

# **Burrard Peninsula Area Transport Plan**

## **Phase 2 Survey Discussion Guide**

## LAND ACKNOWLEDGEMENT

TransLink respects the First Nations for their stewardship of the region from time immemorial and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience as active members of the community for generations to come. We recognize that in planning and managing the region’s transportation system we have a role to play in supporting reconciliation.

Transport 2050, the Regional Transportation Strategy, outlines specific actions to improve transportation access to on-reserve communities over the next 30 years. A key priority is to initiate partnerships with First Nations, federal, provincial, and municipal governments, and transportation partners to explore and implement innovative multimodal transportation solutions to provide more equitable access to on-reserve communities.



## ABOUT TRANSLINK

TransLink is Metro Vancouver’s regional transportation authority. TransLink is responsible for planning, financing, and managing the regional transportation system to move people and goods. Here’s what TransLink does:

- Operates buses, SkyTrain, SeaBus, HandyDART, and the West Coast Express
- Owns and maintains five bridges in the region
- Works with local government partners to manage major roads, walking paths, and bikeways



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# 1. Project Background

## 1.1. What is the purpose of this Discussion Guide?

### **TO SHARE MORE INFORMATION ABOUT THE SURVEY**

This guide gives extra details about the Burrard Peninsula Area Transport Plan (BP ATP) Phase 2 survey. This includes specific information about proposed bus route changes and how they connect to nearby routes or other planned route changes.

### **TO EXPLAIN OTHER PARTS OF THE PLAN**

The guide also talks about other parts of the BP ATP not covered in the Phase 2 survey. These include:

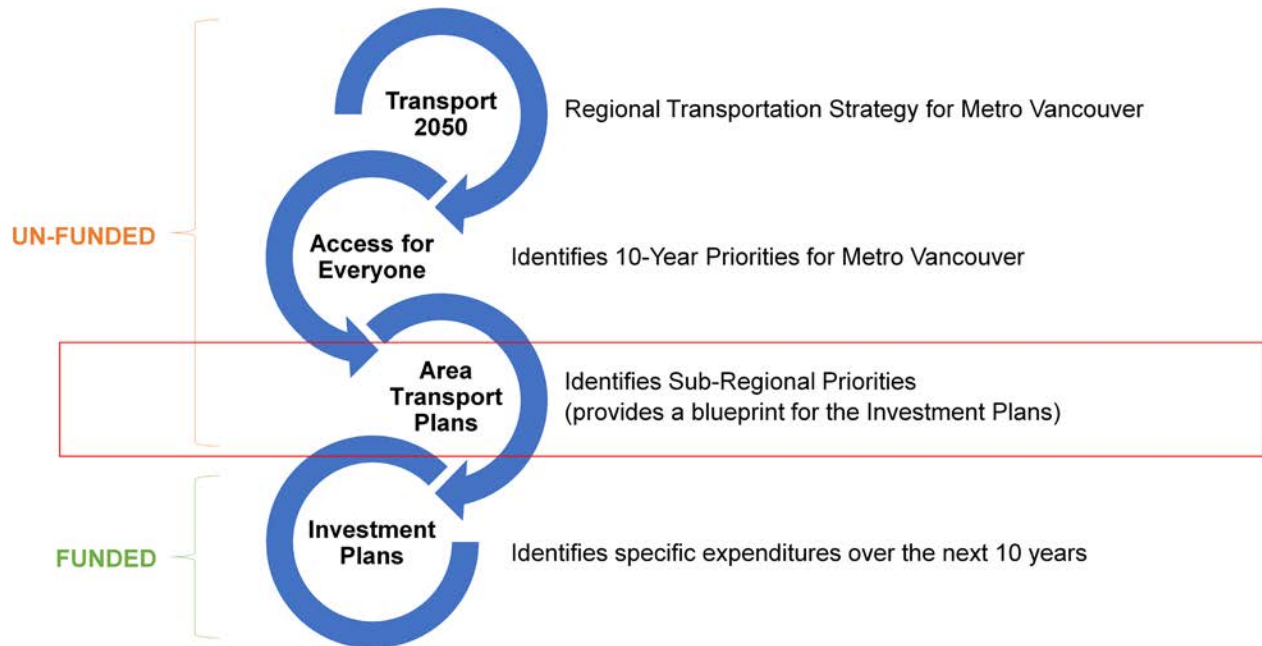
- Improving the experience for transit riders
- Making walking and rolling more comfortable and accessible
- Moving goods more efficiently

This guide also explains how BP ATP recommendations would be put into action. This includes, for example, what new bus exchanges would be required for some proposed route changes and how decisions about things like bus frequency and hours of operation would be made in the future.

For more details about the project and its planning process, including feedback from Phase 1 public engagement in fall 2023, visit the project website: [Burrard Peninsula Area Transport Plan](#)

## 1.2 About Area Transport Plans

Area Transport Plans (ATPs) identify transportation improvements within a specific sub-region to prioritize for implementation over the next 15 years. They follow and connect big-picture plans, like our regional transportation strategy [Transport 2050](#) and [Access for Everyone](#), our 10-year priorities plan, to TransLink's Investment Plans. These Investment Plans have received funding which means that projects and improvements which have been included can be implemented in the near-term.



Throughout the ATP planning process, TransLink works with municipalities, regional partners, First Nations, and transportation groups to find out what is most important in different sub-regions throughout Metro Vancouver. This collaborative process makes sure that local needs are included with other regional priorities when planning future investments in the regional transportation network.

# 1.3 About the Burrard Peninsula Area Transport Plan

The Burrard Peninsula Area Transport Plan (BP ATP) is a multi-modal plan and will focus on transit, cycling, walking and rolling, and moving goods within the Burrard Peninsula. The goal is to make it easier for everyone to connect with the people, places, and opportunities they care about.

## STUDY AREA

The study area includes Burnaby, New Westminster, and the City of Vancouver. It also covers the University of British Columbia (UBC) and the nearby University Endowment Lands (UEL), which together make up Electoral Area A.

It also lies within the traditional and unceded territories of several Indigenous Nations including ǵʷa:ǵʷən' (Kwantlen First Nation), kʷikʷəłəm (Kwkwetlem First Nation), xʷməθkʷəy̓əm (Musqueam), Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tsleil-Waututh Nation), and qiqéy̓t (Qayqayt First Nation).



### **WHY DOES THE STUDY AREA INCLUDE ALL OF THE BURRARD PENINSULA?**

The last area transit plans for Vancouver and UBC were completed in 2005, and for Burnaby and New Westminster in 2003. Since then, these municipalities and communities have grown and changed a lot. Since many transit routes in the area now cross municipal boundaries, TransLink decided to combine the areas of Burnaby, New Westminster, Vancouver, and UBC into one larger study area. This helps us better understand the unique needs of the transportation network within this sub-region.

### **WHY DOES THIS PLAN INCLUDE ALL TRANSPORTATION MODES?**

TransLink's work goes beyond just buses and trains - we're responsible for planning and managing the regional transportation system for all of Metro Vancouver. While the BP ATP mainly focuses on the local bus network, it also looks at active and safe streets for walking, cycling, and other small-wheeled modes of transportation, like scooters. Additionally, the plan considers how goods are moved around the region and will include ideas for improving the [Major Road Network](#), which features busy roads like Broadway, Kingsway, and Willingdon. Ultimately, TransLink's goal is to make travel across the region easier, safer, and more efficient for everyone.

### **WHAT DOES 'ACCESS FOR EVERYONE' MEAN?**

The concept of 'Access for Everyone,' part of TransLink's Regional Transportation Strategy, *Transport 2050*, envisions a future where everyone in Metro Vancouver can easily reach the places matter most - regardless of who they are, where they live, or how they travel. The BP ATP will support this vision by working to create a transportation system that is easy to use, affordable, equitable, and welcoming to all.



## 1.4 What happened in Phase 1 of the planning process?

In Phase 1 of the BP ATP planning process, we looked at how people are currently using the transportation system and how that might change as the Burrard Peninsula continues to develop.

We studied things like:

- Recent trends in how people use transit and how many people are riding buses
- How the network is set up and where it could be improved (e.g., making bus routes more direct)
- How buses are doing in terms of speed and reliability (i.e., where delays are happening)
- Customer feedback we've received over the past few years

We also worked with local, regional, and provincial partners, including First Nations, to better understand where future development is expected to occur. This helps us plan for future transportation needs, like creating a new bus route to serve a new neighbourhood in an area where there isn't transit service today.

Phase 1 included extensive public engagement. We attended over 40 in-person events and spoke to nearly 1,800 people. We also collected almost 5,000 responses through an online survey and mapping exercise. We also made an additional effort to reach out to **equity-deserving communities** that might face challenges to participating in the planning process, like language barriers, economic status, or physical ability. For a full summary of what we learned during public engagement, check out the [Phase 1 Public Engagement Summary Report](#).

**EXPLAINER:** Equity-deserving communities are groups of people who face discrimination, disadvantage, or barriers that make it harder for them to access things like jobs, education, healthcare, and other important resources. These barriers can come from things like age, ethnicity, disability, economic status, gender, race, sexual orientation, and more. The goal is to ensure these communities have equal opportunities and support.



# 2. Transit

## 2.1 Transit Goals and Actions

The feedback gathered during Phase 1 was used to create recommendations for improvements to bus service, active transportation (walking, rolling, cycling, and scootering), and goods movement. Now, in Phase 2 of the planning process, we're asking the public for their thoughts on these draft recommendations. We want to know if any of the proposed recommendations need to be adjusted and which you think should be included in the final plan.

### **WHAT DID WE LEARN IN PHASE 1 PUBLIC ENGAGEMENT?**

Overall, people were generally happy with the different transit options that are available within the Burrard Peninsula, and they felt that transit was usually efficient, reliable, and accessible. However, we also heard that there are areas where the system could be better. Some main ideas for improving transit included:

- Having buses run more often and on time
- Making bus routes more direct and improving connections to other transit services (e.g., SkyTrain)
- Making bus trips faster by giving buses more priority on the road
- Offering transit service for longer hours

### **WHAT ARE WE DOING IN THE BP ATP TO IMPROVE THE EXPERIENCE OF USING TRANSIT?**

Based on Phase 1 feedback and other information we gathered, we have created the following transit goals for the BP ATP:

**GOAL 1:** Build a transit system with fast, direct connections

**GOAL 2:** Connect local buses to future major transit services and areas that are growing

**GOAL 3:** Make sure transit is easy to use, comfortable, reliable, accessible, and safe

## 2.2 Developing proposed network changes

Over the past year, the BP ATP project team has looked at many possible changes to the transit network. These ideas came from feedback from the public, our local, regional, and provincial partners, community groups, other transportation stakeholders, and various teams here at TransLink. This included looking at what is safe and practical for roads (e.g., whether they are wide enough for buses). The changes we're asking for feedback on in the Phase 2 survey are the ones we think would have the greatest potential to be implemented and to make using transit better for people travelling to, from, or through the Burrard Peninsula.

The survey asks for feedback on each bus route where there is a proposed change, but many of these changes are connected to or affect nearby routes. So, in this guide, we have grouped related route changes together in “packages.” These packages include all of the routes where changes would need to happen at the same time, are in the same area, or would be done as demand for transit changes. For each package, we have included:

- A map showing all proposed bus route changes
- A table with the routes included in each package, a summary of the changes being proposed, and the reasons for those changes

The route names listed below in each table (e.g., route 4W) are just examples. The actual names and numbers of new routes would be determined closer to when the changes are made.

**NOTE:** Most of these proposed network changes would be made when funding is available and as new infrastructure is built or when more people use the transit system.

**However, the changes in [Package A](#) - which connect the local bus network with the new Broadway Subway extension to Arbutus Street in Vancouver in 2027 - would need to happen by the time the subway opens.**

## 2.3 How will network changes be implemented?

The way people travel changes over time. This happens because of things like population growth, new buildings and neighbourhoods, and new transit projects. As a result, the number of people using transit can go up or down, even along the same street. To keep up with these changing needs, TransLink makes minor adjustments to routing and service levels (e.g., how often a bus comes) on an ongoing basis. Bigger improvements that cost more, such as a new bus route, need to be identified as a regional priority and be included in an Investment Plan to be implemented. The BP ATP, which will be an input into future investment plans, will help identify what the local priorities are within the Burrard Peninsula.

### SOME NETWORK CHANGES WOULD REQUIRE NEW INFRASTRUCTURE

To make some of the proposed bus route changes, TransLink would need help from local governments. The chart below shows how TransLink and local governments work together to make transit improvements. Many of the new routes or changes would need upgrades, such as building sidewalks or making bus stops more accessible. Some routes would also need space for buses to stop or turn around at the end of their trip. These on-street bus facilities are usually managed by local governments or the Ministry of Transportation & Transit.

TransLink Control	TransLink and Municipality Control	Municipality and MOTI Control		Municipality and Property Owner Control
<b>Operations</b>	<b>Bus Stops</b>	<b>Travel Lanes</b>	<b>Intersections</b>	<b>Public Realm</b>
Boarding policy (e.g., all-door boarding)	Stop relocation or consolidation	Bus lanes	Turn and movement restrictions	Street patios
Route design	Bus platform design	Transit approach lane	Transit signal priority	Connecting shuttles or bike share
Bus fleet size and type	Bus bulbs	Queue jump	Turn lanes and pockets	
Frequency and hours of service	Boarding islands	Roadway channelization		
		Parking restrictions		

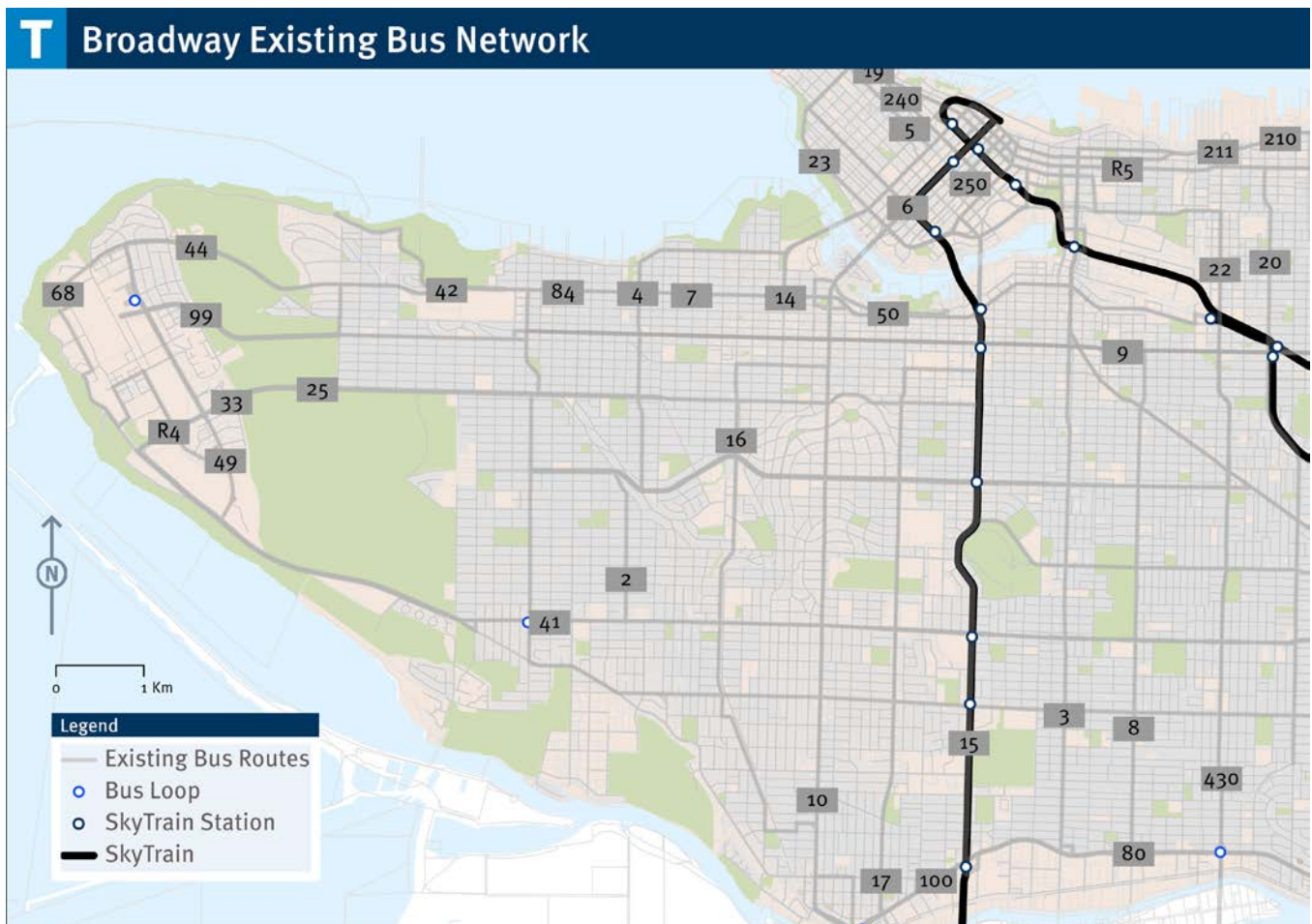
## 2.4 Transit Network Packages

PACKAGE	CITY / JURISDICTION	PAGE
Package A: Prepare the local bus network for the opening of the Broadway Subway in Vancouver	Vancouver, UBC/UEL	<a href="#">14</a>
Package B: Additional future route changes to integrate the local bus network with the Broadway Subway in Vancouver	Vancouver, UBC/UEL	<a href="#">18</a>
Package C: Create a simpler and easier to understand network in Central Burnaby	Burnaby	<a href="#">22</a>
Package D: Improve and simplify local bus connections in Southeast Burnaby and New Westminister	Burnaby, New Westminister	<a href="#">26</a>
Package E: Provide more transit connections in South Vancouver and South Burnaby	Vancouver, Burnaby	<a href="#">30</a>
Package F: Improve connections to Stanley Park	Vancouver	<a href="#">34</a>
Package G: Integrate the local bus network with planned future growth areas	Vancouver, UBC/UEL, Burnaby, New Westminister	<a href="#">38</a>
Package H: Improve service reliability between Downtown Vancouver and Phibbs Exchange in North Vancouver	Vancouver, North Vancouver	<a href="#">42</a>
Package I: Improve service and reliability on routes to, from, and through Downtown Vancouver	Vancouver	<a href="#">46</a>
Package J: Make longer trips faster with new express routes	Vancouver, UBC/UEL, Burnaby, New Westminister	<a href="#">50</a>
Package K: Integrate the local bus network with the Burnaby Mountain Gondola	Burnaby, Coquitlam	<a href="#">54</a>
Package L: Integrate the local bus network with the Millennium Line UBC Extension	Vancouver, UBC/UEL	<a href="#">58</a>
Package M: Proposed future study areas	UBC/UEL, Vancouver, Richmond, New Westminister	<a href="#">62</a>

## 2.4 Transit Network Changes

### PACKAGE A: PREPARE THE LOCAL BUS NETWORK FOR THE OPENING OF THE BROADWAY SUBWAY IN VANCOUVER

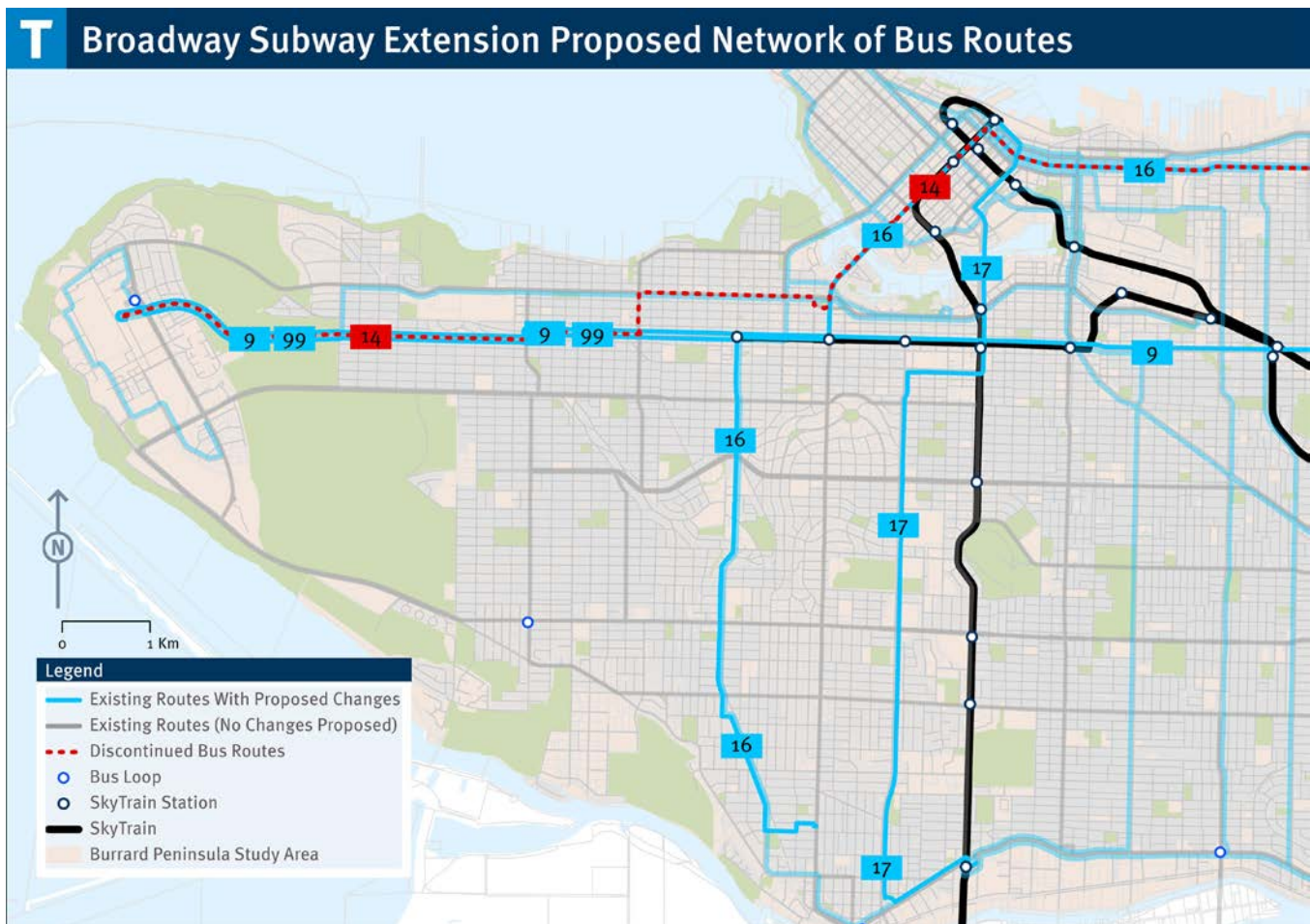
The Broadway Subway extension of the Millennium Line to Arbutus Street is set to open in 2027. This extension will connect the Expo and Canada Lines, improve regional access to BC's second-largest job centre, and make travel faster along the Broadway corridor, with trips between VCC-Clark and Arbutus stations taking just 11 minutes, saving the average commuter almost 30 minutes per day.



