



# PUBLIC MEETING AGENDA

**Version:** May 25, 2022

**May 26, 2022, 9:00AM to 10:00AM**

Via Videoconference (live streamed to the [TransLink YouTube Channel](#))

**Chair:** Mayor Jonathan X. Coté

**Vice-Chair:** Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed to the TransLink YouTube channel, and available afterwards on the Mayors' Council's YouTube channel.

**8:50AM**      *Technology Test: Members, please connect to the meeting early, by 8:50AM, to provide time to trouble-shoot any connection problems.*

|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>9:00AM</b>                        | <b>1. PRELIMINARY MATTERS</b><br>1.1. Adoption of agenda ..... Page 1<br>1.2. <a href="#">Approval of Minutes (April 22, 2022)</a> ..... 2                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>9:05AM</b><br><b>Report added</b> | <b>2. <a href="#">PUBLIC DELEGATES</a></b> ..... 8<br>• <b>Item 2.A: Public Delegates Names, Topics and Presentations</b> ..... <b>8A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>9:30AM</b>                        | <b>3. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE</b><br>3.1. <a href="#">2021 Transit Service Performance Review and HandyDART Service Performance Review</a> ..... 9<br>• <b>Attachment #1: Staff presentation</b> ..... 11<br>• <b>Attachment #2: 2021 Transit Service Performance Review</b> ..... <a href="#">DOWNLOAD HERE</a><br>• <b>Attachment #3: 2021 HandyDART Service Performance Review</b> ..... <a href="#">DOWNLOAD HERE</a><br>3.2. <a href="#">Cost considerations for the Millennium Line UBC Extension Regional Base Scope</a> ..... 28 |
| <b>10:00AM</b>                       | <b>4. OTHER BUSINESS</b><br>4.1. Next Meeting (via videoconference) – June 30, 2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>10:00AM</b>                       | <b>5. ADJOURN</b> to open joint session with the TransLink Board (Meeting #2)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

*Note that Mayors' Council members and Public Delegates will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.*

## MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION DRAFT PUBLIC MEETING MINUTES

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Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Friday, April 22, 2022 at 9:00 a.m. via videoconference.

### **PRESENT:**

Mayor Jonathan Coté, New Westminster, Chair  
Mayor Jack Froese, Langley Township,  
Vice-Chair  
Chief Ken Baird, Tsawwassen First Nation  
Mayor Malcolm Brodie, Richmond  
Mayor Linda Buchanan, North Vancouver City  
Councillor Craig Cameron, West Vancouver  
(arrived at 9:23 a.m.)  
Mayor Bill Dingwall, Pitt Meadows  
Mayor George Harvie, Delta  
Mayor Mike Hurley, Burnaby  
Mayor Mike Little, North Vancouver District  
Mayor Doug McCallum, Surrey

Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
Mayor Ron McLaughlin, Lions Bay  
Mayor Mike Morden, Maple Ridge (arrived at  
9:12 a.m.)  
Councillor Alison Morse, Bowen Island  
Mayor Jamie Ross, Belcarra  
Mayor Kennedy Stewart, Vancouver  
Mayor Richard Stewart, Coquitlam  
Mayor Rob Vagramov, Port Moody  
Mayor Val van den Broek, Langley City  
Mayor Brad West, Port Coquitlam

### **REGRETS:**

Mayor Darryl Walker, White Rock

### **ALSO PRESENT:**

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat  
Kevin Quinn, Chief Executive Officer, TransLink  
Sarah Ross, Vice-President, Transportation, Planning and Policy, TransLink  
Brian Soland, Project Manager, Major Studies, Transportation Planning and Policy, TransLink

### **PREPARATION OF MINUTES:**

Carol Lee, Recording Secretary, Mosaic Writing Group

### **CALL TO ORDER**

Chair Jonathan Coté declared that a quorum was present and called the meeting to order at 9:05 a.m.

Chair Coté acknowledged that the meeting is taking place on the traditional and unceded territories of the Halq'eméylem, Semiahmoo and Skwxwú7mesh speaking people. These refer to the language groups that more widely encompass the Indigenous people of many nations who use and continue to use the land on whose territories TransLink works, operates and serves.

Chair Coté introduced and welcomed Wade Grant, Musqueam Indian Band, and Stephen Lee, Musqueam Capital Corporation, who will be make a presentation to the Mayors' Council.

**1. PRELIMINARY MATTERS**

**1.1. Adoption of the Agenda**

*Draft agenda for the April 22, 2022 Public Meeting of the Mayors' Council on Regional Transportation, version dated April 14, 2022, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the agenda of the April 22, 2022 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2. Approval of Minutes (February 24, 2022)**

*Draft minutes of the February 24, 2022 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.*

**It was MOVED and SECONDED**

That the minutes of the February 24, 2022 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**2. PUBLIC DELEGATIONS**

*The following documents were provided with the agenda material:*

- *Report titled "Item 2 – Public Delegate Presentations", dated April 20, 2022*
- *Report titled "Item 2 (On-Table) – Public Delegates: names, topics and presentations", dated April 21, 2022.*

**2.1. Wade Grant, Musqueam Indian Band, and Stephen Lee, Musqueam Capital Corporation**

On behalf of Chief Wayne Sparrow, Mr. Grant commented on the importance of the Millennium Line UBC Extension (UBCx) to the future of UBC, advancing reconciliation and to the development of housing on unceded Musqueam territory. Mr. Grant expressed strong support for the UBCx project.

**Member Arrived**

Mayor Mike Morden joined the meeting at 9:12 a.m.

**2.2. Tamara Vrooman, Simon Fraser University Chancellor**

Ms. Vrooman commented on the importance of the Burnaby Mountain Gondola Project to the students, faculty, staff and operations of the SFU Burnaby Mountain campus. Ms. Vrooman recounted the benefits of the Burnaby Mountain Gondola Project.

**2.3. Santa Ono, University of British Columbia**

Dr. Ono expressed support for the Transport 2050 (T2050) 10-Year Priorities and TransLink's recommendations for the UBCx route alignment and station locations. Dr. Ono encouraged the Mayors' Council to continue with advance planning for the UBCx as part of the package of 10-year priorities for the region. Dr. Ono advised that UBC is committed to providing a financial contribution to the UBCx if it is constructed as part of the Broadway Subway project.

## **Member Arrived**

Councillor Craig Cameron joined the meeting at 9:23 a.m.

### **2.4. Chloe Martin-Cabanne, CUPE 2950**

Ms. Martin-Cabanne requested the Mayors' Council approve the UBCx route and station locations and ensure that the project is prioritized in the Mayors' Council's T2050 10-Year Priorities. Ms. Martin-Cabanne recounted the benefits of the UBCx project.

### **2.5. Paul Dangerfield, Capilano University**

Mr. Dangerfield expressed support for rapid transit to the North Shore to reduce the barriers to education experienced by Capilano University students, facilitate the recruitment of faculty and staff, and to take action on the climate emergency.

### **2.6. Erin O' Melinn, HUB Cycling**

Ms. O'Melinn expressed strong support for the investment in the separated bike pathways included in T2050 10-Year Priorities. Ms. O'Melinn requested that the Mayors' Council front-end the cycling investments and provide bicycle lockers and charging facilities at all transit facilities.

### **2.7. Patrick Stafford-Smith, North Vancouver Chamber of Commerce**

Mr. Stafford-Smith requested the Mayors' Council accelerate the decision to invest in public transit to the North Shore for the benefit of the Metro Vancouver region.

### **2.8. Saad Shoaib, UBC Alma Mater Society**

Mr. Shoaib requested the Mayors' Council prioritize the UBCx in the T2050 10-Year Priorities as an essential regional growth-centered infrastructure project.

## **3. REPORT OF TRANSLINK MANAGEMENT**

### **3.1. CEO's Report**

Kevin Quinn, Chief Executive Officer, TransLink, led the review of a presentation titled "TransLink Management Report" and highlighted:

- Launch of the inaugural "Transit for the Planet" campaign
- 2022 Investment Plan and T2050 10-Year Priorities:
  - Commencement of public consultation on April 20, 2022
  - Inclusion of nine Bus Rapid Transit (BRT) corridors to enable the rapid deployment of rapid transit across the region
  - The need to find new revenue sources to fund transit initiatives
  - The potential requirement for road reallocation along BRT corridors.

### **It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report.

**CARRIED**

### **3.2. Update the 2022 Investment Plan and Transport 2050 (T2050) Ten-Year Priorities**

This item was discussed under Item 3.1.

