

NO: R065

COUNCIL DATE: **APRIL 28, 2014**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **April 24, 2014**

FROM: **Acting General Manager, Engineering**

FILE: **0500-01**

SUBJECT: **South of Fraser Transit Needs**

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Receive this report as information regarding the inequities and needs in regional transit service in the South of Fraser; and
2. Endorse forwarding this document to the Mayors' Council on Regional Transportation, Investment Plan Subcommittee and subsequently to the full Mayors' Council.

DISCUSSION

A Subcommittee of TransLink's Mayors' Council is developing a proposed 10 year investment strategy for transportation improvements that can be brought forward for approval in the Province's proposed funding referendum. Mayor Watts sits on this committee with Councillor Steele as the alternate. The Province has set a deadline of June 30 for the Mayors' Council to propose an investment plan and funding strategy in order for the referendum to occur by June 30, 2015. Otherwise the Province will set the date to the following election in 2018.

Surrey has been demonstrating to the Subcommittee the need for more transit in the South of Fraser and more particularly the importance of early delivery of LRT on King George Boulevard, 104 Avenue and Fraser Highway.

To ensure that the regional inequity is fully understood and to better highlight the needs, a parallel set of meetings have taken place between the Mayors of the South of Fraser. Through these sub-regional meetings, the document titled "South of Fraser LRT & Transit Investment Needs", attached as Appendix I, was developed.

We understand that the other South of Fraser municipalities will be bringing this document to their Council's. Furthermore, we have confirmation from the Corporation of Delta that it will be received by their Council on Monday April 28th, 2014.

The next step would be to provide this document to the Mayor's Council Investment Plan Subcommittee at the next meeting.

CONCLUSION

In order to raise awareness of the challenges faced South of the Fraser, it is recommended that Council support forwarding the document titled “South of Fraser LRT & Transit Investment Needs”, attached as Appendix I, to the Mayors’ Council on Regional Transportation Investment Plan Subcommittee and subsequently to the full Mayors’ Council.

