
MEMORANDUM

August 19, 2015

TO: Mayor and Council

CC: Penny Ballem, City Manager
Sadhu Johnston, Deputy City Manager
Janice MacKenzie, City Clerk
Lynda Graves, Manager, Administrative Services, City Manager's Office
Rena Kendall-Craden, Director, Communications
Mike Magee, Chief of Staff, Mayor's Office
Kevin Quinlan, Director, Policy and Communications, Mayor's Office
Braeden Caley, Director, Policy and Communications, Mayor's Office
Brian Jackson, General Manager, Planning and Development Services

FROM: Jerry Dobrovolny, Acting General Manager, Engineering Services

SUBJECT: Downtown Bus Service Review - Final Report

The purpose of this memo is to update Mayor and Council on the Final Report of the Downtown Bus Service Review (DBSR). The need for this review was based on the considerable population and employment growth in Downtown Vancouver over the past couple of decades and the introduction of the Canada Line in 2009. The current bus network pre-dates most of this change and does not adequately connect today's downtown neighbourhoods.

In Spring 2013, the City of Vancouver and TransLink began the DBSR with the aim of designing a bus network that better reflects the changes that have occurred in the past as well as anticipate future growth. The outcome of the DBSR was to develop a shared one-to-five year vision for the downtown bus network.

The review was completed in three phases:

1. Identify issues and opportunities (April - July 2013)
2. Design and evaluate alternative network designs (August 2013 - April 2014)
3. Recommend network vision (May 2014 - July 2015)

The first two phases of the review involved broad public consultation including stakeholder meetings (including BIAs, seniors groups, youth groups, disability advocates), public open houses (6 events, ~800 participants), questionnaires (over 1600 returned), and social media

outlets. Public feedback was used to identify issues and opportunities as well as to evaluate the new bus network concepts.

The DBSR Final Report will be released to the public via updates to the TransLink and City of Vancouver websites shortly. Based on public feedback and further analysis, the final report proposed a number of changes to the downtown only bus routes (see Appendix for detailed maps and descriptions of the proposed changes):

1. #6 Davie/Downtown - Extend the #6 east along Davie St. and north up Cambie St.
2. C23 Yaletown/Davie/Main Street Station & C21 Yaletown/Beach - Merge the C21 with the eastern portion of the C23 route, providing a connection between the West End, Yaletown-Roundhouse Station, and Main Street-Science World Station.
3. #5 Robson/Downtown - The report outlines the pros and cons of the different route options for the #5 and will assist in the decision making for the potential future closure of the 800 block of Robson St.

While network changes were proposed to the public for the #17 Oak/Downtown and Eastern Core routes (#3 Main/Downtown, #4 Powell/Downtown/UBC, #7 Nanaimo Stn/Dunbar, #8 Fraser/Downtown, #19 Metrotown Stn/Stanley Park, #200s (North Vancouver services)), feedback from the public revealed that the current routings worked well for most users. Given this, it was deemed worthwhile to leave these routes as they are today and reassess them after changes have been made to the downtown bus routes (#5, #6, C21/C23), as well as other potential road network changes.

The routing changes were designed to accommodate possible future closures of the 800 block Robson St. (Robson Square Plaza) and 600 block Cambie St. (proposed Vancouver Art Gallery relocation). However, TransLink does recommend the City consider maintaining transit service through any future public plazas, including the locations listed above.

The report recommends that TransLink proceed to:

- Extend the #6 Davie/Downtown service eastward, adding trolley overhead where required.
- Modify the #5 Robson/Downtown service to connect with the new #6 route. A final decision on the #5 route will be made after a City decision on the 800 block of Robson.
- Merge the C21 Yaletown/Beach with the C23 Yaletown/Davie/Main Street.

These changes will be implemented through TransLink's established annual service change program and phased in over the next five years.

Finally, it is recommended that TransLink and the City continue to work together to:

- Review travel times and reliability on major streets with considerations given to stop spacing and amenities and transit priority.
- Where necessary, identify and implement changes to roads (parking, road and intersection changes, traffic engineering), bus stops and bus layover space (changes to the C21 layover space near Davie and Denman, adding space at Station St. for merged C21/C23 route, explore moving some (or all) of #5/#6 Davie and Denman layover space to Cambie at Pender) to accommodate the recommended service changes.

