

# Burrard Peninsula Area Transport Plan Engagement Summary Report Phase 2

August 2025



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# 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 Treaty lands, on-reserve communities and urban Indigenous Peoples.

## **ABOUT THIS ENGAGEMENT SUMMARY REPORT**

The purpose of this report is first to provide an overview of the second phase of First Nations, elected officials, and public engagement relating to the Burrard Peninsula Area Transport Plan (BP ATP), and second, to summarize the feedback received during this engagement.

The focus of the second phase of the BP ATP planning process was to develop proposed changes to the transportation network within the Burrard Peninsula area in response to key issues identified in Phase 1 and then to gather feedback from the community on these proposed changes.

Phase 2 BP ATP engagement activities included in-person and online engagements, and an online survey. The online survey focused mainly on proposed route changes to the local bus network and identifying priority gaps in the active transportation network.

Since respondents self-selected to participate in the survey, the results do not represent a random sample. As a result, the views represented in this report reflect the feedback and considerations of respondents only and may not be fully representative of the views of the general public and other interested parties.

The feedback obtained through this engagement process is considered as advice to planners and other decision-makers. This input informs the refinement and prioritization of BP ATP strategies and actions, alongside further technical analysis. Please note that not all comments and ideas received are actionable within the scope of this Area Transport Plan and would need to be addressed through further planning work and or coordination with local government partners.



# 1. Executive Summary

## Burrard Peninsula Area Transport Plan— Phase 2 Engagement Summary

### INTRODUCTION

The Burrard Peninsula Area Transport Plan (BP ATP) will identify key strategies and actions related to transit, cycling, walking, driving, and goods movement within the Burrard Peninsula. This area includes the cities of Vancouver, Burnaby, New Westminster, and part of Electoral Area A (specifically the University of British Columbia and the University Endowment Lands), and lies within the unceded Traditional Territories of numerous First Nations, including  $x^w m \theta k^w \dot{a} y \theta m$  (Musqueam) and  $S k w x w \dot{u} 7 m e s h \dot{U} x w u m i x w$  (Squamish Nation), both of which have reserve lands located within the BP ATP area.

The BP ATP is a comprehensive multi-year planning process that includes analysis of recent network performance, current and anticipated issues and opportunities, an assessment of community values and needs, and ultimately, the identification and prioritization of various strategies and actions to be implemented over the next 15 years. The planning process provides multiple opportunities for TransLink to engage with and receive feedback from a range of interested parties and the general public.

This report presents the results of the second phase of Indigenous, government and public engagement for the BP ATP. The approach to Phase 2 public engagement, which included 30 in-person and virtual engagement touchpoints and an online public survey, was designed and managed by TransLink with the support of consultant Engage Delaney.

### ENGAGEMENT AND COMMUNICATIONS STRATEGY

A BP ATP-specific engagement and communications strategy was developed with input from various TransLink teams with the primary goals of:

- Building broad awareness of the BP ATP process,
- Encouraging participation in engagement activities, and
- Gathering feedback from the public, First Nations and other interested parties on the draft transportation proposal recommendations.

To achieve this, a range of communication tools were used to reach different audiences and interested parties. This included a **BP ATP-specific website** and a dedicated project email address, which were shared publicly via various physical and digital platforms at the beginning of Phase 1 engagement and then throughout the planning process.

Both phases of BP ATP Indigenous and public engagement were designed to support TransLink's reconciliation and equity goals and to advance the equity, diversity, and inclusion commitments of *Transport 2050*. Special outreach efforts were made to engage marginalized and under-represented groups, including:

- Older adults,
- Youth,
- Persons living with disabilities,
- People with low incomes,
- Racialized communities,
- New Canadians, and
- Urban Indigenous communities.

Engagement was conducted between February 10 and March 9, 2025. A number of pre-engagement events were carried out starting January 18, 2025. This allowed TransLink to engage more closely with some under-represented groups who we had identified proactively in our Engagement Strategy as people whose voices were often under-represented in transportation planning and would benefit from additional information. The results from these events are also included in section 5 of this report.

## **FIRST NATIONS ENGAGEMENT**

Engagement with local First Nations was initiated early and to support reconciliation goals and ensure meaningful, respectful collaboration throughout the process. TransLink connected with Musqueam, Squamish Nation, and Tsleil-Waututh Nation whose unceded, Traditional Territories intersect the study area to share project information, understand community-specific transportation priorities, and incorporate culturally informed input into the planning process.

First Nation participants provided valuable feedback on the draft BP ATP, emphasizing the importance of community-centered engagement and better integration with on-reserve planning and long-term development priorities. Input highlighted the need to ensure that transit services and infrastructure reflect the unique needs of each community, with particular attention to safety, governance, and alignment with broader Nation-led initiatives. Participants also expressed interest in further dialogue on cultural recognition, service to economic development sites, and how regional transit planning can meaningfully incorporate Indigenous perspectives.

TransLink remains committed to ongoing engagement with First Nation and urban Indigenous communities to understand and incorporate their current and future transportation and active transportation needs. We recognize the importance of maintaining flexibility within the BP ATP to incorporate emerging projects that reflect these needs. To achieve this, we aim to ensure that new initiatives are seamlessly integrated into our transportation planning work, fostering collaboration and supporting the communities' longer-term goals and priorities.

**ENGAGEMENT WITH ELECTED OFFICIALS AND CANDIDATES**

To engage elected officials, TransLink’s Government Relations team conducted informal pre-engagement during summer and early fall 2024. This included informal updates during facility tours and meetings. Further engagement occurred through:

- A local elected officials’ forum specific to the BP ATP in June 2024,
- A follow up project update memo to local elected officials in January 2025,
- Provincial government candidate briefings, and
- Community events hosted by MLAs.

**KEY FINDINGS**

Phase 2 engagement feedback on proposed route changes was for the most part positive, with only seven of 59 proposals having more opposition than support. To see the complete summary of support or opposition for all proposed route changes, please refer to the graph below.<sup>1</sup>

Respondents were generally supportive of proposals that made routing more direct, increased the number of available connections to other transit services, or improved access to goods, services, or destinations within the Burrard Peninsula. Conversely, common concerns expressed in the feedback primarily related to the loss of transit access along a particular corridor or in a specific area, the potential for increased overcrowding on routes with existing high ridership, and the potential for additional transfers or longer travel times when routes were proposed to be extended or shifted to corridors where congestion is perceived to be worse.

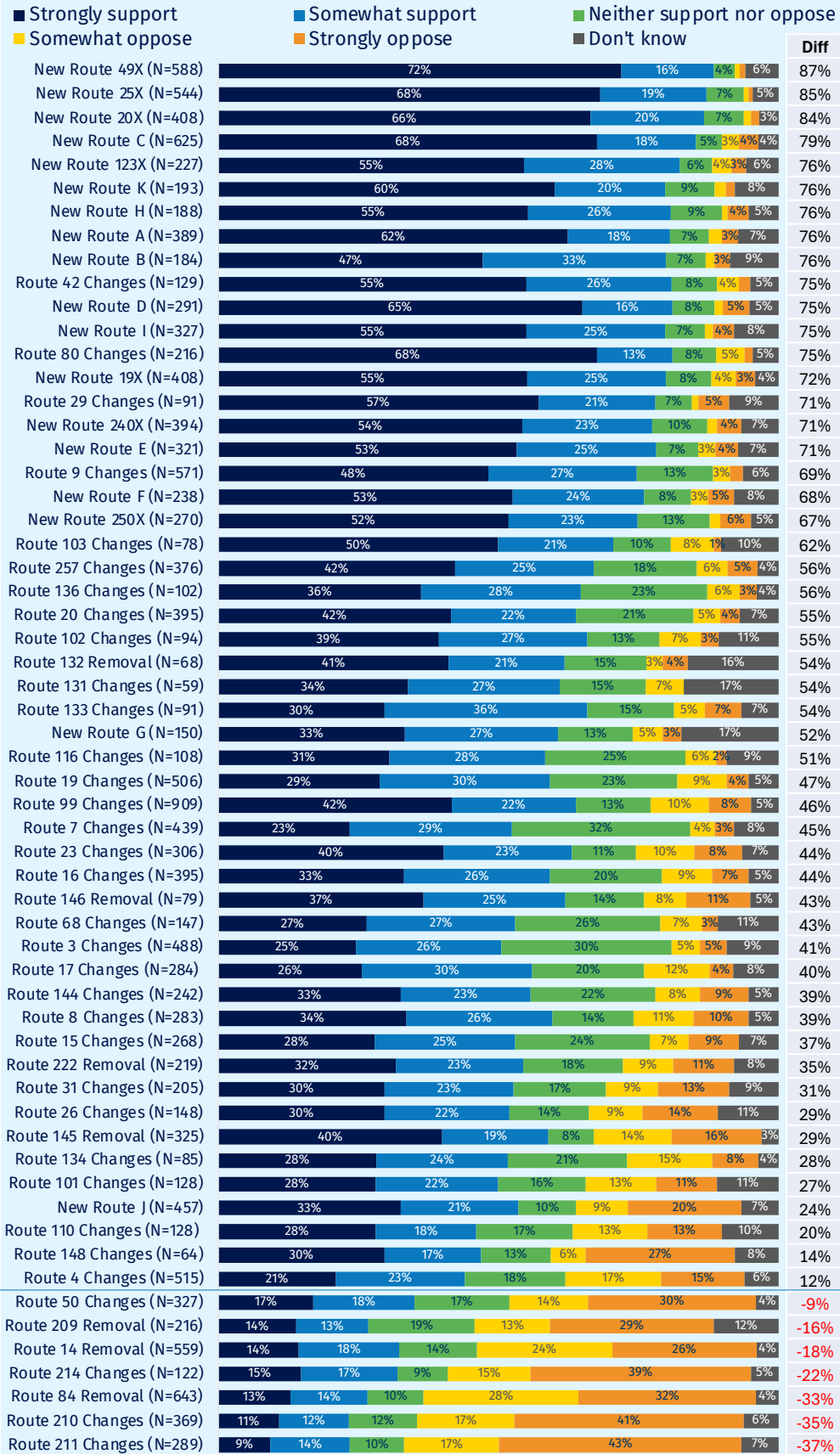
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<sup>1</sup> The differentials (“Diff”) between support and opposition to each proposal are indicated in the column to the right of the graph, Black numbers indicate support was stronger than opposition, while red numbers indicate that opposition was stronger than support.

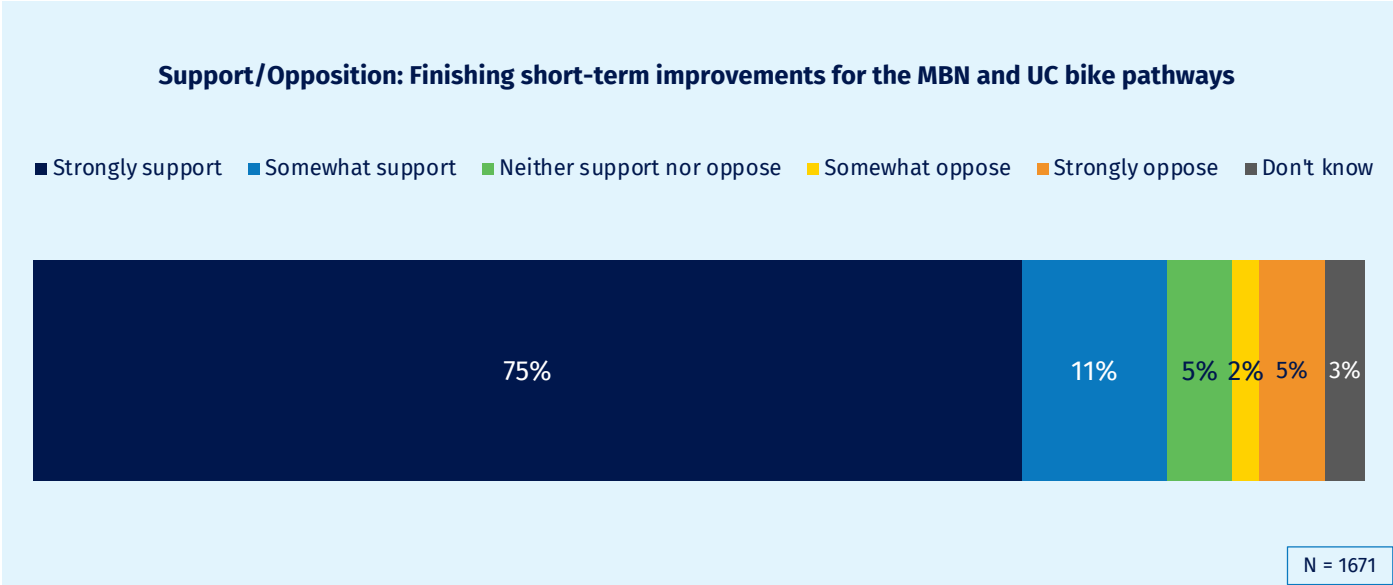
Throughout the report, the total number of respondents who answered each question is indicated in the bottom right corner of each figure containing a graph, using the standard “N=#”.



## Support/Opposition Summary for Each Proposal



For active transportation, the Phase 2 survey did not include any questions specific to walking or rolling as sufficient feedback was gathered in the Phase 1 survey. Instead it focused on questions relating to cycling infrastructure within the BP ATP study area. In general, respondents expressed strong support for finishing the short-term improvements for the Major Bikeway Network and Urban Centre bike pathways.



**NEXT STEPS**

This feedback, along with further input from First Nations, local, regional, and provincial partners and additional technical analysis, will inform the development of the final recommended transportation priorities for the Burrard Peninsula, which will be shared with the public in **early 2026**.

**NOTE ON ENGAGEMENT FINDINGS**

As mentioned earlier, it is important to note that respondents **self-selected** into the engagement process, and their views may not fully represent the general public or all community groups. Some comments may also fall **outside the scope** of the BP ATP. This includes issues of regional significance, such as transit fares, and comments relating to infrastructure outside of TransLink’s jurisdictional control (e.g., amenities at on-street bus stops).

## 2. Project Background

### ABOUT THE BURRARD PENINSULA AREA TRANSPORTATION PLAN

The purpose of the BP ATP is to identify and prioritize recommended actions related to transit service, cycling, walking, and goods movement for the transportation network within the Burrard Peninsula. This area encompasses Burnaby, New Westminster, Vancouver, and the University of British Columbia (UBC) and the surrounding University Endowment Lands (UEL), which are part of Electoral Area A.

The study area also lies within the unceded Traditional Territories of local First Nations including *kʷikwəłəm* (Kwikwetlem First Nation), *q̓w̓a:n̓lən* (Kwantlen First Nation), *xʷməθkʷəy̓əm* (Musqueam), *q̓iq̓éyt* (Qayqayt First Nation), *Sk̓wx̓wú7mesh* *Úxwumixw* (Squamish Nation), and *səlilwətaʔ* (Tsleil-Waututh First Nation).



Guided by our regional transportation strategy, *Transport 2050*, and its vision of ‘Access for Everyone’, the BP ATP will help TransLink prioritize future investments in the transportation network over the next 15 years, so that everyone can more easily connect to people, places, and opportunities.



## **PURPOSE AND GOALS OF PHASE 2 ENGAGEMENT**

Public feedback gathered during **Phase 1 engagement** (2023-2024) was used, alongside input from other interested parties, to develop recommendations for improvements to transit service, active transportation (walking, rolling, cycling, and scooting), and goods movement. In Phase 2 of the planning process, TransLink returned to the public to ask for their thoughts on the draft recommendations for bus network changes (which included changes to the paths of some existing bus routes and some potential new bus routes) and priority areas for cycling/scooting infrastructure improvements.

Ample feedback was gathered during Phase 1 on improvements for walking/rolling, goods movement, and making transit easier to use, safer, more accessible, reliable, and comfortable. Therefore, additional feedback on these topics was not gathered as part of Phase 2 engagement. For more detailed information on the information that was shared and engaged on, please see the **Phase 2 Discussion Guide**.

The feedback gathered during Phase 2, along with additional technical analysis and input from municipal partners, will help refine the recommended transportation priorities for the final plan.

# 3. Engagement Methods and Participation

As part of Phase 2 of the BP ATP planning process, from February 10 to March 9, 2025, we asked for input on the draft actions and proposed route changes summarized below. This feedback, alongside additional input from First Nations and other interested parties, was crucial in helping us understand the impact of these proposed changes on transit riders and how to best to prioritize the implementation of these actions over the next 15 years to improve transportation in the study area.

## 3.1 In-person Engagement and Virtual Presentation

There were a total of 24 in-person engagement events and 6 virtual presentations, as well as a pre-recorded 12-minute presentation posted on the project website, which was viewed nearly 800 times. Through these 30 events, we engaged with more than 1,600 people and the feedback collected from these events was manually entered and analyzed alongside the online survey data.

In-person engagement events were held in various locations throughout the study area, while virtual presentations were given to a range of groups that typically met online. In-person engagement venues included post-secondary institutions, community centres, neighbourhood houses, libraries, bus depots, and busy commercial centres. The groups that met virtually included resident advisory committees and non-profit community organizations. This combination of in-person and virtual engagement enabled TransLink staff to “meet people where they are” and to reduce barriers for people to share their thoughts—with a focus on creating opportunities for those who are typically under-represented in transportation planning processes.

When planning these events, consideration was taken into ensuring that venues and materials were accessible and inclusive and that various time-slots suited availability for as many participants as possible. For example, at the pop-up events, large display boards illustrating proposed route changes and gaps in the active transportation network were exhibited. Attendees were encouraged to provide feedback on certain routes using customized sticky notes that included space to provide the bus route number they were providing feedback on and what they liked and disliked about the proposed change. For feedback on the active transportation network, attendees were asked to rank priority gap areas in order of importance.

In addition to public outreach, we partnered with CityHive’s Urban ReVision program to deliver six in-person youth-led events. CityHive runs programs that encourage and enable youth involvement in civic planning, shaping and decision-making and the Urban ReVision program is designed for Black, Indigenous, and People of Colour (BIPOC) youth aged 18 to 30 who are interested in the urban planning profession. The program ran for 10 weeks and there were 25 participants who were grouped by study area to design and plan an engagement event as their final project, with a focus on targeting BIPOC youth. TransLink staff supported respondents by providing technical information, engagement materials, advice and regular check-ins, reviewing plans, organizing materials, and setting up and staffing events with subject matter experts. See **Appendix F** for more details on CityHive activities.

Below is the list of events and audiences we reached over the engagement period.

DATE	LOCATION	EVENT TYPE	AUDIENCE(S)	# ENGAGED
<b>PRE-ENGAGEMENT EVENTS</b>				
January 18, 2025	Eileen Dailly Centre—Burnaby	CityHive led focus Group	BIPoC Youth	12
January 18, 2025	Metropolis at Metrotown kiosk—Burnaby	CityHive led pop up	BIPoC Youth/public	191
January 22, 2025	CITYHIVE — Vancouver South	CityHive led pop up	BIPoC Youth	91
January 23, 2025	Movement – non profit organization that advocates for transit riders' voices in Metro Vancouver	Virtual Presentation	Movement members who contributed to the submission to TransLink during Phase 1 engagement	10
January 29, 2025	Gordon Neighbourhood House—Vancouver	Pop-up	West End residents/seniors	8
January 29, 2025	South Vancouver Neighbourhood House—Vancouver	In-person presentation	South Vancouver residents/seniors	20
January 30, 2025	Vancouver Food Policy Council	Virtual presentation	Low-income community members	16
January 30, 2025	University of British Columbia	CityHive led pop up	Youth	245
February 5, 2025	Hamilton Transit Centre—New Westminster	Pop-up	Transit Operators	63
<b>EVENTS DURING ENGAGEMENT PERIOD</b>				
February 10, 2025	Vancouver Public Library—Kitsilano—Vancouver	Pop-up	Residents/public	56
February 11, 2025	Climate Emergency Week —University of British Columbia	Pop-up booth	Youth	131
February 11, 2025	New Westminster Public Library—New Westminster	CityHive led pop-up	Residents/public	58
February 12, 2025	Burnaby Public Library—Metrotown—Burnaby	Pop-up	Residents/public	18
February 13, 2025	Burnaby Public Library—Tommy Douglas Branch—Burnaby	Pop-up	Residents/public	11
February 14, 2025	Century House—New Westminster	Pop-up	Seniors	42
February 14, 2025	Vancouver Public Library—Fraserview—Vancouver	Pop-up	Residents/public	28
February 18, 2025	University Neighbourhoods Association (UNA)	Virtual presentation	UNA residents	16
February 19, 2025	Burnaby Transit Centre—Burnaby	Pop-up	Bus Operators	52

DATE	LOCATION	EVENT TYPE	AUDIENCE(S)	# ENGAGED
February 20, 2025	Roundhouse Community Centre—Vancouver	Pop-up	Residents/families with young children	18
February 20, 2025	Movement	Virtual Presentation	Movement – wider membership	16
February 22, 2025	Mount Pleasant Community Centre—Vancouver	CityHive led pop up	BIPoC Youth	165
February 23, 2025	Britannia Art Gallery (inside Britannia Library)—Vancouver	Pop-up	Residents/public	56
February 24, 2025	Carnegie Community Centre—Vancouver	In-person presentation/ Feedback session	By invitation (organizations serving residents with low income or older adults)	12
February 25, 2025	City of Vancouver Committees	Virtual presentation	Representatives from Transportation Advisory Committee, Persons with Disabilities Advisory Committee, Women’s Advisory Committee, and the 2SLGBTQIA+ Advisory Committee	4
February 26, 2025	Vancouver Transit Centre—Vancouver	Pop-up	Transit Operators	66
February 26, 2025	Simon Fraser University –Burnaby Mountain Campus—Burnaby	Pop-up	SFU students	148
February 26, 2025	New Westminster Accessibility Advisory Committee	In-person presentation	Persons living with disabilities	15
March 8, 2025	International Women’s Day Event – South Vancouver Neighbourhood House—Vancouver	Pop-up	New Canadians, English-language learners, residents of South Vancouver	27
March 9, 2025	New Westminster Public Library	CityHive led focus group	Residents/youth	21
March 10, 2025	ConnecTra	Online	Persons living with disabilities	3

## 3.2 Online Survey

The online survey was split into two sections: one for transit focusing on bus service proposals and the other for active transportation. Both sections included maps to help respondents provide accurate and specific feedback. Participants had the option to provide feedback on either or both sections.

The transit survey focused on gathering feedback on specific bus routes, divided into three categories:

- Routes with proposed changes,
- Proposed new routes, and
- Existing routes being proposed for removal (discontinuation).

Participants could provide feedback on any and all bus routes they selected.

The active transportation section centred on gaps in the cycling and scooting network, asking for feedback on how to prioritize those sections of the Major Bikeway Network that have been identified for upgrades.

The survey was available in four languages in addition to English. These included Punjabi, Traditional Chinese, Simplified Chinese, and Spanish. Twelve in-language survey responses were received (four Simplified Chinese, four Traditional Chinese, and four Spanish).

Overall survey participation figures are as follows:

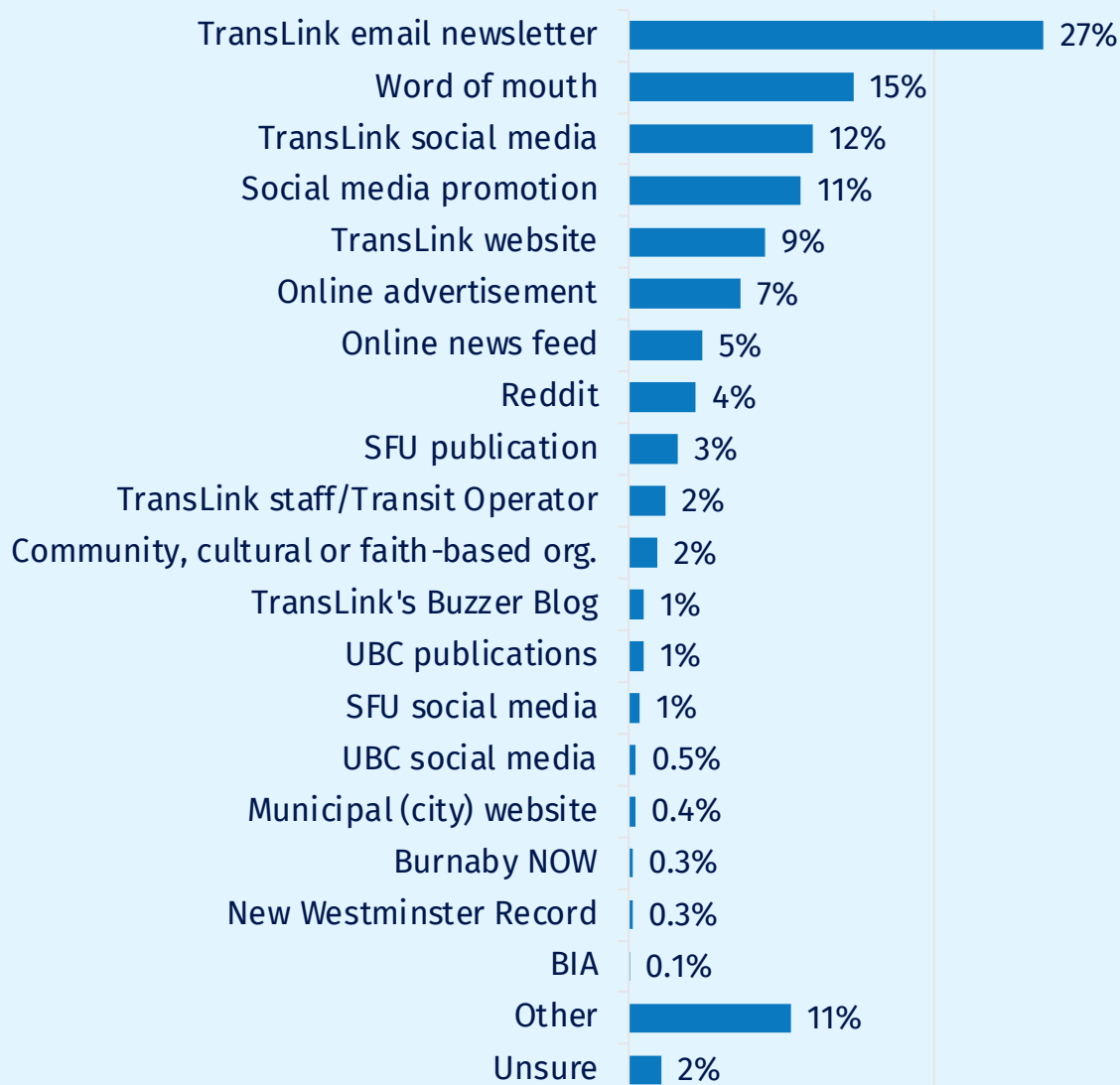
Total clicks (respondents entering survey)	9845
Total removed (did not provide any feedback or otherwise deemed invalid)	5602
<b>Number of valid responses<sup>2</sup></b>	<b>4243</b>

### 3.2.1 REACH OF ONLINE SURVEY

The survey was promoted through a variety of methods, mostly online (e.g. TransLink’s monthly e-newsletter and social media) and through word of mouth at events. Survey respondents were asked to indicate how they heard about the survey and the results were varied (as seen in graphic below).

<sup>2</sup> This includes surveys that were partially completed with valid responses.

## How you heard about the survey



N = 3339

## 3.3 First Nations Engagement

TransLink invited local First Nations to help shape the BP ATP through early and ongoing engagement aimed at understanding their respective community-specific transportation priorities. First Nations and urban Indigenous communities also provided direct feedback via a survey, which included an option for respondents to self-identify and, if they chose, name their specific community.

One First Nation provided written comments and requested a meeting to discuss the BP ATP in more detail. During the meeting, TransLink provided an overview of the planning process and opportunities for the community to participate and contribute input that reflects local values and perspectives.

These conversations helped to inform the development of the draft goals and actions and shaped considerations such as active transportation routing, transit safety, and stop locations.

## 3.4 Engagement with Elected Officials and Candidates

To engage elected officials, TransLink's Government Relations team conducted informal pre-engagement during summer and early fall 2024. This included informal updates during facility tours and meetings. Further engagement occurred through a local elected officials' forum specific to the BP ATP in June 2024 where feedback was gathered on the draft goals and actions. A follow up project update memo was also shared in January 2025 to provide a summary of Phase 1 engagement results and keep local elected officials informed of project progress and next steps in the planning process.

## 4. Communication Strategy

The main goals of the Phase 2 communication strategy were to:

- Raise awareness of upcoming Phase 2 engagement and encourage the public and interested parties to take part
- Effectively communicate recommended actions and proposed route changes based on Phase 1 input

A variety of methods were used to inform people about the BP ATP project (see **appendices**). This included physical advertisements, a media release, digital communication through internal and external websites, and social media. Ads were placed on bus and SkyTrain interiors, as well as on English radio (CFOX and Virgin) and non-English radio stations (Red FM and Fairchild). Furthermore, a video about the project was shown at Edmonds, Metrotown, and Commercial–Broadway SkyTrain stations.

In all these approaches, the BP ATP web page was highlighted as the main place for general information about the project, learn about upcoming engagement events, and participate in the online survey.



Posters in Simplified and Traditional Chinese, English, and Punjabi.

Similar to Phase 1 engagement, plain English was used in all messaging to ensure all project communications had minimal use of jargon and were easily understandable.

To reduce language barriers, key materials were translated to Chinese (Simplified and Traditional), Punjabi, and Spanish.

Wallet cards were distributed at engagement events where it was not possible to have longer conversations with people, such as at busy malls or certain campus settings. A QR code on the back face of the card directed people to the online survey.





## 4.1 Social Media

Phase 2 engagement was promoted across all of TransLink’s social media channels including X (formerly Twitter), Instagram, Facebook, and LinkedIn. A post was also made on TransLink’s blog, the Buzzer. TransLink’s social media promotion across all platforms reached approximately 18,000 people. See **Appendix B**.

A social media kit was developed with suggested posts for relevant community organizations, municipalities, and elected officials to share on their respective platforms.

Below is a list of posts and blog articles created.

- **The Buzzer**
- **Facebook**
- **Instagram**
- **LinkedIn**
- **Twitter/X**

A mix of Meta, Google Display, and Google Performance was also used and altogether helped to generate over 29,000 clicks on the project landing page.

## 4.2 Traditional Media

At the beginning of the engagement period, a media release was distributed to local outlets.

Below is a list of articles written about the project: See also **Appendix G**.

- **Daily Hive Vancouver** [Jan 24 2025](#)
- **Daily Hive Vancouver** [Jan 24 2025](#)
- **Daily Hive Vancouver** [Jan 25 2025](#)
- **Vancouver Is Awesome** [Jan 28 2025](#)
- **North Shore News** [Jan 29 2025](#)
- **Daily Hive Vancouver** [Feb 21 2025](#)

There was also an interview in Cantonese at OMNI TV News Studio with host Karen So and Chris Chan, TransLink’s Travel Training Manager. The six-minute interview explained some of the key proposals included in the BP ATP and information about how the public could provide feedback. Chris also explained that pop-up engagements were happening so people who weren’t able to conduct the survey online by themselves could still provide feedback. A recording of the interview is available **here**.



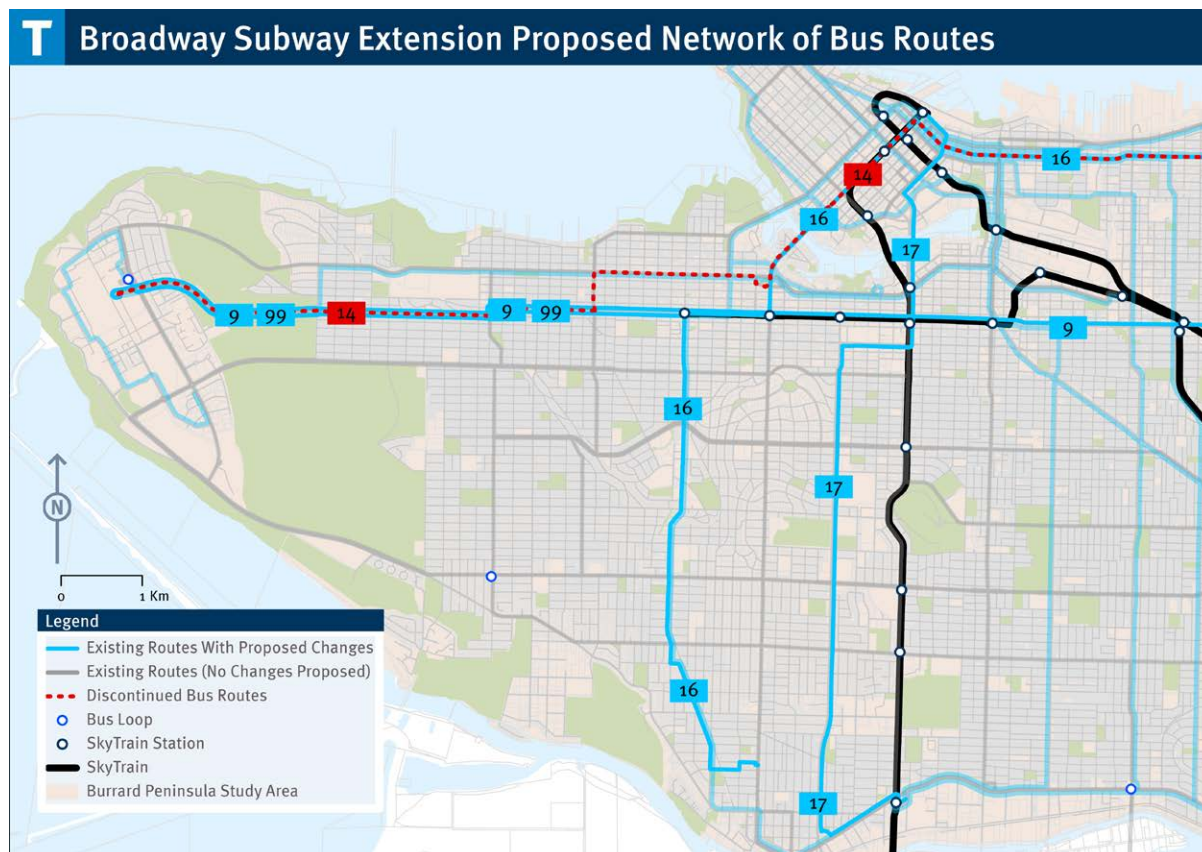
## 5. What We Learned— Public Engagement Results

The following is a summary of the feedback received within this second phase of engagement. First, engagement results for each proposed bus change are presented, followed by the engagement results for the proposed active transportation actions. Generally, the feedback received on the proposed actions was positive, with some proposed route changes that generated mixed comments and/or some concerns.

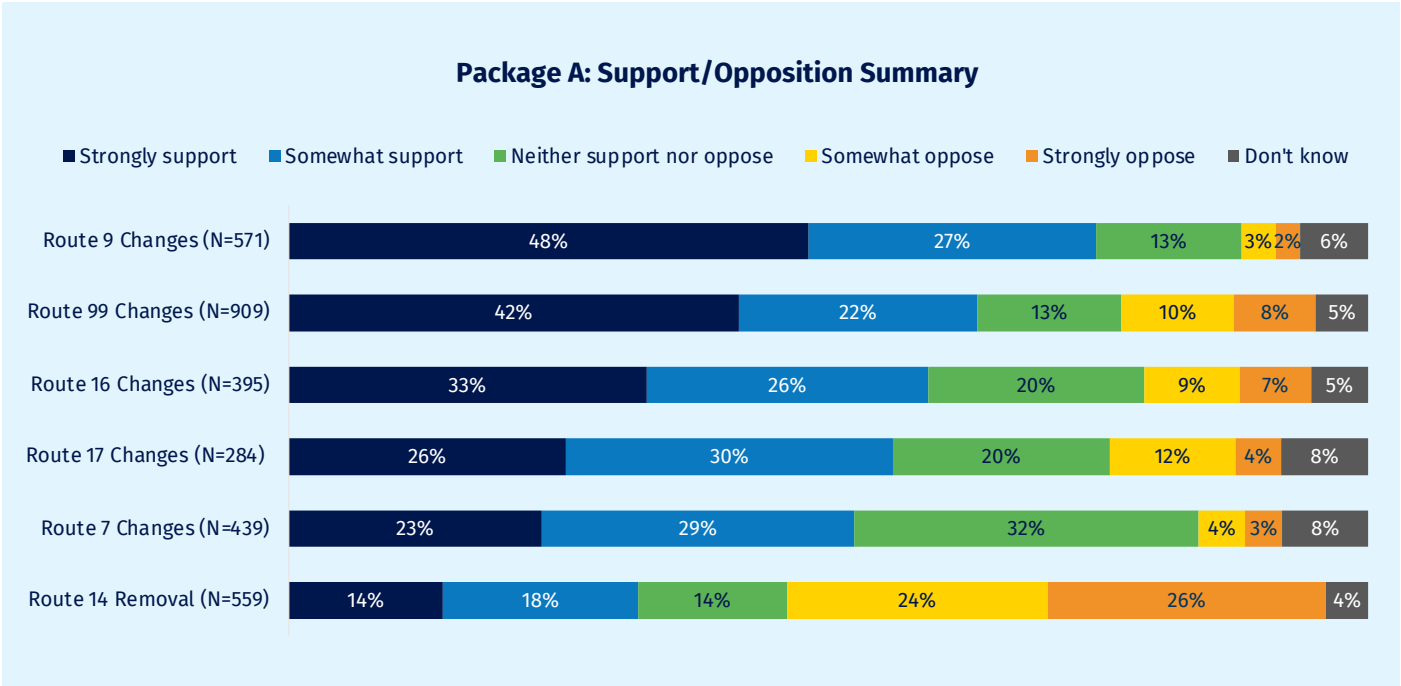
It is important to note that operational details such as bus stop locations and vehicle types will be determined closer to implementation and through additional planning work. In addition, TransLink acknowledges the need to reduce overcrowding, increase service spans, and improve reliability. Improvements to service frequency and hours of operation will be implemented according to the principles outlined in the **Discussion Guide**, and TransLink will work with local governments to implement transit priority measures, particularly for heavily congested corridors and priority corridors they have identified.

### 5.1 Transit Package A: Prepare the Local Bus Network For the Opening Of the Broadway Subway in Vancouver

Proposed bus route changes related to the opening of the Broadway Subway are shown in the map below and a summary of the level of support for each route change is shown in the graph below. More detailed feedback on these changes is provided in sections 5.1.1 to 5.1.3.



Summary of support and opposition to Package A proposals:



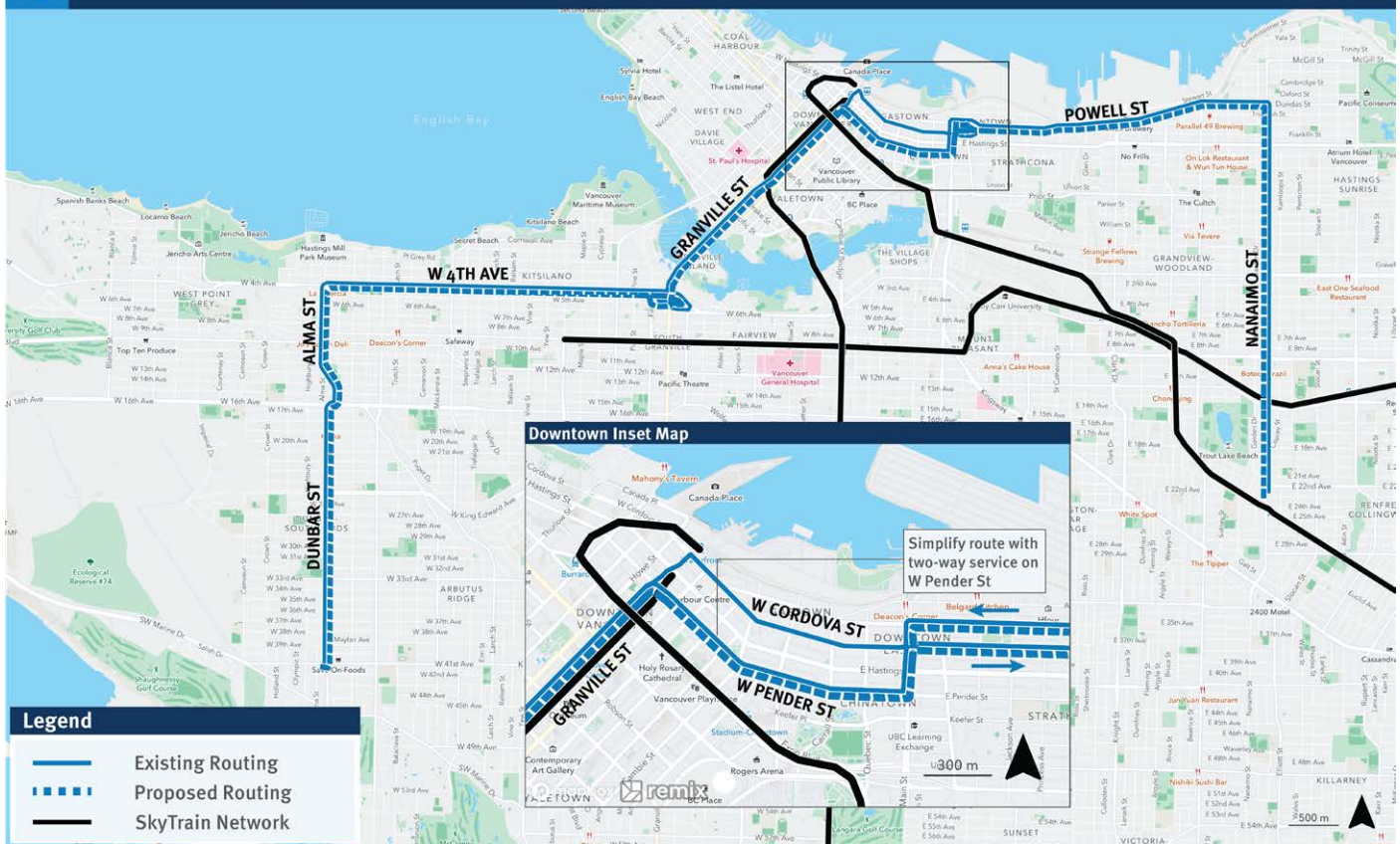
Note: Route 7 was incorrectly included in Package A. It is a longer-term change that is part of Package I.

5.1.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

Route 7: Dunbar / Downtown / Nanaimo Station

Route 7 is proposed to run in both directions on West Pender Street instead of eastbound on West Cordova Street and westbound on West Pender Street. The details of the proposed change are shown in the map below.

## T 7: Dunbar / Downtown / Nanaimo Station



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 7 overall was positive to neutral, with half (52%) supportive, three in ten (32%) neither supportive nor opposed, and 7% opposed.

### Route 7 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 439

Most respondents supported the two-way Pender Street routing for clarity, but some people were concerned about losing access to Waterfront Station. Route 7 was said to be quite unreliable and overcrowded, and these changes were not always seen to address frequency issues or reliability issues. Many suggested the route be split into two, for example, with separate Dunbar and Nanaimo Station services to improve reliability. Increased frequency, late-night service, and better bus priority measures Downtown were the most commonly suggested improvements.



The most common **likes** were:

- **Two-Way Service on Pender Street:** Many supported bi-directional routing of Route 7 along Pender Street instead of using different streets. This eliminates confusion about where to catch the bus, especially for respondents unfamiliar with the area.
- **Improved Clarity & Simplicity:** Participants liked that the route would be easier to understand and more predictable. Finding reverse-direction bus stops would now be simpler. New transit users and visitors in particular would find it easier to locate bus stops when buses run both ways on the same street.
- **More Direct Routing to Chinatown & East Vancouver:** Some appreciate that this change provides a clearer route from Granville Bridge to Chinatown. Direct bus connectivity from 4th Avenue to Granville Street and City Centre was also seen as a positive.

The most common **concerns** were:

- **Increased Distance from Waterfront Station and Gastown:** Many respondents disliked that Route 7 would no longer stop at Waterfront Station, making transfers to SkyTrain, SeaBus, and West Coast Express less convenient. This change also moves the route further from key destinations in Gastown.
- **Concerns About Increased Congestion:** Some felt that Pender Street may become overcrowded with the additional bus traffic. Several respondents argued that Cordova Street would be a better alternative if it were opened to two-way bus service.
- **Reliability Issues with a Long Route:** Many noted that Route 7 is already often late or inconsistent and worry that these changes do not contribute to improve its reliability. Some suggested that the long route be split into two separate services to prevent delays along one section of the route from affecting the entire corridor.
- **Overcrowding and Frequency Issues:** These respondents worried that removing Route 4 (which is proposed in Package B as a longer-term change) from Downtown and routing it differently would increase pressure on Route 7, making it even more crowded. Many requested that Route 7's frequency be increased to compensate for lost service on Route 4.
- **Change Not Improving Reliability:** Dunbar riders felt Route 7 is slow and unreliable, and this change does not address service gaps or bus bunching.

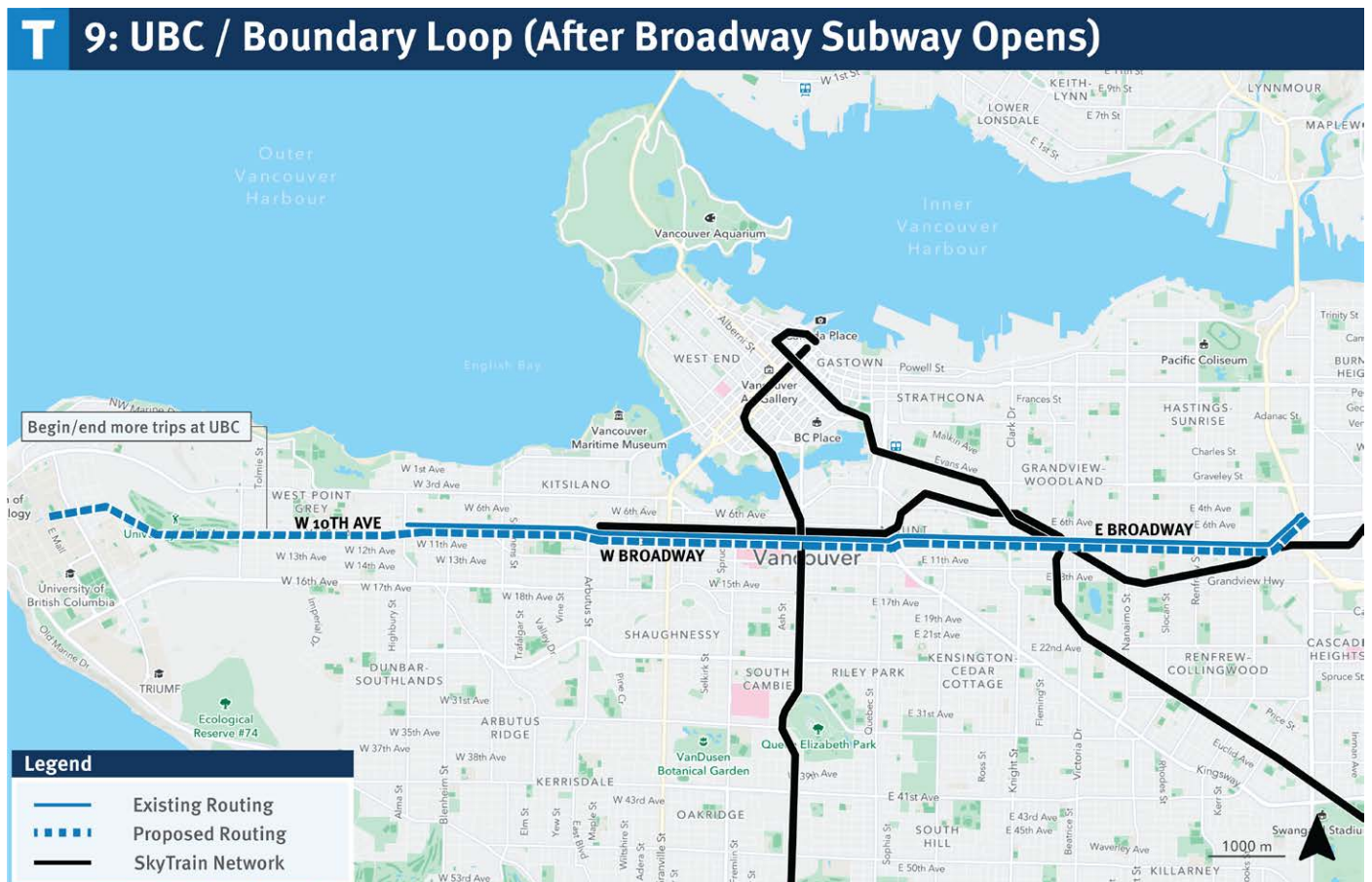
Common **suggestions for improvements** included:

- **Increase Frequency and Reliability:** Many respondents suggested running Route 7 more frequently, especially at peak times and late at night, and considering the removal of Route 4. Some requested bus priority measures Downtown and on Granville Bridge to prevent delays.
- **Restore Access to Waterfront Station:** Some argued that removing Route 7 from Waterfront would make transfers to other transit services harder. A few suggested keeping Route 7 on Cordova Street instead of Pender Street to maintain access to key destinations.
- **Split the Route for Better Reliability:** Many respondents suggested splitting Route 7 into two shorter routes, with one serving Dunbar and another serving Nanaimo Station, to prevent delays along one section of the route from affecting both sides of the route. Some suggested naming them 7E and 7W to distinguish the two branches.
- **More Evening and Late-Night Service:** Several respondents emphasized the need for NightBus service to Dunbar, as there are currently no night routes in the area.

- **Better Bus Stop Amenities and Accessibility:** Some respondents requested more bus shelters, real-time arrival displays, and better lighting at stops, especially for safety at night. Others suggested braille signage and audio announcements for visually impaired respondents.
- **Restore Bus Connections to Powell and Victoria Streets:** Some respondents, particularly those in East Vancouver, requested that service continue on Powell Street to avoid cutting access to the recycling depot at Victoria Street and Powell Street.
- **Reduce Turns and Make Routing More Direct:** Some suggested reducing the number of turns Downtown to make the route faster and more reliable. A few proposed running the route in both directions on Cordova Street if the City allows two-way traffic there.

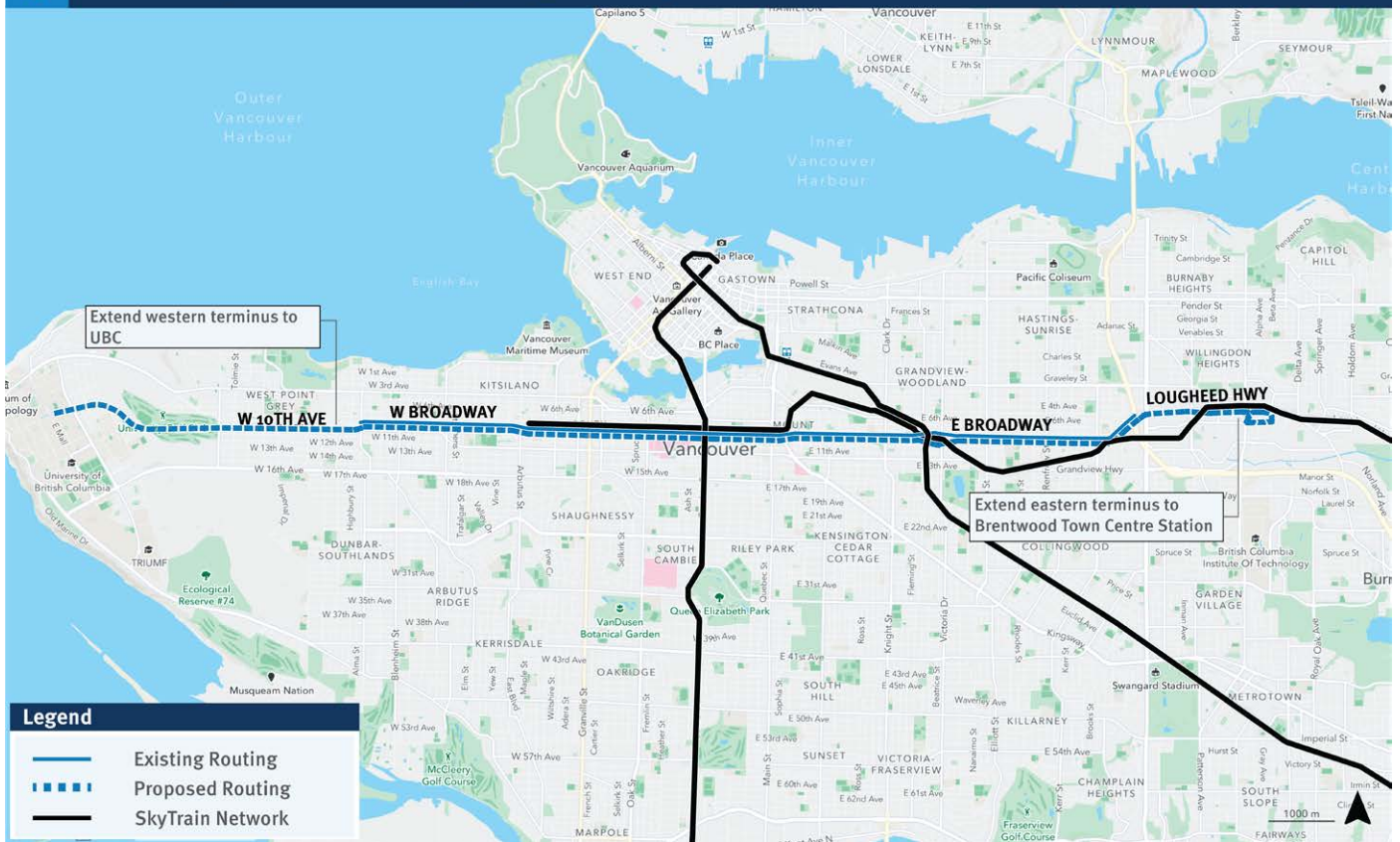
### Route 9: UBC / Boundary Loop and Brentwood<sup>3</sup>

After the Broadway Subway opens, more Route 9 trips are proposed to be extended to UBC and to start from UBC. In the longer term, the route is proposed to be extended east to Brentwood Town Centre Station once funding and more bus layover space is available at Brentwood. The details of the proposed changes are shown in the maps below.



<sup>3</sup> Some Route 9 changes also fall under Package B. For ease of reading and clarity, the full summary of feedback for this route is provided here.

## T 9: UBC / Brentwood (Long-Term)



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 9 overall was very positive, with three quarters (75%) supportive (48% of whom were strongly supportive), 13% neither supportive nor opposed, and 5% opposed.

### Route 9 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 571

The feedback highlighted strong support for extending Route 9 to UBC and Brentwood while emphasizing concerns about service reliability, overcrowding, and nighttime safety. Participants wanted increased frequency, better transit integration, and Indigenous cultural representation. Additionally, there was a strong desire to maintain service levels to accommodate the high number of students and commuters relying on this route.

The most common **likes** were:

- **Extension to UBC and Brentwood:** Many respondents supported the extension, citing improved accessibility, reduced transfers, and better connections for residents near Rupert Station, who would no longer need to rely on or walk further to the Millennium Line.
- **Improved Access to Education and Services:** The route's ability to connect people to UBC, high schools, and other key destinations (such as healthcare and job centres) was appreciated.
- **Better Local Service on Broadway:** The ability to maintain local bus service for shorter trips was highlighted as a major benefit, particularly for families and communities in housing complexes.
- **Increased Weekend and Evening Service:** Participants valued the prospect of better weekend service, as it would support work schedules, sports, and other activities.

The most common **concerns** were:

- **Service Frequency and Overcrowding Concerns:** Given the high number of students and commuters using Route 9, many expressed concerns about whether service levels would be high enough to accommodate demand, particularly with the proposed removal of Route 14.
- **Reliability and Safety at Stops:** Some respondents worried about delays, longer wait times, and the need for better safety measures such as increased lighting, cameras, and security presence, particularly for younger riders.
- **Transfer Timing Issues:** Some noted that bus schedules should better align with SkyTrain arrivals to ensure smooth transfers.

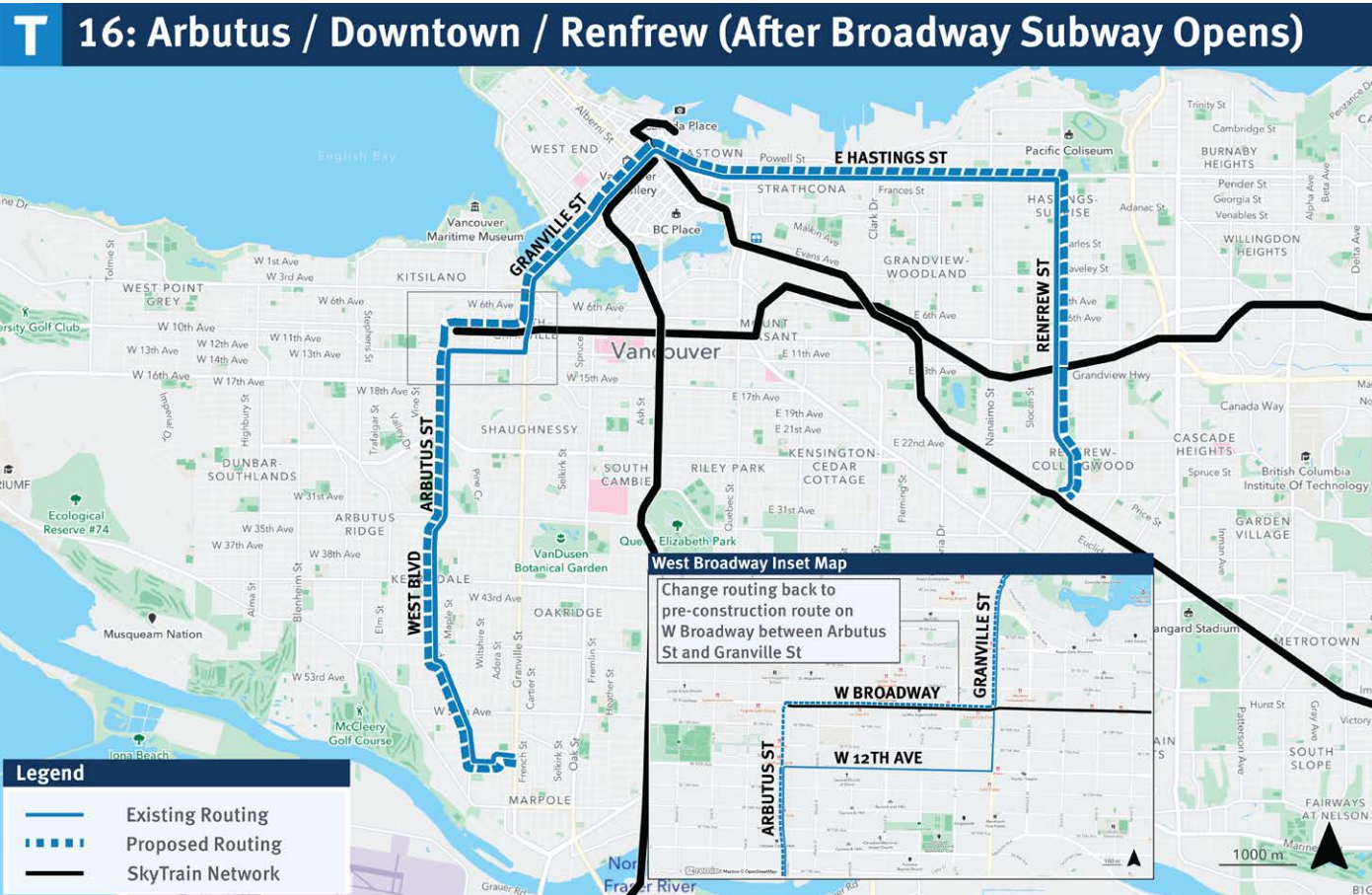
Common **suggestions for improvements** included:

- **Increased Frequency, Especially During Peak Hours:** Calls for more buses, particularly during school commute hours, were common.
- **Cultural and Indigenous Representation:** Some respondents suggested incorporating Indigenous names for major stops and adding cultural history displays on buses.
- **Better Integration with the Transit Network:** Some recommended extending the route to Gilmore Station to provide more convenience and to consider bus stop placements near important community spaces like Friendship Centres.
- **Infrastructure & Service Enhancements:** Requests included better pedestrian lighting at stops, improved security features, and ensuring bus service meets demand as the Broadway Subway affects other routes.



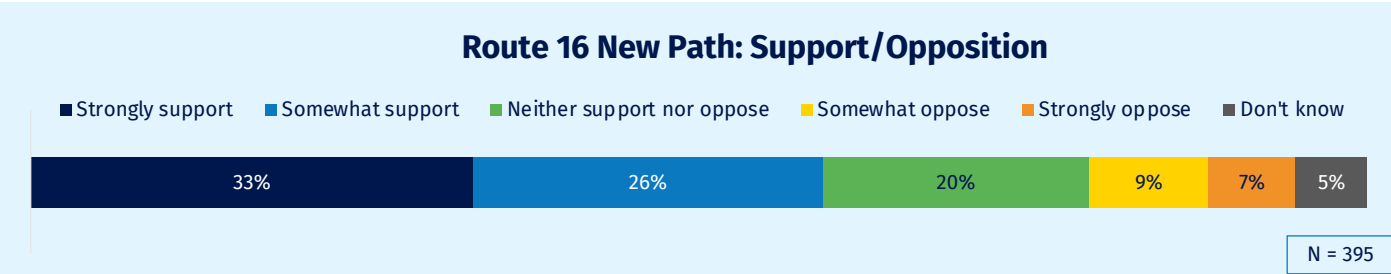
Route 16: Arbutus / Downtown / Renfrew

Most of the changes proposed for Route 16 fall under **Package B** and would be longer-term changes once funding and infrastructure are available. Under Package A, it is proposed to return this route to its previous routing to serve West Broadway instead of West 12th Avenue between Arbutus Street and Granville Street. Only comments regarding the return of this route to West Broadway from West 12th Ave are noted under the engagement results for Route 16 in this package.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 16 overall was positive to neutral, with the majority (59%) supportive, one in five (20%) neither supportive nor opposed, and 16% opposed.



Overall, there was more support than opposition for moving Route 16 back to West Broadway, particularly for transit efficiency and connectivity. However, there were concerns about accessibility and equity – especially for seniors – and suggestions to address this through complementary services or infrastructure improvements to maintain convenient access for most.

The most common **likes** were:

- **Improved Access:** Many respondents expressed support for returning the route to West Broadway as it would provide better access to key destinations like the future Arbutus SkyTrain Station, Granville shopping area, and the new Broadway Subway. Aligning the route with the future Arbutus Station was seen as a major benefit for connections.
- **Familiarity and Historical Use:** Several respondents noted that the route “originally” ran along West Broadway and felt returning to it was a logical step, improving reliability and connectivity.
- **Better Connectivity and Traffic Flow:** West Broadway would offer better access to other transit lines and destinations, making it a more logical corridor for the route. West Broadway was also seen as a corridor with better transit infrastructure, such as bus lanes and signal priority.
- **Coverage Benefits:** Some respondents noted the proposed route would provide better access to businesses and community services along West Broadway compared to the quieter 12th Avenue corridor.

The most common **concerns** were:

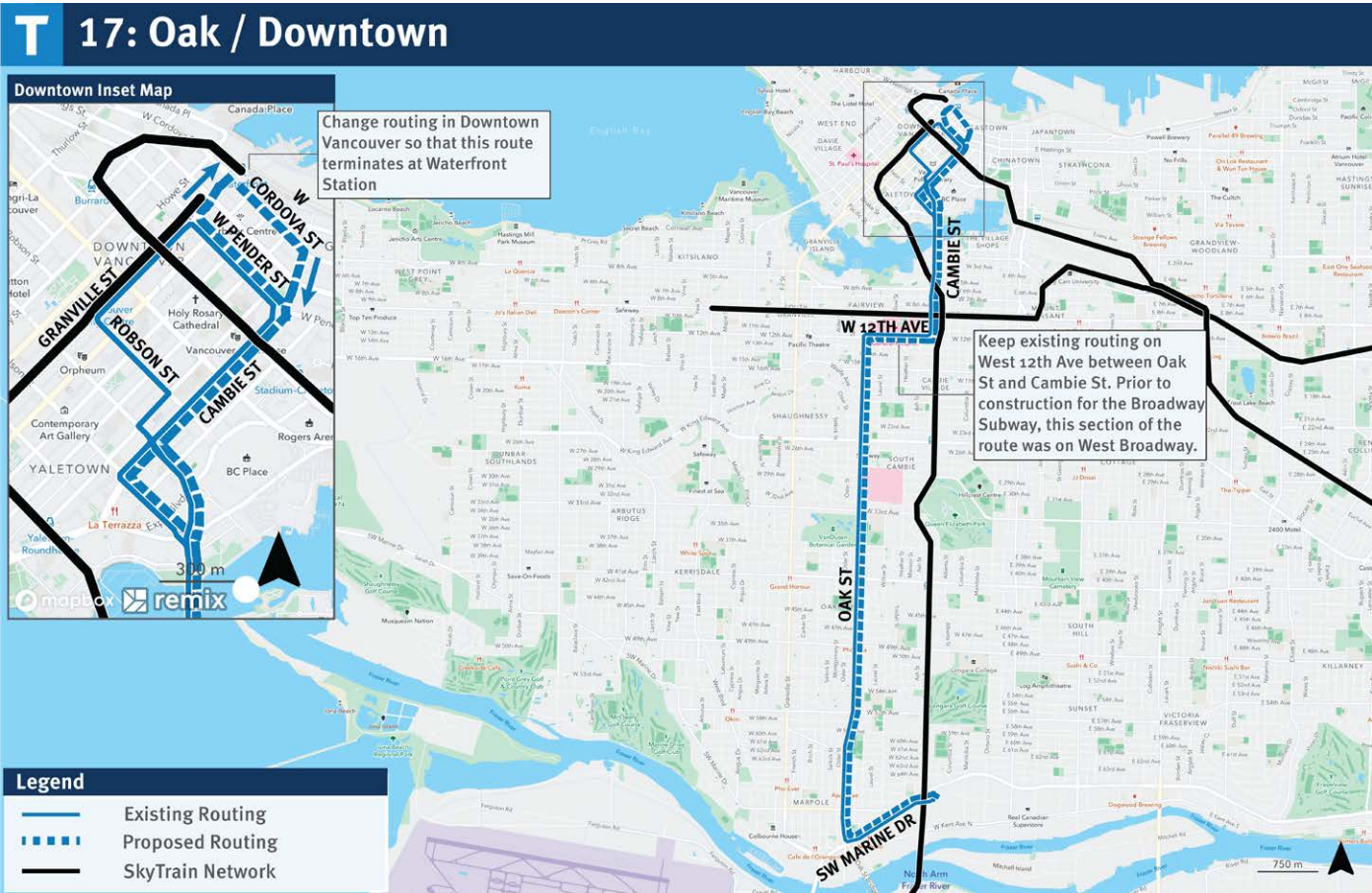
- **Impact on Seniors and those with Mobility Impairments:** Multiple people (especially seniors) raised concerns that West 12th Avenue is safer and flatter for walking compared to West Broadway. Some called West 12th Avenue “more senior-friendly” and were anxious about losing a close and accessible bus stop. It was mentioned that Pine Street between West 12th Avenue and West Broadway has a steep grade, making the walk to West Broadway difficult or unsafe for elderly or mobility-limited individuals.
- **Safety Concerns:** West 12th Avenue was said to be less busy than West Broadway, making it more pleasant and safer for boarding.
- **Overcrowding on Broadway:** Concerns were raised by some that adding another bus to the already congested West Broadway could cause crowding and reliability issues.
- **Disruption of Routine:** Several users expressed personal frustration that removing the West 12th Avenue routing would mean longer walks or eliminate a bus stop they use daily.

Common **suggestions for improvements** included:

- **Maintain Service on West 12th Avenue:** Consider maintaining part of Route 16 on West 12th Avenue or replacing the lost segment with a local shuttle for seniors and others affected by the hill.
- **Enhanced Pedestrian Access:** Add pedestrian infrastructure such as crosswalk improvements, shelters, and lighting between West 12th Avenue and West Broadway, especially at Pine Street.
- **Reassess Impact on Seniors:** Prioritize accessibility needs by conducting further consultation in areas with large senior populations.
- **Frequent Service Compensation:** Increase service frequency on the rerouted Route 16 to offset inconvenience from longer walking distances.

Route 17: Oak / Downtown

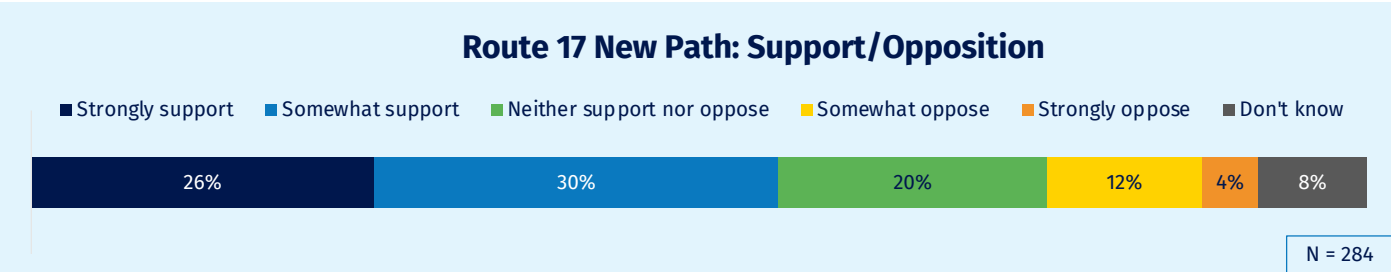
Route 17 is proposed to run in both directions on Cambie Street and West Cordova Street in Downtown Vancouver so that Cordova becomes a two-way street, and to keep serving West 12th Ave between Oak Street and Cambie Street to continue to provide access to Vancouver General Hospital. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 17 overall was positive to neutral, with just over half (56%) supportive, one in five (20%) neither supportive nor opposed, and 16% opposed.

While the extension to Waterfront Station and simplified routing were generally seen as positives, some concerns



remained about the loss of service on Robson and Granville streets, accessibility challenges, and existing reliability issues. Participants emphasized the need for better frequency, restored bus stops, and the implementation of transit priority measures to ensure the changes lead to real improvements in service quality.



The most common **likes** were:

- **Direct Connection to Waterfront Station:** Many respondents appreciated extending Route 17 to Waterfront Station, improving connections to the SkyTrain, SeaBus, and other transit services.
- **Simplified Downtown Routing:** The removal of the existing Downtown loop was seen as a positive change, making the route more direct and easier to understand.
- **Improved Access to Vancouver General Hospital:** Keeping service along West 12th Avenue was praised, as it would continue to ensure direct access to Vancouver General Hospital and other medical facilities.
- **More Efficient and Reliable Service:** Some respondents supported the more direct route, hoping it would lead to faster travel times and fewer delays.
- **Better Transfer Opportunities:** Some respondents saw benefits in aligning the route with the Broadway Subway and other transit services, making transfers more seamless.

The most common **concerns** were:

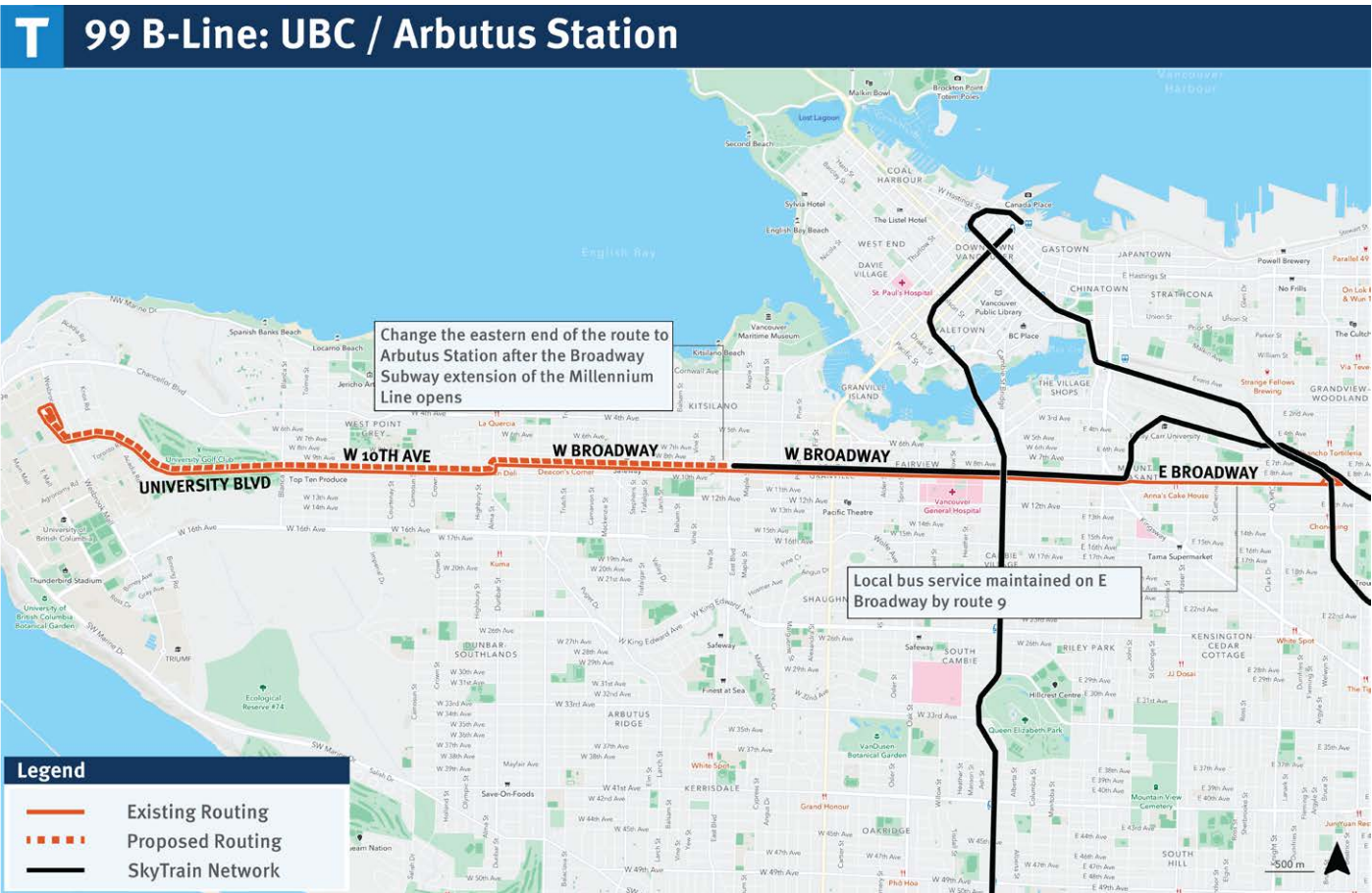
- **Loss of Service to Robson and Granville Streets:** Many respondents were concerned about losing direct access to key destinations like Granville Street, Vancouver Public Library, and shopping areas on Robson Street.
- **Potential for Increased Travel Times:** Some respondents felt that rerouting to Waterfront Station might add unnecessary travel time, making the route longer instead of more efficient.
- **Impact on Accessibility:** Some seniors and people with disabilities were worried about longer walking distances, especially with the removal of certain bus stops on Oak Street and in the Downtown core.
- **Reliability Issues:** Many noted that Route 17 is already highly unreliable, frequently experiencing bus bunching, cancellations, and long wait times. There were concerns that extending the route to Waterfront Station might worsen this issue.
- **Missed Opportunity to Connect with Oak-VGH Station:** Some respondents suggested that the route should serve the future Oak-VGH Station directly, rather than requiring an additional transfer.
- **Confusion Over Downtown Routing:** Some were unclear about how the new routing would work and whether the route would maintain access to key Downtown stops.

