

# RR-1 (b)



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

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Meeting Date: May 30, 2006

TO: Vancouver City Council

FROM: General Manager of Engineering Services and  
Director of Current Planning

SUBJECT: Downtown Transportation Plan Implementation Status Report

#### INFORMATION

The Director of Current Planning and the General Manager of Engineering Services submit this report for INFORMATION.

#### 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 May 1997 Council adopted the Vancouver Transportation Plan which, among many other recommendations, provided policy direction for the development of a Downtown Transportation Plan.

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

#### SUMMARY

Following Council's adoption of the Downtown Transportation Plan in 2002, a 3-year implementation plan was approved. The implementation plan identified 83 specific initiatives to be pursued by a dedicated Engineering and Planning staff team. The mandate and funding for this team are now complete and the status and future of the

recommendations of the Downtown Transportation Plan are being reported for Council's information.

The Downtown Transportation Plan implementation team has been successful in completing the majority (52) of the 83 initiatives. Another 18 have been initiated, but are incomplete. Most of these will be completed within the next three years. The remaining 13 have not been started due to the lack of staff resources, funding or both. A few of these can be initiated within the next three years as existing staff resources become available. However, many of them relate to a major public realm initiative where a comprehensive approach and additional resources will be required. Due to the current work program demands on Planning and Engineering staff, the scheduling of this comprehensive public realm initiative is uncertain. In the meantime, public realm initiatives will continue to be pursued on a project by project basis.

Other recommendations of the Downtown Transportation Plan that were not represented by the 83 short term initiatives will require further follow-up. Rather than extend the dedicated staff team, it is proposed that these recommendations be pursued in ongoing staff work programs, to the greatest degree possible. In the case of larger initiatives where this is not possible, they will be treated as separate major projects and reported separately to Council as necessary, as described below.

In future, the Downtown Transportation Plan will be monitored in conjunction with the Vancouver Transportation Plan monitoring program. The status of all downtown transportation recommendations and trends will be reported to Council on a regular basis as part of the city-wide monitoring program.

## **PURPOSE**

The purpose of this report is to inform Council about the status of the 3-year implementation plan and the future ongoing implementation of the Downtown Transportation Plan.

## **BACKGROUND**

The 1997 Vancouver Transportation Plan recommended the development of a transportation plan for the Downtown with the intent of promoting transit, walking and cycling while not increasing the overall road capacity into the Downtown. The status of each of the initiatives of the Vancouver Transportation Plan is detailed in the companion report titled 'Vancouver Transportation Plan Progress Report 2006'.

Following extensive technical analysis and public consultation, Council approved the Downtown Transportation Plan in July 2002. The Downtown Transportation Plan made 80 recommendations to achieve a more balanced downtown transportation system generally by providing greater transportation choices.

In June 2003, Council approved an implementation plan for the Downtown Transportation Plan. The implementation plan identified 83 specific initiatives that were to be implemented within a three year time frame with additional funding to support a dedicated staff team comprised of Engineering and Planning staff. At the time it was acknowledged that the implementation plan was ambitious in that several uncertainties existed but that it provided a target to be achieved. Some of the uncertainties included the emergence of new and

competing priorities, technical difficulties, funding sources, the level of public interest, and the duration of the consultation process.

The staff team was formed in 2003 and its mandate and funding is now complete. This report outlines the status of the 83 initiatives, as well as the future ongoing implementation of the Downtown Transportation Plan.

## DISCUSSION

After Council approved the 80 recommendations of the Downtown Transportation Plan (DTP) in 2002, staff developed an implementation plan where 83 specific initiatives or action items were selected for completion within a 3-year time frame. The 83 initiatives were derived from the more general recommendations of the Downtown Transportation Plan, but excluded recommendations that could not be implemented within three years.

### 1. Three-Year DTP Implementation Plan

Table 1 (below) summarizes the status of the 83 initiatives of the DTP Implementation Plan. This is followed by a brief discussion about the items completed, initiated and outstanding. A detailed listing of all 83 initiatives, including their current status, is provided in Appendix A.

Table 1 - Summary of the 83 Downtown Transportation Plan Initiatives

	Completed	Initiated	Outstanding
Road Network	9	2	0
Transit	8	1	0
Pedestrians	12	5	3
Bikes	12	6	1
Goods Movement	5	0	0
Public Realm	1	1	9
Others	5	3	0
<b>Total</b>	<b>52 (62%)</b>	<b>18 (22%)</b>	<b>13 (16%)</b>

#### 1a. Completed Initiatives

The DTP Implementation Team has been successful in implementing the majority of the 83 initiatives identified in the implementation plan. The concerted effort and focus of the team along with the reallocation of some existing resources were instrumental in this success. To date 52 (62%) of the initiatives have been completed. Examples of this success are highlighted by some of the completed projects listed below:

##### Road Network

- City approval to designate Burrard Street as part of the regional Major Road Network;
- the reconstruction of Georgia Street west of Nicola; and,
- the conversion of Carrall, Abbott, Beatty, Cambie, and Homer streets from one-way to two-way operation.

### Transit

- the implementation of peak hour bus lanes on Burrard Street;
- the extension of the bus/HOV lane on Georgia Street;
- the introduction of a downtown community shuttle service by TransLink; and,
- the development of an Area Transit Plan with TransLink.

### Pedestrians

- the development and implementation of a new sidewalk crossing design at laneways;
- the construction of several corner bulges;
- the reconstruction of the intersection of Jervis and Pender;
- the widening of crosswalks at locations with high volumes of pedestrians;
- the removal of pedestrian holds at several signalized crossings; and,
- the conceptual streetscape design for Bute Street between Robson and Cordova.

### Bikes

- the implementation of bike lanes and routes along Beatty Street, Burrard Street, Cardero Street, Chilco Street, Expo Boulevard, Georgia Street, Homer Street, Hornby Street, Pacific Boulevard, and Richards Street.

### Goods Movement

- the updates to the downtown truck route system; and,
- the removal of the truck area in downtown south.

### Public Realm

- the detailed design of Pacific Boulevard.

### Others

- the renovation of the Gastown Parkade; and,
- the removal of some on-street parking restrictions during peak periods.

It should be noted that some of the completed initiatives will be continued on an ongoing basis. These include the continued installation of the following as opportunities arise:

- corner and bus bulges;
- pedestrian ramps and wider crosswalks;
- special sidewalk lane crossings;
- audible signals; and,
- a variety of street furniture.

## 1b. Initiated (but Incomplete) Initiatives

As shown in Table 1, eighteen projects (22%) from the DTP Implementation Plan have been initiated. Seventeen of these projects are anticipated to be completed within the next three years. These projects are generally larger and more complex requiring more time to complete. Many already have staff resources and, where required, some capital funding allocated to them. Examples of these include:

- the Metropolitan Core Jobs and Economy Land Use Study;
- the detailed design and reconstruction of Granville Street;
- the detailed design and construction of the Carrall Street Greenway;

- a new downtown pedestrian way-finding system; and
- upgraded ped/bike facilities on Burrard Street Bridge.

The one project that has been initiated, but will not likely be completed within three years is the design and implementation of the Downtown Historic Trail Walk through Chinatown, Gastown and Yaletown. A preliminary design concept has been drafted, but further staff and funding resources are required to complete this project.

### 1c. Outstanding Initiatives

Thirteen projects (16%) from the DTP Implementation Program were not started because of the lack of staff resources, funding or both. There are four outstanding pedestrian and bike projects that are likely to be initiated within the next three years as existing staff resources become available. They are:

- designing the Helmcken/Comox Greenway;
- designing the Lagoon Drive Greenway;
- reviewing and amending sidewalk weather protection guidelines; and,
- designing and implementing the Pender-Adanac bike connection.

The remaining nine outstanding projects relate to public realm initiatives. They are major work items that cannot be undertaken with existing resources. They include:

- developing terms of reference for undertaking a Public Realm Study;
- developing great street design guidelines for Burrard, Georgia, and Hastings Streets; and
- developing pedestrian arterial design guidelines for Hornby, Pender, Main and Denman Streets.

Staff feel that these closely related initiatives call for comprehensive scoping and work programming, as a first step, with a report back to Council on a proposed approach and necessary resources. Given the current work program demands on Planning and Engineering staff, the timing of this report back is uncertain.

However, in the meantime, some public realm improvements will continue to be pursued within the Downtown in the context of specific projects including the redesign of Granville Street, the redesign of Bute Street, the staged improvements to Pacific Boulevard, and the future improvements related to the "cultural precinct" and 2010 Games "look of the city".

## 2. Other DTP Recommendations

Although many of the 80 recommendations of the 2002 Downtown Transportation Plan are represented by the 83 Implementation Plan initiatives, there are some recommendations that require further follow-up. Staff are proposing that these, along with the outstanding implementation plan initiatives, be integrated into ongoing staff work programs or, in the case of larger ones, be treated as separate major projects. Some of the recommendations that can be folded into ongoing staff work programs include:

- A downtown parking standards review. Staff are developing and will be undertaking a prioritized work program based on what can be done within existing staff resources, and funding available for consultation.

- Introduce public pedestrian pathways (short-cuts) between buildings where opportunities exist as part of new developments.
- Design any new streets or multi-use paths to adequately accommodate cycling.

