

1. WELCOME!

41st Avenue B-Line Kerrisdale Village Street Improvements Public Open House

Please sign in so we can provide updates and information on construction

The City of Vancouver is working with TransLink to introduce **a new B-Line bus service along the 41st Avenue corridor** as part of the Mayors' 10-Year Vision. 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 spaced approximately 1 km apart, new articulated buses, all-door boarding.
- **Frequent service** – bus service would be every 3-6 minutes in peak times and every 8-10 minutes during non-peak.
- **Available all day** – service hours would be between 6am - 1am.
- **Bus stop amenities** – stops will have digital signage showing arrival times, and route information inside buses.



HOW CAN YOU PROVIDE INPUT?

1. Talk to **City and TransLink staff** or the project team.
2. Fill out a comment sheet here, or later, online at: vancouver.ca/41stbline
3. Write us at: 41st-bline@vancouver.ca
4. Call us at **3-1-1**



2. 41ST AVENUE UPGRADES

Introduction

WHY ARE TRANSLINK AND THE CITY OF VANCOUVER IMPROVING TRANSIT SERVICE ALONG 41ST AVENUE?

Both the Metro Vancouver Region and the City are growing. Over the next 30 years, we’re expecting about **130,000 new residents** and close to **9,000 new jobs** within the City, bringing more trips and more life to Vancouver. The street network is largely built out, leaving few opportunities for building new roads, but by using our existing streets more efficiently we can move more people in the limited space we have.

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 to do just that.

One of these new B-Lines will operate along the 41st Avenue corridor, which was first identified for improved service 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.



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NEW RESIDENTS



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NEW JOBS


The 41st Avenue corridor is a key east-west route for general vehicles, transit, and trucks. It is part of the Major Road Network, Frequent Transit Network, and is a truck route. The corridor connects major destinations across Vancouver, including:

- The Expo and Canada Lines
- Oakridge Municipal Town Centre
- UBC
- Walkable neighbourhood retail areas around Dunbar Street, Kerrisdale along 41st Avenue, Fraser Street, Victoria Drive, and Kingsway.

There are two main bus routes that run the length of this corridor, from UBC to Joyce-Collingwood Station. Combined, these two bus routes carry over 10 million riders per year:



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), after the 99 B-Line.



Bus Route 43, which provides limited-stop service during weekdays only, with service ending after approximately 8pm (carrying 6,400 passengers daily).

In addition to these two routes, bus routes **2, 26, 49** and the **480** partially run along the corridor.

3. 41ST AVENUE UPGRADES

Introduction continued

Being a busy vehicle and transit corridor, Bus Routes 41 and 43 have the following characteristics when averaged over the year. During peak times, the conditions are likely worse.

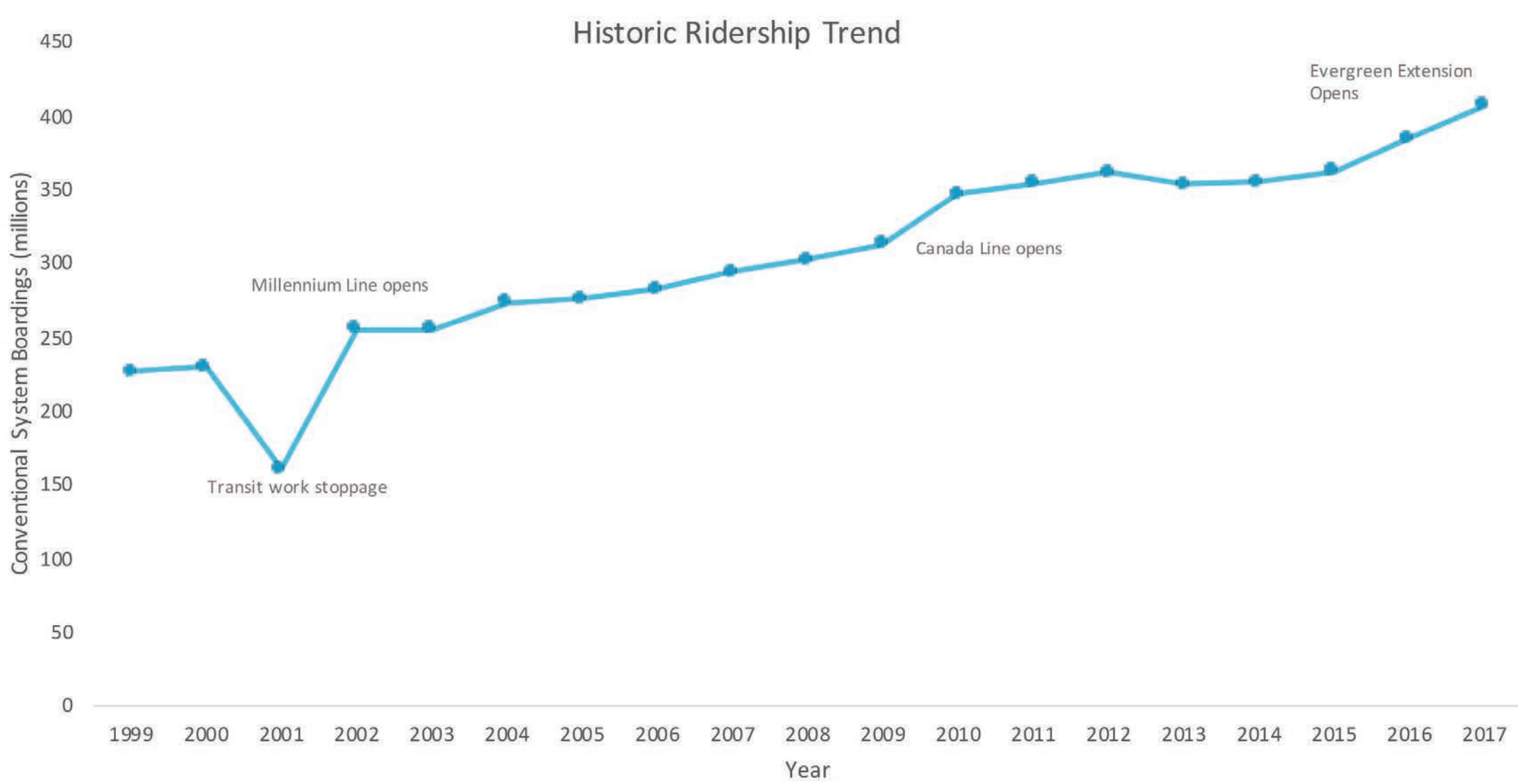
Bus	Speed	Overcrowding	Bunching
Bus 41	21km/h	17%	8%
Bus 43	24km/h	11%	3%

