

Northeast Sector Area Transit Plan

Phase 3: Near-Term Priorities

July 2015



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1. Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. To plan for transit services and infrastructure in the Northeast Sector—including Anmore, Belcarra, Coquitlam, Port Coquitlam, Port Moody and part of the Kwikwetlem First Nations lands—TransLink worked with municipal partners, stakeholders and the public to develop an Area Transit Plan (ATP).

ATPs support and inform key planning processes like [TransLink's Regional Transportation Strategy](#) and the [Mayors' Council Transportation and Transit Plan](#)—which establish the region's long-term transportation vision, overall goals, targets, policy direction and investment priorities. ATPs also consider municipal land use and transportation plans, to ensure that the local transit

network supports existing and expected land use and travel patterns.

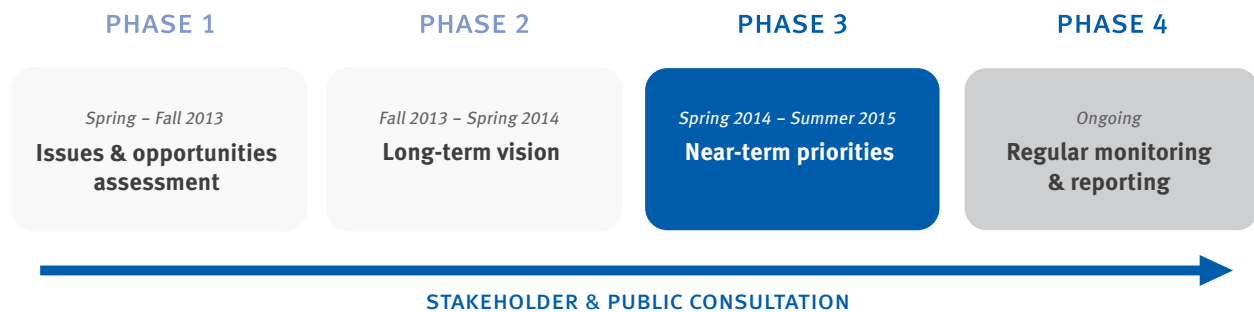
The Northeast Sector ATP (NESATP) defines a 30-year vision for transit in the community that identifies the unique transportation needs of the Northeast Sector; including transit services and infrastructure. It also provides a “blueprint” for how additional resources could be used to implement priorities over the next 10 years to begin achieving this vision.

The plan will help to ensure that future transit services and infrastructure decisions in the Northeast Sector are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and other parts of the transportation system to make travel by transit a more attractive choice for people who travel in or through the Northeast Sector now and in the future.

MAYORS' COUNCIL TRANSPORTATION AND TRANSIT PLAN

Early in 2014, the Mayors' Council on Regional Transportation developed a Transit and Transportation Plan, identifying a package of transportation investments needed over the next 10 years to ensure continued progress toward shared regional goals. A funded Mayors' Plan will help accelerate implementation of the transit priorities and long-term vision identified in the NESATP and allow for additional investments in more buses and more frequent service on busy corridors in the area.

2. Developing the plan



There has been very little change to the Northeast Sector transit network over the past few decades, despite significant changes to land use and the transportation network, including the Evergreen extension of the Millennium Line now under construction. The NESATP is a three-phase process that ran from spring 2013 to summer 2015; annual monitoring and reporting will follow.

Phase 1 was completed in fall 2013 and involved a comprehensive technical analysis of the local transit network design, travel patterns, land use and other local conditions. Stakeholders, transit operators and the public also provided their perspectives on the opportunities to improve the current transit network.

Phase 2 was completed in spring 2014 and focused on obtaining input from stakeholders and the public on transportation priorities. This feedback, along with a technical analysis, contributed to the development of a 30-year vision for transit in the Northeast Sector.

Phase 3 concluded in summer 2015 and identified recommended near-term priorities related to Evergreen integration and network expansion, to address the issues and make the most of the opportunities identified in Phase 1 and 2 of the NESATP.

3. Engaging citizens, customers, local governments and businesses

With an understanding of the issues and opportunities related to the transit network in the Northeast Sector gained through Phase 1 and with guidance from the long-term vision developed as part of Phase 2, a set of proposed transit network changes were developed and then refined through stakeholder and public consultation.

