

Downtown Bus Service Review

Phase 2



You gave us some great ideas to improve the bus network downtown. Now we want your feedback on promising design concepts.

Join us
at one
of four
open
houses!

**Saturday,
April 5**

West End
Community Centre

11am - 2pm

**Wednesday,
April 9**

Woodward's Atrium

3pm - 6pm

**Thursday,
April 10**

Roundhouse
Community Centre

3pm - 6pm

**Saturday,
April 12**

Vancouver
Public Library
Central Branch

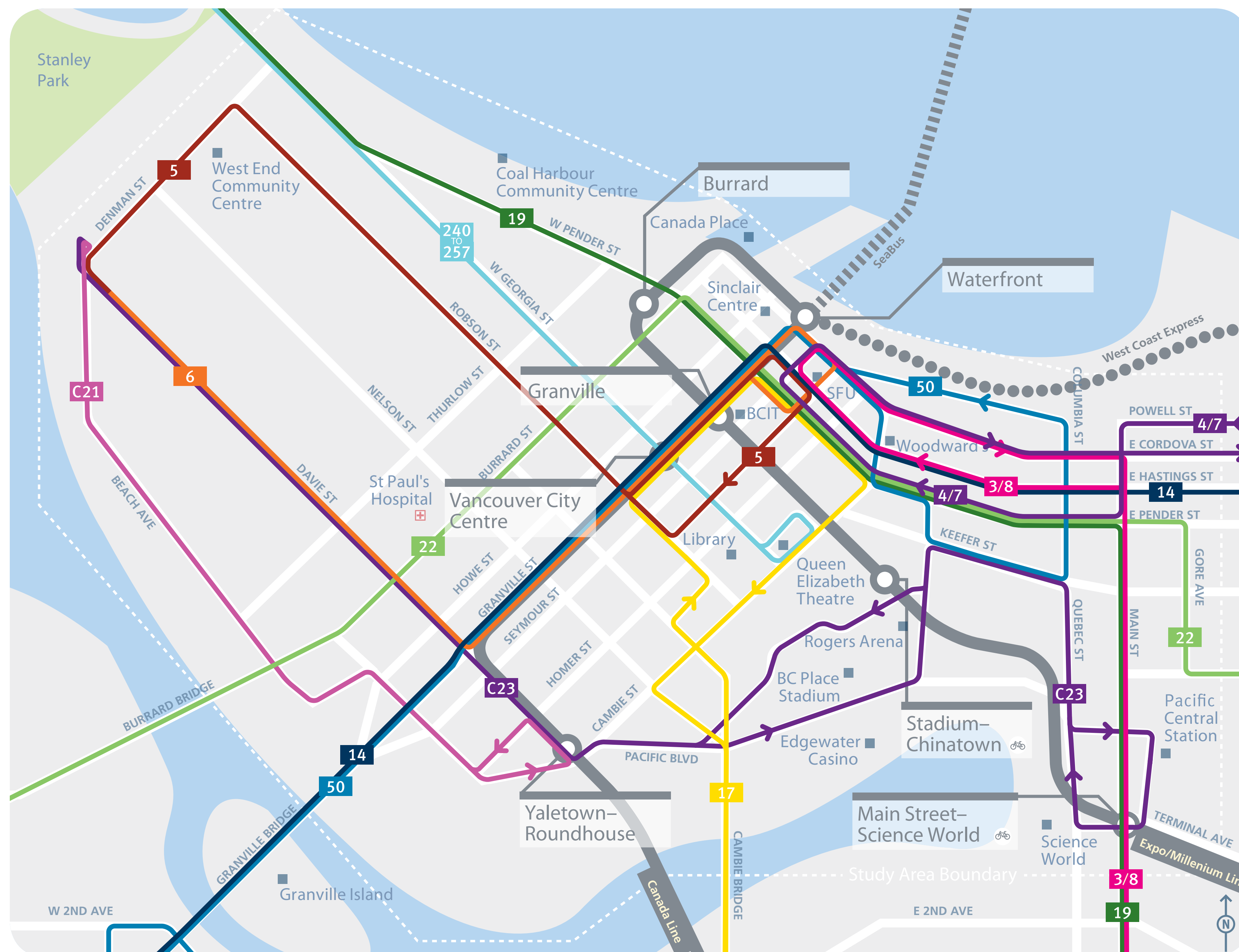
11am - 2pm

Visit us online to learn more and
fill out a questionnaire at
translink.ca/downtownbusreview





Current Downtown Local Bus Routes



Introduction

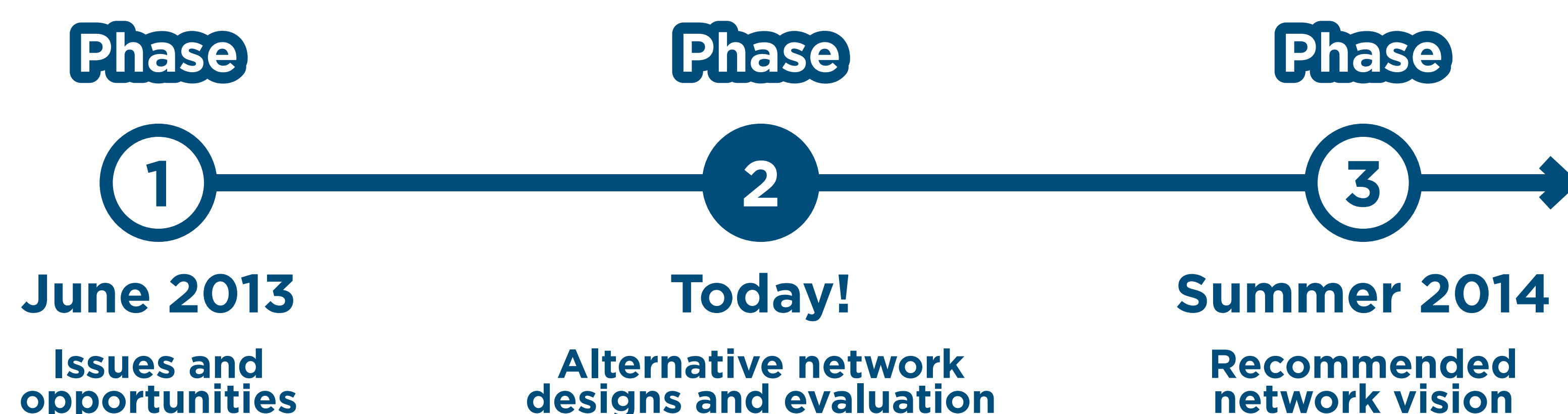
In Phase 1, we heard your ideas about how getting around downtown by bus could be better. Using those ideas, we identified and evaluated dozens of alternative design concepts and narrowed them down to the most promising set of options for your review.

Study Purpose and Scope

The purpose of this review is to establish a near-term (approx. 5-year) vision for the downtown local bus network and identify recommendations to achieve that vision.

The results of this review will help guide decision-making at TransLink and the City of Vancouver and ensure that efforts are coordinated to achieve our common goals.

Study Process



Phase 2 Consultation Objectives

The purpose of this phase of consultation is to gather public feedback on the promising network design concepts that have emerged in Phase 2.

HAVE YOUR SAY!

Please review the information in these boards and give us your feedback by:

- speaking to one of our staff;
- filling out a questionnaire in person or online at translink.ca/downtownbusreview

Managing the Network

For more information on how TransLink manages the transit network, see TransLink's "Managing the Transit Network" primer, or visit translink.ca/networkmanagement





Phase 1 Feedback

In Phase 1 we heard your ideas on how local bus service in the downtown could be improved. We collected feedback through a questionnaire at two open houses and online. For a full overview of what we heard, see the Phase 1 Consultation Summary.

Top Ten Themes Identified in Phase 1

Based upon questionnaire responses and open house comments and discussion, the following top ten themes emerged from public feedback in Phase 1:

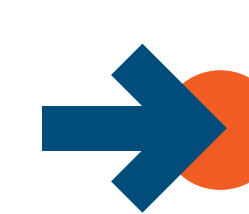
Legend:



Themes addressed in Phase 2



Themes addressed through ongoing work



Themes to be addressed in future work

What we heard:

What we're doing:

