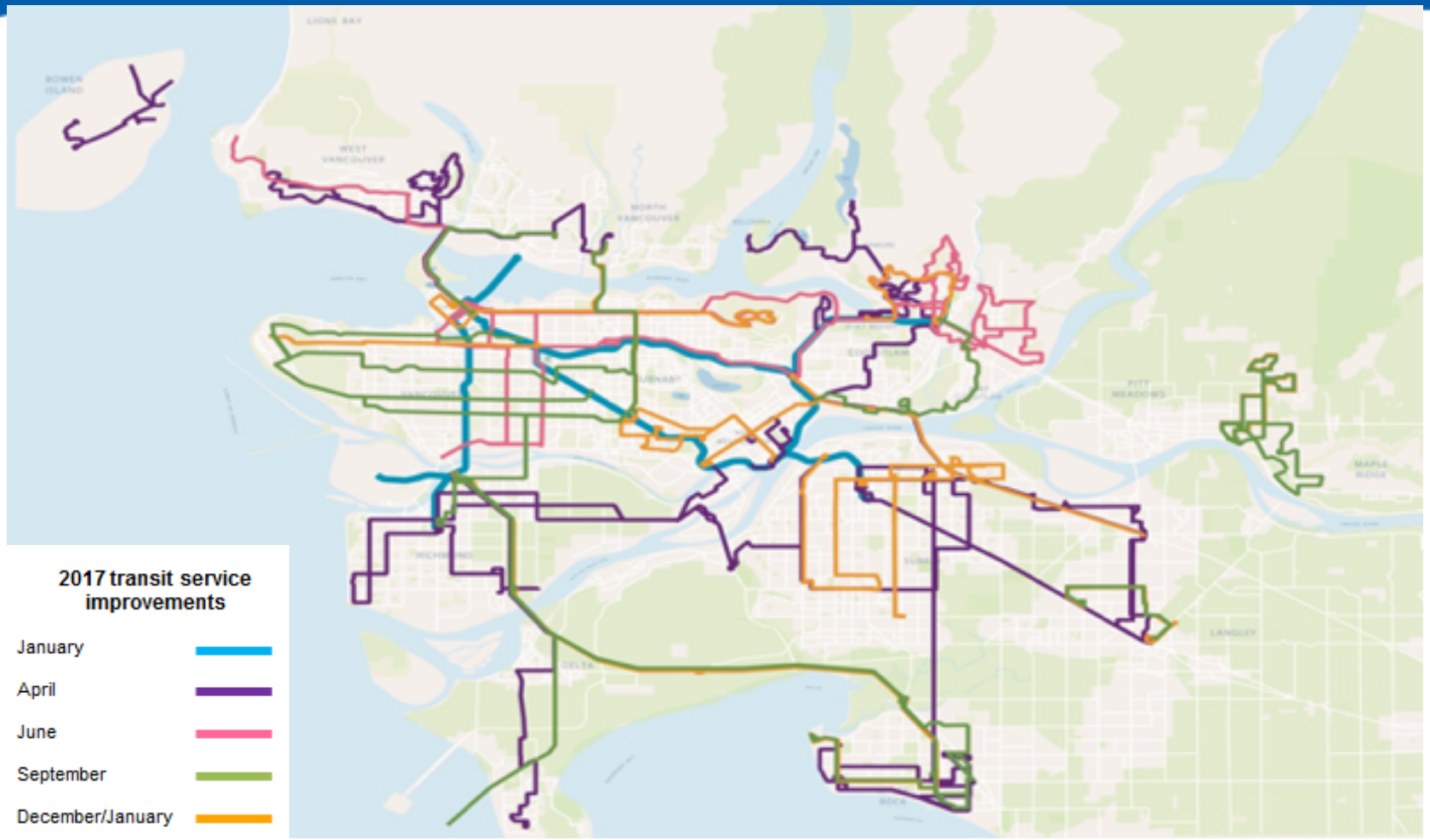
TransLink Management Report

December 7, 2017

2017 expansion under Phase One



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.

