



North Shore Area Transit Plan

Phase 3: Appendix 2 – Projects Considered

September 2012



NORTH SHORE AREA TRANSIT PLAN: Phase 3 Service and Infrastructure projects pre-evaluation

Projects developed as of end of Phase 3 consultation: June 15, 2012

Project ID	CONCEPT Project name and purpose	DESCRIPTION	BENEFITS What is this meant to address?	CONSIDERATIONS Known issues, constraints, considerations	SOURCE
1	New service to connect Squamish and Downtown Vancouver via Sea-to-Sky Highway, peak periods only	New Highway 99 Sea-to-Sky service connecting Squamish and Downtown Vancouver. Introduces hourly peak commuter transit option hourly via Park Royal.	Introduces commuter transit option from Squamish. Expands service to the north of Lions Bay.	Number and location of stops. New type of service. "Premium" fare. Connections with BC Transit.	Multiple.
2	Extends C11 to Hood Point on Bowen Island	Extended Community Shuttle C11 service to Hood Point. Provides more coverage and new connections on north Bowen Island.	Provides more coverage and new connections.	Terminus requirements. Roadway infrastructure.	Bowen Island Operator.
3	Redesigning Westmount Rd service (#253) to provide two-way service; Redesigning Lions Bay service (C12) via Caulfeild Rd	Replaces existing one-way loop on #253 with two-way service via Westmount Rd and Westridge Ave, terminating at Caulfeild. Creates new Community Shuttle route from existing C12 between Horseshoe Bay and Caulfeild via Marine Dr, replacing Caulfeild Dr, Keith Rd, and Marine Dr portion of existing #253.	Improves convenience and flexibility for passengers travelling in either direction. Improves direct connections to Ambleside Town Centre. Expands service coverage between Horseshoe Bay and Caulfeild via Marine Dr.	Facility requirements at Caulfeild. Connections (transfers) required to downtown (Caulfeild Dr, Keith Rd, and Marine Dr portion of existing #253). Other West Vancouver local routes under similar evaluation (#251, 252, 254, 256).	Project team with Blue Bus.
4	New service to connect Dundarave to Deer Ridge Dr via 21 St, Skilift Rd	Creates new Community Shuttle service between Deer Ridge Dr and Dundarave, via 21st St.	Introduces service to new community.	Development timing of new community. Turn-around in Deer Ridge. Private road.	Project team with Blue Bus. West Van Council member.
5	Redesigning Queens Rd, Mathers Ave services (#251, #252) to introduce two-way service	Redesigns two-way Community Shuttle routes between Dundarave and Park Royal replacing existing one-way #251 / #252 loops. Maintains existing local frequency in both directions, all days. Improves convenience and flexibility for passengers, connecting to more frequent service on Marine Dr.	Improves convenience and flexibility for passengers travelling in either direction. Connects two important local destinations. Provides capacity to match demand, improving service cost-effectiveness. Increases service frequency on Marine Dr corridor (#250/#250A)	Terminus requirements at Dundarave. Connections (transfers) required to downtown Vancouver. Availability of Community Shuttles	Project team with Blue Bus.
6	Redesigning British Properties, Chartwell local services (#254, #256) to provide two-way service	Redesigns two-way Community Shuttle routes replacing one-way #254 / #256 loops between Dundarave and Park Royal. Maintains existing local frequency in both directions, all day. Connects to more frequent service on Marine Dr.	Improves convenience and flexibility for passengers travelling in either direction. Creates east-west connection north of Trans-Canada Hwy. Provides capacity to match demand, improving service cost-effectiveness. Increases service frequency on Marine Dr corridor (#250/#250A).	Terminus requirements at Dundarave. Connections (transfers) required to downtown Vancouver. Availability of Community Shuttles.	Project team with Blue Bus.
7	New limited stop "B-Line" connecting Lynn Valley Town Centre and Vancouver via Lions Gate Bridge	New limited stop B-Line service connecting Lynn Valley to Downtown Vancouver via Lions Gate Bridge. Provides faster travel times via Marine Dr, 3rd St, Lonsdale Ave, and 29th St.	Provides and faster travel times across a corridor that has a high population and workplace concentration.	Redundancy of #229 and 240 (duplicates service). By-passes Lonsdale Quay.	TAC.
8	Frequency increases on #44, #250A, discontinue #258 service to UBC	Discontinued #258 service to UBC reinvested in #250A and #44. Increases frequency and meets capacity demands.	Improves efficiency of service by increasing opportunities for access. Maintains direct connection between West Vancouver and UBC.	Change in access and connections.	Project team.