The larger work items that need to be treated as separate major projects include:

- The development of the Downtown Streetcar. Since 1999, several project update studies have been completed, including a market research study and a design, layout and ridership study in 2005. Streetcar alignments and funding sources are being secured whenever possible, and the project will be advanced as opportunities arise. Staff will be reporting to Council on the Downtown Streetcar project update in a couple of months.
- Upgrade the False Creek bridges to better accommodate cyclists. Detailed design work is underway for upgrades to the Burrard Street Bridge. Future work on upgrades to both the Granville and Cambie Street Bridge will occur when funding is secured in future capital plans.
- Develop a Waterfront Transportation Hub in the vicinity of the north foot of Granville Street. An engineering and planning staff team is now being assembled to undertake the Central Waterfront Hub and Rail Study to plan transportation links in the context of future development.

The 2002 Downtown Transportation Plan, along with its 80 recommendations, can be found on the City's website ([www.vancouver.ca/dtp/final.htm](http://www.vancouver.ca/dtp/final.htm)).

### Future DTP Monitoring

In future, the Downtown Transportation Plan will be monitored in conjunction with the Vancouver Transportation Plan monitoring program. The status of all the recommendations, along with related transportation trends and benchmarks already captured within the Vancouver Transportation Plan monitoring program, will be reported to Council on a regular basis.

The companion report titled 'Vancouver Transportation Plan Progress Report 2006' provides a summary of the downtown transportation trends. In general, the trends show significant progress in achieving a more balanced, sustainable transportation system that promotes alternatives to automobiles. The 2021 downtown mode share targets for autos, bikes and walking have already been exceeded, and the transit mode share is on target. See Table 2 below.

Table 2 - 24 Hour Trips to Downtown

Mode	Then (1992)	Now (2004)	Target (2021)
Driver	49%	30%	36%
Passenger	13%	9%	12%
Transit	23%	30%	34%
Bike	15%	3%	18%
Walk		27%	

Source: TransLink's Trip Diary Survey and Vancouver Transportation Plan

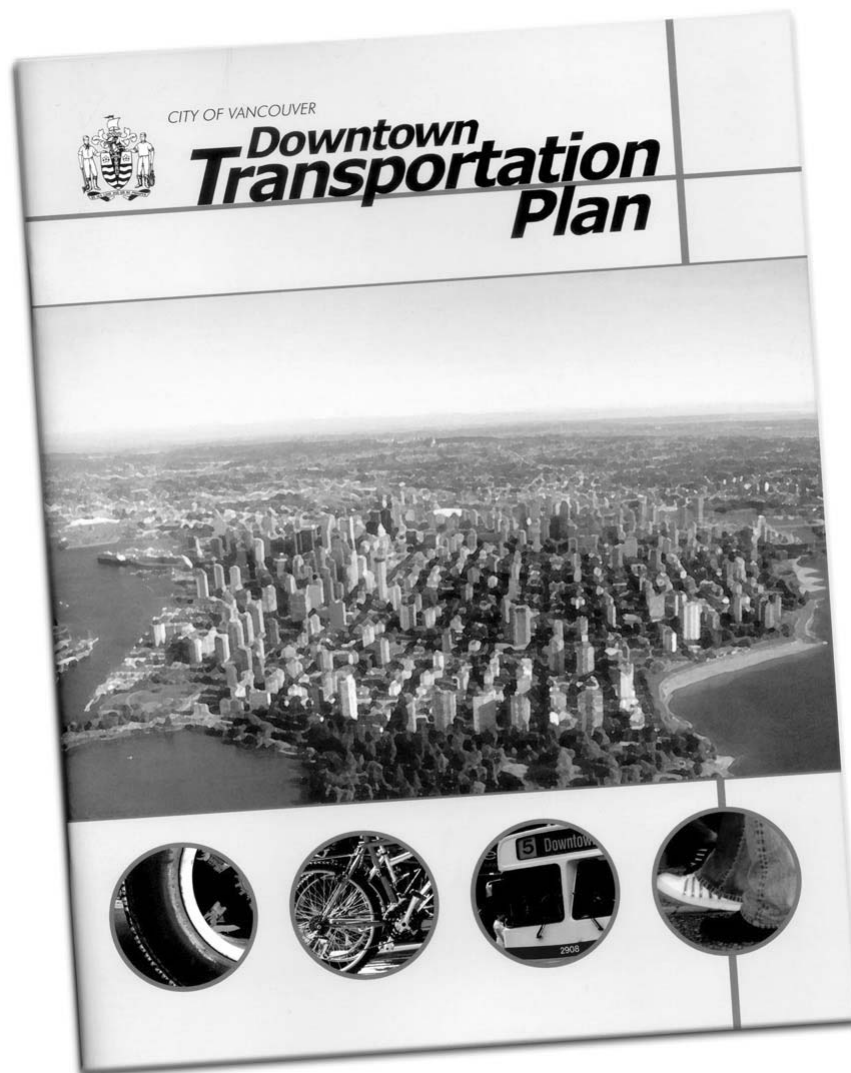
## CONCLUSION

The Downtown Transportation Plan staff team, in conjunction with existing staff resources, was successful in implementing and initiating the majority of the deliverables it set out to complete. In total, approximately 84% of the initiatives have been completed or are anticipated to be completed within the next three years. Some of the outstanding projects that have not been started cannot be initiated without additional staff and funding resources. These will be pursued as part of future work programs, and requests for additional resources will be brought forward to Council as opportunities and priorities allow. The pursuit of all other recommendations of the Downtown Transportation Plan will be incorporated into existing staff work programs.

Future monitoring of the status of the DTP recommendations and related transportation trends will be done in conjunction with the Vancouver Transportation Plan monitoring program. The downtown transportation trends detailed in the companion report 'Vancouver Transportation Plan Progress Report 2006' show that significant progress is being made to increase the use of alternative modes to the automobile without increasing overall road capacity into the downtown.

\* \* \* \* \*

CITY OF VANCOUVER  
*Downtown  
Transportation Plan  
Progress Report*



May 2006





# Table of Contents

Section 1: Introduction .....	5
1.1 Road Network .....	5
1.2 Transit .....	5
1.3 Pedestrian Facilities .....	6
1.4 Bikeways.....	6
1.5 Goods Movement.....	7
1.6 Parking.....	8
1.7 Intelligent Transportation System (ITS).....	8
1.8 Public Realm.....	8
1.9 Water Borne Transportation .....	8
 Section 2: Overview of the 3-Year Downtown Transportation Plan Implementation Initiatives.....	 9
 Section 3: Road Network Initiatives .....	 11
 Section 4: Transit Initiatives .....	 15
 Section 5: Pedestrian Initiatives.....	 19
 Section 6: Cycling Initiatives .....	 29
 Section 7: Goods Movement Initiatives .....	 35
 Section 8: Public Realm Initiatives.....	 39
 Section 9: Other Initiatives.....	 42



# Section 1: Introduction

Downtown Transportation Plan is divided into nine components:

- ◆ Road Network Plan
- ◆ Transit Plan
- ◆ Pedestrian Plan
- ◆ Bicycle Plan
- ◆ Goods Movement Plan
- ◆ Parking
- ◆ Intelligent Transportation Systems
- ◆ Public Realm
- ◆ Water Borne Transportation

## 1.1 Road Network

The Downtown Transportation Plan strives to minimize congestion by providing safe and sustainable traffic management and goods movement. Adjustments to the existing road network were recommended to improve accessibility. As part of this adjustment, the following streets were converted from one-way to two-way in 2004:

- ◆ Jervis Street, from Georgia to Melville
- ◆ Carrall Street, from Hastings to Pender
- ◆ Cambie Street north of Dunsmuir
- ◆ Abbott Street north of Pender



The following Streets were converted from one-way to two-way in 2005:

- ◆ Beatty, from Pender to Nelson
- ◆ Cambie Street, from Dunsmuir to Nelson
- ◆ Homer Street, south of Georgia

## 1.2 Transit

One of the goals of the Downtown Transportation Plan is to create Downtown transit routes that make it easy to get to and from existing and emerging neighbourhoods. Transit is the number one choice for commuting into the Downtown. Some of the transit accomplishments include:

- ◆ Improved bus priority at the Stanley Park entrance as part of the Stanley Park Causeway "S" curve project, which was completed in 2003. This project included extending the existing westbound transit queue jumper from the Stanley Park off ramp to the Pipeline Road Overpass, and



constructing a separate travel lane dedicated to Stanley Park and transit traffic (a raised median has been installed from west of Gilford Street to the Stanley Park off ramp). This measure eliminated non-transit queue jumping onto the Causeway.

- ◆ Extension of the westbound PM peak (3-7 p.m.) bus/HOV lane on Georgia St. from Burrard St. to Richards St.
- ◆ A Transit Priority Corridors technical study was completed. Routes evaluated include Hastings St., Main St, Burrard St. and Georgia St. The extension of the Georgia St. bus lane was an outcome of this study. Also, peak hour bus lanes were implemented on Burrard Street in 2005.
- ◆ The Richmond Airport Vancouver (RAV) Line, now called Canada Line, is being built to add sustainable transportation capacity and aid movement along one of the region's busiest north-south corridors. Canada line will have three downtown stations: Waterfront, Robson and Davie.
- ◆ Other transit improvements include: increased frequency of #44 bus, increased frequency of #98 B-line (evenings and weekends), increased frequency of #135 bus and extension of #19 bus to Stanley Park.
- ◆ A downtown community shuttle to replace the #1 Beach/Burrard Station conventional bus route.
- ◆ Completion of the Vancouver/UBC Area Transit Plan.