Gerry McKinnon
Acting General Manager, Engineering

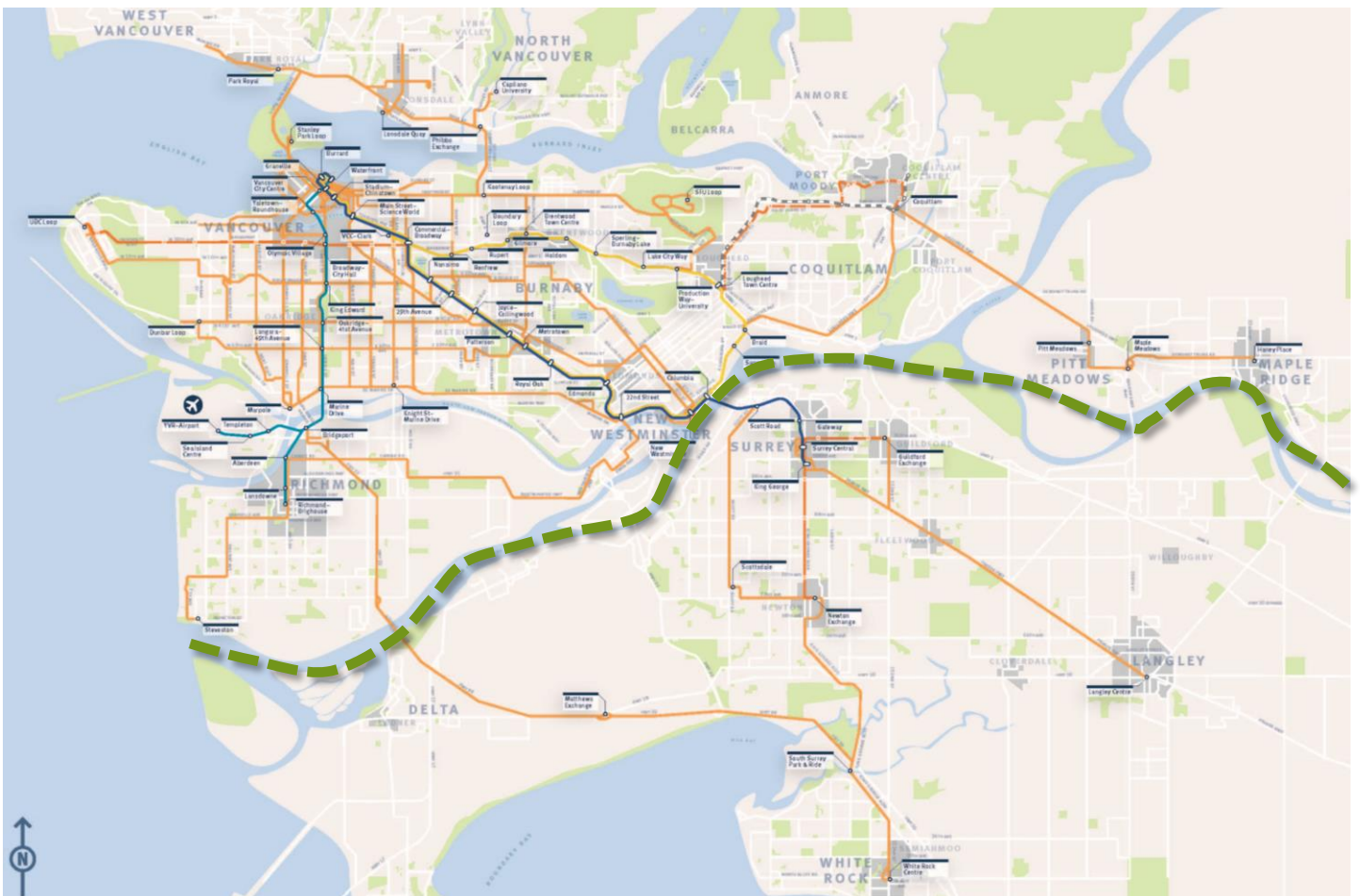
JB/DB/brb

Appendix I - South of Fraser LRT & Transit Investment Needs

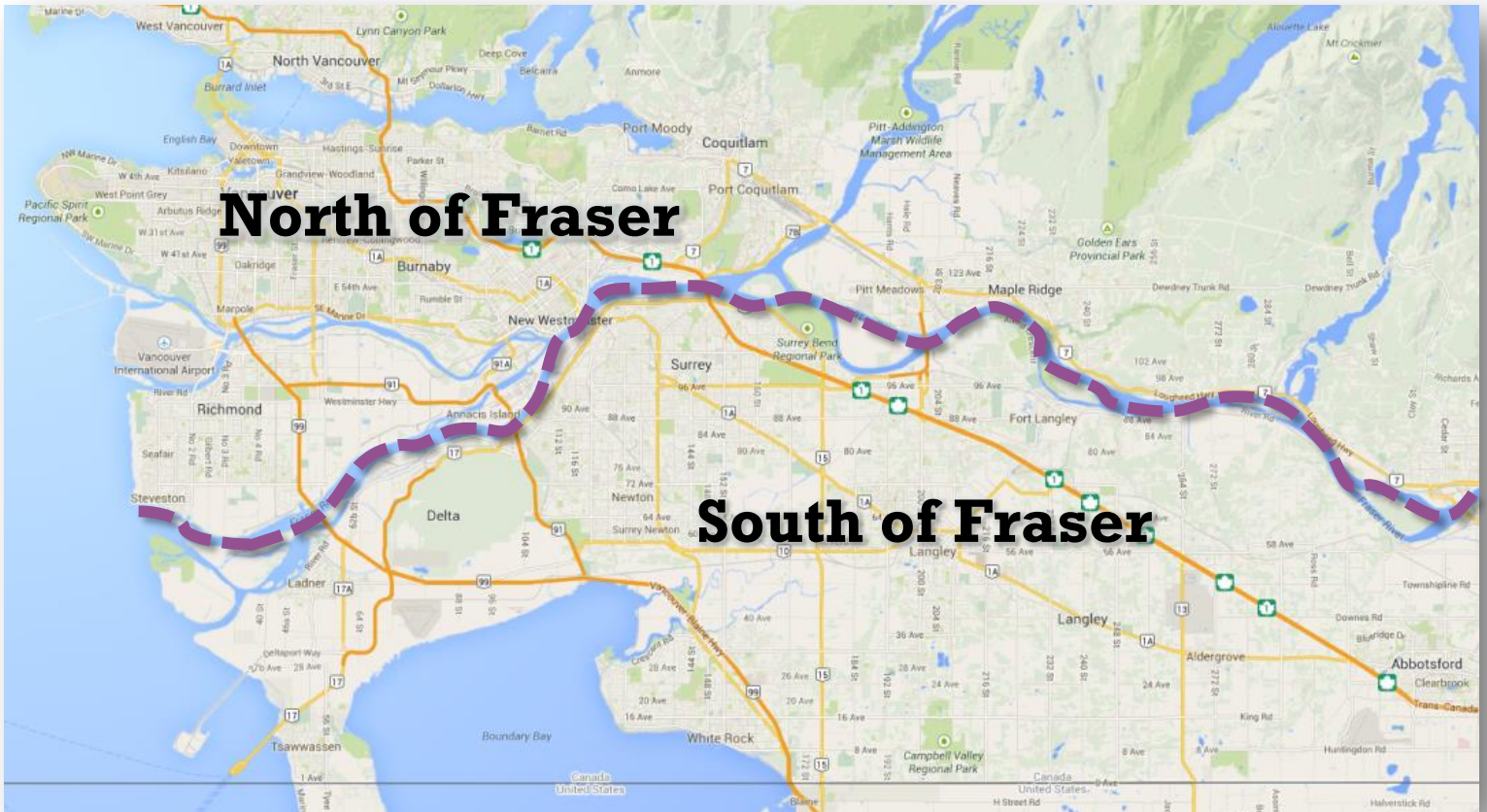
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South of Fraser LRT & Transit Investment Needs

