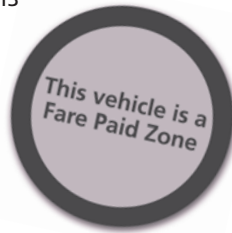


Faster 3-door boarding expanding to the 98 B-Line

Three-Door Boarding will start Wed, Feb. 13 at all 98 B-Line stops for the longer, 60-foot “articulated” buses on the route.

Customers with a valid fare or pass can board at any of the three doors on an articulated 98 B-Line bus. Those buying a cash fare or validating a FareSaver ticket must enter via the front door. However, when standard 40-foot buses are operating on the 98 B-Line route, all customers must board via the front door.

Please note that all passengers must produce valid proof of payment when requested by Transit Police officers or Transit Security members, in accordance with the Fare Paid Zone policy.



BACK ISSUES

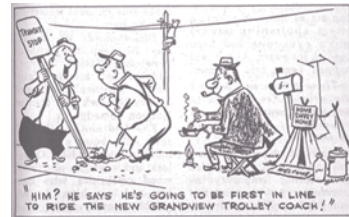
Back Issues is a new section that mines past issues of *The Buzzer* for nuggets of transit history. Huzzah!

1954 “One down—one to go,” reads the top headline in *The Buzzer* from February 19, 1954. But just what had come down, and what was left to go? It was the streetcar, in fact—the line was referring to the then-ongoing replacement of the Lower Mainland’s streetcar lines with all new trolley buses.

The “One down—one to go” headline indicated that the Grandview streetcar would be replaced by trolleys under the \$1 million Transit Improvement Program for 1954, leaving the Hastings line as the last operating streetcar route in the Lower Mainland. (The Hastings line would eventually be removed in 1955.)

But the *Buzzer* said that conversion from “rails to rubber” had many advantages. Trolleys could pull over to the curb, which was a major safety improvement, and did not need tracks that disrupted the street and required extra maintenance.

And while some mourned the loss of the streetcar, the *Buzzer* was considerably less upset, writing: “Eight years of hard work and more than \$25,000,000 have almost done away with the old rattlers. Canada’s largest fleet of trolley coaches, 327 of ‘em, now rolls over nearly triple the number of miles of route we had back in 1946.”



A cartoon from the Feb. 19, 1954 *Buzzer*.

SkyTrain Dispatches

SkyTrain passengers see the light

Now in their 23rd year of operation, the original Expo Line stations are getting extra lighting to brighten concourses and platforms at night. It’s part of an initiative by TransLink and the federal government to enhance personal security and make the system more inviting.

The lighting upgrades are complete at Burrard and Granville stations, and are underway at Waterfront, Stadium, Broadway, Edmonds and Columbia. The remaining Expo Line stations are slated for completion by mid 2009.



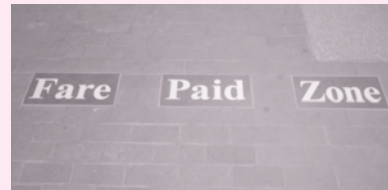
Lighting upgrades have illuminated the concourse at Columbia Station.

Fare Paid Zone tiles at SkyTrain stations

SkyTrain has been installing permanent “Fare Paid Zone” tiles in stations, reminding customers that they must have valid Proof of Payment before entering trains, platforms, or other designated areas.

Just like in rail operations for many cities worldwide, you must carry a valid ticket, pass or transfer while riding transit, and show it upon request. Failure to do so is an offence under B.C. law, carrying a penalty of \$173.

The Fare Paid Zone policy applies throughout the transit system, including SeaBus, West Coast Express, and all buses and community shuttles.



Fare Paid tiles, like the ones pictured above, are in SkyTrain station floors to remind customers to carry valid Proof of Payment.