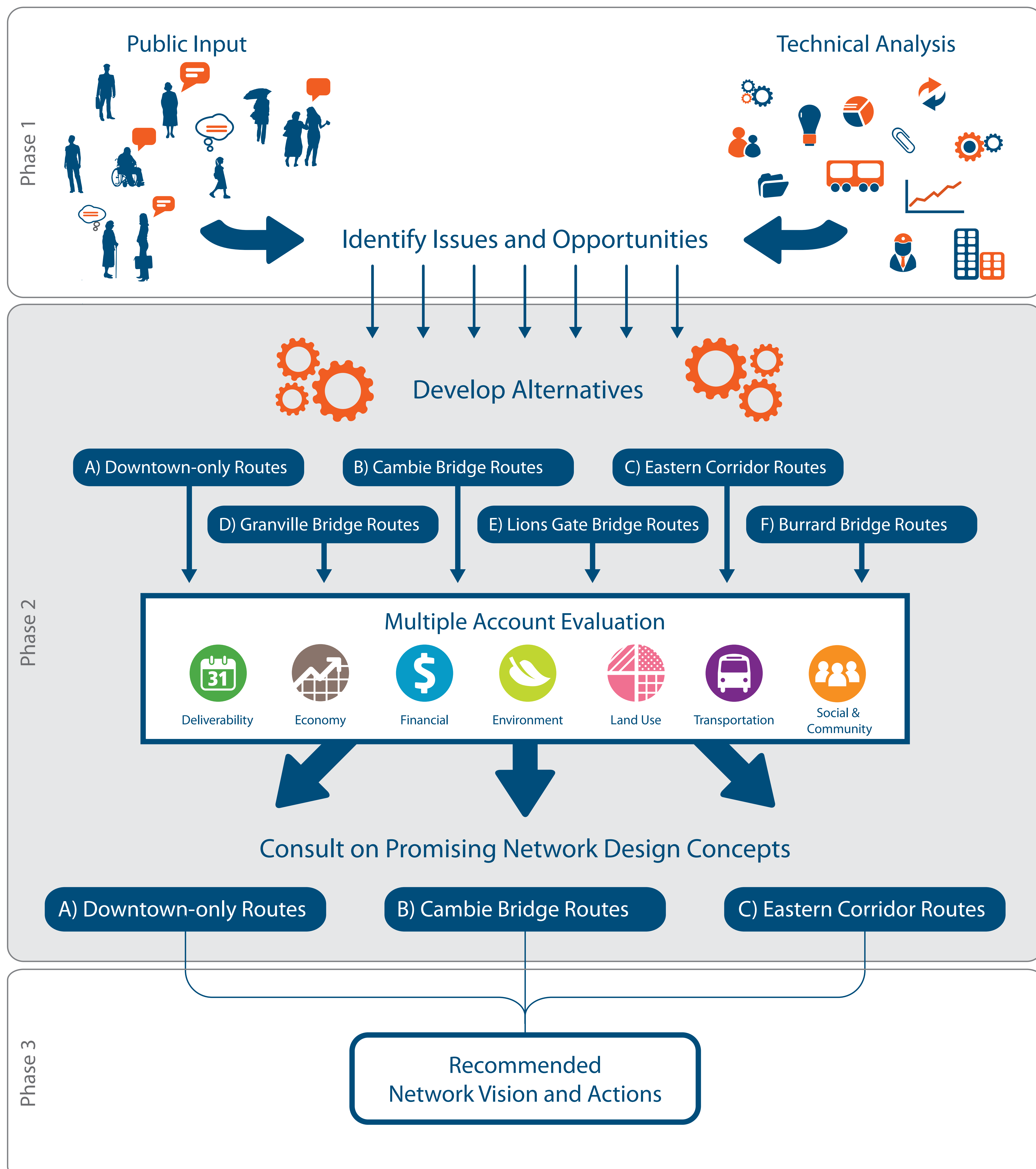
- | | | | |
|----|---|--|---|
| 1 | Update downtown bus service to better reflect customer travel patterns. | | See promising network design concepts. |
| 2 | Increase service levels, particularly during peak hours, evenings and weekends. | | TransLink anticipates future service increases as demand increases and resources become available. |
| 3 | Design routes to be direct and easy to understand. | | See promising network design concepts. |
| 4 | Design routes to be consistent and dependable. | | See promising network design concepts. |
| 5 | Improve communication of closures and reroutes. | | We'll continue to communicate road closures and service changes with signage, notices in local papers, and online. Subscribe for alerts at www.translink.ca/alerts . |
| 6 | Improve reliability of bus service (reduce bunching). | | We'll pursue additional transit priority measures on key transit corridors downtown following completion of this review. |
| 7 | Improve connections between downtown neighbourhoods. | | See promising network design concepts. |
| 8 | Integrate bus services with the rapid transit network. | | See promising network design concepts. |
| 9 | Improve bus stop amenities and accessibility features. | | We'll work to optimize bus stop locations and amenities through corridor reviews following completion of this review. |
| 10 | Introduce a downtown circulator or loop service. | | See promising network design concepts. |



Alternatives Development and Evaluation Process

Following Phase 1, alternative network design concepts were developed and evaluated using a Multiple Account Evaluation. This process considers a wide range of factors to identify the potential benefits and impacts for each alternative design concept.

Promising concepts emerged in three areas (A, B, C), while in other areas (D, E, F) no network design concepts were identified that performed well in the evaluation. In some cases these routes may be improved through next steps, such as optimizing bus stop locations or investing in transit priority measures.





Redesigning Downtown-only Routes

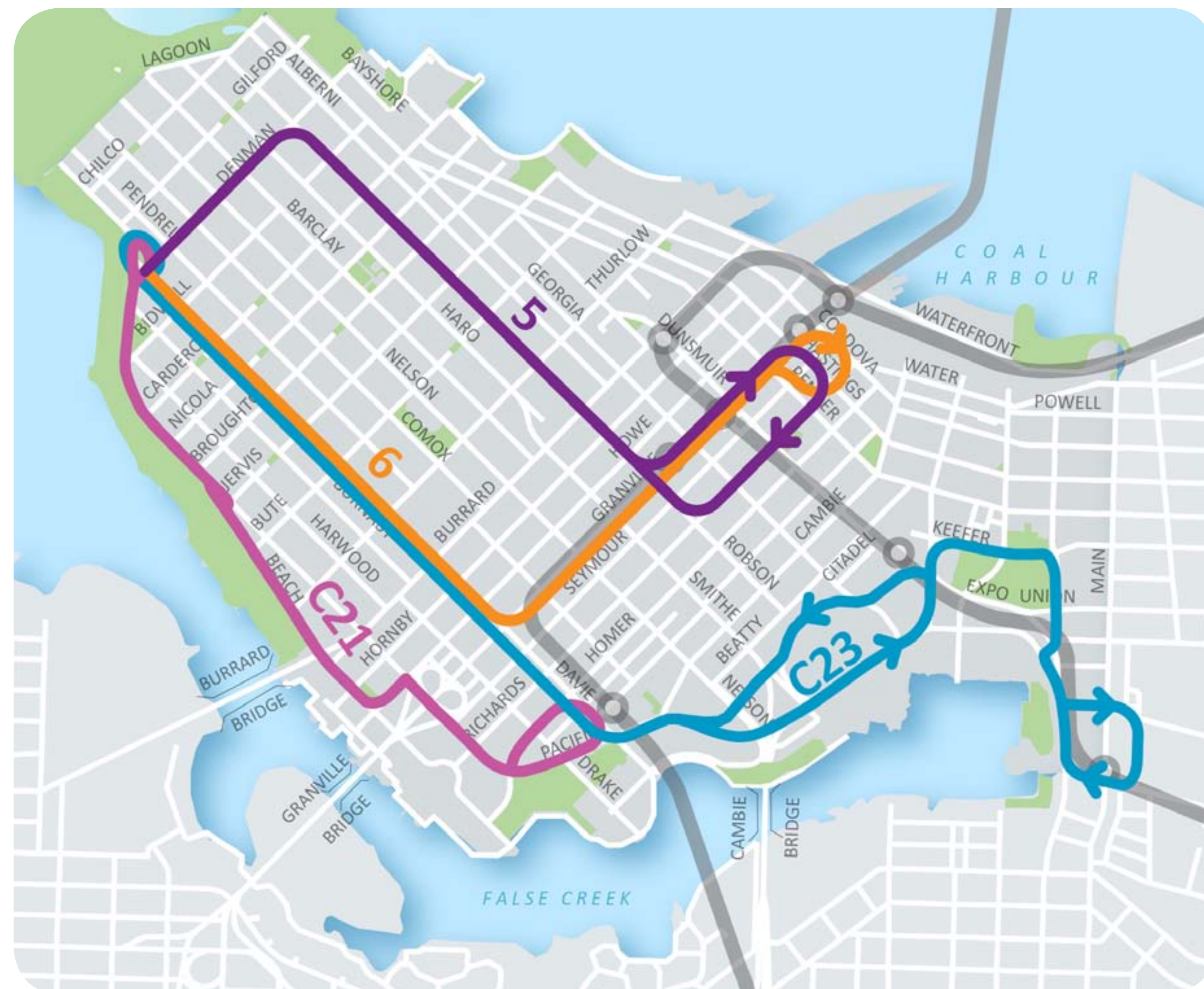
(Routes 5, 6, C21, C23)



