

SOUTH OF FRASER



transit plan



3

2013 Implementation Plan



November 2007

Cover Photo: Dennis S. Hurd, April 2006



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Technical Memorandum

[Technical Memorandum No. 1:
Improvements and Challenges by Sub-Area](#)

[Technical Memorandum No. 2:
Frequent Transit Network Description](#)



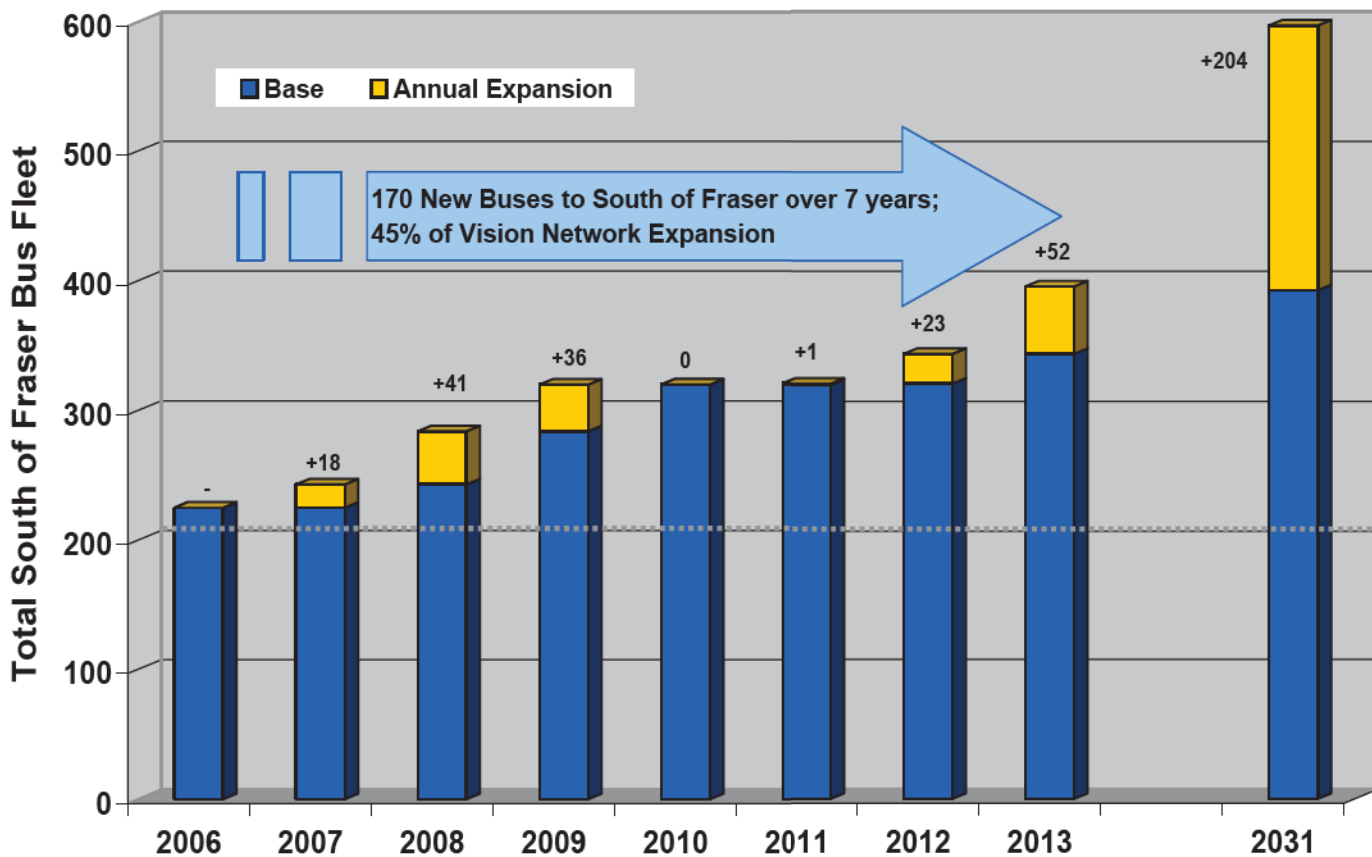
...46% of the bus expansion needed to fulfill the 2031 Vision will be implemented by 2013...