Did you know?

During peak times, transit carries **40-60%** of people travelling on 41st Avenue between Dunbar and Granville

Transit Ridership within the City and Region

Transit ridership continues to increase within Metro Vancouver and the City. Vancouver has one of the busiest transit systems in North America and transit is often at capacity. To the right is an image of historic ridership trends in the region.



WHAT CONSULTATION HAS BEEN DONE TO DATE?

In Spring 2018, TransLink consulted transit passengers and neighborhoods along the proposed new B-Line corridors to solicit feedback on proposed bus stops, local service changes and speed/reliability measures. A total of 2,368 completed survey responses on the 41st Avenue B-Line were received.

The level of public support for all aspects of the B-Line proposal was highly positive:

The majority of respondents supported the proposed 41st Avenue B-Line **stop locations**, changes to **local routes** and transit **priority measures**.

A large majority of transit users supported changes to streets and intersections to **support speed and reliability** of the new 41st Avenue B-Line. Support was strong across all proposed transit priority measures.



Since Fall 2018, the City has also been consulting with key stakeholders including business improvement associations, schools, and community centres to gather feedback and to develop a better understanding of the local issues that might influence the project.

4. 41ST AVENUE UPGRADES

Policy Background

TRANSPORTATION 2040

Transportation 2040 is a long-term strategic vision for the City that helps guide transportation and land use decisions and public investments.

TARGET:

- Make two-thirds of trips on foot, bike or transit by 2040
- Reduce the average distance driven per resident by 20% (from 2007 levels).

TRANSIT VISION:

- Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

POLICIES:

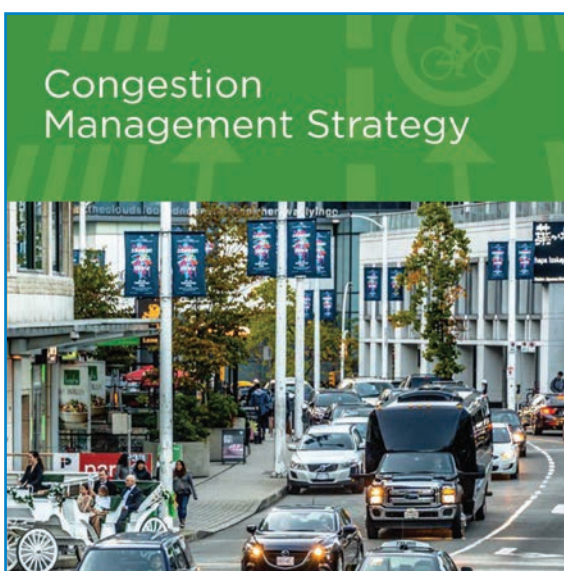
- Collaborate with TransLink to provide fast, frequent, high-capacity, and fully accessible transit service on high-demand corridors including Broadway, Hastings, 41st/49th Avenue, Commercial/Victoria, and Main/Fraser.
- Work with TransLink and the Province to improve the frequency, capacity, reliability, and service span of local transit, prioritizing high-demand corridors.

OTHER RELATED POLICIES



Arbutus Greenway Design Vision and Implementation Strategy (2018):

Identified and proposed a broad range of public realm and active transportation improvements along the Arbutus corridor, including fully segregated walking and cycling pathways, public gathering areas, site furniture and other public amenities.



Congestion Management Strategy (2017):

Provides direction on identifying and monitoring impacts to traffic flow on the street network, developing strategies to address impacted areas of congestion, and tracking progress and results. It also builds on T2040 policies and emerging directions in the TransLink 10-Year Investment Plan.

WHERE ARE WE IN THE PROCESS?

2014	Mayor’s Council developed the 10-Year Vision
2017 - 2018	TransLink consulted with the public on the new B-Line corridors
2018	City continued consultation on street improvements with stakeholders and general public
Early 2019 WE ARE HERE	Public Open House – Kerrisdale District
Spring 2019	Refining and reporting out on design changes
Summer / Fall 2019	Anticipated implementation of most measures along the corridor and launch of B-Line
2020	Implementation of additional measures

5. 41ST AVENUE UPGRADES

How are the new B-Lines special?

