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on C.P. Rail tracks; and an electric Light Rail Transit (LRT) system.

The Light Rail would take two forms; one a modern equivalent of the streetcar, running on streets such as Hastings where expected transit volume will be too high to be handled by buses, and two, a regional Light Rapid Transit service with a similar role to FastBUSES – limited stops and a high speed, high quality service. The primary regional Light Rapid Transit line would connect downtown Vancouver with South Burnaby and New Westminster using existing railways routes. A secondary line would link Richmond and Vancouver in similar fashion. The Light Rapid Transit lines would run on the surface, separated from other traffic and would have underground sections or grade crossings only where absolutely unavoidable, for example, a short subway section under downtown Vancouver is currently being planned to bring the route from False Creek to the Granville Waterfront Station.

We expect to begin ferry service in 1976; a consultant's report on the proposed CPR commuter rail service is due this fall. We are continuing our planning of the developments of Light Rail Transit, with detailed design beginning in 1976 and with operation hoped for in 4 or 5 years' time.

In addition to making travel among regional centres easier, we have prepared plans for improving transit within the downtown area. The change in existing services are necessary to:

- ease connections with the new regional services;
- cope with the over-increasing numbers of transit riders;
- reduce the inconvenience to passengers caused by congestion; and
- bring transit to some existing and developing downtown areas that require better service.

We have planned these changes in three phases:

- the first, almost complete, involved the creation of a regional FastBUS network and the upgrading of local Vancouver BUSES;
- the second, involves the introduction of new higher capacity services, including the Burrard Inlet Ferry, the commuter train services and the light rail system; and
- the third, involves a subway operating throughout the downtown area.

We have prepared this special edition of the "Buzzer" to acquaint you with the changes that we propose to make transit system better. Our proposals are subject to modification as a result of discussions with Vancouver City Council, the councils of neighbouring municipalities and interested citizens. We hope that these proposals receive widespread support, and that you will make your views known.

For more information, write:

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The Buzzer

September 24, 1975

WHAT IS THE GRANVILLE WATERFRONT STATION?

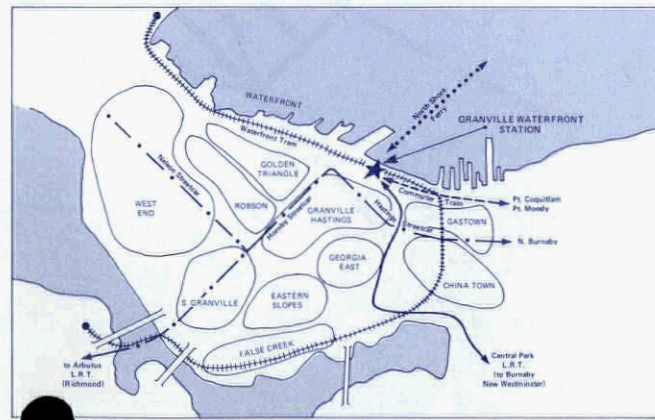
When it is completed, the Granville Waterfront Station will be the major passenger transportation centre in Vancouver. It will incorporate the existing C.P. Railway station with platforms for long distance C.P.R. passenger trains and, by 1977, the proposed commuter trains. It will also be the docking point for the passenger ferry to North Vancouver and the link served by many of the downtown BUS routes. Later, it is proposed that the structure be expanded to provide off-street terminal facilities for some downtown BUSES and, in addition, for suburban FastBUSES and Town and Country BUSES. Ultimately, we plan to include a major light rail station beneath Cordova Street. The station will then be a complete public transportation interchange facility where passengers can

conveniently and comfortably transfer from one service to another, to and from destinations in all directions. Most important, the location at the northern end of Granville Street brings the station within easy walking distance of many downtown destinations.

HOW DID THE PLAN COME ABOUT?

