



Northeast Sector Area Transit Plan

Appendix C

Recommended
Near-Term Priorities

July 2015

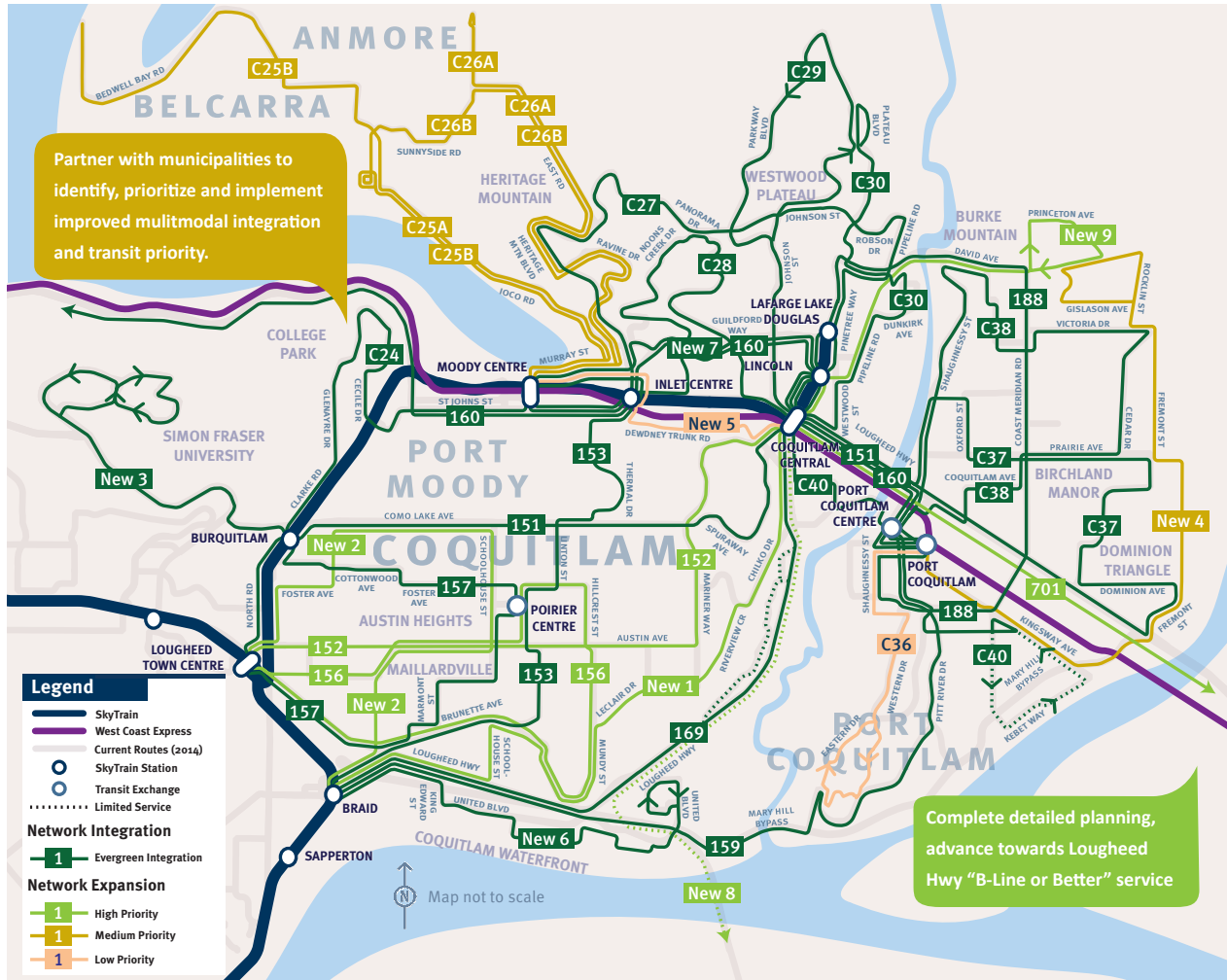


Table of Contents

1. Recommended near-term priorities	3
2. Evergreen integration.....	4
Evergreen integration: 97 B-line, C24, New 7	4
Evergreen integration: 160, 190.....	6
Evergreen integration: 143, 151, 153, 157, New 3	8
Evergreen integration: 188.....	10
Evergreen integration: 159, 169, C40, New 6	12
Evergreen integration: C27, C28, C30, 178, New 7	14
Evergreen integration: C37, C38.....	16
3. Expansion: High priority	18
High priority: 152, 156, New 1, New 2	18
High priority: New 9	20
High priority: New 8	21
High priority: Lougheed Highway B-Line or better study	22
4. Expansion: Medium priority	23
Medium priority: C37, C38, New 4.....	23
Medium priority: C25 A/B, C26 A/B	25
Medium priority: 701 local service	27
Medium priority: Infrastructures initiatives.....	29
5. Expansion: Low priority	30
Low priority: C36	30
Low priority: New 5	32

1. Recommended near-term priorities

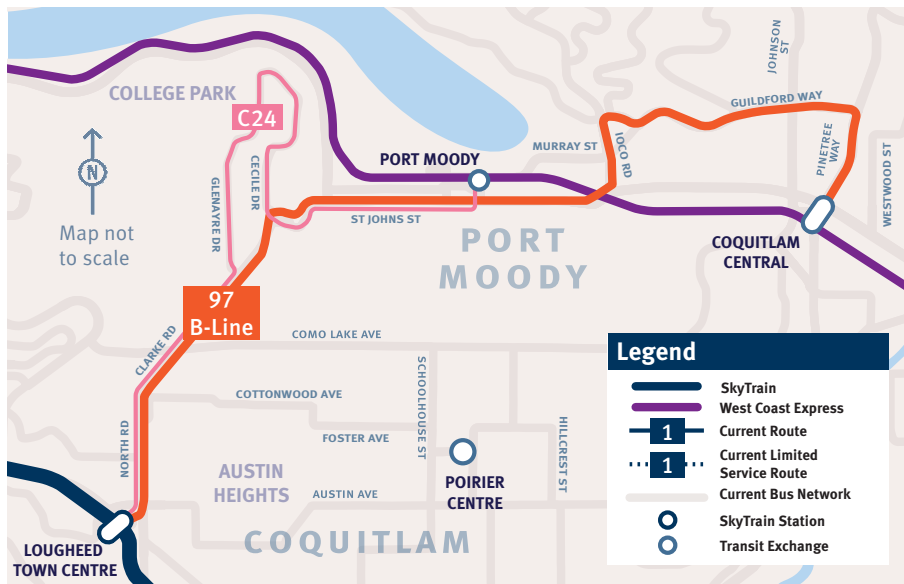
Recommended near-term priorities (categorized by priority level)



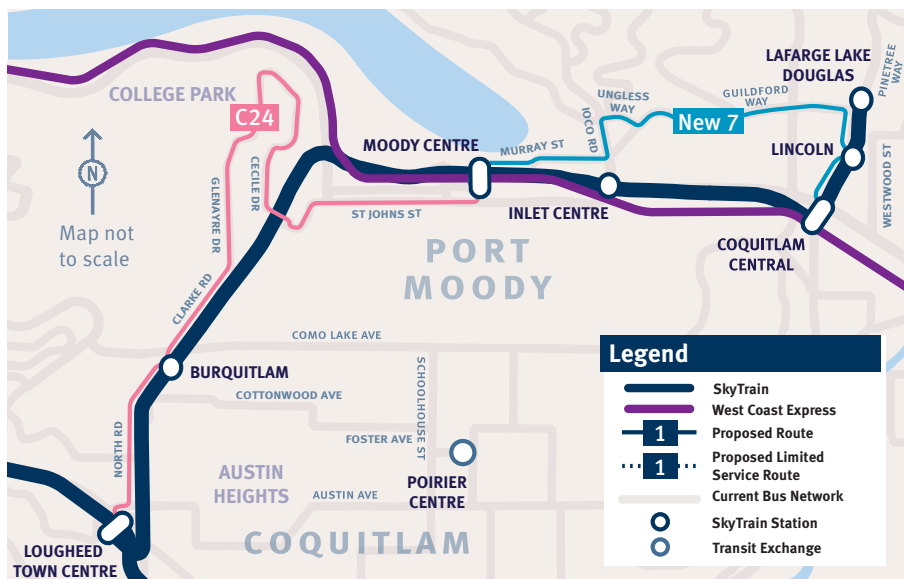
2. Evergreen integration

Evergreen integration: 97 B-line, C24, New 7

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C24	30/60	15	Minibus	Minibus
97 B-Line	15	7	Bus	Articulated

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C24	30/60	15	Minibus	Bus
New 7	15/30	10	Bus	Articulated

RECOMMENDED CHANGES:

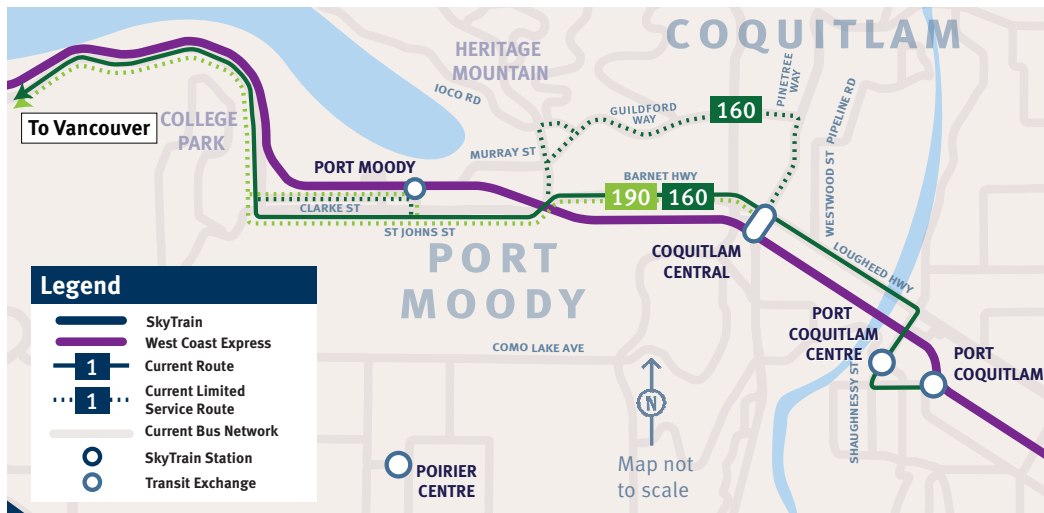
- Reduce duplicate routes by removing the 97 B-Line once the Evergreen extension of the Millennium Line is operational.
- Introduce New 7 to maintain all day frequent and local stop service on Guildford Way in Coquitlam and Murray Street in Port Moody.
- Use a conventional bus to increase capacity on the C24 during peak periods.

OUTCOMES:

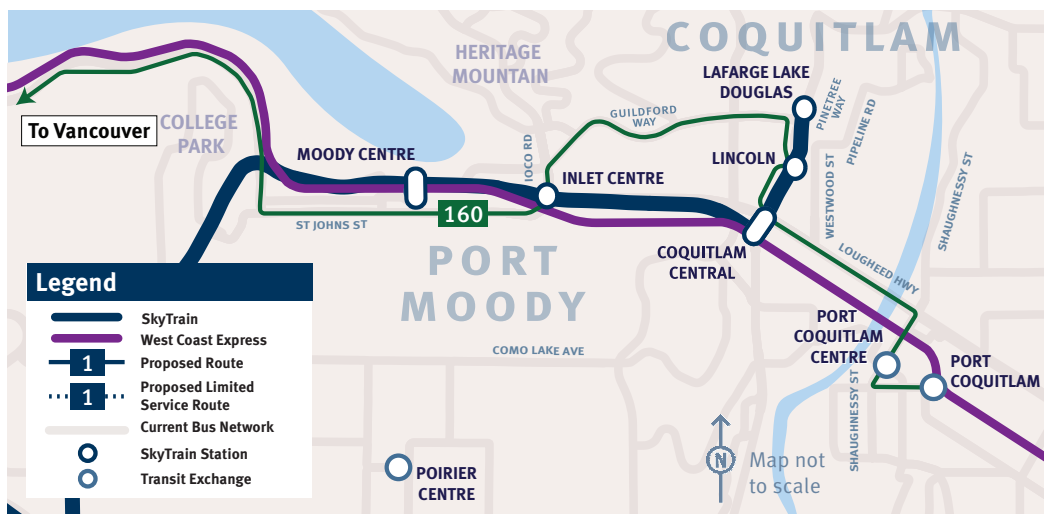
- SkyTrain extension introduces fast, more frequent and reliable connections between Coquitlam, Port Moody and the regional rapid transit network.
- Resources like buses and revenue hours from discontinued 97 B-Line become available to help implement other recommended network changes.
- Local bus service along the majority of North Road, Clarke Road and St. Johns Street maintained using C24.
- Use of conventional bus during peak periods on C24 provides more seats for customers to help reduce overcrowding along Clarke Road, St. Johns Street and in College Park.

Evergreen integration: 160, 190

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
160	30	15	Bus	Bus
190	-	30/60	-	Bus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
160	30/60	30	Bus	Bus

RECOMMENDED CHANGES:

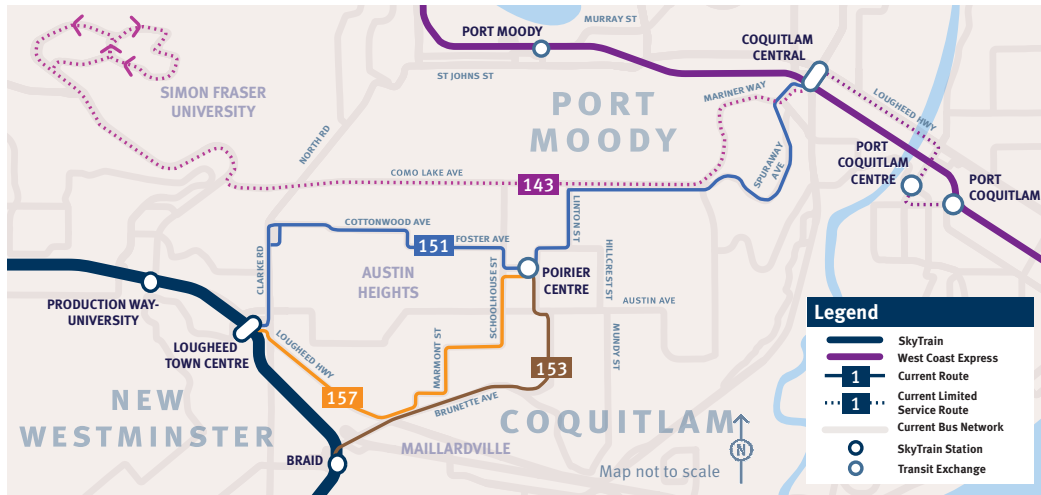
- Redesign 160 to travel between Port Coquitlam and Kootenay Loop in Burnaby via Guildford Way, St. Johns Street, Barnet Highway and Hastings Street with local stop service along Hastings Street in Burnaby.
- Maintain one trip per hour on the 160 between Port Coquitlam and Downtown Vancouver during morning and afternoon peak periods only.
- Eliminate 190 peak period service between Coquitlam Central and Downtown Vancouver. Service along Barnett Highway will be maintained via redesigned C28.

OUTCOMES:

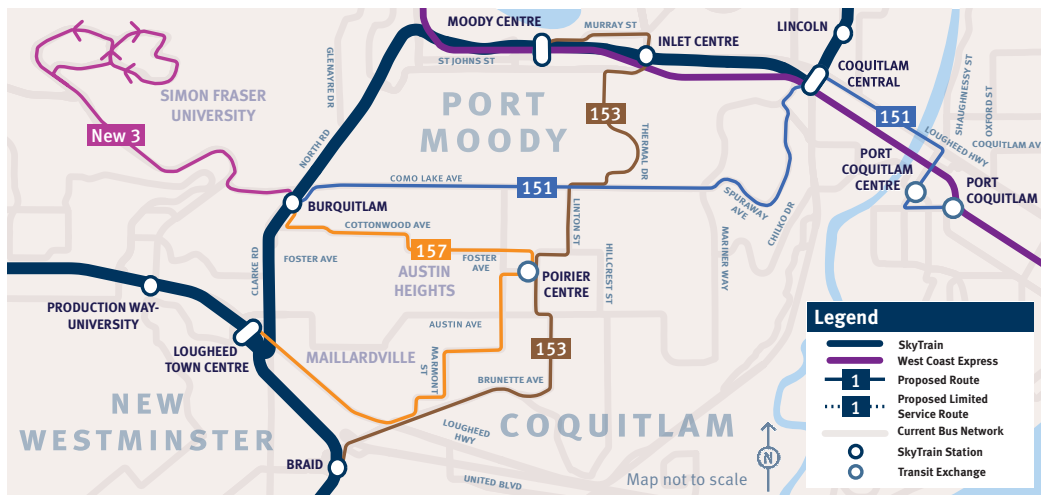
- Direct, local bus connection between Port Coquitlam Centre and Downtown Vancouver is maintained during peak periods.
- SkyTrain extension introduces fast, more frequent and reliable connections between Coquitlam, Port Moody and the regional rapid transit network, including Downtown Vancouver.
- More consistent service throughout the day along Guildford Way where demand is high.
- Resources like buses and revenue hours from 190 and truncated 160 become available to help implement other recommended network changes.

