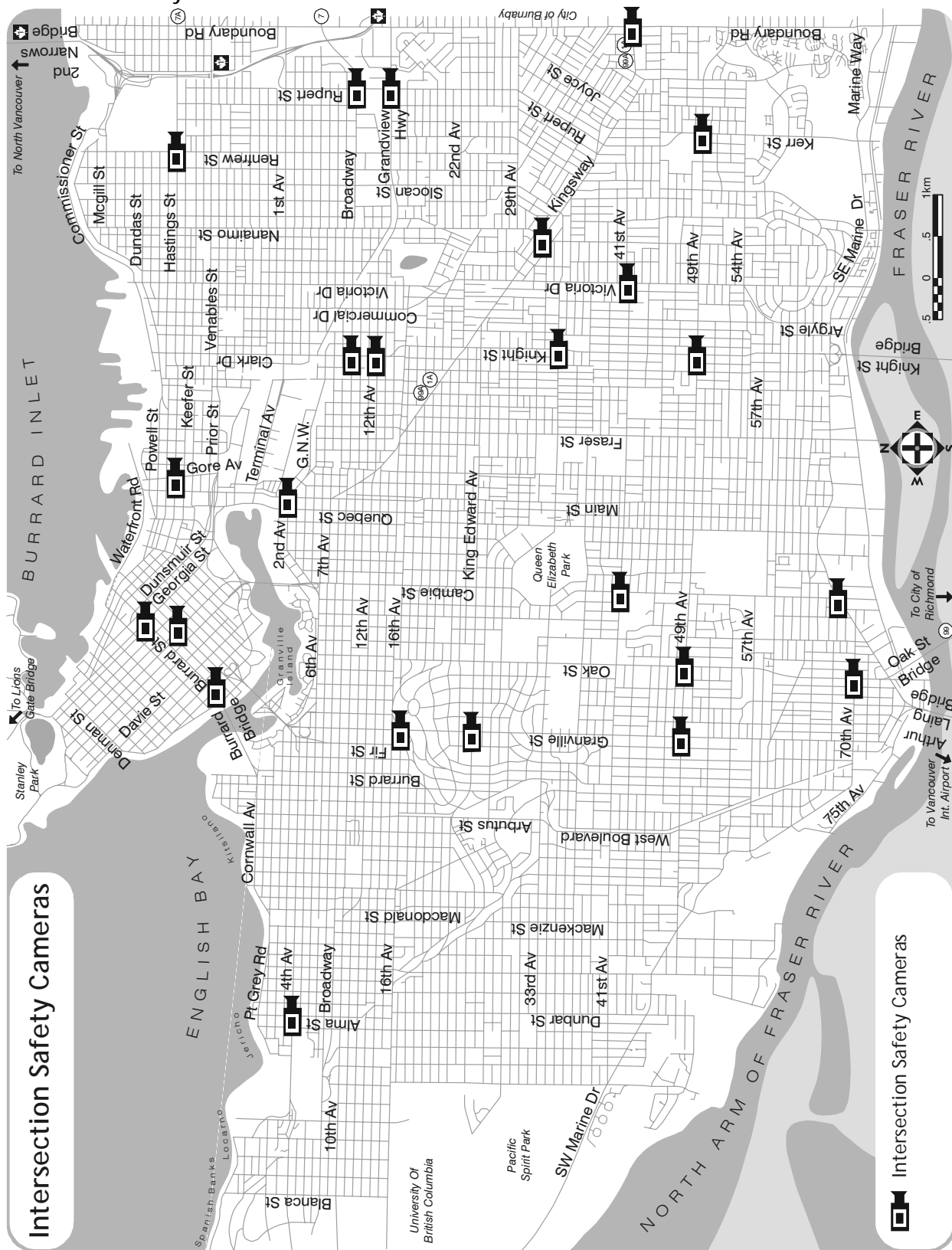


Legend for Figure 37

Road improvement projects completed in partnership with TransLink (1999-2005)

#	Project Location
1	Clark/ 1st Left-Turn Bay
2	Knight/ 41st Left-Turn Bay
3	S W Marine/Cambie Left-Turn Bay Improvement
4	Cambie Street/South West Marine Drive Intersection Improvement
5	Georgia St. (Nicola St. - Gilford St.)
6	Georgia Street Improvement (from Denman St to Guilford St)
7	Stanley Park Causeway: S-curve
8	Stanley Park Causeway Improvements
9	Pipeline Road (New Stanley Park Entrance - New Bus Loop)
10	Signal Installation - Broadway at Stephens Street
11	Signal Installation - Broadway at Pine Street
12	Signal Installation - Broadway at Prince Albert Street
13	Signal Installation - 41st Street at Larch Street
14	Signal Installation - 41st Street at Heather Street
15	Signal Installation - 41st Street at Columbia Street
16	Signal Installation - Kingsway at 10th Avenue
17	1st Ave. @ Boundary Rd.
18	Grandview Hwy @ Skeena St.
19	Clark St. @ 6th Ave.
20	Cambie Bridge
21	Pedestrian activated signal - Kingsway @ 10th Ave.
22	Pedestrian activated signal - 10th Ave. @ Highbury St.
23	Pedestrian activated signal - SE Marine Dr. (Elliot St to approximately 160 m west)
24	Pedestrian activated signal - Oak St @ 14th Ave
25	Pedestrian activated signal - Knight St. @ 49th Ave.
26	Pedestrian activated signal - Hasting St. @ Victoria Dr.
27	Pedestrian activated signal - McGill St @ Slocan
28	Pedestrian activated signal - 41st Ave @ Collingwood St.
29	Pedestrian activated signal - 10th Ave @ Tolmie St.
30	Nelson St. - Richards St. - Mainland St.
31	41 st Ave. @ Vine
32	Broadway @ Yew St.
33	Oak St. @ 10 th Ave.
34	Kingsway (Inverness St - Perry St)
35	Broadway @ Carnarvon St
36	Knight St. Bridge
37	Granville Street Bridge Steel Truss Spans - Bearing Rehabilitation
38	Knight St @ 57 Ave
39	Knight St: 54 Ave - 57 Ave
40	Cambie St Canada Line Road Works

Figure 38
Intersection safety camera locations



R8 *Neighbourhood and roadside traffic mitigation for severely impacted areas.
(See also INITIATIVE D11)*
STATUS Initiated

TIMING 1-3 years

COMMENTS A noise study for 1st Avenue was conducted in 2001. The study was done in consultation with the community and the Vancouver-Richmond Health Board. This study recommended measures to reduce traffic noise impacts and that some of these measures, including low noise pavement and low-profile acoustic walls, be piloted.

In November 2004, Council approved hiring a consultant to conduct a study on traffic noise levels and traffic composition on arterial streets. This study will be complete in 2006.

A web page, manual, booklet and brochure called 'Sound Smart' was developed in 2005 to help inform residents about ways to better manage noise in everyday life.

A website and promotion program called The Road Ahead was developed in 2000 in an effort to reduce congestion and short-cutting around road construction sites. The website (www.roadahead.ca) also includes links to information on provincial and regional construction projects.

R9 *Reclassify low volume secondary arterials as neighbourhood collectors
(as shown on Map 5 in Transportation Plan).*
STATUS Initiated

TIMING 1-3 years

COMMENTS Reclassification to a neighbourhood collector means that a street will not be widened, have parking removed or be subject to other changes that increase capacity or speeds along the street. Collector streets will also be eligible for traffic calming measures suited to their collector function.

As part of the Community Visions Program, communities were surveyed about the Transportation Plan proposals for reclassifying secondary arterials. Based on this feedback and additional technical review, several streets were determined to be immediately eligible for reclassification as collectors. They include:

- ◆ 33rd from Arbutus to Angus (Approved January 2004. Construction is underway and will be completed in 2006);
- ◆ Victoria Drive from Hastings to 1st Avenue (Approved January 2005);
- ◆ Dundas from Nanaimo to Renfrew (Approved April 2005);
- ◆ Slocan from 22nd to Kingsway (Approved April 2005);
- ◆ 29th from Nanaimo to Joyce (Approved April 2005);
- ◆ Tyne from 49th to 54th (Approved April 2005);
- ◆ Champlain from E 54th to Matheson (Approved April 2005);
- ◆ Matheson from Champlain to SE Marine (Approved April 2005);

R9 *Reclassify low volume secondary arterials as neighbourhood collectors (as shown on Map 5 in Transportation Plan).*

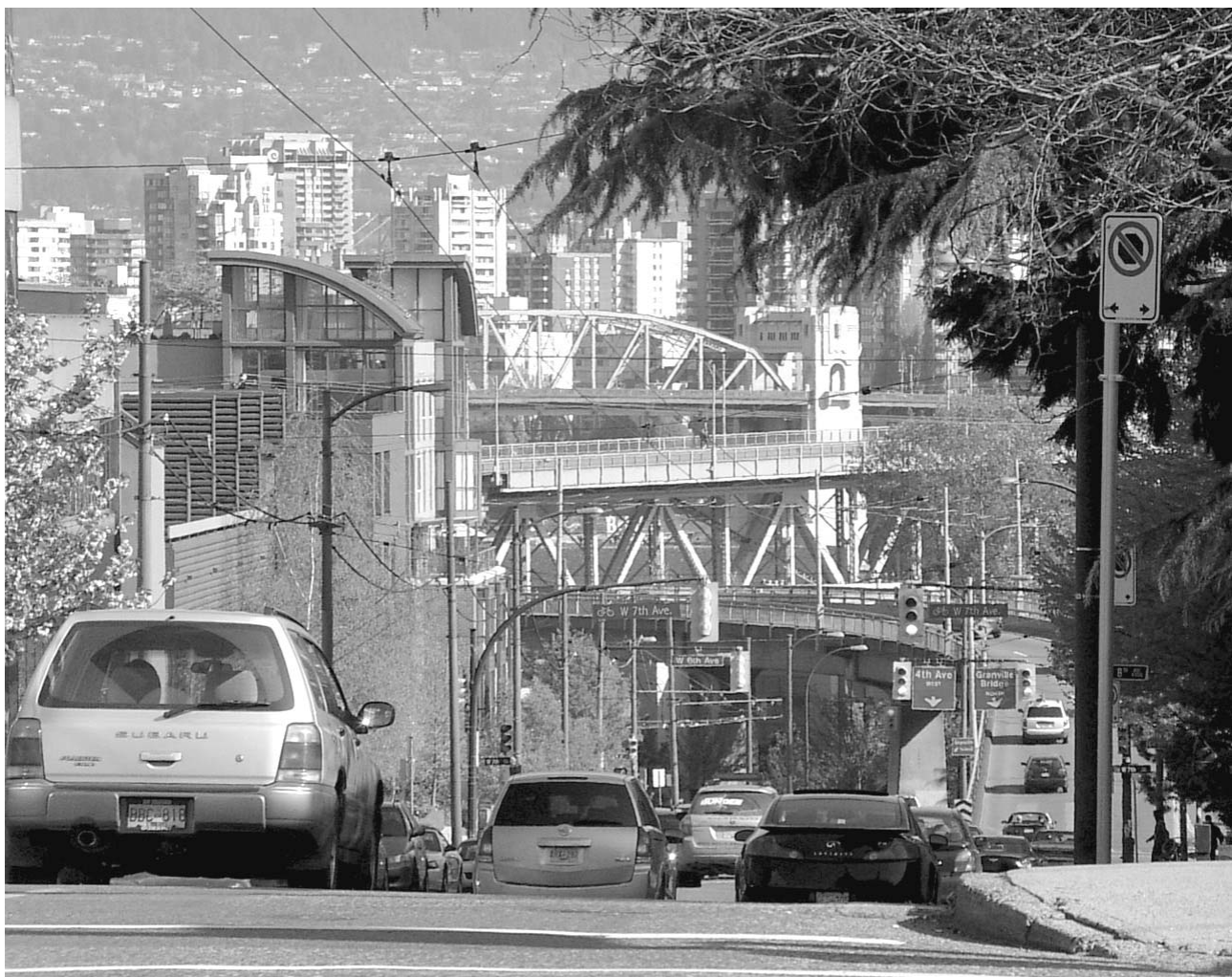
STATUS Initiated

TIMING 1-3 years

COMMENTS ♦ Elliott from E 54th to SE Marine (Approved April 2005); and
(Cont'd) ♦ Blenheim from 16th to SW Marine (Approved February 2006).

Of these streets, Blenheim and 33rd have undergone public consultation processes and have approved traffic calming plans. This traffic calming process is ongoing for other reclassified streets.

A review of other streets for reclassification is ongoing. Downtown streets were reviewed in 2001 as part of the Downtown Transportation Plan.







Section 4: Transit Initiatives

This section provides an update on transit initiatives in the Transportation Plan.

T1 *Request BC Transit (now TransLink) to review with the City the route structures and service.*

STATUS Completed

COMMENTS As of the end of 2005, the fleet of vehicles serving Vancouver and UBC routes included:

- ◆ 228 trolley buses (60 passenger capacity);
- ◆ 71 articulated diesel buses, including B-Line buses (85 passenger capacity);
- ◆ 201 standard diesel buses (55 passenger capacity); and
- ◆ 9 Community Shuttle minibuses (24 passenger capacity).

Table 6 details the number and type of transit vehicles in service at different times of the day.

Table 6 Vancouver bus fleet size by time of day

<i>Vehicle Type</i>	<i>AM Peak</i>	<i>Mid Day</i>	<i>PM Peak</i>	<i>Evening</i>
Trolley	177	146	194	67
Diesel	220	149	227	54
Community Shuttle	7	7	7	

Travel patterns in Vancouver have changed over the last few years with the growth of the UBC student population, the introduction of U-Pass and new neighbourhoods in the Downtown. Two major initiatives, the Vancouver/UBC Area Transit Plan and the TransLink Three Year Plan and Ten Year Outlook, will result in service and infrastructure improvements for Vancouver. Details of these plans are given in the following sections.

1. The Vancouver/UBC Area Transit Plan

The Area Transit Plan, approved by Council in June 2005, recommended changes to existing corridors to accommodate future demand. Recommendations from the Area Transit Plan include:

New Routes

Two new routes were recommended:

- ◆ Route 33 from 29th Avenue SkyTrain station along 33rd Avenue, Cambie and 16th Avenue to UBC; and
- ◆ Route 84 from Millennium Line VCC Station to UBC along Great Northern Way, 2nd Avenue (connecting to Canada Line), along 6th Avenue, to 4th Avenue and Chancellor Boulevard to UBC.

T1 Request BC Transit (now TransLink) to review with the City the route structures and service.

STATUS Completed

COMMENTS (Cont'd)

New additions to B-Line services

Two new express bus services were recommended:

- ◆ Route 91 B-Line to replace the Route 43 peak-only, limited-stop service on 41st Avenue. The new service will connect key destinations along the second busiest east-west bus corridor with frequent, all-day limited-stop service; and
- ◆ Route 95 Hastings B-Line to replace the current Route 135 service to provide faster, more reliable limited-stop service in the Hastings corridor between Downtown Vancouver and SFU's Burnaby Mountain Campus.

Route changes

Route changes were recommended to better accommodate future growth and make more efficient use of existing resources. Changes include:

- ◆ The Route 3 Main will be shortened and operate between a terminus in Chinatown and Marine Drive;
- ◆ The Route 44 Downtown/UBC limited-stop route will operate on Cornwall/Point Grey Road to Macdonald and west on 4th Avenue to provide additional service on Cornwall/Point Grey Road to Downtown and UBC; and
- ◆ The Route 4 Powell and the Route 16 29th Avenue Station will be combined, so that the 16 would route via McGill and Powell, adding trolley service on Renfrew between Hastings and McGill opposite Hastings Park.

Service frequency

- ◆ To accommodate ridership growth, the Area Transit Plan recommends minimum service frequencies be implemented on all Vancouver bus routes by 2010, as detailed in Table 7.

Table 7: New service frequency standard for Vancouver by 2010

<i>Time Period</i>	<i>Primary local routes</i>	<i>Secondary local routes</i>
Peak periods	10 minutes or better	12 minutes or better
Midday (weekday & weekend)	10 minutes or better	15 minutes or better
Early evening (until 9:30 pm)	15 minutes or better	20 minutes or better
Late evening (after 9:30 p.m.)	20 minutes or better	20 minutes or better

Community shuttles

Community shuttles are currently operating between the West End and Yaletown. The Area Transit Plan recommended that this route be extended to Main Street SkyTrain Station and have extended hours of service.

New community shuttle routes are recommended for UBC to link newly developing neighbourhoods with bus services, and to connect with peripheral destinations such as the Botanical Gardens and the Museum of Anthropology. A new community shuttle route is also proposed as part of the Canada Line integration to serve the Cambie/Oak medical precinct.

T1
Cont'd *Request BC Transit (now TransLink) to review with the City the route structures and service.*

STATUS Completed

COMMENTS
(Cont'd)

Integration with Canada Line

The Plan recommended that #17 Oak bus terminate at the Broadway/City Hall Canada Line station rather than continue downtown since the majority of customers are likely to transfer to Canada Line.

Cambie Street bus (the #15) ridership is predicted to be significantly lower once Canada Line opens, such that service would be at most every 15 minutes with a trolley bus. The Plan recommended that TransLink consult further with the residents and businesses within walking distance of bus services (450 meters) on the Cambie Corridor to review the opportunities for introducing a smaller vehicle type and maintaining a more frequent service on the #15 Cambie/Downtown route. The potential for using a low floor, low emission, and low noise mid-sized vehicle instead of a less frequent full-size trolley bus service would be explored.

East Fraserlands and UBC development

Continued monitoring of the phasing of development for these two emerging neighbour hoods will be necessary to ensure that transit planning is synchronized with significant residential growth.