#### 4. REPORT OF THE CHAIR

##### 4.1. Millennium Line UBC Extension (UBCx): Proposed Regional Base Scope

*The following documents were provided with the agenda material:*

- *Report titled “Item 4.1 – Millennium Line UBC Extension: Regional Base Scope”, dated April 13, 2022*
  - *Presentation titled “Millennium Line UBC Extension Regional Base Case”, dated April 22, 2022.*
- Brian Soland, Project Manager, Major Studies, Transportation Planning and Policy, TransLink, led the review of a presentation provided with the agenda material and highlighted:
- Current demand for transit along the Broadway corridor
  - History of planning for rapid transit to UBC
  - The rationale for studying the UBCx
  - Analysis and recommendations:
    - Current work program
    - Findings of public engagement undertaken in spring 2021
    - Seven strategic project objectives will form the basis for evaluation measures
    - Alternatives analysis
    - Horizontal alignment and station options recommended for the Regional Base Scope
    - Analysis of the segments of the guideway that can be elevated established partner contribution requirements by defining if below-grade vertical alignments should be considered within the Regional Base Scope and “partnership” or “local” scope
  - Next steps.

Discussion ensued on:

- The critical need for information on the cost of the UBCx and identification of funding for the project:
  - The need for regional Mayors to advance the conversation on a new funding model for TransLink within their communities
  - The need for clarity on the funding to be provided by senior levels of government and the funding sources available to TransLink to raise the regional contribution
- The Jericho Station cannot be justified at the time of the construction of UBCx
- Economic development is a key part of the Musqueam Indian Band’s priorities
- Suggestion that the most direct route and the lowest cost option for the UBCx be used as the baseline investment
- The need to consider the equity of transit investments and the needs of underserved communities throughout the region
- The approval of the corridor and station locations is an important stage gate for the project.

#### **Main Motion**

#### **It was MOVED and SECONDED**

That the Mayors’ Council on Regional Transportation:

1. Include the following station locations in the regional base project scope for the Millennium Line UBC Extension (UBCx Extension):
  - a. Stations at Alma, Macdonald, Jericho, and at the UBC Trolley Bus Loop; and,
  - b. Passive provision for at least one potential future infill station within the UEL/Musqueam Lands area on or near the University Golf Course, planned and funded by third parties; and,

- c. Designate a second station and any required rail connection to the station at UBC as outside of the regional base scope, requiring third-party funding;
2. Defer decisions on vertical alignment pending local and third-party contribution agreements;
3. Construct the UBC Extension in years 6-10 of the Transport 2050 Ten-Year Priorities, once Bus Rapid Transit (BRT) plan implementation has commenced, and subject to further planning and discussions and an approved business case that includes a new funding model and third-party payment and land value uplift contributions;
4. Receive the report on this item considered at the March 11, 2022 meeting of the Regional Transportation Planning Committee as presented in Annex 1 below;
5. Receive the report on this item considered at the April 13, 2022 meeting of the Finance and Governance Committee as presented in Annex 2 below; and
6. Receive this report.

**Amendment to the Main Motion**

**It was MOVED and SECONDED**

THAT Item 2 be amended to read:

- “2. Defer decisions on vertical alignment pending local and third-party contribution agreements and direct staff to report back to the Mayors’ Council on the cost-effectiveness and cost of the alignment and operational method with moving the SkyTrain Line from Arbutus to UBC;”

**CARRIED**

**Question on the Main Motion, as Amended**

That the Mayors’ Council on Regional Transportation:

1. Include the following station locations in the regional base project scope for the Millennium Line UBC Extension (UBC Extension):
  - a. Stations at Alma, Macdonald, Jericho, and at the UBC Trolley Bus Loop; and,
  - b. Passive provision for at least one potential future infill station within the UEL/Musqueam Lands area on or near the University Golf Course, planned and funded by third parties; and,
  - c. Designate a second station and any required rail connection to the station at UBC as outside of the regional base scope, requiring third-party funding;
2. Defer decisions on vertical alignment pending local and third-party contribution agreements and direct staff to report back to the Mayors’ Council on the cost-effectiveness and cost of the alignment and operational method with moving the SkyTrain Line from Arbutus to UBC;
3. Construct the UBC Extension in years 6-10 of the Transport 2050 Ten-Year Priorities, once Bus Rapid Transit (BRT) plan implementation has commenced, and subject to further planning and discussions and an approved business case that includes a new funding model and third-party payment and land value uplift contributions;
4. Receive the report on this item considered at the March 11, 2022 meeting of the Regional Transportation Planning Committee as presented in Annex 1 below;
5. Receive the report on this item considered at the April 13, 2022 meeting of the Finance and Governance Committee as presented in Annex 2 below; and
6. Receive this report.

**CARRIED**

**5. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE**

**5.1. Update to 2022 Meeting Policy**

*Report titled "Item 5.1 – Revised 2022 Meeting Policy", dated April 13, 2022, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

1. Delay consideration of returning to in-person Mayors' Council and committee meetings until the adoption of a 2023 Meeting Policy by the new Mayors' Council on December 8, 2022;
2. Ask TransLink to report back on the necessary technical and staff capacity to enable hybrid meetings of the Mayors' Council at TransLink's offices as part of the 2023 Meeting Policy;
3. Plan for an in-person Inaugural Meeting of the Mayors' Council on November 17, 2022, with hybrid videoconferencing capability if required; and
4. Receive this report.

**CARRIED**

**6. OTHER BUSINESS**

**6.1. Next Meeting**

The next Public Meeting of the Mayors' Council, to be held jointly with the TransLink Board of Directors, was scheduled for May 26, 2022 and will be held via videoconference.

**7. ADJOURNMENT**

There being no further business, the April 22, 2022 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 10:36 a.m.

Certified Correct:

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Mayor Jonathan X. Coté, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat  
**DATE:** May 18, 2022  
**SUBJECT:** **ITEM 2 – Public Delegate Presentations**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation receive this report.

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**PURPOSE:**

To introduce the objectives and process for hearing from public delegates.

**BACKGROUND:**

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to [mayorscouncil@translink.ca](mailto:mayorscouncil@translink.ca).

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

**DISCUSSION:**

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).



**TO:** Mayors' Council on Regional Transportation  
**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat  
**DATE:** May 24, 2022  
**SUBJECT:** **ITEM 2 (ON-TABLE) – Public Delegates: names, topics and presentations**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation receive this report.

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**PURPOSE:**

To provide a list of approved applications to speak to the Mayors' Council from public delegates received by the deadline of 8:00AM, one business day prior to the meeting, who indicated they intend to speak on matters that are within the authority of the Mayors' Council.

**DISCUSSION:**

The following applications from interested public delegates were approved.

**Public delegates (in order of receipt):**

| <b>Delegate</b>                                    | <b>Stated presentation topic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Elizabeth Murphy, Coalition of Vancouver</b> | <p><b>I wish to speak before the Mayors' Council regarding:</b><br/>The Millennium Line UBC Extension regional Base Case: I will be speaking on behalf of the Coalition of Vancouver Neighbourhoods (CVN).</p> <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Please see our letter dated April 21, 2022 that was submitted in advance to the Mayors' Council meeting April 22, 2022. Further correspondence will be provided tomorrow to address the current agenda on the issue.</p> <p>Generally, we urge you to not approve the Millennium Line Extension to UBC as part of the 10-Year Vision and to wait until a viable business case is made for transit that is based on community supported planning for growth and required infrastructure and funded.</p> |
| <b>2. Nathan Davidowicz</b>                        | <p><b>I wish to speak before the Mayors' Council regarding:</b><br/>Ten Years priorities and Investment plan May 26, 2022</p> <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Defer approval of this unambitious plan. Require member municipalities to provide input.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| <b>Delegate</b>         | <b>Stated presentation topic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>3. Jean Swanson</b>  | <p><b>I wish to speak before the Mayors' Council regarding:</b><br/>2021 Transit Service Performance Review and HandyDART Service Performance Review I am a Vancouver city Councillor who has sponsored several motions re: transit at Vancouver council.</p> <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Take strong leadership in pushing for reduced and fare free service, the end of ticketing of minors, increasing bus lane network</p>                                                                                                                                                                 |
| <b>4. Joe A Kunzler</b> | <p><b>I wish to speak before the Mayors' Council regarding:</b><br/>The 2022 Investment Plan</p> <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Conditionally approve the plan. I want a note from Minister Bowinn Ma in it, and a clear statement that transit is about inclusion. Oh and put the names of the staff involved on another page.</p>                                                                                                                                                                                                                                                               |
| <b>5. Laura Chow</b>    | <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Defer approval of this unambitious plan. Require member municipalities to provide input.</p> <p><b>I wish to speak before the Mayors' Council regarding:</b><br/>2021 Transit Service Performance Review and HandyDART Service Performance. I am a Vancouver city Councillor who has sponsored several motions re: transit at Vancouver council.</p> <p><b>The specific action I want the Mayors' Council to take is:</b><br/>Take strong leadership in pushing for reduced and fare free service, the end of ticketing of minors, increasing bus lane network</p> |

Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates.

