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To: "Direct to Mayor and Council - DL"
CC: "City Manager's Correspondence Group - DL"
"Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>
"LaClaire, Lon" <lon.laclaire@vancouver.ca>

Date: 6/13/2019 1:48:48 PM

Subject: Memo - 41st Avenue B-Line Bus Service: Delay of Launch and Project Update

Attachments: ENG - TPL - Memo - 41st Avenue B-Line Update - June 2019.pdf

Greetings Mayor and Council,

Please see attached above a memo from Jerry Dobrovolny regarding the 41st B-Line bus service and a critical delay of launch notification and project update. A summary of the memo is as follows:

- ☐ TransLink has recently announced that they are delaying the launch of regional B-Line systems to January 2020.
- ☐ The City is still planning on undertaking construction this summer, starting in earnest on Monday, June 17.
- ☐ Once construction is complete, transit users will experience shorter and more reliable journey times.
- ☐ The City held information sessions in May 2019 associated with the 17,000 notification letters that were sent out; staff have responded to concerns focused on parking, driveway access and pedestrian comfort.
- ☐ West of Dunbar Street staff have reduced the hours that the bus lanes are in effect for; this is based on further review of the data, including estimated travel time savings for transit riders.

Should you have any questions or concerns, please contact Lon LaClaire at 604.873.7336 or lon.laclaire@vancouver.ca.

Best,
Sadhu

Sadhu Aufochs Johnston | City Manager
Office of the City Manager | City of Vancouver
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Pronouns: he, him, his



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

MEMORANDUM

June 13, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Anita Zaenker, Chief of Staff, Mayor's Office
Lon LaClaire, Director, Transportation

FROM: Jerry Dobrovolsky, General Manager, Engineering Services

SUBJECT: 41st Avenue B-Line Bus Service: Delay of Launch and Project Update

The purpose of this memo is to update Council on TransLink's announcement regarding a delay to the B-Line launch, to outline the construction timeline, and provide a summary of consultation to date. It also summarizes a further change of scope since the issuance of the May 8, 2019 memo.

For reference:

- An initial memo (attached) was sent to Council, dated January 25 2019, that outlined the purpose of the project and proposed scope.
- A follow-up memo (attached) was sent to Council on May 8, 2019, that provided an update to the project scope, reemphasized key benefits and alignment with City initiatives, and summarized public consultation efforts to date.

B-Line Launch and Construction Schedule

TransLink recently announced a delay to the launch of all three of its new B-Line services until January 2020. In the last memo to Council on May 8 2019, it was stated that service in Vancouver would start in November 2019. While TransLink has changed their timeline, the City will deliver the planned street changes in the coming months as scheduled. This will enable transit users to experience immediate benefits from the planned bus priority measures on the second busiest bus corridor in the region ahead of the B-Line launch. Summer is the optimal time of year to undertake this work due to substantial paint works and lower traffic volumes. Furthermore, city crews are committed elsewhere from September forward to work on other projects.

To implement these changes, City crews have started undertaking minor works; however, more significant construction will start in earnest on Monday, June 17 and will move from Joyce-

Collingwood Station westward. The current plan is to complete construction by the end of August. Those residents and businesses adjacent to more significant construction operations are being notified as per standard City processes.

Once the construction is complete and the new bus priority measures are operational, transit riders on the current services running along 41st Avenue will begin to experience many of the benefits designed for the B-Line. Existing services will make use of the new bus lanes and increased rush regulations straight away, improving travel time reliability and reducing journey times. This will increase the attractiveness of these services and contribute toward City objectives such as Climate Emergency and Congestion Management before the official service launch.

Consultation and Communications Update

From May 9-19, 2019, the City held seven information sessions associated with the 17,000 notification letters that were sent to residents and businesses adjacent to 41st Avenue. The information sessions were designed to provide an in-person, face-to-face option for those seeking further information and clarity about the 41st Avenue B-Line project.

Many of the concerns received from residents through the in-person sessions, project email and Parking Information Officer phone line were related to parking along 41st Avenue, issues pertaining to driveway access (where properties have no rear lane), and pedestrian comfort. City staff have been responding by working with residents to address parking and loading concerns, and providing information about the City's residential parking permit zones. Such queries are typical for transportation-related projects.

As for pedestrian comfort, City staff acknowledge that in areas with narrower curbside sidewalks, pedestrian comfort may be reduced. However, the current plan is considered acceptable from a safety and operational perspective. To mitigate concerns over comfort, staff are exploring tree and hedge trimming opportunities to improve sidewalk space and sightlines. Staff will also work with VPD to develop targeted enforcement programs to tackle dangerous vehicle behaviours and speeding near schools. Finally, the City will explore future opportunities, through the development process and other City programs, to widen the sidewalk in areas near schools and other destinations of significance. In general, the City will always be ready to adjust a plan and monitor outcomes if issues come up that we are not aware of during or after construction.

Some residents have also expressed concern regarding changes to the routing of the #41 and #49 services. The planned changes mean that for some residents there is a need to change buses to access some destinations where previously this was not necessary. City staff are directing people to TransLink for these service related questions. As part of TransLink's first phase of engagement in spring 2018 these changes were first introduced and received broad support.

In terms of communications, TransLink will be issuing a news release on Thursday, June 13 that highlights the benefits of the project and signals the start of construction. UBC will also be issuing an op-ed about the public benefits of the B-Line in the coming weeks.

Scope Change Due to Public Feedback

The concerns from residents west of Dunbar Street, related to driveway access and loss of pedestrian comfort, led the project team to revisit the analysis for this section. This included planned changes to parking regulations based on traffic volumes, lane capacity, parking demand and travel time savings. As a result of this review, it was determined that the travel time savings for buses

during the off-peak hours west of Dunbar Street were not as significant as the rest of the corridor. This segment of the corridor was also observed to have lower traffic volumes in the off-peak hours relative to sections further east. Based on this, staff re-evaluated the parking regulations between Dunbar Street and SW Marine Drive to restrict parking only from 7:00–10:00 am in the westbound direction, and 3:00–7:00 pm in the eastbound direction. These parking restrictions will be in effect Monday to Friday only. A review east of Dunbar Street was also carried out and estimated transit passenger travel time savings are more significant, including during off-peak periods. Therefore there are no current plans to change the proposed bus lane hours in this or other sections.

Residents west of Dunbar Street will be informed of this change through a planned postcard mail out. Some residents are already aware of this as they asked a specific question via email and staff responded with the new information.

Next Steps

In summary:

- Significant construction is due to start on June 17 and is planned to be complete by end of August;
- There are opportunities to adjust the plan and monitor outcomes if issues come up that we're not aware of during or after construction;
- Existing transit riders will start benefiting from the changes immediately; and
- TransLink plans to launch the new service in January 2020.

Later this year further engagement and design work will take place regarding the second phase of improvements planned for 2020, including changes to the intersections of East and West Boulevard.

If you have any questions, please do not hesitate to contact Lon LaClaire, Director of Transportation at 604-873-7336 or lon.laclaire@vancouver.ca.