TransLink engaged with stakeholders and the public who live, work or travel in or through the Northeast Sector, and gathered feedback on the proposed transit network changes. TransLink administered two online surveys in Phase 3: one open to the general public; and a second, similar survey that was sent to targeted members of the [TransLink Listens](#) online panel. To raise awareness of the public survey, TransLink staff attended seven different community events, distributed information cards on 11 occasions and engaged key audiences through a variety of social media channels. The surveys generated nearly 700 responses.

TransLink staff also met regularly with different advisory committees made up of municipal land use and transportation planning staff, elected officials in the Northeast Sector and local residents.

Key themes around transit priorities that we heard through public and stakeholder consultation in this phase were consistent with what we learned in Phases 1 and 2. Themes include:

1. **More direct connections to destinations.** Changes to the C40, 151, 152, 153, and 159 bus routes.
2. **More frequent bus service between key destinations.** This includes new all-day frequent service (Frequent Transit Network or FTN) between Port Coquitlam Centre and the SkyTrain at Coquitlam Central.

3. **New bus services to serve developing areas.** New services in Burke Mountain, Dominion Triangle, Fremont Village and connections to Surrey.
4. **Better integration of transit, walking and cycling.** Many recommended network changes support good access to SkyTrain stations.

Feedback received through consultation was used as advice to help:

1. **Modify proposals for new bus service and changes to existing service** to better reflect community needs. For example, proposed changes to the 156 service were revised to maintain its connection to Poirier Centre and proposed changes to the 160 service were modified to allow for the continuation of some trips to downtown Vancouver during peak times.
2. **Inform the technical evaluation of each proposed change.** We considered acceptability and neighbourhood impacts when analyzing proposed transit network changes. Input received from public consultation informed the scoring of proposed changes in these two areas. (Page 6 provides more information on the evaluation framework.)

More information on consultation activities and what we heard through Phase 3 consultation can be found in Appendices A and B.

TRANSIT NETWORK DESIGN PRINCIPLES

Interested in learning more about what TransLink considers when designing transit routes and the transit network?



See the [Managing the Transit Network Primer](#).

4. Evaluating the proposed changes

Changes were proposed to nearly every bus route in the Northeast Sector. Transit-supportive infrastructure initiatives were also proposed. All proposed changes were evaluated using a Multiple Account Evaluation (MAE) process. The MAE process considers seven different

accounts to identify the potential benefits and impacts for each proposed change to the transit network. All proposed changes were evaluated against the Business as Usual (BAU) scenario, where the transit network remains the same as it is today.