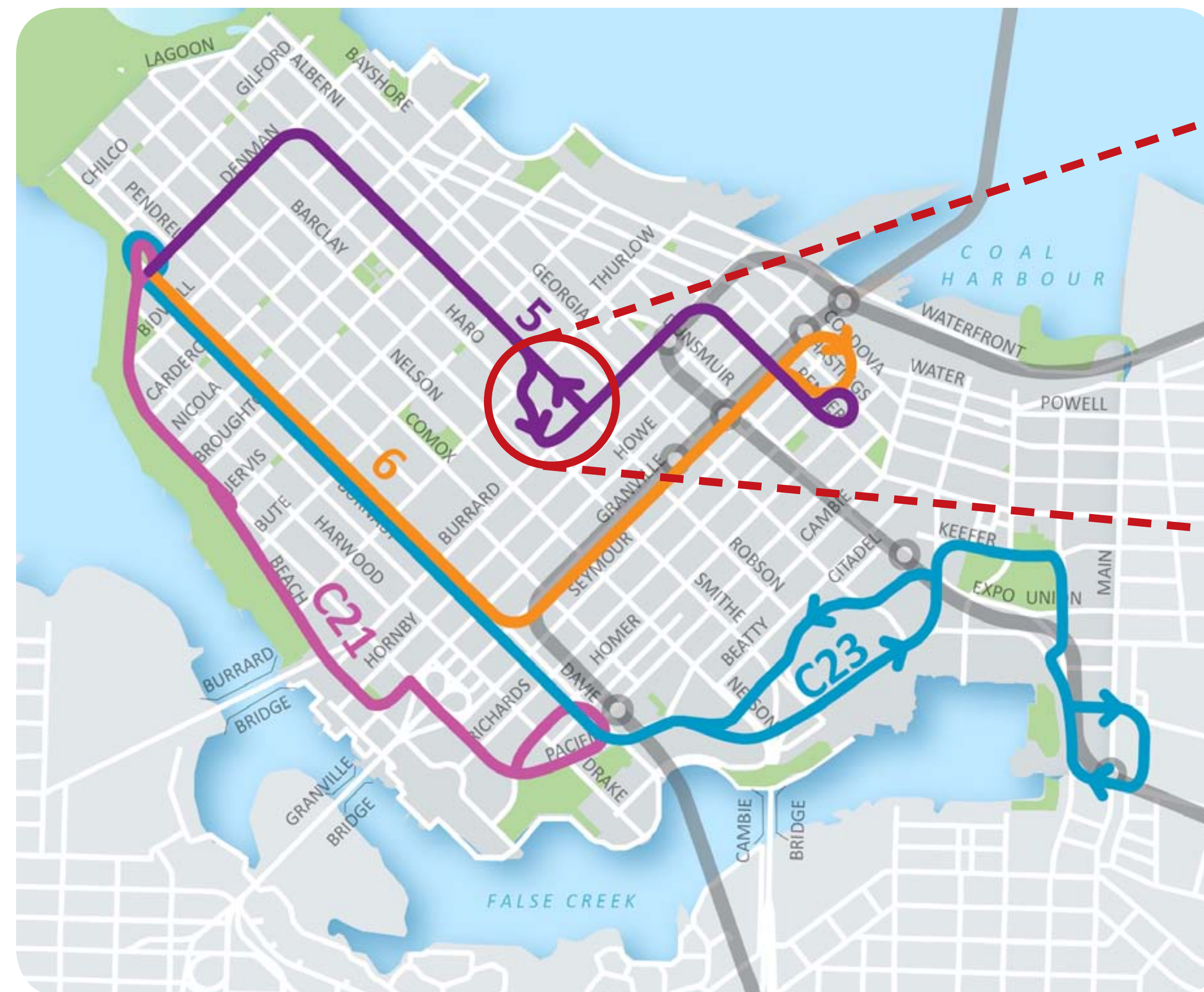
Downtown Bus Service Review

Current Condition

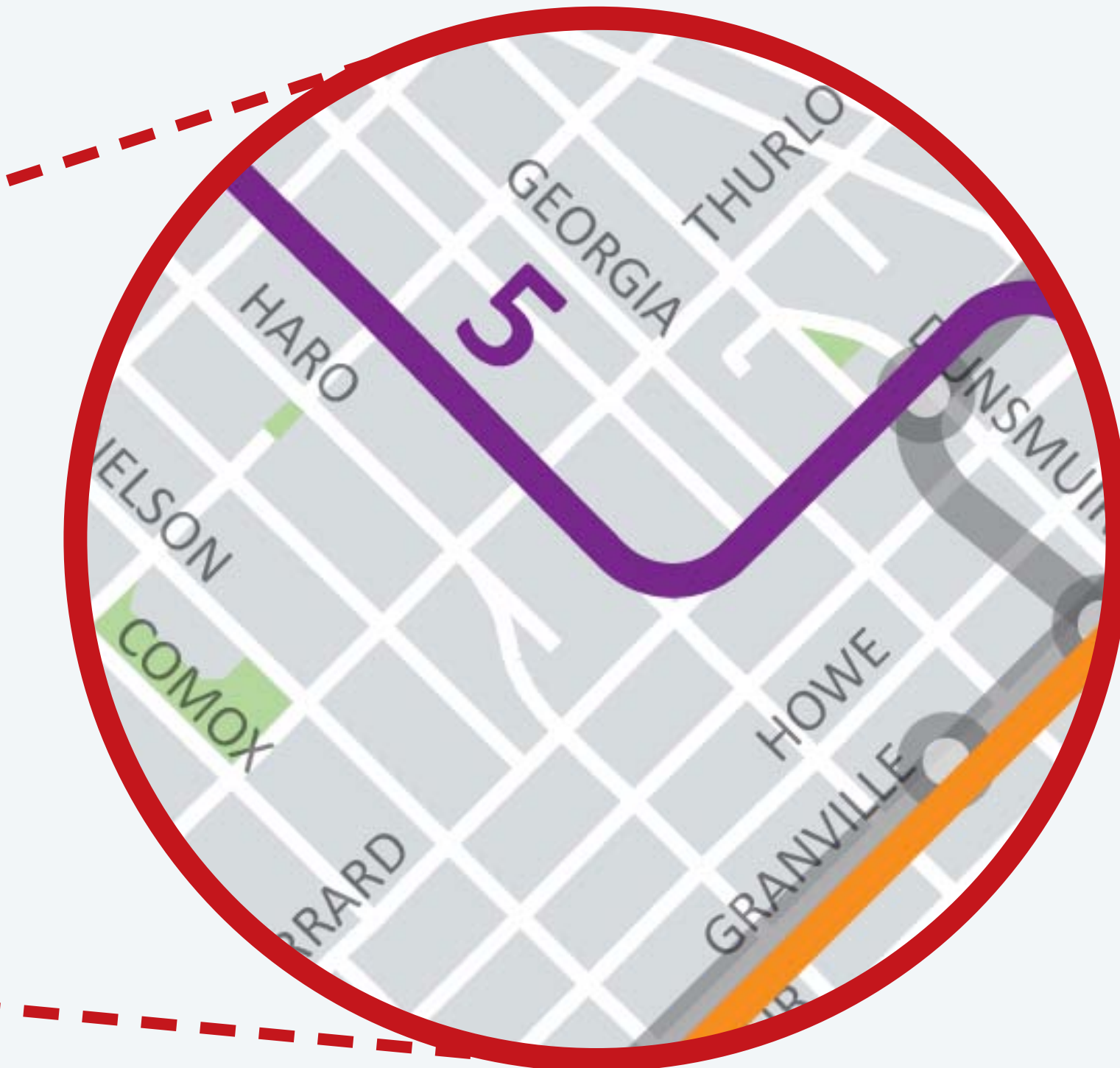
Current Route



Current Seasonal Reroute



Improved Seasonal Reroute



As an interim step to improve the 5 reroute during seasonal closure of 800 Robson, trolley buses will make left turns from Robson Street to Burrard Street.

Key Issues & Opportunities:

- Service between the West End and Yaletown does not meet demand.
- No trolley wires on Davie Street east of Richards.
- Ongoing, planned or potential road closures that affect bus routes.
- No direct services connecting the West End or Yaletown to Gastown.
- Interest in a “loop” service connecting downtown neighbourhoods.

Road Closures to consider...



800-block Robson Street

- VIVA Vancouver seasonal closure (Jun-Aug).
- City considering permanent closure.
- **Requires reroute of 5 bus.**



600-block Cambie Street

- City considering permanent closure with move of the Vancouver Art Gallery.
- Limits options for future north-south bus connections east of Granville.
- **Requires reroute of 17 bus.**



Granville Street

- Granville Entertainment District Closures - Weekend Evenings.
- VIVA Vancouver Street Activations - Summer Weekends.
- **Requires bus reroutes to Howe/Seymour.**



