

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 scares 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 bust 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.