Moving Towards the Regional Transit Average



Metro Vancouver Region



Map source: <http://maps.google.ca/>

For the purposes of this report,

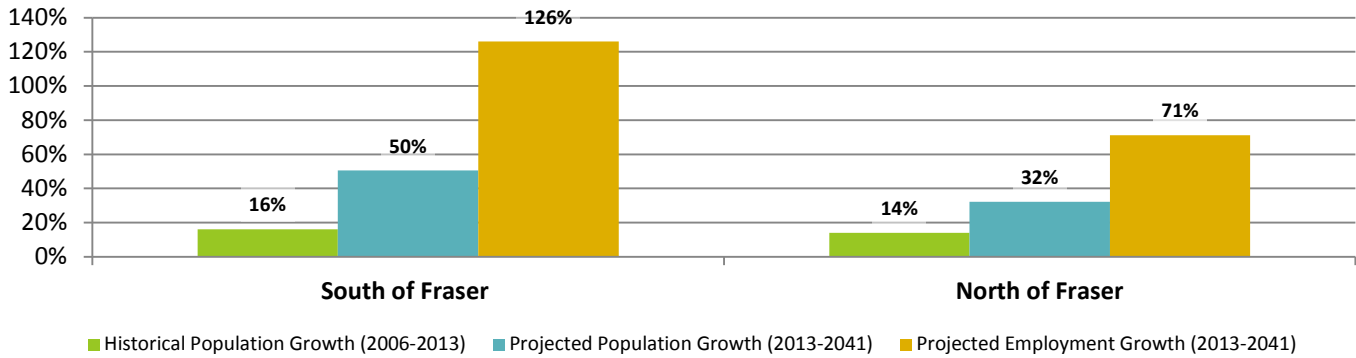
South of Fraser refers only to:

- Delta
- City of Langley
- Township of Langley
- Surrey
- White Rock

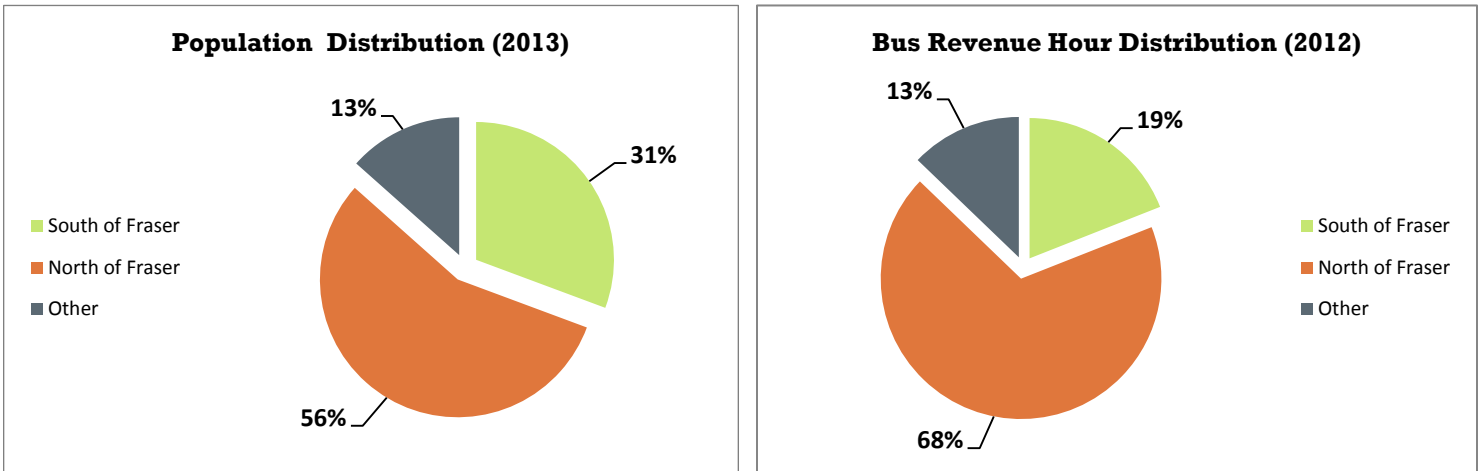
North of Fraser refers only to:

- Burnaby
- Coquitlam
- New Westminster
- Port Coquitlam
- Port Moody
- Richmond
- Vancouver

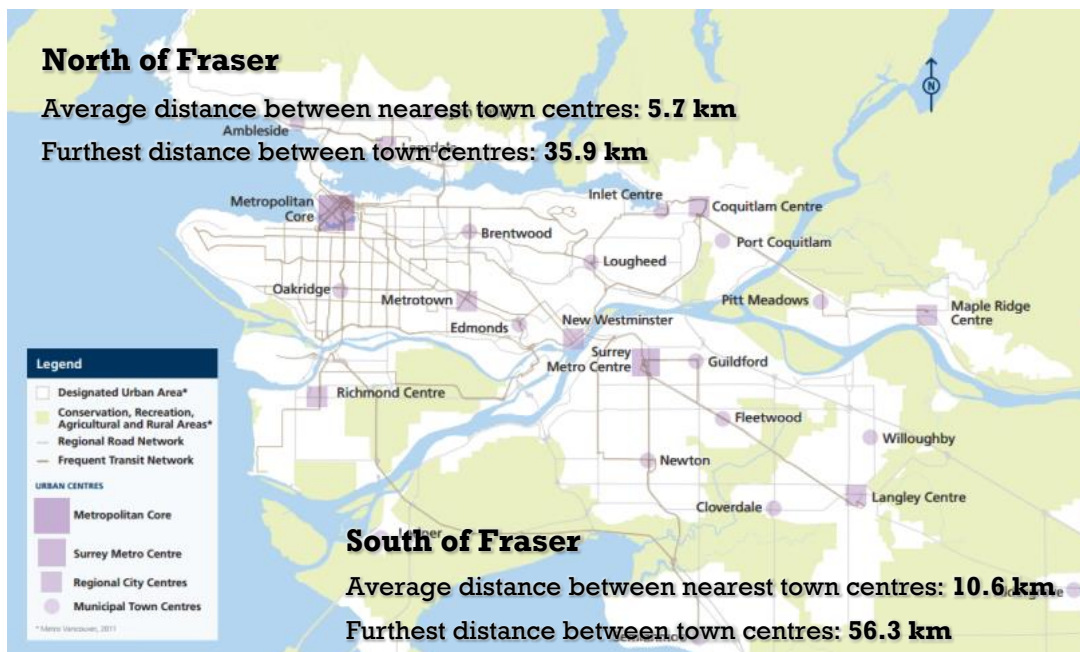
The South of Fraser is experiencing rapid growth.



But current transit service is disproportionately low...

