



CITY OF VANCOUVER

Downtown Transportation Plan



Approved by Vancouver City Council

July 9, 2002

The attached Downtown Transportation Plan was approved by Vancouver City Council on July 9, 2002.

The following motions were moved and carried unanimously:

- A. **THAT** the Downtown Transportation Plan, attached as Appendix A to the Policy Report dated May 16, 2002, entitled "Downtown Transportation Plan", be adopted to improve downtown access and liveability 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.
- B. **THAT** the General Manager of Engineering Services and the Director of Current Planning be instructed to report back by January 2003 on an implementation program based on the recommendations scheduled for completion "within 3 years", as outlined in Section 7.0 of the Downtown Transportation Plan, attached as Appendix A to the Policy Report dated May 16, 2002, entitled "Downtown Transportation Plan", and that a schedule be developed for all other recommended items.
- C. **THAT** General Manager of Engineering Services and the Director of Current Planning be instructed to regularly monitor the implementation of the Downtown Transportation Plan and report back with updates, as required, to address new issues or reflect new Council policies.
- D. **THAT** TransLink be requested to include the recommendations of the Downtown Transportation Plan in developing an Area Transit Plan for Vancouver.
- E. **THAT** "Water Transportation" be added as Section 4.9 to the draft Downtown Transportation Plan.
- F. **THAT** Section 5 entitled "Implementation Ideas" in the draft Downtown Transportation Plan be replaced with the revised version containing illustrations.
- G. **THAT** the specific action items in the Downtown Transportation Plan contingent to Council's resolutions for a design study for Granville Street/Mall, be deferred.
- H. **THAT** Council receive the letter from TransLink dated June 27, 2002, and instruct staff to work with TransLink to address the comments and suggestions included in its written submission and consider the following statement in developing the Downtown Transportation Plan implementation program:

"Give effect to the City's stated priority to increase transit use and improve service by allocating road space and managing traffic systems and regulations to improve the reliability, speed, comfort and status of transit vehicles. Such priority will reflect transit's current and expected importance in moving people to and within the downtown and will include a range of measures including bus lanes, signal priority, bus bulges, queue jumpers, auto turning restrictions and improved pedestrian amenity."

- I. **THAT** Council receive the letter dated July 3, 2002, from the Vancouver Port Authority and instruct staff to consider its contents in developing the Downtown Transportation Plan implementation program.
- J. **THAT** as part of the report back to Council in January 2003 noted in **B**, Council be offered options for:
1. *Population-based indicators of the level of pedestrian, transit, bicycle, and automobile use to be gathered every one to two years;*
 2. *Five-and ten-year goals to be set for each of these indicators;*
 3. *Costs of gathering these indicators.*
- K. **THAT** as part of the report back to Council in January 2003 noted in **B**, Council be offered options for:
1. Transportation demand strategies that involve Vancouver employers and major destinations within Vancouver;
 2. Contests and rewards for reducing use of the car that could be promoted citywide.
- L. **THAT** as part of the report back to Council in January 2003, staff report back on the implications of the following items as requested by the Bicycle Advisory Committee:
- *Robson Street bicycle route between Beatty and Burrard;*
 - *northbound bicycle connection along the Homer/Richards corridor;*
 - *bicycle connections to the Georgia viaduct.*

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