

Burrard Peninsula Area Transport Plan Engagement Summary Report Phase 2 Appendix E – External Submissions



Submission from member of public

[copy of email]

Other idea: Pilot high speed trolley wire to extend the 41 trolleybuses to UBC
Hello! I had originally tried to submit this message through translink's online feedback tool, but it appears to not be working.

I would like to suggest that the "41 via totem" bus route be reinstated. The 41 totem was a limited service diversion of the 41 that was discontinued in September 2006. In light of increasing ridership and population at UBC, I would think running peak-hour 41 trips as diesel buses to UBC, along Thunderbird Boulevard, would help reduce overcrowding on the 68.

Citing a 2005 planning report: "Firstly, these routes tend to be full or near-full arriving on campus and may have little or no room to accommodate local riders. Secondly, these routes use full size buses that are typically quite noisy and unwelcome in relatively quiet residential areas, as recent resident efforts with respect to the evening Totem Park route of the #41 have indicated."

source: <https://www.translink.ca/-/media/translink/documents/plans-and-projects/area-planning/vancouver-ubc/vancouver-ubc-area-transit-plan.pdf>

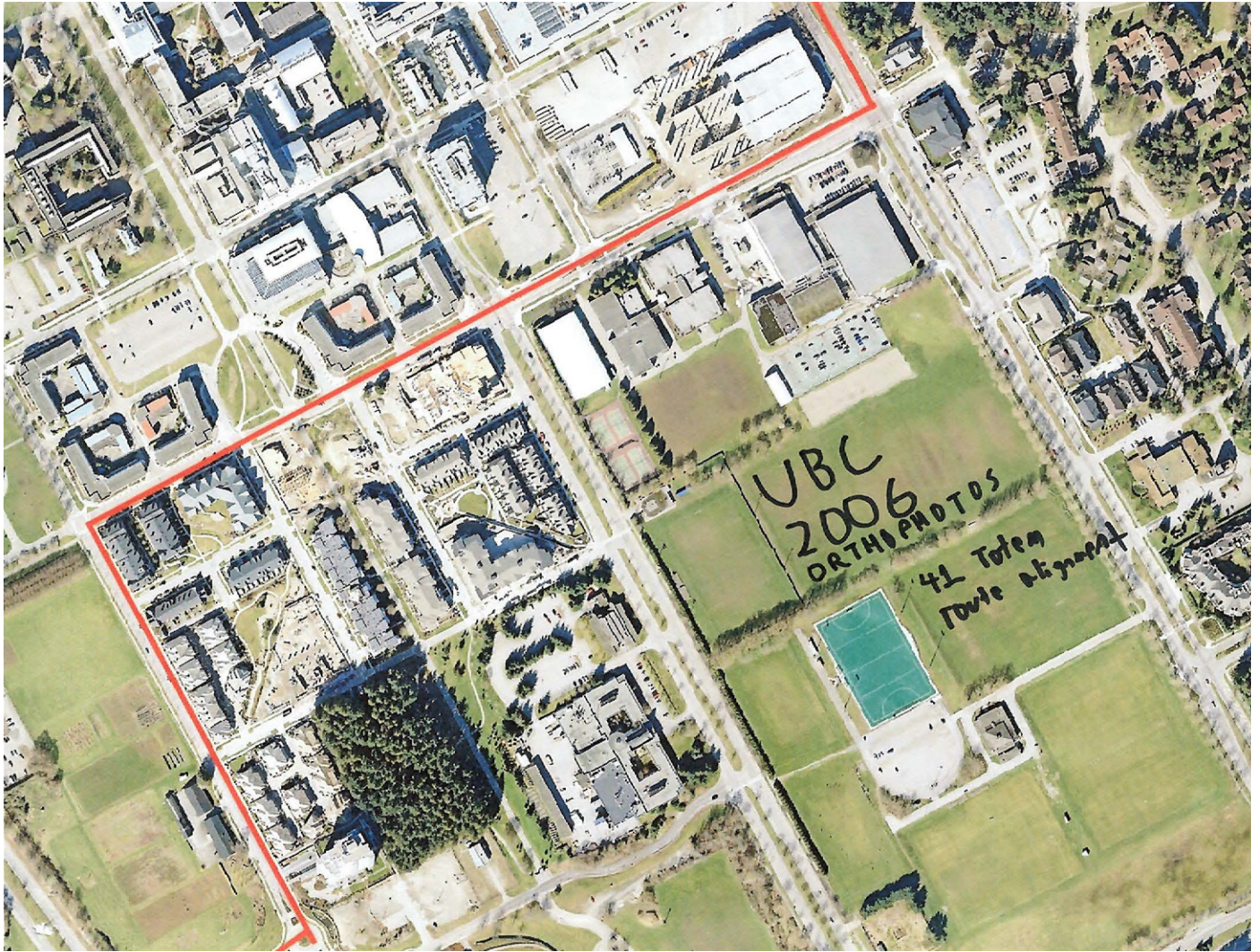
This was 19 years ago. In 2024, most buses in the UBC area are hybrid, and much quieter than their equivalents from decades ago. Furthermore, in 2003-2007, many new residence buildings and market housing units have been built along Thunderbird Blvd, in a neighbourhood called "Hawthorne Place." During UBC terms, the 68 shuttle bus often reaches capacity and passes up passengers, while also taking a circuitous and slow route through campus. To my knowledge, it is impossible to put full-size buses on the 68, as UBC's roadways are too narrow for large buses to pass. Providing a conventional bus along Thunderbird may alleviate stress on the 68, especially since the 68 cannot expand to larger buses.

