

# The Buzzer gets a blog!

Look out: your favourite transit newsletter is leaping into the digital age this October!

That's right—the *Buzzer* will launch a blog on Monday, October 6, to help us better bring you news and stories from behind-the-scenes at TransLink. Visit [buzzer.translink.ca](http://buzzer.translink.ca) for fresh content every weekday; you'll be able to get involved, too, as you can post comments and interact directly with us!

Of course, the blog won't replace the print *Buzzer*. You'll still see it on the transit system, just publishing once a month instead of every two weeks, starting in October. Never fear: we're huge fans of the print *Buzzer* and we're committed to keeping it going!



## SkyTrain Dispatches

### Wednesday evening track maintenance will start in September

As announced last issue, we'll be doing some extra maintenance on on the SkyTrain system. The work will affect evening service frequency after 9:30 p.m. between **Scott Road and King George Station on the following Wednesdays: Sept. 17, 24, Oct. 8, Nov. 5, 19, 26, and Dec. 3.** Expect the following service:

- » normal evening service on Expo Line from Waterfront to Scott Road (every 8 minutes), and Millennium Line from Waterfront to VCC-Clark (every 8 minutes)
- » **reduced frequency between Scott Road and King George (every 16 minutes). All passengers must change trains at Scott Road.**

Do allow extra time if you're going to or from Gateway, Surrey Central, or King George Stations. Full service will operate on Vancouver Canucks home game nights of Oct. 1 and Nov. 12. Check [www.translink.bc.ca](http://www.translink.bc.ca) and [www.skytrain.info](http://www.skytrain.info) for more details.

**OCTOBER WEEKEND WORK** On the weekend of Oct. 18-19, we'll be changing out some track east of Edmonds. This means reduced frequency and delays all weekend—watch for more info in October.

## Contest corner: win a FareCard!

**WIN A FREE FARECARD!** It will be for 1, 2, or 3 zones, based on where the winner travels. Email [thebuzzer@translink.bc.ca](mailto:thebuzzer@translink.bc.ca) with the answer to the question below, your full name, daytime phone number, and where you got the *Buzzer* (include the route number if you got it on a bus). Make sure you include everything—entries missing any of this info will not be entered to win! One entry per person, please.

**Which Canada Line station is furthest along in its construction?**  
(Hint: it's in this issue!)

Enter by **Mon Sept. 22 at 9am**; we'll draw a name from all eligible entries if more than one is right. See who won in the **Sept 26** issue!



## Talk SkyTrain safety at our first unconference

You're all invited to discuss SkyTrain safety at our very first unconference on Saturday, Oct. 4.

What's an unconference? It's a constructive, participant-driven event that's the opposite of a traditional conference. Participants set the agenda and the schedule themselves—once gathered, participants volunteer to run sessions on topics they deem important, building a rough outline for the day.

Anyone with something to contribute or with the desire to learn is welcome. But no one can just attend sessions—everyone is expected to participate constructively, through leading or helping with sessions, asking questions, or aiding the unconference in some way.

Another important component is online discussion—everyone can start talking about the issues even before the event, at [skytrainunconference.ca](http://skytrainunconference.ca). We encourage everyone to visit and join in the conversation online, even if you can't make the actual unconference itself.

This is very new territory for us, as it's our first time operating such an unusual discussion format, but we're hopeful an unconference can be a great way to help shine a light on SkyTrain safety issues.

So mark your calendar for Saturday, Oct. 4, and we'll update you on the unconference location and more as we pull the details together!