Improved travel time and reliability

- Stops are spaced ~1 km apart
- All-door boarding
- Streets are redesigned to make buses faster
- High-capacity articulated buses

Frequent

- At least every 10 minutes in peak times
- At least every 15 minutes at other times

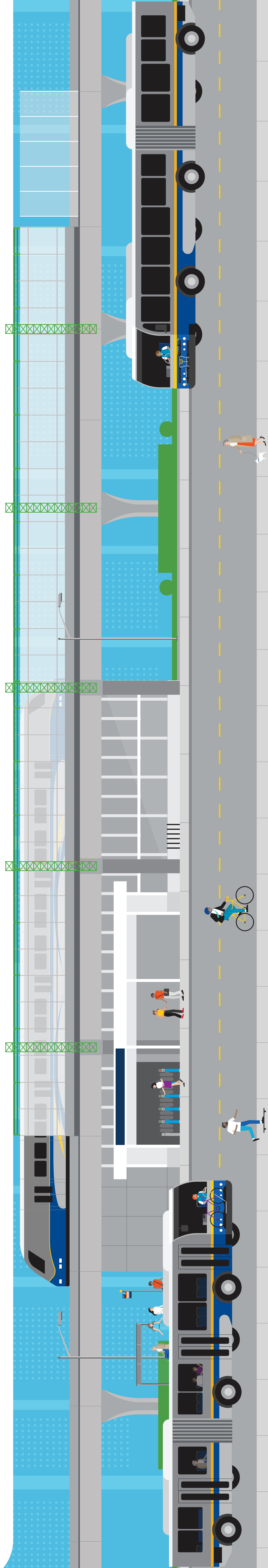
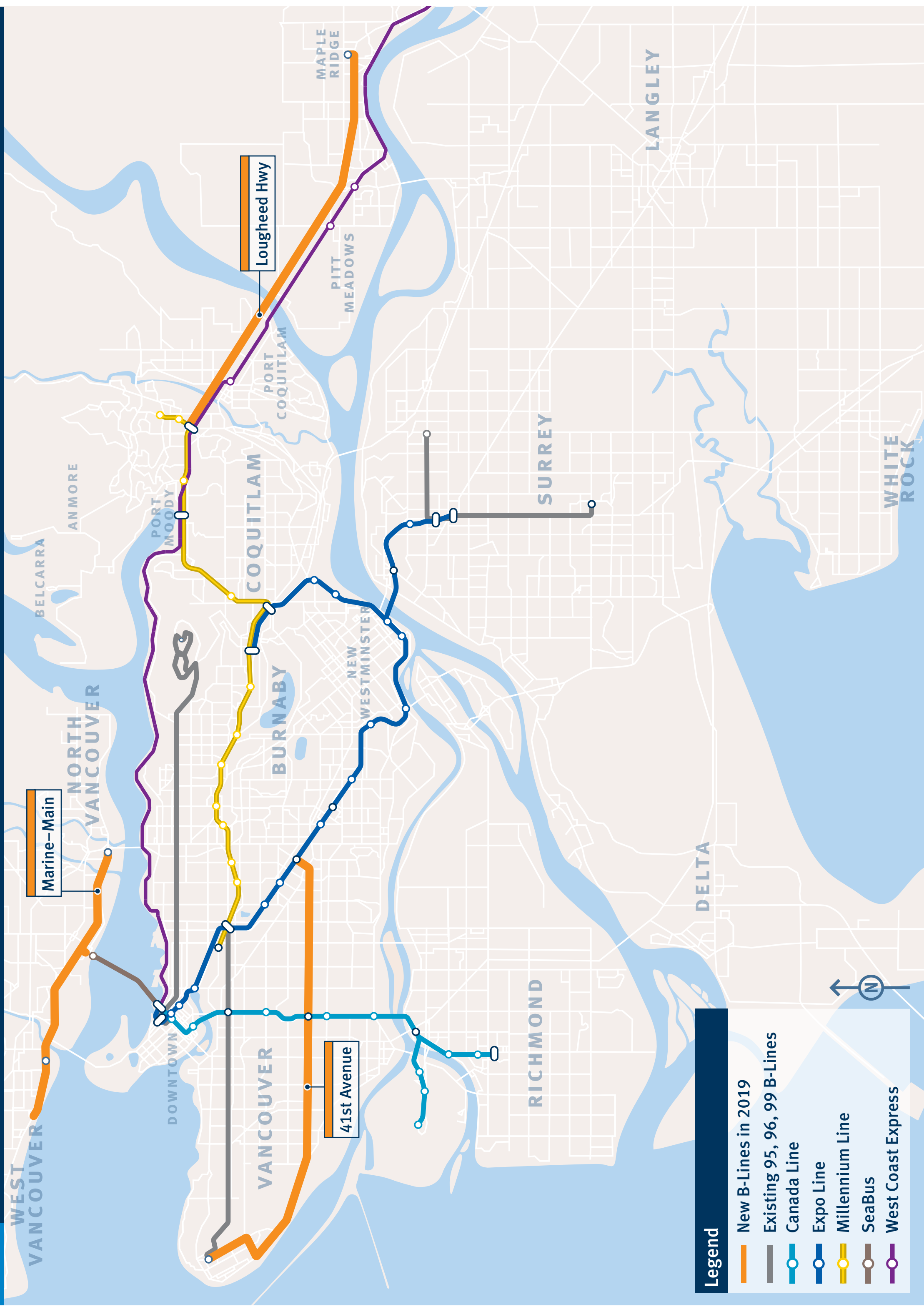
Easy to find

- Buses and stops have a different look
- Route information inside buses
- Stops have Next Bus digital signage

Available all day, every day

- Service from 6 a.m. to midnight or better.