41 trips to UBC via Thunderbird would be able to operate either every second bus, with all other [trolley]buses terminating at crown, or 41 to UBC via thunderbird could be a peak hour only service.

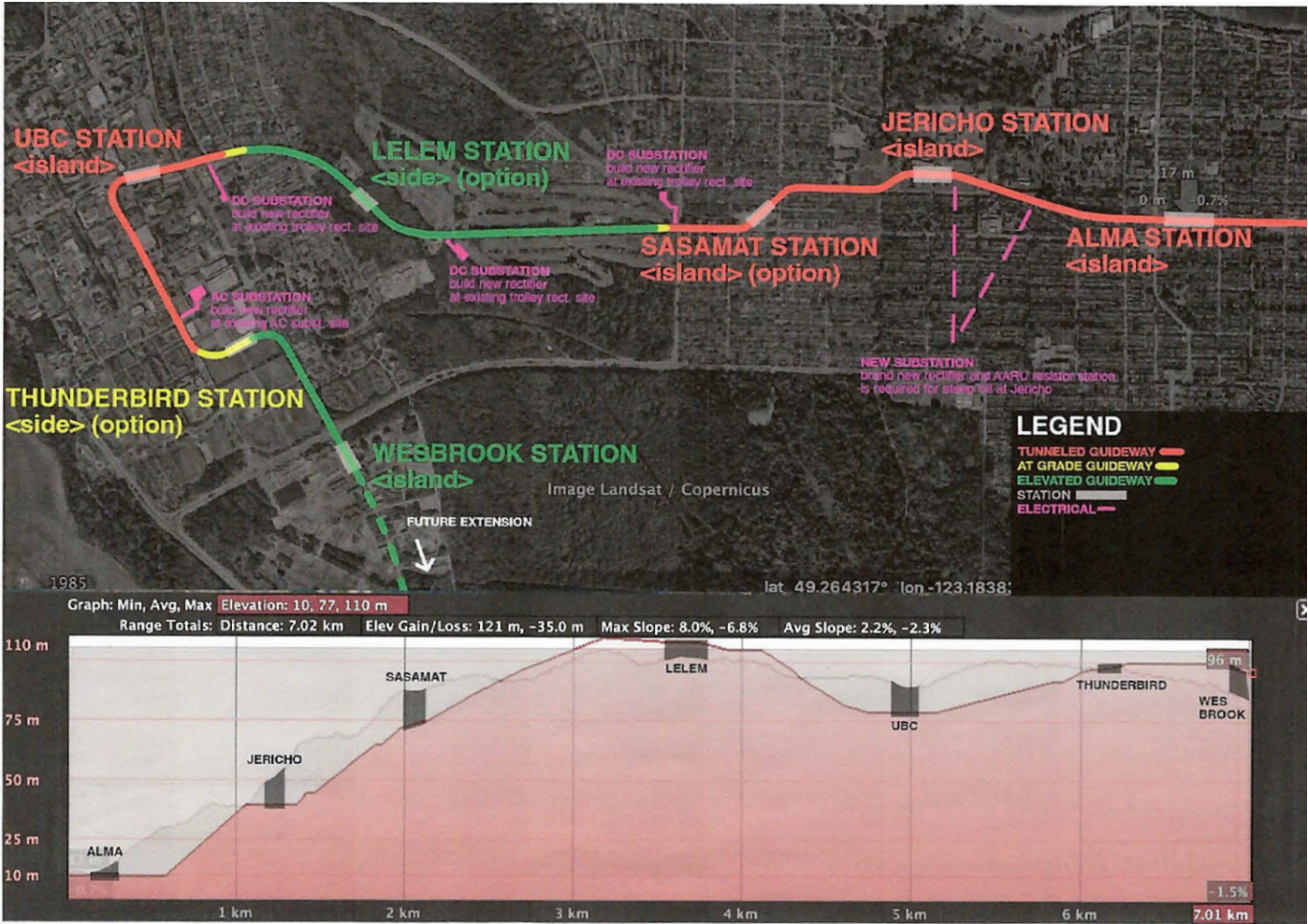
Please note that the road geometry on the route has not changed majorly since the 41 totem was discontinued in 2006, and should still support 40ft buses.

