2017 expansion under Phase One

2017 transit service improvements

January
April
June
September
December/January

Notes: Improvement planned for the 96 B-Line is implementation of all-door boarding, not a change in level of service. December/January improvements for routes 130, 733, 741, 372, 351 are minor changes related to September service changes. Includes improvements made through Phase One funding and base budget.
Toll removal analysis
Understanding changes in travel behaviour is important

- Congestion
- Mobility Pricing

Natural expirements in pricing are rare
South of Fraser Crossing Screenline

- Pattullo
- Port Mann
- SkyTrain
- Golden Ears
- Alex Fraser
- Massey

[Map of South of Fraser Crossing Screenline]
Pre/Post Analysis

Traffic Volumes

Travel Times

Transit Ridership
Data Sources

Traffic Counts

Transit Ridership

Travel Times

[Logos]

[Map]
Analytical Approach

Natural growth by: Screenline

Pre/post growth by: Screenline and crossing
Traffic volumes across the Fraser increased significantly.

Natural growth: ~ 1%

- Weekday: 68K
  Weekend: 51K

- Weekday: 120K
  Weekend: 89K

- Weekday: 54K
  Weekend: 39K

- Weekday: 156K
  Weekend: 124K

- Weekday: 92K
  Weekend: 75K

Fall 2017 vs. Fall 2016
- Weekday: ↑30,000 (7%)
- Weekend: ↑32,000 (9%)
Diminishing effects away from the policy change

- 10,000 (-11%)
- 5,000 (-4%)
- 2,000 (-2%)
- 5,000 (-2%)
- 12,000 (+29%)
- 35,000 (+28%)
High truck sensitivity to tolling

↓500 (-19%)  
↑700 (+15%)  
↑700 (+30%)
Unexpected route changes
Unexpected impacts on Pitt River Bridge traffic

Average Daily Volume (Pitt River)

- **2016**
- **2017**

Snow

Daily Volume

Jan  Feb  Mar  Apr  May  Jun  Jul  Aug  Sept

70000 72000 74000 76000 78000 80000 82000 84000 86000 88000 90000
Mixed effects on Peak Hour Speeds (PM)
Increased PM travel times from Vancouver – to Surrey
Reduction in PM travel times from New Westminster – to Surrey

12 (↓ 2)
Transit Routes

Five bus routes and the Expo SkyTrain cross the Fraser River (George Massey Tunnel excluded)

*Tolls removed
If all routes had continued growing post Labour Day at the same rate as pre Labour Day, total ridership would be 600 passengers more per day.
Conclusions

- Significant increase in auto traffic across the Fraser
- Increase mainly due to new trips and destination changes
- Significant routing changes
- Trucks are more sensitive to cost than expected
- Mixed travel time implications
- Marginal mode shift