



TransLink's New Walking to Transit program

APTA Sustainability and Multimodal Planning Workshop
July 31, 2018

Matt Craig – Manager, TransLink System Plans

REGIONAL PARTNERSHIP WITH 23 LOCAL GOVERNMENTS



Urban Centres

- Metropolitan Core
- Surrey Metro Centre
- Regional City Centres
- Municipal Town Centres

Note: Urban Centres and Frequent Transit Development Areas are shown as symbols in approximate locations.

Frequent Transit Development Areas



Urban Containment Boundary



General Urban



Metro Boundary



Municipal Boundary

Developing a new program










- Existing TransLink funding programs (roads, cycling)
- Developed 2016-2017 with significant engagement with local governments
- Program development
 - Why?
 - Where?
 - What?
 - How?
- New \$5M/yr W.I.T.T. program



\$12.5 million in new funding over 3 years for municipal pedestrian infrastructure

- Provide new funding for municipalities to improve pedestrian infrastructure around transit, such as sidewalks, crosswalks, and pedestrian signals.
- Specific projects would be selected in collaboration with municipal stakeholders. TransLink would provide 50-75% of costs, depending on project specifics.

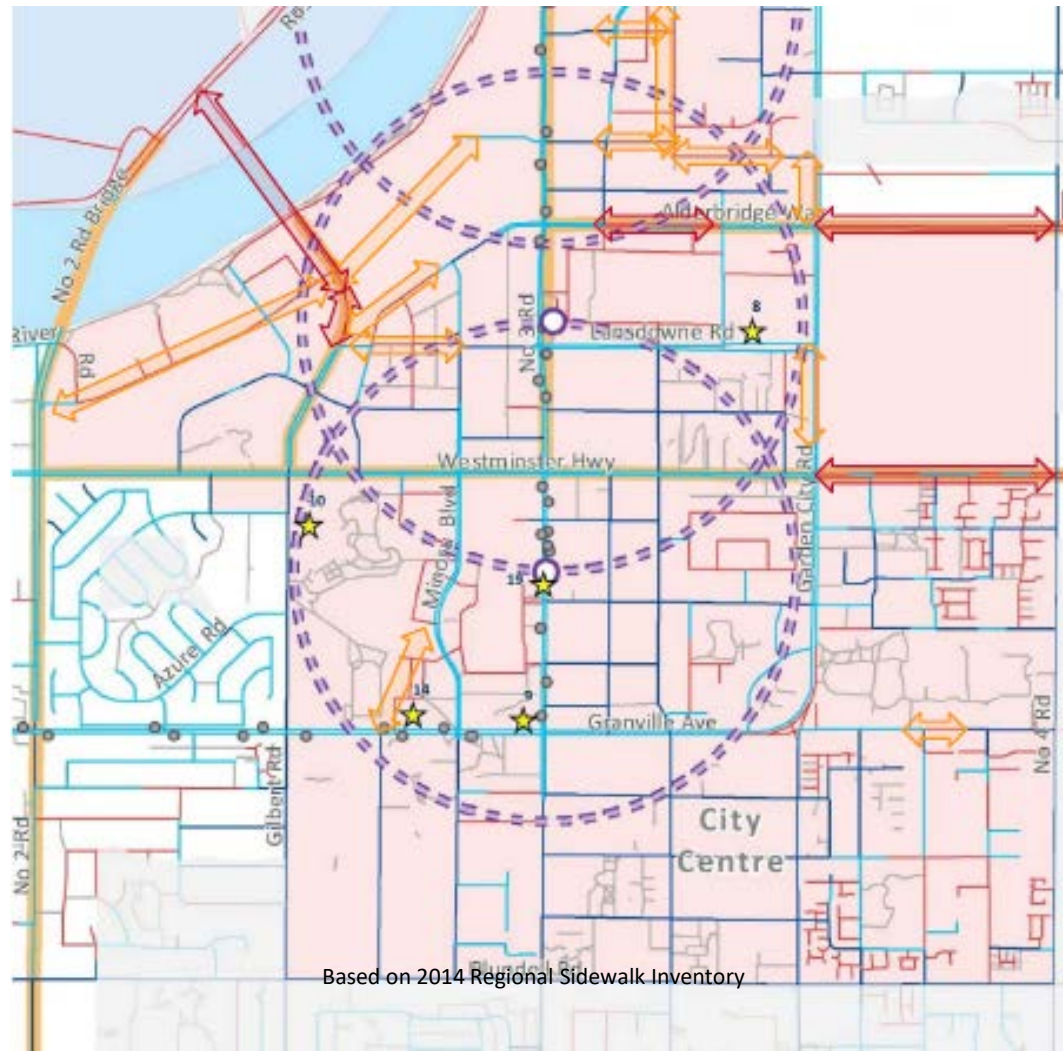
Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