Sincerely,



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

604.873.7331 | jerry.dobrovolny@vancouver.ca

MEMORANDUM

May 8, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Anita Zaenker, Chief of Staff, Mayor's Office
Lon LaClaire, Director, Transportation

FROM: Jerry Dobrovolny, General Manager, Engineering Services

SUBJECT: Project Update: 41st Avenue B-Line Bus Service and Engagement

The purpose of this memo is to provide an update on the current status of the 41st Avenue B-Line project. An initial memo (**Appendix A**) that was sent to Council, dated January 25th, 2019, outlined the purpose of the project and proposed scope. This memo provides an update to the project scope, reemphasises key benefits and alignment with City initiatives, and summarizes recent public engagement efforts.

Scope Refinements

Since the January 25, 2019 memo, there have been minor changes to the proposed scope of work, based on budget, public feedback and scheduling considerations. **Appendix B** schematically summarizes the updated proposed transit priority measures, including new bus priority lanes that will replace street parking in some locations. One key change is that the proposed safety and access intersection changes in Kerrisdale at West and East Boulevard are now removed from the 2019 scope of work. They will be delivered in 2020 after additional community consultation on local access changes related to East Boulevard.

Project Benefits and Policy Alignment

The new B-Line contributes towards a number of City initiatives and emerging strategies including the new Council direction on accelerating our response to a climate emergency. Enabling more people to meet their daily needs by transit, rather than having to rely on a private vehicle, reduces GHG emissions per person. The new B-Line buses will be diesel-electric hybrids and the local #41 service will switch from a diesel bus to an electric trolley. Secondly, travelling by transit is a more efficient use of limited road space and contributes to congestion

management. Providing bus priority lanes enables reduced journey times and increased reliability for transit riders, who already constitute 40-60% of people travelling along 41st Avenue during peak times. Thirdly, increased transit service helps connect more people to jobs and services in an affordable way, making transit a more equitable option. The new B-Line will operate from 6:00 am to 1:00 am, seven days a week, and operate with high frequencies (every 3-6 minutes during peak times), getting more people to where they need to go.

Finally, the B-Line is an important commitment as part of the Mayors' Council 10-Year Vision and is identified in the City's Transportation 2040 Plan.

Summary of Engagement

There have been two distinct phases of engagement for the 41st Avenue B-Line:

Phase 1: TransLink Initiated Stakeholder and Public Consultation Process

In spring 2018, TransLink launched a consultation process for the B-Line project. The engagement focused on the proposed B-Line route and stop locations, and general support for B-Line travel time and reliability measures (from a user's perspective). City of Vancouver staff provided support through strategic advice on stakeholder mapping, promotions and attendance at events. There were nearly 2,370 survey responses (via TransLink's website), and over 90% of respondents supported the proposed B-Line stops and 80% supported street changes to reduce transit journey times and improve reliability. Nearly 300 people attended in-person public events in Vancouver.

In addition to these joint efforts, City staff met with City of Vancouver Advisory Committees and groups to seek input on the project and gather feedback for consideration. The list included: Persons with Disabilities Transportation Sub-Committee; Active Transportation Policy Council; Seniors Advisory Committee; and Transportation 2040 Stakeholder Group.

Phase 2: Informing Residents and Businesses Along the Route

From December 2018 to April 2019, City staff continued to engage with residents, community organizations, schools, and businesses to inform them of the proposed changes and provide avenues for feedback on the design. In many cases, the geometry of the road was constrained and offered little room for design changes. Where flexibility existed, City staff engaged with residents and businesses on street design options and explored hours of operation for bus priority lanes.

In Kerrisdale and Renfrew-Collingwood significant street changes were proposed. To engage with local residents in these neighbourhoods two events were held at Point Grey Secondary School in Kerrisdale on Saturday, February 9, and at Collingwood Neighbourhood House on Saturday, April 6. Both events presented detailed design changes and comment forms to collect feedback. Information about the project was also made available on the City's website, along with a two-week commenting period. To view results from the Kerrisdale and Renfrew-Collingwood events, see **Appendix C**.

As part of this engagement work, City staff met with impacted BIAs along the corridor and conducted door-to-door business outreach in Kerrisdale, Joyce-Collingwood and Dunbar Village. Staff also had discussions with 10 elementary and high school principals and/or deans,

the directors of Collingwood Neighbourhood House and the Jewish Community Centre, and staff at the Centre for the Deaf and Hard of Hearing and the Joyce-Collingwood Policing Centre. City staff also presented to former members of the Persons with Disabilities Advisory Committee and the Seniors Advisory Committee, along with the Point Grey Secondary Parent Advisory Council and Collingwood's Newcomer Workshop.

What We've Heard So Far

At the Kerrisdale Open House participants mainly supported the proposed transit changes along 41st Avenue, which focused on safety and access changes to the intersection of West Boulevard and related neighbourhood access changes at East Boulevard. Local residents and Kerrisdale Community Centre Society members expressed concern around changes to circulation adjacent to the Kerrisdale Arena and the resulting impact to traffic flow coming to and from 41st Avenue. As a result of the feedback, this portion of the project will not be constructed in 2019. Further consultation with the community and Park Board will take place prior to expected construction in 2020.

In Renfrew-Collingwood, we heard positive support for the proposed bus improvements and some stakeholder concerns around parking loss in front of businesses along Joyce Street and St. Mary's Church. Prior to the session, City staff had also been working with local businesses and the Collingwood Neighbourhood House to accommodate loading zones and passenger pick-up areas to prepare for the new bus priority lanes. These extra steps were well received and have helped mitigate some potential access concerns.

Next Steps

The following key engagement activities are planned for the near future:

- Notification letters are being mailed to residents and businesses along the corridor. These will be followed by pop-up events along the corridors where residents can ask City staff about the changes directly.
- TransLink will undertake a new brand launch for all three B-Lines later in the year to build excitement and momentum around the new services.

Construction is scheduled to start in mid-May and finish before the end of August. While the B-Line was originally intended to launch in September, the new service is now anticipated to start in November 2019 to ensure all the associated works are complete from UBC to Joyce Station in coordination with TransLink delivering higher station amenities.

If you have any questions, please do not hesitate to contact me.

Sincerely,



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

604.873.7331 | jerry.dobrovolny@vancouver.ca

MEMORANDUM

January 25, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Anita Zaenker, Chief of Staff, Mayor's Office
Lon LaClaire, Director of Transportation

FROM: Jerry Dobrovolsky, General Manager, Engineering Services

SUBJECT: Project Update on 41st Avenue B-Line Bus Service

The purpose of this memo is to provide an overview of the current status of the 41st Avenue B-Line project, report on the results of the initial spring 2018 consultation, introduce the associated transit priority measures being planned for implementation by opening day in fall 2019, and provide a summary of the current and upcoming consultation efforts.

Background

As part of the Mayors' 10-Year Investment Plan, TransLink is working with the City of Vancouver and other municipalities to introduce three new "B-Line or better" services within the region (see Appendix A). One of these three B-Lines will operate along the 41st Avenue corridor, which was first identified in 1997 and acknowledged as a priority in the City's Transportation 2040 Plan. It will operate between the University of British Columbia (UBC) and Joyce-Collingwood Station, and is scheduled to open in fall 2019.