### 1.3 Pedestrian Facilities

The Downtown Transportation Plan aims to make the Downtown more walkable. The following projects have been initiated to achieve this goal:

- ◆ Installation of corner bulges and curb ramps at various locations.
- ◆ Reconstruction of Jervis at Pender to improve pedestrian access.
- ◆ Removal of pedestrian holds (delay) at several signalized intersections.
- ◆ Enhancements to the sidewalks along Water Street.
- ◆ Design of the Carrall Street Greenway.
- ◆ Redesign of the streetscape along Bute Street north of Robson.



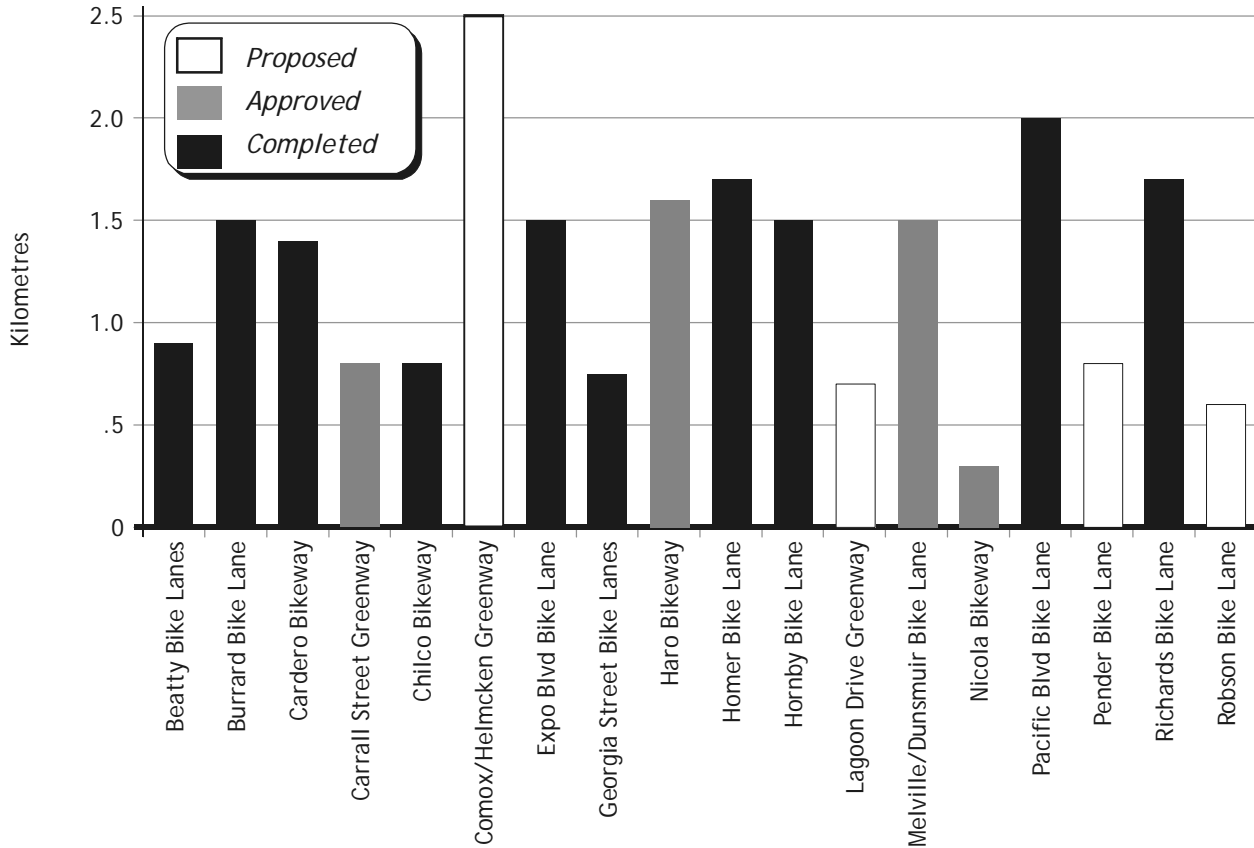
### 1.4 Bikeways

The creation of a network of downtown bike lanes is one of the goals of the Downtown Transportation Plan. Bike trips doubled from 1994 to 1999 and are expected to be at least doubled again by 2021. The following chart shows the projects which have been initiated or completed since the approval of the Downtown Transportation Plan in 2002. Many of the proposed bike routes have been completed ahead of schedule and the majority of the downtown bike network is now in place.

A pilot program of "Bike Boxes" or cyclist refuge areas has been installed at the intersection of Nicola/Georgia and at Union/Main. Additional bike boxes have been approved for installation at Smithe and Hornby and at Dunsmuir and Richards.



Figure 1  
Bike Routes Proposed, Approved, and Completed in Downtown



### 1.5 Goods Movement

To transport goods more efficiently while maintaining livability, the Downtown Transportation Plan recommends removal of some truck routes and addition of others. As part of this initiative, truck routes in Yaletown have been removed.



## 1.6 Parking

The Downtown Transportation Plan recommends that the Parking By-law be reviewed to ensure that adequate, but not overly abundant, off-street parking is provided with new developments. In April 2005, Council approved amendments to the Parking By-law to reduce parking requirements for multiple dwellings and to permit multiple dwellings to reduce parking by three spaces in exchange for providing a reserved parking space for one co-op vehicle. Further reviews are planned and will be completed on an ongoing basis.



## 1.7 Intelligent Transportation System (ITS)

The Downtown Transportation Plan recommends the use of ITS technologies to make moving people and goods safer and more efficient. Some ITS technologies like providing real time, up-to-the-minute transit schedule information at 98 B-Line bus stops are already being provided. Others, like the use of smart cards are being considered as part of Vancouver/UBC Area Transit Plan.

## 1.8 Public Realm

The Downtown Transportation Plan recommends developing a strategy and work program for undertaking a downtown public realm plan. It would include designing streetscapes that make ceremonial and commercial streets even more appealing. The redesign of Granville Street, Bute Street and Carrall Greenway are examples of this type of improvement.



## 1.9 Water Borne Transportation

To encourage alternative transportation options between the North Shore and the downtown peninsula, the Downtown Transportation Plan suggests options like the addition of a third SeaBus. This will be pursued as part of Translink's three year plan and ten year outlook (February 2004) which include a design commission for a third SeaBus and possible replacement vessels.



## Section 2: Overview of the 3-Year Downtown Transportation Plan Implementation Initiatives

This section provides an update on the 83 specific initiatives that were identified as part of the implementation plan for the Downtown Transportation Plan. Considerable progress on achieving the Plan's objectives has been made in three years. To date, 84 percent of initiatives have been completed or will be completed within the next three years. 16 percent of the initiatives are outstanding. Table 1 provides an overview of the status of all the initiatives.

Table 1  
Status of 3-Year Downtown Transportation Plan Implementation Initiatives

Section	Completed	Initiated	Outstanding	
3	Road Network	9	2	0
4	Transit	8	1	0
5	Pedestrians	12	5	3
6	Cycling	12	6	1
7	Goods Movement	5	0	0
8	Public Realm	1	1	9
9	Other	5	3	0
TOTAL		52 (62%)	18 (22%)	13 (16%)

Additional details regarding each of the above initiatives can be found in Sections 3-10.





# Section 3: Road Network Initiatives

This section provides an update on specific road network initiatives contained in the Downtown Transportation Plan implementation program.

**1** *Review Granville MRN Designation. (RN1)*

STATUS	Initiated
TIMING	1-3 years
Comments	Discussions are currently underway with TransLink as part of rebuilding Granville Street.

**2** *Pursue Burrard MRN Designation. (RN2)*

STATUS	Completed
Comments	The City of Vancouver has approved Burrard Street (from Hamilton to Broadway) as part of the region's Major Road Network.

**3** *Reconstruct Georgia Street west of Nicola. (RN4)*

STATUS	Completed
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Comments	
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**4** *Convert Carrall Street to 2-way. (RN5)*