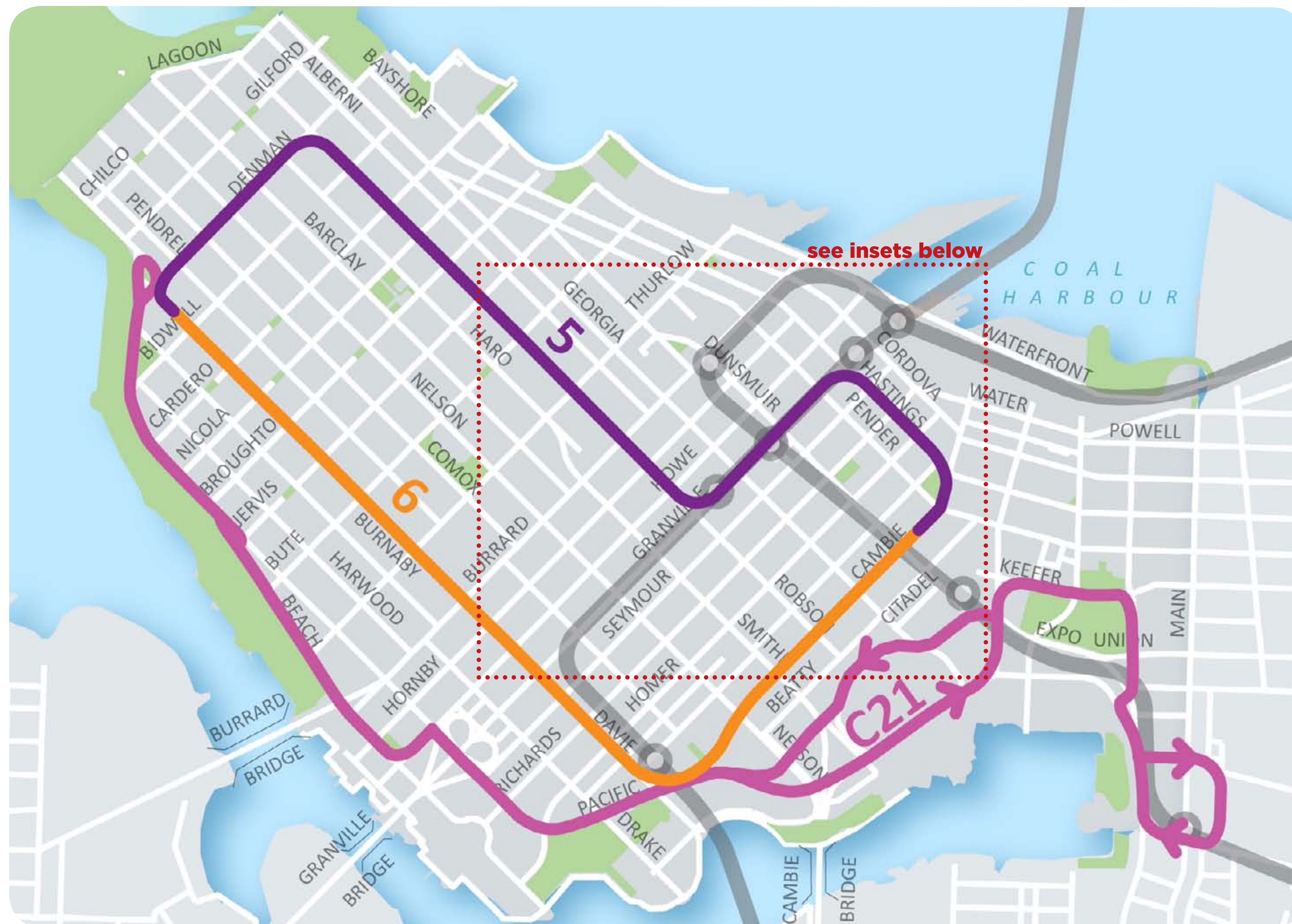
Redesigning Downtown-only Routes

(Routes 5, 6, C21, C23)



Downtown Bus Service Review

L-shaped Loop (Concept A1)



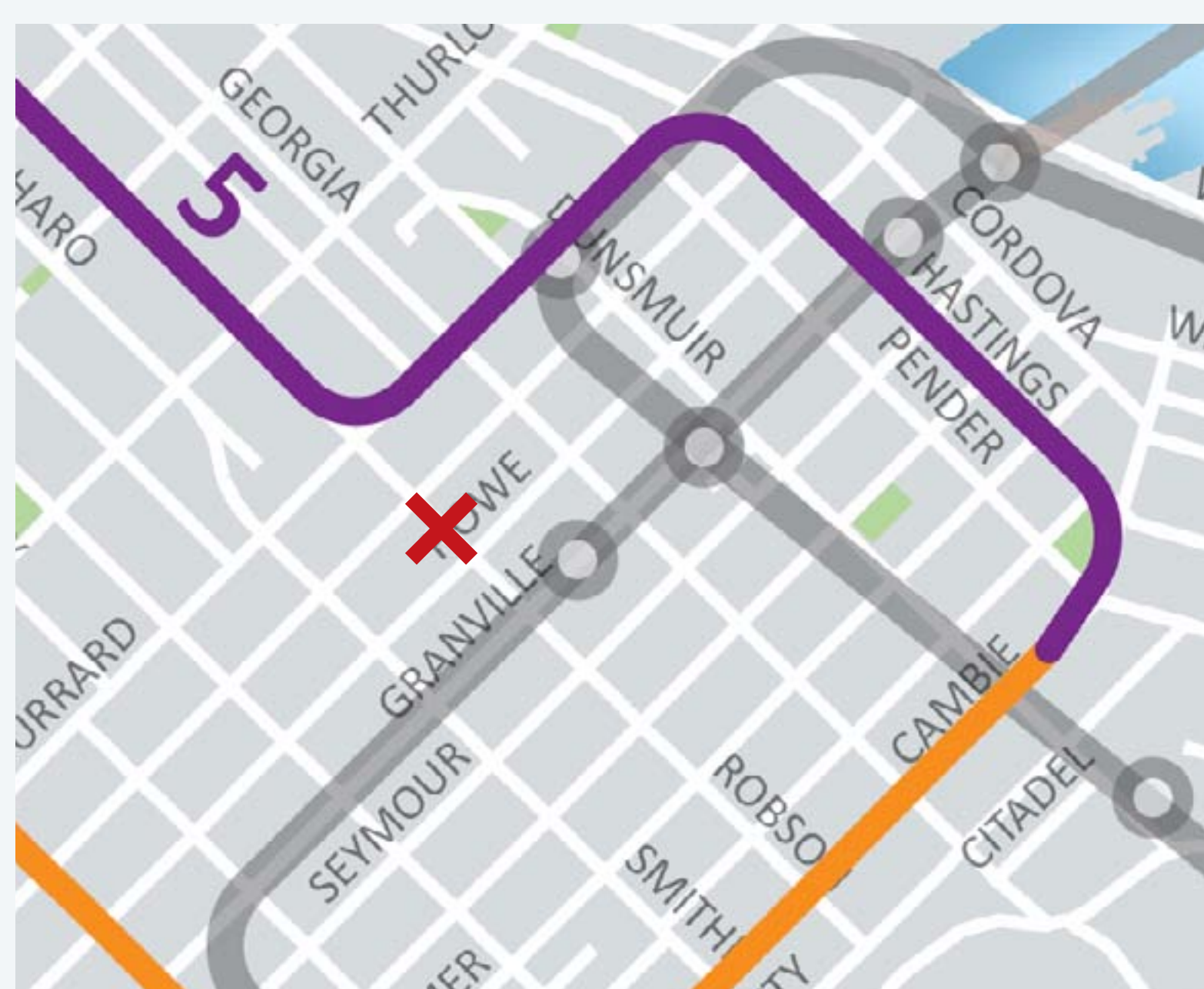
Concept Description

- 6 would extend via Davie and Cambie Streets to Yaletown and Stadium Station.
- 5 would remain on Robson Street and Granville Street and connects with the 6 near Stadium Station.
- C21 would provide service along Beach Avenue and through Northeast False Creek to Main Street Station, replacing the C23.

Benefits & Trade-offs

- Easy to understand loop covering the downtown peninsula.
- Improved connections between West End, Yaletown and Gastown.
- Connections to rapid transit lines maintained or enhanced.
- Maintains direct connections from Robson Street to key destinations on Granville Street.
- Direct routes improve reliability and speed.
- 5 would need to be rerouted during closures of Granville or Robson Streets.
- Transfer required from Davie Street to access destinations at north end of Granville Street.
- C21 offers direct connections from Beach Avenue to Expo/Millennium Line Stations