Multiple Account Evaluation (MAE) criteria

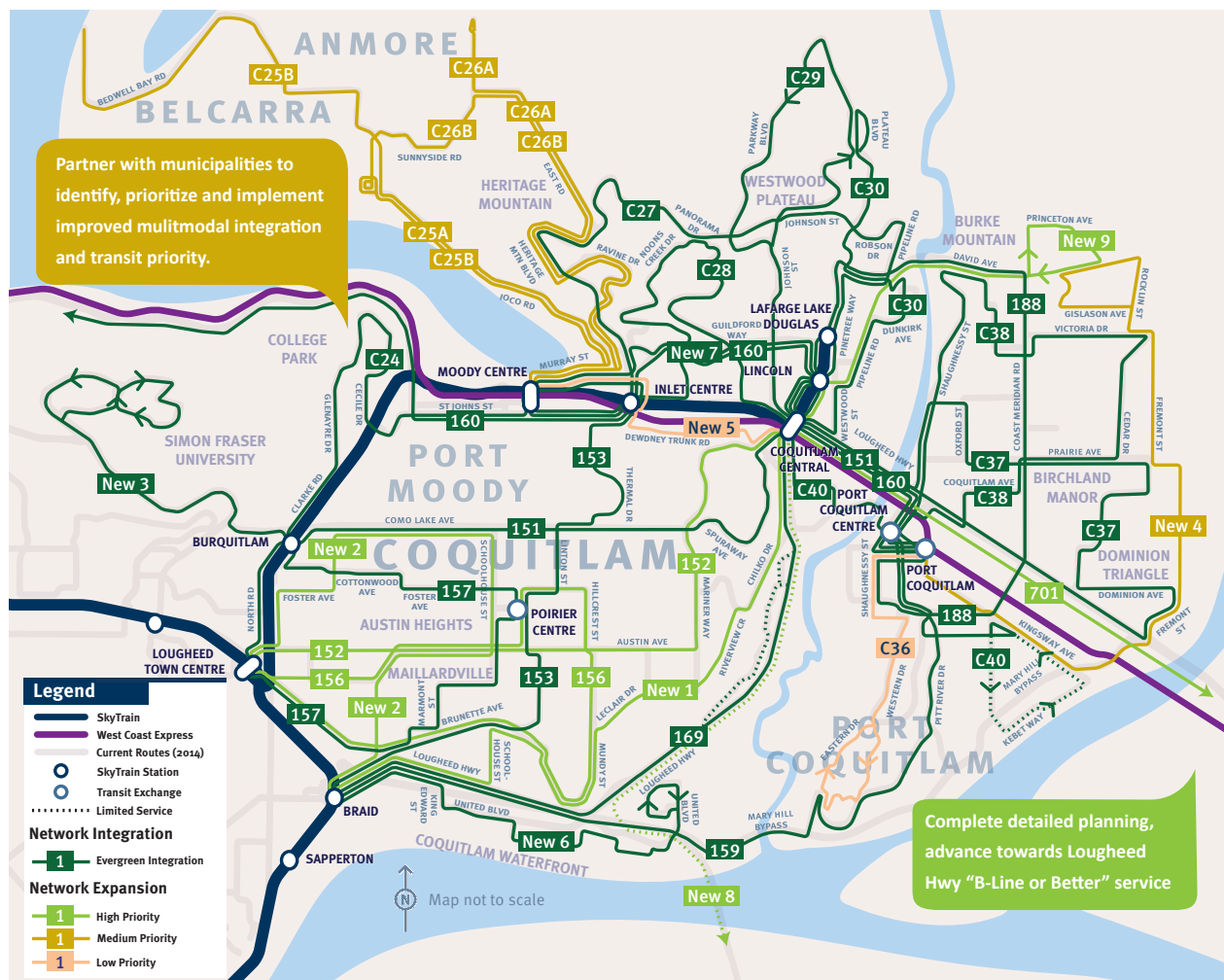
Account	Criteria
 Deliverability	<input type="checkbox"/> Acceptability <input type="checkbox"/> Ease of implementation
 Economy	<input type="checkbox"/> Goods movement <input type="checkbox"/> Transit access to business, centres and institutions
 Environment	<input type="checkbox"/> Emissions reduction
 Financial	<input type="checkbox"/> Asset optimization <input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
 Land use	<input type="checkbox"/> Land use plans and objectives <input type="checkbox"/> Transit supportiveness
 Social and community	<input type="checkbox"/> Access to transit <input type="checkbox"/> Neighbourhood impacts
 Transportation	<input type="checkbox"/> Active transportation <input type="checkbox"/> Transit customer experience <input type="checkbox"/> Transit network design <input type="checkbox"/> Transportation plans and objectives <input type="checkbox"/> Transit travel times

5. Identifying near-term priorities

A total of 19 recommended near-term priorities were determined based on the overall score of each proposed transit network change in the MAE and helped to set the level of priority for implementation. These include 16 transit network changes and three infrastructure initiatives. Some of the recommended transit network changes include more than one service modification and have been grouped together because the changes support each other and may be implemented at the same time. Some proposed network changes were revised and re-evaluated based on public feedback received during consultation and further technical analysis.

These near-term priorities have been identified and categorized as recommended **Evergreen integration** or **transit network expansion** priorities. TransLink will seek to use existing resources to implement the Evergreen integration priorities identified in the NESATP. New funding is required for the transit network expansion priorities. These include changes to help ensure routes are in the right place; are more direct and easy to understand; expand coverage; and improve access to transit. More information on all of the recommended near-term priorities is available in Appendix C.