## PACKAGE A: PREPARE THE LOCAL BUS NETWORK FOR THE OPENING OF THE BROADWAY SUBWAY IN VANCOUVER

**NOTE:** The bus route changes described on the next page may happen by the opening day in 2027 in order to better connect the local bus network with the new Broadway Subway extension.

Additional route changes related to this subway extension are included in [Package B](#) and would be made as funding becomes available, when the required infrastructure is ready, and as demand for those changes grows.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE A: PREPARE THE LOCAL BUS NETWORK FOR THE OPENING OF THE BROADWAY SUBWAY IN VANCOUVER

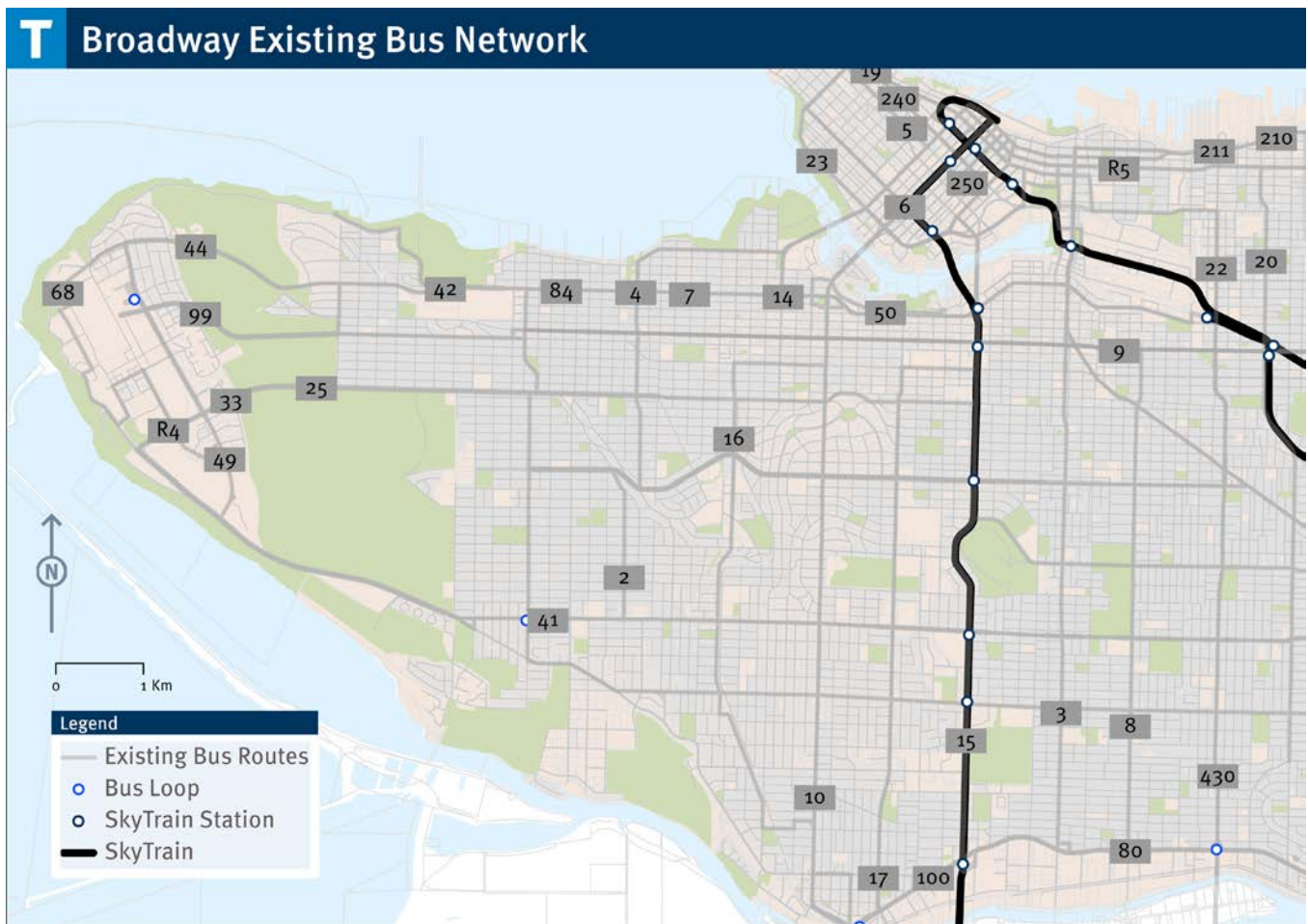
ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
4, 7	<ul style="list-style-type: none"> <li>Improve service levels on these routes when it's needed the most</li> </ul>	<ul style="list-style-type: none"> <li>Ensures sufficient service on West 4th Ave. at the busiest times</li> <li>Maintains frequent local service between UBC and Downtown Vancouver</li> <li>Improves service for customers along Alma/Dunbar, Powell/Dundas, McGill, and Nanaimo streets</li> </ul>
9	<ul style="list-style-type: none"> <li>More frequent service throughout the day between Granville Street and Boundary Loop</li> <li>Extend most trips throughout the day to UBC year-round</li> </ul>	<ul style="list-style-type: none"> <li>Route 14 (UBC / Downtown / Hastings) is proposed to be removed, and increasing service on route 9 would help meet the demand for local bus service to UBC</li> <li>Provides local service on West Broadway/West 10th Ave. to connect to UBC and SkyTrain</li> </ul>
14	<ul style="list-style-type: none"> <li>Remove this route and put those service hours into other routes along West Broadway, or those connecting UBC and Downtown Vancouver</li> </ul>	<ul style="list-style-type: none"> <li>Makes the bus network easier to understand by reducing the number of different local services along the same corridor, which can cause confusion</li> <li>Frequency would be improved on other routes that connect Downtown/West Broadway, and the Hastings Street area to UBC such as routes 4, 9, 44</li> </ul>
16	<ul style="list-style-type: none"> <li>Restore previous routing from West 12th Ave. to West Broadway between Arbutus Street and Granville Street</li> </ul>	<ul style="list-style-type: none"> <li>Improve connectivity along West Broadway</li> <li>Maintains local coverage along most of East Hastings St after route 14 is discontinued</li> </ul>
17	<ul style="list-style-type: none"> <li>Keep the current routing on West 12th Ave. between Cambie Street and Oak Street</li> </ul>	<ul style="list-style-type: none"> <li>Current routing provides easier access to southern entrances of Vancouver General Hospital and City Hall</li> </ul>
44	<ul style="list-style-type: none"> <li>Improve weekday service levels, including during off-peak and evening times</li> </ul>	<ul style="list-style-type: none"> <li>Offers a convenient express alternative to local service between Downtown, Kitsilano, and UBC</li> <li>Maintains a high level of bus service between UBC and Downtown Vancouver</li> </ul>
99	<ul style="list-style-type: none"> <li>Change the eastern end point to Arbutus Station, discontinuing service between Arbutus St and Commercial-Broadway Station</li> <li>Discontinue extended trips to Boundary</li> </ul>	<ul style="list-style-type: none"> <li>Broadway Subway would replace the 99 B-Line service between Commercial-Broadway Station and Arbutus Street</li> <li>Enhanced service on the 9 would mean that bus service on Broadway to UBC remains frequent</li> </ul>



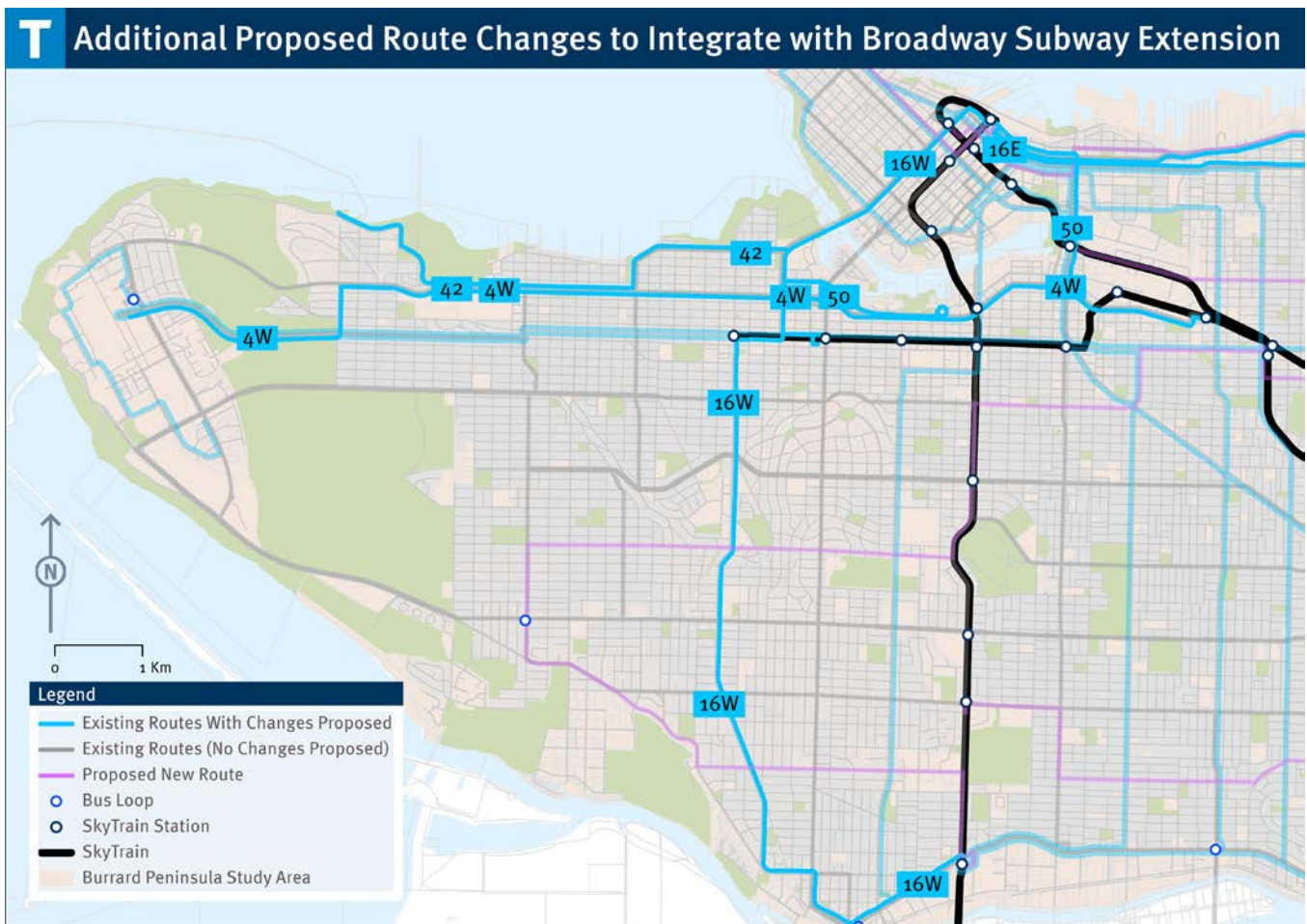
## 2.4 Transit Network Changes

### PACKAGE B: ADDITIONAL FUTURE ROUTE CHANGES TO INTEGRATE THE LOCAL BUS NETWORK WITH THE BROADWAY SUBWAY IN VANCOUVER

These proposed route changes would better connect the local bus network with the Broadway Subway and would be rolled out gradually after the subway opens. The timing of these changes would depend on available funding, necessary infrastructure, and how demand for transit grows in the future.



## PACKAGE B: ADDITIONAL FUTURE ROUTE CHANGES TO INTEGRATE THE LOCAL BUS NETWORK WITH THE BROADWAY SUBWAY IN VANCOUVER



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE B: ADDITIONAL FUTURE ROUTE CHANGES TO INTEGRATE THE LOCAL BUS NETWORK WITH THE BROADWAY SUBWAY IN VANCOUVER

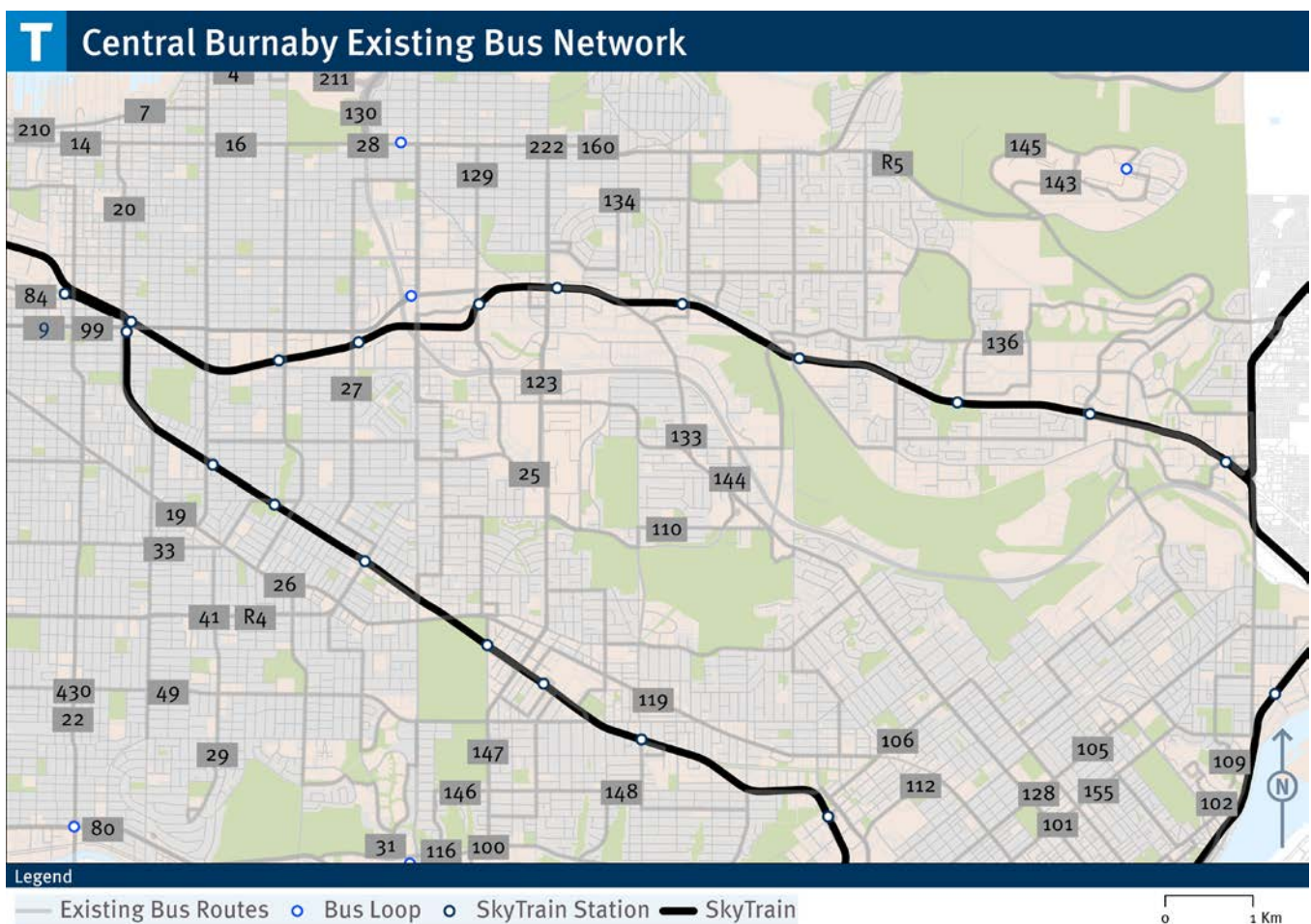
ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
4W	<ul style="list-style-type: none"> <li>Split route 4 into two: an eastern route and a western route, and change the eastern terminus of 4W to VCC-Clark Station</li> <li>Information about route 4E can be found in <a href="#">Package I</a></li> </ul>	<ul style="list-style-type: none"> <li>Improves reliability along the 4th Ave. / 6th Ave. / Great Northern Way corridor</li> <li>Provides local service in addition to the express route 84</li> <li>Reduces route duplication between Kitsilano and East Vancouver, creating a simpler transit network</li> </ul>
15	<ul style="list-style-type: none"> <li>Extend the northern end point of this route from Olympic Village Station to Moberly Loop</li> </ul>	<ul style="list-style-type: none"> <li>This route currently interlines with route 50 through Olympic Village Station, which has a proposed route change that will no longer make this possible.</li> <li>Olympic Village Station does not have a loop for the bus to turn around, but Moberly Loop (located a short distance away) could allow this</li> </ul>
16W	<ul style="list-style-type: none"> <li>Split the route into two: an eastern route and western route</li> <li>Change the path of the western route to provide north-south service on Burrard Street between Downtown Vancouver and West Broadway</li> <li>Information about route 16E can be found in <a href="#">Package I</a></li> </ul>	<ul style="list-style-type: none"> <li>Improves reliability of service on Arbutus/Burrard Street</li> <li>Introduces transit service on Burrard Street between West 4th Ave. and West Broadway</li> <li>Improves access to rapid transit from Seḥáḵw</li> </ul>
42	<ul style="list-style-type: none"> <li>Extend the eastern end point of the route to South Granville Station with service to Kitsilano Beach</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to nature and recreation at beaches in Vancouver for transit riders around the region</li> </ul>
50	<ul style="list-style-type: none"> <li>Change the termini to Waterfront Station and South Granville Station</li> <li>Change the route path to serve Chinatown and Olympic Village</li> </ul>	<ul style="list-style-type: none"> <li>Provides better connections between important tourist destinations (Chinatown, Olympic Village, Granville Island) and the Expo, Millennium and Canada SkyTrain lines</li> <li>Improves access to healthcare with stops near the new St. Paul's Hospital</li> </ul>



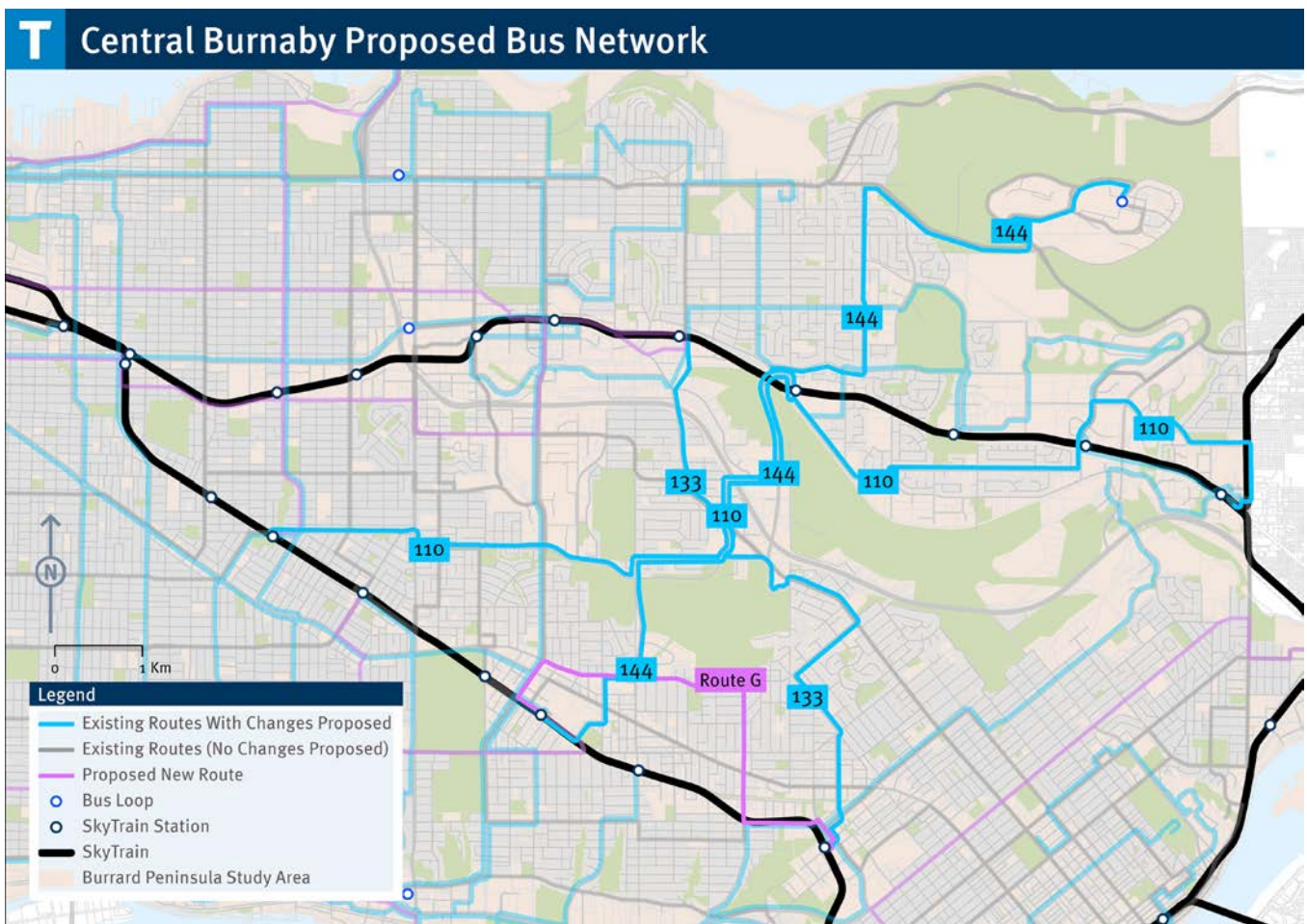
## 2.4 Transit Network Changes

### PACKAGE C: CREATE A SIMPLER AND EASIER TO UNDERSTAND BUS NETWORK IN CENTRAL BURNABY

The current bus network in Central Burnaby, which connects the Expo and Millennium Lines to the Deer Lake and Royal Oak areas, has several long and complicated bus routes, with some routes even changing their paths at different times of the day. The proposed redesign aims to simplify these routes, making them more direct and easier to understand. These changes would also reduce travel times for people traveling to or from Deer Lake and improve transit service in the Central Royal Oak area.