ENTIRE 10 YEAR VISION		APPROVED/UNDERWAY FUNDED		REMAINING INVESTMENTS UNFUNDED
		Phase One	Phase Two	Phase Three
 BUS SERVICE	<ul style="list-style-type: none"> 25% Increase 12 B-Lines 10 new service areas 	<ul style="list-style-type: none"> 10% Increase 5 new B-Lines 5 new service areas 	<ul style="list-style-type: none"> 8% Increase 2 new B-Lines New service areas to be confirmed 	<ul style="list-style-type: none"> 7% Increase 5 new B-Lines Any remaining new service areas
 SEABUS SERVICE	<ul style="list-style-type: none"> 1 new SeaBus 10-minute peak frequency; 15-minute all day 	<ul style="list-style-type: none"> 1 new SeaBus 10 minute peak frequency; 15-minute all day 		
 HANDYDART SERVICE	<ul style="list-style-type: none"> 30% Increase 	<ul style="list-style-type: none"> 15% Increase 	<ul style="list-style-type: none"> 7% Increase 	<ul style="list-style-type: none"> 8% Increase
 SKYTRAIN & WEST COAST EXPRESS (WCE)	<ul style="list-style-type: none"> 164 Expo/Millennium Line cars 24 Canada Line cars 10 WCE cars + locomotives Upgrades of power and control systems, stations 	<ul style="list-style-type: none"> 56 Expo/Millennium Line cars 24 Canada Line cars 2 new + 6 refurbished WCE locomotives Upgrades to Expo/Millennium & Canada Line Stations and stations 	<ul style="list-style-type: none"> 108 Expo/Millennium Line cars (Including Broadway Extension) Upgrades to Expo/Millennium Stations and systems 	<ul style="list-style-type: none"> Upgrades to Expo/Millennium & Canada Line Stations 10 WCE cars Upgrades to Canada Line Stations and systems
 MAJOR PROJECTS	<ul style="list-style-type: none"> Millennium Line Broadway Extension South of Fraser Rapid Transit (SOFRT) Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Pre-construction of Broadway Extension Pre-construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) Design for Pattullo Bridge replacement 	<ul style="list-style-type: none"> Construction of Broadway Extension Construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) Construction of Pattullo Bridge replacement (by the province) Planning for Stage 2 of SOFRT (Surrey-Langley Line) 	<ul style="list-style-type: none"> Construction of Stage 2 of SOFRT (Surrey-Langley Line)
 MAJOR ROADS NETWORK (MRN)	<ul style="list-style-type: none"> MRN upgrades: \$200M MRN seismic: \$130M 	<ul style="list-style-type: none"> \$50M (25% of Vision) \$32.5M (25% of Vision) 	<ul style="list-style-type: none"> \$40M (20% of Vision) \$26M (20% of Vision) 	<ul style="list-style-type: none"> \$110M (55% of Vision) \$71.5M (55% of Vision)
	<ul style="list-style-type: none"> MRN expansion: 1% annual increase, one-time 30% increase 	<ul style="list-style-type: none"> MRN expansion: 1% annual increase, one-time 30% increase 		
 WALKING & CYCLING	<ul style="list-style-type: none"> Regional Cycling: \$97M 	<ul style="list-style-type: none"> \$30M (31% of Vision) 	<ul style="list-style-type: none"> \$24M (25% of Vision) 	<ul style="list-style-type: none"> \$43M (44% of Vision)
	<ul style="list-style-type: none"> TransLink-owned Cycling: \$34M 	<ul style="list-style-type: none"> \$12M (35% of Vision) 	<ul style="list-style-type: none"> \$9M (27% of Vision) 	<ul style="list-style-type: none"> \$13M (38% of Vision)
	<ul style="list-style-type: none"> Walking Access to Transit: \$35M 	<ul style="list-style-type: none"> \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> \$10M (29% of Vision) 	<ul style="list-style-type: none"> \$12.5M (36% of Vision)
 TRANSIT EXCHANGES	<ul style="list-style-type: none"> 13 new or expanded transit exchanges 	<ul style="list-style-type: none"> 4 updated transit exchanges 		<ul style="list-style-type: none"> 9 upgraded transit exchanges
 MOBILITY INNOVATION	<ul style="list-style-type: none"> Integrated travel planning and payment New technologies and services 	<ul style="list-style-type: none"> Vanpool pilot Innovation Lab to explore mobility concepts 	<ul style="list-style-type: none"> Mobility pricing development 	<ul style="list-style-type: none"> Mobility pricing implementation