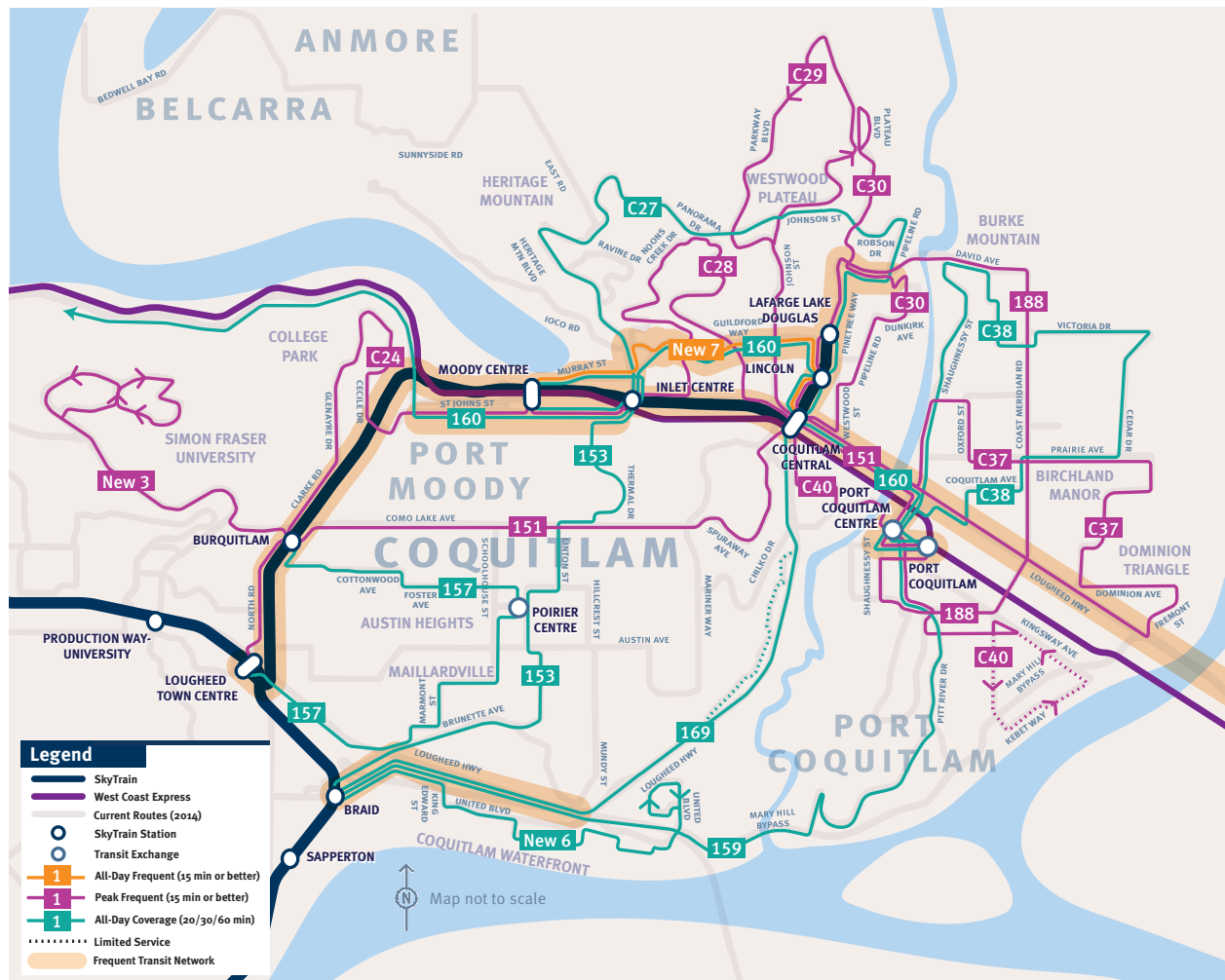
All recommended near-term priorities



Evergreen integration

With the completion of the Evergreen extension, the Millennium Line will provide faster connections for many trips that are currently served by bus routes in the Northeast Sector. Therefore, the NESATP rethinks how buses will operate once the Evergreen extension begins to operate. Some current bus routes will become

redundant and discontinued, while other bus routes will be adjusted to accommodate new travel patterns and improve connections to the SkyTrain network. These recommended changes may primarily be achieved by reallocating existing resources.