Common **suggestions for improvements** included:

- **Increase Frequency and Reliability:** Participants emphasized the need for more frequent service, better adherence to schedules, and reducing bus bunching.
- **Restore Service to Granville and Robson Streets:** Many requested keeping some form of service on Robson and Granville streets, either by rerouting or adding a separate bus to cover these areas.
- **Improve Stop Accessibility:** Some called for restoring bus stops that would be removed, particularly at Oak Street and 14th Avenue and near the Vancouver Public Library.
- **Ensure Efficient Transfers at Waterfront:** If the extension to Waterfront Station is implemented, respondents suggested clearer signage, better bus stop placement, and improved coordination with other transit routes.
- **Dedicated Bus Lanes on Oak Street:** Many noted that traffic congestion on Oak Street delays buses and suggested dedicated lanes or transit priority measures.
- **Consider Alternative Routing:** Some suggested rerouting the bus along West Broadway instead of 12th Avenue, or having it serve additional stops at the future Oak-VGH Station for better hospital access.
- **Use Larger or More Comfortable Buses:** Some requested larger, articulated buses during peak hours and improving bus cleanliness and seating comfort.

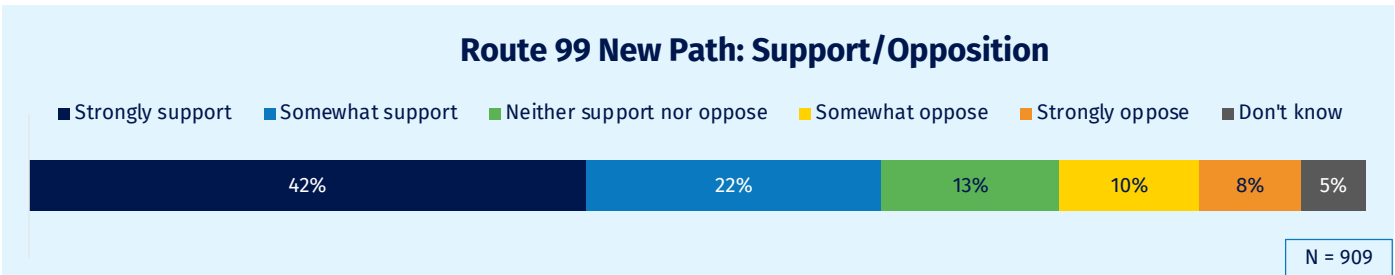
Route 99: UBC / Arbutus Station B-Line

The eastern end of Route 99 is proposed to be changed to the future Arbutus Station after the opening of the Broadway Subway. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 99 overall was positive, with the majority (64%) supportive, 13% neither supportive nor opposed, and 18% opposed.



Many comments on this route were related to SkyTrain. The Broadway Subway extension, which is currently under construction, was generally welcomed but there were concerns about forced transfers at the future Arbutus Station, service gaps, and overcrowding. Many respondents wanted express bus service maintained in some form, at least until SkyTrain service is extended to UBC. Improving bus frequency, transfer experience, and SkyTrain capacity would be critical to making this transition successful.

The most common **likes** were:

- **SkyTrain Extension is Long Overdue:** Many were excited about faster, more reliable SkyTrain service replacing the 99 B-Line. SkyTrain was seen as important to remove traffic congestion issues faced by buses. Better connections between UBC and major transit hubs, particularly Canada Line and Millennium Line, were highly appreciated.
- **Increased Efficiency and Service Redistribution:** This change was praised as redirecting bus resources to improve frequency elsewhere (e.g., Route 9). Shorter routing was liked as it was seen to improve bus reliability.
- **Relief for Overcrowding Issues:** The 99 B-Line is often over capacity, so a high-frequency train would reduce pressure on buses, also resulting in fewer bus bunching issues and less waiting at stops.

The most common **concerns** were:

- **Concern Over Service Gaps and Transfers:** Many commented on the loss of direct access from the Canada Line (Broadway–City Hall Station) to UBC, and transferring at Arbutus adding delays and inconvenience. There were concerns about overcrowding at the future Arbutus Station, where SkyTrain riders would need to transfer to buses to continue westbound. Some suggested potential negative impact on Route 9, as it might not be enough to replace local bus service along Broadway.
- **Potential Overcrowding on Millennium Line:** Many worried that the new SkyTrain extension won't be able to handle significant UBC commuter demand adequately. This would increase risk of long wait times for trains and buses due to increased passenger volumes.
- **Loss of Bus Stops and Accessibility Issues:** There was a concern that there would be no express bus service on Broadway east of Main Street, making transit less accessible for local riders.

Common **suggestions for improvements** included:

- **Keep Some Express Bus Service Along Broadway:** Maintain limited-stop bus service (e.g., every 3rd or 4th bus continues to Commercial–Broadway Station). Consider extending some 99 B-Line trips past Arbutus Street (to Granville or Cambie streets) to improve connectivity.
- **Provide a peak-hour express** from Arbutus Street to UBC with fewer stops.
- **Improve Transfers and Station Design:** Ensure smooth, fast transfers at Arbutus Street (large, sheltered waiting areas, seamless connections).
- **Increase Service Frequency and Capacity:** More buses for Route 9 to replace the local stops lost on Broadway and more frequent trains during peak hours to avoid overcrowding.

5.1.2 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

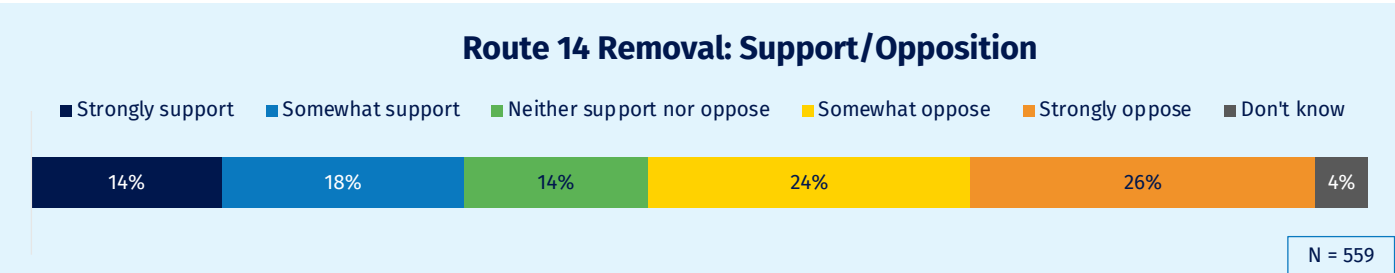
Route 14: UBC / Downtown / Hastings

Route 14 is proposed to be discontinued after the opening of the Broadway Subway, with those service hours being redistributed to other routes along West Broadway, East Hastings, or those connecting UBC and Downtown Vancouver. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Half of respondents (50%) opposed the removal of Route 14, while 14% were neither supportive nor opposed, and nearly a third (32%) were supportive.





The removal of Route 14 raised significant concerns about direct access between UBC and Downtown Vancouver, increased crowding on other routes, and accessibility issues for seniors and Hastings-Sunrise residents.

While some respondents understood the need to streamline routes, many felt that transit alternatives must be strengthened first before cutting an essential route like Route 14. A phased approach, with increased service on other routes and a local Hastings replacement, would help ease the transition while maintaining reliable transit for those who need it most.

The most common **concerns** were:

- **Loss of a Direct Connection Between UBC and Downtown:** Many respondents indicated they rely on Route 14 for a one-seat ride between UBC and Downtown, and its removal would mean they would have to transfer. Route 44 is the only other direct UBC–Downtown bus, but it does not run all day or on weekends. Students, especially those commuting late at night, were worried about having fewer transit options.
- **Increased Crowding on Other Routes:** Participants anticipated more pressure on Routes 4, 7, 9, 16, and R5, which they said are already crowded. Hastings Street buses particularly, (Routes 16 and R5), may not have enough capacity to absorb displaced respondents. There is also concern that the 99 B-Line will become even busier, forcing UBC commuters to transfer at Broadway.
- **Impact on Accessibility:** Those who rely on Route 14 for easy local travel were worried that walking farther or making multiple transfers would be a major challenge for seniors and those with mobility issues. This was further exacerbated by the Broadway Subway not fully replacing Route 14, as it stops at Arbutus Street and does not reach UBC.
- **Fewer Transit Options for Hastings-Sunrise and Kootenay Loop Participants:** Route 14 is the only local bus on Hastings Street east of Nanaimo Street and the R5 does not serve all local stops. This was a concern for respondents using Kootenay Loop who would lose a direct connection to UBC and would have to take multiple buses. Some worried the loss of Route 14 would make transit less accessible for lower-income residents in the area.
- **Safety Concerns for Late-Night Travel:** Some respondents, particularly Indigenous Peoples, women and vulnerable groups, feel unsafe waiting for transfers Downtown at night and mentioned that Route 14 allowed direct trips without having to make a transfer in areas that are perceived to be unsafe.
- **Reduced Access to Local Shops and Services:** Route 14 was said to connect neighbourhoods to grocery stores, medical facilities, and shopping areas. Its removal would make errands more difficult, especially for seniors and those who rely on transit.
- **Granville Street and Kitsilano Would Have Fewer Transit Options:** Granville Street already has reduced bus service compared to pre-COVID, and losing Route 14 would further limit access. With Route 4 also proposed for change in the longer term, North Kitsilano would have fewer routes to Downtown.
- **Concerns About Timing and Readiness:** Some felt Route 14 should not be removed until the SkyTrain extension to UBC is completed. Major transit changes should be phased in gradually, with guarantees of increased service elsewhere before routes are removed.

Further ideas about this route’s removal included:

- **Increase Service on Other Routes to Offset the Loss of Route 14:**
  - Add more frequent buses on Routes 4, 7, 9, 16, and R5 to absorb displaced respondents.
  - Extend Route 44 to run on weekends and late nights to maintain a direct UBC–Downtown connection.
  - Ensure Route 99 runs frequently enough to prevent excessive crowding.



- **Modify Other Routes to Preserve Key Connections:**
  - Extend the proposed 4E to Kootenay Loop to replace some of Route 14's Hastings Street service.
  - Modify Route 16 to serve all stops along Hastings Street and better connect Kootenay Loop to Downtown.
  - Consider rerouting Route 9 to serve Hastings-Sunrise or extending it to UBC.
- **Phase Out Route 14 Gradually:** Instead of removing Route 14 outright, suggestions included to reduce frequency first and monitor if alternative routes are sufficient. Likewise, some suggested to run a pilot to see if increased service on other routes fully replaces the need for Route 14.
- **Maintain a Local Hastings Route:** Route 14 provides important local service along Hastings Street, which express buses like the R5 do not fully replace. It was suggested that a community shuttle or a shortened version of Route 14 could continue serving Hastings-Sunrise and the Downtown Eastside.
- **Improve Late-Night Transit Safety and Reliability:** It was suggested to increase night service on Routes 4, 7, and 44 so riders don't have to wait long for buses and to enhance bus security and lighting at key transfer points, making night travel feel safer.
- **Keep Route 14 with modifications:** It was suggested to shorten Route 14 to only serve key areas, such as Hastings and Kootenay Loop, while cutting the UBC portion. Others suggested to turn Route 14 into a RapidBus-like service with fewer stops, making it faster and more efficient, or to keep the route as a "peak-hours" route for students and commuters, rather than running all day.

### 5.1.3 EXISTING BUS ROUTE WITHOUT PROPOSED CHANGES

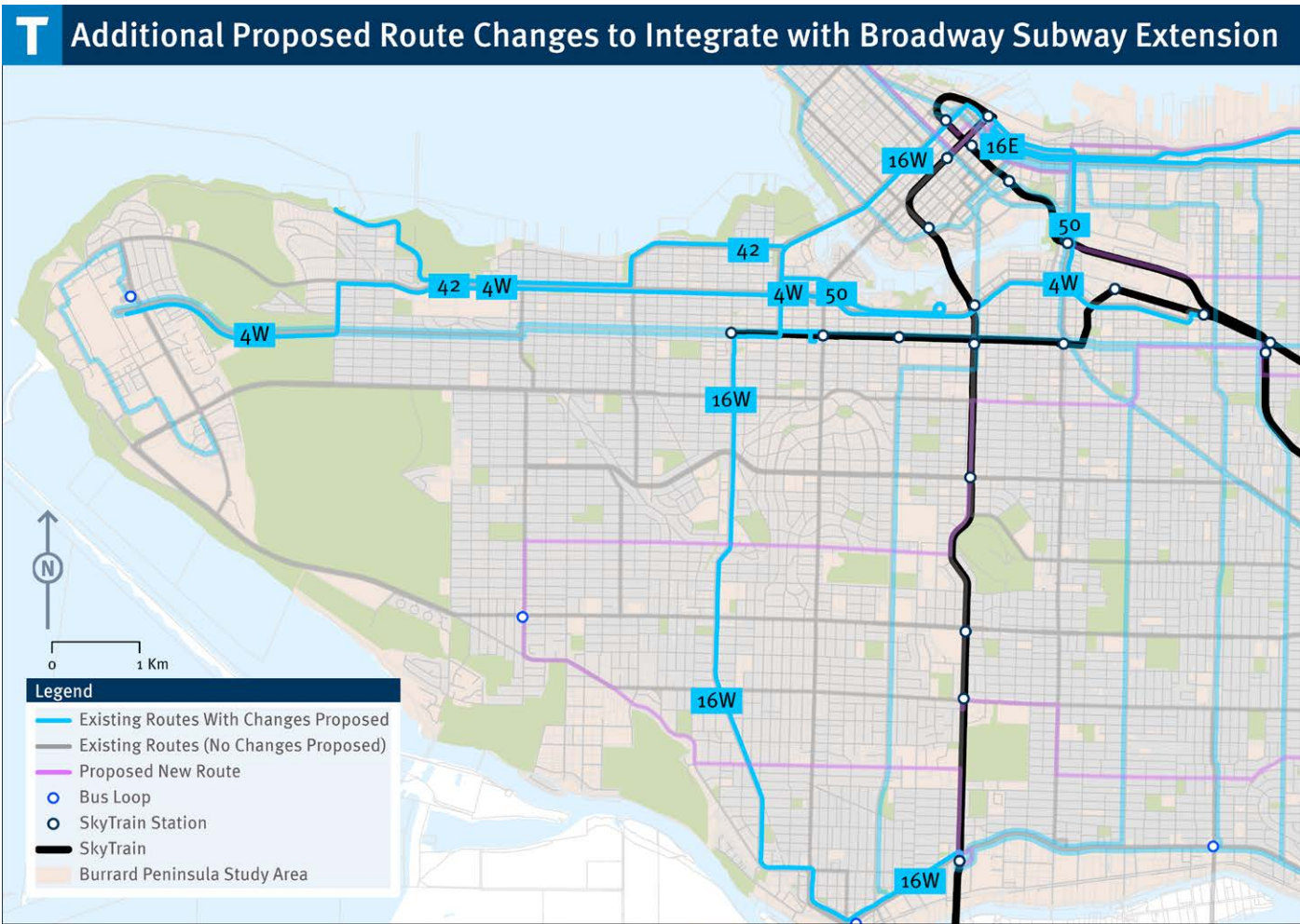
#### Route 44: UBC / Downtown

Feedback on Route 44 centred around the following **key themes**:

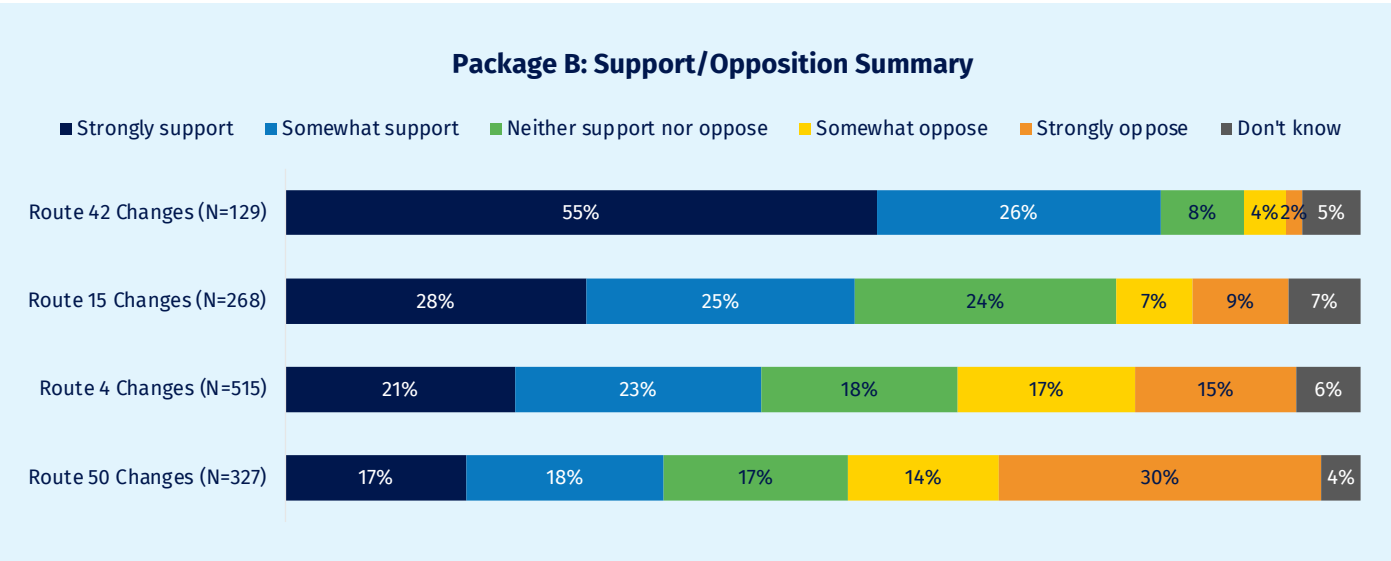
- Many complaints about infrequent service.
- Strong demand for weekend and evening service.
- Some suggestions to merge it with the R5 to create a more efficient corridor.

# 5.2 Transit Package B: Additional Future Route Changes to Integrate the Local Bus Network With the Broadway Subway in Vancouver

The proposed additional longer-term bus route changes related to the Broadway Subway are shown in the map below and a summary of the level of support for each route change is shown in the graph below. More detailed feedback on these changes is provided further below.



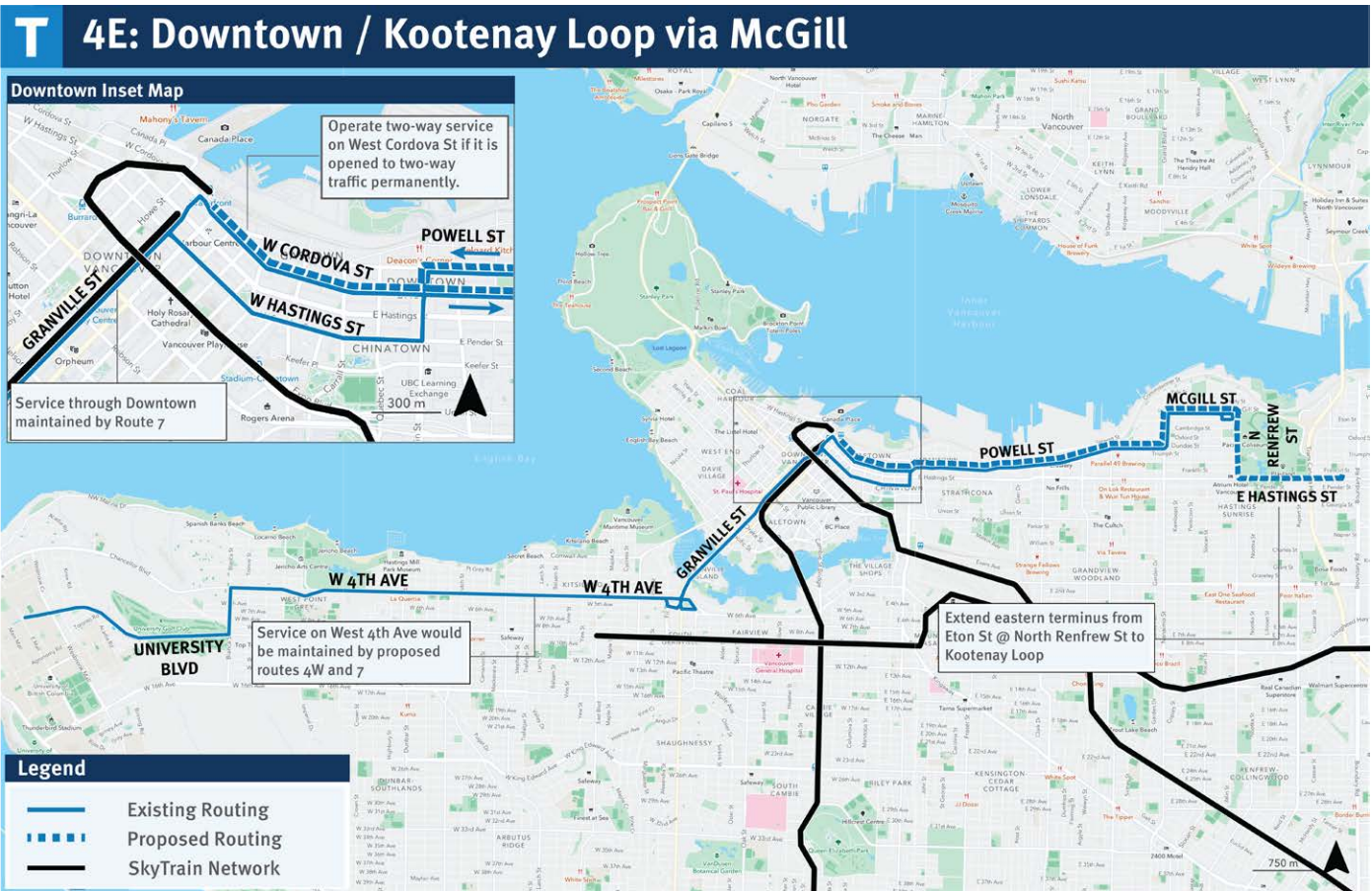
Summary of support and opposition to Package B proposals:



5.2.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

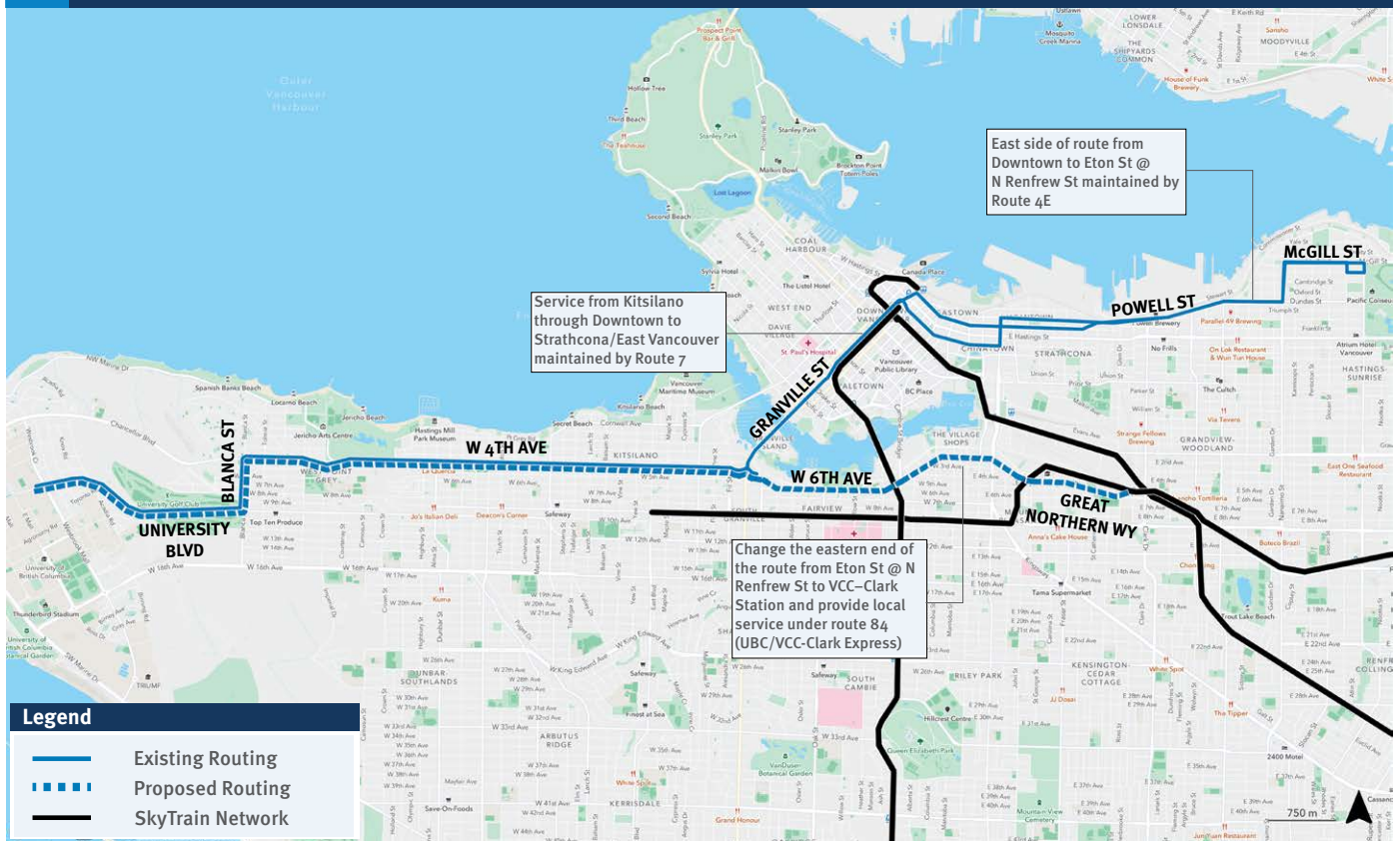
Route 4: Powell / Downtown / UBC

Route 4 is proposed to be split into two routes (4E and 4W) in the longer term and the details of each proposed route are shown in the maps below.





## T 4W: UBC / VCC–Clark Station



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 4 was mixed, with 44% supportive, nearly a third (32%) opposed, and nearly one in five (18%) neither supportive nor opposed.

#### Route 4 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 515

The most controversial aspect of the proposed change is removing the route's direct connection to Downtown Vancouver, which many strongly opposed. Splitting the route has some support for increasing reliability but also causes confusion and frequency concerns. Many felt that compensating for the proposed change with frequency increases on Routes 7 or 44 would be necessary if the route is split. Suggestions focused on keeping direct service to Downtown, improving route clarity, and increasing frequency to avoid crowding and long wait times.

The most common **likes** were:

- **Splitting the Route for Better Reliability:** Many supported breaking the route into 4E and 4W to reduce delays, believing that shorter routes would improve schedule reliability.
- **Improved Coverage on Great Northern Way & Olympic Village:** Many liked the extension of service to Great Northern Way and having more access to the Olympic Village area, as the area currently lacks frequent local bus access.
- **Better Service for East Vancouver & Kootenay Loop:** The 4E extension to Kootenay Loop would help maintain service in East Vancouver, especially with the proposed removal of Route 14. Some liked that it would improve connectivity to the PNE and Hastings Sunrise area.
- **Replacing the 84 with Local Service:** There was support for Route 4W taking over Route 84 and filling in gaps for more frequent service on 2nd, 4th, and 6th avenues.

The most common **concerns** were:

- **Requirement to Transfer / Loss of Direct Service to Downtown:** Many respondents disliked having to transfer between 4E and 4W to complete a journey they could previously do on one bus. Some felt that requiring a SkyTrain transfer to get Downtown would make trips less efficient. Many strongly opposed losing a direct route from UBC to Downtown. Participants expressed frustration that both Routes 4 and 14 are being proposed for removal, which would leave only Routes 7 and 44 as options. There were also concerns that transfers (for example on West Broadway at Arbutus or Granville streets) would add time and complexity.
- **Increased Crowding on Remaining Downtown Routes:** Many worried that with Route 4 no longer going Downtown, the Route 7 buses would become overcrowded and unreliable. Others mentioned that the Route 44 buses are often already full during peak times, and respondents doubted it can handle more UBC commuters.
- **Potential Confusion with Split Routes (4E & 4W):** Some felt the 4E and 4W names are confusing and suggest using different numbers. There was concern that passengers may board the wrong bus, especially at shared bus stops.<sup>4</sup>
- **Uncertainty About Service Frequency:** There was some confusion and worry that splitting the route would mean each branch would have half the current service frequency, leading to longer wait times.

Common **suggestions for improvements** included:

- **Keep a Direct Route Between UBC & Downtown:** Many requested maintaining at least one direct bus from UBC to Downtown, especially with the removal of Route 14. Suggested solutions included:
  - Keeping Route 4 as is.
  - Increasing service on Route 44 to compensate.
  - Running an express bus along 4th Avenue and Hastings Street.
- **Increase Frequency on Route 7 or Introduce Another Downtown Bus:** If Route 4 is removed from Downtown, respondents believed Route 7, or a similar route, would need to run more often. Some suggested upgrading Route 7 to longer articulated buses to handle extra riders.
- **Fix Naming Issues (4E & 4W):** Many respondents disliked using East/West labels for two completely different routes. Suggestions included:
  - Using completely different route numbers.
  - Naming them 4N and 4S instead of 4E and 4W.

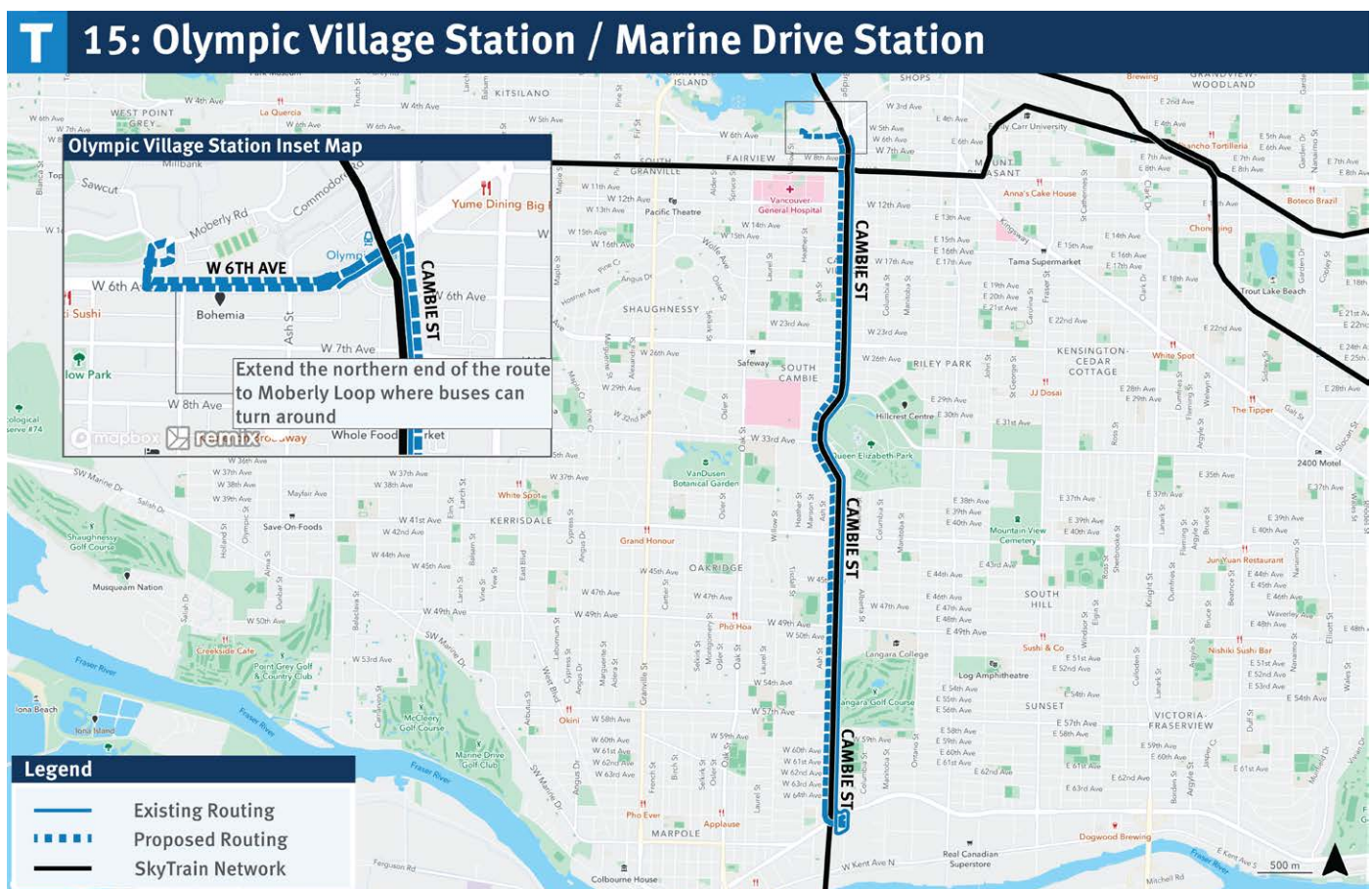
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<sup>4</sup> It is TransLink's intention to determine route names closer to implementation, if this route would be split. This also applies to Routes 16E and 16W.

- **Maintain Trolley Bus Service on Both Routes:** Some worried that trolley wires are missing from the proposed 4W path and requested to extend trolley wires to Great Northern Way and Renfrew Street to maintain electric service.
- **Better Connection Between 4E & 4W:** Some suggested that instead of splitting the route, the 4E and 4W should connect via Clark Drive to provide one continuous east-west route.
- **Dedicated Bus Lanes & Express Service:** Many wanted bus priority lanes on 4th and 6th Avenues to make the service faster. Some suggested an express version of Route 4 that only stops at major intersections.
- **Extend service hours:** Requests to extend service past 8 p.m. were noted, especially for the Hastings Street section. Some wanted Route 4W to continue to UBC earlier and later in the day, as some early morning buses currently terminate at Blanca Street.

## Route 15: Olympic Village Station / Marine Drive Station

Route 15 is proposed to be extended to Moberly Loop and the interlining between Routes 15 and 50 is proposed to be discontinued, although riders could transfer at Moberly Loop. The details of the proposed change are shown in the map below.



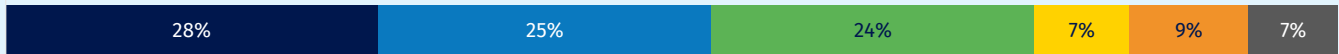
## OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed change for Route 15 overall was positive to neutral, with a small majority (53%) supportive, nearly a quarter (24%) neither supportive nor opposed, and 16% opposed.



## Route 15 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 268

For the most part, feedback on the proposed change was positive. The most controversial topic discussed was the removal of the direct, interlined connection between Routes 15 and 50, which many respondents opposed. While there was support for the split to improve reliability, many worried it would add transfers, increase travel times, and reduce accessibility, especially for seniors and people with mobility challenges in South False Creek. There was concern about the loss of direct access to Granville Island and Cambie Street services. Suggestions focused on preserving the interlined connection, improving communications, and maintaining accessibility and frequency.

The most common **likes** were:

- **Splitting the Route to Improve Reliability:** Several respondents supported splitting Route 15 from Route 50, saying it would reduce delays and improve on-time performance by allowing for separate frequency adjustments.
- **Simpler Routing and Turnaround at Moberly Loop:** Some liked the idea of a cleaner route structure, and a more straightforward turnaround point at Moberly Loop.
- **Improved Access to False Creek and Olympic Village:** A few appreciated that the change would enhance access to areas like Olympic Village and South False Creek, particularly if frequency would be increased.
- **Better Network Integration:** Some felt the change aligned well with broader redevelopment plans and a restructured network in the area.

The most common **concerns** were:

- **Loss of Direct Service to Granville Island:** Many respondents were concerned that the proposed changes would eliminate the one-seat ride to Granville Island, a popular destination for shopping, recreation, and work.
- **Added Transfers and Reduced Convenience:** Many expressed concerns that splitting the routes would require them to transfer between Routes 15 and 50, increasing travel time and complexity, especially for shorter local trips.
- **Negative Impacts for Seniors and Disabled Participants:** Many respondents, especially those in South False Creek, said the change would make it more difficult for seniors and people with mobility challenges to access transit.
- **Lack of Clarity in Survey:** Some respondents were confused about what the change actually meant—particularly whether the two routes would still interline—and wanted better signage and clearer explanations.
- **Increased Walking Distance:** Some worried about losing nearby stops, particularly around Sitka Square and Lamey's Mill Road, which would make everyday errands harder.
- **Reduced Frequency and Reliability at Moberly Loop:** Concerns were raised about reliability and congestion at Moberly Loop, as well as whether the new terminus would have the necessary facilities to support the route.

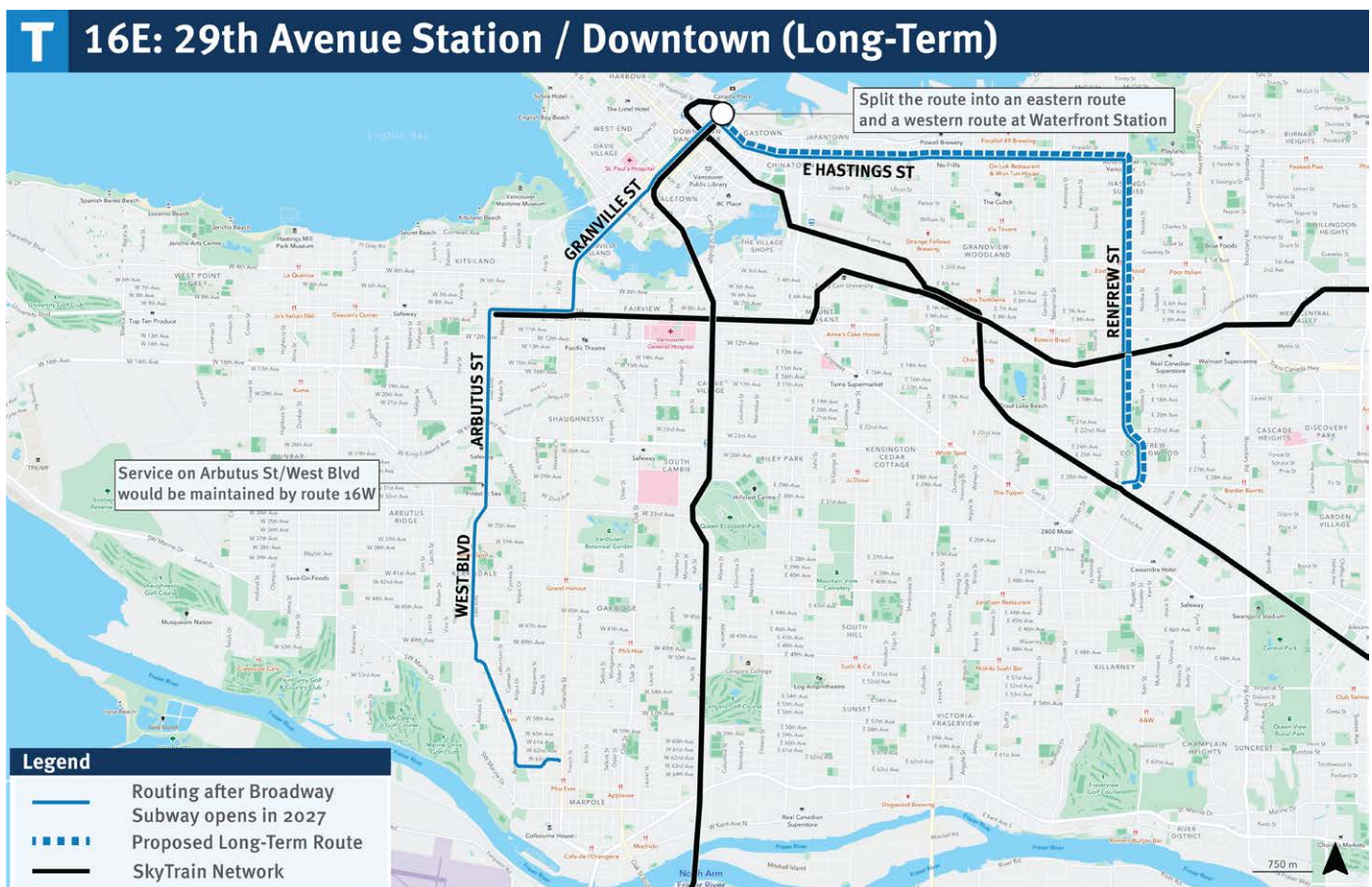
Common **suggestions for improvements** included:

- **Maintain the 15/50 Interline:** Many requested that the routes remain connected to allow continuous service between Cambie Street and Granville Island. Others suggested using one route number for clarity.

- **Extend Route 15 to Granville Island or Downtown:** Some suggested extending Route 15 to either Granville Island or Waterfront Station to preserve key connections.
- **Use Smaller Community Shuttles with Higher Frequency:** A few proposed using smaller buses on a more frequent basis, especially if the route remained local and served a lower-density area.
- **Improve Signage and Communication:** Some respondents wanted better signage and education about how Routes 15 and 50 were changing, especially at key stops.
- **Keep Stops at Sitka Square and Lamey's Mill Road:** Some respondents emphasized the importance of keeping stops close to residential complexes with high senior and disabled populations.
- **Increase Service Frequency:** Many requested improved service frequency on Route 15, especially during peak hours, to compensate for added transfers.
- **Switch (Back) to Trolley Bus Service:** Some urged TransLink to bring back the route's electric trolley status and install trolley wiring.
- **Add Bus Priority Measures:** A few suggested adding bus lanes or signal priority to ensure buses remain fast and reliable, especially on Cambie Street and Burrard Street.

### Route 16: 29th Avenue Station / Arbutus<sup>5</sup>

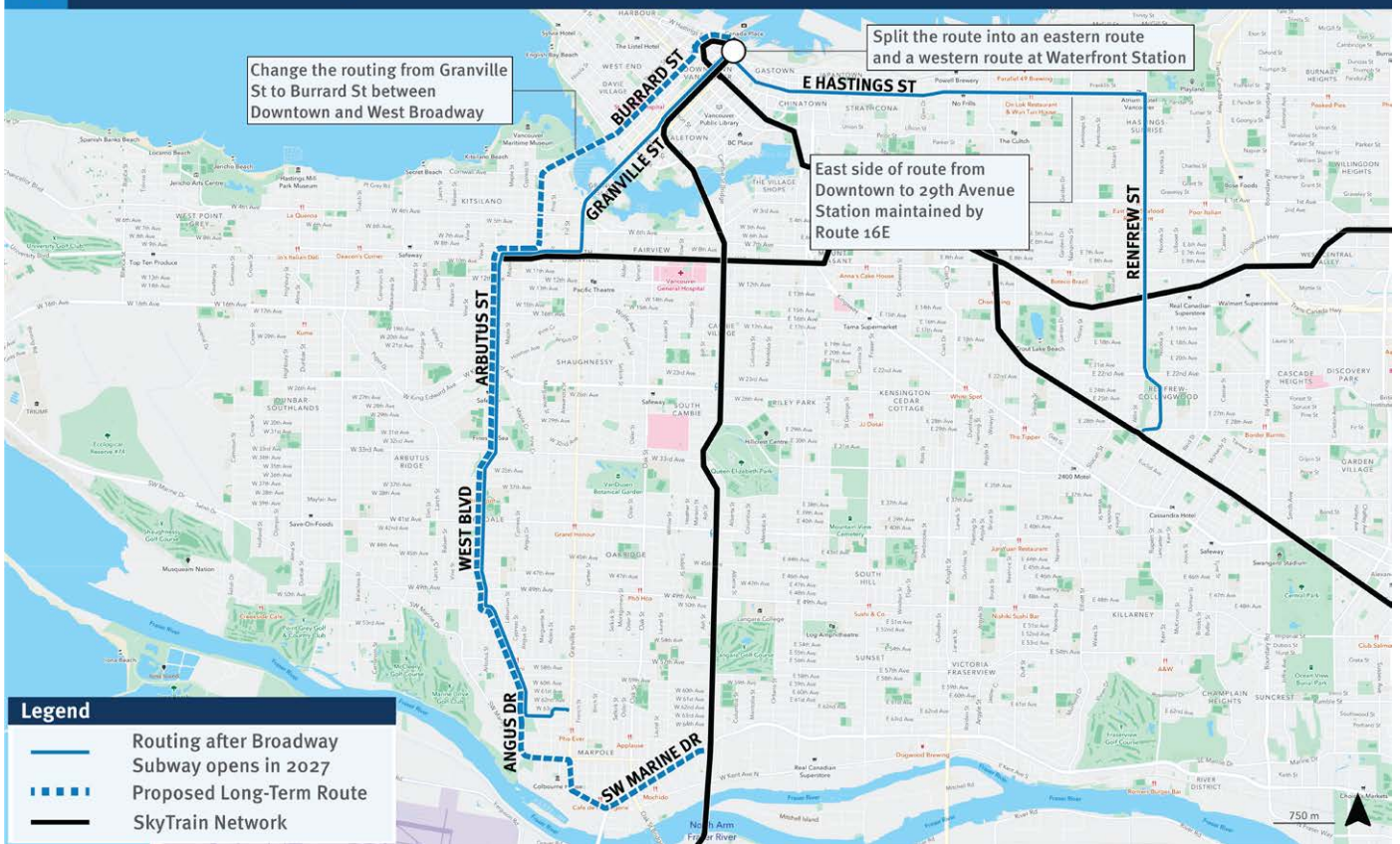
Route 16 is proposed to be split into two routes (16E and 16W) in the longer term. The details of each proposed route are shown in the maps below.



<sup>5</sup> Some Route 16 changes also fall under Package A and are summarized in more detail in that section of the report.



## T 16W: Arbutus / Downtown (Long-Term)



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 16 overall was positive to neutral, with the majority (59%) supportive, one in five (20%) neither supportive nor opposed, and 16% opposed.

### Route 16 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 395

While many supported the improved service on Burrard Street, the extension to Marine Drive, and the increased reliability from route splitting, concerns remained about the loss of direct connectivity between the east and west sides of Vancouver, reduced service on Granville Street, and potential reliability issues on Burrard Street. Participants emphasized the need for trolley service, better bus frequency, and transit priority measures to ensure the new routing would be effective.

The most common **likes** were:

- **Improved Service on Burrard Street:** Many respondents appreciated the shift of Route 16 to Burrard Street, providing better service between Broadway and Cornwall Avenue and filling a previously underserved corridor.
- **Better North-South Connections:** The rerouting via Burrard Street Bridge was praised for improving access to Kits Point, Seáákw, and Downtown destinations while reducing redundancy on Granville Street.
- **More Reliable Service Through Route Splitting:** Some supported splitting Route 16 into two separate routes (16E and 16W) to improve reliability and reduce delays caused by congestion Downtown and on Hastings Street.
- **Improved SkyTrain Connections:** Extending 16W to Marine Drive Station was seen as a positive change, improving access to the Canada Line and surrounding neighbourhoods.
- **Potential for Future LRT or Bus Priority:** Some respondents saw the changes as a foundation for a future rapid transit option, such as LRT on Burrard Street or express bus service along the route.

The most common **concerns** were:

- **Loss of Direct Connection Between East and West Vancouver:** A major concern was splitting the route at Waterfront Station, which would remove the ability to travel seamlessly between East Vancouver and the West Side without transferring.
- **Granville Corridor Service Reduction:** Some respondents worried that removing Route 16 from Granville Street would limit transit options on a major corridor, especially for those who commute along South Granville.
- **Concerns About Service Frequency & Overcrowding:** Some respondents worried that moving Route 16 to Burrard Street would not be enough to compensate for the loss of service on Granville Street, leading to overcrowded buses on Burrard Street and reduced access to key areas like Granville Island.
- **Impact on Seniors and People with Disabilities:** Some expressed concern about having to transfer at Waterfront or walk farther to access service on Burrard Street instead of Granville Street, which would particularly impact seniors and people with mobility issues.
- **Concerns Over Increased Traffic Delays:** Many noted that Burrard Street experiences significant congestion, particularly on the Burrard Street Bridge, as well as on Marine Drive, which could impact bus reliability.
- **Trolley Bus Concerns:** Many respondents opposed converting Route 16 to diesel or battery-electric buses, emphasizing the importance of maintaining trolley infrastructure and extending trolley wires to support the new routing.

Common **suggestions for improvements** included:

- **Maintain a Direct East-West Connection:** Many respondents requested keeping a single continuous route across the city or at least ensuring seamless transfers at Waterfront Station.
- **Retain Service on Granville Street and 12th Avenue:** Some suggested keeping Route 16 on Granville Street instead of moving it to Burrard Street or at least maintaining frequent service on Granville Street through other routes.
- **Increase Frequency and Reliability:** Some called for more frequent buses, particularly during peak hours, and adding express services to reduce travel times.
- **Improve Transfer Experience at Waterfront Station:** If the route is split, some respondents requested clearer signage, better coordination between buses, and minimal wait times to avoid long delays.
- **Maintain Trolley Service:** Many emphasized the need to extend trolley wires to Burrard Street and Marine Drive Station instead of switching to diesel or battery-electric buses.
- **Introduce Bus Priority Measures:** Some requested dedicated bus lanes, transit signal priority, and removing street parking on Burrard Street to improve bus reliability and travel times.
- **Enhance Late-Night and Weekend Service:** Some respondents asked for more frequent service during evenings and weekends, especially for those working late shifts.

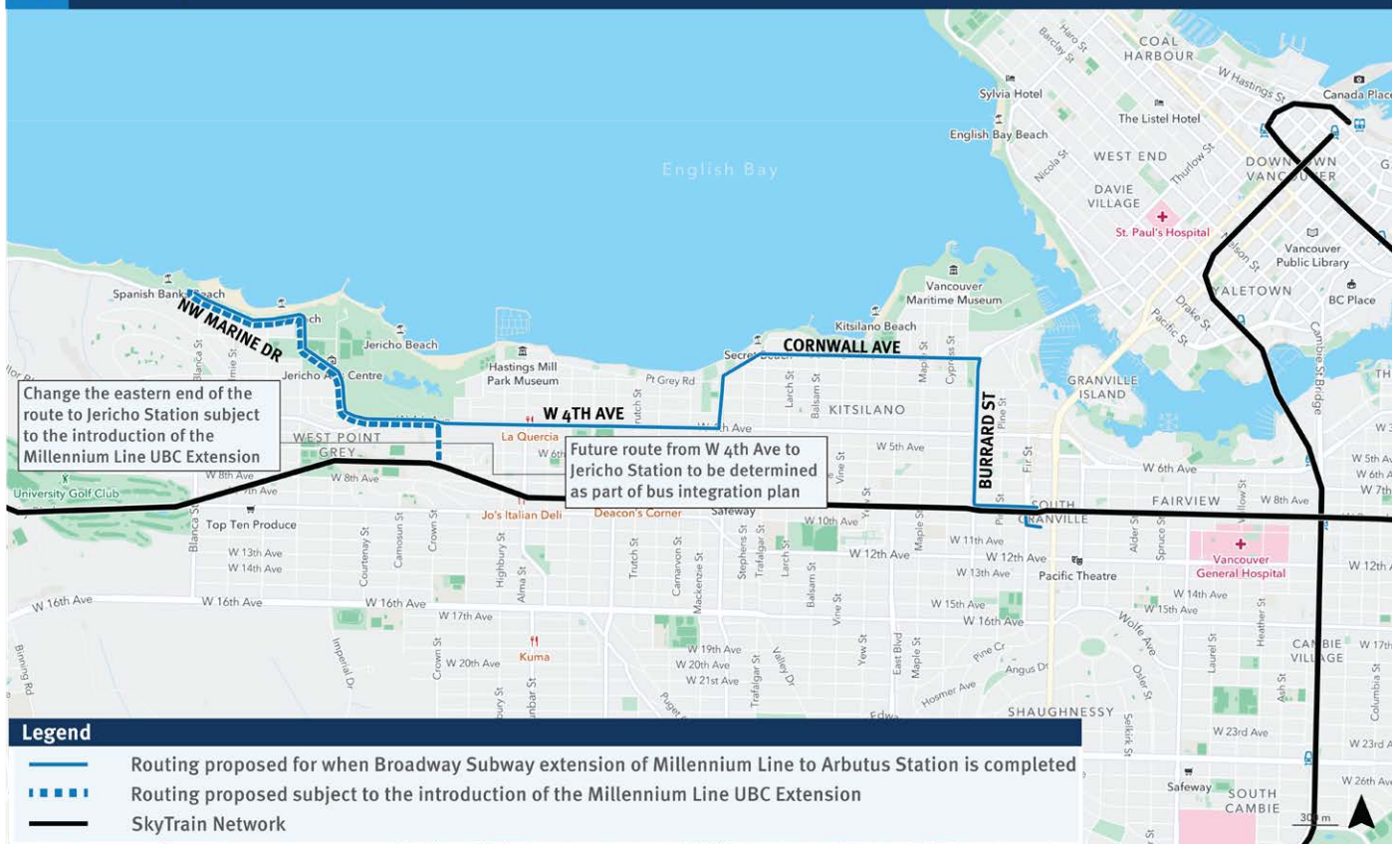
Route 42: Alma / Spanish Banks

Route 42 is proposed to be extended east to the future South Granville Station after the opening of the Broadway Subway. In the longer term, subject to the introduction of the SkyTrain extension to UBC, the eastern end of the route is proposed to move to the future Jericho Station. The details of the proposed changes are shown in the maps below.





## T 42: Spanish Banks / Jericho Station (Seasonal)



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 42 overall was very positive, with eight in ten (81%) supportive (55% of whom were strongly supportive), 8% neither supportive nor opposed, and 6% opposed.



The Route 42 proposals were generally well-received, particularly for improving access to beaches and connecting them to SkyTrain. However, many respondents felt strongly that it should be a year-round service, not just seasonal. Respondents also wanted increased frequency, larger buses, and an extension to UBC or Granville Island for better coverage.



The most common **likes** were:

- **Better Access to Beaches:** Many appreciated the direct connection to Spanish Banks and Kits Beach, particularly with limited parking options at both locations. A dedicated beach bus was seen as a valuable addition to make these recreation areas more accessible.
- **Improved Connectivity to SkyTrain:** The new route would provide a direct link between the Millennium Line and beach areas, making travel from East Vancouver and beyond much easier. Providing a bus connection to the Broadway Subway was highly praised.
- **More Transit Options in Kitsilano:** The new route would improve transit along 4th Avenue and Cornwall Street and adds an east-west transit option that is missing between the SkyTrain and beaches.
- **Helps Reduce Car Use:** Some said they currently drive to Jericho or Spanish Banks but would take transit if it was more accessible. Some suggested this could help alleviate parking congestion at the beaches.

The most common **concerns** were:

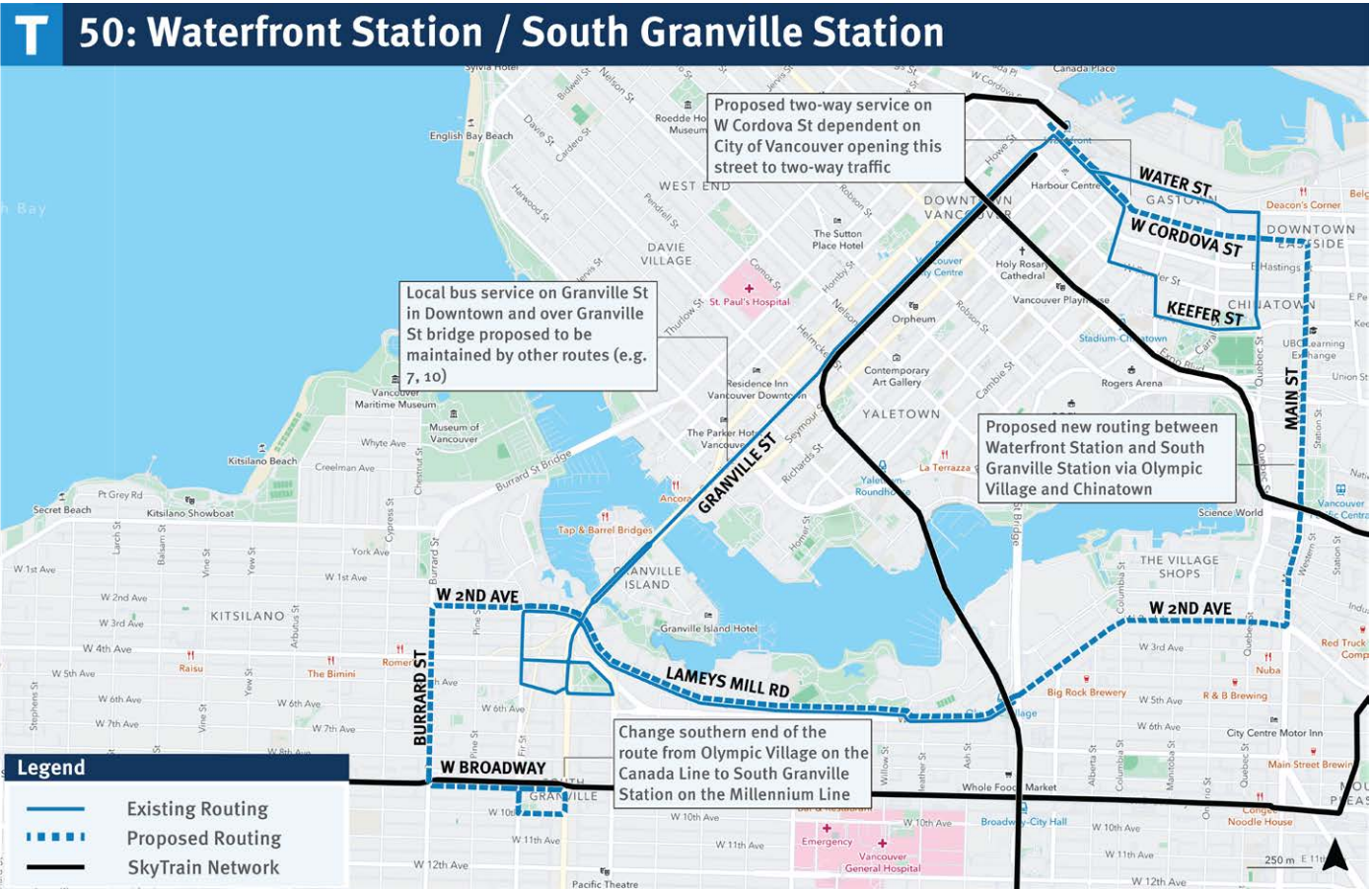
- **Seasonal Operation:** Many respondents wanted this route to be year-round, not just a summer service. Some lived in Jericho or Spanish Banks year-round and feel cut off from transit when the route does not operate.
- **Limited Service Area and Routing Concerns:** Some preferred the route be extended all the way to UBC, especially for better campus access and to serve students and faculty. Others felt the route should serve Granville Island or connect to South Granville. Some were concerned about how the route would impact traffic on Cornwall Street and whether additional bus priority measures would be needed.
- **Frequency and Capacity Issues:** Many worried that the route would be too infrequent, leading to overcrowding. Kits Beach and Spanish Banks are popular destinations, and there was some concern that small community shuttle buses may not be able to handle demand. Some suggested using regular-sized buses to accommodate more passengers and those bringing beach gear, strollers, or bikes.

Common **suggestions for improvements** included:

- **Extend the Route:**
  - Extend west to UBC to serve more students and provide better connectivity.
  - Extend east to Burrard Station or South Granville to improve transfers.
  - Continue the route beyond Spanish Banks to Acadia Beach and Tower Beach for full beach coverage.
- **Operate Year-Round:** Some respondents would prefer if the route operated throughout the year, not just in summer. It was suggested that at a minimum, the operating season should be extended to include spring and fall.
- **Increase Frequency and Use Larger Buses:** Some respondents wanted the buses to run more frequently to prevent overcrowding, especially in the summer and to use regular-sized buses instead of shuttles for greater capacity.
- **Improve Stops and Priority Measures:** Ensuring safe and accessible stops at Spanish Banks and adding bus priority lanes on 4th Avenue and Cornwall Street to reduce delays were other suggestions made.

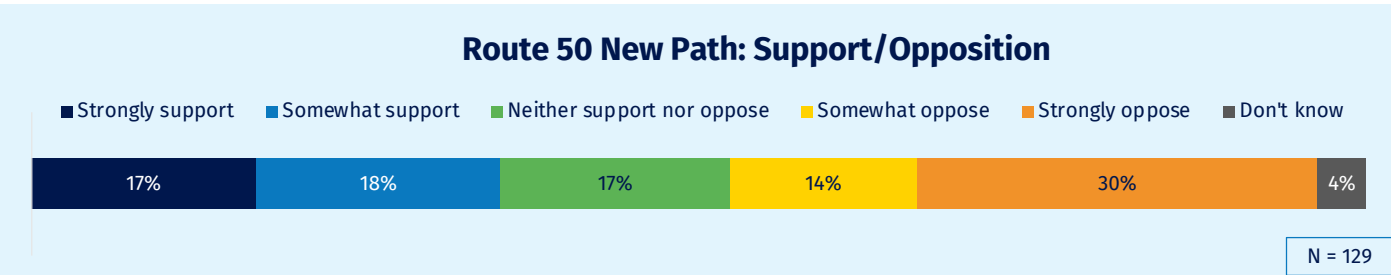
Route 50: Waterfront Station / South Granville Station

The north terminus of Route 50 is proposed to be changed to Waterfront Station and the south terminus is proposed to be changed to the future South Granville Station. This routing would be dependent on Cordova becoming a two-way street. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

The proposed changes for Route 50 received mixed-to-negative feedback, with 44% opposed (30% of whom were strongly opposed), 17% neither supportive nor opposed, and 35% supportive.



The new Route 50 proposal received mixed feedback, with many appreciating its new transit connections while others opposed the loss of direct Downtown access. Many requested TransLink to reconsider removing the Granville Bridge portion and to increase frequency and capacity for this key tourist and commuter route. Others suggested alternative routing or reinstating a streetcar service to better serve Granville Island and surrounding areas.

The most common **likes** were:

- **Better Connectivity to SkyTrain and New Stations:** Many respondents supported the new direct connection to the Broadway Subway as the proposed route would connect more directly to the future Main Street Station on the Millennium Line.
- **More Logical and Efficient Routing:** Removing the Granville Bridge portion made sense to many, as Granville Street is already well served by other routes. The new routing was appreciated because it simplifies the previous dead-end route, providing better circulation through South False Creek.
- **Increased Access to Tourist Areas:** The new routing would provide service to key tourist areas, including Science World, Chinatown, and Granville Island. Some also liked that it would follow a path similar to the proposed Vancouver Streetcar.
- **Better Service for Local Residents:** Improved connections to South Granville, Olympic Village, and Burrard Street were appreciated as they would benefit local commuters. More service on 2nd Avenue and Burrard Street would also fill gaps in transit coverage.

The most common **concerns** were:

- **Loss of Direct Downtown Access:** As the proposed route would require a transfer for many trips that were previously direct, many respondents were concerned that Route 50 would no longer go over Granville Bridge to Downtown. Seniors, people with mobility issues, and those with shopping bags or strollers particularly would find it harder to reach Downtown without a one-seat ride.
- **Concerns About Routing Through Main Street and Downtown Eastside:** Several respondents expressed concerns about safety when traveling through the Downtown Eastside. Some felt tourists may avoid this route if it goes through the Main and Hastings area.
- **Increased Travel Time and Complexity:** For Granville Island workers and tourists, the new route would add extra time and inconvenience. The previous interlining with Route 15 allowed seamless trips, which would now be lost, leaving some worried that transferring to other routes would be unreliable.
- **Potential Overcrowding and Reduced Frequency:** Concerns that Granville Island, a major tourist destination, would now have a longer, more congested route were voiced. There were also concerns that this route already gets crowded, and changes could make it harder for local respondents to find space.

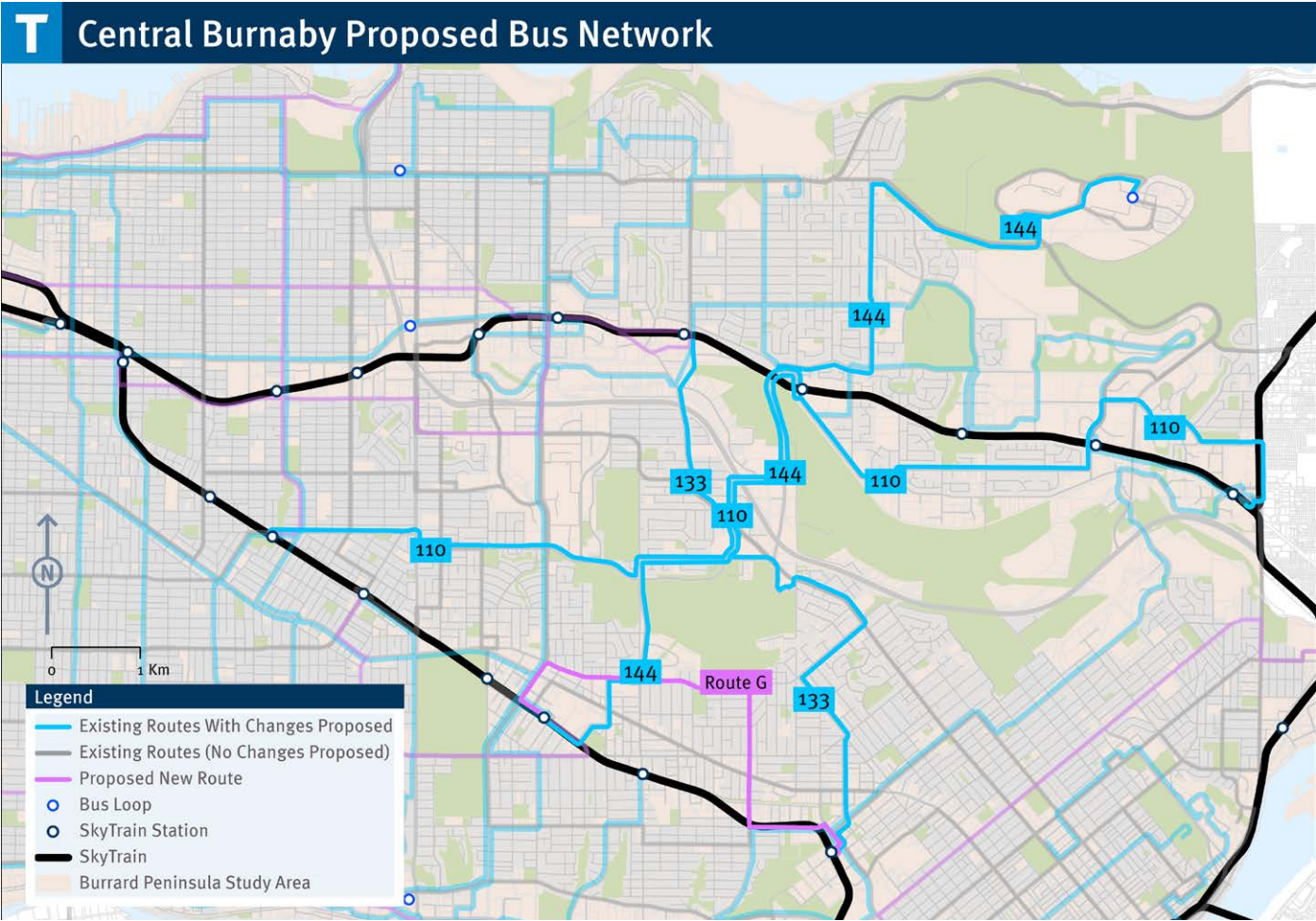
Common **suggestions for improvements** included:

- **Maintain a Direct Connection from Granville Island to Downtown:** Many suggested keeping service on Granville Bridge. Others proposed a loop route that would still include Granville Island but would connect to the new route.
- **Increase Frequency and Capacity:** Many felt Route 50 should run more often, especially in the summer, when Granville Island sees peak demand. Some suggested using larger buses to handle heavy tourist traffic.
- **Improve Transfers and Connectivity:** Ensuring easy transfers between the new Route 50 and other key bus routes at West Broadway and Granville Street was suggested as a key to success. Some proposed rerouting along Burrard Street or Cambie Street instead of Main Street.
- **Consider a New Route or Reinstating the Streetcar:** Some preferred bringing back the Vancouver Streetcar from Granville Island to Olympic Village instead of modifying Route 50. Others suggested creating a new Granville Island express route to maintain Downtown connections.

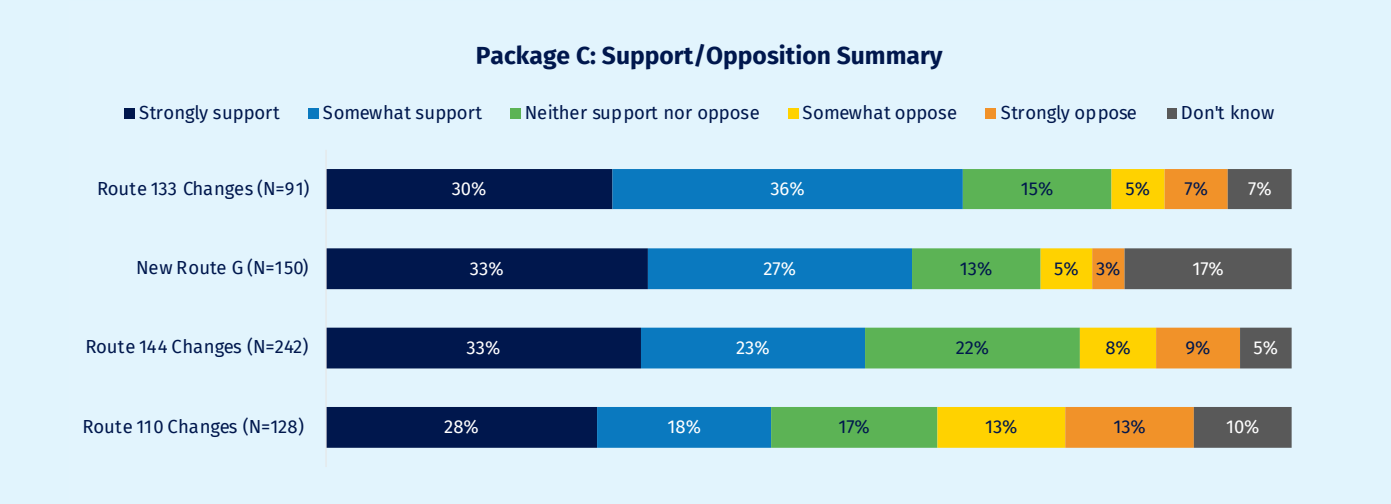


# 5.3 Transit Package C: Create a Simpler and Easier to Understand Network in Central Burnaby

The proposed bus route changes for Central Burnaby are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.3.1 and 5.3.2 below.