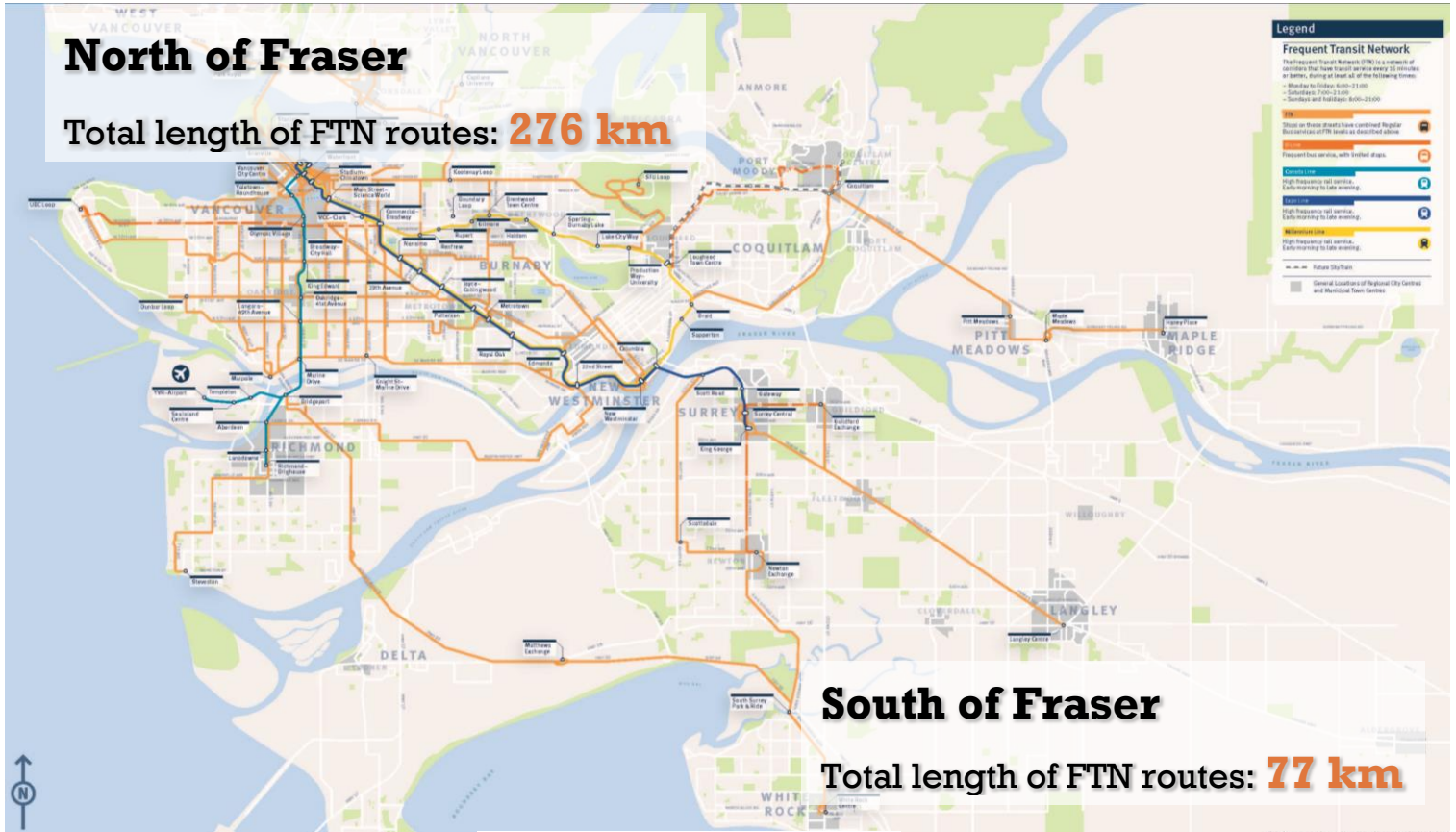


...especially in consideration of the vast distances between town centres in the South of Fraser.