The 41st Avenue corridor is a key east-west route for general vehicles, transit, and trucks. It is part of the Major Road Network, the Frequent Transit Network and is a truck route. It is served by the following two bus routes connecting UBC with Joyce-Collingwood Station:

- Bus Route 41, which provides local-stopping service with high frequency (up to every five minutes) seven days a week, and has the second highest bus ridership in the region (with over 26,500 daily passenger boardings) after the 99 B-Line.
- Bus Route 43, which provides limited-stop service during weekdays only (and carries 6,400 passengers daily), with service ending after approximately 8:00 pm.

As shown in Appendix B, the proposed service changes include replacing Bus Route 43 with the new B-Line bus service and modifying the existing Bus Routes 41 and 49 as a result of the introduction of the new B-Line. The new B-Line will feature the following elements:

- **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 reduce travel time and improve reliability.
- **Frequent service:** bus service is every 3-6 minutes in peak times and every 8-10 minutes at other times.
- **Available all day:** service hours are between 6:00 am – 1:00 am.
- **Distinct brand and amenities:** 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.

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

Public Feedback on Proposed Stops and Service Changes

The first phase of public engagement for this project took place last year and was led by TransLink. It focused on the proposed B-Line route and stop locations, support for B-Line travel time and reliability measures in general (from a user's viewpoint), and related changes to local Bus Routes 41 and 49. The engagement included five pop-up information sessions at key destinations along the route (including three in Vancouver). These were organised by TransLink, and City staff were in attendance. City staff partnered with TransLink to give presentations to various stakeholder groups, including the Kerrisdale Business Improvement Association (BIA); staff also presented at various Council Committees.

The broader public response, representing mainly transit users, has been very positive. There were nearly 2,370 survey responses (via TransLink's website), and over 90% of respondents supported the proposed B-Line stops; 80% supported street changes to reduce transit travel times and improve reliability; and 73% supported changes to the local routes. These results enabled TransLink to proceed with the service plan as proposed, with the exception of two changes as a result of the consultation process:

- Rupert Street, the most commonly requested additional bus stop, has been added to the proposed route. It is a stop that is currently being served by Bus Route 43, but has lower bus boardings and alightings than the other proposed B-Line stops.
- There were requests to increase the frequency of Bus Route 41 from the current proposed frequency of 15 minutes during peak periods. TransLink is therefore considering increasing the peak period frequency to 10-12 minutes, assuming transit priority measures yield service hour savings.

Current Transit Performance and Corridor Conditions

Bus Routes 41 and 43 often experience crowding, congestion, and signal delay, which results in significant variation in travel times and poor reliability. In addition, significant future growth is anticipated at various points along the corridor. Appendix C provides a graphic illustration and a more detailed summary of current conditions.

With the increased frequency, the B-Line bus service would increase capacity by 33% throughout the day, thereby reducing crowding. To ensure the new B-Line service is successful, street changes are also being considered to reduce transit travel time and improve reliability.

Types of Transit Priority Measures Planned for the Corridor

There are a number of measures that can give transit more priority, including dedicated bus priority lanes, queue jump lanes, transit signal priority, and bus bulges. Of these measures, bus priority lanes, which can be full time or peak period only, provide the highest level of bus priority and can significantly improve bus travel time, reliability, and passenger service quality. A bus priority lane with frequent service also provides more people-carrying capacity than a general purpose traffic lane.

The City is planning for a bus lane in both directions for approximately 6 km of this corridor and an eastbound bus lane for approximately 3 km, which together make up about three-quarters of the corridor. Where bus priority lanes are provided, they are replacing parking lanes from at least 7:00 am – 7:00 pm. This is the time period during which transit services experience the most delay and carry the most passengers. Twenty-four hour bus priority lanes are planned near rapid transit stations, which allows them to be painted red for improved legibility and increased likelihood of compliance. The current parking demand along most of the 41st Avenue corridor can generally be accommodated on intersecting side streets or nearby off-street parking facilities.

Another transit priority measure is queue jump lanes, which can be shared with right-turning vehicles and allow buses to enter an intersection ahead of other traffic flow. When applied carefully, queue jump lanes can reduce delay considerably and improve reliability. The City is planning to institute a queue jump lane for eastbound buses at the Kingsway and Joyce intersection.

Bus bulges are another transit priority measure that can be implemented at bus stops. They allow buses to avoid having to pull in and out of traffic. The widened sidewalk also creates larger passenger queuing areas, and provides opportunities to install a bus shelter and/or other amenities such as outdoor café seating, public bike share stations, and bike racks.

Other changes that can be made at intersections include improved signal timing/coordination and turning bays to improve overall traffic flow. Relocating bus stops from near sides to the far sides of intersections can also reduce the chances that buses are caught behind right-turning vehicles. Where bus stops are currently being used by both the local and B-Line buses, if there is space, they can be separated out to provide more queuing space for passengers, avoid bus

bunching, and permit buses to depart independently of each other. All four types of changes are being planned along the corridor where practical.

Appendix D provides a graphic illustration and a more detailed summary of the transit priority measures that are being planned for the launch, or shortly thereafter in 2020, of the B-Line. Additional measures will be considered in the coming years to further improve transit services.

Kerrisdale is an important commercial area with a special character and a point of significant congestion along the corridor due to narrower road widths and a high level of vehicle and pedestrian activity. As such, staff are working with local businesses and residents to determine short- and long-term measures to improve traffic flow, access, and overall operations in the area, as well as provide some transit priority. It is also important to note that Kerrisdale is one of the nodes of the Arbutus Greenway, therefore staff will ensure that vehicle and transit improvements are coordinated with and support the design vision of the greenway. One significant measure being consulted on in Kerrisdale are changes to the way the intersections at East and West Boulevard operate. In conjunction with relocating the bus stops, there are other changes being considered that should make both transit and general purpose travel times through this area more reliable. These changes are described in further detail in Appendix D.

Current and Upcoming Consultation Activities

The second phase of consultation is focused on engaging with communities along the route regarding specific transit priority measures. This is being led by the City with TransLink's support. As such, City staff have started reaching out to key stakeholder groups such as the Kerrisdale community, Collingwood Neighbourhood House on Joyce Avenue, BIAs, and elementary and high schools located close to, or along, the route.

Within Kerrisdale Village, there are proposed plans to make significant changes to the West Boulevard and East Boulevard intersections at 41st Avenue in order to improve the reliability and travel times of transit and general purpose traffic along the corridor. As a result of this, the City is planning to host a public open house on February 9, 2019 from noon to 5:00 pm at Point Grey Secondary School. The changes described in Appendix D will be shared at the open house for the public to review and comment on.