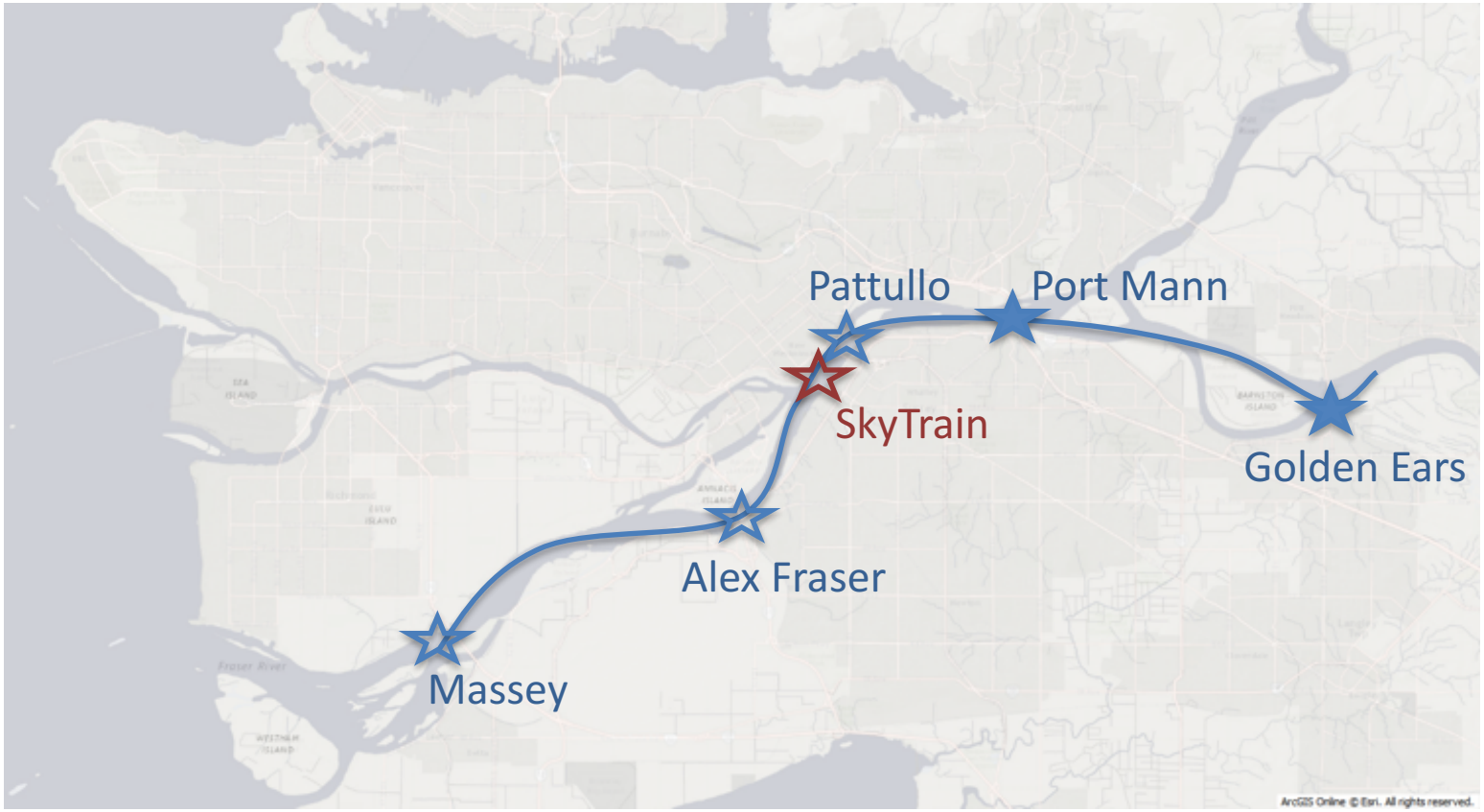
Toll removal analysis

Understanding changes in travel behaviour is important

- Congestion
- Mobility Pricing

Natural expiements in pricing are rare

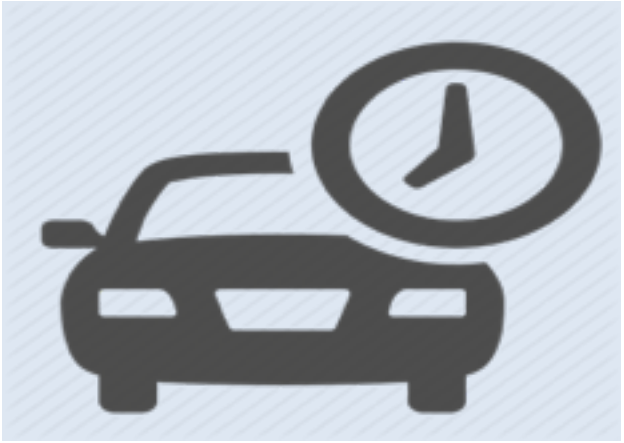