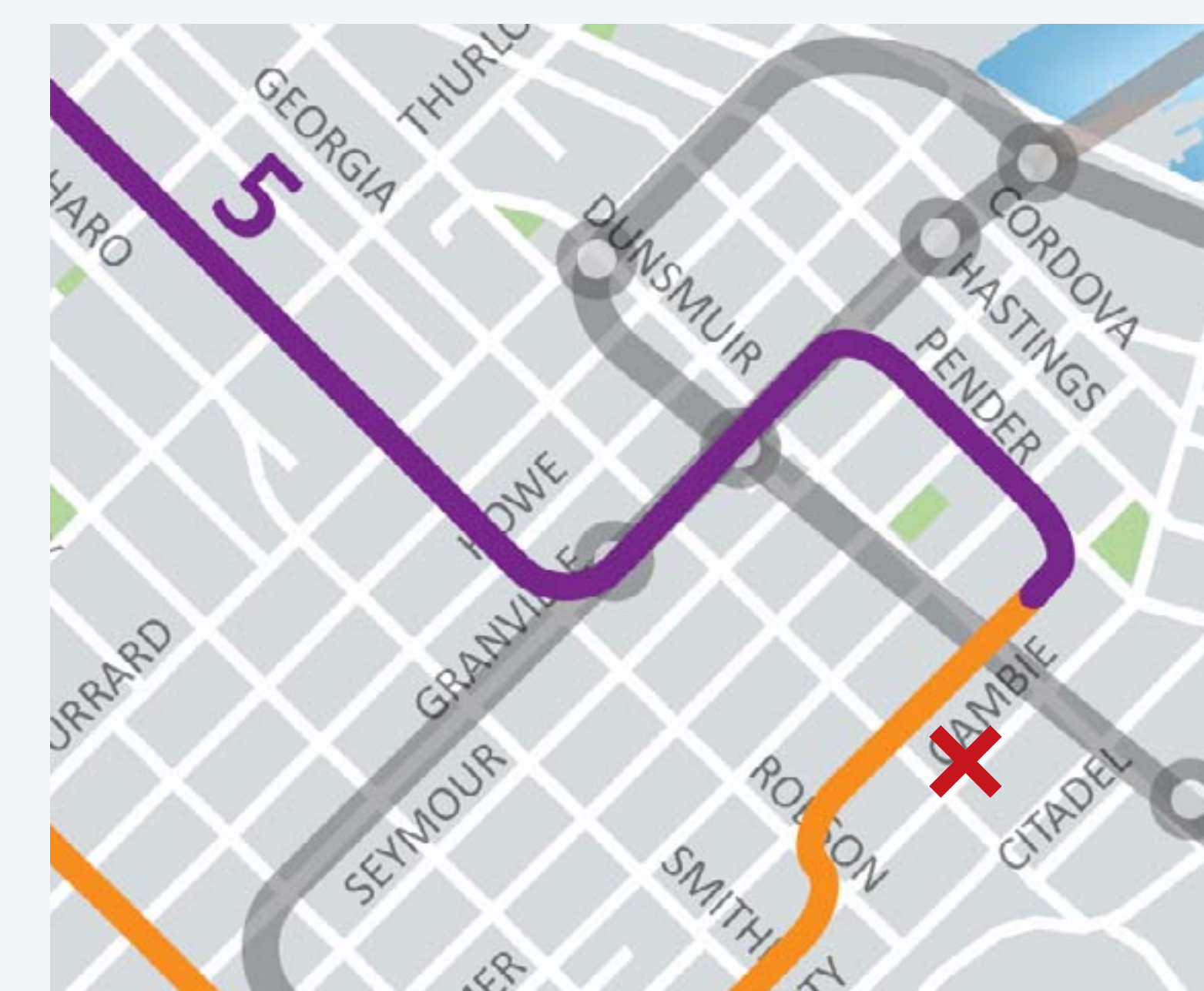
If 800-block Robson is closed*...



- 5 reroutes via Burrard and Hastings, which requires additional trolley wires.
- Transfer required to access key destinations on Granville Street.
- Route remains consistent during Granville Street closures.

* Pending decision by City of Vancouver

If 600-block Cambie is closed*...



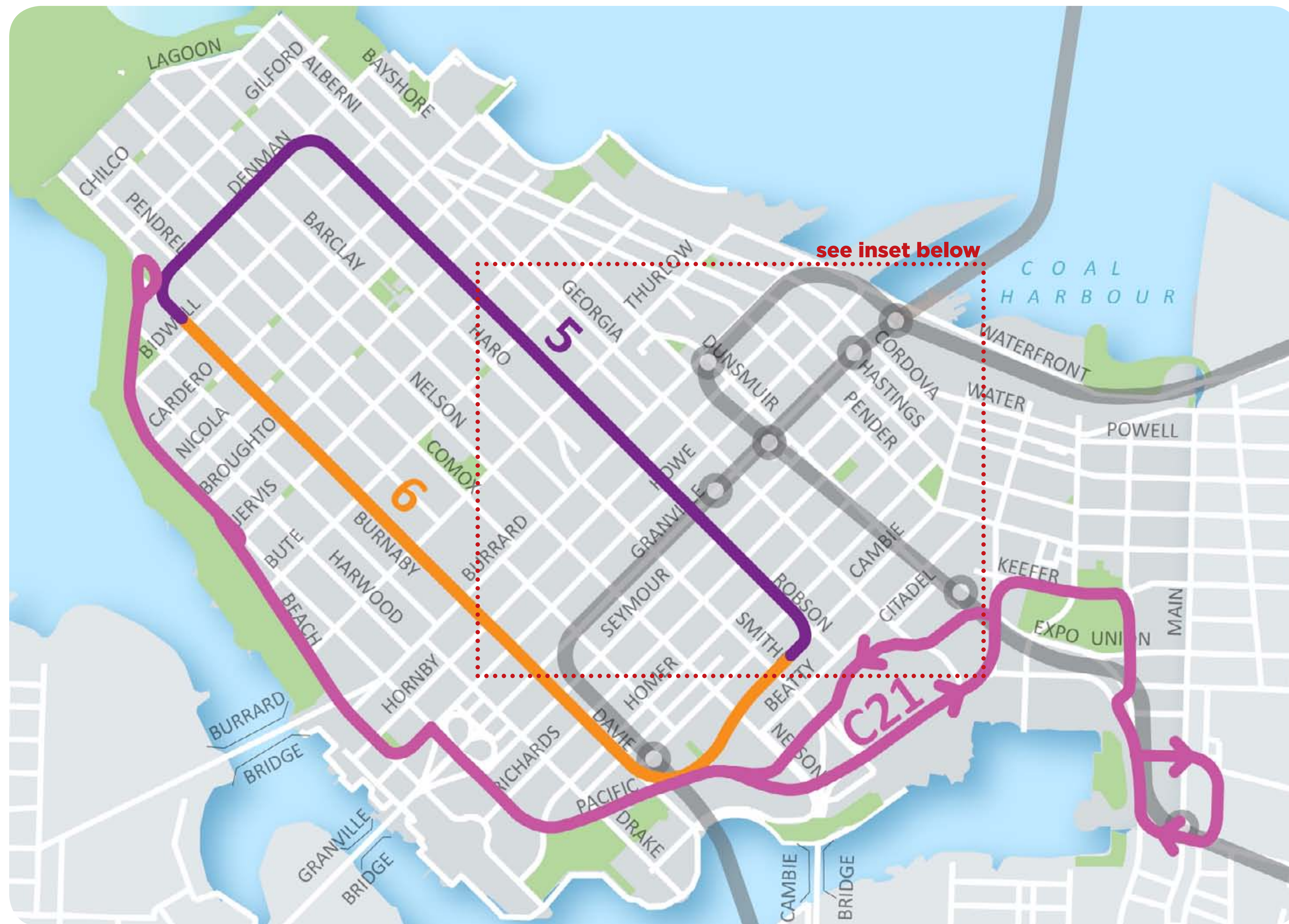
- 6 reroutes via Robson and Hamilton; 5 operates via Pender instead of Hastings.
- Use of Hamilton Street instead of Cambie Street increases distance to Stadium-Chinatown Station.
- Use of Pender Street instead of Hastings Street increases distance to Waterfront Station.

* Pending decision by City of Vancouver

A Redesigning Downtown-only Routes

(Routes 5, 6, C21, C23)

Rectangular Loop (Concept A2)