The recommended transit network changes related to Evergreen integration include eliminating or restructuring redundant bus services like the 97 B-Line, 160, 169 and 190 and using resources from these services to introduce changes that will support:

- New frequent all-day service (FTN) between Port Coquitlam Centre and the SkyTrain at Coquitlam Central (via combined 151, 160).
- Frequent all-day local service (FTN) along the busiest parts of the Evergreen corridor, in addition to Guildford Way and Pinetree Way (via New 7, 160).

- Fast, frequent connections to SFU from Burquitlam Station.
- More direct connections between Westwood Plateau and Heritage Mountain in Coquitlam and the SkyTrain at Coquitlam Central and other stations.
- More direct connection between Coquitlam Central and the Dominion Triangle area via Lougheed Highway.
- More capacity (i.e. larger buses) on higher demand routes like the C24 and C30.
- Increased hours of operations on many routes to align with SkyTrain service hours.

PRINCIPLES OF EVERGREEN BUS INTEGRATION

The Northeast Sector Area Transit Plan identifies a number of bus route changes that are designed to help integrate the local bus network with the Millennium Line. The following principles were used to help identify what specific changes could be delivered when the Evergreen extension begins operation:

- Improve access and connections to station areas
- Reduce duplicate bus services and connections (like the 97 B-Line), allowing for resources to be re-invested back into the local bus network in the Northeast Sector
- Can be implemented by reallocating existing resources

WHAT IS THE EVERGREEN EXTENSION?

The Millennium Line will connect Coquitlam to Vancouver, through Port Moody and Burnaby via the Evergreen extension. It will provide many benefits, including:

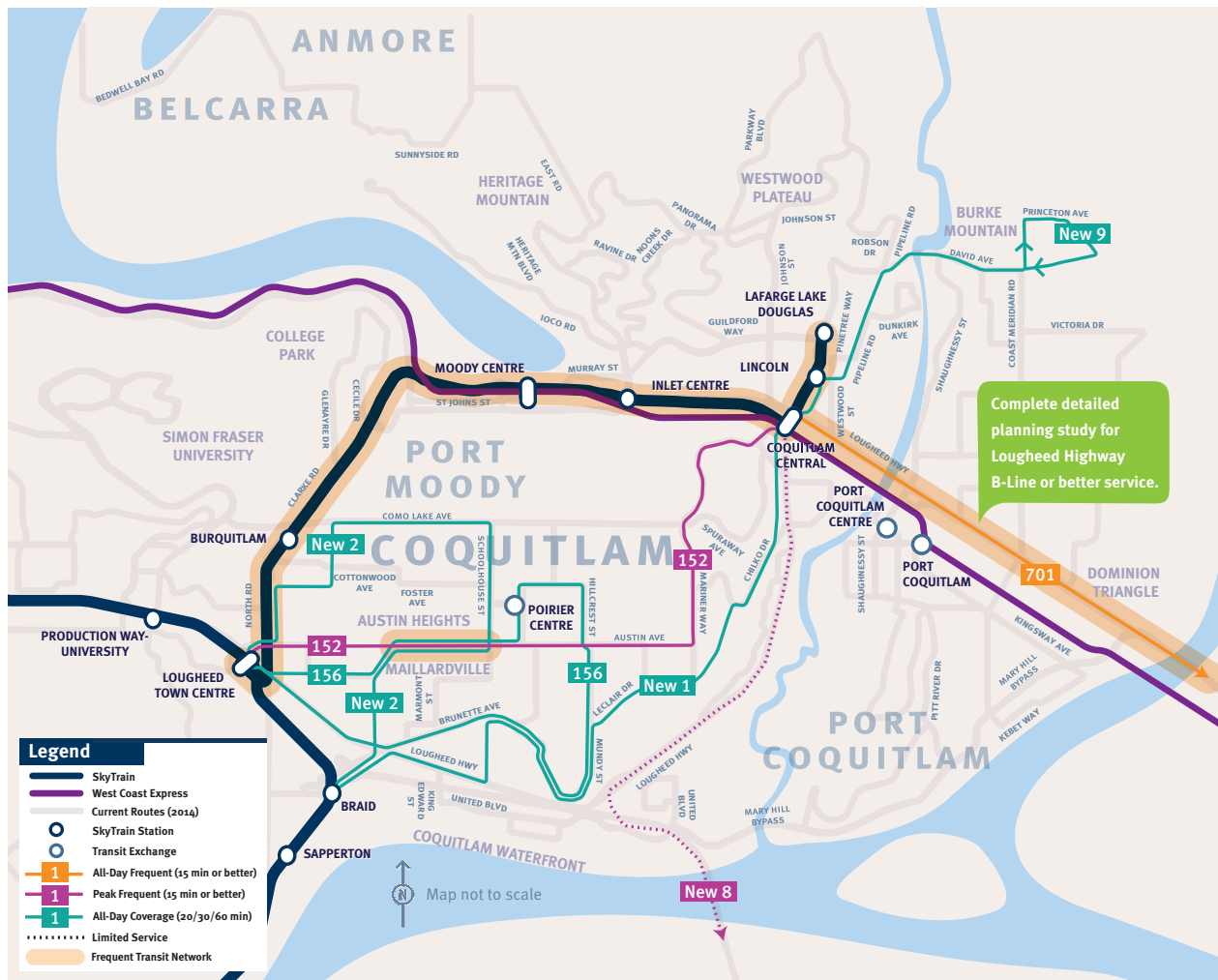
- Direct rapid transit connection, without transfer, from Coquitlam to Vancouver (VCC-Clark Station)
- Faster transit travel times between Lougheed Town Centre and Coquitlam (15 minutes, compared to 30-35 minutes on the 97 B-Line)
- Six new rapid transit stations located at or near town centres in the Northeast Sector
- More frequent service (approximately every three minutes during peak periods)
- Better transit access to more regional centres in Metro Vancouver