COMING EVENTS

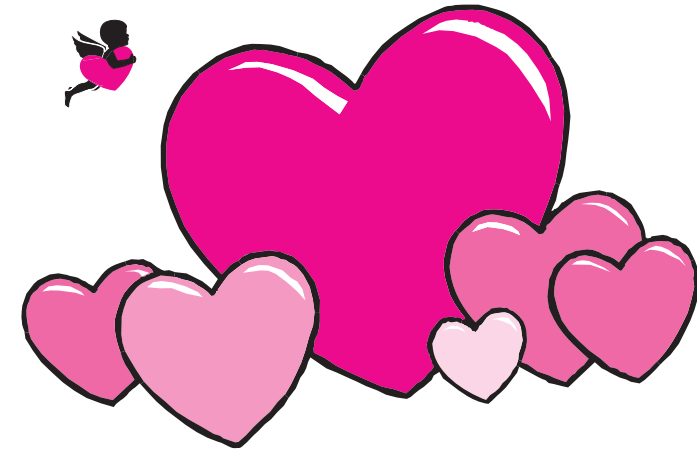
- ✓ **O.W.L. Show**, Sun Feb. 17, 11am–4pm, Richmond Nature Park. Exhibit on raptor rehabilitation - a rare chance to see birds of prey up close and talk to their handler. Cost by donation; call 604-718-6188 for more info.
- ✓ The **Publishing Program at Langara College** presents three upcoming information sessions on campus: **Tue Feb. 19** at 6:30pm (Rm A247), **Wed Mar. 19** at 6:30pm (Rm A257), and **Wed Apr. 23** at 6:30pm (Rm A247). Program is an intensive 12-month (2-year diploma) career program, and students produce the Pacific Rim Magazine distributed each May in the Globe & Mail in the Vancouver area.
- ✓ The **Vancouver Women’s Musical Society** presents pianist Catherine Lan at 11am Wed Feb. 20, at the Unitarian Church, 949 W 49th Ave, Vancouver. \$10 at the door. Info: www.vwms.ca.
- ✓ **55+ Mount Seymour Snowshoeing Trip** - Thu Feb. 21, 8:30am–3pm, Richmond Nature Park. Explore Mt. Seymour Park on snowshoes with a qualified guide. \$42; call 604-718-6188 to register.
- ✓ **Confederation Seniors’ Community Centre** in Burnaby presents a 55+ minibus trip to the **Maple Sugar Festival**, Sat Feb. 23, 7am–7:30pm. Cost: \$51.15. Info: 604-294-1936.
- ✓ **Canstruction Vancouver 2008**, Sun Feb. 24 – Sun Mar. 2, Cruise Ship Terminal at Canada Place, Vancouver. Sun to Wed 10am–5pm, Thu to Sat 10am to 8pm. See 8-foot sculptures made from canned goods and other non-perishables. Admission by cash donation with all proceeds to the Greater Vancouver Food Bank Society. Info: canstructionvancouver.com.
- ✓ **Flea Market**, Sat Mar. 1, 9:30am–2:30pm, St. Mary’s Ukrainian Catholic Centre, 3150 Ash Street, Vancouver. Free admission; tables cost \$15. Call 604-327-6494 for more info
- ✓ **Best of the Band** student band performance, with catered dinner and silent auction. Fri Mar. 7, 6pm, Cariboo Hill Secondary School, 8580 16th Ave, Burnaby. Contact 604-664-8568 or cariboo.band@hotmail.com for tickets.
- ✓ **Retro Design & Antiques Fair**, Sun. Feb 17, 10am–3pm, Croatian Cultural Centre, 3250 Commercial Drive, Vancouver. 175 tables of and booths of fun, fabulous finds. \$4 at door, kids under 13 free with adult. Info: 604-980-3159 or 21cpromotions.com.
- ✓ **Friday evening dance** - a program for seniors at Confederation Seniors’ Community Centre in Burnaby. Fridays 7:30–10:30pm. \$5 members, \$6 guests. Info: 604-294-1936.

Send your community events to thebuzzer@translink.bc.ca

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BUZZER

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Happy Valentine’s Day!

In this issue...

- » Buses re-routed in downtown Vancouver
- » The buses start talking back (it’s okay, they’re trying to help)
- » Evergreen Line will get advanced LRT
- » Open houses for new bus routes
- » SkyTrain station hosts wedding photos

Buses re-routed in downtown Vancouver

By the time you read this, you'll have already seen that downtown Vancouver transit has shifted. Trolley buses are now re-routed off Pender Street, and diesel buses will be re-routed when two lanes on Hastings Street are free to take them.

Why all the mess? Well, the downtown portion of Pender Street is now closed due to Canada Line construction. Specifically, they're pulling the tunnel boring machine out of the ground—the instrument used to dig huge tunnels for the trains.

The re-routes will last for a minimum of three weeks, and will temporarily relocate stops for suburban and local buses that use Pender. That means changes to routes including the 4, 7, 8, 19, 20, 22, 44, 135, 160, 190, 210, 211, 214, 290, 292, 311, 351, 352, 354, 488, 492, 601, 602, 603, 604, N6, N8, N15, N19, N22, and N24. (As well, the #19 will change to a diesel bus for this closure.)

Temporary stops are clearly marked, but for full re-route details, check TransLink's website at www.translink.bc.ca, or call Customer Info at 604-953-3333. Plan on extra travel time if you can, since traffic will be busy due to the road closure and bus detours.



The tunnel boring machine, coming out of the ground last year.

Open house for new bus routes

We're hoping to start two new bus routes in Vancouver in September, so we're holding an open house on Monday Feb. 25 to get your feedback.

The two proposed routes are for a new community shuttle in UBC and the Spanish Banks (the C19), and a new conventional bus route from 29th Avenue Station to UBC that would travel along 16th Avenue and 33rd Avenue (the 33).