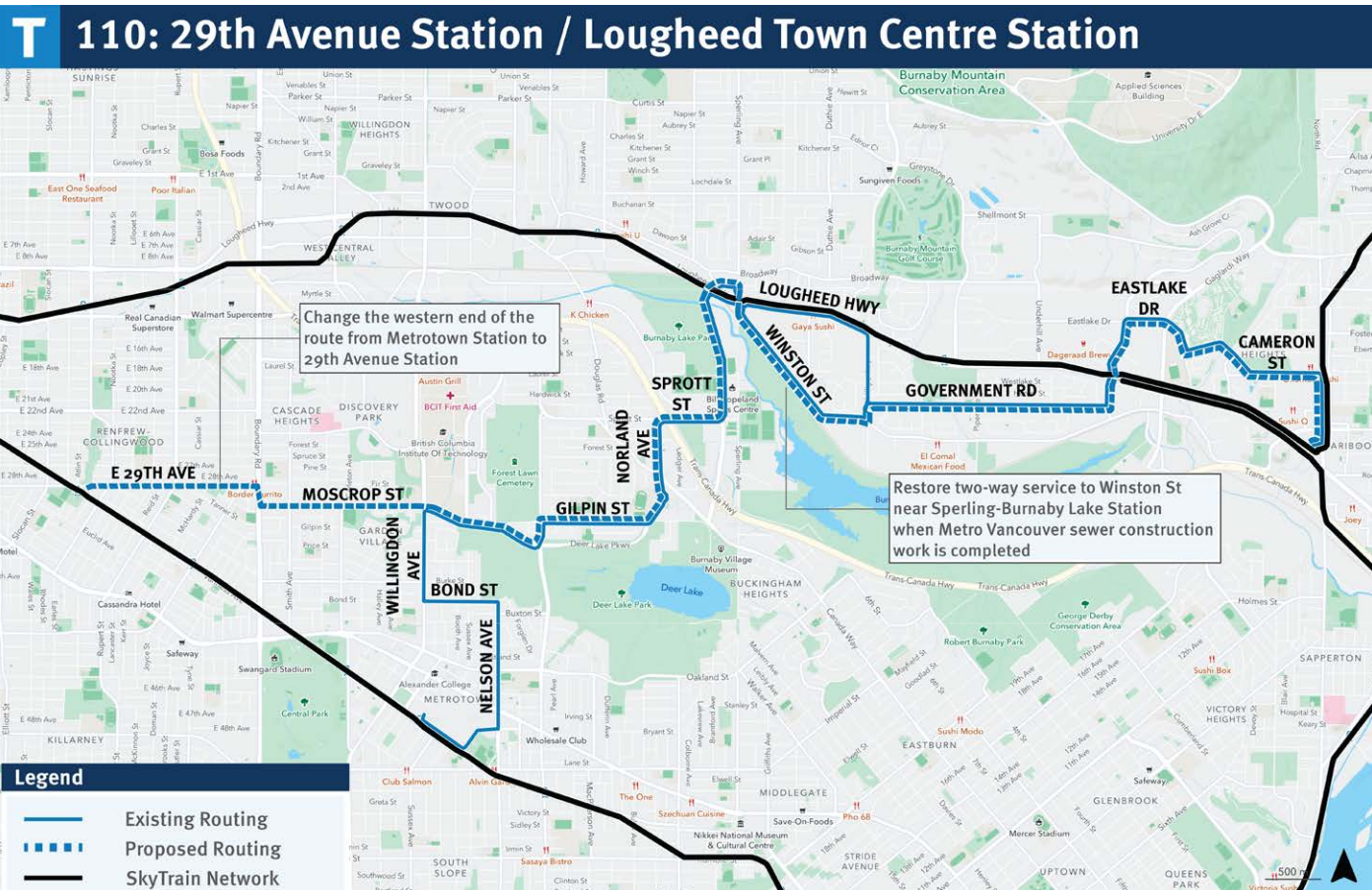
Summary of support and opposition to Package C proposals:



5.3.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

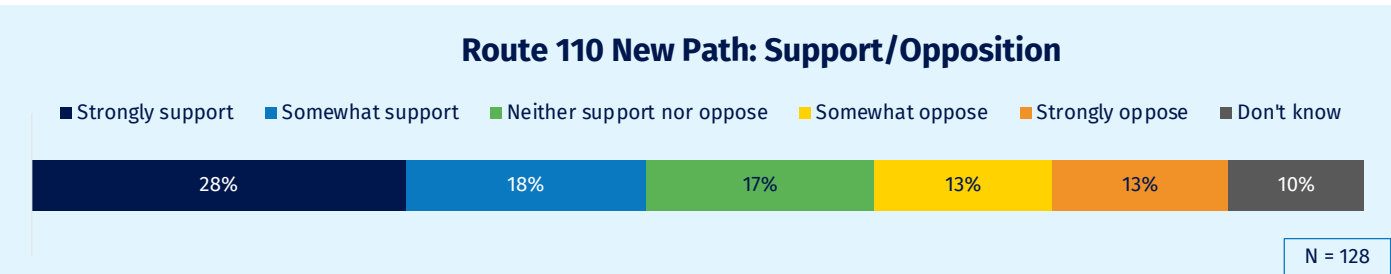
Route 110: 29th Avenue Station / Lougheed Town Centre Station

Route 110 is proposed to be extended west to 29th Avenue Station and the details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 110 overall was positive to neutral, with almost half (46%) supportive, 17% neither supportive nor opposed, and a quarter (26%) opposed.



The proposed changes to Route 110 were appreciated because they offer better east-west connectivity and reduce redundancy with Route 144. However, losing direct service to Metrotown was a concern, especially for students, residents, and workers who rely on the route. Enhancing Route 144, modifying the route to serve Production Way, and adding transit priority measures could make the changes more effective.



The most common **likes** were:

- **Better East-West Connectivity and Reducing Duplication:** Participants liked that this proposed change would provide a new, more pleasant east-west service along East 29th Avenue and Moscrop Street, filling a missing link, and that it would create a direct route across Burnaby, avoiding redundancy with Route 144. At the same time, respondents appreciated more direct connections for East Vancouver residents heading to Burnaby. It was also mentioned that it would still provide connections to SkyTrain stations.
- **Improved Access to Key Areas:** Better access to BCIT South for students and workers was seen as being positive, as was improved transit options for those living near Moscrop Street.
- **Increases Route Efficiency:** Many supported this new route as it would simplify transit planning by reducing duplication with other bus routes, and it would avoid congestion at Metrotown, which is frequently overcrowded.

The most common **concerns** were:

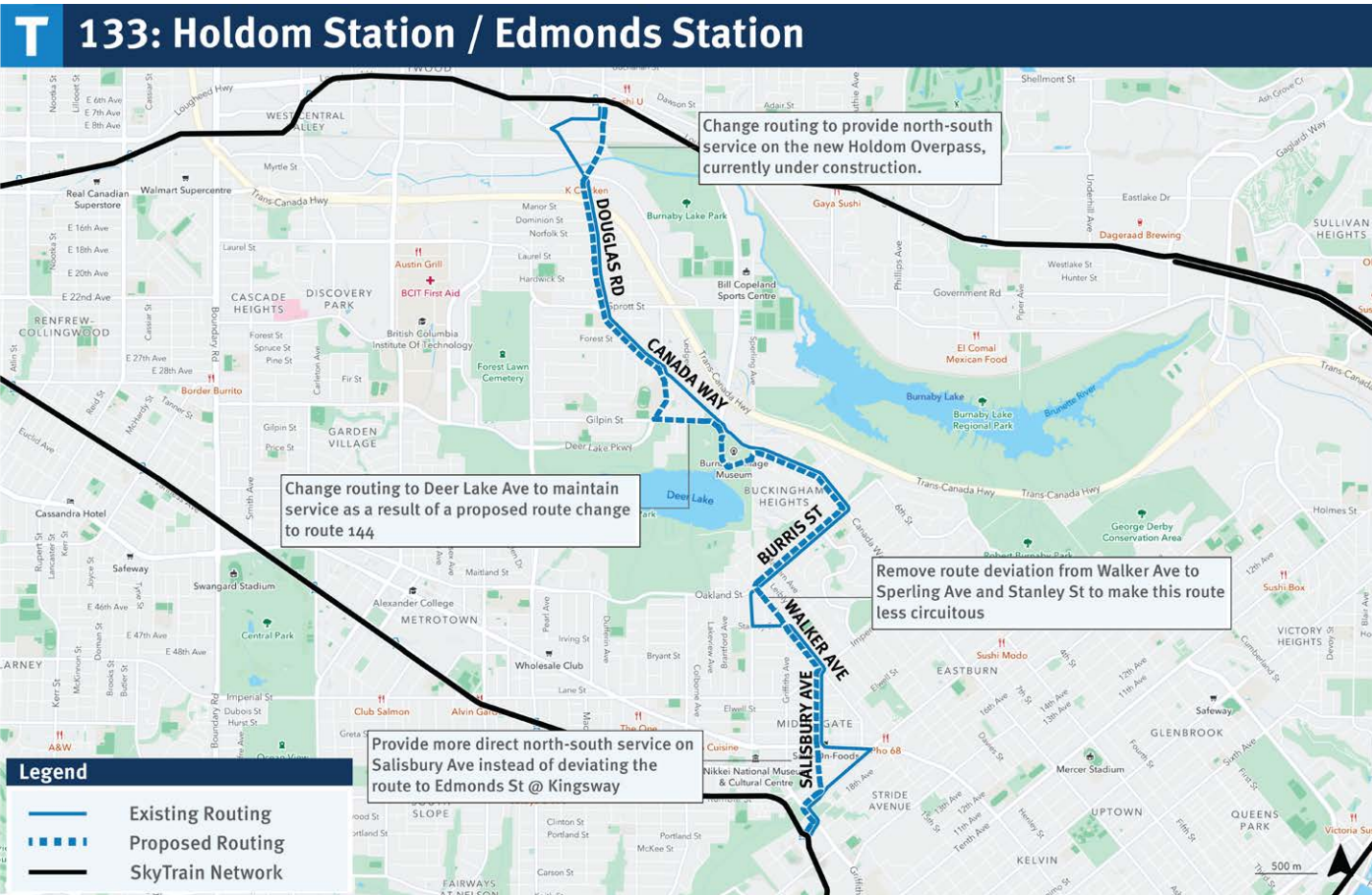
- **Loss of Direct Service to Metrotown:** Many commuters and students rely on Route 110 to get to Metrotown, especially from Bond Street, Nelson Avenue, and Moscrop Street. Direct access to BCIT from Metrotown would be lost, forcing students to transfer. There were concerns that Route 144 taking over service to Metrotown might not be frequent enough to compensate for the loss. There was some concern that Metrotown-bound students from Moscrop, Burnaby Central, and Deer Lake may struggle with overcrowding on Route 144.
- **Reduced Service to Key Neighbourhoods:** There was some concern that the rerouting would eliminate service to Bond Street, Nelson Avenue (north of Dover Street), and Willingdon/North Slope areas. Residents in the Burnaby City Hall and Brentwood areas anticipated that they may have to walk longer distances to access transit.
- **Reliability and Frequency Issues:** There were concerns that service frequency may decrease, making travel harder. Some worried there would be congestion at the Burnaby City Hall stop due to additional routes being added. Some said the new routing may struggle with efficiency due to multiple turns. It was suggested that East 29th Avenue may face traffic congestion issues, as some left turns would cause delays for buses. As well, 29th Avenue Station was seen as not a relevant terminus for many current riders, as Metrotown is a bigger transit hub.

Common **suggestions for improvements** included:

- **Modify or Extend the Route for More Coverage:** Suggestions included:
  - Splitting the route at Sperling Station to better manage the high ridership.
  - Keep the Metrotown terminus but introduce a separate east-west route using Moscrop/29th Avenue.
- **Improve Metrotown Access and Service Frequency:** It was suggested to increase the frequency of Route 144 to compensate for the loss of Route 110 at Metrotown, or to add a connection from Bond Street and Nelson Avenue to Metrotown using another route. Some respondents wanted to ensure that Route 110's frequency remains consistent, even with route changes.
- **Enhance Transit Priority and Traffic Safety Measures:** Some respondents suggested installing transit priority signals, for example at East 29th Avenue and Joyce Street, for smoother traffic flow and improving SkyTrain connections at Production Way and Lougheed.
- **Keep Service for Schools and Key Areas:** Some respondents wanted to preserve a bus route from Nelson Avenue to Moscrop Secondary to help students get to school. Others would like to ensure that the Bond-Nelson-Willingdon corridor would have alternative transit options.

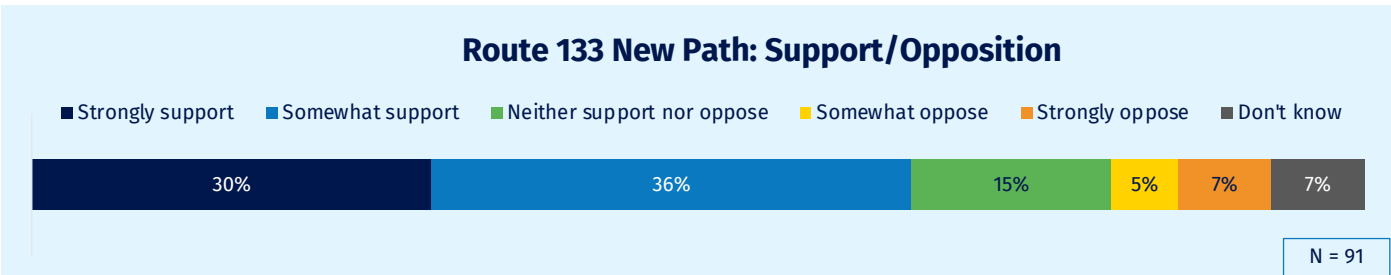
Route 133: Holdom Station / Edmonds Station

Route 133 is proposed to have several small route changes around Deer Lake Park and Walker Ave. The details of the proposed changes are shown in the map below.



Overall Feedback on Proposal

Two thirds of respondents (66%) were supportive of the proposal for Route 133, with 15% neither supportive nor opposed, and 12% opposed.



The proposed changes to Route 133 were appreciated as they were seen to improve efficiency and connectivity, but concerns existed about the Deer Lake detour, loss of service to certain streets, and bus reliability issues. Participants suggested removing the Deer Lake detour, increasing frequency, ensuring better connections with other routes, and improving safety at key bus stops.

The most common **likes** were:

- **More Direct and Efficient Routing:** Fewer detours was seen as a positive change, making the route more direct and faster. Removal of the meandering sections around Burris Street, Canada Way, and Deer Lake Parkway was appreciated, and specifically, improved connections between Edmonds and Holdom stations with fewer turns were mentioned.
- **Better Access to Key Destinations:** The proposed changes would make it easier to travel to Burnaby Art Gallery, Shadbolt Centre, and Deer Lake Park. Improved access to Highgate while keeping connections to City Hall, Burnaby Village Museum, and Heritage Village was also appreciated.
- **Safety and Accessibility Enhancements:** Many felt there would be safer and more convenient stops along the route. Participants also noted that the Deer Lake diversion may help with rush hour congestion.

The most common **concerns** were:

- **Concerns About Route Adjustments:** Respondents noted a number of specific concerns with the new routing, including:
  - The Salisbury Avenue section is very narrow between Edmonds and Kingsway, with parking on both sides.
  - The Deer Lake detour would add travel time for those not heading to the attractions there, and there were concerns this routing would generally slow down the route.
  - The route around City Hall and high schools could become overcrowded with students.
- **Access and Service Concerns:** The loss of service to Stanley Street, Goring Street, and Oakland Street could inconvenience some riders. Travel to SFU would also become more complex due to the proposed changes to Routes 144 and 133.

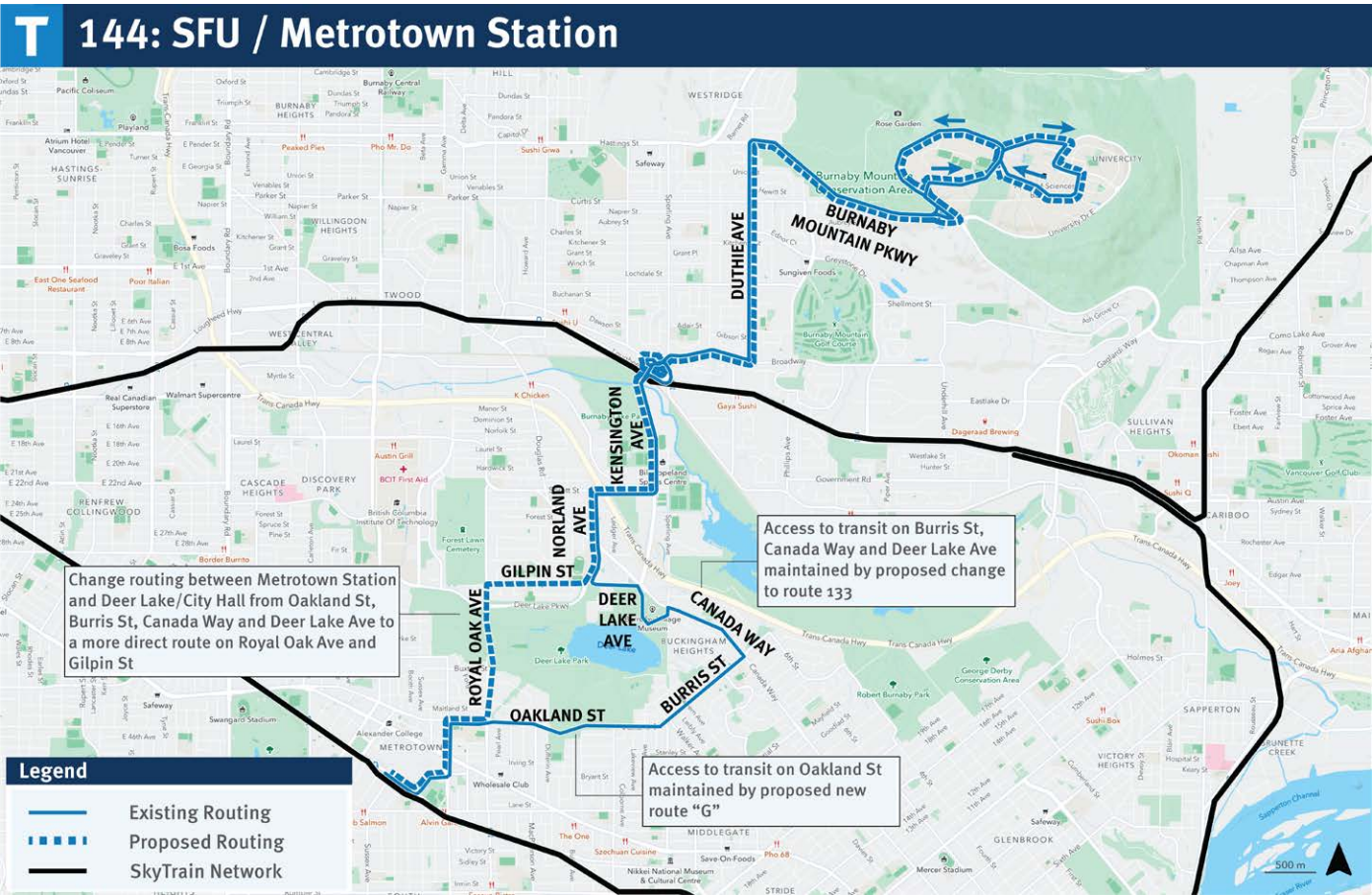
Common **suggestions for improvements** included:

- **Modify Routing for Efficiency:** A number of specific routing changes were recommended, mainly removing the Deer Lake detour to keep the route faster. It was also suggested instead of Salisbury Avenue, to use Griffiths Avenue to Kingsway, as it is wider and has fewer parked cars. Others suggested to swap routing north of City Hall with Route 144, allowing Route 133 to continue to SFU instead of Holdom. Some would like to maintain service to Douglas Street and Goring Street for students.
- **Service and Schedule Adjustments:** Some respondents suggested to increase frequency to every 15 minutes instead of every 30 minutes and to improve bus reliability. Aligning schedules better with Route 123 for smoother transfers was also called for.
- **Improve Safety and Accessibility:** Some respondents would like to see more shelters at bus stops along this route and to ensure wheelchair and stroller accessibility.



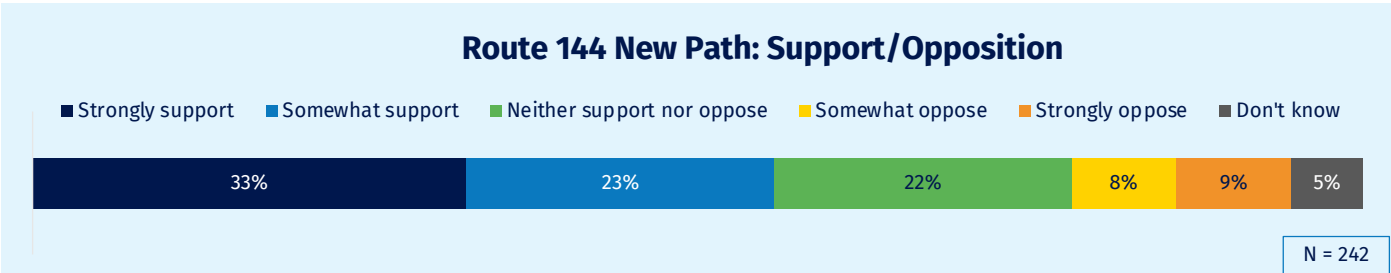
Route 144: SFU / Metrotown Station

Route 144 is proposed to have a routing change between Metrotown and City Hall/Deer Lake. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Overall, feedback on Route 144 changes were positive to neutral, with more than half (56%) supportive, 22% neither supportive nor opposed, and 17% opposed.



The proposed Route 144 changes received mixed comments. Many respondents appreciated the more direct, faster route between Metrotown and SFU, but concerns remain about lost service to Deer Lake Avenue, Oakland Street, and Burris Street. Safety on Royal Oak Avenue during the winter, potential overcrowding, and increased walking distances were common concerns. Participants emphasized the need for frequent service, transit priority measures, and maintaining access to key destinations to ensure the changes result in overall improvements.

The most common **likes** were:

- **More Direct and Faster Service:** Many respondents appreciated the proposed more direct routing, reducing travel time between Metrotown and SFU, making this a faster and more reliable link, benefiting students and commuters. The elimination of winding detours through Deer Lake was seen as an improvement for those making longer trips.
- **Reduced Traffic Delays and Congestion:** Several respondents noted that avoiding Canada Way and Deer Lake Avenue should help bypass congestion and improve reliability.
- **Better SkyTrain Integration:** Some appreciated the more direct connection between Metrotown and Royal Oak Station, improving access to rapid transit options.
- **Fewer Stops for Efficiency:** Some supported the reduction in bus stops, believing it would speed up service and improve overall efficiency.
- **Simpler and More Logical Route:** A few respondents liked the simplification of the route, making it easier to understand and potentially improving on-time performance.

The most common **concerns** were:

- **Loss of Direct Service to Key Destinations:** Many respondents were concerned that the new routing would bypass areas such as Deer Lake, Shadbolt Centre, and Burnaby Village Museum, making these destinations harder to reach, especially for families and seniors (Note of clarification: these areas would be served by Routes 123 and 133). Some also noted that eliminating the Canada Way section of the route would remove direct transit options for those commuting to key locations along the corridor.
- **Elimination of Stops Near Oakland and Burris:** Several respondents expressed concerns that removing service from Oakland Street and Burris Street would negatively impact those who rely on the route, including students at Moscrop Secondary. However, New Route G is proposed to maintain service on Oakland Street and that would partially solve this concern.
- **Challenges with Royal Oak Avenue Routing:** Many raised concerns about Royal Oak Avenue being too steep and potentially unsafe for buses in snowy or icy conditions. Some pointed out that Royal Oak Avenue experiences significant congestion during rush hour, which could impact the reliability of the route.
- **Increased Walking Distances:** Some worried that the new routing would require them to walk longer distances to reach a bus stop, especially in areas with limited pedestrian infrastructure.
- **Potential Overcrowding:** Several respondents worried that shifting all riders onto a single, more direct route would lead to severe overcrowding, particularly with students traveling to SFU and Burnaby Central Secondary.

Common **suggestions for improvements** included:

- **Maintain Some Service to Key Destinations and Underserved Areas:** Many suggested either keeping part of the existing route or ensuring another bus route provides access to destinations such as Deer Lake and Shadbolt Centre. Some recommended having two versions of Route 144: a faster, more direct express route and a local route that continues to serve Deer Lake and Canada Way. Some requested maintaining stops near Burris Street and Oakland Street to avoid cutting off residents who currently rely on the route.
- **Increase Frequency to Accommodate Demand:** Some respondents emphasized the need for frequent buses, particularly during peak hours, to prevent overcrowding.
- **Improve Transit Priority Measures:** Several suggested implementing bus lanes or queue-jumping measures, for example along Royal Oak Avenue, to improve travel times.
- **Ensure Safe Operation on Royal Oak in Winter:** A few respondents suggested adding winter-specific adjustments, such as alternate snow routes or ensuring the route is serviced by buses that can handle steep inclines.



5.3.2 PROPOSED NEW BUS ROUTES

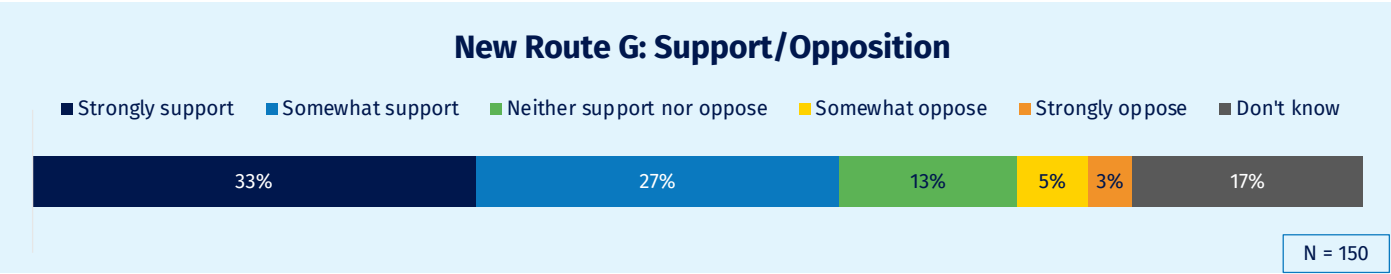
New Route G: Oakland Street / Gilley Avenue

The proposed new Route G would operate between Edmonds Station and Metrotown Station. The proposed routing is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed new Route G was mainly positive, with six in ten (60%) supportive, 13% neither supportive nor opposed, and 8% opposed.



The proposed New Route G was generally well received, and respondents appreciated that it would provide much-needed transit access for South Burnaby. There were suggestions for improvement, including requests for route extensions to improve access to SkyTrain, filling certain network gaps, avoiding congestion, and ensuring reliability and enhanced frequency to minimize disruptions.

The most common **likes** were:

- **New Transit Access for Underserved Areas:** It was appreciated that this route would fill a transit gap for residents in South Burnaby, including the Royal Oak, South Slope, and Metrotown areas. Many respondents mentioned that certain areas, such as Oakland Street, Gilley Avenue, and Grange Street, have had limited or no transit service.
- **More Connectivity Between Key Areas:** Many mentioned specific destinations they would have better access to, including Metrotown, Deer Lake, Old Orchard Edmonds, and Kingsway businesses. This new route would give respondents more options, particularly for shopping and commuting.
- **Improves Access to Public Transit:** It was specifically mentioned that this change would help people who rely on transit, including seniors, students, and people with lower incomes. Providing an alternative to Route 144, which is proposed to be rerouted, was also seen as important. Respondents also expected fewer delays and faster trips than the current transit options in the area.
- **Reduces Pressure on Other Routes:** This change would ease congestion on Route 144 and other Metrotown-area bus routes, providing a secondary connection to Metrotown without overloading existing services.

The most common **concerns** were:

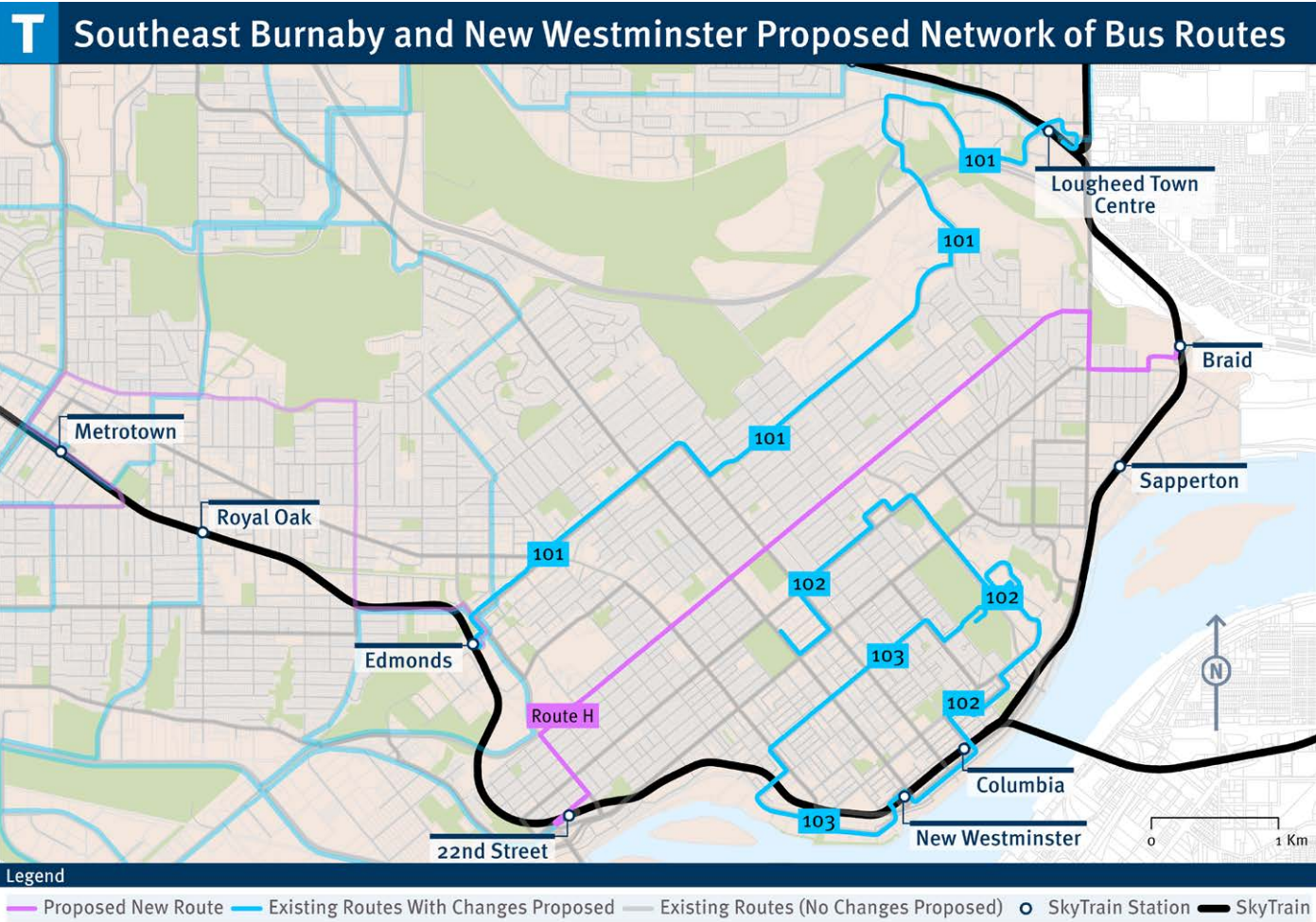
- **Redundancy with Other Routes:** Some felt Route G overlapped too much with existing services like Routes 19, 130, and 119, and could be better used to fill in service gaps elsewhere.
- **Traffic Congestion:** Gilley Avenue was seen as too narrow and often congested, and Willingdon Street between Grange and Beresford streets was flagged as an already busy corridor.
- **Concerns About Service Frequency:** Some respondents worried that infrequent service (less than 1 bus every 10 minutes) would make the route ineffective. There was also a preference for smaller, more frequent buses.
- **Lack of North-South Connections:** A few respondents noted that South Burnaby has a greater need for north-south service rather than another east-west route.

Common **suggestions for improvements** included:

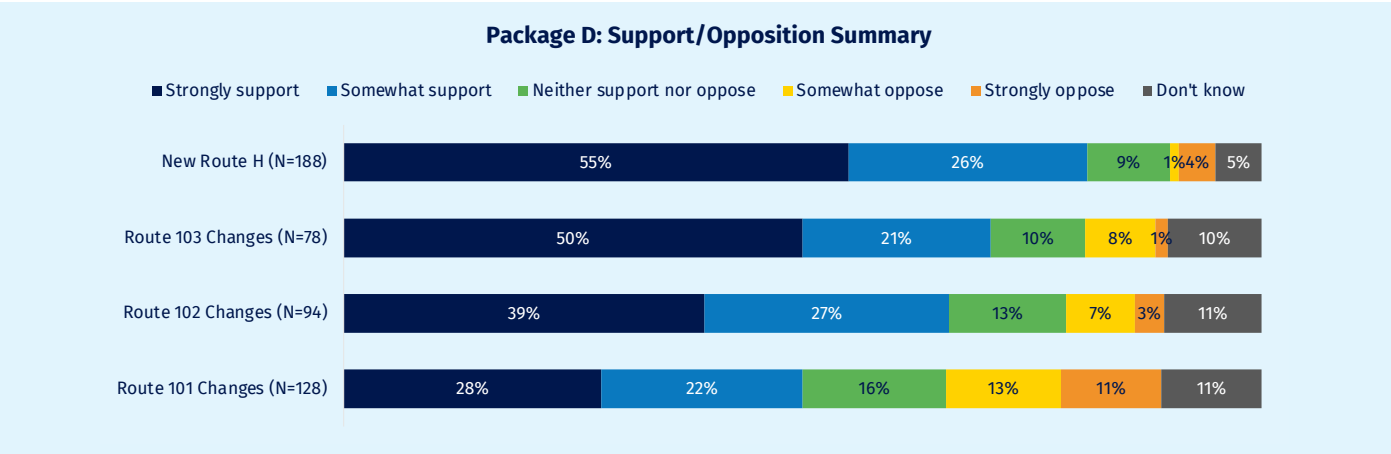
- **Extend the Route to Royal Oak or Sperling and Improve SkyTrain Connections:** Some respondents suggested extending Route G to Royal Oak Station, Sperling-Burnaby Lake Station, or Patterson Station to restore lost SkyTrain access and better connect to the wider network.
- **Fill Transit Gaps Left by Route 144 and Reduce Route Overlap:** Several respondents wanted the new route adjusted to for example cover Bond Street, Burris Street, Nelson Avenue, and Oakland Street to serve areas losing Route 144. To avoid duplication with existing routes (especially Routes 19 and 130), respondents suggested focusing Route G on streets with less transit service.
- **Avoid Congested Roads:** Some respondents proposed using McKay Avenue instead of Willingdon Avenue and switching from Rumble Street to Beresford Street to avoid traffic delays.
- **Increase Frequency and Use Smaller Buses:** There were calls for buses every 10 to 15 minutes, especially during peak hours, and for smaller buses to ensure consistent and efficient service.
- **Improve Traffic Flow on Gilley Avenue:** Some suggested alternate routing if Gilley Avenue was too congested and recommended working with the City of Burnaby to improve traffic management in the area.
- **Add More North-South Transit in South Burnaby:** Rather than another east-west route, several respondents requested increased service on north-south routes like Routes 123 and 130.

# 5.4 Transit Package D: Improve and Simplify Local Bus Connections in Southeast Burnaby and New Westminster

The proposed bus route changes for Southeast Burnaby and New Westminster are shown in the map below and a summary of the level of support for each proposed route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.4.1 and 5.4.2 below.



Summary of support and opposition to Package D proposals:

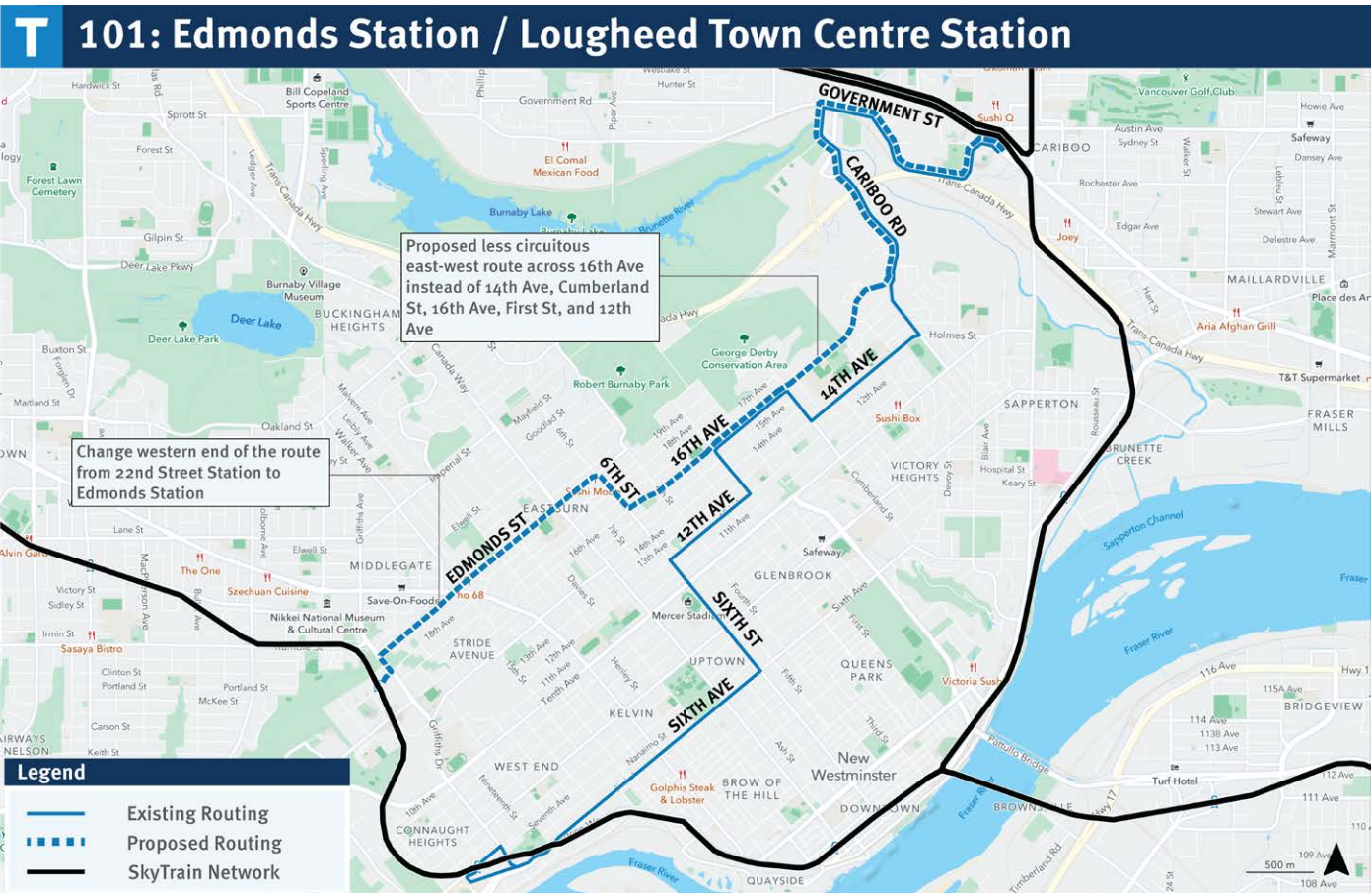




5.4.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

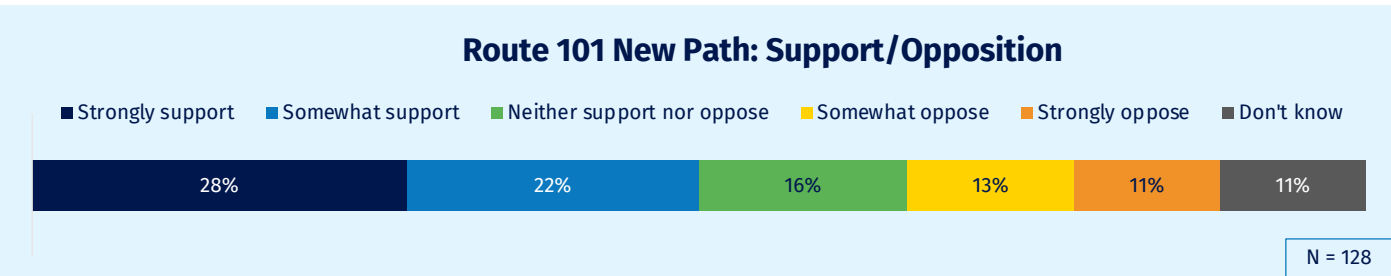
Route 101: Edmonds Station / Lougheed Town Centre Station

The western terminus of Route 101 is proposed to change from 22nd Street Station to Edmonds Station. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Half of respondents (50%) were supportive of the proposed changes to Route 101, while nearly a quarter were opposed (24%), and 16% were neither supporting nor opposed.



The new direct routing for Route 101 was appreciated for its efficiency and improved SkyTrain connections, but concerns remained about lost access to Uptown New Westminster and increased walking distances for some riders. It was suggested that a balanced approach, including frequency improvements, route adjustments, and better transfer options, would be needed to make this change work smoothly.



The most common **likes** were:

- **Better connectivity:** Respondents appreciated better connectivity, including the improved access between Edmonds Station and Lougheed Town Centre Station, better coverage for 16th Avenue and Cariboo Hill Secondary School, and that the proposed new route would avoid backtracking to 22nd Street Station, which is already well-served by other routes.
- **Improved Service on Overcrowded Routes:** Many mentioned that they liked the idea of more frequent service along Edmonds Street, a busy transit corridor, and the reduction of service duplication with Routes 106 and 155.

The most common **concerns** were:

- **Loss of Direct Access to Uptown New Westminster:** No more direct service to 6th Avenue and 6th Street (Royal City Centre Mall and New Westminster Community Centre) was mentioned as a concern. These concerns were specifically voiced for seniors and those with mobility challenges who rely on this connection.
- **Increased Transfers and Walking Distance for Some Participants:** Some respondents were concerned about the loss in service to certain areas, such as between 6th Avenue and 16th Avenue. The proposal would make it harder for those in Cumberland, Newcombe, and Wright streets to access transit. Riders traveling to Royal City Centre Mall and Uptown New Westminster would need to transfer, increasing travel time.
- **Traffic Congestion and Reliability Issues:** It was mentioned that 16th Avenue and Cariboo Road are prone to traffic delays, especially at Cariboo Road's rail crossing. Concern about infrequent service, especially late at night and on weekends, was also raised.
- **Duplication of Service on Edmonds Street:** Some respondents mentioned that there would be overlap with Route 106, which already provides frequent service along Edmonds Street.

Common **suggestions for improvements** included:

- **Maintain Some Service to Uptown New Westminster:** It was suggested to keep part of the current Route 101 along 6th Avenue to serve Royal City Centre Mall and community hubs. Alternatively, increases to service on Route 155 to cover Uptown New Westminster gaps were also suggested.
- **Improve Frequency and Reliability:** Participants would like to see increased bus frequency, especially during peak hours, late nights, and on weekends. It was also suggested to stagger Routes 101 and 155 schedules to avoid them arriving back-to-back.
- **Bypass Rail Crossings and Traffic Bottlenecks:** Suggestions included avoiding Cariboo Road's rail crossing by rerouting via Lougheed Highway and Production Way–University Station and using Government Street instead of Cariboo Road to improve service reliability.
- **Alternative Routing Suggestions:** Some suggested extending Route 101 past Lougheed to Burquitlam Station for better North-South connectivity, or swap sections of Route 101 with Route 136 to better balance service coverage.

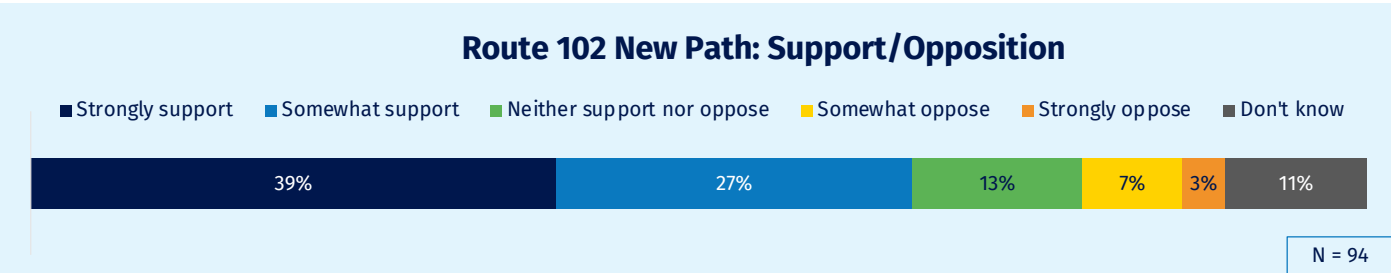
Route 102: Uptown / New Westminster Station via Victoria Hill

Route 102 is proposed to be extended to Uptown New Westminster. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on this route was generally positive, with two thirds (66%) supportive, 13% neither supportive nor opposed, and one in ten (10%) opposed.



The proposed extension of Route 102 was generally well-received, as it would improve access to Uptown New Westminster, community hubs, and Victoria Hill. However, concerns about traffic congestion, overlapping service with Route 105, and loss of access to 2nd Street were mentioned. Improvements in bus frequency, routing adjustments, and traffic management strategies would help optimize this change.

The most common **likes** were:

- **Better Connection to Queen's Park and Uptown:** Some respondents appreciated that it would provide a direct route to Queen's Park, making access more convenient for residents. Improving accessibility for Quayside residents and filling a current direct transit gap between Quayside and Uptown were also appreciated.
- **Enhanced Mobility for Seniors and Community Members:** The proposed changes would help older residents and those in new developments along the Quay get around more easily. Some respondents mentioned they liked that it would improve transit access to Centennial Lodge and other community spaces.
- **New Coverage Along 4th Avenue:** Some respondents appreciated the extension to 4th Avenue, creating new service to areas previously underserved.
- **More Direct East-West Connectivity:** Some respondents liked that the proposed changes would address the lack of an east-west bus route, such as between 6th Avenue and Columbia Street, and that it would reduce dependency on New Westminster Station for transfers.

The most common **concerns** were:

- **Concerns About Traffic and Delays on McBride Boulevard:** It was mentioned that McBride Boulevard has heavy congestion, especially during rush hour, potentially causing delays. Some said there would be no good bus stops along McBride Boulevard without disrupting traffic.
- **Loss of Service on 2nd Street:** Some riders along 2nd Street would lose direct access, requiring longer walks to catch the bus. Current ridership patterns may be disrupted due to this proposed route change.
- **Potential Overlap with Route 105:** It was suggested that duplicating Route 105's service on 8th Avenue might not be efficient. Some felt the route should be redesigned to avoid this redundancy and serve areas with less transit instead.
- **Bus Overcrowding and Frequency Issues:** Some said that Route 102 already struggles with full buses during peak hours, and adding an extension might worsen overcrowding. There were concerns that service frequency might not be enough for the extended route.

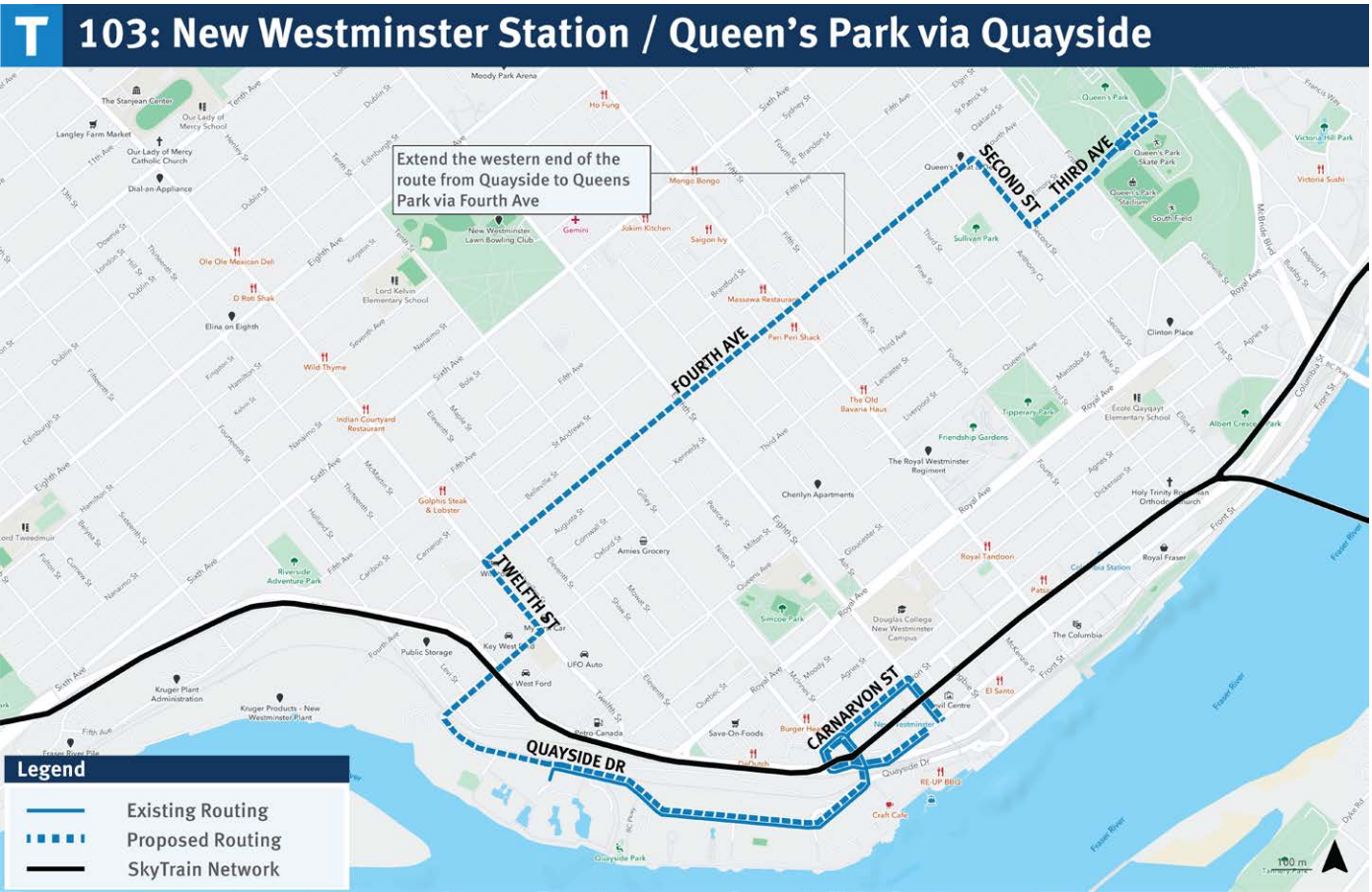
Common **suggestions for improvements** included:

- **Improve Route Alignment to Avoid Congestion:** Some suggested to adjust routing to avoid heavy traffic bottlenecks. For example, instead of McBride Boulevard, respondents suggested to route the bus via 6th Avenue or Cumberland Street to improve reliability.
- **Increase Frequency and Bus Size:** Using larger buses, especially during peak hours, to accommodate demand was suggested. Increasing bus frequency (to every eight minutes during rush hour) to reduce wait times and avoid overcrowding was also called for on this route.
- **Improve North-South Connections:** Some respondents would like to see an extension to Lougheed through Cariboo Hill, connecting southeast Burnaby to SkyTrain. Others suggested an Uptown loop system, running counterclockwise to complement Route 105's clockwise loop.
- **Maintain Some Service on 2nd Street:** It was suggested to maintain partial service on 2nd Street for riders who would otherwise be disconnected.
- **Transit Priority and Infrastructure Improvements:** It was also suggested to implement bus priority lanes on McBride Boulevard to reduce delays and to have more bus shelters at stops to improve overall rider experience.



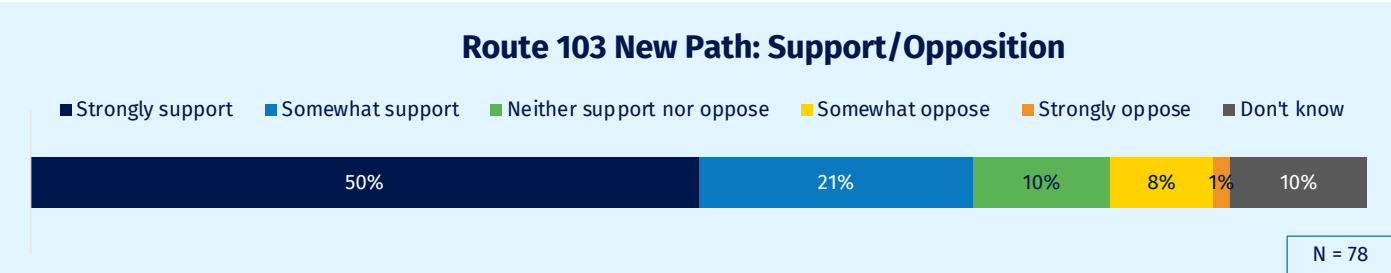
Route 103: New Westminster Station / Queen’s Park via Quayside

The north end of Route 103 is proposed to be extended past Quayside to go to Queens Park via 4th Avenue. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

By and large, feedback on this route was positive, with seven in ten (71%) supportive (50% of whom were strongly supportive). One in ten (10%) were neither supportive nor opposed and nearly one in ten (9%) were opposed.



The proposed changes to Route 103 are largely welcomed, particularly for their improved connectivity to Queen’s Park, Uptown, and Quayside. However, some concerns about 4th Avenue’s narrow streets, safety at night, and potential scheduling issues were brought up. Adjusting the route for efficiency, increasing frequency, and ensuring safe transit options for all riders were mentioned.



The most common **likes** were:

- **Better Connection to Queen's Park and Uptown:** Some respondents appreciated that this change would provide a direct route to Queen's Park, making access more convenient for residents. Improved accessibility for Quayside residents, reducing the need for transfers to reach Uptown, was also seen as a positive development.
- **Enhanced Mobility for Seniors and Community Members:** This change would help older residents and those in new developments along the Quay get around more easily. It was appreciated that it would improve transit access to Centennial Lodge and other community spaces.
- **New Coverage Along 4th Avenue:** Some respondents appreciated the extension to 4th Avenue, providing new service to areas previously underserved.
- **More Direct East-West Connectivity:** The route change was liked by some for addressing the lack of an east-west bus route between 6th Avenue and Columbia Street, and that it would reduce dependency on New Westminster Station for transfers.

The most common **concerns** were:

- **Concerns About 4th Avenue Routing:** Some respondents noted that 4th Avenue may be too narrow for buses and has speed bumps that could cause delays. Multiple stop signs along the route could slow service and reduce efficiency. Some suggested avoiding 4th Avenue altogether in favour of 3rd Avenue.
- **Traffic and Schedule Reliability Issues:** Some were concerned that traffic congestion in New Westminster, especially during peak hours, could lead to delays. Potential scheduling issues due to the longer route were noted.
- **Safety Concerns for Late-Night Participants:** Some respondents noted they would feel unsafe walking through Queen's Park at night if the route terminated there.
- **Frequency and Bus Size:** Concerns about buses running frequently enough to meet potential demand were raised by some. They noted that smaller buses get full quickly, leading to passengers being left behind during peak times.
- **Lack of Direct Service to Downtown New Westminster/SkyTrain:** Some respondents would prefer a more direct route from Quayside to SkyTrain stations, rather than detouring through Queen's Park.

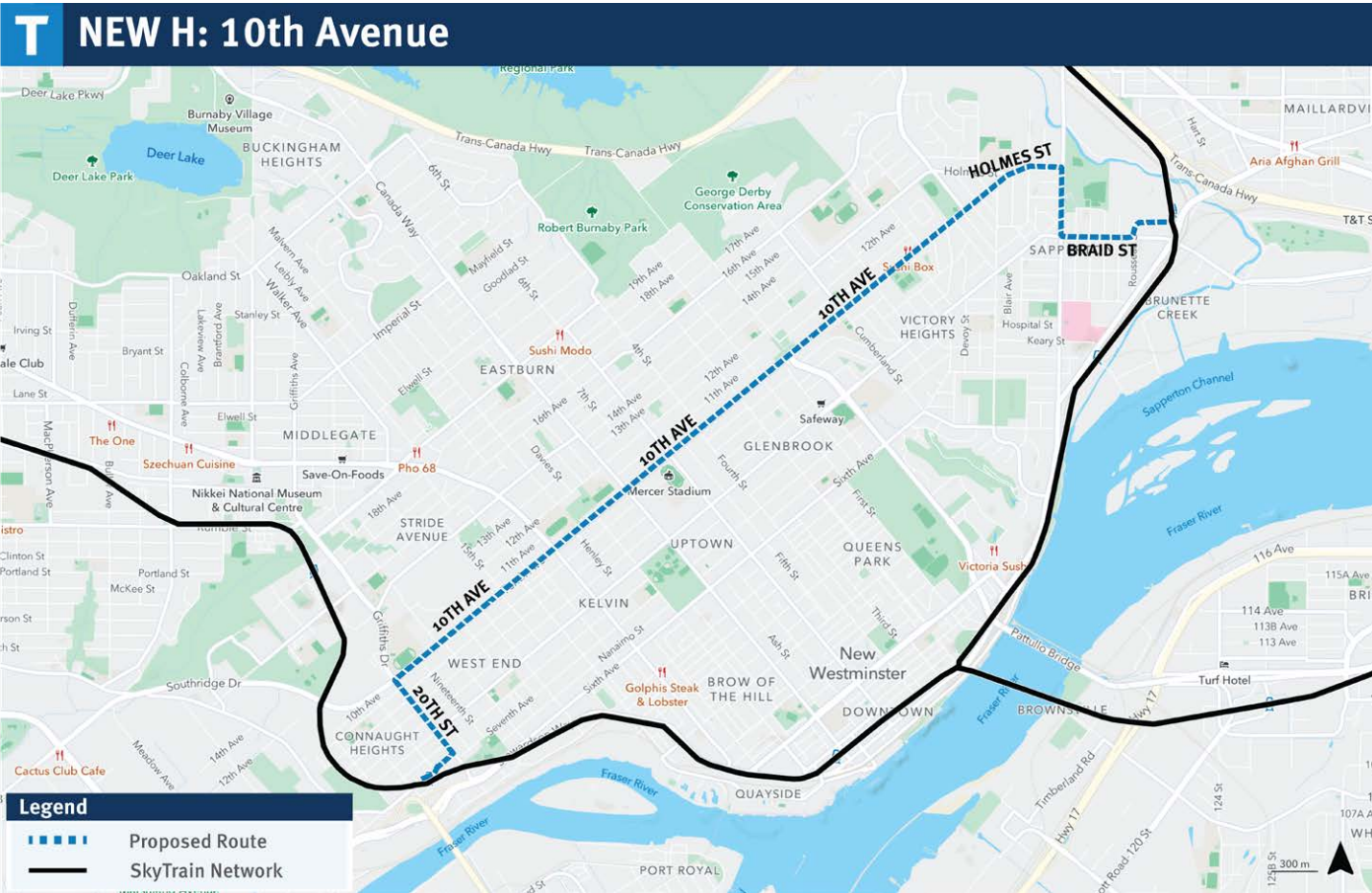
Common **suggestions for improvements** included:

- **Adjust Route to Avoid 4th Avenue Issues:** It was suggested to reroute the route along 3rd Avenue instead of 4th Avenue to improve efficiency. Others would like to see consideration for transit priority measures at key intersections to avoid delays.
- **Improve Frequency and Capacity:** There was a call to increase bus frequency, especially during peak hours, and to use larger buses to accommodate increased ridership.
- **Enhance Safety for Late-Night Participants:** Extending the route further into Queen's Park to provide a safer drop-off location would help alleviate this issue, as well as ensuring well-lit stops and possible security measures for passengers traveling at night.

5.4.2 PROPOSED NEW BUS ROUTES

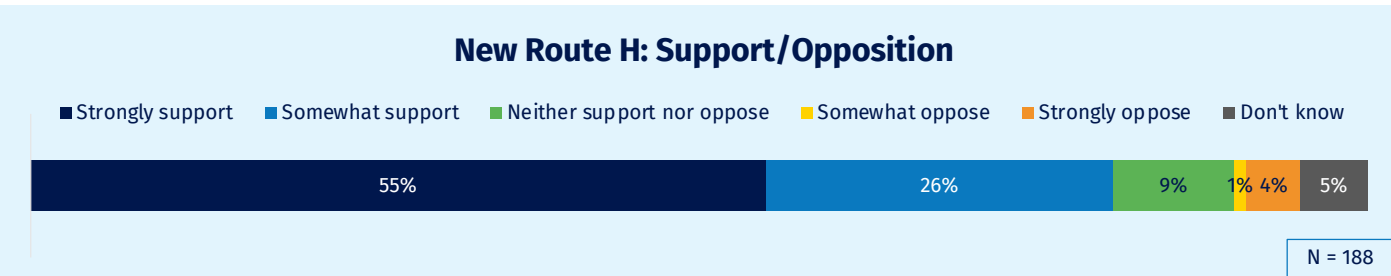
New Route H: 10th Avenue

The proposed new Route H would operate between Edmonds Station and Braid Station. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

There was widespread support for the proposed New Route H, with eight in ten (81%) supportive (among whom 55% strongly), one in ten (9%) neither supportive nor opposed, and 5% opposed.



The proposed Route H received support for filling a long-standing network gap in east-west transit in Burnaby and New Westminster. Many appreciated the directness of the routing and the opportunity to improve access to underserved neighbourhoods and destinations like Crest, Southgate, and Choices Market. However, some respondents raised concerns about traffic congestion, safety, and whether the terminus at Braid Station was the best choice. Bus priority measures, routing adjustments, and coordination with existing services were requested to make the route more viable.

The most common **likes** were:

- **Fills a Long-Standing Network Gap:** Many respondents appreciated that 10th Avenue would finally receive transit service, helping connect areas previously underserved between 22nd Street and Braid stations.
- **Alternative to Overcrowded Routes and SkyTrain:** Many saw this as a good alternative to Routes 101, 128, 155, and SkyTrain, especially when those services are delayed or crowded.
- **Improved East-West Connectivity:** The route would link two SkyTrain lines while improving local access to shopping, schools, and residential areas.
- **Supports Rapid Population Growth:** With new development in New Westminster and Burnaby, some respondents welcomed the proactive planning for future demand.
- **More Direct Routing:** Many preferred this route over the meandering paths of Routes 128 and 155, noting that 10th Avenue offered a straighter, faster option.
- **Better Access for Uptown and Sapperton Residents:** Some respondents valued improved access to shops, services, and community destinations along 10th Avenue.

The most common **concerns** were:

- **Heavy Congestion on 10th Avenue and Side Streets:** Some respondents were worried about existing traffic delays along 10th Avenue, especially around 6th Street, McBride Boulevard, and 20th Street near the Queensborough Bridge. Holmes Street was flagged as a particular winter hazard.
- **Traffic and Safety Impacts:** There was concern that adding a bus without addressing existing traffic problems could make congestion worse and create safety issues for pedestrians, especially students.
- **Uncertain Frequency and Overlap with Other Routes:** Some respondents emphasized that buses must run at least every 10 to 15 minutes. Many also asked that service not come at the expense of existing routes like the 101, 128, and 155.
- **Braid Station May Not Be the Ideal Terminus:** Many questioned the choice of Braid Station as the terminus, suggesting Lougheed or Edmonds stations would offer better connections and reduce duplication with current routes.
- **Missed Opportunities to Serve More Destinations:** Some felt the route could do more by extending to 6th Avenue, Edmonds, or offering school-time extensions to Queensborough.

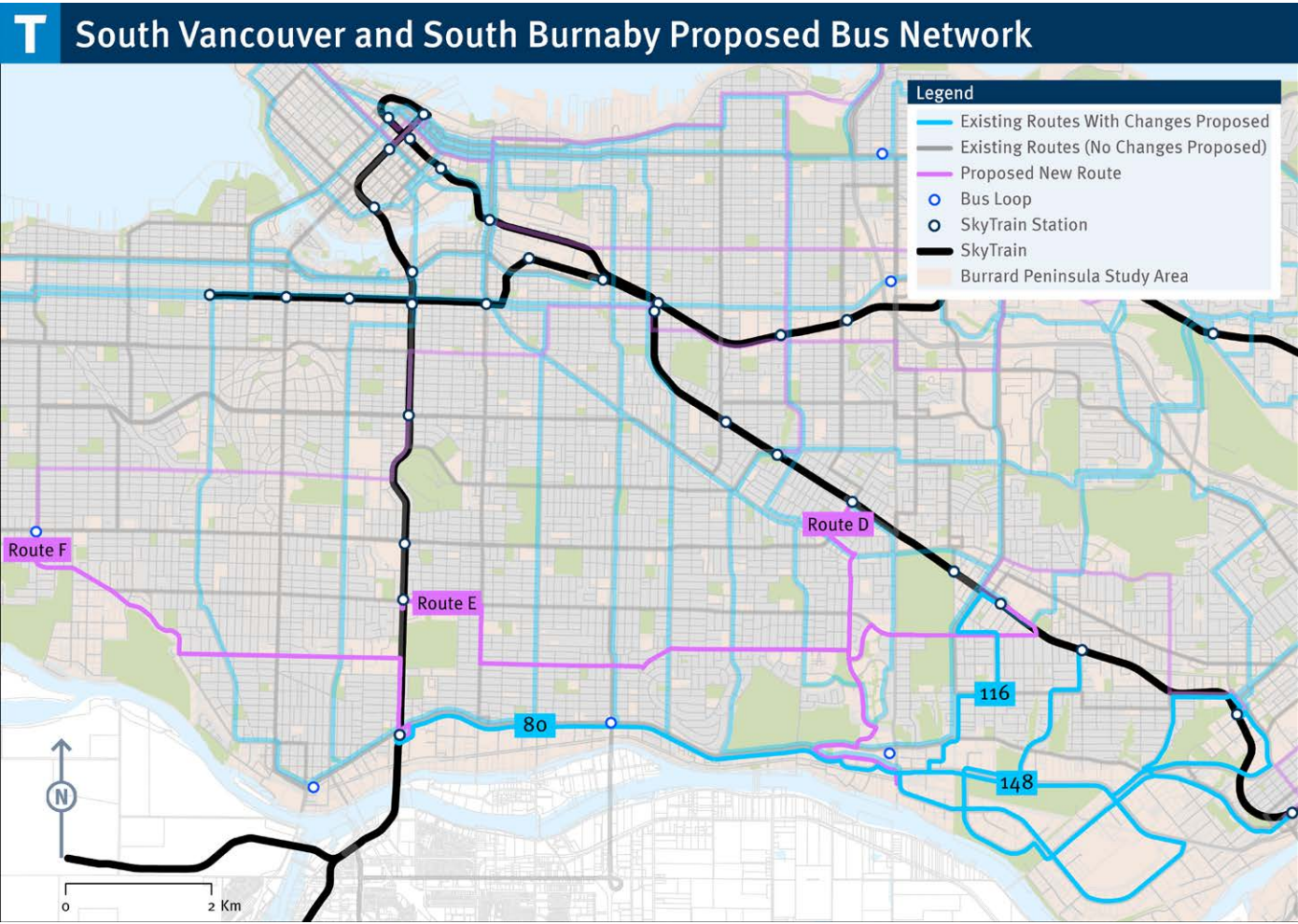
Common **suggestions for improvements** included:

- **Add Bus Priority Measures:** Some respondents strongly recommended queue jump lanes, advanced signals, and rush-hour parking restrictions to improve speed and reliability on 10th Avenue.
- **Reroute to Lougheed or Edmonds Station:** Many preferred routing the bus to Lougheed or Edmonds for better connectivity and to avoid overlap with Routes 128 and 155.
- **Maintain High Frequency and Coordinate with Other Routes:** There was a call for buses to run every 10 to 15 minutes and be scheduled to avoid bunching with other east-west routes.
- **Avoid Congestion at 20th Street:** Suggestions included using 8th Avenue and 23rd Street instead of 20th Street to access 22nd Street Station.
- **Improve Pedestrian Safety:** Some respondents called for more crosswalks, safer bus stop placements, and improved lighting around schools and intersections.



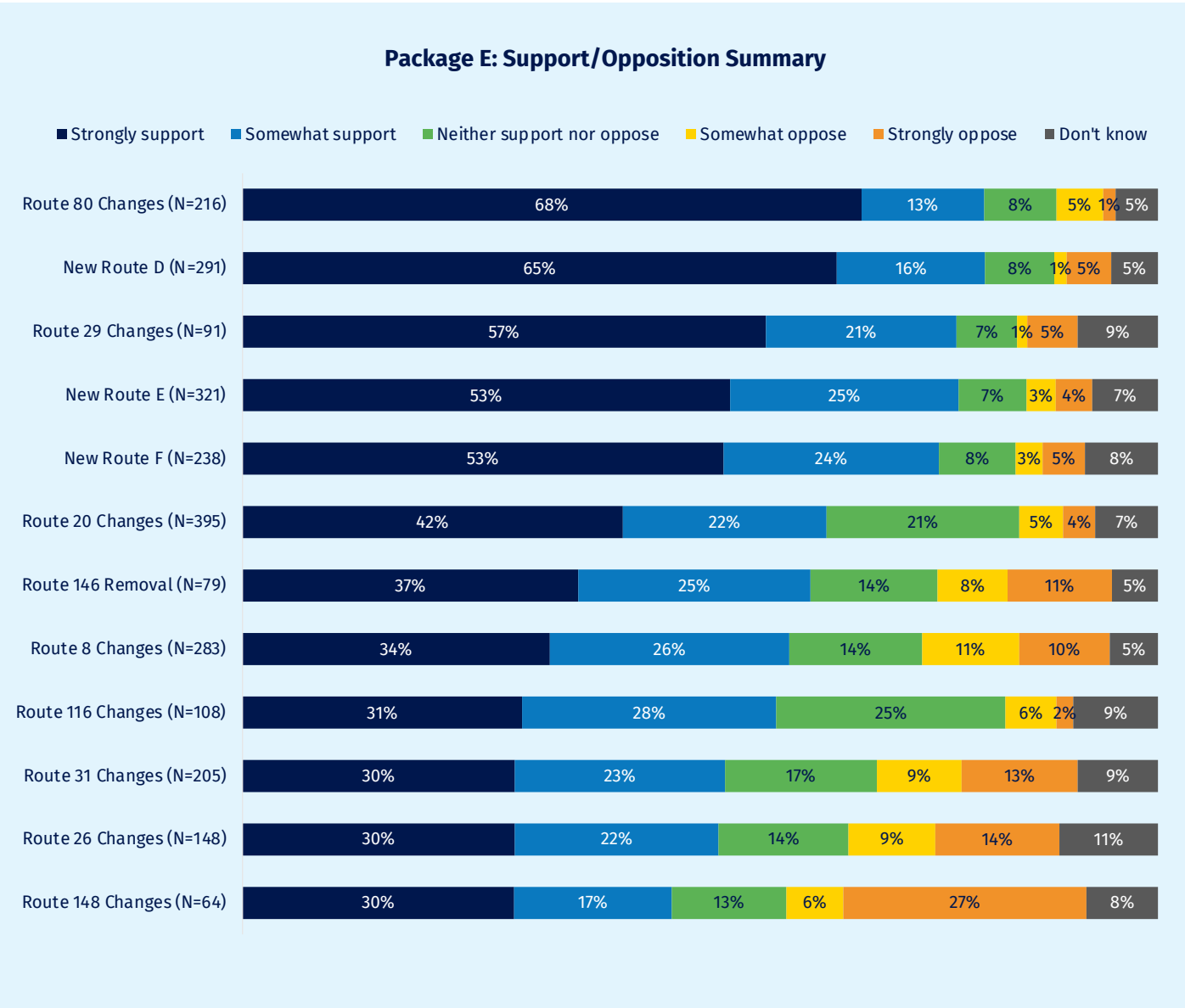
# 5.5 Transit Package E: Provide More Transit Connections in South Vancouver and South Burnaby

The proposed bus route changes for South Vancouver and South Burnaby are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.5.1 to 5.5.3 below.