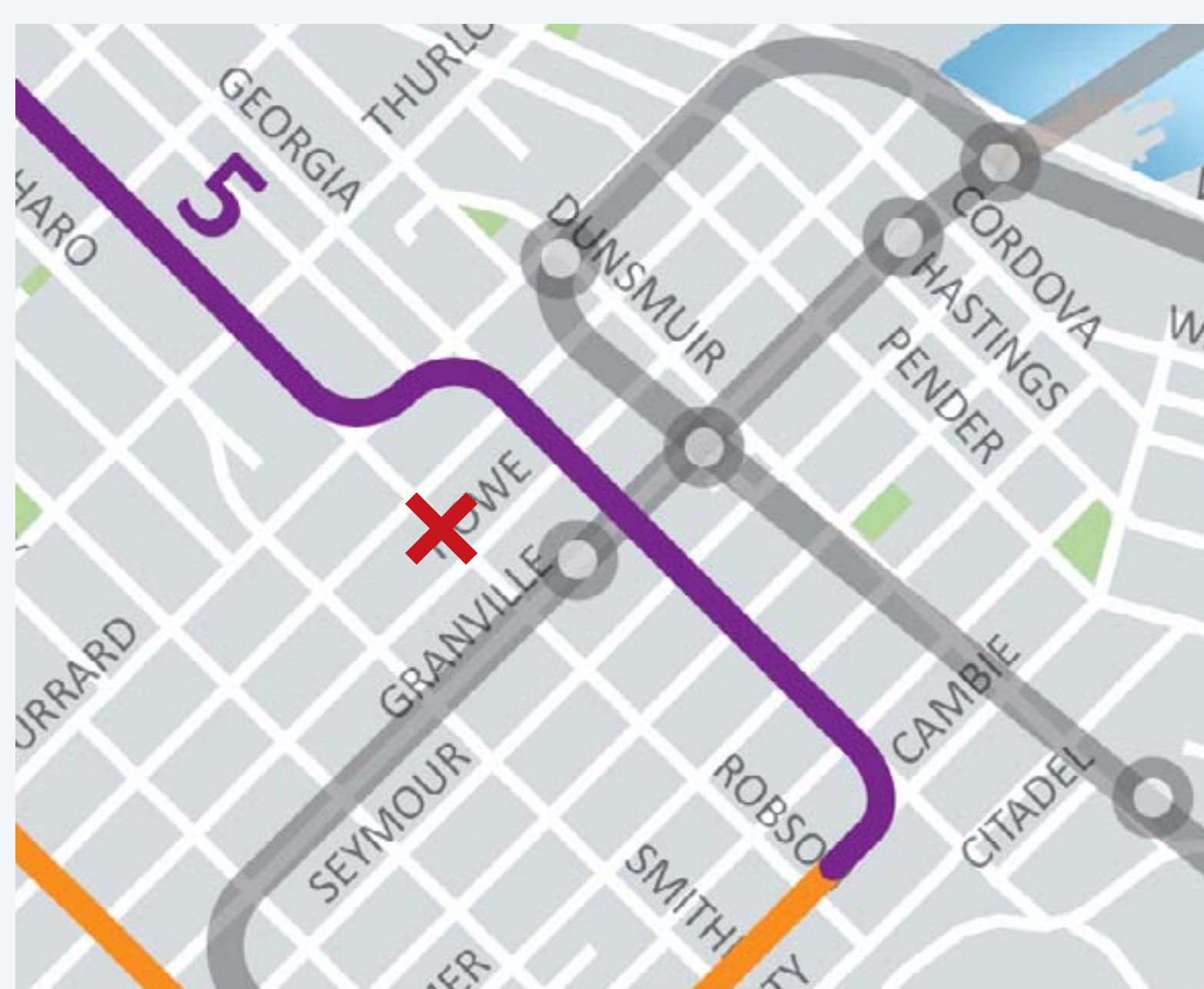
Concept Description

- 6 would extend via Davie Street to Yaletown Station.
- 5 would extend along the full length of Robson Street and connects with the 6 on Cambie Street.
- C21 would provide service along Beach Avenue and through Northeast False Creek to Main Street Station, replacing the C23.

Benefits & Trade-offs

- Easy to understand loop stretching full length of downtown peninsula.
- Improved connections between West End and Yaletown.
- Loss of direct connections to some rapid transit stations and the Central Business District.
- Direct routes improve reliability and speed.
- C21 offers direct connections from Beach Avenue to Expo/Millennium Line Stations.

If 800-block Robson is closed*...

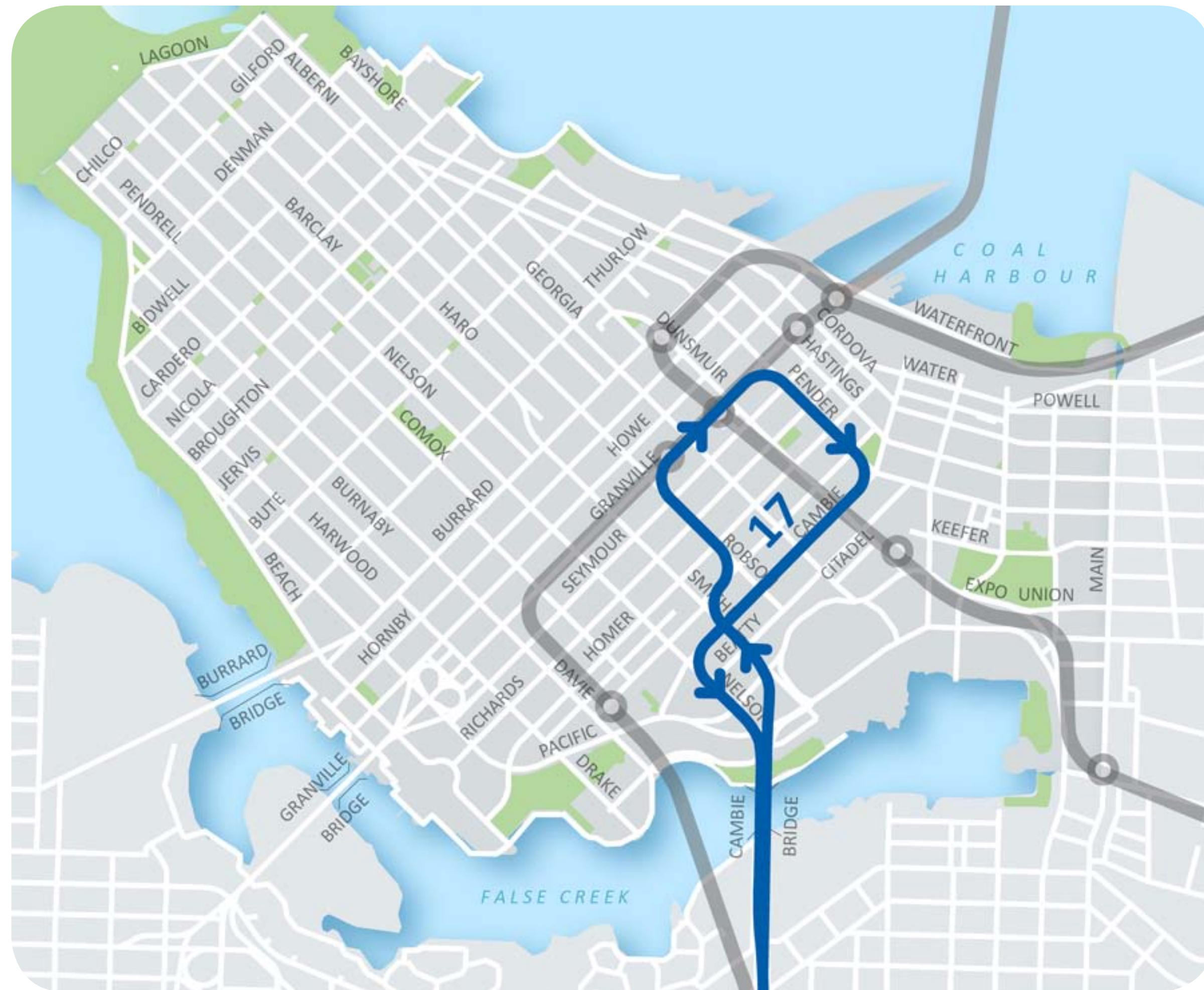


- 5 reroutes via Burrard and Georgia.
- High capital cost of trolley wires on Georgia Street.
- Traffic and transit volumes on Georgia Street may impact service speed and reliability.
- More turns may impact service speed and reliability.

* Pending decision by City of Vancouver

Current Condition

Current Route

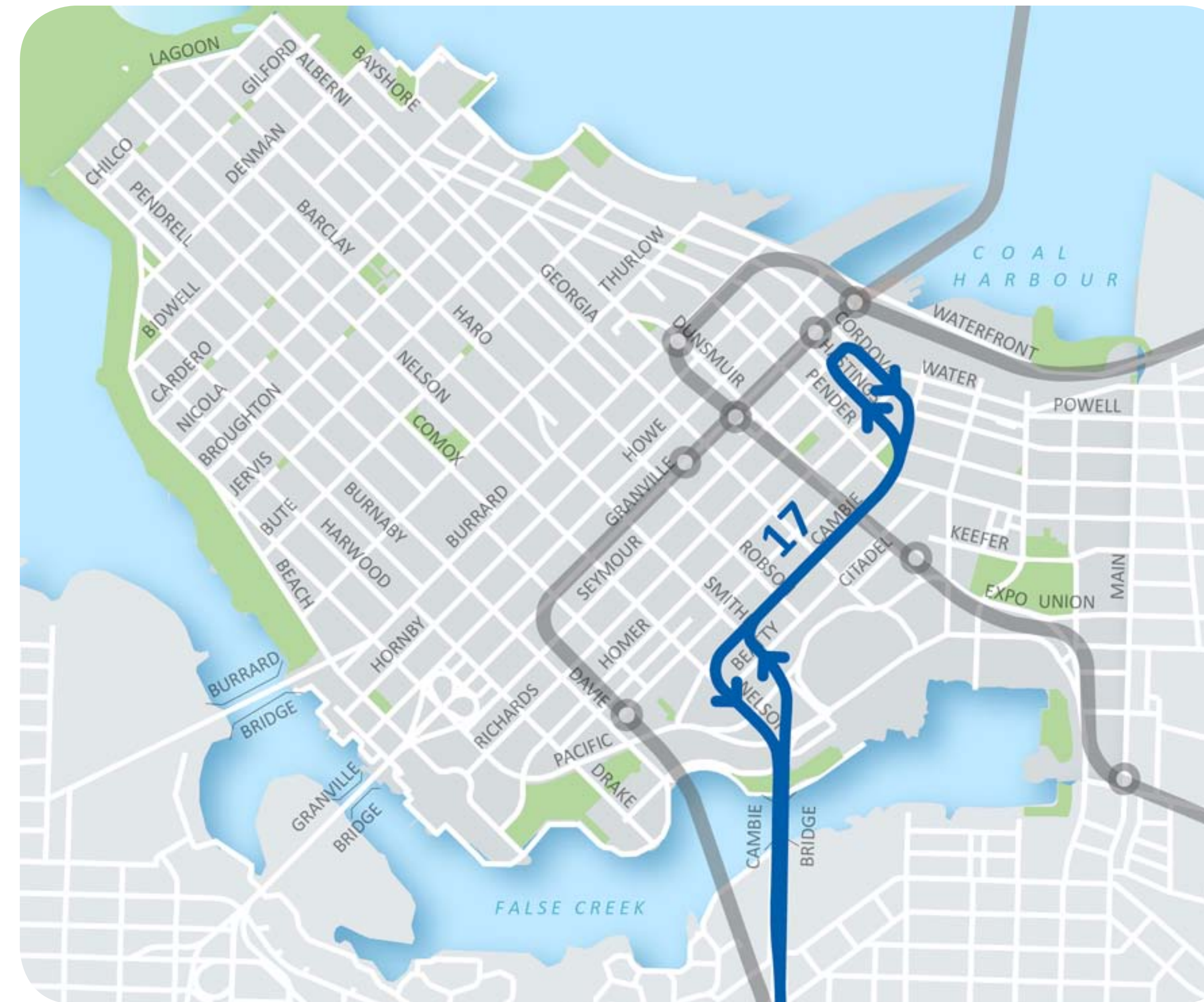


Key Issues & Opportunities:

- One-way loop service is unclear and inconvenient for some customers, particularly for trips within downtown.
- Current trolley wire prevents two-way service on Cambie Street and limits options for turning locations.
- This is the only direct service connecting Yaletown to Gastown, Chinatown and the Central Business District.
- The possible relocation of the Vancouver Art Gallery may involve the closure of 600-block of Cambie Street (between Georgia and Dunsmuir).