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9	Stop consolidation along Georgia St	Consolidated Georgia St local stops in Downtown Vancouver. Improves travel times and provides more direct routing.	Provides more direct routing.	Change in access. Actual travel time savings.	Project team with Blue Bus, CMBC Service Planning.
10	New service to connect Horseshoe Bay and Brentwood Town Centre via Highway 1	New Highway 1 service connecting Horseshoe Bay to Brentwood Station. Introduces faster travel times via Highway 1 with 30 minute frequency all week.	Introduces faster travel time with express Hwy service. Better service coverage on corridor.	Access to stops and connecting routes. Eastern route terminus. Relation to frequent service on lower east-west corridor (Marine Dr, 3rd St, Cotton Dr). Waiting environment at Hwy stops.	Multiple.
11	Extends and modifies #256 to Capilano Rd via Woodcroft, Fullerton Ave Bridge	New Capilano River crossing extends #256 to Capilano Rd. Increases coverage and new connections via Woodcroft and Fullerton Ave Bridge.	Increases coverage and creates new connections.	Relation to potential redesign of #254/256. Redevelopment of Capilano/Marine area. Eastern terminus requirements.	TAC.
12	New service to connect Lonsdale Quay and Park Royal via Welch St	New Community Shuttle route connecting Lonsdale Quay to Park Royal. Increases coverage and connections via 1st St, Welch St, and Lower Rd.	Increases coverage, provides new connections, and simplifies routes.	Terminus requirements. Relation to existing #231. Phased implementation (starting with weekdays only).	Project team, modified from TAC suggestion.
13	New route connecting Grouse Mountain and Lynn Valley via Capilano Rd, Queens Rd, 29th St	New east-west route connecting Grouse Mountain and Lynn Valley Town Centre via Edgemont. Improves connections and convenience with all day, 30 minute frequency.	Provides continuous east-west connection, improving convenience and flexibility for passengers. Connects multiple neighbourhood centres (Edgemont, Lynn Valley).	Relation to proposed Park Royal to Lynn Valley via 29th, Queens route (ID #5) and Upper Lynn/Upper Lonsdale (ID #14).	PAC.
14	New limited stop "B-Line" connecting Dundarave and Phibbs Exchange via Marine Dr, 3rd St, Cotton Dr	New B-Line service connecting Dundarave and Phibbs Exchange. Provides more frequent and faster service via Marine Dr with stops approximately 800 metres apart and buses running every 15 minutes.	Provides more frequent service and faster travel times across a corridor that has a high population and workplace concentration. Extends major east/west corridor through Ambleside Town Centre. Connects multiple municipal town centres.	Existing network already provides frequent service on Marine Dr (Park Royal to Dundarave). Supports redesign of West Vancouver local service. Terminus requirements at Dundarave. Potential for multiple phase implementation.	Project team. Vision.
15	Increase SeaBus frequency to 10-minutes during peak hours	Increased SeaBus frequency improves convenience and passenger comfort with service every 10 minutes during weekday peak hours.	Improves convenience and comfort for passengers. Moves more people during peak periods.	Existing capacity primarily accommodates existing demand. High operating cost. Effect on timed bus connections at Lonsdale Quay.	Multiple.
16	Increase SeaBus evening and early morning frequency to 15-minutes and extend span of service	Increased SeaBus frequency extends service to every 15 minutes during early mornings and late evenings.	Extends span of service. Increases frequency of service.	Existing capacity primarily accommodates existing demand. High operating cost. Effect on timed bus connections at Lonsdale Quay.	SeaBus staff.
17	Redesign #246, both termini at Lonsdale Quay, introducing service on Fell Ave	Redesigned #246 service with two routes both originating at Lonsdale Quay. Improves connections and coverage via Fell Ave, interlines at north end.	Creates new connections, simplifies and expands coverage, and introduces service to Fell north of 3rd St.	Recently changed #246 through SOI to terminate downtown all day. Coverage on Capilano Rd and Ridgewood Dr lost if no other network changes made. Possibly more desirable if SeaBus headway is 10 minutes. Likely dependent on possible new 29th St/Queens Rd/Capilano Rd to Park Royal route.	Project team.