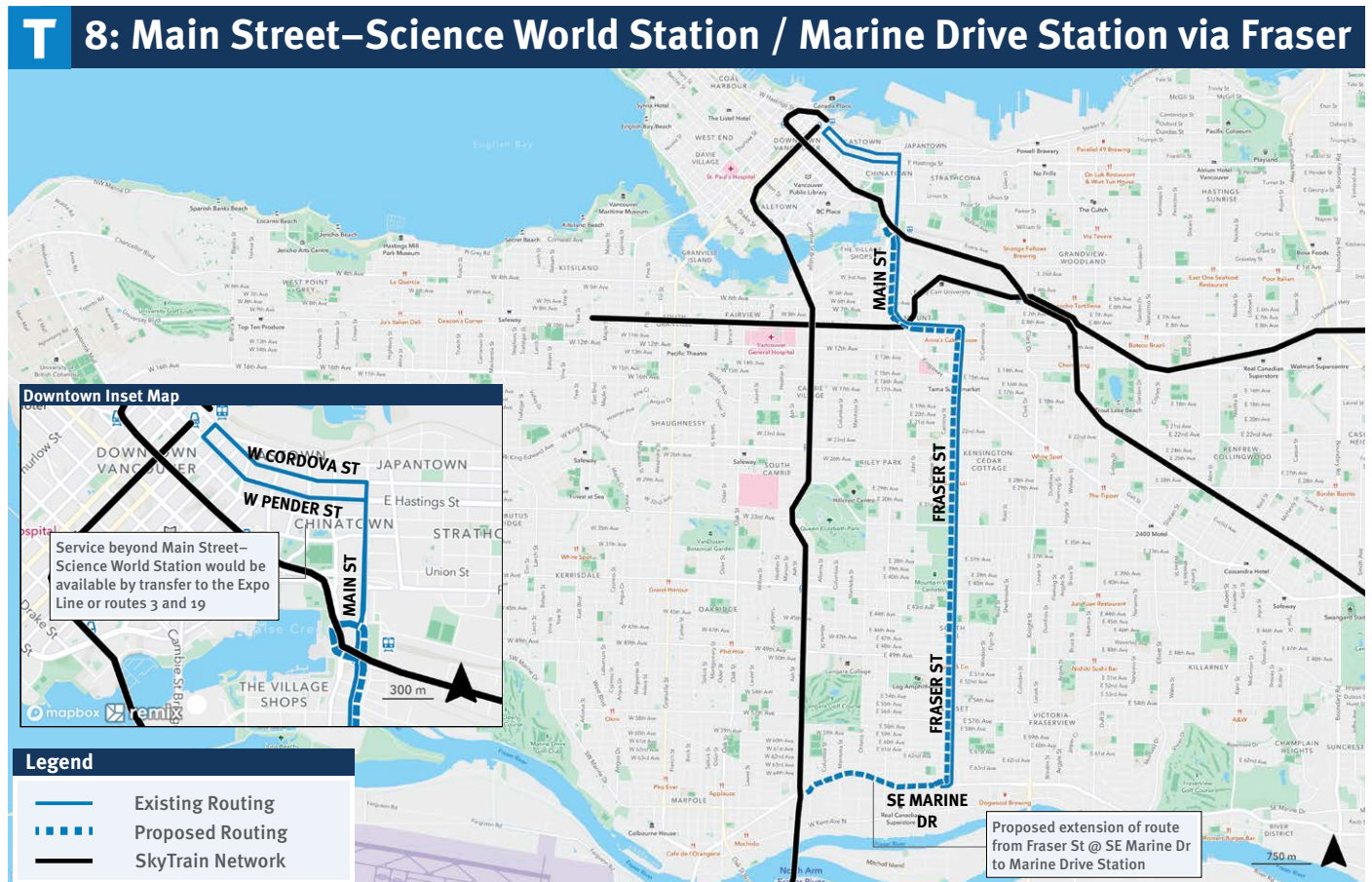
Summary of support and opposition to Package E proposals:



### 5.5.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

#### Route 8: Main Street–Science World Station / Marine Drive Station

The northern end of Route 8 is proposed to be shortened so that it would end at Main Street–Science World Station and the southern end is proposed to be extended to Marine Drive Station. The details of the proposed change are shown in the map below.



### OVERALL FEEDBACK ON PROPOSAL

Overall feedback on this route was mostly positive, with six in ten (60%) respondents supportive, 14% neither supportive nor opposed, and one in five (21%) opposed.



The feedback highlighted strong support for this proposal as many respondents believe it would deliver improved reliability, faster travel times, and better transit connections. However, concerns about safety, accessibility, late-night service, and the loss of direct Downtown access were brought up. Participants want higher frequency, better security, cultural representation, and improved infrastructure to make Route 8 a more efficient and inclusive service.

The most common **likes** were:

- **Extension to Marine Drive Station:** Many respondents supported extending the route south to Marine Drive Station, as it would improve connections to the Canada Line and other routes. It was also liked because it would help reduce congestion on Route 100, which currently handles most of the south-end demand.
- **Avoiding Downtown Congestion:** Many liked removing Route 8 from Downtown Vancouver, as it would help reduce delays and bus bunching. Keeping the route focused on Main Street and Fraser Street would make it more reliable.
- **Improved SkyTrain Connectivity:** Some respondents liked that both ends of the route would connect to SkyTrain stations (Main Street–Science World on the Expo Line and Marine Drive on the Canada Line). This would shorten travel times for those heading outside Downtown.
- **Better Reliability and Frequency:** Many believed that removing the Downtown portion would allow for better service reliability along the route. They hoped this would increase bus frequency and reduce delays.
- **Faster Commute for South Vancouver Participants:** Participants in South Vancouver appreciated direct access to Marine Drive Station instead of having to walk or transfer to another bus. It was specifically said to improve transit options for people working or shopping in the Marine Drive area.

The most common **concerns** were:

- **Loss of Direct Service to Downtown:** Many respondents, especially those traveling to Chinatown, Gastown, and the Downtown Eastside, did not support cutting Downtown service. Some said it would add unnecessary transfers, making trips slower and more complicated. A few respondents felt this disproportionately impacts seniors and those with lower incomes who rely on direct service.
- **Concerns About Transfers at Main Street–Science World Station:** Some say they won't feel safe transferring at Main Street–Science World Station, citing concerns about crime, homelessness, and drug use in the area. Other respondents worried that the buses of the routes they are transferring to would be too crowded by the time they reach Main Street–Science World, making transfers difficult.
- **Longer Travel Times for Some Participants:** Those who frequently travel from Fraser Street to Downtown said this change would increase their commute time due to the required SkyTrain or bus transfer. Some believed this would make using transit less convenient, especially late at night when SkyTrain and other buses run less frequently.
- **More Crowding on Other Routes (Routes 3, 19, 100, R4, and SkyTrain):** Many worried that removing Route 8's Downtown service would make these other routes overcrowded, as more people would need to use them to get Downtown.
- **Duplication with Other Routes and Lack of Need for Marine Drive Service:** Some questioned the need for an extension to Marine Drive, saying that other routes (e.g., Routes 80 and 100) already serve that area. Others said that Routes 80 and 100 already connect to the Canada Line, making this extension redundant.

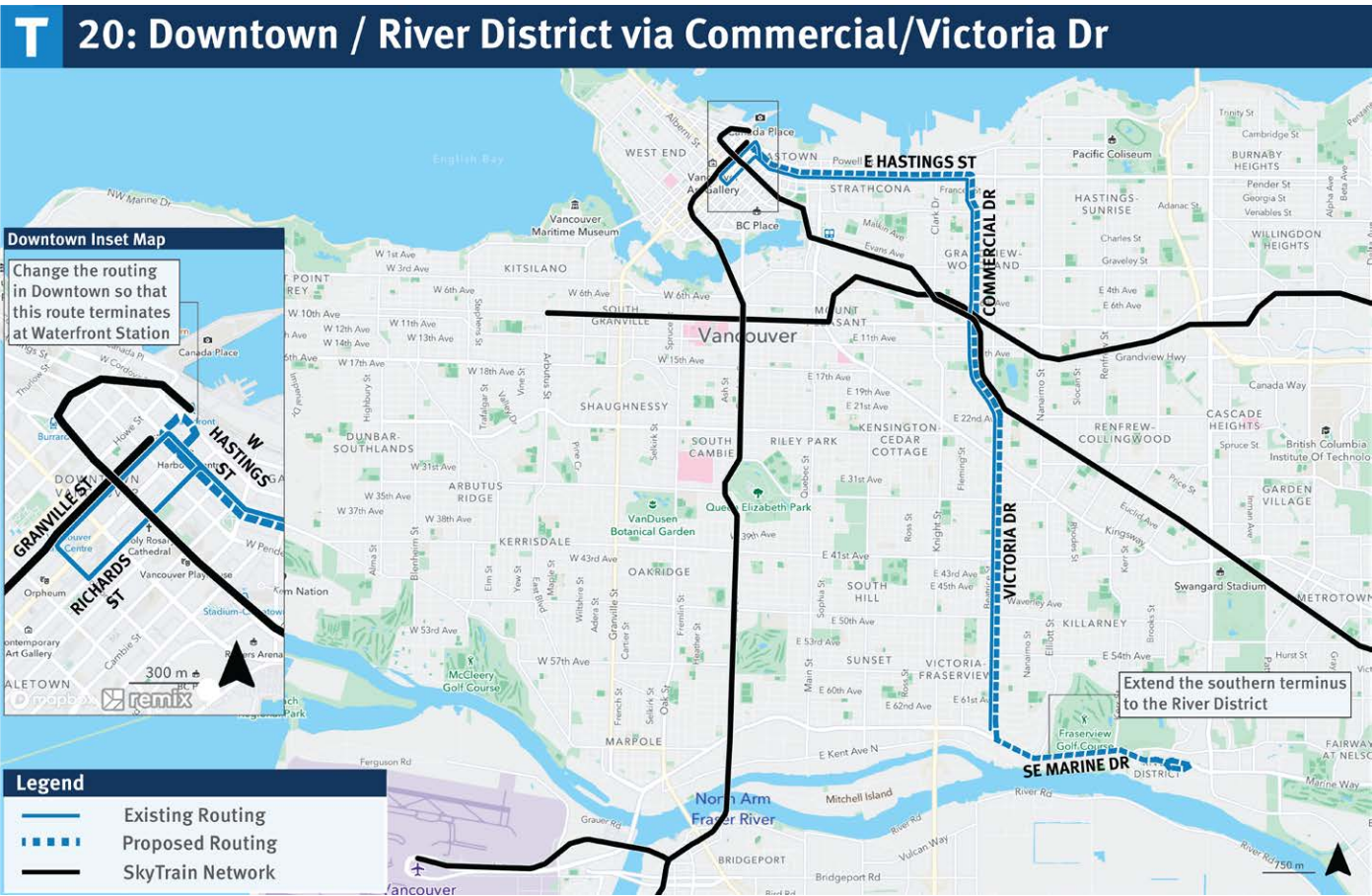
Common **suggestions for improvements** included:

- **Keep the Route Going to Downtown or Offer Some Downtown Service:** Many respondents wanted Route 8 to continue serving Downtown, either:
  - Full-time, as it does now.
  - Partially, with every 3rd or 4th bus continuing Downtown.
  - With a new express route serving Downtown alongside the shortened Route 8.
- **Improve Bus Frequency and Reliability:** Many respondents wanted higher frequency, especially during peak hours and evenings. Some suggested bus lanes or transit priority on Main Street to improve reliability.
- **Provide an Express Service Along Fraser Street or Main Street:** Many suggested creating an express bus route on Fraser Street, stopping only at major intersections. Some believed Main Street should also have a RapidBus or limited-stop service.
- **Improve Safety and Security at Main Street–Science World:** Many respondents said they do not feel safe transferring at this station and wanted more security, better lighting, and cleaner conditions. Some also wanted more seating and shelter at the transfer point.
- **Reduce Bus Stops for Faster Service:** Several suggested removing some bus stops, particularly south of 49th Avenue, where they felt stops are too close together.
- **Extend the Route to St. Paul’s Hospital or Commercial–Broadway:** Some suggested terminating the route at St. Paul’s Hospital instead of Main Street to serve hospital staff and patients. Others recommended extending the route east on Broadway to Commercial–Broadway Station to improve connectivity. Keep Trolleybus Service on Fraser: Some were concerned that the extension to Marine Drive would result in the loss of trolleybuses on Fraser Street. These respondents wanted the trolleybus service to be maintained.



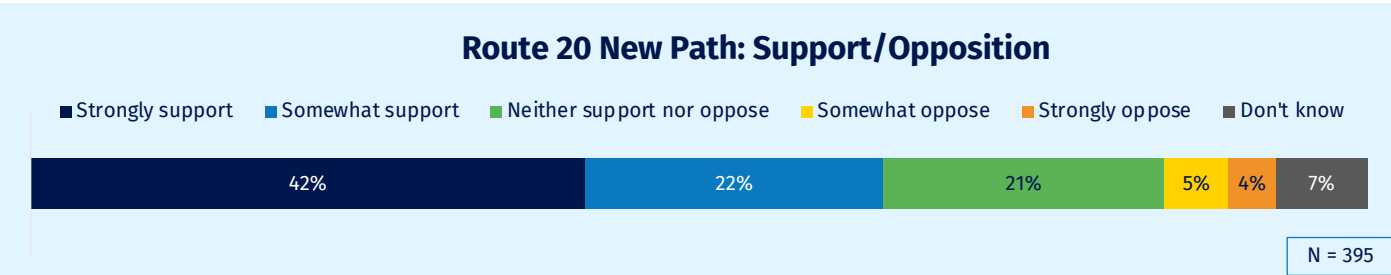
Route 20: Downtown / River District via Commercial/Victoria Dr

The northern end of Route 20 is proposed to be changed to Waterfront Station and the southern end is proposed to be extended to the River District. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Overall feedback on the proposals for Route 20 was mostly positive, with 64% supportive, one in five (21%) neither supportive nor opposed, and one in ten (9%) opposed.



While the extension to River District and the connection to Waterfront Station were widely supported, concerns include overcrowding, service reliability, safety, and traffic delays. Respondents strongly advocated for higher frequency, an express service (20X), more security, bus lanes, and maintaining trolleybus service.

The most common **likes** were:

- **Connection to Waterfront Station:** Many respondents appreciated moving the terminus to Waterfront Station, making transfers to SkyTrain, SeaBus, and West Coast Express easier.
- **Extended Service to River District:** The extension to River District was widely praised, as the area is growing rapidly and currently underserved by transit.
- **More Direct and Simplified Downtown Routing:** Some respondents liked that removing the Downtown loop would save time, making the route easier to understand and faster.
- **Increased Accessibility and Connectivity:** People living in River District, Victoria Drive, and East Vancouver liked the direct service to Downtown without multiple transfers.
- **Better Transit Coverage in South Vancouver:** The extension was liked because it would ensure better transit access along Marine Drive and through the Fraser Lands, helping reduce car dependency.
- **Express Service (20X):** Many respondents strongly supported adding an express service (20X) with fewer stops to help relieve overcrowding.

The most common **concerns** were:

- **Route is Already Overcrowded and Unreliable:** The current Route 20 is one of the busiest routes in Vancouver, and some respondents worried that extending it would lead to further overcrowding. Many reported long wait times, inconsistent service, and frequent bus bunching.
- **Safety and Cleanliness Concerns:** Many respondents currently feel unsafe on Route 20, especially at night, due to issues with drug use, mental health crises, and individuals who are experiencing homelessness using the bus as shelter. Concerns about dirty buses, lack of enforcement for fare evasion, and passengers engaging in unsafe behaviour were also raised.
- **Traffic and Delays on Marine Drive:** Marine Drive is already heavily congested, and some respondents worried that adding Route 20 could cause further delays. Routes 80 and 100 already experience reliability issues on Marine Drive, and some worried Route 20 would face similar problems.
- **Extended Route Might Reduce Frequency:** Many worried that stretching the route to River District without increasing frequency would result in longer wait times. Some worried that existing buses would be “stretched out” instead of adding more service.
- **Concerns About Losing Service in Downtown:** Some missed the previous loop through Downtown, especially access to Granville, Robson, and the Vancouver Public Library. The proposed change may require more walking or transfers to reach central Downtown destinations.
- **Trolley Wire Infrastructure Issues:** The lack of trolley wires in River District could mean the route would rely on diesel or battery-electric buses instead of electric trolleybuses.

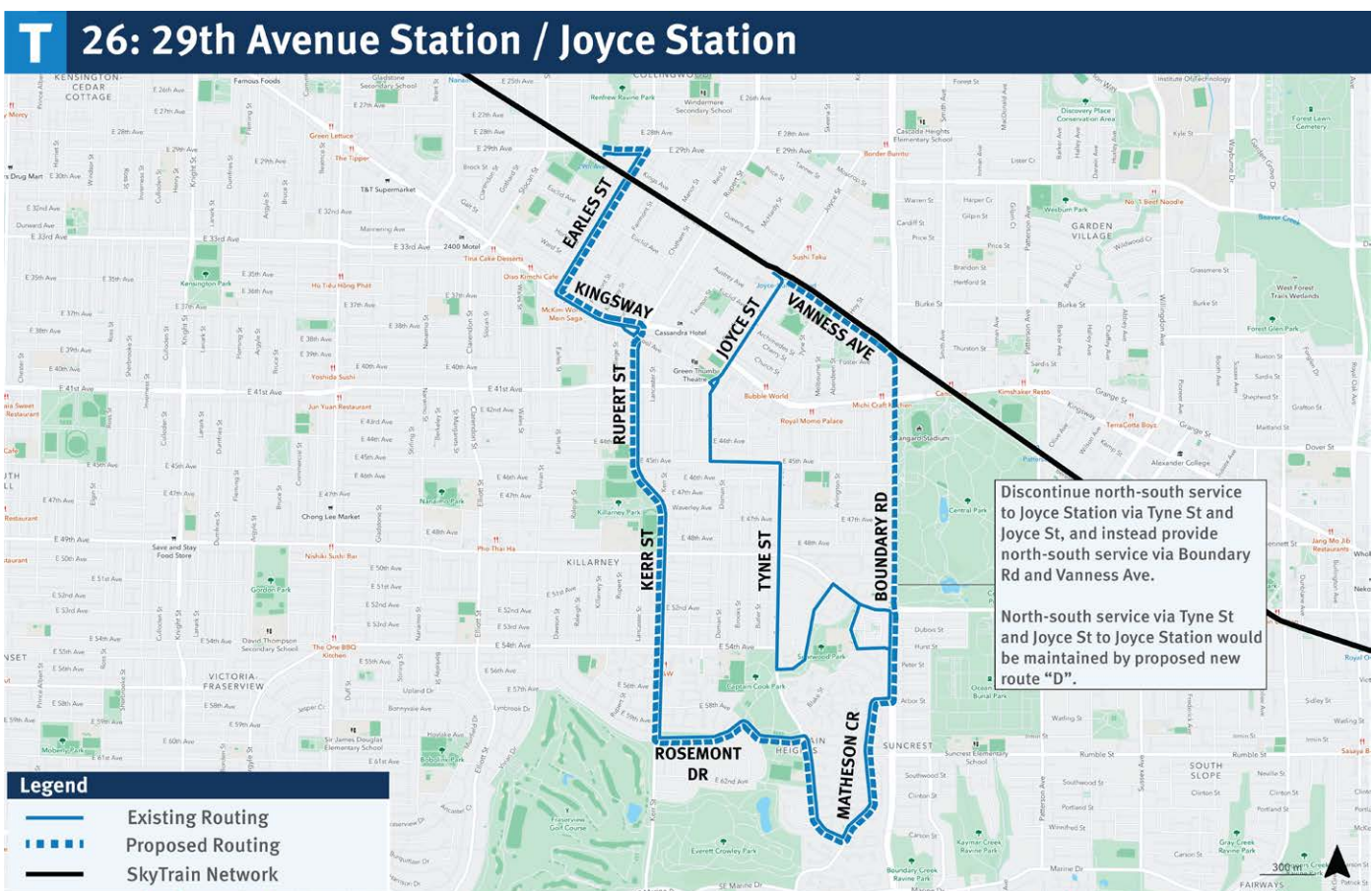
Common **suggestions for improvements** included:

- **Increase Frequency and Reliability:** Some respondents called for more frequent service during peak hours and late evenings, along with better spacing of buses to reduce bunching and long waits.
- **Introduce an Express Bus (20X):** Many supported the creation of a 20X limited-stop service to provide a faster alternative. Suggested express stops included Commercial–Broadway, 1st Avenue, Broadway, Hastings Street, Victoria Drive, and Marine Drive.
- **Improve Safety and Cleanliness:** Some respondents recommended increased fare enforcement, a stronger security presence at night, and more frequent bus cleaning to enhance rider comfort and safety.

- **Add Bus Priority Measures:** Some respondents emphasized the need for dedicated bus lanes, for example along Victoria Drive and Marine Drive, along with transit signal priority at major intersections to improve on-time performance.
- **Expand Trolleybus Infrastructure:** Suggestions included extending trolley wires to River District and converting additional routes—such as Route 29—to electric service to expand low-emission coverage.
- **Explore Alternative Routing Options:** Some respondents proposed ending Route 20 at Marine Drive Station instead of the River District, while others suggested terminating the route at Commercial–Broadway and using a different route to serve the River District.
- **Enhance Accessibility and Bus Stop Amenities:** Some respondents requested better lighting at bus stops for safety, more benches and shelters for comfort, and strategic bus stop placement in the River District to ensure convenient access for residents.

## Route 26: 29th Avenue Station / Joyce Station

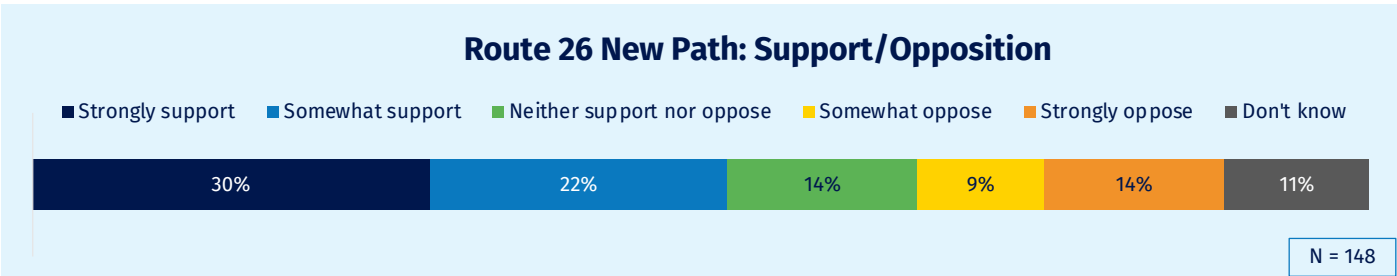
Route 26 is proposed to have a routing change between Champlain Heights and Joyce Station. The details of the proposed change are shown in the map below.





OVERALL FEEDBACK ON PROPOSAL

While more than half of respondents (52%) supported the proposed changes to Route 26, 14% neither supported nor opposed them, and close to a quarter (23%) were opposed.



The proposed changes to Route 26 were generally well-received for offering a more direct, reliable route along Boundary Road, improving travel times and simplifying the service. Many respondents appreciated the improved connections to SkyTrain and the introduction of service along a corridor that has been historically underserved. However, there was concern about the loss of service to Tyne Street and Champlain Heights, which would particularly impact seniors, families, and students who rely on local transit access. Many called for a strong replacement route (see New Route D), improved pedestrian access along Boundary Road, and increased service frequency to ensure the revised route is accessible, reliable, and responsive to community needs.

The most common **likes** were:

- **More Direct and Faster Routing:** Some respondents appreciated the streamlined path along Boundary Road, which removed the winding detours through Tyne Street and Champlain Heights, resulting in quicker, more efficient trips.
- **Improved Service on Boundary Road:** The proposal was welcomed for addressing the service gap along Boundary Road, enhancing connections to Central Park, Burnaby, and key SkyTrain stations.
- **Better Connectivity to the Transit Network:** The new alignment would create easier transfers to SkyTrain and other major bus routes, improving regional mobility for South Vancouver residents.
- **Simplified and More Reliable Service:** The new route was liked for eliminating unnecessary turns, making it easier to understand and more likely to stay on schedule.

The most common **concerns** were:

- **Loss of Service to Champlain Heights and Tyne Street:** Many respondents, including seniors, schoolchildren, and low-income families, expressed concern about being cut off from transit service in an area heavily reliant on the current route. It is important to note, however, that connections between Tyne Street and Champlain Heights would be maintained with the proposed New Route D.
- **Traffic Congestion on Boundary Road:** Some respondents worried that existing congestion, for example at Kingsway and Vanness, could delay buses and affect schedule reliability.
- **Pedestrian Safety and Accessibility Challenges:** Boundary Road was described as unsafe and difficult to cross, with few pedestrian crossings and poor access to bus stops for people with mobility issues.
- **Reduced School and Community Access:** The changes would remove direct service to key institutions like Champlain Heights Elementary and Killarney Secondary, requiring longer walks or additional transfers.

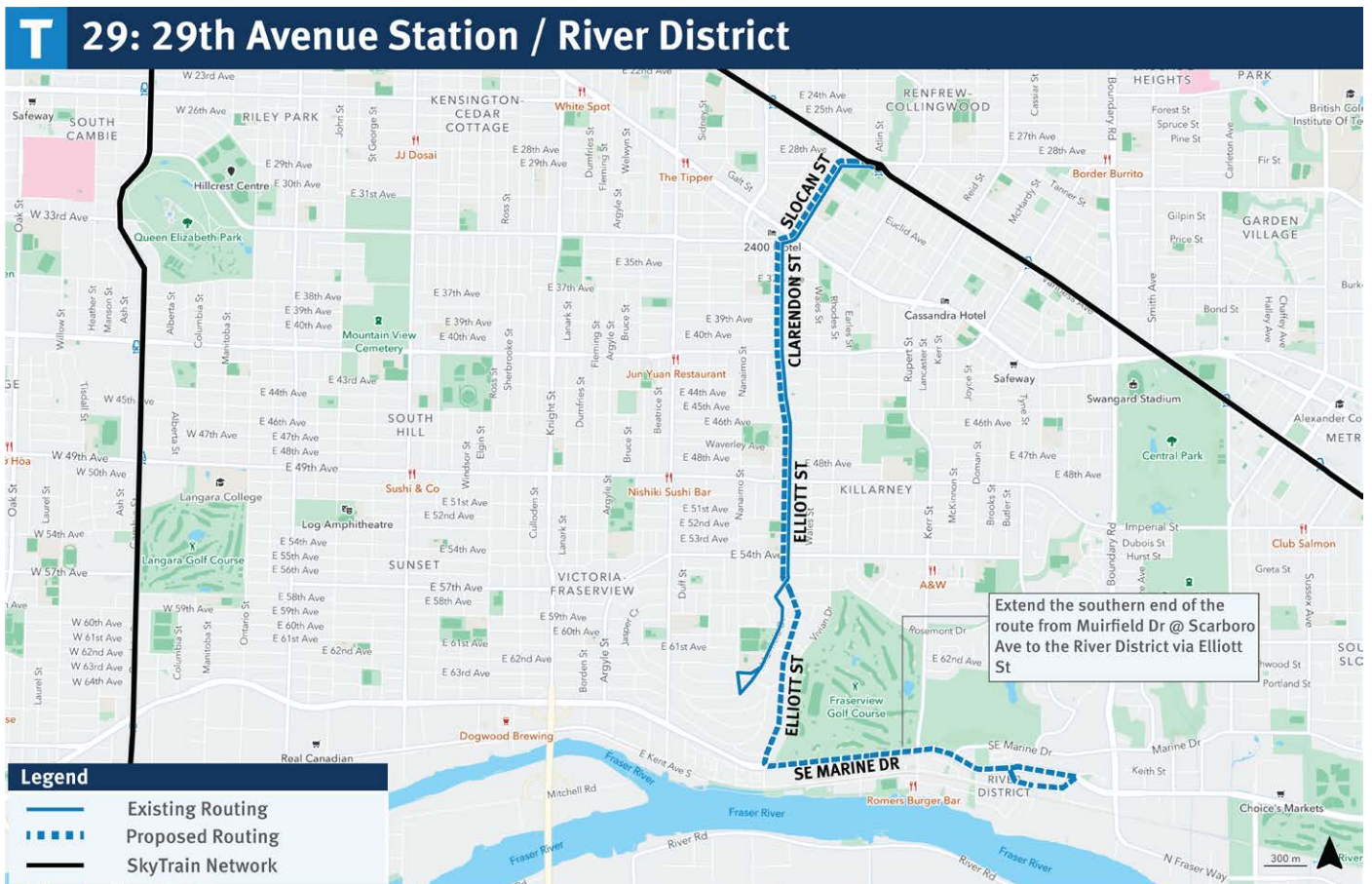


Common **suggestions for improvements** included:

- **Ensure Coverage by Route D or Other Replacement Service:** Some respondents emphasized that the proposed change would only be successful if the new D – or another new service – adequately replaced coverage on Tyne Street and Champlain Heights with frequent, reliable trips.
- **Enhance Pedestrian Safety on Boundary Road:** Suggestions included adding crosswalks, pedestrian lights, and improving the placement of bus stops to make them safer and easier to access.
- **Increase Service Frequency:** Some respondents recommended maintaining high-frequency service, particularly during peak hours, and considering community shuttles for off-peak coverage.
- **Extend the Route to River District:** Many proposed extending Route 26 south to SE Marine Drive and the River District to provide a continuous north–south connection and reduce the need for transfers.
- **Add Bus Priority Measures Along Boundary:** Some respondents supported adding dedicated bus lanes, transit signal priority, and improved left-turn infrastructure to keep buses moving through congested areas.

### Route 29: 29th Avenue Station / River District

Route 29 is proposed to be extended south to the River District. The details of the proposed change are shown in the map below.

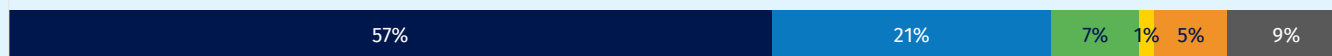


### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 29 was positive, with the majority supportive (78%, among whom 57% very supportive), 7% neither supportive nor opposed, and 6% opposed.

## Route 29 New Path: Support/Opposition

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 91

The proposed extension of Route 29 to the River District was widely supported for improving transit access to a rapidly growing community. Respondents appreciated the more direct north-south connections, improved access to SkyTrain, and the effort to serve previously underserved areas. However, concerns were raised about the loss of service along Muirfield Drive and the Bobolink Park area, pedestrian safety on Elliott Street, and whether service would be frequent enough to meet demand.

The most common **likes** were:

- **Improved Access to the River District:** Many respondents strongly supported the extension, noting the area's long-standing need for better transit. The change would reduce travel times and connect more residents to the broader network.
- **More Direct Route with Better SkyTrain Connections:** The new routing was appreciated for providing a quicker, more efficient link between the River District and 29th Avenue Station, making SkyTrain transfers easier and reducing walking distances.
- **Expanded Coverage for Growing Communities:** Many saw the change as a necessary step to meet demand in the River District, Fraserview, and Killarney as those neighbourhoods continue to grow.
- **Better North–South Transit Links:** Some respondents welcomed the smoother connection along SE Marine Drive and Elliott Street, which would make trips between Champlain Heights, Killarney, and other destinations more convenient.

The most common **concerns** were:

- **Loss of Service on Muirfield Drive and Near Bobolink Park:** Many residents, including families and seniors, rely on bus stops along Muirfield Drive for access to local amenities and schools. The removal of these stops would force longer walks and more difficult commutes.
- **Pedestrian Safety and Accessibility on Elliott Street:** Some respondents noted that steep hills, lack of sidewalks, and limited pedestrian crossings made Elliott Street difficult and unsafe to navigate, especially for vulnerable users.
- **Traffic and Winter Conditions on Elliott Street:** Concerns were raised about parking availability, winter traction on steep grades, and narrow road widths that could affect bus reliability.
- **Insufficient Service Frequency:** Some respondents worried that infrequent service would reduce the usefulness of the extension, particularly in the evenings and on weekends. Many noted that Route 29 already suffered from long wait times, which could worsen with a longer route.

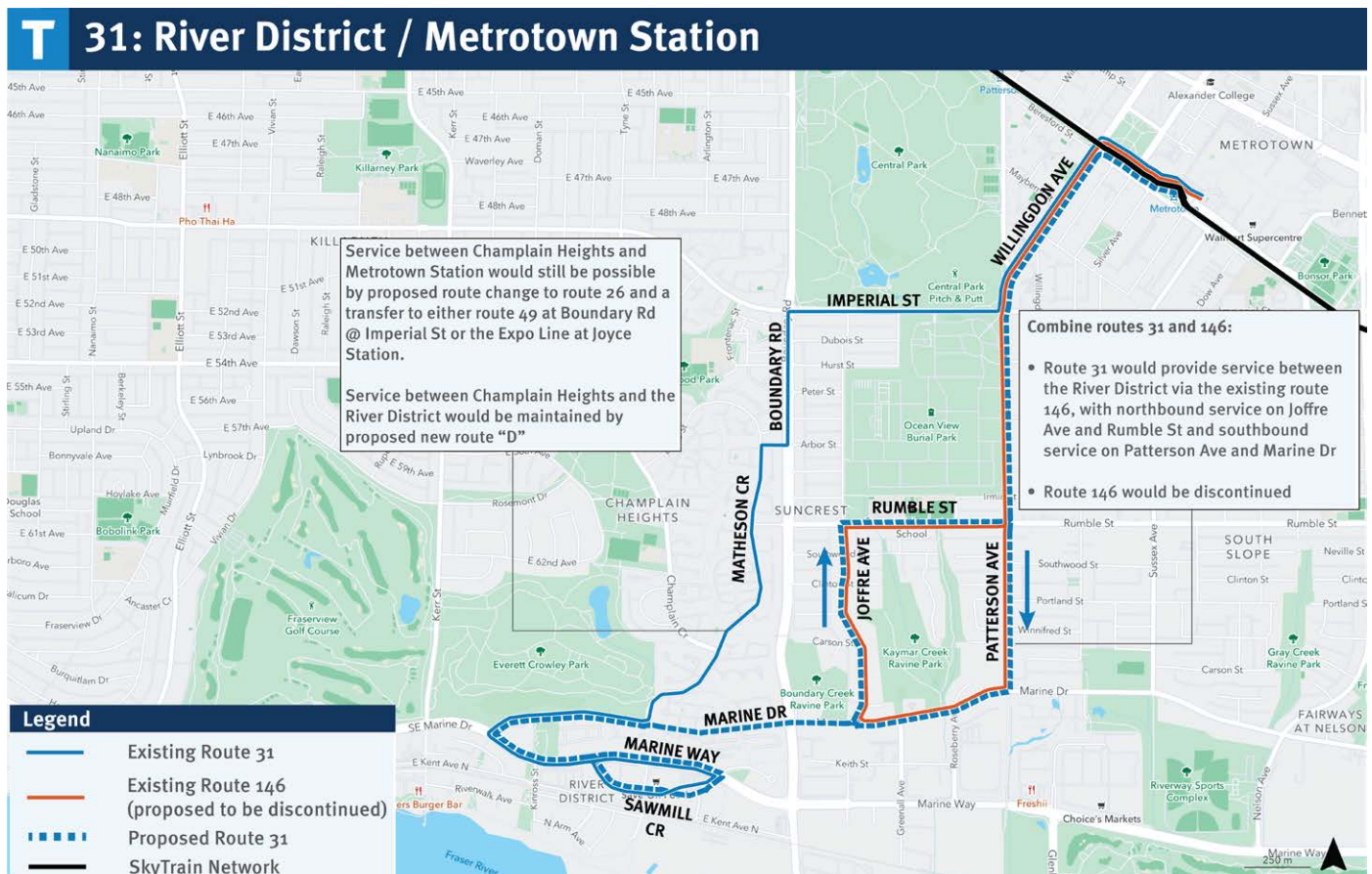
Common **suggestions for improvements** included:

- **Preserve Access to Muirfield Drive:** It was recommended to modify the route to retain service along Muirfield Drive while still extending to the River District, potentially by using Ancaster Crescent as a compromise alignment.
- **Increase Service Frequency:** To meet growing demand, some respondents requested more frequent buses during peak hours, evenings, and weekends, with schedules coordinated with SkyTrain departures.

- **Improve Safety and Accessibility Along Elliott Street:** Suggestions included adding crosswalks, sidewalks, and ensuring that new stops were safe and accessible for seniors, children, and people with disabilities.
- **Extend or Adjust the Route for Better Connectivity:** Some respondents proposed extending the route to Joyce-Collingwood or Renfrew stations, or alternatively, routing it to Marine Drive Station for easier transfers to the Canada Line.
- **Improve Traffic Flow and Bus Access:** Calls were made to adjust street parking along Elliott Street and implement bus priority measures at intersections like SE Marine Drive and Elliott Street to prevent delays.

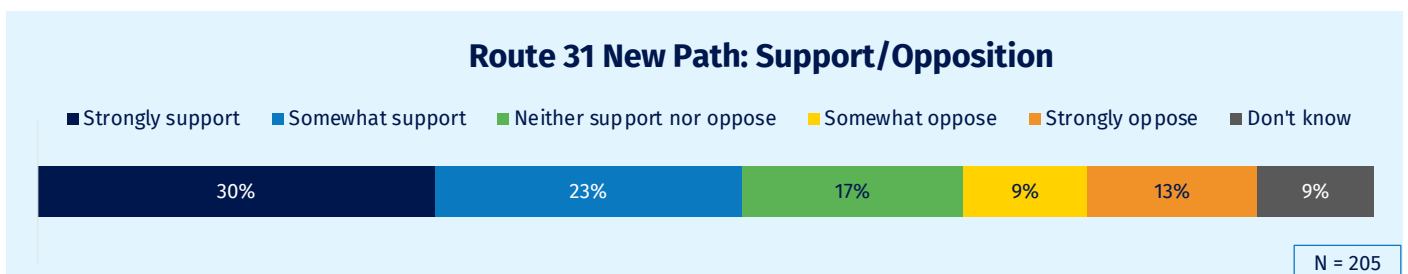
## Route 31: River District / Metrotown Station

Route 31 is proposed to be combined with Route 146. The details of the proposed changes are shown in the map below.



## OVERALL FEEDBACK ON PROPOSAL

Over half (53%) were supportive of this proposal, 17% were neither supportive nor opposed, and 22% were opposed.





Proposed changes to Route 31 received a mix of support and concern from respondents. Many supported the extension to the River District and the streamlined routing, which would improve direct access to Metrotown and reduce unnecessary detours. However, concerns were raised about the loss of service to Champlain Heights, overcrowding, and route clarity.

The most common **likes** were:

- **Improved Access to River District:** Respondents strongly supported extending Route 31 to the River District, offering a long-requested, direct connection to Metrotown without requiring transfers.
- **Simplified, More Direct Routing:** Many welcomed the use of main roads over residential detours, particularly the removal of the circuitous routing through Champlain Heights.
- **Consolidation of Routes:** Some respondents supported merging Routes 31 and 146, noting that Route 146 was underused and combining resources could improve service frequency.
- **Better SkyTrain Connectivity:** The route was seen as an improved link between South Burnaby, the River District, and SkyTrain stations, making commuting more convenient.

The most common **concerns** were:

- **Loss of Service to Champlain Heights:** Some respondents were concerned about losing access to direct service in Champlain Heights, particularly for seniors, families, and those with mobility challenges.
- **Overcrowding and Bus Size:** Other respondents noted that Route 31 is already crowded and often uses small community shuttles. They worried that merging with Route 146 would worsen crowding if not accompanied by larger buses and more frequent service.
- **Confusing North/South Routing:** The use of Joffre Avenue northbound and Patterson Avenue southbound was seen as unnecessarily confusing; some respondents mentioned they preferred consistent routing in both directions.
- **Longer Travel Times:** Some expressed concern that the new alignment could increase trip times between the River District and Metrotown, especially during busy periods.

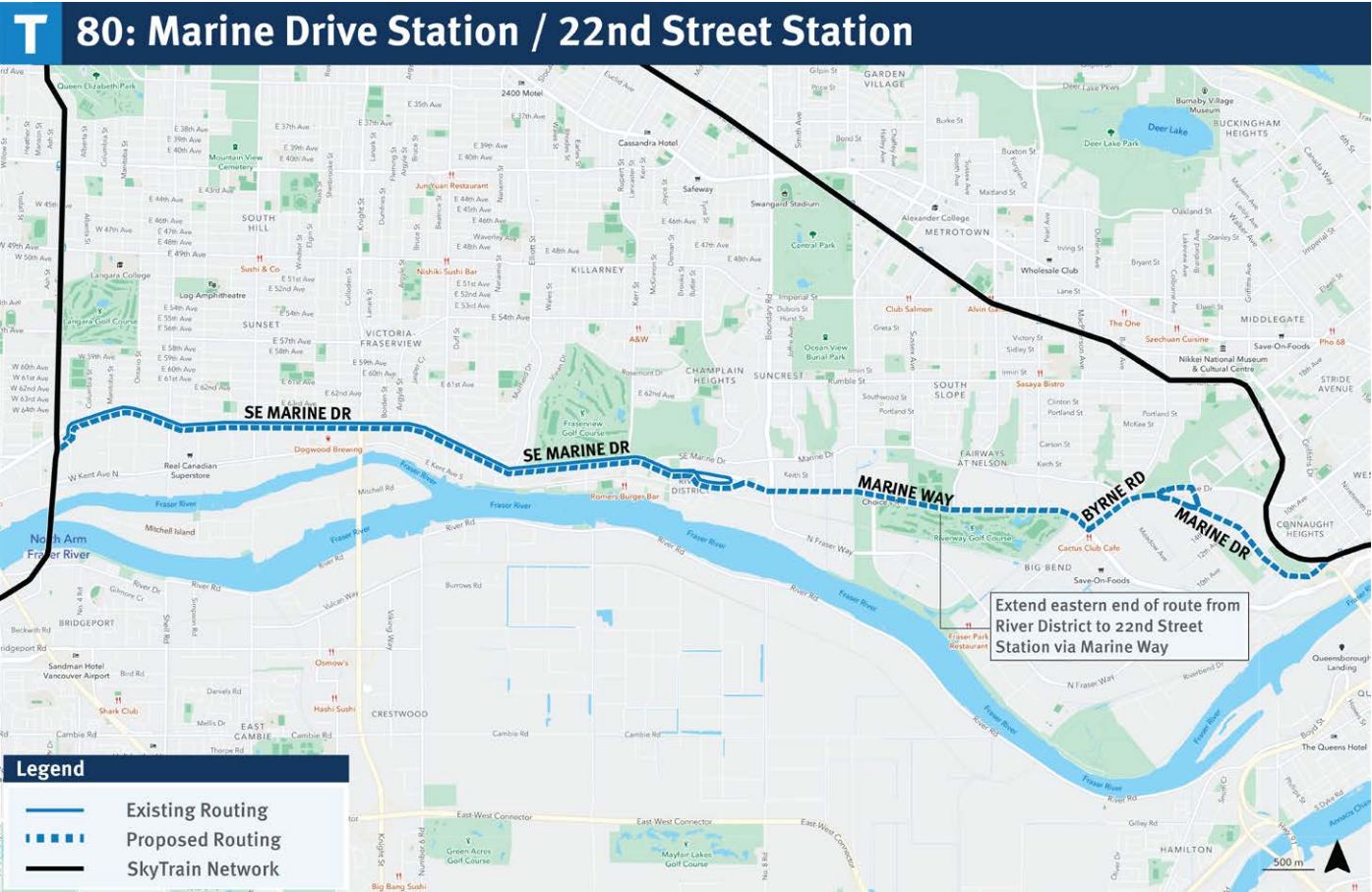
Common **suggestions for improvements** included:

- **Maintain Champlain Heights Coverage:** Some respondents recommended retaining Champlain Heights service either by modifying Route 31 or ensuring the proposed Route D provides equivalent coverage.
- **Increase Frequency and Use Larger Buses:** Many called for replacing community shuttles with full-size buses and increasing frequency to 10 to 15 minutes to reduce overcrowding.
- **Simplify Routing for Clarity:** Suggestions included using Joffre Avenue in both directions to reduce rider confusion and streamlining segments to avoid duplication with Route 100.
- **Enhance Bus Priority and Traffic Flow:** Some respondents recommended bus lanes or signal priority along Willingdon Extension and Central Boulevard, and parking restrictions on Elliott Street to prevent delays.
- **Improve River District Connectivity:** Some suggested additional stops along SE Marine Drive and further westward extension to Fraserview or Kerr Street to enhance accessibility.



Route 80: Marine Drive Station / 22nd Street Station

Route 80 is proposed to be extended east to 22nd Street Station. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on this change was overwhelmingly positive, with 81% supportive (68% of whom were strongly supportive), 8% neither supportive nor opposed, and 6% opposed.



The proposed changes to Route 80 were welcomed by many respondents as a vital step toward improving east-west connectivity in South Vancouver and Burnaby. The route was seen as an important link between underserved areas such as the River District, Market Crossing, and 22nd Street Station. The main concerns were regarding limited service hours, low frequency, and the need for better transit priority and routing.

The most common **likes** were:

- **Improved East-West Connectivity:** Some respondents appreciated the direct connection between the River District and New Westminster, offering a faster alternative to Route 100 and better links between Marine Drive and 22nd Street Station.
- **Better Access to Key Destinations:** Many supported the route's access to destinations like Market Crossing, Big Bend, and SE Marine Drive retail areas, especially for residents with limited transit options.
- **Foundation for Future Transit Expansion:** Some respondents viewed Route 80 as a precursor to RapidBus or future light rail service along Marine Drive, increasing long-term transit coverage in the region.

The most common **concerns** were:

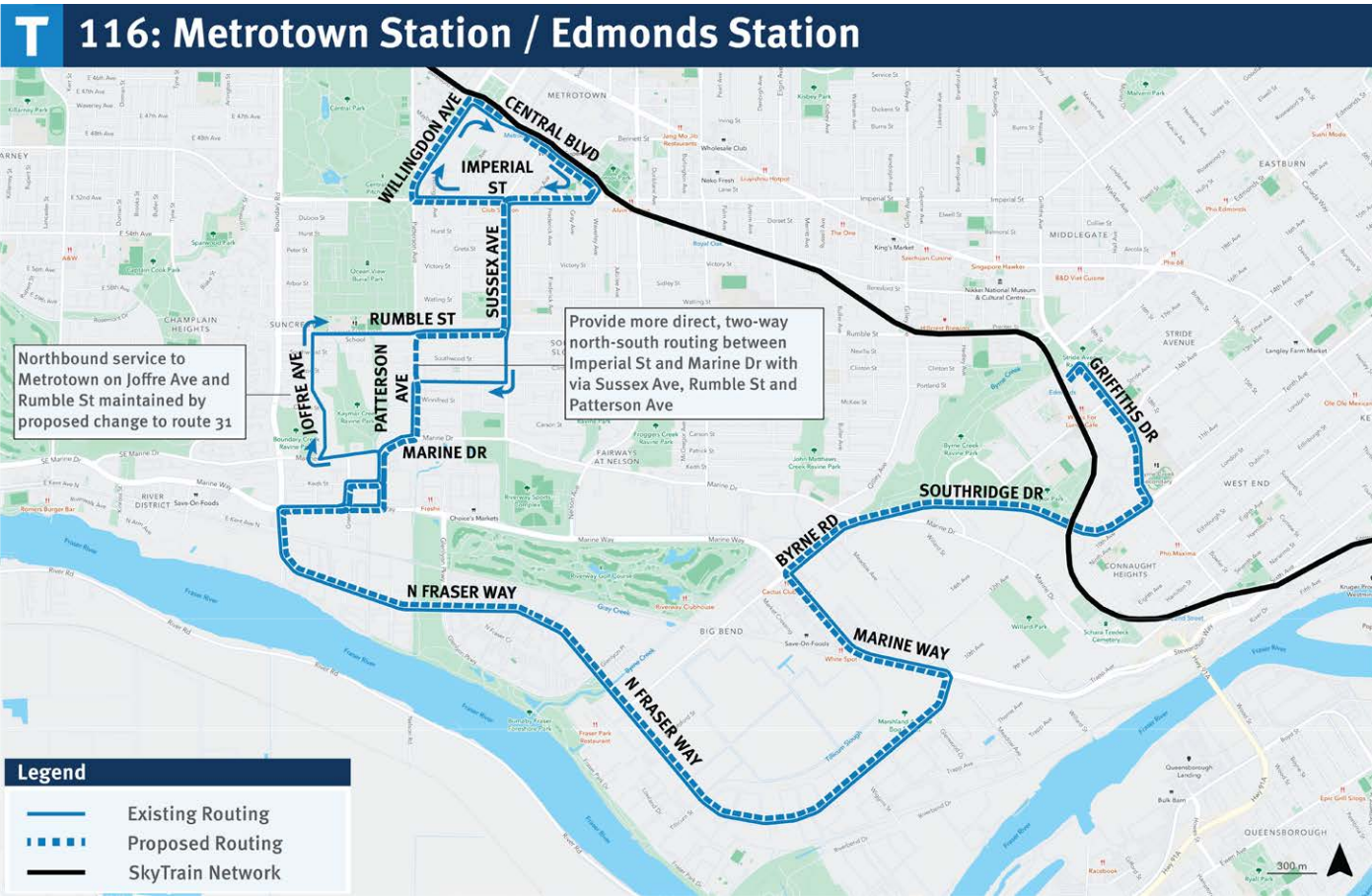
- **Limited Service Hours:** Many were frustrated that the route currently operates only during weekday peak hours. Respondents called for all-day, evening, and weekend service to ensure consistent access.
- **Low Frequency:** The current 30-minute service interval was viewed as inadequate, especially during rush hours, making the route unreliable for daily use.
- **Routing and Stop Placement Issues:** Some favoured continuing along Marine Drive instead of going on Marine Way to reduce walking distance (Note: Route 100 currently serves Marine Drive). Others noted key destinations like Kinross Street, Kerr Street, and Big Bend were not included.
- **Transit Priority and Capacity Concerns:** Without bus lanes or signal priority, some respondents worried that congestion at intersections such as Knight Street would delay service. There were also concerns about potential overcrowding without the use of larger buses.
- **Impact on Route 100:** Some worried that Route 80 could draw resources away from Route 100, making both services less effective if not properly coordinated.

Common **suggestions for improvements** included:

- **Extend Service Hours and Frequency:** Some respondents urged TransLink to operate Route 80 all day, with service on weekends and evenings. It was suggested that peak hour frequency should be increased to every 15 to 20 minutes.
- **Improve Routing and Stop Access:** Some respondents recommended adding stops, for example at Market Crossing, Kinross Street, Kerr Street, and Big Bend. Some also supported extending the route west to Marpole Loop or the airport for broader coverage.
- **Introduce Transit Priority Measures:** Dedicated bus lanes and signal priority, for example at Marine Drive and Knight Street, were seen as necessary to ensure timely and reliable service.
- **Increase Bus Capacity:** Some respondents requested the use of articulated or double-decker buses to handle peak demand.

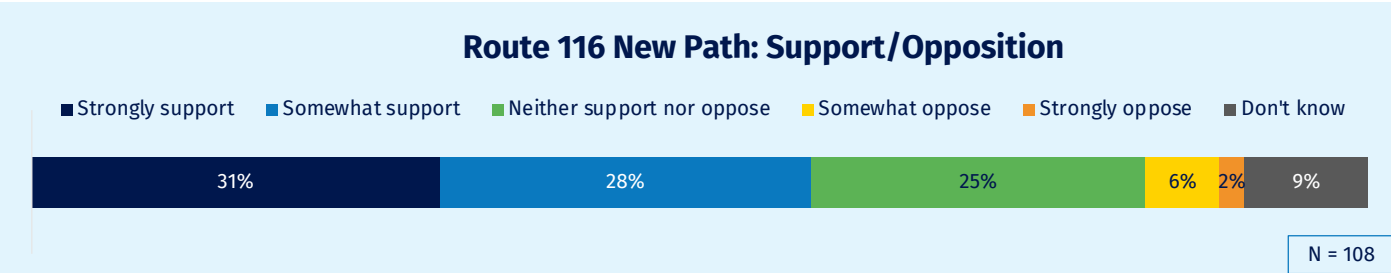
Route 116: Metrotown Station / Edmonds Station

Route 116 is proposed to have a routing change between Imperial Street and Marine Drive. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Most (59%) were supportive of the proposed changes to Route 116, with a quarter (25%) neither supportive nor opposed, and 8% opposed.



The proposed changes to Route 116 received support for improving clarity, efficiency, and coverage in South Burnaby. Respondents appreciated the simplification of the route and more direct service to Metrotown and industrial areas. However, concerns emerged about the loss of service along Sussex Avenue, pedestrian safety at East Kent Avenue stops, and access for students and seniors.

The most common **likes** were:

- **Route Simplification and Efficiency:** Many respondents supported the more direct two-way routing, which eliminated unnecessary detours and improved service, for example along Patterson Avenue, Rumble Street, and Sussex Avenue.
- **Improved Coverage in Key Areas:** Some respondents appreciated better access to Suncrest, South Burnaby, and the Fraser industrial corridor, with more efficient service to Metrotown and reduced overlap with Routes 31 and 146.
- **Accessibility and Safety Enhancements:** Some respondents noted improved sidewalk access and boarding opportunities, especially for Joffre Avenue and East Kent Avenue.

The most common **concerns** were:

- **Loss of Service on Sussex Avenue:** Riders who previously used Sussex Avenue between Rumble Street and Marine Drive expressed concern about losing a direct transit option.
- **Traffic and Pedestrian Hazards:** Concerns were raised about congestion along Marine Way and unsafe pedestrian conditions at the East Kent Avenue stops.
- **Impact on Students and Families:** Several respondents noted that nearby schools and residential areas would lose accessible service, potentially affecting youth and seniors.
- **Bus Stop Spacing and Route Choice:** Some respondents felt that Patterson Avenue was not the ideal corridor and suggested retaining Sussex Avenue instead. There were also calls for additional stops at key points.

Common **suggestions for improvements** included:

- **Retain Sussex Avenue Service:** Many preferred two-way routing on Sussex Avenue rather than Patterson Avenue to maintain connections and reduce detours.
- **Enhance Stop Safety and Accessibility:** Some respondents called for improvements at East Kent Avenue stops, including relocation, added sidewalks, pedestrian ramps, and crosswalks.
- **Boost Peak-Hour Frequency:** Suggestions included increasing service frequency and adding a peak-hour express loop to serve Byrne Road and North Fraser Way more effectively.
- **Improve Directness and Coverage:** Some respondents suggested reducing (unnecessary) turns and maintaining key east-west connections for better travel times.



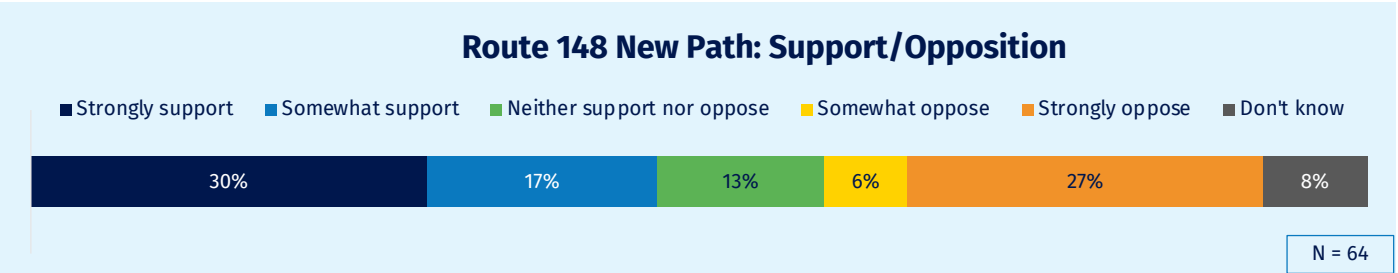
Route 148: Royal Oak Station / Edmonds Station

Route 148 is proposed to be extended south to serve the Big Bend Industrial Area, Market Crossing Shopping Centre, and the Fraser Foreshore Park. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 148 was positive-to-mixed, with just under half (47%) supportive, 13% neither supportive nor opposed, and a third (33%) opposed.



Proposed changes to Route 148 generated mixed reactions. Respondents welcomed the extension to Glenlyon Parkway and the Big Bend area, recognizing improved access to jobs, parks, and shopping areas. However, many were concerned about the loss of service along Marine Drive, reduced accessibility for seniors, and longer travel times. Suggested changes focused on preserving local access, boosting capacity, and potentially splitting the route to balance regional connectivity with community coverage.

The most common **likes** were:

- **Improved Access to Big Bend and Fraser Foreshore:** Respondents appreciated the extension to key employment and recreation areas, including Fraser Foreshore Park and Riverway Sports Fields.
- **Better Service to Market Crossing:** Several respondents valued the improved convenience for shopping and errands.
- **Expanded Transit Coverage in South Burnaby:** The route was seen as a needed addition to historically underserved neighbourhoods.
- **Potential Relief for Route 116:** Some believed Route 148 could help reduce crowding on Route 116 by serving nearby destinations.

The most common **concerns** were:

- **Loss of Marine Drive Service:** The rerouting away from Marine Drive was a key issue, especially for seniors, students, and residents relying on local access.
- **Longer Travel Times and Reliability:** Some respondents worried the new routing would slow down the trip to Royal Oak or Edmonds, affecting dependability.
- **Accessibility for Vulnerable Participants:** Many pointed out that longer walks, poor sidewalk infrastructure, and increased distances between stops could affect riders with mobility challenges.
- **Overcrowding and Reduced Frequency:** Several noted that the route is already busy and worried that the changes would strain service without more buses.
- **Backtracking and Indirect Routing:** Concerns arose about needing to transfer at 22nd Street Station to reach destinations like Metrotown, making trips less direct.

Common **suggestions for improvements** included:

- **Maintain Partial Marine Drive Service:** Some respondents recommended keeping some service along Marine Drive to ensure accessibility for students and seniors.
- **Increase Frequency and Capacity:** Calls were made for more frequent buses and larger vehicles, especially during peak hours.
- **Split the Route into Two Services:** Some suggested separating Big Bend and local South Burnaby coverage into different routes.
- **Enhance Pedestrian Infrastructure:** Some respondents asked for better sidewalks, crosswalks, and bus shelters to support accessibility.
- **Keep the Route Fast and Efficient:** Suggestions included limiting detours and simplifying the route to maintain shorter travel times.

NOTE: Some proposed changes to Route 16 also touch on Package E areas.

For a summary of what was heard about this route, please see:

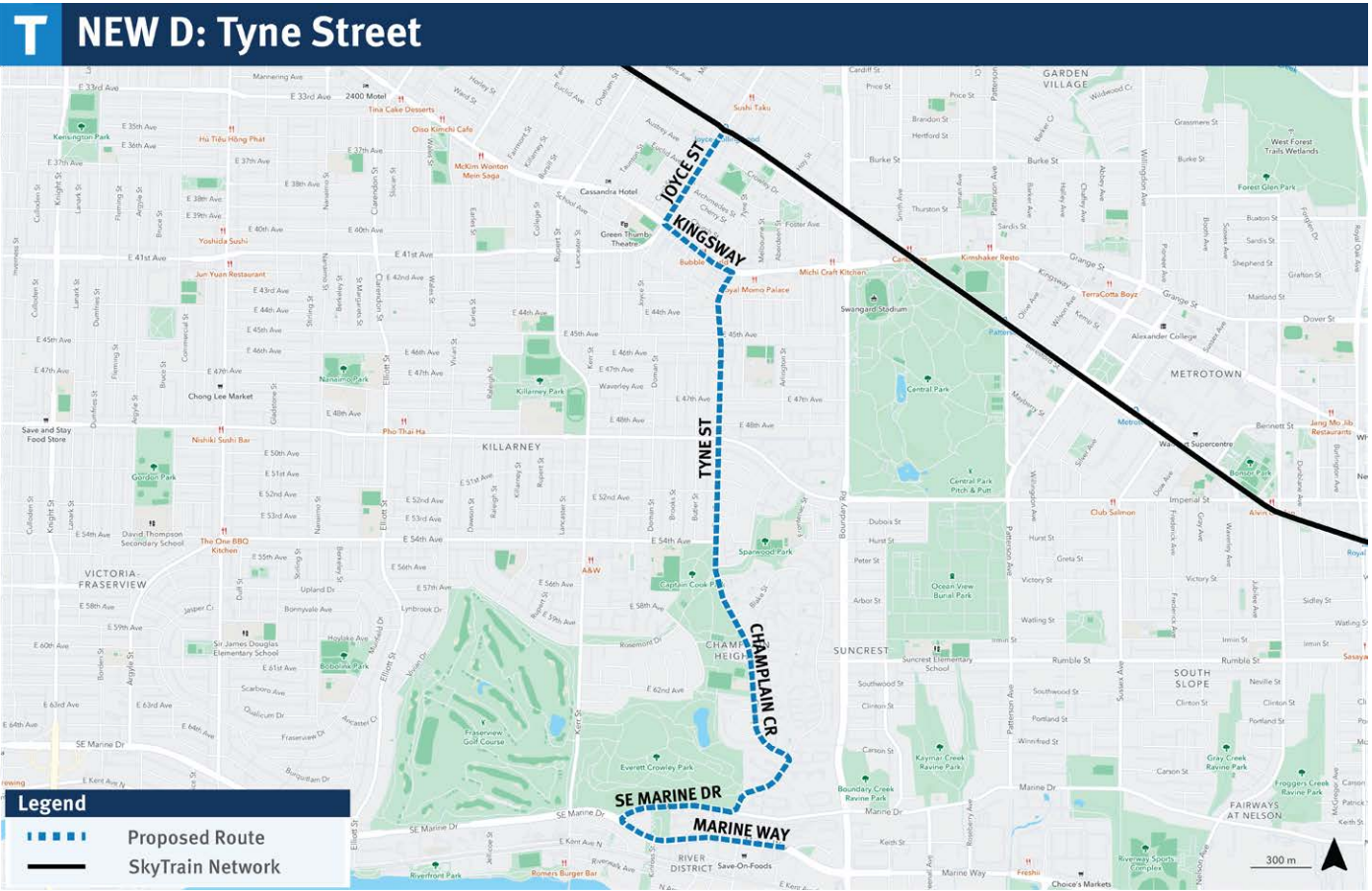
**Package A: Route 16:** [29th Avenue Station / Arbutus](#)

**Package B: Route 16:** [29th Avenue Station / Arbutus](#)

5.5.2 PROPOSED NEW BUS ROUTES

New Route D: Tyne Street

The proposed new Route D would operate between Joyce-Collingwood Station and the River District. The proposed route is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed New Route D was overwhelmingly positive, with eight in ten (81%) supportive (65% of whom were strongly supportive), 8% neither supportive nor opposed, and 6% opposed.



The proposed Route D was widely supported for addressing a long-standing gap in north-south transit service between River District and Joyce–Collingwood Station. Respondents appreciated the opportunity for faster, more direct access to SkyTrain and Downtown Vancouver, especially for seniors, families, and residents of underserved communities.

However, there were concerns about frequency, winter safety, and overlapping service. Suggestions focused on extending the route, improving reliability, and ensuring integration with other transit lines.

The most common **likes** were:

- **Fills a Long-Overdue North-South Transit Gap:** Many respondents strongly supported a new connection between the River District and Joyce-Collingwood Station, reducing the need to travel west to Metrotown or make multiple transfers. This was seen as especially important for one-zone fare access to Downtown.
- **Improves Transit Access for River District Residents:** It was mentioned that the River District has long been underserved by transit. Some respondents appreciated that this route would help reduce car dependency and provide better access for a growing community currently relying on slow or indirect routes.
- **Provides Faster and More Direct Access to SkyTrain:** The route would allow direct access to the Expo Line at Joyce-Collingwood Station, shortening commute times for work or school and avoiding detours through Metrotown.
- **Improves Service for Champlain Heights and Nearby Areas:** The route was seen as a valuable improvement for Champlain Heights, helping connect residents to shopping, services, and the library at Champlain Square.
- **Enhances Accessibility for Seniors and People with Disabilities:** Many respondents noted that current options involve steep hills or long walks. The new route would make it easier for those with mobility challenges to access transit.
- **Offers an Alternative to Marine Drive Buses:** Some respondents welcomed the additional option beyond Routes 100 and 116, making the River District less isolated and improving neighbourhood mobility.

The most common **concerns** were:

- **Potentially Low Frequency:** A major concern was that the route would not run frequently enough to be useful. These respondents stressed that infrequent service would discourage ridership, especially during peak hours.
- **Traffic Congestion on Kingsway and Marine Drive:** Respondents worried that congestion on Kingsway and Marine Drive could lead to delays. Left turns and narrow lanes without transit priority measures were seen as potential problem areas.
- **Loss of Stops on Joyce Street and 45th Avenue:** Some respondents were concerned that with the proposed rerouting of Route 26 and the proposed Route D, the stops they currently rely on, especially along Joyce Street south of 41st Avenue and along 45th Avenue, would be skipped. The loss of coverage raised concerns about accessibility for certain neighbourhoods.
- **Overlap with Existing and Proposed Routes:** There were concerns that Route D might duplicate service provided by Routes 26 or 31. Respondents wanted to ensure the route added value without unnecessary duplication.
- **Winter Safety on Steep Hills:** Respondents expressed concern about the steep slope on Matheson Crescent, which is known to be difficult for buses during snow or icy conditions.

Common **suggestions for improvements** included:

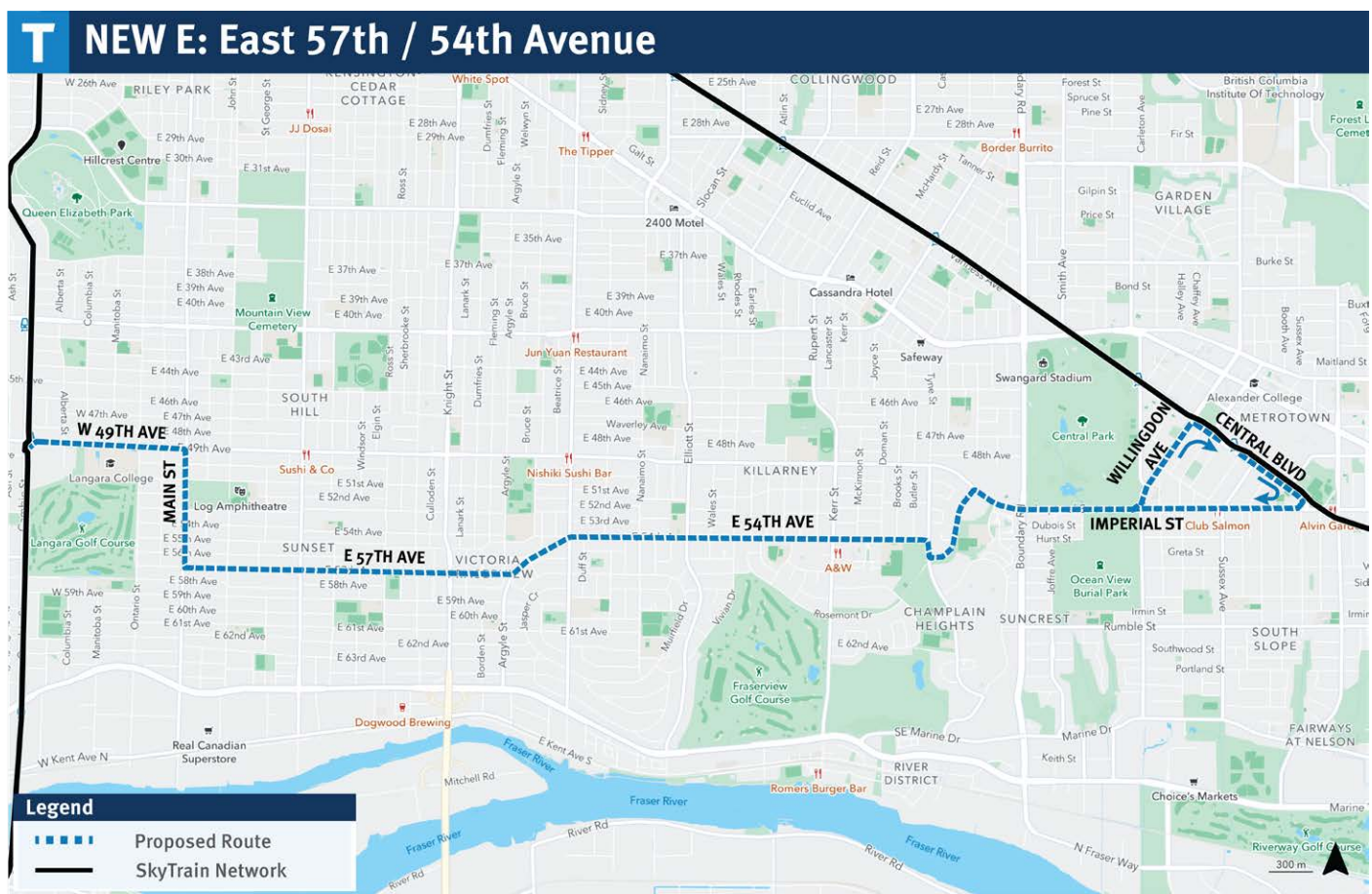
- **Extend the Route to Serve Additional Areas:** Suggestions included extending service to Champlain Square to reach the local library and shops, expanding coverage west along Elliott Street for less mobile residents, and continuing service to Glenlyon Parkway or Marine Way to reach employment hubs in South Burnaby. Others suggested merging or interlining this route with Route 27.



- **Improve Frequency and Reliability:** Respondents emphasized the importance of frequent service (every 10–15 minutes), including on weekends. Coordination with Routes 26 and 31 was recommended to reduce long transfer times and provide more consistent options.
- **Consider Alternative Routing for Better Coverage:** Suggestions included rerouting the bus via Joyce Street and 45th Avenue to avoid congestion and maintain stop coverage. Some respondents also supported merging Route D with Route 27 to form a continuous north-south service.
- **Implement Bus Priority Measures:** Respondents strongly supported bus lanes, signal priority, and dedicated left-turn lanes at key intersections like Joyce Street and Kingsway to improve travel times and reliability.
- **Ensure Adequate Capacity and Accessibility:** Full-sized buses were preferred over community shuttles to accommodate expected demand. Respondents also emphasized the importance of wheelchair and stroller accessibility.
- **Introduce Express Service Options:** Some suggested offering a limited-stop or express version of the route for commuters, while maintaining local service for the neighbourhood.

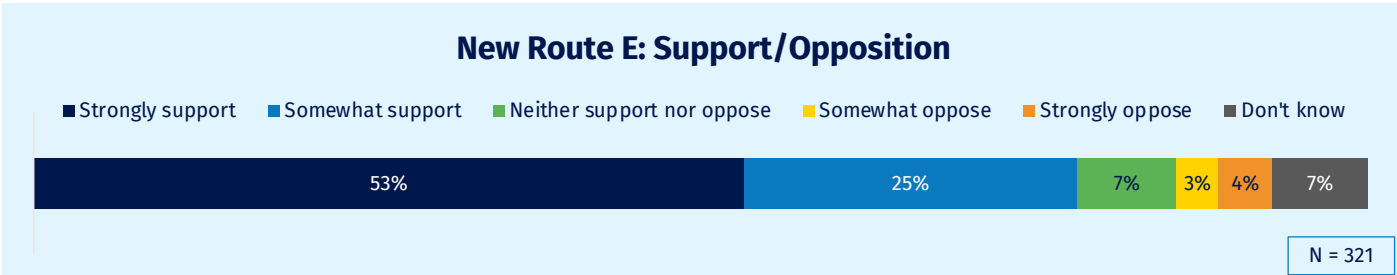
### New Route E: East 57th / 54th Avenue

The proposed new Route E would operate between Langara-49th Station and Metrotown. The proposed route is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed New Route E was overwhelmingly positive, with nearly eight in ten (78%) supportive (53% of whom were strongly supportive), 7% neither supportive nor opposed, and 7% opposed.



The proposed Route E was strongly supported for filling a long-standing gap in east-west transit across South Vancouver. Respondents appreciated that it would improve access to Langara College, Metrotown, and underserved neighbourhoods while helping to relieve pressure on the overcrowded Route 49. However, there were concerns about frequency, traffic congestion, and overlap with existing service. Suggestions focused on extending the route, enhancing reliability, and ensuring it complements other east-west transit options.

The most common **likes** were:

- **Addresses Long-Standing Transit Gaps in South Vancouver:** Respondents welcomed new service along 54th and 57th Avenues, which they feel have been underserved for decades. This was seen as a major improvement for areas that currently require long walks to Marine Drive or 49th Avenue.
- **Provides Relief for the Often-Overcrowded Route 49:** Route 49 is frequently overcrowded, especially between Langara College, Metrotown, and UBC. Some respondents appreciated having an alternative route to ease pressure and improve reliability.
- **Improves Connectivity Between Canada Line and Expo Line:** The direct link between Langara–49th Avenue Station and Metrotown would reduce the need for transfers at 49th Avenue and offer a more convenient east-west travel option in South Vancouver.
- **Enhances Accessibility for Underserved Neighbourhoods:** The route would improve transit access for Champlain Heights, Fraserview, and other low-density, car-dependent areas. Some respondents valued this especially for seniors, students, and low-income residents.
- **Serves Residents Between 49th Avenue and Marine Drive:** Many noted that this area currently lacks direct transit service. The new route would reduce walking distances and improve accessibility across South Vancouver.
- **Offers an Alternative for Langara and UBC Students:** Some respondents welcomed an additional east-west option for students traveling to Langara College and UBC, helping to ease demand on existing services.

The most common **concerns** were:

- **Potentially Low Frequency:** There were concerns that the route might not operate frequently enough to be useful, particularly during peak hours. Infrequent service was seen as a major barrier to use.
- **Traffic Congestion on 54th and 57th Avenues:** Narrow streets and peak hour backups, especially around Fraser and Kerr streets, were flagged as potential causes of delay. Intersections like Knight Street and 57th Avenue were mentioned as congestion hotspots.