T New B-Lines in 2019



6. 41ST AVENUE UPGRADES

41st Ave B-Line: Joyce-Collingwood to UBC

Benefits

50% less waiting than the 43
every 3-6 minutes during peak

33% more people moving capacity
less crowding

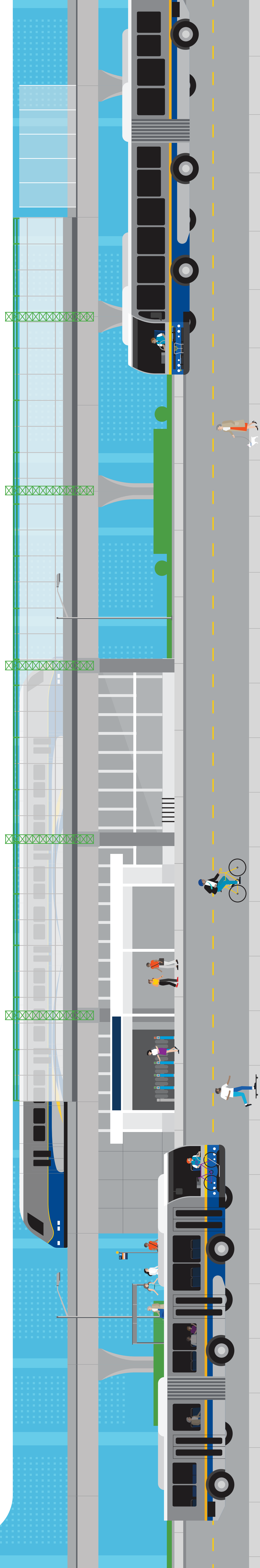
Frequent service at night
a bus every 15 minutes until 1 a.m.

41 becomes trolley
local service provided by electric bus

Proposed changes to local service

Along with the new B-Line, TransLink is proposing some changes to local bus service. These changes enable the high frequency of the B-Line, and adjust local routes to maintain connections to communities.

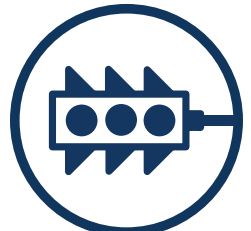
- **Route 43** replaced with new B-Line
- **Route 49** will provide frequent service in UBC’s Westbrook Village from 5 a.m. to 2 a.m., with more capacity than today’s 41
- **Route 41** frequency reduced



7. 41ST AVENUE UPGRADES

Faster and More Reliable

As part of the launch of these new B-Lines, TransLink is working with municipal and provincial partners to examine how streets can be changed to ensure that B-Lines don't get stuck in traffic. Here are some of the types of changes we're consulting on:



Changes to traffic signals



Changes to intersections



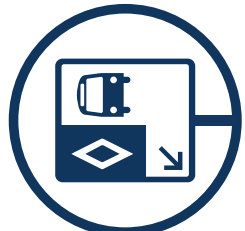
Changes to Bus Stop Locations



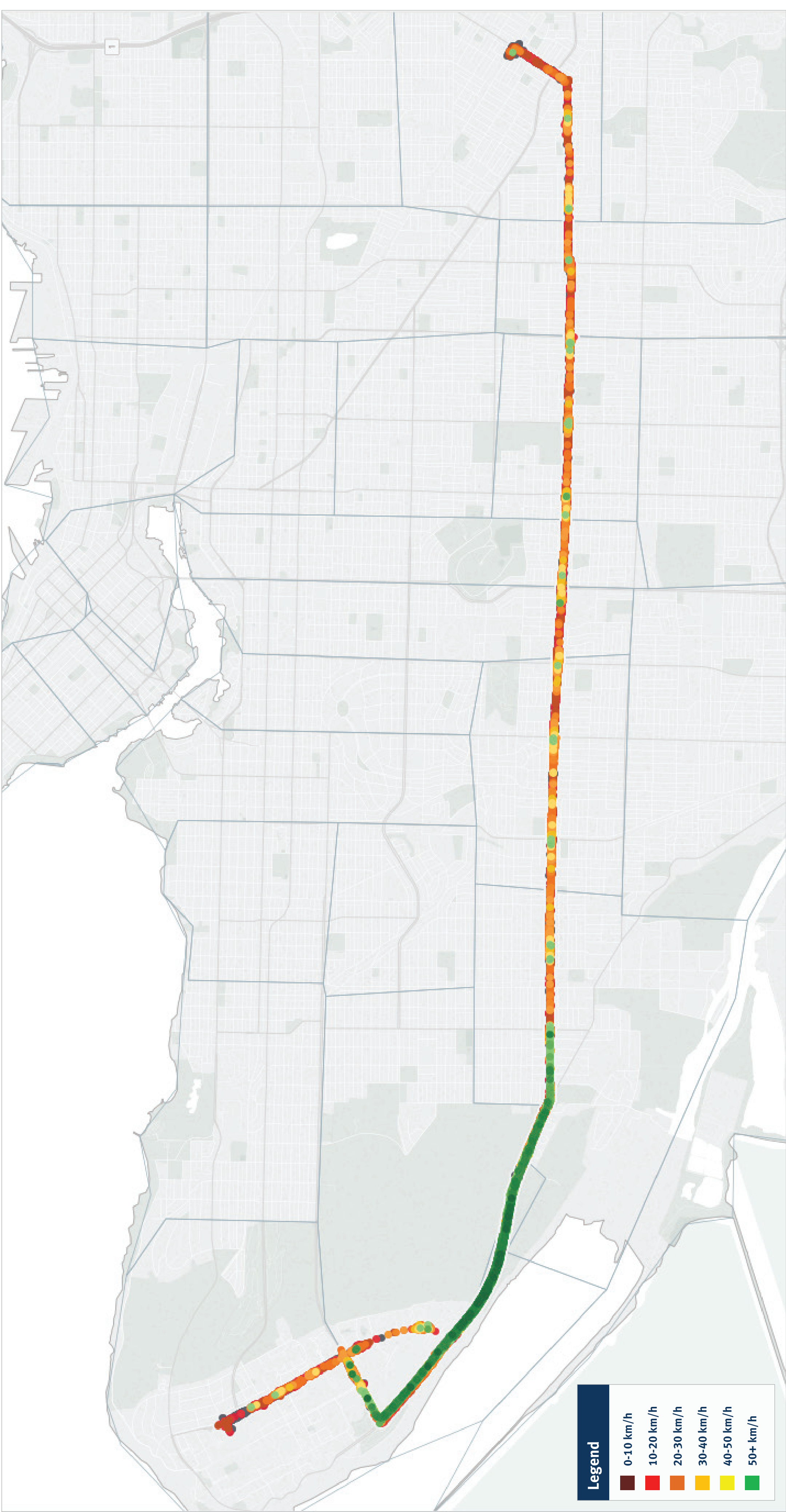
Turn Restrictions



Changes to avoid delay re-entering traffic



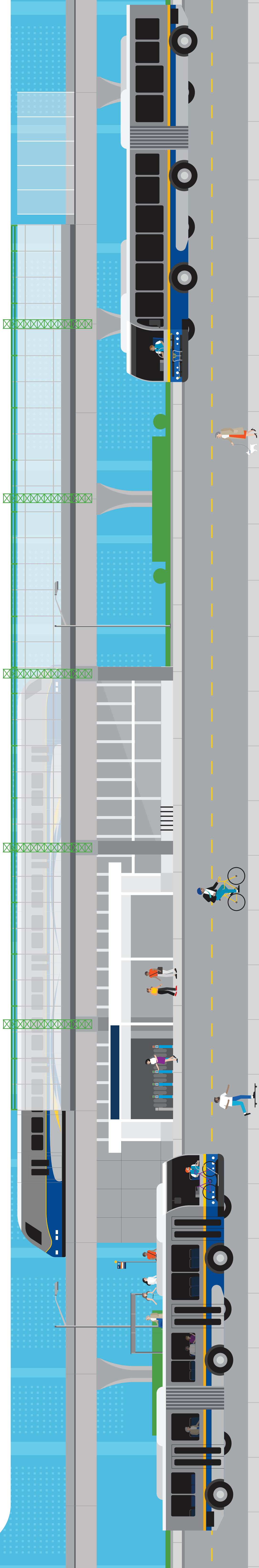
Introducing a dedicated lane for buses



A sample of speed data collected automatically throughout

October 2017 during peak times.

Current routes 41 and 43



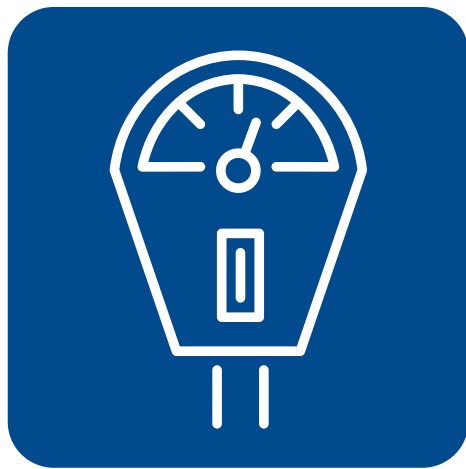
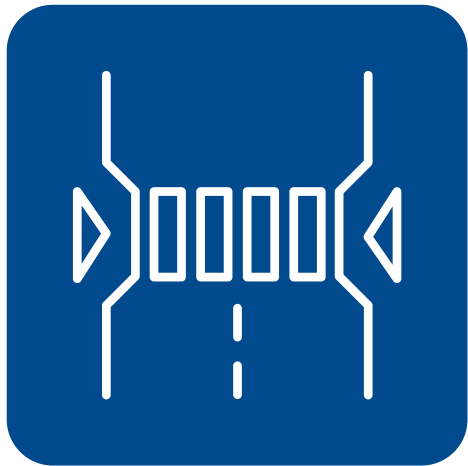
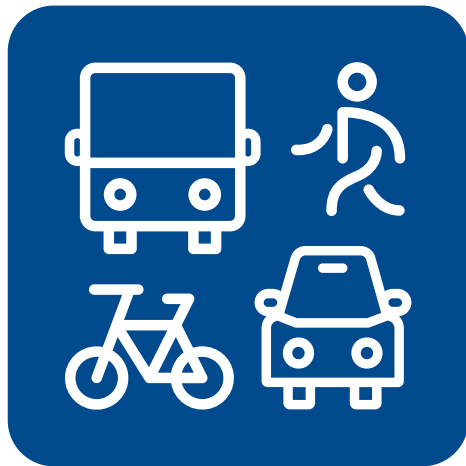
8. 41ST AVENUE UPGRADES

Transportation Improvements and Evaluation

WHAT DECISION MAKING GOES INTO TRANSPORTATION IMPROVEMENTS AND AMENITIES? HOW DO CITIES DECIDE WHAT CHANGES TO MAKE?