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18	Coordinate Saturday and Sunday bus services with SeaBus connections	Coordinated weekend #228 / #236 / #246 bus schedule aligns with SeaBus connections.	Aligns frequency of bus and SeaBus.	Phased implementation.	Project team.
19	Modifications to Upper Lynn, Lonsdale Ave and Capilano Rd services (#230, #247)	New Community Shuttle route connecting Lynn Valley Town Centre to Park Royal, revises #230 and cancels #247. Improves coverage, directness, and connections via Upper Lynn, North Lonsdale and Upper Capilano. Removes #230 Osborne Rd and Braemer Rd one-way loop.	Expands coverage and creates new connections. Creates efficiency and simplifies service. Provides more direct routing.	Change in access/connections for #247 and #230. Terminus location at top of Lonsdale. Road conditions in winter. Transfers required for #247 commuters to downtown.	Project team. Modified from CMBC Operator suggestion.
20	New service to connect Park Royal and Lynn Valley Town Centre via Capilano Rd, Queens Rd, 29th St	New east-west route connecting Lynn Valley Town Centre and Park Royal via Edgemont. Improves connections and convenience with all day, 30 minute frequency.	Improves east-west connection, via Edgemont Village. Connects municipal town centres (Ambleside, Lynn Valley)	Availability of Community Shuttles. Connections with other routes to be determined. Terminus configurations and space at Lynn Valley and Park Royal to be determined.	Modified from PAC suggestion.
21	New route from Park Royal to Lynn Valley Town Centre via Central Lonsdale	New route connecting Park Royal and Lynn Valley Town Centre. Increases coverage and connections via Marine Dr, Fell Ave, Larson Rd, Jones Ave, 19th St, Grand Blvd, and Lynn Valley Rd, with 30 minute frequency all week.	Increases coverage, provides new connections, and simplifies service.	Terminus requirements. Relation to proposed Park Royal to Lynn Valley via 29th, Queens route (ID #5).	TAC.
22	New connections on N24 NightBus to Lynn Valley Town Centre	Redesigns N24 NightBus connecting Downtown Vancouver and Lynn Valley Town Centre via Lonsdale Ave and 29th St. Improves connections while maintaining frequency.	Improves connection between downtown Vancouver and Lynn Valley Town Centre. Town Centre identifiable as transit destination. Project could be delivered quickly.	Terminus configurations, including turn-around and layover at Lynn Valley town centre to be determined (establishment of temporary on-street facilities possible in near-term).	Project team, with CMBC Service Planning.
23	Capacity and frequency increases on #230 and #240, discontinue #241	Increases capacity and frequency on #230 / #240. Reinvests resources from discontinued #241.	Contributes to developing a transit network convenient for all day and types of trips, rather than for a specialized downtown commuter service. Re-investing improves connections between downtown Vancouver and North Shore destinations in both directions. Helps create simple, intuitive and consistent transit network. Project could be delivered quickly.	Specific improvements to #230 to be identified (i.e. capacity or frequency adjustments). Losing one-seat ride for existing #241 users (North of Lonsdale Ave).	Project team.
24	New service to connect Lonsdale Quay and Vancouver via Low Level Rd, Second Narrows Bridge	New peak hour route connecting Lonsdale Quay and Downtown Vancouver. Creates new connections and increases directness via Low Level Rd and Second Narrows Bridge, with 30 minute frequency during weekday peaks.	Creates new connections and increases directness.	Bus stop infrastructure (Low Level Rd). Relation to existing services (#239, 4, 210/211). Shift times of Port employers. Possible phased implementation (LQ to Phibbs first).	TAC.
25	Extend #240 service to Lynn Valley Town Centre	Extends #240 service to Lynn Valley Town Centre. Improves connections and maintains frequency between Downtown Vancouver and Lynn Valley Town Centre via Grand Blvd and Lynn Valley Rd.	Improves connection between Downtown Vancouver and Lynn Valley Town Centre. Expands Frequent Transit Network and supports land use objectives.	Terminus configurations, including turn-around and layover at Lynn Valley town centre to be determined (establishment of temporary on-street facilities possible in near-term).	Project team.
26	Modifications to Lynn Valley local services (#210, #229)	Redesigns Lynn Valley service, replaces #210 / #229 Upper Lynn service with a new Community Shuttle route from Lynn Valley Town Centre to Phibbs Exchange. Maintains existing frequencies and connections to Lonsdale Quay and Downtown Vancouver.	Provides capacity to match demand, improving service cost-effectiveness. Helps create simple, intuitive and consistent transit network. Supports future frequency modifications.	Connections (transfers) required for upper Lynn Valley. Higher seasonal service demand to Lynn Canyon Suspension bridge during summer. Peak hour demand on #210 in upper Lynn.	Project team, with CMBC Service Planning.

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27	Replace Phibbs Exchange to Capilano University segments with frequent connecting service	Redesigned #28 / #130 / #239 terminate at Phibbs Exchange and replaced with frequent connecting service to Capilano University to increase efficiency.	Increases efficiency.	Change in access and connections. Terminus requirements. Accessibility (required transfers).	Project team.
28	New service connecting Lynn Valley and Deep Cove via Mountain Hwy, Mt Seymour Pkwy	New route connecting Lynn Valley Town Centre and Deep Cove. Increases connections, directness, and frequency via Mountain Hwy, Phibbs Exchange, Main St, Dollarton Hwy, Riverside Dr, Mt Seymour Pkwy, and Deep Cove Rd with 30 minute service midday, 15 minute weekday peak.	Creates new connections, increases directness and frequency.		PAC.
29	Extension of #255 service to Parkgate via Mt Seymour Pkwy	Extension of #255 eastward to Parkgate supports 2000 Area Transit Plan concept.	Meets previous commitments (2000 ATP).	Change in route since previous Area Transit Plan (Capilano University terminus).	Previous ATP (not implemented).
30	Modifications to #211 routing, service along Fairway Dr, Dollarton Hwy removed	Redesigned #211 route to Deep Cove improves directness and provides faster connections.	Provides faster connection to Deep Cove. Creates more direct route consistent with network design principles.	Change in access (removes service on Fairway).	Project team, with CMBC Service Planning.
31	New limited stop "B-Line" connecting Metrotown and Capilano University via Willingdon Ave	New limited stop #130 service connecting Metrotown and Capilano University, #28 terminating at Kootenay Loop. Improves directness and frequency of service, via Willingdon Ave.	Improves directness and frequency.	Differences in existing service span and frequency (#28, 130) over bridge.	Buzzer Blog.
32	Revise #239 routing to and from Lonsdale Quay via Forbes Ave, Esplanade Ave	Revised #239 route improves travel time to and from Lonsdale Quay via Forbes Ave and Esplanade Ave.	Improves directness.	Access to destinations on 3rd St.	Stage 1 Consultation/Buzzer Blog.
33	New route to Whytecliff Park in West Vancouver	New Community Shuttle route between Horseshoe Bay and Whytecliff Park. Increases coverage with initial frequency of 60 minutes all week.	Increases coverage.		Stage 1 Consultation/Public suggestion (phone)
34	NightBus service connecting Joyce Station and Lynn Valley Town Centre	New NightBus route connecting Joyce Station and Lynn Valley Town Centre increases span of service.	Increases span of service.		Stage 1 Consultation/Public suggestion (consultation workshop)
35	New service to connect Deep Cove and Park Royal via Mt Seymour Dr, 3rd St, Marine Dr	New direct route between Deep Cove and Park Royal revises existing #239 to improve connections and directness. Every second trip connects to Deep Cove via Mount Seymour Pkwy, 3rd St, and Marine Dr.	Creates new connections and improves directness.	Duplication of existing service (#211, C15) Connections to Capilano U.	Stage 1 Consultation/Public suggestion (consultation workshop)
36	New service to connect Vancouver and Grouse Mtn via Lions Gate Bridge, Capilano Rd, all day	New route connecting Downtown Vancouver and Grouse Mountain via Lions Gate Bridge improves connections and directness. Operates via Capilano Rd and Nancy Greene Wy daily.	Creates new connections and improves directness.	Duplication of existing service (#232, 236, 246, 247).	Stage 1 Consultation/Public suggestion (consultation workshop)
37	Increase SeaBus frequency to every 10-minutes all day, weekdays only	Increased SeaBus frequency to every 10 minutes all day, weekdays only.	Increases frequency.		Stage 1 Consultation/Public suggestion (consultation workshop)