Also, recognizing that the planned changes in the Joyce-Collingwood neighbourhood may impact the businesses along Joyce Avenue, an information session is being planned for early April. The purpose of this session will be to explain the changes to businesses and local residents in the area and to provide them with opportunities to ask questions of the project team. Further work will also be done to communicate with impacted households along the corridor, and the public, through neighbourhood-specific notification letters, a dedicated project email, and the City's website.

TransLink will also be launching a media campaign in the spring to advertise and bring attention to the project. This will coincide with a City-led social media push.

Next Steps

In the coming months, staff will be confirming the street changes along 41st Avenue and developing the related detailed designs. Staff will also report back to Council on the outcome of the public engagement session(s).

If you have any questions, please do not hesitate to contact me.

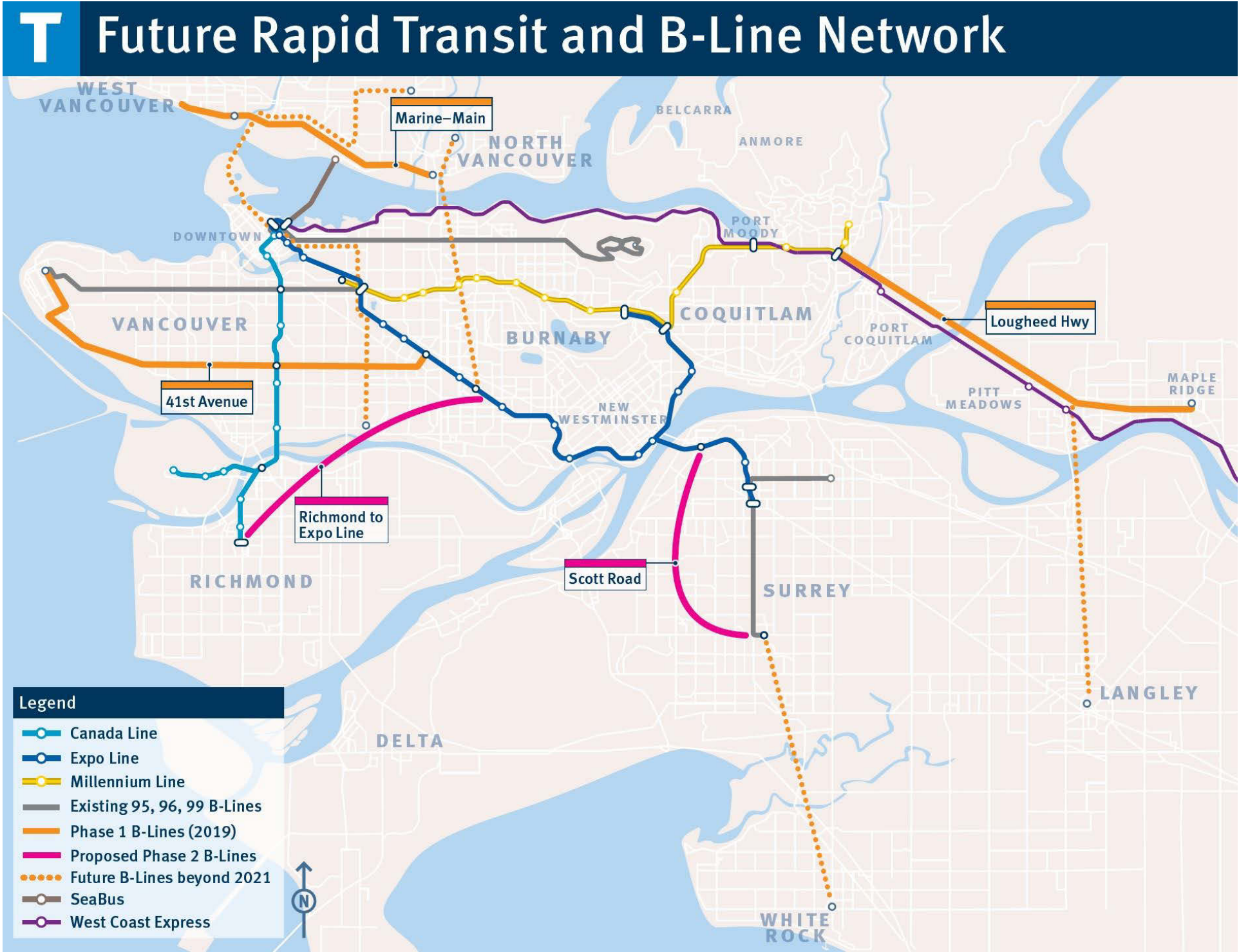
Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Dobrovolny', with a stylized flourish at the end.

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

604.873.7331 | jerry.dobrovolny@vancouver.ca

Appendix A: Rapid Transit and Future B-Line Network (January 2019)



Appendix B: 41st Ave B-Line Proposed Concept (August 2018)



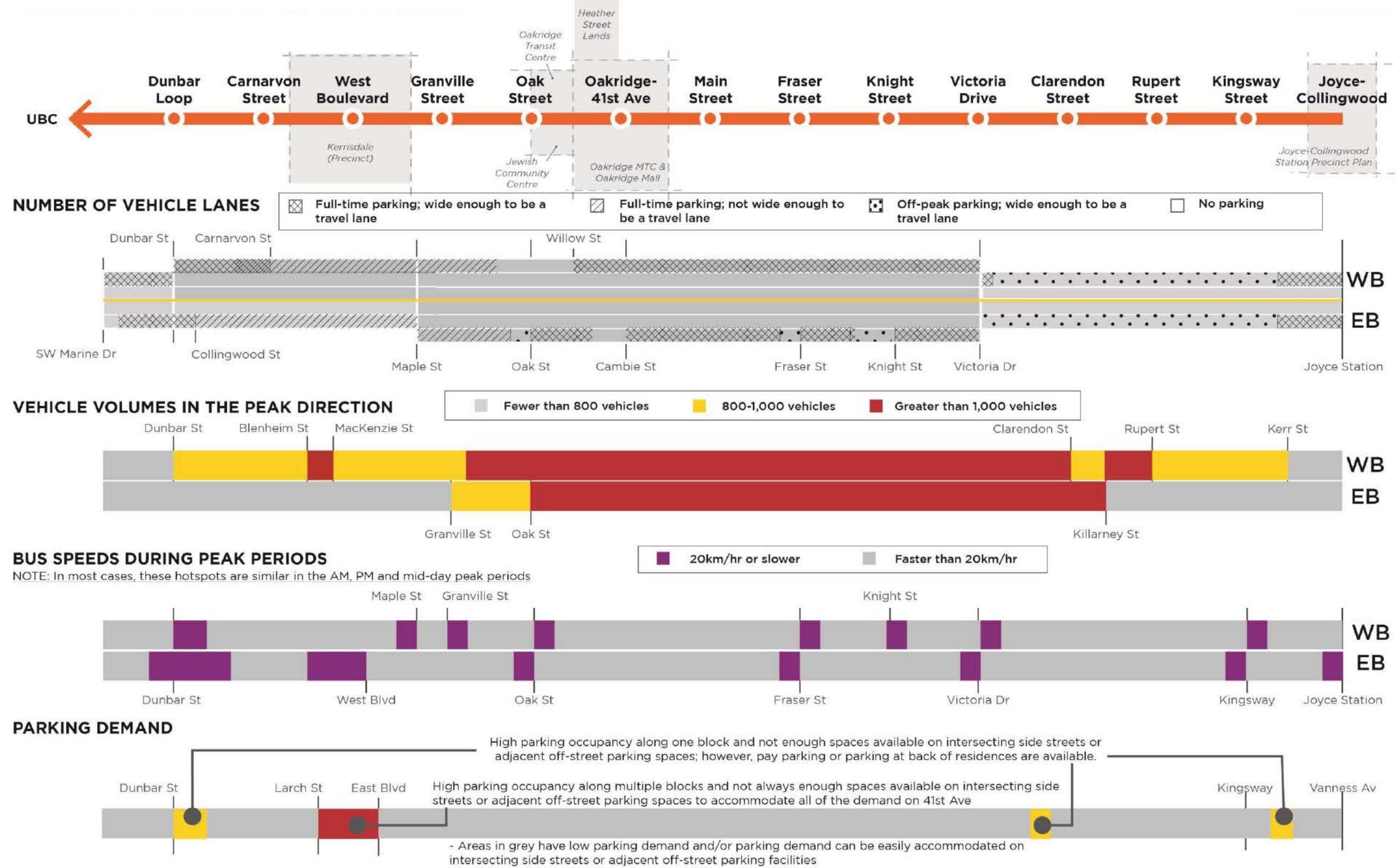
Frequency: Peak: 3-6 min | Midday/Evening/Weekend: 8 min | Night: 15 min
Hours of Operation: 6 a.m. to 1 a.m.