South of Fraser Crossing Screenline



Pre/Post Analysis

Traffic Volumes

Travel Times



Transit Ridership

Data Sources

Traffic Counts

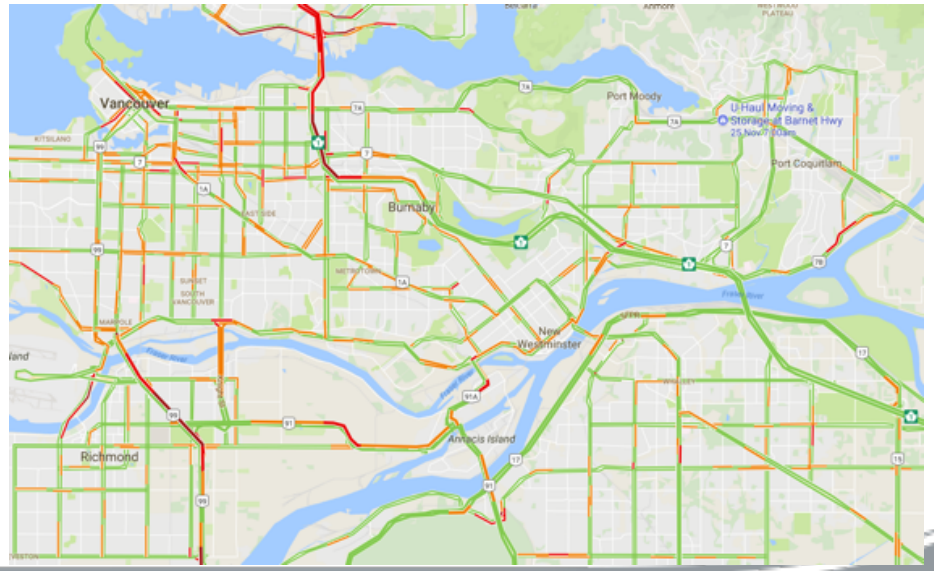
transportation investment corporation | British Columbia