Introduction

Phase Three represents the implementation plan that begins the change in the system from the previous network to that which will be the new direction for transportation and transit in the South of Fraser. 2007 serves as the base year for the plan as expansion plans were altered based on the South of Fraser Area Transit Plan process. The goal over the next 10 years is to average 40% of all expansion in the region within the South of Fraser. The expansion to 2013 is shown in Figure 1 and averages 46% of expansion currently anticipated under existing funding. This 7 year plan also represents an increase in the existing 225 bus fleet of 171 buses or a 76% increase in service. It also represents 45% of the total expansion required for the system.

The year by year expansion is also shown graphically in Figure 2.

Figure 1: South of Fraser Expansion to 2013



Facility Improvements

Facility improvements must be undertaken throughout the next seven years dependent upon both financing and opportunity from development.

- By 2010, South Surrey/White Rock, Newton Exchange, and Guildford Exchange should either be completed or close to completion.
- Langley Town Centre should be completed prior to 2013 in order to be available for the start of Bus Rapid Transit service along Fraser Highway.
- Median busway development along King George should start by 2011 in order to be finished by 2013.
- The start of the Fraser Highway busway should be underway by 2011 though it may take longer to finalize.
- Other facility changes should be undertaken to meet the opening of the Highway #1 busway in 2013 including facilities at Walnut Grove.
- Finally, new and updated facilities as well as customer improvements and traffic signal priority should be undertaken as funding becomes available and will be based on impact on new and existing routes.

How the Implementation Plan was Developed

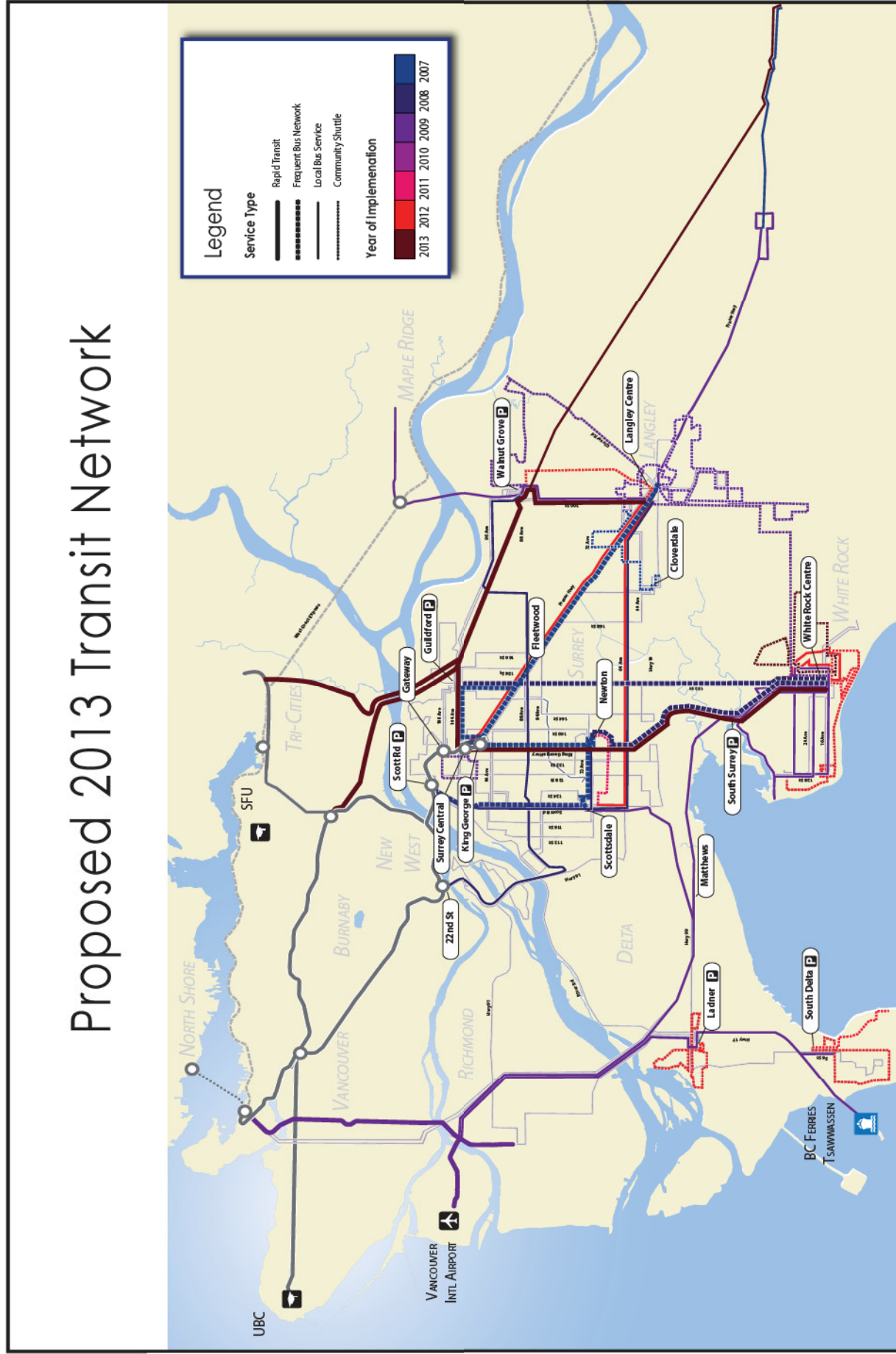
Typically implementation plans for past Area Transit Plans have been done solely by TransLink with input from the operating companies. The Vancouver and UBC Area Transit Plan incorporated Coast Mountain Bus Company (CMBC) staff into the project team but the final plan was still largely a TransLink developed set of recommendations. This has led, in the past, to conflicting priorities as CMBC and TransLink developed the annual plans for expansion. In order to fully integrate the expertise held by CMBC into this plan, a joint development approach was taken with a member from each organization meeting to develop the implementation plan. Therefore, both organizations agree from the outset what the priorities for the South of Fraser are as we move forward into the next phase of the plan.