I would be happy to be forwarded to the relevant departments if necessary, I have some maps and photos and some more detailed information should that be needed

I look forward to hearing back!



POTENTIAL UBC SKYTRAIN ALIGNMENT PROPOSAL MADE BY:



125 cars

- 105x MK5 (21 sets)
- 4x MK2 (2 sets)
- 16x MK3 (4 sets)

KEY

- Ground Level Guideway
- Elevated Guideway
- Millennium Line (Elevated)
- Millennium Line (Tunnel)
- 1983 Expo Line (retrofit or demolish)
- Expo Line (Elevated)
- Building
- Roadway Viaduct

Map labels include: Union Construction, Mixed Use Development, 103rd Street, VOP, Substation, Maintenance Facility, and 103rd Street Station.

Imagery Date: 9/30/2023 49°16'01.95" N 123°05'30.98" W elev. 7 m eye alt. 1.21 km

[Copy of email]

Hello! I will explain my drawing.

Thanks to Movement, I had become aware that TransLink was considering an OMC6 near the western Millennium line, in order to facilitate UBC extension and the necessary fleet expansion.

For a while, I have been thinking about ways to connect the Expo mainline to Millennium near Commercial-Broadway, as that would eliminate the one-hour travel time to shuffle trains from Commercial (CM) to Broadway (BW). This will only become more important when the Broadway extension opens. This can be made possible by having a single-track bi-directional elevated guideway from Terminal Avenue to the VCC-Clark tail track (VCT). In addition to allowing easy deadhead train trips from downtown to the millennium line, this guideway would make possible alternate service patterns when required for detours or disruptions.

Please note the expo line alignment along Terminal Avenue. The "Kilometre One" of SkyTrain was built by UTDC in 1983 as a demonstration and test track to showcase ALRT/ICTS technology. The test track comprised of Main Street station, and a concrete guideway until the end of Terminal Avenue. The infrastructure built for this test track was re-used and joined into the rest of SkyTrain between 1983 and 1985 when the system opened. According to a good friend of mine, this 1983 test track required structural upgrades when the MK-II was introduced, in order to support the added weight. It has also come to my attention that this stretch of guideway is the only part of mainline that was not designed with seismic stability in mind. Today, Kilometre one continues to be used for Expo line service, despite its flaws. Notably, there is also no crossovers on the guideway between MN and BW, which has proven problematic time and time again when single tracking is required (whether planned or unplanned). The construction of OMC6 and the associated flyover guideway would provide an excellent opportunity to either upgrade or rebuild Kilometre One.

As for OMC6. While reading the SkyTrain Facilities Strategic Plan (posted by a movement member) I found out that OMC6 was being considered. The document stated the following requirements:

- 125 cars of train storage (ATC presumably)
- 4 maintenance bays (VMS)
- 2 VCIF tracks
- 1 wash track
- 2 RBE storage bays (had to ask what that meant, but that's apparently speeders and grinders and the like.)

According to these requirements, I took it upon myself to loosely design a hypothetical OMC6 in False Creek Flats, which seemed like the most geographically sensible place for it. There is an existing freight rail yard owned by BNSF on site, but as far as I am aware as a train spotter, this specific rail yard is declining in use, and the majority of trains use the Canadian National yard, just across the road and to the north. While buying the land from BNSF (and a handful of small industrial businesses) would be costly, the land is already situated directly beside the new Emily Carr station, and would easily facilitate new mixed-use residential-industrial buildings. These new buildings could be built on pillars above the OMC (like Granville Square downtown) or be built in any dead space not occupied by guideway or OMC buildings.