Planned changes to local service

Route 43	<ul style="list-style-type: none">Discontinue and replaced with new B-Line
Route 41	<ul style="list-style-type: none">Truncate route from Crown St to Joyce StationOperate with trolleybusesReduce frequency to 15 min during the day, 30 min at night*
Route 49	<ul style="list-style-type: none">Adjust route to serve Wesbrook VillageProvide additional late-night and early morning service on weekdays

*Frequency on Route 41 may be improved during peak periods, contingent on travel time savings achieved from bus speed and reliability measures

Appendix C: Current Conditions on 41st Avenue Corridor (January 2019)



Appendix C (Continued)

Current Conditions on 41st Avenue Corridor

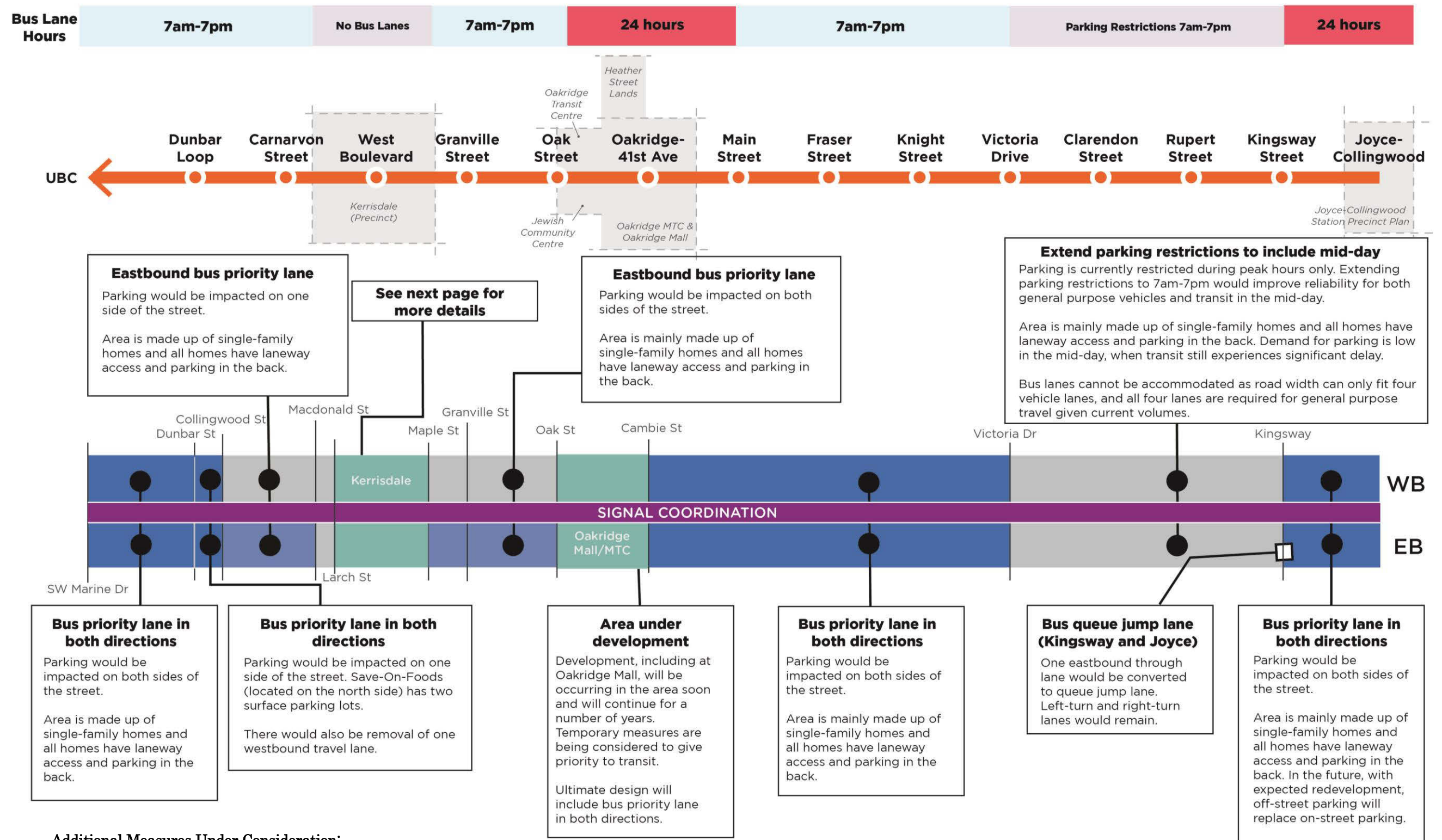
- **Vehicle Volumes:** Vehicle volumes are generally higher between Oak St. and Rupert St.
- **Transit Travel Time and Reliability:** Bus Routes 41 and 43 often experience crowding, congestion, and signal delay, resulting in significant variation in travel times and poor reliability. Bunching also occurs throughout the corridor, particularly around key destinations such as commercial retail areas. In addition, transit travel time can vary significantly. For example, it can take anywhere between 5 minutes to more than 20 minutes to travel from Main St. to East Boulevard in the AM peak period.
- **Transit Trips:** Buses move a large proportion of the trips taken along this corridor, particularly in the peak direction and west of Granville St, where 45% to 70% of all people traveling on 41st Avenue are in buses.
- **Parking Supply and Demand:** One method of improving transit reliability and reducing travel times is providing transit priority by converting parking lanes to bus priority lanes (either part-time or full-time). Based on the City's parking survey data, the on-street parking demand for most of the corridor is relatively low and the demand can generally be accommodated on intersecting side streets or adjacent off-street parking lots. Areas where on-street parking demand is higher and may not always be easily accommodated nearby include the following:
 - South side of Dunbar commercial area;
 - North and south sides of Kerrisdale commercial area;
 - North side of the half block between Commercial St. and the lane east of it, where there is a rental apartment complex that includes a secure underground parking garage for residents for a monthly fee;
 - One block on the west side of Joyce St., between Church St. and Euclid Avenue, where it is mainly residential parking in front of single-family homes and off-street parking is available in the back of residences. It is also in an area that is currently being rezoned, and on-street parking will be replaced by off-street parking once the properties have been redeveloped.

