



ADMINISTRATIVE REPORT

Report Date: May 19, 2009
Contact: Jerry Dobrovolny
Contact No.: 604.873.7331
RTS No.: 08040
VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2009

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: Bus Lanes on Hastings Street

RECOMMENDATION

THAT bus lanes be implemented on Hastings Street from Boundary Road to Downtown as shown in the Appendix A at an estimated cost of \$150,000 to be funded by TransLink.

COUNCIL POLICY

The Vancouver Transportation Plan, adopted May 1997, calls for increased transit usage and provides:

- Transit will be given greater priority to meet the needs of increasing demand for transportation across the City, especially in peak times and for journeys to and within the Downtown. In the future, if required, this may include designating some lanes on some primary arterials for transit only, for all or parts of the day.

In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system.

In June 2005, Council adopted the Vancouver UBC Area Transit Plan to improve transit service within, to and from Vancouver and UBC.

PURPOSE

The purpose of this report is to seek Council approval for implementation of bus lanes on Hastings Street from Boundary Road to Downtown as shown in Appendix A.

BACKGROUND

On June 29, 2005 Council approved the installation of transit priority measures beginning with the Broadway corridor and expanding to four additional corridors including Main Street, Hastings Street, Burrard Street and 41st Avenue subject to funding and cost sharing approval.

The Hastings corridor is served by several high volume bus routes, including the #135, which connects Simon Fraser and Downtown Vancouver. As the #135 express bus service is replaced by the 95 B-Line service, the proposed transit priority measure will support the service and operation requirements of the 95 B-Line.

On May 5, 2009 Council received the *Quick Start Recommendations* from the Greenest City Action Team (GCAT). GCAT recommendation #29 is that the City should advocate for immediate investments and improvements in public transit. The recommendation contained in this report will help to achieve that.

DISCUSSION

Bus lanes are proposed on Hastings Street in the westbound direction from Boundary Road to Carrall Street during the AM peak hours and eastbound from Seymour Street to Boundary Road during the PM peak hours. The bus lanes would be implemented along the curb lane where parking is, at these times, currently restricted. There will be no changes to existing on-street parking. The installation of bus lanes in 2009 will simplify the creation of Olympic Lanes along the Hastings corridor in support of the 2010 Winter Olympics.

Benefits of Bus Lanes

TransLink states that, in principle, keeping the through traffic out of the curb lane will benefit transit by helping to maintain travel times and schedule reliability, and by promoting the status of transit. Although the travel time data measured from implementing the Broadway bus lanes showed little or no change to travel time, bus drivers were very supportive of the bus lanes.

Staff are currently working with Translink and Burnaby staff to study Hastings Street for additional transit priority measures as part of the proposed 95 B-Line. The review is expected to be complete later this year and staff will report the details to Council once complete.

Public Response to the Hastings Bus Lanes

In April 2009, over 1,700 letters describing the proposed bus lanes were delivered to residents and businesses along the Hastings Corridor (Appendix B). Staff received fewer than 20 calls, most of which were seeking clarification. Also, staff spoke with the Hastings Business Improvement Association (BIA) and they did not have concerns with the proposed bus lane.

FINANCIAL IMPLICATIONS

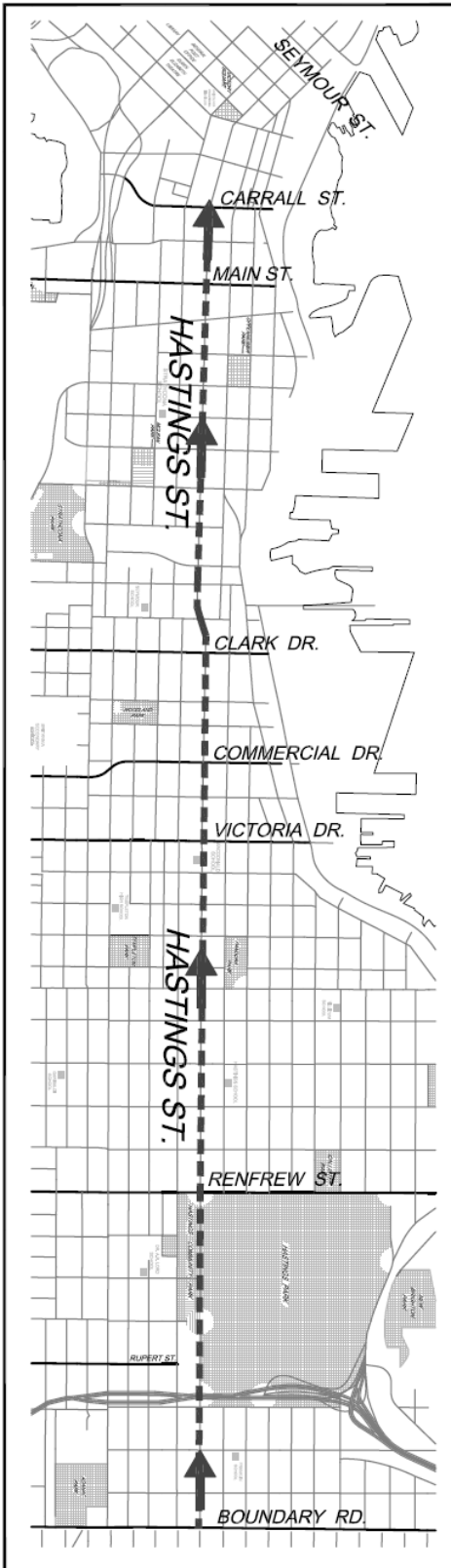
The construction cost of the bus lanes was estimated to be \$150,000. TransLink will fund the entire cost of the project.