For more information on the Evergreen project, please visit: www.evergreenline.gov.bc.ca.

Transit network expansion

TransLink considers the regional significance of all transit service, infrastructure and program investments when making investment decisions. However, new funding is required for all recommended transit network expansion priorities.

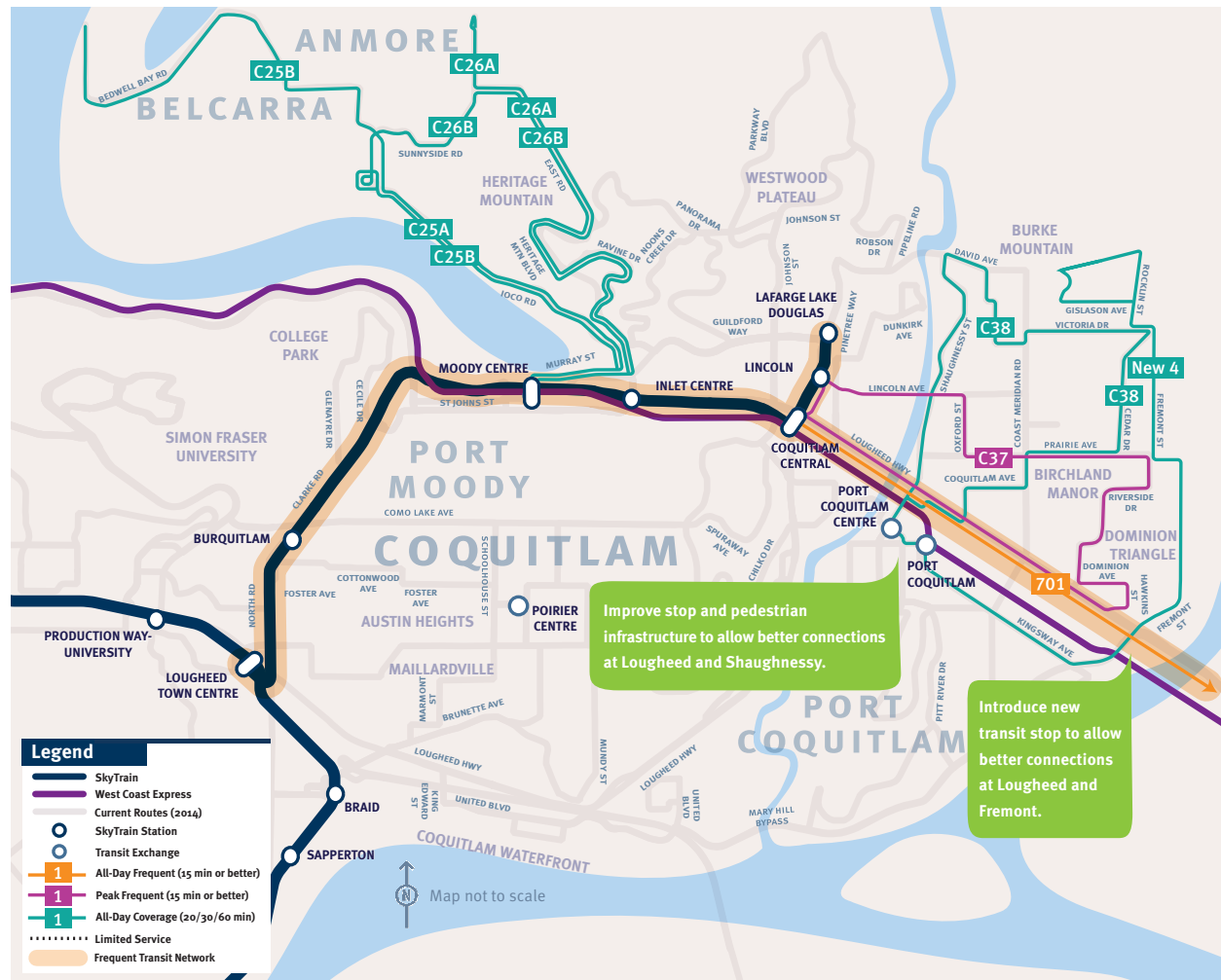
High priorities for expansion



Recommended high priority changes will be implemented when funding allows. These expansion changes will support:

- Expanded service coverage to the growing Burke Mountain area, with direct connections to the SkyTrain at Coquitlam Central (via New 9).
- A new peak-only frequent connection between Coquitlam Central and Surrey Central (New 8) to help meet growing customer demand in this travel market.
- More frequent and direct service along high ridership corridors in Coquitlam, including Austin Heights and Maillardville.