At this time, we have positive support for transit priority measures and large segments of the corridor with low parking usage. Thus the recommendation is to move towards bus lanes, subject to further communication with the public in the coming months.

- **Expected Growth:** There are a number of sites planned for redevelopment, both along and within close proximity to the 41st Avenue corridor. Much of the development is associated with the Cambie Corridor, Oakridge Municipal Town Centre, and the Joyce-Collingwood Station Precinct Plan. These developments will significantly increase population density and pressures on the existing road network, and might require new signals to be installed, which have the potential to increase travel times for transit vehicles along 41st Avenue. Thus signal coordination is required to minimize the impacts on transit.

Appendix D: Transit Priority Measures Planned for Fall 2019 and 2020

Note: measures are subject to further communication with the public and engagement with key stakeholders)



Additional Measures Under Consideration:

- Relocating four or more bus stops from near side to far side where practical
- Bus bulges at two bus stops to allow room for transit shelters
- Left-turn bays so that buses and general purpose vehicles going straight do not have to wait behind left-turning vehicles
- Where possible, separate out local bus stops from B-Line bus stops to provide more queuing space for passengers, avoid bus bunching, and permit buses to leave the stop without having to wait for the bus in front of them to leave.

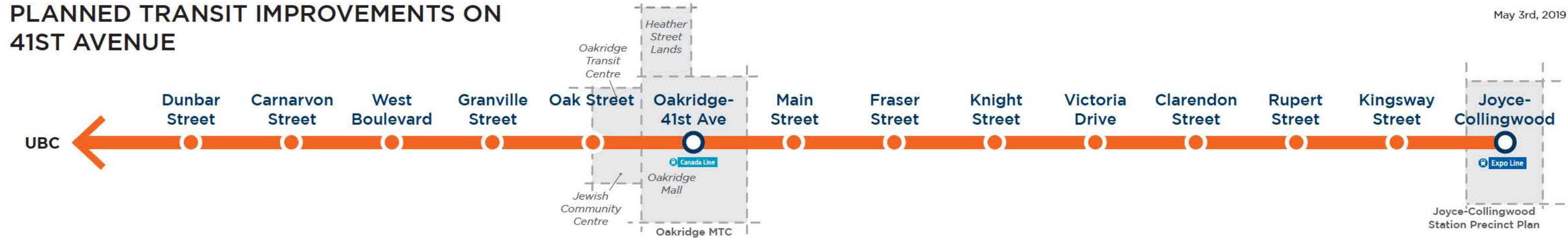
Appendix D (Continued)

Proposed Changes for Kerrisdale

Proposed Changes	Impact
Introduce an eastbound left-turn bay at West Boulevard (and lengthen existing westbound left-turn bay).	This gives eastbound left-turning vehicles a dedicated left-turn bay at W. Blvd., which will improve traffic flow and reduce rat-running through nearby local streets. It should also reduce chances for conflicts with pedestrians.
Relocate eastbound bus stop to far side of East Boulevard and westbound bus stop to near side of East Boulevard.	<p>Relocating the bus stops avoids the buses getting stuck behind right-turning vehicles and vice versa (avoids through/right vehicles getting stuck behind stopped buses), which often are delayed waiting for crossing pedestrians.</p> <p>The new locations also provide more street space for waiting transit passengers, as well as pedestrians walking by.</p>
<p>At East Boulevard:</p> <ul style="list-style-type: none"> North of 41st Avenue – restrict vehicle movement to right-in only from 41st Avenue to East Boulevard (south-bound travel to south of 41st Avenue as well as right and left-turns onto 41st Avenue would be restricted). South of 41st Avenue - restrict vehicle movement to right-in/right-out only (northbound travel to north of 41st Avenue, as well as left turns onto 41st Avenue, would be restricted). Remove the signal at East Boulevard and associated north-south pedestrian crossings and provide a centralized greenway crossing. 	<p>These adjustments will simplify the intersection and lead to fewer vehicle movements, some of which are difficult in the existing condition. Vehicles will also be less likely to get trapped within the small queue space between West and East Boulevard. They will also prevent southbound vehicles on East Boulevard, north of 41st Avenue, from conflicting with westbound vehicles on 41st Avenue.</p> <p>In addition, these changes will increase the flow and reliability of all vehicular traffic travelling east and west along 41st Avenue.</p> <p>For people walking and cycling, these adjustments will make the crossing of the greenway safer, reduce the east-west pedestrian crossing distance at East Boulevard, and reduce the chances of conflict at the crosswalks with vehicles turning left. However, pedestrians walking to/from the major origins/destinations east of East Boulevard will need to walk further to cross 41st Avenue.</p> <p>In addition, these changes will add more public space on the greenway.</p>
Turn Maple St into a fully signalized intersection.	Upgrading to a fully signalized intersection will improve vehicle access to businesses south of 41 st Avenue.
Convert east bound curb lane between West Boulevard and the east bound bus stop to a transit lane.	To help buses travel through the area more reliably.
Explore opportunities to fix and repair crosswalks at the West Boulevard and Yew intersections.	Repaired crosswalks will reduce tripping hazards for pedestrians, particularly those with mobility devices and strollers.

PLANNED TRANSIT IMPROVEMENTS ON 41ST AVENUE

May 3rd, 2019



Bus priority lanes in both directions 1

Parking would be impacted on both sides of the street.

Area is made up of single-family homes and all homes have laneway access and parking in the back.

Eastbound bus priority lane 2

Parking remains full time on one side of the street and would be impacted on the other side.

Area has businesses on both sides of the street. Off-street parking is available.

24 hour bus lane by default due to curbside parking.

Eastbound bus priority lane 3

Parking would be impacted on both sides of the street.

Area is mainly made up of single-family homes and all homes have laneway access and parking in the back.

Changes planned for 2020 4

Changes to East and West Blvds are planned for 2020 and will centre around improved arterial safety and better left turn access onto West Blvd.

Eastbound bus priority lane 5

Parking would be impacted on both sides of the street.

Area is mainly made up of single-family homes and all homes have laneway access and parking in the back.

Area under development 6

Development, including at Oakridge Mall, will be occurring in the area soon and will continue for a number of years. This work will include the removal of the underground connection to the parkade at Oakridge Mall.

Temporary measures are being considered to give priority to transit where possible.