### **Protocol for Public Delegates**

The Council strongly supports the benefits that come from the opportunities to share ideas in a public forum and is committed to providing an environment that promotes the exchange of ideas and information in a respectful way. The Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum. Participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

**TO:** Mayors' Council on Regional Transportation

**FROM:** Sarah Ross, VP Transportation Planning and Policy  
Matt Craig, Director, System Planning

**DATE:** May 13, 2022

**SUBJECT:** **ITEM 3.1 – 2021 Transit Service Performance Review and HandyDART Service Performance Review**

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**RECOMMENDATION(S):**

That the Mayors' Council on Regional Transportation receive this report.

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**PURPOSE:**

This memo provides information on the 2021 Transit Service Performance Review (TSPR) and 2021 HandyDART Service Performance Review (HDSPR), both planned for public release on May 25, 2022 (note that this item will be shown as "to come" in the publicly posted agenda until May 25 when a revised agenda including this item will be added; the public release materials are still being finalized).

**BACKGROUND:**

The TSPR and HDSPR are produced annually to provide key information on how customers used the transit network in the previous year. The TSPR is a multi-modal snapshot of trends from fall 2021, and the HDSPR focuses on annual trends for our unique custom transit service, HandyDART. While we regularly monitor ridership across the system to inform network adjustments and provide updates to decisionmakers, looking back at ridership over longer time horizons can be useful for predicting and identifying longer-term patterns. These annual reports look back on trends from the previous year to help us understand the future direction of ridership patterns. They also provide transparency and support our partners and stakeholders with information that can inform their own planning and decision-making.

**DISCUSSION:**

The following provides an overview of the key findings for each report.

**2021 Transit Service Performance Review**

- Transit continues its strong recovery as an essential component of Metro Vancouver's ongoing shift to a future "new normal."
- Transit recovery reflected many travel patterns from before the pandemic.
- New travel patterns are emerging due to shifts in travel behaviour brought about by the pandemic.
- TransLink responded to customers' changing travel patterns and other emerging priorities by adjusting service.
- RapidBus routes saw some of the highest ridership in the region and were champions of ridership recovery in their sub-regions.

The report includes ridership data at the regional, sub-regional, modal, and route level. Some self-serve bus, rail, and SeaBus data will be published on our website when the report is released; however, due to significant ridership variations in 2021 caused by the pandemic, we will not be releasing the full suite of 2021 datasets through our online dashboards. We anticipate ridership will be more stable in 2022 and plan to return to releasing extensive datasets in 2023.

### **2021 HandyDART Service Performance Review**

- HandyDART demand grew in 2021 as public health restrictions eased and vaccination rates increased.
- HandyDART had solid on-time performance, low service denial and refusal rates and introduced new Compass fare payment methods.
- HandyDART continued to provide critical access to medical services and other important destinations.
- Looking ahead, future program enhancements will support growing demand for HandyDART and accessibility across the transit system.

### **CONCLUSION:**

In 2021, TransLink continued its strong recovery and supported Metro Vancouver's ongoing shift to a future "new normal." It was a year of resiliency that underscored the important role of TransLink's services in regional recovery.

We continued to serve the thousands of essential workers who needed to travel during the most difficult parts of the pandemic in 2021. When public health restrictions eased during the summer and fall, we helped bring employees back to their workplaces, students to class, and other customers to activities across the region.

On May 25, both reports will be available online at [translink.ca/tspr](https://translink.ca/tspr). As mentioned above, some self-serve bus, rail, and SeaBus data will also be published on our website upon the release of these reports.

### **ATTACHMENTS:**

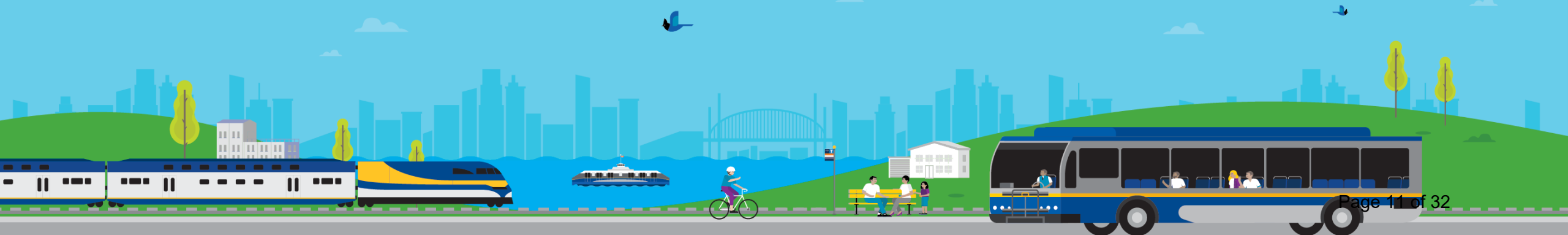
1. Overview presentation: 2021 Transit Service Performance Review & HandyDART Service Performance Review
2. 2021 Transit Service Performance Review
3. 2021 HandyDART Service Performance Review

# 2021 Transit Service Performance Review & HandyDART Service Performance Review

Matt Craig

Director of System Planning, TransLink

May 13, 2022 Mayors' Council Planning Committee



# Ridership trends from the most stable period of 2021 provide insight into what our future “new normal” may look like.



We regularly monitor ridership across the system to inform network adjustments where needed and provide updates to decisionmakers.

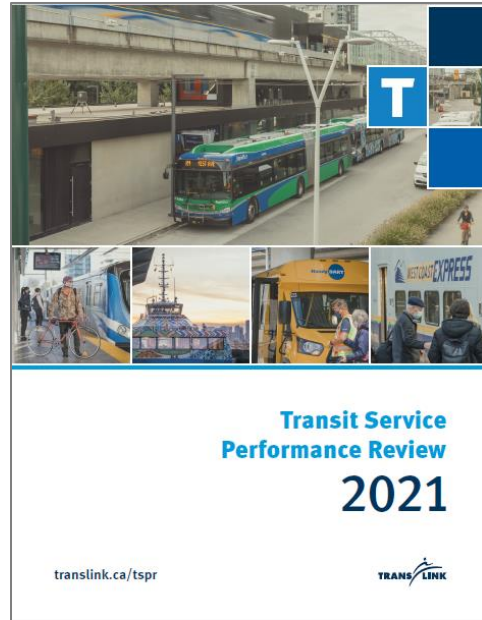


However, looking back at ridership over longer time horizons can be useful for predicting and identifying longer-term patterns.

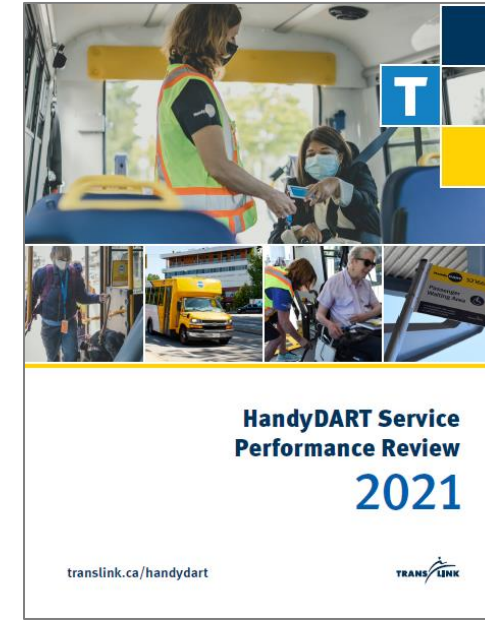


Our annual performance reviews look back on trends from the previous year. This helps us understand the future direction of ridership patterns.

The TSPR & HDSPR are our annual “report cards” on ridership and transit services. They provide key information on how customers used the transit network and how we adapted service in the previous year.