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38	New service to connect Squamish and Downtown Vancouver via Sea-to-Sky Highway, midday to Park Royal only	New inter-regional Sea-to-Sky service provides new connections including two way service and midday service to Park Royal.	Provides new connections.		Stage 1 Consultation/Public suggestion (consultation workshop)
39	New route Lonsdale Quay to Phibbs Exchange via Keith Rd	New Community Shuttle route connecting Lonsdale Quay and Phibbs exchange improves directness via Keith Road.	Improves directness.	Duplication of existing services.	Stage 1 Consultation/Public suggestion (consultation workshop)
40	New service to connect Vancouver and Capilano University, by-passing Phibbs Exchange	New route connecting Downtown Vancouver and Capilano University improves directness, by-passing Phibbs Exchange.	Improves directness.	Duplication of existing services.	Stage 1 Consultation/Public suggestion (consultation workshop)
41	New service to connect Lonsdale Quay and Upper Lonsdale via St. Georges Ave, 23 St	New Community Shuttle route on Lonsdale Ave, 23rd St, and St. Georges Ave.	Improves coverage.	Network design principles (simplicity).	Stage 1 Consultation/Public suggestion (consultation workshop)
42	New service to connect Capilano University and Deep Cove via Mt Seymour Pkwy, by-passing Phibbs Exchange	New route connecting Capilano University and Deep Cove improves directness.	Improves directness.	Duplication of existing services.	Stage 1 Consultation/Public suggestion (online)
43	Redesigning Caulfeild Dr, Westmount Rd service (#253) to provide two-way service	Replaces existing on-way loop on #253 route with two-way service via Westmount Rd, Westridge Ave and Keith Rd, Caulfeild Dr connecting at Caulfeild Village. Maintains frequency, all day, in both directions.	Improves convenience and flexibility for passengers travelling in either direction. Improves connections to Ambleside Town Centre.	Road geometry.	Stage 1 Consultation/Consultation feedback on original #253/C12 concept
44	Modifications to #258 to allow stops through Downtown Vancouver and 4th Ave	Modified #258 stopping pattern to UBC follows existing #44 route and stops, maintains existing frequency. Pick-up only eastbound between UBC and Downtown to ensure capacity available for West Vancouver-bound customers.	Increased complexity of stop signs for those shared by both #44 and #258. Pick-up only eastbound between UBC and Downtown to ensure capacity available for West Vancouver-bound customers.		Stage 1 Consultation/Consultation feedback on original #258 concept
45	New service to connect Snug Cove and Cowans Point on Bowen Island	New Bowen Island Community Shuttle route connecting Snug Cove and Cowans Point. Improves coverage with 60 minute frequency all week.	Improves coverage.		Stage 1 Consultation/Public suggestion (online)
46	New service to connect Snug Cove and Taylor Road on Bowen Island	New Bowen Island Community Shuttle route connecting Snug Cove and Taylor Rd area. Improves coverage with 60 minute frequency all week.	Improves coverage.		Stage 1 Consultation/Public suggestion (phone)