In my OMC6 design, I have included all of the requirements, as well as space for a substation and a staff parking lot. Trains would be able to enter the OMC from both lines, and may enter in reverse by proceeding through a series of crossovers. The access for the OMC from Millennium includes finally repurposing the VCT tail track. Expo access would be provided via the guideway to terminal avenue. The drawing I made is roughly to scale, assuming a MK-V train is 90m long, a MK-III is 75m long, and a MK-II is 40m long. I have intentionally excluded MK-I trains from this plan, as they will be gone by the time this may be built, sadly. Maybe the glycol trains will stick around, but that may be wishful thinking. My drawing also assumes a minimum turning radius of 35m for the yard, and 57m for mainline, as stated by RFI Q12-007. Most of the OMC would be built at ground level, saving costs and allowing for development in the dead space above the yard. The buildings pictured should not be taller than a single storey ideally, once again to allow integration with other developments. My yard design includes a reversing triangle for changing vehicle orientations. There are also 2 new pocket tracks, and a manual-only area for the maintenance facility. A small operations office or parts stores could be integrated into the maintenance facility. Also note that the Yard-Run-Around is fully circular, and allows for continuous clockwise circulation, like OMC1.

Hopefully this all makes sense, I will be happy to clarify anything if you'd like.

I also have a quick sketch for a small upgrade to OMC1/2 if you are interested to see that too. Specifically a covered walkway between OMC1 and the new OCC across the street, so that staff will not have to drive one block or walk in the rain.

Thanks for your interest!

Burrard Peninsula Area Transport Plan Phase 2 Engagement Response

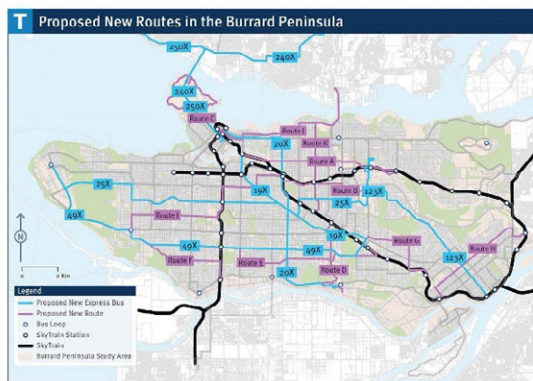
April 2025

MOVEMENT



Introduction

In 2024, Movement was asked to provide its suggestions on the upcoming Burrard Peninsula Area Transport Plan. We are pleased to see our many of our suggestions reflected in the draft plan presented by TransLink, and we would like to enthusiastically extend our broad support of the proposed changes.



New routes proposed in the plan (TransLink)

In particular, we support the following broad movements:

- Improvements to legibility and directness, with minimal disruption to riders
- Focusing central Burnaby's bus network on city hall, creating an "asterisk" (Package C)
- Route changes proposed as part of the Broadway Subway Extensions (Packages A & B)
- Significant expansion of express bus routes

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Suggestions

Despite our broad support of the changes, we would also like to offer some suggestions for routing changes. We would also like to express our support for certain proposed changes, while recognizing some local residents may have concerns.

Package A



- Support for discontinuation of Route 14
 - Including the addition of an R5 stop at Windermere St

We suggest:

- Weekend expansion of Route 44, particularly during summer
- Discontinuation of Route 44 trips to Dundarave following the introduction of New Route 250X
- Creating a new route or rerouting Routes 99 or 44 between Waterfront station, Seafair and UBC via Arbutus station
 - Provides extra capacity between Seafair and the Millennium and Expo lines

Package B



- Support for legibility and routing changes to Route 50
- Support for split of Routes 4 & 16

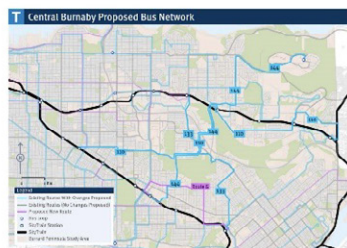
We suggest:

- Discontinuing Route 84 or converting it to an end-to-end express after suggested changes to Route 4 are implemented
- Extending Route 42 to UBC Exchange, providing better connectivity and servicing beaches west of Blanca St

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Suggestions

Package C

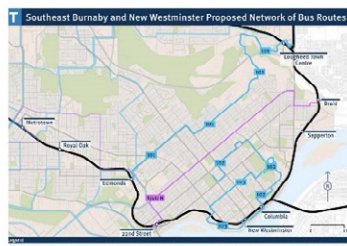


- Support for Route G
 - Reliability concerns regarding routing on Willingdon
- Support for "asterisk" based network, including legibility and directness improvements for Routes 144, 133, and 110