STATUS	Completed
Comments	Completed in 2004. See Figure 2

**5** *Convert Abbott Street North of Pender Street to 2-way. (RN5)*

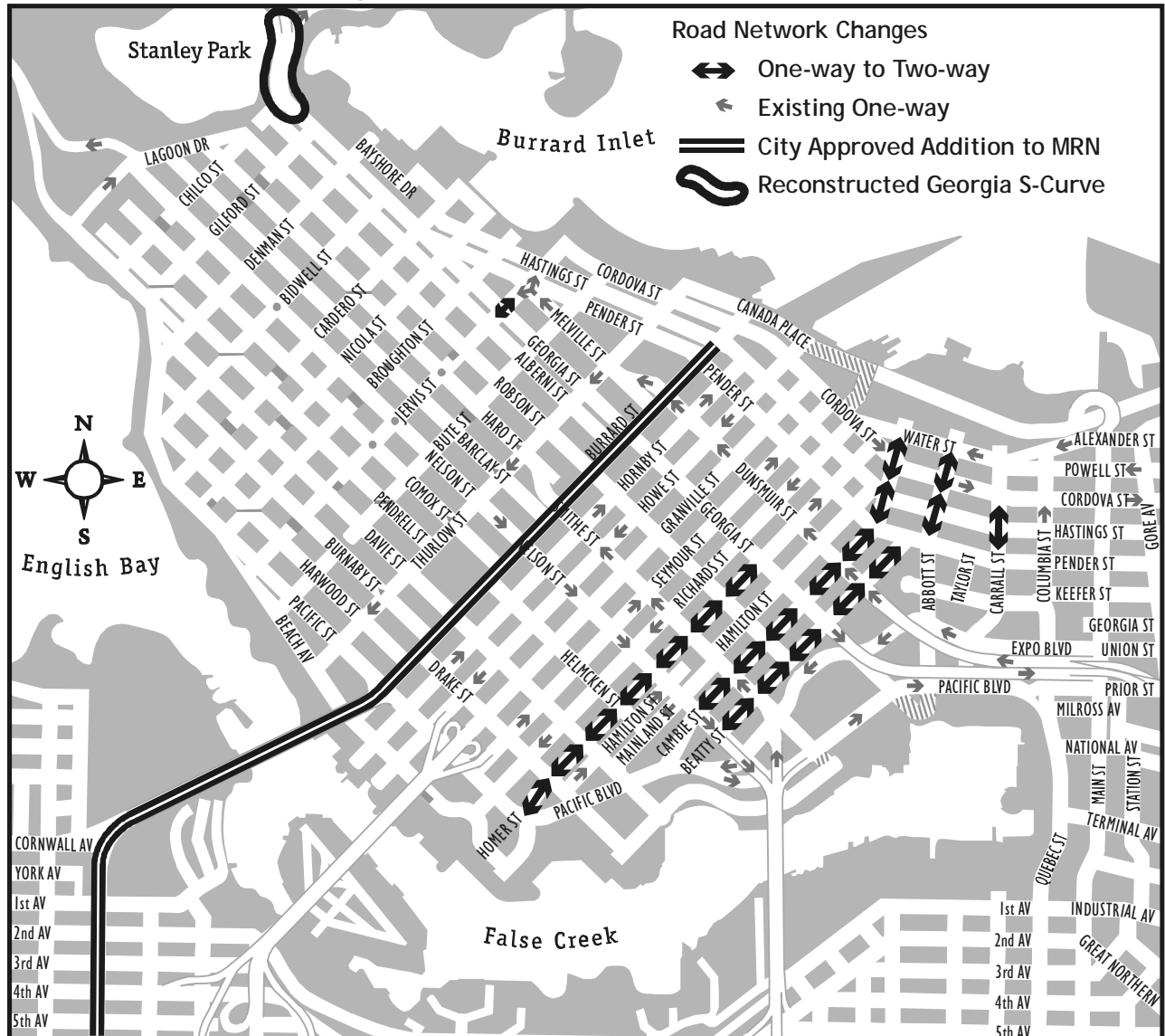
STATUS	Completed
Comments	Completed in 2004. See Figure 2

**6** *Convert Beatty Street to 2-way. (RN5)*

STATUS	Completed
Comments	Completed in 2005. See Figure 2

<b>7</b>	<b><i>Convert Cambie Street to 2-way. (RN5)</i></b>
STATUS	Completed
Comments	Completed in 2005. See Figure 2
<b>8</b>	<b><i>Convert Homer Street to 2-way. (RN5)</i></b>
STATUS	Completed
Comments	Completed in 2005. See Figure 2
<b>9</b>	<b><i>Further evaluate Pender Street conversion to 1-way. (RN9)</i></b>
STATUS	Completed
TIMING	Evaluation completed. Report to Council following bike lane design.
Comments	See Section 6 Cycling Initiatives
<b>10</b>	<b><i>Implement Pender Street recommendation. (RN9)</i></b>
STATUS	Initiated
TIMING	1-3 years
Comments	To be implemented when final design is completed and reported to Council.
<b>11</b>	<b><i>Minor Road Widening on Davie and Nelson. (RN10)</i></b>
STATUS	Completed
TIMING	Ongoing
Comments	Parts of Nelson Street have been widened and additional widening to be pursued as opportunities arise.

Figure 2  
Completed Road Network Changes





# Section 4: Transit Initiatives

This section provides an update on specific transit initiatives contained in the Downtown Transportation Plan implementation program.

**12** *Initiate the False Creek Flats Rail Study.*

**STATUS** Completed

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**COMMENTS** The rail study to be considered as part of the larger False Creek Transportation Study.

**13** *Initiate the False Creek Flats Transportation Study. (TR4)*

**STATUS** Initiated

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**TIMING** 1-3 years

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**COMMENTS** Study is underway and expected to be completed by the end of 2006.

**14** *Downtown Rapid Transit Line Reviews. (TR5)*

**STATUS** Completed

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**COMMENTS** The review of the Canada Line, formerly called the Richmond Airport Vancouver (RAV) line, has been completed. Construction is underway and is to be completed by the end of 2009. Three stations are proposed for the downtown. See Figure 3.



**15** *Review Potential Transit/HOV lane on Burrard. (TR11)*

**STATUS** Completed

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**COMMENTS** Peak hour bus lanes were approved by Council in April 2005 and implemented in Fall 2005. See Figure 3.

**16** *Extend HOV lane on Georgia eastward to Richards. (TR12)*

STATUS Completed

COMMENTS See Figure 3.



**17** *Review potential transit signal priority on Hastings. (TR13)*

STATUS Completed

COMMENTS To be implemented when required.

**18** *Review Potential Main Street bus queue jumper. (TR14)*

STATUS Completed

COMMENTS The northbound and southbound curb lane approaches to the intersection with Terminal Avenue have been converted to "right turn only except buses".

**19** *Develop Area Transit Plan with TransLink. (TR18)*

STATUS Completed

COMMENTS Approved by Council in June 2005.

**20** *Implement bus bulges at selected locations.*

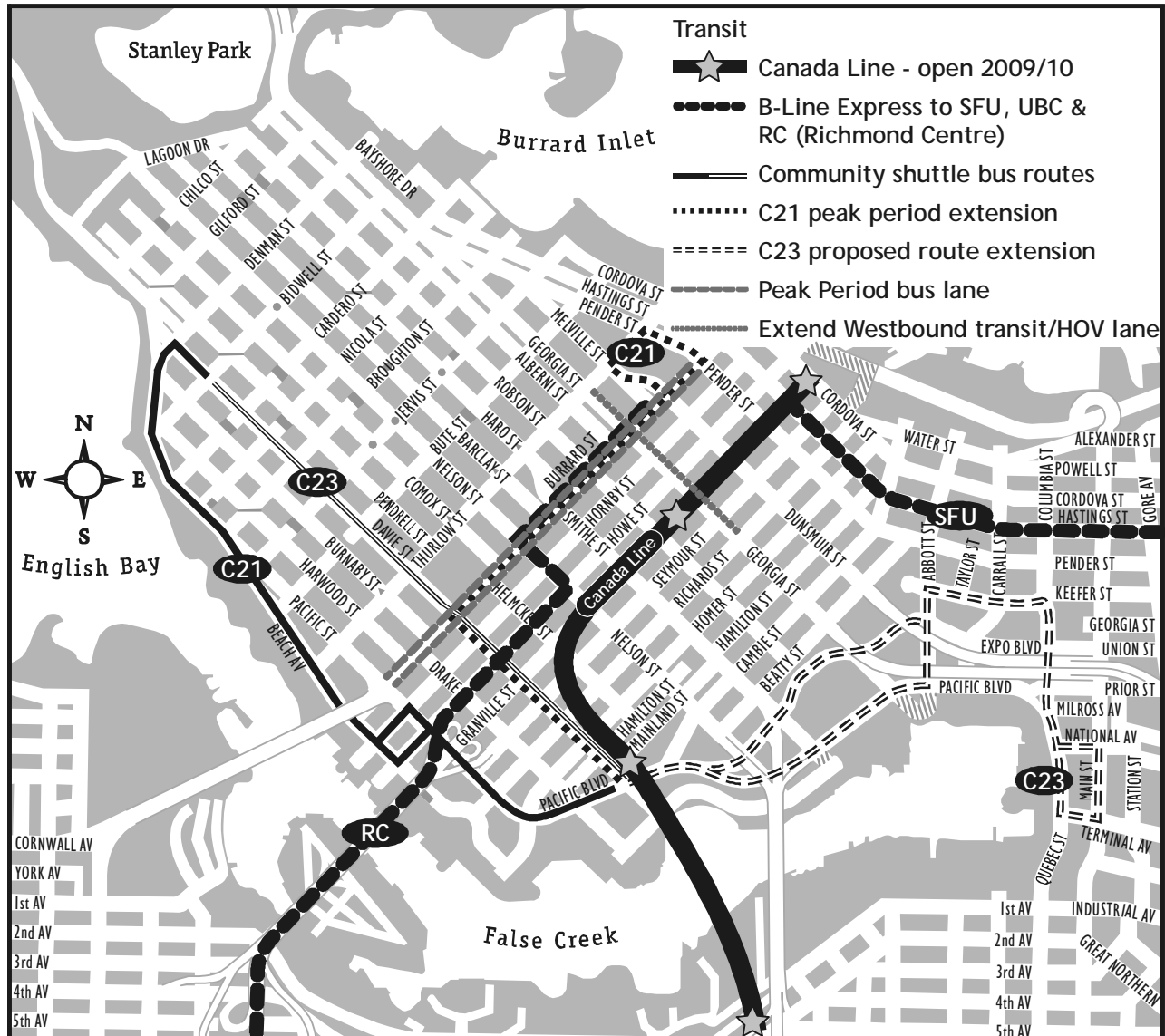
STATUS Completed

TIMING Ongoing

COMMENTS Bus bulges have been installed on Pender at Abbott and on Granville at Drake. See Figure 5. Additional bulges to be installed as opportunities arise.