British Columbia Ministry of Transportation and Infrastructure

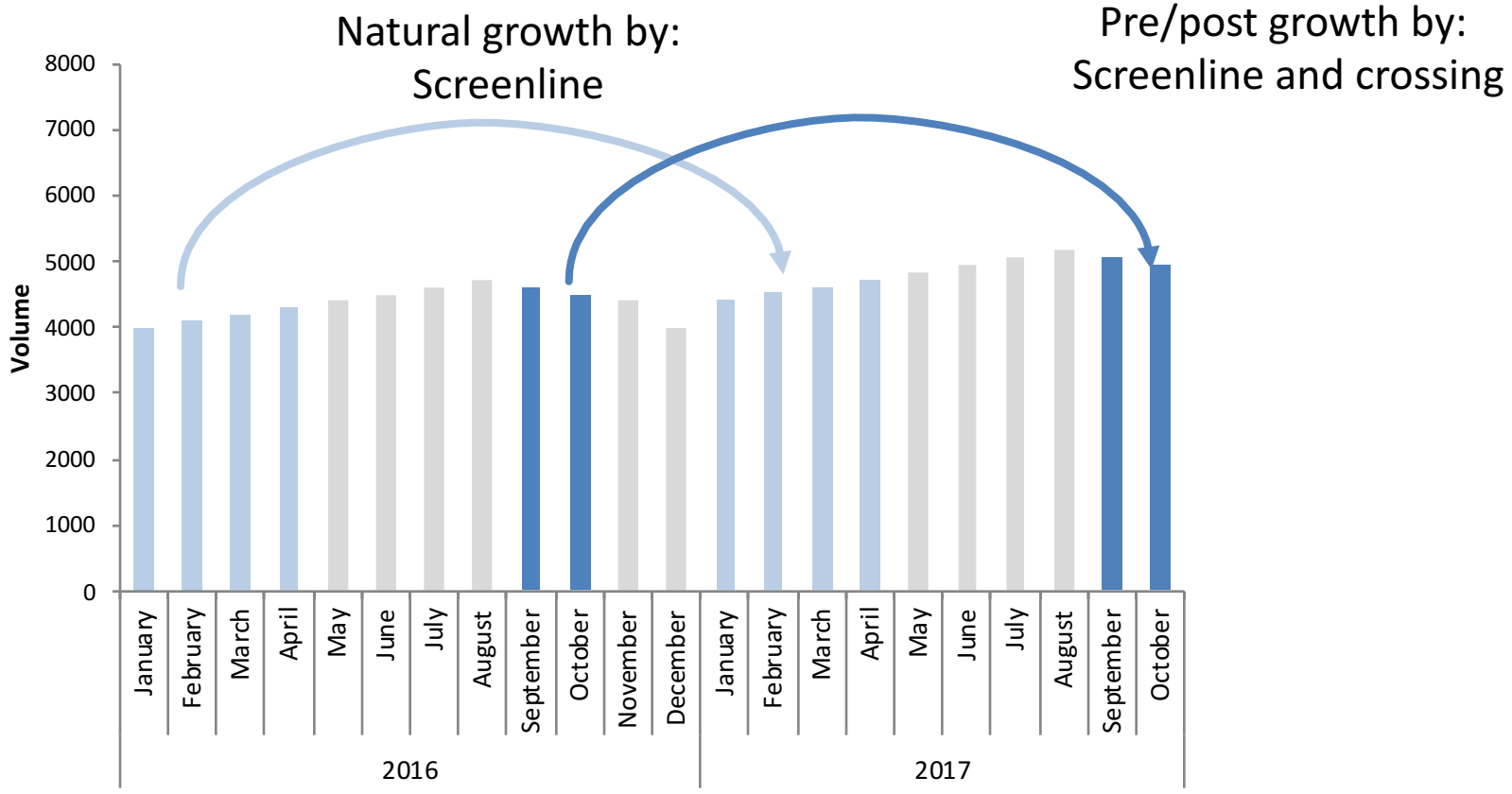