## PACKAGE C: CREATE A SIMPLER AND EASIER TO UNDERSTAND BUS NETWORK IN CENTRAL BURNABY



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE C: CREATE A SIMPLER AND EASIER TO UNDERSTAND BUS NETWORK IN CENTRAL BURNABY

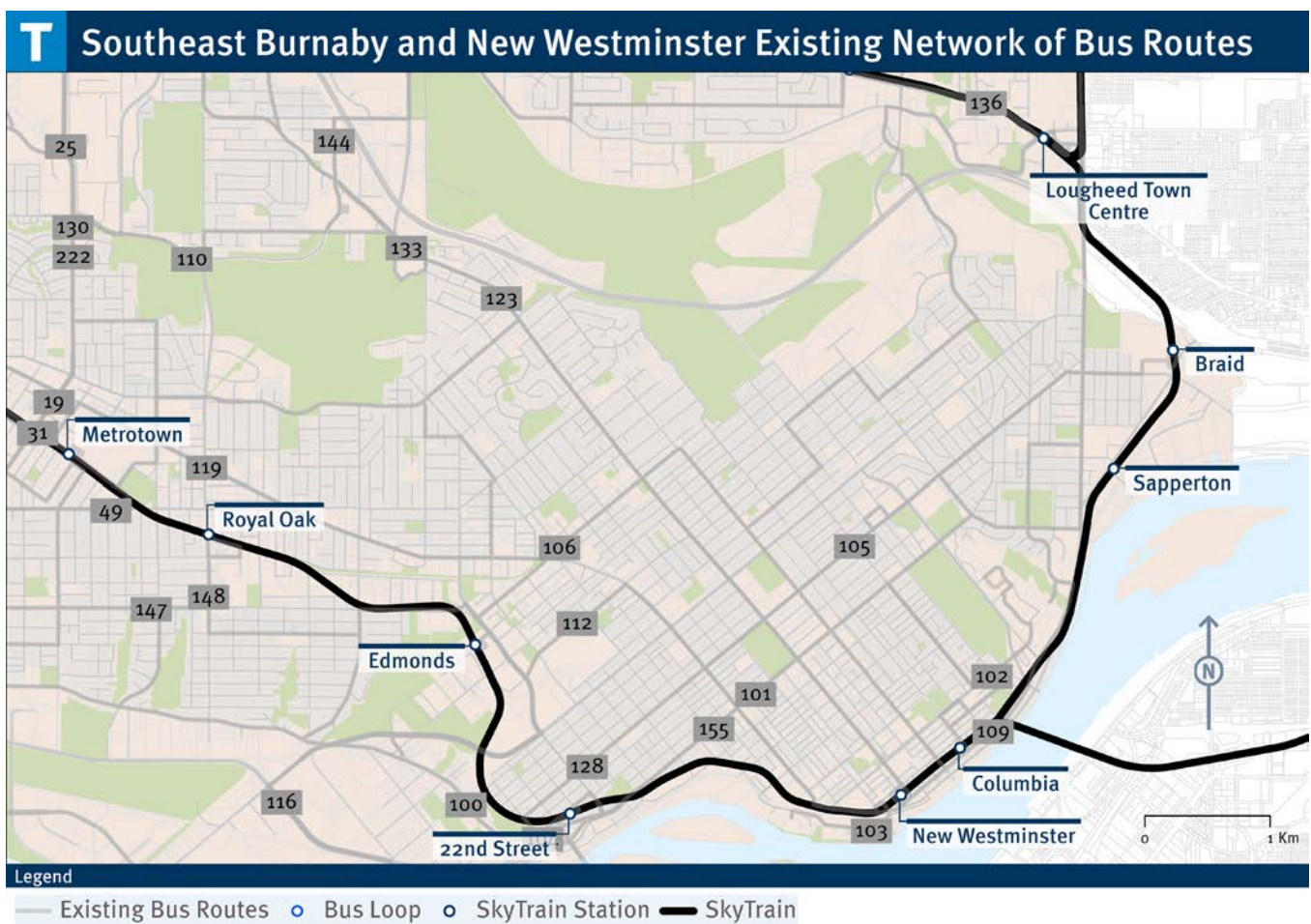
ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
110	<ul style="list-style-type: none"> <li>Change the western terminus of the route from Metrotown Station to 29th Ave. Station, providing service on Moscrop Street and East 29th Ave.</li> <li>Bring back two-way service on Winston Street near Sperling-Burnaby Lake Station after Metro Vancouver completes construction on the water main</li> </ul>	<ul style="list-style-type: none"> <li>Provides more transit connections to the Expo Line within East Vancouver, where more growth is expected</li> <li>Makes the transit network easier to understand with a continuous east-west route through Central Burnaby</li> <li>Bringing back two-way service on Winston Street would simplify the route in the Bainbridge area of Burnaby</li> </ul>
133	<ul style="list-style-type: none"> <li>Change the routing near Deer Lake to provide service on Deer Lake Ave.</li> <li>Remove the route deviation from Walker Ave. to Sperling Ave. and Stanley Street in Buckingham Heights</li> </ul>	<ul style="list-style-type: none"> <li>Maintains transit access to cultural sites along Deer Lake Avenue like the Burnaby Village Museum, Deer Lake Park, and Burnaby Art Gallery</li> <li>Makes the transit network easier to understand in Buckingham Heights</li> </ul>
144	<ul style="list-style-type: none"> <li>Change the routing between City Hall/Deer Lake and Metrotown from Deer Lake Ave., Canada Way, Burris Street, and Oakland Street to provide service on Royal Oak Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Reduces travel time between Metrotown and City Hall/Deer Lake</li> <li>Maintains access to transit on Deer Lake Avenue, Canada Way, Burris Street and Oakland Street via routes 123, 133, and New Route L</li> </ul>
New G	<ul style="list-style-type: none"> <li>Introduce a new route between Edmonds Station and Metrotown Station via Gilley Ave. and Oakland Street/Grange Street</li> </ul>	<ul style="list-style-type: none"> <li>Maintains transit service on Oakland Street</li> <li>Improves local bus connections in Metrotown area</li> </ul>



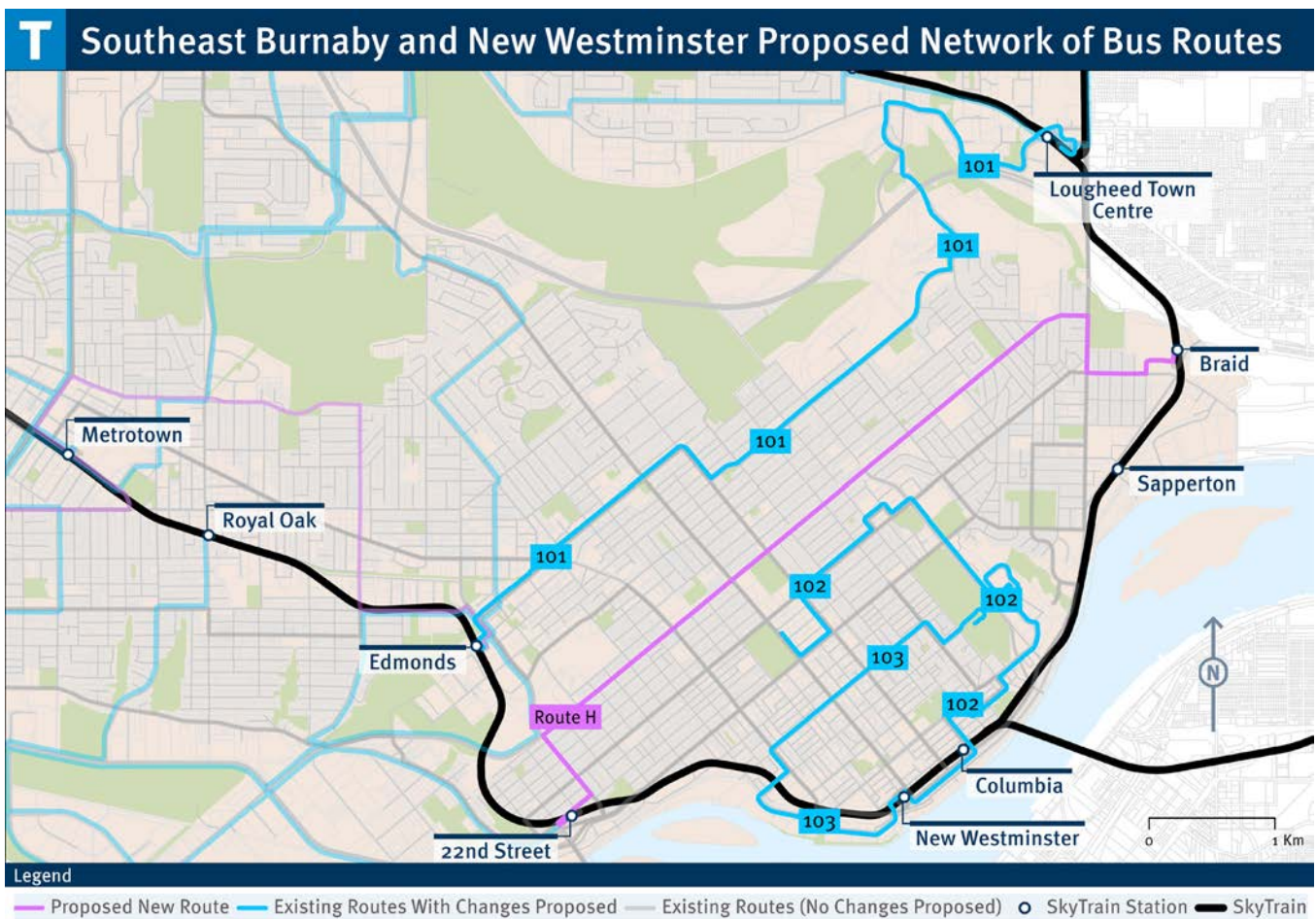
## 2.4 Transit Network Changes

### PACKAGE D: IMPROVE AND SIMPLIFY LOCAL BUS CONNECTIONS IN SOUTHEAST BURNABY AND NEW WESTMINSTER

The proposed route changes in this package aim to create better transit connections in growing areas and key corridors like McBride Boulevard and 10th Avenue. They also improve links between neighbourhoods in New Westminster and improve access to SkyTrain. Changes to route 101 would make it easier to travel east-west between Edmonds and Lougheed Town Centres and connect the Expo Line with Uptown New Westminster.



## PACKAGE D: IMPROVE AND SIMPLIFY LOCAL BUS CONNECTIONS IN SOUTHEAST BURNABY AND NEW WESTMINSTER

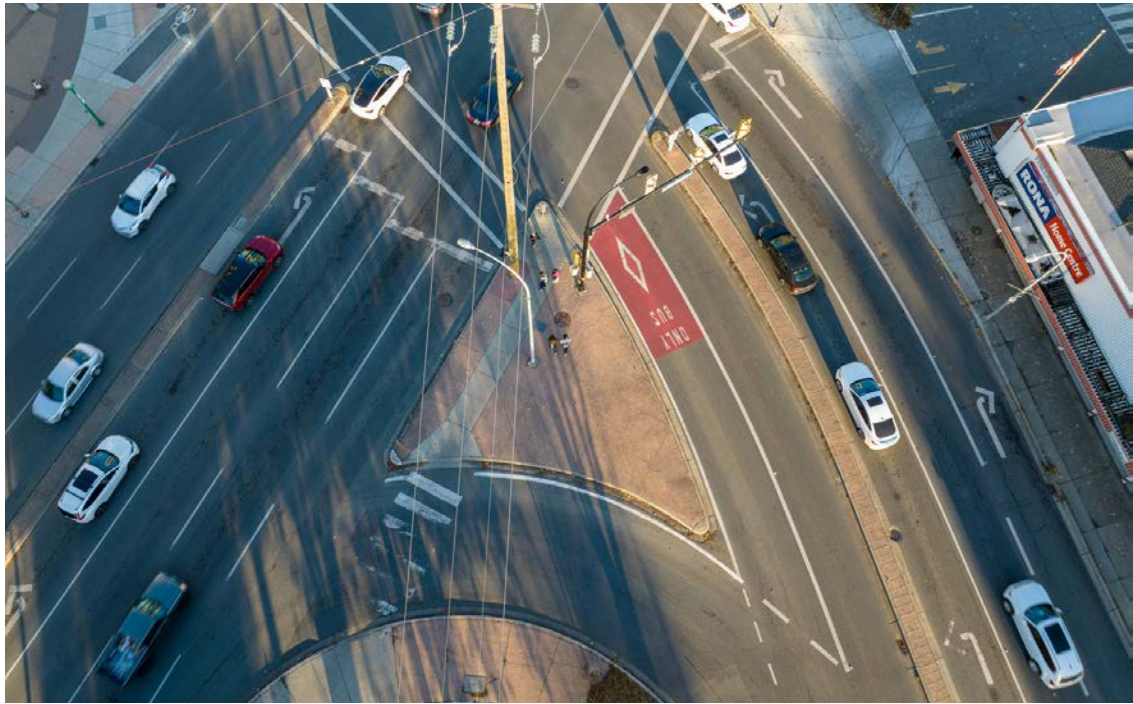


\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE D: IMPROVE AND SIMPLIFY LOCAL BUS CONNECTIONS IN SOUTHEAST BURNABY AND NEW WESTMINSTER

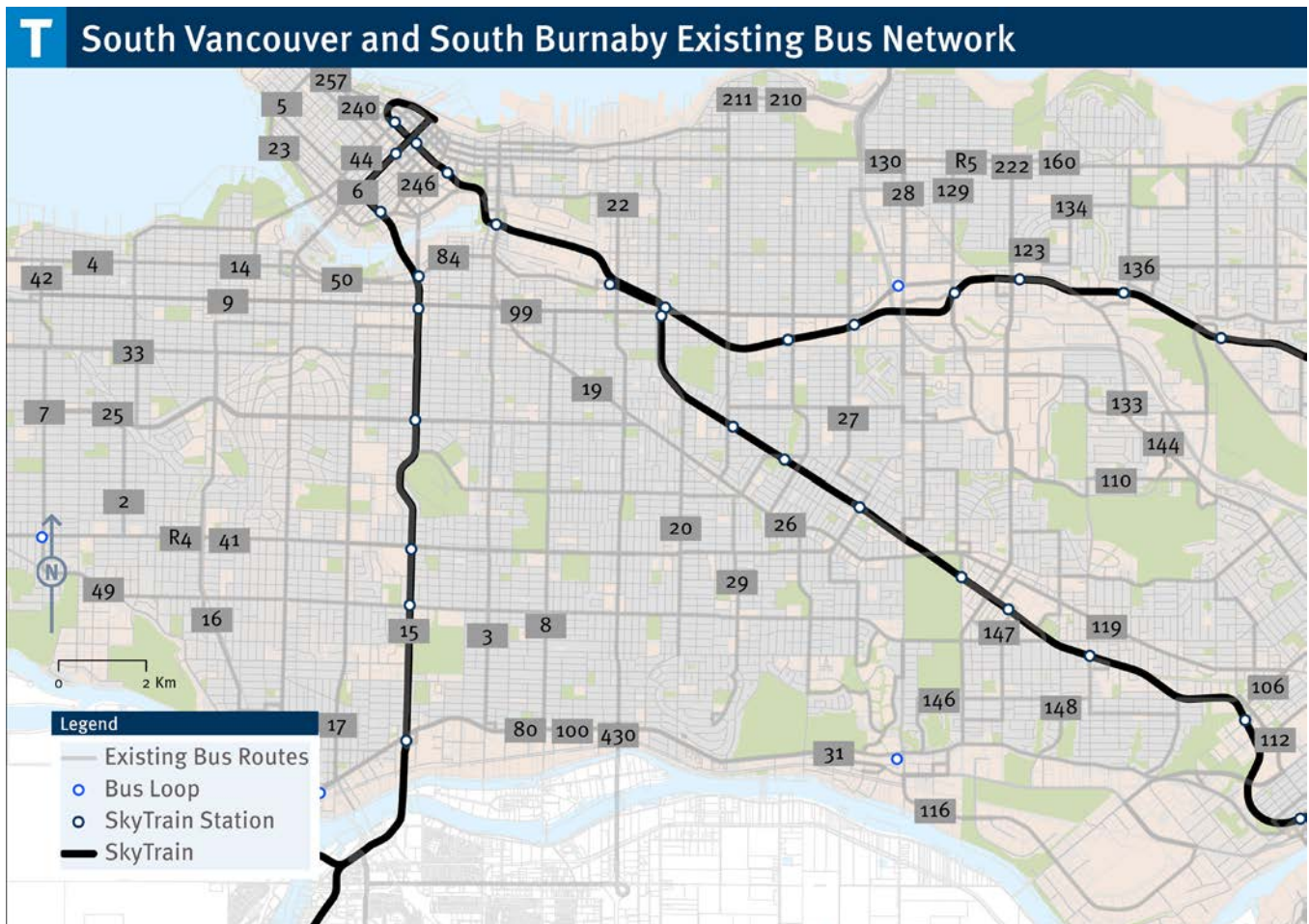
ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
101	<ul style="list-style-type: none"> <li>Change the western terminus of the route to Edmonds Station and provide continuous east-west service across 16th Ave. and Edmonds Street</li> </ul>	<ul style="list-style-type: none"> <li>New routing is more direct and helps to create a simpler grid pattern for the transit network in this area</li> <li>Provides more bus service between Edmonds Town Centre and Lougheed Town Centre</li> </ul>
102	<ul style="list-style-type: none"> <li>Extend the route from Victoria Hill to Uptown New Westminister via McBride Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>Introduces bus service on McBride Boulevard</li> <li>Provides transit service to t̓əm̓əsew̓ t̓x̓w̓ Aquatic and Community Centre</li> <li>Improves access to goods and services in Uptown New Westminister</li> </ul>
103	<ul style="list-style-type: none"> <li>Extend the route from Quayside to Queens Park via 4th Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Introduces east-west service between the Expo Line and 6th Ave.</li> <li>Improves access to nature and green space at Queens Park</li> </ul>
New H	<ul style="list-style-type: none"> <li>Introduce a new route between Braid Station and 22nd Street Station via 10th Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Introduces transit service along 10th Ave.</li> <li>Improves access to new developments around 10th Ave., as well as around both Braid Station and 22nd Street Station</li> </ul>



## 2.4 Transit Network Changes

### PACKAGE E: PROVIDE MORE TRANSIT CONNECTIONS IN SOUTH VANCOUVER AND SOUTH BURNABY

In South Vancouver, there are several opportunities to make bus service better and more convenient. Some routes, like route 8 (Fraser Street at Marine Drive), route 16 (63rd Avenue Loop), and route 20 (Harrison Loop), end in areas where few people get on or off. Meanwhile, the River District has a high and growing demand for transit service which will require new and better connections to other transit services and destinations.