CONCLUSION

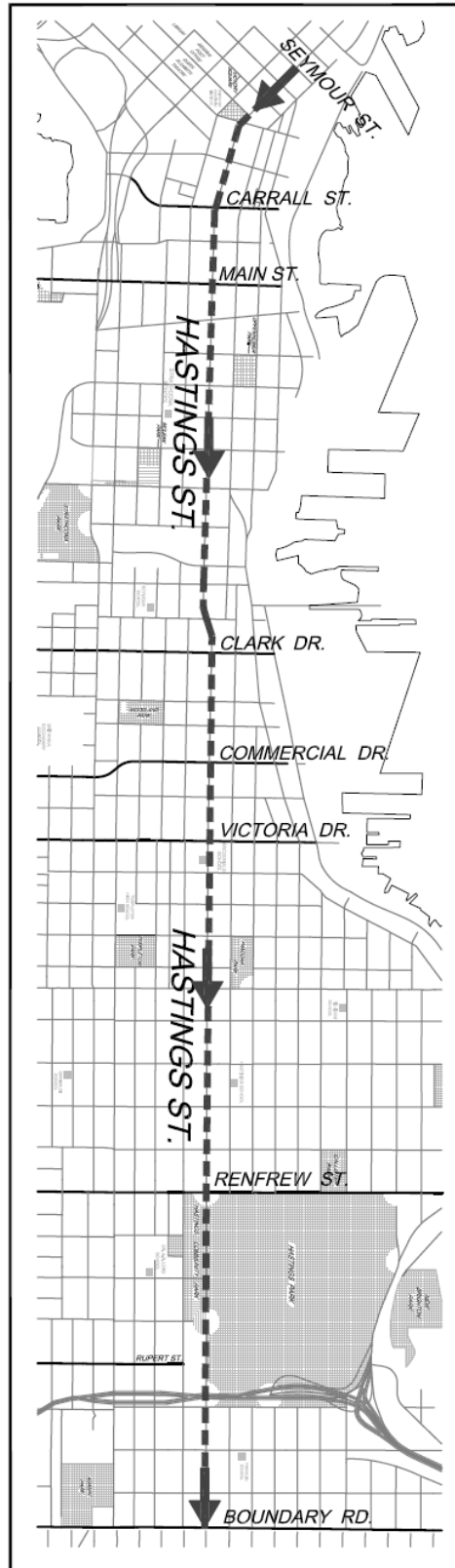
It is recommended that the construction of bus lanes on Hastings Street from Boundary Road to Carrall Street proceed as shown in Appendix A.

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Appendix A



WESTBOUND (AM Hours) - Carrall St. to Boundary Rd.



EASTBOUND (PM Hours) - Seymour St. to Boundary Rd

BUS LANES ON HASTINGS



Appendix B



ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

March 11, 2009

File # 590 178
590 157

Dear Resident, Property Owner or Merchant:

RE: Bus Lanes on Hastings Street

The City of Vancouver and TransLink are proposing transit improvements to the Hastings corridor starting in the summer of 2009 to promote transit ridership and increase transit efficiency. The proposed transit priority measure includes the conversion of some existing peak period curb lanes to bus lanes.

The bus lanes are proposed on Hastings Street in the westbound direction from Boundary Road to Carrall Street during the AM peak hours; and eastbound from Seymour Street to Boundary Road during the PM peak hours. The bus only lane would be implemented along the curb lane where parking is currently restricted. There will be no changes to existing on-street parking.

The Hastings corridor is served by several high volume bus routes, including the #135, which connects Simon Fraser and Downtown Vancouver. As the #135 express bus service is replaced by the 95 B-Line service, the proposed transit priority measure will support the service and operation requirements of the 95 B-Line.

If you have any questions or comments regarding the proposed changes, please contact Neda Emami at 604.873.7221 or Winston Chou at 604.873.7913.

Yours truly,

A handwritten signature in black ink, appearing to read "Tom Timm".

Tom Timm, P.Eng.
General Manager/ City Engineer

NE/WAC

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