We started with the planning studies and policies of the City of Vancouver. These plans identify development goals that transit should support and specify what kinds of activity are to take place in various areas. From this information we can judge where people will want to travel by transit. We then incorporate the regional transport services – ferry, rail transit, suburban FastBUSES, etc. – into the local plans. We seek to ensure that the local pick up and distribution for these services function smoothly.

The Advanced Network



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A SPECIAL EDITION WEDNESDAY, SEPTEMBER 24, 1975



"HANG IN THERE, FOLKS! RELIEF IS JUST AROUND THE CORNER!"

WHAT'S HAPPENING Transit Plans for Downtown Vancouver

Our Vancouver transit passengers are well aware that there is room for improvement in the services we currently offer. So many people ride the system that buses are often crowded that people waiting at stops cannot get on board. In addition, despite our best efforts, buses are often held up in congested street traffic and do not arrive when you – and we – believe they should.

In July 1974, the Minister of Municipal Affairs, Jim Lorimer, presented his department's long range proposals for improving transportation along the major corridors leading to and from downtown Vancouver to the mayors of the municipalities comprising Greater Vancouver. His presentation included a passenger ferry service to North Vancouver; a proposed rush hour commuter train service from Port Coquitlam in the

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THE ROUTE REVISIONS

We are proposing changes to 10 routes through the downtown. These changes serve three purposes:

1. Make it easier to travel between various portions of the downtown and other parts of the city.

2. Relieve growing transit congestion, primarily on Hastings and northern Burrard Street and to reduce the volume of buses using the Granville transit-pedestrian mall. (We plan to eliminate all diesels from the mall too!)

3. To improve reliability by shortening the lengths of some major routes.

4. Bring routes closer to the Granville Waterfront Station and other waterfront activities.

Significant results include:

1. False Creek would be served by running the "17-Oak" along Granville Bridge and along 6th Avenue to Oak instead of the present Cambie Bridge routing.

2. Service to Cambie Street would be improved by dividing the downtown service into two segments, one serving the West End directly along Robson and the other passing closer to the waterfront running along Cordova past the Granville Waterfront station to the Golden Triangle.

3. Service to Kitsilano and along Burrard will be improved by shifting the "Arbutus" from Granville Bridge and Granville Mall to Burrard Bridge and Burrard Street, passing by the Granville Waterfront Station at the north.

4. Service to the downtown office and shopping areas from the West End will be improved by modifying three routes: "Robson" will travel along

Robson, Burrard, Pender, Granville and Cordova. The "Davie" will run along Davie, Granville Mall, and Cordova. The "Beach" will run along Beach, Homer and Cordova. All three would run east along Cordova and loop back at Gore, Powell, and Main.

5. To serve both False Creek and new developments along Howe and Hornby and to provide continuing access to the Granville-Hastings shopping area from North Burnaby, the "Hastings Express" will run back and forth along Hastings and Hornby, as far as Beach.

6. Similarly, to serve False Creek and the waterfront area, the easterly portions of the present "Main" and "Robson" routes will be shifted to Cordova and Hornby, terminating at Beach.

7. To relieve transit congestion on Pender and Hastings and improve service from southeast Vancouver to the Golden Triangle and the Waterfront areas, the easterly portions of the present "Kingsway" and "Davie" routes will be shifted to Cordova, turning up Hornby to Dunsmuir and Thurlow.

SUBURBAN-FastBUS SERVICES

During the mid-day, services from suburban areas such as Coquitlam, Surrey and Delta, will be routed via the Granville Waterfront Station.

THE TWO NEW SERVICES

The "Nelson": Runs from Stanley Park along Nelson to Hornby to Pender, Granville, Cordova and east to loop and return at Gore and Main.

The "Georgia-First Avenue": Runs between Stanley Park and B.C.I.T. via Georgia First Avenue, Boundary Road and Canada Way.

STAGE 1 — ALL BUS NETWORK — STREETS WITH TRANSIT SERVICES