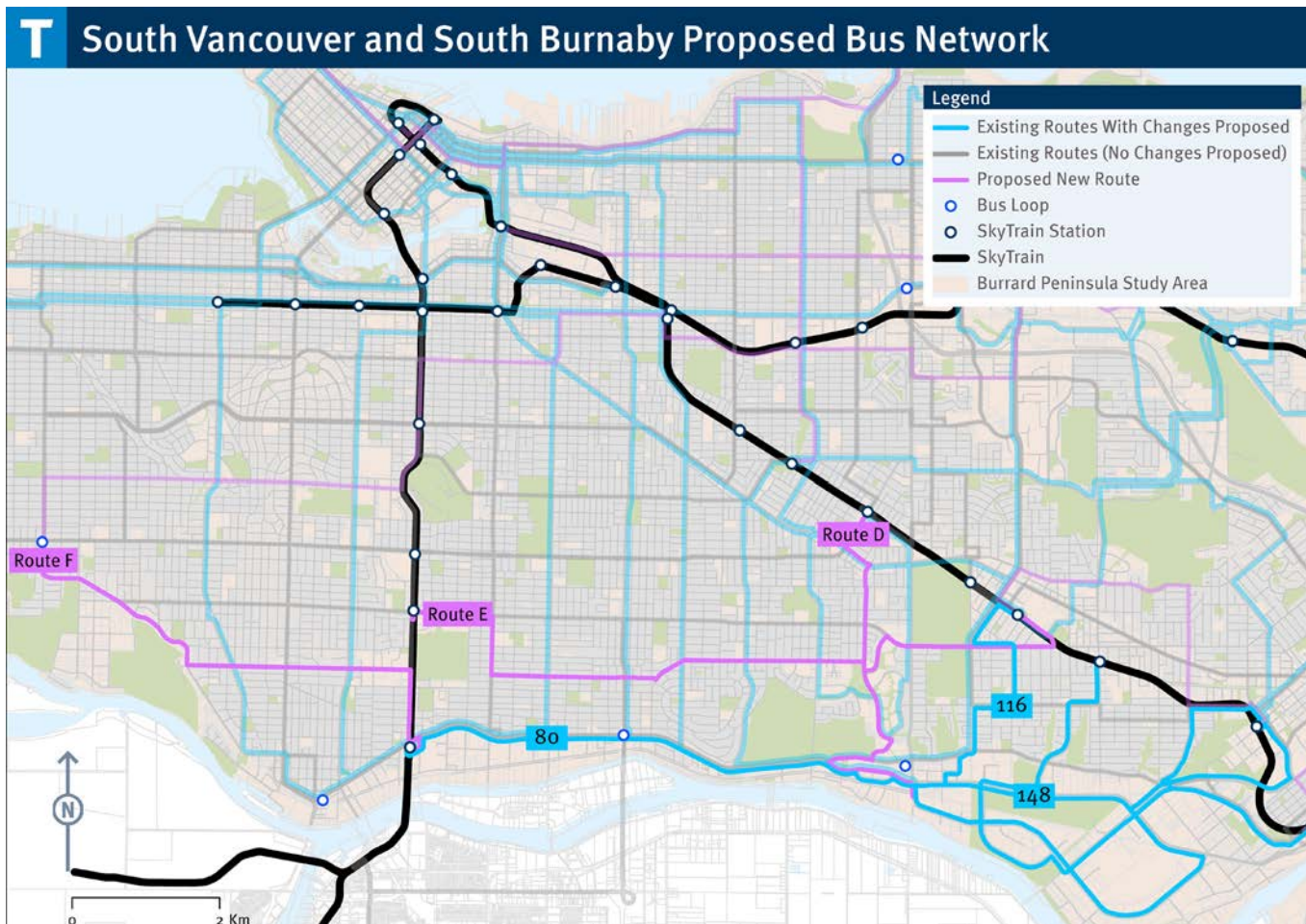


## PACKAGE E: PROVIDE MORE TRANSIT CONNECTIONS IN SOUTH VANCOUVER AND SOUTH BURNABY

In Southeast Vancouver and Southwest Burnaby, many routes have complicated patterns that can be hard for riders to understand. Together, these proposed changes would make it easier for riders to use and navigate the transit network.

The proposed changes aim to:

- Add more connections to busy areas (e.g., the River District) and to rapid transit (e.g., the Canada Line)
- Simplify routes in Southeast Vancouver and Southwest Burnaby to be more direct, improving reliability and making the network easier to use
- Introduce new service to the 57th/54th Avenue corridors and along Boundary Road south of the Expo Line



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE E: PROVIDE MORE TRANSIT CONNECTIONS IN SOUTH VANCOUVER AND SOUTH BURNABY

ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
8	<ul style="list-style-type: none"> <li>Extend the southern terminus to Marine Drive Station</li> </ul>	<ul style="list-style-type: none"> <li>Provides more connections to rapid transit within Southeast Vancouver</li> <li>Improves access to goods and services around Marine Drive Station and along Marine Drive corridor</li> </ul>
16W	<ul style="list-style-type: none"> <li>Change the terminus from the loop at 63rd Ave. to Marine Drive Station</li> </ul>	<ul style="list-style-type: none"> <li>Introduces transit on Angus Drive south of West 64th Ave.</li> <li>Provides more connections to rapid transit within Southwest Vancouver</li> <li>Improves access to goods and services around Marine Drive Station</li> </ul>
20	<ul style="list-style-type: none"> <li>Extend the southern terminus from Harrison Loop to the River District</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to goods and services in the River District</li> </ul>
26	<ul style="list-style-type: none"> <li>Change the route between Joyce Station and Champlain Heights from Tyne Street to Boundary Road south of the Expo Line</li> </ul>	<ul style="list-style-type: none"> <li>Introduces transit on Boundary Road south of the Expo Line</li> <li>Improves access to the western side of Central Park</li> <li>Transit service on Tyne Street is maintained by New Route D</li> </ul>
29	<ul style="list-style-type: none"> <li>Change the southern terminus from Muirfield Drive at Scarboro Ave. to the River District</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to goods and services in the River District</li> <li>Improves connections between the River District and the Expo Line</li> </ul>
31	<ul style="list-style-type: none"> <li>Combine the route with route 146, providing northbound service between the River District and Metrotown via Joffre Ave. and Rumble Street, and southbound service from Metrotown to the River District via Patterson Ave. and Marine Drive</li> </ul>	<ul style="list-style-type: none"> <li>Existing route 146 overlaps with many existing routes and has low ridership</li> <li>Maintains northbound service on Joffre Ave., which is a steep hill that might be difficult for people to climb on foot</li> <li>Improves access to goods, services, healthcare, and other opportunities in the River District from South Burnaby</li> </ul>
80	<ul style="list-style-type: none"> <li>Extend the eastern terminus from the River District to 22nd Street Station via Marine Way</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to businesses along the Marine Way corridor</li> <li>Provides a limited-stop, express alternative to route 100 in advance of RapidBus/Bus Rapid Transit service being introduced in the future on this corridor</li> </ul>
116	<ul style="list-style-type: none"> <li>Simplify the routing in Southwest Burnaby with two-way service between Sussex Ave. and Marine Drive via Patterson Ave. and Rumble Street, eliminating this route's northbound detour to Joffre Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Simplifies service and transit network in South Burnaby</li> </ul>

## PACKAGE E: PROVIDE MORE TRANSIT CONNECTIONS IN SOUTH VANCOUVER AND SOUTH BURNABY

ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
146	<ul style="list-style-type: none"> <li>Combine the route with route 31, providing northbound service between the River District and Metrotown via Joffre Ave. and Rumble Street, and southbound service from Metrotown to the River District via Patterson Ave. and Marine Drive</li> </ul>	<ul style="list-style-type: none"> <li>Maintains northbound service on Joffre Ave., which is a steep hill that might be difficult for people to climb on foot</li> <li>Combining this route with Route 31 improves access to goods, services, healthcare services, and other opportunities in the River District from South Burnaby</li> </ul>
148	<ul style="list-style-type: none"> <li>Extend the route south to Glenlyon Parkway</li> </ul>	<ul style="list-style-type: none"> <li>Introduces service along Glenlyon Parkway, providing more transit connections between the Big Bend business area and rapid transit</li> <li>Improves access to goods and services at Market Crossing for people in the Royal Oak area</li> </ul>
New D	<ul style="list-style-type: none"> <li>Introduce a new route on Tyne Street between Joyce Station and the River District</li> </ul>	<ul style="list-style-type: none"> <li>There is high demand for more transit in the River District where there are many goods and services</li> </ul>
New E	<ul style="list-style-type: none"> <li>Introduce a new route on East 57th Ave. and East 54th Ave. between Langara-49th Station and Metrotown Station</li> </ul>	<ul style="list-style-type: none"> <li>Introduces east-west transit service between 49th Ave. and Marine Drive</li> <li>Offers equity-deserving communities better access to employment opportunities, goods, and services</li> </ul>
New F	<ul style="list-style-type: none"> <li>Introduce a new route on West 57th Ave. between Marine Drive Station and Dunbar Loop</li> </ul>	<ul style="list-style-type: none"> <li>Introduces east-west service between 49th Ave. and Marine Drive</li> </ul>

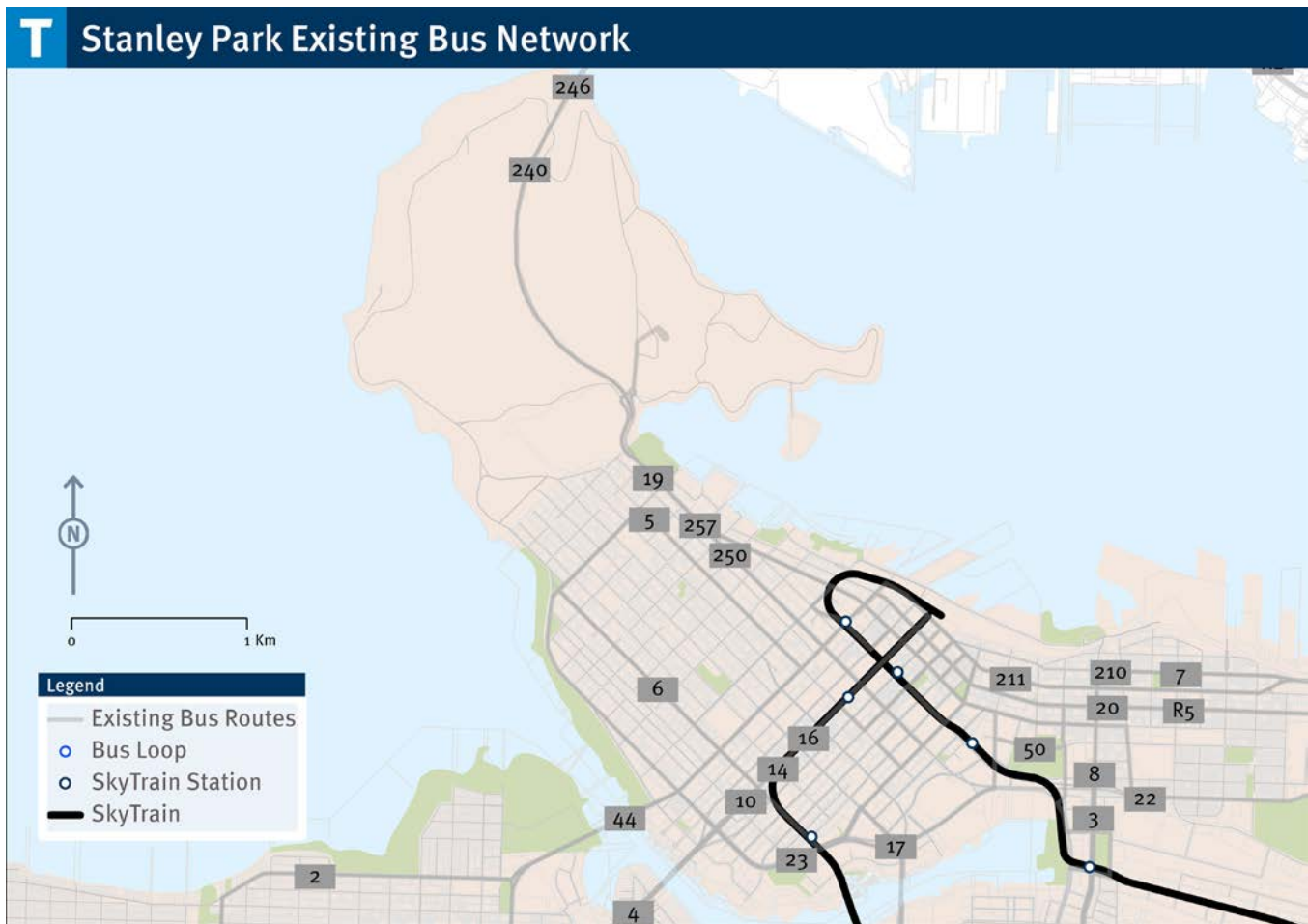
## 2.4 Transit Network Changes

### PACKAGE F: IMPROVE CONNECTIONS TO STANLEY PARK

Stanley Park is an important destination for both visitors and locals, and *Access for Everyone* highlights the need for better transit service to and within the park. The proposed changes in this package aim to:

- Improve connections between rapid transit and Stanley Park
- Add a new route around the outside edge of the park, making it easier to reach popular sites in the park

These changes would help visitors and locals enjoy easier and more convenient access to Stanley Park.



## PACKAGE F: IMPROVE CONNECTIONS TO STANLEY PARK



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE F: IMPROVE CONNECTIONS TO STANLEY PARK

ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
19	<ul style="list-style-type: none"> <li>Change the route to connect with Waterfront Station</li> </ul>	<ul style="list-style-type: none"> <li>Improves the connection between Stanley Park and the SeaBus, Expo Line, Canada Line, and West Coast Express</li> </ul>
23	<ul style="list-style-type: none"> <li>Extend the western end of the route to Second Beach</li> <li>Remove the detour to Keefer Street on westbound trips</li> <li>Remove the detour from Pacific Street to Beach Ave. on westbound trips</li> </ul>	<ul style="list-style-type: none"> <li>Extension to Second Beach improves access to various destinations in Stanley Park</li> <li>Removing route variations to make transit service in North False Creek, Yaletown, and the West End easier to understand</li> </ul>
New C	<ul style="list-style-type: none"> <li>Introduce a new route from Waterfront Station to Stanley Park via Granville Street and Georgia Street, which would provide service around the park</li> </ul>	<ul style="list-style-type: none"> <li>Improves transit access to Stanley Park</li> <li>Improves local service along West Georgia Street</li> </ul>



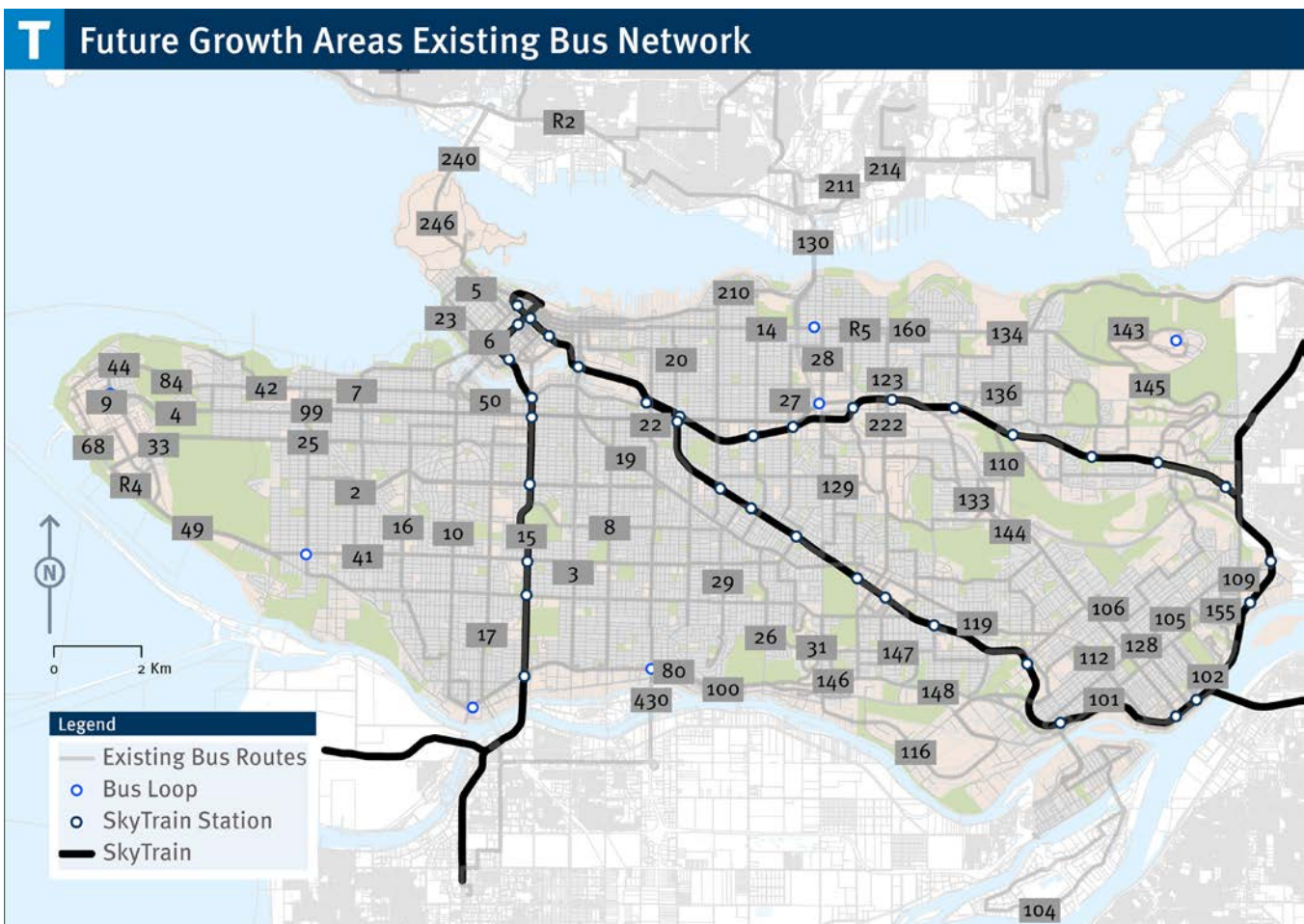
## 2.4 Transit Network Changes

### PACKAGE G: INTEGRATE THE LOCAL BUS NETWORK WITH PLANNED FUTURE GROWTH AREAS

Municipalities across the Burrard Peninsula are growing quickly, with many new neighbourhoods being built. Some examples include:

- Lochdale, Bainbridge, and kw̓asən Village in Burnaby
- Sapperton Green and the 22nd Street Station area in New Westminster
- New neighbourhoods at UBC in Point Grey
- The Jericho Lands, Seńákw, and the Heather Lands in Vancouver

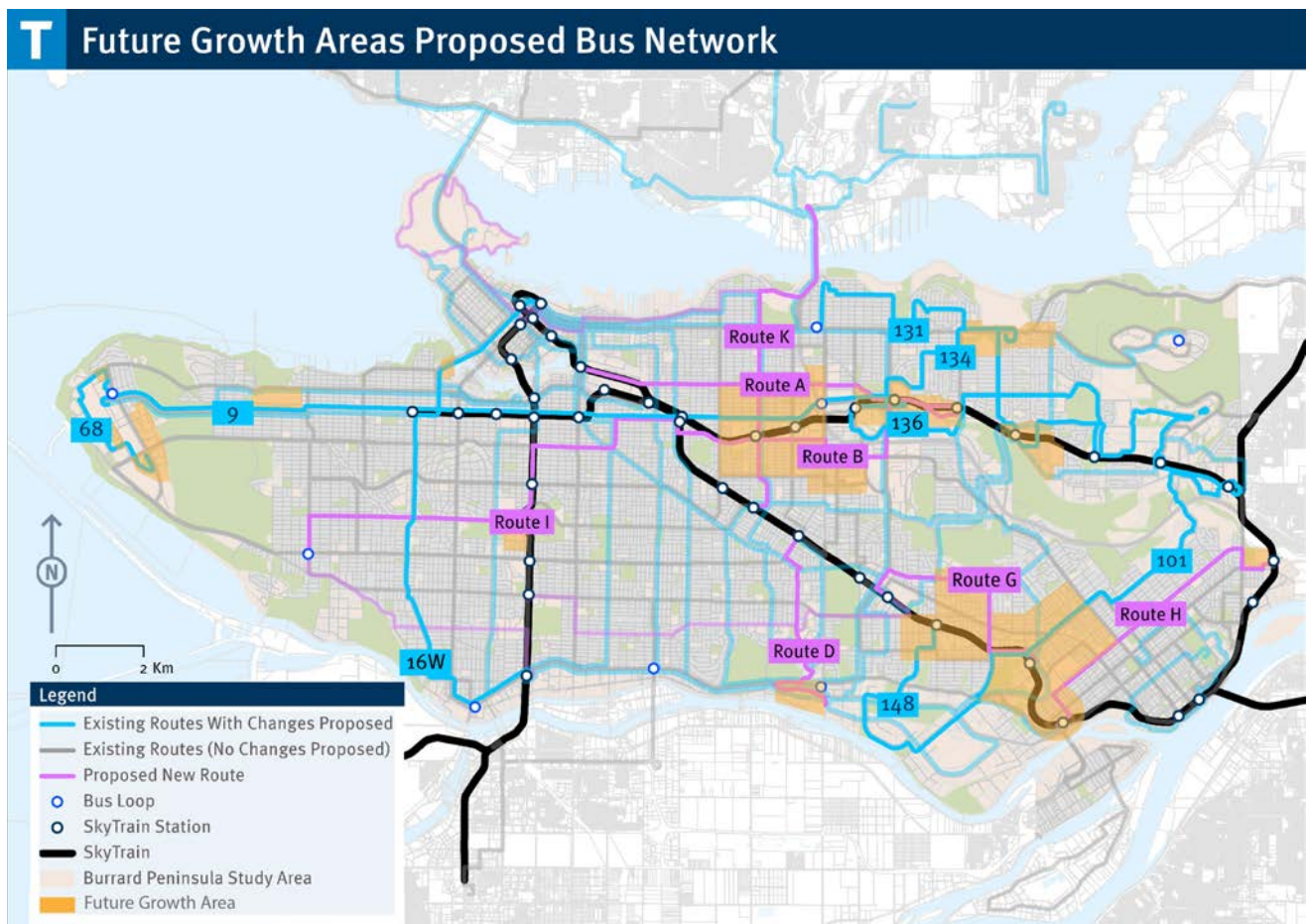
The Province of British Columbia also recently passed new legislation that makes it easier to build more homes near SkyTrain stations and bus exchanges, which would bring more people and increase transit use.



