

Newsletter

Volume 5, Issue 2

February 2013

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TransLink Seeks Feedback on 2013 Supplemental Plan

In 2011, the Mayors’ Council approved a two-year, time-limited property tax until a new, sustainable funding source could be identified to support TransLink. This tax was part of TransLink’s *Moving Forward* work plan for 2012 onward. A new funding source was not identified and the Mayors’ Council strongly indicated that they will not implement a

time-limited property tax that would collect an additional \$30 million in both 2013 and 2014. To remove this resource from TransLink’s finances means that a supplemental operations plan must be approved by the Mayors’ Council.

TransLink is required to produce a base plan every year, outlining the work to come over the next three years and the outlook on services for the following seven. Base plans describe the projects planned and where the funding will come from. To change this, such as removing the time-limited property tax, requires that a supplemental plan be made to amend the original strategy.

As part of this supplemental plan, TransLink has been focused on operating efficiently and cutting costs. This has allowed TransLink to remove the time-limited property tax while maintaining existing services. However, further expansion of the system at this time will not be possible,

beyond commitments made in the *2013 Base Plan*, such as some station upgrades and the development of the Evergreen Line.

To prevent the property tax from being automatically implemented in 2013, the supplemental plan must be prepared by **March 31, 2013** and approved by the Mayors' Council before May 1, 2013. The supplemental plan will be open for public feedback from **March 1 through March 15**. The draft supplemental plan and feedback form can be found at <http://www.translink.ca/en/Plans-and-Projects/10-Year-Plan/Supplemental-Plan.aspx>. The consultation and approvals section of the document will be completed after receiving feedback from the public.

Renovations Start with Main Street-Science World SkyTrain Station

Construction has begun at Metro Vancouver's Main Street-Science World Station, the first of seven SkyTrain stations to undergo accessibility and safety improvements over the next three years. Metrotown, Commercial-Broadway, Scott Road, Surrey Central, New Westminster, and Joyce-Collingwood stations will also undergo upgrades. Work is anticipated to be finished by 2016.

Funding for the project is being provided by the Government of Canada, Government of British Columbia and TransLink.

The station upgrades will help to ensure the SkyTrain system continues to serve demand as the population grows and more people switch from driving to transit, cycling and walking. The upgrades have been prioritized based on the greatest need for accessibility and safety considerations.

Upgrades to Main Street-Science World include new, more accessible station entrances, a new elevator, escalators, enhanced weather protection and lighting, as well as new retail space and bike parking facilities. Work will coincide with the installation of faregates.

The east side of Main Street-Science World Station (public toilet/park side) will be temporarily closed. Passengers are asked to use the west side of the station (Science World side) via a covered walkway and temporary fencing.

A permanent extension to the east side platform and new east side station house featuring a new elevator, escalators and bike storage will be built. Some of the work will be done at night due to safety concerns and traffic regulations. SkyTrain service will remain normal during this time.

For more information on the upgrades, check out

<http://www.translink.ca/en/Plans-and-Projects/Station-and-Exchange-Improvements/Main-Street-Science-World-Station-Upgrades.aspx>.

2013 Service Optimization – Bus Route Changes

After extensive public consultation, TransLink has finalized changes planned for more than 30 bus routes across the region, to make the best use of existing transit resources. The program aims to move service to where it is needed most and make the best use of limited funds.

For 2013, staff proposed changes to 34 routes. The public weighed in through 11 open houses and an online questionnaire in November and December 2012, providing feedback on a number of bus service optimization changes. More than 800 comments were gathered on all aspects of the proposals. Based on the feedback, some amended changes will begin in late 2013 to early 2014. Details of all changes and feedback can be found in the consultation summary available now at translink.ca/serviceop.

In recent years, TransLink's service optimization program has returned successful results: in 2011, the program helped TransLink provide 14 million new rides without added investment in service, increasing bus productivity by 3.1 per cent and generating a 5.5 per cent increase in transit revenue.

Routes that will change in late 2013-2014 are listed below.

Aldergrove/Langley

Affected Route: **502**

Proposed Route Changes:

- [502 Service Redesign](#): Introduce new 503 express service to Langley / Aldergrove and truncate 502 at Langley Centre

Burnaby

Affected Routes: **C1, C2**

Proposed Route Changes:

- [C1/C2 Service Redesign](#): Combine routes and extend to Kensington Square
[Update: A [C1/C2 Service Redesign Update](#) has been prepared to maintain current routes and reduce frequencies during off-peak periods only.]