Figure 3  
New Downtown Transit Initiatives







# Section 5: Pedestrian Initiatives

This section provides an update on specific pedestrian initiatives contained in the Downtown Transportation Plan implementation program.

**21**      *Design Carrall Street Greenway. (PD1)*

STATUS      Initiated

TIMING      1-3 years

COMMENTS      Concept design approved by Council in April 2005. Detailed design underway. See Figure 4.



**22**      *Design Helmcken/Comox Street Greenway. (PD1)*

STATUS      Not Started

TIMING      1-3 years

COMMENTS      To be initiated as staff resources become available.

**23**      *Design Lagoon Drive Greenway with Park Board. (PD1)*

STATUS      Not Started

TIMING      1-3 years

COMMENTS      To be initiated as staff resources become available.

**24**      *Design and Implement the Downtown Historic Trail Walk through Chinatown, Gastown and Yaletown. (PD1)*

STATUS      Initiated

TIMING      Ongoing

COMMENTS      Preliminary concept design has been completed. To be pursued when staff and funding resources become available.

**25      *Redesign/reconstruct curb ramps at select locations. (PD2)***

STATUS      Completed

TIMING      Ongoing

COMMENTS      The Engineering Services Curb Ramp Program tracks requests and manages the installation of curb ramps throughout the city on an ongoing basis. Within the downtown core, the majority of sidewalks have curb ramps.

**26      *Remove restricted pedestrian crossings where possible. (PD4)***

STATUS      Completed

COMMENTS      The few restricted pedestrian crossings within the downtown have been reviewed and all are required for safety reasons.

**27      *Review and provide mid-block crossings at selected locations. (PD4)***

STATUS      Completed

TIMING      Ongoing

COMMENTS      Several locations have been reviewed, though none are recommended for mid-block crossings. Reviews will be conducted on an ongoing basis at potential future locations.

**28      *Develop/Implement new sidewalk lane crossings at selected locations. (PD5)***

STATUS      Completed

TIMING      Ongoing

COMMENTS      Council approved a new standard in 2005 and these new sidewalk lane crossings will be implemented on an ongoing basis throughout the City.

**29      *Design/implement pedestrian way-finding signage system. (PD6)***

STATUS      Initiated

TIMING      1-3 years

COMMENTS      Consultant to be hired in Fall 2006 to develop an overall way-finding plan and strategy in consultation with community stakeholders.

**30 Construct corner bulges at select locations. (PD7)**

STATUS Completed

TIMING Ongoing

COMMENTS Corner bulges are being constructed on an ongoing basis as opportunities arise such as in coordination with other construction activities. See Figure 5.



**31 Review and amend sidewalk weather protection guidelines. (PD10)**

STATUS Not Started

TIMING 1-3 years

COMMENTS To be initiated when staff resources become available.

**32 Reconstruct Jervis at Pender to improve pedestrian access. (PD13)**

STATUS Completed

COMMENTS Reconstructed in 2005.

**33 Widen crosswalks with high pedestrian volumes at select locations. (PD14)**

STATUS Completed

TIMING Ongoing

COMMENTS Standard crosswalk widths in the Downtown have been increased to 4m at locations with high pedestrian volumes. These will be implemented on an ongoing basis in coordination with other construction activities.

**34 Remove pedestrian holds where possible. (PD15)**

STATUS Completed

COMMENTS Pedestrian holds at several locations have been removed. See Figure 6.

**35 Implement a trial of new pedestrian detection devices. (PD16)**

STATUS Completed

TIMING Ongoing

COMMENTS A feasibility review of new pedestrian detection devices was completed and none were recommended. Further ongoing reviews will be conducted as new devices are introduced to the market.

**36** *Ensure all existing pedestrian signals have audible indicators. (PD16)*

STATUS Completed

TIMING Ongoing

COMMENTS Audible indicators are being installed at existing pedestrian signals based on need and available resources. See Figure 7.

**37** *Redesign Intersection of Carrall/Powell/Water/Alexander. (PD18)*

STATUS Initiated

TIMING 1-3 years

COMMENTS Redesign to be completed as part of the Carrall Street Greenway.

**38** *Design pedestrian enhancements along Water Street. (PD18)*

STATUS Completed

TIMING Ongoing

COMMENTS Some enhancements completed in 2005 as part of the redevelopment of Gastown Parkade and Storyeum. Further enhancements will be made as opportunities arise (e.g. in conjunction with future Streetcar or Carrall Street Greenway initiatives).

**39** *Establish building setback line on Davie Street. (PD19)*

STATUS Initiated

TIMING 1-3 years

COMMENTS Consultations with property owners underway.

**40** *Implement Street Furniture Program - pedestrian/bike facilities.*

STATUS Completed

TIMING Ongoing

COMMENTS The City entered into an agreement with Viacom/Decaux to provide a variety of street furniture throughout the City. Bus shelters, benches and litter containers have been installed and other street furniture will be installed on an ongoing basis.