We suggest

- Swapping eastern routings of Routes 101 and 110 to improve legibility and directness
 - Route 110 would continue on Government to Lougheed;
 - Route 101 would serve Eastlake/Cameron to Lougheed via Production Way, avoiding rail crossing delays for Route 101

Package D



- Concerns about Route 101 crossing railroad tracks, presenting reliability problems
- Service duplication concerns with Routes 102 & 105
- Loss of service on 6th Avenue through and past Uptown

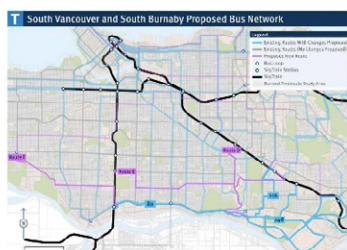
We suggest:

- Terminating Route H at Edmonds instead of 22nd Street station
 - Provides a common corridor with Route 112 between Southgate and Edmonds
 - Avoids reliability issues associated with 20th St
- Running either Route 102 or Route 105 on 6th Avenue, and terminating it at 22nd Street station

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Suggestions

Package E



- Support for new Routes E and F

We suggest:

- Recognizing ongoing planning work is taking place, consider terminating Route F at Musqueam First Nation
- Replacing new Route D with an extension of Route 27 along the same routing
 - Provides continuous North-South service across the Expo line east of Victoria Drive, a problem which persists after the proposed changes

Package F



- Support for new Route C
- Concerns with reliability on Georgia

We suggest:

- Extending the R5 further west from Burrard station to improve access past the Expo Line
- Consider routing Route 23 down Denman, terminating at Stanley Park Loop
- Naming new Route C “Around the Park” as a nod to the original service along that route

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Suggestions

Package G

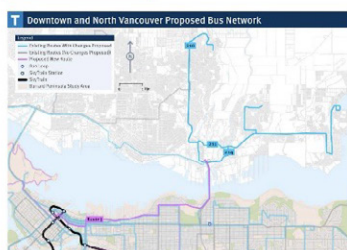


- Broad support for outlined changes and new routes

We suggest:

- Consider terminating Route 131 at Sperling station for direct SkyTrain access
 - Alternatively consider a "figure-8" with Routes 131 & 132 to provide service on Parker
- Consider routing Route 134 on Delta or Beta to provide more direct access to Brentwood

Package H



- Concerns about public backlash from new forced transfer
 - Benefit to riders from this change is unclear

We suggest:

- Abandoning these changes; or
- Providing significant rider benefits along with this change to offset drawbacks from forced transfer to infrequent routes
 - For example, raising Routes 210 & 211 to FTN levels
- Removing stops between Burrard and Main to lengthen express service

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Suggestions

Package I



- Support for proposed Downtown changes

Package J



- Support for significant expansion of express transit network
- Concerns about benefit of Route 240X compared with improving existing Route 240

We suggest:

- Creating new Route 16X to provide express overlay of Route 16W
- Consider terminating Route 20X at Bridgeport station via proposed R7 routing
- Extending Route 19X to New Westminster station via Kingsway
- Consolidating proposed Routes 123X and New B into one route
 - Consider running this route local west of Willingdon

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Suggestions

Package K



- Support for discontinuation of 145

We suggest:

- Introducing weekend service for Route 143
- Instead of introducing intra-campus service, upgrade stop at W Campus Rd to both directions, and route all SFU buses to stop there in both directions
 - Provides two-way service between west, central, and east campus with frequent buses
 - Westbound stop at W Campus Rd is well-used, but lacks R5 stop and two way frequent service

Package L



- Legibility concerns around number of changes proposed for Route 42
- Support for elimination of Routes 84 & 99

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Suggestions

Package M



(No comments)

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Conclusion

As both transit users and enthusiasts, Movement is elated to be included in the planning process, and grateful for the opportunity to provide feedback on behalf of riders. We look forward to further working with TransLink to ensure these plans deliver much needed improvements for transit riders.

Thank you for your consideration,
• The **MOVEMENT** Team



MOVEMENT

SUBMISSION FROM MOVEMENT *continued*

Movement would like to acknowledge we organize on the unceded, ancestral territories of many indigenous peoples, including 10 local First Nations: qíćəý (Katzie), q'wá:ńłəń (Kwantlen), k'wík'wəłəm (Kwikwetlem), máthxwi (Matsqui), x'wəθk'əyəm (Musqueam), qiqéyt (Qayqayt), se'mya'me (Semiahmoo), Skw̓xwú7mesh Úxwumixw (Squamish), scə́waθən məsteyəx'w (Tsawwassen) and sə́liłwətaʔ (Tsleil-Waututh).

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