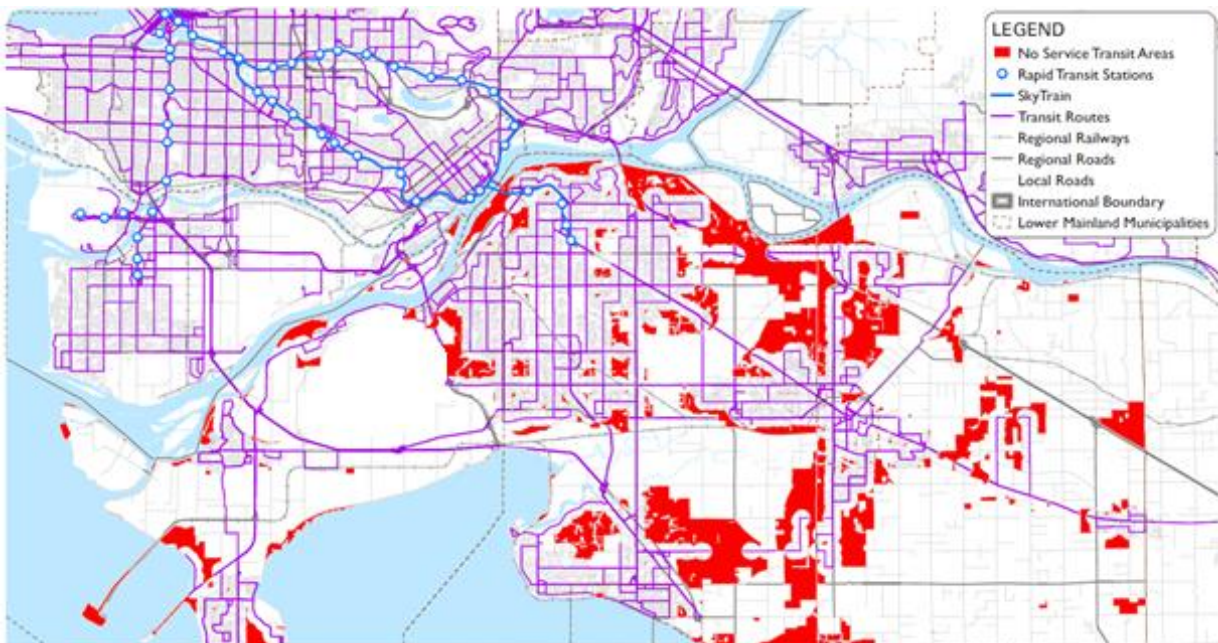
Map source: <http://www.translink.ca/>

The **majority** of the South of Fraser is outside of the **Frequent Transit Network**.

