7 Implementation and Funding

The recommendations in the Downtown Transportation Plan are summarized below. The majority of the recommendations can be started within three years, subject to available resources and funding. Recommendations such as providing wider crosswalks at locations with high pedestrian volumes could be completed within three years. The development of a network of bike lanes could begin immediately but would not be completed until some time afterwards. The pursuit of a rapid transit line may take 10 or more years to complete. In the very short-term, it is recommended that an implementation strategy be developed for the Downtown Transportation Plan. This strategy, to be completed by January 2003, would establish the required resources and the potential funding sources and estimate timelines.

In following-up on all the recommendations of the Downtown Transportation Plan, the intent should be to complete the recommendations at the earliest possible time. This would provide benefits to all users sooner. To this end, it is recommended that progress in achieving the Downtown Transportation Plan recommendations be monitored and reported back regularly, in co-ordination with the Vancouver Transportation Plan's monitoring program.

It should be noted that the pursuit of some of the recommendations requires the co-operation of other agencies, most notably, TransLink. Agreement from TransLink is required or desired on all transit-related recommendations. Fortunately, TransLink will be undertaking a Transit Service Area Plan for Vancouver later this year. The transit recommendations of this plan can be fully considered at that time. And as noted below (Section 7.1), the development of the major rapid transit lines, as well as the transport demand management (TDM) assumptions of the 2021 transportation system, are also significant for the overall performance of the transportation system. While failure to achieve either transport demand management assumptions underlying the regional transportation model or to undertake contemplated transit improvements will have little effect on modal shares for downtown trips, they have significant implications for transportation network performance characteristics.

7.1 Summary of Recommendations

Population and Employment Study Recommendations

Recommendation PE 1 *Undertake follow-up studies of the demand for and supply of residential and commercial space in the Downtown Peninsula.*

Road Network Plan Recommendations

Recommendation RN1: *Confirm the existing designated MRN streets (Hastings, Georgia, Smithe, Nelson, Howe, Seymour and Main (south of Prior)).*

Recommendation RN2: *Pursue Burrard Street and Granville Street for potential inclusion as part of the Major Road Network.*

Recommendation RN3: *Conduct a future review of other potential MRN streets (such as Main and Dunsmuir) after considering potential land use and streetscape development.*

Recommendation RN4: *Distinguish and recognize the role of important circulation streets and local streets in future street modifications.*

Recommendation RN5: *Convert Carrall, Abbott, Beatty, Cambie and Homer to two-way streets.*

Recommendation RN6: *Maintain Granville Street's role as a transit, pedestrian and service vehicle corridor, entertainment district and future greenway. Transit efficieny along Granville Street should not be diminished.*

Recommendation RN7: *Reconfigure Granville Street south of Smithe Street to improve traffic circulation, widen sidewalks and reduce conflicts.*

Recommendation RN8: *Maintain Water and Cordova Streets as one-way streets.*

Recommendation RN9: *Further Evaluate Pender Street between Cambie and Howe for potential conversion from a two-way to one-way eastbound street.*

Recommendation RN10: *Widen roadways at specified locations to facilitate vehicular circulation, bus movements and bike lanes.*

Transit Recommendations

Recommendation TR1: *Use easy-to-read colour-coded maps at bus stops to clearly describe the downtown circulator bus routes.*

Recommendation TR2: *Operate downtown circulator bus routes in both directions on the same street and use electric trolley buses wherever possible.*

Recommendation TR3: *Encourage TransLink to investigate using advertising space on event tickets or envelopes to display bus routes and schedules leading to major event facilities, and coordinate with event organizers to charge an additional service fee to provide transit passes to event patrons.*

Recommendation TR4: *Reaffirm the City's commitment to develop a detailed transportation plan for the False Creek Flats in co-ordination with a rail study.*

Recommendation TR5: *Support the development of a rapid transit line from downtown Vancouver to Richmond (and possibly the airport) to achieve City and regional objectives, with stations in Downtown South, the central business district (centred at Burrard and Dunsmuir) and the transportation hub at Waterfront Station, using tunnel rail technology.*

Recommendation TR6: *Consider converting the existing bus lanes on Seymour and Howe Streets for use by other sustainable modes or for additional parking or landscaping as part of the implementation of the Richmond/Airport rapid transit line.*

Recommendation TR7: *Extend the proposed Pacific Boulevard streetcar line along Drake Street to Granville Street.*

Recommendation TR8: *Adjust the location of streetcar stations as detailed in Figure 4.2-I.*

Recommendation TR9: *Extend new streetcar routes for the False Creek Flats, Vanier Park, and along the Arbutus corridor.*

Recommendation TR10: *Consider alternative streetcar alignments on Water Street, Abbott Street or Keefer Street if needed for additional capacity.*