Table 8

Summary of expected impacts of the Vancouver /UBC Area Transit Plan

<i>Measure</i>	<i>2004</i>	<i>2010 projection</i>	<i>Change</i>
Route kilometres in Vancouver (per cent of total population with access):			
Bus and city/community shuttle	438	446	1.8%
Accessible bus (wheelchair and bike rack)	251(57%)	446(100%)	78%
Rapid transit (SkyTrain and Canada Line)	10.9	21.8	100%
Population with walk access (per cent of total population with access)			
to 10-minute or better peak bus service (within 450m)	513,000(88%)	618,000(99%)	21%
to a rapid transit station (within 1 km)	121,000(21%)	216,000(35%)	79%
Peak vehicles			
Conventional buses	387	428	10.6%
City/community shuttle	8	26	325%
Rapid transit cars (full system)	210	278	37%
Annual service hours (thousands)			
Bus	1,707	2,044	19.7%
Rapid Transit (SkyTrain and Canada Line train-hours)	100,000	165,000	65%

T1
Cont'd *Request BC Transit (now TransLink) to review with the City the route structures and service.*

STATUS Completed

COMMENTS
(Cont'd) Summary of expected impacts of the Vancouver /UBC Area Transit Plan

<i>Measure</i>	<i>2004</i>	<i>2010 projection</i>	<i>Change</i>
Annual boardings (millions)			
Bus (inc. B-Line and community shuttle)	101.6	121.9	20%
B-Line	11.8	16.5	40%
Rail rapid transit (SkyTrain and Canada Line)	34.2	68.4	100%
Annual bus passenger-km (million)	424.9	442.9	4.2%
Bus financial and efficiency measures			
Annual bus operating costs (millions)	\$133.2	\$156.7	17.6%
Bus boards/bus service hours ratio	59.5	59.8	0.5%

2. TransLink Three Year Plan and Ten Year Outlook

TransLink has proposed increased funding for an expanded and broader range of transit services in its Three Year Plan and Ten Year Outlook. Some of the highlights of these Plans include:

- ◆ Replacing electric trolley fleet with new trolleys before 2007;
- ◆ Replacing the Oakridge Transit Centre in 2006 with a new facility in the City of Vancouver at the Eburne site located at 9149 Hudson Street;
- ◆ Working with the Province to complete the Vancouver Community College station on the Millennium SkyTrain line by early 2006. This is complete;
- ◆ Providing a new entrance to Granville Station at Granville and Dunsmuir Streets by the end of 2005. This is soon to be completed;
- ◆ Increasing SkyTrain capacity by 5 per cent at peak periods by the end of 2005 to alleviate crowding;
- ◆ Commissioning the design for a third SeaBus and possible replacement vessels;
- ◆ Continuing implementation of the Transit Service Design Guidelines adopted in 2004;
- ◆ Investing in local projects including road widening, intersection improvements, traffic signals, pedestrian and bicycle facilities, structures and transit-related improvements;
- ◆ Working with municipalities, including the City of Vancouver, to significantly expand bus lanes and other transit priority measures;

T1 *Request BC Transit (now TransLink) to review with the City the route structures and service.*

STATUS Completed

COMMENTS
(Cont'd)

- ◆ Working with the City of Vancouver to redesign Granville Street Downtown to improve transit and pedestrian efficiency and comfort;
- ◆ Expanding the U-Pass Program to all existing public post-secondary schools, subject to student referenda;
- ◆ Introducing a pilot Community Pass Program similar to U-Pass for up to two sustainable community areas;
- ◆ Providing better customer information through enhanced internet, cell phone and personal digital assistant (PDA) services, as well as expanded real-time information at transit facilities;
- ◆ Preparing a business case study for a Smart Card electronic fare payment system to review benefits and costs for potential implementation in 2005-2007;
- ◆ Providing 50 per cent cost-share funding with municipalities for new cycling facilities;

According to TransLink's 2006 Transportation Plan and budget, a new Three Year Plan (2008-2010) and Ten Year Outlook to 2017 will be prepared in 2006.

T2 *Pilot program for bus bulges and improved boarding and waiting areas.*

STATUS Completed

COMMENTS

Improved boarding

Since the launch of U-Pass in the fall of 2003, all-door boarding has been in effect for the 99 B-Line buses at Broadway/Commercial SkyTrain Station for peak hours. The Vancouver/UBC Area Transit Plan recommended that TransLink work with Coast Mountain Bus to create a policy for all-door boarding and present this to the board for approval as soon as possible. The highest priority routes are the 98 and 99 B-Line routes.



Improved waiting areas

In 2003, the City entered into an agreement with Viacom/Decaux, to provide Vancouver with a coordinated suite of street furniture. As a result, there are now approximately 500 benches and 860 bus shelters at bus stops in the City. This represents a 45 per cent increase in bus shelters. In 2006, 40 more shelters will be installed. Staff are also working with Viacom/Decaux on the installation of additional benches with the goal of providing a bench or bus shelter at 85 per cent-90 per cent of all bus stops.



T2 Pilot program for bus bulges and improved boarding and waiting areas.
STATUS Completed

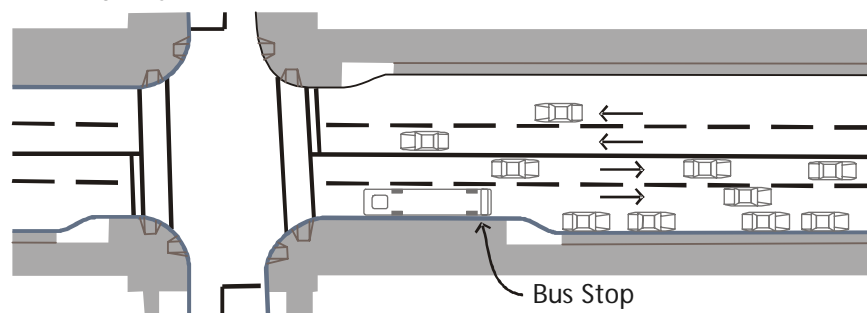
COMMENTS
Bus bulges

(Cont'd)

Bus bulges involve widening of a sidewalk at a bus stop to allow buses to stop in the travel lane and avoid moving into the curb lane and then back into traffic. Bus bulges reduce transit delay, provide improved passenger waiting areas, and add extra sidewalk space for amenities such as bus shelters, benches, passenger information accessories, landscaping, and bike racks. Bus bulge installations typically include a pedestrian bulge (widening of the sidewalk) on the opposite side of the street to reduce pedestrian crossing distances to the bus stop.

To date, bus bulges have been installed at 26 locations. More bulges are planned as a part of an ongoing City program to improve transit and pedestrian facilities, and as part of special initiatives such as the Main Street Transportation Showcase program. Figure 39 shows the layout of a typical bus bulge. Figure 40 shows bus bulge locations.

Figure 39
Bus bulge layout



A bus bulge allows buses to stop in the moving lane of traffic.

Bus Bulges

The map shows the following bus bulge locations (black squares):

- At the intersection of Burrard St and Powell St.
- At the intersection of Burrard St and Georgia St.
- At the intersection of Burrard St and 6th Av.
- At the intersection of Burrard St and 12th Av.
- At the intersection of Burrard St and 16th Av.
- At the intersection of Burrard St and 20th Av.
- At the intersection of Burrard St and 24th Av.
- At the intersection of Burrard St and 28th Av.
- At the intersection of Burrard St and 32nd Av.
- At the intersection of Burrard St and 36th Av.
- At the intersection of Burrard St and 40th Av.
- At the intersection of Burrard St and 44th Av.
- At the intersection of Burrard St and 48th Av.
- At the intersection of Burrard St and 52nd Av.
- At the intersection of Burrard St and 56th Av.
- At the intersection of Burrard St and 60th Av.
- At the intersection of Burrard St and 64th Av.
- At the intersection of Burrard St and 68th Av.
- At the intersection of Burrard St and 72nd Av.
- At the intersection of Burrard St and 76th Av.
- At the intersection of Burrard St and 80th Av.
- At the intersection of Burrard St and 84th Av.
- At the intersection of Burrard St and 88th Av.
- At the intersection of Burrard St and 92nd Av.
- At the intersection of Burrard St and 96th Av.
- At the intersection of Burrard St and 100th Av.

T3 *Request BC Transit to improve service to Downtown South, False Creek North, Fraser Lands and Airport, and to implement Downtown loop service*

STATUS Completed

COMMENTS This request has been made to TransLink. Overall, the introduction of the Millennium Line and the three-year expansion of bus services meant significantly more transit service for Greater Vancouver residents compared to 2001. These changes are part of a broader strategy to create an integrated regional transportation system offering greater freedom and flexibility to transit riders. Figure 41 provides an overview of transit infrastructure in Vancouver. Figure 42 shows potential new transit services and routes coming out of the Area Transit Plan. The following sections provide an update on the status of specific requests.

Downtown South and False Creek North (See also INITIATIVE T5 and T8)

Community shuttle service in False Creek North will be extended in late 2006 to connect to Yaletown, International Village and CityGate. Additionally, Friday and Saturday evening service was added to the Beach/Yaletown and Davie community shuttles in December 2005.

The Area Transit Plan team decided not to pursue a Downtown-West End-Central Broadway loop as it would be made mostly redundant by the Canada Line and suffer disruption during Canada Line construction. As well, additional buses were not available.

Fraser Lands

Service to the Fraser Lands was evaluated with the extension of the 29 Elliott route along Marine Drive, but did not attract sufficient ridership for a new route at this time. A major development planned for East Fraserlands, however, will bring approximately 10,000 new residents into the area and will include new transit service with connections to SkyTrain and the Canada Line.

Airport

Service to the Airport has improved with the frequent shuttle service connecting the 98 B-Line to the Airport terminal. By 2009, the Canada Line will connect Downtown with the airport and Richmond.

Figure 41
Transit infrastructure

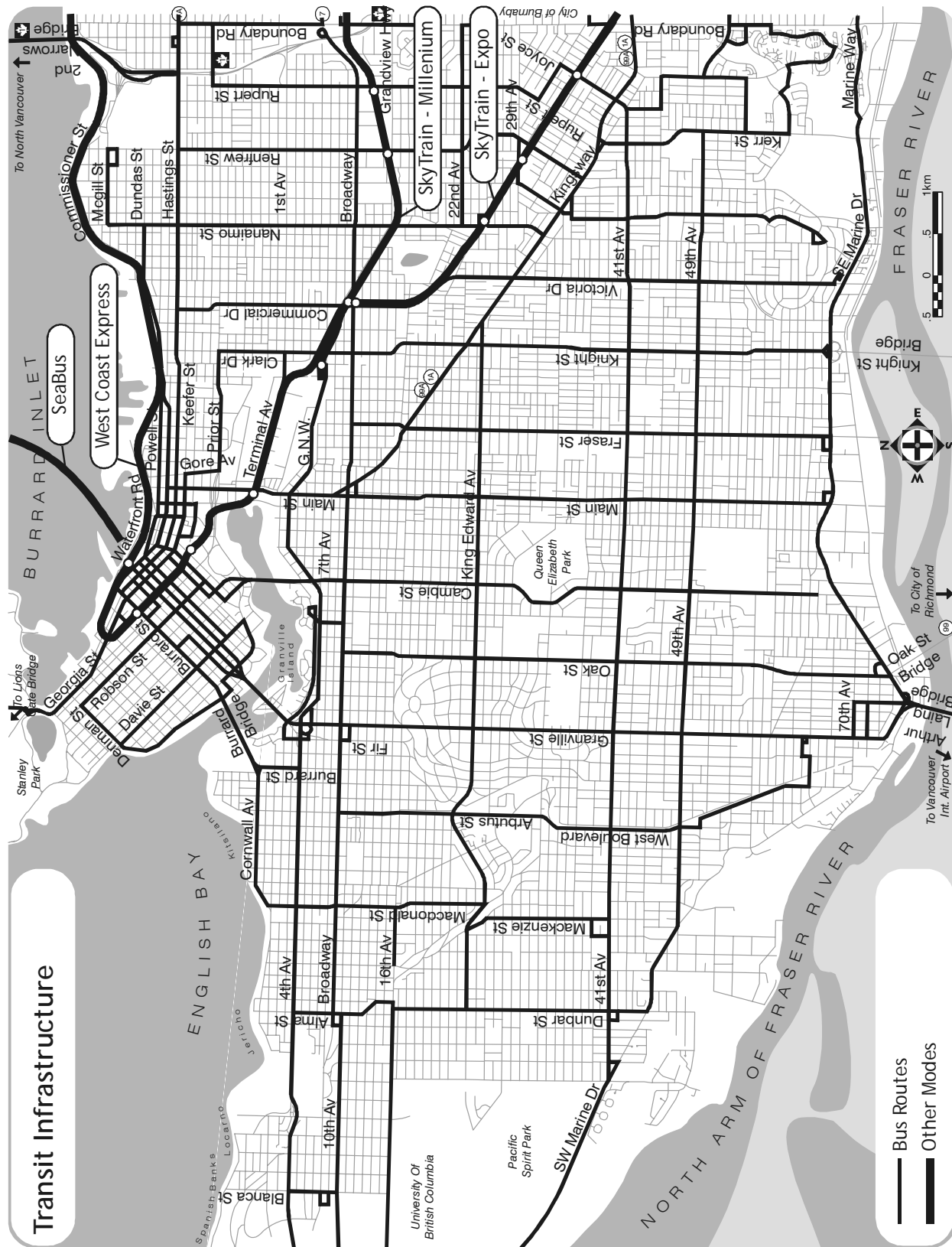
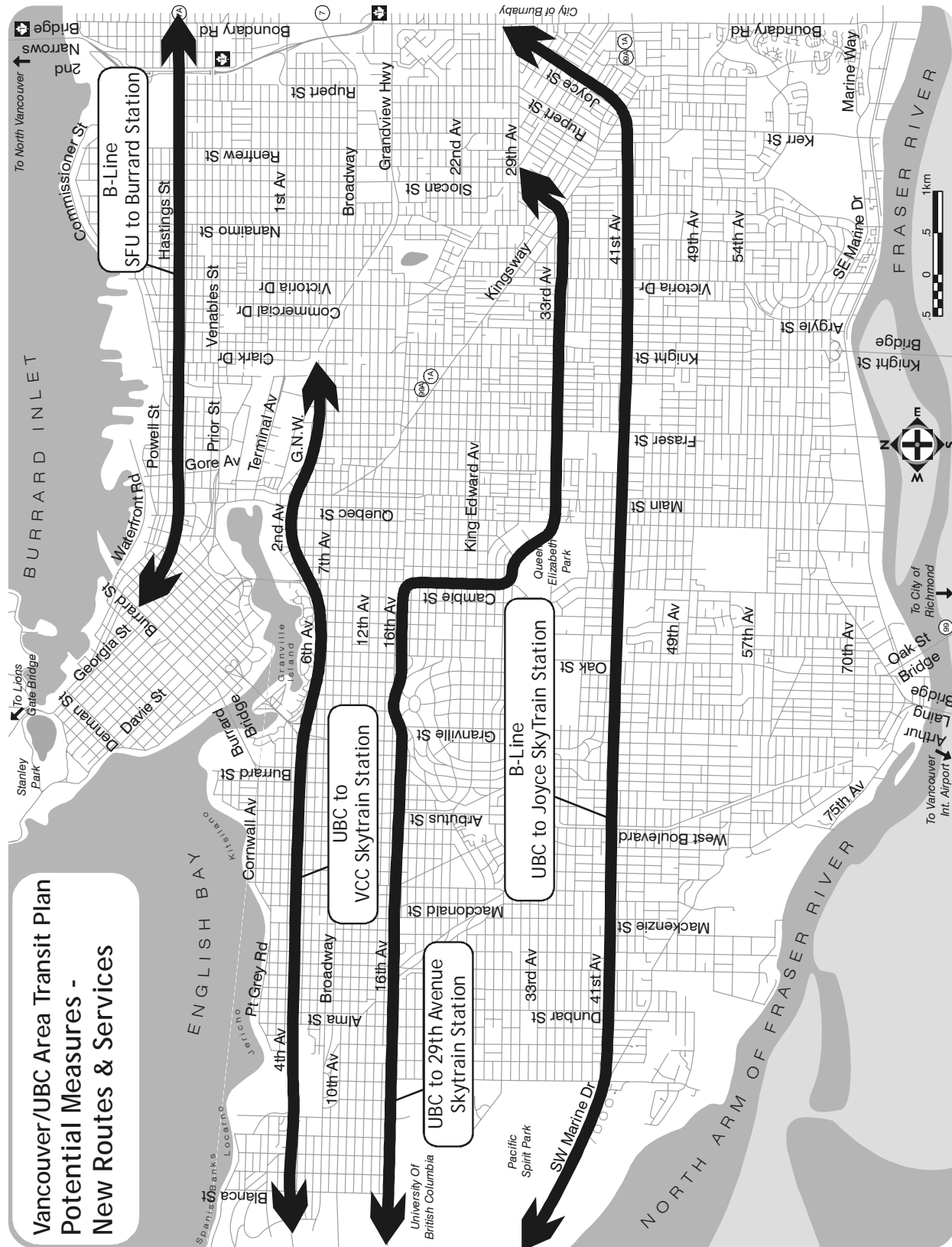


Figure 42
Vancouver/UBC Area Transit Plan - Potential new routes and services



T4 Participate in planning of Broadway LRT, including feasibility of extension to UBC and Downtown.

STATUS Initiated. Subject to Provincial and TransLink approval.

TIMING 1-3 years

COMMENTS The Broadway Corridor handles in excess of 60,000 daily riders on multiple bus routes. While service has been added in an effort to keep pace with demand, especially on the 99 B-Line, bus congestion continues to be an issue.

The frequency of peak service on the 99 B-Line combined with the 9 Broadway is comparable to SkyTrain but with significantly less capacity. For some time, this corridor has been identified as a priority for an intermediate capacity transit system. The extension of rapid transit to Central Broadway is critical not only to meet current and future ridership demand, but also to support new trips generated by future land use development. The Central Broadway (South of False Creek) area has the second largest job and commercial land use concentration in the region, outside of Downtown, and has twice as many jobs as the next largest town centre outside of Vancouver, Richmond.

After technical reviews and community consultation, Council approved in principle in April 2000, a recommendation to the Province and TransLink that the Millennium Line be extended west to Granville with a rapid bus connection to UBC. Potential new station locations on the line included the Finning lands (along Great Northern Way in the False Creek Flats), Main Street, Cambie Street, Oak Street, and Granville Street.

The Area Transit Plan recommended that TransLink begin planning and project definition work on the westward expansion of rapid transit in the Broadway Corridor towards UBC by the end of 2006. This has since been deferred to 2007. The study will develop options and identify a preferred direction and phasing for rapid transit west of VCC Station.

T5 Examine feasibility of extending False Creek trolley (streetcar) to Stanley Park.

STATUS Completed

COMMENTS In July 1998, a demonstration streetcar line was officially opened with a restored original Interurban car running between 6th and Moberley to Granville Island. In July 1999, an extension to Ontario St. and First Ave. was opened.

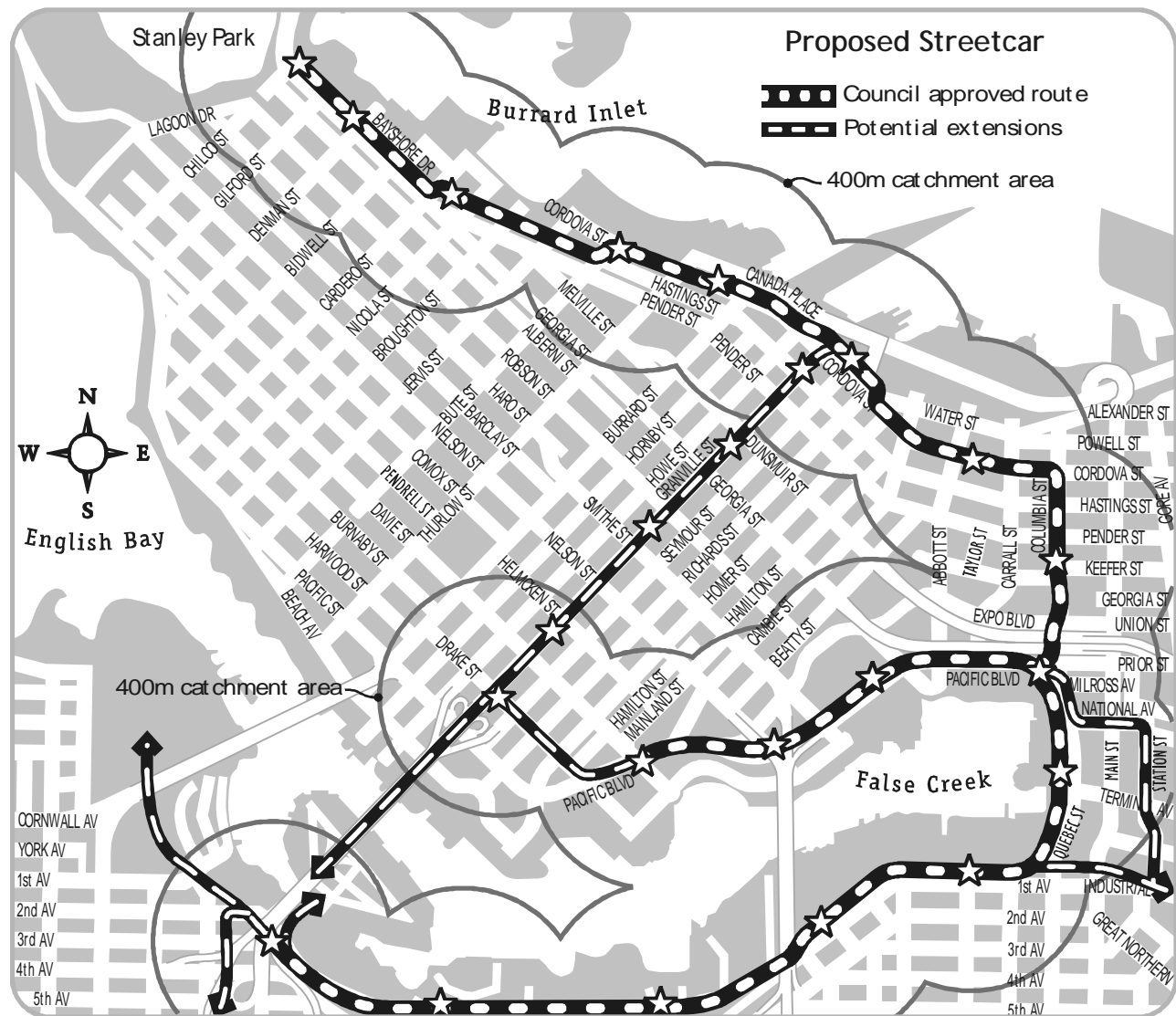
In July 2000, Council approved an eastern extension of the demonstration heritage streetcar line along First Ave. and the east side of Quebec St. to connect with a new station near Science World and the Main St. SkyTrain Station.