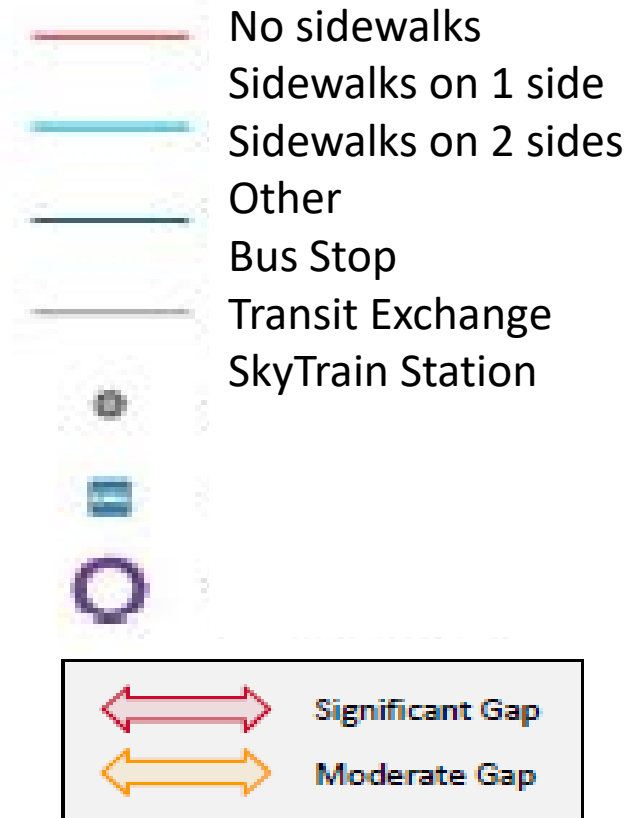
tenyearvision.translink.ca



Existing gaps in pedestrian infrastructure



Based on 2014 Regional Sidewalk Inventory

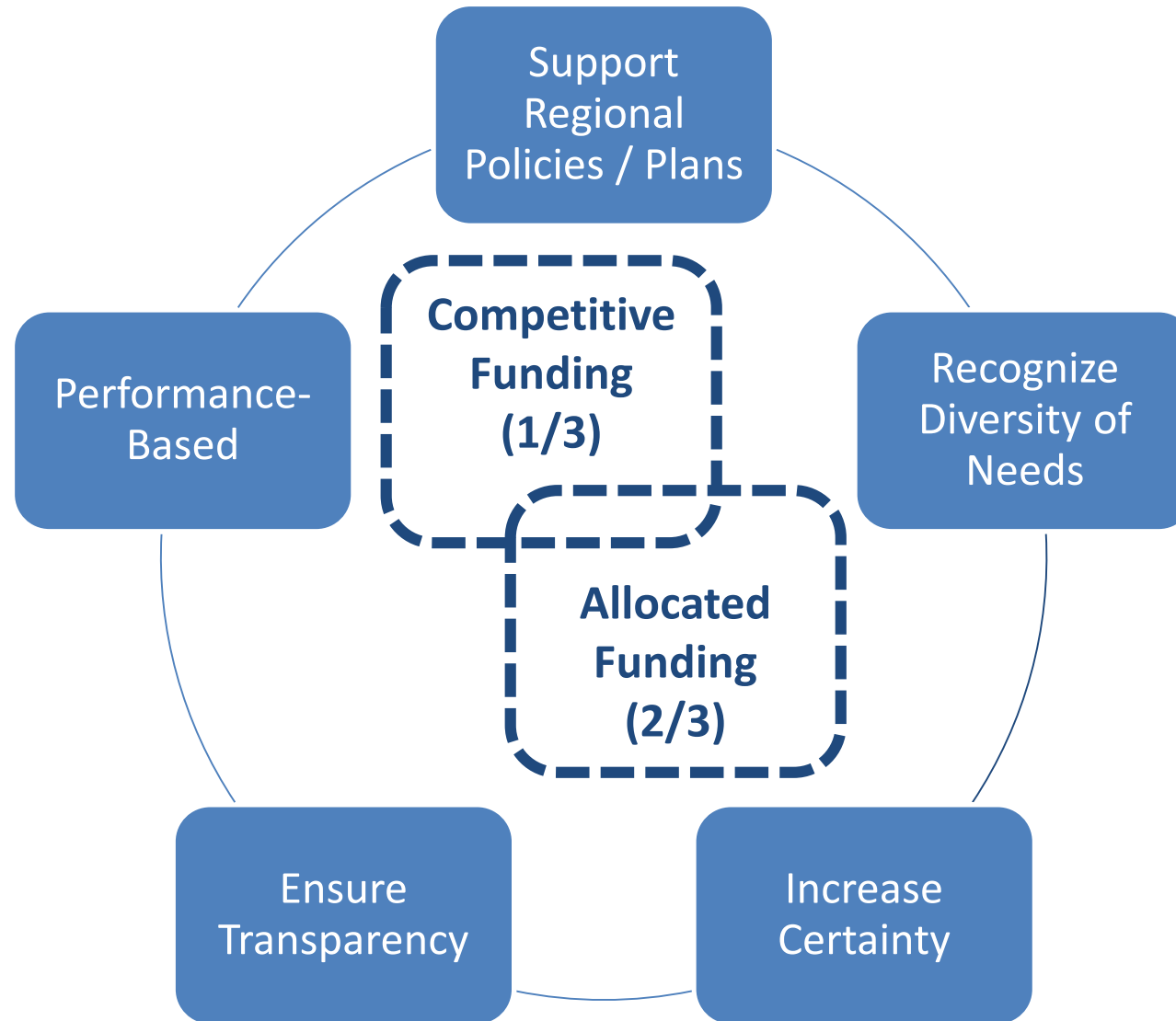


Policy Direction

- Ambitious long-term targets:
 - 50% transit/bike/walk mode share target
 - Reduce vkt by 1/3
- Investments in active transport are very cost effective
- Maximize benefits of transit investments
- Direction to invest in walking, prioritizing high transit ridership areas and Urban Centres.

