

**From:** "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>

**To:** "Direct to Mayor and Council - DL"

**CC:** "City Manager's Correspondence Group - DL"  
"LaClaire, Lon" <lon.laclaire@vancouver.ca>  
"Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>

**Date:** 4/10/2018 2:22:20 PM

**Subject:** Memo - Update & Public Consultation on 41st Ave B-Line Bus Service

**Attachments:** ENG - Memo to Mayor & Council - Project Update and Public Consultation o....pdf

Dear Mayor and Council,

Please see the attached Memo from Jerry Dobrovolny providing an update on the 41<sup>st</sup> Avenue B-Line Bus Service project and public consultation. A short summary of the memo is as follows:

- The City is working with TransLink on launching a 'B-Line or better' service along the 41<sup>st</sup> Ave. corridor by end of 2019; this corridor has the second highest transit ridership in the region and is part of Phase 1 of the Mayors' 10-Year Investment Plan.
- Based on analysis of current ridership patterns, a service concept has been proposed; this concept includes replacing Bus Route 43 with new B-Line bus service and adjusting the existing Bus Routes 41 and 49 as a result of the introduction of the new B-Line.
- The public engagement process for this project is starting this month, and it includes pop-up info sessions, presentations to various stakeholder groups including Council advisory committees, and an online survey.
- The public is being asked for their feedback on the proposed B-Line route and stop locations, support for potential B-Line travel time and reliability measures, and related changes to local service.

Should you have any questions, please contact Lon LaClaire, Director of Transportation at 604.873.7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

Best,  
Paul

**Paul Mochrie** | Deputy City Manager  
City of Vancouver | 453 W 12<sup>th</sup> Avenue  
Vancouver | BC V5Y 1V4  
604.873.7666 | [paul.mochrie@vancouver.ca](mailto:paul.mochrie@vancouver.ca)



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## MEMORANDUM

April 10, 2018

TO: Mayor and Council

CC: Sadhu Johnston, City Manager  
Paul Mochrie, Deputy City Manager  
Katrina Leckovic, City Clerk  
Lynda Graves, Administration Services Manager, City Manager's Office  
Rena Kendall-Craden, Communications Director  
Kevin Quinlan, Chief of Staff, Mayor's Office  
Naveen Girm, Community Relations Director, Mayor's Office  
Lon LaClaire, Director of Transportation

FROM: Jerry Dobrovolny  
General Manager, Engineering Services

SUBJECT: Project Update and Public Consultation on 41<sup>st</sup> Avenue B-Line Bus Service

The purpose of this memo is to update Council on the status of the new 41<sup>st</sup> Avenue B-Line Bus Service project and the associated public consultation starting this month.

### Background

The 41<sup>st</sup> Avenue corridor is a key east-west corridor for general vehicles, trucks and transit within the City of Vancouver and the region. It is part of the Major Road Network and is a truck route, and is served by the following two bus routes connecting UBC with Joyce Station:

- Bus Route 41, which provides local-stopping service with high frequency (up to every 5 minutes) seven days a week, and has the second highest bus ridership in the region (with over 26,500 daily passenger boardings).
- Bus Route 43, which provides limited-stop service during weekdays only, with service ending after approximately 8pm (carrying 6,400 passengers daily).

This corridor also serves two SkyTrain lines, Oakridge Municipal Town Centre, UBC, and walkable neighbourhood retail areas around Dunbar Street, Kerrisdale along 41<sup>st</sup> Avenue, Fraser Street, Victoria Drive, and Kingsway.

City staff are currently working with TransLink to deliver a 'B-Line or Better' service on 41<sup>st</sup> Avenue, which is scheduled to open by the end of 2019. A 'B-Line or Better' service is defined as having the following features:

- **Improved travel time and reliability** – stops are spaced approximately 1 km apart, high-capacity articulated buses are used, there is all-door bus boarding, and street improvements are made to make buses faster.



- **Frequent service** – bus service is every 3-6 minutes in peak times and every 8-15 minutes at other times.
- **Available all day** – service hours are between 6am - 1am.
- **Easy to find** – buses and stops have a different look, stops have digital signage showing arrival times of the next bus, and route information is available inside buses.

The need for a B-Line bus service was first identified in 1997 and was acknowledged as a priority in TransLink's 2005 Vancouver UBC Area Transit Plan. It is also identified as a priority in the City's Transportation 2040 Plan and in the Mayors' 10 Year Investment Plan.

