

Downtown Public Spaces

The plan will help support a variety of new and expanded public spaces - here are some potential concepts.

Parklets are small, modular, sidewalk extensions with seating suitable for any active commercial street.

Several potential **P2P** pilot sites are identified on this map.

Pavement to Parks projects target underused asphalt (side streets, wide intersections, alleys, etc) to provide quick, low-cost, high-impact public space while supporting other transportation goals.

NYC DOT

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All opportunity sites and concepts shown are subject to further study and consultation.

Opportunity: Yaletown

Precedent: Edinburgh

Opportunity: Bute/Robson

Precedent: New York City

NYC DOT

Robson Square Concept (With Transit)



Robson Square Concept (Without Transit)



Cycling Route Priorities

-  Downtown Separated Lanes
-  Potential 2013 AAA Route
-  Potential 2014 AAA Route
-  Potential 2015-17 AAA Route
-  Potential 2014-17 Spot Changes

Downtown Routes:






- Dunsmuir, Hornby, Burrard, and Carrall (Existing)
- Comox-Helmcken-Richards-Drake (2013)
- Cambie Bridge and Beatty (2014)
- Granville Bridge, Drake, and Richards (2015-17)



The plan proposes expanding the 'all ages and abilities' (AAA) network. Early candidates (subject to public consultation) are shown here.

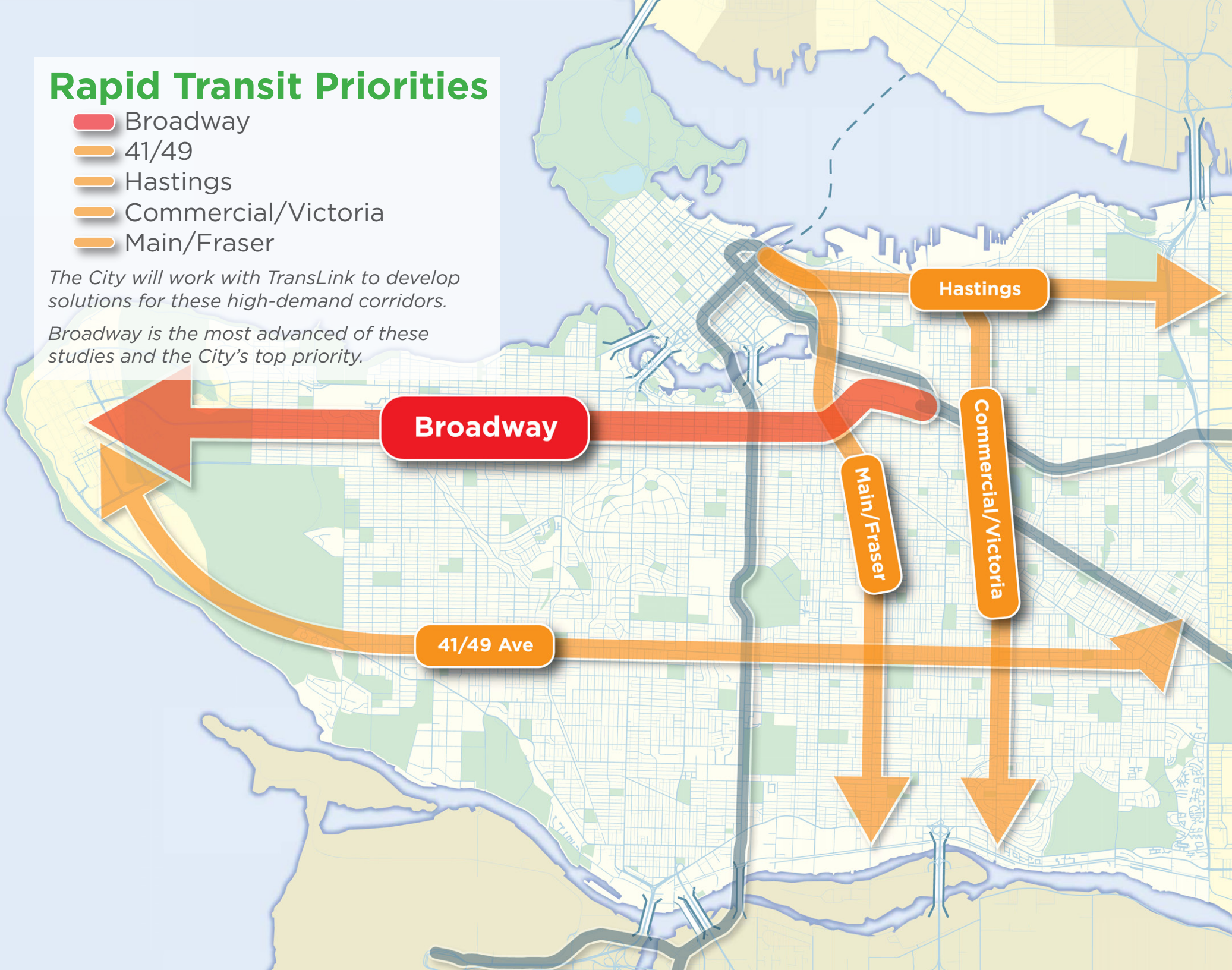
Priority will be given to critical gaps, areas with high existing or potential ridership, and opportunities as they arise through other projects.