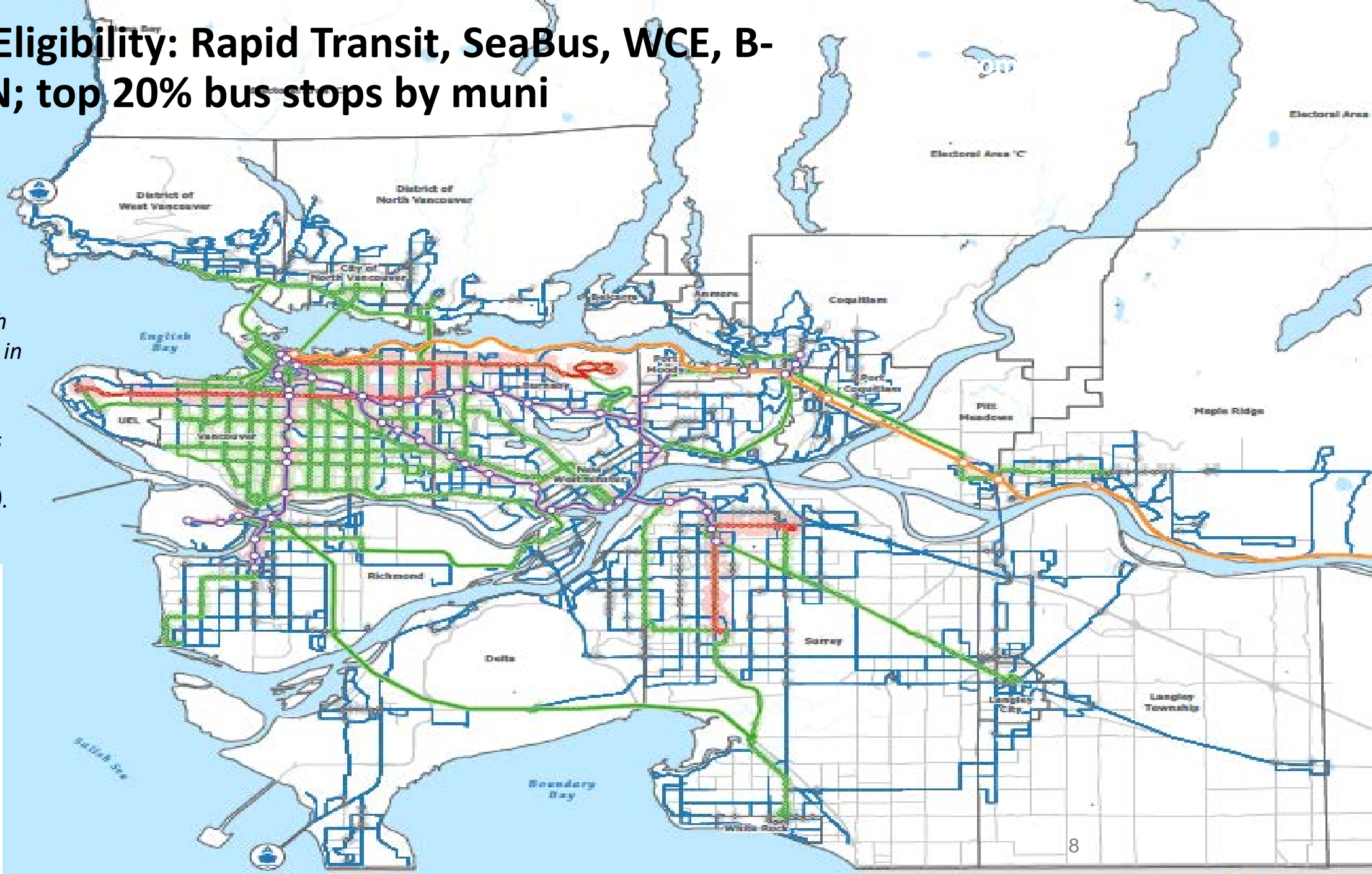
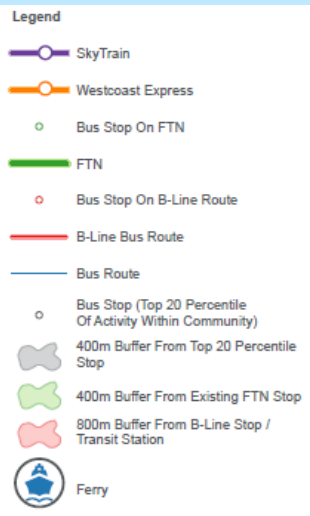