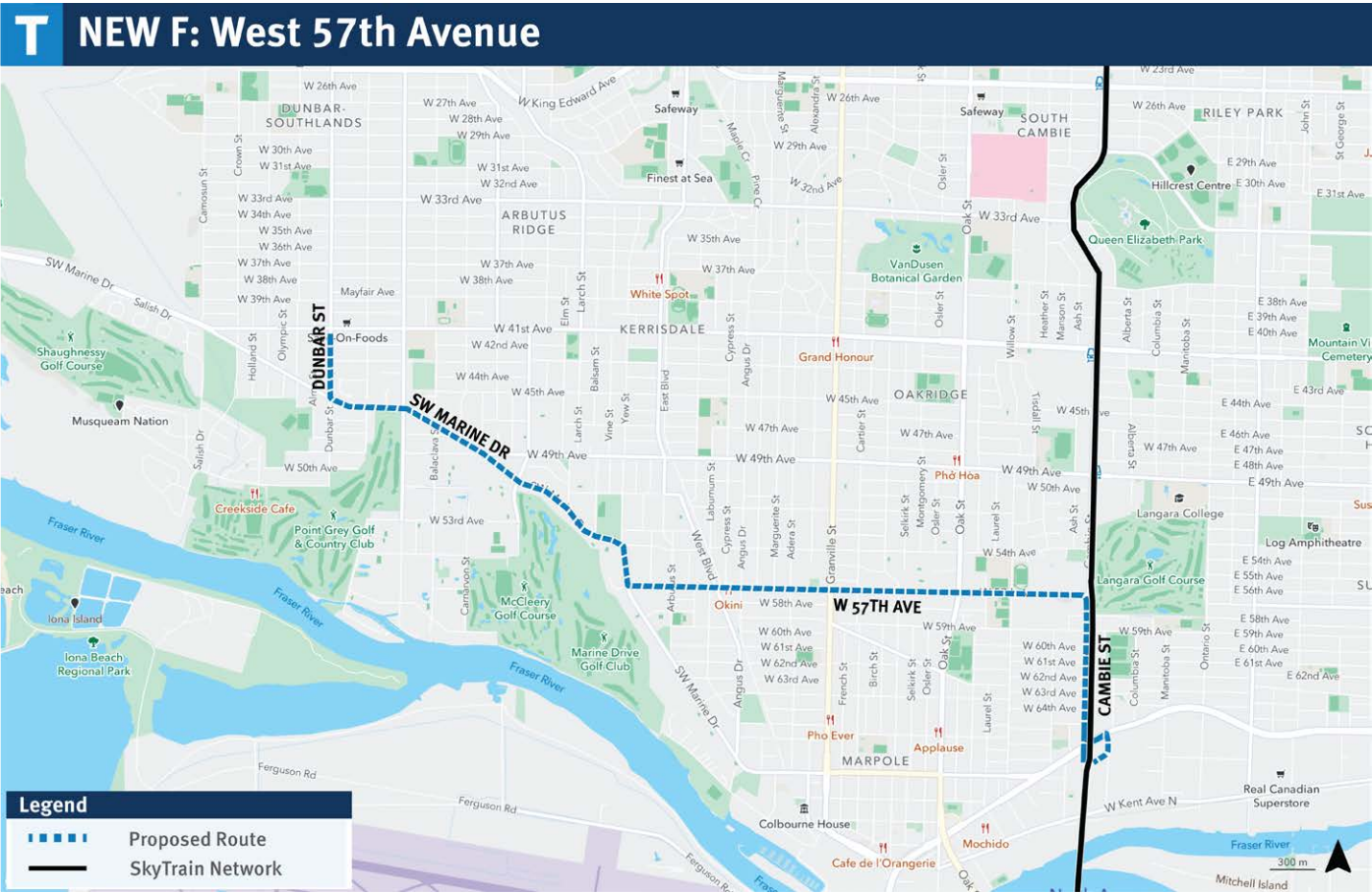
- **Conflicts with Residential Parking and Narrow Roads:** Some portions of 54th and 57th Avenues are one-lane streets with residential parking. Some respondents were concerned that adding buses could lead to conflicts or parking loss.
- **Overlap with Route 49:** There were concerns that the proposed Route E might not add enough value if it closely duplicates Route 49, especially if it follows a similar alignment without serving new destinations.
- **Lack of Turnaround and Layover Space:** Some respondents questioned how the route would turn around at Langara and Metrotown, and whether sufficient layover space would be available for drivers and scheduling.

Common **suggestions for improvements** included:

- **Extend the Route to Serve More Areas:** Some respondents suggested rerouting via Marine Drive to serve more businesses or extending the route west to UBC to relieve pressure on Route 49. Some also proposed connecting the route with a future 57th Avenue Canada Line station if built.
- **Improve Traffic Flow and Travel Time:** To avoid congestion-related delays, some respondents recommended adding bus lanes or signal priority measures at key intersections along 57th Avenue, Knight Street, and near Langara-49th Avenue Station.
- **Merge with Route F for Seamless East-West Travel:** Many suggested merging Route E with the proposed Route F to form a single, continuous east-west corridor across South Vancouver, reducing the need for transfers.
- **Ensure Frequent, High-Capacity Service:** Some respondents recommended service every 10 minutes during peak hours and the use of full-sized or even double-decker buses to meet demand.
- **Consider Alternative Routing Options:** Some respondents suggested using 59th Avenue for better access to the Canada Line, or rerouting through Patterson Avenue, Rumble Street, and Matheson Crescent to serve more areas in Champlain Heights.

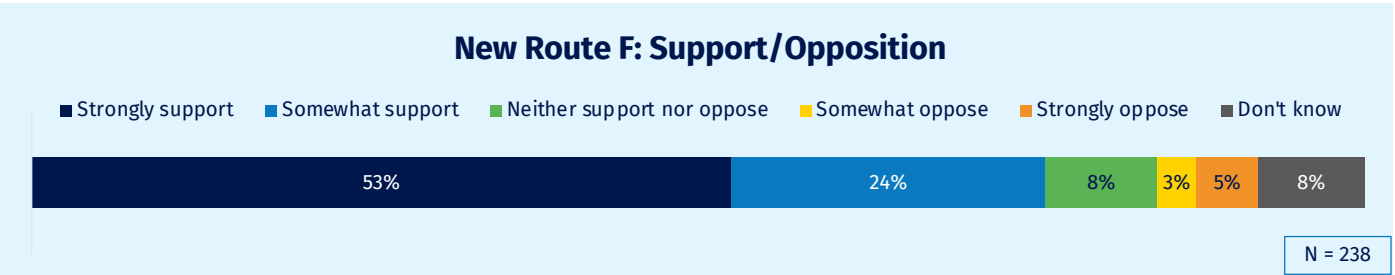
New Route F: West 57th Avenue

The proposed new Route F would operate between Dunbar Loop and Marine Drive Station. The proposed route is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed New Route F was overwhelmingly positive, with three quarters (77%) supportive (53% of whom were strongly supportive), 8% neither supportive nor opposed, and 8% opposed.



The proposed Route F was widely supported as it addresses a long-standing lack of east-west transit service in South Vancouver. Respondents appreciated the improved access to schools, healthcare facilities, and underserved residential areas. However, many expressed concerns about the lack of a direct connection to UBC, congestion on Marine Drive, and disjointed planning with the proposed Route E. Suggestions focused on extending the route, merging with Route E, and adding transit priority measures to ensure reliable service.



The most common **likes** were:

- **Provides Needed Transit on West 57th Avenue:** Some respondents appreciated that the route would bring long-overdue transit service to West 57th Avenue, helping connect rapidly developing neighbourhoods in Marpole and South Vancouver.
- **Creates a New East-West Link in South Vancouver:** The new route was seen as a vital addition, bridging the gap between the Canada Line and western neighbourhoods like Dunbar and Kerrisdale.
- **Alternative to Crowded Routes:** Many welcomed the proposed Route F as a way to reduce pressure on Routes 49 and R4, as well as the Canada Line, especially for UBC students traveling from South Vancouver.
- **Improves Access for Underserved Areas:** Some respondents valued new connections to Marine Gateway, Southlands, Dunbar, and Churchill Secondary School. The route was seen as particularly helpful for seniors, students, and residents without cars.
- **Opportunity for Future Expansion:** Many respondents liked that Route F could eventually be extended to UBC or merged with Route E to create a continuous east-west corridor across South Vancouver.

The most common **concerns** were:

- **Lack of Direct Connection to UBC:** Some respondents were disappointed that the route ends at Dunbar Loop, where buses to UBC (Routes 49 and R4) are often full. Transferring at Dunbar was seen as unreliable and inconvenient.
- **Congestion on SW Marine Drive:** SW Marine Drive is already heavily congested, especially during peak hours. Some respondents worried this could cause delays and reduce the reliability of the new service.
- **Potentially Low Ridership in Low-Density Areas:** There was concern that portions of the route near Southlands and Dunbar Street may have low demand, potentially reducing the effectiveness of the service.
- **Disconnect Between Routes E and F:** Some questioned why Routes E and F, which would both use 57th Avenue, were being proposed as separate routes. This disjointed approach was sometimes seen as inefficient and confusing.
- **Overcrowding at Dunbar Loop:** Some respondents noted that Dunbar Loop is already congested, and the addition of a new bus route could strain capacity further without improvements to layover space.

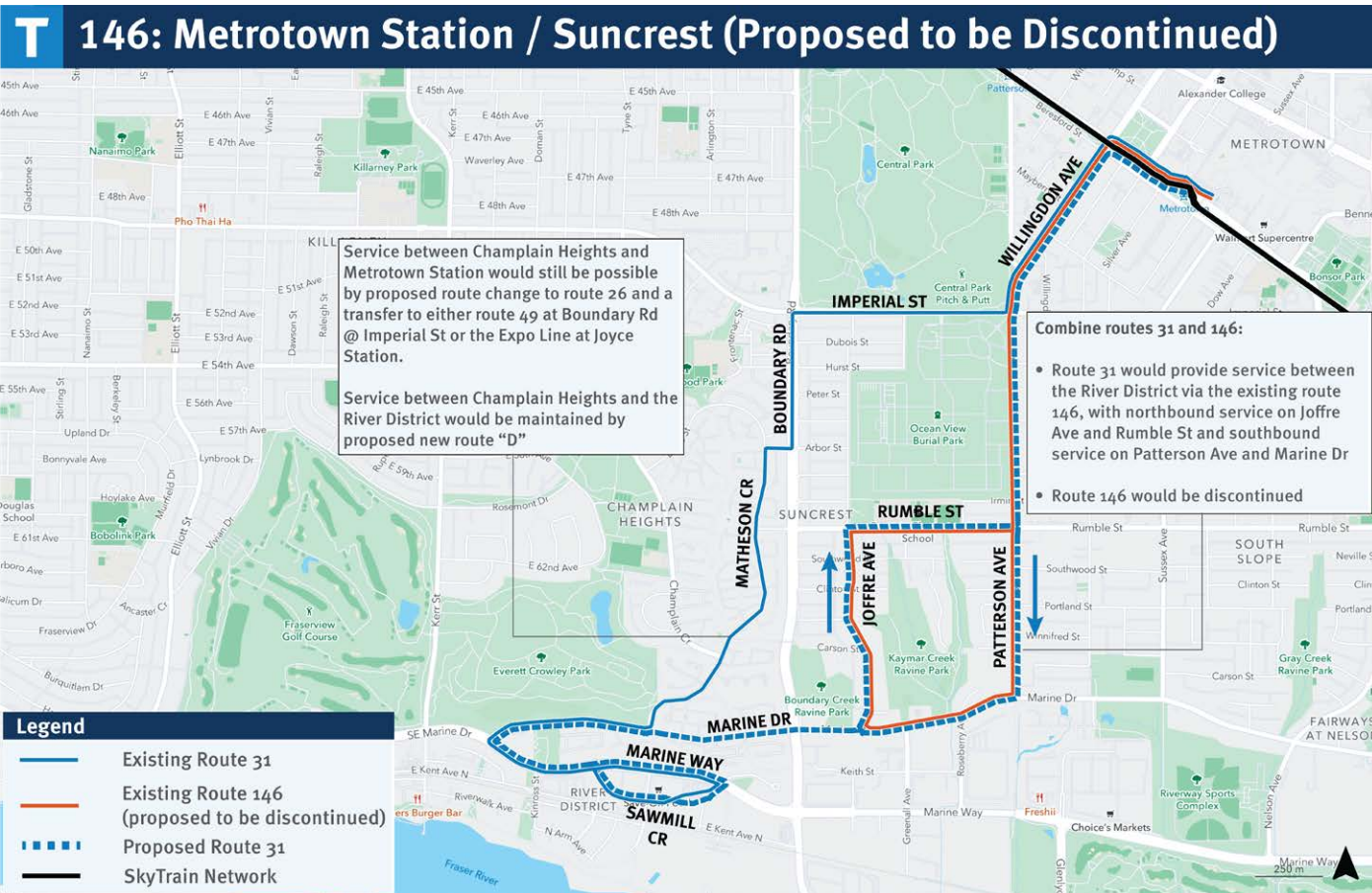
Common **suggestions for improvements** included:

- **Extend the Route to UBC:** This was the most frequent recommendation. These respondents felt that a direct link to UBC would reduce crowding at Dunbar Loop, eliminate inconvenient transfers, and significantly increase the route's usefulness. Some suggested a peak-hour or weekend extension.
- **Add Bus Priority Measures Along SW Marine Drive:** To maintain reliability, some respondents proposed implementing bus lanes and transit-priority signals at key intersections like Cambie Street, Oak Street, and Dunbar Street.
- **Merge Route F with Route E:** Many recommended combining the two routes to form one continuous east-west service along 57th Avenue, eliminating the need for transfers and improving overall efficiency.
- **Improve Connections to Richmond:** Several respondents suggested extending the route to Bridgeport Station to better serve commuters traveling between Richmond, Marine Gateway, and UBC, while also easing crowding on the Canada Line.
- **Consider Alternative Routing for Higher Ridership:** Some respondents proposed using 70th Avenue, Granville Street, or West Boulevard to reach denser areas and improve connectivity to Kerrisdale and Marpole.
- **Introduce Express Service Options:** Some suggested offering a limited-stop version of the route during peak hours, similar to the former Route 480, to speed up travel for longer-distance commuters.

### 5.5.3 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

## Route 146: Metrotown Station / Suncrest

Route 146 is proposed to be discontinued, and the current routing is proposed to be combined with Route 31. The details of the proposed change are shown in the map below.



## OVERALL FEEDBACK ON PROPOSAL

Feedback on the removal of this route was mostly positive, with the majority (62%) supportive, 14% neither supportive nor opposed, and one in five (19%) opposed.



When asked about the proposed removal of this route, concerns were raised about lost access to Champlain Heights and Patterson (though there would still be service coverage provided by other routes), overcrowded shuttles, and increased travel times. Many favoured retaining the route in some form. Suggestions focused on extending Route 146 to the River District, using larger buses, improving frequency, and maintaining local service for vulnerable respondents. Retaining the route number and simplifying routing were also common themes aimed at preserving both clarity and accessibility.

The most common **concerns** were:

- **Loss of Service to Champlain Heights and South Vancouver:** Many respondents emphasized that the route served a critical role in connecting Champlain Heights and surrounding areas to Metrotown. They noted that existing alternatives like Route 49 were not viable for seniors or people with disabilities, and that the proposed Route D did not provide adequate coverage.
- **Negative Impact on Access to Metrotown:** Several respondents said they relied on Route 146 for a direct trip to Metrotown and worried the changes would force them to walk farther or make additional transfers. Some described the new routing as skipping entire neighbourhoods.
- **Overcrowding and Capacity Issues:** Some respondents noted that Route 146 already uses community shuttle buses that were often full, especially in the morning. They were concerned that combining it with Route 31 without upgrading to full-sized buses would worsen overcrowding and reliability.
- **Increased Travel Time and Inconvenience:** Concerns were raised that the proposed routing would increase commute times from areas like Patterson and Metrotown. Others mentioned that the new configuration forces riders to go further just to reach a bus stop.
- **Loss of Service on Patterson and Joffre Streets:** Some were confused by the split routing on Joffre and Patterson streets, while others felt the removal of Patterson Street service was a mistake, especially since the area is not pedestrian-friendly. There were requests to retain two-way service on both streets.
- **Questions Around Necessity of Removal:** A few respondents questioned whether Route 146 needed to be removed at all, while some noted that the route should have been removed a long time ago, while others disagreed and argued that it served important needs despite low ridership.

The most common **alternative suggestions** instead of removal were:

- **Extend Route 146 Instead of Eliminating It:** Many respondents suggested simply extending Route 146 to the River District instead of removing it, which is essentially what has been proposed for Route 31. They felt this would preserve local coverage while improving connectivity for growing areas. Several also proposed that this revised route should alternate between Patterson and Joffre Streets to maximize reach.
- **Retain the Route Number and Eliminate Route 31 Instead:** Multiple respondents advocated for keeping Route 146 designation and folding Route 31 into it, citing Route 146's longer-standing identity and the opportunity to simplify the network.
- **Increase Bus Size and Frequency:** Some respondents emphasized the need to use full-sized buses instead of community shuttles and to increase the frequency, particularly during peak hours, to avoid the pass-ups and overcrowding many currently experience.
- **Make the Route More Efficient and Legible:** Suggestions included streamlining the route by using Joffre Street in both directions (as Route 116 already serves Patterson Street), reducing unnecessary detours, and ensuring service remains understandable for riders.

- **Add or Improve Service in Adjacent Areas:** Several respondents recommended extending service south of Fraserview Golf Course to serve the adjacent River District community. Others suggested better pedestrian infrastructure along Boundary Road to ease access if some stops are removed.
- **Preserve Some Form of Community Service:** While there was support for the removal due to low ridership or route duplication, many preferred retaining the route in a modified form, possibly with reduced frequency or using smaller buses to minimize disruption while maintaining essential coverage.

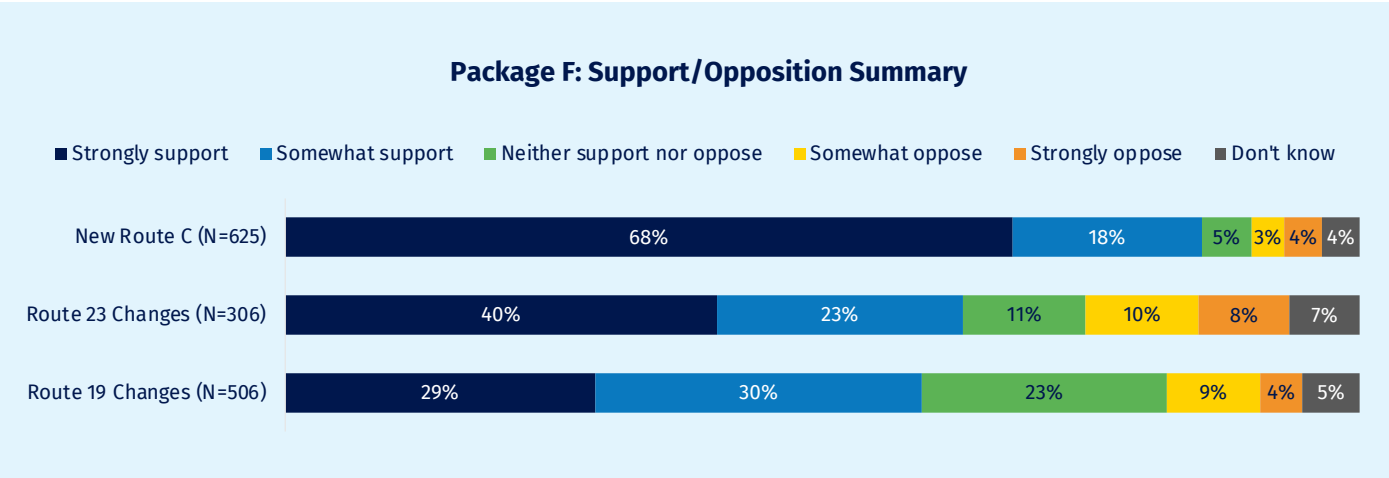


# 5.6 Transit Package F: Improve Connections to Stanley Park

The proposed bus route changes for Stanley Park are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.6.1 and 5.6.2 below.



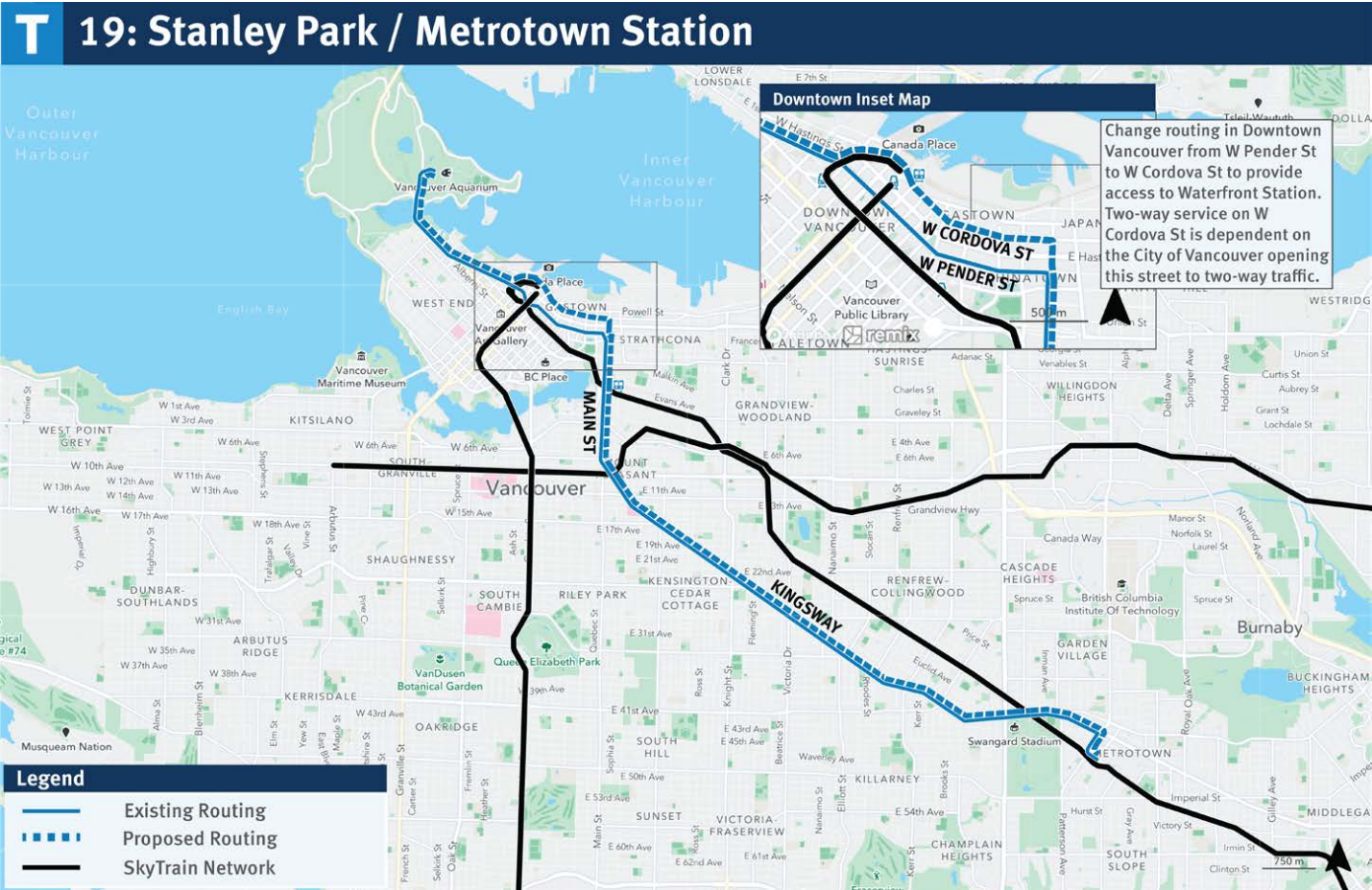
Summary of support and opposition to Package F proposals:



5.6.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

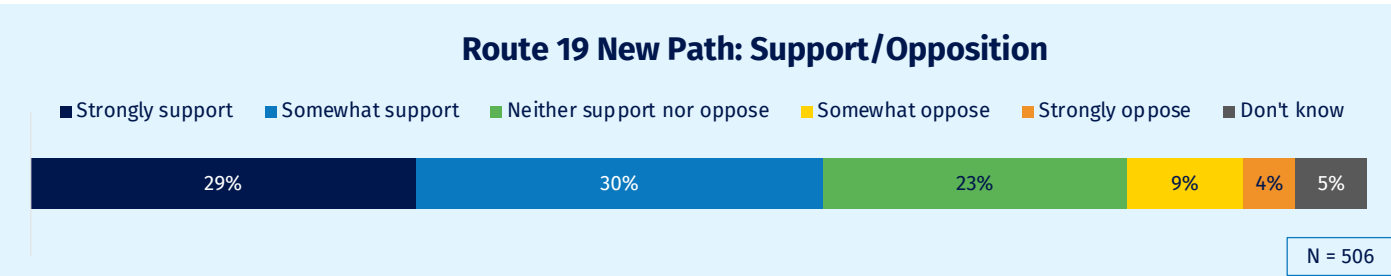
Route 19: Stanley Park / Metrotown Station

Route 19 is proposed to have a routing change in Downtown Vancouver so that it connects to Waterfront Station. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

While the majority of respondents (59%) supported the proposed changes for Route 19, a quarter (23%) were neither supportive nor opposed, and 13% were opposed.



The extension to Waterfront Station and improved transit hub integration were widely supported. However, many raised concerns about the loss of service on Pender Street, increased congestion, and reduced accessibility in key Downtown areas like Chinatown.

The most common **likes** were:

- **Direct Connection to Waterfront Station:** There was appreciation for the extension to Waterfront Station, offering easier transfers to SkyTrain, SeaBus, and West Coast Express.
- **Easier Access to Stanley Park:** Many supported the improved connection between Waterfront Station and Stanley Park, especially for tourists and local visitors.
- **Streamlined Downtown Routing:** Shifting to Cordova Street was seen as a simplification that removed unnecessary detours.
- **Better Transit Hub Integration:** The new routing aligned better with major transit services and was more useful for daily commuters.
- **Improved Safety and Accessibility:** Some respondents, especially seniors and those with mobility challenges, noted the benefit of avoiding uphill walks from other Downtown stops.

The most common **concerns** were:

- **Loss of Service on Pender Street and Chinatown:** Respondents who voiced concerns expressed opposition to removing stops along Pender Street, citing reduced access to Chinatown, Downtown businesses, and cultural destinations.
- **Traffic Delays and Reliability Issues:** Cordova Street was seen as prone to congestion, particularly around Waterfront Station and Gastown.
- **Increased Overcrowding:** Some respondents worried the change would funnel more people into an already busy transit hub, worsening crowding.
- **Safety Concerns:** Some raised safety concerns around Cordova Street due to proximity to the Downtown Eastside.
- **Reduced West End Connectivity:** Moving away from Granville Street would take away easy access to the West End for some respondents.

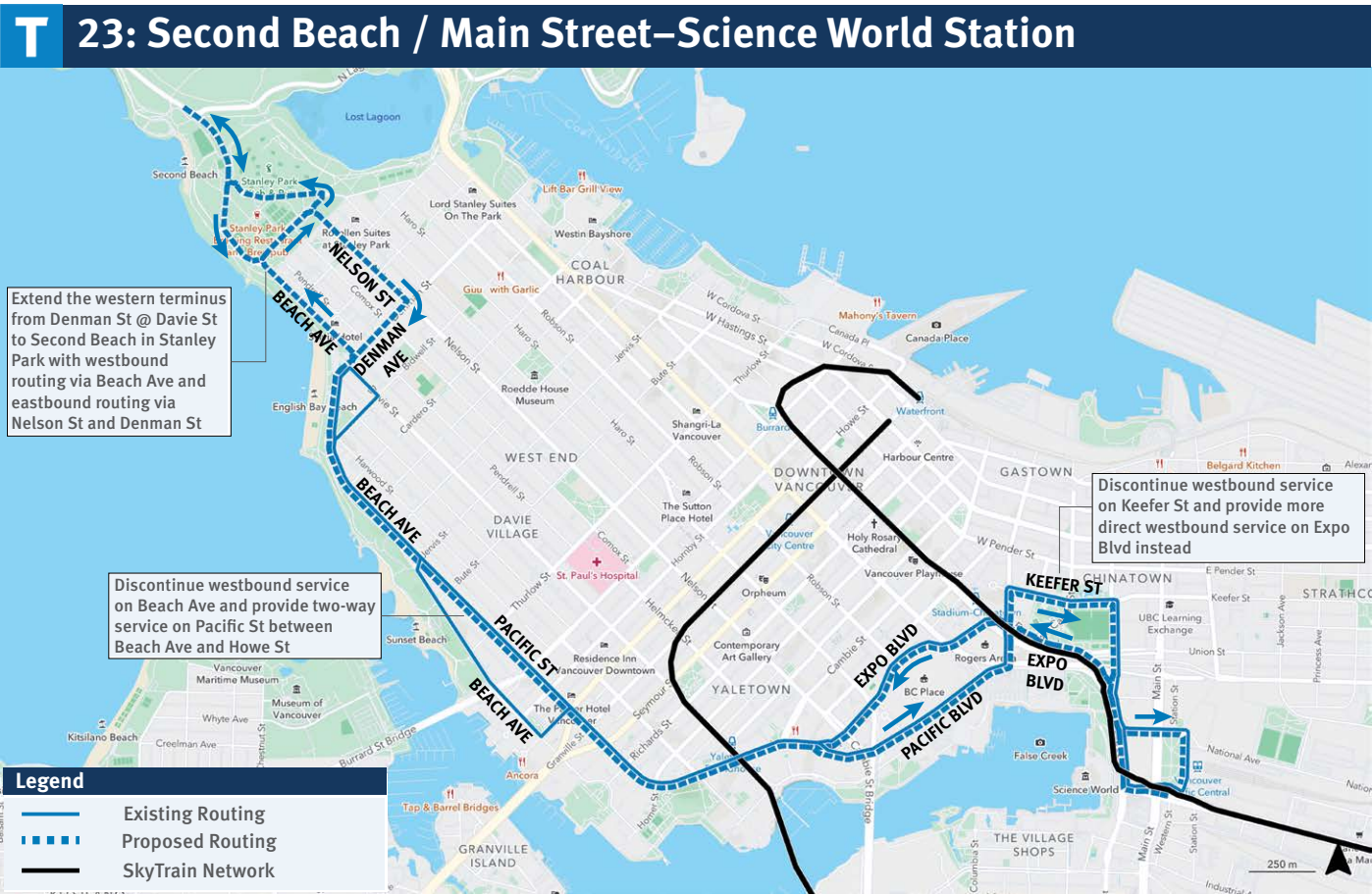
Common **suggestions for improvements** included:

- **Maintain Partial Service on Pender Street:** Many proposed keeping a branch of Route 19 or splitting the service to continue covering Chinatown.
- **Increase Frequency and Capacity:** Some respondents asked for more frequent service and the use of articulated buses to handle overcrowding.
- **Implement Transit Priority Measures:** Suggestions included bus lanes and signal priority on Kingsway and Cordova Street to improve speed and reliability.
- **Improve Transfers and Accessibility at Waterfront:** Some respondents asked for clear signage, accessible stops, and better wayfinding.
- **Consider Alternate Endpoints:** Some proposed ending the route at Burrard Station or extending it beyond Metrotown to improve regional connectivity.
- **Enhance Safety and Cleanliness:** Some respondents requested better cleaning, increased security, and enforcement of fare payment to improve the experience.



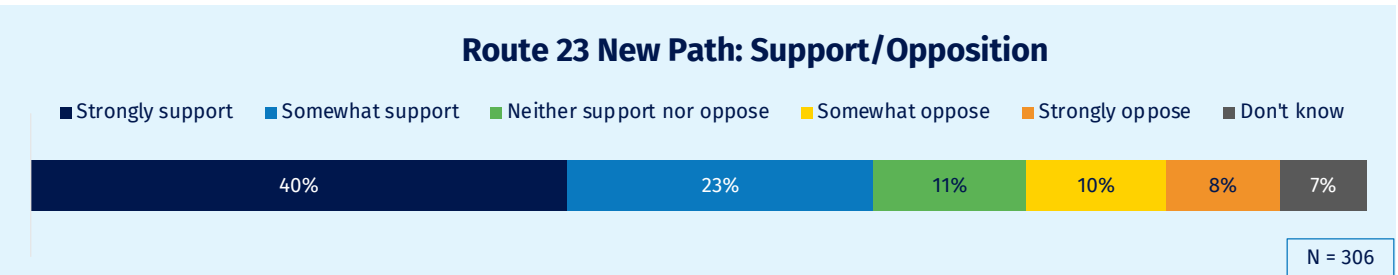
Route 23: Second Beach / Main Street–Science World Station

Route 23 is proposed to be extended west to Second Beach and to have a more direct westbound routing. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 23 were mostly positive, with 63% supportive, one in ten (11%) neither supportive nor opposed, and 18% opposed.



Respondents generally welcomed the proposed changes to Route 23, especially the extension to Stanley Park and the shift to faster routing along Pacific Boulevard. However, they raised concerns about overcrowding, accessibility, and the loss of service on Beach Avenue. Many respondents highlighted urgent needs for larger buses, better frequency, and accessibility protections.



The most common **likes** were:

- **Improved Access to Stanley Park and Second Beach:** Many respondents appreciated improved transit access to key recreational areas, especially for families and tourists.
- **More Direct Routing via Pacific Street:** The proposed shift from Beach Avenue to Pacific Street was viewed as faster and more efficient.
- **Stronger Transit Connections:** The change would improve connectivity between Stanley Park, Yaletown, and Chinatown via Stadium–Chinatown Station.
- **Larger Buses Planned:** Some respondents supported replacing community shuttles with full-sized buses to reduce pass-ups and improve comfort.
- **Potential for Increased Frequency:** Some saw the route changes as an opportunity for more frequent service, particularly in the summer.

The most common **concerns** were:

- **Overcrowding and Small Buses:** A number of respondents emphasized that current community shuttles are too small and frequently leave respondents behind.
- **Loss of Service on Beach Avenue:** Concerns were raised about removing stops near the Aquatic Centre and Sunset Beach, especially for seniors and people with mobility challenges.
- **Traffic and Congestion:** Denman Street and Stanley Park Drive were flagged as high-congestion areas, which could reduce reliability.
- **Keefer Street Service Removal:** Some Chinatown residents opposed the loss of westbound service on Keefer Street.
- **Complex Routing in Stanley Park:** The proposed loop within the park was seen as confusing and potentially inefficient by some.

Common **suggestions for improvements** included:

- **Use Full-Sized Buses and Add Frequency:** Respondents urged TransLink to upgrade to 40-foot buses (see below for an update on this) and increase frequency during peak and summer periods.
- **Retain Some Service on Beach Avenue:** Many suggested preserving Beach Avenue service or offering a seasonal shuttle alternative.
- **Improve Transit Priority:** Recommendations included bus lanes on Denman and Nelson streets, and signal priority at congested intersections.
- **Simplify Routing in Stanley Park:** Some respondents proposed terminating at English Bay or using Georgia Street to avoid slow loops.
- **Enhance Accessibility for Seniors and Mobility Users:** Suggestions included benches, shelters, and a stop near the Aquatic Centre.

NOTE: As of Spring 2025 (after this survey closed), standard full-sized buses have been introduced for Route 23

5.6.2 PROPOSED NEW BUS ROUTES

New Route C: Stanley Park Perimeter

The proposed new Route C would start and end at Waterfront Station and operate around the perimeter of Stanley Park. The proposed routing is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new proposed Route C was very positive, with the majority (86%) supportive (68% of whom were strongly supportive), 5% neither supportive nor opposed, and 7% opposed.



The proposed Route C received strong support for improving accessibility to Stanley Park, especially for seniors, tourists, and people with mobility challenges. Respondents also appreciated the potential to reduce car traffic in the park and connect to major attractions. Concerns were focused on current traffic congestion delaying the buses, environmental impacts, and redundancy with existing services. Suggestions included using electric buses, ensuring reliability, and improving integration with Downtown transit.

The most common **likes** were:

- **Increases Accessibility to Stanley Park:** Many respondents supported the new route as a way to improve access to key park destinations such as Prospect Point, Third Beach, Brockton Oval, and the Totem Poles. This was seen as especially helpful for seniors, families with children, people with disabilities, and tourists who may find it difficult to walk or bike long distances.
- **Reduces Car Traffic in the Park:** The proposed route was widely seen as a way to reduce vehicle congestion and pollution in the park. Some supported pairing transit improvements with restrictions on private vehicle access to encourage sustainable transportation.
- **Connects to SkyTrain and Downtown Hubs:** Some respondents liked that the route would connect directly to Waterfront Station, improving access from the broader transit network. Integration with routes like Routes 19 and 23 was seen as an added benefit.
- **Better Transit for Local Residents:** Some West End residents and park employees supported the route as a more convenient alternative to driving. Some noted it would be useful for attending park events such as concerts and performances at Theatre Under the Stars.
- **A Long-Overdue Service:** Many respondents noted that this type of service has been requested for years, especially those who remembered the old Route 52 “Around the Park” bus.
- **Supports Environmentally Friendly Travel:** There was strong support for a bus route that complements bike lanes and pedestrian infrastructure. Some advocated for the use of electric buses to align with sustainability goals and reduce environmental impacts.

The most common **concerns** were:

- **Traffic Congestion and Reliability Issues:** Some respondents were concerned that Stanley Park Drive is already congested with cars, cyclists, pedestrians, and horse-drawn carriages. They worried that buses would be delayed or unreliable without dedicated transit infrastructure.
- **Potential for Overcrowding:** Several respondents worried that the route would become overcrowded, especially during peak tourist seasons. Concerns were raised about tourists with luggage occupying too much space, leaving locals unable to board.
- **Impact on Cyclists and Pedestrians:** Some cyclists expressed concerns about interactions between buses and bikes along the perimeter road. Others worried that bus stops could interfere with pedestrian zones or create safety issues in shared spaces.
- **Noise and Pollution:** Some strongly opposed using diesel buses in the park, citing concerns about noise, emissions, and impacts on wildlife. Respondents strongly preferred electric or trolley buses.
- **Redundancy with Existing Services:** A few respondents questioned the need for a new route, noting that private sightseeing buses already serve Stanley Park. Some felt the park should remain a car-free or active-transportation-focused area.

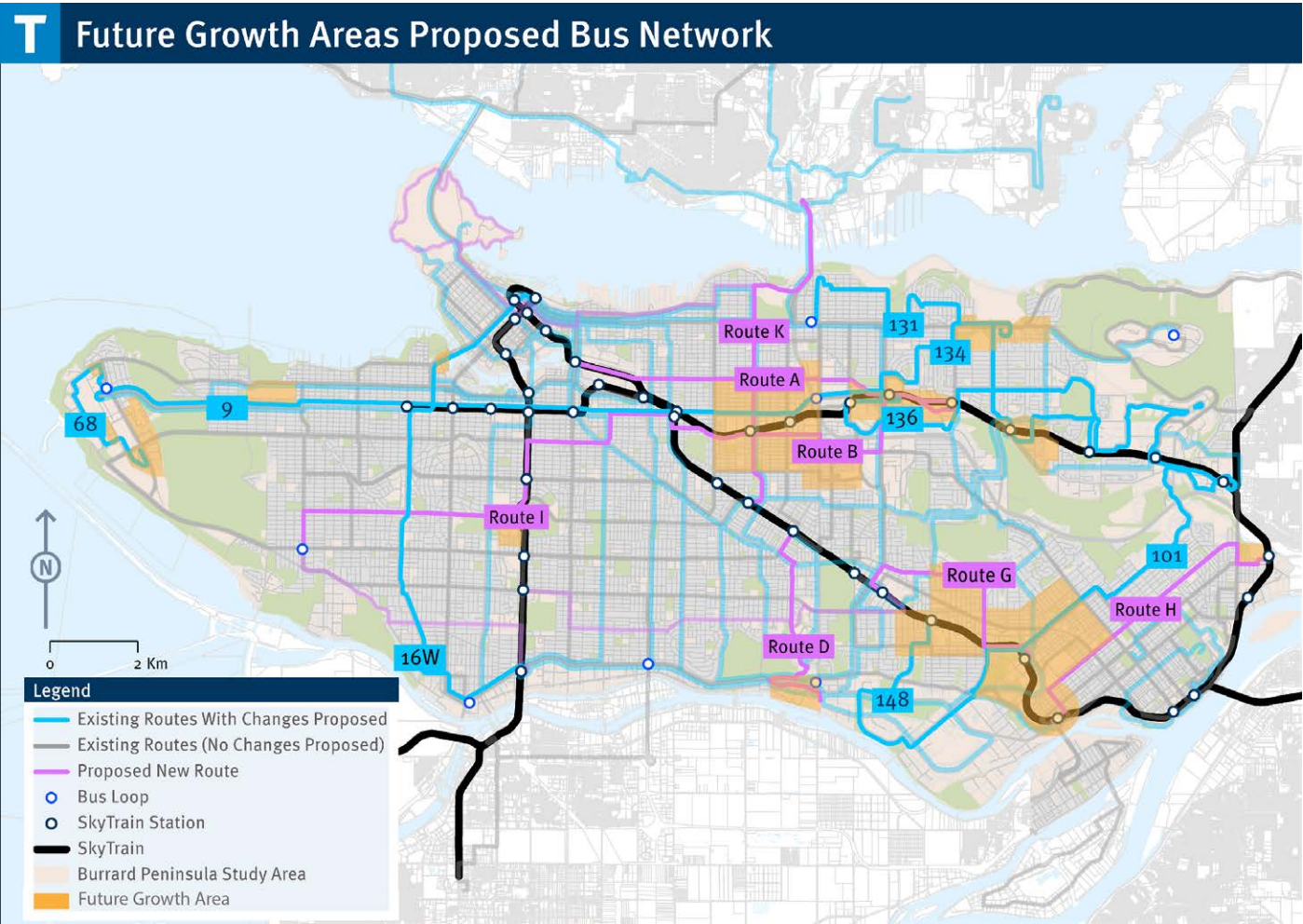
Common **suggestions for improvements** included:

- **Use Electric or Trolley Buses:** Many emphasized the importance of using zero-emission vehicles to reduce pollution and noise. Suggestions included using small community shuttles during low-demand times and full-sized buses during peak periods.
- **Implement Dedicated Bus Lanes or Priority Measures:** Some respondents proposed limiting or banning private vehicle access to certain park roads to ensure buses and bikes can move efficiently. Others supported transit signal priority to reduce delays.
- **Optimize Stop Locations and Routing:** Some respondents recommended adding stops at key attractions like the Vancouver Aquarium and extending service closer to Lost Lagoon or Brockton Point. Integration with the Routes 19 and 23, as well as with buses travelling on Denman Street, was also requested.
- **Make Service Seasonal or Increase Frequency in Summer:** Some suggested operating the service only during spring and summer months when demand is highest. Others proposed maintaining year-round service but increasing frequency during peak season.
- **Improve Transfers and Downtown Connectivity:** Suggestions included rerouting the bus via Pender Street to avoid congestion on Georgia Street, or looping the route through Granville or Robson Streets for better integration with Downtown transit.
- **Ensure Affordable and Accessible Service:** Some proposed a free or “hop-on, hop-off” fare structure. Others raised concerns about fare evasion and called for better fare enforcement and clear access policies.

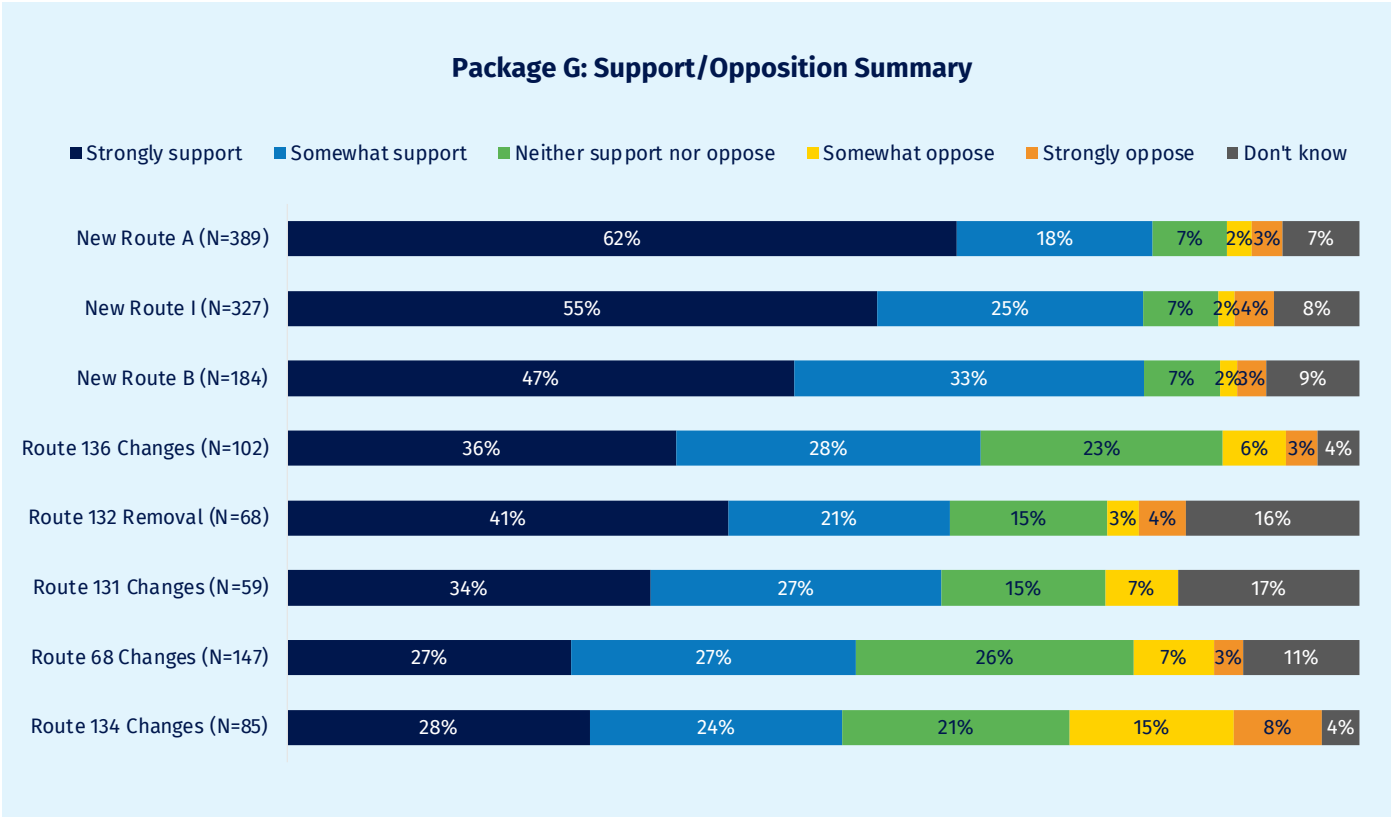


# 5.7 Transit Package G: Integrate the Local Bus Network With Planned Future Growth Areas

The proposed bus route changes to support future growth areas are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.7.1 to 5.7.3 below.



Summary of support and opposition to Package G proposals:



5.7.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

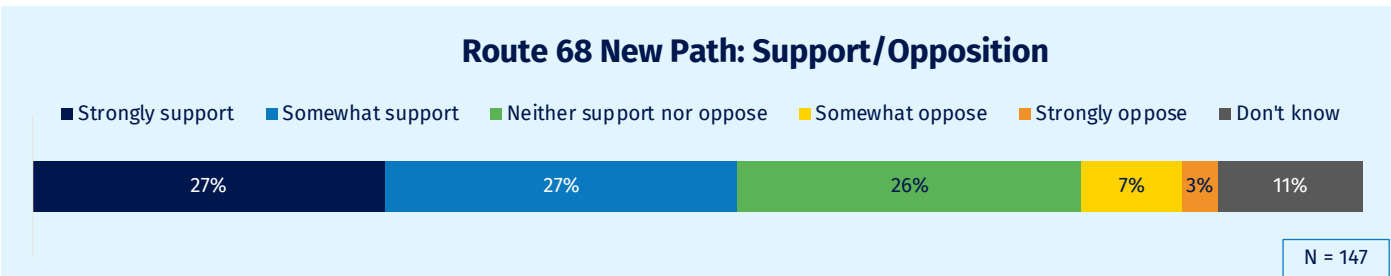
Route 68: UBC Exchange / Wesbrook Village

Route 68 is proposed to have several routing changes to make the route easier to understand and to better serve the growing neighbourhoods within the UBC Campus. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on proposed changes to Route 68 were generally neutral to positive, with just over half (54%) supportive, a quarter (26%) neither supportive nor opposed, and one in ten (10%) opposed.



Proposed changes to Route 68 were generally supported for improving clarity and directness, though concerns remained around accessibility, frequency, and lost coverage. Suggested improvements included restoring key stops, increasing frequency, and improving routing efficiency and coverage for UBC’s South Campus.

The most common **likes** were:

- **More Direct and Simplified Routing:** Many respondents appreciated the removal of the circuitous one-way pattern, making the route faster and easier to understand.
- **Improved Access to Wesbrook Village:** Extending service to Ross Drive was well received, especially for residents in the underserved south part of Wesbrook.
- **Clearer Routing and Improved Compliance:** Some noted the new route would help standardize the path for drivers, with improved access to Stadium Road and other growing areas.
- **Future Transit Readiness:** Many felt the simplified route was better aligned with long-term UBC South Campus development and would support future service expansions.

The most common **concerns** were:

- **Loss of Service on Thunderbird Boulevard:** Some respondents, including students and people with disabilities, raised concerns about losing stops on Thunderbird Boulevard, including in the Thunderbird Crescent area, which provides key access to accessible housing and university facilities.
- **Overcrowding and Infrequent Service:** Buses in this area were often overcrowded and infrequent, with some respondents forced to walk due to 20-minute gaps.
- **Reduced Access to Key UBC Locations:** Some noted the proposed routing made it harder to reach TRIUMF, Forestry, and other academic buildings.
- **Concerns About Ross Drive Extension:** The extension raised concerns about congestion, with suggestions to reroute, for example via Birney Avenue for better proximity to amenities.

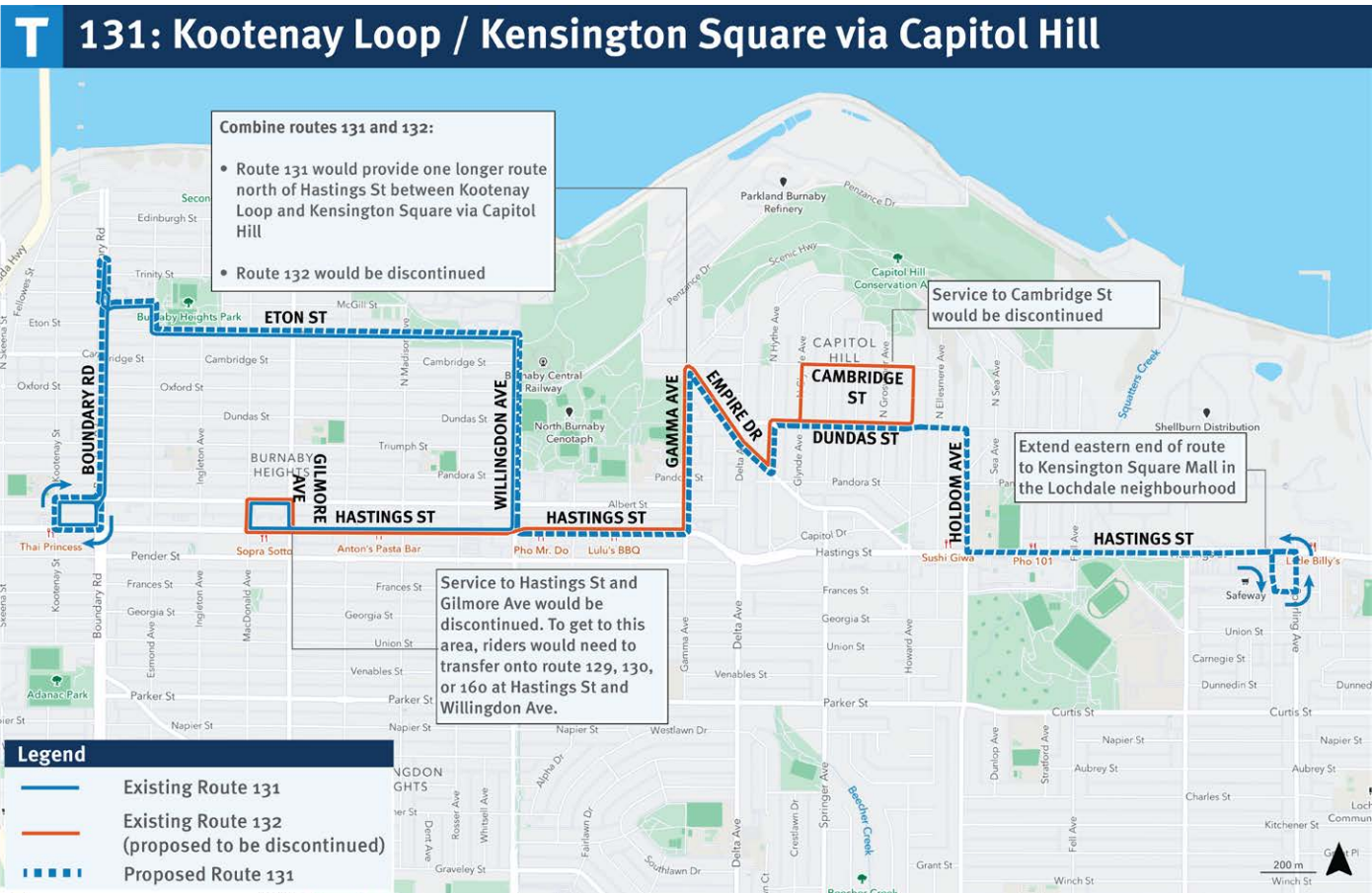
Common **suggestions for improvements** included:

- **Increase Frequency and Capacity:** Some respondents requested buses every 10 minutes and larger or more numerous vehicles to alleviate crowding.
- **Maintain Service to Thunderbird Residence:** Suggestions included retaining the route or introducing new routes to continue providing access to the Thunderbird Residence.
- **Improve Routing and Wayfinding:** Some respondents recommended a clockwise/counterclockwise loop, better signage for operators, and improved stop access near major university buildings.



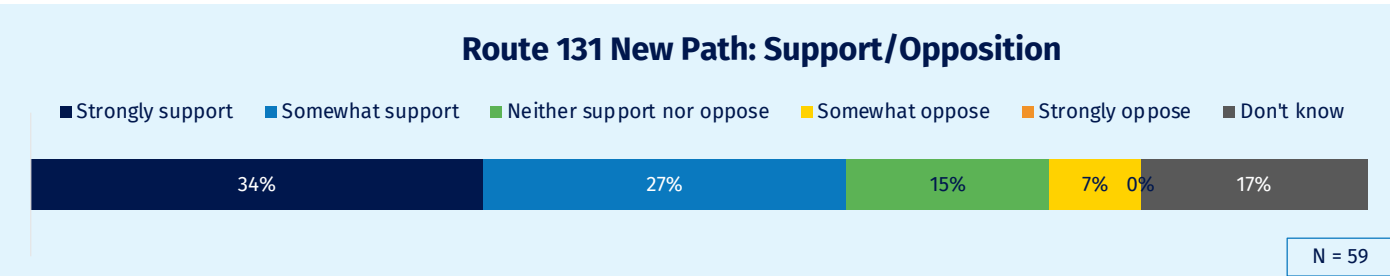
Route 131: Kootenay Loop / Kensington Square via Capitol Hill

Route 131 is proposed to be combined with Route 132. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 131 was mostly positive, with six in ten (61%) supportive, 15% neither supportive nor opposed, and 7% opposed.



The proposal to combine Routes 131 and 132 into a single, more direct service was generally seen as a step toward better coverage and simplicity. While the new Route 131 was seen as simpler and better connected, concerns remain about losing service along parts of Hastings and Cambridge. Participants asked for improved frequency, better SkyTrain connections, and maintained access to local businesses, schools, and health services.

The most common **likes** were:

- **Better Connectivity and Coverage:** Participants appreciated improved connections across Hastings, Capitol Hill, Burnaby Heights, and Kensington Square.
- **Simplified Routing:** Merging the routes and removing loops was seen as making the system easier to understand.
- **Improved Accessibility:** The new routing benefited seniors and local shoppers with more direct access to retail and community centers.

The most common **concerns** were:

- **Loss of Service Between Willingdon Avenue and Gilmore Avenue:** Many respondents opposed removing service along this stretch of Hastings Street, citing reduced access to businesses, schools, and medical facilities.<sup>6</sup>
- **Service Loss on Cambridge Street:** The street was noted for being steep and hard to walk, making transit especially important for some residents.
- **Transfer and Frequency Concerns:** Some respondents worried about increased transfer needs and that the merged route would result in lower service frequency.

Common **suggestions for improvements** included:

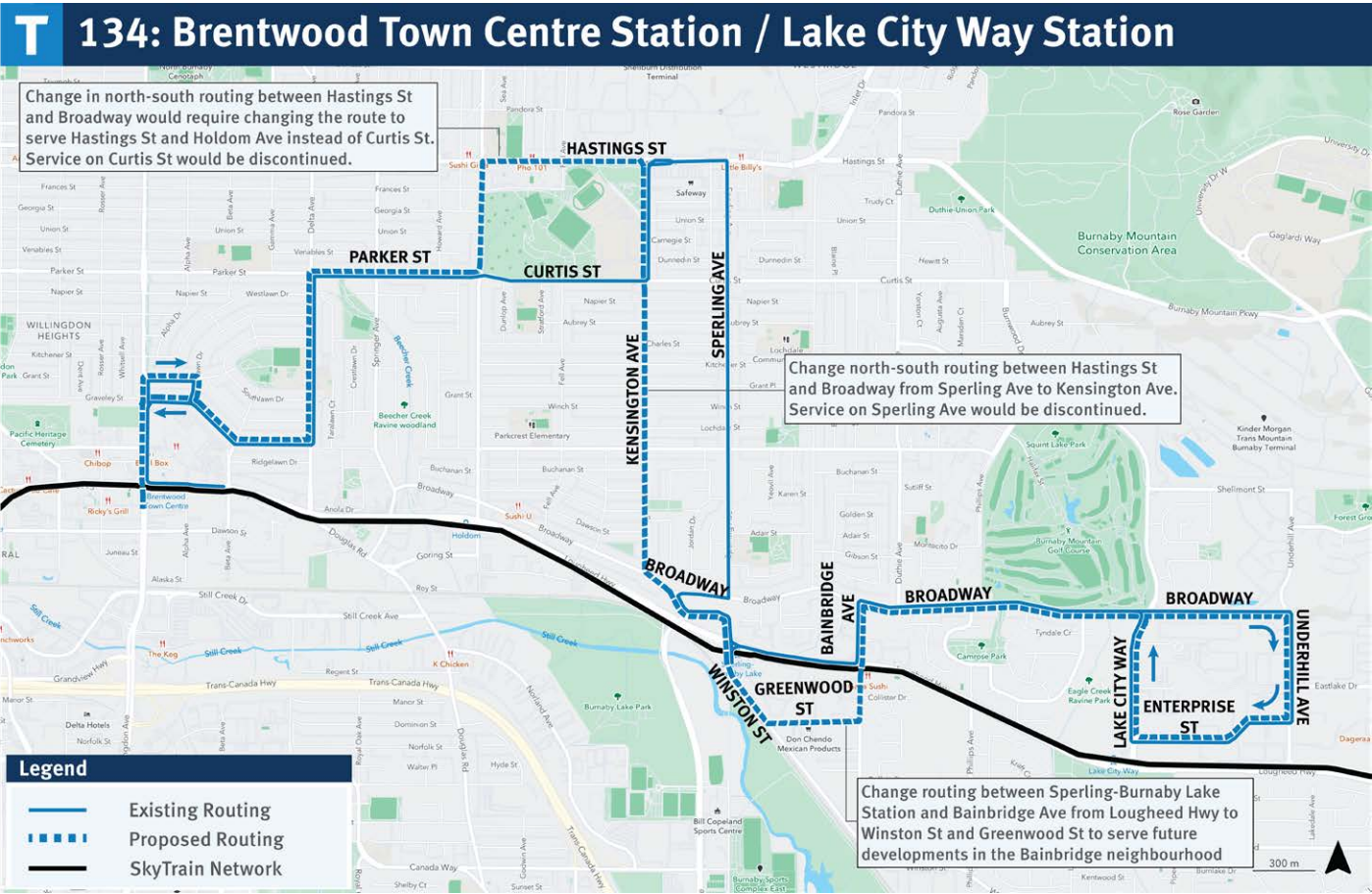
- **Retain Hastings Street and Cambridge Street Service:** Some respondents suggested maintaining coverage between Willingdon Avenue and Gilmore Avenue or shifting to nearby streets like Albert Street.
- **Improve Frequency and Access to SkyTrain:** Proposals included extending the route to Lake City Station via Sperling for better SkyTrain connections.
- **Improve Infrastructure and Amenities:** A few respondents requested better shelters and seating, especially at major stops like along Willingdon.

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<sup>6</sup> Connections to this segment would be possible with a connection to other buses, including routes 129, 130 and 160.

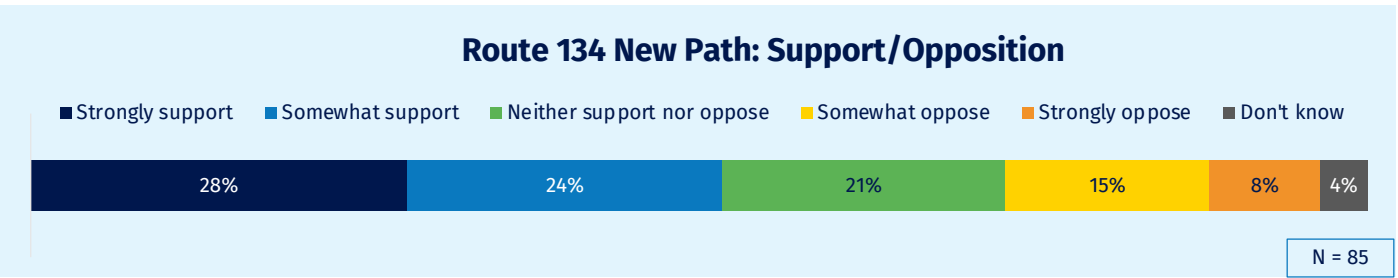
Route 134: / Brentwood Town Centre Station / Lake City Way Station

Route 134 is proposed to have several routing changes to connect to future growth areas in Burnaby. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Router 134 was mixed, with just over half (52%) supportive, while one in five (21%) were neither supportive nor opposed, and almost a quarter (23%) were opposed.



Comments on Route 134 were mixed. While the new routing was praised for improving access to key destinations including retail, and simplifying service, many worried about the loss of stops. Respondents raised concerns about removing Curtis Street service, especially for students and families. Calls for increased frequency, safer routing, and continued service to schools and parks were among the most common suggestions.

The most common **likes** were:

- **Improved Access to Key Hubs:** Many respondents liked the new connection to Kensington Square, Sperling Station, and Bainbridge developments.
- **More Logical and Efficient Routing:** The move away from looped segments was seen as improving speed and ease of use.
- **Support for Future Growth:** Greenwood routing was appreciated for serving areas expected to grow.

The most common **concerns** were:

- **Loss of Service on Curtis Street and Sperling Avenue:** This change would impact Burnaby North Secondary, Aubrey Elementary, and nearby recreational facilities.
- **Reduced Convenience for Montecito and Brentlawn Drive:** Increased walking distances, difficult transfers, and narrow streets were seen as barriers.
- **Premature Rerouting to Undeveloped Areas:** Some felt routing via Greenwood Street and Winston Street was too early given current land use.

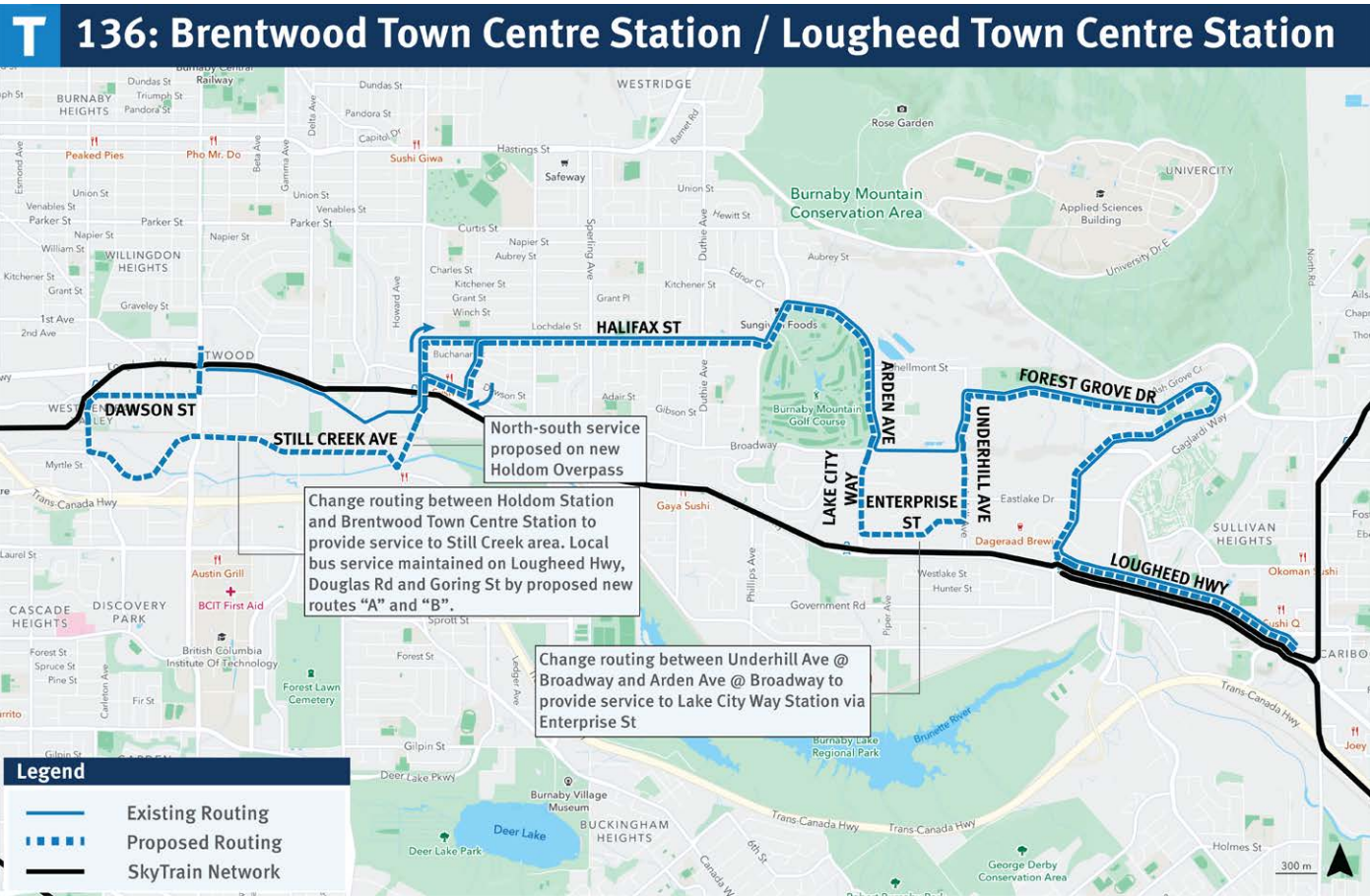
Common **suggestions for improvements** included:

- **Retain Curtis Street Coverage:** Some respondents requested continued service to schools and community hubs.
- **Increase Frequency and Reliability:** More buses during peak hours and reduced wait times were widely requested.
- **Optimize Routing Through Accessible Streets:** Alternatives mentioned included using Willingdon Avenue or Beta/Delta Avenues for faster service and fewer conflicts with narrow roads.
- **Extend to Major Transit Hubs:** Some recommended extensions to Production Way–University Station or Lougheed Town Centre Station to improve connectivity.



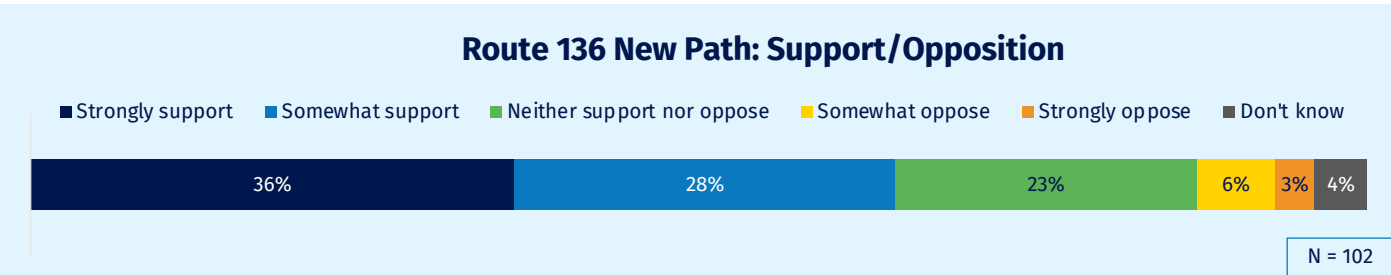
Route 136: / Brentwood Town Centre Station / Lougheed Town Centre Station

Route 136 is proposed to have several routing changes to provide more connections to employment area and to the Millennium Line. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 136 were neutral to positive, with 64% supportive, a quarter (23%) neither supportive nor opposed, and 9% opposed.



The proposed changes to Route 136 were well received for improving east-west service and SkyTrain access, though some concerns about travel time, route duplication, and service reliability remain. Respondents emphasized the need for increased frequency, on-time performance, and thoughtful routing to balance coverage with efficiency.

The most common **likes** were:

- **Expanded Service to Still Creek and Key Employers:** The extension to Costco, Standard Lumber, and nearby businesses was praised for supporting workers and shoppers.
- **Better SkyTrain Connectivity:** Some respondents welcomed improved access to Lake City Way, Holdom, and Brentwood Stations.
- **Improved Coverage and Direct Routing:** The proposed changes would help reduce reliance on transfers for those living in Forest Grove and Still Creek.

The most common **concerns** were:

- **Longer Travel Time:** The extended routing raised concerns about slower trips between Lougheed and Brentwood.
- **Frequency and Reliability Issues:** Some respondents reported long gaps and cancellations on the current route and worried the changes would worsen wait times.
- **Loss of Service on Douglas Street and Ardene:** Some respondents were concerned about gaps in service caused by the new routing.

Common **suggestions for improvements** included:

- **Increase Frequency and Reliability:** Calls for better peak-hour service, reduced wait times, and more consistent scheduling were common.
- **Simplify and Optimize Routing:** Suggestions included avoiding duplicative segments, skipping Dawson Street / Still Creek to speed up travel, and rerouting through more efficient corridors.
- **Expand Service to Underserved Areas:** Proposals included adding stops on Norland Avenue and Beta Avenue and ensuring coverage for Forest Grove Drive.

NOTES: Some elements of other routes with proposed changes also fall under this package, but for ease of reading and clarity, they have been included in other packages.

For reference, the sections where these other routes can be found are linked here:

**Route 9** ([Package A](#))

**Route 16** ([Package B](#))

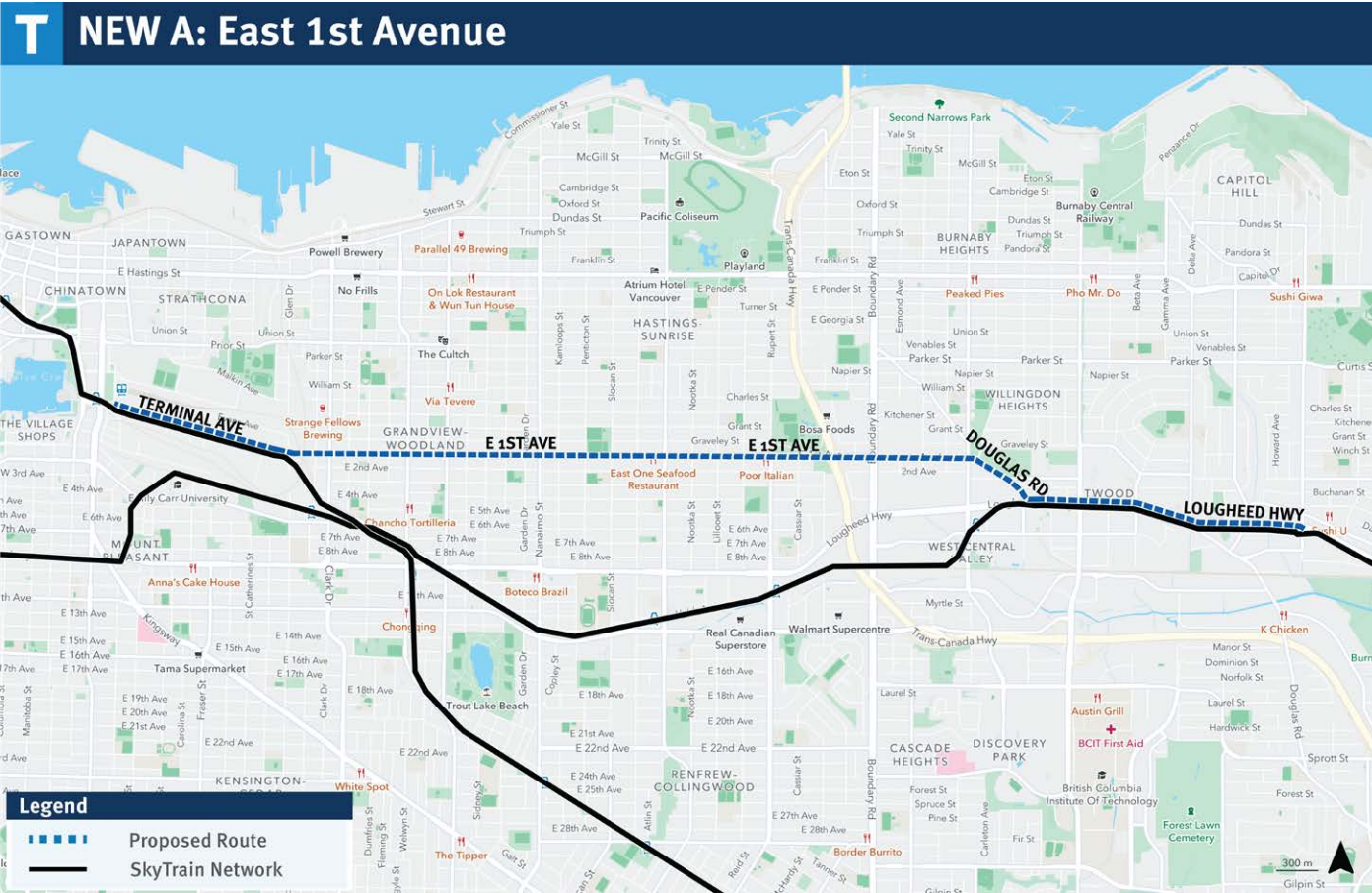
**Route 101** ([Package D](#))

**Route 148** ([Package E](#))

5.7.2 PROPOSED NEW BUS ROUTES

New Route A: East 1st Avenue

The proposed new Route A would operate between and Brentwood Town Centre Station. The proposed routing is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed new Route A was very positive, with eight in ten (80%) supportive (62% of whom were strongly supportive), 7% neither supportive nor opposed, 5% opposed, and 7% neither supportive nor opposed.