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47	New limited stop "B-Line" service connecting Park Royal and Phibbs Exchange via Marine Dr, 3rd St, Cotton Dr	New "B-Line" service provides more frequent and faster service via Marine Dr with stops approximately 800 metres apart and buses running every 15 minutes.	Provides more frequent service and faster travel times across a corridor that has a high population and workplace concentration.	Existing network already provides frequent service on Marine Dr (Park Royal to Dundarave). Supports redesign of West Vancouver local service. Terminus requirements at Dundarave. Potential for multiple phase implementation.	Stage 1 Consultation/Project revision
48	New east-west route connecting Park Royal and Phibbs Exchange via Lynn Valley Town Centre via Capilano Rd, Queens Rd, 29th St, Mountain Hwy	New east-west route connecting Park Royal and Phibbs Exchange via Edgemont and Lynn Valley Town Centre. Improves connections and convenience with all day, 30 minute frequency.	Provides continuous east-west connection. Connects municipal town centres.	Connections with other routes. Terminus requirements at Phibbs and Park Royal. Routing through Edgemont (via Edgemont or Ridgewood). Possible future phase of project #S20.	Stage 1 Consultation/Consultation feedback on original Lynn Valley to Phibbs concept
49	New service to connect Riverside Dr and Phibbs Exchange	New Community Shuttle route connecting Riverside Dr and Phibbs Exchange. Provides expanded coverage and new connections in Seymour River area. Introductory 30 minute service all week.	Improves coverage.	Road geometry. Pedestrian infrastructure.	Stage 2 Consultation/Public suggestion (letter)
50	Revised Pemberton Heights, British Properties service to extend coverage to Rabbit Ln, Moyne Dr	New Community Shuttle route expands service coverage in Sentinel Hill and British Properties. Introductory 30 minute service all week.	Improves coverage.	Road geometry. Pedestrian infrastructure.	Stage 2 Consultation/Public suggestion (letter)
51	New Community Shuttle route Lonsdale Quay to Edgemont via Fell Ave	New Community Shuttle route expands service coverage and connections between Lonsdale Quay and Edgemont area. Introductory 30 minute service all week.	Improves coverage.	Road geometry.	Stage 2 TransLink Listens
52	Terminate all North Shore buses at Phibbs. Connect to frequent service to across Ironworkers Memorial Bridge.	Redesigned #28 / #130 / #210 / #211 / #214 terminate at Phibbs Exchange and replaced with frequent connecting service across Ironworkers Memorial Bridge to increase efficiency.	Increases efficiency. Allows more efficient frequency changes in future.	Change in access and connections. Terminus requirements. Accessibility (required transfers).	Stage 2 TransLink Listens
53	New route Upper Lonsdale to Capilano University via Lonsdale, 3rd St	New route connecting upper Lonsdale with Capilano University via Lonsdale Ave, 3 St. Introductory 30 minute service all week.	Improves connections.	Duplication of existing services (#229, 230, 239)	Stage 2 Angus Reid Forum
54	New Highway 1 service between Capilano University and Park Royal via Taylor Wy, PEAK ONLY	New route connecting Park Royal and Capilano University. Improves convenience and connections via Taylor Wy, Highway 1. Peak-only weekday service, every 30 minutes.	Improves connections.	Access to stops and connecting routes. Relation to frequent service on lower east-west corridor (Marine Dr, 3rd St, Cotton Dr). Waiting environment at Hwy stops.	Stage 2 Online Questionnaire
55	Redesigning #255 service to make connections at Phibbs Exchange	Redesign #255 to connect with other services at Phibbs Exchange. Existing service levels maintained.	Improves connections.	Facility requirements at Phibbs. Change in travel time.	Stage 2 Online Questionnaire
56	New route Lonsdale Quay to Capilano University via Keith Rd	New route connecting Lonsdale Quay to Capilano University via Lonsdale Ave, Keith Rd. Introductory 30 minute service all week.	Improves connections.		Stage 2 Online Questionnaire
57	Redesigning #230 service to route via Montroyal Blvd to Grouse Mtn every second trip.	Redesigned #230 connects Lonsdale Ave with Grouse Mtn via Montroyal Blvd. Alternates trips with existing service on Osborne, Princess, Braemar.	Improves connections.	Loss of service on Osborne, Princess, Braemar. Would need new coverage route.	Stage 2 Online Questionnaire