Consultant recommendations for potential Downtown Streetcar extensions, including Phase 1-Science World to Waterfront Station and Phase 2-Science World to Roundhouse, were approved by Council in March 1999. The extension from Waterfront Station to Stanley Park is planned as a future phase.

The proposed alignment and station locations from the 1999 Downtown Streetcar study were slightly adjusted as part of the Downtown Transportation Plan in 2002. An extension of the proposed Phase 2 Pacific Boulevard streetcar line along Drake Street to Granville Street was also recommended. Details of other potential routes to serve the Downtown will be considered in follow-up work to the Downtown Transportation Plan (Please see INITIATIVE D1).

T5	Examine feasibility of extending False Creek trolley (streetcar) to Stanley Park.
STATUS	Completed
COMMENTS (Cont'd)	<p>Council approved proceeding with further work on planning for the Downtown Streetcar in 2004 including determining more accurate ridership estimates, for both commuters as well as tourist and recreational users, conducting a streetcar benchmarking study, and defining a more detailed layout plan for track location and operation. A report back to Council on the findings of the Downtown Streetcar project update will be presented in the spring of 2006. Detailed information about the streetcar project is available on a web page for public viewing.</p> <p>The Vancouver/UBC Area Transit Plan, approved by Council in June 2005, also supported streetcar service for Downtown. The proposed route map for streetcars is shown in Figure 43.</p>

Figure 43
Potential future streetcar routes



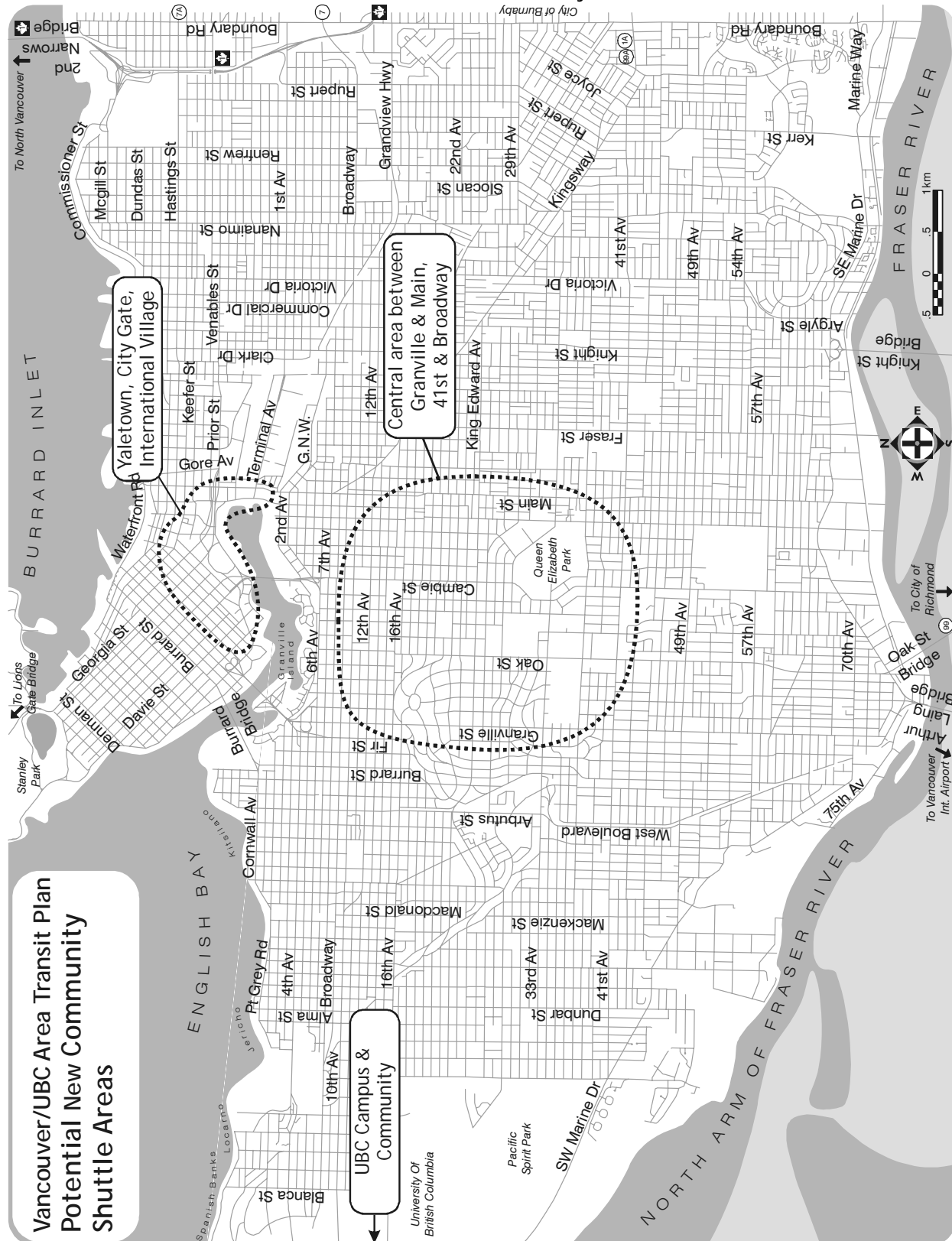
T6	<i>Bus-only lanes provided on major transit streets.</i>
STATUS	Ongoing Program
COMMENTS	<p>In 2002 a transit priority study identified Hastings, Georgia and Burrard as potential transit priority corridors. The Area Transit Plan also recommended transit priority measures, such as signal timings, parking bans and bus lanes be implemented on these routes in addition to 41st, Broadway and Main.</p> <p>Bus/Bike/HOV lanes include:</p> <ul style="list-style-type: none"> ◆ Granville Mall between Smithe and Hastings (bus/bike and authorized vehicles only, 24 hours); ◆ Granville northbound from Arthur Laing Bridge to 70th (bus/bike-only, 6:30am-6:30pm, Monday-Friday), as part of the Richmond-Vancouver 98 B-Line service; ◆ Granville southbound from 63rd to 70th (HOV 3+, 3pm-6pm, Monday-Friday,); ◆ Granville southbound from 70th to Milton (HOV 3+, 3pm-6:30pm, Monday-Friday); ◆ Howe southbound from Nelson to Drake (bus/bike-only, 7am-6pm, Monday-Friday); ◆ Seymour northbound from Davie to Robson (7am-6pm, Monday-Friday); ◆ Hastings eastbound from Renfrew to Boundary (HOV 2+, 3:30pm-6pm, Monday-Friday); ◆ Hastings westbound from Renfrew to Boundary (HOV 2+, 6am-8:30am, Monday-Friday); ◆ Georgia westbound from Nicola to Denman (HOV 3+, 24 hours); ◆ Georgia westbound from Denman to Gilford (bus/bike-only, 24 hours); ◆ Pender eastbound and westbound from Cambie to Howe (7am-9am and 3pm-6pm, Monday-Friday); ◆ Rupert north of 1st (bus-only, 24 hours); ◆ Burrard from Hastings to Pacific (7am-9:30am and 3pm-7pm) <p>Note: Figure 31 shows HOV and bus-only lanes.</p>

T7	<i>Request BC Transit to examine expansion of express bus routes.</i>
STATUS	Completed
COMMENTS	<p>Some express buses operate with a section of closely-spaced local stops at one end and a section of more widely-spaced limited stops on the other end of the route. Suburban express buses also typically operate drop-off only inbound in urban areas, and pick-up only outbound, but then provide full local service in their home community. Express buses may or may not operate all day and may not run especially frequently.</p> <p>Both 98 and 99 B-Lines are low-floor, fully accessible bus routes. B-Line routes operate all days of the week, all hours of the day, and every 15 minutes or less. B-Lines have relatively widely-spaced stops throughout the route (500m to 1,500m apart) and pick-up and drop-off passengers at all stops along the route.</p> <p>In July 1998, Council approved a new rapid bus service from Richmond Centre to the Waterfront SkyTrain Station, the 98 B-Line. The 98 B-Line provides a bus-based rapid transit-style service with frequent, limited stop service using articulated buses, transit priority measures and customer information systems.</p>

T7	<i>Request BC Transit to examine expansion of express bus routes.</i>
STATUS	Completed
COMMENTS (Cont'd)	<p>An Automated Vehicle Location (AVL) system uses Global Positioning System (GPS) technology to track the location of vehicles and improve on-time performance for both the customer information system and signal pre-emption. The 98 B-Line has signal priority at 59 intersections. The service operates every 4 to 5 minutes during peak hours.</p> <p>With the launch of U-Pass at UBC, the 99 B-Line frequency has been increased and all-door boarding has been introduced at the UBC and Commercial Station termini to reduce delays.</p> <p>Two new limited-stop services have been introduced by TransLink. One route is on 41st, linking UBC and the Joyce SkyTrain Station. The other is on Granville and 41st, linking UBC and Richmond. A new 44 bus route which operates all day from Waterfront Station to UBC was started in the spring of 2003.</p> <p>The following additional limited-stop services are planned as part of the Area Transit Plan implementation:</p> <ul style="list-style-type: none"> ◆ Route 84: Limited-stop service between the Millennium Line VCC Station to UBC along Great Northern Way, 2nd (connecting to Canada Line), then 6th to 4th and out Chancellor Boulevard to UBC ◆ Route 43: The limited stop service on 41st will be converted to the 91 B-Line. ◆ Route 135: The limited-stop service on Hastings to SFU will be converted to the 95 B-Line, linking Downtown Vancouver and Burnaby.
T8	<i>Request BC Transit to pilot mini bus service in city neighbourhoods.</i>
STATUS	Completed
COMMENTS	<p>The City has requested TransLink initiate mini-bus (community shuttle) services in areas including Vancouver Heights and West Point Grey. Transit routes in the Downtown, including Downtown South, False Creek North and Downtown loop have been reviewed further as part of the Downtown Transportation Plan and the Area Transit Plan.</p> <p>Community shuttle services have been introduced to the Downtown peninsula. The 1 Beach/Burrard Station conventional bus route has been replaced with the C21 Yaletown/Beach/Burrard Station and the C23 Yaletown/Davie community shuttle. The 1 offered travel in one direction only with service every 15 minutes during peak times and no Sunday or holiday service. In contrast, the community shuttles provide customers with better connections to the West End, service every 10 minutes throughout the day, and new Sunday and holiday service. Overall, the new routes appear to be well-accepted. During the first months of service, ridership increased by 10 per cent to 1,750 riders per day.</p> <p>The Area Transit Plan also recommends:</p> <ul style="list-style-type: none"> ◆ Extending the C23 community shuttle to Main Street Station ◆ Introducing a new shuttle route connecting the 41st Avenue-Oakridge and Broadway-City Hall Canada Line stations and area medical facilities by 2009 or earlier. <p>Figure 44 shows a map of existing and potential community shuttle routes.</p>

Figure 44

Vancouver/UBC Area Transit Plan - Potential new community shuttle areas



T9	<i>Request BC Transit to review fare structure for trips within Downtown to increase transit ridership.</i>
STATUS	Completed
COMMENTS	<p>The Downtown Transportation Plan recommended a fare review. The Area Transit Plan recommended that Council request TransLink undertake a system-wide fare review including a modified fare structure to better accommodate short trips crossing existing zone boundaries and a fare-free zone for the Downtown peninsula.</p>
T10	<i>Request BC Transit to adopt U-Pass system for UBC and other major employers and institutions.</i>
STATUS	Completed
COMMENTS	<p>The U-Pass Program is designed as an integrated comprehensive transportation package that provides students with universal, accessible, and affordable access to public transit including unlimited access to TransLink bus, SkyTrain, and SeaBus services (all zones) and discounted West Coast Express fares. It is a mandatory program for all students and costs \$22 per month. This program was initially approved via student referendum in February 2003 and re-approved in February 2005.</p> <p>From fall 2002 to fall 2003 the total number of transit trips increased by 15,700 to 45,400 daily trips, an increase of 53 per cent in one year. As of fall 2005, transit accounts for 42 per cent of all trips to and from UBC, more than any other mode of travel. To accommodate this growth, transit capacity to and from UBC was increased by over 40 per cent from 2002 to 2005. By 2007, TransLink intends to expand this program to other post-secondary educational institutions in the region. This will increase the student population participation in the U-Pass program from around 60,000 today to 85,000 plus.</p> <p>The Community Pass</p> <p>The Community Pass program is designed to build new transit ridership in geographically well-defined communities built according to sustainable development principles. The Community Pass program follows on the heels of TransLink's U-Pass program. The program will allow community residents to purchase an annual pass at a substantially discounted rate for unlimited three-zone travel on buses, SkyTrain and SeaBus.</p> <p>TransLink introduced the program at SFU UniverCity in February 2006 and is planning to introduce the pass at UBC in fall 2006.</p>
T11	<i>Rezone rail rights-of-way.</i>
STATUS	Ongoing Program
COMMENTS	<p>In June 2000, Council approved a program to develop an Arbutus Corridor Official Development Plan (ODP). In July 2000, Council designated the Arbutus Corridor a transportation corridor for:</p> <ul style="list-style-type: none"> ◆ Rail ◆ Transit, and ◆ Cycling and pedestrian paths, including greenways, urban walks, environmental demonstration trails, heritage walks and nature trails.

T11	<i>Rezone rail rights-of-way.</i>
STATUS	Ongoing Program
COMMENTS (Cont'd)	<p>This transportation land use designation excludes:</p> <ul style="list-style-type: none"> ♦ Motor vehicles except on city streets crossing the Arbutus Corridor; and ♦ Any grade-separated, elevated rapid transit system, in whole or in part, above ground, such as SkyTrain. <p>In 2000, after a public hearing process, the City of Vancouver enacted the Arbutus Corridor ODP. CPR then challenged the City's authority to enact the Arbutus Corridor ODP. On February 23rd 2006, the Supreme Court of Canada upheld the City of Vancouver's right, under the Vancouver Charter, to enact the Arbutus Corridor Official Development Plan.</p> <p>In 2000, Council also endorsed a TransLink submission to the Canada Transportation Act Review Panel that increases recognition of the importance of urban rail corridors.</p>
T12	<i>Request reform of transit governance to be more responsive to needs of areas of ridership concentration. (See also INITIATIVE F1)</i>
STATUS	Completed
COMMENTS	<p>Transit governance was reformed with the establishment of TransLink (the Greater Vancouver Transportation Authority) in April 1999. New provincial legislation establishing TransLink provides a guaranteed source of revenue for transportation. In March 2006, The Province initiated a review of TransLink governance. Staff will continue to monitor the annual programs and strategic plans that are brought forward by TransLink to ensure that they are responsive to City needs.</p>
T13	<i>Initiate Urban Transportation Showcase Program in partnership with TransLink and the GVRD. (New initiative added in 2005)</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>In 2004, TransLink and the GVRD were awarded funding from Transport Canada under the Urban Transportation Showcase Program (UTSP). The goal of the Showcase Program is to encourage Canadian municipalities to adopt more energy-efficient transportation and land use practices that reduce greenhouse gas emissions. Greater Vancouver's Showcase program is made up of six components. The following components are being jointly funded by TransLink, the GVRD and the City of Vancouver:</p> <p>Hybrid Bus Demonstration</p> <p>This project examines how hybrid buses can improve both the fuel efficiency of vehicles and the public perception of transit buses.</p> <p>Central Valley Greenway</p> <p>The Central Valley Greenway (CVG) represents a significant step towards addressing the need for regional bicycle planning in Greater Vancouver. Upon completion, the CVG will be the backbone of the regional cycling network. While the CVG will be designed primarily for cycling, it will also accommodate a wide range of non-motorized transportation, including jogging, walking, wheelchairs, boarding and blading. Cutting through the heart of the Vancouver region, the CVG is a flat, direct and accessible 22 km route connecting Vancouver with Burnaby and New Westminster.</p>

T13	<i>Initiate Urban Transportation Showcase Program in partnership with TransLink and the GVRD. (New initiative added in 2005)</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>Transit villages</p> <p>(Cont'd) As the intersection of two regional SkyTrain lines, Commercial/Broadway Station is the busiest station in the system with about 25,000 boardings per day. Three of the busiest bus routes, the 9, 20 and 99 B-Line also converge at this station.</p> <p>This project will examine safety and security concerns and ways to make the south station structure more attractive. The project will also look at opportunities for redeveloping a key adjacent property. TransLink and the Coast Mountain Bus Company, in collaboration with the City of Vancouver, will look for ways to improve bus loading logistics, customer information and amenities.</p> <p>Main Street Corridor transit and pedestrian priority</p> <p>The goal of the Main Street project is to prioritize sustainable modes of travel and to shift choices to transit, walking and cycling. This will be achieved by improving transit facilities, providing service and signal priority, creating an enhanced pedestrian and cycling environment, and building on the vitality of the street as the centre of neighbourhood activity. The project design will be context-sensitive, reflecting local interests, needs and priorities.</p> <p>The project area includes the entire Main Street Corridor, from Cordova to Marine. Strategies to achieve pedestrian and transit priority include:</p> <ul style="list-style-type: none"> ◆ Improving the street design; ◆ Employing Intelligent Transportation System technologies; ◆ Increasing customer information and amenities; ◆ Providing higher bus service levels; and ◆ Marketing the new and improved services. <p>The Main Street Showcase Pedestrian and Transit Priority Project report was approved by Council in June 2005. Completion of construction is expected by the end of 2006.</p> <p>TravelSmart</p> <p>TravelSmart is a residence-based travel marketing program targeting households willing to try alternative transportation modes. This program will run in six locations throughout the region, including Kitsilano in Vancouver. Transport Canada and TransLink will share the \$900,000 program cost. The program began in the fall of 2005 and will be complete, including an evaluation, in the fall of 2006.</p>

T13	<i>Initiate Urban Transportation Showcase Program in partnership with TransLink and the GVRD. (New initiative added in 2005)</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS (Cont'd)	<p>Goods movement</p> <p>The goods movement component will involve surveys and interviews with major goods movement stakeholders to:</p> <ul style="list-style-type: none"> ◆ Improve and refine the regional EMME truck transport model developed through the 1999 Lower Mainland Truck Freight Study; ◆ Create an inventory of best practices; ◆ Develop alternative goods movement policy scenarios and test their effectiveness in improving goods movement efficiency and reducing greenhouse gases; and ◆ Develop a policy framework for a comprehensive goods movement strategy for Greater Vancouver.
T14	<i>Rapid transit line to connect Downtown with the airport and Richmond (Canada Line). (New initiative added in 2005)</i>
STATUS	Initiated
TIMING	3-6 years
COMMENTS	<p>The transportation corridor connecting Downtown Vancouver with Downtown Richmond is one of the busiest in Greater Vancouver and home to one-third of the region's jobs and 20 per cent of its population. Of the four major regional transit corridors, it experiences the greatest traffic density and associated problems. This rapid transit service will aid movement along one of the region's busiest north-south transit corridors.</p> <p>The Canada Line project will have:</p> <ul style="list-style-type: none"> ◆ An underground tunnel from Waterfront Station in downtown Vancouver going south under Granville, Davie, False Creek, and Cambie to south of 64th; ◆ An elevated guideway climbing from south of 64th across the Fraser River to Bridgeport Station in Richmond, and continuing west to Sea Island and Vancouver International Airport and south to Central Richmond along No. 3 Road; ◆ A park-and-ride facility at the Bridgeport Station and bus exchanges at Bridgeport, Marine Drive and Richmond City Centre Stations; and ◆ A total of 16 stations (four future stations) along the route: Four in Richmond, three on Sea Island and nine in Vancouver. ◆ The Line, an Automated Light Metro System similar to SkyTrain, will be in service by November 2009 and have the following maximum travel times: ◆ Less than 25 Minutes from Downtown Vancouver to the airport; and ◆ Less than 25 minutes From Downtown Vancouver to Central Richmond.