The open house will be held in the lobby of the UBC Student Union Building between 11 a.m. and 3 p.m. We'll then re-locate to the West Point Grey Community Centre (4397 West 2nd Avenue) from 4 p.m. to 8 p.m.

But if you can't make the open houses, please feel free to contact Customer Relations at (604) 953-3040 or custrel@translink.bc.ca.

Buses start talking back... with info on next stops

Your bus will soon be able to tell you all about the next stop on its route.

That's because we're installing a newsystem onto 1,300 of our buses, giving passengers information on the next stops through onboard speakers and message displays.

If you've been on certain buses, you may have already seen the system in action. As the bus approaches its next stop, the "automatic annunciator" says the name of the stop (such as "Granville" or "Main Street"), and the name also scrolls by on electronic message displays mounted in the bus ceiling.

The annunciators help make transit more accessible for passengers with disabilities, as well as aiding tourists navigating the Lower Mainland by public transport. That's a big step for our Access Transit program, which aims to make transit more accessible for all Metro Vancouver residents.

The system is also part of an ongoing communications upgrade to improve safety and customer service. The key element is a new \$44-million radio system, which pinpoints exact locations of every bus, and supplies real-time arrival data for customers at bus stops.



Ceiling-mounted electronic displays will soon display information about the next stop on a bus route.

Readers write in...

Here's some feedback sent in about the new buses in the last issue.

- » I really enjoy riding the Novas and the New Flyers. The back of the Novas makes for a nice social area. The seating arrangements are friendly. - *Larry Wong*
- » I personally am always glad to get on one of the older buses. The seating arrangements are much better. Also, in the newer buses the seats are upholstered. A couple of weeks ago I sat on a seat in one of the newer buses and thought it was just cold, but I soon realized it was wet. My coat, shirt and pants were all wet. I was going to spend the night at my daughters house. Thank God I had pajamas to change into. ... I applaud you for trying to come up with more environmentally friendly buses but it would be nice if you also considered the passengers. -*Carole Callaghan*

Evergreen Line will soar high above traffic

When we build the new Evergreen Line, we're planning to construct it with SkyTrain-like technology to provide the best possible transit experience for everyone.

The Evergreen Line is a long-proposed transit connection between Burnaby's Lougheed Mall and Coquitlam Town Centre. Before, TransLink had plans to build the line using a light rail transit (LRT) system that would sit at street level and be part of regular road traffic alongside other vehicles.

But a recent analysis from TransLink and the province has identified advanced light rapid transit (ALRT, or SkyTrain-like technology) as the best possible transportation method for the Evergreen Line.

ALRT, which operates on elevated platforms, will be almost twice as fast as an LRT system. It will also integrate better into the existing SkyTrain network and likely produce two and a half times the predicted ridership of LRT ridership.

We're still looking for feedback from area mayors over the next month, and we're also hunting for more funding to ensure we can build and maintain the Line. Stay tuned to the Buzzer as the Evergreen Line plan develops!



A few more ALRT facts...

Here's a table showing the frequency, capacity and operating speeds of an ALRT vs LRT system on the Evergreen Line. As you can see, ALRT is faster, more frequent, and carries more people than LRT, which lets the Line support higher ridership. It's also thought that ALRT would be safer as a result of running on an elevated guideway, separated from street level traffic.

	ALRT	LRT
Frequency: time between trains (minutes)	3.0	5.0
Maximum Operating Speed (km/hr)	80	60
Peak Hour Capacity (2021)	10,400	4,080



Photo by Scott Johnson, sdjphotography.com
Mandy Hollingshead and Martin Ciestko had their wedding photos taken in a SkyTrain station this July 1.

SkyTrain station plays host to couple's wedding photos

When Mandy Hollingshead and Martin Ciestko got married in Vancouver last year, they knew one place they wanted their wedding photos taken: on public transit.

Transit had always been the couple's primary mode of transportation, and Martin especially loved public transport in the Lower Mainland.

"I have really good memories of public transit," said Martin. "I lived mostly in downtown Vancouver and I loved it. There were hardly any waits to get the buses I needed, and there was tons and tons of service."

Mandy and Martin took a series of photos in Granville and Stadium-Chinatown SkyTrain stations downtown, and even some on the Aquabus, the small ferry operating on Granville Island, as well as pictures in Whytecliff Park and Dundarave Pier. The transit shoots fit well with the theme of their wedding, which was environmentalism and social responsibility.

Martin and Mandy tried to make environmentally responsible choices whenever possible for their wedding celebration, like asking guests to carpool or arranging a buffet of organic and locally grown foods.

Living in Montreal now, Martin says he actually misses Vancouver public transportation. "I really miss the bike racks on buses," he says. "And I can only take my bike on the subway outside of peak hours. As a cyclist, I'm locked out of transit here."