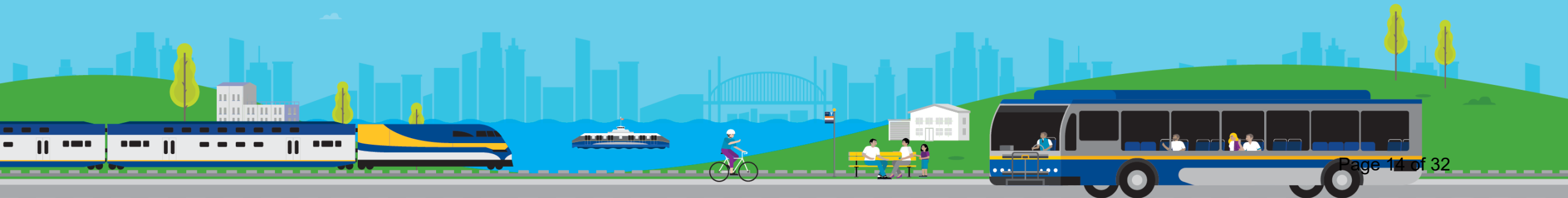


The **Transit Service Performance Review (TSPR)** is a multi-modal snapshot of fall 2021.



The **HandyDART Service Performance Review (HDSPR)** focuses on 2021 annual HandyDART trends.

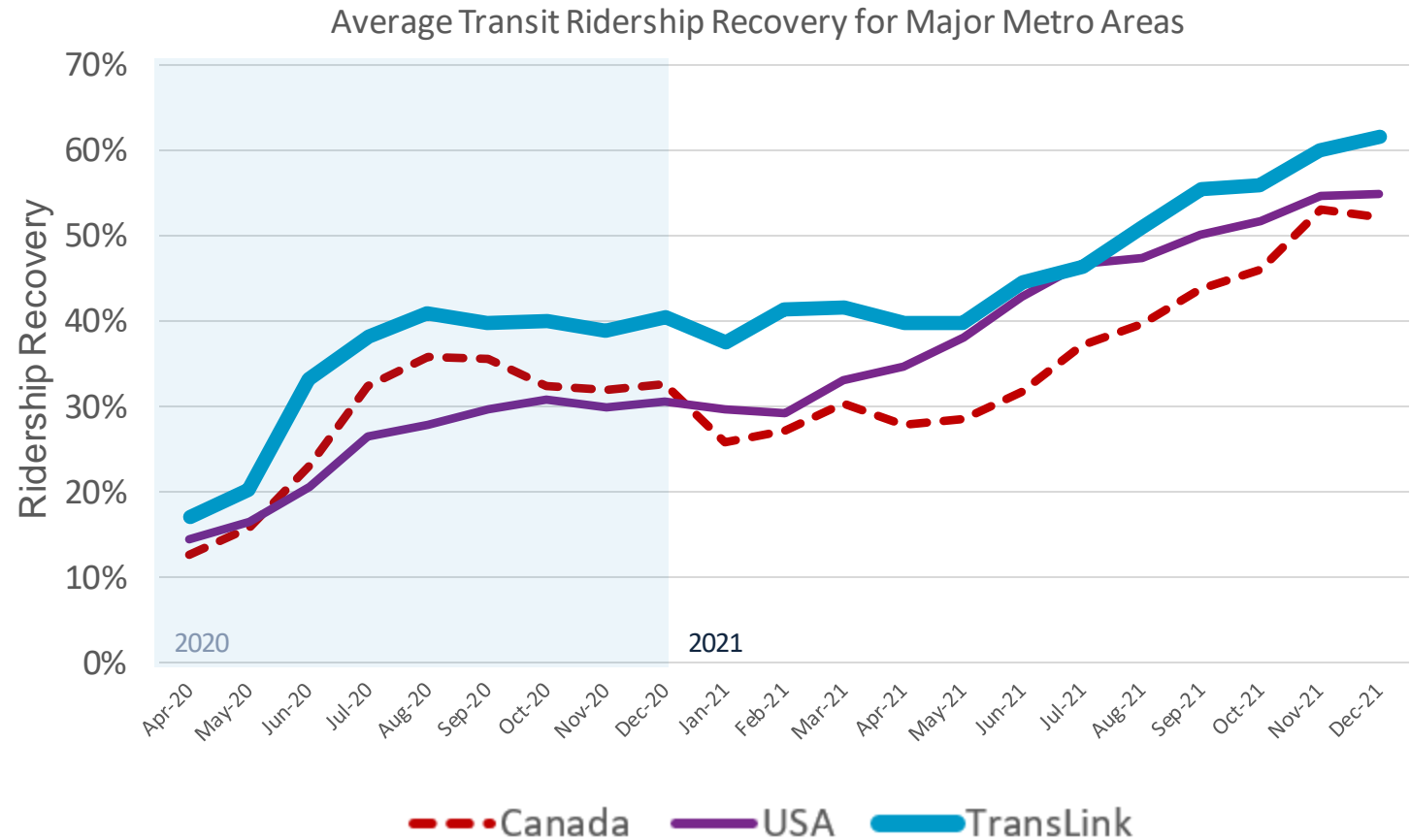
# Key Trends from 2021





# In fall 2021, nearly 2.2 million unique customers used the transit system – equivalent to 84% of the Metro Vancouver population.

- System-wide ridership recovery (59%) exceeded the average recovery rate across Canadian and American transit agencies.
- Total 2021 boardings exceeded most American counterparts, including the Boston and Atlanta metropolitan areas, *combined*.



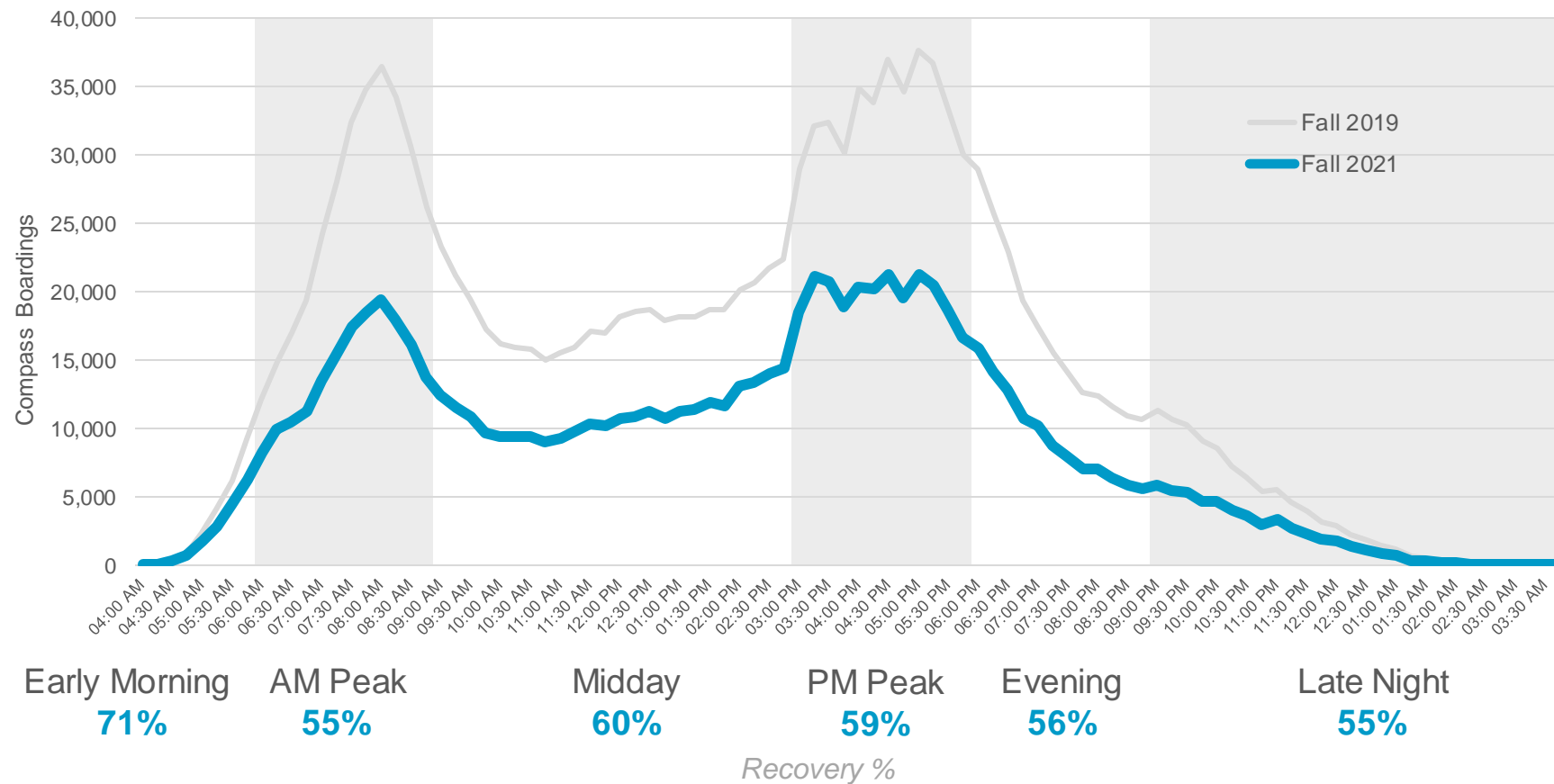
# Regional travel constituted the same proportion of total transit travel as in 2019.