T14	<i>Rapid transit line to connect Downtown with the airport and Richmond (Canada Line). (New initiative added in 2005)</i>
STATUS	Initiated
TIMING	3-6 years
COMMENTS (Cont'd)	<p>The projected ridership is:</p> <ul style="list-style-type: none"> ◆ 85,000-125,000 riders per day by 2010; and ◆ 103,000-145,000 riders per day by 2021. <p>The Canada Line will provide additional transportation capacity equivalent to ten road lanes in dense corridors where expanding roads and bridges is neither practical nor desirable. This additional capacity will address congestion and make growth in these centres more manageable, while contributing to the livability, sustainability and competitiveness of the City.</p> <p>The Canada Line is funded by the Federal Government, the Province, TransLink, the Vancouver International Airport Authority (YVR) and the private sector. A private sector team, SNC-Lavalin/Serco (InTransitBC), was selected through a competitive process to partially finance, design, build, operate and maintain the line. The Canada Line project is being implemented by Canada Line Rapid Transit Inc., a subsidiary of TransLink. The City has set up a Rapid Transit Office with planning and engineering staff to help facilitate the design and construction of the line in order to benefit residents and businesses.</p>

Figure 45 shows a typical station design. The service route is detailed in Figure 46.

Figure 45
Artist's rendering of a possible station design for the Canada Line

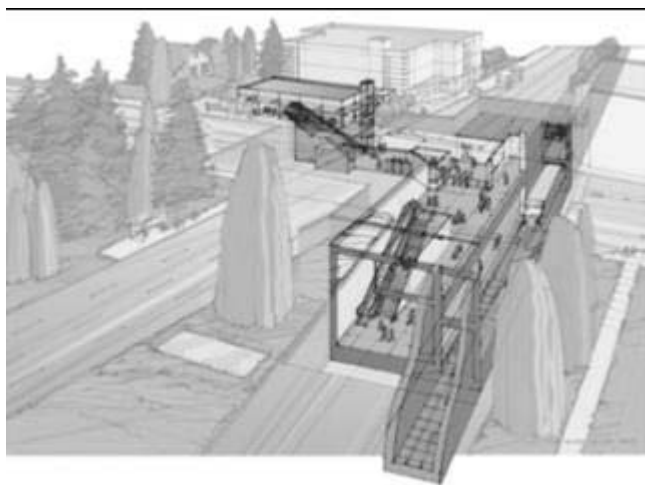
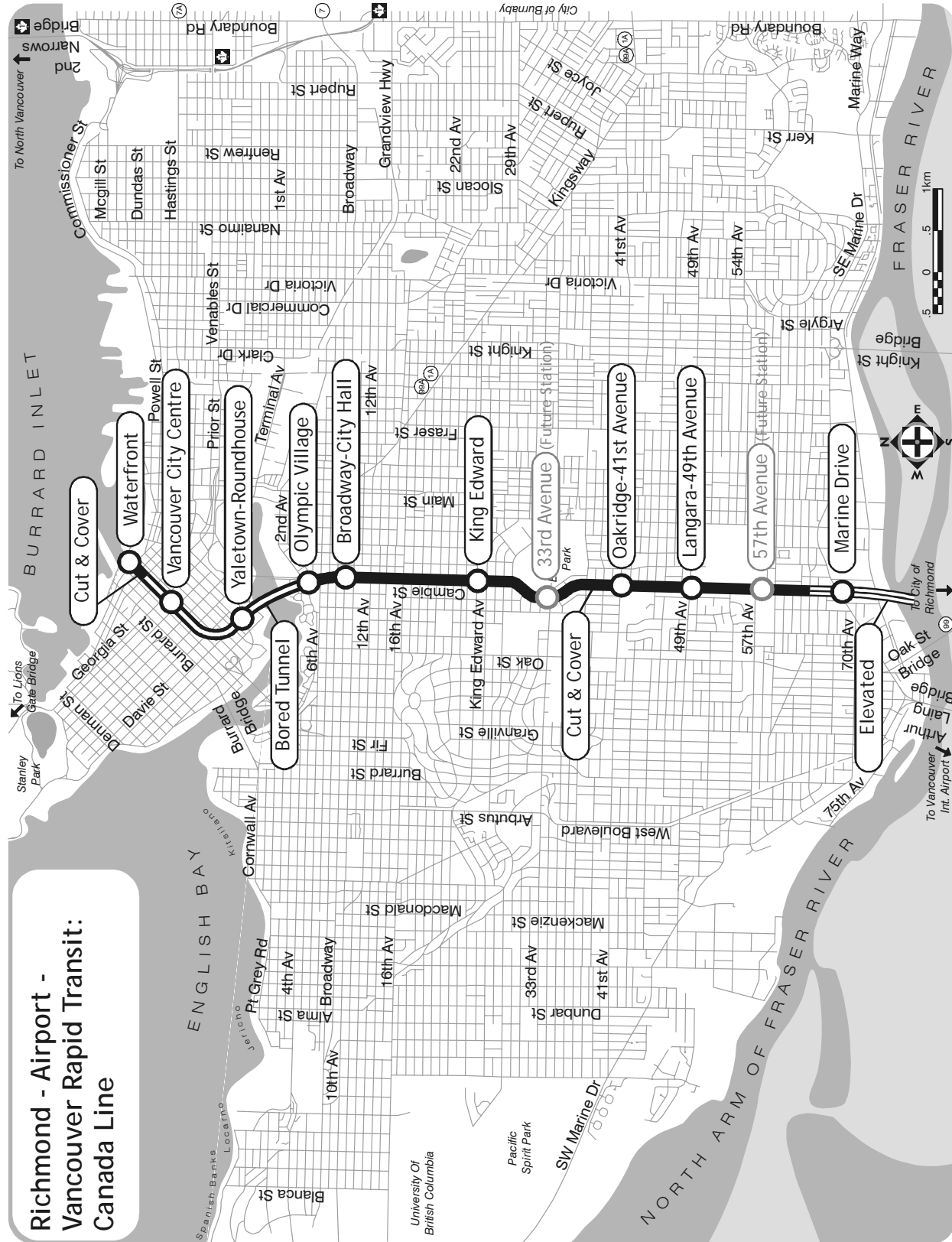


Figure 46
Canada Line (Richmond-Airport-Vancouver rapid transit)



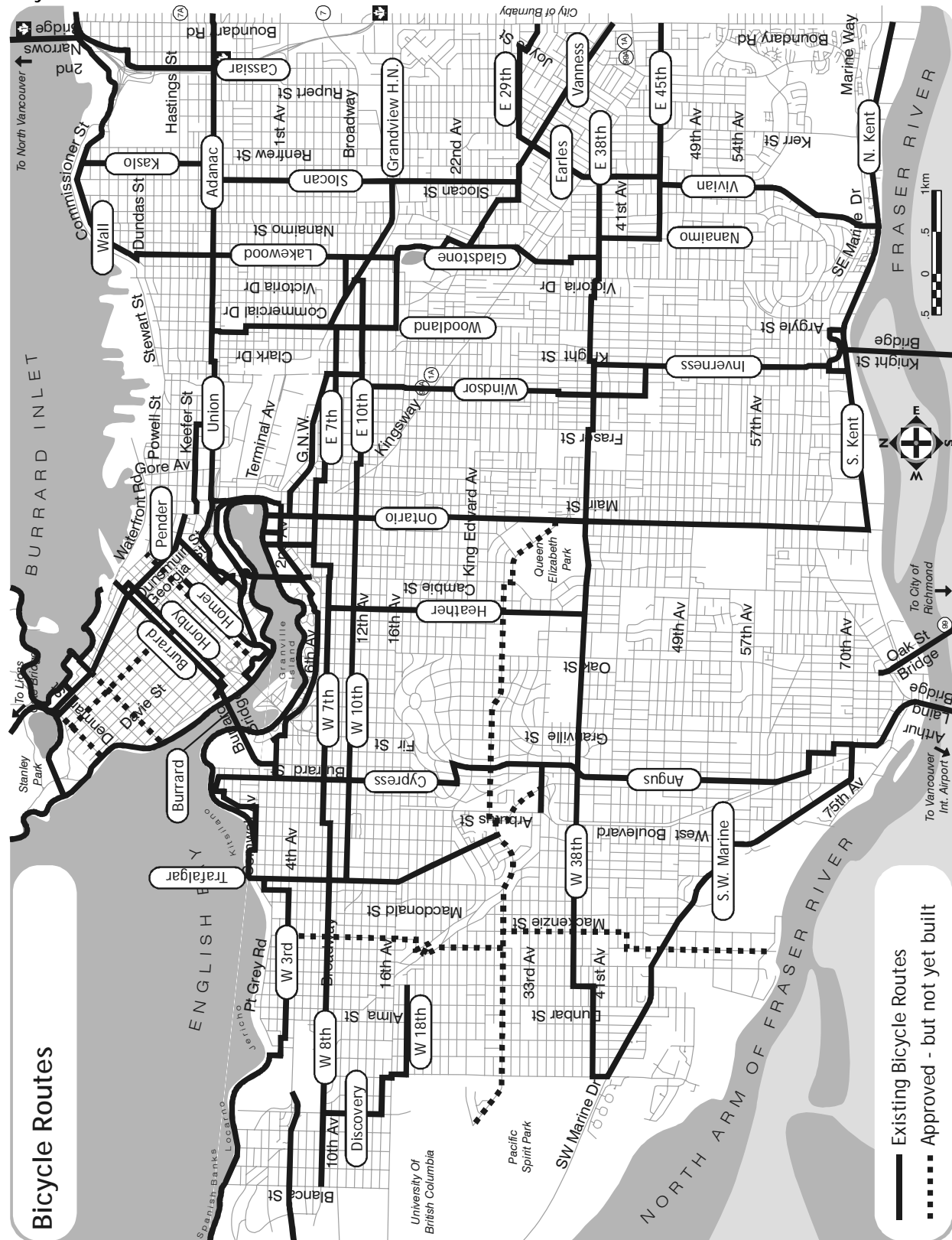


Section 5: Cycling Initiatives

This section provides an update on cycling initiatives in the Transportation Plan. A map of Vancouver bike routes is given in Figure 47.

C1	<i>Implement a network of painted bike lanes on the Downtown peninsula. (See also INITIATIVES D1 and D4)</i>
STATUS	Initiated. Some are built, some were approved in 2005 for construction in 2006 and others are in the planning/consultation stage.
TIMING	1-3 years
COMMENTS	Permanent bike lanes have been installed on Pender between Carrall and Cambie. A pilot project in 2000 made further cycling improvements to Pender from Nicola to Cambie, including distribution of an educational brochure titled "Cycling on Pender Street". Subsequent to these projects, the Downtown Transportation Plan was created and included an extensive network of cycling routes in the Downtown. Bike lanes were completed along Georgia Street, Burrard Street, Pacific Boulevard, Expo Boulevard, Hornby Street, Homer Street, Richards Street and Beatty Street. Bike routes have also been completed along Chilco and Cardero Street.
C2	<i>Review existing bikeways for possible improvement such as more appropriate positioning of signal push buttons, improved lighting, better pavement maintenance, etc.</i>
STATUS	Ongoing Program
COMMENTS	Cyclist push buttons have been installed at 33 locations with existing older pedestrian activated signals that were originally installed without cyclist buttons. Since 1999, all new pedestrian activated signals have included cyclist buttons. Painted bike boxes were installed at two key intersections of the City's bikeway network. Blue bike lanes together with special yield signs for motorists were installed to highlight cyclist priority at two other prominent merge locations. The City has also taken an active role in a Transportation Association of Canada project to develop bicycle pavement marking guidelines.

Figure 47
Bicycle Routes



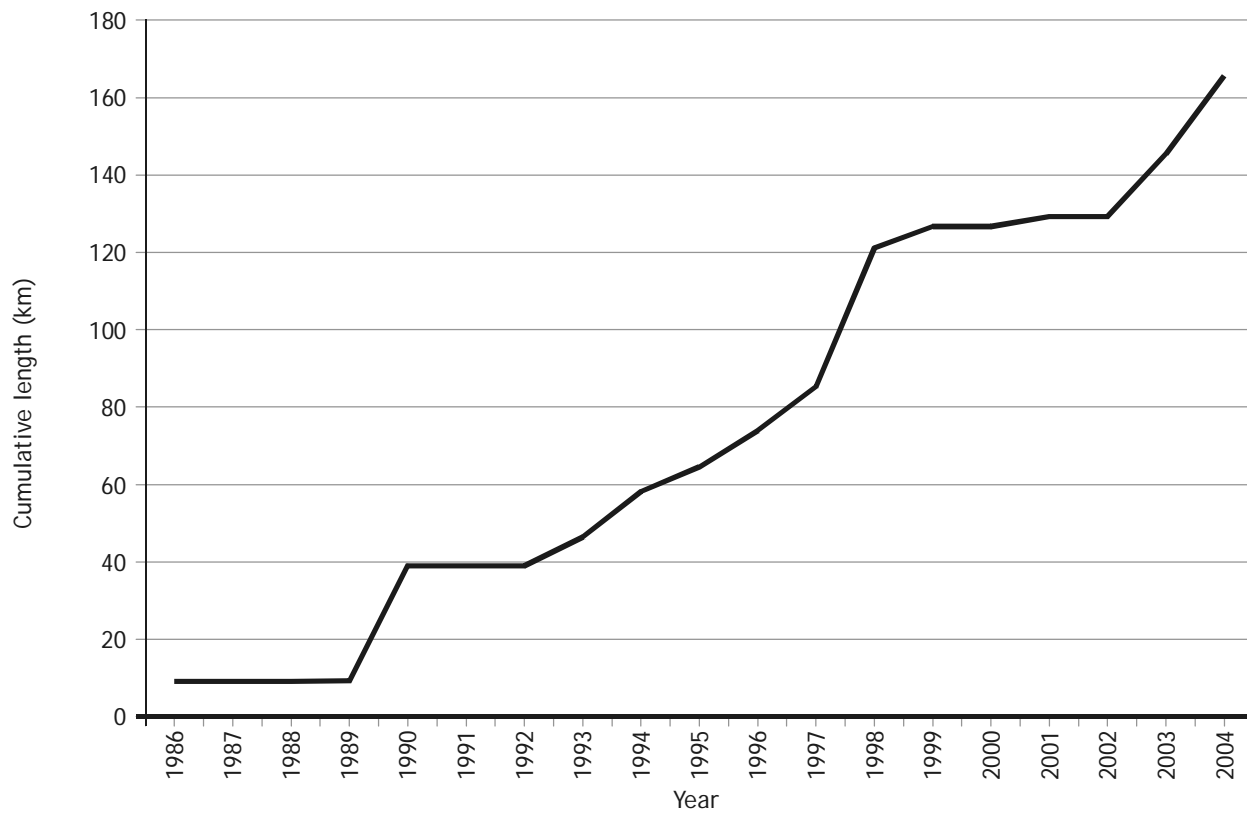
C3	<i>Provide painted bike lanes on selected arterials.</i>
STATUS	Ongoing Program
COMMENTS	<p>Completed bike lanes Bike lanes have been completed on the following road sections:</p> <ul style="list-style-type: none"> ◆ West Georgia from Stanley Park to Nicola; ◆ Burrard from Pacific to Cordova; ◆ Richards from Pacific to Cordova; ◆ North and south ends of Burrard Bridge; ◆ 16th at Dunbar; ◆ Pender from Carrall to Cambie; ◆ Beatty from Nelson to Pender; ◆ Hornby from Pacific to Pender; ◆ Homer from Pacific to Georgia ◆ Pacific Boulevard/Expo from west of Quebec to Richards; ◆ 4th from Drummond to NW Marine; ◆ 33rd from Arbutus to Angus; and ◆ SW Marine from 41st to west of Granville. <p>Approved bike lanes Bike lanes have been approved for:</p> <ul style="list-style-type: none"> ◆ Kerr from Kent to 49th; ◆ Dunsmuir from Beatty to Jervis; ◆ Haro/Smithe from Hornby to Thurlow (Thurlow to Chilco is shared lanes); and ◆ 4th from NW Marine to Highbury. <p>Bike lane planning underway The planning and development of other arterial street bike lanes is underway in the Downtown and on Great Northern Way from Prince Edward to Clark. As part of the Canada Line project, bike lanes are also planned for Cambie (possibly south of King Edward) to connect with the new pedestrian/bike bridge over the Fraser River.</p>
C4	<i>Paint bicycle logos on the pavement of existing bikeways at all major intersections and on every second block in between.</i>
STATUS	Completed
COMMENTS	Completed on existing bikeways. Logos are now standard for new bikeways.
C5	<i>Request BC Transit to install bike racks on all city buses.</i>
STATUS	Completed
COMMENTS	Bike racks have been installed on most diesel buses. The new trolley buses will be equipped with bike racks. All buses should have bike racks by 2008.