Rapid Transit Priorities

-  Broadway
-  41/49
-  Hastings
-  Commercial/Victoria
-  Main/Fraser

The City will work with TransLink to develop solutions for these high-demand corridors.

Broadway is the most advanced of these studies and the City's top priority.



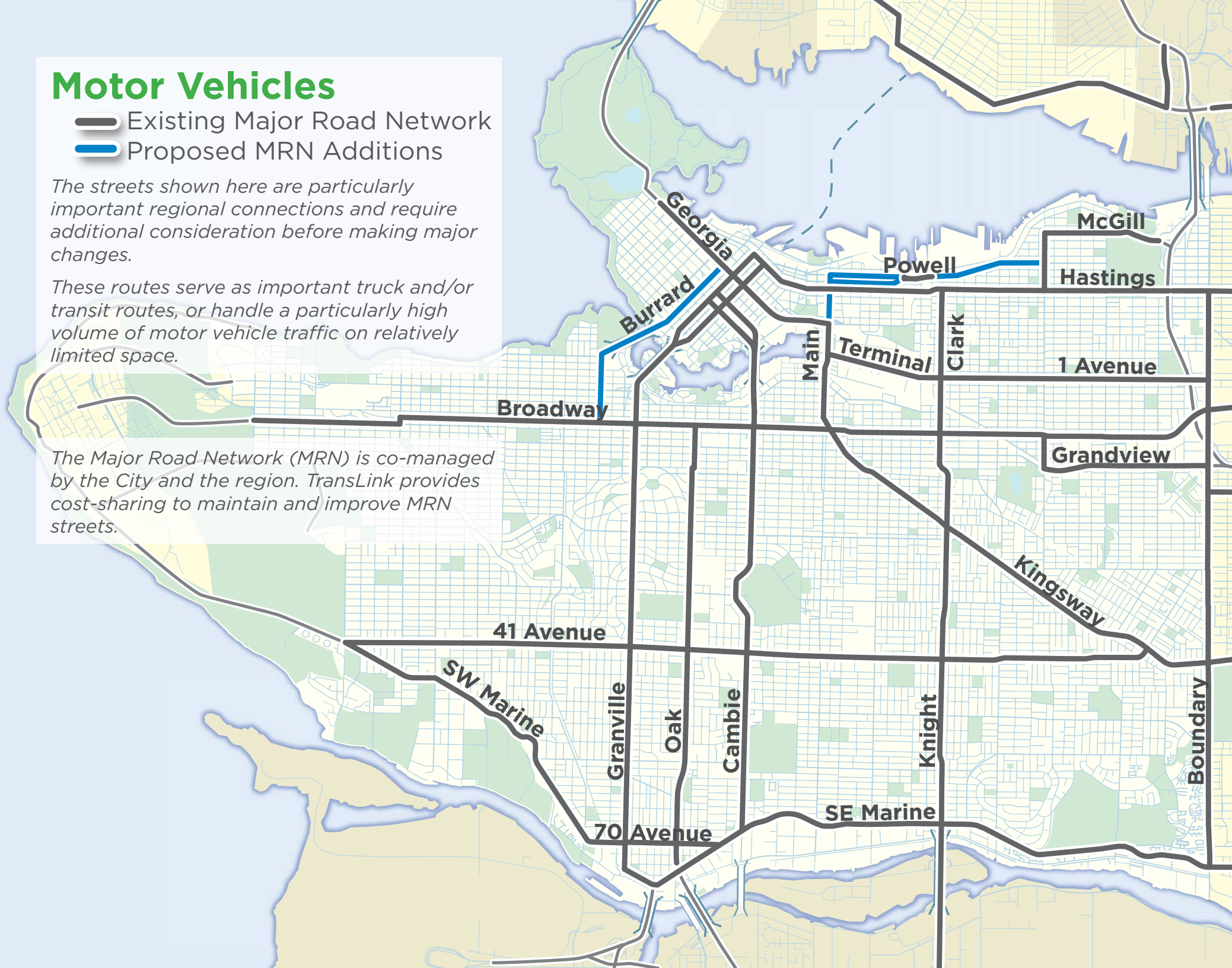
Motor Vehicles

-  Existing Major Road Network
-  Proposed MRN Additions





The streets shown here are particularly important regional connections and require additional consideration before making major changes.

These routes serve as important truck and/or transit routes, or handle a particularly high volume of motor vehicle traffic on relatively limited space.

The Major Road Network (MRN) is co-managed by the City and the region. TransLink provides cost-sharing to maintain and improve MRN streets.