Evergreen integration: 143, 151, 153, 157, New 3

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
151	30/60	20	Bus	Bus
153	30/60	30	Bus	Bus
157	30/60	30	Bus	Bus
143	15/30	10	Bus	Articulated

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
151	30/60	15	Bus	Articulated
153	30/60	20	Minibus	Minibus
157	30/60	30	Minibus	Bus
New 3	15/30	10	Bus	Articulated

RECOMMENDED CHANGES:

- Redesign 151 to provide direct, all-day service along Como Lake Avenue between Port Coquitlam Centre and Burquitlam Station, replacing the 143.
- Introduce New 3 peak frequent, limited stop service between SFU and Burquitlam Station.
- Extend 153 to Moody Centre via Thermal Drive/Moray Street and use a minibus for all trips.
- Extend 157 to connect to Burquitlam Station via Foster Avenue and Cottonwood Avenue.

OUTCOMES:

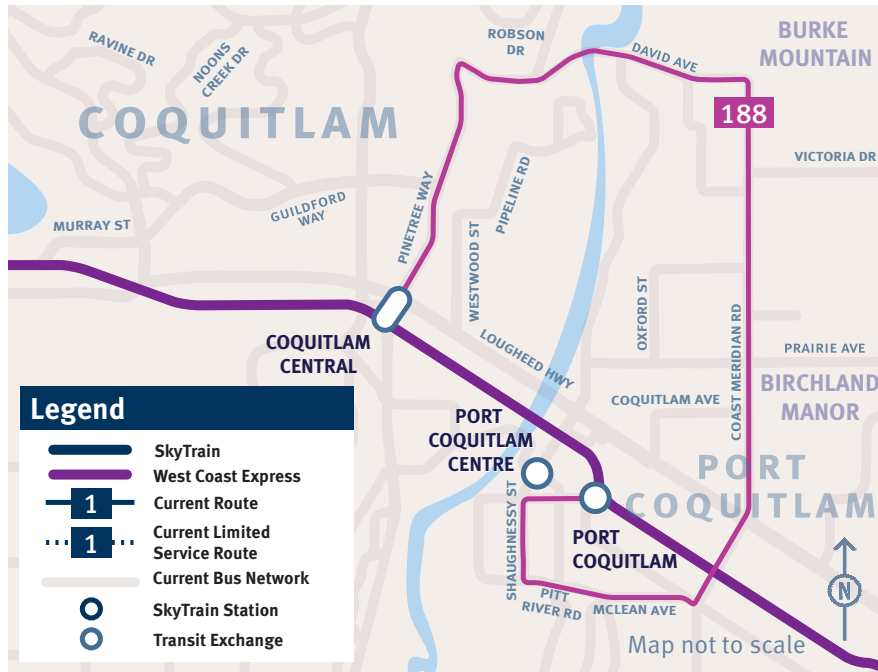
- More direct connections to SkyTrain and local centres.
- More consistent and more frequent service between Port Coquitlam Centre and Coquitlam Central throughout the week provided by 151.

CONDITIONS FOR IMPLEMENTATION:

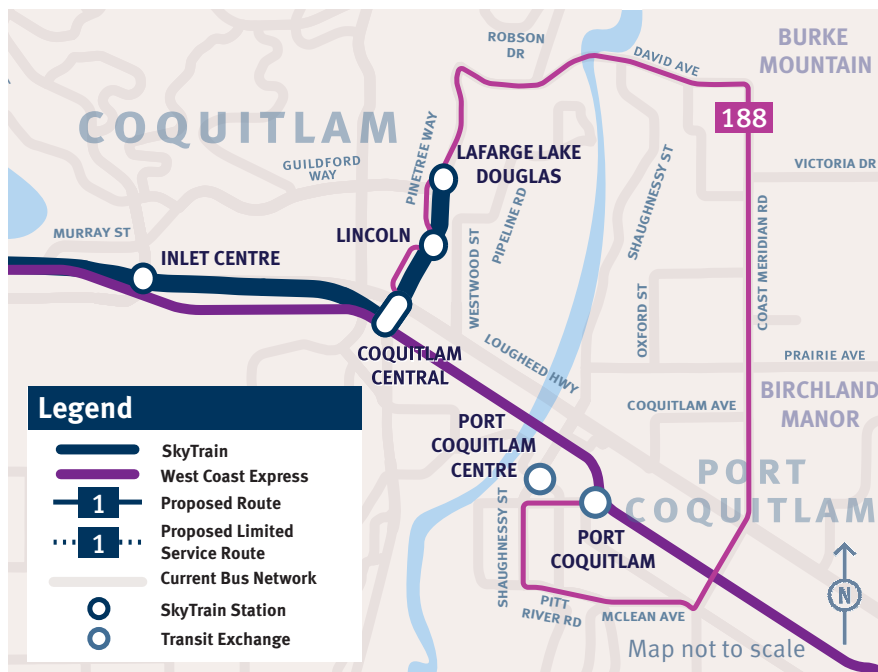
- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas along Thermal Drive.
- Traffic mitigation measures in congested areas should be considered.

Evergreen integration: 188

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
188	30	30	Bus	Bus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
188	30	15	Bus	Bus

RECOMMENDED CHANGES:

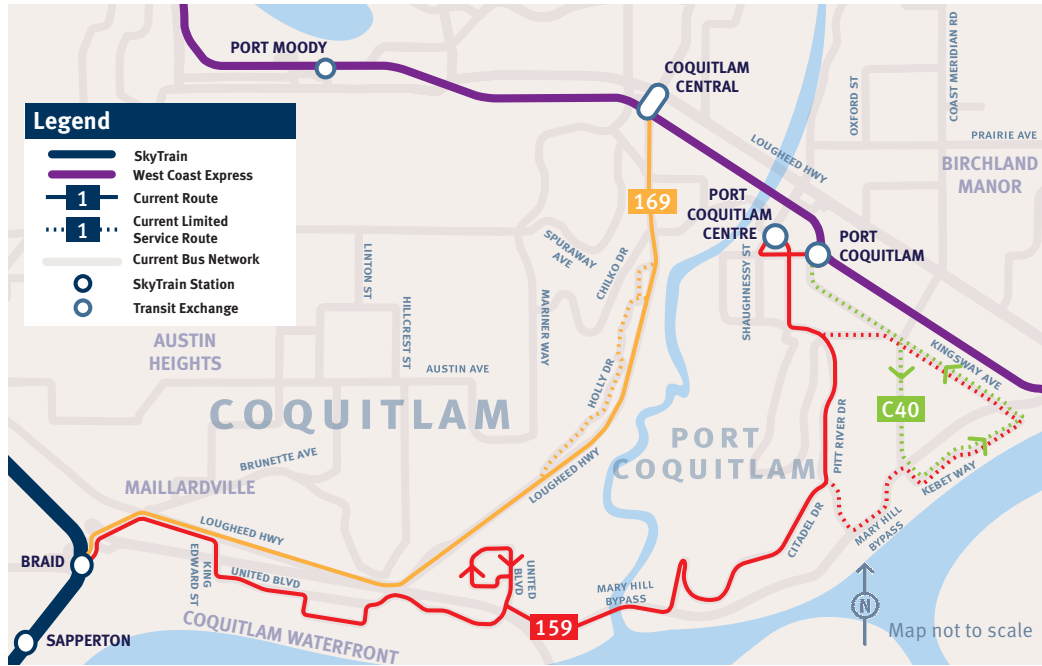
- Increase frequency on 188 during peak periods to every 15 minutes.

OUTCOMES:

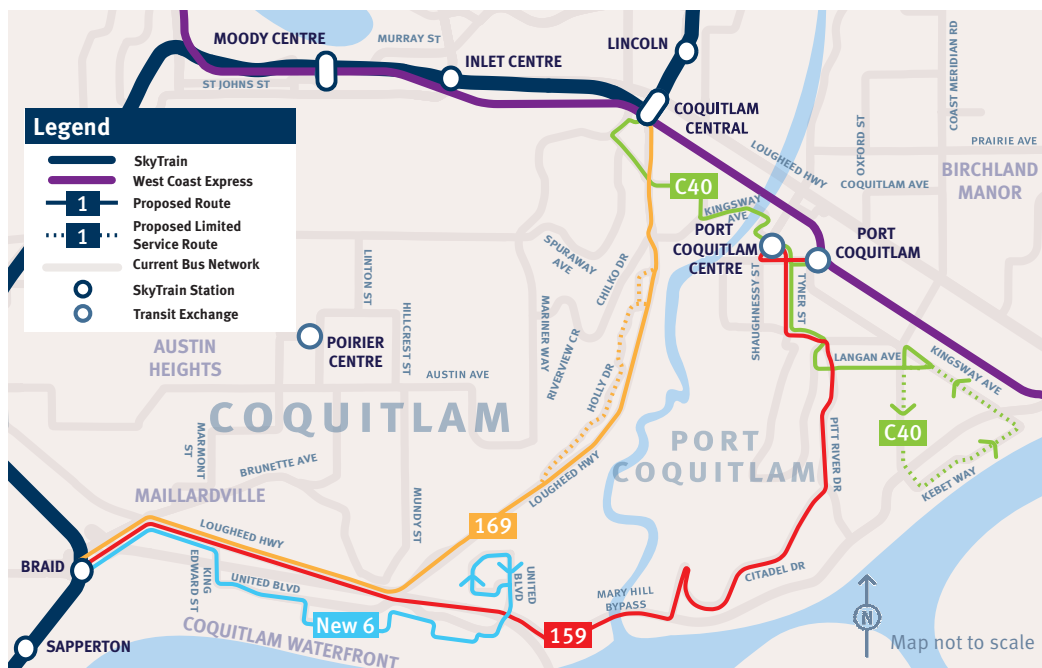
- Supports more frequent bus service to West Coast Express and SkyTrain.