## COMING EVENTS

- ✓ **21st Century Promotions** presents a **21st Century Flea Market**, Sun Sept 21, 10am-3pm, Croatian Cultural Centre, 3250 Commercial Drive, Vancouver. 175 tables of bargains on deluxe 20th century junk. \$3 at door; kids free. Info: [21cpromotions.com](http://21cpromotions.com) or 604-980-3159.
- ✓ Join **Friends of Semiahmoo Bay Society** and **Ocean Pro Divers** to help **clean up the shoreline at Crescent Beach**. Meet on Sun Sept 21, 9:30am-2pm at Blackie Spit, Crescent Beach for the Great Canadian Shoreline Cleanup and subtidal debris removal. Info: [www.birdsonthebay.ca](http://www.birdsonthebay.ca) or Cat at [clday@dal.ca](mailto:clday@dal.ca) or 604-536-3552.
- ✓ **Fire of Holiness Community Fundraising Group** launches its first **lottery for charity**, \$2 per ticket with all proceeds going to the Metro Vancouver Dream Centre Society and Rainbow Community Church of Vancouver. Prizes include Sunwolf Outdoor Centre 'Raft & Stay' or 'Sleeping with the Eagles' vacation for two. Visit [fireofholiness.com](http://fireofholiness.com) or contact Mark Gueffroy at 778-230-0020 or [info@fireofholiness.com](mailto:info@fireofholiness.com) to purchase tickets and for more info. Draw date is Nov. 12 at 6:30pm.
- ✓ **Bonsor Recreation Complex** runs **many September events for seniors**. A **day trip to Old Edmonds Mill Town USA** will be held on Thu Sept. 17 from 8am-7pm; cost \$36.73. The **Goodbye to Summer Tea** is on Fri Sept. 19, 12:30-3pm: enjoy finger sandwiches, desserts, and a live band, \$12.90. A **Let's Do Lunch** event will be held at the **Boathouse Restaurant in Port Moody**, Thu Sept. 23, 11:15am-2:30pm, \$8.61 (fee does not include cost of lunch). For info on all events above, call 604-439-5510. Bonsor also seeks **volunteer drivers for seniors' day outings**—class 4 license, leadership skills, and Mon-Fri availability needed. Drivers act as group leaders: lunches, admissions, and more are paid for. Info: Don Doyle, 604-439-5517.
- ✓ The **Singles of British Columbia Square Dance Club** starts **beginner square dance classes** on Tue Sept. 9, with beginners welcome every Tuesday in September. No partner required. 7-8:30pm, Burnaby Lake Rowing Pavilion, 6871 Roberts Street. First three nights free for new dancers. Info: Edna 604-591-3013, Darlene 778-395-0841 or Ted 604-436-1844, and [www.region2.squaredance.bc.ca](http://www.region2.squaredance.bc.ca).
- ✓ Have you worked in Britain? The **Canadian Alliance of British Pensioners** invites you to a **free info session on the new pension laws**, followed by a pension application process workshop. Sat, Sept. 20 at 1:30 pm at The Royal Canadian Legion, 5591 Wharf Ave. Sechelt. Of interest to those 45+. Info: 604-683-3445.
- ✓ **Burns Bog Conservation Society** presents **Jog for the Bog Trail Run** on Sun Sept. 21 from 8am-12pm. 10k run and 5k walk; starts at Westview Park, 6500 Westview Drive, Delta. Proceeds go to Society's educational programs.

Send your community events to  
[thebuzzer@translink.bc.ca](mailto:thebuzzer@translink.bc.ca)

Printed on recycled paper. Vol. 92 No. 17, ISSN 0714-1688.

## Win a free FareCard!



PUBLISHED BY TRANS LINK • FRIDAY, SEPTEMBER 12, 2008



## An update on the Canada Line

### Also in this issue...

- » Fare audit reveals low fare evasion rates
- » The Buzzer gets a blog!
- » Come to our first unconference and talk about SkyTrain security

# An update on the Canada Line

Did you know the Canada Line is now over 80 percent complete, and at its peak, over 1,500 workers were employed in its construction? The *Buzzer* learned all this and more during a summer tour of the Canada Line, the new rapid transit line that will connect Vancouver, Richmond, and the airport by November 2009. Here's a few more tidbits we picked up along the way!

## Wide new train cars

The Canada Line will have 40 new train cars, built by Rotem, a division of Hyundai in Korea. The Canada Line also uses a different type of technology from SkyTrain to move its cars, but both are still environmentally-friendly electric trains.



The wide new train cars can carry up to 334 people, four wheelchairs, and two bicycles.

The new cars are wider than SkyTrain cars to take people to and from the airport. When paired in two-car trains, they carry up to 334 people, four wheelchairs, and two bicycles. In rush hour, as many as 400 can make it on a train.

However, unlike the SkyTrain, all of the seats inside the Canada Line cars are cantilevered, or supported only on one end. That means there are no posts or supports under the seats, allowing you to tuck your bags easily underneath and make more room for others to get on the train.

## Accessible stations sit close to the surface

All 16 of the Canada Line stations are built to be fully accessible, and the elevators will sit right next to the entrances, so those with mobility needs can easily find them.

Platforms at each station are 40 metres long, half the size of the 80 metre SkyTrain platforms. The Canada Line platforms match the size of the two-car Canada Line trains, and can be expanded up to 10 metres more to allow for three-car trains in the future.

And while underground train systems worldwide are often 50 or more metres below the surface, the eight underground Canada Line stations are relatively shallow. The deepest is the station in Yaletown, which lies about 15 metres below the surface. It's

designed that way because people feel safer closer to ground level—and why dig deep if we don't have to?

## A closer look at some of Canada Line's Stations

So far, the Olympic Village Station in Vancouver is the least advanced in its construction, while Bridgeport Station in Richmond is the furthest along. That's because tunnel boring under False Creek was based out of Olympic Village Station—construction of the station could only begin after the tunnels were finished.

Bridgeport is set to be a major stop on the Canada Line. The Line's central operations centre is located near to Bridgeport along with its train yard. A new hotel and parkade by the station will also provide 1,200 park-and-ride spaces to transit riders.