TRANSLINK

Transit Ridership

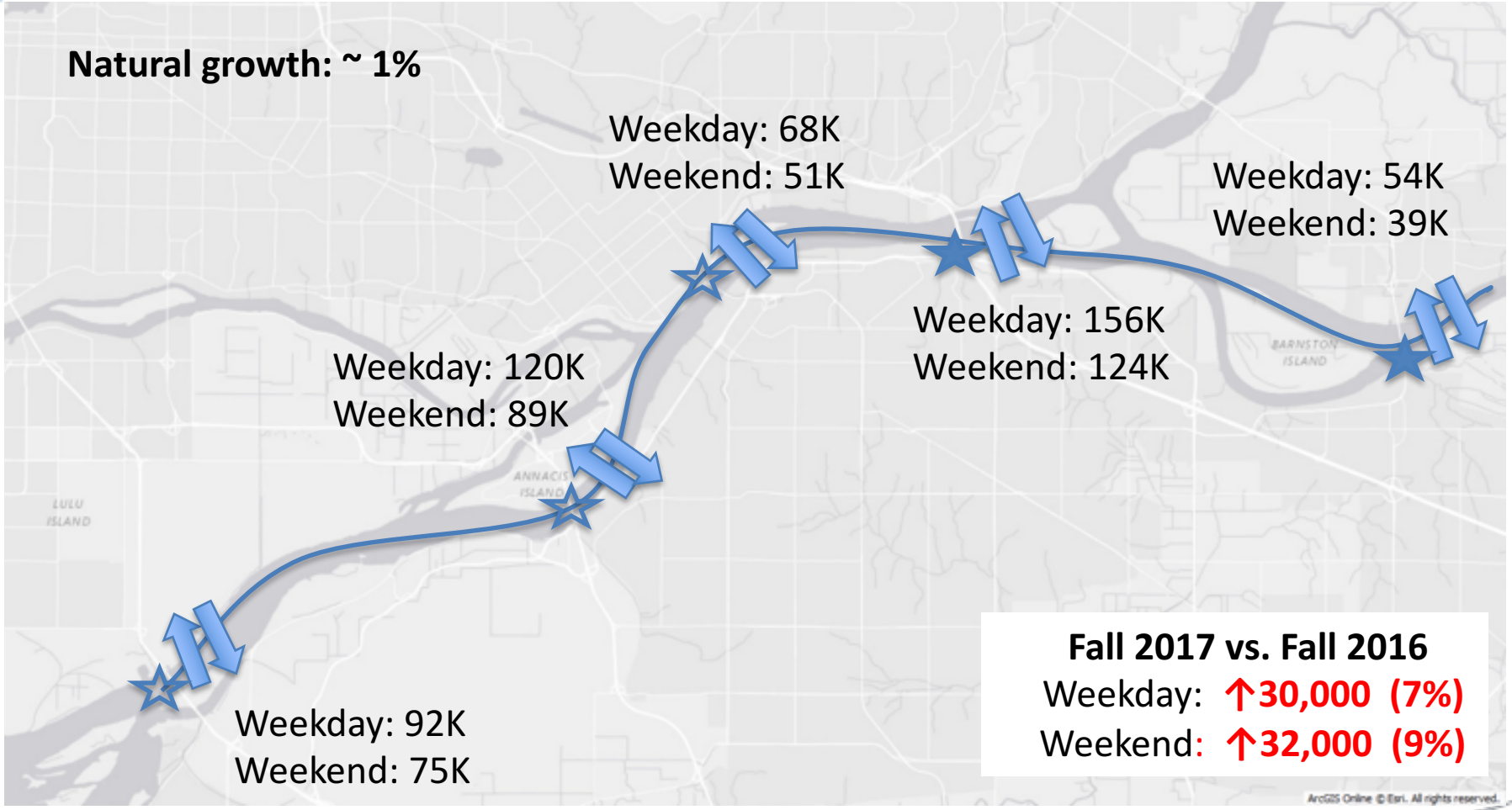