Recommendation TR11: *Investigate the potential for introducing transit/HOV lanes on Burrard Street from Pacific to Pender, in the peak periods/peak directions only, as part of the Vancouver Area Transit Plan.*

Recommendation TR12: *Extend the westbound 3:00 to 7:00 PM HOV lane on Georgia Street east from Burrard to Richards Street.*

Recommendation TR13: *Investigate the potential for a transit signal priority system on Hastings Street, following an operational review of the new 98 B-Line Granville Street transit signal pre-emption system.*

Recommendation TR14: *Investigate the potential for introducing bus only queue jumper lanes in the peak periods on Main Street between National Avenue and 2nd Avenue, as part of the Vancouver Area Transit Planning process.*

Recommendation TR15: *Enhance streetscape design of Granville Street from the bridgehead to Cordova street to improve pedestrian/transit stops.*

Recommendation TR16: *Investigate the potential to improve bus travel times on Granville Street by providing bus-passing opportunities and optimized signal control.*

Recommendation TR17: *Pursue changes to Cordova Street in front of Waterfront station to create additional bus stops, a bus-only lane on Cordova, and accommodate a streetcar station.*

Recommendation TR18: *Work with TransLink on a public process that will help to guide the development of a new transit area service plan for the City of Vancouver.*

Recommendation TR19: *Review the routing and station locations of the 98 B-Line.*

Recommendation TR20: *Encourage Translink to review the potential for a reduced fare for short trips.*

Pedestrian Plan Recommendations

Recommendation PD 1 *Implement the Pedestrian Route network as illustrated in Figure 4.3-B and adopt the Great Street network as illustrated in Figure 4.3-C*

Recommendation PD 2 *Provide curb ramps that align with the crosswalks at each intersection.*

Recommendation PD 3 *Remove restricted pedestrian crossings where safety can be maintained and where traffic impacts can be managed.*

Recommendation PD 4 *Provide mid-block crossings near significant pedestrian generators where safe and where and direct connections are desired.*

Recommendation PD 5 *Create improved sidewalk crossings at rear lanes to improve safety.*

Recommendation PD 6 *Design and implement a universal downtown way-finding system of pedestrian signage.*

Recommendation PD 7 *Implement pedestrian or corner bulges in locations where pedestrian crossings are long and traffic capacity would not be greatly impacted.*

Recommendation PD 8 *Minimize the number of curb cuts for driveways and parking access across all sidewalks, particularly identified pedestrian routes.*

Recommendation PD 9 *Restrict above and below grade pedestrian crossings to increase street level activity.*

Recommendation PD 10 *Provide pedestrian weather protection on retail/commercial (high) streets.*

Recommendation PD 11 *Provide barrier-free access to new and existing developments to accommodate the largest number of pedestrians.*

Recommendation PD 12 *Provide pedestrian connections to the Central Waterfront via Carrall and Richards Street alignments.*

Recommendation PD 13 *Provide improved pedestrian access to the Coal Harbour Waterfront by providing pedestrian activated signals, shorter crossing distances, signage and landscaping where possible.*

Recommendation PD 14 *Provide wider crosswalks at intersections with high pedestrian volumes.*

Recommendation PD 15 *Remove pedestrian holds to give pedestrians greater priority where vehicle volumes will not result in significant turning queues.*

Recommendation PD 16 *Increase the convenience for pedestrians at intersections by installing automatic pedestrian detectors to provide pedestrians with the walk signal and provide sensory devices for sight and hearing impaired pedestrians.*

Recommendation PD 17 *Introduce public pathways between buildings to create more opportunities for pedestrian short-cuts where opportunities exist.*

Recommendation PD 18 *Redesign the intersection of Carrall/Powell/Water/Alexander*

Recommendation PD 19 *Widen sidewalks on Davie Street between Burrard and Jervis using building setbacks.*

Bicycling Plan Recommendations

Recommendation BK1 *Implement the downtown bicycle network shown in Figure 4.4-B.*

Recommendation BK2 *Evaluate alternatives to the proposed bike facility along Pender and Dunsmuir.*

Recommendation BK3 *Upgrade False Creek Bridges to better accommodate bicycles.*

Recommendation BK4 *Provide related bike facilities to encourage and make bicycling safer and more convenient (e.g. bike parking facilities, way-finding/destination signage, education).*

Recommendation BK5 *Create bicycle friendly streets along all local streets within the downtown.*

Recommendation BK6 *Monitor and assess the development and impact of the bicycle network on a regular basis and expand the network as warrented.*

Recommendation BK7 *Design all new streets and multi-use paths to adequately accommodate cycling.*

Goods Movement Recommendations

Recommendation GM1 *Modify the downtown truck route network as shown in Figure 4.5-B.*