## PACKAGE G: INTEGRATE THE LOCAL BUS NETWORK WITH PLANNED FUTURE GROWTH AREAS

This package suggests changes to make it easier to get to and from these future growth areas within the study area. This includes both new bus routes and changes to existing routes.

**NOTE:** Future growth areas not shown on this map include areas surrounding SkyTrain stations and most major bus exchanges within the study area. Please see the legend in the map below to better understand where these transit-oriented locations are.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE G: INTEGRATE THE LOCAL BUS NETWORK WITH PLANNED FUTURE GROWTH AREAS

ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
9	<ul style="list-style-type: none"> <li>Extend the eastern terminus to Brentwood Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>Significant growth has taken place in the past two decades around Brentwood Station, with more being planned</li> </ul>
16W	<ul style="list-style-type: none"> <li>Change the routing between Downtown Vancouver and West Broadway from Granville Street to Burrard Street</li> </ul>	<ul style="list-style-type: none"> <li>Provides a transit connection from Seḥákw and the developments in the western part of the Broadway Plan area to the SkyTrain</li> </ul>
68	<ul style="list-style-type: none"> <li>Remove the complicated routing around Totem Park for northbound trips</li> <li>Change the routing between Totem Park and Wesbrook Village from Thunderbird Boulevard and East Mall to West Mall, Stadium Road and East Mall</li> </ul>	<ul style="list-style-type: none"> <li>There is limited demand on Stadium Road west of West Mall, and on NW Marine Drive between Stadium Road and Agronomy Road. This route change makes it easier to understand the bus network on the west side of UBC campus</li> <li>Significant growth and development is planned for the Stadium neighbourhood</li> </ul>
101	<ul style="list-style-type: none"> <li>Change the western terminus of the route to Edmonds Station and provide continuous east-west service across 16th Ave. and Edmonds Street</li> </ul>	<ul style="list-style-type: none"> <li>New route is more direct and helps to establish a simpler grid pattern for the transit network in this area</li> <li>Provides improved access between Edmonds Town Centre and Lougheed Town Centre</li> </ul>
131 / 132	<ul style="list-style-type: none"> <li>Combine these routes and extend the eastern terminus to Kensington Square in Lochdale</li> <li>The route would no longer provide service to Hastings at Gilmore in Burnaby Heights, where the 131 and 132 both currently end</li> </ul>	<ul style="list-style-type: none"> <li>Both routes 131 and 132 have limited demand</li> <li>Extension to Kensington Square improves access to goods and services from Capitol Hill</li> <li>Significant growth and development is planned for the Lochdale neighbourhood</li> <li>Multiple other routes to goods and services along Hastings Street in Burnaby Heights (129, 130, 160, R5) are available via transfers</li> </ul>
134	<ul style="list-style-type: none"> <li>Change the routing to operate between Hastings Street and Sperling-Burnaby Lake Station via Kensington Ave. instead of Sperling Ave.</li> <li>Change the routing to operate between Sperling-Burnaby Lake Station and Bainbridge Ave. via Greenwood Street</li> </ul>	<ul style="list-style-type: none"> <li>The City of Burnaby is considering increased density in this area, which could result in higher demand for transit along Kensington Avenue instead of Sperling Ave.</li> <li>Significant development is planned for the Bainbridge area around Sperling-Burnaby Lake Station; changing the routing between the station and Bainbridge Ave. from Lougheed Highway to Greenwood Street would better serve this increase in population</li> </ul>

## PACKAGE G: INTEGRATE THE LOCAL BUS NETWORK WITH PLANNED FUTURE GROWTH AREAS

ROUTE	SUMMARY OF PROPOSED CHANGES	WHY DID WE PROPOSE THIS?
136	<ul style="list-style-type: none"> <li>Change the routing to provide service on Underhill Street, Enterprise Way, and Lake City Way to improve access to the Millennium Line and area around Lake City Way Station</li> <li>Change the routing to provide service between the Millennium Line, Brentwood Urban Centre, and Still Creek Business Parks and Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to employment areas around Lake City Way Station</li> <li>Improves access to the Millennium Line from Forest Grove neighbourhood</li> <li>Introduces transit service along Still Creek Ave., providing improved access to employment areas</li> <li>Improves local bus service in Brentwood Urban Centre</li> </ul>
148	<ul style="list-style-type: none"> <li>Extend the route south to Big Bend Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to transit in significant growth areas around Royal Oak Station and Edmonds Station</li> <li>Improves access from future growth areas around Royal Oak and Edmonds stations to employment in Big Bend Industrial Area</li> </ul>
New A	<ul style="list-style-type: none"> <li>Introduce a new route on East 1st Ave. between Main Street-Science World Station and Brentwood Town Centre Station</li> <li>Introducing this route would replace the limited trips on Terminal Ave. currently provided by route 22</li> </ul>	<ul style="list-style-type: none"> <li>Addresses a gap in east-west transit service between East Hastings Street and East Broadway</li> <li>Significant growth and development is included in the draft Rupert-Renfrew Area Plan</li> </ul>
New B	<ul style="list-style-type: none"> <li>Introduce a new route on Canada Way and Grandview Highway between Holdom Station and Commercial-Broadway Station</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to transit in several growth areas in Burnaby such as Cascade Heights, Kwasan Village, and Brentwood Urban Centre</li> <li>Improves access to jobs in the Rupert-Renfrew employment lands</li> </ul>
New D	<ul style="list-style-type: none"> <li>Introduce a new route on Tyne Street between Joyce Station and the River District</li> </ul>	<ul style="list-style-type: none"> <li>Provides more transit service between the River District and the Expo Line</li> </ul>
New G	<ul style="list-style-type: none"> <li>Create a new route between Edmonds Station and Metrotown Station via Gilley Ave., Oakland Street, and Grange Street</li> </ul>	<ul style="list-style-type: none"> <li>Significant growth and development is included in the draft Royal Oak Community Plan</li> <li>Improves access to employment in Central Royal Oak</li> </ul>
New H	<ul style="list-style-type: none"> <li>Introduce a new route on 10th Ave. between 22nd Street Station and Braid Station</li> </ul>	<ul style="list-style-type: none"> <li>Provides more transit service to growth areas around 22nd Street Station and Braid Station, as well as to the new Southgate City development in Southeast Burnaby</li> </ul>
New I	<ul style="list-style-type: none"> <li>Introduce a new route on West 33rd Ave. and East 16th Ave. between Dunbar Loop and Commercial-Broadway Station</li> </ul>	<ul style="list-style-type: none"> <li>Provides a transit connection the Heather Lands development and the SkyTrain</li> <li>Provides more transit service between the planned growth area around Dunbar Loop and rapid transit</li> <li>Improved access to healthcare services at Mount St. Joseph Hospital</li> </ul>

## 2.4 Transit Network Changes

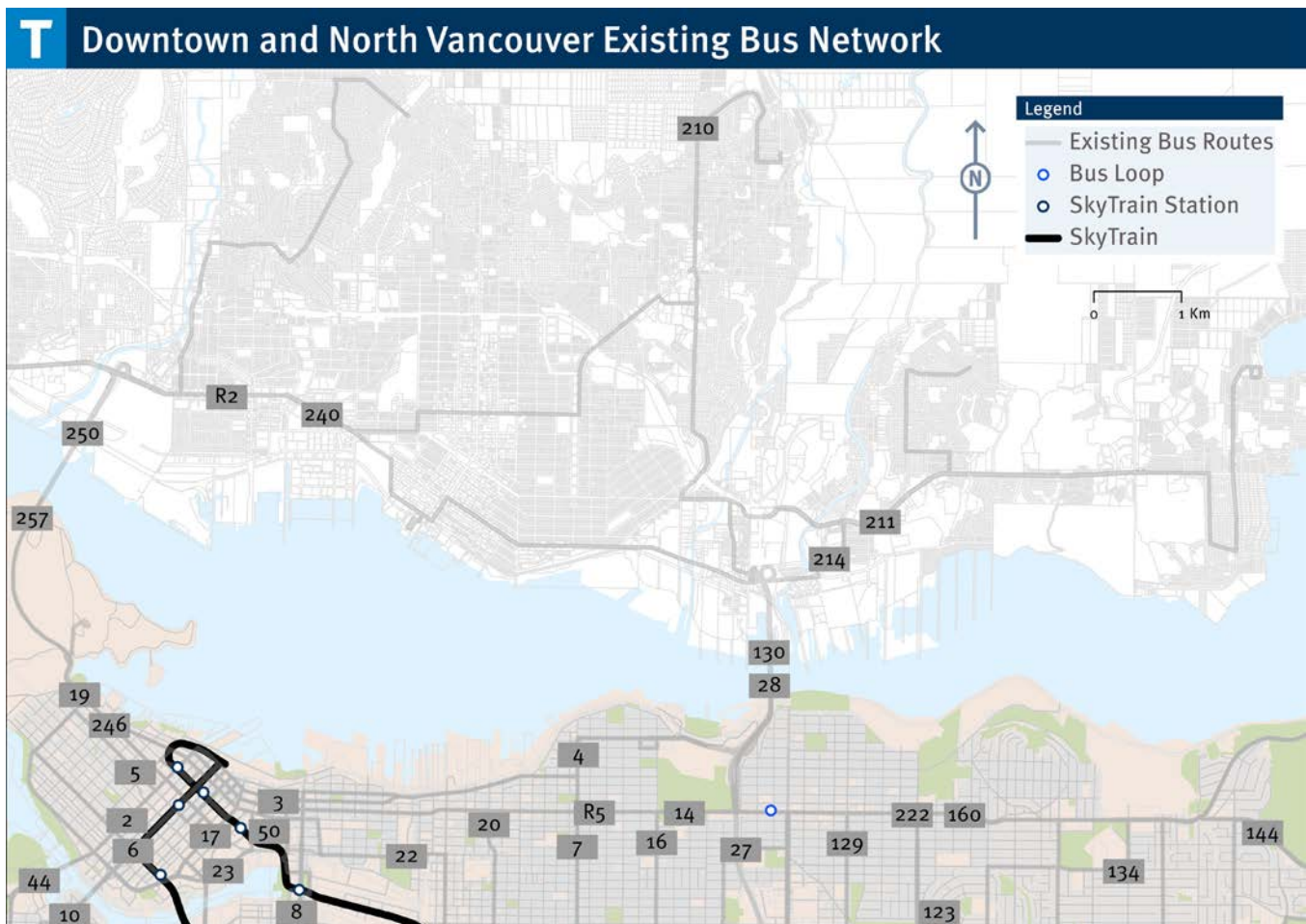
### PACKAGE H: IMPROVE SERVICE RELIABILITY BETWEEN DOWNTOWN VANCOUVER AND PHIBBS EXCHANGE IN NORTH VANCOUVER

Today, three bus routes travel between Phibbs Exchange in North Vancouver to Burrard Station in Downtown Vancouver:

- Route 210 (Upper Lynn Valley)
- Route 211 (Seymour)
- Route 214 (Blueridge)

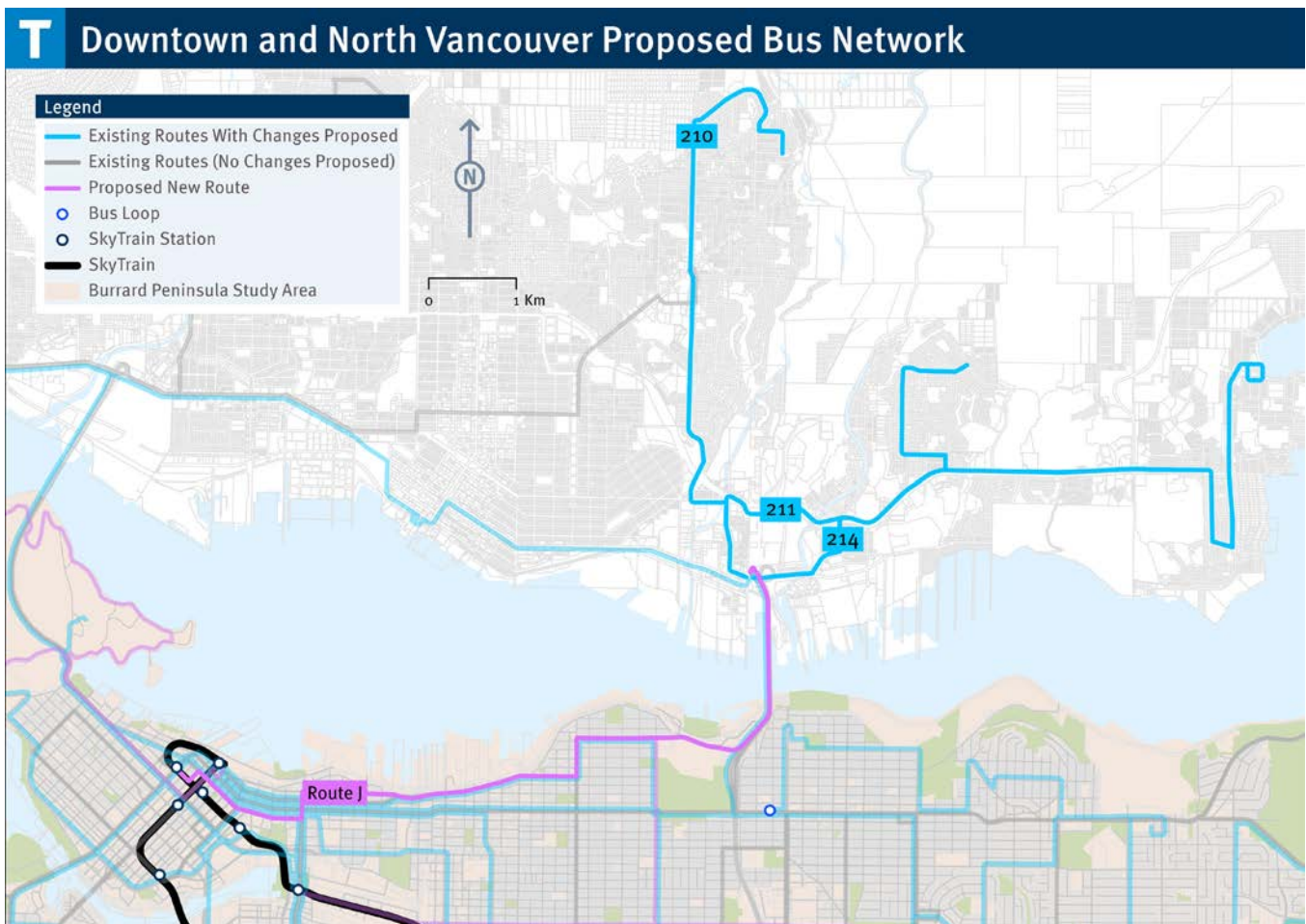
These buses all travel along McGill, Dundas, and Powell streets, which carry a lot of traffic and can be very congested at peak commuting times. These bus routes run at different times during the day, and some trips do not go past Phibbs Exchange further into North Vancouver.

Traffic delays toward the Second Narrows Bridge can cause problems for bus riders. For example, if a bus heading to Upper Lynn Valley gets stuck in traffic on Powell Street, riders waiting north of Phibbs Exchange have to wait longer for their bus. This can create confusion and delays for everyone.



## PACKAGE H: IMPROVE SERVICE RELIABILITY BETWEEN DOWNTOWN VANCOUVER AND PHIBBS EXCHANGE IN NORTH VANCOUVER

This package of route changes suggests operating these routes entirely within North Vancouver ending at Phibbs Exchange. A new express bus would then run directly between Phibbs Exchange and Burrard Station. This change would make buses more reliable on both sides of the bridge and provide more frequent and consistent service between Phibbs Exchange and Downtown Vancouver.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE H: IMPROVE SERVICE RELIABILITY BETWEEN DOWNTOWN VANCOUVER AND PHIBBS EXCHANGE IN NORTH VANCOUVER

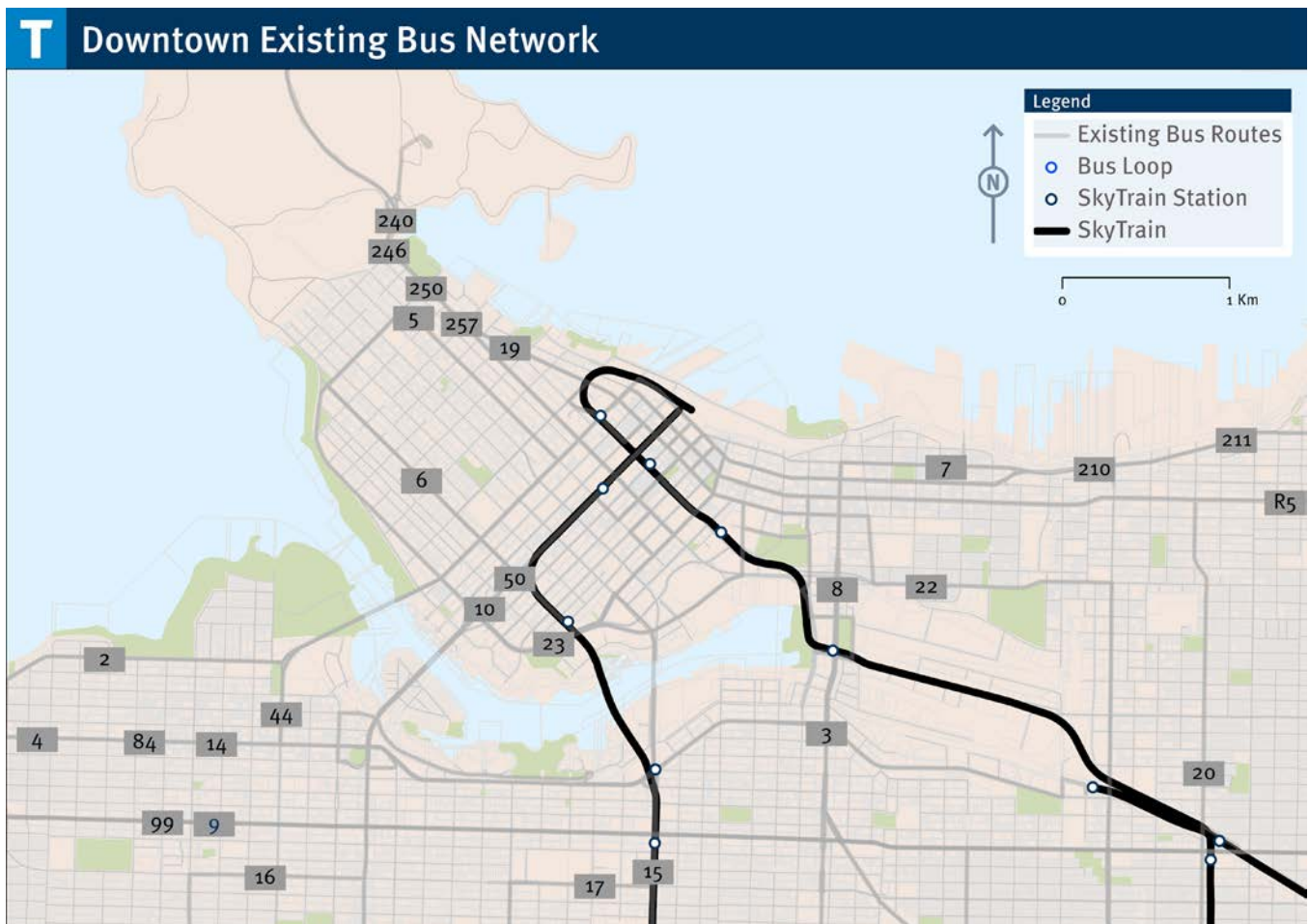
ROUTE	SUMMARY OF PROPOSED CHANGE	WHY DID WE PROPOSE THIS?
209	<ul style="list-style-type: none"> <li>Subject to establishing all-day service on routes 4E, 210, and proposed new route J, we are proposing to discontinue route 209</li> </ul>	<ul style="list-style-type: none"> <li>Reduces confusion for riders by having fewer routes with different service patterns serving the same corridors (Downtown to Second Narrows Bridge and Phibbs Exchange to Upper Lynn Valley)</li> </ul>
210	<ul style="list-style-type: none"> <li>Change the route so that all trips either begin or end at Phibbs Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Improves reliability on the North Shore and along the Downtown to Second Narrows corridor by reducing delays that could be experienced on either side of the Second Narrows Bridge</li> <li>Reduces confusion for riders by having fewer routes with different service patterns serving the same corridor (Downtown to Second Narrows Bridge)</li> </ul>
211	<ul style="list-style-type: none"> <li>Change the route so that all trips either begin or end at Phibbs Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Improves reliability on the North Shore and along the Downtown to Second Narrows corridor by reducing delays that could be experienced on either side of the Second Narrows Bridge</li> <li>Reduces confusion for riders by having fewer routes with different service patterns serving the same corridor (Downtown to Second Narrows Bridge)</li> </ul>
214	<ul style="list-style-type: none"> <li>Change the route so that all trips either begin or end at Phibbs Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Currently, there are a very limited number of trips to/from Burrard Station in the morning and afternoon peak periods, and this route has low demand</li> <li>Improves reliability on the North Shore and along the Downtown to Second Narrows corridor by reducing delays that could be experienced on either side of the Second Narrows Bridge</li> <li>Reduces confusion for riders by having fewer routes with different service patterns serving the same corridor (Downtown to Second Narrows Bridge)</li> </ul>
New J	<ul style="list-style-type: none"> <li>Introduce a new, dedicated route to provide limited-stop, express service between Phibbs Exchange and Downtown Vancouver using the same stopping pattern as routes 210, 211, and 214 today</li> </ul>	<ul style="list-style-type: none"> <li>Improves reliability on the North Shore and along the Downtown to Second Narrows corridor that could be experienced on either side of the Second Narrows Bridge</li> <li>Service frequency between Phibbs Exchange and Burrard Station can be greatly improved throughout the day</li> </ul>