Evergreen integration: 159, 169, C40, New 6

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
159	30/60	20	Bus	Bus
169	15/60	15	Bus	Bus
C40	-	30	-	Minibus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
159	30/60	20	Bus	Bus
169	30/60	30	Bus	Bus
C40	30/60	15	Minibus	Minibus
New 6	30	30	Minibus	Bus

RECOMMENDED CHANGES:

- Remove 159 service to Mary Hill business area and United Boulevard.
- Extend C40 to Coquitlam Central and provide frequent peak service to Mary Hill business area.
- Introduce New 6 to provide expanded local service to Coquitlam Waterfront, United Boulevard and Mayfair industrial area.

OUTCOMES:

- More direct service and faster travel times on transit between Port Coquitlam and Braid Station.
- More consistent and reliable service for customers between Port Coquitlam Centre, Coquitlam Central and Mary Hill business area.
- More transit access to United Boulevard industrial area (Hartley and Rogers Avenue).

FUTURE CONSIDERATIONS:

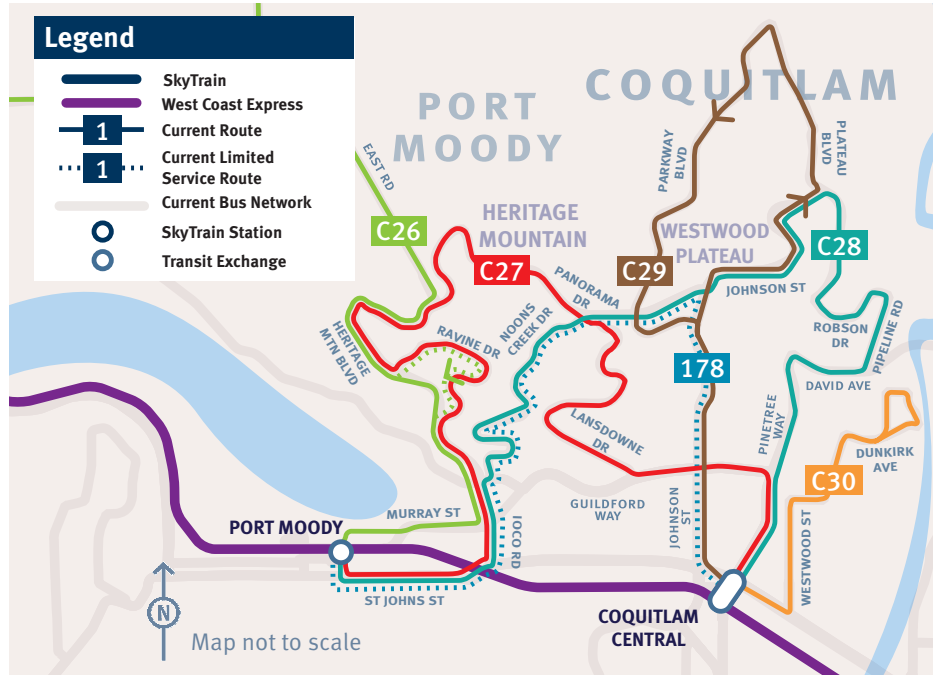
- Opportunity for New 6 to use upgraded Braid Street Bridge to establish a more direct connection between the Coquitlam Waterfront, United Boulevard and Braid Station.
- Opportunity for New 6 to be extend into Coquitlam Waterfront area as new development occurs.
- Opportunity to extend New 6 to Lougheed Highway to connect with 169.

CONDITIONS FOR IMPLEMENTATION:

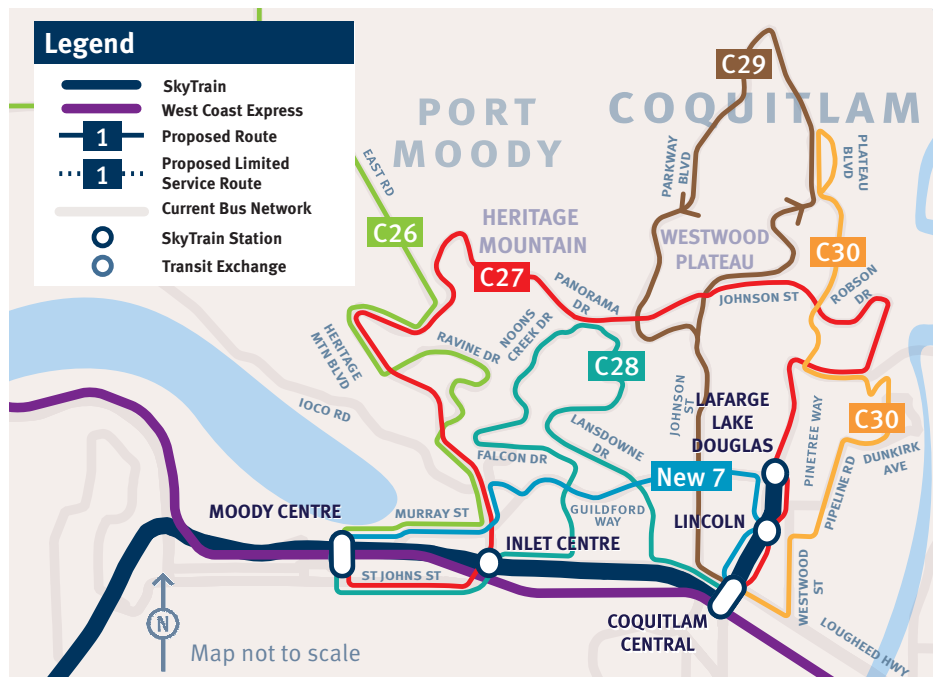
- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas such as Coquitlam Waterfront and Lougheed Highway.

Evergreen integration: C27, C28, C30, 178, New 7

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C27	30	15	Minibus	Minibus
C28	30/60	15	Minibus	Minibus
C30	30/60	30	Minibus	Minibus
178	-	30	-	Minibus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C27	30/60	30	Bus	Bus
C28	30/60	15	Minibus	Minibus
C30	30/60	30	Minibus	Bus
New 7	15/30	10	Bus	Bus

RECOMMENDED CHANGES:

- Redesign C27 to travel on Panorama Drive between Coquitlam Central and Moody Centre and use a conventional bus to increase capacity throughout the day.
- Replace 178 with redesigned C27 and C28 services.
- Extend C30 to Westwood Plateau area and use a conventional bus to increase capacity during busy periods.
- Operate all C26 trips between Anmore/Belcarra and Moody Centre via Ravine Drive.

OUTCOMES:

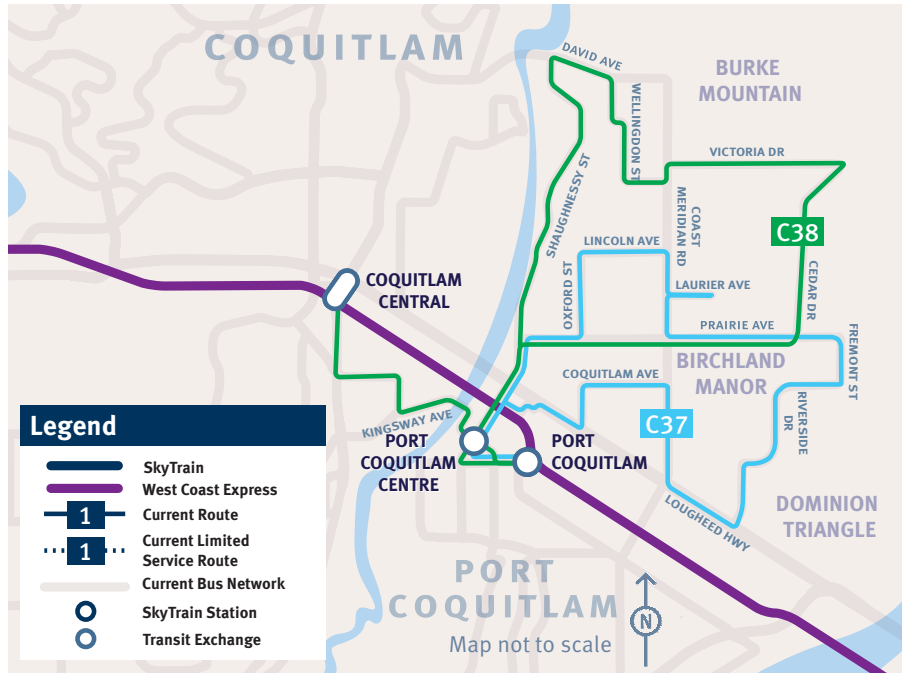
- More direct north-south connections to serve customers travelling to SkyTrain stations.
- Continuous east-west service along Panorama Drive and Robson Drive. Increases mobility through additional opportunities to connect to other services.
- New 7 maintains frequent all-day service along Guildford Way.
- Redesigned C28 maintains local service coverage on Barnett Highway.