Recommendation GM2 *Remove Downtown South from the Truck Area.*

Recommendation GM3 *Review the truck loading requirements in the Parking By-law to ensure they are adequate and avoid relaxations.*

Recommendation GM4 *Monitor the municipal commercial plate program to reduce unnecessary demands on the limited on-street loading facilities.*

Recommendation GM5 *Maintain the existing system of one-way entry only to many of the rear lanes within the Central Business District and remove all lane encumbrances to the extent possible.*

Recommendation GM6 *Manage the motor coach and tour bus routes on a case-by-case basis to provide flexibility in managing conflicts.*

Recommendation GM7 *Manage tour buses by undertaking an education and enforcement program, and where necessary and practical, provide additional on-street tour bus parking and loading zones.*

Recommendation GM8 *Avoid downtown relaxations of the tour bus parking and loading provisions within the Parking By-law.*

Recommendation GM9 *Pursue additional off-street loading facilities as part of the convention centre expansion.*

Parking Recommendations

Recommendation PK1 *Regularly review downtown residential and commercial off-street parking standards to ensure that adequate, but not abundant, parking is provided to meet needs.*

Recommendation PK2 *Formulate communication programs in co-operation with major employers to encouraging employees to car pool or not drive to downtown jobs.*

Recommendation PK3 *Discourage driveways across all sidewalks in the downtown, particularly along pedestrian oriented streets and bikeways.*

Recommendation PK4 *Review existing policies that permit the development of free-standing parking garages.*

Recommendation PK5 *Consider renovating city-owned parkades to animate street frontages and encourage private owners to do the same.*

Recommendation PK6 *Urge TransLink and the GVRD to develop and implement an equitable regional parking policy to achieve regional livability and transportation goals in consultation with affected municipalities.*

Recommendation PK7 *Adjust on-street parking regulations as per Figure 4.6-F to better balance the needs of all users.*

Recommendation PK8 *Monitor the demand for special on-street parking provisions for motorcycles.*

Intelligent Transportation Systems Recommendations

Recommendation IT1 *Pursue ITS technologies to make downtown travel by pedestrians, cyclists and transit passengers more convenient and safe, and minimize overall road congestion.*

Public Realm

Recommendation PR 1*: Develop a strategy and work program for undertaking a downtown public realm plan.*

Environmental Assessment Recommendations

***Recommendation EN1**: Apply street robustness and land use sensitivity analysis where future significant public consultation is involved in street changes and where significant change may affect streetscape and liveability issues.*

***Recommendation EN2**: Request the GVRD Air Quality Branch to increase the parameters monitored by its downtown monitoring station to include the full range of substances and parameters monitored by the GVRD and that a baseline be established in the near future for ozone and particulate matter.*

Implementation and Funding

***Recommendation IF1**: Develop an implementation strategy for the Downtown Transportation Plan.*

***Recommendation IF2**: Monitor the progress in achieving the Goals of the Downtown Transportation Plan in co-ordination with the Vancouver Transportation Plan's monitoring program.*

7.2 Funding

The cost of transportation improvements has generally been paid in one of three ways:

Senior government (provincial and federal) contributions;

The City's capital budget; and

Development charges (Development Cost Levies (DCLs) or Community Amenity Contributions (CACs)).

These three sources would be examined for potential funding sources for the implementation of the Downtown Transportation Plan. Since 1999, TransLink has made available capital and operating funds for links in the Major Road Network. The City's capital program has been the main financial vehicle for local transportation projects. To address the need for additional capital funds to accommodate future growth, interim city-wide charges on new developments began to be levied in 2000, expanding a tool that had only been used in a few localized areas within Vancouver. Currently, a formal city-wide financing growth strategy is being developed and should be a consistent third source of funding in the future.

As a sub-set of the city-wide financing growth strategy, public benefit strategies have been developed for parts of the Central Area. These areas include Triangle West, Downtown South and other major development areas (False Creek, Coal Harbour and Burrard Landing). The public benefit strategies in these areas helped to outline potential public benefits, their costs, potential funding sources and timelines for implementation. This concept can be expanded to include the downtown or the entire Central Area. Upon completion of the Downtown Transportation Plan and the Streetscape Design Standards (also being undertaken currently), an opportunity exists to undertake an overall Public Benefits Strategy for the Downtown as directed by Council in 1998. The proposed changes in the Downtown Transportation Plan could result in a need for substantial capital funding over a 20-year period.

Other Public Benefit Strategy work needs to be done in the downtown area on parks, social housing and daycare. A significant part of this work has already been completed in sub-area plans, and converting this into a comprehensive strategy would be the biggest challenge. This could potentially be done in tandem with the transportation requirements as part of a comprehensive approach to the comprehensive Public Benefits Strategy for the downtown.