The proposed Route A was widely supported for its ability to fill a long-standing east-west transit gap between Broadway and Hastings Street. Respondents appreciated its potential to improve access for East Vancouver and Burnaby residents, shorten travel times, and offer new connections to key destinations. However, concerns about current traffic congestion, safety at stops, and a lack of transit priority measures were common. Several suggestions focused on improving routing, enhancing stop accessibility, and increasing service frequency.

The most common **likes** were:

- **Filling a Transit Gap Between Hastings and Broadway:** Many respondents appreciated that Route A would introduce service to East 1st Avenue, which currently lacks transit despite being a key east-west corridor. This was seen as a way to improve access for East Vancouver and Burnaby residents while shortening trip times.
- **Providing a More Direct Route for Commuters:** The proposed routing was seen as more straightforward than detouring to Broadway or Hastings Street. Many respondents liked the ability to connect to SkyTrain stations more easily and reduce the number of transfers.
- **Improving Connectivity to Major Destinations:** Some respondents supported the route's connection between Science World/Main Street–Science World Station and Brentwood. They also appreciated its links to Commercial Drive, Terminal Avenue, and other high-demand areas.
- **Increasing Access to Industrial and Retail Areas:** Several respondents noted that the route would provide important service to Terminal Avenue, which includes retail, commercial, and industrial destinations that are difficult to reach by transit today.
- **Reducing Car Dependency:** Some respondents saw the route as a way to encourage more people to shift from driving to transit, especially in areas where east-west options are limited.

The most common **concerns** were:

- **Traffic Congestion on 1st Avenue:** Heavy congestion at intersections like Nanaimo Street, Clark Drive, and Boundary Road raised concerns about the reliability and speed of the route. Many worried that delays would make the service less attractive.
- **Lack of Transit Priority Measures:** Without dedicated bus lanes or signal priority, some respondents worried that buses would get stuck in traffic, particularly during peak periods.
- **Safety at Isolated Stops:** Terminal Avenue was described as industrial and poorly lit, especially at night. Some respondents felt that some stops along the route could be unsafe or uncomfortable without better lighting and infrastructure.
- **Redundancy with the Millennium Line:** Some respondents felt the route was too similar to the Millennium Line and questioned whether it added enough value. Others argued it served destinations the SkyTrain did not, making it necessary.
- **Terminus Location at Holdom Station:** There were questions asking why the route would end at Holdom instead of a more prominent hub like Brentwood. Some preferred an extension to UBC or Granville Island for better west-side connectivity.



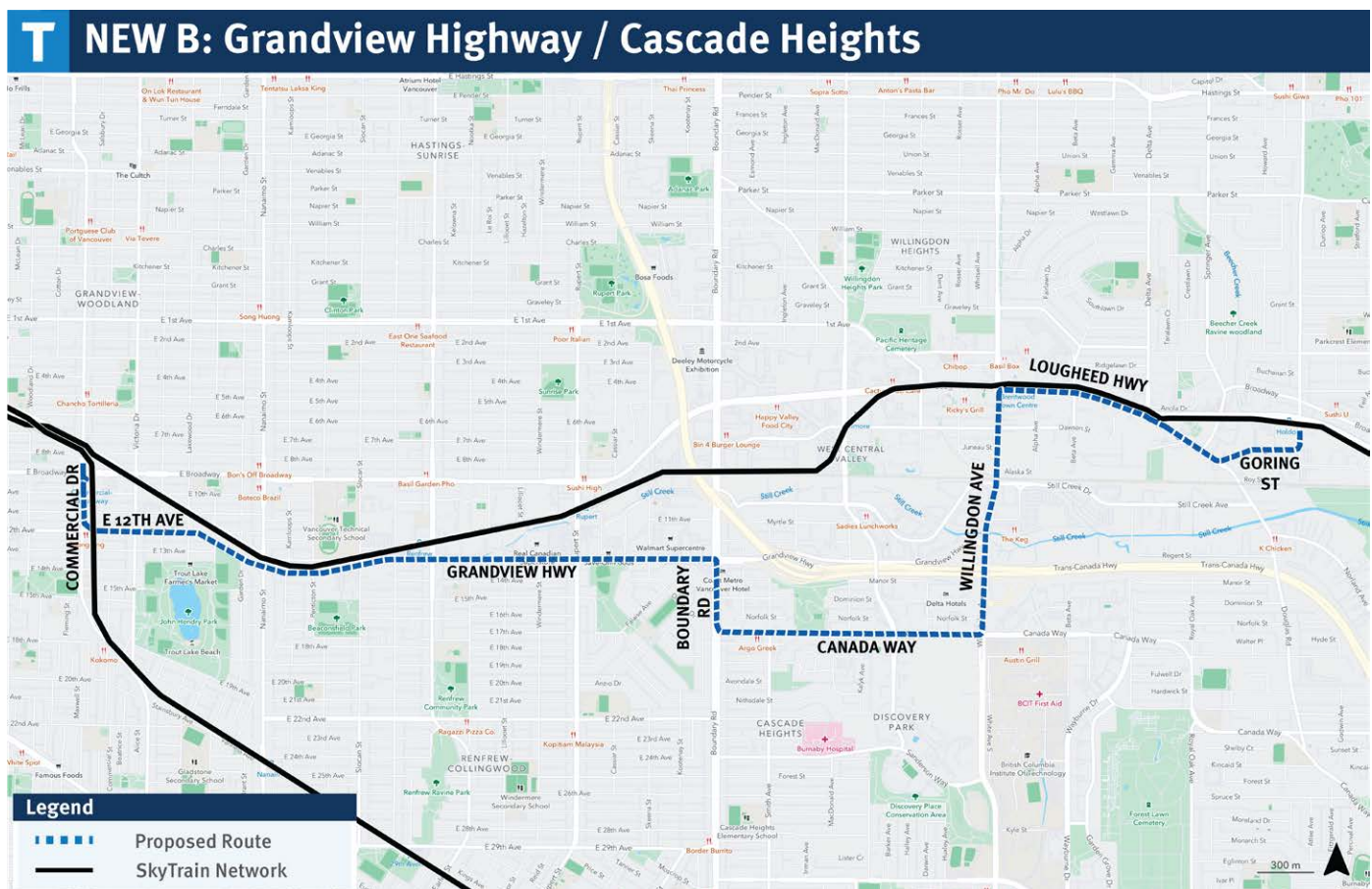
Common **suggestions for improvements** included:

- **Add Transit Priority Measures:** Respondents called for bus lanes on East 1st Avenue during peak hours, as well as signal priority and bus pull-outs at major stops, to keep the route on schedule.
- **Reroute or Extend for Better Connectivity:** Suggestions included rerouting via Boundary Road or Willingdon Avenue to serve higher density areas or extending the route west to Granville Island or UBC for better regional service.
- **Improve Safety at Bus Stops:** Some respondents wanted shelters, lighting, and better security at stops along Terminal Avenue and East 1st Avenue, particularly in areas with industrial uses or low pedestrian activity.
- **Ensure Frequent and Reliable Service:** Many emphasized the need for service every 10 to 15 minutes, especially during peak hours, and suggested using larger buses to accommodate demand.
- **Coordinate with Broader Transit Network:** Several respondents suggested coordinating Route A with the Broadway Subway, Millennium Line, and Canada Line. Some recommended a direct link to Olympic Village Station for better Canada Line connections.

### New Route B: Grandview Highway / Cascade Heights

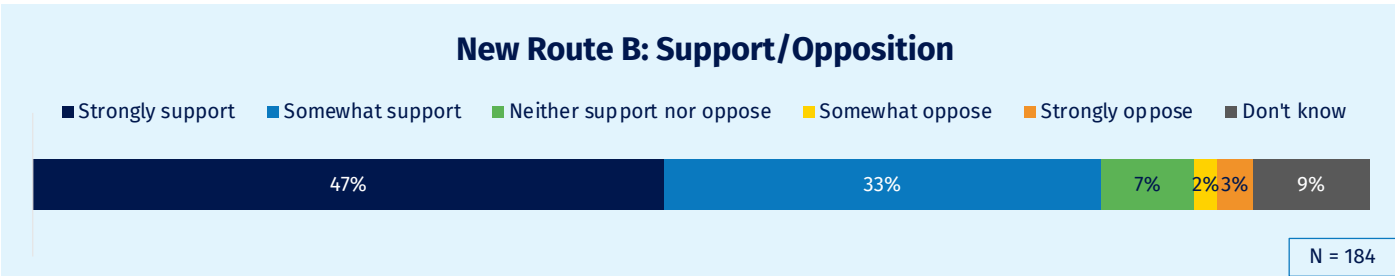
The proposed new Route B would operate between Commercial–Broadway Station and Holdom Station.

The proposed routing is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed new Route B was very positive, with eight in ten (80%) supportive (47% of whom were strongly supportive), 7% neither supportive nor opposed, and 5% opposed.



The proposed new Route B received strong support for addressing a long-standing network gap in east-west transit, especially along Grandview Highway and Canada Way. Respondents appreciated the improved access to retail, business parks, and residential neighbourhoods but expressed concerns about existing congestion, redundancy with SkyTrain, and the choice of terminus. Suggestions focused on routing improvements, safety enhancements, and better integration with the broader transit network.

The most common **likes** were:

- Filling a Major Network Gap in East-West Transit:** Several respondents appreciated that the proposed route would bridge the service gap between Broadway and King Edward Avenue, providing new east-west connectivity across Burnaby and East Vancouver. The route was seen as especially helpful for those living near Trout Lake, Renfrew, and Canada Way.
- Improved Access to Major Retail Areas:** Many supported the improved access to big-box stores such as Superstore, Walmart, Canadian Tire, and Costco. The route would reduce walking distances from SkyTrain stations and make these retail areas easier to reach by transit.
- New Service Along Canada Way:** Some respondents welcomed the addition of transit service on Canada Way, which is a busy corridor lacking bus service. The new route was seen as beneficial for commuters and students traveling to BCIT and nearby business parks.
- Alternative to Crowded and Delayed Routes:** The proposed route was seen as a useful alternative to the frequently delayed Route 25 and other east-west routes.
- Connectivity Improvements:** Many respondents liked that the route would connect Commercial Drive and Canada Way, offering better travel options between East Vancouver and Burnaby without requiring SkyTrain transfers.

The most common **concerns** were:

- Heavy Traffic and Congestion:** Some respondents expressed concern that Grandview Highway and 12th Avenue are already highly congested, particularly near Boundary Road. There were fears that buses could become stuck in traffic, reducing the route’s reliability.
- Redundancy with the Millennium Line:** Some respondents questioned why this route closely follows the Millennium Line, suggesting it may duplicate existing services rather than offering something new.
- Poor Pedestrian Environment Along Grandview Highway:** Some respondents pointed out that the pedestrian environment is unsafe and unpleasant, with few crosswalks, narrow sidewalks, and heavy truck traffic. Concerns were raised about the safety and comfort of accessing bus stops in this area.

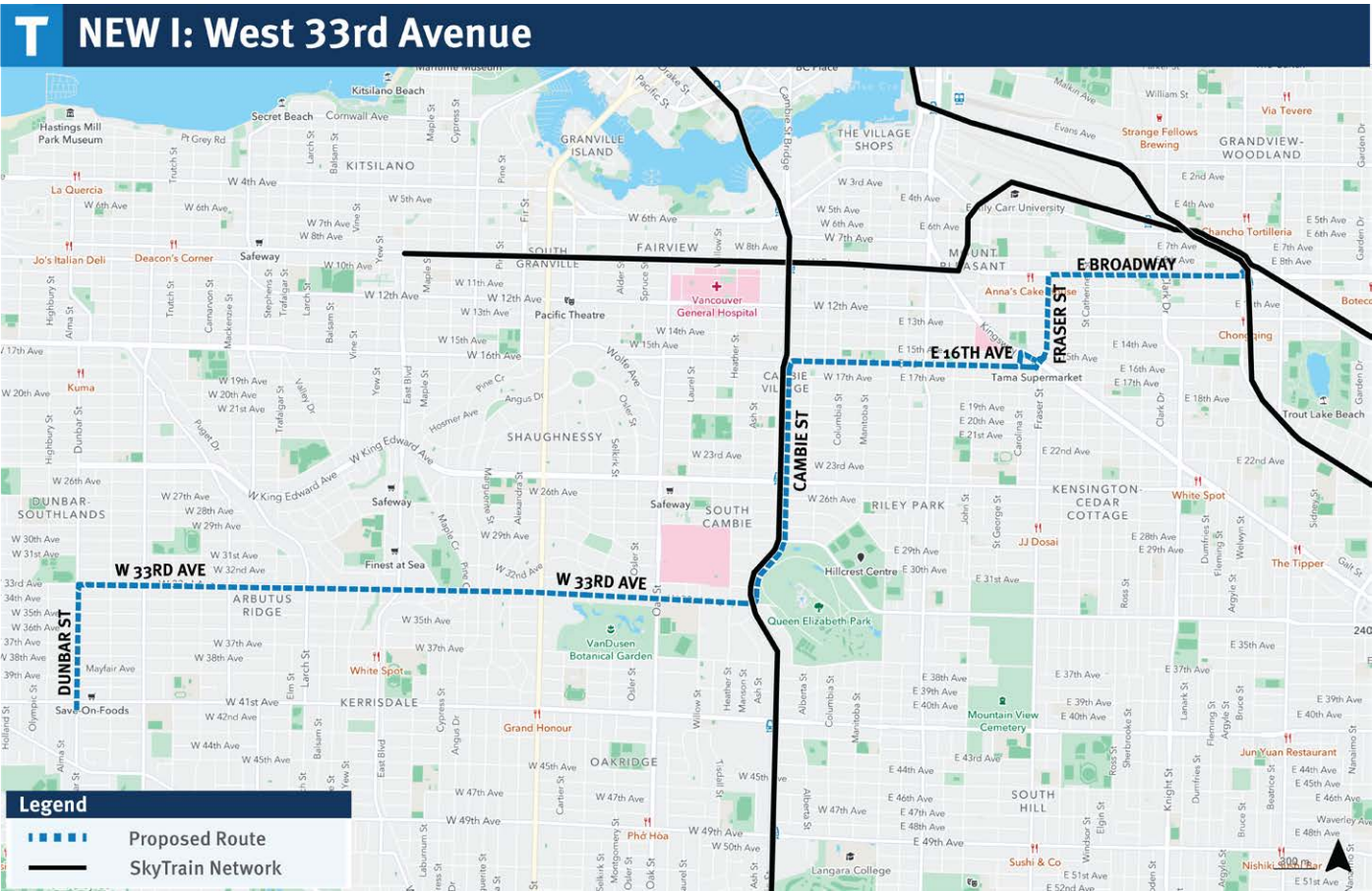
- **Questionable Terminus at Holdom Station:** Several respondents questioned why the route would end at Holdom Station, which is not a major hub. They said that Brentwood Town Centre or Metrotown would be a more logical terminus to attract more riders.
- **Overlap with Existing Routes:** Some said the proposed route overlaps too much with existing routes, such as Route 25. Suggestions were made to reroute portions of the route to Still Creek, Norland Avenue, or Sprott Street to better serve business parks and reduce duplication.

Common **suggestions for improvements** included:

- **Add Bus Priority Measures:** Some respondents recommended the implementation of dedicated bus lanes or HOV lanes on Grandview Highway and 12th Avenue. Signal priority at intersections was also suggested to improve travel time and reliability.
- **Change or Extend the Route for Better Connectivity:** Several suggested extending the route west on 12th Avenue to reach VCC–Clark Station, Downtown Vancouver, or even UBC. Others proposed routing through Still Creek or Norland Avenue to serve Burnaby’s business districts.
- **Improve Stop Safety and Accessibility:** Some respondents recommended enhancing bus stops along Grandview Highway with pedestrian crossings, lighting, and shelters to ensure safe and comfortable access.
- **Modify the Terminus Location:** There were suggestions to relocate the eastern terminus from Holdom Station to Brentwood Town Centre or Metrotown, both of which offer stronger transit connections and higher ridership potential.
- **Reduce Duplication with SkyTrain:** Some respondents encouraged modifying the route to avoid running parallel to the Millennium Line and instead focus on serving underserved areas or unique destinations.

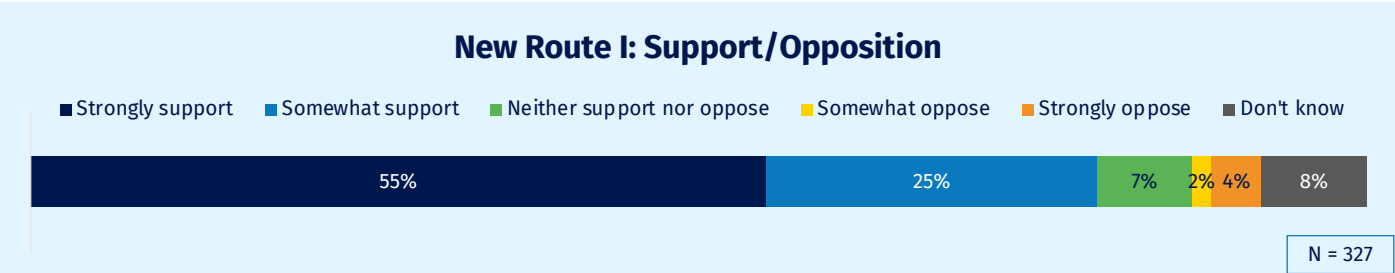
New Route I: West 33rd Avenue

The proposed new Route I would operate between the Dunbar Loop and Commercial–Broadway Station. The proposed routing is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed new Route B was very positive, with eight in ten (80%) supportive (55% of whom were strongly supportive), 7% neither supportive nor opposed, and 6% opposed.



Route I was praised for addressing a major network gap in east-west transit, especially for residential areas between 25th and 41st Avenues and near key destinations like BC Children’s and Women’s Hospitals. The new route would support faster crosstown travel and reduce reliance on cars. However, street width, traffic congestion, and route clarity were concerns. Respondents emphasized the need for frequent service, smoother roads, and a possible extension to UBC.



The most common **likes** were:

- **Fills a Major East-West Network Gap:** The route was welcomed for filling a service gap between 25th and 41st avenues, improving access to hospitals, parks, and neighbourhoods underserved by transit.
- **Improved Crosstown Connectivity:** Many respondents appreciated the direct route linking Dunbar, Cambie Village, Mount Pleasant, and Commercial Drive.
- **Relieves Pressure on Overcrowded Routes:** Route I was seen as a helpful alternative to busy corridors like Broadway, 25th, and 41st avenues.
- **Improved Access to Key Destinations:** Many supported the new access to Hillcrest, Van Dusen Gardens, and Queen Elizabeth Park.
- **Supports Car-Free Living:** Some respondents saw this route as a key step in supporting walkable neighbourhoods and reducing car reliance.
- **Diagonal Routing Reduces Transfers:** Some liked how the route cut across neighbourhoods, reducing the need for multiple transfers.

The most common **concerns** were:

- **Narrow and Congested Streets:** Both 33rd and 16th avenues were flagged as too narrow, with parked cars and poor pavement conditions making bus service difficult or unsafe.
- **Intersection Bottlenecks:** Fraser Street / Kingsway, Cambie Street / 33rd Avenue, and Main Street / 16th Avenue were named as frequent traffic chokepoints that could delay service.
- **Duplication with Other Routes:** Some respondents felt the route overlapped too much with Routes 7, 25, 33, and R4, and questioned whether it added unique value.
- **Confusing Route Design:** Some respondents were confused by the switch between 16th and 33rd Avenues, suggesting the route should remain on a single corridor.
- **Frequency and Span of Service:** Many worried the route would run infrequently or only during peak hours, limiting its usefulness.
- **Missed Opportunity to Extend to UBC:** Some respondents asked why the route would not go beyond Dunbar to serve UBC or Wesbrook Village.

Common **suggestions for improvements** included:

- **Stay Fully on 16th or 33rd Avenue:** Several requested a more straightforward routing that does not switch roads midway.
- **Improve Frequency and Span:** It was suggested that buses should run every 10 to 15 minutes throughout the day, including early mornings and late nights for hospital workers.
- **Implement Bus Priority Measures:** Suggestions included queue jump lanes at key intersections and removing parking to allow buses to pass safely.
- **Fix Road Conditions:** Some respondents wanted resurfacing along East 16th Avenue and better street design on 33rd Avenue to accommodate transit.
- **Extend to UBC:** Many wanted the route to continue west past Dunbar Loop to reduce crowding on Routes 25 and R4.

**NOTE:** New routes D, G, H and K also touch on Package G areas.

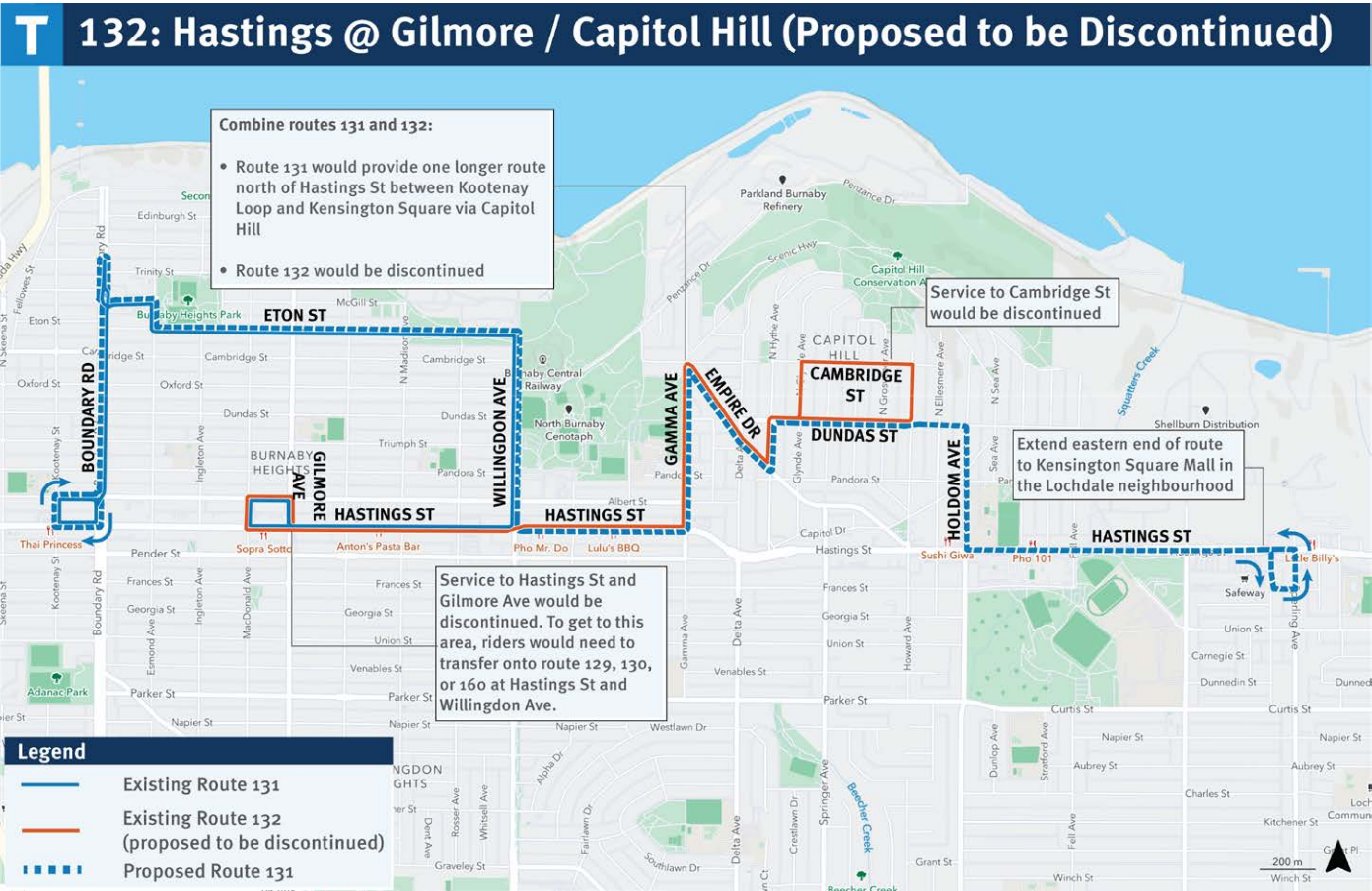
For a summary of what was heard about these routes, please see:

- Package E: New Route D: Joyce Station / River District
- Package C: New Route G: Metrotown Station / Edmonds Station
- Package D: New Route H: 22nd Street Station / Braid Station
- Package J: New Route K: Renfrew Express

### 5.7.3 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

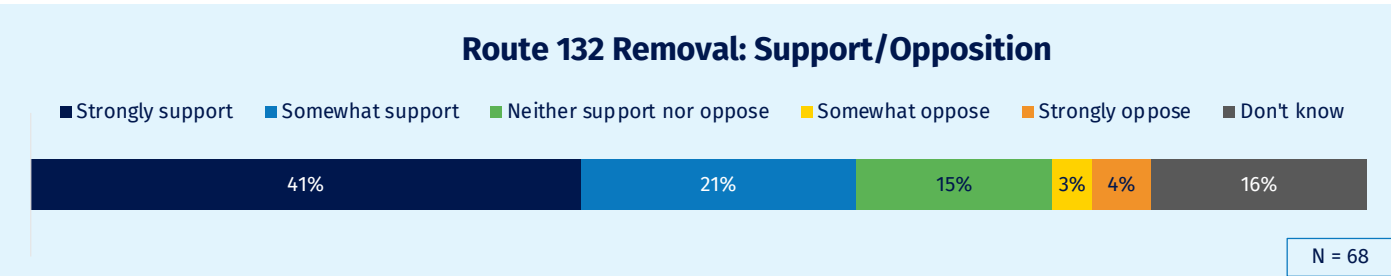
#### Route 132: / Hastings at Gilmore / Capitol Hill

Route 132 is proposed to be discontinued and the current routing is proposed to be combined with Route 131. The details of the proposed change are shown in the map below.



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 131 was mostly positive, with six in ten (62%) supportive, 15% neither supportive nor opposed, and 7% opposed.



While some respondents saw potential benefits in combining the two routes, others worried that the new plan would reduce accessibility and convenience for existing users. Frequent themes included calls for better frequency, preserving key segments of the existing route, and ensuring equitable service for those in hilly or hard-to-reach areas. Many respondents favoured reconfiguring or extending Route 132 instead of removing it entirely.

The most common **concerns** were:

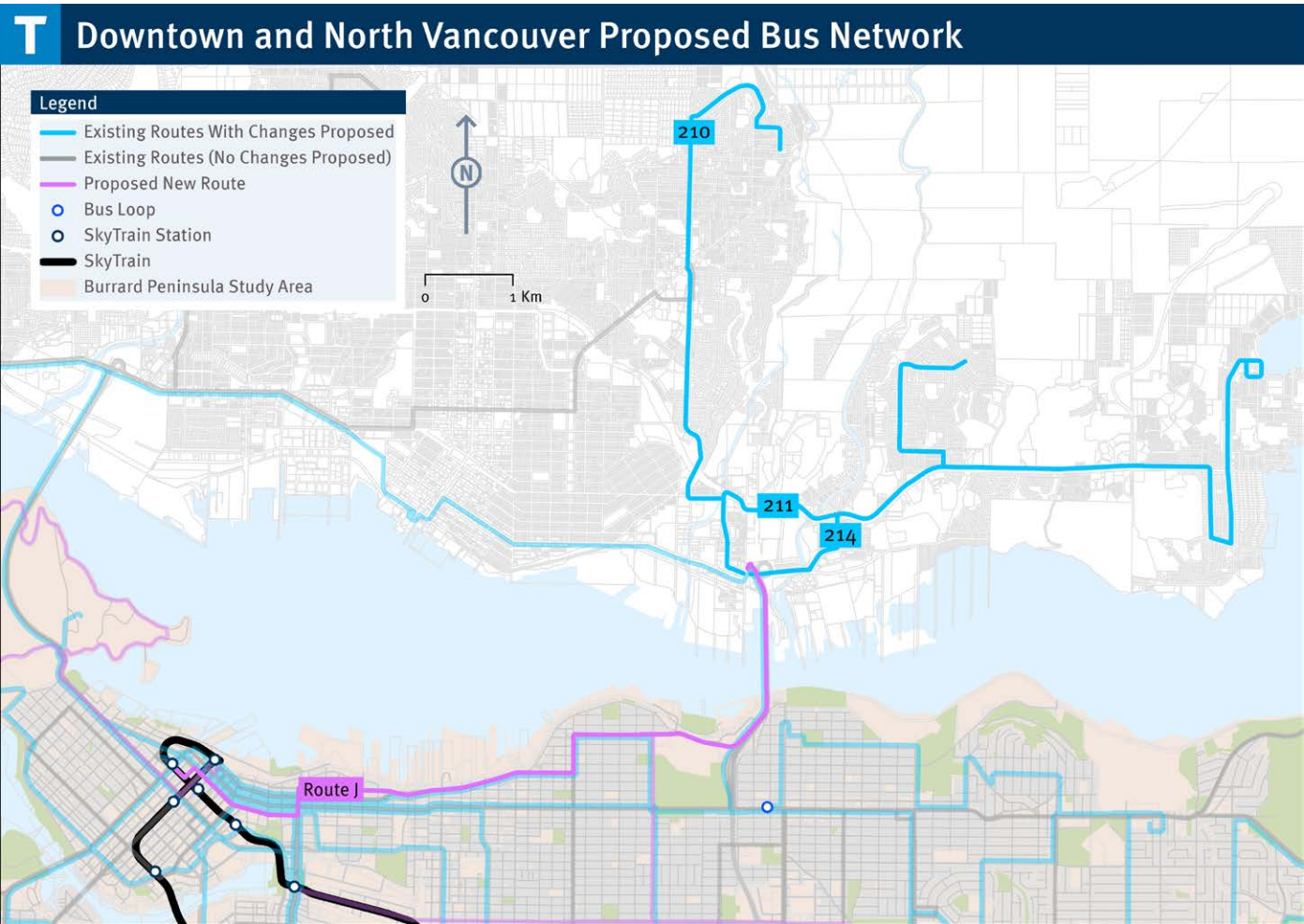
- **Loss of Service on Hastings Street Between Gilmore Avenue and Willingdon Avenue:** Many respondents expressed concern about the removal of service along this portion of Hastings Street, which is used for shopping and essential errands. The introduction of a transfer was seen as an unnecessary inconvenience for such short trips.
- **Reduced Accessibility for Steep and Hilly Areas:** Several respondents highlighted that Cambridge Street and areas north of Dundas Street are difficult to walk to due to steep grades. Removing local service there would negatively impact seniors, people with mobility challenges, and others who rely on nearby bus stops.
- **Lower Frequency and Poor Coverage Historically:** Some noted that Route 132 already had poor off-peak frequency, which may have contributed to low ridership. However, they argued that infrequent service should be improved, not used as justification for removal.
- **Increased Walking Distances and Transfers:** Some respondents worried that even short added distances to new stops or requiring a transfer to go just one or two stops farther on Hastings Street would discourage transit use and reduce convenience.
- **Perception of Planning Gaps:** A few respondents expressed concern that the plan may not fully consider the long-term needs of riders. Some described it as overly simplified and cautioned against removing neighbourhood-based routes, which they felt could negatively impact local accessibility.
- **Enforcement Issues at Shared Bus Stops:** Some feedback referenced ongoing problems with illegal parking at shared stops along Hastings Street, suggesting that poor enforcement limits safe and accessible boarding.

The most common **alternative suggestions** instead of removal were:

- **Maintain Some Service on Cambridge Street and Hastings Street:** Several respondents shared that they would like to preserve part of the existing Route 132 routing on Cambridge Street and Hastings Street, even if it meant shortening or reconfiguring the rest of the route.
- **Keep Routes Separate with Adjustments:** Some supported keeping Routes 131 and 132 separate while extending Route 132 eastward to Kensington Square or Lochdale. Others suggested extending the route to SFU or along Boundary Road for broader coverage.
- **Improve Frequency Instead of Removal:** Respondents stated that Route 132's low ridership was likely due to infrequent service. They recommended boosting frequency to make it more usable rather than eliminating it altogether.
- **Explore Alternate Streets for Routing:** Suggestions included moving service to Albert or Pender streets instead of Hastings Street to calm traffic and maintain close proximity to key destinations.
- **Merge with Other Routes More Strategically:** Several respondents proposed that the new consolidated route could take over parts of Route 134's routing to provide direct SkyTrain access at Sperling Station and improve network legibility.
- **Introduce a Community Shuttle or Short-Route Option:** A few suggested replacing Route 132 with a shorter loop service or a community shuttle that still serves local residents with mobility challenges.

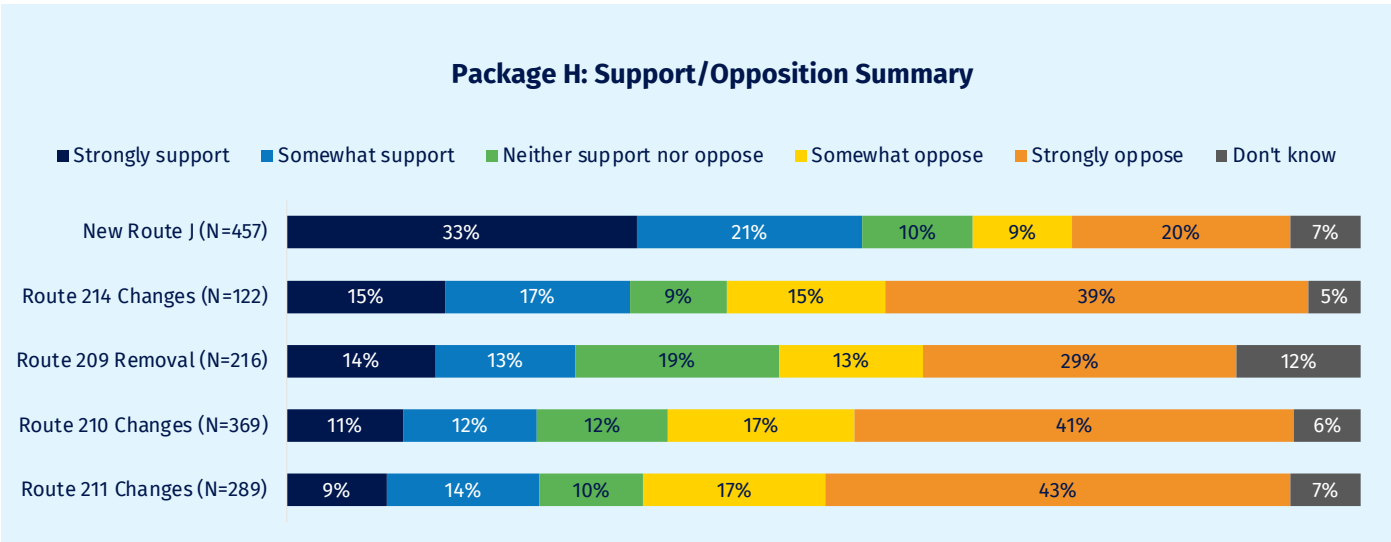
# 5.8 Transit Package H: Improve Service Reliability Between Downtown Vancouver and Phibbs Exchange in North Vancouver

The proposed bus route changes to improve service reliability between Downtown Vancouver and Phibbs Exchange are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.8.1 to 5.8.3 below.





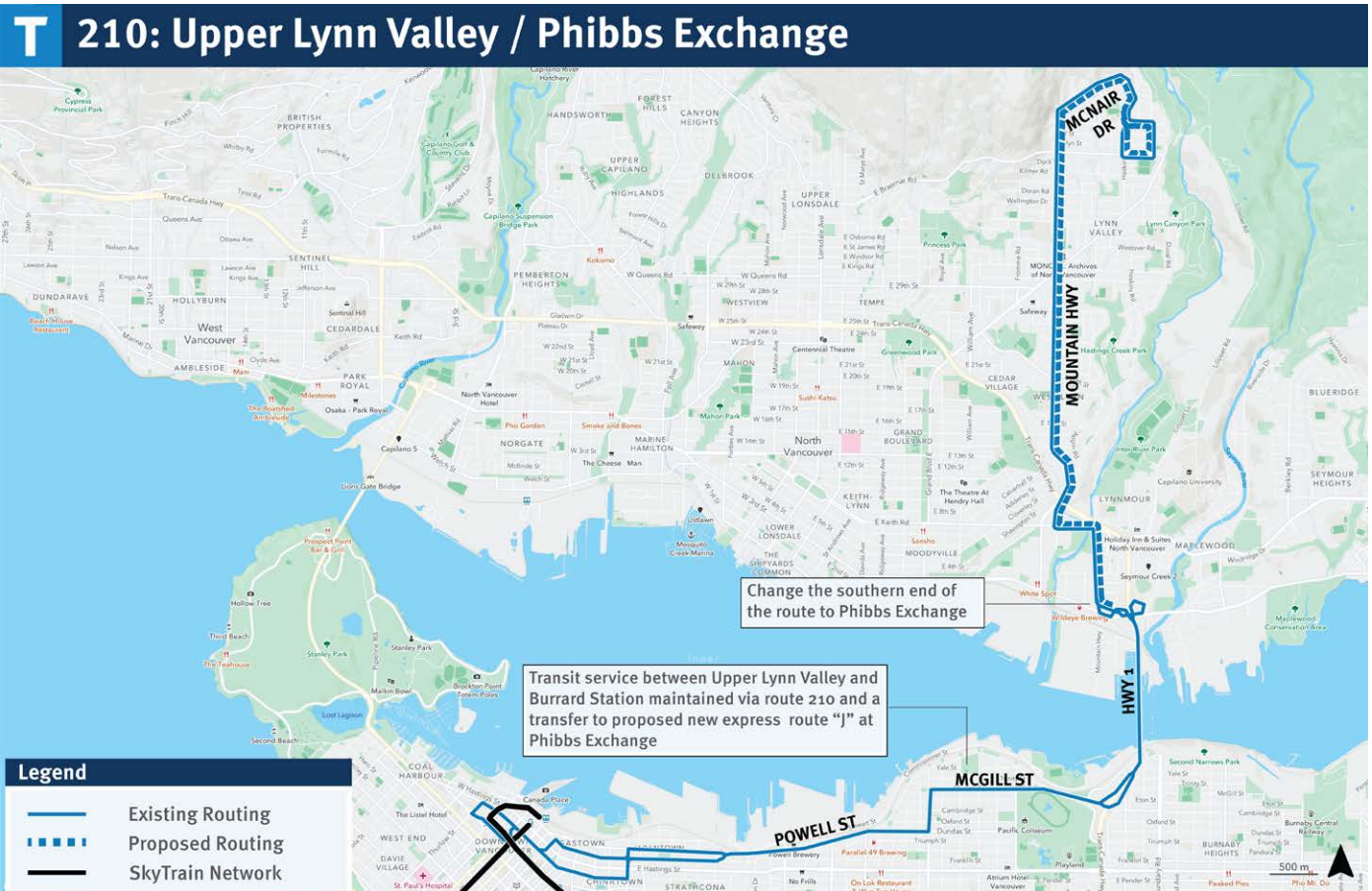
Summary of support and opposition to Package H proposals:



5.8.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

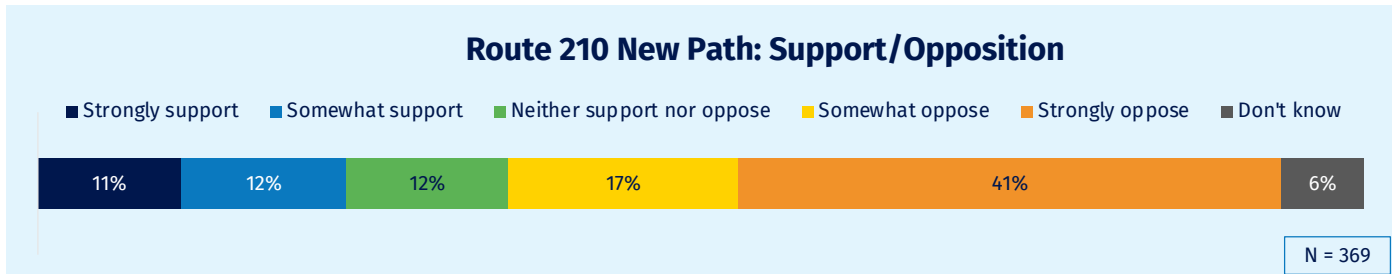
Route 210: Upper Lynn Valley / Phibbs Exchange

The southern end of Route 210 – currently at Burrard Station – is proposed to be changed to Phibbs Exchange, with riders wishing to continue south using a new express service (proposed Route J) to reach Downtown Vancouver. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 210 was negative-to-neutral, with opposition from more than half of respondents (58%), 12% neither supportive nor opposed, and 23% supportive.



The proposed truncation of Route 210 was met with significant concern. Some respondents appreciated the potential for improved North Shore reliability and separation of local and regional service. However, most strongly opposed the loss of a direct Lynn Valley–Downtown connection, citing inconvenience, transfer delays, and safety concerns at Phibbs Exchange. There was demand for infrastructure upgrades at Phibbs and maintaining some direct service to Downtown to preserve convenience and encourage continued transit use.

The most common **likes** were:

- **Improved Reliability on the North Shore:** Some supported the idea that splitting Route 210 could reduce bridge-related delays and improve local service consistency.
- **Potential for Faster Express Service:** Some respondents welcomed the possibility of Route J providing a faster, more direct trip between Phibbs Exchange and Downtown Vancouver.
- **Better Frequency on Route J:** A few noted that a well-timed, frequent express route could improve service between the North Shore and Downtown.
- **Separation of Local and Regional Traffic:** Some supported decoupling North Shore local service from Downtown congestion to enhance schedule reliability.

The most common **concerns** were:

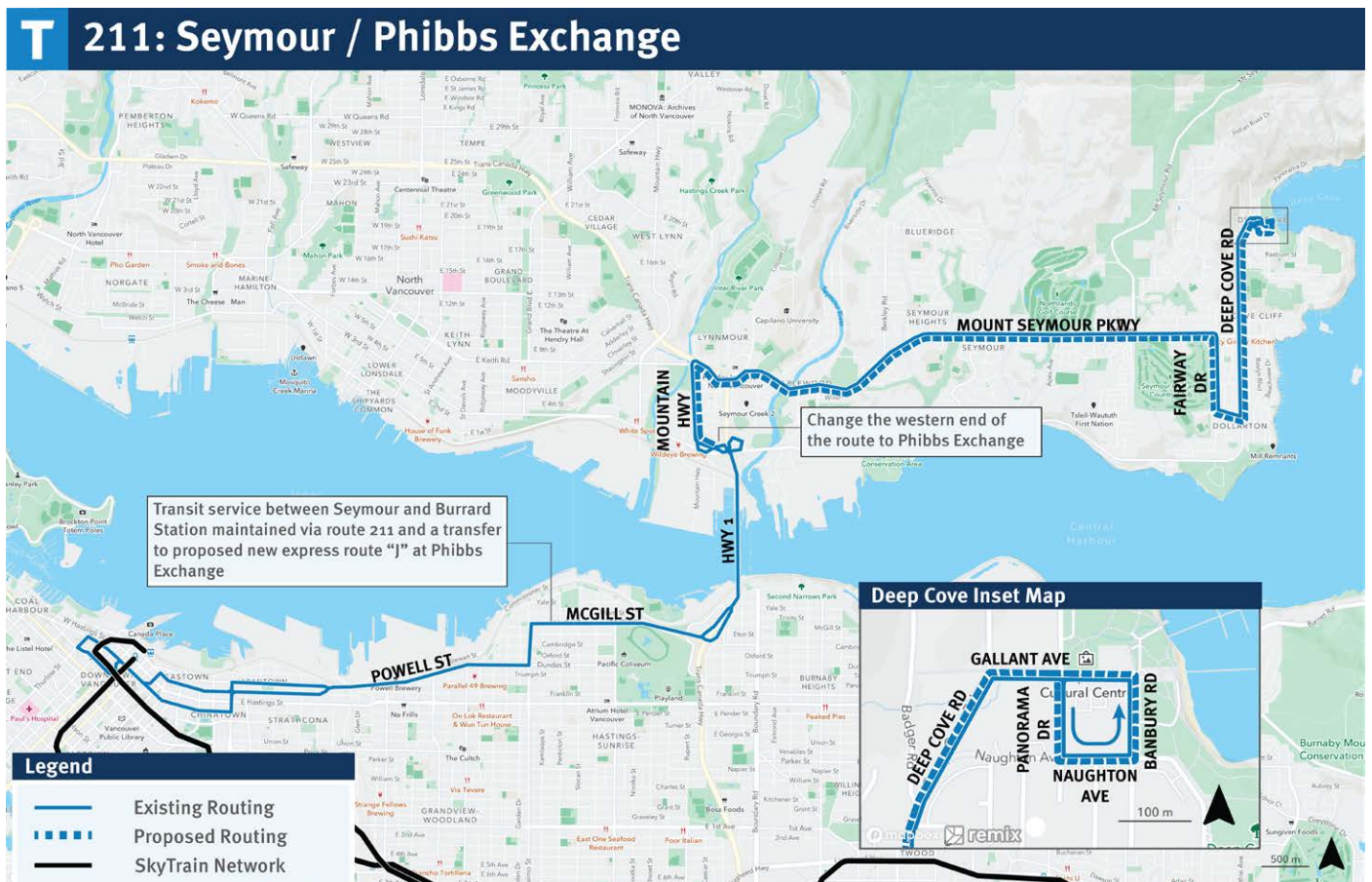
- **Loss of Direct Lynn Valley–Downtown Connection:** Several respondents emphasized the value of a one-seat ride and opposed the added inconvenience of transfers.
- **Increased Travel Time Due to Transfers:** Many cited concerns about longer trips, missed connections, and weather exposure at Phibbs Exchange.
- **Overcrowding and Wait Times at Phibbs:** Some respondents worried that transferring passengers would strain capacity and cause boarding delays.
- **Safety and Comfort at Phibbs:** Multiple respondents raised concerns about safety, inadequate shelter, and lack of seating, particularly at night.
- **Route J Frequency and Reliability Concerns:** Some respondents were skeptical that the proposed Route J would run frequently enough to offset the inconvenience of transferring.
- **Potential for Mode Shift to Driving:** Some stated they would drive instead of dealing with a transfer, which could increase bridge congestion. Some respondents noted Route 210 is used for both commuting and accessing outdoor recreation opportunities and making it less convenient could deter transit use.

Common **suggestions for improvements** included:

- **Maintain Direct Downtown Service:** Many urged keeping at least some Route 210 trips running directly to Downtown, particularly during peak hours.
- **Ensure High Frequency on Route J:** Some respondents recommended service every five to 10 minutes, especially during peak hours, to prevent long waits.
- **Upgrade Phibbs Exchange Amenities:** Requests included better bus shelters, lighting, seating, and security to improve the transfer experience.
- **Offer Both Local and Direct Service:** Some proposed a mix of local-only and express Route 210 trips to meet different rider needs.
- **Make Route J a True Express:** Some respondents wanted limited stops in Downtown Vancouver to maintain travel time savings.
- **Introduce Bus Priority Measures:** Suggestions included dedicated lanes and signal priority to improve Downtown routing speed and reliability.

### Route 211: Seymour / Phibbs Exchange

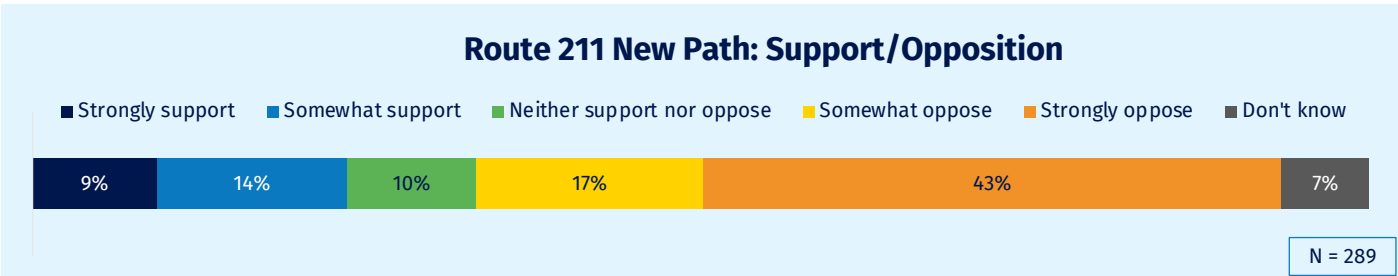
The southern end of Route 211 – currently at Burrard Station – is proposed to be changed to Phibbs Exchange, with riders wishing to continue south using a new express service (proposed Route J) to reach Downtown Vancouver. The details of the proposed change are shown in the map below.





OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 211 was negative-to-neutral, with opposition from six in ten respondents (60%), one in ten (10%) neither supportive nor opposed, and 23% supportive.



Proposed changes to Route 211 were met by opposition from respondents who value its direct Downtown connection. Truncating Route 211 at Phibbs Exchange drew criticism. While some supported reliability improvements, most were concerned about increased travel times, safety issues at Phibbs Exchange, and the added inconvenience of transfers. Suggestions focused on improving transfer conditions, increasing Route J frequency, and retaining some one-seat rides during peak periods.

The most common **likes** were:

- **Improved Reliability and On-Time Performance:** Some felt keeping Route 211 within North Vancouver would reduce delays caused by Downtown congestion.
- **Potential for More Frequent Local Service:** A few respondents appreciated the potential for better frequency and coverage on the North Shore.
- **Faster Service via Route J:** Some liked the concept of an express bus from Phibbs Exchange to Downtown, as long as it would run reliably.
- **Reduced Delays for Deep Cove Transit Riders:** A few noted that staying on the North Shore could benefit transit riders traveling only within that area.

The most common **concerns** were:

- **Loss of Direct Deep Cove–Downtown Connection:** Respondents overwhelmingly opposed having to transfer at Phibbs Exchange, citing inconvenience, longer travel times, and reduced service quality.
- **Increased Complexity and Transfer Burden:** Many felt forced transfers made commuting harder and could lead to mode shift toward driving.
- **Safety and Accessibility at Phibbs Exchange:** Concerns were raised about safety, exposure to weather, and challenges for seniors and people with mobility issues.
- **Uncertainty About Route J Frequency:** Some respondents were concerned that the proposed Route J would not be frequent enough to make the transfer seamless.
- **Overcrowding and Missed Connections:** Fears of full buses and long waits at Phibbs Exchange were frequently mentioned.

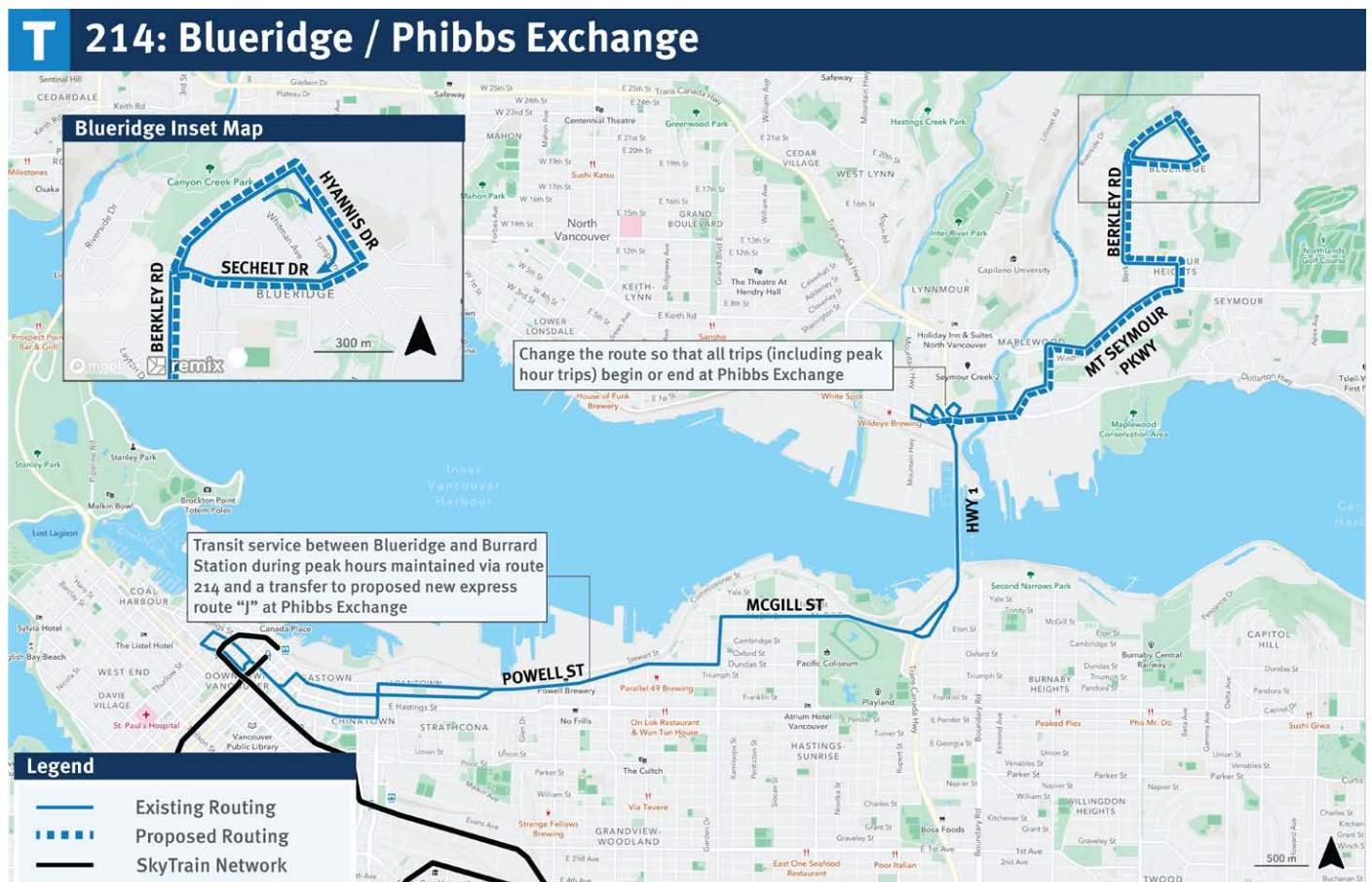


Common **suggestions for improvements** included:

- **Retain Some Direct Downtown Trips:** Many suggested keeping some peak-hour or seasonal Route 211 trips to Downtown.
- **Ensure High Frequency and Reliability on Route J:** Some respondents requested five-minute service during peak times and transit priority measures to speed up travel.
- **Improve Coordination at Phibbs:** Calls for better transfer timing, fewer delays, and improved infrastructure at the exchange were common.
- **Offer a Deep Cove Express Service:** Suggestions included a limited-stop or peak-hour express option between Deep Cove and Downtown.
- **Upgrade Phibbs Exchange Amenities:** Some respondents asked for better lighting, shelter, seating, and security to make transfers more comfortable.

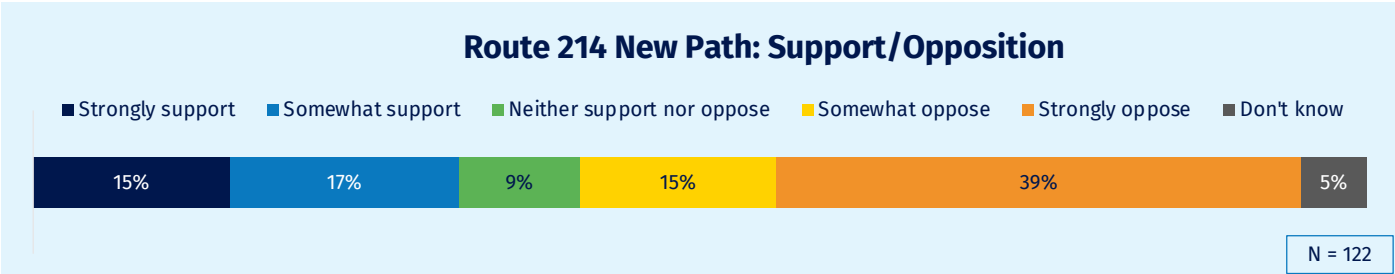
### Route 214: Blueridge / Phibbs Exchange

The southern end of Route 214 – currently at Burrard Station – is proposed to be changed to Phibbs Exchange, with riders wishing to continue south using a new express service (proposed Route J) to reach Downtown Vancouver. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes to Route 214 was negative-to-neutral, with opposition from a small majority of respondents (54%), one in ten (9%) neither supportive nor opposed, and a third (32%) supportive.



The proposed changes to Route 214 received pushback from roughly half of the respondents, particularly over the loss of direct service to Downtown. While some saw benefits in simplified routing and improved reliability, most opposed the need to transfer at Phibbs Exchange. Participants recommended retaining some one-seat trips, improving transfer infrastructure at Phibbs, and ensuring the proposed Route J operates frequently enough to make the transfer seamless.

The most common **likes** were:

- **Improved Schedule Reliability:** A few respondents supported the idea of eliminating Downtown delays to improve on-time performance.
- **Simpler, More Understandable Routing:** Some appreciated the removal of infrequent Downtown trips, saying it would make the route more predictable.
- **Potential for More Frequent Local Service:** Some supported the change if it resulted in better frequency within North Vancouver.
- **Support for Express Bus Concept:** A handful of respondents liked the idea of a frequent Route J serving Phibbs to Downtown directly.

The most common **concerns** were:

- **Loss of Direct Downtown Connection:** A number of respondents did not want to transfer at Phibbs Exchange, citing concerns over added travel time, missed connections, and service reliability.
- **Added Complexity and Reduced Convenience:** Many worried the change would drive people away from transit due to inconvenience.
- **Safety and Comfort Issues at Phibbs Exchange:** Concerns were raised about nighttime safety, inadequate shelter, and discomfort while waiting.
- **Impacts on Mobility-Challenged Participants:** Some respondents with disabilities or mobility issues noted that transferring and standing on crowded buses would make commutes harder.
- **Uncertainty About Route J:** Some respondents questioned whether the proposed Route J would be frequent, reliable, or large enough to manage peak demand.

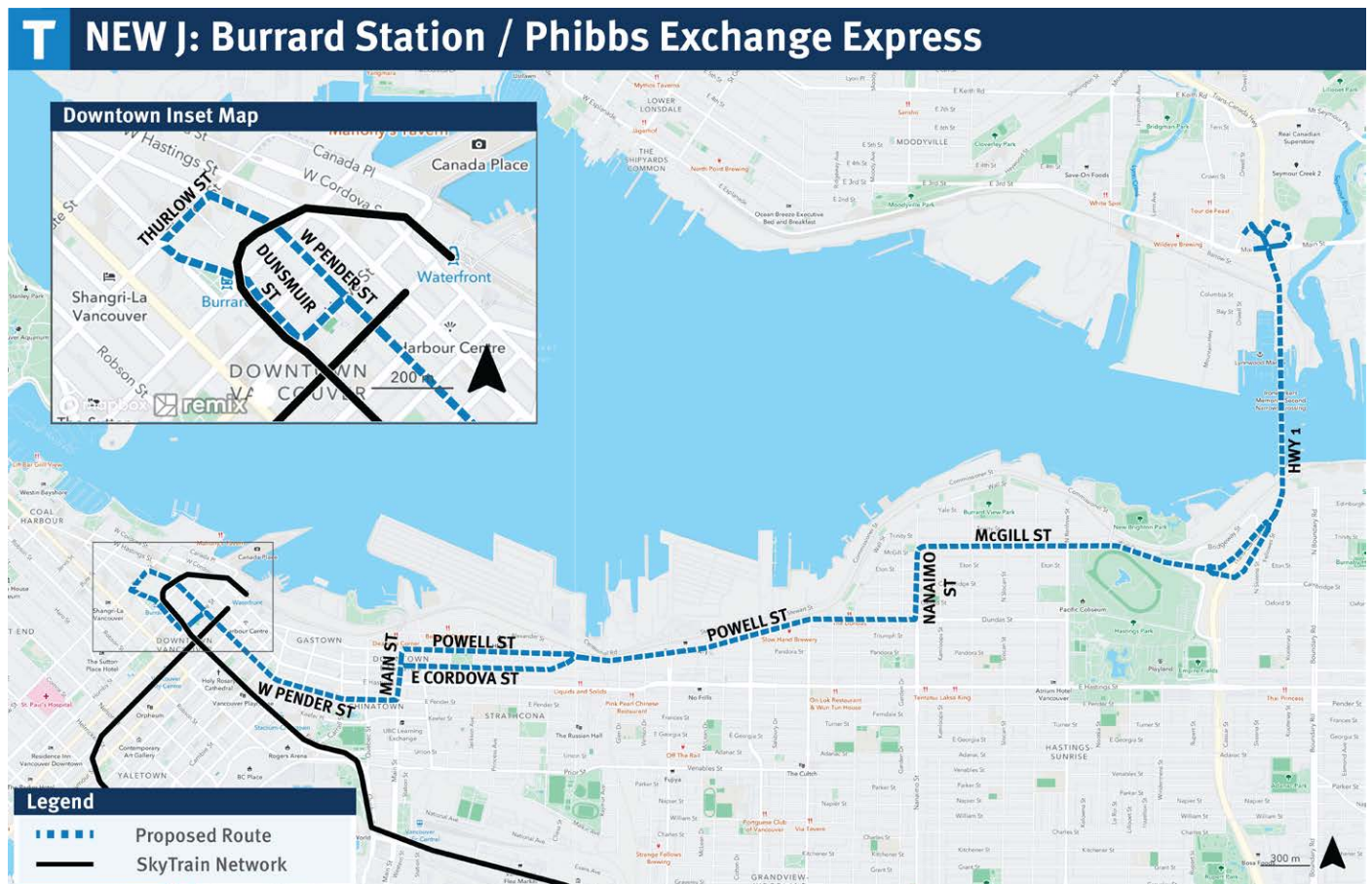
Common **suggestions for improvements** included:

- **Keep Some Direct Downtown Trips:** Many asked for peak-hour or seasonal direct trips between Burrard and Downtown Vancouver.
- **Boost Route J Frequency and Reliability:** Suggestions included five-minute peak service and improved reliability to minimize transfer delays.
- **Coordinate Schedules at Phibbs:** Some respondents emphasized better transfer timing to reduce wait times and missed connections.
- **Add Express Service from Burrard:** Some supported a limited-stop service that bypasses the need to transfer at Phibbs.
- **Improve Transfer Infrastructure at Phibbs:** Some respondents asked for more seating, shelters, lighting, and general safety upgrades at the exchange.

## 5.8.2 PROPOSED NEW BUS ROUTES

### New Route J: Burrard Station / Phibbs Exchange Express

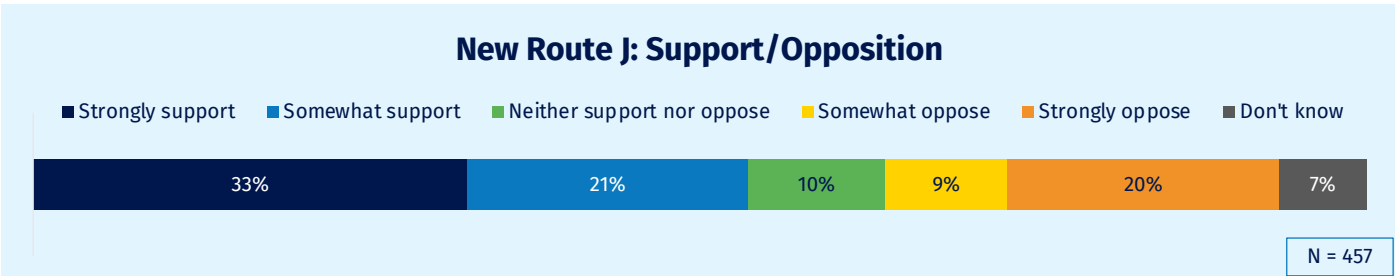
The proposed new Route J would be an express bus that would operate between Phibbs Exchange and Downtown Vancouver. The proposed routing is shown on the map below.





OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed new Route J was mixed, with a small majority (54%) supportive, one in ten (10%) neither supportive nor opposed, and three in ten (29%) opposed.



The proposed Route J received mixed feedback. Many supported the idea of a simpler, more frequent express connection between Phibbs Exchange and Downtown Vancouver. Respondents liked the potential for better reliability, reduced travel times, and more efficient transfers. However, there was opposition to the loss of one-seat rides from the North Shore to Downtown and concerns about transfer penalties at Phibbs. Respondents emphasized the need for high frequency, bus lanes, and better amenities at Phibbs to make the route successful.

The most common **likes** were:

- **Improved Frequency and Reliability:** These respondents welcomed the idea of a dedicated express bus that could run more often and more predictably than Routes 210, 211, and 214.
- **Faster Commute Times:** The proposed direct routing between Phibbs and Downtown was seen as a major improvement, avoiding meandering local segments.
- **More Efficient Network Design:** Simplifying multiple overlapping services into a single express route was appreciated by respondents looking for a clearer and more usable system.
- **Better Transit Access Across the Second Narrows:** The new service would provide more predictable and consistent access to Downtown for East Vancouver and North Shore residents.
- **Potential for Future RapidBus Service:** Some viewed this route as a logical step toward a future RapidBus route or even a North Shore SkyTrain connection.

The most common **concerns** were:

- **Transfers Required at Phibbs Exchange:** A number of respondents were frustrated that they would lose one-seat rides to Downtown, especially in poor weather or late at night. Many felt the transfer at Phibbs would add inconvenience and deter ridership. Specific mentions included loss of direct service for students and workers, with the removal of direct service to Downtown for people from Lynn Valley, Bluebridge, or Deep Cove seen as a downgrade.
- **Traffic Delays Without Bus Priority:** Without dedicated lanes, many doubted the new express would save time, especially across the Ironworkers Memorial Bridge and in Downtown traffic.
- **Overcrowding and Infrastructure at Phibbs:** Concerns were raised about future overcrowding on Route J buses and at Phibbs Exchange, which lacks sufficient shelter, lighting, and security.
- **Unclear Service Frequency:** Many worried the route would run less frequently than the combined Routes 210/211/214, making connections harder and wait times longer.
- **Missed Opportunities to Serve Key Areas:** Some respondents were disappointed the route would not serve Capilano University or have more stops in East Vancouver.



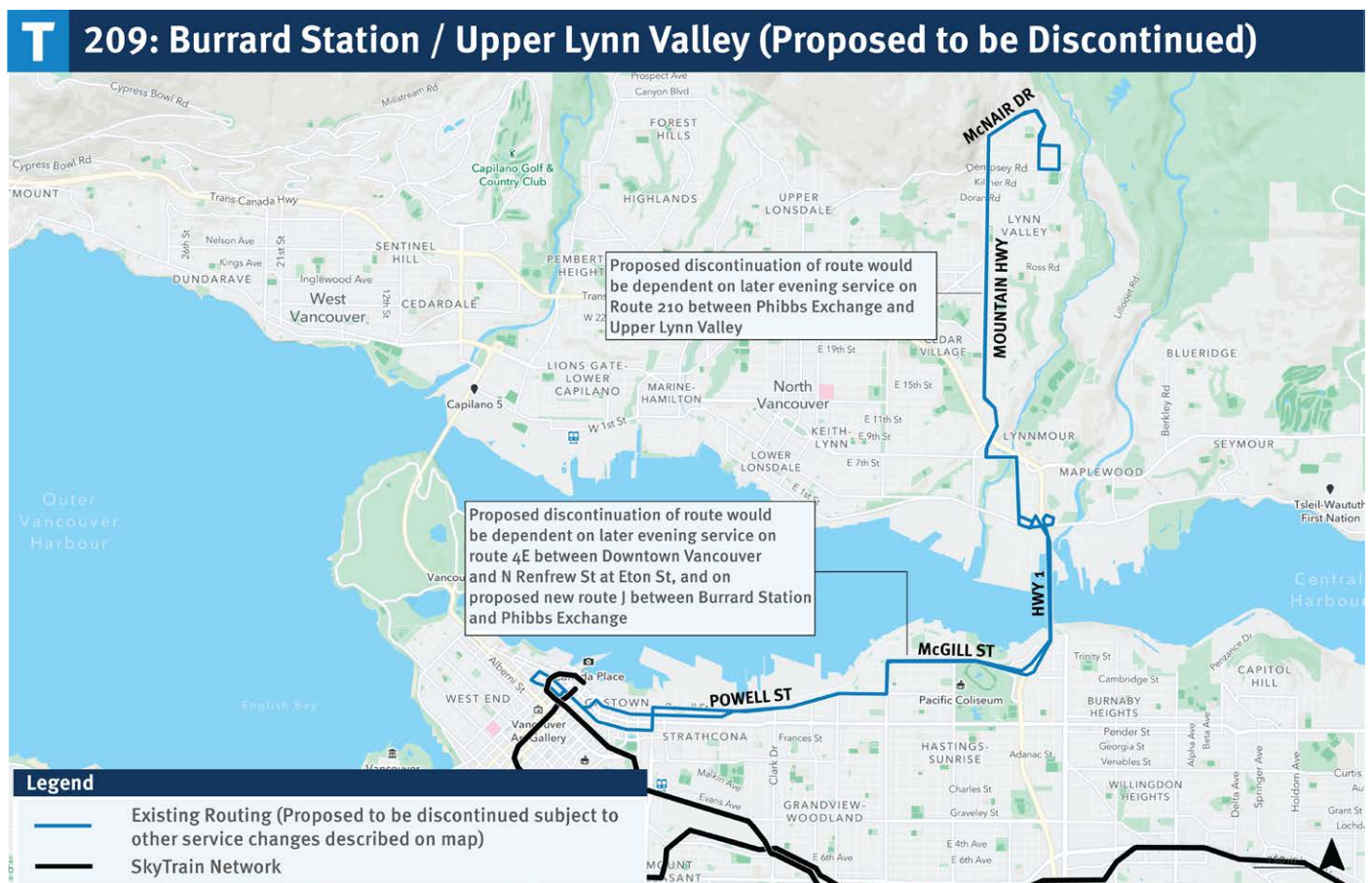
Common **suggestions for improvements** included:

- **Keep Some Direct Downtown Service:** Many supported a hybrid model, maintaining some direct trips on Routes 210 and 211 during peak hours while introducing Route J.
- **Run Route J Every five to 10 Minutes:** High frequency was seen as essential to offset the inconvenience of transferring. Timed connections with local buses at Phibbs were also requested.
- **Add Bus Priority Measures:** Some respondents advocated for bus lanes, for example on Powell, McGill, and Dundas streets, and the Ironworkers Memorial Bridge to ensure reliability.
- **Upgrade Phibbs Exchange:** Lighting, weather protection, safety features, seating, and real-time signage were all requested to make transfers more comfortable.
- **Extend Service to Capilano University or Deep Cove:** Many wanted the route to serve students and communities further east, particularly during peak hours.
- **Maintain East Vancouver Stops:** Several suggested adding or maintaining stops along Powell Street, Dundas Street, and near New Brighton Park to better serve East Vancouver respondents.

### 5.8.3 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

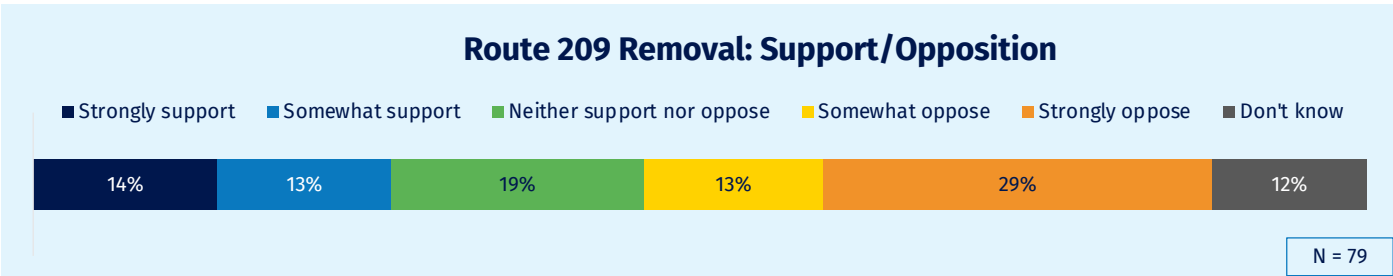
#### Route 209: Burrard Station / Upper Lynn Valley

Route 209 is proposed to be discontinued subject to all-day service being available on routes 4E, 210, and the proposed new Route J. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

The proposed removal of Route 209 received negative-to-neutral feedback, with a quarter (27%) supportive, one in five (19%) neither supportive nor opposed, and 42% opposed.



The proposal to remove Route 209 and require transfers at Phibbs Exchange drew widespread concern from respondents, particularly around safety, nighttime travel, and increased commute complexity. While a few supported the plan if service frequency and coverage are improved, others felt the change would be a step backward for late-night mobility and transit equity on the North Shore. Suggestions centred on preserving some direct service, improving the transfer experience, and investing in safety and frequency upgrades to make transit more convenient for North Shore residents.