The implementation plan is based on the years 2007 through

...improvements to transit service are dependant on several key facility upgrades, including transit exchanges and busways...



Figure 2 - Improvements by Year



2013 and uses the existing TransLink 10 Year Outlook as the premise for expansion. Projects such as the implementation of Bus Rapid Transit are shown in years that current financial projections allow; however, if additional funding sources were to be found then the facilities side of the plan could be moved forward. Fleet allocation has also been based on previous work within TransLink on facility planning though this has been influenced by the South of Fraser Plan. It should be noted that some projects are dictated by new infrastructure and cannot be moved forward without new infrastructure and capacity at exchanges. The plan is less specific after 2009 to reflect the current uncertainty over future financial ability; however, it is understood that this plan as well as the implementation should be a fluid document that responds to the changes in finances and process within TransLink, but also within the municipal areas of jurisdiction.

...expansion plans are based on existing funding. If additional resources become available, some projects could be advanced...

The Public Advisory Committee has provided valuable input into the priorities for implementation and this is reflected in the following plan.

2007 Planned Improvements



Figure 3: 2007 Improvements



Overview

A total of 18 buses was added to South of Fraser fleet with a number of substantial improvements to the system. The key focus for the year is to extend the Frequent Transit Network (FTN) within the Surrey/Langley area through the Frequent Bus portion of the FTN in order to set the framework for introducing the Rapid Transit portion of the FTN in later years. There are also new routes in North Clayton as well as the first cross border service into the Fraser Valley from Aldergrove.

Service Improvements

- Frequent Bus Network (FBN) on Fraser Highway
- FBN on 72nd Avenue between Scottsdale and Newton
- FBN on Scott Road between Scottsdale and Scott Road Station
- FBN on King George Highway between Surrey Central and Newton
- FBN on 104th Avenue and 152nd Street between Surrey Central and Fleetwood
- New Community Shuttle route in North Clayton
- New route between Aldergrove and Abbotsford
- Other improvements including more frequent service and better early morning, midday, evening and weekend service

2008 Planned Improvements

Overview

This plan proposes that 41 buses be added to the South of Fraser fleet representing 44% of the total regional expansion and begin the completion of the Frequent Transit Network's bus network along King George Highway from Newton to White Rock. The expansion then focuses on improving service on a number of corridors within Surrey, and begins the implementation of new routes to start creating the east –west connectors, as well as reorganizing a few existing routes into the new system.