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58	Modifications to Lynn Valley local service (#229)	Redesigns Lynn Valley service, replaces #229 Lynn Valley service with a new Community Shuttle route from Lynn Valley Town Centre to Phibbs Exchange. Maintains existing frequencies and connections to Lonsdale Quay.	Provides capacity to match demand, improving service cost-effectiveness. Helps create simple, intuitive and consistent transit network. Supports future frequency modifications.	Connections (transfers) required between Lynn Valley Centre and Phibbs Exchange. Higher seasonal service demand to Lynn Canyon Suspension bridge during summer; addressed operationally, or by #228.	Revised project based on consultation feedback, additional analysis
Infrastructure projects (ATP)					
I-1	New Dunderave transit exchange and facilities	New Dunadrave transit facility improves customer experience and operations.	Improves customer experience and operations. Provides land use integration.		Project team with Blue Bus
I-2	Park Royal Exchange passenger and transit improvements	New or redesigned Park Royal Exchange, passenger facility, and end-of-trip facility improves customer comfort, safety, and usability.	Improves customer comfort, safety, and usability. Serves new connections and increased travel demands. Supports future network changes by meeting expected bus requirements. Supports potential Park Royal redevelopment.	Role of Park Royal in network. Surrounding land use. Access via bus, Kiss & Ride, walking, and cycling. Integration with shopping centre.	Multiple.
I-3	Extended Georgia St transit priority lane hours, increases speed and reliability, to 7pm daily.	Provides service reliability and speed benefits for a high capacity transit corridor connecting the North Shore and Downtown Vancouver. Aligns existing priority lane availability with longer evening rush hour period at relatively modest costs.	Improves customer comfort, safety, and usability. Serves new connections and increased travel demands. Supports future network changes by meeting expected bus requirements. Supports future development and integration with community Transit priority increases speed and reliability	Requires CoV/MoT involvement. Requires additional study.	Multiple.
I-4	New Lower Capilano transit facility	New Capilano Rd and Marine Dr transit facility improves connections, operations and customer experience.	Improves customer experience and operations.		Project team. DNV Charrette.
I-5	Expanded Marine Drive transit priority, east of Garden Ave	Extension of Marine Drive transit priority eastward to improve speed and reliability through bus priority signals.	Improves speed and reliability.		Multiple.
I-6	New Capilano Rd transit priority lane and signals	New Capilano Road transit priority lane improves speed and reliability southbound to Marine Dr from 21st St.	Improves speed and reliability.		Project team. DNV Charrette.
I-7	Waterfront Station passenger improvements	Redesigned SeaBus Terminal and Waterfront Station pedestrian bridge and connection environment improves customer experience.	Improves customer experience.		Multiple.
I-8	Lonsdale Quay Exchange passenger and transit improvements	Improved Lonsdale Quay transit facility meets increased travel demands and improves customer comfort, safety, and usability.	Improves customer comfort, safety, and usability. Serves new connections to meet increased travel demands. Supports future network changes by meeting expected bus requirements. Supports future development of Lower Lynn town centre.	Implementation of current Lonsdale Quay Station Area plan. TransLink's Supplemental Plan includes design funding.	Multiple.
I-9	New Lonsdale Ave transit priority signals	New Lonsdale Ave bus priority signals improve speed and reliability.	Improves speed and reliability.	Including signal coordination with MoT signals at Hwy 1.	TAC.
I-10	New Lynn Valley transit exchange and facilities	New on-street facility located in Lynn Valley Town Centre serves new routes and connections while improving customer experience and operations.	Improves speed and reliability.		TAC.

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I-11	Phibbs Exchange passenger and transit improvements	Redesigned Phibbs Exchange, passenger facility, and end of trip facility improves customer comfort, safety, and usability.	Improves customer comfort, safety, and usability. Serves new connections and increased travel demands (including Park & Ride). Supports future network changes by meeting expected bus requirements.	Role of Phibbs Exchange in network. Surrounding land use. Access via bus, Park & Ride, Kiss & Ride, walking, and cycling.	Multiple.
I-12	New consolidated Capilano University transit exchange and facility.	New Capilano University Transit Exchange improves customer experience, serves new connections, and meets increased travel demands.	Improves customer experience.	Recent upgrades to existing facility	Multiple.
I-13	New bus stop at Sunset Beach for #259 / C12 services	New Sunset Beach bus stop at Hwy 99 and Lawrence St improves access.	Improves access.	DWV working with MoT to re-instate stop removed through Sea to Sky highway project.	Public consultation (online)
I-14	New transit priority lanes/signals on Cotton Dr at Main St	New Phibbs Exchange transit priority access improves speed and reliability on Cotton Dr and Main St.	Improves speed and reliability.		Public consultation (online)
I-15	Improved transit priority between Second Narrows Bridge and Downtown Vancouver	Redesigned transit priority between 2nd Narrows Bridge and Downtown Vancouver improves speed and reliability via McGill St, Nanaimo St, Dundas St, and Powell St.	Improves speed and reliability.	City of Vancouver.	Public consultation (online)

Current to 06/15/2012

STUDIES

-	Study: North Shore Rapid Transit.	Initiate North Shore rapid transit study. Includes feasibility, scope, alignment, and technologies.	Increases capacity and supports land use.		Project team. TAC.
-	Study: New flexible, on-demand service type.	Explore opportunities to provide new, low demand services where appropriate on the North Shore. Increases efficiency and coverage.	Increases efficiency and coverage.	Requires regional study; with North Shore application. Includes services for specific markets (e.g. Seniors).	Project team. TAC. PAC.