CONDITIONS FOR IMPLEMENTATION:

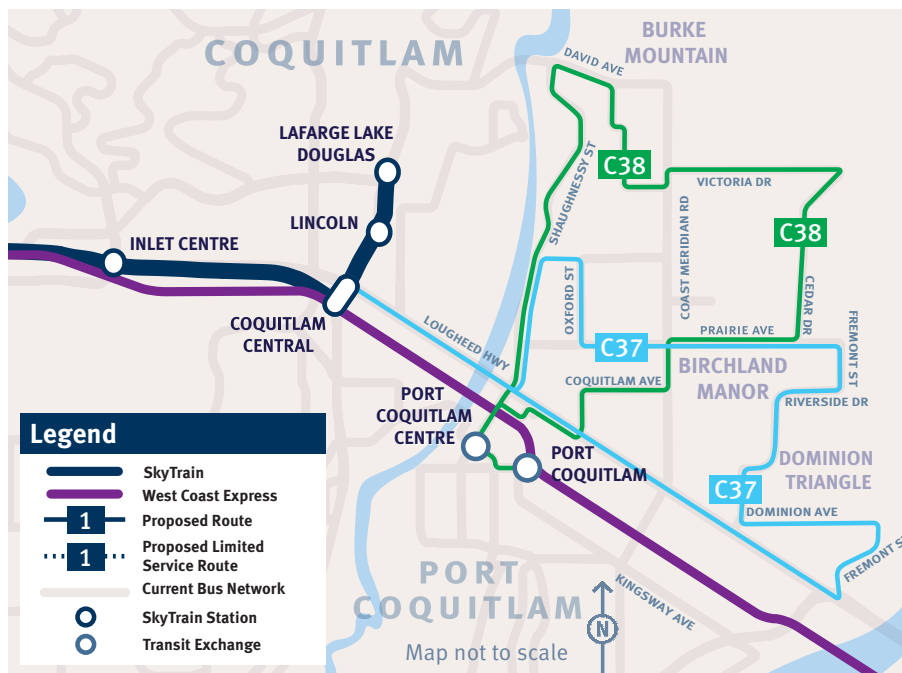
- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas such as Westwood Plateau and along Lansdowne Drive.

Evergreen integration: C37, C38

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C37	30	30	Minibus	Minibus
C38	30	15	Minibus	Minibus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C37	30/60	15	Minibus	Minibus
C38	30/60	30	Minibus	Minibus

RECOMMENDED CHANGES:

- Redesign C37 to travel along Lougheed Highway, into Dominion Triangle, Fremont Village and along Prairie Avenue.
- Redesign C38 to maintain coverage along Coquitlam Avenue.

OUTCOMES:

- More direct connection between Coquitlam Central and the Dominion Triangle area via Lougheed Highway.
- Higher frequencies maintained along Prairie Avenue where demand is highest.
- Connection between C37, C38 and 188 services at Coast Meridian Road and Prairie Avenue.
- Direct service to Hyde Creek Recreation Centre eliminated. 188 service along Coast Meridian Avenue stops within reasonable walking distance to this facility.

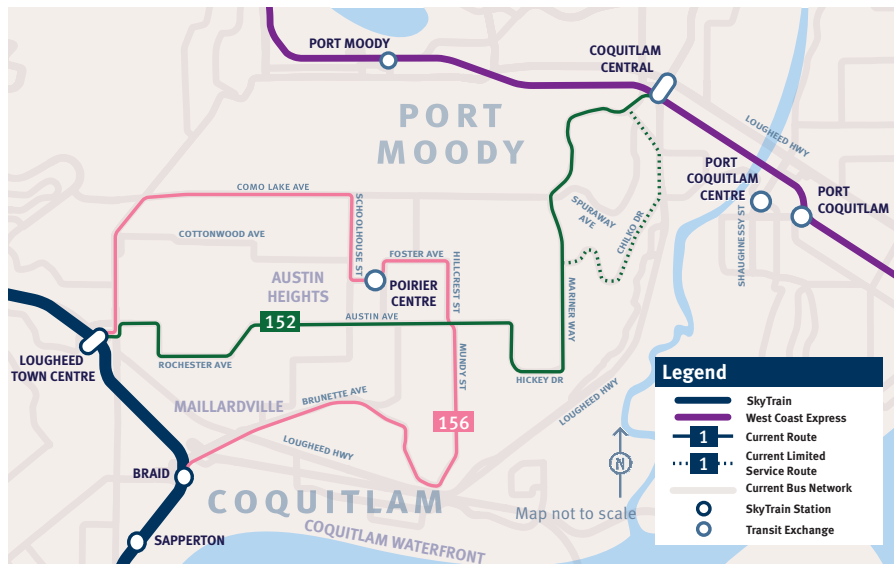
CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas such as Dominion Triangle and Fremont Village.

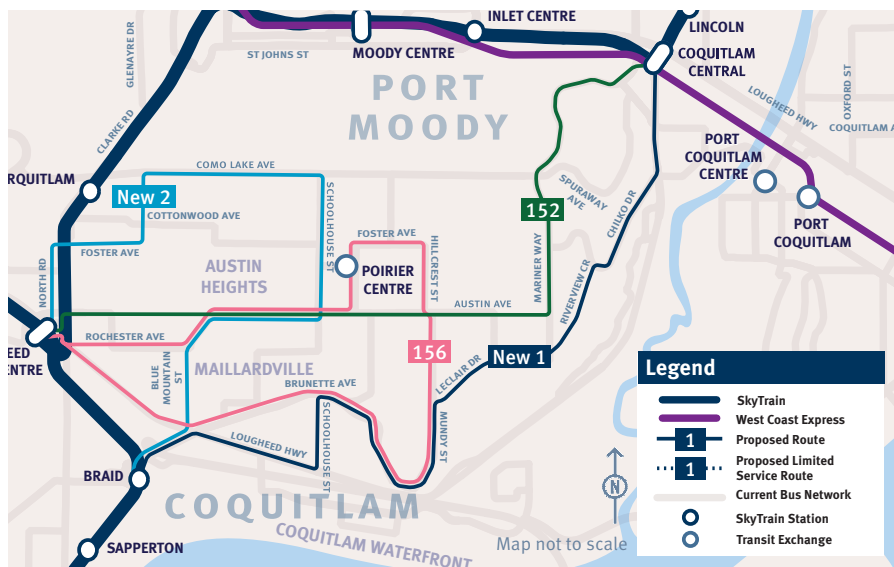
3. Expansion: High priority

High priority: 152, 156, New 1, New 2

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
152	30/60	15	Bus	Bus
156	30/60	30	Bus	Bus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
152	30/60	15	Bus	Bus
156	30/60	20	Bus	Bus
New 1	30	30	Minibus	Minibus
New 2	30/60	30	Minibus	Minibus

RECOMMENDED CHANGES:

- Redesign 152 to provide direct, all day service along the full extent of Austin Avenue between Lougheed Town Centre and Coquitlam Central.
- Redesign 156 to provide service along Austin Avenue with access to Poirier Centre maintained.
- Introduce New 1 to expand coverage to Schoolhouse Street and better match customer demand on Hickey Drive and area around Chilko Drive.
- Introduce New 2 to provide local service to Blue Mountain Street, Schoolhouse Street and Como Lake Avenue.

OUTCOMES:

- Introduces 15 minute or better service throughout the day in busier areas like Maillardville and Austin Heights.
- More direct connections to local centres and the SkyTrain.

FUTURE CONSIDERATIONS:

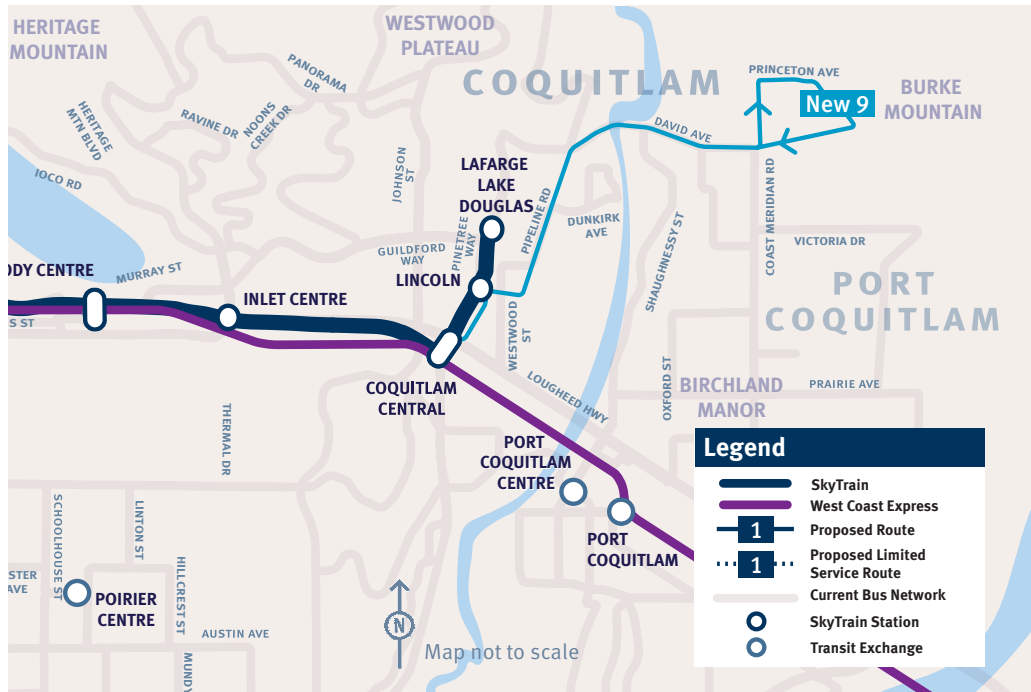
- To accommodate renovation plans at Lougheed Town Centre, the access for the 156 is to be confirmed.
- Exact routing for New 1 service to be determined at implementation.

CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas such as along Schoolhouse Street, Austin Avenue, Riverview Crescent, Robinson Street and Foster Avenue.

High priority: New 9

Recommended



Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
New 9	30	30	Minibus	Minibus

RECOMMENDED CHANGES:

- Introduce New 9 service, connecting to the SkyTrain and Coquitlam Central with Burke Mountain northeast of Coast Meridian Road and David Avenue.

OUTCOMES:

- Improves transit access for Burke Mountain residents.

FUTURE CONSIDERATIONS:

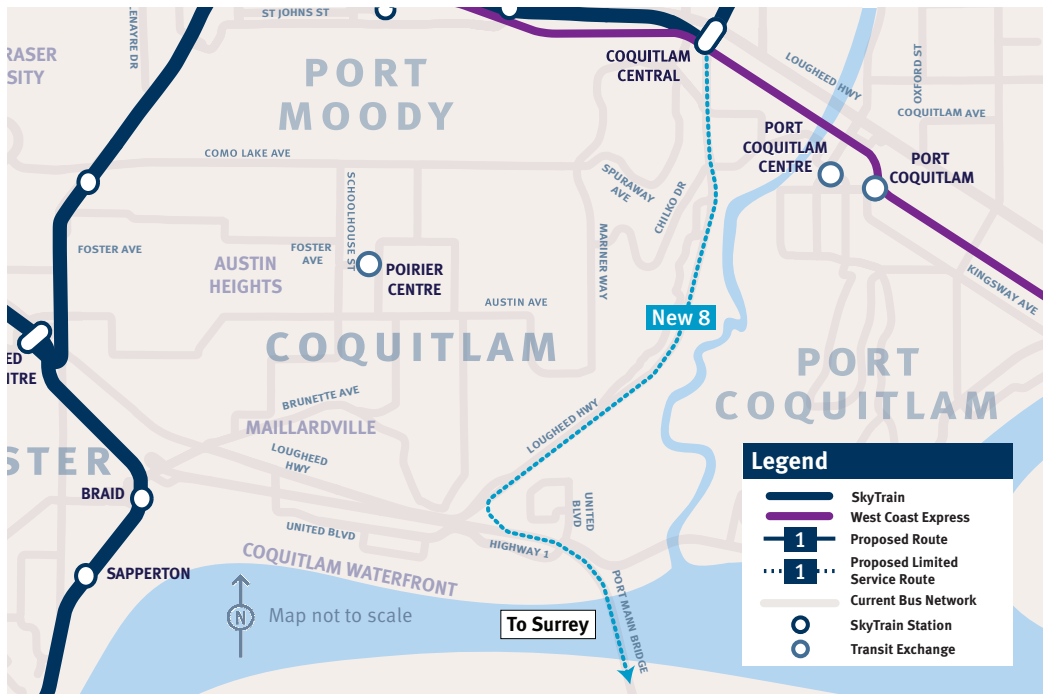
- Exact routing in Burke Mountain and Partington Creek area to be determined closer to implementation.
- Future development in Burke Mountain and Partington Creek area may alter recommended routing and hours of operation.

CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in Burke Mountain and Partington Creek area.

High priority: New 8

Recommended



Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
New 8	-	15	-	Highway Coach

RECOMMENDED CHANGES:

- Introduce frequent, peak period service connecting Coquitlam Central and Surrey Central using Highway 1.

FUTURE CONSIDERATIONS:

- Exact routing and hours of operation to be determined at implementation.
- Opportunity to connect to the 555 at Highway 1 and 156 off-ramp stop for connection to Carvolth Exchange in Langley.

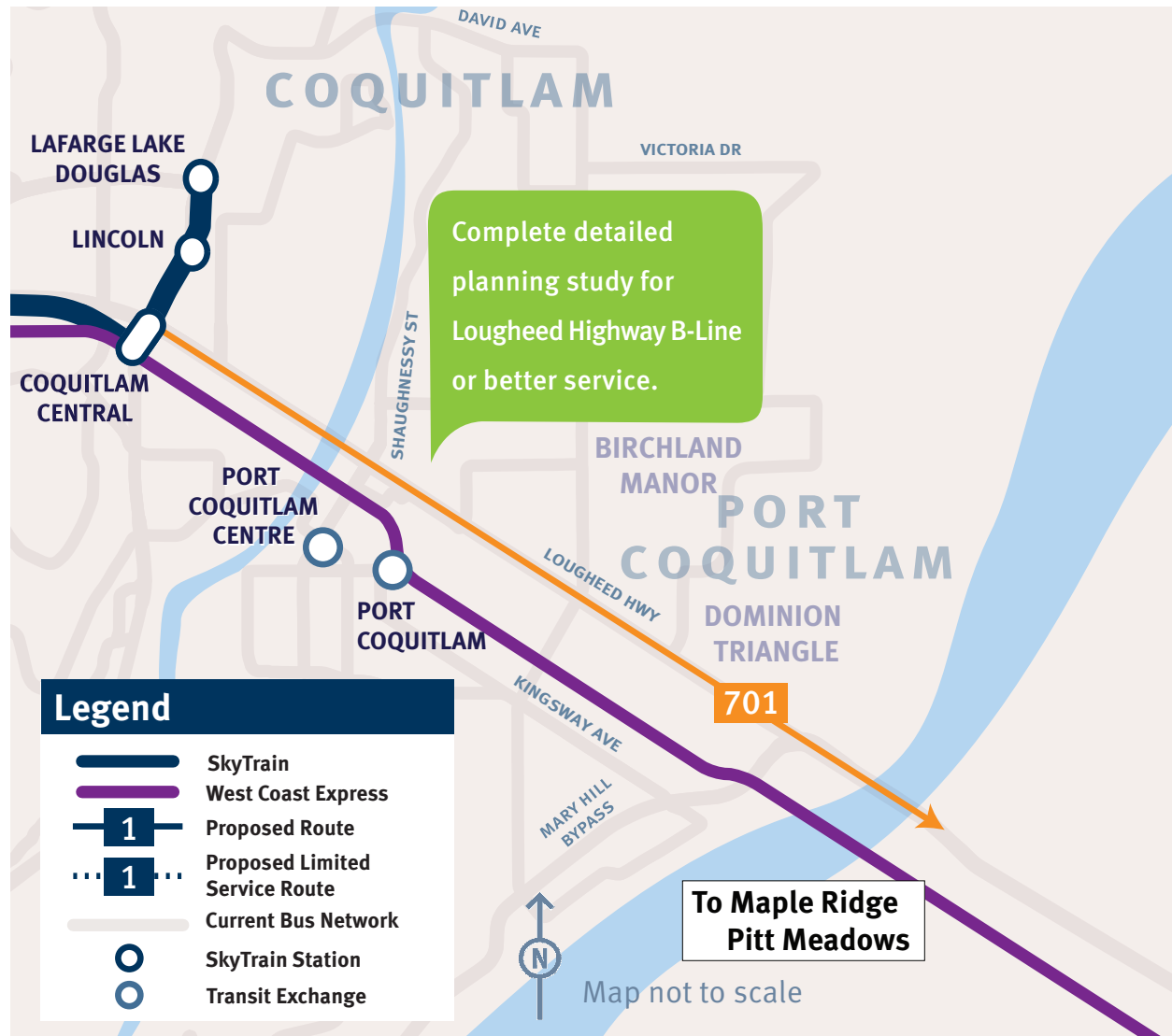
OUTCOMES:

- Faster and more reliable peak period connection between Northeast Sector and areas south of the Fraser River.