In addition to connecting many key destinations, this corridor will provide a reliable alternative to the 99 B-Line while the Millennium Line Broadway Extension is under construction.

## Proposed Concept

Based on analysis of the current boardings and alightings for Bus Routes 41 and 43, a proposed concept has been developed and is shown in Appendix A. The proposal includes the replacement of Bus Route 43 with new B-Line bus service and changes to existing Bus Routes 41 and 49 as a result of the introduction to the new B-Line. Table 1 below provides further details on the changes proposed.

**Table 1: Proposed Changes to Existing Bus Routes**

### Proposed Changes to Route 43

Change	Why?
Route 43 discontinued	<ul style="list-style-type: none"> <li>• The new B-Line will have a stopping pattern and routing very similar to route 43, but with longer hours of operation and much higher frequency</li> </ul>

### Proposed Changes to Route 41

Change	Why?
Reduce frequency to 15 min all day (down from 6-15 min)	<ul style="list-style-type: none"> <li>• Demand expected to drop</li> <li>• Allows funding for extremely high frequency B-Line</li> <li>• Truncation allows for conversion to trolley</li> </ul>
Truncate at Crown St. (currently runs to UBC)	
Convert to electric trolley bus (currently diesel)	

### Proposed Changes to Route 49

Change	Why?
Alter routing to serve Wesbrook Village (currently bypasses Wesbrook Village)	<ul style="list-style-type: none"> <li>• Maintain service to Wesbrook Village after 41 truncation</li> <li>• Provide later service to Wesbrook village</li> <li>• Frequency &amp; capacity remain the same</li> </ul>
Extend early morning and late night trips to UBC	

Currently, 88% of Bus Route 41's boardings and alightings occur within one block of the proposed B-Line stops. It is also estimated that 80,000 residents and 30,000 jobs (based on 2016 Census) would be within walking distance of the proposed stops.

## Improvements to Capacity, and Transit Travel Time and Reliability

Bus Routes 41 and 43 often experience crowding, congestion, and signal delay resulting in significant variation in travel times and poor reliability. With the increased frequency the proposed B-Line bus service would increase capacity by 33% throughout the day. Some initial and longer-term transit priority measures would also be implemented to improve bus travel times and reliability. These measures could include but are not limited to bus bulbouts, signal priority, and bus lanes.

## Public Engagement

The public engagement process for this project includes four pop-up information sessions:

- April 4, 11am-1pm: The Nest, UBC
- April 26, 5-7pm: Joyce-Collingwood Station
- April 22, times to be confirmed: Sun Run
- April 28, 1-3pm: Oakridge Mall

In addition, TransLink and City staff will be making presentations to the Transportation 2040 Stakeholder group, Active Transport Policy Council, Seniors Advisory Committee, and Persons with Disabilities Advisory Committee.

TransLink also has an online survey and is creating awareness of the survey by distributing information postcards along the route (see Appendix B), advertising in digital and local newspapers, utilizing TransLink's Buzzer Blog and social media platforms, and advertising on buses and SkyTrains. They will also reach out to targeted community groups including seniors groups, Business Improvement Associations, Chamber of Commerce, and Community Associations. The City will also publicize the survey through our social media feeds.

During this consultation period, the public will be asked for their feedback on the following:

- Proposed B-Line route and stop locations
- Support for B-Line travel time and reliability measures
- Related changes to local service

## Next Steps

Staff will summarize the results of this first round of consultation in late spring/early summer. This will be followed by detailed design of the new B-Line service. If further consultation on transit priority improvements is required, this will take place in early 2019. Construction will begin in spring 2019, and the service will launch by the end of 2019. If you have any questions, please contact Lon LaClaire, Director of Transportation, at 604.873.7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

