

10. PUBLIC TRANSIT

ISSUES

More residents downtown can reduce peak hour commuter problems because residents can walk to work or use the transit system. Better transit service will have to be provided to serve the development. What is the potential transit ridership generated by the development? What quality of service is required?

Should a corridor be preserved for a future transit link? (e.g. street car, waterfront trolley, people mover) The proposed residential density of Coal Harbour cannot support a people mover by itself.

Should transit be a special priority? Are there possibilities for other transit modes such as ferry linkages to nearby areas?

FACTS

Existing bus routes servicing the Coal Harbour area are the #1 Beach/Gastown loop service via Burrard and the #19 Metrotown/Stanley Park route via Pender Street. These routes are within acceptable walking distance of Coal Harbour.

A bus-only westbound lane exists adjacent to the Bayshore site on Georgia Street from 3 to 6 pm, Monday to Friday, as far as Cardero, and full-time west of Cardero.

The proposed office/commercial developments at the east end of the Marathon site are within a 2 - 3 block walking distance of the two Skytrain stations at Burrard (at Dunsmuir) and at Waterfront (Granville & Cordova), and the Seabus terminal.

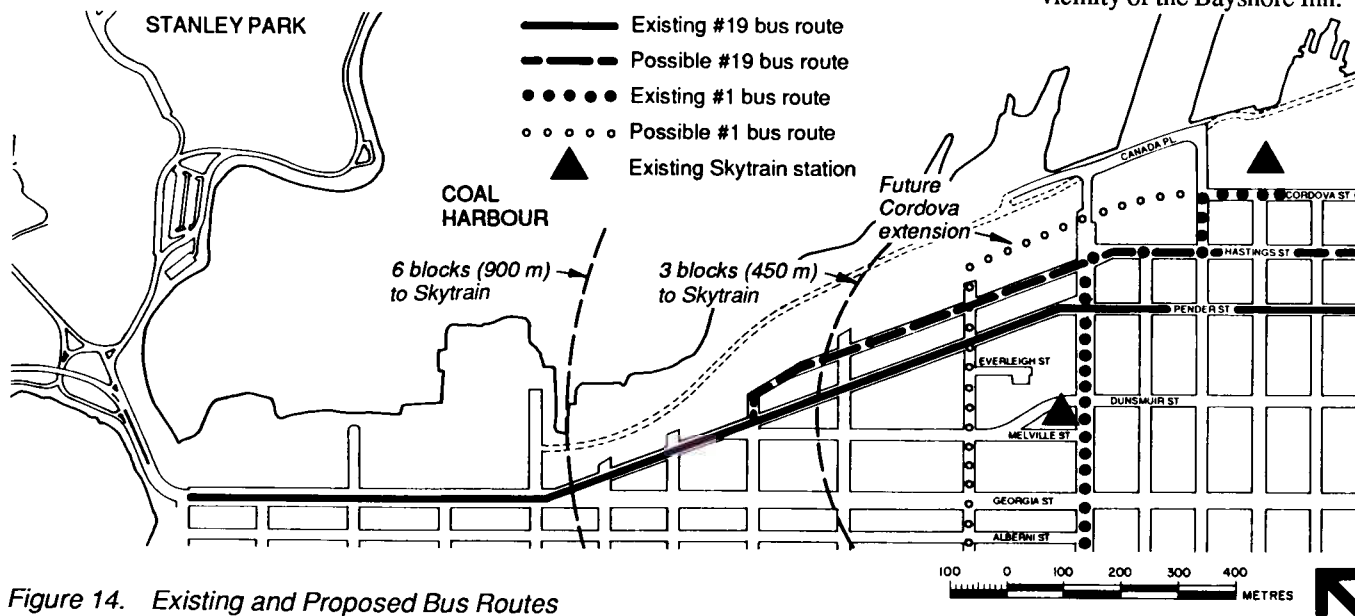


Figure 14. Existing and Proposed Bus Routes

A study was done by City staff prior to Expo '86 regarding the feasibility of people-mover systems in the downtown peninsula. It concluded that they would be viable only if the West End area was served so as to provide a minimum population base of approximately 20,000 people. The Coal Harbour area on its own is not sufficient to support this type of public transportation system. However, if combined with the West End, it could support a viable service.

PAST POLICIES

Transit service is a high priority within the City, and the Region. City Council has established targets that will require substantial increases in the proportion of transit usage.

On July 29, 1986, after reviewing a preliminary report on possible people mover systems and negative reaction at a West End public meeting, City Council moved: "THAT Council take no further action with respect to the Downtown People Mover."