C5	<i>Request BC Transit to install bike racks on all city buses.</i>
STATUS	Completed
COMMENTS Cont'd	Bikes have been allowed on SkyTrain since June 2004 (two per train) in the non-peak hours and on weekends and holidays. TransLink has recently extended the regulation to allow two bikes per car at any time except the peak hours in the peak (most heavily-travelled) directions;
C6	<i>Install bike racks on each block of commercial frontage and at major bus stops.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>New residential and commercial developments are required in the City's Parking By-law to provide bike racks for bicycle parking. Most of these are located on private property but some are permitted on public property. These installations will meet the majority of the City's requirement for bike racks.</p> <p>The City entered into an agreement with Viacom/Decaux to provide a variety of street furniture, including bike racks and bike lockers. These are being installed at bus stops and in areas where bike racks cannot be provided by adjacent developments. Bike racks are installed based on requests and where there is a demonstrated need.</p> <p>TransLink is also installing more bike racks and lockers at SkyTrain stations beginning in 2006.</p>
C7	<i>Improve information about benefits of cycling, and review by-law standards.</i>
STATUS	Ongoing Program
COMMENTS	<p>Information about cycling</p> <p>A range of information programs have been initiated by the City, including:</p> <ul style="list-style-type: none"> ◆ Information brochures: Brochures detail Vancouver bicycle routes, cycling on Vancouver streets, bike boxes, and the Pender St. Bikeway; ◆ City bike route map: A compact pocket cycling map was created in 2005; ◆ A comprehensive cycling guide: In 2005, the City cost-shared with Better Environmentally Sound Transportation (B.E.S.T.) in the production and distribution of a comprehensive cycling guide to households in Vancouver. The guide aims to reach and motivate those who have not integrated cycling into their daily lives, helping them shift to cycling as a sustainable mode of transportation. ◆ Cycling website: A variety of cycling information is available on the City's transportation website (www.vancouver.ca/engsvcs/transport/cycling).

C7	<i>Improve information about benefits of cycling, and review by-law standards.</i>
STATUS	Ongoing Program
COMMENTS Cont'd	<p>♦ Cycling events in the community: The City participates in annual June Bike-to-Work Week and Bike Month activities. City events include a recreational bike ride, opening of new bike routes, the Bike-Transit-Car Challenge (fun race between different modes of transportation), bike repair sessions, and cycling courses.</p> <p>By-law standards</p> <p>The City has been recognized as a leader in North America for by-law standards. The Parking By-law requires new developments to provide bike racks outside buildings, secure underground bicycle storage in the building, as well as change rooms and shower facilities. The City is currently considering bike parkade and end-of-trip facility options for the Downtown. A review of City bike parking and facility standard by-laws will be conducted in 2006-2007.</p>
C8	<i>Complete Bikeway network outside CBD as soon as practicable. (New Initiative added in 1998)</i>
STATUS	Ongoing Program. Submission made for 2006-2008 Capital Plan
COMMENTS	<p>To date, 23 bike routes have been developed totalling 170 km. Figure 48 shows the total distance of bike route construction from 1986 to 2004. Costs for constructing new routes have been reduced through cost-sharing with the provincial government's Cycling Infrastructure Partnership Program (CIPP), the federal government's Canada Infrastructure Program, TransLink and ICBC.</p> <p>Completed bike routes</p> <p>Bike routes completed since 2001 include:</p> <ul style="list-style-type: none"> ♦ Central Valley Greenway from Commercial to Slokan; ♦ Inverness Bikeway from Kent to 37th; ♦ Windsor Bikeway from 37th to Great Northern Way; ♦ Kent Bikeway from Boundary to Ontario; ♦ 10 Avenue Bikeway from Victoria to Trafalgar; ♦ Chilco from Beach to Georgia; ♦ Cardero from Pacific to Georgia; and ♦ Gladstone Bikeway from Vanness to 38th.

C8	<i>Complete Bikeway network outside CBD as soon as practicable. (New Initiative added in 1998)</i>
STATUS	Ongoing Program. Submission made for 2006-2008 Capital Plan
COMMENTS Cont'd	<p>Bike route planning underway</p> <p>Planning is currently underway for additional bike routes, including:</p> <ul style="list-style-type: none"> ◆ Nicola from Haro to Georgia (approved by Council) ◆ Haro street from Thurlow to Chilco (approved by Council) ◆ 29th Avenue Bikeway from Imperial to Ontario; ◆ Balaclava Bikeway from Point Grey Road to Celtic; ◆ Valley Bikeway from 10th to 33rd; ◆ Heather Bikeway from 37th to Marine; ◆ Additional sections of the Central Valley Greenway; and ◆ Burrard Bridge. <p>In February 2002, Council approved a long term strategy for improving the pedestrian and cycling environments across False Creek:</p> <ul style="list-style-type: none"> ◆ Granville Bridge: Preliminary designs and cost estimates have been done for the three components of work, including a recreational walkway, two elevators and widened sidewalks for pedestrians and cyclists. No funding is currently allocated for these improvements. ◆ Burrard Bridge: In 2005, Council approved advancing the design of outward sidewalk widening for the bridge. Detailed design will proceed in 2006. ◆ Cambie Bridge: Widening of the sidewalks and other potential improvements were identified as a future project.

Figure 48
Bicycle Route Construction



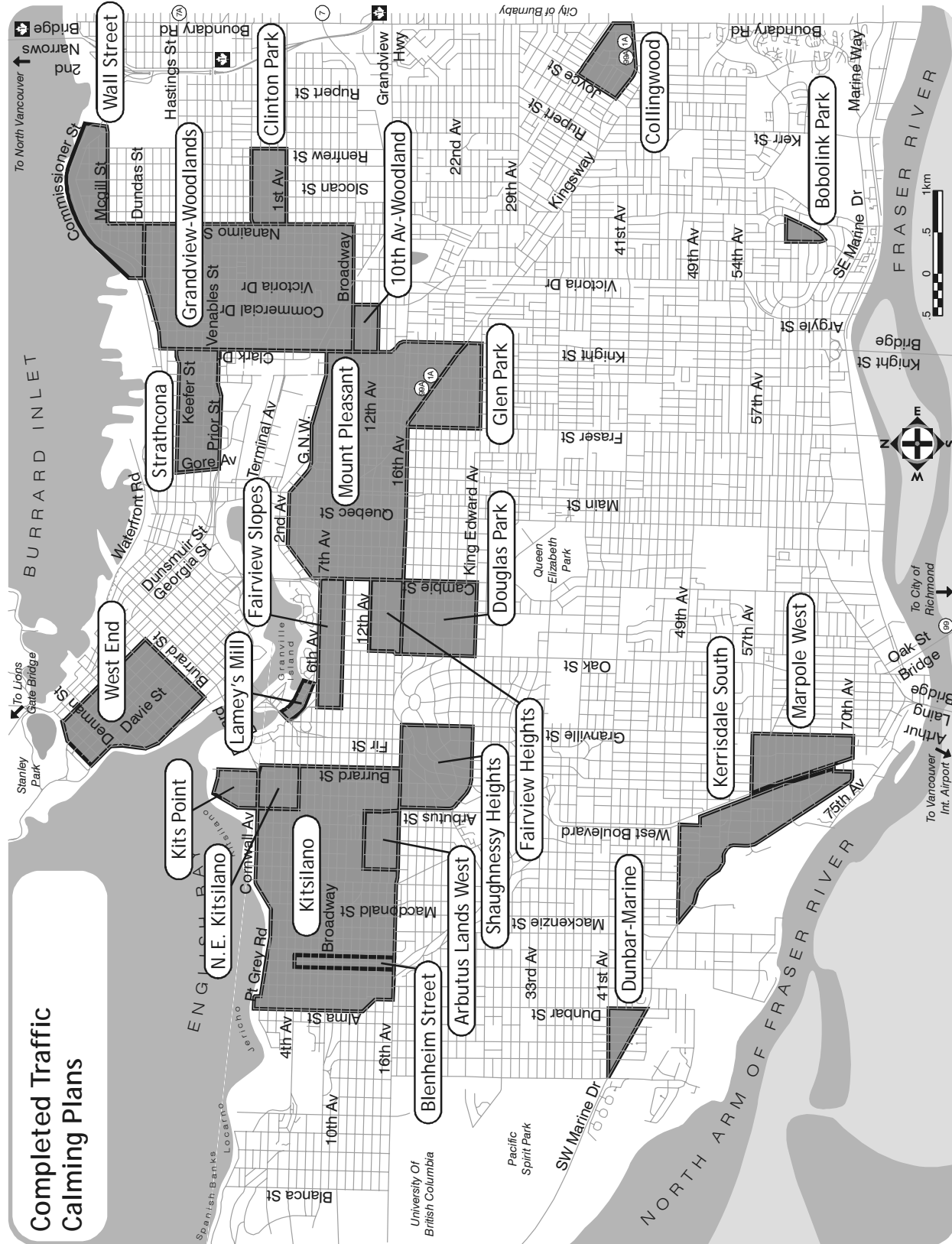


Section 6: Neighbourhood & Pedestrian Initiatives

This section provides an update on neighbourhood and pedestrian initiatives in the Transportation Plan.

NP1	<i>Reduce speed limits on residential streets to 40 kph.</i>
STATUS	Initiated. Awaiting approval from Province on legislative changes.
TIMING	1-3 years
COMMENTS	<p>A request was made to the Province through the Union of BC Municipalities (UBCM) in 1999, and with the Attorney General in 2005, to change the Motor Vehicle Act to allow a blanket 40 km/hr speed zone for local residential streets. In May 2000, a letter was received from the UBCM noting that Ministry of Transportation and Highways staff will commence work with the Ministry of Municipal Affairs to determine the appropriate legislative means of providing all municipalities with the authority to implement blanket speed zones.</p> <p>An implementation program is being developed by City staff, including the development of a signage plan and consultation with ICBC on public education needs.</p>
NP2	<i>Reduce waiting times for pedestrians at traffic signals. (See also INITIATIVE R5)</i>
STATUS	Completed
COMMENTS	<p>Traffic signals are set up to favour pedestrians. They are unique in North America because they maximise the walk times for pedestrians. A complete review of pedestrian wait times was also conducted and the majority of signals in Vancouver now operate to minimize the wait times for pedestrians.</p>
NP3	<i>Initiate new public process for traffic calming projects based on priority of needs across the city.</i>
STATUS	Completed
COMMENTS	<p>A new process and method for establishing priorities for traffic calming plans was approved in 1999. A workplan of proposed traffic calming areas is underway. Areas traffic calmed since 1997 are shown in Figure 49.</p> <p>Priorities are based on a ranking system that considers information such as speeds, volumes, school zones, pedestrian generators, greenways, bikeways and non-continuous sidewalks. The process for traffic calming has been expanded to include a street segment process for those situations where non-diversionary calming measures can address a localized problem. Criteria for how much traffic diversion can occur on streets adjacent to traffic calmed streets was also developed.</p>

Figure 49
Completed traffic calming plans



NP4	<i>Review building lines</i>
STATUS	Initiated (On hold)
TIMING	1-3 years
COMMENTS	The Building Line Review Program is on hold pending completion of the City and Regional Transportation Plans.
NP5	<i>Review street design standards in subdivision by-law.</i>
STATUS	Completed
COMMENTS	In reviewing this initiative, it was felt that changing standards for local improvements would be more appropriate, as the subdivision bylaw does not provide for detailed design standards. More importantly, much more work is carried out on an annual basis under the local improvement program. Narrower street widths are now considered on all local improvements for residential streets, and corner bulges and street trees have become standard for new curb construction projects. Since August 1996, about 100 local improvement projects have been constructed with curb bulges (2 to 4 curb bulges per project).
NP6	<i>Adopt criteria for designating pedestrian priority areas. Initiate pilot project.</i>
STATUS	Initiated.
TIMING	1-3 years
COMMENTS	Pedestrian priority is being emphasized in projects and designs across the city. Several pedestrian priority areas have been identified in Neighbourhood Centres through the Community Visioning and other work programs. Improvements are made as each Community Vision moves into its implementation stage. Comprehensive pedestrian improvements have been developed for Broadway and Commercial and in the Kingsway and Knight Neighbourhood Centre. Improvements include measures such as shortened crossings, curb bulges, public spaces for sidewalk plantings, enhanced street tree plantings, seating areas, and public art.
NP7	<i>Initiate traffic calming on selected collector streets with less than 10,000 vehicles a day. These would include low volume secondary arterials proposed for re-designation as collector streets.</i>
STATUS	Ongoing Program
COMMENTS	In 2000, a pilot program for traffic calming collector streets was initiated for Blenheim. This program worked with the community and stakeholders to develop a toolkit of traffic calming measures that balance the needs of cyclists, emergency services and residents on the street and on adjacent streets. Blenheim Street traffic calming measures were approved in February 2006. Staff will be reporting back in fall 2006 with a toolkit for starting other collector streets in the city.

NP8	<i>Improve pedestrian spaces. (See also INITIATIVE R5)</i>
STATUS	Ongoing Program. Includes analysis of pedestrian environment in reports involving roadway and other changes.
COMMENTS	<p>A number of programs are underway to help improve pedestrian spaces, including:</p> <p>Corner bulge installations</p> <p>Corner bulges that reduce crossing distances and improve sight lines between pedestrians and vehicles are now standard in all residential local improvements involving curb work (See also INITIATIVE NP5).</p> <p>Corner bulges are being installed on arterial roads, where appropriate, to facilitate pedestrian crossing safety. (See also INITIATIVE R5)</p> <p>Sidewalk improvements</p> <p>In July 2000, Council approved the creation of a Sidewalk Task Force (STF) to discuss and coordinate efforts to improve the safety, comfort and convenience of pedestrians in Vancouver. The STF developed 46 recommendations to improve the pedestrian realm and support pedestrians as the City's top transportation priority. Many of the recommendations relate to broad policies and practices as opposed to site-specific problem locations. Examples of improved policies and practices include:</p> <ul style="list-style-type: none"> ◆ New sidewalk construction and replacement funding formulas that give greater priority to pedestrians while providing the City with greater flexibility and discretion for installing and improving sidewalks. Council has also increased funding for completing the sidewalk network. The top priority is to install sidewalks on all bus routes, arterials, commercial areas and near pedestrian collectors; ◆ Tree root barriers are now standard with all new tree installations to protect sidewalks from heaving; ◆ New equipment for grinding down uneven sidewalk segments to reduce trip hazards; ◆ New curb ramp standards better accommodate visually impaired pedestrians and people with strollers or in wheelchairs; and ◆ Boulevard gardening guidelines for single-family residential areas have been developed to help residents with beautifying the pedestrian realm. <p>Public realm and pedestrian improvements in Neighbourhood Centres</p> <p>Through the Neighbourhood Centres Program, staff are working with communities to develop public realm and pedestrian/traffic improvement plans. Staff meet on a regular basis with CityPlan committees in Kensington-Cedar Cottage, Victoria-Fraserview/Killarney, Sunset, Hastings-Sunrise and Renfrew Collingwood to discuss pedestrian safety and programs to implement improvements (e.g. the traffic signal program, pedestrian enhancements, etc.). (See also INITIATIVES D1 and R5)</p>

NP9	<i>Expand the City's traffic calming program to include a greater range of measures. (New initiative added in 1998)</i>
STATUS	Ongoing Program
COMMENTS	<p>In 1999 a Speed Hump Pilot Project for local roads was completed. Speed humps have since been added to the Neighbourhood Traffic Calming Tool Kit. In 2000, an annual Speed Hump Installation Program was initiated to identify and prioritize locations. Since then annual speed hump programs were regularly presented to council every year.</p> <p>Trial raised crosswalks have been installed in two locations on Laurel St. (in 1999) and on East 22nd Ave. (in 2000). A mid-block pinch point and chicanes (a sharp 'S' bend that reduces speeds by forcing drivers to drive through in a single file) at intersections and mid-block have also been installed on a trial basis. A "woonerf" (a space designed to be shared by pedestrians, playing children, bicyclists, and low-speed motor vehicles) was designed for Zero Ave. in South East False Creek. Two speed tables were installed on bus routes (Lamey's Mill and Muirfield). These measures will be further evaluated for possible addition to the Traffic Calming Tool Kit.</p>
NP10	<i>Greenways - Improve pedestrian and cycling corridors. (See also INITIATIVE R5)</i>
STATUS	Ongoing Program. Subject to community and Council approval of individual routes.
COMMENTS	<p>City-wide Greenways</p> <p>City-wide greenways are traffic-calmed corridors that provide cycling and pedestrian amenities such as bike racks, water fountains and sitting plazas. The City Greenways-Public Ways Network has 14 routes and is approximately 140 km long. City-wide greenways routes are shown in Figure 50. Recent projects include:</p> <ul style="list-style-type: none"> ♦ The Ridgeway Greenway is complete except for a small section expected to be constructed in 2006. The Ridgeway Greenway creates an accessible and desirable pedestrian route from Pacific Spirit Park near UBC to Central Park in Burnaby. This traffic-calmed route includes pedestrian amenities such as sitting plazas, pedestrian scale lighting, drinking fountains and public art. ♦ The Ontario Greenway is nearly complete and the remaining portion will be constructed in 2006. The Ontario Greenway uses a combination of traffic calming measures, increased pedestrian and cyclist amenities and public garden spaces. ♦ The Carrall Street Greenway design is nearly complete and construction is expected in 2006 and 2007. This greenway will provide a link in the recreational seawall route around the Downtown peninsula, and will join the historic areas of Gastown, the Downtown Eastside and Chinatown with Burrard Inlet and False Creek. ♦ The Central Valley Greenway is a major greenway/bikeway initiative between Telus World of Science and Burnaby via the False Creek Flats, Grandview Highway North (parallel to the Grandview Cut) and parallel to the Burlington Northern and Santa Fe rail right-of-way (between Renfrew and Boundary Road). The greenway portion between Commercial and Slokan has been constructed. The greenway is being funded by Transport Canada and TransLink as a part of the Sustainable Region Showcase. Construction completion is expected by March 2007. <p>Neighbourhood Greenways</p> <p>Neighbourhood greenways are smaller and more local than city-wide greenways. Neighbourhood greenways are shown in Figure 51. In 2005, the Avalon Greenway was constructed on 43rd between Wales and Clarendon.</p>