2012 "Moving Forward" Supplemental Plan Project

	SeaBus Frequent Transit Network (evening and weekend frequency). Phased in over Supplemental period.	Increased SeaBus service frequency expands and strengthens the Frequent Transit Network, with service every 15 minutes on evenings and weekends.	Expands and strengthens the FTN.	Did not proceed due to 2012 Supplemental Plan funding challenges; assumed to be included in future annual plans.	TransLink
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Network Management Program (includes Low Impact Service projects)					
	Articulated buses on #239.	Increased #239 vehicle capacity with articulated bus to match increased ridership and reduce crowding.	High ridership and crowding; building towards rapid service identified in Vision.	Depot. Bus stop geometrics.	CMBC SP
	Mix vehicle size on #212.	Reduced #212 vehicle capacity with Community Shuttle on evenings and weekends improves efficiency.	Creates more efficient service. Provides appropriate capacity to demand without reducing service levels.	Bus stop geometrics.	CMBC SP
	Mix vehicle size on #232.	Reduced #232 vehicle capacity with Community Shuttle during evenings improves efficiency.	Efficiency. Provide appropriate capacity to demand without reducing service levels.	Bus stop geometrics.	CMBC SP
	#210 peak and off-peak frequency increase.	Increased #210 peak and midday service frequency to meet capacity demands.	Capacity: Provides additional capacity during peak and off-peak periods.		Project team.
	#211 off-peak frequency increase.	Increased #211 off-peak service meets 2000 ATP frequency commitments.	Meets previous commitments (2000 ATP) and increases frequency.		Previous ATP (not implemented). Public suggestion.
	#214 peak frequency increase.	Increased #214 peak service meets 2000 ATP frequency commitments.	Meets previous commitments (2000 ATP) and increases frequency.		Previous ATP (not implemented).
	#228 a.m. peak frequency increase	Increased #228 morning peak service improves frequency.	Improves frequency.		Public suggestion.
	#229 peak frequency increase; extend service span.	Increased #229 peak service and extend span of service of Westlynn segment into evenings and weekends provides additional capacity.	Provides additional capacity during peak periods. Increases span of service.	Timed connections at SeaBus.	TAC. Public suggestion.
	#230 peak and off-peak frequency increase .	Increased #230 peak and off-peak service frequency to provide additional capacity.	Provides additional capacity during peak and off-peak periods.	Timed connections at SeaBus.	Project team.
	#231 extend service span.	Extended #231 span of service outside peak periods.	Increases span of service.		Public suggestion.
	#232 frequency increase and span of service.	Increased #232 frequency and span of service to every 15 minutes all week.	Increases frequency and span of service.		TAC. Public suggestion.
	#240 peak and off-peak frequency increase.	Increased #240 peak and midday service frequency provides additional capacity.	Provides additional capacity during peak and off-peak periods.		Project team.
	#246 evening frequency increase.	Increased #246 service frequency to 30 minutes during evenings.	Increases frequency.	Service recently reduced through Service Optimization.	Public suggestion.
	#250 frequency increase.	Increased #250 service frequency midday and weekends to Horseshoe bay and extended #250A trips provide additional capacity during off-peak periods.	Provides additional capacity during off-peak periods.		Project team. West Van Blue Bus. PAC.
	#255 peak and off-peak frequency increase .	Increased #255 peak and midday frequency weekdays and Saturdays provides additional capacity.	Provides additional capacity during peak and off-peak periods.		Project team. West Van Blue Bus.
	#257 seasonal increase.	Increased #257 permanent season service and overloads accommodates ferry demand.			Project team. West Van Blue Bus.
	C12 Lions Bay peak and off-peak frequency increase.	Increased C12 Lions Bay peak and midday service frequency meets Transit Service Guidelines of every 30 minutes.	Provides minimum level of service frequency.	Low existing demand.	Project team (TSG).
	West Vancouver midday frequency.	Increased West Vancouver #251 / 252/ 253 / 254 / 256 midday service frequency meets transit service guidelines of every 30 minutes.	Provides minimum level of service frequency.	Low existing demand. Alternative to redesign of network.	Project team (TSG).
	Midday, weekend service on #231 Harbourside.	Extended #231 Harbourside daily midday service increases span of service.	Increases span of service.		TAC.
	Extend Bowen Island service span.	Extended C10 and C11 Bowen Island service meets all BCFerry sailings.	Increases span of service.		BICT.

NORTH SHORE AREA TRANSIT PLAN: Phase 3 Service and Infrastructure projects pre-evaluation

Projects developed as of end of Phase 3 consultation: June 15, 2012

Project ID	CONCEPT Project name and purpose	DESCRIPTION	BENEFITS What is this meant to address?	CONSIDERATIONS Known issues, constraints, considerations	SOURCE
Not Vision-Aligned					
	New direct UBC service (from Lonsdale Quay).	Creates new peak-only route from Lonsdale Quay to UBC. Non-stop in City of Vancouver.	Improves directness.	Inconsistent with network design principles and Vision.	TAC, public.
	#257 extension to Pacific Central Station.	Extends route to Pacific Central Station.	Meets previous commitments (2000 ATP).	Inconsistent with network design principles and Vision.	Previous ATP.
	Cypress Mtn service.	Creates new service to Cypress Mtn.	Provides new connections and increases service coverage.	Inconsistent with Vision.	Stakeholder.
	Bowen Island to downtown Vancouver (bus on ferry).	Introduce new route connecting Bowen Island and downtown Vancouver, including bus on BC Ferry.	Improves directness.	Inconsistent with network design principles and Vision.	Bowen Council member (Jan-12 EO meeting)
	Phibbs Exchange to UBC.	Introduces new route direct Phibbs Exchange to UBC	Improves directness.	Inconsistent with network design principles and Vision.	MLA (Jan-12 EO meeting)
	New direct service to SFU Burnaby Mountain.	Creates new route direct from Park Royal, Phibbs Exchange to SFU.	Improves directness.	Inconsistent with network design principles and Vision.	Public suggestion.
	New direct route Phibbs to Oakridge-41st Stn via Rupert, Joyce.	Creates new route connecting North Shore, Millennium, Expo and Canada Lines.	Improves directness.	Inconsistent with network design principles and Vision.	Public suggestion.
	Expand service coverage past Deep Cove.	Creates new route or extends existing routes past Deep Cove.	Improves service coverage.	Inconsistent with Vision.	Public suggestion.
	Improve local service in Squamish.	Increases frequency of local bus service in Squamish.	Improves service coverage.	Inconsistent with Vision.	Public suggestion.
	Re-instate Express Deep Cove / Downtown service	(Re) introduces direct service connecting Deep Cove and downtown Vancouver, by-passing Phibbs Exchange		Inconsistent with network design principles and Vision.	Public suggestion.
	Re-instate Express Lynn Valley / Downtown service	(Re) introduces direct service connecting Upper Lynn Valley and downtown Vancouver, by-passing Phibbs Exchange		Inconsistent with network design principles and Vision.	Public suggestion.