Travel Times



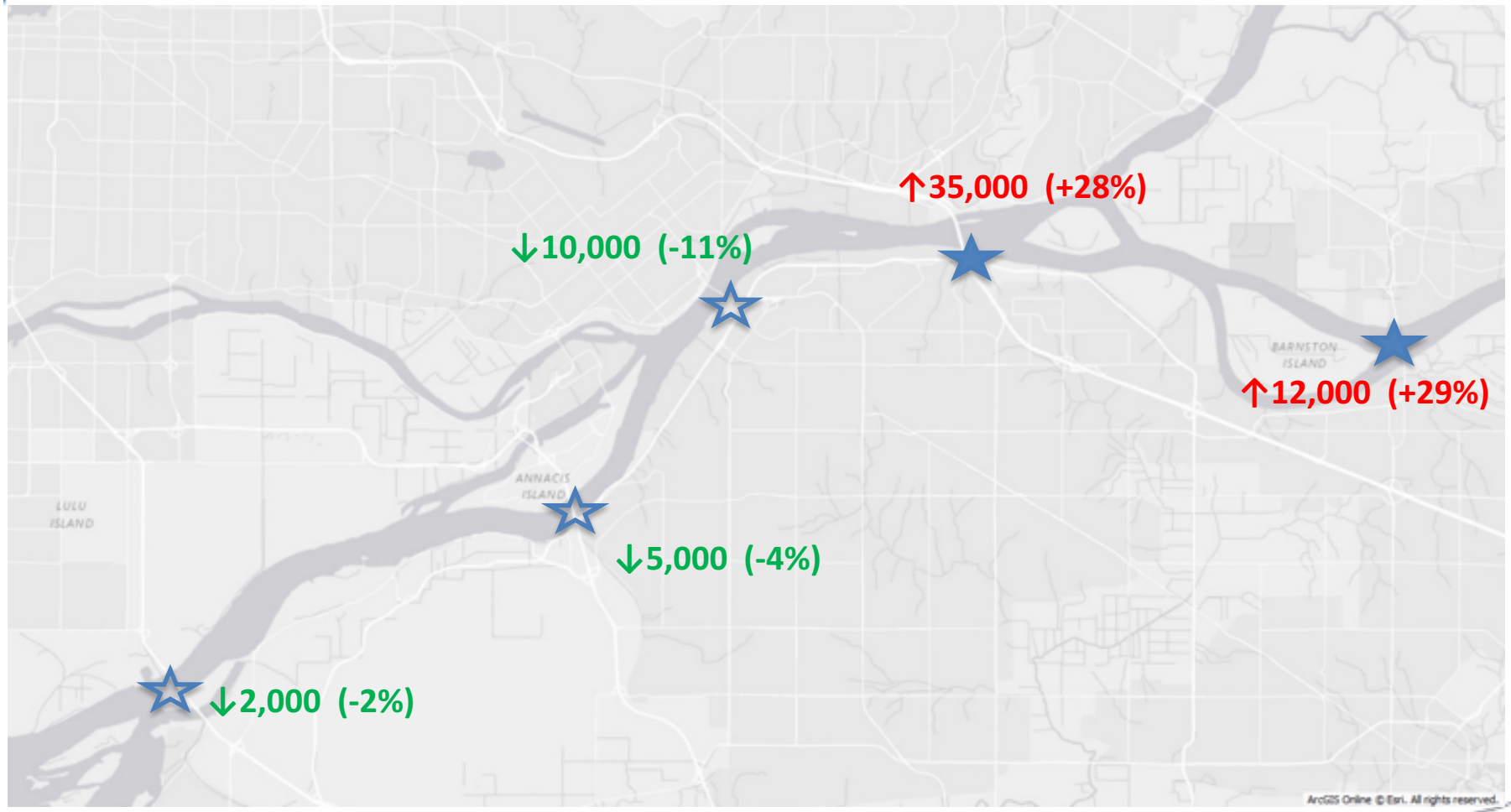
Analytical Approach