The most common **concerns** were:

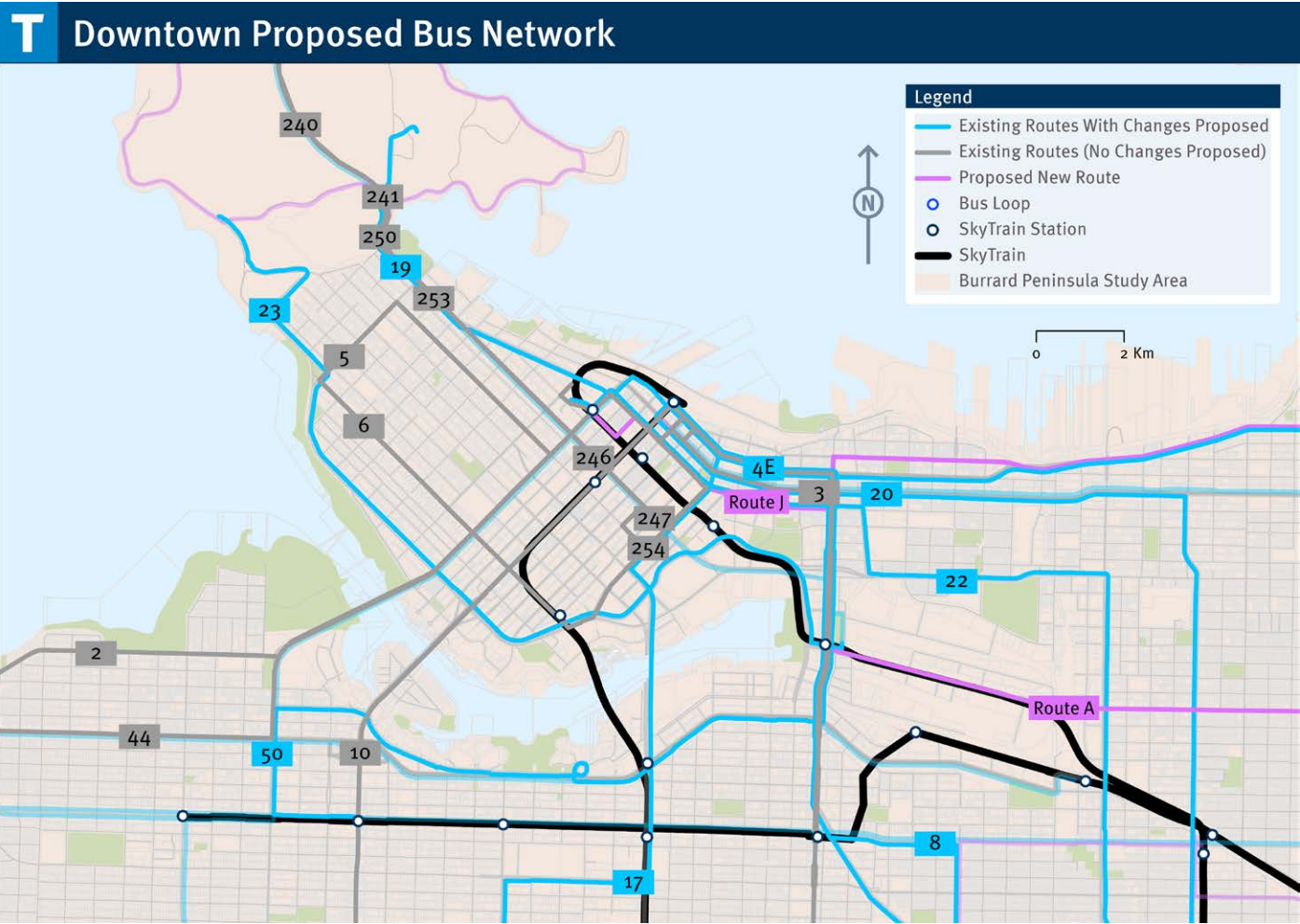
- Loss of Direct Downtown-to-Lynn Valley Service:** Several respondents were concerned about the loss of a one-seat ride from Downtown Vancouver to Upper Lynn Valley, citing increased travel time and unnecessary complexity. Many felt that introducing a transfer at Phibbs Exchange would discourage transit use and push respondents toward driving.
- Late-Night Safety at Phibbs Exchange:** A large number of respondents, particularly women and those with disabilities, highlighted safety concerns at Phibbs at night. Many described feeling unsafe, waiting in poorly lit, unsheltered areas, and were concerned about being stranded if transfers would not align.
- Impact on Participants with Mobility Challenges:** Some respondents with disabilities, seniors, and others who rely on easy transfers and familiar routes voiced concern that a forced transfer at Phibbs would make commuting significantly more difficult and stressful.
- Increased Travel Times and Missed Connections:** Many worried that requiring a transfer would lengthen travel times, especially if buses are delayed or not well coordinated. Some respondents noted that missed connections at night could mean long waits or no safe options to complete their trip.
- Overcrowding and Frequency Gaps:** Some noted that Route 209 helps relieve overcrowding on Route 210, especially during evenings. There were concerns that removing Route 209 without a clear plan for increasing frequencies on Route 210 or the proposed new Route J would worsen overcrowding and reliability.
- Loss of Coverage to Specific Destinations:** Some respondents pointed to reduced service on Mountain Highway, McGill Street, and other segments not fully covered by alternate routes. Some worried about gaps in access to East Vancouver, Lynn Valley Plaza, and Upper Lynn.
- Concerns about Redundant Routing and Communication:** A few questioned the need to eliminate Route 209 when it overlaps with Route 210, suggesting better coordination would be more effective than route removal. Others were unclear on how the new Route J and Route 4E changes would compensate for the loss of Route 210.

The most common **alternative suggestions** instead of removal were:

- **Keep Route 209 or Retain Some Direct Service:** The most frequent suggestion was to maintain Route 209 in some form, especially during evenings or on weekends. Some respondents proposed keeping it as a NightBus, peak-only route, or seasonal service to reduce the need for transfers.
- **Improve Transfer Experience at Phibbs Exchange:** Many emphasized the need for better lighting, shelter, security, and wayfinding at Phibbs Exchange. Suggestions included real-time signage, heated waiting areas, and improved accessibility for people with mobility challenges.
- **Increase Frequency of Connecting Routes (210, J, 4E):** Some respondents supported removal only if connecting routes would run every five to 10 minutes during peak times and late evening hours. Others asked for extended service hours on the proposed Route 4E and higher frequency on the proposed Route J to make transfers viable.
- **Provide Both Local and Express Service:** Some proposed layering local and express services along the Lynn Valley–Phibbs–Downtown corridor. Others suggested merging Routes 209 and 210 or restructuring one of the routes to retain full coverage and reduce redundancy.
- **Enhance Night Safety and Security Measures:** Several respondents urged for more consultations with women and youth respondents to improve late-night travel experiences. This included adding bylaw officers, cameras, and better lighting along the entire route and at transfer points.
- **Reevaluate Phibbs as a Transfer Hub:** A few suggested that Phibbs lacks the infrastructure to serve as a safe, efficient transfer point at night, and proposed alternative hubs or maintaining through-service until such upgrades are completed.

# 5.9 Transit Package I: Improve Service and Reliability on Routes To, From, and Through Downtown Vancouver<sup>7</sup>

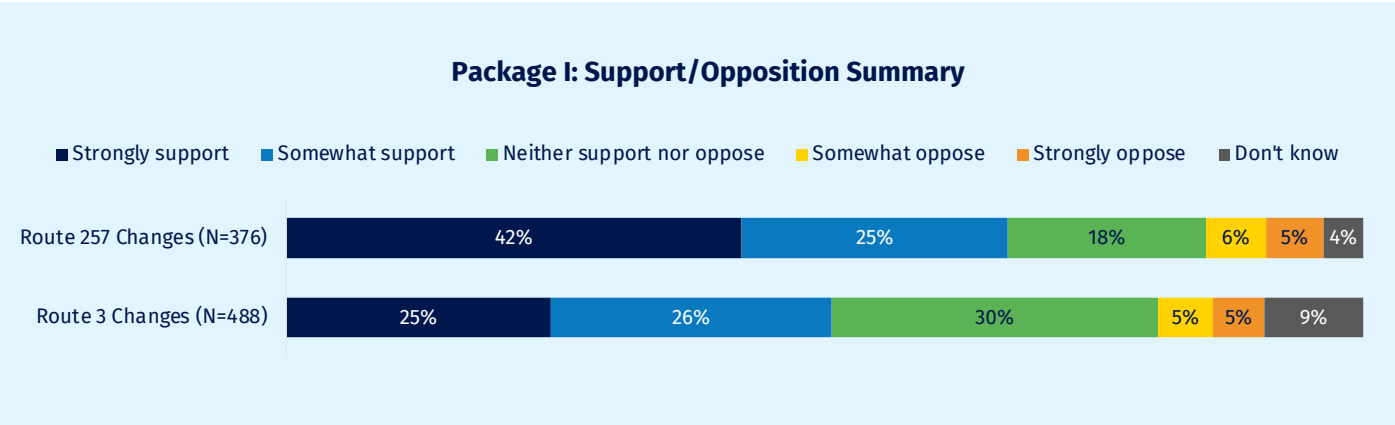
The proposed bus route changes to improve service and reliability on routes to, from, and through Downtown Vancouver are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided in sections 5.9.1 to 5.9.3 below.



<sup>7</sup> The Route 7 changes noted in Package A in section 5.1 are meant to be a part of Package I rather than Package A.



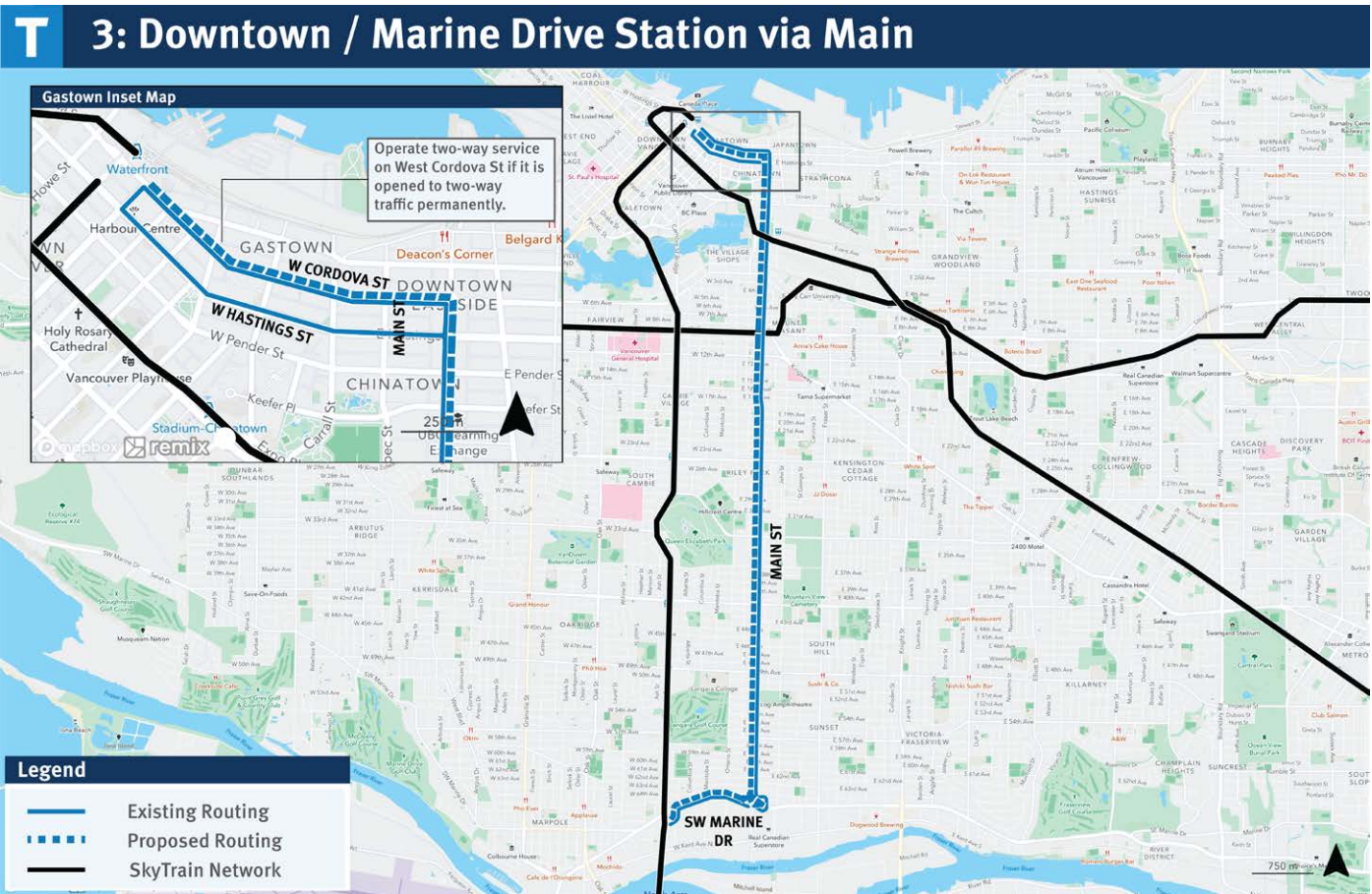
Summary of support and opposition to Package I proposals:



5.9.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

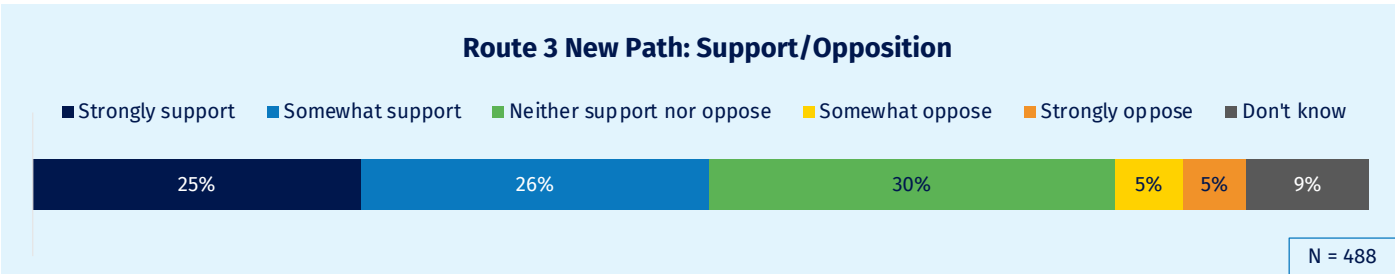
Route 3: Downtown/ Marine Drive Station via Main

Route 3 is proposed to run along West Cordova Street in both directions if it is converted to two-way traffic and to end at Waterfront Station. The details of the proposed changes are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

The proposed changes to Route 3 received neutral-to-positive reviews, with half (51%) supportive, three in ten (30%) neither opposed nor supportive, and one in ten (10%) opposed.



Respondents appreciated the improved legibility, consistency, and Waterfront Station access for the proposed changes to Route 3. However, some were concerned about losing access to Hastings Street and ongoing reliability issues. Suggestions included improving frequency, adding express service, and investing in infrastructure and security at key bus stops.

The most common **likes** were:

- **Two-Way Service on Cordova Street:** Respondents welcomed consistent bi-directional routing, which would make the route easier to navigate.
- **Improved Access to Waterfront Station:** Direct access to SkyTrain, SeaBus, and West Coast Express connections was widely appreciated.
- **Avoiding Hastings Street:** Some respondents felt safer with the route shifting away from Hastings Street, particularly those concerned about safety in the Downtown Eastside.
- **Simplified, More Logical Routing:** Some respondents liked having both directions on the same street, especially for infrequent transit users and tourists.

The most common **concerns** were:

- **Loss of Hastings Street Service:** Some respondents disliked moving the route away from Hastings Street due to loss of access to key destinations and businesses.
- **Longer Walks for Some Participants:** Seniors and those with mobility challenges in particular were worried about the uphill walk from Cordova Street to Hastings Street.
- **Overcrowding and Congestion at Waterfront:** Concerns were raised about bus congestion and limited space at the proposed Waterfront exchange.
- **Traffic and Safety on Cordova:** Some respondents noted congestion and safety issues, particularly around Main Street and Gastown.
- **Ongoing Reliability Problems:** Some respondents felt that the reroute would not address core issues like bus bunching, long waits, and service gaps.

Common **suggestions for improvements** included:

- **Increase Frequency and Reduce Bunching:** Some respondents would like to see more consistent service, especially during peak hours and evenings.
- **Expand Transit Priority Measures:** Suggestions included bus lanes and signal priority on Main Street and Cordova Street to reduce delays.

- **Maintain or Improve Hastings Street Access:** Some proposed hybrid routing or transfer points closer to Hastings Street.
- **Improve Stop Infrastructure and Security:** Some respondents requested shelters, lighting, GPS tracking, and enhanced safety at key stops.
- **Add Express or Rapid Service on Main Street:** Some supported introducing a faster, limited-stop option for longer-distance travelers.
- **Enhance Transit Security:** Some respondents called for increased police or security presence, especially Downtown.

### Route 257: Horseshoe Bay / Main Street–Science World Station Express

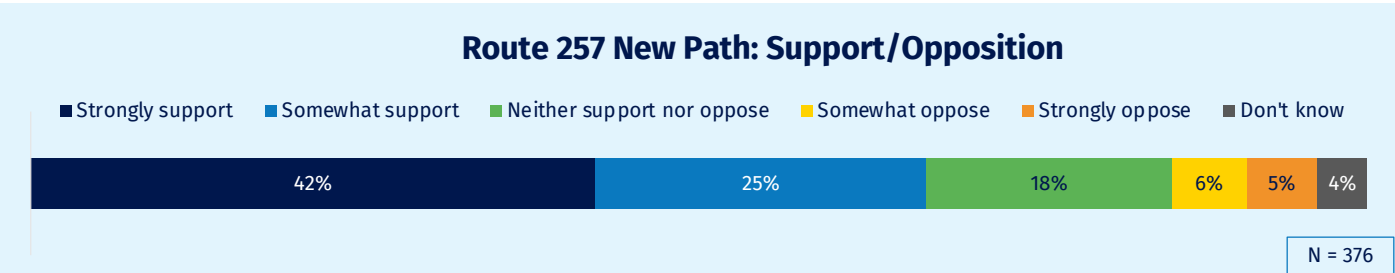
The eastern end of Route 257 is proposed to be extended to Main Street–Science World Station. The details of the proposed change are shown in the map below.



### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed changes for Route 257 was mainly positive, with two thirds (67%) supportive, 18% neither supportive nor opposed, and one in ten (11%) opposed.

The proposed extension of Route 257 to Main Street–Science World Station received support for improving multi-modal and intercity travel connections, particularly for Horseshoe Bay ferry passengers. However, concerns were expressed about overcrowding, increased travel time, and potential duplication of existing SkyTrain service. Respondents emphasized the need for higher frequency, transit priority measures, and safety improvements at the new terminus.



There was strong interest in maintaining the route’s reliability for ferry passengers and improving infrastructure to support its success.

The most common **likes** were:

- **Direct Connection Between Horseshoe Bay and Pacific Central Station:** Many respondents supported the extension because it created a seamless connection between BC Ferries and long-distance rail and bus services, such as Amtrak, VIA Rail, and intercity coaches. This was seen as especially beneficial for travelers with luggage.
- **Improved Multi-Modal Transit Links:** Many appreciated the direct connection to the SkyTrain’s Expo Line at Main Street–Science World Station, reducing the need to transfer at Waterfront Station or Burrard Station. Some respondents preferred using Route 257 over transferring to SkyTrain to reach their final destination.
- **More Stops for West Vancouver Riders:** Some respondents traveling from Horseshoe Bay, Ambleside, and Park Royal welcomed the additional stop at Main Street, seeing it as an added benefit for Downtown connectivity.
- **Convenience for Downtown Residents:** Some residents and workers near Science World and Chinatown appreciated better access to transit with the extended routing.
- **Increased Visibility for the Route:** The stop at Pacific Central Station was seen as a way to increase Route 257’s visibility and usefulness to tourists and intercity travelers.

The most common **concerns** were:

- **Overcrowding and Demand Issues:** Some respondents worried that adding new stops would cause westbound buses to fill up before reaching Downtown, making it difficult for people to board within Downtown.
- **Longer Travel Time and Potential Delays:** Some respondents expressed concern that the added distance and Downtown traffic could result in missed ferry connections. Congestion along the viaducts and near Main Street–Science World Station was also seen as a risk to schedule reliability.
- **Concerns About Safety at Main Street Station:** Several respondents felt that the area around Main Street–Science World Station was unsafe, particularly at night. Requests were made for improved lighting, security, and waiting facilities.
- **Possible Duplication of SkyTrain Service:** Some questioned the need for a bus extension to Pacific Central Station, arguing that the SkyTrain already provides this link. They preferred keeping Route 257 as a more direct express service to Horseshoe Bay.



- **Potential for Missed Connections at the Ferry Terminal:** Delays caused by the route extension raised concerns about alignment with ferry schedules. Some respondents wanted real-time coordination to prevent missed departures.

Common **suggestions for improvements** included:

- **Increase Bus Frequency:** Some respondents requested more frequent service during peak times, on weekends, and on holidays to manage demand and reduce overcrowding.
- **Prioritize Express Service for Ferry Passengers:** Suggestions included limiting stops in Downtown to avoid overcrowding or launching a dedicated express bus between Downtown and Park Royal.
- **Add Dedicated Bus Lanes and Signal Priority:** There was support for adding bus priority infrastructure along Georgia Street, Lions Gate Bridge, and Highway 1 to maintain on-time performance. Some also recommended enforcement tools like bus-mounted cameras.
- **Improve Safety at Main Street Station:** Some respondents called for better lighting, security, seating, and shelter to make the station area more welcoming and secure.
- **Reroute or Adjust Stops for Efficiency:** A few suggested rerouting the bus via Taylor Way for quicker highway access or adding a stop at Abbott Street to serve destinations like Costco and International Village.
- **Consider Alternative Rapid Transit to Horseshoe Bay:** Some proposed longer-term alternatives such as a RapidBus or SkyTrain extension to replace Route 257.

NOTE: Routes 4, 8, 16, 17, 19, 20, 23 and 50 also touch on Package I areas.

For a summary of what was heard about these routes, please see:

**Package E: Route 8:** [Fraser / Waterfront Station](#)

**Package A: Route 16:** [29th Avenue Station / Arbutus](#)

**Package A: Route 17:** [Downtown / Oak](#)

**Package F: Route 19:** [Metrotown Station / Stanley Park](#)

**Package E: Route 20:** [Victoria / Downtown](#)

**Package F: Route 23:** [Main St Station / English Bay](#)

**Package B: Route 50:** [Waterfront Station / False Creek South](#)

## 5.9.2 PROPOSED NEW BUS ROUTES

Proposed new routes A and J also touch on Package I areas. For a summary of what was heard about these routes, please see:

**Package G: New Route A:** [Main Street–Science World Station / Holdom Station](#)

**Package H: New Route J:** [Downtown to Phibbs Express](#)

### 5.9.3 EXISTING BUS ROUTE WITHOUT PROPOSED CHANGES

#### Route 2: Downtown / Dunbar Loop

Respondents frequently expressed concerns about inconsistent service and unreliable scheduling. They noted long gaps between buses, particularly in the evenings. Many expressed a desire for all buses to go to Dunbar Loop instead of terminating at 16th Avenue. A few also suggested extending service to the Vancouver Convention Centre to improve north-south connectivity.

#### Route 5: Robson / Downtown

Overcrowding was reported as a significant issue, especially during peak hours and the summer months. Respondents requested increased frequency and the introduction of larger articulated buses. They also complained about irregular intervals, with multiple buses arriving at once followed by long gaps. Some called for better sidewalk extensions and improved shelters at stops.

#### Route 6: Davie / Downtown

A number of respondents indicated that the route felt too slow due to the high number of stops and frequent congestion. There were repeated calls for dedicated bus lanes, particularly along Davie Street. Overcrowding was commonly mentioned, especially during peak periods. Suggestions included increasing frequency and reducing the number of stops to improve efficiency.

#### Route 22: Knight / Downtown

Many respondents called for an express version of the route to shorten travel times. There were frequent complaints about slow service and long wait periods. Some respondents wanted the route reconnected with Gastown and other Downtown destinations for better coverage.

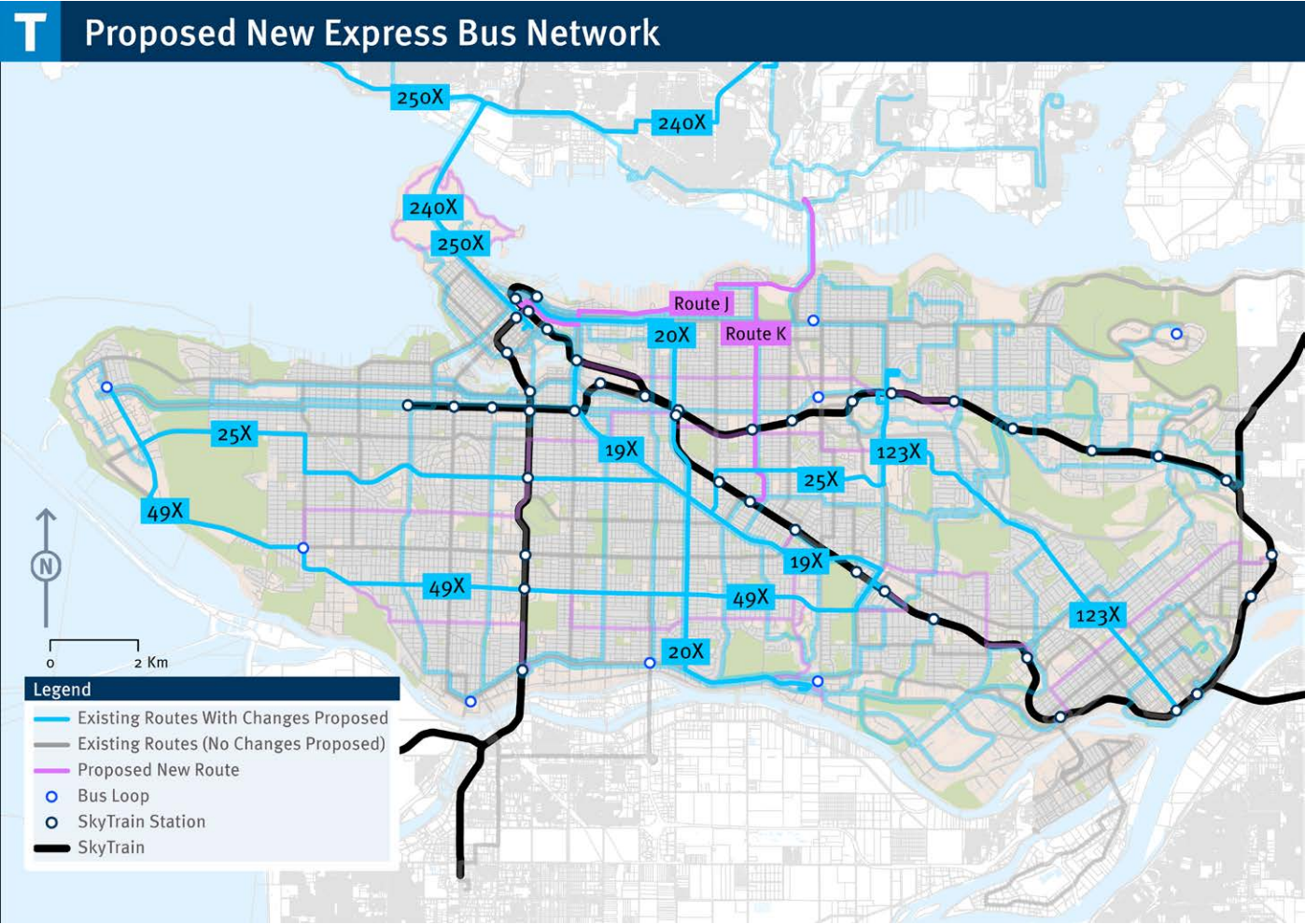
NOTE: Route 44 also touches on Package I areas.

For a summary of what was heard about this route, please see:

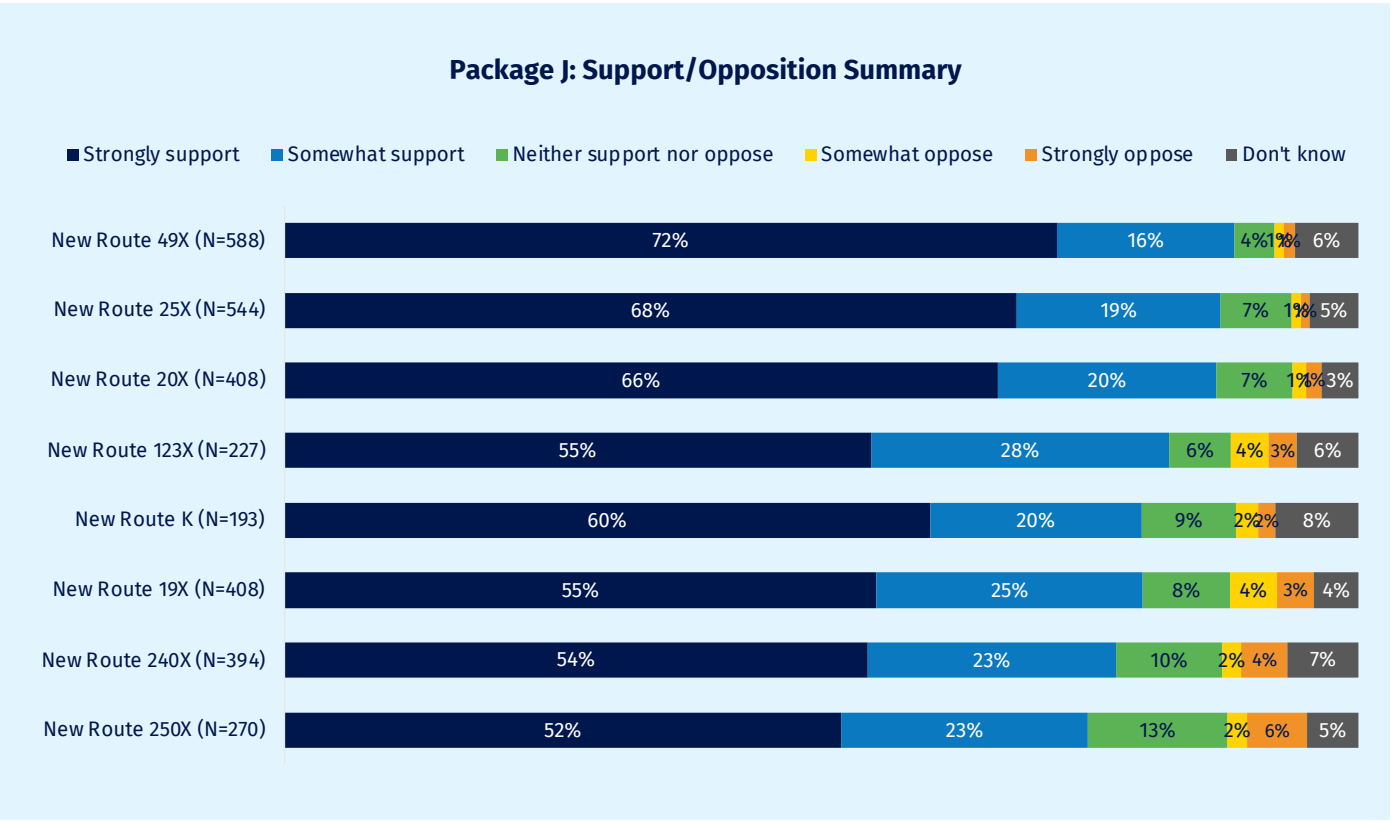
#### Package A: Route 44: UBC / Downtown

# 5.10 Transit Package J: Make Longer Trips Faster With New Express Routes

The proposed bus route changes to help make longer trips faster are shown in the map below and a summary of the level of support for each route change and new route is shown in the graph below. More detailed feedback on these changes is provided further below.



Summary of support and opposition to Package J proposals:

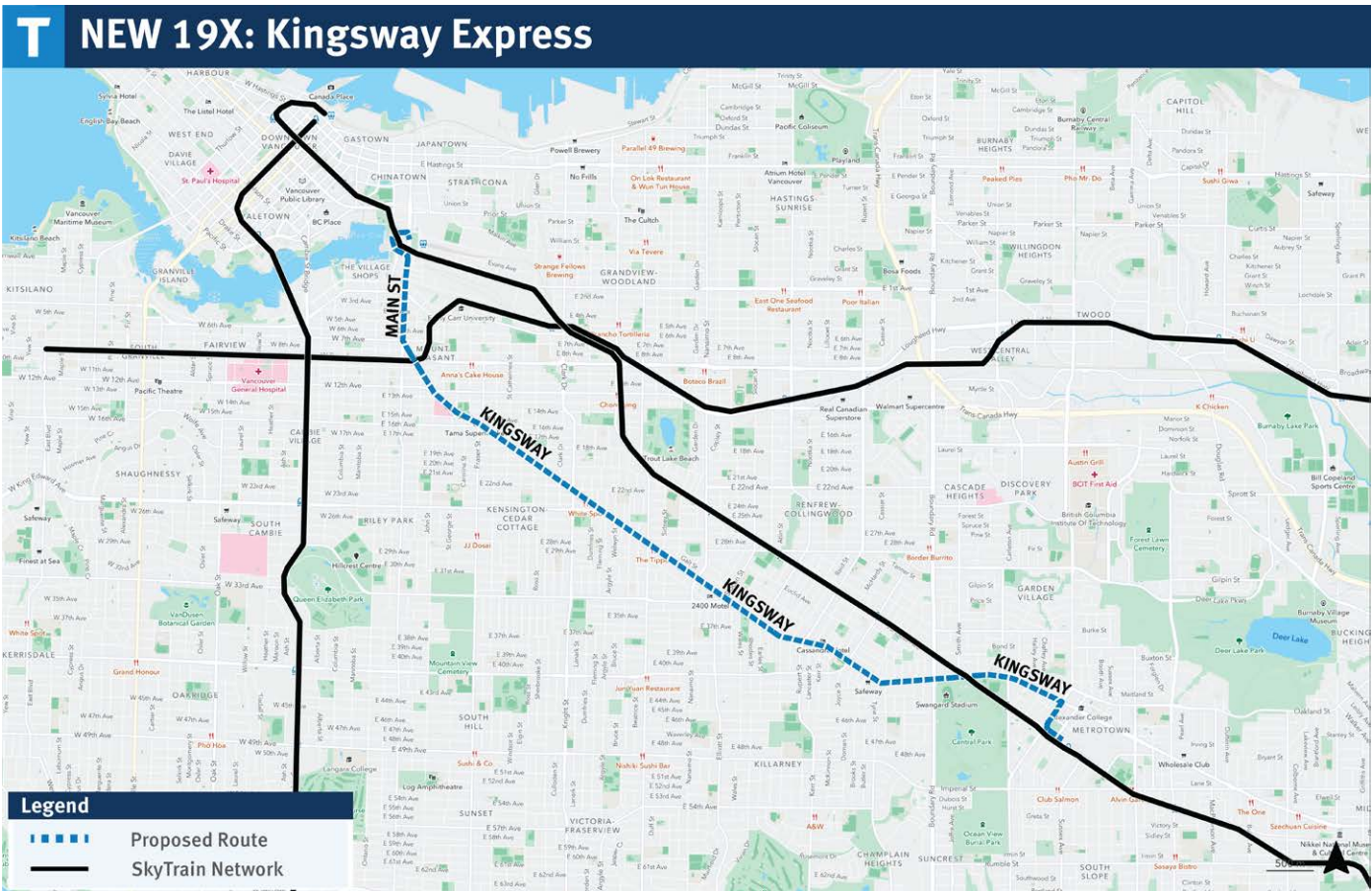




5.10.1 PROPOSED NEW BUS ROUTES

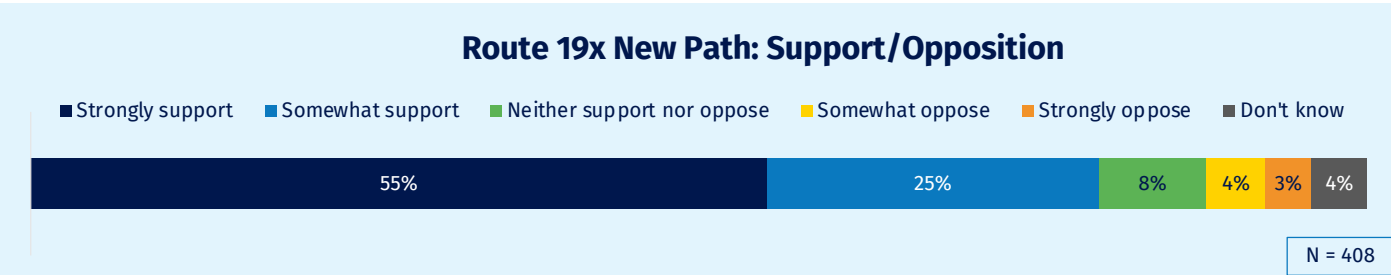
New Route 19X: Kingsway Express

The proposed new express Route 19X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 19X was overwhelmingly positive, with eight in ten (80%) supportive (55% of whom were strongly supportive), 8% neither supportive nor opposed, and 7% opposed.



The proposed Route 19X was well-received for offering faster travel and better reliability along one of Vancouver’s busiest corridors. Respondents saw it as a much-needed alternative to the often slow and overcrowded Route 19, especially for commuters traveling between Metrotown, East Vancouver, and Downtown Vancouver. However, concerns about current traffic congestion, lack of dedicated bus lanes, and unclear stop placement could limit the route’s effectiveness. There were requests for extending the route to Downtown and ensuring high-frequency, high-capacity service.

The most common **likes** were:

- **Faster and More Efficient Transit:** Many respondents appreciated the potential for reduced travel times compared to the existing Route 19, which is frequently delayed and overcrowded.
- **Useful Alternative to the Expo Line:** Many valued Route 19X as a backup when SkyTrain service would be disrupted or full, especially between Metrotown and Downtown.
- **Better Service Along Kingsway:** Kingsway is a major arterial road with no express bus service and this route was appreciated as it would provide faster access to key areas like Joyce Street, Fraser Street, and Commercial Drive.
- **Improved Travel Options for Late-Night Participants:** Some respondents welcomed a faster option for times when the SkyTrain would not be operating, especially early on weekend mornings.
- **Support for Extending the Route Downtown:** There was strong support for extending the route to Granville, Waterfront, or Stanley Park instead of terminating at Main Street–Science World Station.

The most common **concerns** were:

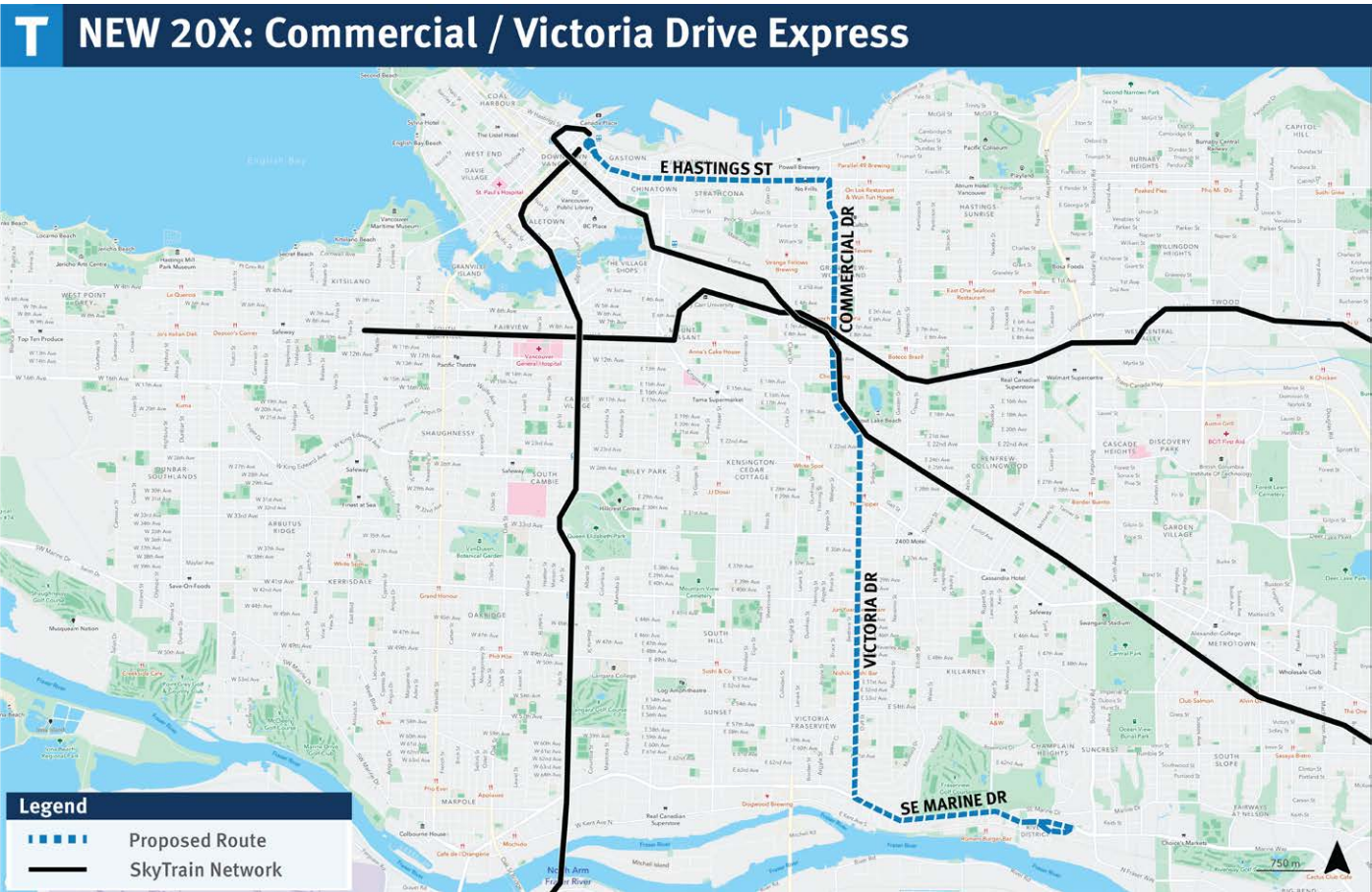
- **Traffic Congestion on Kingsway:** Without bus priority measures, there was some concern that buses would still get stuck in traffic, undermining the benefits of an express service.
- **Redundancy with Expo Line:** Some questioned the need for an express bus that mirrors SkyTrain service so closely.
- **Impact on Local Route 19 Service:** Some respondents worried that adding Route 19X could reduce local bus service, which is particularly critical for seniors and people with mobility challenges.
- **Limited Utility if Route Ends at Main Street:** Some said that ending the route at Main Street may force transfers, reducing the convenience of the service.
- **Unclear Stop Placement:** Many wanted to ensure express stops would be located at key transfer points such as Joyce Street, Nanaimo Street, Fraser Street, and Broadway.

Common **suggestions for improvements** included:

- **Extend the Route to Downtown Vancouver:** Some respondents recommended extending service beyond Main Street–Science World Station to Granville, Waterfront, or Stanley Park for better Downtown access.
- **Add Bus Priority Measures:** Many called for dedicated bus lanes along Kingsway and signal priority at major intersections to maintain reliability.
- **Ensure High-Frequency and High-Capacity Service:** To provide a more convenient and valuable service, some respondents emphasized the need for five-to-10-minute frequency and articulated buses.
- **Improve Stop Accessibility and Placement:** Some respondents suggested strategic stop placement, for example at Metrotown, Joyce Street, Nanaimo Street, Fraser Street, and Broadway to maintain access and usability.
- **Maintain Local Route 19 Service:** Some respondents urged TransLink not to reduce the frequency or coverage of the existing Route 19 when implementing the proposed Route 19X.

New Route 20X: Commercial / Victoria Drive Express

The proposed new express Route 20X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 20X was overwhelmingly positive, with 86% supportive (among whom 66% strongly supportive), 7% neither supportive nor opposed, and 2% opposed.



The proposed 20X express route along Victoria Drive and Commercial Drive received strong support, particularly as a solution to Route 20’s persistent issues with overcrowding, delays, and reliability. Respondents viewed Route 20X as a faster, more dependable option that would better serve commuters, River District residents, and East Vancouver neighbourhoods. Concerns were primarily focused on current traffic congestion, the potential reduction of local service, and the need for greater clarity around stop placement, safety, and service hours.



The most common **likes** were:

- **Improved Reliability and Speed:** Many respondents appreciated the promise of fewer stops and quicker travel times, particularly along the often slow and bunched Route 20.
- **Better Service for Commuters:** Route 20X would significantly improve transit for those traveling between the River District, Commercial Drive, and Downtown Vancouver.
- **Fills a Major North-South Transit Gap:** East Vancouver lacks rapid north-south transit, and this route would provide a much-needed alternative to the slow local options.
- **Boosts Transit Access for Underserved Areas:** Some residents of the River District and South Vancouver would gain faster access to major employment and education hubs.
- **Supports Local Businesses and Events:** Some respondents noted that faster service could boost foot traffic and access to businesses along Commercial Drive.

The most common **concerns** were:

- **Traffic Congestion on Victoria Drive and Commercial Drive:** Without bus lanes or signal priority, the route could be delayed by the same congestion as local buses.
- **Impact on Route 20 Local Service:** Some respondents were concerned that adding Route 20X might reduce local Route 20 frequency or coverage.
- **Insufficient Late-Night and Weekend Service:** Many emphasized the importance of frequent evening and weekend service, especially for restaurant and retail workers.
- **Safety and Cleanliness Concerns:** Some respondents raised issues about safety on Route 20, particularly in the Downtown Eastside, and called for improved enforcement and cleanliness.
- **Unclear Stop Locations:** Some concerns were raised about which major intersections would be served, and whether key transfer points would be missed.

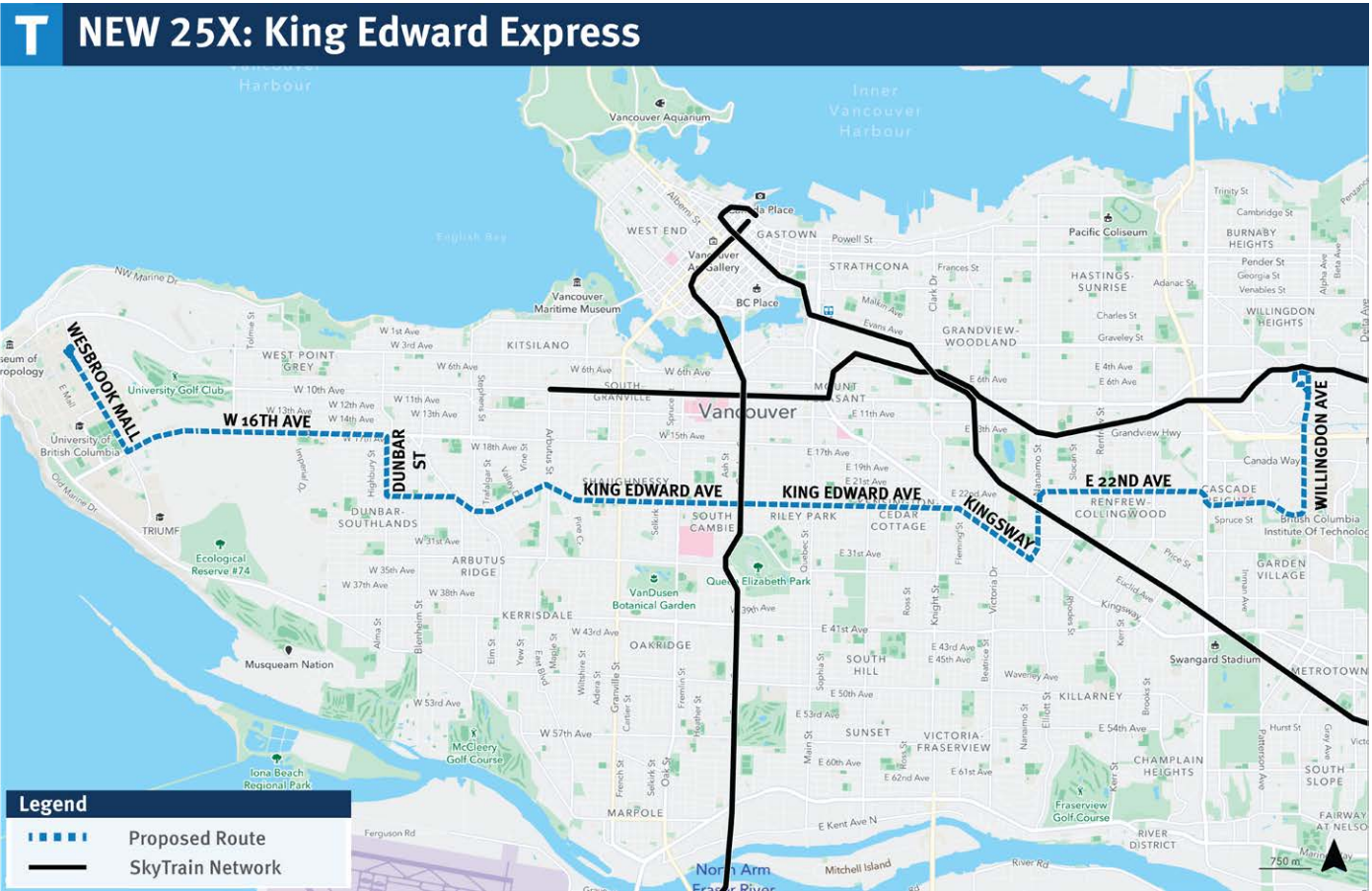
Common **suggestions for improvements** included:

- **Implement Bus Priority Measures:** Respondents supported adding bus lanes and signal priority along Victoria Drive and Commercial Drive to keep buses moving.
- **Ensure High-Frequency Service:** Some suggested that Route 20X should run every five to 10 minutes during peak hours and offer late-night and weekend service.
- **Improve Safety and Comfort:** Suggestions included increased transit security, more frequent cleaning, and improved shelter at stops.
- **Strategic Stop Placement:** Some respondents wanted bus stops at key intersections such as Marine Drive, 49th Avenue, Broadway, Venables Street, and Hastings Street.
- **Extend the Route for Better Regional Connectivity:** Suggestions included extending the route to Burrard Station, Phibbs Exchange, or Bridgeport Station to enhance regional integration.



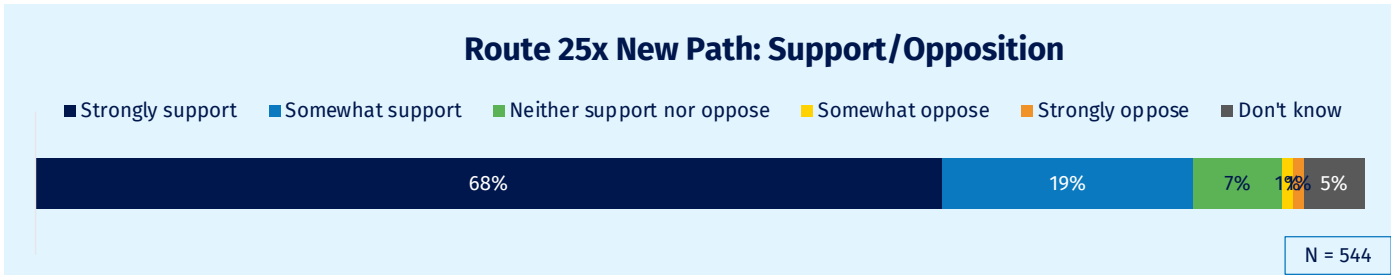
New Route 25X: King Edward Express

The proposed new express Route 25X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 25X was overwhelmingly positive, with 87% supportive (68% of whom were strongly supportive), 7% neither supportive nor opposed, and 2% opposed.



A significant majority of the feedback on the proposed Route 25X express bus along King Edward Avenue was positive, with strong support from commuters and students looking for faster east-west travel. Respondents saw Route 25X as a valuable complement to Route 25 and a relief to overcrowded buses along the corridor. Still, concerns about traffic congestion, local service cuts, and frequency were raised.

The most common **likes** were:

- **Relief for Overcrowded Route 25:** Respondents appreciated the plan to reduce pressure on Route 25, especially during peak hours.
- **Faster East-West Travel Across Vancouver:** Route 25X would connect UBC, BCIT, and Brentwood more efficiently, cutting down on long commutes.
- **Improved Access to Major Transit Hubs:** Some respondents welcomed better connections, for example between UBC, the Canada Line, and the Millennium Line, including Brentwood Town Centre Station.
- **Good Option for Students and Commuters:** This route would benefit UBC and BCIT students as well as people commuting to and from Burnaby.
- **Potential Foundation for Future RapidBus or BRT:** Many respondents saw Route 25X as a stepping stone to a potential future RapidBus or Bus Rapid Transit route on King Edward Avenue.

The most common **concerns** were:

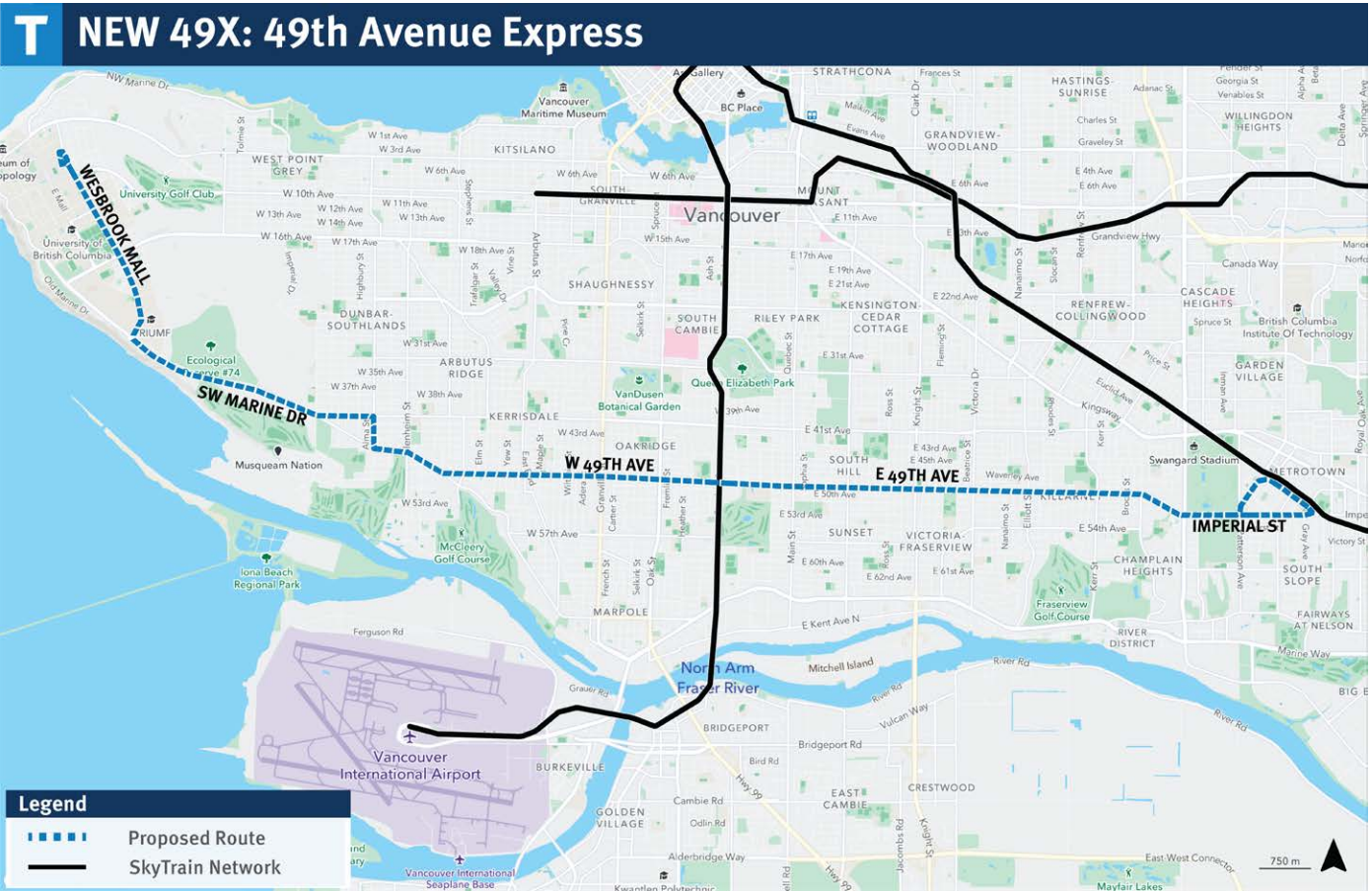
- **Traffic Delays Without Bus Lanes:** Some respondents worried that congestion on King Edward Avenue could negate time savings if bus lanes are not added.
- **Impact on Local Route 25 Service:** There were concerns that the express route would come at the expense of the local Route 25, which is important for seniors and for those taking short trips.
- **Lack of Stop Clarity:** Some respondents wanted clarity on where the express stops would be located and whether key areas would be served.
- **Frequency and Capacity Issues:** To be effective, the route would need frequent service and high-capacity buses, especially during peak hours.
- **Overcrowding at Key Transfer Points:** Stops like UBC and King Edward Station on the Canada Line could become congested if buses are not large enough or frequent enough.

Common **suggestions for improvements** included:

- **Add Bus Priority Measures:** Dedicated lanes and signal priority were recommended at key intersections to maintain reliable service.
- **Ensure Frequent and Reliable Service:** Some respondents called for service every five to 10 minutes and emphasized the importance of late-night and weekend coverage.
- **Clarify and Optimize Stop Locations:** Key suggested stops included UBC, Cambie Street (Canada Line), Main Street, Nanaimo Street, and Brentwood.
- **Extend the Route to Increase Reach:** Suggestions included extending the route to SFU, Joyce–Collingwood Station, or Metrotown to serve more destinations.
- **Maintain Local Route 25 Service:** Some respondents emphasized that express service should not come at the cost of reducing the usefulness of local buses.

New Route 49X: 49th Avenue Express

The proposed new express Route 49X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 49X was overwhelmingly positive, with 88% supportive (72% of whom were strongly supportive), 4% neither supportive nor opposed, and 2% opposed.



The proposed Route 49X express service along 49th Avenue received widespread support, particularly from students and workers commuting between UBC, Langara College, and Metrotown. Respondents viewed the route as a long-overdue solution to the overcrowded and often unreliable Route 49. However, concerns were raised about current traffic congestion, local service reductions, and the need for improved frequency and stop placement.

The most common **likes** were:

- **Relief for the Overcrowded Route 49:** A number of respondents welcomed the proposed express route as a way to reduce pass-ups and overcrowding on one of Vancouver’s busiest routes.
- **Faster Travel Between UBC, Langara, and Metrotown:** Route 49X would significantly cut travel time for long-distance commuters on these corridors.
- **Better Connections to Key Transit Lines:** Several respondents valued improved transfers between the Expo Line (Metrotown Station), Canada Line (Langara-49th Avenue Station), and UBC.
- **Supports Growing Population and Demand:** Communities like Metrotown, Wesbrook Village, and South Cambie would benefit from better service.
- **Improves Reliability and Reduces Bunching:** Some respondents said they supported a simplified, express route to avoid delays common to the local Route 49.

The most common **concerns** were:

- **Traffic Congestion on 49th Avenue:** There was some concern that buses could be delayed by traffic without bus lanes or signal priority, particularly near UBC and Metrotown.
- **Impact on Local Route 49:** Some respondents worried about cuts to local service, which is important for those making shorter trips or with mobility issues.
- **Limited Road Capacity:** There was concern that much of 49th Avenue is narrow and lacks space for dedicated bus infrastructure.
- **Frequency and Bus Capacity:** Some respondents noted the need for frequent service and articulated buses to prevent overcrowding.
- **Lack of Information on Stop Placement:** There were concerns about missing key bus stops, particularly Langara College, Victoria Drive, and TRIUMF at UBC.

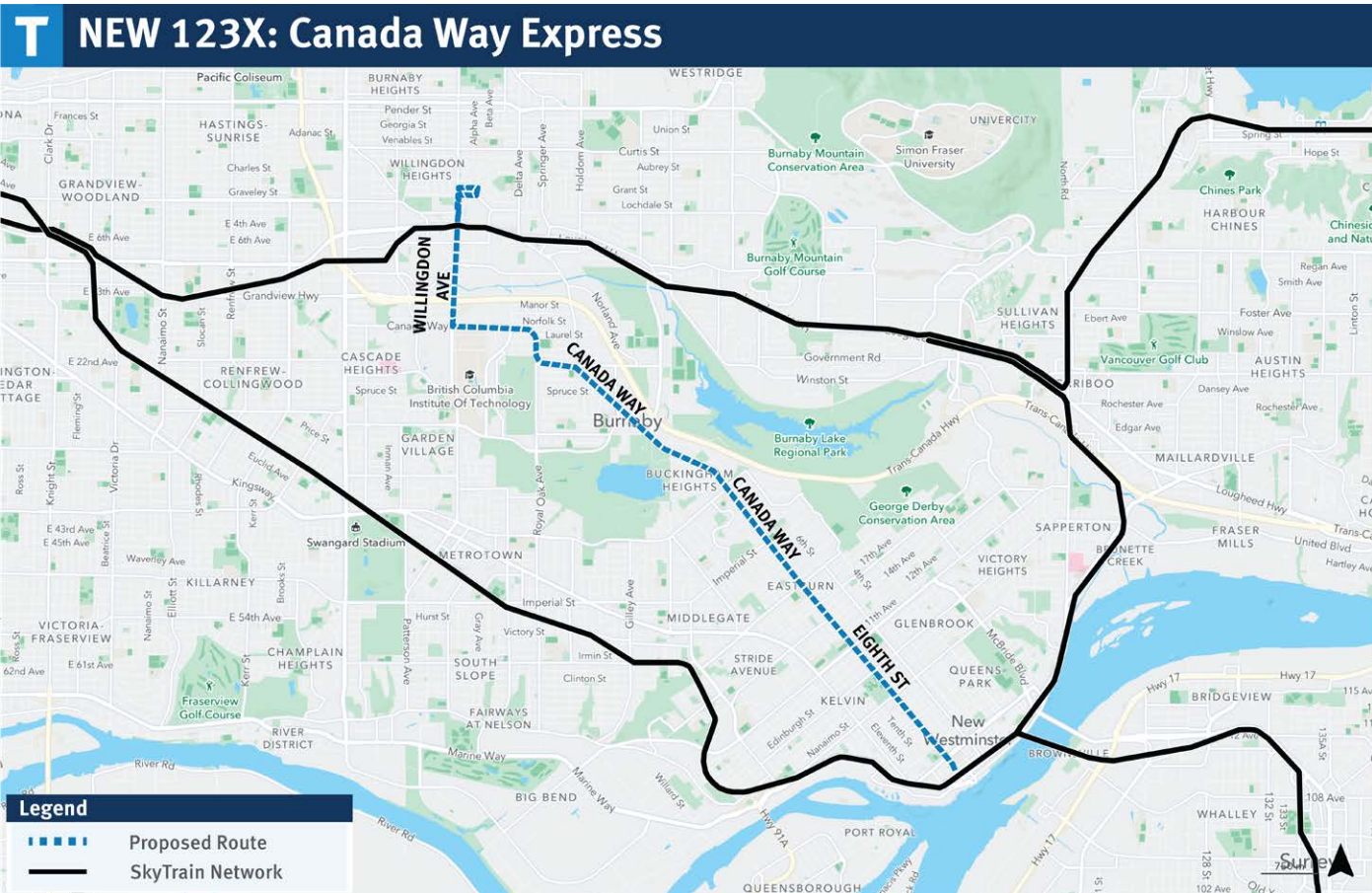
Common **suggestions for improvements** included:

- **Add All-Day Bus Lanes and Transit Priority:** Some respondents called for dedicated lanes and signal priority to ensure express service runs reliably.
- **Ensure High-Frequency, High-Capacity Service:** It was suggested that express buses should run every five to 10 minutes and use articulated vehicles.
- **Include Key Stops Along the Route:** Suggestions included stops at Metrotown, Langara College, Oak Street, Fraser Street, Kerr Street, and TRIUMF at UBC.
- **Avoid Unnecessary Detours:** Some respondents recommended skipping time-consuming detours at Metrotown and Wesbrook Village.
- **Coordinate with Other Services:** It was said that Route 49X should be integrated with Routes 49, 430, and R4 for better coverage and reliability.



New Route 123X: Canada Way Express

The proposed new express Route 123X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 123X was overwhelmingly positive, with 83% supportive (55% of whom were strongly supportive), 6% neither supportive nor opposed, and 7% opposed.



The proposed Route 123X express bus along Canada Way received broad support as a long-overdue improvement in north-south transit between New Westminster and Burnaby. Respondents welcomed the idea of a faster, more direct route to Brentwood, particularly as an alternative to the overcrowded Route 123 and multiple SkyTrain transfers. However, concerns about traffic congestion, unclear stop locations, and potential impacts on local service were common.

The most common **likes** were:

- **Faster and More Direct Transit:** A number of respondents appreciated the ability to bypass transfers and reach Brentwood more quickly via express bus.
- **Improved North-South Connectivity:** Route 123X addresses a significant transit gap between New Westminster and central Burnaby.
- **Better Option for Canada Way Corridor:** Express service was seen as offering a more efficient alternative to the often-congested Canada Way.
- **Reduces Pressure on Route 123:** Some respondents supported separating long-distance commuters from local bus users.
- **More Reliable and Frequent Service:** Some hoped Route 123X would offer more predictable service than the frequently delayed Route 123.

The most common **concerns** were:

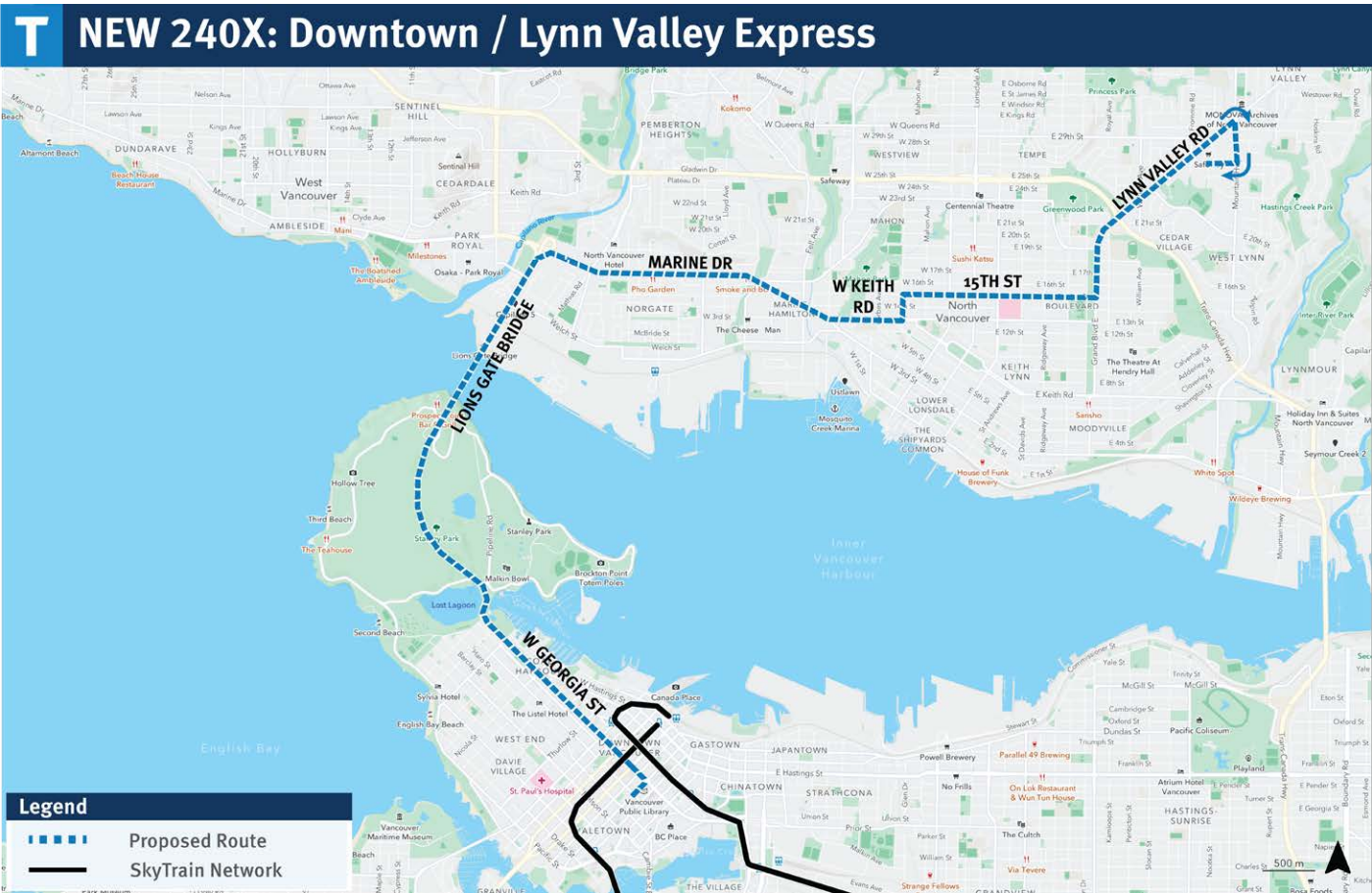
- **Traffic Congestion on Canada Way:** Without transit priority measures, the express route could get stuck in the same delays as local buses.
- **Potential Impact on Local Route 123:** Some respondents were concerned about reduced frequency or accessibility on the existing local service.
- **Unclear Stop Locations:** Many wanted confirmation that key destinations would be served, such as Deer Lake Park, BCIT, and Brentwood.
- **Lack of Bus Priority Measures:** Some respondents emphasized the need for dedicated lanes, queue jumpers, and traffic signal priority.
- **Route Alignment and Reach:** Some questioned why the route would end at Brentwood and suggested extending it to Metrotown or Hastings Street.

Common **suggestions for improvements** included:

- **Add Transit Priority Infrastructure:** Dedicated lanes, signal priority, and left-turn restrictions were recommended to keep buses moving.
- **Preserve and Enhance Local Route 123:** Some respondents called for maintaining frequent service on the local route, especially for seniors and those taking short-distance trips.
- **Include Key Stops in the Express Route:** Priority stops suggested included Deer Lake Park, BCIT, Uptown New Westminster, and Brentwood.
- **Improve Rider Comfort and Safety:** Some respondents requested better shelters, lighting, and real-time information at express stops.
- **Extend the Route:** Suggestions included extending the route to Metrotown, Grandview Highway, or Hastings Street to increase usefulness.
- **Provide Late-Night and Weekend Service:** Many emphasized the importance of all-day, late-night, and weekend service for work and entertainment trips.

New Route 240X: Downtown / Lynn Valley Express

The proposed new express Route 240X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 240X was largely positive, with three quarters (77%) supportive (54% of whom were strongly supportive), one in ten (10%) neither supportive nor opposed, and 6% opposed.



The proposed Route 240X express route was well-received by North Shore residents who want faster, more direct service between Lynn Valley and Downtown Vancouver. Respondents welcomed it as an improvement over the existing Route 240, which they felt is often overcrowded and slow. However, concerns were raised about potential service reductions on the local Route 240, current congestion near the Lions Gate Bridge, and the lack of bus priority infrastructure.

The most common **likes** were:

- **Faster, More Direct Service:** A number of respondents appreciated the proposal to reduce local stops and offer a quicker trip Downtown.
- **Alleviates Overcrowding on Route 240:** Express service would help separate long-distance riders from local passengers.
- **Encourages Transit Use Over Driving:** A reliable, efficient express option would attract car commuters.
- **Supports Access to Outdoor and Tourist Destinations:** It was suggested that Lynn Canyon and other North Shore attractions would be more accessible.
- **Improves Connections for Central and Upper Lonsdale:** Some said the route would offer more efficient service for those without easy access to the SeaBus.

The most common **concerns** were:

- **Bridge and Downtown Congestion:** Some respondents worried the bus would be delayed without dedicated lanes on Lions Gate Bridge and Georgia Street.
- **Loss of Local Stops:** Skipping key stops could hurt seniors and short-distance travelers.
- **Impact on Route 240 Frequency:** Some respondents worried Route 240X might reduce regular service.
- **Unclear Route and Stop Locations:** Some respondents wanted confirmation on bus stops in Lynn Valley, Central Lonsdale, and Downtown Vancouver.