Figure 50
City Greenways Network

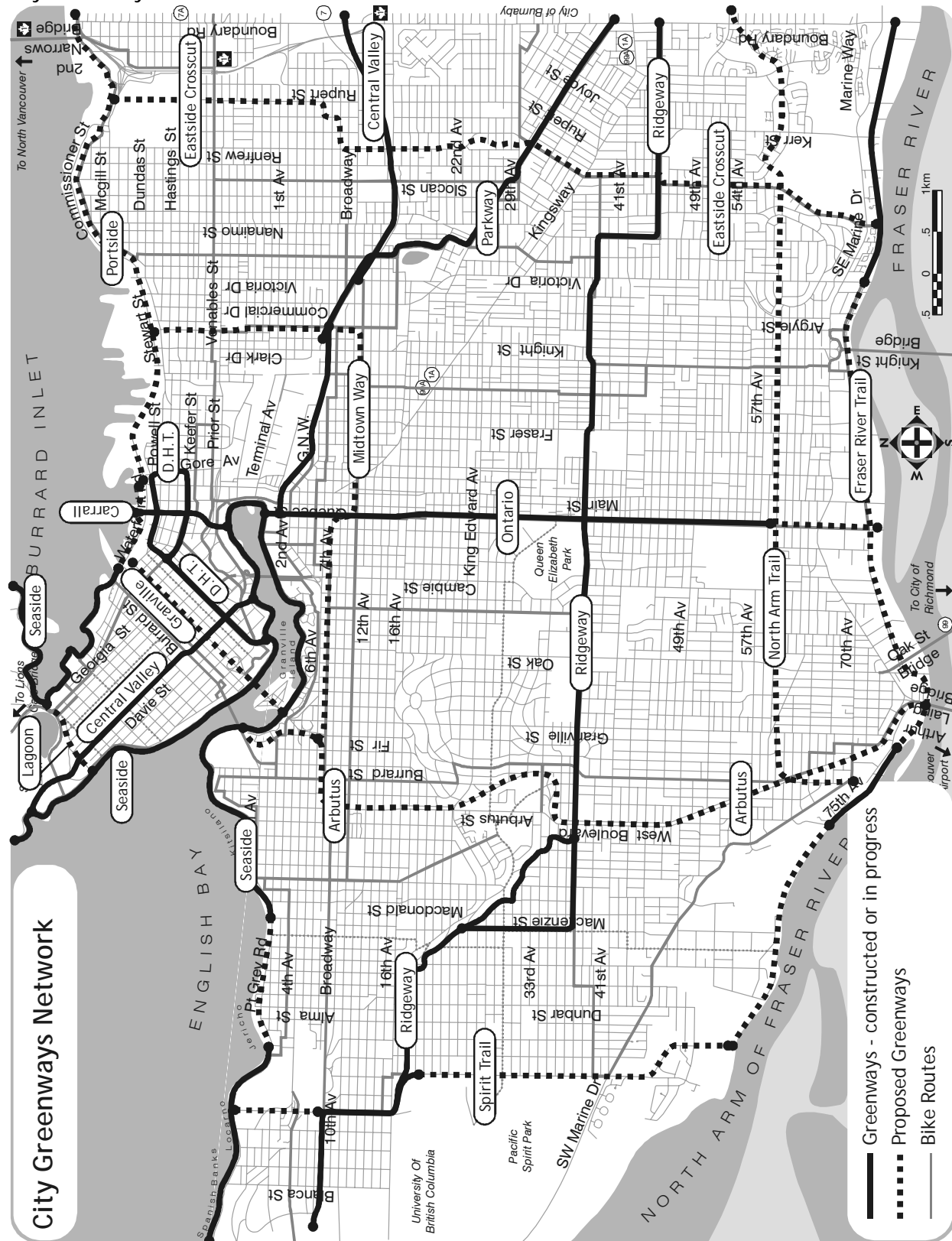
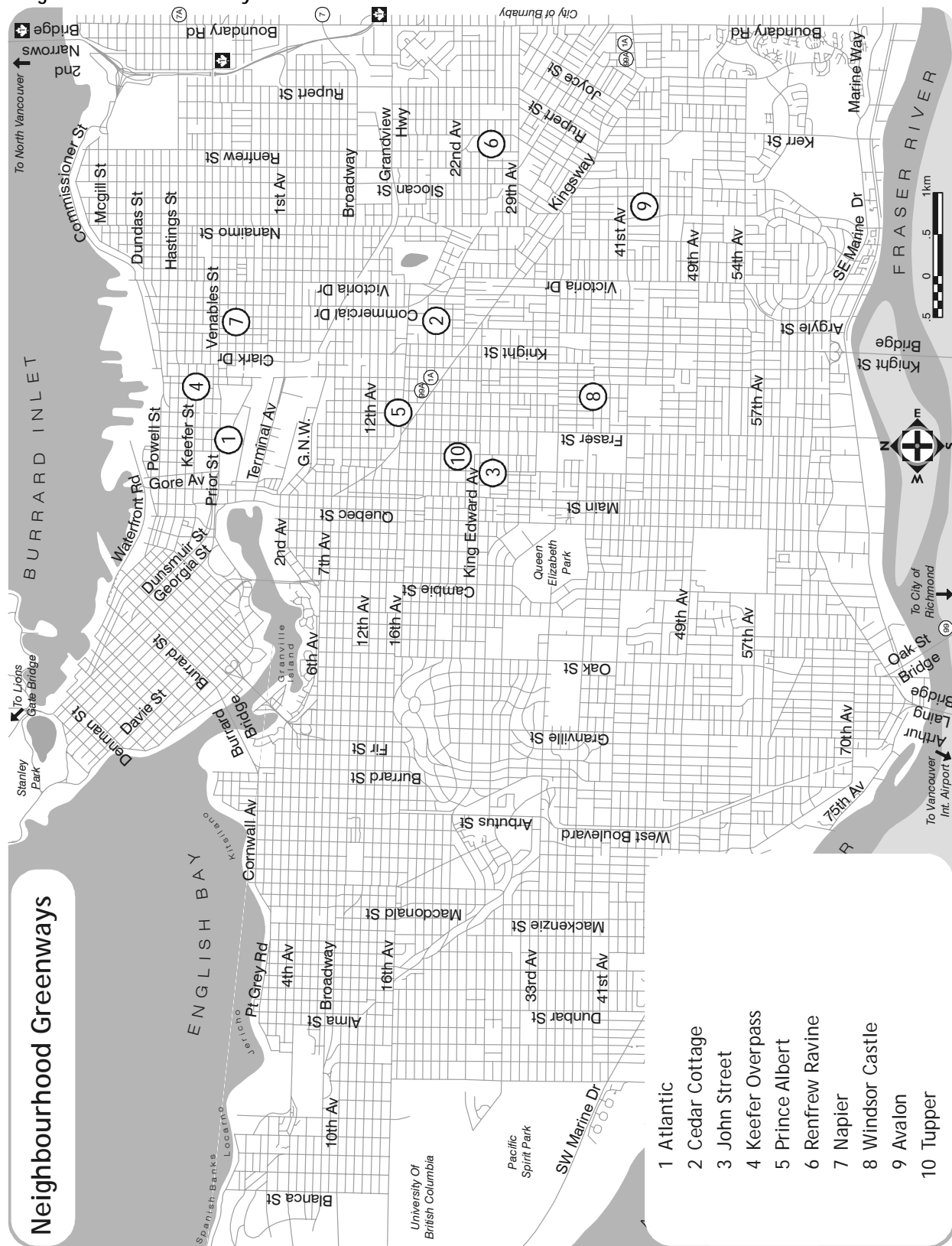


Figure 51
Neighbourhood Greenways



NP11 *Prepare a long term action plan for reducing Greenhouse gas emissions from passenger vehicles in support of City's Kyoto Protocol objectives.
(New initiative added in 2005)*

STATUS Completed

COMMENTS A Community Climate Change Action Plan was developed jointly by the Cool Vancouver Task Force and the City and was approved by Council on March 29th, 2005. This plan focuses primarily on steps to reduce Vancouver's greenhouse gas emissions by 6 per cent from 1990 levels by 2012.

This plan contains various initiatives, many of which target the reduction of greenhouse gas emissions from passenger vehicles. Initiatives include:

- ◆ Emphasizing pedestrian, cycling and transit priority infrastructure improvements when developing proposals for future Capital Plans;
- ◆ Developing a cycling end-of-trip and bike parking facility plan for Downtown and other major destinations;
- ◆ Implementing a Green Trips to School Program that works with existing school trip programs, provides increased staffing to work with schools, encourages Council and School Board support, and partners with health promotion and pedestrian safety programs;
- ◆ Developing a comprehensive parking strategy that uses both on- and off-street parking supply, priority access and pricing to promote transportation alternatives;
- ◆ Requesting the Vancouver Police Department work with City staff to enhance pedestrian and cyclist safety through increased enforcement and education measures;
- ◆ Implementing a safe cycling skills course in partnership with schools and community centres;
- ◆ Reviewing and revising Vancouver's Transportation Plan mode share targets to reflect both the successes achieved to date as well as the community greenhouse gas reduction target;
- ◆ Requesting TransLink and the Greater Vancouver Regional District complete the Regional Parking Strategy, Transportation Demand Management Strategy, and the Regional Tolling Policy outlined in TransLink's 2005-2007 Three Year Plan and 10-Year Outlook; and

Requesting that City and TransLink staff review greenhouse gas emission impacts/reductions in major planning and transportation initiatives, including the Vancouver/UBC Area Transit Plan.





Section 7: Downtown Initiatives

This section provides an update on Downtown initiatives in the Transportation Plan.

D1 *Prepare a transportation and circulation plan for the Downtown, including a complete review of the Downtown transit system to improve service and choice, improve regional connections and airport links, evaluate alternative transit vehicles (such as mini-buses), establish priorities for "Great Streets", improve route and destination signage, create pedestrian priority areas, and implement bike lanes and street improvements.*

STATUS Completed

COMMENTS On July 9, 2002, Council adopted the Downtown Transportation Plan to improve Downtown access and livability by creating a balanced transportation system that includes adjusting the road network, enhancing public transit, promoting a walkable Downtown, creating a network of bike lanes, maintaining efficient goods movement, managing parking supply, and implementing intelligent transportation systems.

Vancouver's Downtown Transportation Plan has received two awards from the organizations representing professional planners in British Columbia and in Canada. The Plan has been recognized by the Canadian Institute of Planners' (CIP) 2003 Awards for Planning Excellence as the winner in the category of Innovation. The Plan has also been recognized by the CIP's provincial affiliate, the Planning Institute of British Columbia (PIBC), as the winner of the 2003 Award of Excellence in the Comprehensive and Policy Plans category.

D2 *Request BC Transit to improve transit within the Downtown, including a Downtown bus loop, Pacific Boulevard route, free or low fare loop service, and explore feasibility of mini bus service to poorly served neighbourhoods.*

STATUS Completed

COMMENTS Specific recommendations were made as part of the Downtown Transportation Plan. The Vancouver/UBC Area Transit Plan approved by Council in 2005 recommended new transit routes within and around Downtown and requested that TransLink undertake a modified fare structure to better accommodate short trips crossing existing boundaries and a fare-free zone for the Downtown peninsula. A mini-bus/community shuttle service was introduced to Downtown South/Beach Avenue in December 2004.

D3 *Implement Greenways and Green Links programs to improve pedestrian routes, facilities and environment in Downtown.*

STATUS Ongoing Program

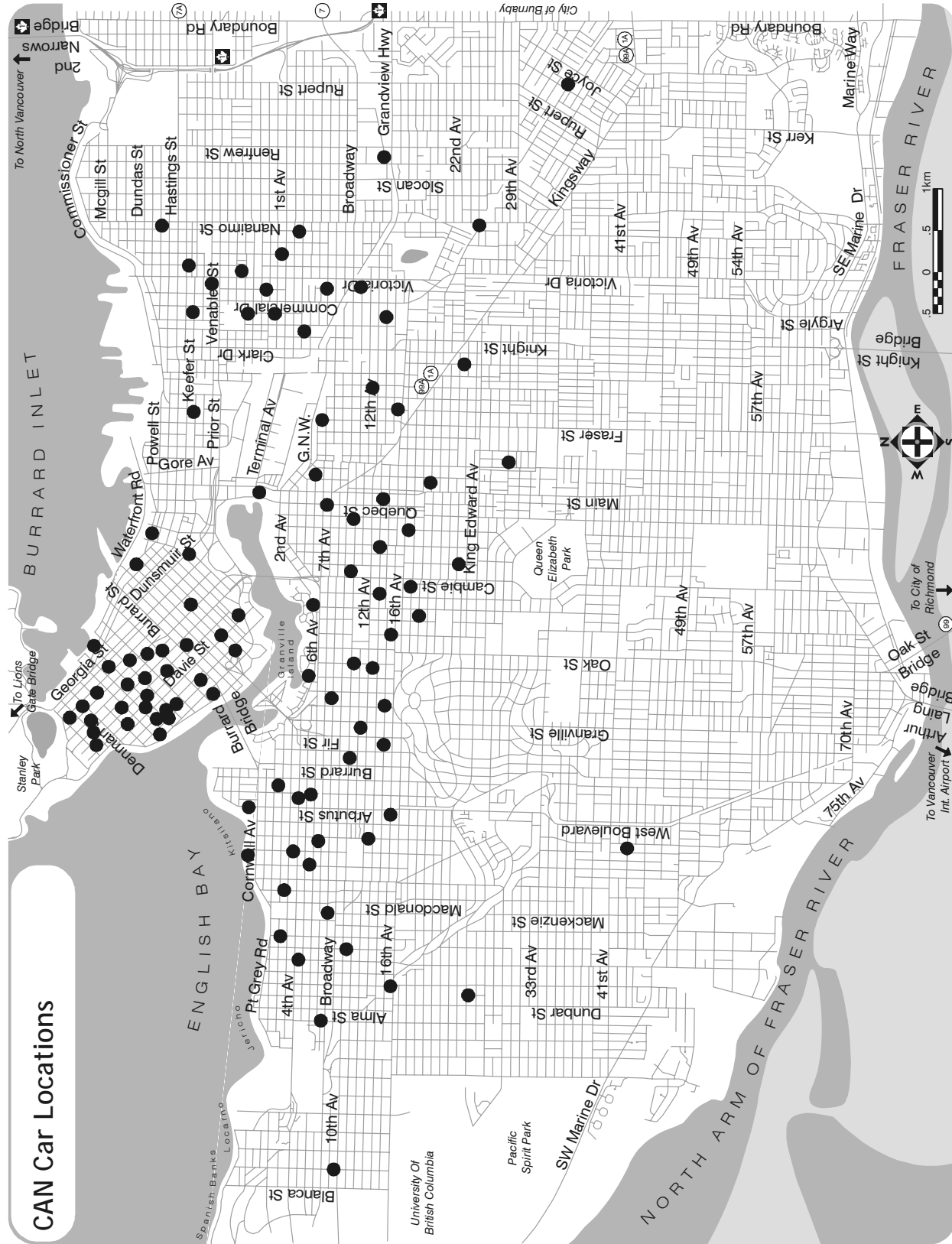
COMMENTS Green Links, integrated pedestrian/cycling/transit links stretching from the Concord Lands to the Downtown core, have been started. The Keefer Steps next to the Stadium SkyTrain Station have been completed. Initial design has begun on other routes and possible future Green Links have been identified through the Downtown Transportation Plan.

Work on the Pender Street Public Way is complete. Improvements include sidewalk reconstruction and pedestrian amenities, street trees and street beautification.

D3	<i>Implement Greenways and Green Links programs to improve pedestrian routes, facilities and environment in Downtown.</i>
STATUS	Ongoing Program
COMMENTS CONT'D	Future greenway routes that have been identified through public consultation include Helmcken-Comox Streets (preliminary design to start in 2006); Downtown Historic Trail including Mainland-Hamilton-Victory Square-Gastown-"Silk Road" (work is ongoing); Granville-Robson-Denman-Davie Streets and Pacific Boulevard (not yet started) and Carrall Street Greenway (construction is expected in 2006/2007). Funding and timing of further public consultation will be coordinated with the Greenways Program on the Downtown peninsula.
D4	<i>Implement bike lanes in the Downtown and on bridge crossings to improve bicycle transportation.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>The Downtown Transportation Plan developed a network of bike lanes within the Downtown. These are now being pursued, with several bike lanes scheduled to be completed in 2005.</p> <p>In July 2000, City Council approved a consultant study to review the feasibility of False Creek crossing options for pedestrians and cyclists and their associated costs and impacts. The False Creek Pedestrian and Cyclist Crossings Study began in April 2001. In March 2002, Council approved the final report of the False Creek Pedestrian and Cycling Crossings Study.</p> <p>A consultant was hired in 2002 to complete the preliminary design for modifications to the Burrard Bridge to provide additional sidewalk capacity for pedestrian and cyclists. Detailed designs are currently being developed for outward widening of the sidewalks on the bridge.</p>
D5	<i>Introduce motorcycle parking standards and requirements, and allocate parking spaces.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>Some trial motorcycle parking spaces have been introduced on-street. This trial is planned to extend to other areas.</p> <p>City owned off-street parking lots have been modified to allow motorcycle parking with significantly reduced parking rates.</p> <p>A future step would be to define a motorcycle space in the parking by-law and permit a certain amount of this space to count towards satisfying minimum parking requirements.</p>

D6	<i>Encourage employers Downtown to charge for employee parking.</i>
TIMING	1-3 years
STATUS	Initiated
COMMENTS	<p>Starting in 2006, TransLink will implement a regional parking stall tax which may act as an incentive for parking charges. The previous sales tax that only applied to paid parking stalls, tended to penalize concentrated developments where parking is already pricey, such as the Downtown.</p>
D7	<i>Encourage car co-ops and possibly car rental agencies.</i>
STATUS	Ongoing Program
COMMENTS	<p>On June 14, 2005, City Council enacted changes to the Parking By-law which enshrine the option to substitute one co-operative vehicle and space in exchange for three required parking spaces for multiple residential uses city-wide. One substitution may be made for each 60 dwelling unit, rounded to the nearest whole number, can be made. This ratio remains flexible. Requirements for new CD-1 zones in Southeast False Creek (both for the private and public lands include as standard provisions the requirement of co-operative vehicles and parking, plus designation of additional parking spaces, which can be converted to further car-sharing in the future.</p> <p>On-street parking for the Co-operative Auto Network (CAN) is provided through a flex-pass that allows users from each location to park in resident parking zones. In addition, three on-street parking spaces (in the West End) have been assigned for the exclusive use of co-op vehicles. Staff also assists CAN with finding suitable off-street parking for new locations. By the end of 2005, CAN had more than one hundred vehicles in their fleet and more than two thousand members.</p> <p>TransLink and CAN embarked on a pilot program in January 2004. Called the Commuter Car Share Program. It was introduced early last year to provide a connecting ride for transit users by positioning CAN cars at strategic points along the SkyTrain system. The pilot had a number of participants and funding support from the Federation of Canadian Municipalities (FCM), however after six months it was apparent that the results did not justify the resources. The pilot was halted in September of 2004 and unused funds returned to TransLink.</p> <p>TransLink hopes to pilot a new version of the Commuter Car Share Program in 2006 to be called Corporate Car Share. The program will focus its resources on the business community in the Vancouver CBD. Several groups of vehicles will be located at convenient locations in the CBD, allowing the employees of business subscribers (paying a monthly fee) to access these 'corporate' vehicles.</p> <p>There are several benefits to the proposed Corporate Car Share Program. It may eliminate the need for people to drive their personal vehicles into the CBD because they need their cars for business. It also provides organizations with reduced costs for company cars because of the cost-sharing aspect of car sharing. Figure 52 shows CAN vehicle locations in the city.</p>

Figure 52
Co-operative Auto Network vehicle locations



D8 *Review one-way street system in Gastown, Chinatown and International Village, and new residential neighbourhoods, such as Downtown South.*

STATUS Completed

COMMENTS A review has been completed as part of the Downtown Transportation Plan. Five one-way streets were recommended for conversion to two-way. Conversion of these streets began in 2004 and was largely completed in 2005.

D9 *Remove truck routes in Yaletown.*

STATUS Completed

COMMENTS In March 1999, Council's Standing Committee on Planning and the Environment approved a report to amend the City's Street and Traffic Bylaw to redefine the boundaries of the Downtown Truck Area to exclude Yaletown. Deletion of Mainland, Hamilton, Homer, Richards, Seymour, Helmcken, Drake and Davie Streets in Yaletown from the truck route network was also approved.