High priority: Lougheed Highway B-Line or better study

Complete detailed planning study for Lougheed Highway B-Line or better service

Recommended

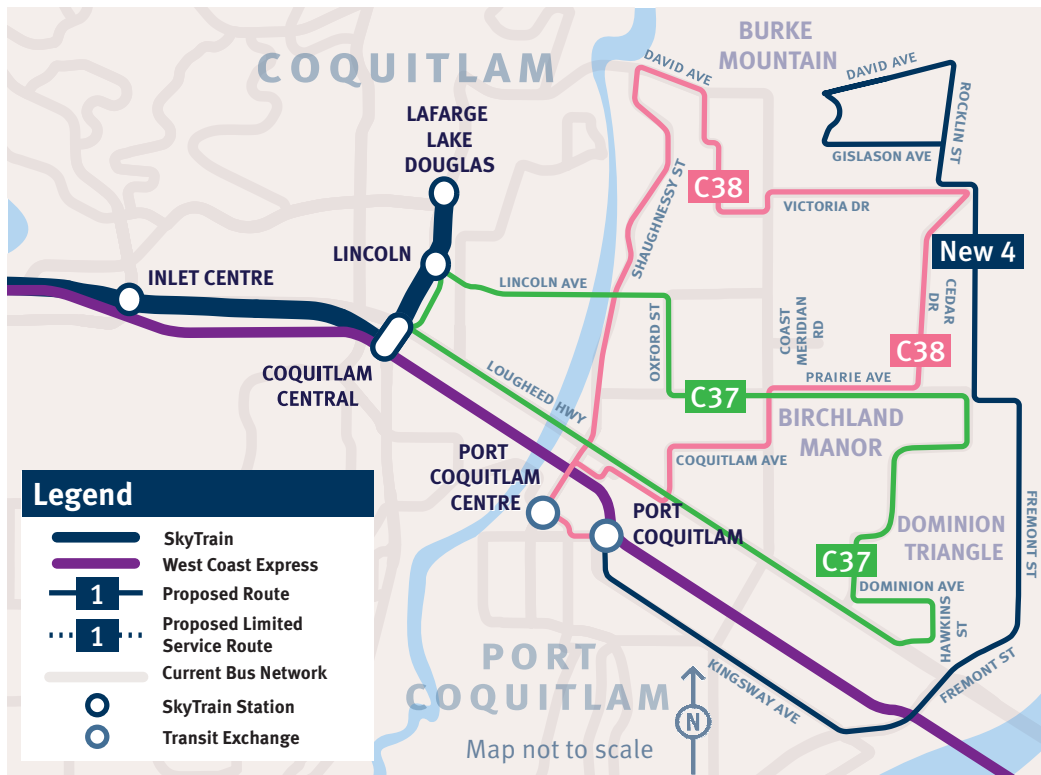


This detailed planning study will provide guidance and recommendation on a B-Line or better service along portions of Lougheed Highway to connect urban centres and the SkyTrain.

4. Expansion: Medium priority

Medium priority: C37, C38, New 4

Recommended



Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C37	30/60	15	Minibus	Minibus
C38	30/60	30	Minibus	Minibus
New 4	30	30	Minibus	Minibus

RECOMMENDED CHANGES:

- Further redesign of the C37 to utilize future Hawkins Street extension to improve service coverage within Dominion Triangle and to use the Lincoln Avenue Connector for a new connection to Lincoln Station from Port Coquitlam.
- Introduce New 4 between Dominion Triangle, Burke Mountain and Port Coquitlam.

OUTCOMES:

- More direct connections to the SkyTrain from North Port Coquitlam.
- Expanded transit service coverage to growing areas.

FUTURE CONSIDERATIONS:

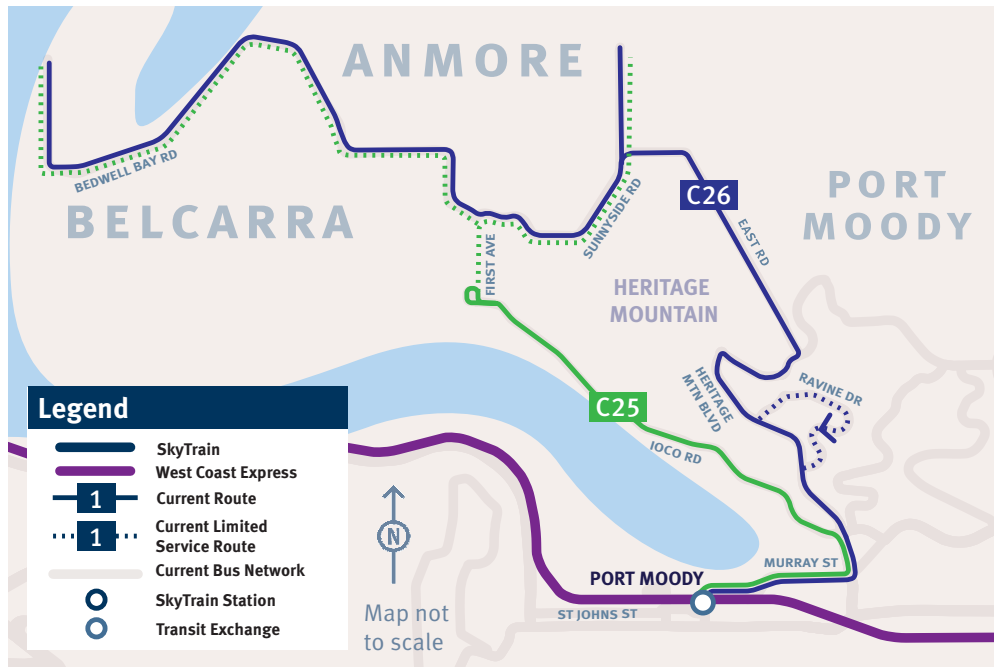
- Exact routing for New 4 to be determined based on future development and road network changes in Burke Mountain, Partington Creek and Dominion Triangle at time of implementation.

CONDITIONS FOR IMPLEMENTATION:

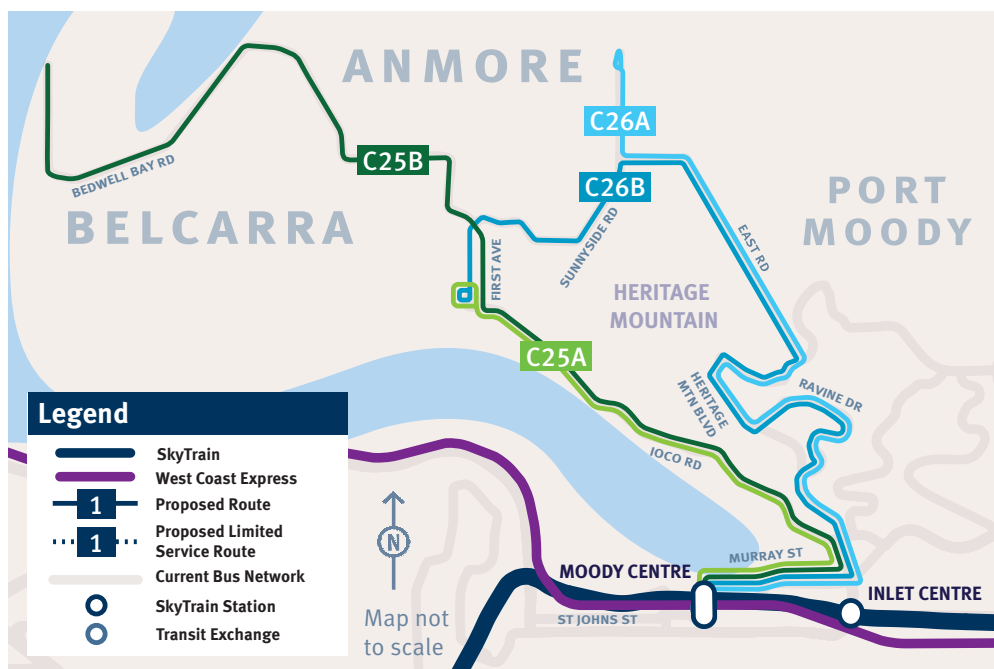
- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas such as Burke Mountain, Partington Creek and Dominion Triangle.

Medium priority: C25 A/B, C26 A/B

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C25	60	30	Minibus	Minibus
C26	60	30	Minibus	Minibus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C25A	60	60	Minibus	Minibus
C25B	60	60	Minibus	Minibus
C26A	60	60	Minibus	Minibus
C26B	60	60	Minibus	Minibus

RECOMMENDED CHANGES:

- Redesign C25 to provide alternating connections and expanded span of service to loco (C25A) and Belcarra (C25B).
- Redesign C26 to provide alternating connections to Anmore (C26A) and Sunnyside Road (C26B).
- Seasonal service to Buntzen Lake and White Pine Beach is maintained.

OUTCOMES:

- Direct service for customer travelling between Belcarra, Anmore, Newport Village and Port Moody.
- 30 minute frequencies are maintained in busier sections along loco Road and Heritage Mountain Boulevard.
- More consistent and reliable service for people travelling to and from Ravine Drive.
- Opportunity for timed connection between C25 and C26 at loco Road and First Avenue.
- Improves late night service to Anmore and Belcarra.

FUTURE CONSIDERATIONS:

- Consistent service along Ravine Drive allows C27 to provide more direct service along Heritage Mountain Boulevard.