Enhancements to a B-Line service, or any transit services, are dependent on municipal collaboration with TransLink. These decisions are made through rigorous analysis, traffic studies and modeling of the street network to ensure overall traffic performance is improved and bus travel times are reduced.

To evaluate the effectiveness of potential transportation improvements and amenities, City staff undertake a monitoring and evaluation framework that includes but is not limited to the following:

Safety		Parking Needs	
Accessibility		Loading Needs	
Connectivity to Key destinations		Volumes and Delay for All Modes	

BUS STOP AMENITIES

When funding is available, the addition of bus stops with amenities such as **shelters**, **benches** and **real-time displays** improves the waiting environment at bus stops. Adding amenities also results in greater rider satisfaction, and higher ridership.



9. 41ST AVENUE UPGRADES

Transit Benefits – Improved People Moving Capacity

HOW WILL YOU BENEFIT FROM IMPROVED SERVICE ALONG 41ST AVENUE?



People using transit can:

- » **Save time** through faster, more frequent and more reliable service
- » Have **improved access** to employment opportunities, educational and health institutions, community centres and libraries.
- » Have **higher levels of productivity** by using time spent on public transit to carry out other tasks.
- » **Save money** - compared to driving, traveling by transit is much more affordable.
- » Experience **less stress** by avoiding having to drive in highly congested areas and find parking.
- » Have **greater mobility**, especially for those who don't or can't drive, which facilitates greater access to employment, social services and social interaction with friends and family.



Residents, businesses, and communities:

- » By carrying more passengers by bus, which takes up less road space than individual cars, it **keeps traffic moving** and **reduces air pollution** from idling vehicles.
- » More frequent and reliable transit services will **bring more people to retail areas** and make communities more vibrant and lively.
- » Money spent on public transportation has a **high economic return** in comparison to private automobile and housing prices.

HOW DO WE DETERMINE THESE BENEFITS?

On an annual basis, TransLink measures the performance of all transit services, including the number of boardings, transit vehicle speeds, on-time performance of buses, etc. They also conduct customer service performance surveys every 3 months. Together, these reports will provide TransLink and the City with an understanding of how well the B-Line service is performing and meeting the needs of transit users.

The environmental, community, and economic impacts of the new B-Line will be more difficult to determine, as there are many other factors at play. The City will continue to monitor the new B-Line service after it launches and identify if additional changes are required to further improve the corridor's people-moving capacity and/or to better capture the community benefits of the service.

10. 41ST AVENUE UPGRADES

Transportation Design Process

What We Heard

The City heard historically and through the Arbutus Greenway consultation and discussions with businesses in the area that crossing at the West and East Boulevard intersections could be made easier for people on foot or bike.

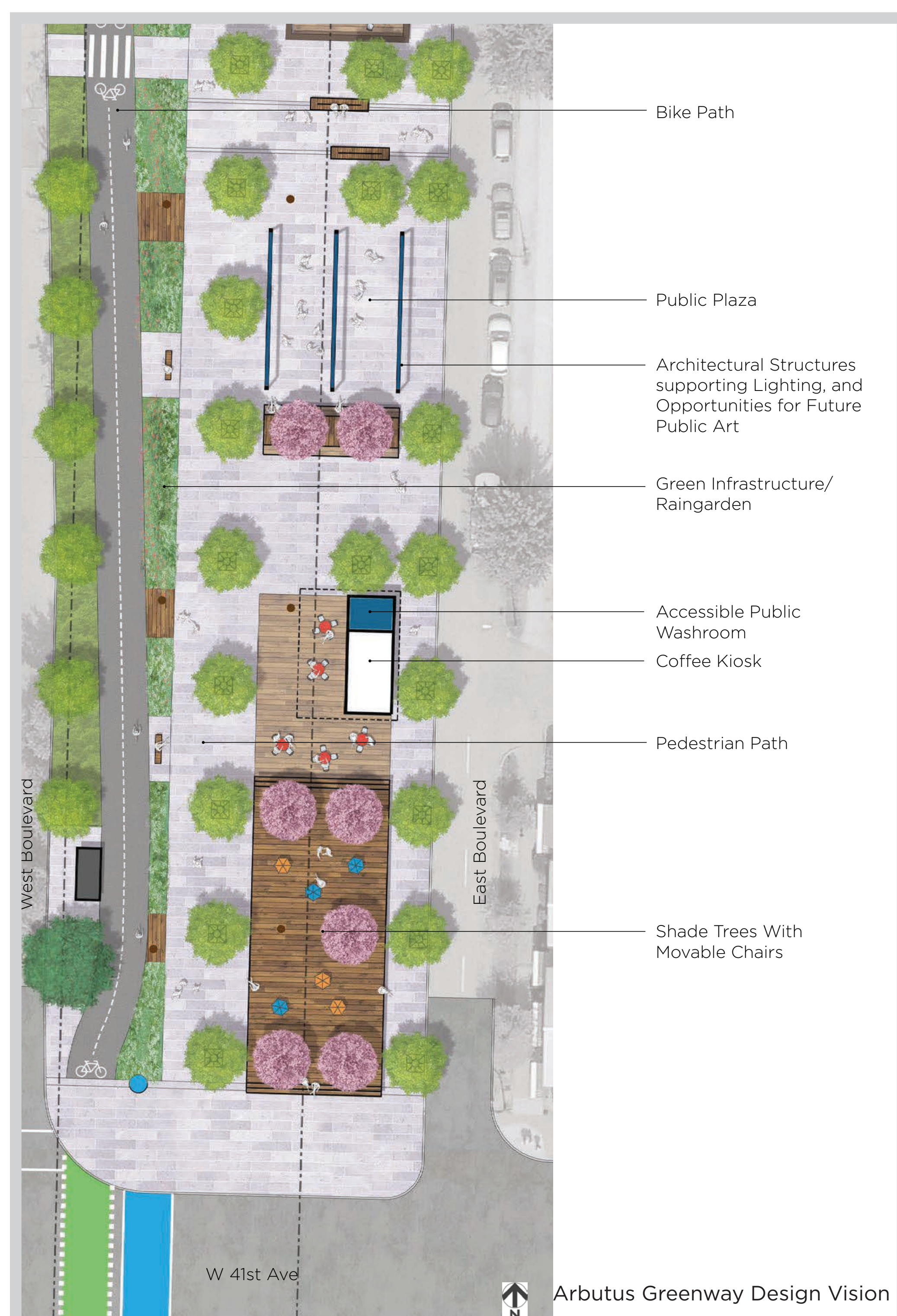
Currently many of the vehicle movements are hard to make and vehicles, including buses, are often trapped in the small queue space between the two boulevards.