D10 *Through traffic at Highway 99 to be directed via Second Narrows Bridge. Improve route signage.*

STATUS Initiated

TIMING 1-3 years

COMMENTS A letter requesting signage improvements was sent to the Ministry of Transportation (MOT). City and MOT staff have met regarding a plan to direct traffic using the Upper Levels Highway, with an origin or destination of the US border, to use Highway 15 as the most direct and fastest route. Highway 15, or the Pacific Highway, connects from Highway 1 to the Pacific Border Crossing via Surrey and Langley. Initial reaction from MOT staff has been positive regarding support for this project.

D11 *The Urban Noise Task Force has requested staff to establish traffic noise criteria for neighbourhoods, as a guide to noise mitigation measures. This is especially applicable to the Downtown.*

STATUS Initiated

TIMING 1-3 years

COMMENTS The Vancouver Coastal Health Authority established 70 decibels or lower as a daytime guideline. Noise measurements within the Downtown were completed as part of the Downtown Transportation Plan, but results were inconclusive.

In April 2003, Council approved a plan to conduct a Whole Route Analysis of Clark/Knight Street. One of the components of the study was a city-wide noise study intended to provide a basis for dealing with noise issues on Clark-Knight and arterial streets in other Vancouver neighbourhoods. In November 2004, Council approved hiring a consultant to conduct a study on traffic noise levels and traffic composition on arterial roads. Noise measurements have been conducted and the consultant will propose measures to help manage noise on arterials. This report will be completed in early summer 2006. A trial section of noise absorbing pavement was installed on Knight Street in 2001. The benefits and costs of using this type of pavement will be examined by the consultant.

A SoundSmart web page, manual, booklet and brochure were developed in 2005 to advise residents how to better manage noise in everyday life.

D12	<i>Commuter parking supply limited to be consistent with 34,000 commuting cars in peak period. Commuter parking limits to be set for Central Broadway.</i>
STATUS	Initiated. Report on number of spaces and methodology consistent with target and implementation options.
TIMING	1-3 years
COMMENTS	In 2000, an update of the parking inventory for Central Broadway was carried out and by-law changes for restaurants that reduced parking requirements were achieved in 2002. Commercial standards will be reviewed, particularly with rapid transit coming to the Cambie Corridor and anticipated for Broadway.
D13	<i>All day parking in temporary parking lots to be restricted in line with parking ceiling. Excess parking to be designated for short stay only.</i>
STATUS	Initiated Subject to regular monitoring and review of parking supply.
TIMING	1-3 years
COMMENTS	Surface parking facilities are disappearing more rapidly than expected in the Downtown peninsula as redevelopment occurs.
D14	<i>Reduce residential parking standards as warranted.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	<p>Reduced residential parking requirements have been applied in several Central Core projects (Shangri-la, The Hudson, etc.) and for the residential component of the Costco site. In 2005, Council approved reduced parking requirements for multiple residences in Central Broadway, Marpole, the Cambie Corridor and most of the city to the east. A broadly applicable co-operative vehicle incentive was approved at the same time.</p> <p>Staff recommend that the Parking By-law permit multiple dwelling applications city-wide to reduce required parking by three spaces in exchange for providing a co-op vehicle and a parking space reserved for the co-op vehicle (i.e. for a net reduction of 2 parking spaces overall). For each 60 dwelling units, one co-op vehicle and co-op parking space could be provided, as it generally takes this many households to support a co-op vehicle. A project as small as 30 units would still be allowed to make this exchange.</p>



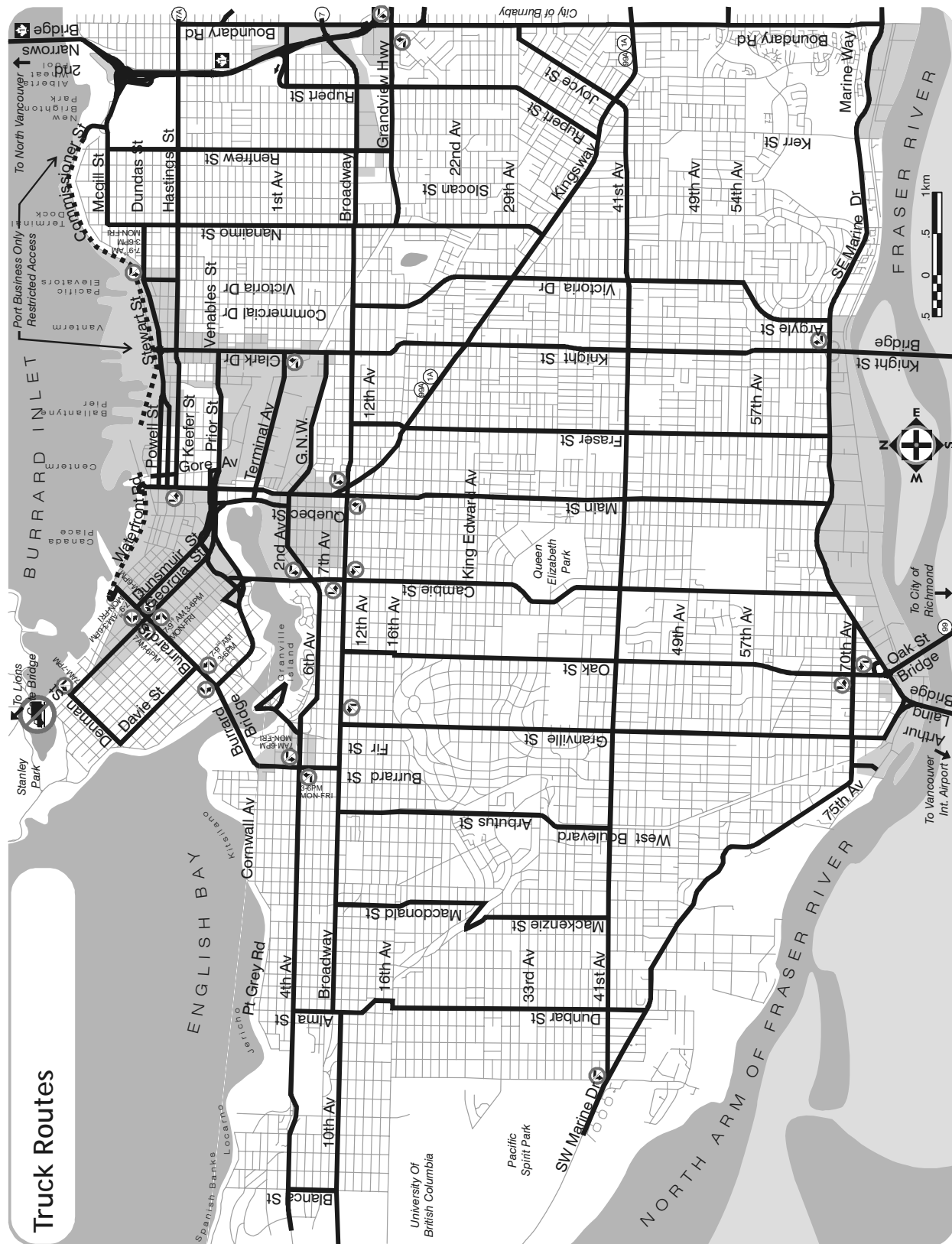


Section 8: Goods Movement Initiatives

This section provides an update on goods movement initiatives in the Transportation Plan.

GM1	<i>Complete the upgrade of Port Road.</i>
STATUS	Completed in 2001
COMMENTS	See INITIATIVE R1 for a description of this project.
GM2	<i>Reduce trucks in McGill-Nanaimo corridor.</i>
STATUS	Initiated - Review truck requirements after completion of Port Road.
TIMING	1-3 years
COMMENTS	Projects, such as the McGill Access, were intended to reduce truck use on city streets (See INITIATIVES R1 and GM1). Access to the Port roads has since been restricted to Port traffic only. These changes have made the Port roads more accessible for trucks, reducing their need to use city streets. The city's truck routes are shown in Figure 53.
GM3	<i>Improvements for Knight Street. (See also INITIATIVE R6)</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	A review of current traffic, environmental and land use conditions along the corridor was conducted in 2003. A newsletter and survey with options was delivered to residents along Clark/Knight in spring 2004. An open house was held in February 2005 to give the public a chance to view the draft Clark-Knight Corridor Plan before it was presented to Council. The Clark Knight Corridor Plan was approved by Council on March 29 th , 2005 .
GM4	<i>Improve functioning of Downtown commercial lanes.</i>
STATUS	Ongoing Program
COMMENTS	This project was reviewed as part of the Downtown Transportation Plan (see INITIATIVE D1). For new developments lane management plans have been created where necessary.

Figure 53
Truck routes



GM5	<i>Continue to protect industrial lands for servicing the Downtown and other city businesses.</i>
STATUS	Ongoing Program
COMMENTS	<p>In 1999, Council approved limiting new I-3 High Technology zoning to the False Creek Flats and Grandview-Boundary Industrial Area. Detailed planning for these areas was reported on in 2001.</p> <p>In 2001, Council adopted Highway Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area (amended in July 2002 to remove food retail as a possible use). In 2001, Council adopted the I-2 Institutional, Cultural and Recreational Uses Guidelines for Conditional Approvals: Marine Drive Industrial Area.</p> <p>In 2002, Council adopted the Grandview Boundary Rezoning and Planning Policies and Guidelines to provide direction for all development in the industrial area including highway oriented retail and high tech uses. The Grandview Boundary Industrial Area Plan was also adopted by Council at that time.</p> <p>Work on an 18 month Metropolitan Core Jobs and Economy Land Use Plan began in summer 2005. It is a comprehensive study that will help determine how much land is needed, and where, to accommodate future business growth and economic activities in Vancouver's Metro Core. It will also look at what transportation and utility infrastructure is required to serve this growth.</p>
GM6	<i>Allow use of Granville transit lane for Airport related commercial vehicles to the extent that it does not interfere with transit.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Pending consultation with TransLink (regarding more buses on Granville as a result of completion of Vancouver Transit Centre in 2006 at 9149 Hudson Street) and with Ministry of Transportation (regarding provisional regulations for commercial traffic).
GM7	<i>Direct private vehicles travelling from the Airport to the Downtown on to Cambie Street.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	On hold pending the completion of the Canada Line. During the construction phase of Canada Line, heavy traffic volumes would result in significant delays.
GM8	<i>Request BC Transit to extend direct Downtown service Granville bus to Airport, and connect to Richmond Rapid Bus.</i>
STATUS	Completed
COMMENTS	The introduction of 98 B-Line service between Vancouver and Richmond, together with a frequent connecting shuttle service to the airport, largely fulfilled this request. The anticipated completion of the Canada Line in 2009 will make this request redundant. (See also INITIATIVE T14)

GM9	<i>Post engine brake prohibition on city truck routes and enforce.</i>
STATUS	Ongoing Program
COMMENTS	Signage was completed and new signs developed to discourage the use of engine brakes. New signs read "Engine brakes prohibited-except in emergency". Staff have since begun a cooperative approach with the, police and employers to deal with engine brake use and other truck-related issues.
GM10	<i>Strictly enforce speed restrictions.</i>
STATUS	Ongoing Program
COMMENTS	The City's re-centralized Traffic Enforcement Unit will be carrying out increased corridor enforcement. ICBC corridor enforcement funding was received for extra enforcement on Knight and 41st in 2005. Both police and engineering staff are expanding programs to deal with compliance of the Motor Vehicle Act and City by-laws. The Vancouver Police Traffic Unit has a commercial vehicle unit that concentrates on trucks, commercial vehicles and taxis.
GM11	<i>Apply night hour's restrictions on selected routes.</i>
STATUS	Initiated
TIMING	3-6 years
COMMENTS	While the majority of trucking trips occur during normal working hours, some trips do occur at other times to avoid congestion and to better serve customers. In addition, large oversized trucks are only permitted at night in order to reduce the impact of these vehicles. Staff are now consulting with the BC Trucking Association over possible changes to trucking route hours. Staff are also conducting counts to determine the magnitude of trucks operating during late night hours. In addition, TransLink has some regulatory authority over truck routes within the city and must approve any changes or restrictions to these routes.



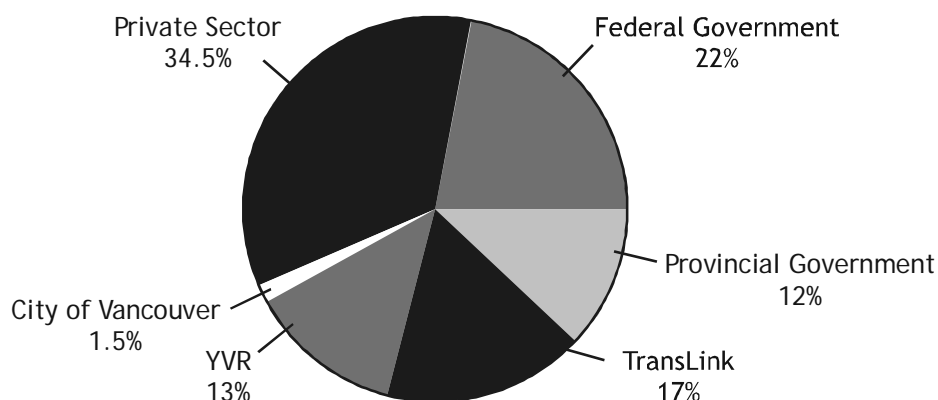


Section 9: Funding Initiatives

This section provides an update on funding initiatives in the Transportation Plan.

F1	<i>Through negotiations with the Province, establish a stable and adequate source of revenue for transit funding in the region.</i>
STATUS	Completed
COMMENTS	<p>The Province, through the legislation that created TransLink in 1998 (GVTA Act), has established a number of revenue sources for transit in the Greater Vancouver area. These sources include regional transit fares, property taxes, parking sales taxes, levies on BC Hydro residential electricity accounts, and gasoline taxes. Legislation was passed in 2005 to allow for a new off-street parking area tax that will start in 2006. In addition, TransLink is able to raise revenues through tolls on the regional Major Road Network, automobile levies, and taxes on properties that benefit from nearby transportation stations or facilities.</p> <p>Several major projects in the region are receiving additional funding:</p> <ul style="list-style-type: none"> ♦ The Urban Transportation Showcase Program is jointly being funded by TransLink, Transport Canada and municipal governments (Please see INITIATIVE T13 Urban Transportation Showcase). ♦ The Canada Line (formally known as the Richmond-Airport-Vancouver or RAV Line) rapid transit service is funded jointly by the Federal Government, Provincial Government, Vancouver International Airport, TransLink and the private sector. Figure 54 shows the funding source breakdown. The City is also contributing approximately \$27 million towards the construction of the 2nd Avenue Station. Funding contributions are summarized in the chart below.

Figure 54
Canada Line funding sources

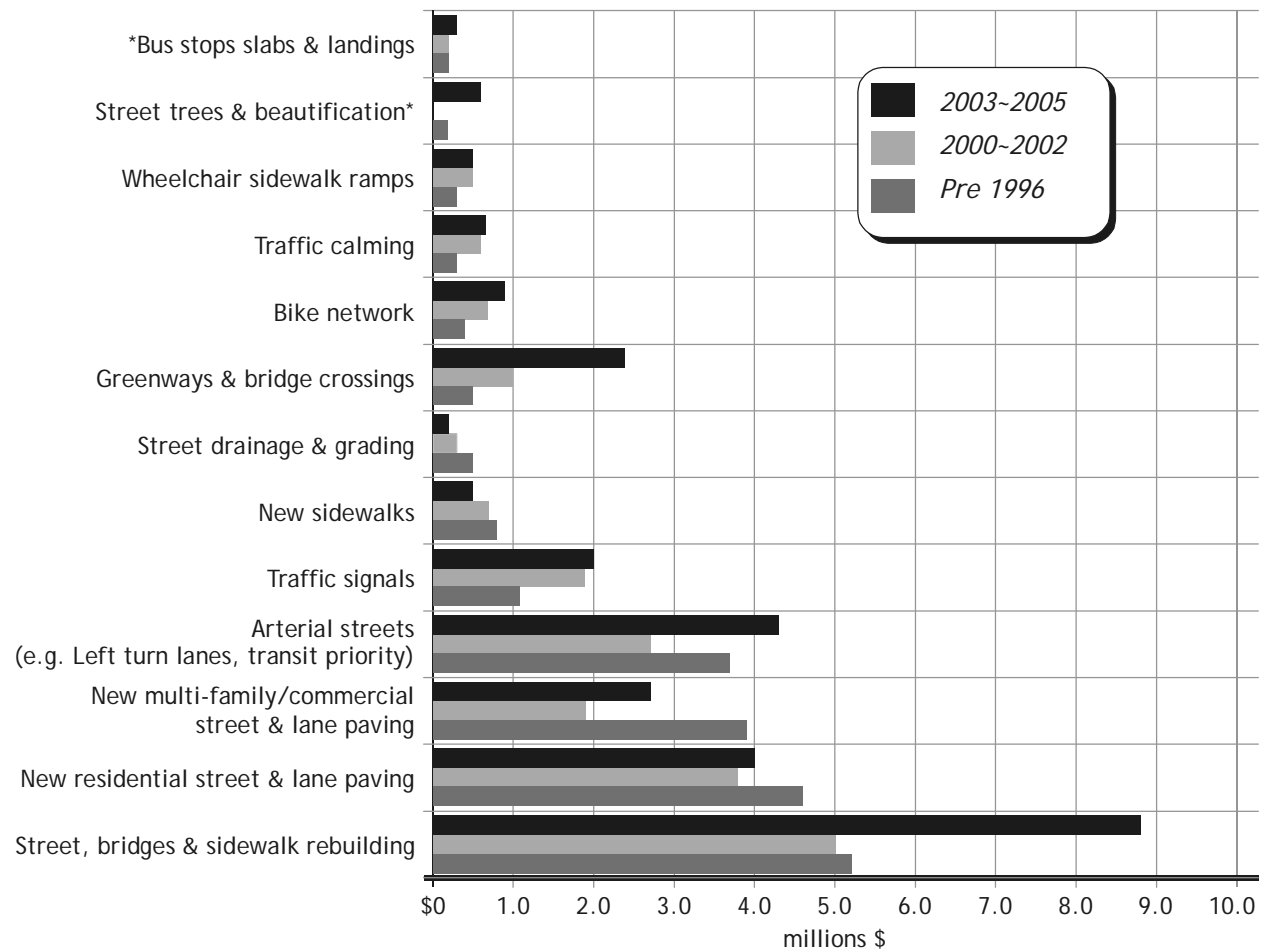


F1	<i>Through negotiations with Province, establish a stable and adequate source of revenue for transit funding in the region.</i>
STATUS	Completed
COMMENTS	<p>TransLink, the GVRD and the City of Vancouver (through the Federation of Canadian Municipalities) have been active in lobbying the Federal Government to play a role in funding sustainable urban transportation. This included a 2004 request from the region for the Federal Government to “endorse the provision of an annual stream of sustainable funding from the Federal Government to the GVTA for transportation purposes equivalent to five cents per litre of federal tax paid on fuel purchased annually within the region”.</p> <p>In 2005, the Federal Government made a number of significant new funding announcements related to public transit:</p> <ul style="list-style-type: none"> ◆ Over the next five years, the Government of Canada will provide \$5 billion to municipalities to support environmentally sustainable infrastructure projects such as public transit, water and wastewater treatment, community energy systems and the handling of solid waste. British Columbia’s allocation for these projects is \$635.6 million. TransLink anticipates receiving \$100 million annually from this source by 2008; ◆ Over two years, the Government of Canada will invest up to \$800 million (one per cent per litre from the federal gas tax) for public transit across Canada, to be allocated on a per capita basis. British Columbia’s allocation is \$105 million; and ◆ The Government of Canada will provide funding of \$110 million to boost safety and security on passenger rail and public transit. A portion of this funding will go towards improving video surveillance and communications on SkyTrain and buses as well as a training program for TransLink staff. <p>The City, TransLink and the Canadian Urban Transit Association have made requests to the Federal Government that employer-provided transit passes be treated as non taxable employment benefits.</p>

F2	<i>Review priorities for City expenditures in Capital Plan and capital budget.</i>
STATUS	Completed
COMMENTS	<p>Capital Planning</p> <p>Reviews of funding priorities are carried out as part of three-year and annual capital budget planning. A comparison of annual City transportation spending from pre-1996 (as shown in Section 3.9 of the Transportation Plan) to approved funding in the 2000-2002 and 2003-2005 Capital Plans is shown in Figure 55.</p> <p>Development Cost Charges</p> <p>In June 2003, as part of the Financing Growth Review, Council approved new rates and allocations for city-wide Development Cost Charges (DCC). This review resulted in a major increase in the allocation of funds for transportation. Currently, 22 per cent of DCC are allocated for funding transportation capital projects, including bikeways, greenways, arterial improvements, the Downtown Streetcar, Neighbourhood Centres and major sustainable transportation projects. The total projected annual funding from this source, as of 2006, is approximately \$2 million per year.</p>

Figure 55

How the City Spends Money on Transportation: Comparison of Average Annual Budgets



* After 2002 - bus shelters are provided by street furniture contract



Section 10: Monitoring Initiatives

This section provides an update on monitoring initiatives in the Transportation Plan.