Figure 4  
Streetscape Design

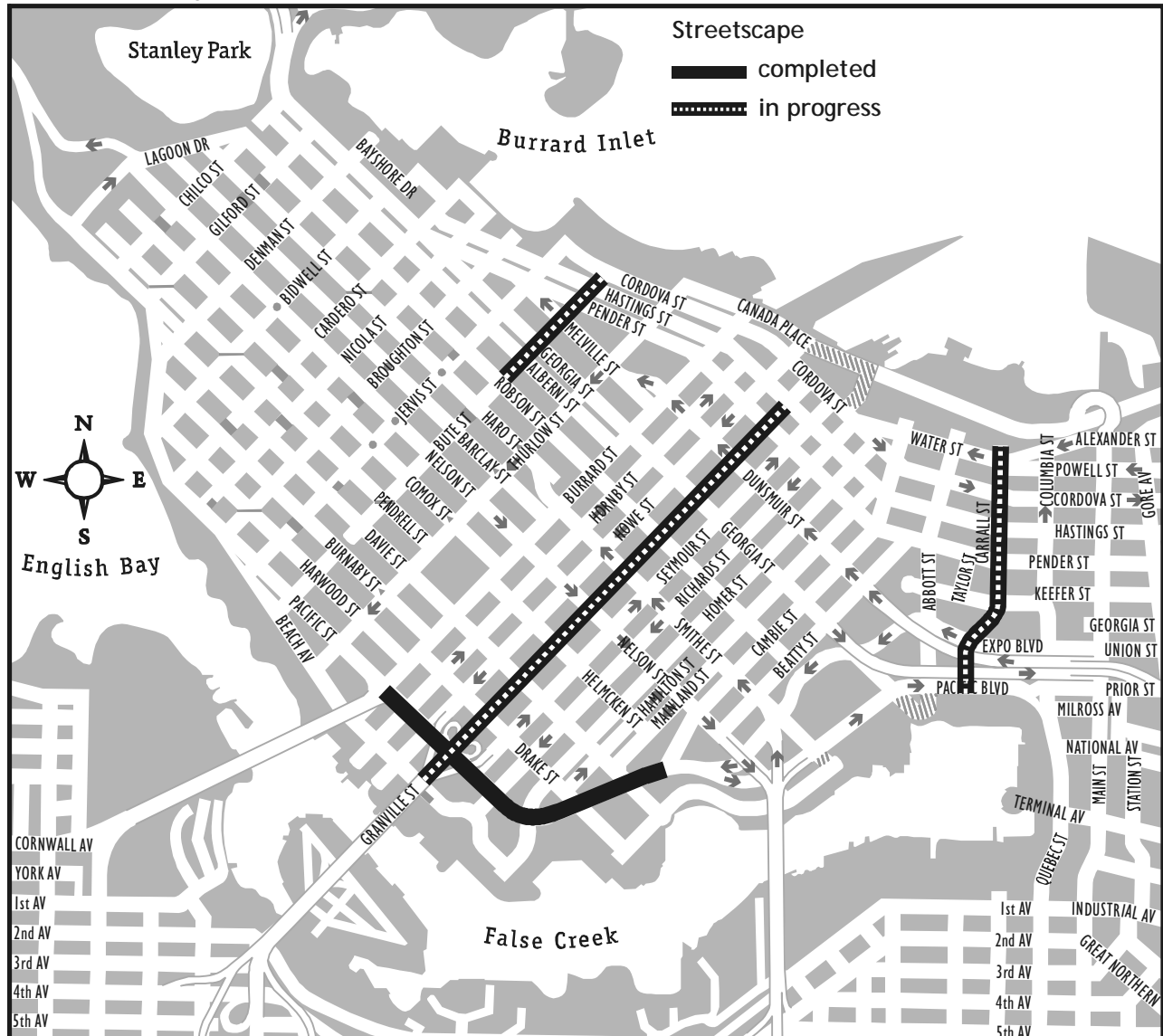


Figure 5  
Inventory of Bus Bulges and Corner Bulges

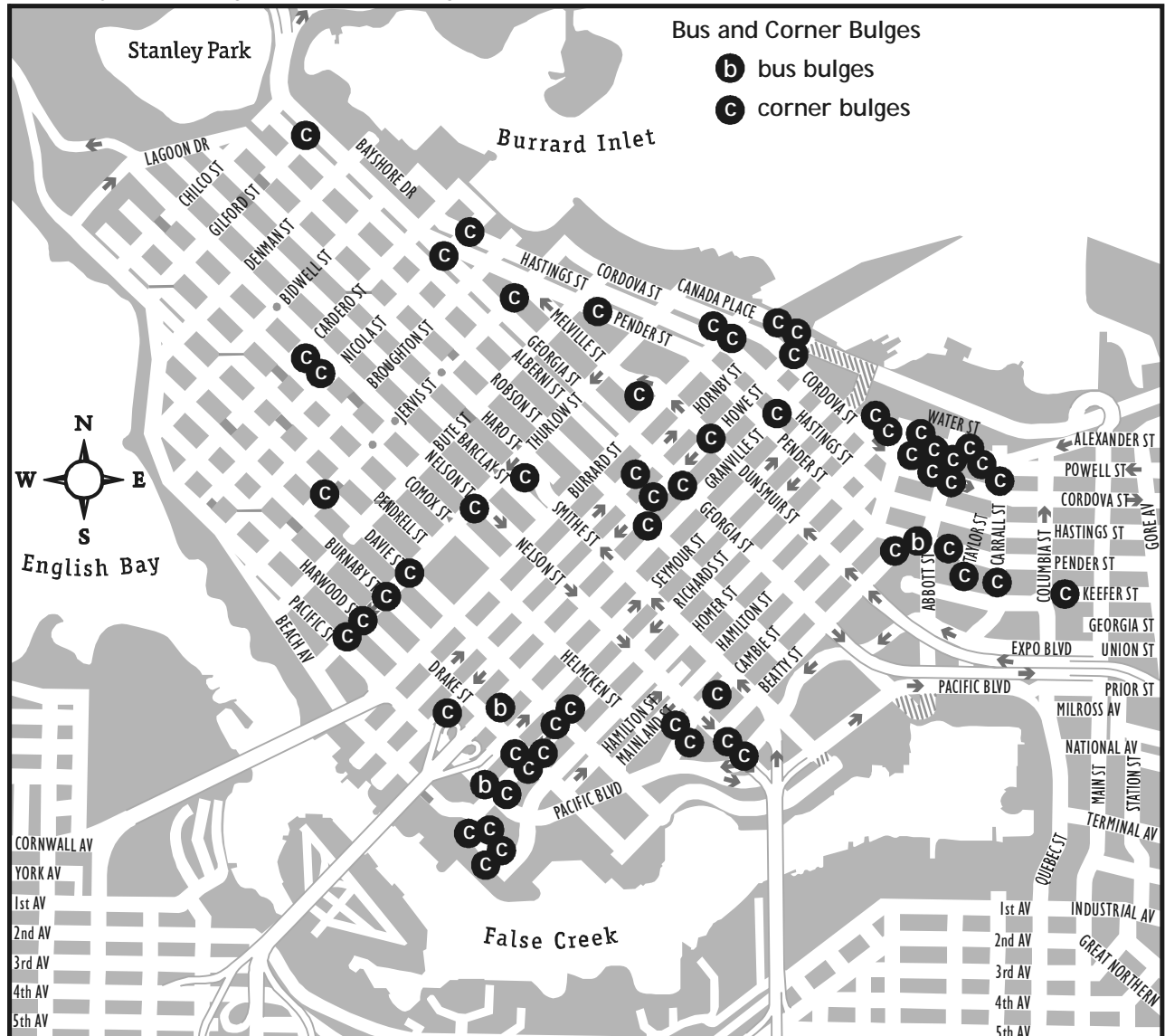


Figure 6  
Pedestrian Holds Removed

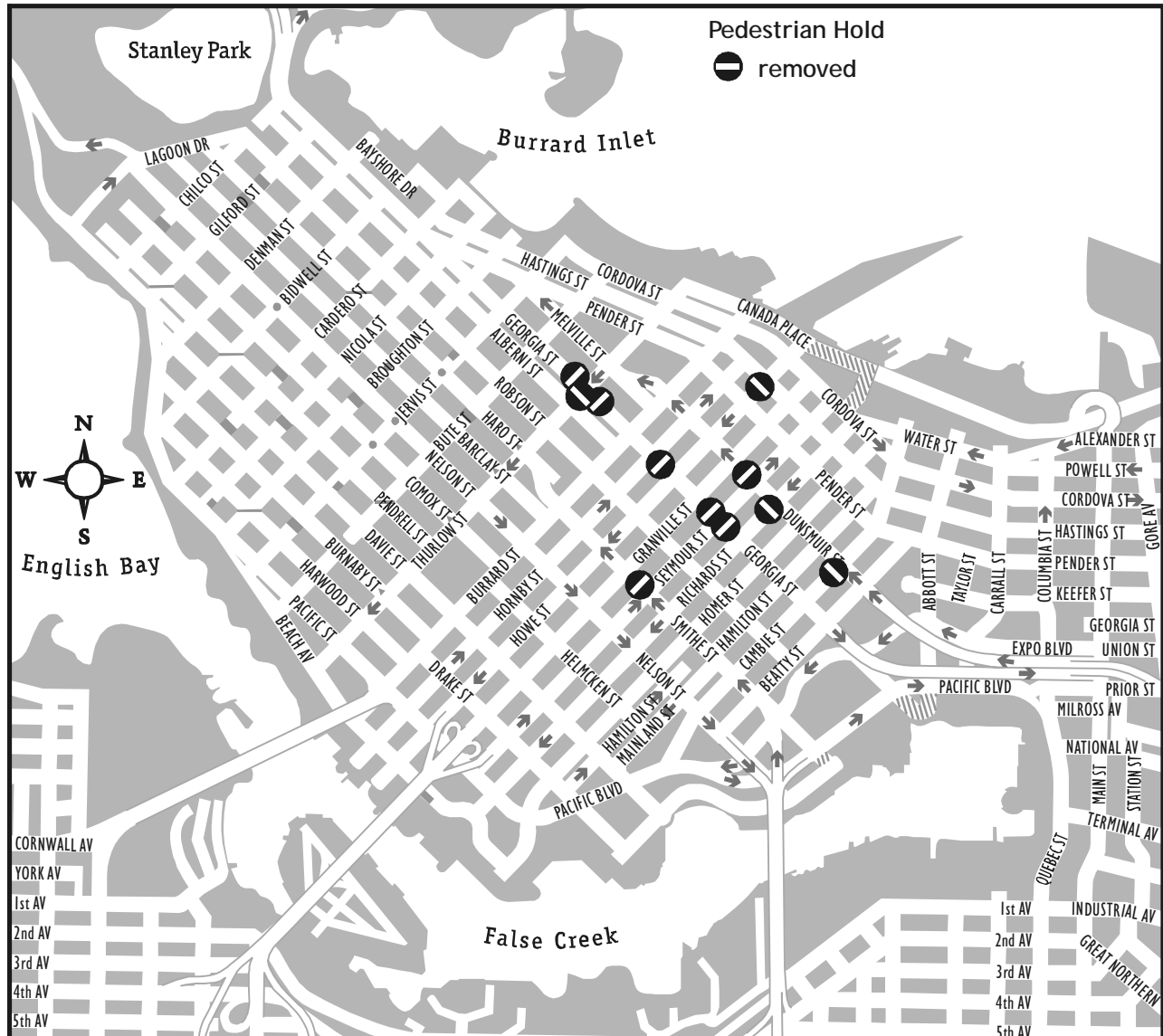
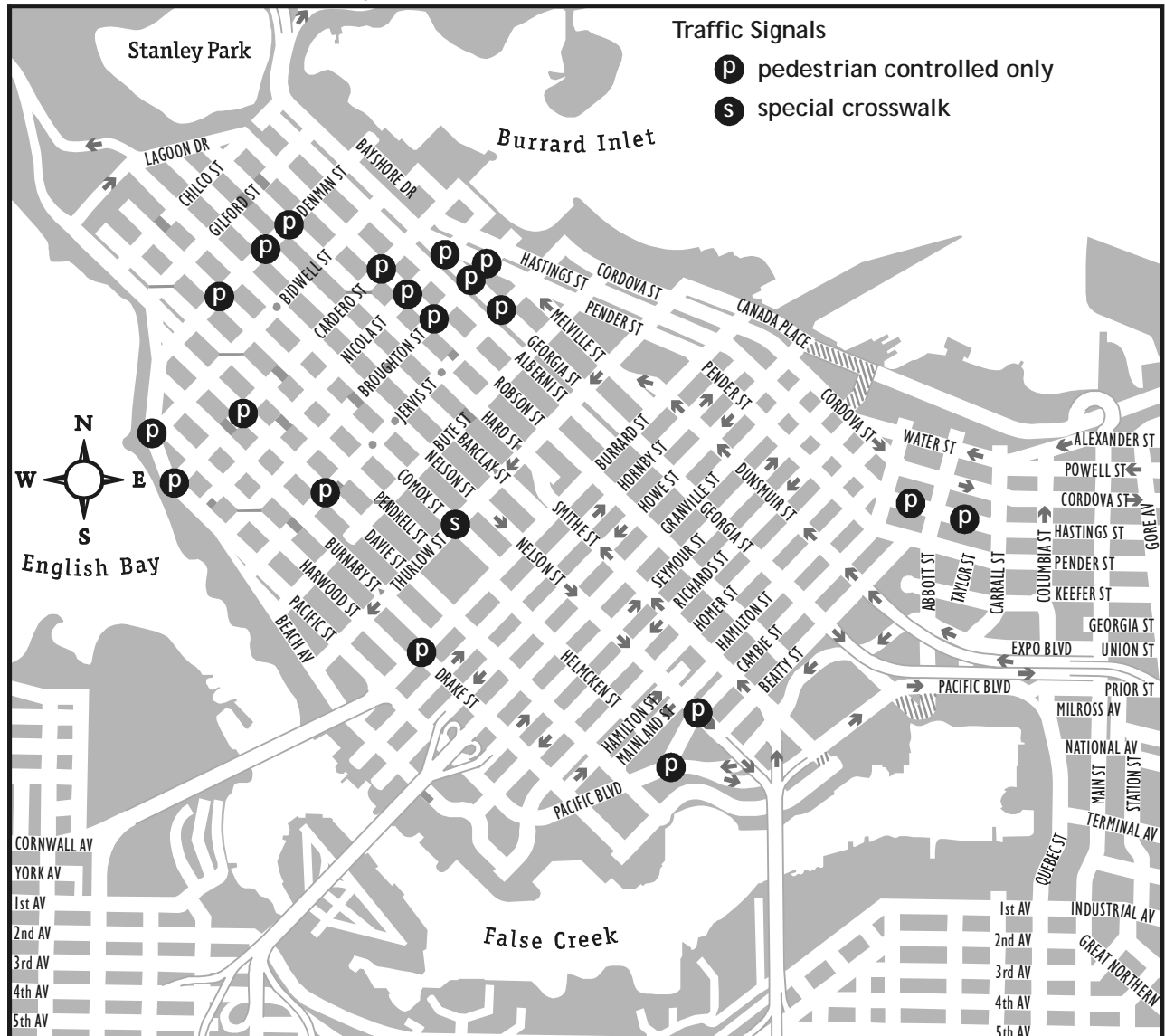