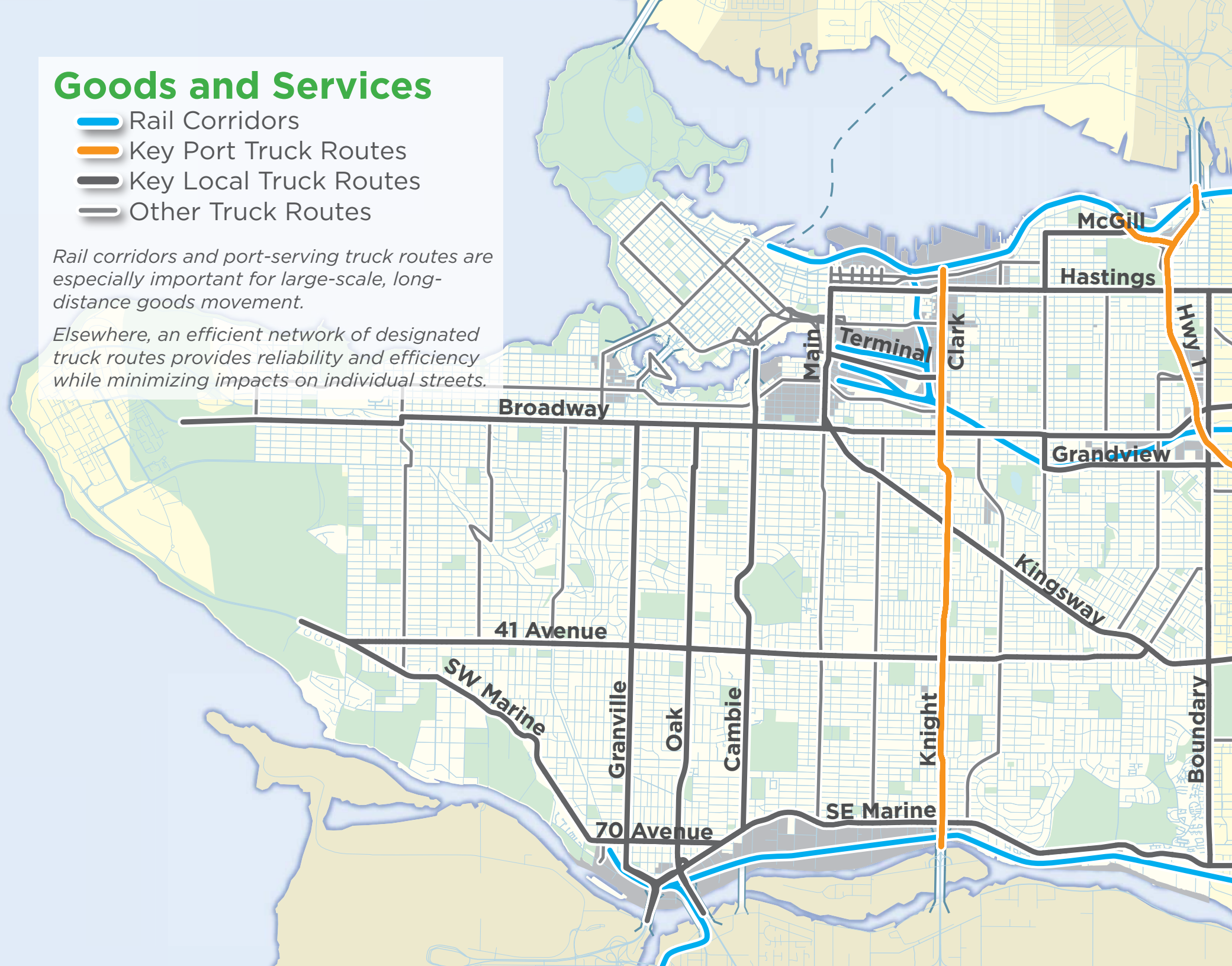


Goods and Services

-  Rail Corridors
-  Key Port Truck Routes
-  Key Local Truck Routes
-  Other Truck Routes

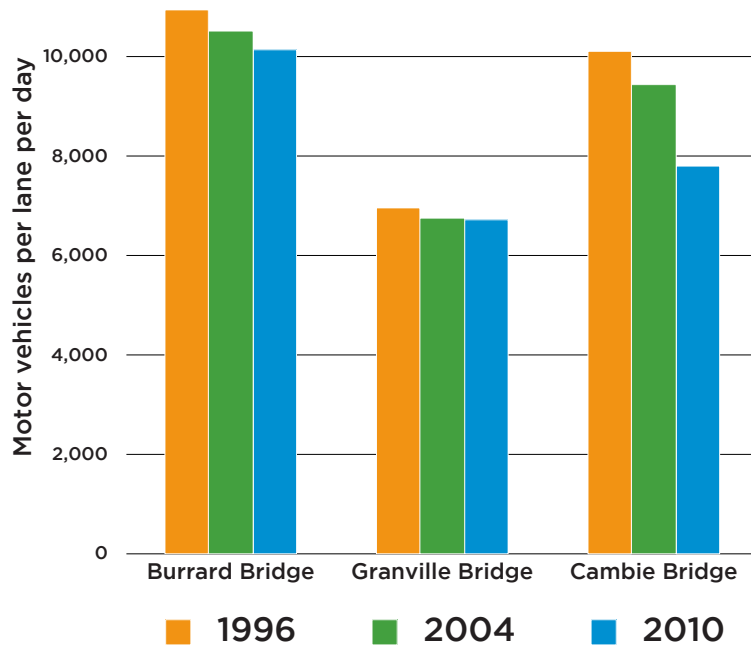
Rail corridors and port-serving truck routes are especially important for large-scale, long-distance goods movement.

Elsewhere, an efficient network of designated truck routes provides reliability and efficiency while minimizing impacts on individual streets.



False Creek can be difficult and unpleasant to cross by walking or cycling, but motor vehicle volumes across all three bridges are declining.

Underused space could be reallocated to improve conditions for relatively low cost.



*Conceptual illustration only. Subject to further study and consultation.

What do AAA routes look like?

Routes for all ages and abilities don't always have to be separated!
It depends mostly on motor vehicle volumes and speeds.



Routes on arterials or other streets with lots of cars require physical separation from motor vehicles.

Traffic calming to ensure low motor vehicle volumes and speeds may be enough on neighbourhood routes.