About 50 to 55% of trips were across municipal boundaries – the same as in 2019.



# System-wide ridership began to return at similar levels throughout the day, including during weekday peak periods, which previously lagged in recovery behind off-peak periods in the first year of the pandemic.

System-Wide Average Boardings by Time of Day – Weekdays, **Fall 2021** vs. Fall 2019



# Bus routes that provide frequent service throughout the day continued to rank among our top 10 bus routes\* and drive ridership across the region.

## Rank\*

## Route


- |    |                                         |
|----|-----------------------------------------|
| 1  | 99 Commercial-Broadway/UBC (B-Line)     |
| 2  | 49 Metrotown Stn/Dunbar Loop/UBC        |
| 3  | R4 41st Ave                             |
| 4  | 25 Brentwood Stn/UBC                    |
| 5  | 319 Scott Rd Stn/Newton Exch/Scottsdale |
| 6  | 16 29th Ave Stn/Arbutus                 |
| 7  | R5 Hastings St                          |
| 8  | 20 Victoria/Downtown                    |
| 9  | R1 King George Blvd                     |
| 10 | 9 Boundary/Commercial-Broadway/UBC      |




The top-ranked, highly frequent **99 B-Line** served an average of nearly **30,000 customer boardings every weekday** in fall 2021.

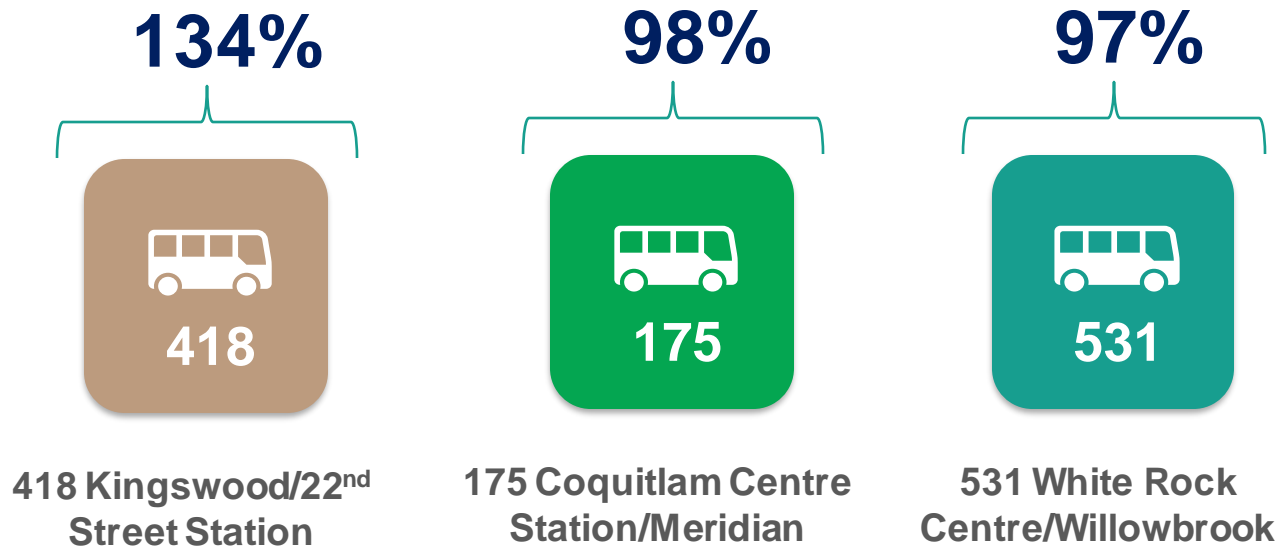
\*Based on Fall 2021 total boardings.

# Bus routes serving industrial employment areas continued to see high ridership recovery.

 Recovery of bus routes that serve industrial employment areas:  
**74%**

 Bus network average recovery:  
**62%**

Some industrial routes approached or exceeded 100% ridership recovery:



# Customer boardings on bus routes that primarily serve **post-secondary campuses** and **office commuters** have recovered significantly since 2020.



Recovery of bus routes that exclusively serve post-secondary ridership

**61%**

*Up from ~20% ridership recovery in 2020*



Recovery of bus routes that primarily serve '9-to-5' commuters

**51%**

*Up from ~25% ridership recovery in 2020*

# The top 10 busiest SkyTrain stations remained mostly the same as in 2019.

| <b>Rank*</b> | <b>Station</b>        |
|--------------|-----------------------|
| 1            | Waterfront            |
| 2            | Metrotown             |
| 3            | Commercial/Broadway   |
| 4            | Burrard               |
| 5            | Granville             |
| 6            | Joyce-Collingwood     |
| 7            | New Westminster       |
| 8            | Vancouver City Centre |
| 9            | Surrey Central        |
| 10           | King George           |

The top 5 stations remained exactly the same as in 2019

Joyce-Collingwood jumped to 6<sup>th</sup> in fall 2021 (from 9<sup>th</sup> in 2019) following the introduction of the R4 41st Ave RapidBus

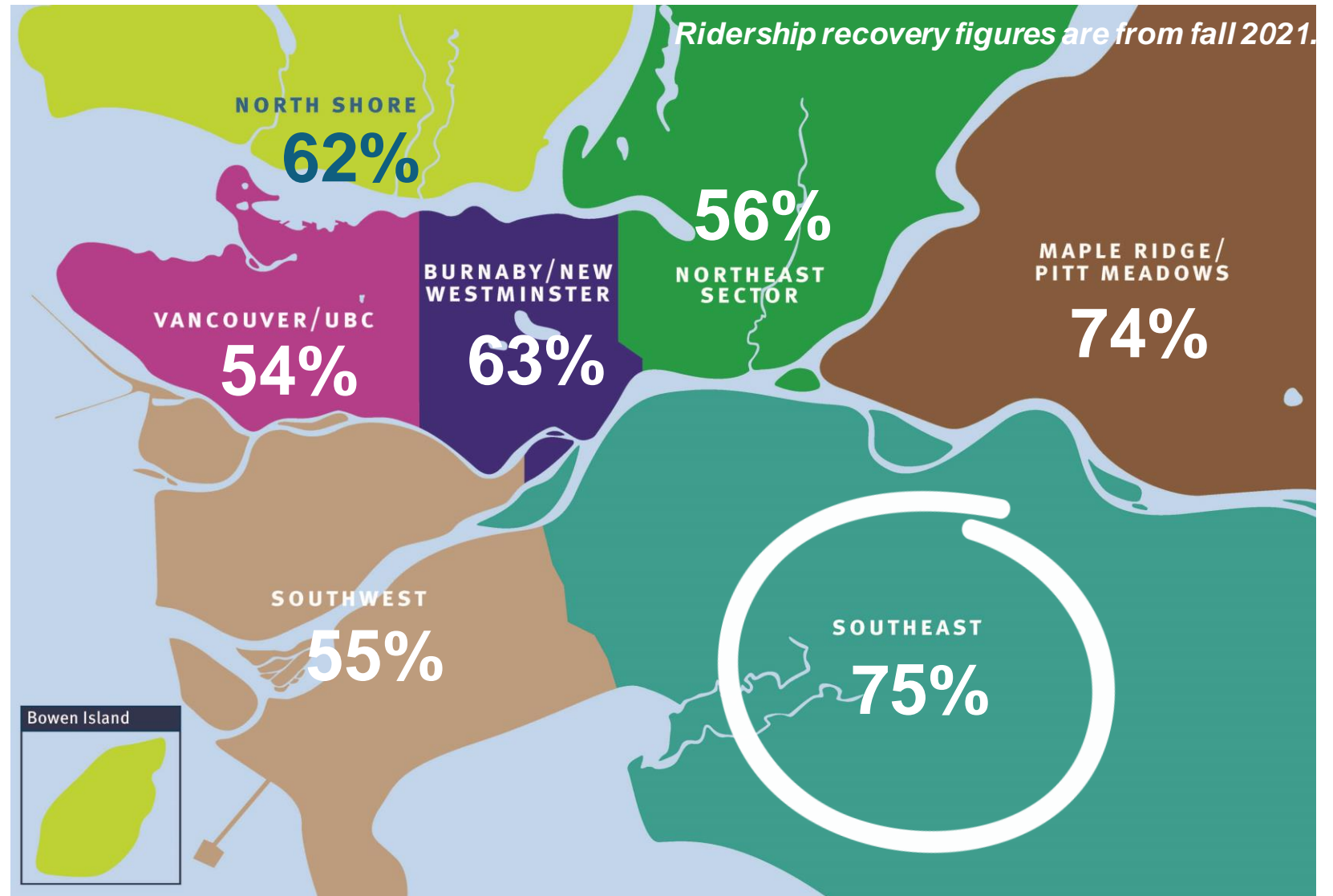
\*Based on Fall 2021 total station entries.