M1 *Design a monitoring and review program for transportation as a basis for guiding future policies and budgeting.*

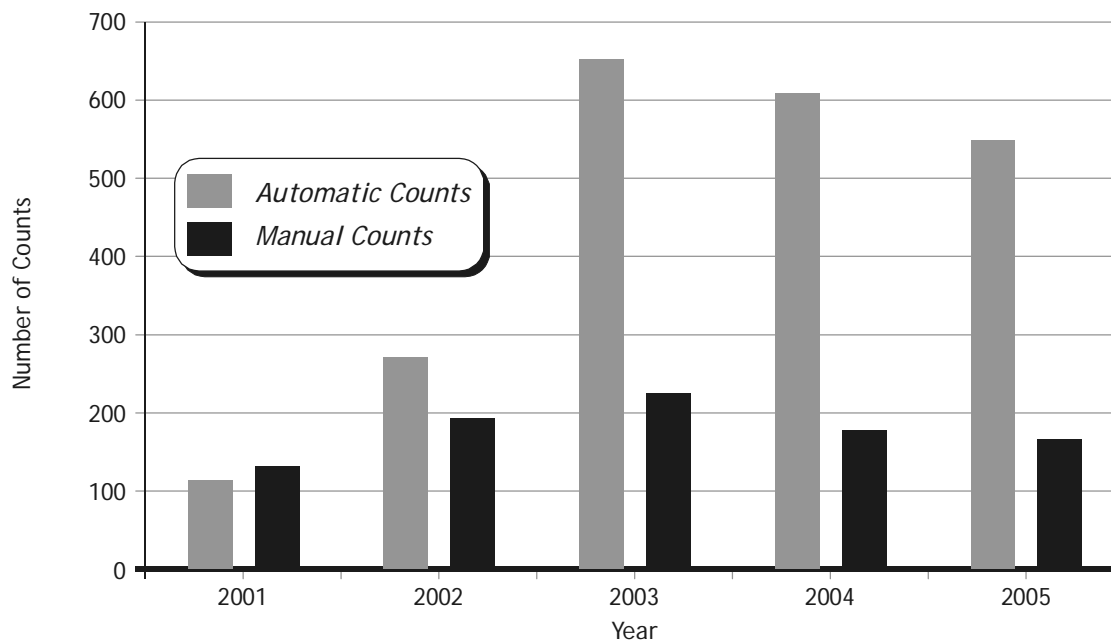
STATUS Completed

COMMENTS A report on proposals for monitoring transportation actions and outcomes was approved by Council in 1999. The number of manual counts (intersection volumes of pedestrians, cyclists and vehicles), automatic counts (arterial traffic volumes), bicycle counts and truck counts conducted annually has been increased since then. Figure 56 shows the number of automatic and manual counts done from 2001 to 2005. A total of 63 truck counts were done in 2004.

In 2000, a new database for storing and retrieving automatic and manual counts was implemented, additional traffic counting and classifying units were purchased, and the use of permanent counting and classifying loops was reviewed.

In 2002 a Pedestrian Study was carried out to obtain updated information on pedestrian travel habits on commercial streets. It builds on previous pedestrian studies that were carried out on 1973, 1977, and 1991. This study also includes a survey of pedestrian opinions regarding pedestrian facilities in Vancouver.

Figure 56
Number of Automatic and Manual Counts from 2001~2005



M2	<i>Report back to Council on transit service and use patterns, walking and cycling facilities, truck movements and issues, overall road network use.</i>
STATUS	Ongoing Program
COMMENTS	Section 1 of this report provides an overview of transportation trends in the city based on data collected through the City's monitoring programs and on regional trip pattern data.
M3	<i>Implementation Progress report on measures needed to achieve transportation planning targets.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Section 1 of this report provides an overview of the City's progress towards its 2021 transportation targets.
M4	<i>Report back to Council on Downtown transportation, including parking facilities.</i>
STATUS	Completed
COMMENTS	A separate report on the Downtown Transportation Plan will be brought forward to Council concurrently with this report.
M5	<i>Prepare impact assessment reports for Council on proposed transportation projects, to show relationship with transportation goals and liveability.</i>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	A multiple account impact assessment was presented to Council for Canada Line rapid transit system.
M6	<i>Review Capital Plan and annual capital budgets to report on consistency with CityPlan and Transportation Plan.</i>
STATUS	Completed
COMMENTS	City Plan and Transportation Plan policy directives are included in the review of all capital plans and budgets.
M7	<i>Investigate the feasibility of the GVRD establishing a region wide system of monitoring mode splits on a regular basis. (See also INITIATIVE M2)</i>
STATUS	Completed
COMMENTS	The collection of regional transportation data is now the responsibility of TransLink. Accurate and up-to-date regional transportation data is critical for determining the City's progress in meeting the targets described in the Vancouver Transportation Plan. Although the City monitoring program can provide information on pedestrian, cyclist and vehicle use, the City is not able to collect data on transit use or origin-destination patterns.

M7	<i>Investigate the feasibility of the GVRD establishing a region wide system of monitoring mode splits on a regular basis. (See also INITIATIVE M2)</i>
STATUS	Completed
COMMENTS	In the TransLink Strategic Transportation Plan that was approved in February 2004, TransLink recognized the need for establishing a regular regional monitoring program in consultation with municipalities. The Plan gives direction to:
Cont'd	<ul style="list-style-type: none"> ◆ Develop and fully resource a monitoring program capable of providing comprehensive transport system information to guide investment decisions by all levels of government; ◆ Ensure that the program is adequate to support meaningful system and service performance monitoring on a regular basis; ◆ Implement a regular cycle of regional origin-destination and other surveys at intervals of no greater than every five years to monitor trends and system needs and retain fine revenues. <p>Two major monitoring initiatives conducted in the region since 2001 include the Trip Diary Survey and Travel Time Study. A brief update on these two initiatives is detailed below:</p> <p>Trip Diary Survey</p> <p>TransLink conducted regional Trip Diary surveys in 1994, 1999 and 2004. This is a very important monitoring tool that allows the City and the region to assess its mode share performance and highlight major trends in how and where people are travelling in the region.</p> <p>Screenline Survey</p> <p>Every 10 years, TransLink conducts a screenline survey at several locations in the city. This survey tracks the volume and composition of traffic (including vehicles, bike, pedestrians, trucks and vehicle occupancy) trends.</p> <p>Travel Time Study</p> <p>In the fall of 2003, TransLink conducted a region-wide travel time study. This data has been used to develop average travel time tables between regional activity centres, illustrating the increasing variability of travel times and speeds and a growth in congestion on regional roads.</p> <p>The monitoring of changes in travel times and travel time and travel speed variability is useful for assessing the performance of the transportation system and helping inform transportation policies, plans and infrastructure investment decisions. Variability measures are an indication of the reliability of the system and they are expected to become increasingly significant factors in how congestion is perceived, especially for automobile, transit and truck users.</p>



Appendix A: Initiatives Contact Lists

Department contacts for all of the initiatives contained in the Transportation Plan are detailed in Table 9 through to Table 16.

Table 9
Road network initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
R1	Complete Port Road.	Engineering: Patrick Ryan	873-7424
R2	Review building lines in the context of the Plan with a view to removing those that are unlikely to be needed, and adding others where priorities have developed.	Engineering: Lon LaClaire	873-7336
R3	Establish transit-only lanes on some arterial roads.	Engineering: Lon LaClaire	873-7336
R4	Queue jumpers which do not increase road capacity but favour selected modes.	Engineering: Lon LaClaire	873-7336
R5	Small changes to improve pedestrian environments.	Engineering: Patrick Ryan	873-7424
R6	Intersection improvements, such as left turn bays, may be required to improve safety at some intersections. These will be designed so as not to increase capacity and wherever possible will be accommodated within existing road width.	Engineering: Rod Malkin	873-7745
R7	Stricter speed limit enforcement on major routes.	Police: Jeff Peterson	717-2999
R8	Neighbourhood and roadside traffic mitigation for severely impacted areas.	Engineering: Patrick Ryan Joe Dingwall Planning: Catherine Buckham	873-7424 871 6471 873 7265

Table 10
Transit initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
T1	Request BC Transit (now TransLink) to review with the City the route structures and service.	Engineering: Lon LaClaire	873-7336
T2	Pilot program for bus bulges and improved boarding and waiting areas.	Engineering: Rod Malkin	873-7745
T3	Request TransLink to improve service to Downtown South, False Creek North, Fraser Lands and airport, and to implement Downtown loop service.	Engineering: Lon LaClaire	873-7336
T4	Participate in planning of Broadway LRT, including feasibility of extension to UBC and Downtown.	Engineering: Lon LaClaire	873-7336
T5	Examine feasibility of extending False Creek trolley to Stanley Park.	Engineering: Dale Bracewell	871-6440
T6	Bus-only lanes provided on major transit streets.	Engineering: Lon LaClaire	873-7336
T7	Request TransLink to examine expansion of express bus routes.	Engineering: Lon LaClaire	873-7336
T8	Request TransLink to pilot mini bus service in city neighbourhoods.	Engineering: Lon LaClaire	873-7336
T9	Request TransLink to review fare structure for trips within Downtown to increase transit ridership.	Engineering: Lon LaClaire	873-7336
T10	Request TransLink to adopt U-Pass system for UBC and other major employers and institutions.	Engineering: Lon LaClaire	873-7336
T11	Rezone rail rights-of-way.	Planning: Pat Wotherspoon	871 6302
T12	Request reform of transit governance to be more responsive to needs of areas of ridership concentration.	Engineering: Lon LaClaire	873-7336
T13	Initiate Urban Transportation Showcase Program in partnership with TransLink and GVRD.	Engineering: Lon LaClaire Winston Chou	873-7336 873-7913
T14	Rapid transit line to connect Downtown with airport and Richmond	Engineering: Wayne Pledger Donny Wong	873-7346 871-6690

Table 11
Cycling initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
C1	Implement a network of painted bike lanes on the Downtown peninsula.	Engineering: Scott Edwards Doug Louie	873-7130 871-6655
C2	Review existing bikeways for possible improvements such as more appropriate positioning of signal push buttons, improved lighting, better pavement maintenance, etc.	Engineering: Scott Edwards	873-7130
C3	Provide painted bike lanes on selected arterials.	Engineering: Scott Edwards	873-7130
C4	Paint bicycle logos on the pavement of existing bikeways at all major intersections and on every second block in between.	Engineering: Scott Edwards	873-7130
C5	Request TransLink to install bike racks on all city buses.	Engineering: Rod Malkin	873-7745
C6	Install bike racks on each block of commercial frontage and at major bus stops.	Engineering: Tom Hammel	873-7370
C7	Improve information about benefits of cycling, and review by-law standards.	Engineering: Scott Edwards	873-7130
C8	Complete bikeway network outside CBD as soon as practicable.	Engineering: Scott Edwards	873-7130

Table 12
Neighbourhood and pedestrian initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
NP1	Reduce speed limits on residential streets to 40 kph.	Engineering: Scott Edwards	873-7130
NP2	Reduce waiting times for pedestrians at traffic signals.	Engineering: Patrick Ryan	873-7424
NP3	Initiate new public process for traffic calming projects based on priority of needs across the city.	Engineering: Scott Edwards	873-7130
NP4	Review building lines.	Engineering: Lon LaClaire	873-7336
NP5	Review street design standards in subdivision by-law.	Engineering: Scott Edwards	873-7130
NP6	Adopt criteria for designating pedestrian priority areas. Initiate pilot project.	Engineering: Lon LaClaire	873 7336
		Planning: Catherine Buckham	873 7265
NP7	Initiate traffic calming on selected collector streets with less than 10,000 vehicles a day. These would include low volume secondary arterials proposed for redesignation as collector streets.	Engineering: Scott Edwards	873-7130
NP8	Improve pedestrian spaces.	Engineering: Peter Stary Tom Hammel	871-6437 873 7370
		Planning: Catherine Buckham	873 7265
NP9	Expand the City's traffic calming program to include a greater range of measures.	Engineering: Scott Edwards	873-7130
NP 10	Improve pedestrian and cycling corridors.	Engineering: Scott Edwards	873-7130

Table 13
Downtown initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
D1	Prepare a transportation and circulation plan for the Downtown, including a complete review of the Downtown transit system to improve service and choice, improve regional connections and airport links, evaluate alternative transit vehicles (such as mini-buses), establish priorities for "Great Streets", improve route and destination signage, create pedestrian priority areas, and implement bike lanes and street improvements.	Engineering: Doug Louie	871-6655
		Planning : Richard Johnson	873-7189
D2	Request Translink to improve transit within the Downtown, including a Downtown bus loop, Pacific Boulevard route, free or low fare loop service, and explore feasibility of mini bus service to poorly served neighbourhoods.	Engineering: Doug Louie	871-6655
		Planning : Richard Johnson	873-7189
D3	Implement Greenways and Green Links programs to improve pedestrian routes, facilities and environment in Downtown.	Engineering: Scot Edwards	873-7130
		Planning : Richard Johnson	873-7189
D4	Implement bike lanes in the Downtown and on bridge crossings to improve bicycle transportation.	Engineering: Doug Louie Scott Edwards	871-6655 873-7130
D5	Introduce motorcycle parking standards and requirements, and allocate parking spaces.	Engineering: Doug Louie Paul Pinsker	871-6655 873-7917
D6	Encourage employers Downtown to charge for employee parking.	Engineering: Doug Louie Bob Macdonald Paul Pinsker	871-6655 873-7347 873-7917
D7	Encourage car co-ops and possibly car rental agencies.	Engineering: Doug Louie Paul Pinsker	871-6655 873-7917

Table 13 cont'd

Downtown initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
D8	Review one-way street system in Gastown, Chinatown and International Village, and new residential neighbourhoods, such as Downtown South.	Engineering: Doug Louie	871-6655
D9	Remove truck routes in Yaletown.	Engineering: Doug Louie Patrick Ryan	871-6655 873-7424
D10	Through traffic at Highway 99 to be directed via Second Narrows Bridge. Improve route signage.	Engineering: Doug Louie Patrick Ryan	871-6655 873-7424
D11	The Urban Noise Task Force has requested staff to establish traffic noise criteria for neighbourhoods, to guide noise mitigation measures. This is especially applicable to the Downtown.	Engineering: Doug Louie Joe Dingwall	871-6655 871-6619
D12	Commuter parking supply limited to be consistent with 34,000 commuting cars in peak period. Commuter parking limits to be set for Central Broadway.	Engineering: Doug Louie Bob Macdonald Paul Pinsker	871-6655 873-7347 873-7917
D13	All day parking in temporary parking lots to be restricted in line with parking ceiling. Excess parking to be designated for short stay only.	Engineering: Doug Louie Bob Macdonald Paul Pinsker	871-6655 873-7347 873-7917
D14	Reduce residential parking standards as warranted.	Engineering: Doug Louie Bob Macdonald Paul Pinsker	871-6655 873-7347 873-7917

Table 14
Goods movement initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
GM1	Complete the upgrade of Port Road.	Engineering: Patrick Ryan	873-7424
GM2	Reduce trucks in McGill-Nanaimo Corridor.	Engineering: Patrick Ryan	873-7424
GM 3	Improvements for Knight Street.	Engineering: Joe Dingwall Planning: June Christy	871-6471 873-7172
GM 4	Improve functioning of Downtown commercial lanes.	Engineering: Doug Louie	871-6655
GM 5	Continue to protect industrial lands for servicing the Downtown and other city businesses.	Planning: Catherine Buckham	873 7265
GM 6	Allow use of Granville transit lane for airport-related commercial vehicles to the extent that it does not interfere with transit.	Engineering: Patrick Ryan	873-7424
GM 7	Direct private vehicles travelling from the airport to Downtown on to Cambie Street.	Engineering: Patrick Ryan	873-7424
GM 8	Request TransLink to extend direct Downtown service of Granville bus to airport, and connect to Richmond Rapid Bus.	Engineering: Lon LaClaire	873-7336
GM 9	Post engine brake prohibition on city truck routes and enforce.	Engineering: Patrick Ryan	873-7424
GM 10	Strictly enforce speed restrictions.	Police: Jeff Patterson	717-2999
GM 11	Apply night hour's restrictions on selected routes.	Engineering: Patrick Ryan	873-7424

Table 15
Funding initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
F 1	Through negotiations with Province, establish a stable and adequate source of revenue for transit funding in the region.	Engineering: Jerry Dobrovolsky	873-7331
F 2	Review priorities for City expenditures in Capital Plan and capital budget.	Engineering: Jerry Dobrovolsky	873-7331

Table 16
Monitoring initiatives contact list

<i>Initiative Number</i>	<i>Description</i>	<i>Contacts</i>	
M 1	Design a monitoring and review program for transportation as a basis for guiding future policies and budgeting.	Engineering: Don Klimchuk Lon LaClaire	873-7345 873-7336
M2	Report back to Council on transit service and use patterns, walking and cycling facilities, truck movements and issues, overall road network use.	Engineering: Don Klimchuk Lon LaClaire	873-7345 873-7336
M3	Implementation progress report on measures needed to achieve transportation planning targets.	Engineering: Don Klimchuk Lon LaClaire	873-7345 873-7336
M4	Report back to Council on Downtown transportation, including parking facilities.	Engineering: Doug Louie	871-6655
M5	Prepare impact assessment reports for Council on proposed transportation projects, to show relationship with transportation goals and livability.	Engineering: Lon LaClaire	873-7336
M6	Review Capital Plan and annual capital budgets to report on consistency with CityPlan and Transportation Plan.	Engineering: Don Klimchuk Lon LaClaire	873-7345 873-7336
M7	Investigate the feasibility of the GVRD establishing a region-wide system for monitoring mode splits on a regular basis.	Engineering: Don Klimchuk Lon LaClaire	873-7345 873-7336

