

## Moving Forward: Improving Metro Vancouver’s Transportation Network

### 2011 Supplement Backgrounder

November, 2010

The 2011 “Moving Forward” Supplement proposes the following improvements and enhancements in our region’s transportation network, moving our region significantly towards our long-term goals of:

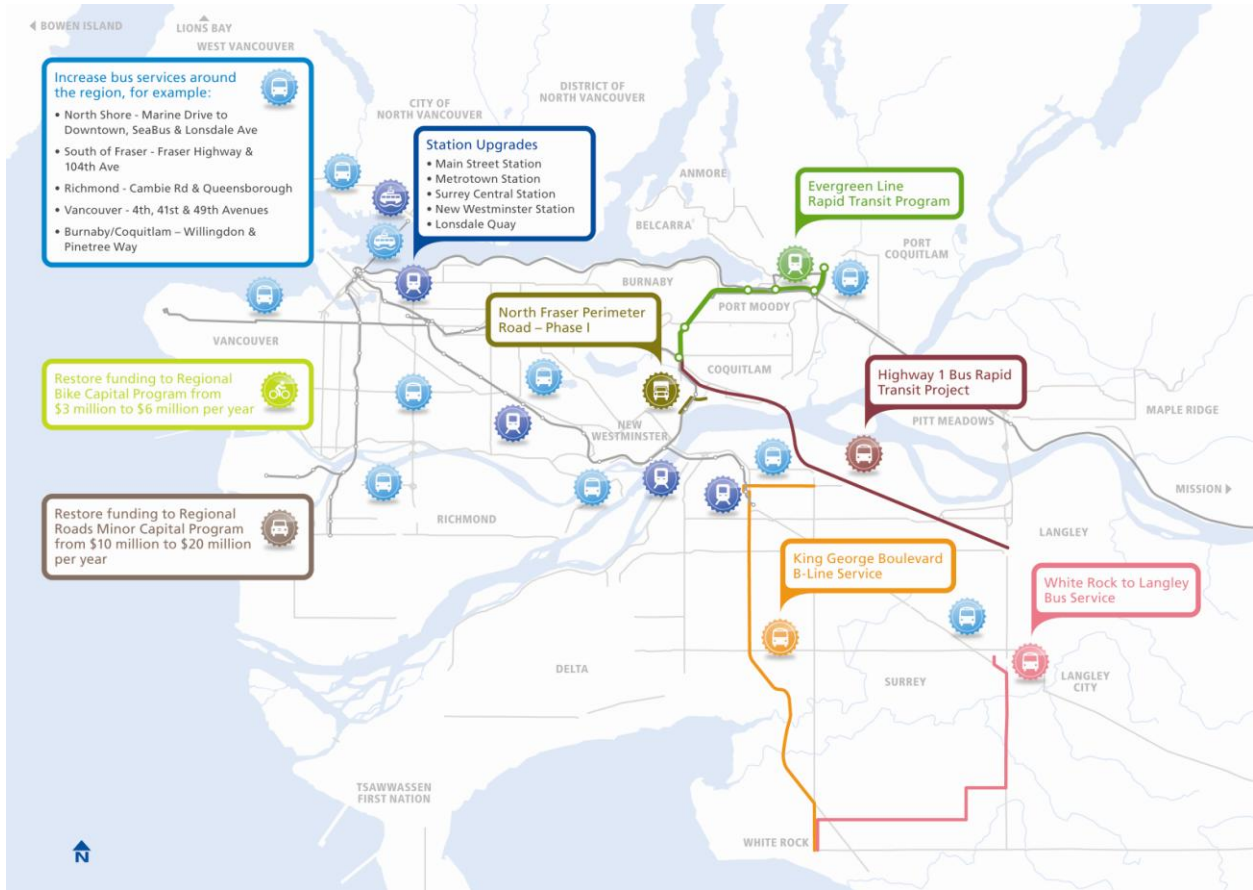
- aggressively reducing greenhouse gas emissions
- increasing the number of trips made on transit, by cycling and by walking
- encouraging the development of transit where people work and live
- reducing road congestion and supporting the efficient movement of people and goods