Minor Infrastructure projects (Forwarded to TL Infrastructure Planning and Roads)

Lions Bay Park & Ride improvements.	Makes improvements to existing Park & Ride facility.	Improves customer experience. Creates intermodal exchange.		
Marine Dr at 3rd St bus priority.	Implements Marine Dr queue jumper at 3rd St, Keith Dr, Bewicke Ave, westbound from both 3rd St and Keith Dr.	Improves speed and reliability.		
3rd St at Forbes Ave bus priority.	Queue jumper westbound 3rd St at Forbes Ave.	Improves speed and reliability.		
Grouse Mtn terminal facility.	Improves customer amenities at Grouse Mtn.	Improves customer experience and operations.		
Wayfinding to Grouse Mtn.	Improves wayfinding for connecting routes from Downtown Vancouver to Grouse Mtn.	Improves customer experience and legibility.		

NORTH SHORE AREA TRANSIT PLAN: Phase 3 Service and Infrastructure projects pre-evaluation

Projects developed as of end of Phase 3 consultation: June 15, 2012

Project ID	CONCEPT Project name and purpose	DESCRIPTION	BENEFITS What is this meant to address?	CONSIDERATIONS Known issues, constraints, considerations	SOURCE
Out of Scope Projects (Forwarded to appropriate TL/Operations staff)			Benefits	Responsibility	Source
	Introduce HandyDART to Bowen Island.	Provides dedicated HandyDART vehicle on Bowen Island.	Improves service coverage and accessibility.	Access Transit.	Bowen Island operator.
	Community Pass	Introduces Community Pass.	Modifies fare policy.	Strategic Planning & Policy.	TAC, Bowen Island Operator.
	SeaBus Fare.	Provides one-zone fare if no connections made.	Modifies fare policy.	Strategic Planning & Policy.	Multiple.
	Family Fare.	Provides discounts for families of four.	Modifies fare policy.	Strategic Planning & Policy.	Multiple.
	Regional Fare policy.	Reviews zone fare policy.	Modifies fare policy.	Strategic Planning & Policy.	TAC, multiple.
	Specific new trips.	E.g. additional westbound trip on #2XX at 8:16 a.m.	Improves operations.	CMBC Service Planning, West Vancouver Blue Bus.	Multiple.
	Schedule alignment - West Vancouver.	Reviews scheduling of West Vancouver routes to provide more even headways to avoid bunching on Marine Dr and at Park Royal.	Improves scheduling.	West Vancouver Blue Bus.	PAC.
	New North Shore transit centre (depot).	Replaces existing CMBC depot.	Improves operations.	CMBC Infrastructure.	Operations.
	North Shore transit centre (depot) community impacts.	Mitigates existing depot impacts on neighbourhood.	Improves customer service experience. Mitigates impact on neighbourhood.	CMBC Operations; TL Customer and Public Engagement.	DNV Council member.
	Schedule reliability.	Reviews schedule reliability to meet Transit Service Guidelines.	Improves reliability.	CMBC Service Planning, West Vancouver Blue Bus.	Multiple.
	Park & Ride policy.	Develops policy on regional Park & Ride network.	Creates intermodal exchange.	Strategic Planning & Policy.	Vision workshops.
	New types of transit vehicles and technology.	Introduces vehicle types and technology that are new to region. Includes streetcar, gondola, marine, on-demand, electric, hybrid.	Reduces emissions. Increases capacity and efficiency.	Capital Management.	Multiple. Buzzer Blog.
	Water taxi.	Introduces new marine service connections.	Creates new connections.	Planning.	Multiple. Bowen Council member.
	Sidewalks at Park Royal, Taylor Way.	Improves sidewalks for accessibility (including Seniors).	Improves municipal sidewalks	Municipal.	Bowen Council member.
	Bus bike rack capacity.	Accommodates more than 2 bikes per bus.	Creates intermodal exchange.	TL Engineering & Implementation.	TAC.
	School service.	Better aligns schedules and capacity with school start and end times.	Improves scheduling.	CMBC Service Planning, West Vancouver Blue Bus.	Multiple. PAC.
	Compass Card availability.	Provides card vending machines at Horseshoe Bay ferry terminal.	Improves fare availability.	Compass Card implementation team.	Public suggestion.