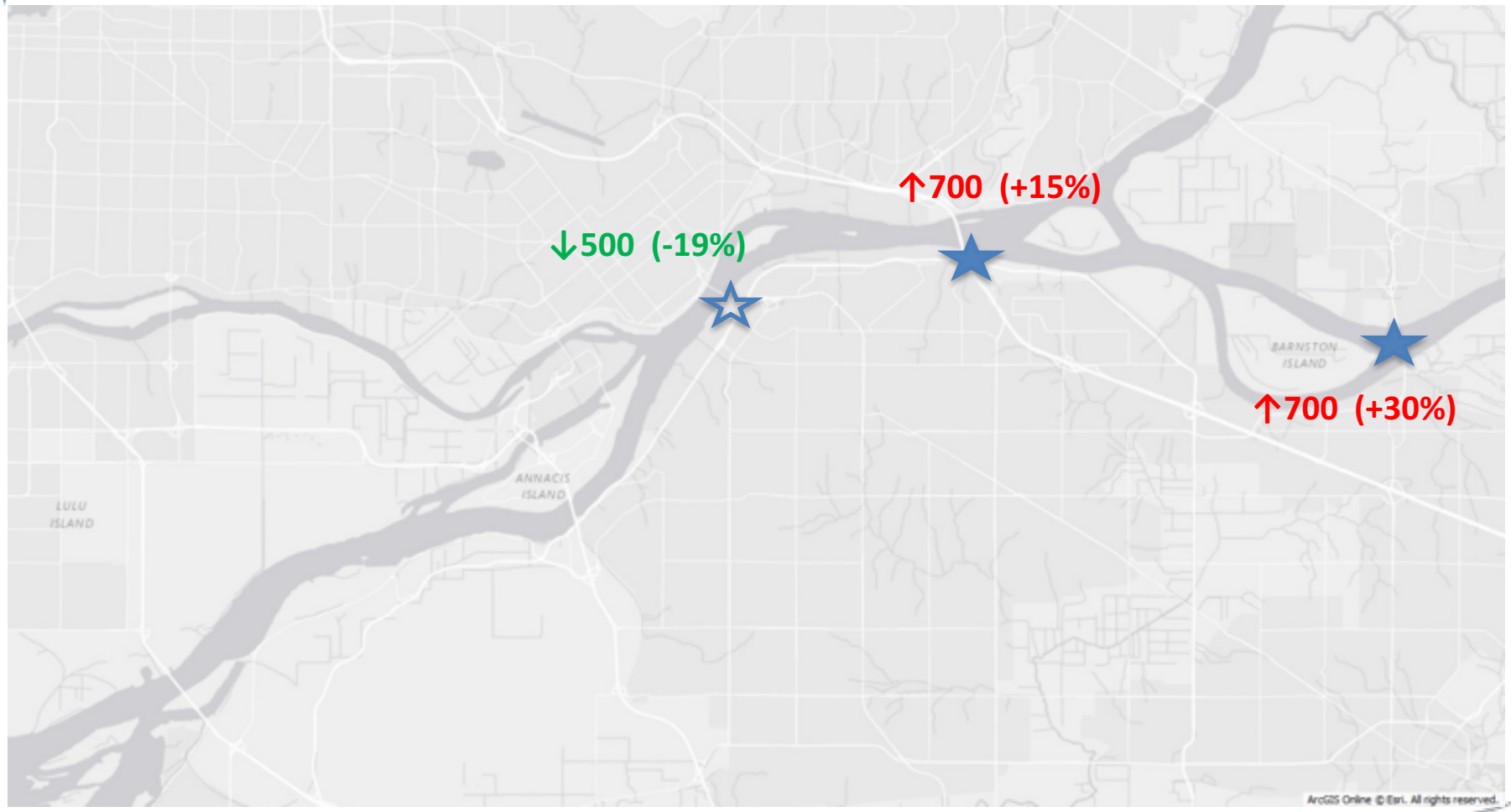
Traffic volumes across the Fraser increased significantly