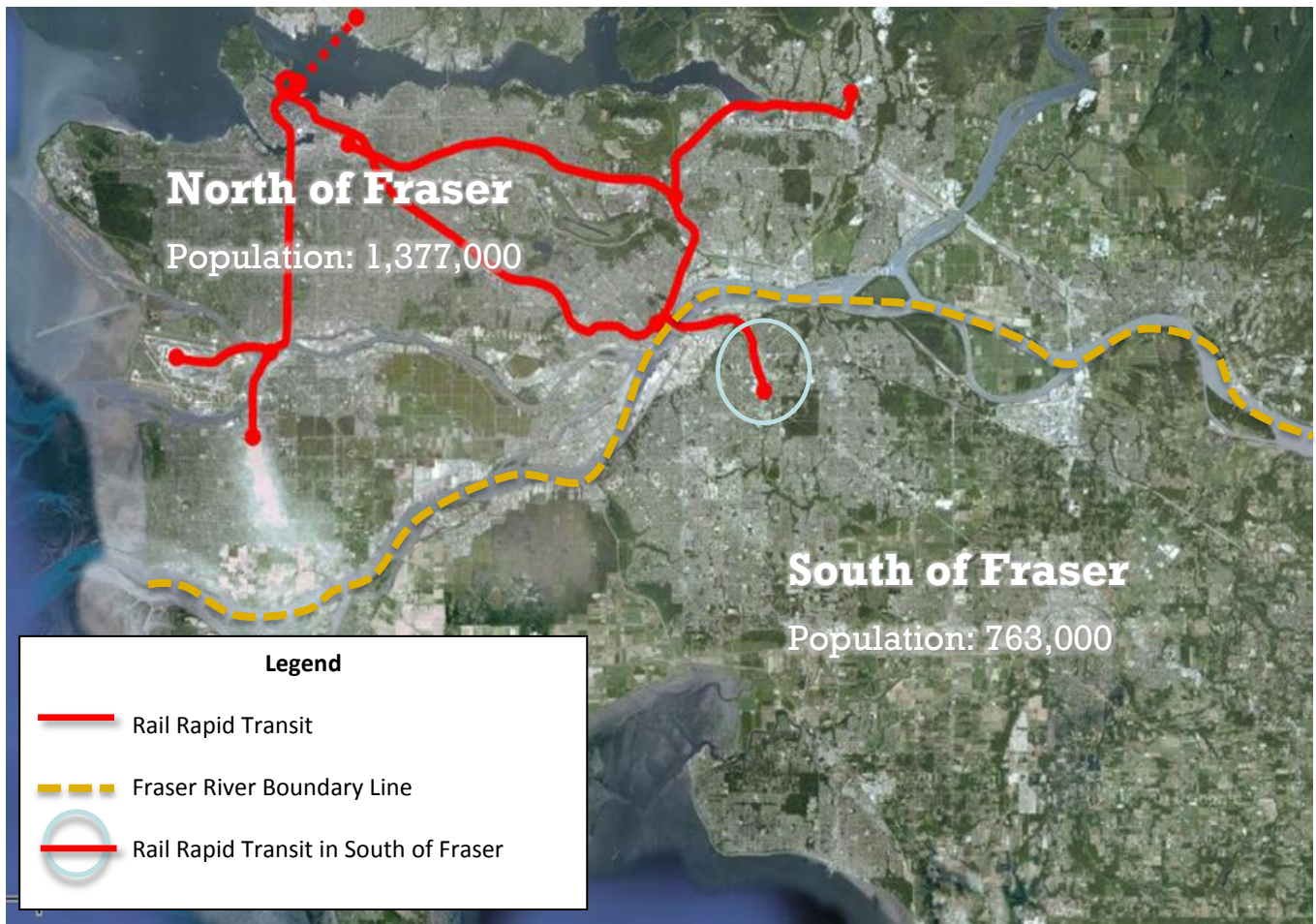


Map source: <http://www.translink.ca/>

In fact, over **17%** of the population in the South of Fraser does not have **any transit service at all**.



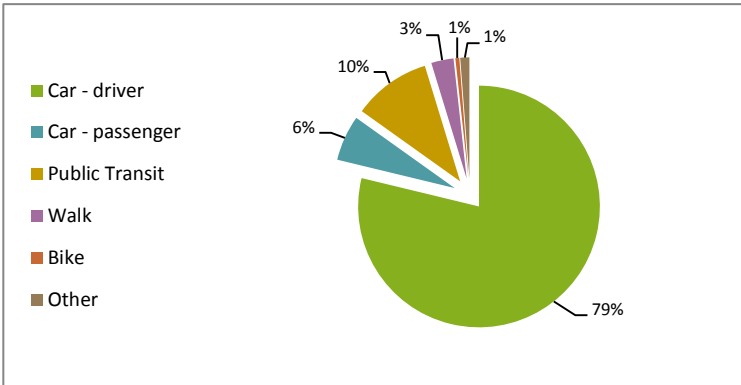
And rail rapid transit extends only 6 km with 4 stations into the South of Fraser, compared to 68 km with 49 stations in the North of Fraser*.



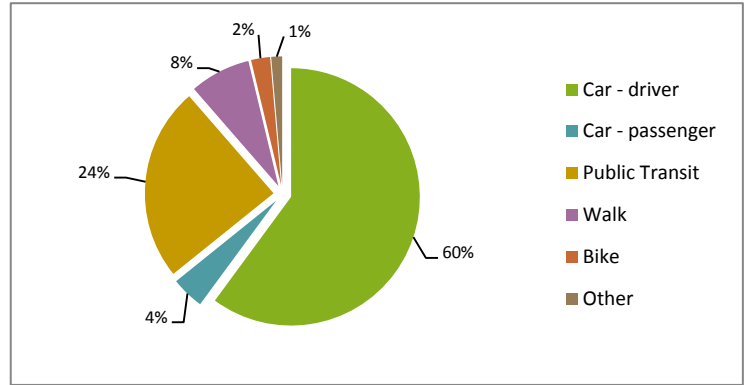
**Includes the Evergreen Line.*

The availability of transit service contributes to people’s travel choices.