# The Southeast sub-region was the leader in ridership recovery.

The area saw relatively lower rates of working from home and higher rates of continued transit use during the pandemic.\*

Maple Ridge/Pitt Meadows also had high ridership recovery thanks to the R3 Lougheed Hwy RapidBus that has generated new ridership in the sub-region.

Vancouver/UBC ridership recovery would be consistent with other sub-regions if it weren't for low ridership of the Central Business District.

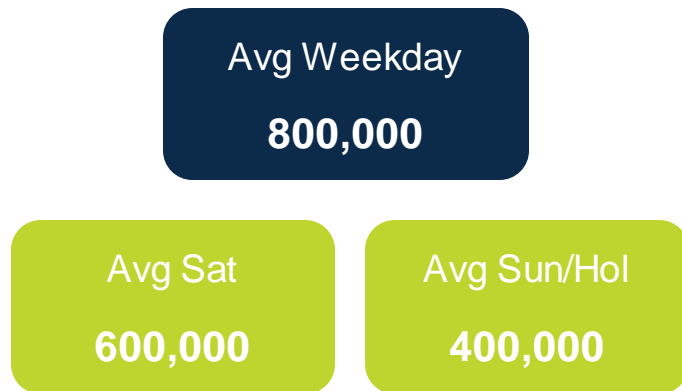


\*BCCDC COVID-19 SPEAK Survey, Phase 2, 2021.

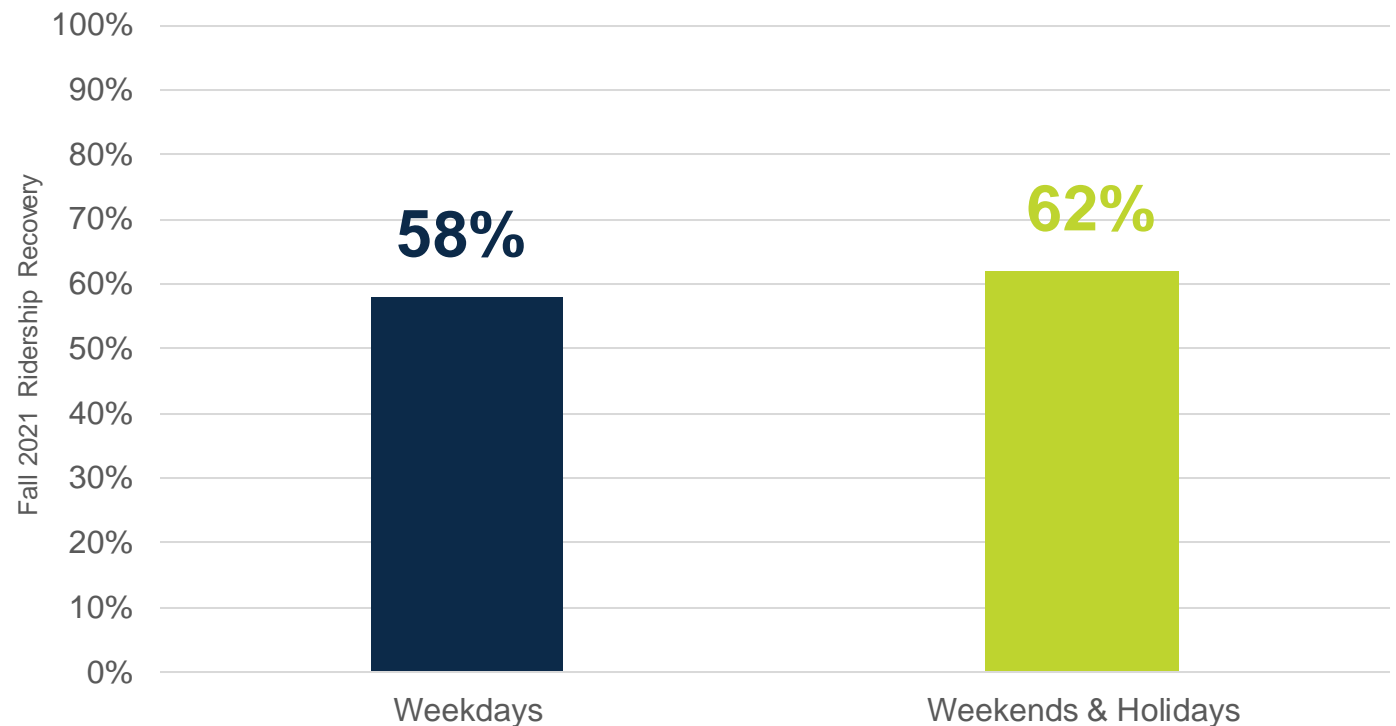


# Systemwide ridership continued to return slightly more on **weekends** than on weekdays in fall 2021.

However, average *weekday* boardings still exceeded average **weekend/holiday** boardings:

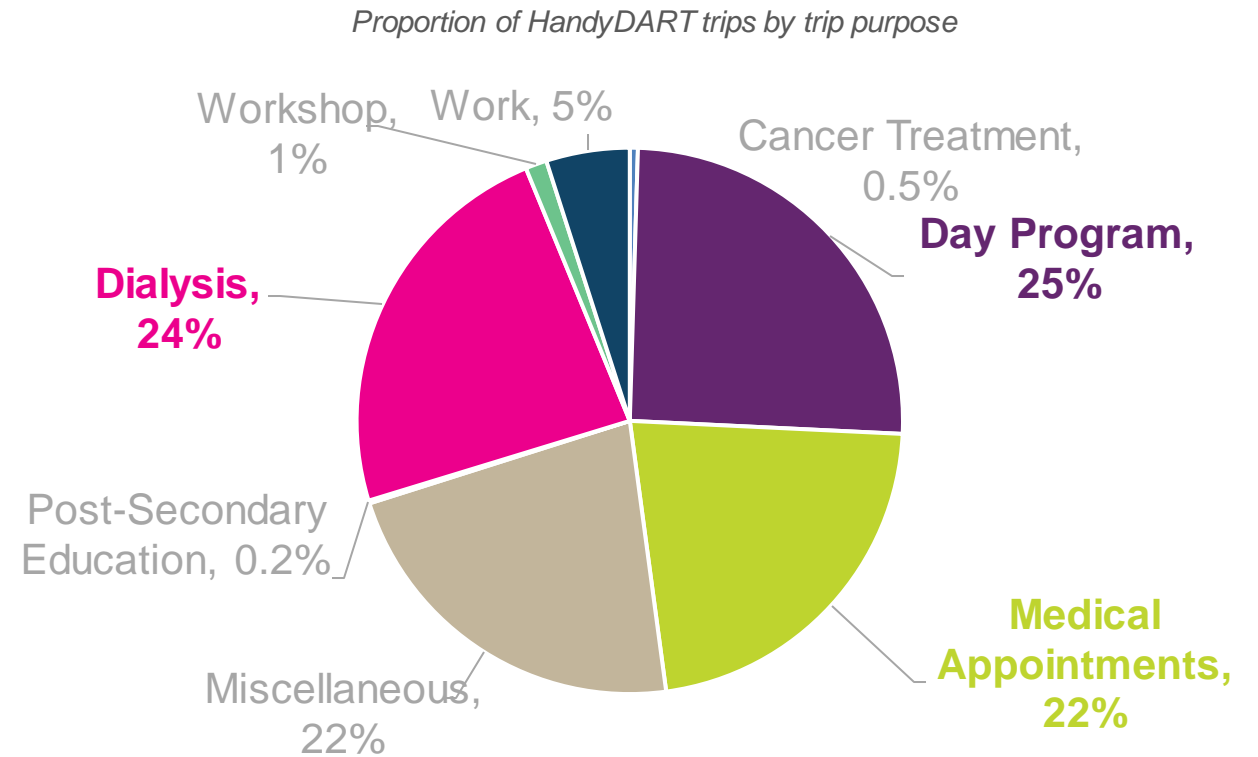


Ridership Recovery - Weekdays vs. Weekends/Holidays



# HandyDART continued to provide critical access to medical services and other important destinations.

- Essential trips for kidney dialysis, medical appointments, and day programs each made up nearly a quarter of all HandyDART trips.