Figure 4: 2008 Improvements

Service Improvements

- FBN on King George Highway between Newton and White Rock Centre
- New route on 64th Avenue between Langley Centre and Scottsdale
- New route on 88th Avenue between Walnut Grove and 22nd Street Station
- Continuous through service on Scott Road-72nd Avenue
- More frequent service on 152nd Street, towards FBN levels
- More frequent service on core routes in Surrey

2009 Planned Improvements



Figure 5: 2009 Improvements

Overview

It is proposed that 36 buses be added to the South of Fraser fleet, including 6 midibuses and 5 Community Shuttles. The service improvements will focus on significant upgrades to routes in the Langleys along with new routes in White Rock/South Surrey. Two major infrastructure projects influence the service plan with the opening of the Golden Ears Bridge and the Canada Line rail project.

Service Improvements

- New route across Golden Ears Bridge, connecting Langley and Maple Ridge
- Integration of buses with Canada Line at Bridgeport Station, including significant increases in service levels and reliability

- Introduce all day local routes in South Surrey (e.g. Crescent Road/20th Avenue and 16th Avenue/24th Avenue)
- New West Whalley Community Shuttle route
- More frequent and later service on Langley Community Shuttles, including introduction of higher capacity midibuses
- New route between White Rock Centre and Langley
- Improve service on Fraser Highway between Aldergrove and Langley Centre

2010 - 2011 Planned Improvements

Overview

This two year period features no new vehicles in the 10 Year Outlook, presuming that savings from the Canada Line will provide sufficient vehicles to allow the system several years to recover from previous expansion plans. It is possible that off-peak service improvements can be achieved to meet minimum service standards of 30 minutes all day to 11PM. With no vehicles currently available, the focus should be on achieving significant movement towards completing infrastructure around the region such as improvements to exchanges and completion of transit signal priority and passenger amenities. Bus Rapid Transit planning should be well advanced with investments in infrastructure moving forwards. There is a total of only one community shuttle vehicle to be added to the system.

Service Improvements

- Improve service throughout the South of Fraser region to achieve minimum transit service levels (service on key routes between 6:00 am and 11:00 pm; at least every 30 minutes where demand warrants)
- Develop new transit infrastructure and improve existing exchanges
- Introduce new Community Shuttle route on 68th Avenue in Surrey



2012 Planned Improvement



Figure 6: 2012 Improvements

Overview

It is proposed that 23 buses, including 4 Community Shuttles be added to the South of Fraser fleet representing 52% of the total regional expansion. The Frequent Transit network is the primary focus with the introduction of a limited stop B-Line service on the Fraser Highway and improvements to routes in the neighbourhood bus layer.

Service Improvements

- Introduce Limited Stop B-Line service on Fraser Highway
- Improve service between Scottsdale and Langley
- Introduce new Community Shuttle route between Langley and Walnut Grove
- Improve Community Shuttle service in South Surrey/White Rock and South Delta

2013 Planned Improvement



Figure 7: 2013 Improvements

Overview

It is proposed that 52 buses be added to the South of Fraser fleet, including 27 Rapid Transit vehicles. The Rapid Transit layer is the focus of this service plan with the opening of the Highway #1 busway system as well as Bus Rapid Transit along King George Highway

Service Improvements

- Introduce Bus Rapid Transit from White Rock Centre to Guildford via King George Highway and 104th Avenue.
- Introduce new services on Highway 1/Port Mann Bridge
- Introduce new Community Shuttle route in South Surrey/White Rock



...the implementation plan includes a balance between introducing new routes and improving the existing network...

Summary

This implementation plan is as aggressive as possible within the constraints of existing plans and funding. The South of Fraser Area Transit Plan has highlighted the need for vast improvements in network design, the availability of service into new areas, the need for higher levels of transit including moving into rapid transit, and the challenges of changing service to reflect the new urban reality south of the Fraser River. This plan should help increase the mode split within the region and make transit a true alternative to the automobile.