1979 CWD ODP:

- A continuous transit right-of-way is required along the entire length of the Central Waterfront to accommodate a future waterfront transit system.
- Transit access for the City bus system from downtown streets to the Central Waterfront must be provided at suitable points.
- Waterfront transit should be close to the shoreline if possible, with a stop in the vicinity of the Bayshore Inn.

POLICY

Ensure that the street system provides flexibility for the extension of transit to service the Coal Harbour development, including a corridor for future transit systems from the Skytrain system in the east to Stanley Park/West End in the west, as well as future extensions.

Consider walking distance to transit services when designing buildings (e.g. provide public access through large developments).

Consider all new transportation services for Coal Harbour within a larger downtown and West End transit system context.

Encourage an increase in service frequency along nearby bus routes to satisfy increased demand from Coal Harbour residents.

Relocate the east/west segment of the No. 1 bus route to the Cordova Street extension, between Granville and Burrard, to serve the development better.

Consider relocating the north-south segment of the No. 1 bus route further west. Similarly the No. 19 bus route could be relocated north to Hastings Street. (Both of these proposals require examination in the context of the downtown transit network).

Encourage the development of a convenient ferry system for passengers between Coal Harbour, Stanley Park and major activity areas along the Central Waterfront District.

Consider an interim waterfront transit system that can service high level demand periods in waterfront areas (ie. weekends and summer months) in a flexible manner on surface routes.

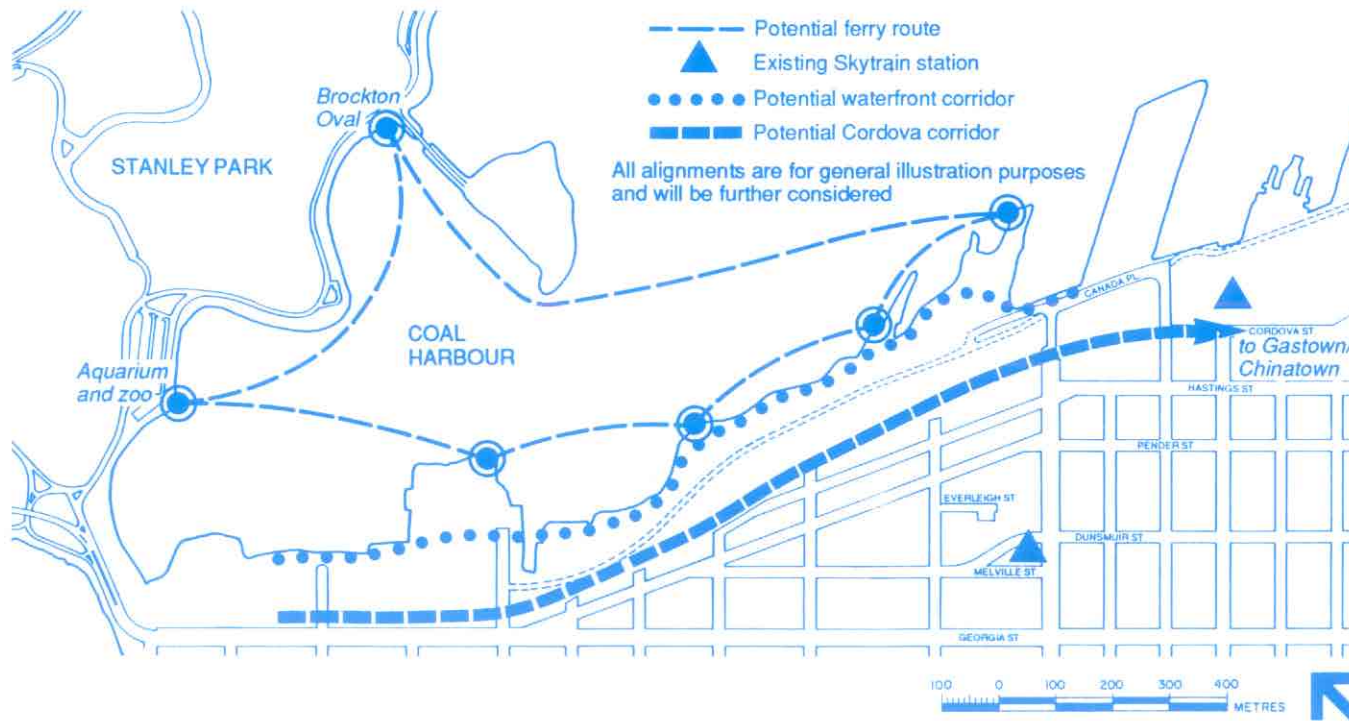


Figure 15. Potential Transit Corridors