# Between 2020 and 2021, we increased bus service in the Southeast\* by 8%.

In response to faster ridership recovery and overcrowding on some bus routes in the Southeast, we reallocated service from routes in other sub-regions with lower demand in order to increase service on routes **such as**:

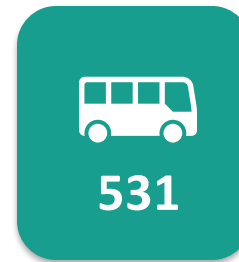
## 319 Scott Rd Stn/Newton Exch

#1 in boardings in Southeast

#5 in boardings system-wide

~14,000 avg weekday boardings

Future corridor of the R6 RapidBus



## 531 White Rock/Willowbrook

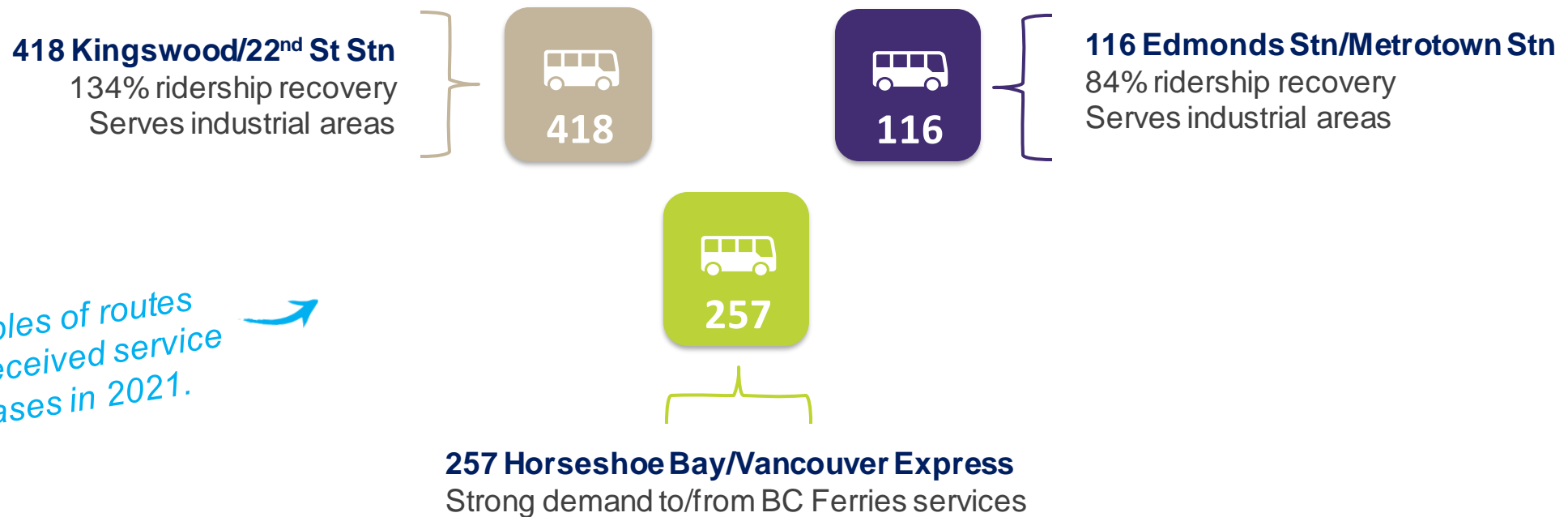
97% ridership recovery

Serves the Campbell Heights Industrial Area

*\*Includes Surrey, Langley City/Township, White Rock, N. Delta.*

# In other sub-regions, we increased service on routes with overcrowding and strong ridership recovery.

These service increases helped to mitigate crowding and support ridership recovery as customers returned to transit **on routes such as:**



# Last year was a year of resiliency that underscored the important role of TransLink services in regional recovery.

Financial support from senior governments was paramount in enabling us to continue providing convenient services and rebound with strong ridership.

We will continue to move forward, together with the Metro Vancouver region, to serve customers through whatever the future may bring.



Together all the way

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Sarah Ross, Vice-President, Transportation Planning and Policy  
**DATE:** May 13, 2022  
**SUBJECT:** **ITEM 3.2 – Alignment Considerations for the Millennium Line UBC Extension**

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**RECOMMENDATION:**

The Regional Transportation Planning Committee recommends that the Mayors' Council receive this report.

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**PURPOSE**

The purpose of this report is to provide information requested by the Mayors' Council on April 22, 2022 to "direct staff to report back to the Mayors' Council on the cost-effectiveness and cost of the alignment and operational method with moving the SkyTrain Line from Arbutus to UBC."

**BACKGROUND**

During March and April of 2022, TransLink staff presented analysis and information to the Mayors' Council and its committees related to the Regional Base Scope for the UBC Extension, which informs creation of a preferred design alternative and how additional local or partnership scope elements may be negotiated during the next stages of design development with third-party partners.

At the Mayors' Council meeting on April 22, the Council endorsed a recommendation that included station locations and alignment, deferred decisions regarding an elevated alignment, directed staff to provide additional information on costs, and included language about project timing and funding consistent with recommendations within the Transport 2050: Ten-Year Priorities proposal. The approved resolution and report are provided for reference in Attachment 1.

**DISCUSSION**

The following information provides details to respond to the April 22, 2022 request to "report back to the Mayors' Council on the cost-effectiveness and cost of the alignment and operational method with moving the SkyTrain Line from Arbutus to UBC." This information is presented in two key topic areas:

1. **Operational Method:** Describe other potential technologies studied.
2. **Costs and Cost Effectiveness of Corridor Alignment:** Are there lower cost alignments on other corridors and how do alternative corridors perform?

Each of these topics are described in the summary of analysis below.

### *Operational Method (Technology options)*

In 2012 the “UBC Line Rapid Transit Study” was completed. This work initially screened more than 200 combinations of technology, route and alignment prior to focussing on seven alternatives in detail. Based on that work, the 2014 Mayors’ Council’s Vision called for rapid transit on the Broadway corridor between Commercial Drive and UBC, with the first phase to be an extension of the Millennium Line to Arbutus. The Vision also called for stakeholders to work together to conclude how and went to complete the next phase of rail to the Point Grey campus.

From late 2017 to early 2019, TransLink undertook a detailed technical assessment of technology options for making a rail connection to UBC, including assessment of LRT on multiple corridors. This study found that a SkyTrain extension to UBC is the only technology that would accommodate the forecast ridership on the Broadway Corridor and that would be able to serve further growth over the longer-term (beyond 2045). The Broadway Corridor moves 60,000 transit customers a day on articulated buses that run every 3 minutes in peak times. Downtown Vancouver, UBC and Central Broadway are the most significant transit destinations in the region. From Arbutus and Broadway, where the Millennium Line will terminate in 2025, the Broadway/8<sup>th</sup> corridor is the most direct alignment to the transit hub located close to University Boulevard and Westbrook Mall.

In February 2019, the Mayors’ Council endorsed an extension of the Millennium line as the preferred technology for connecting rail from Arbutus to UBC. At this time, the Mayors’ Council directed staff to undertake the next phase of project development for the Project, referred to as the Millennium Line UBC Extension, including development of alternative concept designs and preliminary business case inputs.

The [Mayors’ Council report from February 15, 2019](#) and accompanying [technical report](#) provide details regarding capacity limitations and cost differences between technology options.

Key findings from this work include:

- A SkyTrain option will meet future demand and provide greater travel time benefits and ridership.
- LRT options are less expensive to construct but would reach capacity within 15-20 years and would not have the ability to expand capacity.
- Network LRT options studied, with two LRT corridors connected to UBC, would be able to meet future demand to 2045, but were more costly and had decreased travel time benefits compared with a SkyTrain extension. These options also had limited expansion opportunity.