- Consider changes to the #17 Oak/Downtown and Eastern Core routes after changes to the #5, #6 and C21/C23 and road network changes have been implemented.
- Improve TransLink and City of Vancouver communication of road closures and transit detours related to road closures, filming and special events.

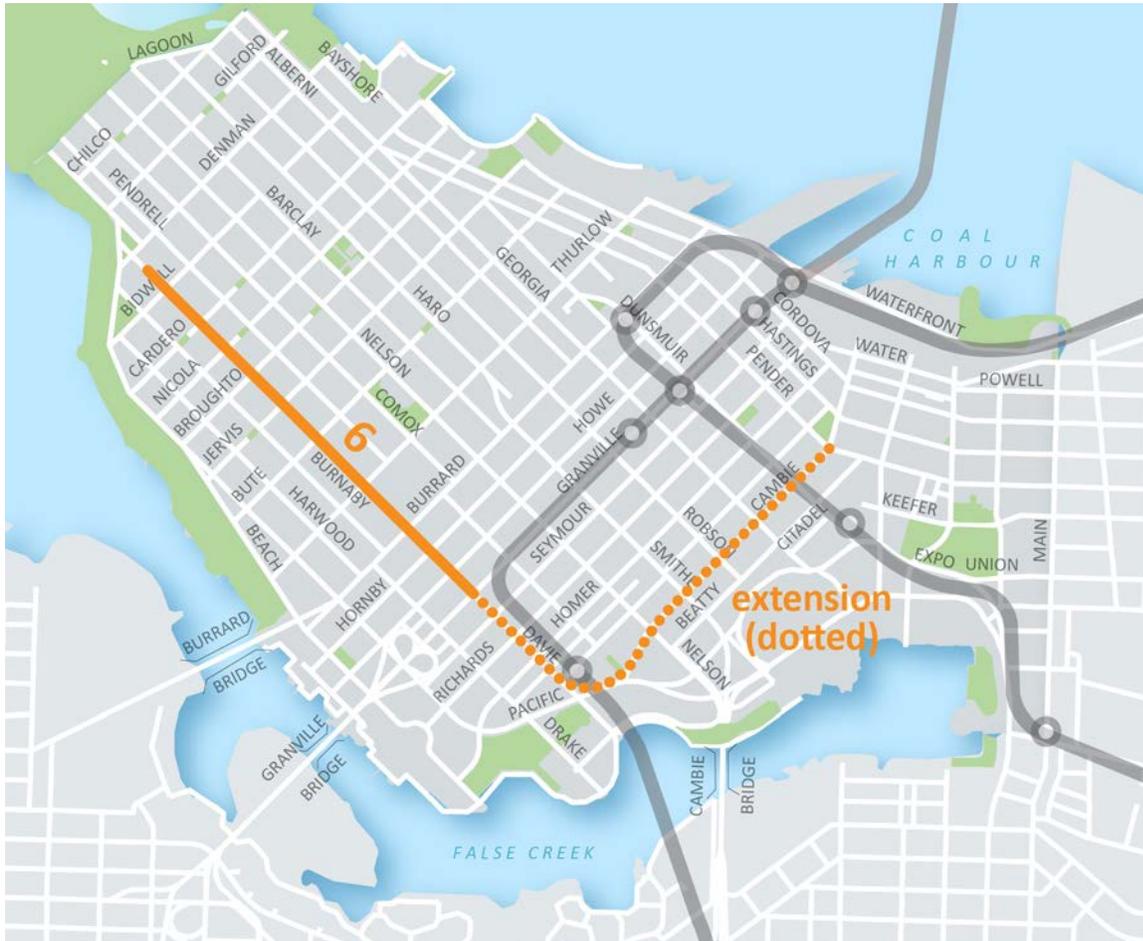
Please let me know if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'J. W. Dobrovolny'.