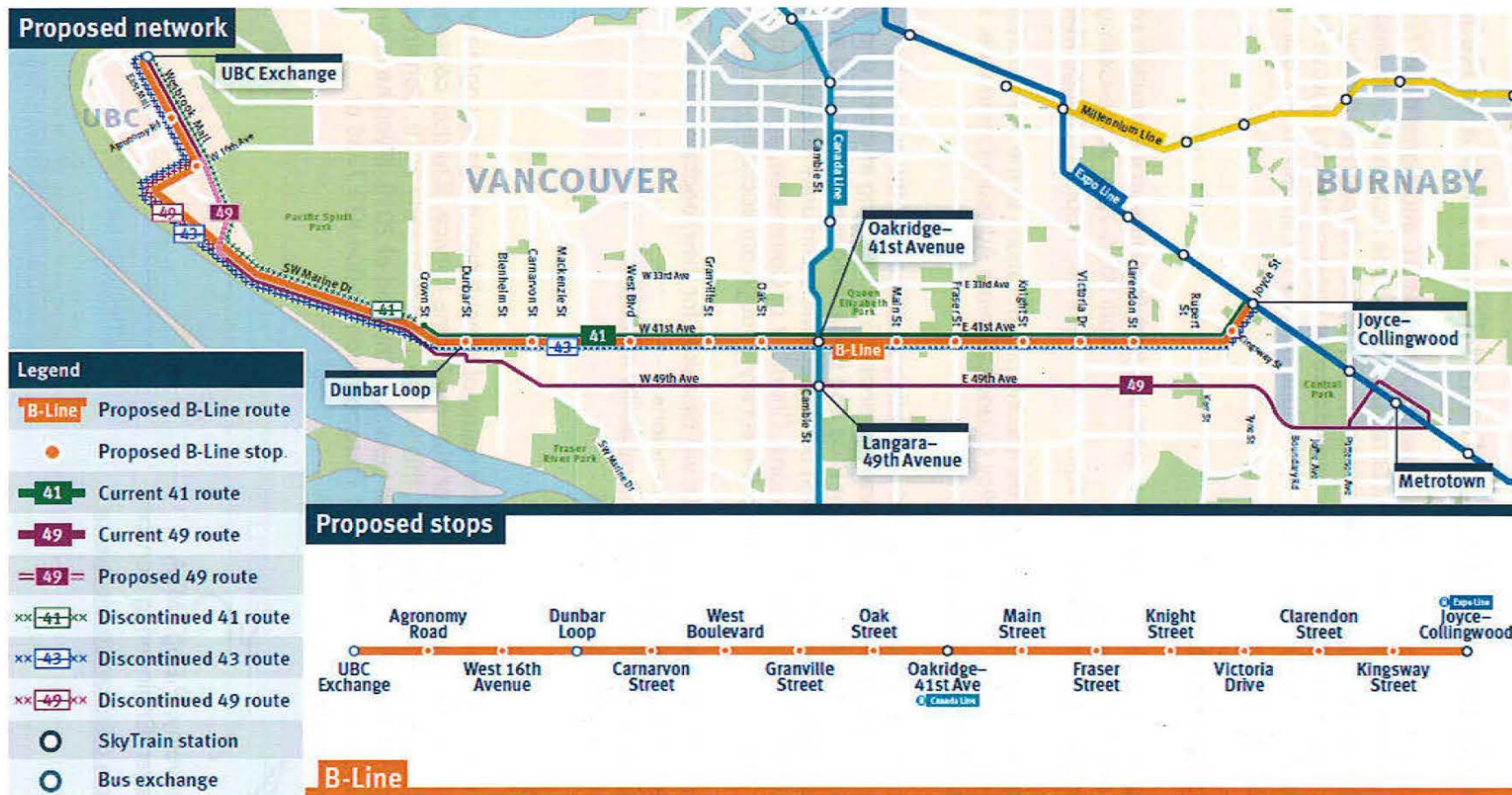


Jerry W. Dobrovolny, P.Eng., MBA  
General Manager, Engineering Services

604.873.7331 | [jerry.dobrovolny@vancouver.ca](mailto:jerry.dobrovolny@vancouver.ca)



## Appendix A: 41<sup>st</sup> Ave B-Line Proposed Concept (March 2018)





# Better B-Line bus service? We want to hear from you!

Take the survey April 3 to May 31 at [translink.ca/bline](http://translink.ca/bline)





# Next year TransLink will launch four new rapid-service B-Line bus routes.

That means shorter travel time, shorter waits and less crowding. It's all part of the Mayors' Council 10-Year Vision for better transportation in Metro Vancouver.

## New B-Line routes in 2019:

- Marine-Main B-Line: Dundarave to Phibbs Exchange in North Vancouver
- Lougheed Hwy B-Line: Coquitlam Central to Maple Ridge
- Fraser Hwy B-Line: Surrey Central to Langley
- 41st Ave B-Line: Joyce-Collingwood to UBC

Take the survey from **April 3 to May 31** or come to an info session near you.  
For more information, visit [translink.ca/bline](https://translink.ca/bline)