### *Costs and Cost Effectiveness of Other Corridors*

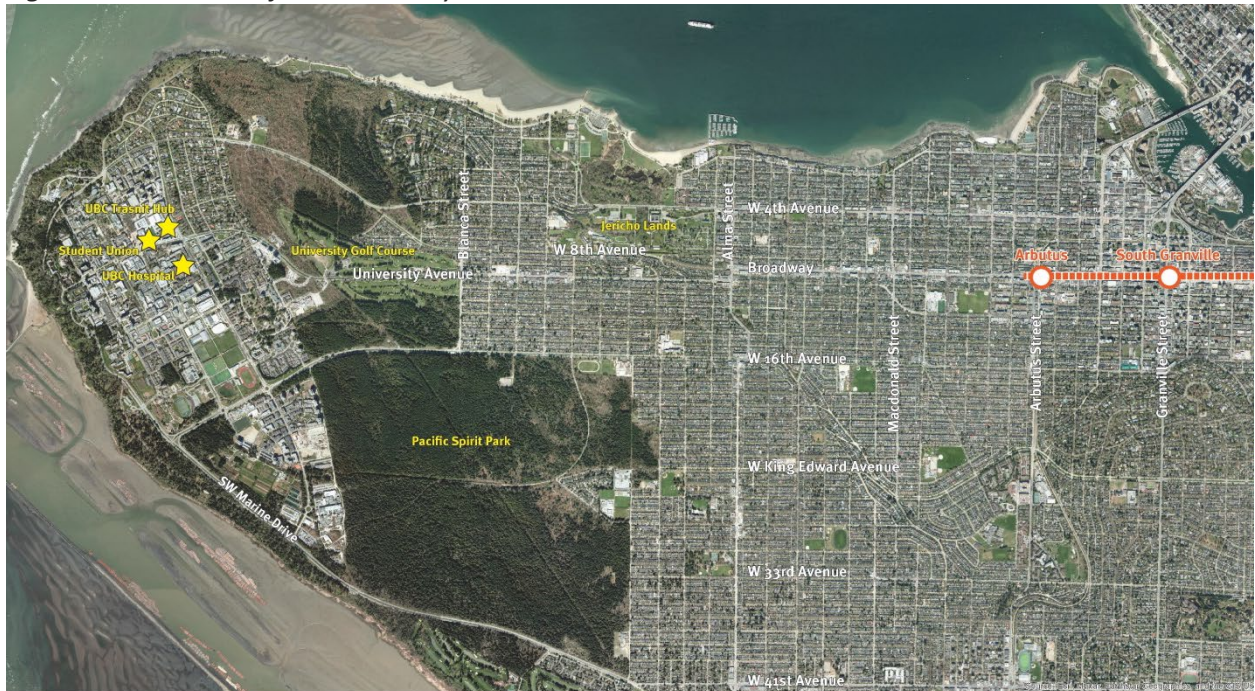
Other parallel corridors connecting to UBC, including 16<sup>th</sup> Avenue and 4<sup>th</sup> Avenue, were assessed in the early exploratory planning analysis conducted in the 2012 UBC Line Rapid Transit Study (report links: [Phase 1](#), [Phase 2](#)). Within this report, these parallel corridors were screened out based on an evaluation of population catchments, integration opportunity with the existing rapid transit network, route length, urban development opportunity and deliverability considerations. This work ultimately led to the Broadway Subway Project, Millennium Line Broadway extension to Arbutus Street.

Early within the current study, corridor alignment options were assessed across key accounts for how to connect SkyTrain between Arbutus and UBC. This assessment included a comparison of alignments and stations across key accounts to measure relative performance. One of the options included an alignment along 16<sup>th</sup> Avenue.

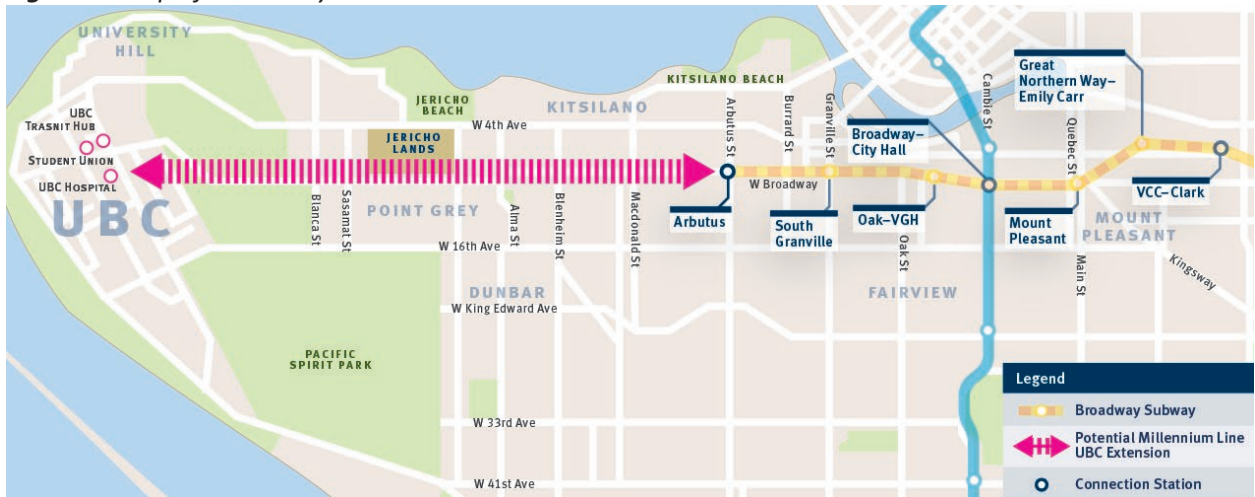


Since the extension begins at Broadway and Arbutus, connecting to the 16<sup>th</sup> Avenue corridor diverts the line away from a shorter, more direct path to the UBC Campus and poses technical challenges for when and how the alignment would transition through a portal to become elevated (see Figures 1 and 2). To this end, connecting to this corridor lengthens the line, increasing cost regardless of vertical alignment. An alignment along 16<sup>th</sup> Avenue would also decrease benefits by adding travel time and lowering ridership, while not connecting to locations with existing or future population, jobs, or destinations. For these reasons, the 16<sup>th</sup> Avenue corridor was screened out early in the process.

**Figure 1: Aerial view of the Point Grey Peninsula**



**Figure 2: Map of Broadway Corridor to UBC**





## *Summary*

When weighing the cost and benefits it is important to consider what is the best Regional Base Scope and how can that be achieved in the most cost-effective manner. Alignments on a different corridors were suboptimal in terms of cost and performance. The lower cost options analyzed such as LRT, do not meet the problem statement or project objectives of a connection to UBC that meets capacity, reliability, travel time, ridership benefits, and/or functional feasibility. The Broadway/8<sup>th</sup> corridor is a direct alignment to UBC and generates the most ridership and benefits.

## **NEXT STEPS**

On April 22, 2022 the Mayors' Council endorsed the station locations within the Regional Base Scope. This will inform further discussions with project partners around potential contributions, as well as the next stages of project development (based on the timing described in the T2050: Ten-Year Priorities) to inform future decision milestones by the Mayors' Council.

### Attachment:

1. April 22, 2022 Approved Resolution of the Mayors' Council on UBC Extension Regional Base Scope

**Approved Resolution of the Mayors' Council  
UBC EXTENSION REGIONAL BASE SCOPE**

April 22, 2022

That the Mayors' Council on Regional Transportation:

1. Include the following station locations in the regional base project scope for the Millennium Line UBC Extension (UBC Extension):
  - a. Stations at Alma, Macdonald, Jericho, and at the UBC Trolley Bus Loop; and,
  - b. Passive provision for at least one potential future infill station within the UEL/Musqueam Lands area on or near the University Golf Course, planned and funded by third parties; and,
  - c. Designate a second station and any required rail connection to the station at UBC as outside of the regional base scope, requiring third-party funding;
2. Defer decisions on vertical alignment pending local and third-party contribution agreements and direct staff to report back to the Mayors' Council on the cost-effectiveness and cost of the alignment and operational method with moving the SkyTrain Line from Arbutus to UBC;
3. Construct the UBC Extension in years 6-10 of the Transport 2050 Ten-Year Priorities, once Bus Rapid Transit (BRT) plan implementation has commenced, and subject to further planning and discussions and an approved business case that includes a new funding model and third-party payment and land value uplift contributions;
4. Receive the report on this item considered at the March 11, 2022 meeting of the Regional Transportation Planning Committee as presented in Annex 1 below;
5. Receive the report on this item considered at the April 13, 2022 meeting of the Finance and Governance Committee as presented in Annex 2 below; and
6. Receive this report.