RAPID TRANSIT	SERVICE IMPROVEMENTS	ROADS & CYCLING
<p><b>Evergreen Line Program</b></p> <ul style="list-style-type: none"> <li>▪ Connects Coquitlam &amp; Vancouver via Port Moody &amp; Burnaby: 11 km line, 5 stations, &amp; 28 new SkyTrain vehicles</li> <li>▪ Construction begins in 2011, completion in 2014</li> <li>▪ Community and network integration and wayfinding upgrades</li> <li>▪ Commercial-Broadway Station</li> </ul> <p><b>Station Upgrade Projects</b></p> <ul style="list-style-type: none"> <li>▪ Main Street Station</li> <li>▪ Metrotown Station</li> <li>▪ Surrey Central Station</li> <li>▪ New Westminster Station</li> <li>▪ Lonsdale Quay SeaBus Terminal</li> </ul>	<ul style="list-style-type: none"> <li>▪ King George Boulevard B-Line</li> <li>▪ Highway 1 Bus Rapid Transit</li> <li>▪ White Rock to Langley Bus Service</li> <li>▪ Additional bus service hours to increase frequency (e.g. on SeaBus) and address overcrowding</li> <li>▪ More bus service hours to accommodate population growth</li> <li>▪ Increased bus service hours for U-Pass B.C. routes</li> </ul>	<ul style="list-style-type: none"> <li>▪ North Fraser Perimeter Road: Phase I (United Boulevard Extension)</li> <li>▪ Retain Funding for Major Road Network improvement projects ( Minor Capital Program) at \$20M/year</li> <li>▪ Preserve funding for Bike Capital Program at \$6M/year</li> </ul>

The projects included represent time-sensitive needs with strong business cases. They have been prioritized based on a rigorous evidence-based professional analysis, balancing the region's long-term goals with its short-term needs. The priorities contained in this plan have garnered strong support: more than 80 per cent of public respondents indicated that these investments are important for the region.

### Regional and sub-regional improvements

There are substantial improvements here for all major sub-regions of Metro Vancouver, including the Northeast Sector, South of Fraser, North Shore, Richmond, Vancouver, Burnaby and New Westminster.



The region-wide improvements and upgrades outlined in this plan will translate into:

- A nine per cent or 425,000-hour annual bus service increase by 2013, with approximately half of those hours bound for South of Fraser
- An eight per cent increase in total transit service hours by 2015 resulting from 138,000 of new annual rapid transit hours
- An eight per cent increase in transit boardings by 2015, equal to 30 million rides per year
- A drop in vehicle kilometres travelled per capita by 2015; a reversal of historic trends

### Project-specific information

#### Evergreen Line Rapid Transit Project

The Evergreen Line rapid transit line will include:

- Construction of 11 kilometres of new SkyTrain guideway and supporting systems from Burnaby to Coquitlam via Port Moody
- Five new rapid transit stations and modification of the existing Lougheed Station
- Twenty-eight additional SkyTrain vehicles
- Rail vehicle storage facility, bus integration facilities
- 13 minute travel time from Coquitlam Centre to Lougheed Town Centre
- 40 minute travel time from Coquitlam to Vancouver Downtown – more than 20 minutes faster than average driving times
- Approximately 9 million annual boardings in 2015, growing to 18 million by 2020

### King George Boulevard B-Line

Beginning in 2012, a new limited stop B-Line service along 104<sup>th</sup> Avenue and King George Boulevard between Guildford and White Rock Centre via Surrey Central Station will bring an additional 65,000 annual service hours to the region. The line will feature service every 7 to 8 minutes between Guildford Exchange and Newton Exchange with service every 15 minutes between Newton Exchange and White Rock Centre. Customers can connect from Langley to White Rock in 48 minutes – 14 minutes faster than the current travel times – and boardings in the corridor are expected to grow by 5 million annually by 2013.

### Highway 1 Bus Rapid Transit

TransLink will invest 71,000 annual service hours commencing in 2013 (in coordination with the Port Mann Bridge project) for Bus Rapid Transit (BRT) on the Highway 1 corridor connecting the South of Fraser region with the Evergreen Line in the Northeast Sector. This service will establish a high-quality commuter service with highway coaches and peak period frequencies of 10 minutes following dedicated lanes with bus queue jumpers. Customers will be able to travel from Langley to Lougheed Station in 20 minutes (current travel times are 62 minutes).

### White Rock to Langley Bus Service

24,000 annual service hours to support the introduction of local stop service every 30 minutes on 24<sup>th</sup> Avenue and 200<sup>th</sup> Street between White Rock Centre and Langley/Willowbrook via Campbell Heights, starting in 2012. This new service optimizes the use of the existing fleet and creates a much-needed connection between two regional nodes.