Ultimate design will include bus priority lanes in both directions.

Bus priority lanes in both directions 7

Parking would be impacted on both sides of the street.

Area is mainly made up of single-family homes and all homes have laneway access and parking in the back.

Extend parking restrictions to include mid-day 8

Parking is currently restricted during peak hours only. Extending parking restrictions to 7am-7pm would improve reliability for both general purpose vehicles and transit in the mid-day.

Area is mainly made up of single-family homes and all homes have laneway access and parking in the back. Demand for parking is low in the mid-day, when transit still experiences significant delay.

Bus lanes cannot be accommodated as road width can only fit four vehicle lanes, and all four lanes are required for general purpose travel given current volumes.

Bus queue jump lane (at Kingsway and Joyce) 9

One eastbound through lane would be converted to queue jump lane. Left-turn and right-turn lanes would remain.

Bus priority lane in both directions 10

Parking would be impacted on both sides of the street.

Area is mainly made up of single-family homes and all homes have laneway access and parking in the back. In the future, with expected redevelopment, off-street parking will replace on-street parking.

* Parking permitted in bus lanes between 7pm and 7am

Kerrisdale Public Open House
41st Avenue B-Line
Saturday, February 9, 2019

On February 9th, 2019, the City of Vancouver and TransLink hosted a Public Open House at Point Grey Secondary School, in Kerrisdale. The intent of this consultation was to provide information about the new B-Line bus service and solicit input regarding the proposed design changes to simplify the operation of 41st Avenue at the intersections of West Boulevard and East Boulevard. This included enabling more efficient turning movements at the 41st Avenue and West Boulevard intersection, both of which are arterial streets.

Engagement boards with project information, bus transit data and proposed concepts were provided at the open house. Printed comment forms were available to collect feedback and staff were on hand to answer questions from participants. The boards and the comment form were made available on the website and paper copies were left at the Kerrisdale Community Centre to encourage a broad level of participation. City staff conducted door-to-door meetings with businesses from Maple Street to Larch Street prior to the Public Open House to inform them of the project, answer questions and invite them to submit their feedback either in-person or online.

The feedback collected has helped staff:

- Understand issues related to a redesign that would remove the signal at East Boulevard to reduce traffic congestion and improve bus speed and reliability
- Better understand local business and resident access and design priorities.
- Determine how to advance improvements on 41st Avenue including the recommended left turn bays onto West Boulevard, the designated arterial.

The themes and feedback compiled here are a combination of various data points from the in-person public open house comment forms, online comment forms, and project email.

[Analysis of Feedback](#)

After reviewing the comments received, five key themes emerged from the responses:

[Key Themes](#)

- 1. Bus Improvements**
- 2. Safety and Comfort for Pedestrians and Cyclists**
- 3. Simplification of West and East Boulevard along 41st Avenue**
- 4. Traffic Concerns and Neighbourhood Impacts**
- 5. Accessibility and Connectivity to Parks and Homes**

1. Bus Improvements

What We Heard

- Strong support was indicated to improve bus speed and reliability as a priority for the project.
- Respondents were supportive of relocating the bus stops to provide more space for loading and unloading passengers, comfort for people walking past the bus stops, and reduced congestion.
- Concerns were noted about increased walking distances with separated bus stops for seniors and those using accessibility devices when travelling further for the bus stop.

Snapshot of Comments Received

- “Keep the buses fast paced and on schedule”
- “Introducing a B-line on 41st Avenue is overdue”
- “I am very support of the need and value of increasing the flow of the current B-Line to UBC; and I don’t want you to destroy my neighbourhood in the process”
- “This is a great idea! The stop in front of the bank can be absolutely packed at the end of the day”
- “Presently I have to walk 2 blocks from Balsam to get the express bus. This will make me have to walk 4 blocks, This is a lot for elderly people”

2. Safety and Comfort for Pedestrians and Cyclists

What We Heard

- Strong respondent support for centralizing the Arbutus Greenway to make crossings safer for all modes of travel and to reduce conflicts between cyclists, pedestrians and vehicles.
- Desire to repair crosswalks to improve accessibility. Desire for smooth surfaces that are easy to walk across, especially for those with mobility aids who experience challenges on brick pavers.
- Support for providing more space at bus stops and reducing sidewalk congestion.
- Concerns were expressed for seniors around increased walking distances at the intersection and road maintenance.

Snapshot of Comments Received

- “Very important project. Keep the neighbourhood safe, walkable, accessible, useful businesses, affordable, maintain village character”
- “I look forward to seeing these changes implemented, as it will greatly improve the public realm. It will also decrease conflicts between cyclists, motorists, and pedestrians”
- “Improving a greenway crossing will be safer and will improve pedestrian/cyclist traffic at the crossing”
- “Good idea reduces current congestion on 41st street sidewalks west of West Boulevard”.
- “Please NO cobblestone bricks! Difficult to walk on if disabled. Please keep crosswalks smooth surface, easy to use, blacktop like street surface. Mobility devices are used on surface!”

3. Simplification of West and East Boulevard along 41st Avenue

What We Heard

- Overall there was agreement that the intersection at West and East Boulevard along 41st Avenue is congested, slow and not working well.
- Support for introducing an east-bound left turn bay to relieve congestion and make left turns easier from 41st to West Boulevard.
- While there was support for the proposed changes to streamline the B-line and Arbutus Greenway crossing, there were concerns about north-south connections on East Blvd and reducing access to homes on 37th and the Parks facilities.

Snapshot of Comments Received

- “The 41st/greenway intersection was a mess from the start. This does need wise replanning”
- “I’ve hoped to see this intersection improved for years and am thrilled to see what’s proposed. These changes can’t come soon enough”
- “Is there a way to reduce cars on 41st, such as by encouraging parking not on 41st? The traffic gets pretty backed up all the way to Balsam St”
- “Great idea. Removing parking stalls to improve flow is better”
- “Bad idea. This [crossing at 39th] basically eliminates an important thoroughfare for locals, takes away the parking for everyone using the Arena and parents and youth accessing the sports fields at Pt. Grey, and easy access to Quilchena Elementary for drop offs”.
- “As long as there are alternatives ways for people to get onto southerly routes”
- “This idea concerns me. I use this section of East Boulevard often to move south and cross over 41st to access the London Drugs parking and medical buildings when I go by car”.

4. Traffic Concerns and Neighbourhood Impacts

What We Heard

- A majority of respondents were residents and the results on the proposed designs were generally supportive; however, there were concerns from a few residents about maintaining the character of Kerrisdale. Some participants expressed that the benefits to simplify the intersection would result in shortcutting through local streets, increasing air pollution and cutting off access to homes and Parks facilities.