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

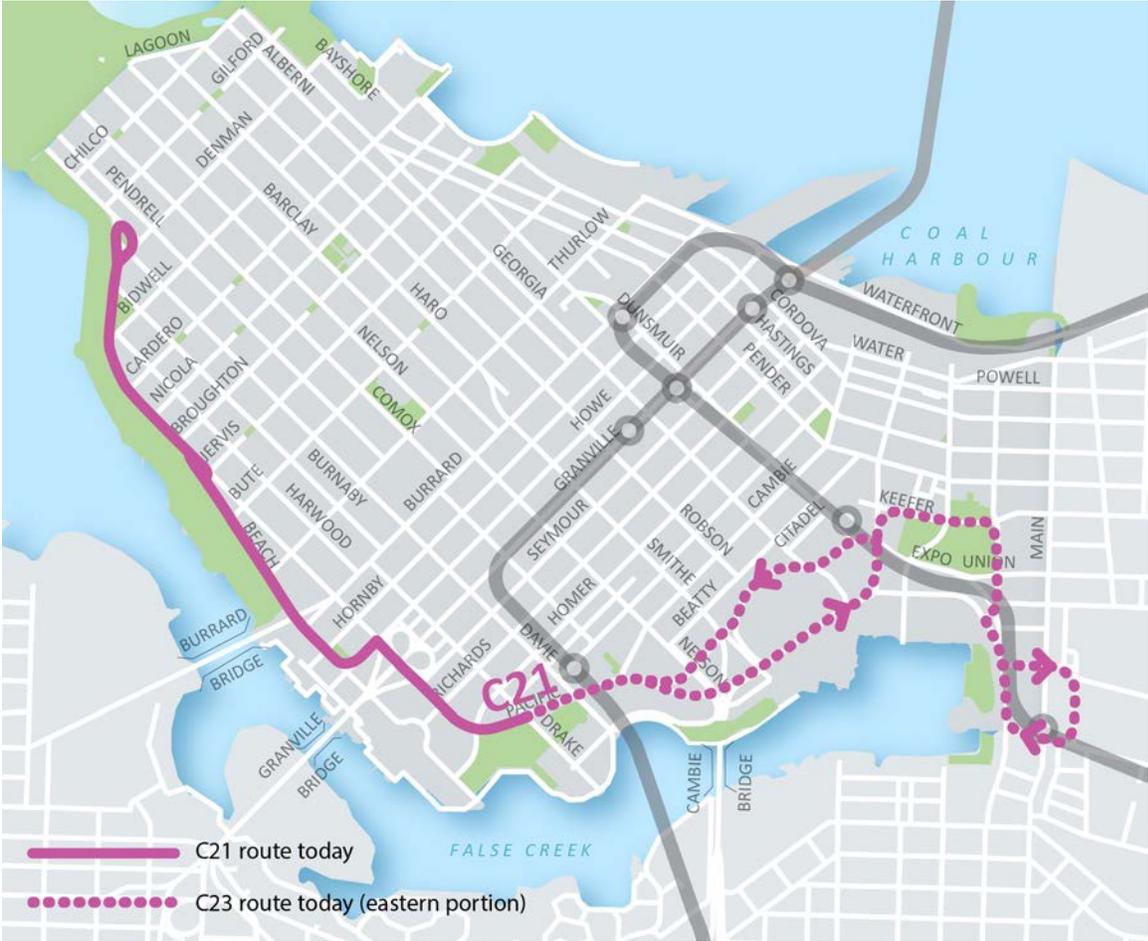
Appendix: Detailed Maps of Proposed Changes