South of Fraser Commute to Work (2011)

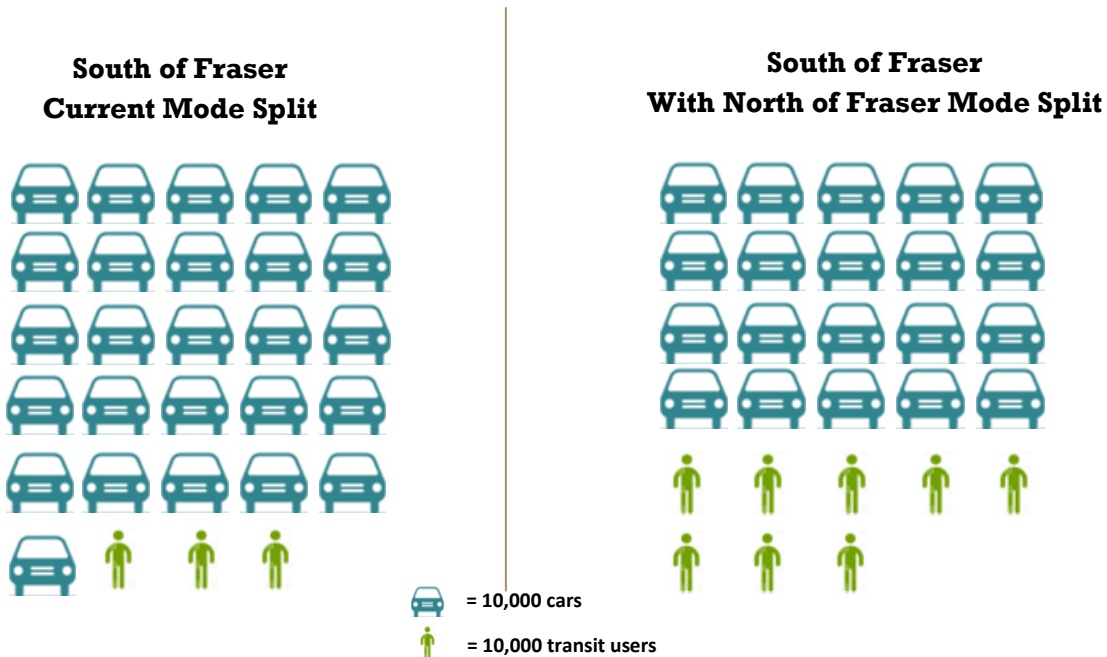


North of Fraser Commute to Work (2011)



Source: Census Canada 2011

If the South of Fraser had a similar modal split as the North of Fraser, there would be 62,600 less cars and 47,000 more transit users every weekday morning.



Annually, that’s 15.7 MILLION less car trips and an 11.8 MILLION increase in transit ridership.

To summarize...

TRANSIT STATISTICS (including the Evergreen Line)		South of Fraser	North of Fraser
Rail Rapid Transit	Kilometres	5.8	68.1
	Kilometres/100,000 Capita	0.8	5.4
	Number of Skytrain Stations	4	49
Bus Service	Revenue Hours (2012)	708,000	2,538,000
	Revenue Hours per Capita (2012)	0.9	1.9
Modes of Transportation (Commute to Work)	Number of Cars (% of all modes)	263,920 (79%)	391,320 (60%)
	Number of Transit Users (% of all modes)	34,890 (10%)	158,853 (24%)

<p>South of Fraser has:</p> <ul style="list-style-type: none"> • 708,000 bus revenue hours (0.9 revenue hours per capita) • 2,358 km² total area and 5.8 km of rail rapid transit • Projected growth of 50% in population and 126% in employment 	<p>North of Fraser has (including the Evergreen Line):</p> <ul style="list-style-type: none"> • 2,358,000 bus revenue hours (1.9 revenue hours per capita) • 558 km² total area and 68.1 km of rail rapid transit • Projected growth of 32% in population and 71% in employment 	<p>To catch up, South of Fraser needs:</p> <p style="text-align: center;">100% more bus service</p> <p style="text-align: center;">+26 km of rail rapid transit</p> <p>Transit investment now to meet the growing demand.</p>
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Works Cited

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Data requested but unavailable:

- Number of buses (fleet size) in service per municipality
- Fare revenue contributions per municipality
- 2013 bus revenue hours