Bridgeport is also the point where the Canada Line splits into two, with one track going to Richmond and another to the airport. To serve both areas, trains on the Line will alternate between going to the airport and to Richmond. (This means that if you're heading north to the airport from Richmond, you would switch trains at Bridgeport to get on the airport line.)

On the way to the airport from Bridgeport, there are three stops along the way: Templeton, Sea Island Centre, and YVR-Airport. There are plans to put the airport's long-term parking out at Templeton, making it a quick two-stop train ride to get to the airport itself.

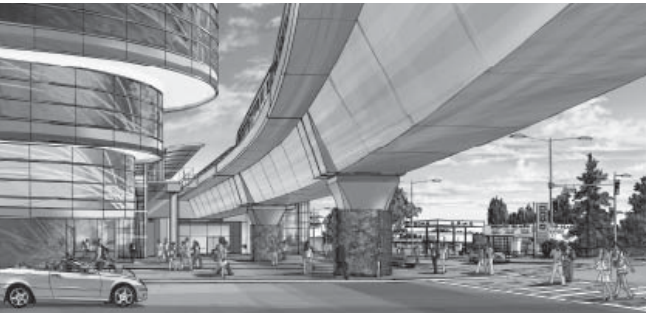
In Richmond itself, the Aberdeen, Lansdowne, and Richmond-



The 19-kilometre Canada Line connects Vancouver to Richmond and the airport, with 16 stops along the way.



Bridgeport Station is the furthest along in its construction.



Concept drawings of Aberdeen Station in Richmond, with greenery wrapped around the guideway supports.

Brighthouse Stations run along No. 3 Road, which the City of Richmond is planning to develop into a high-density pedestrian-friendly thoroughfare. The station designs include greenery wrapped around the posts holding up the Canada Line's guideway track, to help them blend into the area.

In downtown Vancouver, the Canada Line's Waterfront platform is close but not directly connected to SkyTrain's Waterfront. Instead, you have to walk through a tunnel from the Canada Line that leads up into the lobby of SkyTrain's Waterfront Station, then enter the SkyTrain and West Coast Express system from there.

Vancouver City Centre station is located on Granville Street between Robson and West Georgia. There will be a street entrance as well as direct connections to the Pacific Centre and Vancouver Centre malls. Commuters looking to change to Granville station on the SkyTrain line can go through the Pacific Centre Mall to access the different routes.

## North Arm Bridge is a first for North America

The North Arm Bridge is the Canada Line bridge crossing the Fraser River from Vancouver to Richmond. It's the first ever extradosed bridge built in North America—a bridge that's supported by both cables above and posts below the structure.

Few bridges worldwide are built in the extradosed form, but it was the best way to accommodate sea traffic and low-flying air traffic heading to the airport.

The bridge also features a bike and pedestrian bridge set below its train deck, connecting Vancouver's bike system to Richmond's.



The North Arm Bridge, crossing the Fraser River from Vancouver to Richmond.

# Transit fare evasion is lower than you think

We recently got an independent study showing that fare evaders—those taking transit without paying—make up just 2.5 per cent of trips on the TransLink system.

Major global accounting firm PricewaterhouseCoopers (PwC) did the study in September 2007. We asked them to take an look at how we assess and enforce fare evasion, as well as estimating just how much we lose to evasion every year.

So, PwC staff went with TransLink's Fare Inspection Officers on SkyTrain, SeaBus, Bus and West Coast Express. They generated their own fare evasion numbers, and took a hard look at how we gathered data and estimated fare evasion rates.

PwC concluded that fare evasion has actually dropped over the past five years, and estimated our 2007 losses at \$6.4 million. They also said our methods for estimating fare evasion are sound, and the sample size we use is much greater than needed for statistical reliability.

There was some bad news too: the report said there are many chances to evade fares in the SkyTrain system and a lack of strong consequences for those who are caught.

PwC did say, however, that we should emphasize the fact that over 97 per cent of customers do pay their fare. The 2.5 per cent fare evasion rate is far lower than what everybody believes—a recent survey done by NRG Research for TransLink shows the public believes 23 of every 100 people does not pay their fare, nearly 10 times the reality.

## BACK ISSUES

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

**1945** As the Second World War wound down, the *Buzzer* urged passengers to watch out for wounded veterans riding the streetcars, especially around Oak Street in Vancouver, where Shaughnessy Military Hospital was once located.

Responding to a letter from a concerned local group, the September 7 *Buzzer* asked passengers to give up their seats for wounded soldiers, and let veterans off first on crowded cars. The *Buzzer* also pledged to ensure streetcars would not start up suddenly while a veteran was trying to sit down.

A spirited exhortation from the local group—the Vancouver chapter of the Imperial Order of the Daughters of the Empire (IODE)—was published too. “With a little education,” wrote the IODE, “both your employees and the general public will show these young men the consideration they so worthily deserve, and show this consideration in a way that causes no embarrassment to a wounded man.”