Medium priority: 701 local service

Recommended



Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
701	15/30	15	Bus	Bus

RECOMMENDED CHANGES:

- Implement improved stop/connection at Shaughnessy Street and Lougheed Highway and new stop/connection at Fremont Street and Lougheed Highway.
- Expand 701 hours of operation to meet first and last trips on SkyTrain.

OUTCOMES:

- Better connection to services on Lougheed Highway from other transit service.

FUTURE CONSIDERATIONS:

- Other services connecting east of Pitt River to be developed and evaluated at a later time.
- Additional service improvements along Lougheed Highway to be developed and evaluated at a later time.

CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in some areas.

Medium priority: Infrastructures initiatives

Partner with municipalities to identify, prioritize and implement improved multimodal integration and transit priority.

1. Work with municipal partners to identify and prioritize new Park and Ride facility investments or upgrades. Park and Ride facilities provide a vital link to the transit network from areas with low transit access. Providing these at key transit hubs result in more people having access to the transit system and the transit system will become more efficient.
2. Partner with municipalities to provide expanded pedestrian and cycling amenities at key connections points, including future SkyTrain stations, bus exchanges, or other locations. Pedestrian and cycling amenities at transit stations support multi-modal integration and allow customers to access

transit by walking and cycling more seamlessly and comfortably. Amenities to consider include:

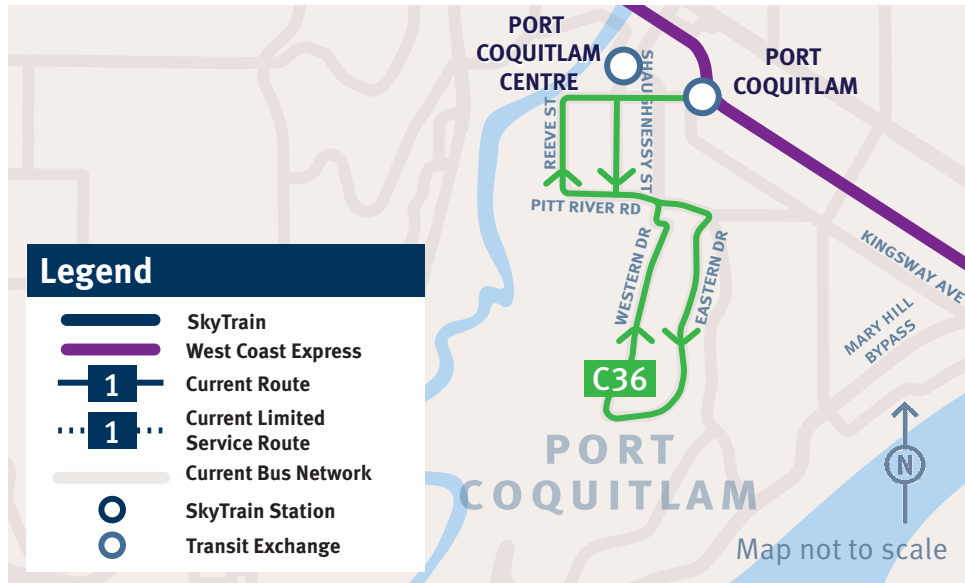
- a. Bike Parkade
 - b. Bicycle lockers
 - c. Bicycle racks
 - d. Street furniture
3. Partner with municipalities to identify, prioritize and implement transit priority measures at key points across the sub-region to help increase transit speed and reliability. Transit priority improves transit reliability and travel time, therefore making transit a more competitive option. Transit priority should be implemented in corridors with high bus and vehicle traffic and at major access points to town centres or major transit exchanges.



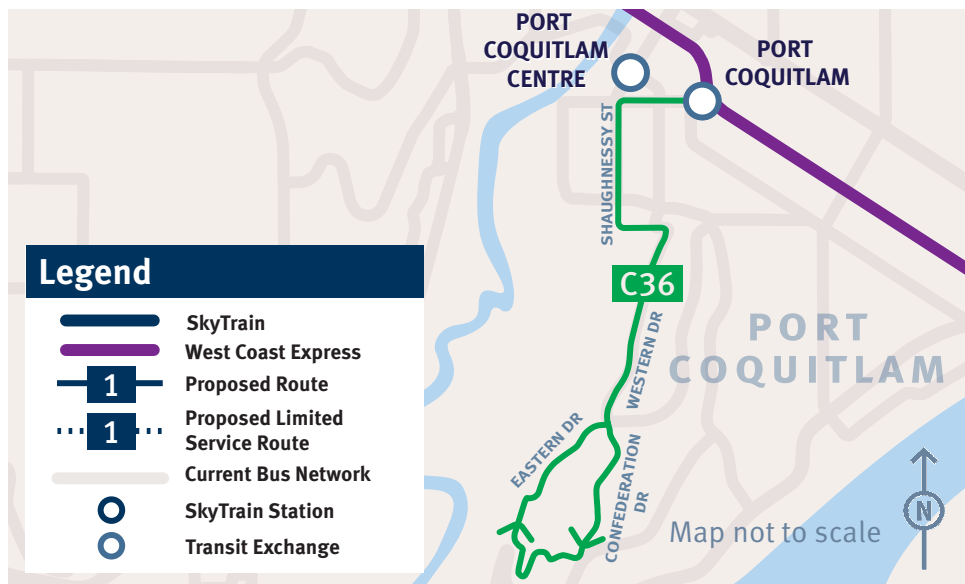
5. Expansion: Low priority

Low priority: C36

Current



Recommended



Route	Current Frequency (in Minutes)		Current Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C36	30	15	Minibus	Minibus

Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
C36	30/60	15	Minibus	Minibus

RECOMMENDED CHANGES:

- Redesign C36 to introduce two-way service on Western Drive and expand service to Confederation Drive.

OUTCOMES:

- Expands service to Citadel Heights.

FUTURE CONSIDERATIONS:

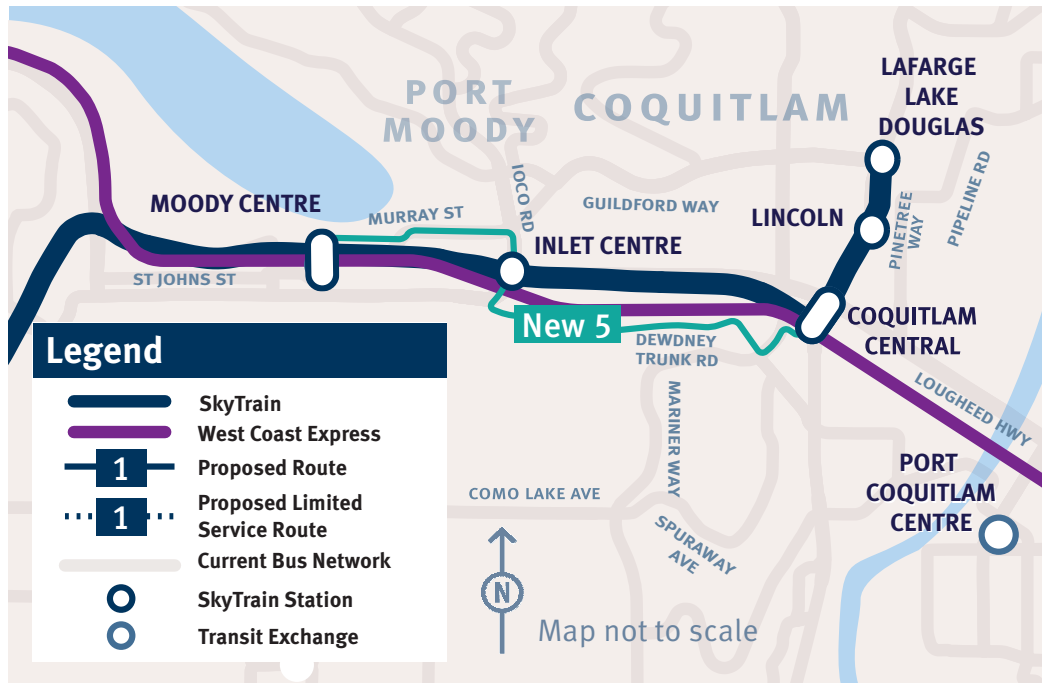
- Exact routing in Citadel Heights to be determined at time of implementation.

CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, in the Citadel Heights area.

Low priority: New 5

Recommended



Route	Target Frequency (in Minutes)		Target Vehicle Type	
	Non-Peak	Peak	Non-Peak	Peak
New 5	30	30	Minibus	Minibus

RECOMMENDED CHANGES:

- Introduce new service between Coquitlam Central and Moody Centre via Dewdney Trunk Road, Ioco Road and Murray Street.

CONDITIONS FOR IMPLEMENTATION:

- Municipal partners, in partnership and cooperation with TransLink, may be required to implement transit supportive infrastructure, like bus stops, sidewalks and crosswalks, along Dewdney Trunk Road.

OUTCOMES:

- Improves transit access along Dewdney Trunk Road.