## 2.4 Transit Network Changes

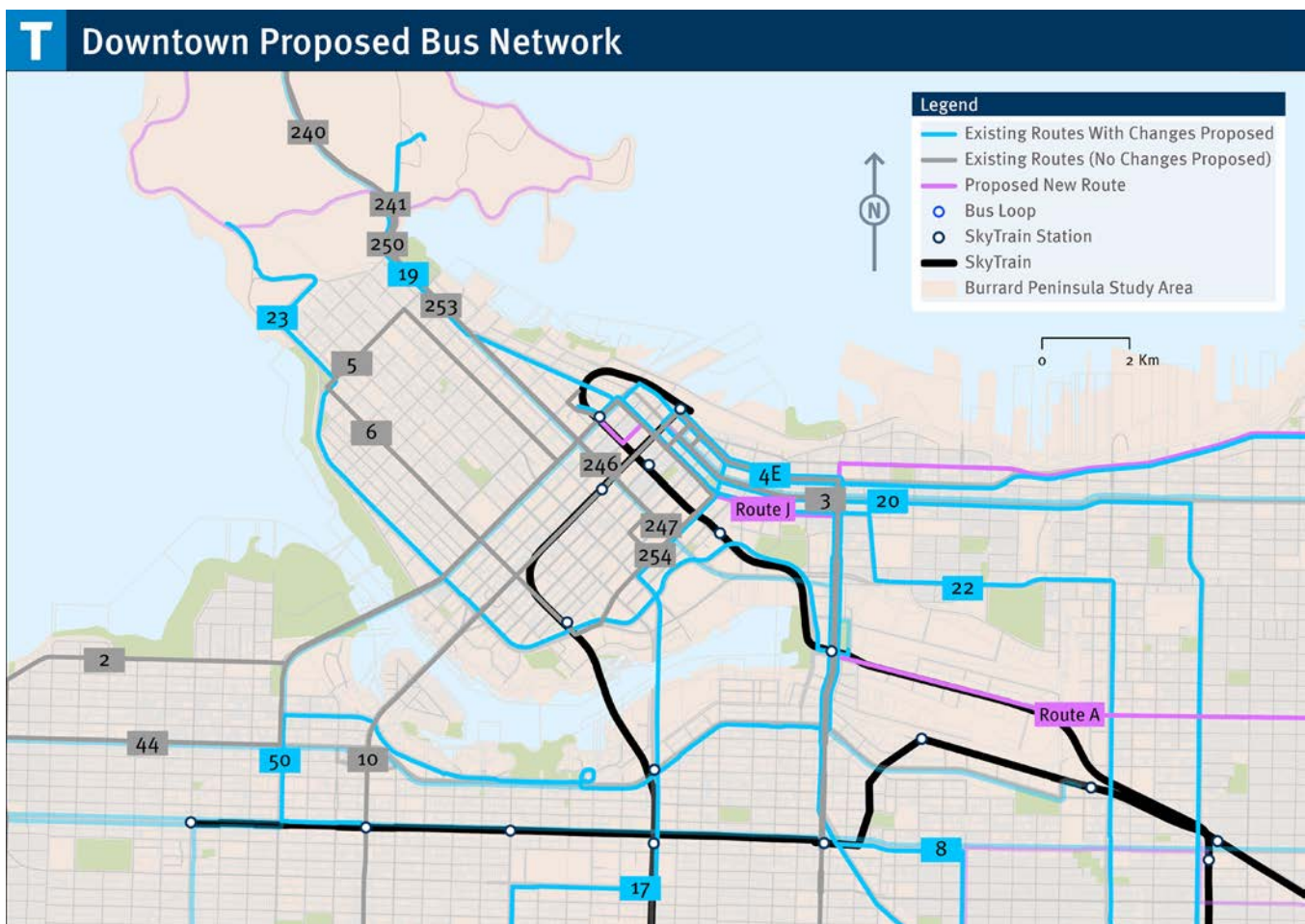
### PACKAGE I: IMPROVE SERVICE AND RELIABILITY ON ROUTES TO, FROM, AND THROUGH DOWNTOWN VANCOUVER

Many routes to and from Downtown Vancouver have complicated paths, which can make the transit network confusing for riders. Some routes like the 4 and 16 also go all the way through Downtown and when there are delays on one side of the route, it can cause problems on the other side too.



## PACKAGE I: IMPROVE SERVICE AND RELIABILITY ON ROUTES TO, FROM, AND THROUGH DOWNTOWN VANCOUVER

To make bus service more reliable and easier to understand, we recommend reducing the number of bus routes that travel through Downtown by ending them at SkyTrain stations within or near Downtown. This would mean creating more places for buses to stop and for bus drivers to take breaks between trips. In some cases, this may require building new or expanding existing bus exchanges at the SkyTrain stations listed in the table on the next page. This would require coordination with external partners such as the City of Vancouver and property owners to identify sites either at or near the stations where these exchanges may be feasible.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE I: IMPROVE SERVICE AND RELIABILITY ON ROUTES TO, FROM, AND THROUGH DOWNTOWN VANCOUVER

TERMINUS	ROUTES	SUMMARY OF PROPOSED CHANGES TO ROUTE
Waterfront Station	3	<ul style="list-style-type: none"> <li>This route currently ends at Waterfront Station</li> <li>To make bus service easier to understand, we are proposing to provide two-way service on West Cordova St if it is converted to two-way traffic</li> </ul>
	4E	<ul style="list-style-type: none"> <li>Split route 4 into an east route (4E) and west route (4W), with the eastern route end point at Waterfront Station (see <a href="#">Package B</a>)</li> </ul>
	10	<ul style="list-style-type: none"> <li>This route currently ends at Waterfront Station; no changes proposed</li> </ul>
	16E	<ul style="list-style-type: none"> <li>Split route 16 into an east route (16E) and a west route (16W); buses would no longer run through Downtown Vancouver between Arbutus and 29th Ave. Station</li> </ul>
	16W	<ul style="list-style-type: none"> <li>Split the route into an east route (16E) and a west route (16W); buses would no longer run through Downtown Vancouver between Arbutus and 29th Ave. Station</li> </ul>
	17	<ul style="list-style-type: none"> <li>This route currently ends in the middle of Downtown Vancouver at Robson St and Hamilton St, and has a long, complicated pattern</li> <li>Ending the route at Waterfront Station as proposed could simplify the routing in Downtown</li> </ul>
	19	<ul style="list-style-type: none"> <li>This route is proposed to pass through Waterfront Station</li> </ul>
	20	<ul style="list-style-type: none"> <li>This route currently ends at Richards St and Dunsmuir St with a complicated route pattern</li> <li>Ending this route at Waterfront Station could simplify the routing in Downtown Vancouver</li> </ul>
	44	<ul style="list-style-type: none"> <li>This route currently ends at Waterfront Station; no changes proposed</li> </ul>
	50	<ul style="list-style-type: none"> <li>This route is proposed to end at Waterfront Station. This route currently passes through Waterfront Station and ends in Chinatown. Changes to this route are proposed and outlined in <a href="#">Package B</a>.</li> </ul>
Burrard Station	2	<ul style="list-style-type: none"> <li>This route currently ends at Burrard Station; no changes proposed</li> </ul>
	22	<ul style="list-style-type: none"> <li>This route currently ends at Burrard Station; no changes proposed</li> </ul>
	New J	<ul style="list-style-type: none"> <li>This route would replace all 210, 211 and 214 trips to Burrard Station from Phibbs Exchange (see <a href="#">Package H</a>)</li> </ul>
Stadium-Chinatown Station	5	<ul style="list-style-type: none"> <li>These routes currently end on Cambie St near the station</li> </ul>
	6	
	240	<ul style="list-style-type: none"> <li>These routes currently end at West Georgia St and Homer St</li> </ul>
	241	
	246	
	247	
	250	
	253	
	254	

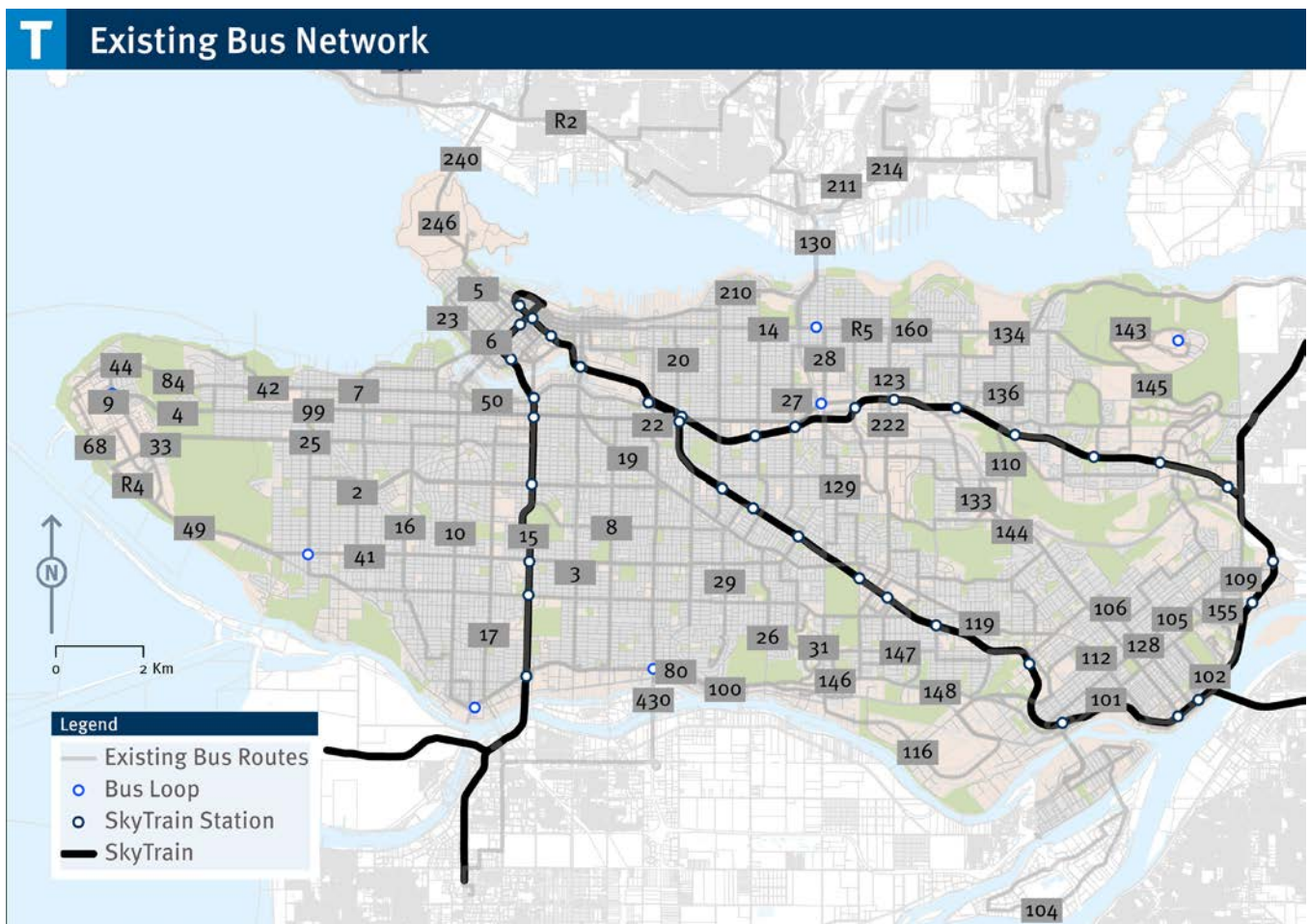
**PACKAGE I: IMPROVE SERVICE AND RELIABILITY ON ROUTES TO, FROM, AND THROUGH DOWNTOWN VANCOUVER**

TERMINUS	ROUTES	SUMMARY OF PROPOSED CHANGES TO ROUTE
Main Street- Science World Station	3	<ul style="list-style-type: none"> <li>This route currently passes through this station; no changes proposed</li> </ul>
	8	<ul style="list-style-type: none"> <li>This route currently passes through this station, but is now proposed to end at this station</li> </ul>
	19	<ul style="list-style-type: none"> <li>This route currently passes through this station; no changes proposed</li> </ul>
	23	<ul style="list-style-type: none"> <li>This route currently ends at this station; no changes proposed</li> </ul>
	50	<ul style="list-style-type: none"> <li>This route is proposed to pass through this station. Changes to this route are proposed and outlined in <a href="#">Package B</a>.</li> </ul>
	257	<ul style="list-style-type: none"> <li>This route is proposed to extend from its current end point at Stadium-Chinatown and end at this station</li> </ul>
	New A	<ul style="list-style-type: none"> <li>This route is proposed to end at this station.</li> </ul>

## 2.4 Transit Network Changes

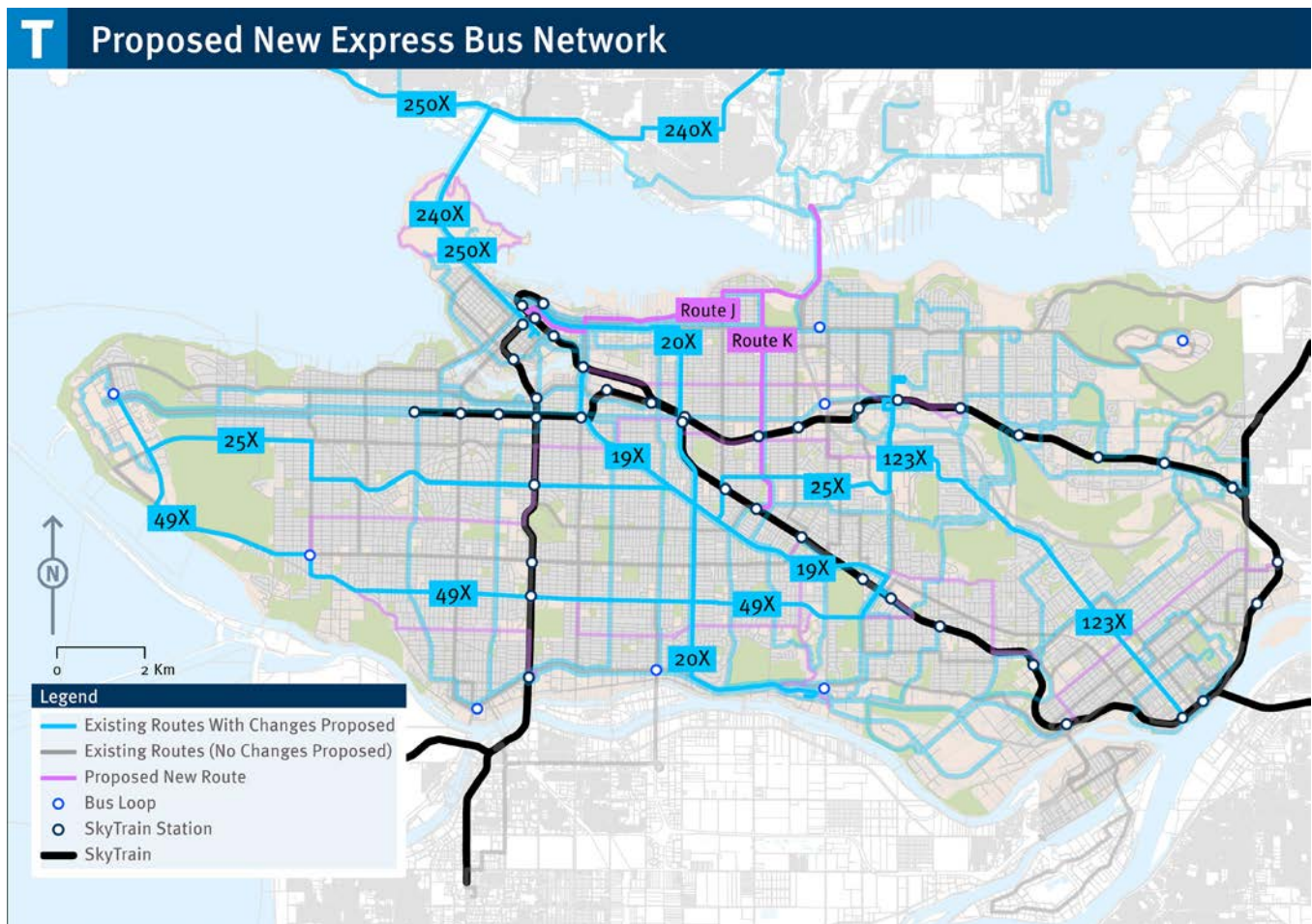
### PACKAGE J: MAKE LONGER TRIPS FASTER WITH NEW EXPRESS ROUTES

We are proposing new express bus routes with fewer stops along busy roads in advance of new RapidBus and Bus Rapid Transit (BRT) lines that were identified in *Transport 2050* and *Access for Everyone*. With fewer stops, these express services would make longer trips faster and more reliable, making it possible to access more places by transit within a shorter amount of time.



## PACKAGE J: MAKE LONGER TRIPS FASTER WITH NEW EXPRESS ROUTES

Some of these express routes would follow the same path as current local buses, while others might take a slightly different route to serve more areas and improve connections. These express buses would work alongside local bus services, some of which may see reduced service frequencies. In many cases, these express routes would encourage more people to start using transit before RapidBus or other faster options are added to these corridors.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE J: MAKE LONGER TRIPS FASTER WITH NEW EXPRESS ROUTES

NEW	EXISTING ROUTE	PROPOSED NEW ROUTE	WHY DID WE PROPOSE THIS?
19X	19	<ul style="list-style-type: none"> <li>New express service along Kingsway only between Main Street-Science World Station and Metrotown Station</li> </ul>	<ul style="list-style-type: none"> <li>There is strong existing demand along this corridor</li> <li>This corridor is identified in the <a href="#">2023 Bus Speed and Reliability Report</a> as one of twenty key “profile areas” with higher delays</li> </ul>
20X	20	<ul style="list-style-type: none"> <li>New express service on Commercial Dr/ Victoria Dr between Downtown Vancouver and the River District (as proposed in route changes for route 20 in <a href="#">Package E</a>)</li> </ul>	<ul style="list-style-type: none"> <li>Commercial Dr/Victoria Dr corridor is identified for future RapidBus service in <i>Access for Everyone</i>; this new express service could help build ridership in advance of a new RapidBus service</li> </ul>
25X	25	<ul style="list-style-type: none"> <li>New express service between Brentwood Town Centre Station and UBC along King Edward Ave. / East 22nd Ave. on the same route as route 25</li> </ul>	<ul style="list-style-type: none"> <li>Express service alongside the existing route 25 is identified in <i>Access for Everyone</i></li> <li>There is high ridership and strong demand for express service on the existing route 25</li> </ul>
49X	49	<ul style="list-style-type: none"> <li>New express service between Metrotown and UBC along 49th Ave. using the same route as route 49</li> </ul>	<ul style="list-style-type: none"> <li>Provide faster, more reliable service between Metrotown and UBC</li> <li>Provide additional east-west service in Vancouver to address existing transit demand and current overcrowding</li> </ul>
80	100	<ul style="list-style-type: none"> <li>Extend the eastern end of this existing express route from the River District to 22nd Street Station along Marine Way</li> </ul>	<ul style="list-style-type: none"> <li>Provide a faster alternative to route 100 in advance of a Major Transit Network service as identified in <i>Access for Everyone</i>. The extension of this route to 22nd Street Station could help build ridership in advance of higher level transit service</li> <li>Marine Dr corridor is identified in the <i>2023 Bus Speed and Reliability Report</i> as one of twenty key “profile areas” with higher delays</li> </ul>
123X	123	<ul style="list-style-type: none"> <li>New express service between New Westminster Station and Brentwood Town Centre Station along Canada Way on the same route as route 123</li> </ul>	<ul style="list-style-type: none"> <li>Canada Way is identified as a future RapidBus corridor in <i>Access for Everyone</i>; this new express service could help build ridership in advance of a new RapidBus service.</li> </ul>