Figure 7  
Pedestrian Controlled Traffic Signals







## Section 6: Cycling Initiatives

This section provides an update on specific cycling initiatives contained in the Downtown Transportation Plan implementation program.

<b>41</b>	<b><i>Design bike lanes on Alberni/Jervis/Haro. (BK1)</i></b>
STATUS	Completed
COMMENTS	Bike route design is completed and approved by Council, and is pending construction. The final design relocated the bike route to Haro/Nicola. See Figure 8.
<b>42</b>	<b><i>Design and implement bike lanes on Beatty. (BK1)</i></b>
STATUS	Completed
COMMENTS	See Figure 8.
<b>43</b>	<b><i>Design and implement bike lanes on Burrard. (BK1)</i></b>
STATUS	Completed
COMMENTS	See Figure 8.
<b>44</b>	<b><i>Design and implement the Cardero Street Bikeway. (BK1)</i></b>
STATUS	Completed
COMMENTS	See Figure 8.
<b>45</b>	<b><i>Design bike lanes on Carrall Street. (BK1)</i></b>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Conceptual design completed and approved by Council. Further detailed design and development underway. See Figures 4 and 8.
<b>46</b>	<b><i>Design and implement the Chilco Street Bikeway. (BK1)</i></b>
STATUS	Completed
COMMENTS	See Figure 8.

**47**      *Construct bike lanes on Georgia Street west of Pender. (BK1)*

STATUS      Completed

COMMENTS      Completed in 2003 as part of the Georgia Street S-curve project. See Figure 8.

**48**      *Review bike lanes on Georgia leading to the viaduct. (BK1)*

STATUS      Completed

COMMENTS      Review completed, bike lane not recommended.

**49**      *Review bike lanes on Homer south of Dunsmuir. (BK1)*

STATUS      Completed

COMMENTS      Reviewed, designed, and implemented a northbound bike lane along Homer Street south of Georgia. See Figure 8.

**50**      *Design and implement bike lanes on Hornby. (BK1)*

STATUS      Completed

COMMENTS      See Figure 8.

**51**      *Design and implement bike lanes on Pacific and Expo Boulevard. (BK1)*

STATUS      Completed

COMMENTS      See Figure 8.

**52**      *Design and implement bike lanes on Pender/Dunsmuir. (BK1)*

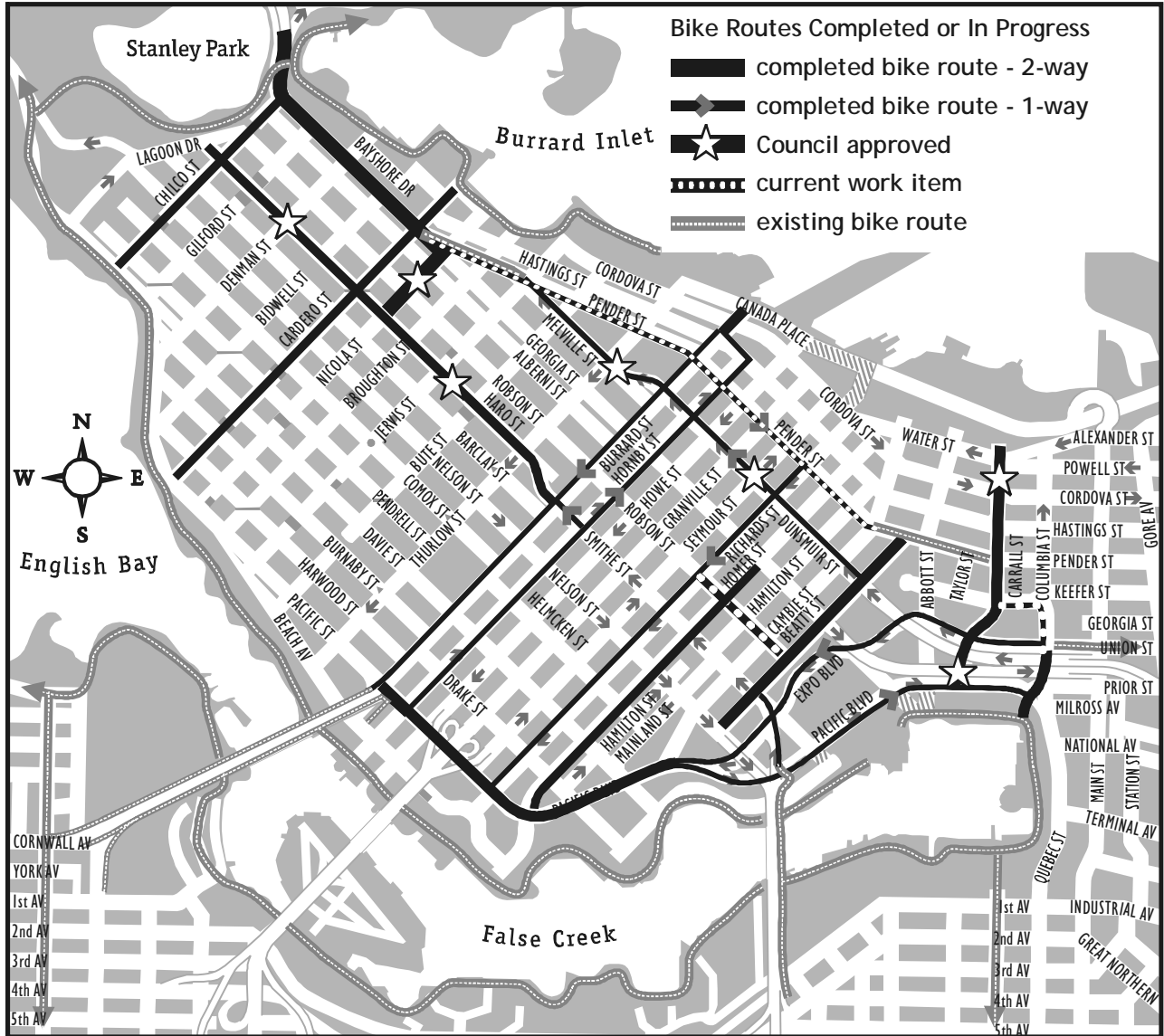
STATUS      Initiated

TIMING      1-3 years

COMMENTS      Dunsmuir Street bike lane design has been approved by Council and is scheduled for implementation in 2006. Pender Street bike lane design yet to be finalized. See Fig. 8.

<b>53</b>	<b><i>Design and implement Pender-Adanac Bike Connection. (BK1)</i></b>
STATUS	Not Started
TIMING	1-3 years
COMMENTS	2006 work plan item, See Figure 8.
<b>54</b>	<b><i>Design and implement bike lanes on Richards. (BK1)</i></b>
STATUS	Completed
COMMENTS	See Figure 8.
<b>55</b>	<b><i>Review bike lanes on Robson east of Richards. (BK1)</i></b>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Preliminary design and consultations with stakeholders completed.
<b>56</b>	<b><i>Report back on ongoing study of pedestrian/bike upgrades on Granville Bridge. (BK3)</i></b>
STATUS	Completed
TIMING	Ongoing
COMMENTS	Council has approved preliminary designs and cost estimates for the three components of the work: a recreational walkway, two elevators, and widened sidewalks for pedestrians and cyclists. A further report back is dependent on the allocation of future capital funding.
<b>57</b>	<b><i>Prepare detailed design for upgrading pedestrian/bike facilities on Burrard Bridge. (BK3)</i></b>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Detailed design work is currently underway.
<b>58</b>	<b><i>Make existing West End local traffic barriers bike friendly. (BK5)</i></b>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Approved by Council and construction is underway.
<b>59</b>	<b><i>Improve cyclists' connection(s) through Science World area.</i></b>
STATUS	Initiated
TIMING	1-3 years
COMMENTS	Design is underway.

Figure 8  
Bike Routes









## Section 7: Goods Movement Initiatives

This section provides an update on specific goods movement initiatives contained in the Downtown Transportation Plan implementation program.