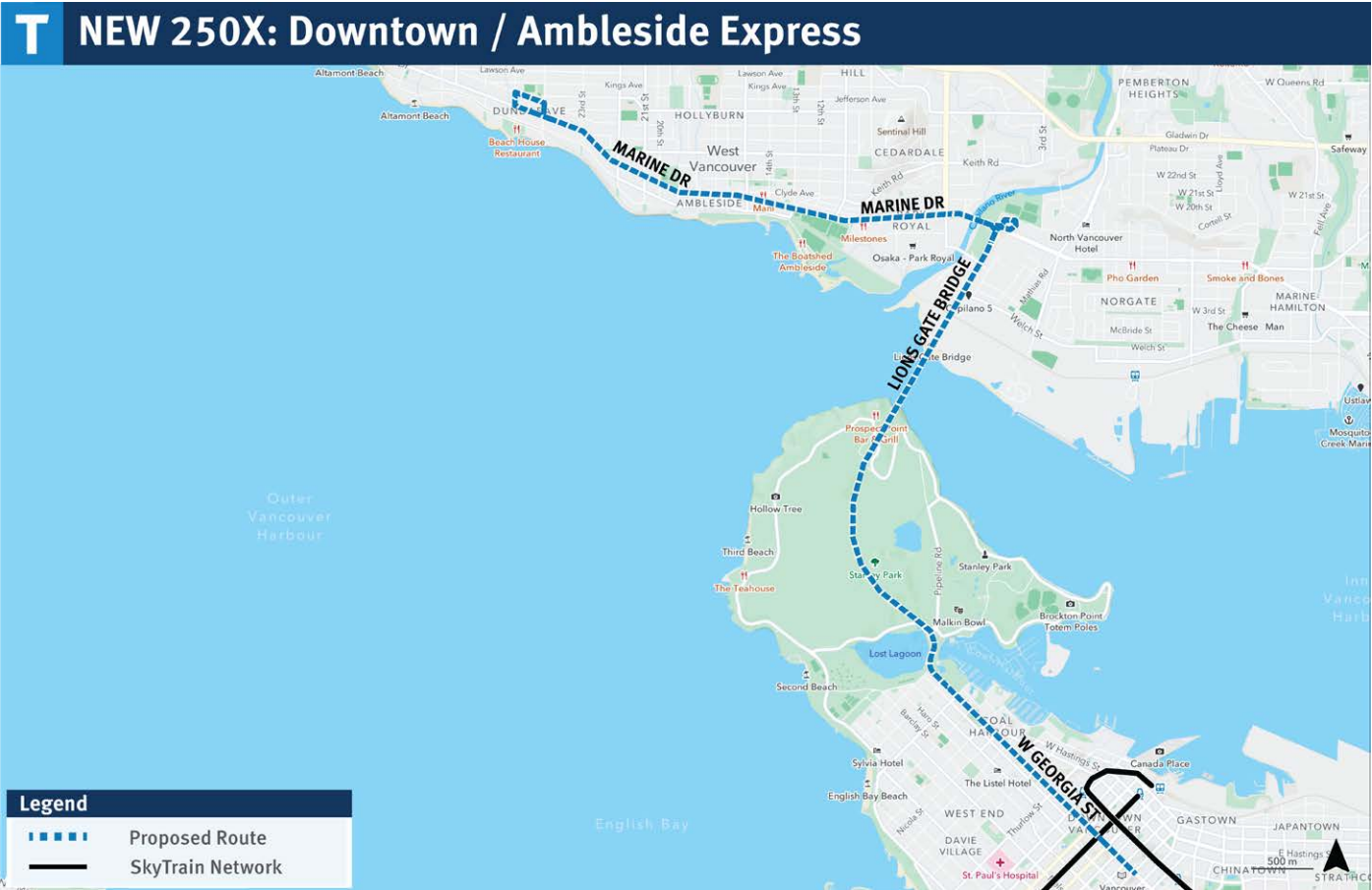
Common **suggestions for improvements** included:

- **Implement Bus Priority Measures:** Some respondents recommended bus lanes, queue jumpers, and signal priority on Georgia Street and Marine Drive.
- **Include Key Stops:** Important stops identified included Lynn Valley Centre, Central Lonsdale, Grand Boulevard, and Georgia Street at Denman Street.
- **Use High-Capacity Vehicles:** Articulated buses were recommended to handle peak-hour crowds.
- **Extend the Route:** Suggestions included extending to Upper Lynn Valley, UBC, or Main Street–Science World Station.
- **Preserve Local Service on Route 240:** Some respondents stressed the need to maintain accessibility for local users.
- **Add Evening and Weekend Trips:** Many called for late-night and weekend express service.
- **Connect with SeaBus:** Some suggested routing via Lonsdale Quay to improve connectivity.



New Route 250X: Downtown / Ambleside Express

The proposed new express Route 250X is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route 250X was mostly positive, with three quarters (75%) supportive (52% of whom were strongly supportive), 13% neither supportive nor opposed, and 8% opposed.



The proposed Route 250X express service from West Vancouver to Downtown Vancouver received support from respondents seeking faster travel and relief from overcrowded buses. Respondents liked the route’s potential to improve access from Ambleside and Dundarave, while easing demand on Routes 250 and 257. Still, questions about redundancy with existing routes and concerns about limited coverage west of Dundarave emerged.

The most common **likes** were:

- **Faster, More Efficient Service:** Fewer stops and quicker Downtown access would appeal to commuters and visitors alike.
- **Improves Transit for West Vancouver Residents:** The route would enhance mobility for those without cars.
- **Reduces Overcrowding on Routes 250 and 257:** Some respondents appreciated the potential to better distribute demand.
- **Tourist and Visitor-Friendly:** Easier access to Ambleside Beach and other West Vancouver attractions were noted.
- **Encourages Transit Use over Driving:** A more reliable express option could reduce vehicle traffic on the Lions Gate Bridge.

The most common **concerns** were:

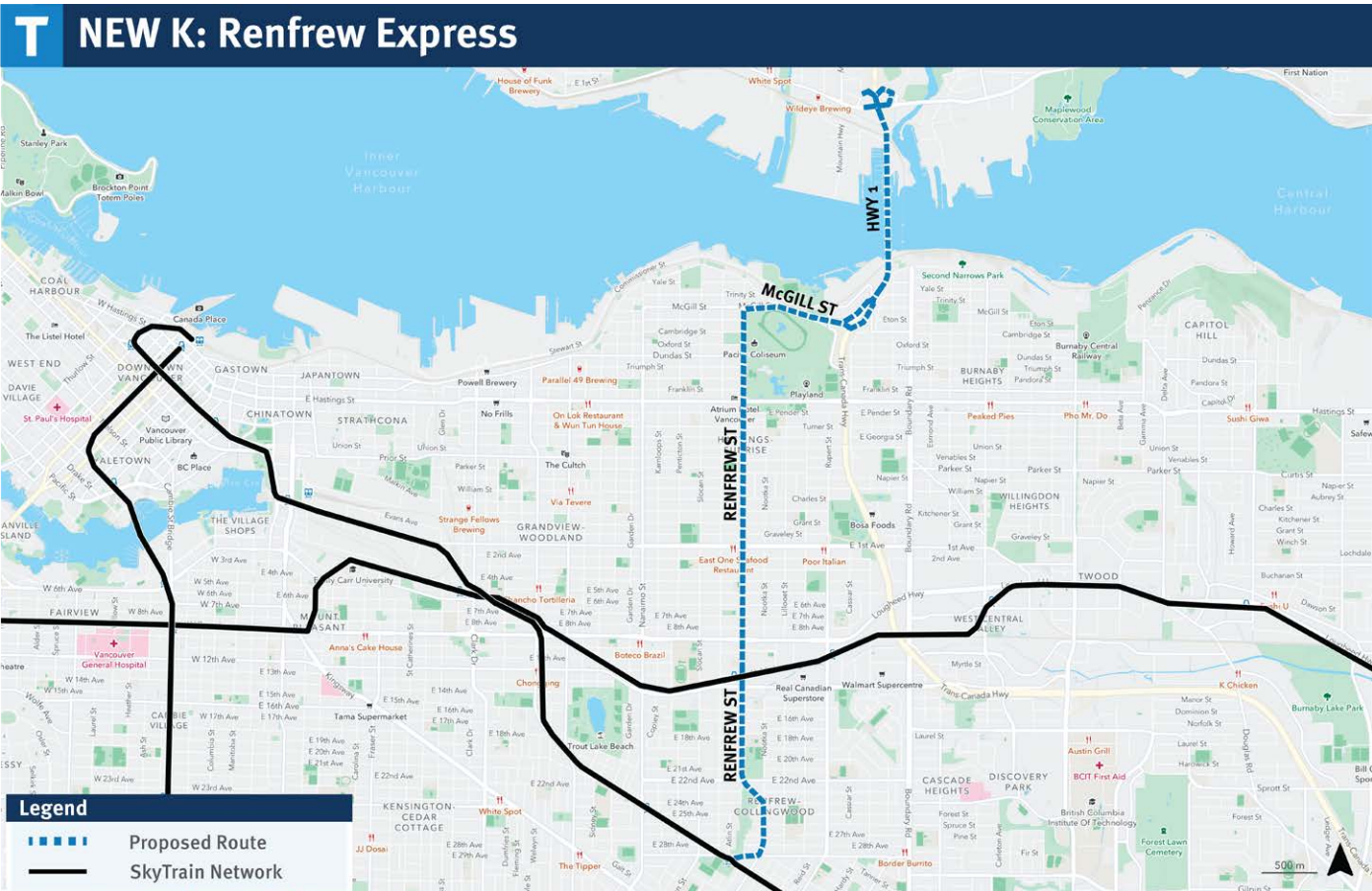
- **Traffic Congestion Near Lions Gate Bridge:** Some respondents worried that express buses would get stuck without bus lanes.
- **Overlap with Route 257:** Some felt the new route would be too similar to Route 257 and questioned whether a new service was needed.
- **Limited Coverage Beyond Dundarave:** Some respondents wanted the route to extend further west to serve more communities.
- **Potential Local Resident Concerns in West Vancouver:** Concerns about potential local opposition to transit expansion were raised.
- **Unclear Stop Locations and Frequency:** Some respondents wanted clarity on stop placement and assurances of frequent service.

Common **suggestions for improvements** included:

- **Add Transit Priority Measures:** Dedicated bus lanes, queue jumpers, and signal priority on Marine Drive and Georgia Street were widely supported.
- **Ensure Key Stops Are Included:** Some respondents emphasized Park Royal, Ambleside, Dundarave, and Georgia Street at Denman Street as must-have stops.
- **Extend to Horseshoe Bay:** Many wanted the route to reach further west to serve more of West Vancouver.
- **Coordinate with Route 257 and R2:** Some respondents recommended aligning schedules and service patterns to avoid duplication and crowding.
- **Use Larger Buses:** Articulated or double-decker buses were suggested to handle peak demand.
- **Add Late-Night and Weekend Trips:** Expanded hours would better serve tourists, workers, and visitors.

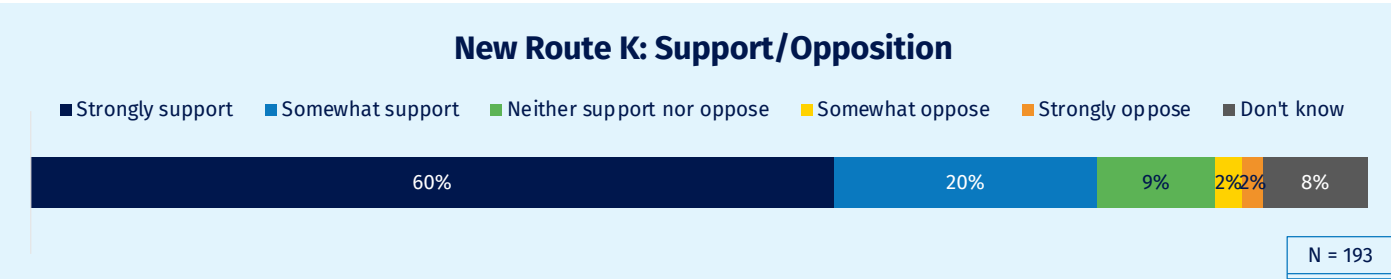
New Route K: Renfrew Express

The proposed new express Route K is shown on the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the new Route K was overwhelmingly positive, with eight in ten (80%) supportive (60% of whom were strongly supportive), one in ten (9%) neither supportive nor opposed, and 4% opposed.



The new proposed Route K was well received as a much-needed express connection between East Vancouver and the North Shore. Respondents valued its direct routing and ability to reduce transfers, especially for those traveling to SkyTrain stations or major destinations like the PNE. Concerns centered on current traffic delays, the need for bus priority lanes, and how the new route would integrate with existing services. There was also strong interest in extending the route further south to provide further connections.

The most common **likes** were:

- **Faster, Direct Link to North Shore:** Many respondents appreciated that the route would reduce the need to detour through Downtown Vancouver or Kootenay Loop to get to Phibbs Exchange.
- **Better North-South Connectivity:** This route was seen as a long-overdue north-south option in East Vancouver, filling a gap that is not well served by existing routes.
- **Improved Transit for the PNE and Hastings-Sunrise:** Access to the Pacific Coliseum and event spaces was seen as a major benefit, especially during festivals and large events.
- **Good Alternative to Local Routes:** The express nature of the route was preferred over slower, stop-heavy services like Routes 16 and 28.
- **Relieves Pressure on Other Corridors:** Some respondents expected this route would reduce congestion on the R5, Route 130, and the Second Narrows corridor in general.
- **Potential for Future Expansion:** Many liked the idea of extending the route south to serve the River District, Killarney, or even Metrotown, turning it into a full north-south corridor.

The most common **concerns** were:

- **Traffic Bottlenecks on the Ironworkers Bridge and Renfrew Street:** Some respondents doubted the bus could maintain reliability without dedicated lanes, particularly across the Ironworkers Memorial Bridge and along Renfrew Street.
- **Unclear Frequency:** There was uncertainty about how often this bus would run. A number of respondents worried that infrequent service would make it ineffective.
- **Overlap with Existing Routes:** Some questioned whether the route would duplicate services already provided by Routes 16, 28, or the R2 RapidBus.
- **Missed Stops and Limited Accessibility:** There were concerns the express route would bypass important stops such as Renfrew Station, New Brighton Park, and Broadway.
- **Phibbs Exchange Congestion:** Adding another high-frequency service raised concerns about whether Phibbs Exchange could handle the volume of transfers.
- **Safety at Phibbs at Night:** Some respondents expressed safety concerns about waiting at Phibbs after dark, especially for late-night workers or event-goers.

Common **suggestions for improvements** included:

- **Ensure High Frequency:** Some respondents called for buses every five to 10 minutes, including evenings and on weekends, to make the route a dependable option.
- **Add Bus Priority Measures:** Bus lanes on Renfrew, Hastings, and McGill streets, and the bridge were recommended to improve speed and reliability.
- **Extend the Route South:** Suggestions included running the bus to the River District, Metrotown, or along Knight Street to create a true north-south express corridor.
- **Add Key Stops:** Some respondents requested stops at Renfrew Station, Broadway/Renfrew, 29th Avenue Station, New Brighton Park, and the PNE.
- **Coordinate with R2 RapidBus:** Timing and transfers between the proposed Route K and the R2 were noted as important for multi-destination trips.
- **Improve Amenities at Phibbs Exchange:** Like with the proposed Route J, there was strong support for upgrading Phibbs Exchange with more seating, shelter, lighting, and safety features.
- **Convert Route K to a RapidBus:** Several respondents suggested making Route K a RapidBus route to guarantee frequency, speed, and higher capacity.

NOTE: Some proposed changes to Route 80 also touch on Package J areas.

For a summary of what was heard about this route, please see:

**Package E: Route 80: Marine Drive Station / River District**



## 5.11 Transit Package K: Integrate the Local Bus Network With the Burnaby Mountain Gondola

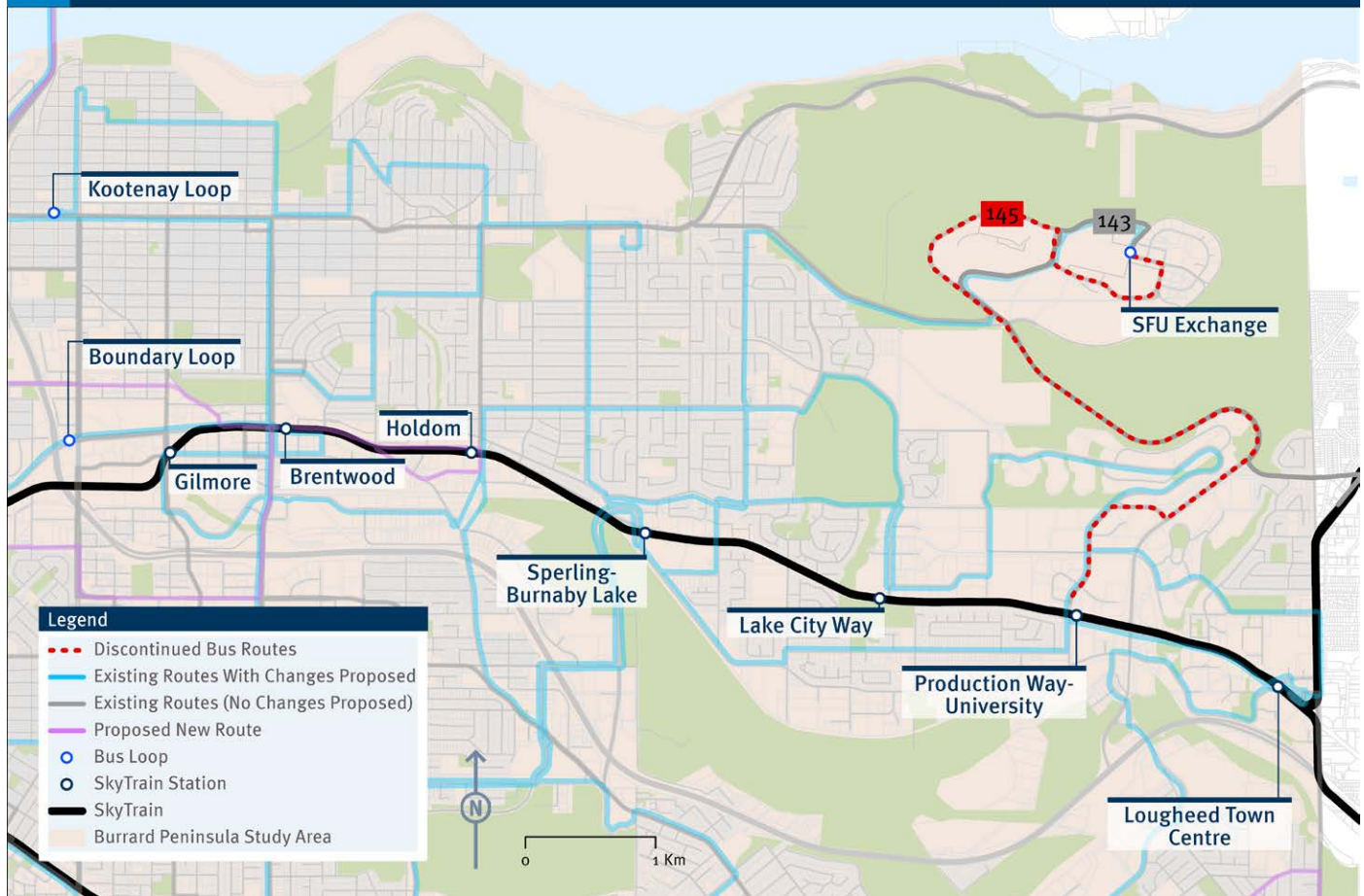
### FACTS ABOUT THE BURNABY MOUNTAIN GONDOLA

1. Similar to when there are disruptions to the SkyTrain, bus service would be available if the gondola was out of service.
2. Gondolas can operate in all types of weather.
3. All gondola cabins would be accessible. The cabin floor would align with the terminal floor elevation and the gap between the cabin and platform would meet all requirements for safe boarding and exiting. If a passenger needs extra time to get on or off the cabin, an attendant would be present to offer assistance. If needed, the attendant could also slow or stop the system.
4. The maximum capacity of a gondola cabin is 30 passengers and over the course of an hour, it would have a maximum capacity of 3,000 people per direction on opening day. In comparison, Route 145 can currently move about 1,000 people per hour per direction.

More information about the Burnaby Mountain Gondola can be found [here](#).

The proposed bus route changes related to the Burnaby Mountain Gondola are shown in the map below and a summary of the level of support for each route change is shown in the graph below. More detailed feedback on these changes is provided in sections 5.11.1 to 5.11.3 below.

## T Burnaby North Proposed Network of Bus Routes and Burnaby Mountain Gondola



### 5.11.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

Some proposed changes to Route 144 also touch on Package K areas. For a summary of what was heard about this route, please see:

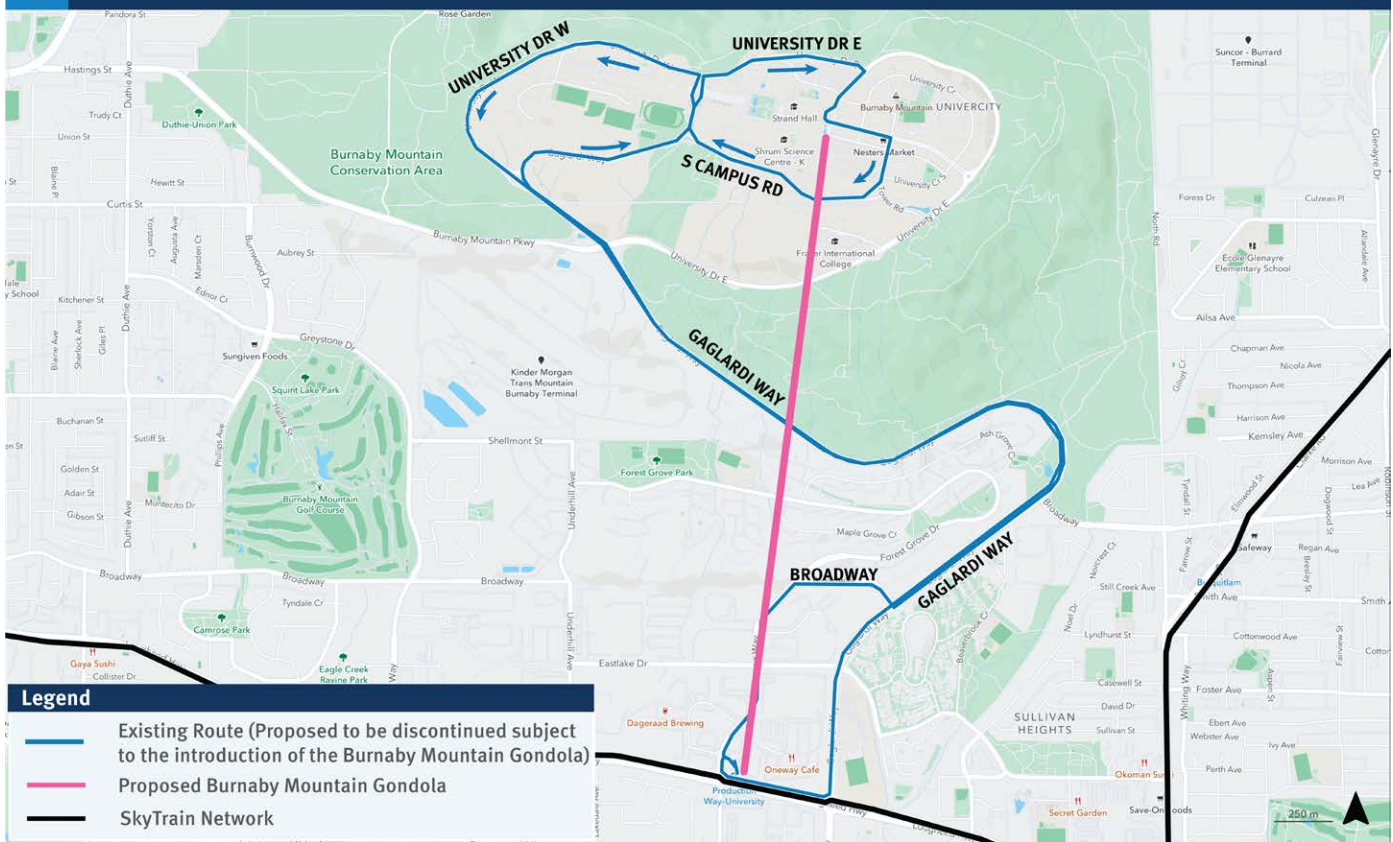
**Package C: Route 144:** [SFU / Metrotown Station](#)

### 5.11.2 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

**Route 145:** [SFU / Production Way–University Station](#)

Route 145 is proposed to be discontinued subject to the completion of the Burnaby Mountain Gondola. The details of the proposed change are shown in the map below.

## T 145: SFU / Production Way-University Station (Proposed to be Discontinued)

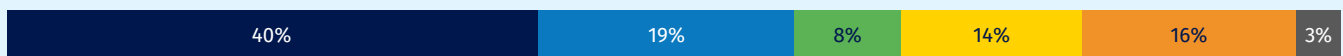


### OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed removal of Route 145 was neutral-to-positive, with the majority (59%) supportive, 8% neither supportive nor opposed, and three in ten (30%) opposed.

### Route 145 Removal: Support/Opposition

■ Strongly support
 ■ Somewhat support
 ■ Neither support nor oppose
 ■ Somewhat oppose
 ■ Strongly oppose
 ■ Don't know



N = 325

The proposed removal of Route 145, contingent on the construction of the Burnaby Mountain Gondola, drew a wide range of feedback. While many respondents supported the gondola as a faster, more reliable alternative, others expressed strong concerns about accessibility, crowding, safety, and the need for backup transit options. Many emphasized the importance of preserving flexible, inclusive, and resilient transportation options to and from SFU. Many supported keeping some form of bus service alongside the gondola, especially during its early implementation and in case of outages or capacity issues.

The most common **concerns** were as follows:

- **Dependence on Gondola Reliability:** Many respondents worried about relying solely on the gondola, especially during weather-related outages, mechanical failures, or emergency situations. Concerns were raised about the lack of a backup if the gondola is inoperable, particularly in winter.
- **Accessibility and Inclusion:** Some respondents noted that not everyone is comfortable using a gondola, citing fear of heights, motion sensitivity, and accessibility challenges. Some worried the change would make SFU less accessible to seniors, people with disabilities, and those who cannot or would not use the gondola.
- **Loss of Local and Intra-Campus Service:** Route 145 was seen as more than just a connector to SFU as it also serves Forest Grove, Eastlake, and other neighbourhoods along the route. Some respondents noted that the gondola would not serve these intermediate stops or connect different parts of campus, which Route 145 currently does.
- **Overcrowding and Capacity Concerns:** Some respondents questioned whether the gondola could handle peak-time demand, especially at the start of semesters or between class periods. Route 145 is already crowded, and many worried the gondola would not offer enough capacity, creating long queues and delays.
- **Safety and Security:** Concerns were raised about safety inside gondola cabins, especially for women or students traveling alone at night. Others worried about being stranded at the top of the mountain if the gondola service was disrupted unexpectedly.
- **Timing and Implementation:** Many felt the discussion around removing Route 145 was premature, as the gondola has not been built and its effectiveness is unproven. Some respondents emphasized that Route 145 should remain until the gondola is fully operational and shown to meet demand reliably.
- **Reduced Connectivity for Nearby Residents:** Some respondents who live in Forest Grove, near Broadway, or in the Lougheed–Production Way corridor worried about losing their primary connection to SFU and transit hubs. Others worried about losing transfer options or increased travel time to work and school.

The most common **alternative suggestions** instead of removal were:

- **Retain a Reduced-Frequency Bus Option:** Many respondents suggested keeping Route 145 with limited or peak-only service to act as a backup to the gondola. Some proposed running smaller buses, hourly service, or service only during winter months or class changeover periods.
- **Phase Out Gradually After Gondola Implementation:** Respondents called for keeping Route 145 in place during the initial gondola rollout. Many recommended monitoring ridership and reliability before fully removing the bus.
- **Use Route 145 to Serve Areas Not Covered by Gondola:** Several respondents suggested modifying Route 145 instead to better serve neighbourhoods like Forest Grove, Eastlake, and Broadway, or to run a short local loop that connects residential and commercial areas to Production Way and SFU.
- **Implement a Campus Shuttle or Community Bus:** To address the loss of intra-campus travel and local connections, some respondents proposed creating a new shuttle within SFU or a community bus from Lougheed to campus neighbourhoods.
- **Improve Service on Complementary Routes:** Some respondents suggested boosting service on Routes 136, 143, and 144 to ensure adequate alternatives, especially for those traveling to SFU from other SkyTrain stations.
- **Keep Route 145 as Emergency Contingency Service:** Several people asked for Route 145 to remain as a standby route in the event of gondola shutdowns, similar to bus bridges used during SkyTrain outages.

### 5.11.3 EXISTING BUS ROUTE WITHOUT PROPOSED CHANGES

#### Route 143: SFU / Burquitlam Station

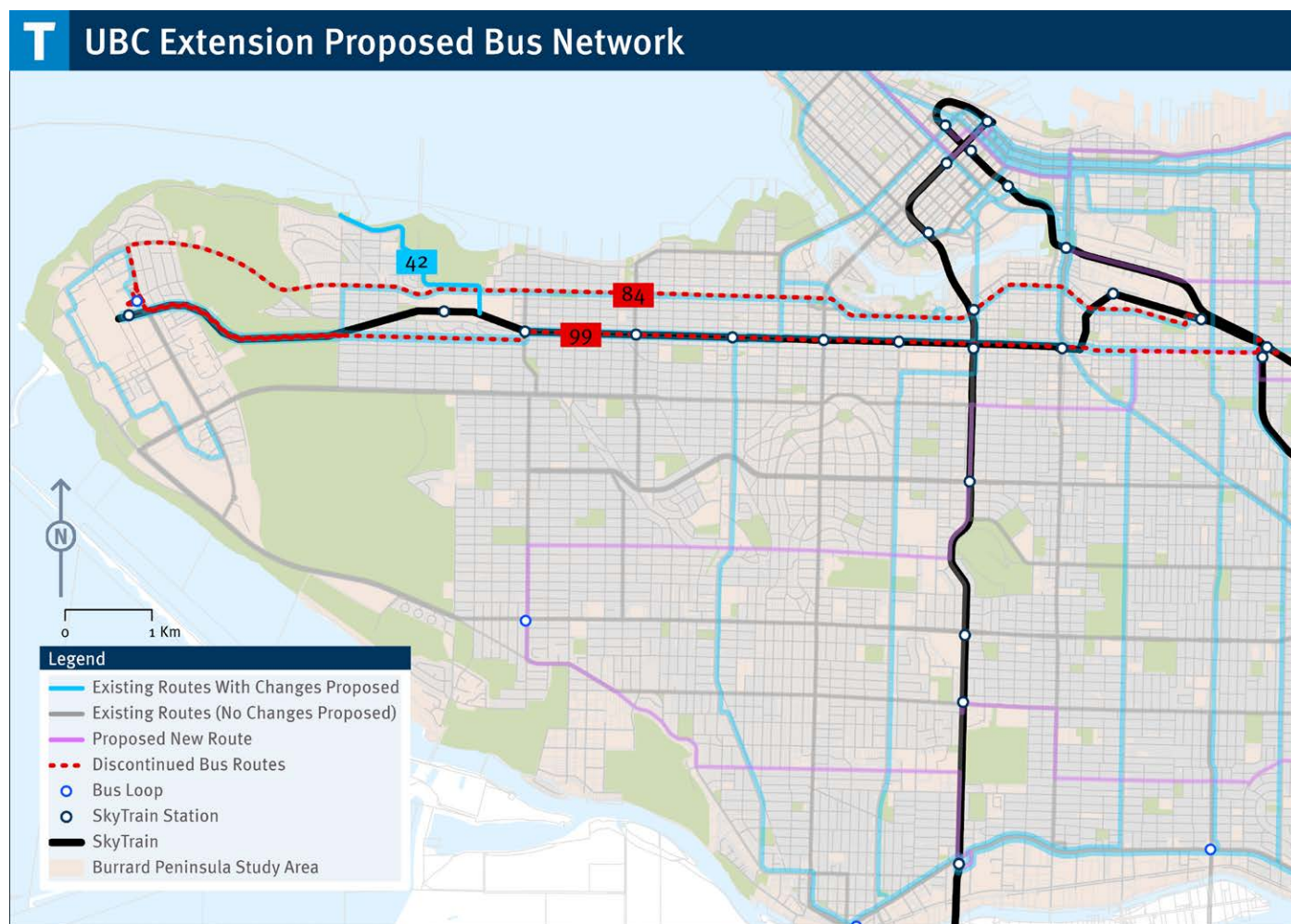
Participants requested increased frequency and longer service hours, especially on weekends. Some proposed introducing an express service to reduce overall travel times.



## 5.12 Transit Package L: Integrate the Local Bus Network With the Millennium Line UBC SkyTrain Extension

The proposed bus route changes related to the Millennium Line UBC SkyTrain Extension, which would be subject to funding and completion of the Millennium Line UBC SkyTrain Extension and a Bus Integration Study prior to opening the SkyTrain extension, are shown in the map below. A summary of the level of support for each route change is shown in the graph below. More detailed feedback on these changes is provided in sections 5.12.1 and 5.12.2 below.

Please note the alignment and station locations for the Millennium Line UBC SkyTrain Extension are not finalized and may change.



### 5.12.1 EXISTING BUS ROUTES WITH PROPOSED CHANGES

Some proposed changes to routes 42 and 99 also touch on Package L areas. For a summary of what was heard about this route, please see:

**Package B: Route 42:** [Alma / Spanish Banks](#)

**Package A: Route 99:** [UBC / Commercial–Broadway Station B-Line](#)

5.12.2 EXISTING BUS ROUTE PROPOSED TO BE REMOVED

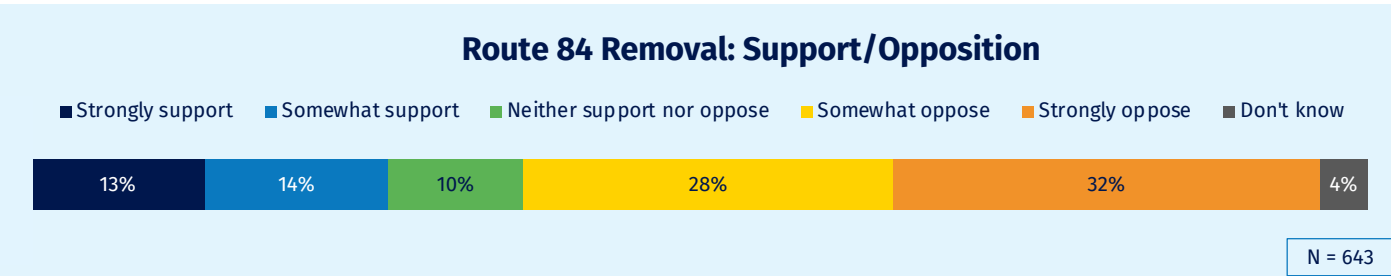
Route 84: VCC–Clark Station

Route 84 is proposed to be discontinued subject to the completion of the Millennium Line UBC SkyTrain Extension. The details of the proposed change are shown in the map below.



OVERALL FEEDBACK ON PROPOSAL

Feedback on the proposed removal of Route 84 was mainly negative, with six in ten (60%) opposed, one in ten (10%) neither supportive nor opposed, and 27% supportive.



The proposed removal of Route 84, which currently provides an express connection between UBC and VCC–Clark Station along 4th, 6th, and 2nd avenues, as well as Great Northern Way, generated substantial concern from respondents. Many emphasized that the future Broadway Subway does not provide a suitable replacement, particularly for those living or working closer to the 4th Avenue corridor. Route 84 is seen as fast, direct, and vital for accessibility and mobility across north Kitsilano, Olympic Village, and East Vancouver. While some acknowledged that the SkyTrain might eventually reduce the need for this route, most respondents expressed a desire to retain some form of transit service along its path, especially until the UBC SkyTrain extension is fully completed.

The most common **concerns** were:

- **Loss of Fast East–West Connectivity:** Many respondents valued Route 84 for its speed and direct routing, noting that replacement by Route 4 or detours via the SkyTrain would add transfers, uphill walks, and longer travel times. The route was seen as irreplaceable for trips between Kitsilano, Olympic Village, and East Vancouver.
- **Insufficient Service Coverage:** A number of respondents noted that the SkyTrain extension follows Broadway, not 4th Avenue, and would not cover key areas currently served by Route 84, such as Great Northern Way, West 2nd Avenue, and West 6th Avenue. Many emphasized that this would reduce access to destinations like Granville Island, Emily Carr University, and False Creek South.
- **Mobility and Accessibility Challenges:** Numerous respondents, particularly seniors, people with disabilities, and caregivers, highlighted that the walk uphill to Broadway from 4th or 2nd avenues was a barrier. Route 84 was considered more accessible for reaching shops, workplaces, and medical appointments without steep climbs or long walks. Note: The proposed Route 4W would provide local service across most of the same routing of the 84 between UBC and VCC–Clark Station.
- **Crowding and Capacity Concerns:** Some respondents worried that eliminating Route 84 would worsen crowding on the 99 B-Line, Route 4, and the new Millennium Line extension (Note: Route 84 would only be removed if the Millennium Line extension is implemented, in which case both the 84 and 99 would be discontinued). Many questioned whether existing services could handle increased demand, particularly from UBC-bound passengers.
- **Impacts to Local Businesses and Communities:** Route 84 was seen as vital to supporting shopping districts on West 4th Avenue, employment areas in Olympic Village and False Creek South, and new developments like Señákw and the Jericho Lands. Some residents worried that service cuts could isolate these neighbourhoods or reduce foot traffic to local businesses.
- **Limited Alternatives for Current Participants:** Some respondents pointed out that existing local routes (such as Route 4) are slower or have tighter stop spacing. Route 84’s consistent express service was considered a vital option for many daily commuters, students, and beachgoers.

The most common **alternative suggestions** instead of removal were:

- **Retain Route 84 with Modifications:** Many proposed keeping Route 84 in a reduced or altered form. Suggestions included converting it to a local route, shortening it to run between Olympic Village and UBC, or retaining it as a rush-hour-only express service.
- **Delay Removal Until UBC SkyTrain Extension Opens:** A large number of respondents supported deferring any removal until the full Millennium Line extension to UBC is operational. Many argued that the current proposal was premature and that demand for east–west express service would remain high.



- **Improve and Expand Route 44:** Some respondents suggested increasing frequency and extending service hours on Route 44 to compensate for the loss of Route 84. Some noted that Route 44 does not currently run on weekends and often has long wait times.
- **Maintain Service Along West 2nd Avenue and Great Northern Way:** Some respondents emphasized the importance of continued transit access to places like Emily Carr University, Olympic Village, and Main Street via 2nd Avenue and Great Northern Way. Several suggested adding a community shuttle or adapting the proposed 1st Avenue route to cover this area.
- **Keep Express Service Along West 4th Avenue:** Some asked for a dedicated express bus to remain on West 4th Avenue, similar to Route 84, to provide faster travel between UBC, Kitsilano, and East Vancouver. Suggestions included combining it with other services or integrating it into Route 4 with express branches or overlays.
- **Monitor Demand and Adjust Later:** Some supported a phased approach, removing Route 84 only after ridership patterns are fully understood post-SkyTrain extension. Others proposed keeping it as a contingency in case of SkyTrain outages or insufficient capacity.

## 5.13 Removal of Route 222: Metrotown Station / Phibbs Exchange

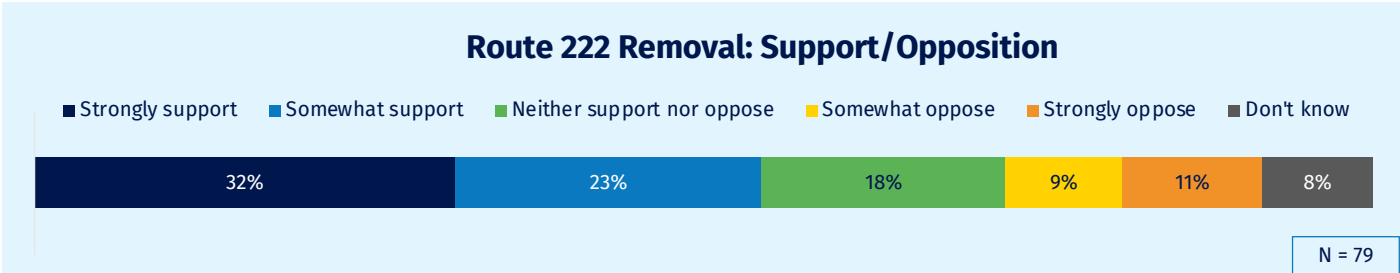
The proposed bus route change for Route 222 is shown in the map below and the level of support for the route change is shown in the graph below. More detailed feedback on this proposed change is provided further below.





OVERALL FEEDBACK ON PROPOSAL

Feedback on the removal of Route 222, which is discussed separately as it does not align with any of the Packages, was neutral-to-positive, with just over half (55%) supportive, 18% neither supportive nor opposed, and one in five (20%) opposed.



The proposal to remove Route 222 and extend the R2 RapidBus service in its place drew mixed reactions. While many supported the idea of a direct, frequent RapidBus connection between Metrotown and the North Shore, this support was often conditional. Concerns were raised about reliability, capacity, and stop coverage. Respondents also highlighted the need for service improvements to address reliability, crowding, and trip times, particularly across the Ironworkers Memorial Bridge. Several respondents emphasized the importance of preserving existing connections to BCIT, Brentwood, and Burnaby Heights, which they felt could be at risk if the R2 followed a different route alignment.

The most common **concerns** were:

- Potential Loss of Key Stops:** Many respondents expressed concern that the R2 extension might not follow the exact routing or stop pattern of Route 222, particularly at key locations like Willingdon, Brentwood Station, BCIT, and Kootenay Loop. There was strong support for maintaining these connections, especially for students and commuters.
- Reduced Reliability Due to Bridge Delays:** Several respondents were concerned that the longer R2 routing across the Ironworkers Memorial Bridge could lead to delays. The current Route 222 is seen as more reliable because it starts closer to the bridge and avoids delays from the North Shore.
- Increased Crowding on Existing Routes:** Some respondents warned that removing Route 222 could add pressure to already busy routes like Routes 28, 130, and R5. Some noted that Route 130 is often overcrowded and unreliable, and they worried that its issues could worsen without Route 222 relieving demand.
- Service Gaps in Burnaby Heights:** Some respondents stressed that Burnaby Heights and Hastings Street should not lose service. They asked that any changes retain Route 222’s alignment along Hastings Street to support this densely populated and transit-dependent area.
- Uncertainty About New R2 Routing:** Multiple respondents noted that they could not assess the proposal fully without more clarity about the R2’s routing and stops. Several indicated support for the change, but only if the new R2 replicated Route 222’s service closely.
- Access to BCIT and Capilano University:** Some mentioned that students and staff traveling to BCIT and Capilano University rely heavily on Route 222. These respondents emphasized the need to maintain frequent, direct service to these institutions, and suggested increased frequency during peak travel times.

The most common **suggestions, including alternatives** to the removal of the 222, were:

- **Ensure R2 Matches Current Route 222 Routing:** Most feedback supported extending the R2 only if it followed the same routing as Route 222 along Hastings Street and Willingdon Avenue. Some respondents asked that key stops such as Brentwood, BCIT, Gilmore Avenue, and Kootenay Loop be retained.
- **Retain or Modify Route 222 During Peak Times:** Some suggested keeping Route 222 as a peak-period or limited-service route to supplement the R2 and relieve pressure on other buses. Others proposed turning Route 222 into a local-only or shortened express route between Metrotown and BCIT.
- **Improve Service Reliability and Frequency:** Some respondents called for more frequent buses and better on-time performance, particularly during peak hours. Many suggested adding bus-only lanes, signal priority, and better transit infrastructure to support the R2's longer route.
- **Preserve Service to Burnaby Heights and Hastings Street Corridor:** There was strong support for continuing rapid or local service through Burnaby Heights. These respondents emphasized the importance of serving this walkable, transit-reliant area.
- **Add or Adjust Stops for Better Coverage:** Some respondents suggested additional R2 stops, for example at Gilmore, Moscrop, or Parker Avenue (to serve Alpha Secondary). Others asked that the R2 travel through Brentwood Town Centre Station for easier transfers.
- **Maintain Key Connections to Other Routes:** Some respondents stressed the importance of easy transfers to the R5, Expo Line, and Canada Line. Suggestions included better R2 scheduling to align with connecting services and more stop integration with the broader network.

## 5.14 Additional Existing Routes Without Proposed Changes

Feedback was also gathered on other existing bus routes where no changes were proposed. Below is a summary of the feedback that was received.

### Route 10: Granville / Waterfront Station

Respondents raised concerns about overcrowding, which made the ride uncomfortable. Many requested increased service frequency, especially in light of proposed changes to overlapping routes. Some respondents also proposed extending the route to connect more effectively with other transit hubs.

### Route 25: UBC / Brentwood Station

Respondents described the route as overcrowded, especially during peak hours. Many felt that the addition of articulated buses had not significantly improved the situation. Requests focused on increasing service frequency and providing a more reliable schedule.

### Route 27: Kootenay Loop / Joyce Station

Feedback highlighted the need for more frequent service to reduce wait times. Respondents also suggested improving coordination with other transit connections to enhance convenience.

### Route 28: Phibbs Exchange / Joyce Station

Respondents cited frequent delays caused by traffic congestion. Several respondents proposed adding an express version of the route or implementing bus lanes to improve reliability.

### Route 33: UBC / 29th Avenue Station

Many felt the route required more frequent service, particularly in the mornings. Overcrowding was a recurring issue, often leading to skipped stops. Suggestions included introducing larger buses and extending operating hours.

### Route 41: Crown / Joyce Station

Respondents advocated for the extension of trolley wires to UBC to enhance service. Some suggested creating a new loop route connecting UBC, Wesbrook, and Dunbar. Additional feedback included requests for better stop placement and increased service frequency.

### Route 49: UBC / Metrotown Station

Overcrowding was a persistent concern, with many reporting being passed by full buses. Respondents called for an express or rapid version of the route to improve travel times. Some also suggested adding stops in Wesbrook Village to serve that growing community.

### Route 100: Marpole Loop / 22nd Street Station

Respondents described this route as consistently slow and frequently overcrowded. There were widespread calls for the use of articulated buses and the implementation of dedicated bus lanes. Several respondents recommended converting the route into a rapid transit service.

### Route 104: 22nd Street Station / Annacis Island

Feedback focused on the need for increased service frequency, especially during peak hours. Some respondents pointed out that service dropped off significantly in the evenings and on weekends.

### Route 105: New Westminster Station / Uptown

Respondents noted infrequent service and long wait times. Some proposed rerouting or merging the route with another route to improve coverage and efficiency.

### Route 106: New Westminster Station / Edmonds Station

Overcrowding was a major issue, particularly during peak hours. Respondents called for more buses or the deployment of articulated vehicles. A few also recommended implementing an express option to enhance reliability.

### Route 109: Lougheed Station / New Westminster Station

Respondents described the schedule as inconsistent and the service as unreliable. Some called for more frequent buses, especially during evening hours.

### Route 112: New Westminster Station / Edmonds Station

Respondents asked for improved reliability and more frequent service. A few suggested implementing bus priority measures to improve travel times.

### Route 119: Edmonds Station / Metrotown Station

Overcrowding was highlighted as a problem, particularly for seniors and families. Several respondents requested an express version along Kingsway and called for more frequent buses overall.

### Route 123: New Westminster Station / Brentwood Station

Respondents complained about frequent skipped buses and inconsistent schedules. They requested more buses and extended service hours to better meet demand.

### Route 128: Braid Station / 22nd Street Station

Respondents noted that westbound service was often unreliable due to traffic congestion. Some proposed schedule adjustments to stagger departures more effectively.

### Route 129: Patterson Station / Holdom Station

There were many requests for increased service frequency, particularly during peak periods. Respondents also recommended improving coordination with SkyTrain services.

### Route 130: Metrotown Station / Kootenay Loop / Phibbs Exchange

Overcrowding was a major issue, particularly around Metrotown and BCIT. Respondents described frequent delays due to traffic and suggested introducing a RapidBus version. Calls for more consistent service, especially during evening hours, were also common.

## 5.15 Active Transportation

Through *Transport 2050*, TransLink is working towards the completion of the 850km regional Major Bikeway Network (MBN). This network will have bike routes that are protected from traffic or on quiet low speed streets that will be made safer and more comfortable for most riders. When complete it will connect major areas (Urban Centres) across Metro Vancouver.

In this phase of engagement, the gaps within the MBN and Urban Centre Bikeways were shared with the public and interested parties, and they were asked for their feedback on:

- 1) Level of support for finishing the short-term improvements for the Major Bikeway Network and Urban Centre bike pathways; and
- 2) The top five MBN gaps or locations they thought should be prioritized for improvements.

### OVERALL FEEDBACK

Respondents expressed strong support for finishing the short-term improvements for the Major Bikeway Network and Urban Centre bike pathways. Three quarters (75%) were strongly supportive, with another one in ten (11%) somewhat supportive. The remainder were neither supportive nor opposed (5%) or opposed (7%).



### Support/Opposition: Finishing short-term improvements for the MBN and UC bike pathways

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose ■ Don't know



N = 1671

Among the **86%** of respondents who were supportive, the most common **reasons for support** were:

- **Risk Reduction:** A major concern about the current gaps in the network was the lack of safety, forcing cyclists into high-traffic roads and unsafe intersections. Many respondents felt unsafe riding their bikes because of vehicle traffic and the potential for collisions. There was therefore strong support for separated bike lanes rather than shared roads or multi-use paths. Some respondents mentioned experiencing collisions or close calls with cars, leading to reluctance to cycle regularly.
- **Encouraging Cycling:** Gaps in the current network were seen as a significant barrier to cycling. Respondents stressed that a continuous, connected network is essential for encouraging new respondents and making cycling a viable transport option. Some respondents who currently don't cycle said they would start if better infrastructure existed. Many people mentioned avoiding cycling because some routes abruptly end, forcing them onto unsafe streets. Other respondents stated that they would cycle more if the network were safer and more complete. Cycling was also seen as a healthy, eco-friendly, and affordable mode of transport. Many supported prioritizing areas with large connectivity issues, like South Vancouver and Burnaby.
- **Reducing Car Dependency and Congestion:** Many supported improvements to help reduce the number of cars on the road, easing congestion and pollution. Some saw cycling as a solution to traffic problems, noting that fewer cars would make roads safer and air cleaner. Some argued for policies that prioritize bikes over cars, while others supported bike lanes but worried about impacts on traffic.
- **Positive Impact on Public Health and Climate Goals:** Many respondents linked cycling improvements to public health benefits, citing exercise, air quality, and reduced pollution. The health benefits were seen as a key reason to invest in safer cycling options. Some connected bike lane expansion to climate action goals, seeing it as a necessary shift away from car culture.
- **Equity and Accessibility:** Some respondents noted that bike lanes provide mobility options for people who can't afford cars. Others pointed out that many low-income areas are underserved by bike infrastructure. E-bikes and scooters were frequently mentioned as an important part of the future of transportation, requiring dedicated infrastructure.

Among the **7%** who were opposed, the most common concerns and **reasons for opposition** were:

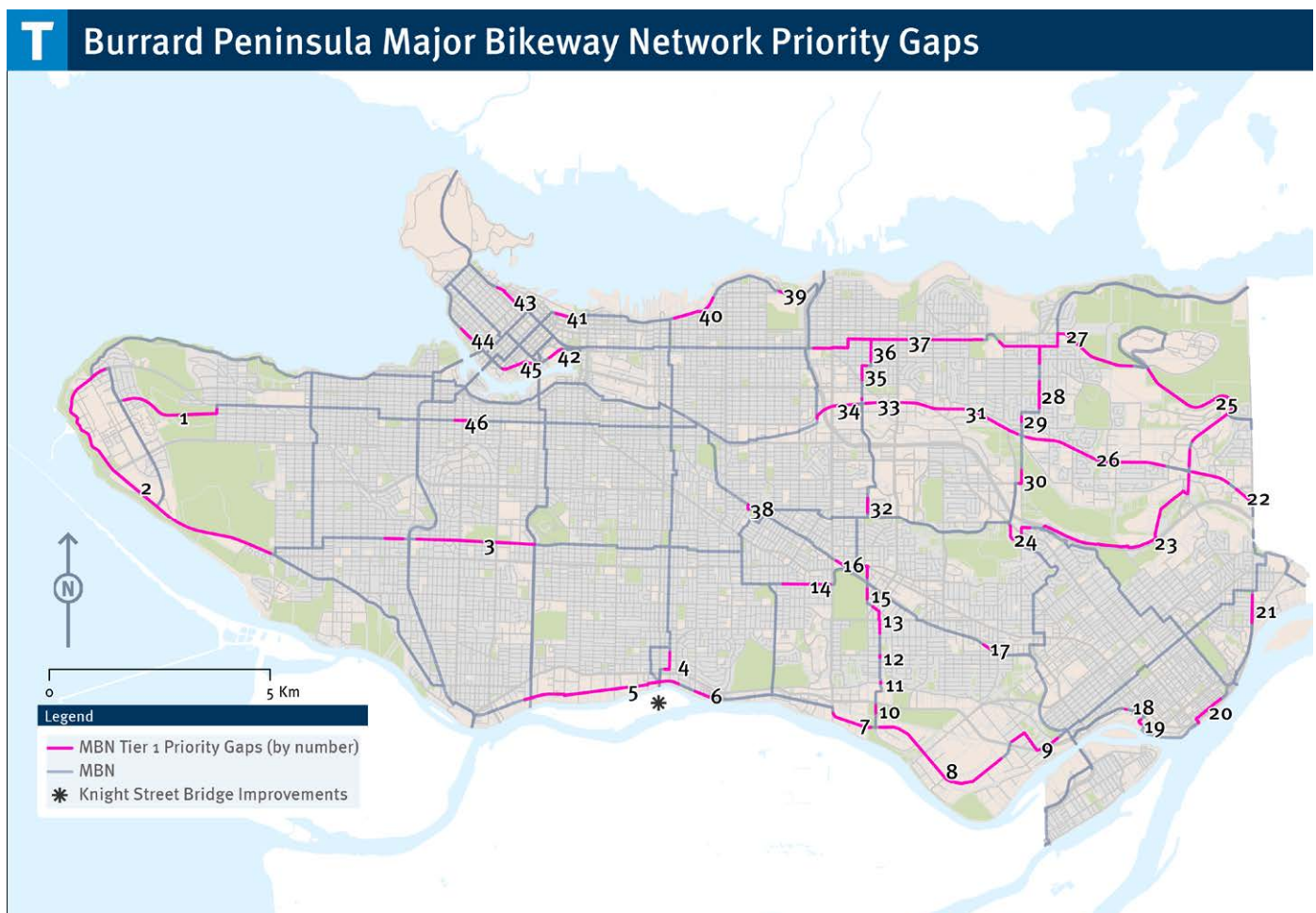
- **Traffic Congestion and Impacts on Drivers:** Some respondents felt that bike lanes reduce road space for cars, causing more traffic congestion. Some felt that road infrastructure should prioritize cars and public transit, rather than bicycles. Concerns were raised about bike lanes removing street parking, making it harder for businesses and residents.
- **Low Usage and Seasonal Limitations:** Some argued that bike lanes are underutilized, especially in rainy and winter months. Some felt that cycling is primarily a summer activity, with low ridership in colder seasons. Some felt that the cost of bike lane expansion was not justified by the number of cyclists using them.
- **High Costs and Waste of Public Funds:** Some respondents worried that the project's budget and expansion plan could lead to overbuilding or wasted resources. Some opposed the project due to financial concerns, arguing that bike lanes are too expensive for the limited number of users. Some felt that public transit investment should take priority over bike lanes. Others suggested that the current economic climate does not support further spending on cycling infrastructure.
- **Cyclist Behaviour and Lack of Enforcement:** It was common amongst the 7% of respondents who were opposed to feel that cyclists do not obey traffic laws, frequently running red lights and stop signs. Some felt that cyclists should be licenced and insured like drivers to ensure accountability. A few mentioned that e-bikes and scooters travel too fast, as they saw it creating safety risks for pedestrians and other cyclists.
- **Impact on Businesses:** Some felt that bike lanes were harming small businesses, particularly in Downtown Vancouver. Concerns were raised about reduced parking access affecting customer foot traffic. A few respondents pointed out that previous bike lane projects led to financial struggles for businesses in affected areas.
- **Focus Should Be on Public Transit Instead:** Of the 7% of respondents who were opposed, many argued that transit improvements (SkyTrain, bus expansion, etc.) should take precedence over cycling infrastructure. Some felt that investment in mass transit would reduce car dependency more effectively than bike lanes.
- **Safety Concerns for Pedestrians and Other Road Users:** Some respondents raised concerns that bike lanes are creating conflicts with pedestrians. Some felt that cyclists and e-scooters often ride on sidewalks, creating dangerous conditions for pedestrians. A few were frustrated with cyclists not using existing bike lanes and riding on roads or sidewalks instead. Some others stated that multi-use paths (shared with pedestrians) are not safe or effective due to pedestrians and cyclists sharing space.
- **Existing Bike Network is Sufficient:** Some respondents who are regular cyclists stated that current bike lanes are adequate, and additional lanes are unnecessary. A few mentioned that side streets and existing bike routes are already available, making expansion redundant.
- **Urban Planning and Infrastructure Priorities:** Several respondents felt that bike lanes are being prioritized at the expense of essential infrastructure projects. Some felt that bike lanes are being expanded too aggressively without clear long-term goals. A few felt that bike lanes are being built without proper planning or integration into the broader transportation network.
- **Equity Concerns and Limited Accessibility:** Some believed that bike lanes cater primarily to wealthier professionals who have access to showers and bike storage at work. A few believed that cycling is not a viable commuting option for most people, particularly those with long commutes or physical limitations.

Other **general comments and suggestions** about cycling infrastructure included:

- **Infrastructure Beyond Just Bike Lanes:** Some called for better integration with transit, making it easier to combine biking with public transportation. Many respondents emphasized that bike lanes alone are not enough and that other factors must be addressed, such as:
  - Proper maintenance (clearing debris, repainting faded lanes).
  - Better lighting for safety at night.
  - More bike parking and storage.
  - Signage and wayfinding to help cyclists navigate.
- **Lessons from Other Cities:** Some respondents cited examples from Copenhagen, Amsterdam, and Montreal, arguing that Vancouver should adopt best practices from cities with well-integrated cycling networks. Others mentioned the success of existing Vancouver bike routes and urged expansion of these well-used areas.
- **Education and Enforcement for All Road Users:** Several respondents argued for the need for education programs for both cyclists and drivers. Some suggested more enforcement against reckless cycling (e.g., riding on sidewalks, ignoring traffic laws). Others wanted stricter measures against dangerous driving to protect cyclists.

### TOP FIVE PRIORITIES

TransLink identified 47 priority gaps in the bike network to be addressed, and respondents were asked to identify their top five to prioritize. Participants were provided with the map and table below. Each gap is marked by a pink line and numbered to match the geographical locations listed in the table.



Please note that since the completion of BP ATP Phase 2 engagement, some of the priority gaps were found to have been incorrectly labeled. Where corrections have been made, the corrected labels are provided in parentheses in the table below.

NUMBER ON THE MAP	MBN PRIORITY GAP / LOCATION
1	University Blvd. from Blanca St. to Wesbrook Mall
2	SW Marine Dr. W. 41st Ave. to Wesbrook Mall
3	37th Ave. from Larch St. to Cambie St.
4	Borden Ave from 64th Ave. to 60th Ave.
5	Kent Ave. from Ash St. to Argyle St. (corrected label: Kent Ave. from Crompton St. to Argyle St.)
6	Kent Ave. from Victoria Dr. to Portside Dr.
7	North Fraser Way from Boundary Rd. to Glenlyon Pkwy.
8	North Fraser Way from Glenlyon Pkwy. to Glenwood Dr.
9	Willard St. from 10th Ave. to 22nd St.
10	Glenlyon Pkwy. from Marine Way to North Fraser Way
11	McKay Ave. at Marine Dr. (Intersection)
12	McKay Ave. from Southwood to Rumble St.
13	McKay Ave. from Victory St. to Willingdon Ave.
14	45th Ave. from McKinnon St. to Boundary Rd.
15	Patterson Ave. from Mayberry St. to Beresford St.
16	Vanness Ave. from Boundary Rd. to Kingsway
17	Prenter St. from Buller Ave. to Irmin St.
18	Stewardson Way from Kamloops St. to 5th Ave.
19	Stewardson Way from Rialto Court to 3rd Ave.
20	Columbia St. from Begbie St. to Elliott St.
21	E. Columbia St. from Debeck to Sherbrooke St.
22	North Rd. from Central Valley Greenway to Lougheed Hwy
23	Freeway Trail from Gaglardi Way to approximately Nursery St.
24	Deer Lake Ave. from Kensington Ave. to Sperling Ave.; Sperling Ave. from Deer Lake Way to Claude Ave.; Claude Ave. from Sperling Ave. to Wilton Ave.
25	Gaglardi Way from University Drive East to Lougheed Hwy

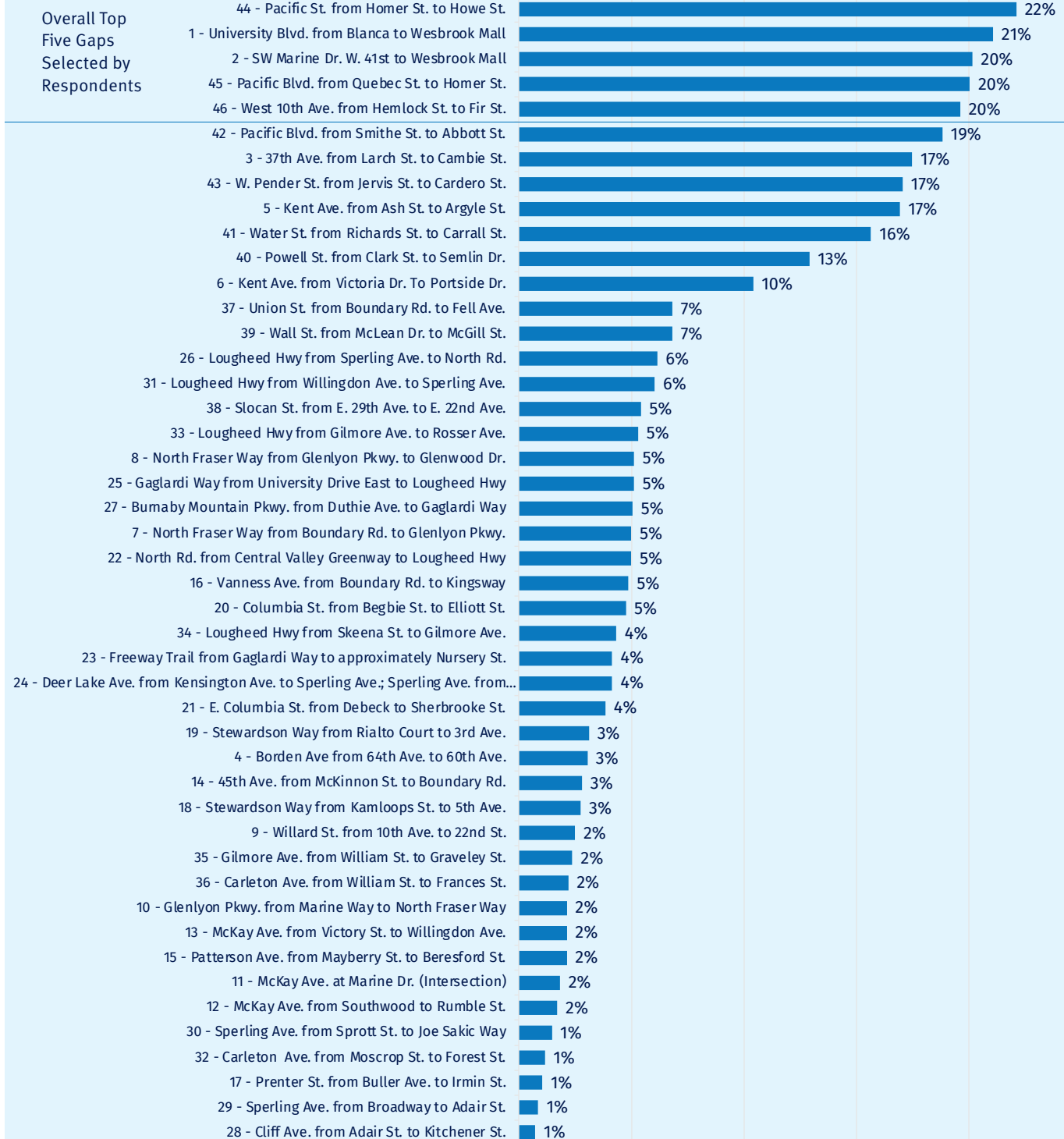


NUMBER ON THE MAP	MBN PRIORITY GAP / LOCATION
26	Lougheed Hwy from Sperling Ave. to North Rd.
27	Burnaby Mountain Pkwy. from Duthie Ave. to Gaglardi Way
28	Cliff Ave. from Adair St. to Kitchener St.
29	Sperling Ave. from Broadway to Adair St.
30	Sperling Ave. from Sprott St. to Joe Sakic Way
31	Lougheed Hwy from Willingdon Ave. to Sperling Ave.
32	Carleton Ave. from Moscrop St. to Forest St.
33	Lougheed Hwy from Gilmore Ave. to Rosser Ave.
34	Lougheed Hwy from Skeena St. to Gilmore Ave.
35	Gilmore Ave. from William St. to Graveley St.
36	Carleton Ave. from William St. to Frances St.
37	Union St. from Boundary Rd. to Fell Ave.
38	Slocan St. from E. 29th Ave. to E. 22nd Ave. (corrected label: Slocan St. from E. 29th Ave. to BC Parkway Trail)
39	Wall St. from McLean Dr. to McGill St. (corrected label: Wall St. from New Brighton Parking Lot to Commissioner)
40	Powell St. from Clark St. to Semlin Dr.
41	Water St. from Richards St. to Carrall St.
42	Pacific Blvd. from Smithe St. to Abbott St. (corrected label: Pacific Blvd. from Smithe St. to Quebec St.)*
43	W. Pender St. from Jervis St. to Cardero St. (corrected label: W. Pender St. from Hornby St. to Cardero St.)
44	Pacific St. from Homer St. to Howe St. (corrected label: Pacific St. from Thurlow St. to Jervis St.)
45	Pacific Blvd. from Quebec St. to Homer St. (corrected label: Pacific Blvd. from Richards St. to Smithe St.)*
46	West 10th Avenue from Hemlock St. to Fir St.

*\*Since the completion of BP ATP Phase 2 engagement, it has been confirmed that the segment of Pacific Blvd. from Richards St. to Quebec St. is a priority gap.*

The following graphs show the percentage of respondents who chose each priority gap, as well as the top three gaps selected within each local government area. Please note the original label names shown to respondents have been included in these graphs.

## Top Five Priority Gaps



### Top 3 Priority Gaps within Each Local Government Area\*

#### BURNABY:

26 - Lougheed Hwy from Sperling Ave. to North Rd.	6%
31 - Lougheed Hwy from Willingdon Ave. to Sperling Ave.	6%
33 - Lougheed Hwy from Gilmore Ave. to Rosser Ave.	5%

#### NEW WESTMINSTER:

8 - North Fraser Way from Glenlyon Pkwy. to Glenwood Dr.	5%
20 - Columbia St. from Begbie St. to Elliott St.	5%
21 - E. Columbia St. from Debeck to Sherbrooke St.	4%

#### VANCOUVER:

44 - Pacific St. from Homer St. to Howe St.	22%
45 - Pacific Blvd. from Quebec St. to Homer St.	20%
46 - West 10th Ave. from Hemlock St. to Fir St.	20%

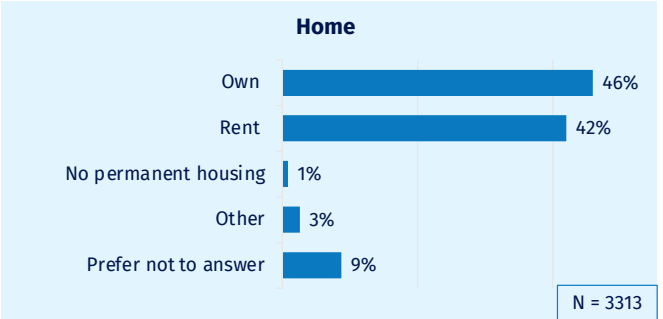
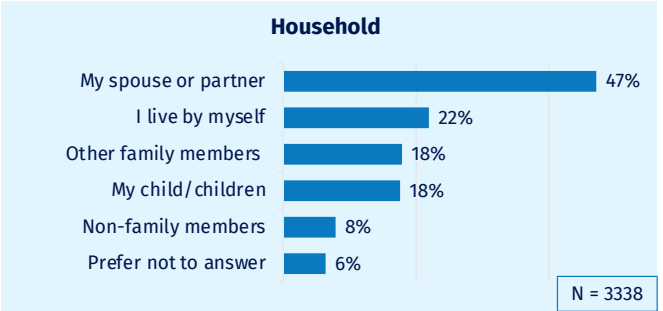
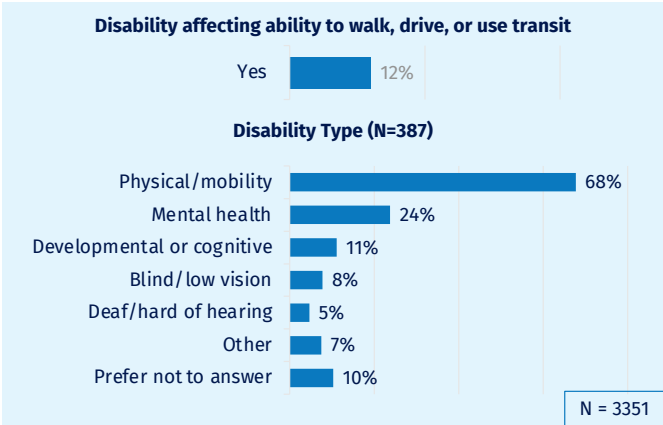
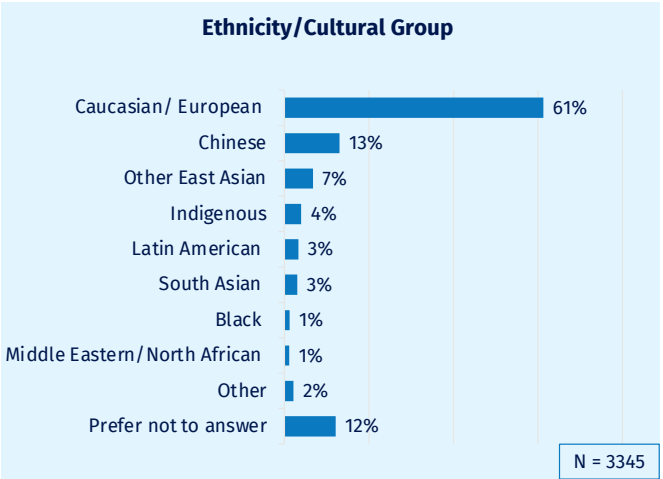
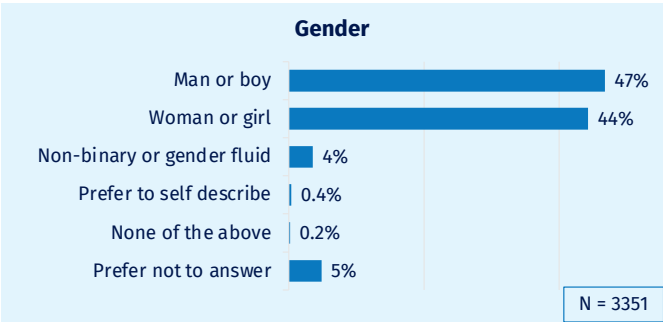
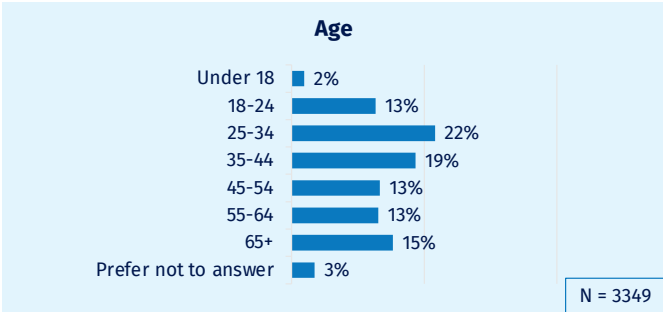
#### UBC AND UNIVERSITY ENDOWMENT LANDS:

1 - University Blvd. from Blanca to Wesbrook Mall	21%
2 - SW Marine Dr. W. 41st to Wesbrook Mall	20%

\* Within UBC and University Endowment Lands, there were only two priority gaps identified by TransLink

# 5.16 Survey: Who Responded

Below is a summary of respondent demographics:



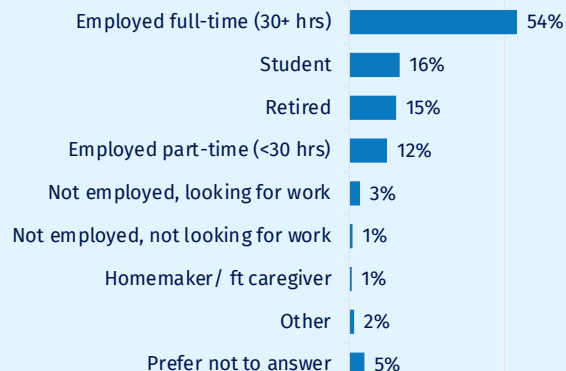


### Household income



N = 3343

### Job situation



N = 3353

### VANCOUVER/ UBC



### BURNABY



## 6. Next Steps

Over the next several months, the feedback gathered during this phase of engagement, alongside additional input from local, regional, and provincial partners and further technical analysis, will be used to refine the draft recommendations before they are finalized. The final Burrard Peninsula Area Transport Plan is expected to be completed in early 2026.

### Appendix A

Survey Responses

### Appendix B

Social Media

### Appendix C

Promotional Materials

### Appendix D

Engagement Collateral

### Appendix E

External Submissions

### Appendix F

CityHive

### Appendix G

Media Coverage

### Appendix H

Online Survey