Snapshot of Comments Received

- “Please tread lightly on this – the area is already heavily congested and a walkable business area. The suggested improvements don’t really provide much for Kerrisdale community except for the improvements at East Boulevard”
- “Be careful not to increase traffic problems in those residential streets”
- “Do not destroy our neighbourhood”

5. Connectivity to Parks and Homes

What We Heard

- Some respondents expressed concern around the proposed recommendation to restrict vehicle movements from 41st Avenue westbound to a right-turn in only to East Boulevard northbound. This proposed recommendation would also involve

converting East Boulevard from a two-way street to a one-way street, restricting north-south travel flows and left turns from East Boulevard. Respondents noted specific concerns around crossing distances for students to reach the eastbound bus stop and congestion that will occur if vehicles use the alley behind McDonalds to shortcut to Maple Street.

- There were strong concerns identified for the future proposed crossings at 39th Avenue and 42nd Avenue. Some respondents felt this would improve traffic flow and access to the Parks Facilities; however, some respondents felt that adding the crossings would make driving more convenient, create fractures in the Arbutus Greenway and bring more traffic congestion to residential areas north of 41st Avenue.

Snapshot of Comments Received

- “Access to arena and school becomes more difficult and field users/sports teams will feel like a detour for access”
- “Vehicular crossings at 39th Avenue would be a highly disruptive mistake – this would turn 39th Avenue into a high speed thoroughfare between West Boulevard and McDonalds and increase traffic density”
- “As an occasional Arbutus Greenway user, I would support adding additional vehicle crossings for local area residents and businesses”
- “Mandatory to provide adequate circulation”
- “I think exploring these connections in the future would be a good idea. Allows people more connections/access points to the arena. However, should see if these are even needed once the changes/improvements to 41st are done.
- “Additional crossings will destroy the character and value of the greenway”

Next Steps

Input received from this consultation has been considered along with financial and technical information to support the implementation and launch of the 41st Avenue B-Line bus, for fall 2019. In light of these factors, there will be additional opportunities for public and stakeholder input on proposed access changes for East Boulevard. These changes would accompany the scheduled intersection changes at 41st Avenue and West Boulevard and would plan to be constructed during 2020.

Joyce Collingwood Information Session
41st Avenue B-Line
Saturday, April 6, 2019

On Saturday April 6th, 2019, the City of Vancouver and TransLink hosted a joint public information session at Joyce Collingwood Neighbourhood House, in the Renfrew-Collingwood neighbourhood. The intent of this event was to invite local residents and businesses to discuss with staff about the new B-Line bus service, answer questions, and provide feedback on the proposed operating hours of the new bus-priority lanes.

At the information session, engagement boards were displayed with project details, including the introduction of a new transit queue lane at Joyce St. and Kingsway, replacing parking lanes with new bus-priority lanes on Joyce Street, and separating B-Line bus stops from the local 41 bus. City staff and representatives from TransLink were available to answer questions from participants and collect feedback forms. Prior to the public open house, City staff conducted door-to-door outreach with businesses, from Kingsway to Vanness, to inform them of the project, answer any questions, and invite them to submit their feedback either in-person or online.

The feedback collected has helped staff:

- Inform decision-making around the initial bus lane hours for the new priority-bus lanes that will be installed along Joyce Street.
- Minimize the impact of the removal of parking to accommodate new bus-priority lanes along Joyce Street in order to reduce congestion and improve journey travel times.
- Understand values in terms of prioritizing shared road space and making streets accessible for all road users.

The themes and feedback compiled here are a combination of various data points from the in-person information session comment forms, online comment forms, and project email responses.

Analysis of Feedback

After reviewing recommended designs from Kingsway to Joyce-Collingwood Station, participants were asked a series of questions that have been summarized below. Due to limited data saturation, no clear themes were generated from the responses.

1) Do you have any specific comments about introducing a new transit queue lane at Joyce Street and Kingsway

What We Heard

- Overall, there was strong support from respondents to introduce a new transit queue lane at Joyce Street and Kingsway. Respondents noted this change would help alleviate congestion, and speed up bus traffic along Joyce Street.
- Some respondents cited concerns around parking removal losses and the impact to businesses in the area.

Snapshot of Comments Received

- “Overall a great idea to alleviate congestion”

- “This is a good idea. The congestion along Joyce currently makes it hard for buses and cars to go through the area”
- “Makes sense to speed up travel times”
- No – takes parking away from businesses on Joyce”

2) Do you have any specific comments about replacing parking lanes with new bus-priority lanes on Joyce Street.?

What We Heard

- Respondents expressed support for removing parking spots for bus-priority lanes; however some respondents noted concerns for the increased parking pressures on local streets and difficulties for businesses loading and unloading goods.
- Some respondents commented on the trade-offs between parking and allowing the bus to move more efficiently through the stretch between Kingsway and Vanness Street.

Snapshot of Comments Received

- “Great idea. There is plenty of parking along Euclid and Cherry St. getting rid of parking along Joyce will speed up bus travel time.”
- “I have no problem with this, having priority lanes with no parking will allow for better traffic flow”
- “Parking can already be scarce at times on Joyce Street and its surrounding blocks, especially on the west side with the church. Removing these spaces would create even more issues, especially when the church is in service”
- “Not good for businesses and couriers. Loading and unloading people and goods”
- “We need to re-allocate road space from cars towards more efficient public transit, which is over-congested”

3) Do you have specific comments about separating B-Line stops at Kingsway to make clear distinctions from the local route 41 bus stops?

What We Heard

- There was general support for providing separated B-Line bus stops to make it easier to find the right bus number and avoid confusion for seniors.
- Some respondents cited that they preferred having the same stop for multiple buses because it involved less travel time for bus transfers

Snapshot of Comments Received

- “Good idea. But please put them closer together, so that people can easily switch between the two routes”
- “Separate bus stops will also prevent seniors from getting on the 43 by mistake

To gather a better understanding of operating hours for the bus lanes, the City asked:

4) As part of the recommended design, City staff are proposing the installation of two priority bus lanes, along Joyce Street. The planned bus lane hours will be 24 hours, seven days a week. Is there anything about parking along Joyce

Street that the design team should know about, if the planned bus lane hours will be 24 hours, seven days a week?

What We Heard

- While respondents were supportive of the new priority-bus lanes, there were some concerns around the 24-hour operating hours. Some respondents felt the bus lanes should only operate during peak hours to compromise with businesses and the local facilities in the area, including the neighbourhood house and the church.
- Some respondents noted that this is already a busy transit-congested area and that 24-hour bus lanes are necessary to provide efficient ways of moving people (either by car or transit), through an already overly congested area.

Snapshot of Comments Received

- “I support this. It is necessary to provide efficient transit in this busy transit-congested area. We should be using public streets for public uses (like transit and biking), not for the private storage of private vehicles. This will also be safer for cyclists”.

The City also collected general feedback on the project and other ideas that the design team should consider:

Snapshot of Comments Received

- “The development of new bus stops and intersections must be standardized so those with vision loss can locate bus stops with ease and safety. As well to cross at the intersection safely and independently”
- “I hope this priority bus lane model can be extended to other routes”
- “I strongly believe that the new B-Line should stop at Camosun after the Dunbar loop since it's the last stop before UBC”.

Next Steps

Input received from this consultation has been considered along with financial and technical information to support the implementation and launch of the 41st Avenue B-Line bus, for fall 2019.