<b>60</b>	<b><i>Amend Truck Routes as per Plan. (GM1)</i></b>
STATUS	Completed
COMMENTS	See Figure 9.
<b>61</b>	<b><i>Remove Downtown South Truck Area Designation. (GM2)</i></b>
STATUS	Completed
COMMENTS	See Figure 9.
<b>62</b>	<b><i>Review Parking By-Law Truck Loading Requirements. (GM3)</i></b>
STATUS	Completed
COMMENTS	<p>The following amendments to the Parking By-law were approved by Council in 2003:</p> <ul style="list-style-type: none"> <li>◆ Reduction in overall loading requirements for large size office uses,</li> <li>◆ Revised loading requirements for some developments from larger loading spaces to smaller ones,</li> <li>◆ Introduction of a threshold development size below which loading spaces would no longer be required,</li> <li>◆ Introduction of new loading space requirements for premises served by semi-trailers, and</li> <li>◆ Increase in vertical clearances for loading spaces required for some developments.</li> </ul>
<b>63</b>	<b><i>Monitor municipal commercial plate program. (GM4)</i></b>
STATUS	Completed
TIMING	Ongoing
COMMENTS	A review, approved by Council, recommended changes to vehicle signing requirements and permit fees, with a report back as required on enforcement.

**64**      *Establish an education program for managing tour buses. (GM7)*

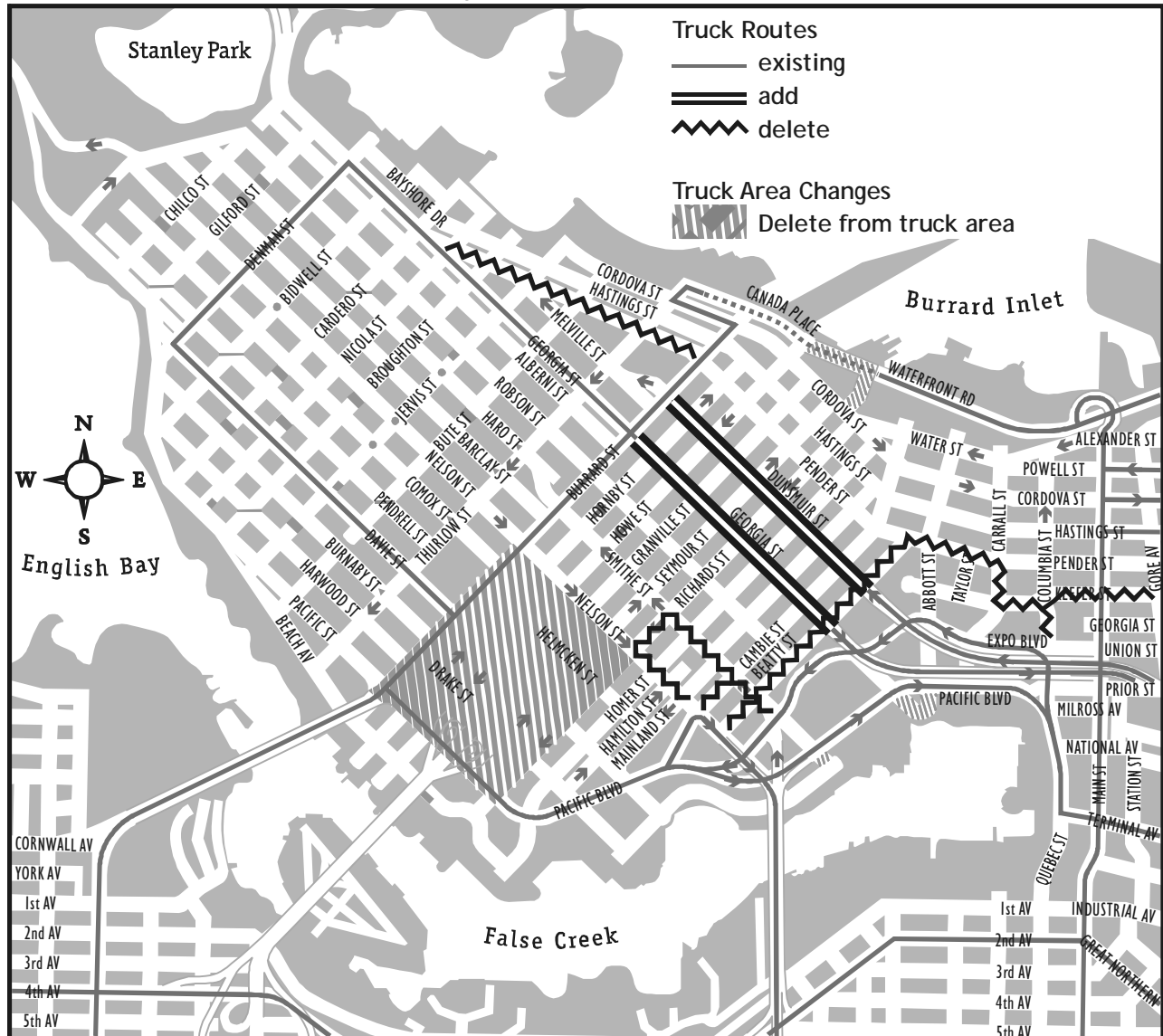
STATUS      Completed

TIMING      Ongoing

COMMENTS      Engineering has a full time staff member who is working with the tour bus industry to deal with ongoing issues. An updated tour bus brochure has been developed to assist the industry in understanding city requirements and identifying appropriate areas to park.



Figure 9  
Completed Downtown Truck Route Changes





# Section 8: Public Realm Initiatives

This section provides an update on specific public realm initiatives contained in the Downtown Transportation Plan implementation program.

**65**      *Develop terms of reference for undertaking a Public Realm Study. (PR1)*

STATUS      Not Started

COMMENTS      To be initiated when staff and funding resources become available.

**66**      *Redesign Granville Street. (TR15, TR16)*

STATUS      Initiated

TIMING      1-3 years

COMMENTS      Council approved a design concept for Granville Street. Detailed design yet to be completed.



**67**      *Detailed design of Pacific Boulevard/Street (Burrard to Nelson). (PD1)*

STATUS      Completed

COMMENTS      See Figure 4 & next item

**68**      *Reconstruction of Pacific Boulevard/Street (Burrard to Nelson). (PD1)*

STATUS      Not started

TIMING      Ongoing

COMMENTS      Construction to be phased with adjacent developments and as capital funding becomes available.

**69**      *Develop pedestrian arterial design guidelines for Hornby Street. (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**70**      *Develop pedestrian arterial design guidelines for Pender Street (Hornby to Main). (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**71**      *Develop pedestrian arterial design guidelines for Main Street (Terminal to Hastings). (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**72**      *Develop pedestrian arterial design guidelines for Denman Street. (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**73**      *Develop great street design guidelines for Burrard Street. (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**74**      *Update great street design guidelines for Georgia Street. (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.

**75**      *Develop great street design guidelines for Hastings Street (Granville to Main). (PD1)*

STATUS      Not Started

COMMENTS      To be initiated as staff resources become available.







## Section 9: Other Initiatives

This section provides an update on other initiatives contained in the Downtown Transportation Plan implementation program.

### **76** *Report back on ongoing studies of the supply and demand for downtown residents and commercial uses.*

STATUS	Initiated
TIMING	1-3 years
COMMENTS	The Metropolitan Core Jobs and Economy Land Use Study is currently underway.

### **77** *Review Street Management and Programming along Granville Street. (GS1)*

STATUS	Initiated
TIMING	1-3 years
COMMENTS	Discussions underway

### **78** *Develop communication programs to promote alternative transportation. (PK2)*

STATUS	Completed
TIMING	Ongoing
COMMENTS	<p>The following are a sample of the communications programs that have been developed to promote alternative transportation:</p> <ul style="list-style-type: none"> <li>◆ Vancouver bicycle map.</li> <li>◆ Comprehensive cycling guide (“Freewheelin’, Your Guide to City Cycling”) distributed to Vancouver households in partnership with Better Environmentally Sound Transportation.</li> <li>◆ Cycling map and guide from TransLink.</li> <li>◆ Transit maps in bus shelters.</li> <li>◆ Pedestrian Safety Brochure.</li> <li>◆ One Day, sustainability initiative</li> </ul>

### **79** *Renovate Gastown Parkade to animate street frontage. (PK5)*

STATUS	Completed
COMMENTS	

### **80** *Adjust select on-street parking regulations as per Plan. (PK7)*

STATUS	Completed
TIMING	Ongoing
COMMENTS	Parking regulations along several streets have been adjusted. See Figure 10.

**81** *Implement 40 km/h traffic signal progression on selected streets. (IT1)*

STATUS Initiated

TIMING 1-3 years

COMMENTS All the signals are coordinated and 40 Km/h signal progression is currently being reviewed. Implementation is pending availability of staff resources

**82** *Prepare an annual monitoring report. (IF2)*

STATUS Completed

TIMING Ongoing

COMMENTS Future monitoring will be completed as part of the Vancouver Transportation Plan monitoring program

**83** *Install automatic traffic detection devices downtown. (IF2)*

STATUS Completed

TIMING Ongoing

COMMENTS Automatic traffic detection devices have been installed at several strategic locations leading into the downtown (though not within the downtown) at the following intersections:

- ◆ Cambie and 5th Avenue
- ◆ Helmcken and 5th Avenue
- ◆ Granville and 4th Avenue
- ◆ Burrard and Cornwall

Additional devices will be installed as required.

Figure 10  
Parking Changes