## PACKAGE J: MAKE LONGER TRIPS FASTER WITH NEW EXPRESS ROUTES

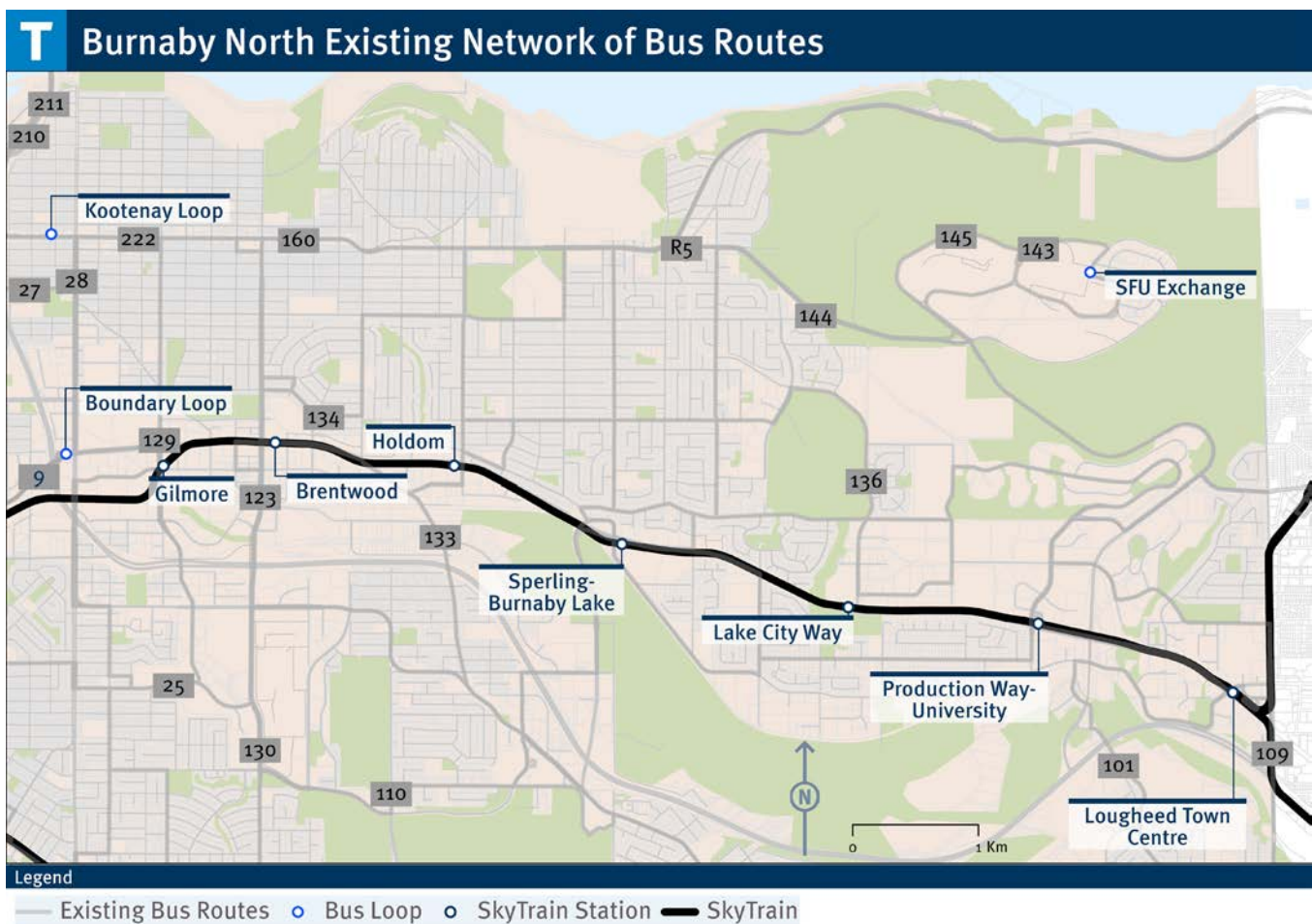
NEW	EXISTING ROUTE	PROPOSED NEW ROUTE	WHY DID WE PROPOSE THIS?
240X	240	<ul style="list-style-type: none"> <li>New express service between Downtown Vancouver and Lynn Valley over the Lions Gate Bridge, and along Marine Dr and 15th St on the same route as route 240</li> </ul>	<ul style="list-style-type: none"> <li>There is strong existing demand along this corridor</li> <li>Downtown Vancouver to Lynn Valley (via Lions Gate) is identified as a future Major Transit Network corridor in <i>Access for Everyone</i>; this new express service could help build ridership in advance of a higher level transit service</li> </ul>
250X	250A	<ul style="list-style-type: none"> <li>New express service between Downtown Vancouver and Ambleside over the Lions Gate Bridge and along Marine Dr on the same route as route 250</li> </ul>	<ul style="list-style-type: none"> <li>Downtown Vancouver to Ambleside is identified as a future RapidBus corridor in <i>Access for Everyone</i>; this new express service could help build ridership in advance of a new RapidBus service</li> <li>Marine Dr west of Capilano Rd is identified in the <i>2023 Bus Speed and Reliability Report</i> as one of twenty key “profile areas” with higher levels of delay</li> </ul>
New K	16E	<ul style="list-style-type: none"> <li>New express service between 29th Avenue Station and Phibbs Exchange in North Vancouver along Renfrew St and the Second Narrows Bridge</li> </ul>	<ul style="list-style-type: none"> <li>Significant development is planned along the Renfrew corridor, and around Phibbs Exchange and 29th Ave. Station through the <i>Vancouver Plan</i>, the City of Vancouver’s draft Rupert-Renfrew Area Plan, and the Provincial Transit-Oriented Area legislation that will add transit demand to this corridor</li> <li>Provides faster bus service along the Renfrew corridor, enabling better access to jobs in the employment lands in East Vancouver, and to regional parks on the North Shore with transfers to other routes at Phibbs Exchange</li> </ul>

## 2.4 Transit Network Changes

### PACKAGE K: INTEGRATE THE LOCAL BUS NETWORK WITH THE BURNABY MOUNTAIN GONDOLA

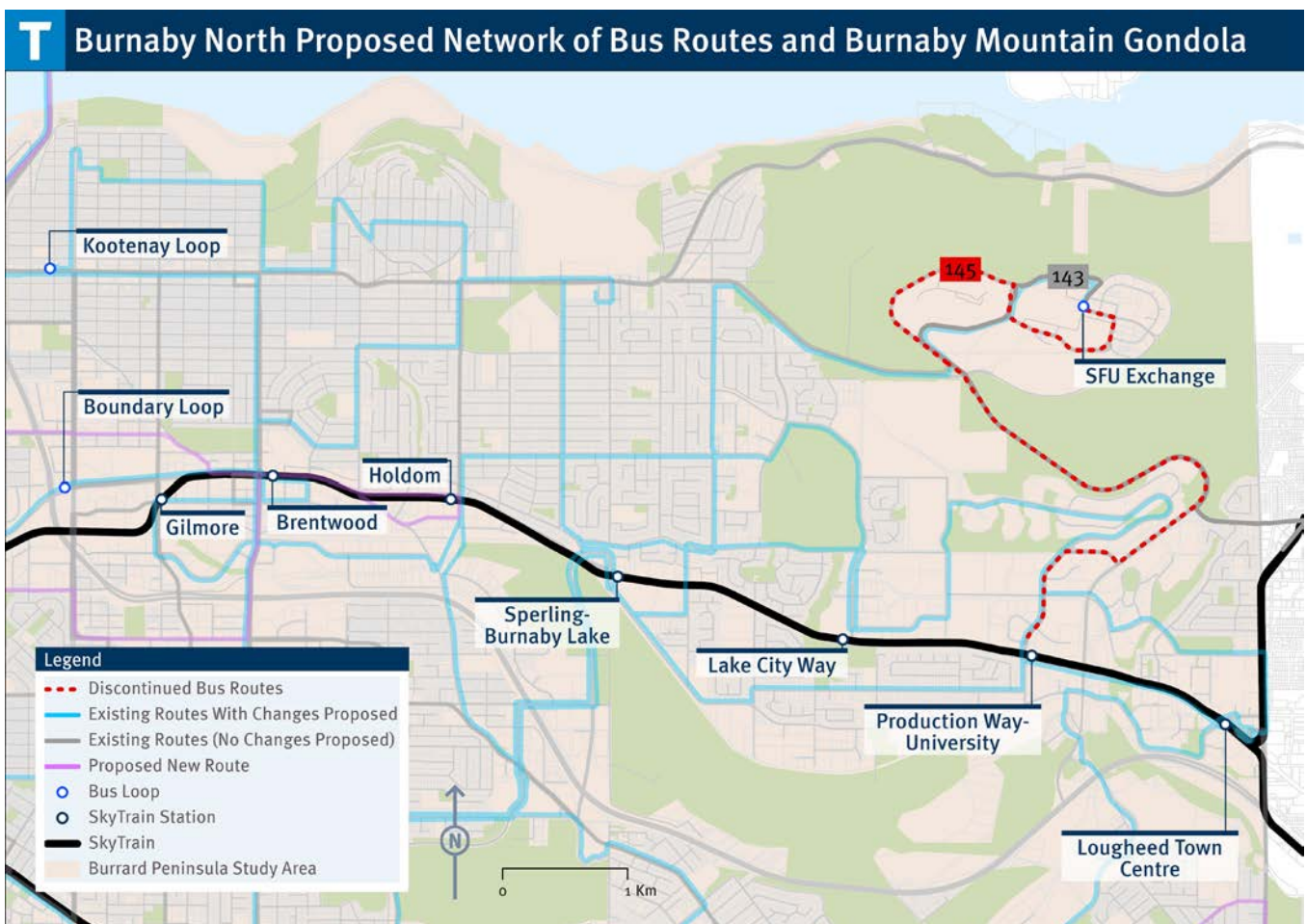
The Burnaby Mountain Gondola is included in the *Access for Everyone* plan. TransLink is currently studying the project and will share updates with the public as we continue to work on the business case.

The proposed gondola will provide quick, frequent, and reliable service between Production Way-University Station on the Millennium Line and Burnaby Mountain. It would carry more people per hour than buses, cost less to run, and produce fewer greenhouse gases and other emissions.



## PACKAGE K: INTEGRATE THE LOCAL BUS NETWORK WITH THE BURNABY MOUNTAIN GONDOLA

This package includes ideas for changes to local bus routes that may happen in the future which would work alongside the Burnaby Mountain Gondola. These ideas would be further defined and developed as part of a future local bus integration plan.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.



## 2.4 Transit Network Changes

### PACKAGE K: INTEGRATE THE LOCAL BUS NETWORK WITH THE BURNABY MOUNTAIN GONDOLA

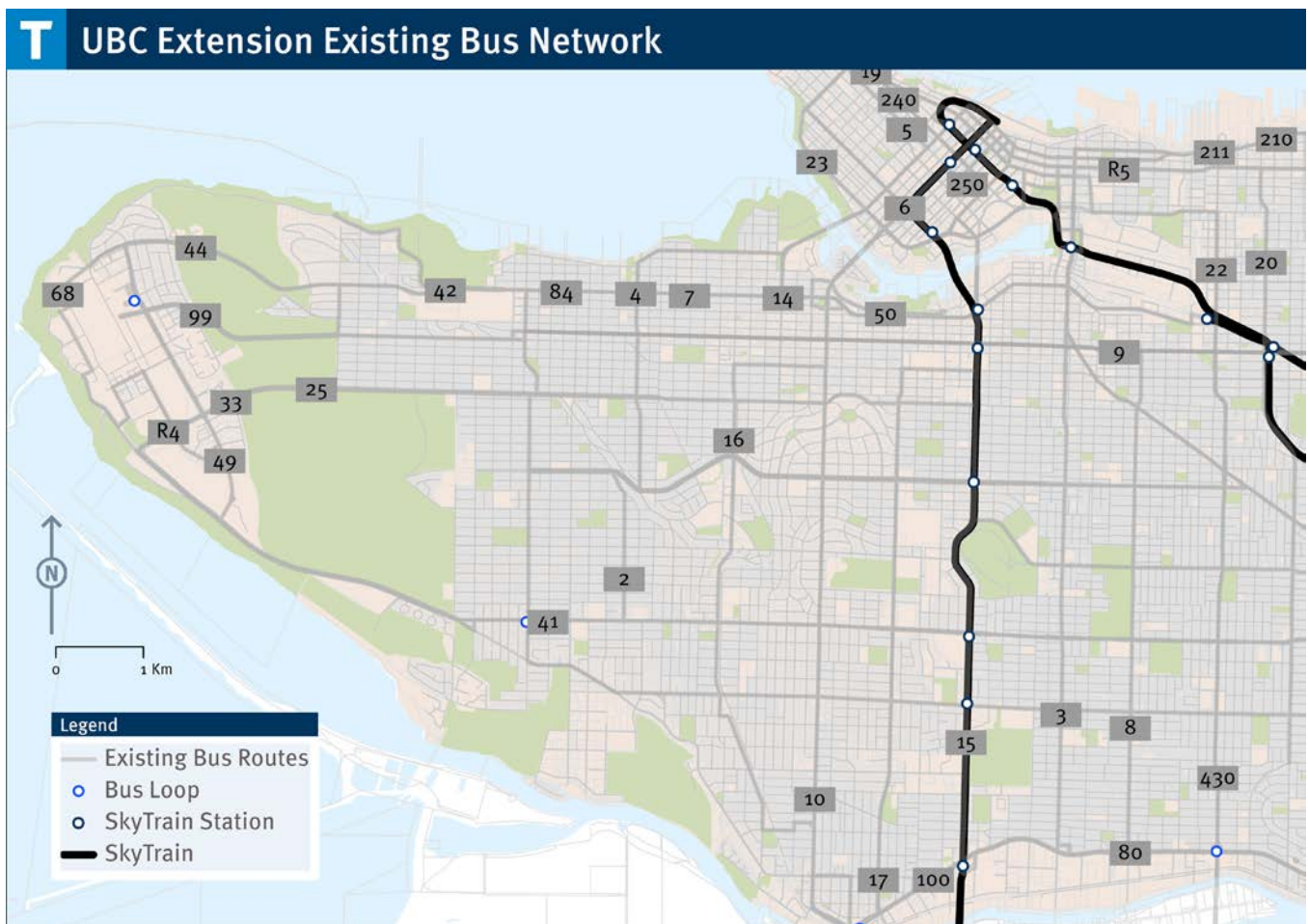
ROUTE	SUMMARY OF PROPOSED CHANGE	WHY DID WE PROPOSE THIS?
143	<ul style="list-style-type: none"> <li>No changes proposed at this time</li> </ul>	<ul style="list-style-type: none"> <li>The future of this route would be determined through a future bus integration plan</li> <li>A more reliable and frequent connection from Burquitlam Station to the top of Burnaby Mountain would be available on the Millennium Line and Burnaby Mountain Gondola</li> </ul>
144	<ul style="list-style-type: none"> <li>No changes proposed at this time</li> </ul>	<ul style="list-style-type: none"> <li>Maintains local bus service in North Burnaby</li> </ul>
145	<ul style="list-style-type: none"> <li>Discontinue this route</li> </ul>	<ul style="list-style-type: none"> <li>The route duplicates the proposed Burnaby Mountain Gondola</li> <li>The future of this route would need to be determined through a future bus integration plan</li> </ul>
R5	<ul style="list-style-type: none"> <li>No changes proposed at this time</li> </ul>	
Intra-Campus Bus Service	<ul style="list-style-type: none"> <li>Explore new intra-campus local bus service between destinations at the top of Burnaby Mountain</li> </ul>	<ul style="list-style-type: none"> <li>Improve connections between educational facilities, UniverCity, and other destinations on campus</li> <li>The future of this route would need to be determined through a future bus integration plan</li> </ul>



## 2.4 Transit Network Changes

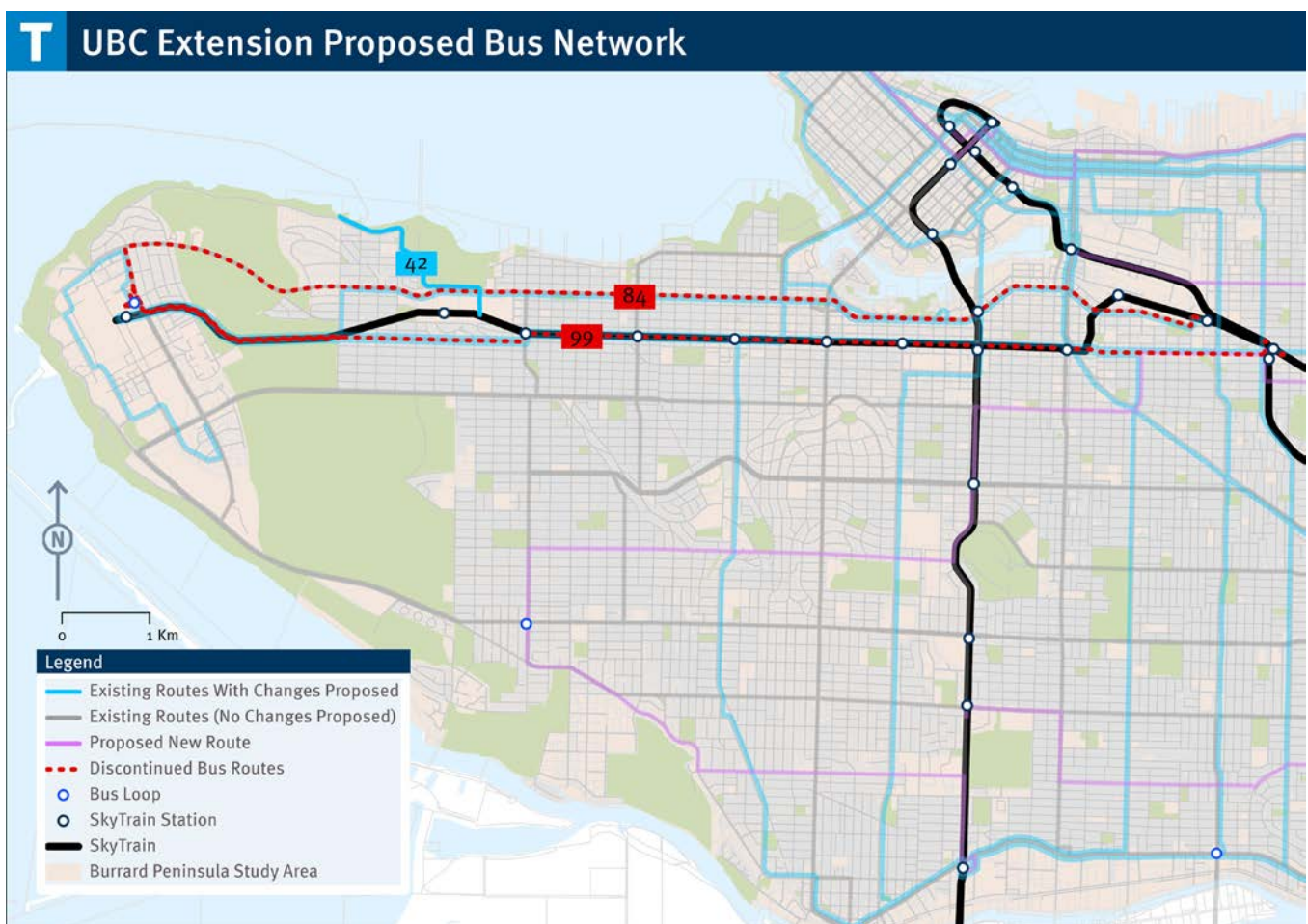
### PACKAGE L: INTEGRATE THE LOCAL BUS NETWORK WITH THE MILLENNIUM LINE UBC EXTENSION

TransLink and the Province of British Columbia are advancing work on an extension of the Millennium Line to UBC. This project would improve connections across the region and help meet the growing need for more transit to UBC and along the Broadway corridor now and in the future. The Mayors' Council endorsed station locations in 2022, and the extension is a priority in the *Access for Everyone* plan. The next step is for the Province to create a full business case in partnership with TransLink and other local partners.



## PACKAGE L: INTEGRATE THE LOCAL BUS NETWORK WITH THE MILLENNIUM LINE UBC EXTENSION

This package includes ideas for proposed changes to local bus routes that could connect to the Millennium Line UBC Extension in the future as part of a local bus integration plan. That plan would be put into place by time this extension is ready to open to the public.



\* The lighter blue, grey, and pink lines are routes that serve this geographical area but are not part of this package.