Proposed Change 1 - #6 Davie/Downtown



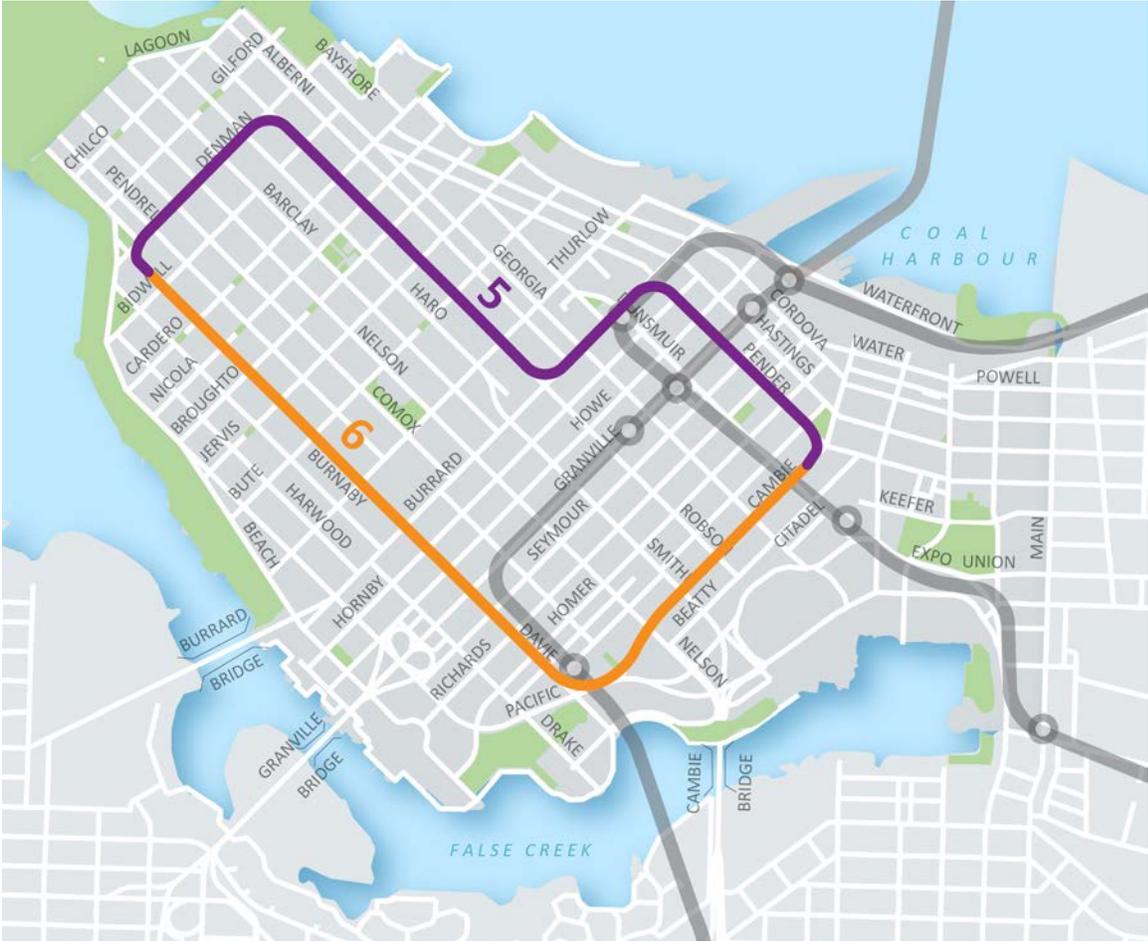
#6 Davie/Downtown - Extended east along Davie St., connecting to the Yaletown-Roundhouse Canada Line Station and extending up Cambie St. towards a terminus near Cambie & Pender. This concept provides better connections between the West End, Yaletown and Gastown. An extension of the trolley overhead infrastructure on Davie east of Granville, as well as portions of Pacific and Cambie will be required.

Proposed Change 2 - C21 - Beach/Pacific/Main Street Station



C23 Yaletown/Davie/Main Street Station & C21 Yaletown/Beach - The new #6 Davie/Downtown route would make service provided by the existing C23 along Davie between Denman and Pacific redundant. The review proposes to remove this duplication of service by merging the C21 route with the eastern portion of the C23 route, providing a connection between Davie at Denman and Main Street-Science World Station via Pacific Boulevard, Beach Ave., Abbott St., Keefer St. and Quebec St.

Proposed Change 3a - #5 Robson/Downtown (via Burrard and Pender)



#5 Robson/Downtown - As today, the #5 and #6 bus routes will continue to be interlined (i.e. transit buses completing the #5 route pause briefly before completing the #6 route and vice versa). To meet the new terminus of the #6 near Cambie and Pender, the #5 route would extend further east to Cambie St. via Burrard St. and Pender St. (Proposed Change 3a) or via Richards/Seymour St. and Hastings St. (Proposed Change 3b). The report outlines the pros and cons of the different route options for the #5 and will assist in the decision making for the potential future closure of the 800 block of Robson St.

Proposed Change 3b - #5 Robson/Downtown (via Richards/Seymour and Hastings)