Balancing program objectives

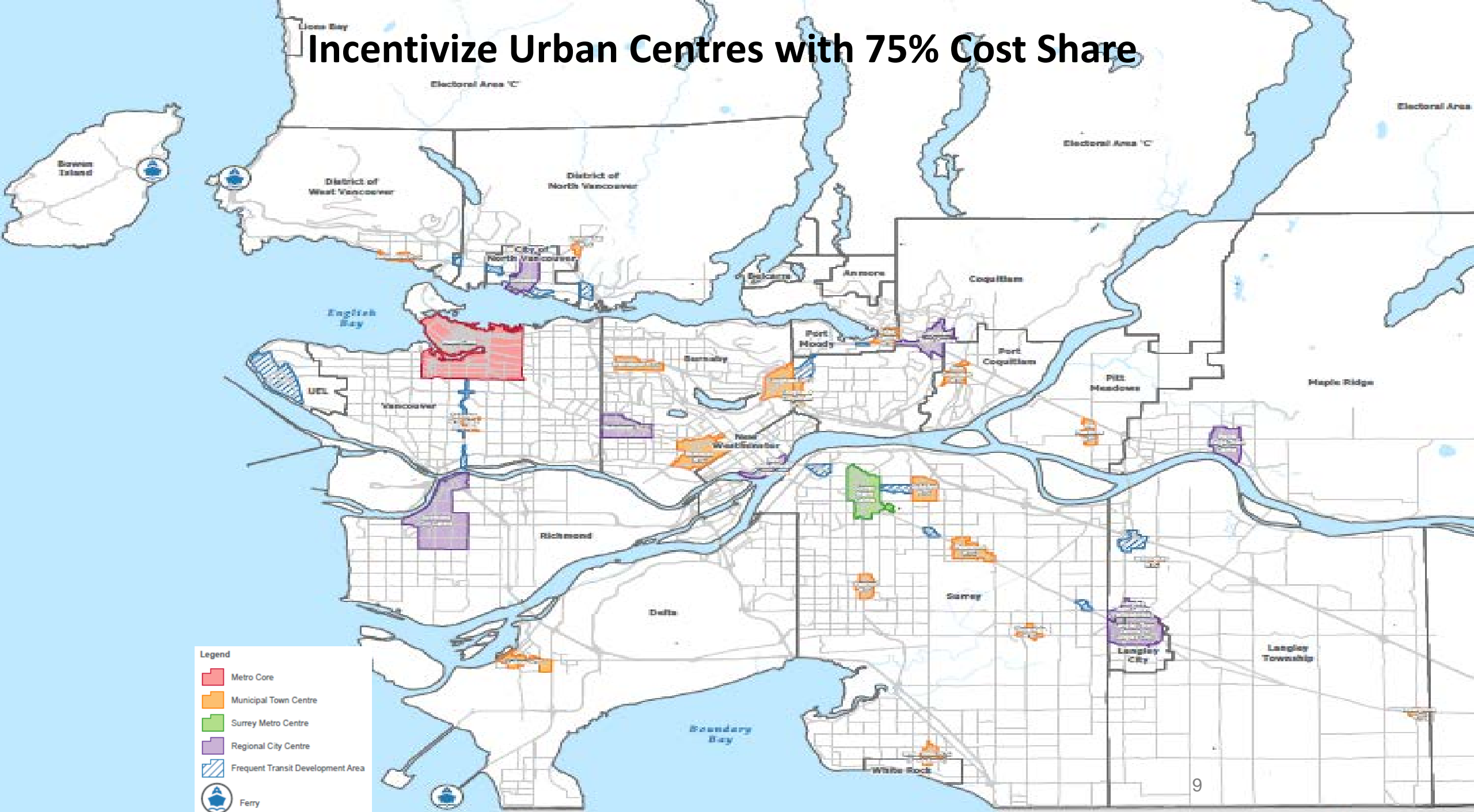


Program Eligibility: Rapid Transit, SeaBus, WCE, B-Lines; FTN; top 20% bus stops by muni

Future transit with funding identified in an approved TransLink Investment Plan is also eligible (e.g. 2019 B-Lines, LRT).



Incentivize Urban Centres with 75% Cost Share



Legend

- Metro Core
- Municipal Town Centre
- Surrey Metro Centre
- Regional City Centre
- Frequent Transit Development Area
- Ferry

What is eligible

New or significantly improved pedestrian infrastructure including:

- sidewalks
- pedestrian crossings
- other pedestrian safety improvements



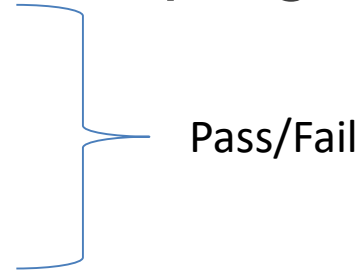
Funding levels

- \$5M annually
- 2/3rd “Allocated” by population + employment
 - Minimum \$40k for small municipalities
- 1/3rd “Competitive” with performance-based scoring
 - Maximum 2 projects/muni, \$400k/project
- 50% cost-share by TransLink
- 75% funding in Regionally Designated Urban Centres
- Balances regional equity vs. performance base

Criteria for eligibility/evaluation

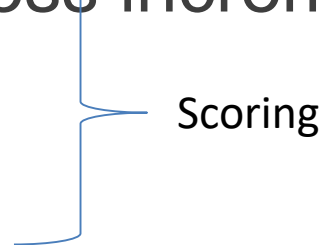
Allocated projects must meet program eligibility (Tier 1)

- Project eligibility
- Project readiness
- Project design
- Project priority



Competitive evaluated to assess incremental benefits:

- Safety
- Connectivity
- Accessibility
- Pedestrian experience



Outcomes

2017: 31 projects funded

2018: 48 projects funded

20 near rapid or frequent transit

Competitive funding oversubscribed by over 100%

Examples:

- Connections to new Evergreen SkyTrain station
- New sidewalks connecting to B-Line (future LRT)
- Install curb ramps at 150 locations near FTN
- Paved landing pads, connected sidewalks, and proper curb letdowns at rural muni's busiest transit stop
- Multi-Use Pathways (walk + bike)