## 2.4 Transit Network Changes

### PACKAGE L: INTEGRATE THE LOCAL BUS NETWORK WITH THE MILLENNIUM LINE UBC EXTENSION

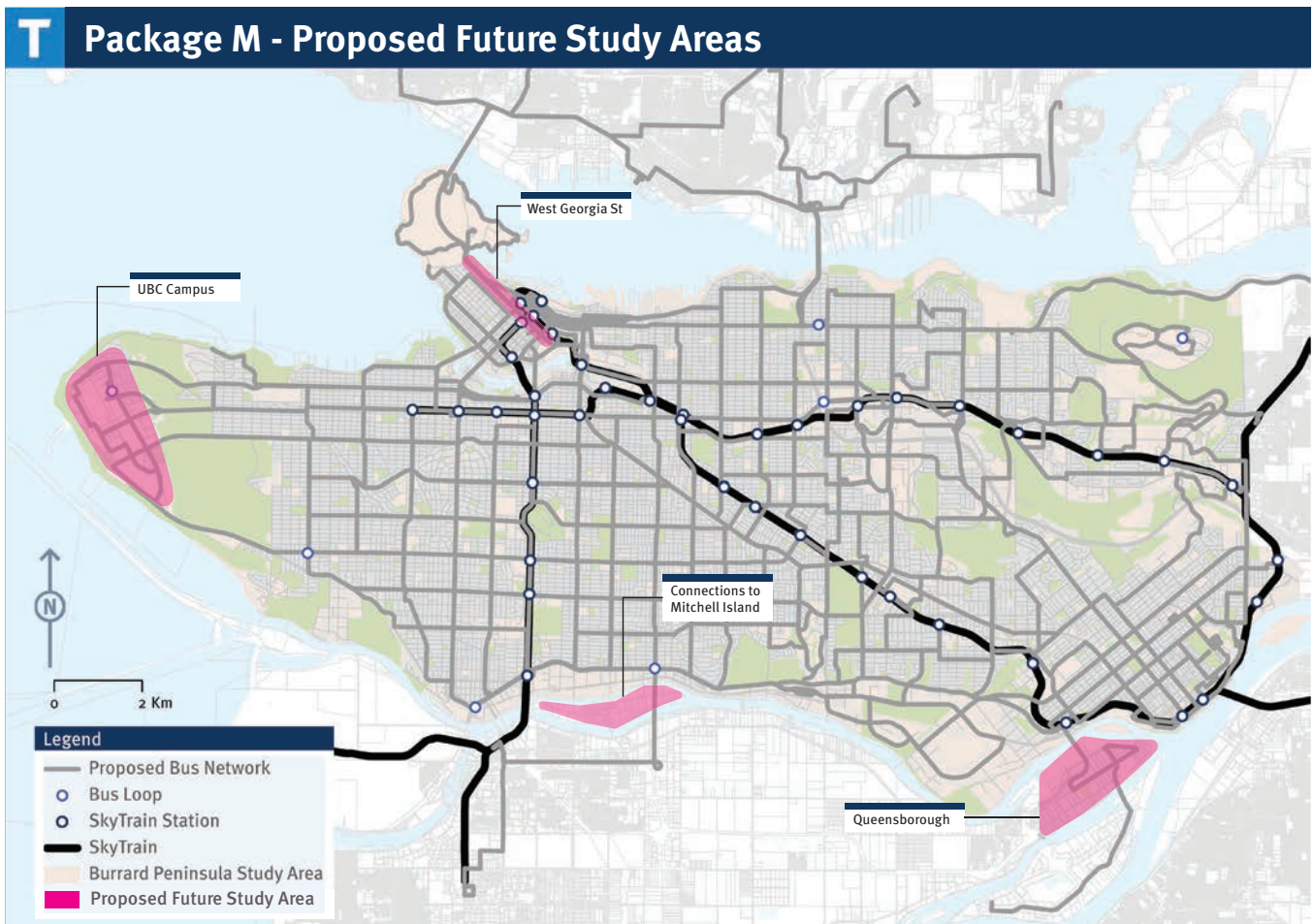
ROUTE	SUMMARY OF PROPOSED CHANGE	WHY DID WE PROPOSE THIS?
42	<ul style="list-style-type: none"> <li>Move the eastern end point of the route to the proposed Jericho Station</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to Spanish Banks with a close and direct connection to the Millennium Line</li> </ul>
84	<ul style="list-style-type: none"> <li>Consider discontinuing this route</li> </ul>	<ul style="list-style-type: none"> <li>Faster connections between VCC-Clark and Great Northern Way Stations to UBC would be available on the Millennium Line</li> <li>The future of this route would need to be determined through a future bus integration plan</li> </ul>
99	<ul style="list-style-type: none"> <li>Remove this route and reinvest service hours to other areas and routes as required (to be determined at a later date through the local bus integration plan)</li> </ul>	<ul style="list-style-type: none"> <li>The route would duplicate the new extension of the Millennium Line</li> <li>The Millennium Line UBC Extension would provide faster, more reliable connections between UBC and Commercial-Broadway Station, and along West Broadway</li> </ul>



## 2.4 Transit Network Changes

### PACKAGE M: PROPOSED FUTURE STUDY AREAS

Many ideas were considered for the areas mapped and listed below, highlighted in pink. While some did not align with current service demands, others are constrained by existing infrastructure. Addressing these challenges will require additional collaboration with local partners and stakeholders. Therefore, we recommend conducting further studies of these areas.



## PACKAGE M: PROPOSED FUTURE STUDY AREAS

PROPOSED FUTURE STUDY AREA	WHY DID WE PROPOSE THIS?
UBC Campus	<ul style="list-style-type: none"> <li>• Significant growth and development is planned in both existing and new neighbourhoods on UBC Campus. Further study will be required to better understand how this growth will impact transit use and demand on campus.</li> </ul>
West Georgia St	<ul style="list-style-type: none"> <li>• There is significant demand for local bus service along this corridor in Downtown Vancouver that is currently served by many routes that continue onto the North Shore, as well as route 19 between Stanley Park and West Pender St.</li> <li>• In addition, a new route is proposed from Waterfront Station to Stanley Park via Granville St and West Georgia St (New route C).</li> <li>• Due to high demand on all of these existing routes, transit riders traveling between Downtown and the West End may impact the ability of other riders bound for the North Shore to board the bus (this is known as a “pass up”). Similarly, transit riders traveling to the North Shore may impact the ability of other riders bound for the West End to board the bus.</li> <li>• Further analysis is recommended to determine which routes and route patterns may best fit the high demand for different services on West Georgia St.</li> </ul>
Mitchell Island	<ul style="list-style-type: none"> <li>• Previous public engagement has identified the need for new or improved service to Mitchell Island from the Burrard Peninsula and other parts of Metro Vancouver. TransLink is currently conducting additional analysis to identify a suitable route or service.</li> <li>• Once a suitable route or service to introduce or improve access to this area is identified, TransLink will reach out to this community to gather feedback.</li> </ul>
Queensborough	<ul style="list-style-type: none"> <li>• Enhanced service to Queensborough is identified in <i>Access for Everyone</i>. Many proposals were considered to improve internal connectivity within this area, as well as connections to other parts of Metro Vancouver.</li> <li>• However, there would need to be big changes to roads and other infrastructure before new routes or changes could be put in place.</li> <li>• Further coordination and study is recommended between TransLink and the City of New Westminster.</li> </ul>



# 3. Customer Experience

People who use transit in the Burrard Peninsula come from many different backgrounds, ages, and abilities. They live and work throughout 21 municipalities, one treaty First Nation, and one electoral area. While everyone's travel needs and routines are unique, they share one thing in common: they want transit that is easy to use, reliable, affordable, safe, and comfortable.

## 3.1 What did we learn during phase 1 public engagement?

In Phase 1, we asked people for their thoughts on using transit and heard that while some parts of the transit system are working well, there are other areas that could be better. Here are some main ideas for improvement:

- Make buses run more often so it's easier to use transit (i.e., increase transit frequency)
- Give buses more priority so they are faster and more reliable (e.g., queue jumps and dedicated transit lanes)
- Have transit running for more hours, so people can use it in the early mornings or late at night
- Add more security on buses and around stations and stops (e.g., with improved lighting)
- Make stations and bus exchanges safer and easier to use by adding things like public washrooms, more elevators, shelters, real-time bus arrival information, WiFi on buses, better sidewalks, safer crossings, and better snow clearance
- Make buses more comfortable by adding air conditioning, heating, and more seats
- Have more cultural sensitivity and equity-related training and awareness (e.g., how to best serve the needs of equity-deserving communities including older adults and people with disabilities)
- Provide Indigenous cultural safety training to staff and drivers to increase Indigenous cultural awareness for all throughout the transit network

## 3.2 What are we doing in the BP ATP to improve customer experience?

To make *Transport 2050* and *Access for Everyone* a reality, we need to understand that everyone in Metro Vancouver is different. People may face different challenges that can make it harder to get around and live in the area. BP ATP recommendations would help improve the experience of using transit for everyone and support the goals in TransLink's [Customer Experience Action Plan](#) (2022-2027) by helping to make transportation in the region more inclusive for all.

Based on what we heard and building on the goals in the above plans, we've come up with the following actions to improve the transit rider experience for the BP ATP:

### **Increase the frequency of buses or add new service to help reduce overcrowding, provide more transit to communities with fewer transportation options due to economic or other barriers, and/or make transit more convenient**

- Reduce overcrowding happening now or expected in the future
- Add more service in areas where there are more people from communities that have fewer transportation options
- Expand the Frequent Transit Network

### **Extend the hours of operation for buses**

- Have buses run earlier in the morning and later at night on routes serving important areas like hospitals, workplaces, and schools
- Add new late-night bus service on routes across the Burrard Peninsula

### **Have buses travel faster and be more reliable**

- On congested corridors, implement infrastructure such as special lanes just for buses to help them move faster
- Add new express bus routes with fewer stops so people can get to their destinations faster

**EXPLAINER:** The [Frequent Transit Network](#) (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Customers traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they do not need to refer to a schedule.

### **Make transit easier to use**

- Provide real-time information about buses and SkyTrain at key stops and exchanges, so riders know when to expect their bus to arrive
- Improve wayfinding to help people find their way around the transit system
- Look into offering signs in different languages to help more people understand the transit network
- Work with local partners to add better wayfinding in areas that are changing or growing near bus stops, exchanges and SkyTrain stations
- Find ways to make it easier to use TransLink bike parking and lockers, and explore how we might work to include other public bike locker programs

### **Make sure using transit is safe and comfortable**

- Update SkyTrain stations and SeaBus terminals to make them easier to use, especially for people living with disabilities, travelling with strollers, or who have other accessibility needs
- Add more amenities to make bus stops, like lighting, shelters, seating, and designs, that help make them more comfortable and accessible
- Identify specific corridors where additional staff are needed to help keep people safe and prioritize deploying staff to those routes
- Train our staff to better support transit riders, including learning about Indigenous cultural safety and supporting people with mental health or addiction challenges
- Keep the transit system clean and in good shape, including at stations, bus stops, and on buses
- Continue to add fun and creative art and performances to improve the experience of using transit
- Continue to advance the goals in TransLink's *Customer Experience Action Plan* (which will be updated soon) and other new plans to improve the transit user experience

### **Make transit more inclusive for everyone**

- Prioritize improvements that provide more transit services to communities that currently have fewer transportation options due to economic and other barriers, including improving connections to and from First Nations reserves
- Look for ways to make it easier for people from First Nations reserve communities to connect to the transit system (e.g., improving sidewalks, bus stops, shelters, and pathways)
- Add more Indigenous art, language, and cultural pieces throughout the transit network to recognize local host First Nations
- Look for ways to add more public washrooms to the transit system

### 3.3 How would customer experience improvements be implemented?

Improvements to make the experience of using transit better would be implemented in different ways. Some changes would require TransLink to work with local governments, private developers, and/or other partners to make improvements in spaces that are not directly managed by TransLink (e.g., adding shelters at on street bus stops). Other improvements would be part of larger TransLink projects aimed at improving transit for everyone in the area.

For changes like more frequent transit service or extended hours of operation, there are two ways they would be made:

1. Changes that don't need extra funding would be made through our regular quarterly bus service changes.
2. Changes that need extra funding would be included in future Investment Plans that include funding for expanding transit service. Investment Plans are approved by the Mayors' Council.

#### IMPLEMENTATION PRINCIPLES

The order of implementation of ATP recommendations will be guided through the principles described below. These principles are all equally important, though sometimes some may be more urgent than others. For example, if a bus route is too crowded in an area where many people need better access, that might become a top priority. At another time, it may be a priority to provide more service to an area where there will be big increase in transit demand, such as a new hospital. This approach helps us respond quickly and effectively to different needs as they come up.

#### Increase frequency on routes that:

- Are overcrowded and cause long waits for passengers
- Serve areas with more people who have fewer transportation options due to economic or other barriers
- Serve areas where there is not as much service on the [Frequent Transit Network](#) (FTN), which is a network of corridors where there is a bus at least every 15 minutes, 7 days a week
- Do not meet TransLink's service standards, for example, routes that operate on FTN corridors but don't fully meet FTN frequencies or hours of operation

#### Extend hours of operation on routes that:

- Currently have high ridership in the early morning or late at night
- Serve important places like hospitals, schools, or jobs, especially where there are not many early or late services
- Provide bus service to areas that don't have NightBus service or early-morning service
- Serve areas with more people who have fewer transportation options due to economic or other barriers

# 4. Active Transportation

One of the main goals of *Transport 2050* is to make it easy for people to choose walking, biking, or other types of active transportation for shorter trips. Active transportation means moving around using your own energy (which we think of as human-powered), or with the help of an electric-assisted device (such as an electric bike or electric kick scooter). The most common types of active transportation are walking or biking, but it also includes other micromobility devices such as wheelchairs, scooters (e.g., mobility scooter, e-scooter, push scooter), or skateboards.

## 4.1 What did we learn during Phase 1 public engagement?

During Phase 1 engagement in fall 2023, we learned that people in the Burrard Peninsula really want to use active transportation like walking, biking, or using a scooter. Many people already use these ways of getting around to reach transit but want safer, more comfortable places to walk or ride, such as bike paths that are separated from cars.

**For biking or using a scooter, we heard that the biggest changes people want to see are:**

- Having more complete routes that are Comfortable for Most within the Urban Centres (these are typically the most populated areas of the region)
- Better connections between Urban Centres

**For walking and rolling, including the use of wheelchairs, the most important changes people want are:**

- Safer places to cross the street
- A more complete sidewalk network

**EXPLAINER:** Comfortable for Most bikeways are either fully protected from motor vehicle traffic or are on shared roadways with low posted speed limits (i.e., 30km or less) and low motor vehicle traffic volumes (ex. less than 2,000 vehicles per day).

## 4.2 What are we doing in the ATP to improve Active Transportation?

Based on the feedback we received in Phase 1, we have identified two goals for improving active transportation within the Burrard Peninsula:

**GOAL 1:** Build a safer, more complete cycling network across the region

**GOAL 2:** Make walking and rolling safer and easier to access, especially within 800 metres of main transit routes (like busy bus loops and SkyTrain stations)

## 4.3 What are we asking in the Phase 2 survey?

### CYCLING & SCOOTERING

TransLink's *Access for Everyone* calls for the rapid completion of up to 75% (450km) of TransLink's [Major Bikeway Network](#) (MBN), made up of traffic-protected and traffic-calmed bikeways connecting Urban Centres and major destinations across Metro Vancouver.

In this Phase 2 survey we are asking for your feedback on which of the existing gaps in the MBN are most important and should be addressed in the near-term. Your input on how best to prioritize filling these gaps will help us make investments that have the greatest impact. Below is more information about how these gaps were identified.

To help prioritize regional investment in cycling infrastructure and fill in gaps (routes shown as pink lines on the map in the Active Transportation section of the survey) that would make the most impact, a variety of criteria were used.

These prioritization criteria include:

1. Fill in infrastructure gaps to connect the Major Bikeway Network and bikeways within Urban Centres
2. Encourage more people to cycle, including a variety of ages, genders, and backgrounds
3. Can be acted on quickly, especially in areas where there is support from the local government and/or conditions allow faster and more cost-efficient infrastructure development

## WALKING & ROLLING

Throughout Phase 1 we heard about the importance of improving the walking environment, particularly around major transit stops and stations. This feedback was clear, strong, and consistent, so there isn't a need for further questions relating to walking infrastructure - we know what's important to you.

The BP ATP will include the following draft action to improve walking infrastructure within the study area:

- Work with local governments to complete areas with incomplete sidewalk facilities within 800 metres of SkyTrain stations and bus exchanges.

This will help improve accessibility to stations and exchanges, and include identifying potential ways to improve maintaining walk/rolling infrastructure.

## 4.4 How would active transportation improvements be implemented?

There are several ways that active transportation improvements would be made within the Burrard Peninsula. Local governments can obtain cost-share funding through the following [Local Government Funding Programs](#), where TransLink provides a portion of the funding to implement a project:

- Walking Infrastructure to Transit (WITT) program – this prioritizes walking improvement projects that enhance safety, connectivity, and accessibility to transit and are close to major transit routes, stops, and stations.
- Bicycle Infrastructure Capital Cost Share (BICCS) program – this helps fund local government bikeway projects that improve the safety, comfort, and connectivity of regionally significant bikeways and cycling infrastructure. This program also provides some funding to areas outside of the MBN and outside of Urban Centres that are classified as “Areas of High Cycling Potential”.

Cycling infrastructure can also receive funding through the Major Road Network and Bike (MRNB) program which aims to improve the capacity, efficiency, and safety of the Major Road Network as well as to improve the safety, comfort, and connectivity of bicycle facilities in the region.





# 5. Goods Movement

Goods movement is an essential part of our region’s transportation network. From food to clothing, and other goods, many businesses in Metro Vancouver rely on efficient goods movement to get their products to market. In partnership with municipalities, TransLink plans the region’s [Major Road Network](#) (MRN) as they are roads that move many people and goods, and we contribute funding for the operation, maintenance, and rehabilitation of the MRN and the Regional Truck Network, which is the broader regional road network of goods movement corridors.

## REGIONAL COLLABORATION

TransLink and our partners developed the [Regional Goods Movement Strategy](#) to promote a better understanding of goods movement issues and priorities. It draws together actions for governments and agencies at all levels, the private sector, and other organizations. The strategy also represents a major step forward for TransLink to fulfill its mandate of providing a regional transportation system that efficiently moves both people and goods.

## 5.1 What are we doing in the ATP to improve Goods Movement?

The BP ATP will seek to advance the goals outlined in the *Regional Goods Movement Strategy* alongside other local and sub-regional goods movement priorities.

### Goods movement in the BP ATP will focus on:

1. Road safety and reliability as it relates to goods movement within the study area, focusing on the overlap between key goods movement networks (e.g., the MRN) and existing or planned active transportation infrastructure (e.g., the Major Bikeway Network).
2. Supporting the transition to zero-emission freight vehicles.

## 5.2 Goods Movement Goals and Actions

### GOAL 1 - MAKE GOODS MOVEMENT SAFER FOR VULNERABLE ROAD USERS

#### Improve the safety of the existing goods movement network

- Identify corridors or locations with safety concerns, prioritizing where there is overlap with active transportation networks (e.g., the Major Bikeway Network)
- Ensure that goods movement corridors are maintained in a state of good repair, prioritizing investments that improve road safety for all road users (i.e., general traffic, transit, and active transportation)

#### Identify opportunities to advance a safer goods movement network

- Ensure TransLink's programs and policies align with municipal and provincial safety goals and strategies as they relate to goods movement
- When considering potential expansion of the MRN, prioritize the safety of vulnerable road users
- Support providing more frequent convenient grade crossings (e.g., pedestrian overpasses) for people to make walking, biking, or rolling connections across physically separated goods movement corridors (e.g., rail corridors)

#### Support the establishment and management of commercial loading zones

- Explore opportunities to support regional coordination for commercial loading zone permits
- Explore loading zone and commercial vehicle zone management best practices that optimize access for commercial loading
- Explore opportunities for flexible curb usage to enable off-peak use (i.e., outside typical business hours)

## 5.2 Goods Movement Goals and Actions

### GOAL 2 - MAKE GOODS MOVEMENT MORE RELIABLE

#### Improve the reliability of the existing goods movement network

- Explore opportunities to implement freight priority measures on key Regional Truck Route Network corridors, including both physical and demand-management based interventions
- Make better use of road capacity during off-peak hours for more off-peak pickup and delivery
- Ensure alignment with future regional parking strategies as they relate to goods movement corridors, local streets, and curb access prioritization
- Support efforts to improve the consistency of truck route designation across the region through collaboratively-developed design guidance for the Regional Truck Route Network
- Ensure that any improvements to the goods movement network do not:
  - Negatively impact the safety of vulnerable road users, transit speed and reliability, or community livability
  - Have a disproportionate impact on equity-deserving communities
  - Significantly increase general-purpose traffic
- Work with the Province and municipal partners to maintain and upgrade transportation infrastructure that reduces congestion on regional goods movement corridors and improves connectivity between key economic zones (e.g., ports, intermodal facilities)

#### Mitigate the impacts on goods movement resulting from changes to the allocation of road space

- Support the implementation of policies that:
  - Improve the safety of vulnerable road users
  - Minimize the impacts on goods movement
  - Support efficient loading and unloading of goods through loading zones
- Explore municipal cost-share funding opportunities to support mitigation measures, including:
  - Road improvements to increase capacity on existing truck routes (e.g., existing designated truck routes that receive diverted traffic) that also improve general road safety and reliability
  - Road improvements to designate alternate or new truck routes to mitigate removal of existing truck routes
- Protect and enhance rail rights-of-way to preserve their potential for goods movement (as specified in [Metro 2050](#))

## 5.2 Goods Movement Goals and Actions

### GOAL 3 - REDUCE EMISSIONS (I.E., GHG AND AIR CONTAMINANTS) RESULTING FROM GOODS MOVEMENT

Explore regulatory, policy, and advocacy actions to encourage the transition to zero emission freight vehicles, including low-speed electric vehicles, and cargo and delivery bikes

- Work with the Province, regional and local government, industry, and other partners to advance the goals and objectives outlined in Metro Vancouver's [Climate 2050 Roadmap](#)
- Align TransLink's cost-share programs and best practices relating to designing urban bikeways and parking areas to support the use of cargo/delivery bikes, including improving first and last mile connections (the beginning and end of the delivery process for a product or service)
- Partner with Metro Vancouver and the Province to develop regulatory requirements for existing (in-service) medium and heavy-duty trucks, initially targeting the reduction of emissions of health-harming air contaminants
- Explore the use of regulatory tools, such as regional commercial vehicle loading zone permitting, as a mechanism to:
  - Incentivize zero emission freight vehicles
  - Encourage the transition to more compact freight vehicles more suitable for operating in dense urban environments
- Support the development of municipal and regional policy that provides more and safe secure parking options for delivery/cargo bikes

#### Identify opportunities to make goods movement more efficient within Urban Centres and on local streets

- Support the development of neighbourhood logistics hubs that enable the consolidation of parcels in central locations for pick up by transit riders or delivery through smaller, lighter, zero emission freight vehicles
- Explore street, curb, and loading area design that can accommodate emerging freight technology, including compact human-powered and automated vehicles more suited to Urban Centres and Frequent Transit Development areas
- Encourage street design that includes ample bike parking in Urban Centres to support goods movement by bike