Two-way 17 via Cambie

(Concept B1)

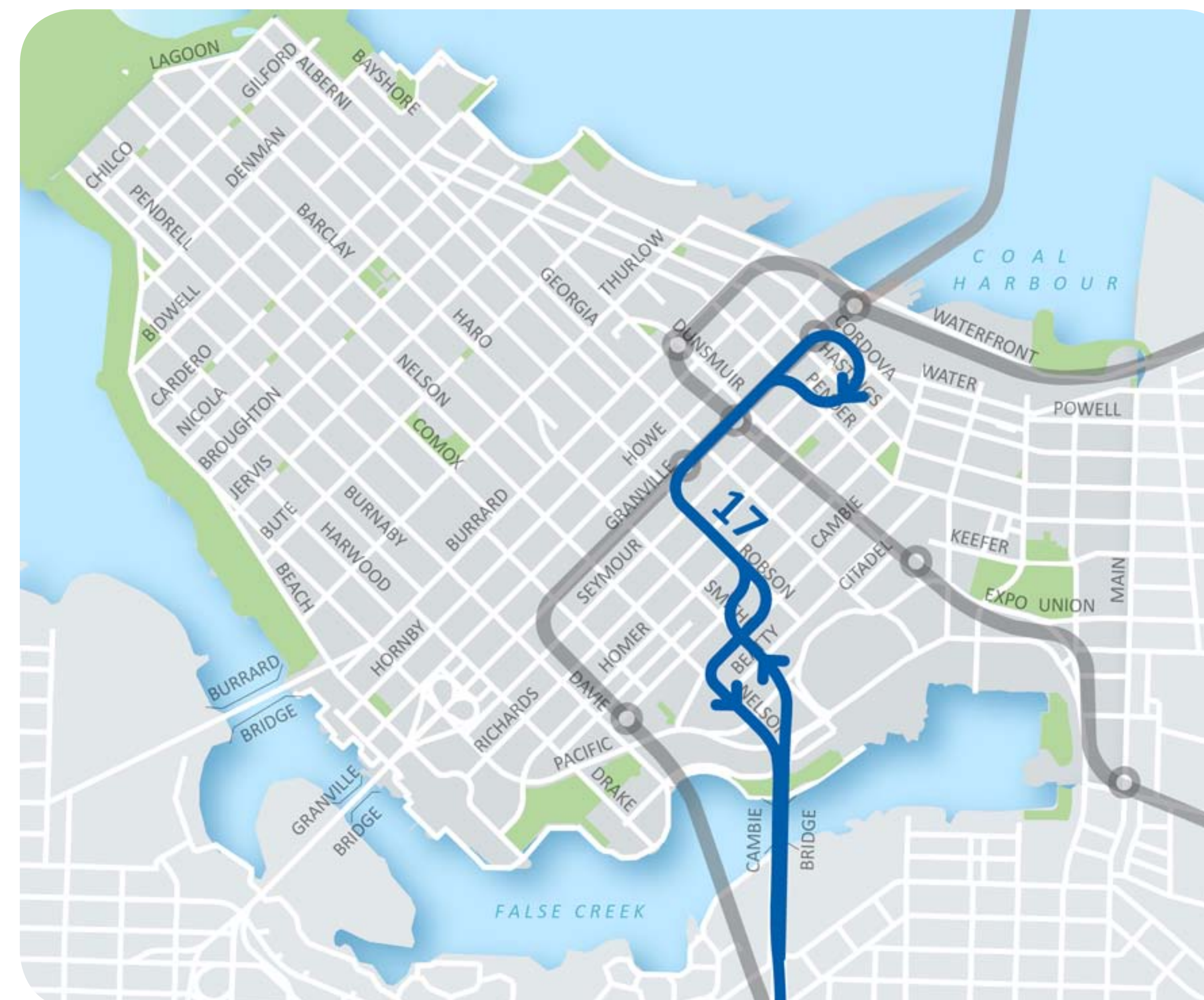


Benefits & Trade-offs

- Improves clarity and usefulness.
- Improves connections between Yaletown and Gastown.
- Maintains connections with rapid transit stations.
- Loss of direct access to Granville Street and parts of the Central Business District.
- Requires introduction of trolley wires north-bound on Cambie Street.
- Would be impacted by closure of 600-block of Cambie Street

Two-way 17 via Robson and Granville

(Concept B2)

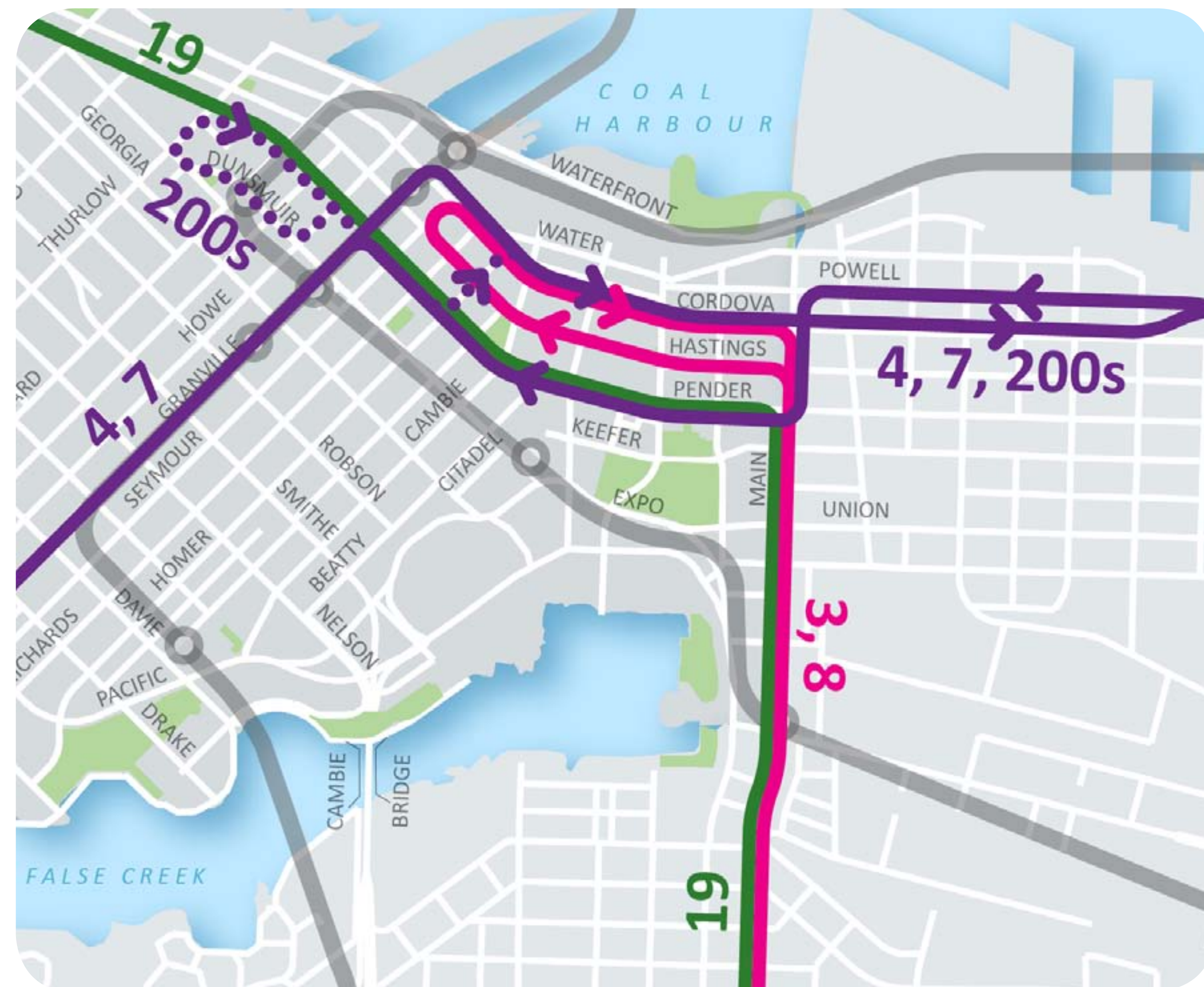


Benefits & Trade-offs

- Improves clarity and usefulness.
- Reduces connections between Gastown and Yaletown.
- Maintains connections with rapid transit stations.
- Maintains direct access to Granville Street and parts of the Central Business District.
- Could be implemented without changes to trolley wires.
- Would not be impacted by closure of 600-block of Cambie Street