Program Success: Basic sidewalk infrastructure at stops



Before: Eastbound Coppersmith Way



Before: Southbound Horseshoe Way far side Blacksmith Place

Program Success: Multi-use Pathway in Regional City Centre



Before



After

Program Success: Adjacent to New Rapid Transit Line



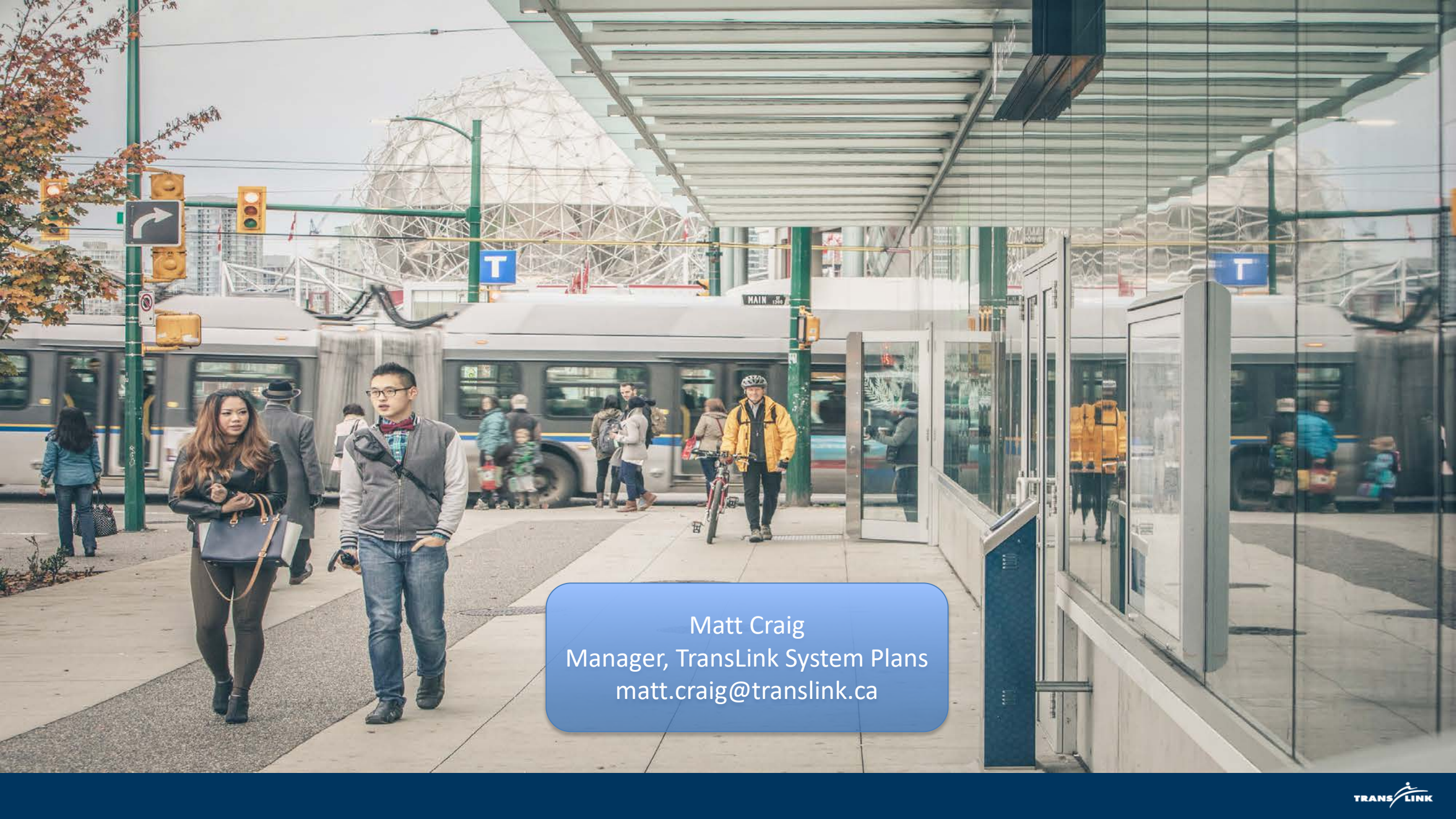
Before



After

Ongoing program development

- Serve existing or future demand?
- Role of TransLink in project identification
- Walking as mode itself, not only “walk to transit”
- Measuring success



Matt Craig
Manager, TransLink System Plans
matt.craig@translink.ca

Resource slides