As a result, westbound vehicles often block the greenway crossing, making it challenging for people walking and riding bicycles to cross north-south. This is particularly challenging for people using mobility aids like wheelchairs, and for those with visual impairments.



What We're Proposing

The City worked with TransLink to investigate improvements to make the area safer for people walking, cycling and rolling and to improve the flow and reliability of buses and general purpose vehicles along 41st Avenue.



B-Line Project

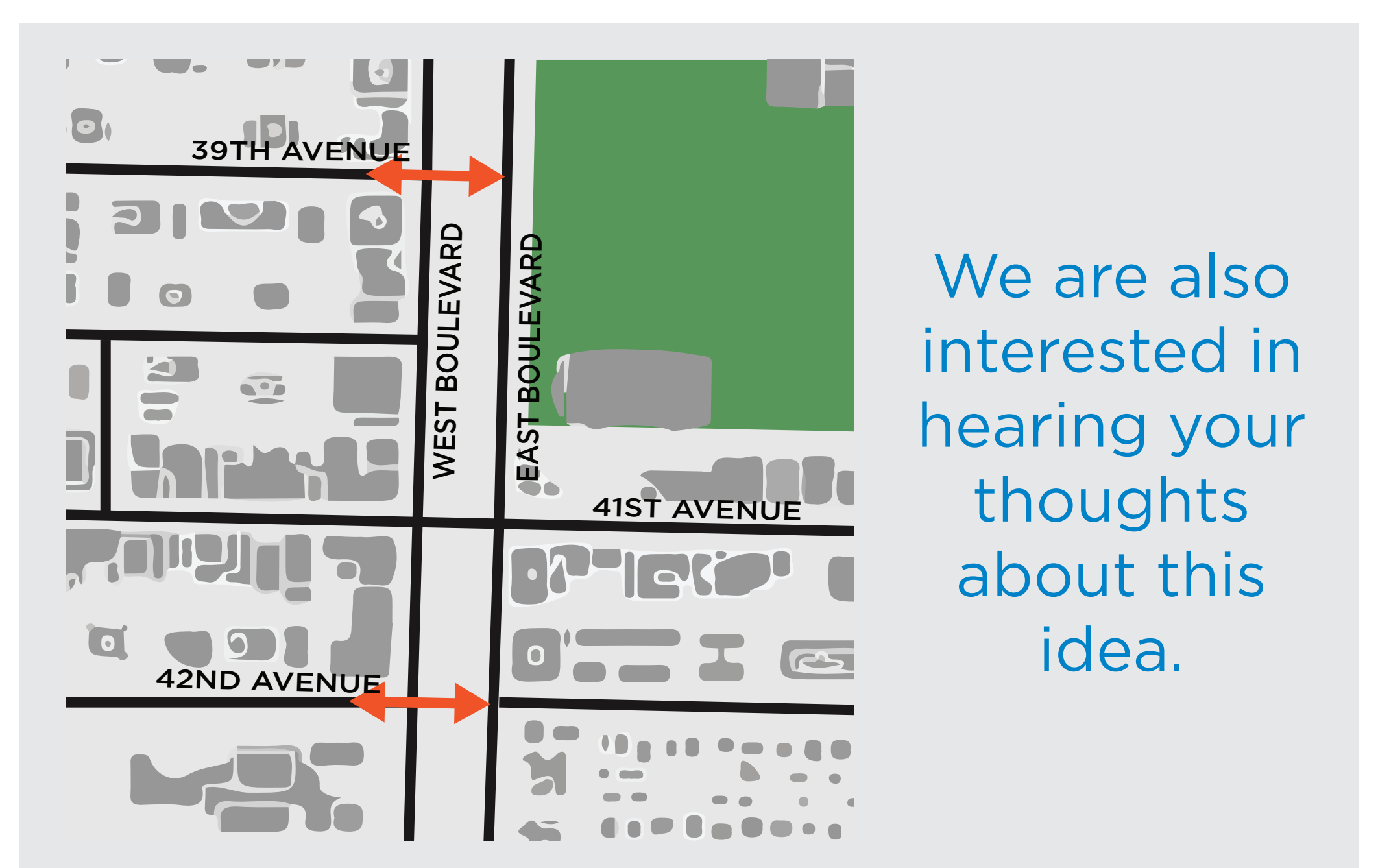
- The changes shown in **board #11** are being proposed as part of the B-Line project.