Current Condition

Current Route



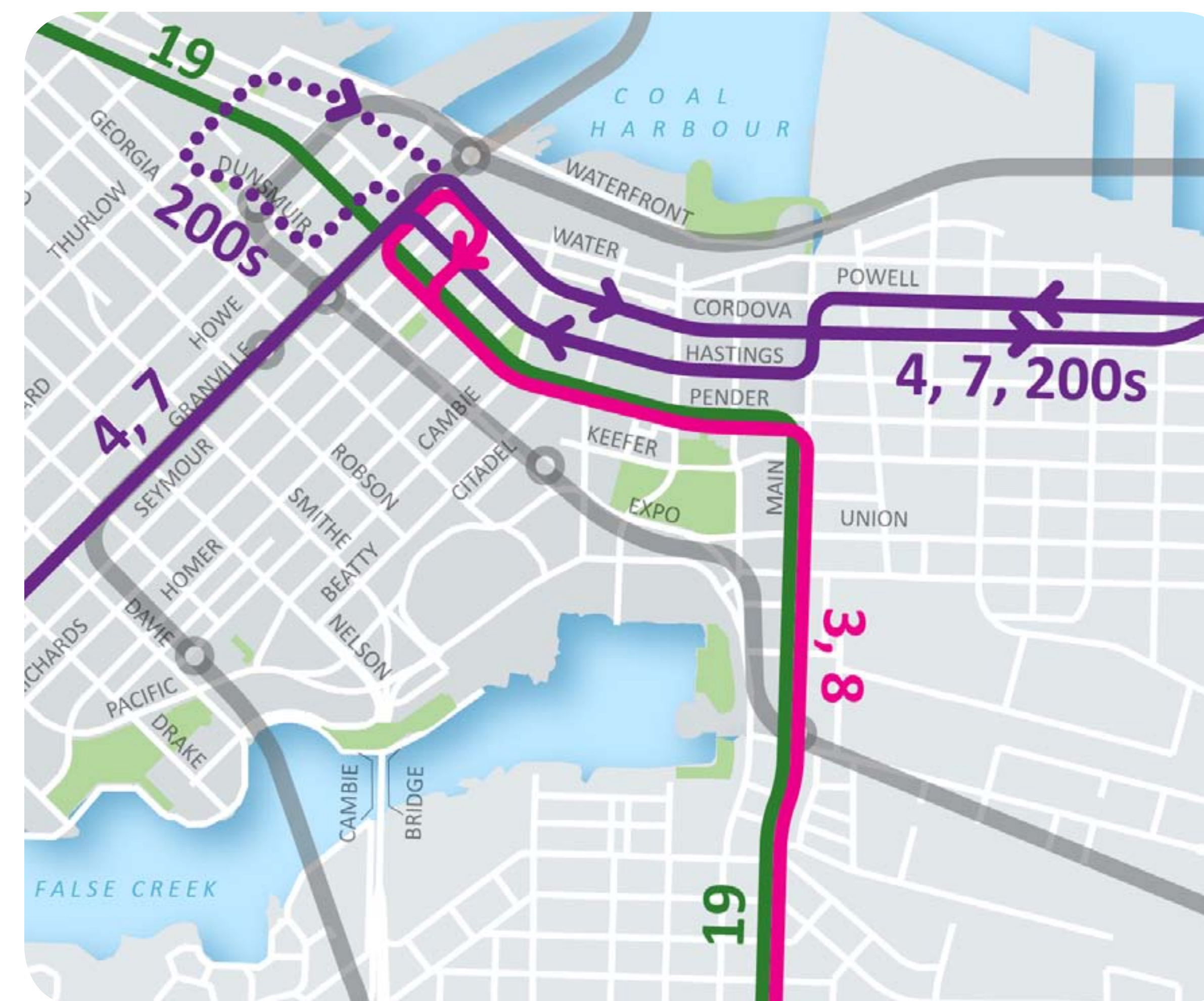
* 200 services include: 209, 210, 211 and 214. The dotted line represents where the 200s differ from the 4 and 7

Key Issues & Opportunities:

- Routes 4, 7, and 200s follow confusing and inconsistent routings in and out of downtown, using Powell Street and Pender Street westbound and Cordova eastbound.
- Routes 3, 8 and 19 operate on different streets downtown while serving the same Main Street corridor.
- The variety of service routings in and out of downtown creates confusion and frustration for customers.
- Services operating on Pender Street are particularly slow due to traffic congestion and pedestrian volumes.

Simplify City-wide/Regional Services West of Main (Concept C1)

- 4, 7 and 200s would be rerouted via Hastings inbound west of Main Street.
- All Main Street local services (3, 8, 19) would operate via Pender Street.
- All other Eastern Corridor routes would remain the same including the 20, 22 and 135.



* 200 services include: 209, 210, 211 and 214. The dotted line represents where the 200s differ from the 4 and 7

Benefits & Trade-offs

- Improves clarity and usefulness from grouping Main Street services onto Pender Street and some city-wide/regional services onto Hastings Street (inbound) and Cordova Street (outbound).
- May improve service speed and reliability.
- May require additional transit priority measures to manage increased bus service on Hastings Street.

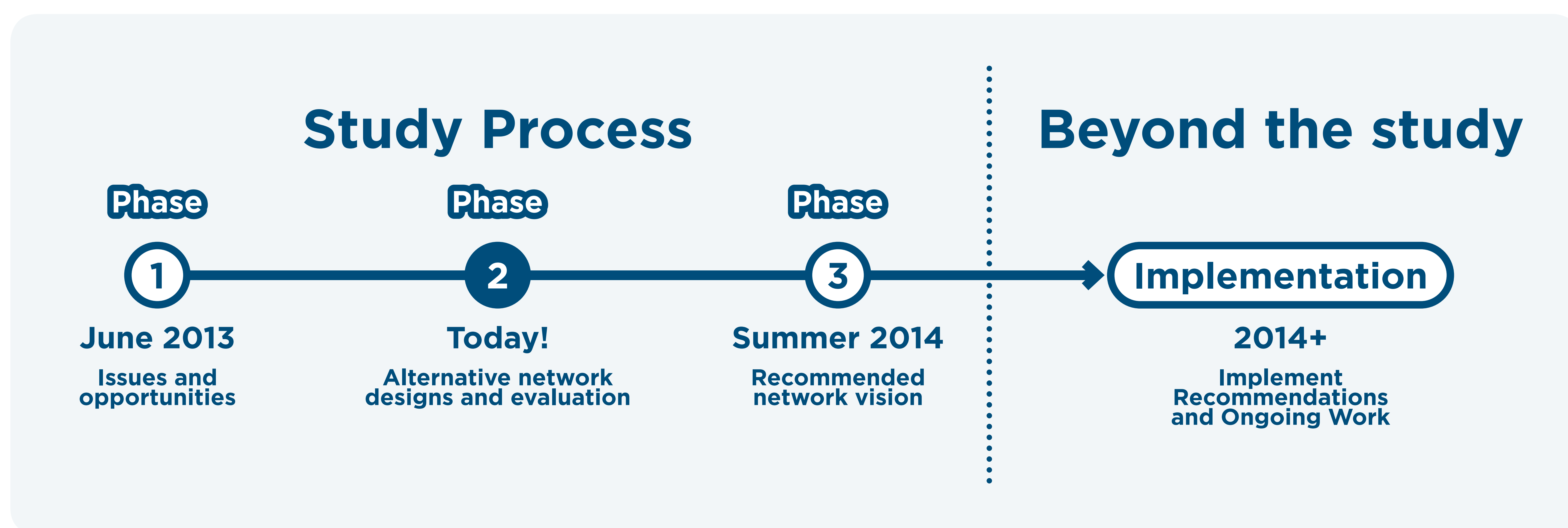


Thank You!

Your feedback will help us to refine these network design concepts and their evaluation to complete Phase 2.

Next Steps

In Phase 3, a network vision and associated actions will be recommended. This vision will help guide decision-making by TransLink and the City over the next five years, ensuring that we are working together to achieve our common goals.



Beyond the study

➔ Implement Recommendations

TransLink and the City will invest in the infrastructure and service changes necessary to achieve the network vision. Timing of implementation will depend on resource availability and regional priorities.

🔄 Ongoing Work

Guided by the network vision, TransLink and the City will continue to work together to improve downtown bus service, applying existing policies and practices to:

- Adjust service levels to meet demand.
- Optimize bus stop locations and amenities.
- Expand transit priority measures on key transit corridors.
- Refine layover locations and timing points.