Coquitlam

Affected Routes: **C24, C29, C30, C38, 153, 159, 177, 179, 189**

Proposed Route Changes:

- [C24 Service Refinement](#): Reroute via Robinson and Foster to improve coverage and reduce duplication
- [C29/C30/C38 Service Refinements](#): Reroute services near Coquitlam Centre to improve directness and reliability
- [153 Service Refinement](#): Reroute via Schoolhouse Street to expand network coverage and reduce duplication
- [159/177 Service Redesign](#): Combine routes and discontinue service on low-demand segments
- [179/189 Service Redesign](#): Discontinue existing service and replace with new 188 David Avenue / Coast Meridian

New Westminster

Affected Routes: **101, 154, C98, C99**

Proposed Route Changes:

- [101/154 Service Redesign](#): Realign services to simplify network and improve directness of routes
- [C98/C99 Redesign](#): Discontinue C99 and reroute C98 to improve service to Queensborough Landing area

North Vancouver

Affected Routes: **211, 229, N24**

Proposed Route Changes:

- [211 Service Refinement](#): Remove low-ridership Fairway detour [UPDATE: the 211 proposal has been cancelled based on the results of this consultation process.]
- [229 Service Redesign](#): Split service at Lynn Valley and convert lower-demand portion to 227 Community Shuttle
- [N24 Service Redesign](#): Reroute northern end of service to connect to Lynn Valley Town Centre

Pitt Meadows/Maple Ridge

Affected Route: **C41, C48, C49**

Proposed Route Changes:

- [C41 Service Refinement](#): Convert to two-way service with reduced frequency and reroute via civic centre
- [C48/C49 Service Redesign](#): Discontinue service on lowest-demand segments and reroute C48 to connect with West Coast Express. A [C48/C49 Service Redesign Update](#) has been prepared to maintain existing coverage, reroute C48 via McClure Drive and connect to West Coast Express

Surrey

Affected Routes: **312, 314, 332, 335, 502**

Proposed Route Changes:

- [312 Service Refinement](#): Remove Scottsdale Mall detour to improve travel times and simplify route
- [314 Service Refinement](#): Remove River Road segment to reduce duplication and simplify route
- [332/335 Service Redesign](#): Combine services and reroute via 72nd Ave to Newton Exchange
- [502 Service Redesign](#): Introduce new 503 express service to Langley / Aldergrove and truncate 502 at Langley Centre

UBC

Affected Routes: **C20, C22**

Proposed Route Changes:

- [C20/C22 Service Redesign](#): Discontinue C22 service, convert C20 to two-way service and extend to South Campus (Wesbrook Place) Additional technical work is underway to explore alternative routing options for the western portion of the route (Marine Drive vs. West Mall).

*Consultation for service optimization changes at UBC was led by [UBC Campus and Community Planning](#) in collaboration with TransLink.

Vancouver

Affected Routes: **2, 22, C21, C23**

Proposed Route Changes:

- [2/22 Service Refinement](#): Combine as 22 and extend some short-turns to Knight and Kingsway
- [C21/C23 Service Redesign](#): Separate services, extend C21 to Stanley Park and C23 along Terminal Ave

West Vancouver

Affected Routes: **251, 252**

Proposed Route Changes:

[251/252 Service Redesign](#): Reroute and convert to two-way service with connections to higher-frequency 250

Accessible Bus Stops in Metro Vancouver

In January 2013, the total percentage of accessible bus stops in Metro Vancouver was 66.1%. A detailed comparison of the accessible bus stops for the month of January 2012 and January 2013 is outlined below.

	Active Stops 2013	% Accessible January 2012	% Accessible January 2013
Belcarra/Anmore	28	28.6%	39.3%
Bowen Island*	1	100.0%	100.0%
Burnaby	953	52.5%	56.0%
Coquitlam	546	46.3%	55.5%
Delta/TFN	540	48.8%	49.6%

Langley - City	121	71.2%	69.4%
Langley - Township	353	65.3%	68.6%
Maple Ridge	306	43.8%	51.3%
New Westminster	264	77.0%	81.1%
North Vancouver - City	168	76.5%	85.1%
N. Vancouver - District	433	51.2%	57.3%
Pitt Meadows	52	52.9%	55.8%
Port Coquitlam	229	37.0%	41.9%
Port Moody	163	42.9%	55.8%
Richmond	715	56.7%	59.7%
Surrey	1356	72.7%	74.7%
Vancouver/UBC	1946	72.4%	80.4%
West Vancouver**	7	80.0%	57.1%
White Rock	105	44.3%	43.8%
Total	8286	61.1%	66.1%

*There is only 1 bus stop with CS plates on Bowen Island. Other bus stops on Bowen Island are 'Flagstops'.

**CMBC only maintains the 5 bus stops that are currently at the Park Royal area. Other bus stops are maintained by the District of West Vancouver and are excluded from this table.

In January 2013, the SeaBus provided 300 wheelchair and scooter trips.

Please call **604.953.3333** or check www.translink.ca to find out if the bus stop you are intending to go to is accessible.

Transportation Commissioner Issues TransLink Report Card

Regional Transportation Commissioner Martin Crilly found that TransLink is on track to meet the Commission's challenge to save \$40 - \$60 million in costs in the period 2013-2015, and will do so provided it stays the course.

The Commissioner's 3-page Memorandum addressed to the Mayor's Council includes a report card on TransLink's efficiency. The report card gives the results of an examination conducted in December 2012 regarding TransLink's response in meeting the cost-saving challenge set by the Commission on April 11, 2012.

The memorandum and report card can be found at http://translinkcommission.org/TLCMemo012_re_Commission_Update_for_Mayors_Council_11_Jan_2013_Final.pdf

Access Transit Users' Advisory Committee Meeting

The next meeting of the Access Transit Users' Advisory Committee will be held on April 18, 2013.

Please forward these updates on to others within your organizations or to other individuals who may find them of interest.

If you have any questions or comments regarding the status of the Access Transit project, please contact: access.transit@translink.ca