Arbutus Greenway

- Narrowing East Boulevard north of 41st Avenue means that the space gained can be reserved to be a future programmable public space, as identified during the Arbutus Greenway design process. At the moment, Kerrisdale Village does not have a public space that can be used for programmed events and activities like many other BIA areas across the city.

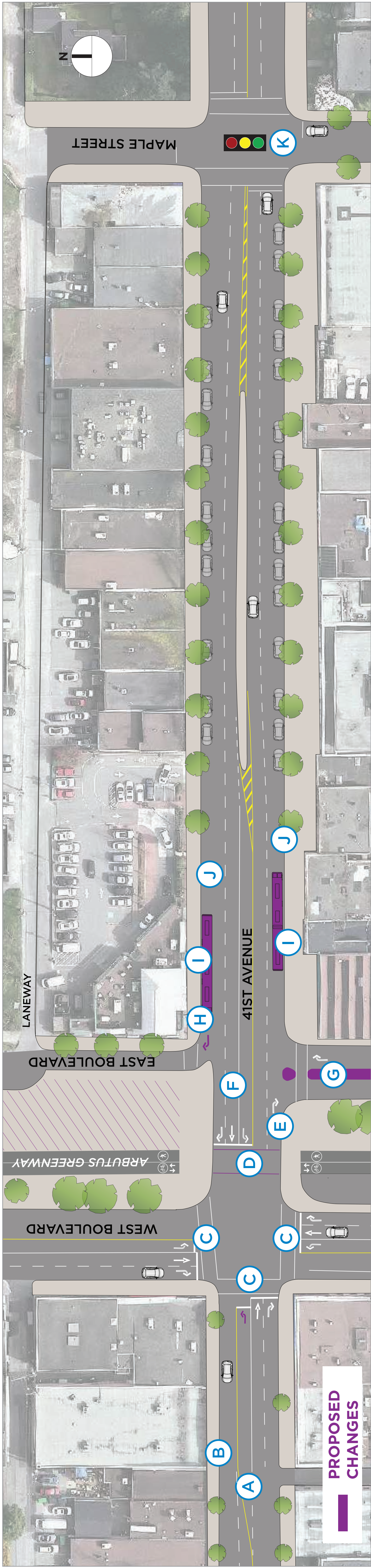
Additional Potential Future Changes

- There is the potential in the future to add a new vehicular crossing at 39th Avenue and at 42nd Avenue along West Boulevard to improve local circulation.



11. 41ST AVENUE UPGRADES

Recommended Transportation Design



What is Different?

Why?

A	Introduce an eastbound left-turn bay	To improve traffic flow and reduce short-cutting through nearby local streets. It should also reduce chances for conflicts with pedestrians.
B	Remove 1-3 parking stalls and relocate loading zone	To make space for a new eastbound left-turn lane on 41st Avenue. More short-term parking can be provided in the nearby EasyPark lot on East Boulevard if necessary.
C	Explore opportunities to fix and repair crosswalks	To reduce tripping hazards for pedestrians, particularly those with mobility devices and strollers.
D	Remove the traffic signal and crosswalk at East Boulevard and provide a centralized greenway crossing	To make the crossing of the greenway safer for people walking and cycling by reducing the north-south pedestrian crossing distance at East Boulevard and reducing 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.
E	Reassign the eastbound curb lane to a right turn lane and a transit lane (from West Boulevard to the eastbound bus stop)	To help prevent through-moving vehicles from getting stuck behind right-turning vehicles which improves traffic flow. The transit lane helps buses travel through the area more reliably.
F	Reassign the westbound curb lane to a right-turn lane and lengthen the existing westbound left-turn bay	To help prevent through-moving vehicles from getting stuck behind left- or right-turning vehicles which improves traffic flow.

What is Different?

Why?

G	Restrict vehicle movement to right-in/right-out	To simplify the intersection and lead to fewer vehicle movements. This change also prevents westbound left-turning vehicles who are turning onto East Boulevard from blocking westbound left-turning vehicles who are turning onto West Boulevard.
H	Restrict vehicle movement to right-in only from 41st Avenue and convert East Boulevard to one-way northbound from 41st Avenue to the lane north of 41st Avenue	To simplify the intersection and lead to fewer vehicle movements, some of which are difficult in the existing condition. These changes will also prevent southbound vehicles on East Boulevard, north of 41st Avenue, from conflicting with westbound vehicles on 41st Avenue. A future programmable public space also becomes available.
I	Relocate eastbound bus stop to far side of East Boulevard and westbound bus stop to near side of East Boulevard	Avoids the buses getting stuck behind right-turning vehicles and vice versa. Also, provides more street space for waiting transit passengers, and pedestrians walking by.
J	Remove 7-8 parking stalls from the north side of 41st Avenue and 8-9 parking stalls from the south side of 41st Avenue	To make space for the new bus stops. More short-term parking can be provided in the nearby EasyPark lot on East Boulevard if necessary.
K	Turn Maple Street into a fully signalized intersection	Upgrading to a fully signalized intersection will improve vehicle access to businesses south of 41st Avenue and to the lane north of 41st Avenue.

12. NEXT STEPS



- **Talk to City and TransLink staff** or the project team.
- Fill out a **comment sheet** here, or later, online at: **vancouver.ca/41st-bline**. The consultation period for this segment of the route will close on March 1, 2019.
- Staff will work with TransLink to **refine the East 41st Boulevard changes** based on feedback from local businesses, residents and other stakeholders.
- Some improvements will be made for **Fall 2019** and others will be delivered in **2020**.