Medium priorities for expansion

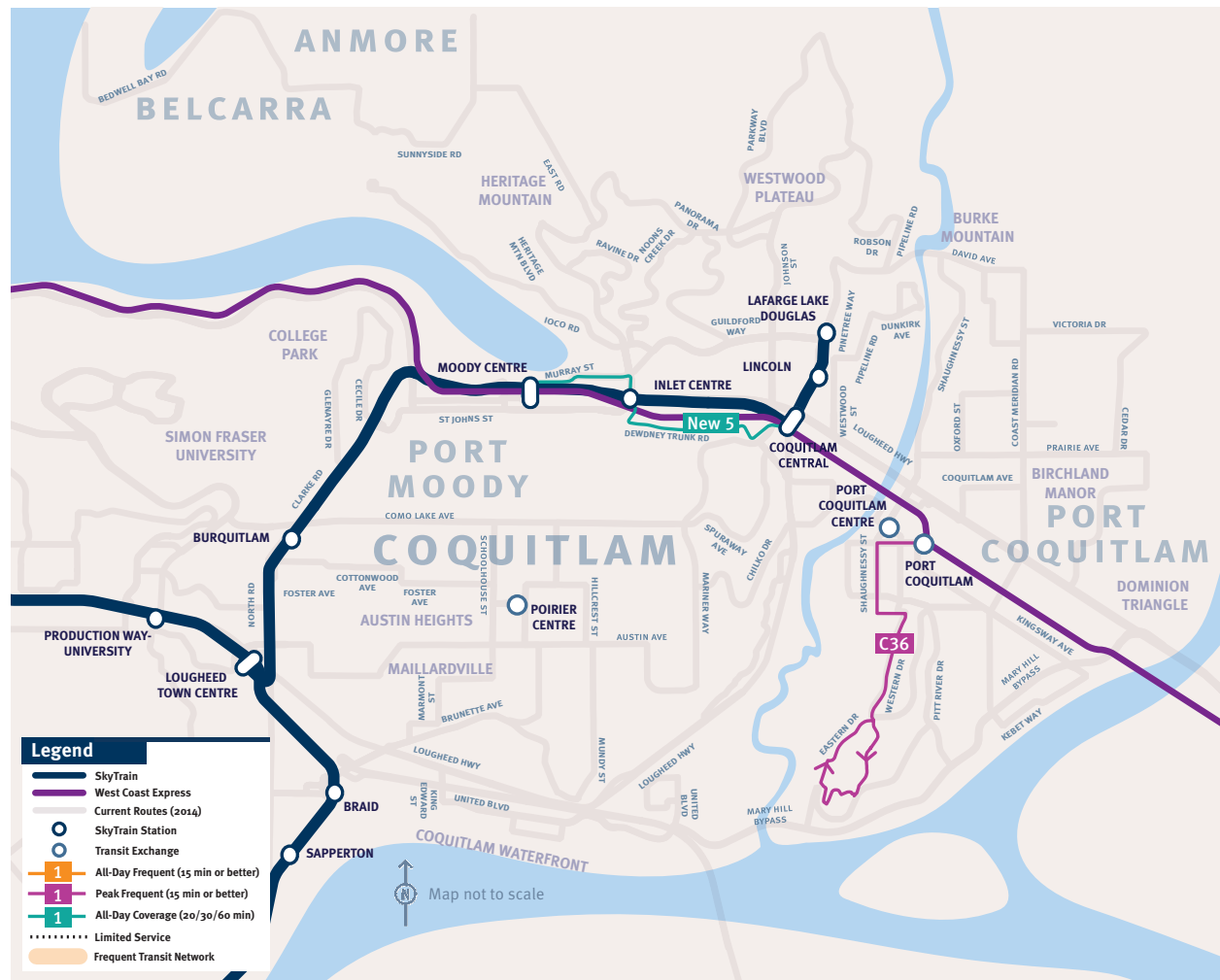


Recommended medium priority changes will be implemented when funding allows and demand warrants. These expansion changes will support:

- More consistent and direct service between Anmore, Belcarra and Port Moody.
- Additional service coverage to Partington Creek in Coquitlam and Dominion Triangle/Fremont Village in Port Coquitlam.
- More direct connections between Coquitlam Central, SkyTrain and north Port Coquitlam using the planned Lincoln Avenue Connector.
- Improved transit stop and pedestrian infrastructure along Lougheed Highway.

Another medium priority initiative is to partner with municipalities to identify, prioritize and implement improved multimodal integration and transit priority.

Low priorities for expansion



Recommended low priority changes will be considered if conditions change and funding allows. These expansion changes will support:

- Expanded coverage service along Dewdney Trunk Road in Port Moody and Coquitlam.
- Expanded peak frequent service to Citadel Heights in Port Coquitlam.

6. Next steps

The NESATP has identified, evaluated and prioritized 19 near-term priorities, including Evergreen integration and transit network expansion priorities. The NESATP is a living document and TransLink will continue to work collaboratively with our municipal partners to determine if we are on track to meet the long-term vision. We will report back on the goals in the ATP and if/where the recommended changes need to be adjusted.

IMPLEMENTATION

Recommended Evergreen integration changes will be put forward for detailed planning and design and will be considered for implementation when the new SkyTrain service goes into operation.

Evergreen integration changes may primarily be implemented by reallocating existing resources. Additional funding is required to implement the transit network expansion changes.

The high priority expansion changes will be considered for implementation when new funding or resources become available. The medium- and low priority expansion changes will be considered for implementation based on demand and future funding conditions.

TRACKING PROGRESS

Following the completion of an Area Transit Plan, an ongoing “Phase 4” is initiated – a program aimed at regularly monitoring and reporting on the progress of the Area Transit Plan to track the status of the plan and report back on progress. The proposed service levels identified in the plan represent what we know today. These will change as demand grows. As the Northeast Sector develops, both the long-term vision and the recommended near-term priorities will be reviewed to ensure land use and transportation planning continue to be coordinated.

Based on the availability of data, reporting is expected to include:

- Progress towards the goals and objectives of the long-term vision.
- Implementation status of recommended near-term priorities.
- Identifying significant changes in conditions that may require re-evaluation of priorities or vision goals.
- Highlights of transit service performance, land use changes, and population and employment growth.