### Examples of Additional Transit Service Improvements

While detailed analysis needs to be conducted, below are examples of additional transit service improvements that could be implemented if the supplement is passed.

- North Shore:
  - SeaBus upgraded to 15 minute frequency all day every day
  - Increased service from Marine Drive to Downtown
  - Increased service along Lonsdale Avenue
- South of Fraser (in addition to the projects outlined above)
  - Increased service along Fraser Highway
  - Increased service along 104<sup>th</sup> Avenue
- Richmond:
  - Improved service on key corridors including Cambie Avenue, in Queensborough and possibly other areas
- Vancouver
  - Improved service on key corridors including 4<sup>th</sup> Avenue, 41<sup>st</sup> Avenue and 49<sup>th</sup> Avenue and possibly others
- Burnaby, Port Moody and Coquitlam
  - Increased capacity and frequency from Evergreen Line
  - New direct, high capacity route from Burquitlam Station to SFU
  - Improved service on core routes including 160 and along Willingdon Avenue
  - Improved service in other corridors including Pinetree Way
- Maple Ridge and Pitt Meadows
  - Increased capacity and frequency on core routes including 701 to approximately 10 minute service

North Fraser Perimeter Road

The North Fraser Perimeter Road Phase I (United Boulevard Extension) Project will connect Brunette Avenue with United Boulevard and relieve congestion, benefitting the area by:

- improving connectivity, efficiency, reliability and safety of the regional trucking network
- relocating trucks and regional vehicular traffic from residential areas in New Westminister to industrial areas
- promoting cycling by connecting two previously disconnected bikeways with new bikeway segments

Major Road Network Minor Capital Program

The \$20 million in annual funding will help TransLink:

- improve road capacity, encourage economic growth and efficient goods movement and reduce emissions caused by congestion
- enhance intersections, improving the safety of vehicles, bicycles and pedestrians
- introduce bicycle lanes to roadways to encourage cycling
- create new pedestrian facilities to encourage more trips by walking
- improve transit facilities to encourage transit use
- rehabilitate structures (such as bridges and retaining walls) to restore state of good repair

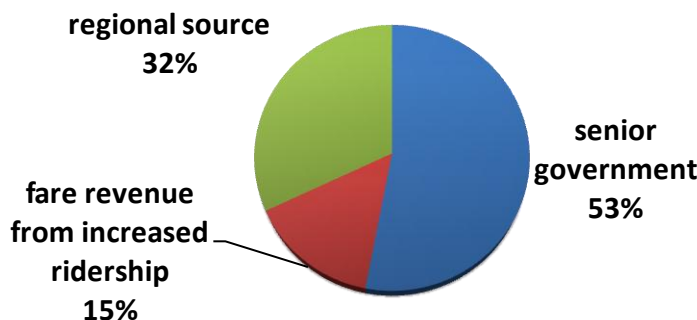
Bike Capital Program

Through the program, TransLink will double its investment to \$6 million annually to improve the integration of transit and cycling by:

- investing in new bike route construction and upgrades
- introducing bicycle traffic signals
- improving bicycle access to bridges
- investing in bicycle parking at transit stations, park-and-ride lots and transit nodes
- improving other infrastructure that promotes integrating transit and bicycles

**Funding**

The 2011 Supplement Plan leverages funds already committed to regional transportation improvements by the provincial and federal government, and from an anticipated increase in fare revenue due to increased ridership.



The funding source of TransLink’s 32 per cent commitment will be determined through discussions between the municipalities of Metro Vancouver and the provincial government as agreed to in the September 2010 Memorandum of Understanding. In the interim, TransLink has committed to finance the supplemental plan until 2012, which will allow the parties to determine an agreeable source of funding for the supplemental plan.

If an alternative funding source cannot be confirmed before 2012, this plan would be funded through an increase in property tax starting in 2012. Tax on residential properties would increase \$8.91 per \$100,000 of assessed value for an average household total of approximately \$61.65 per year, while tax on commercial properties would increase between \$43.2 and \$59.5 per \$100,000 of assessed value, depending on building classification. Together, residential and commercial property tax increases will generate \$75.8 million annually.

For more information, please visit [www.bepartoftheplan.ca](http://www.bepartoftheplan.ca).