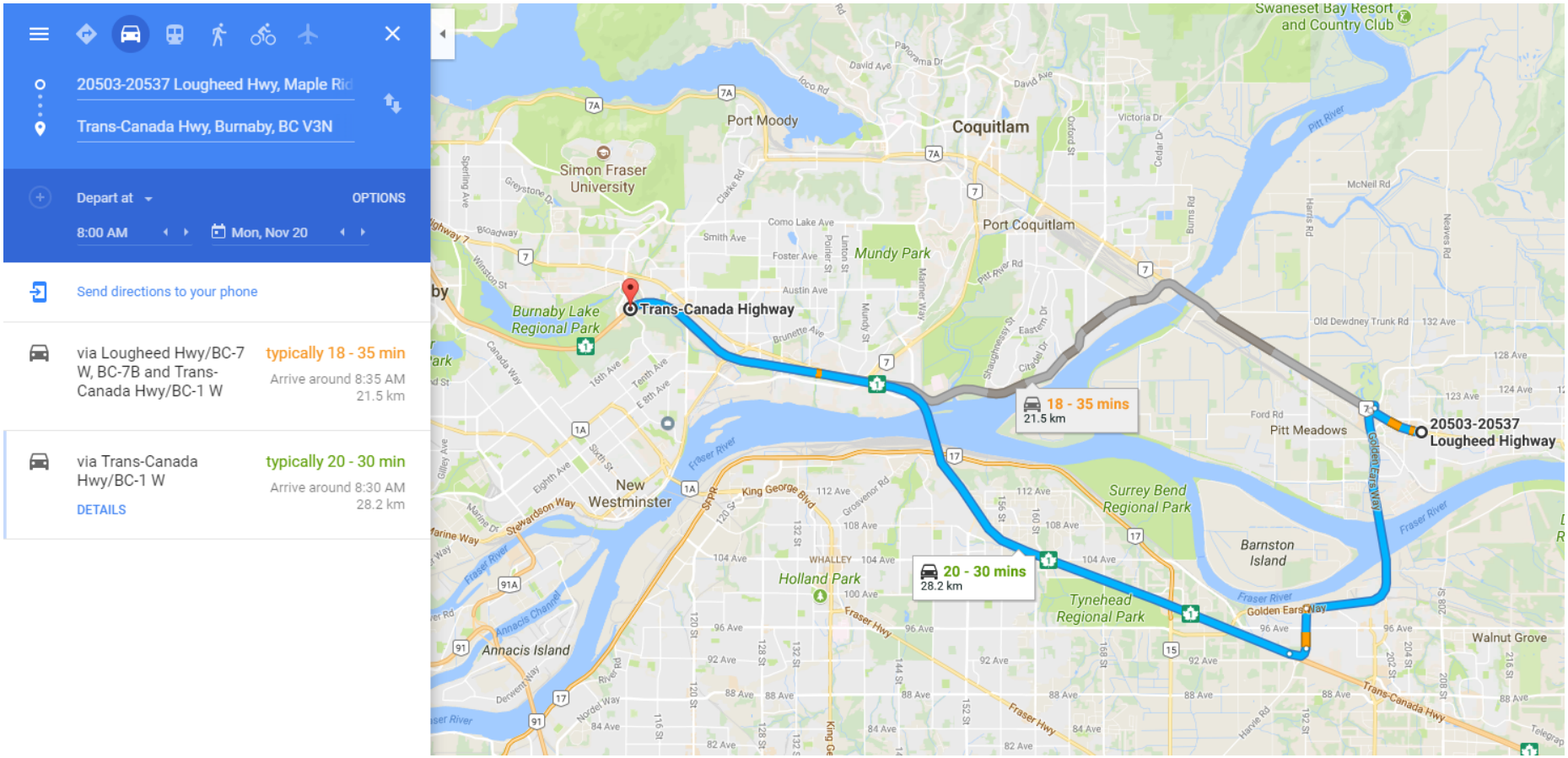
Diminishing effects away from the policy change



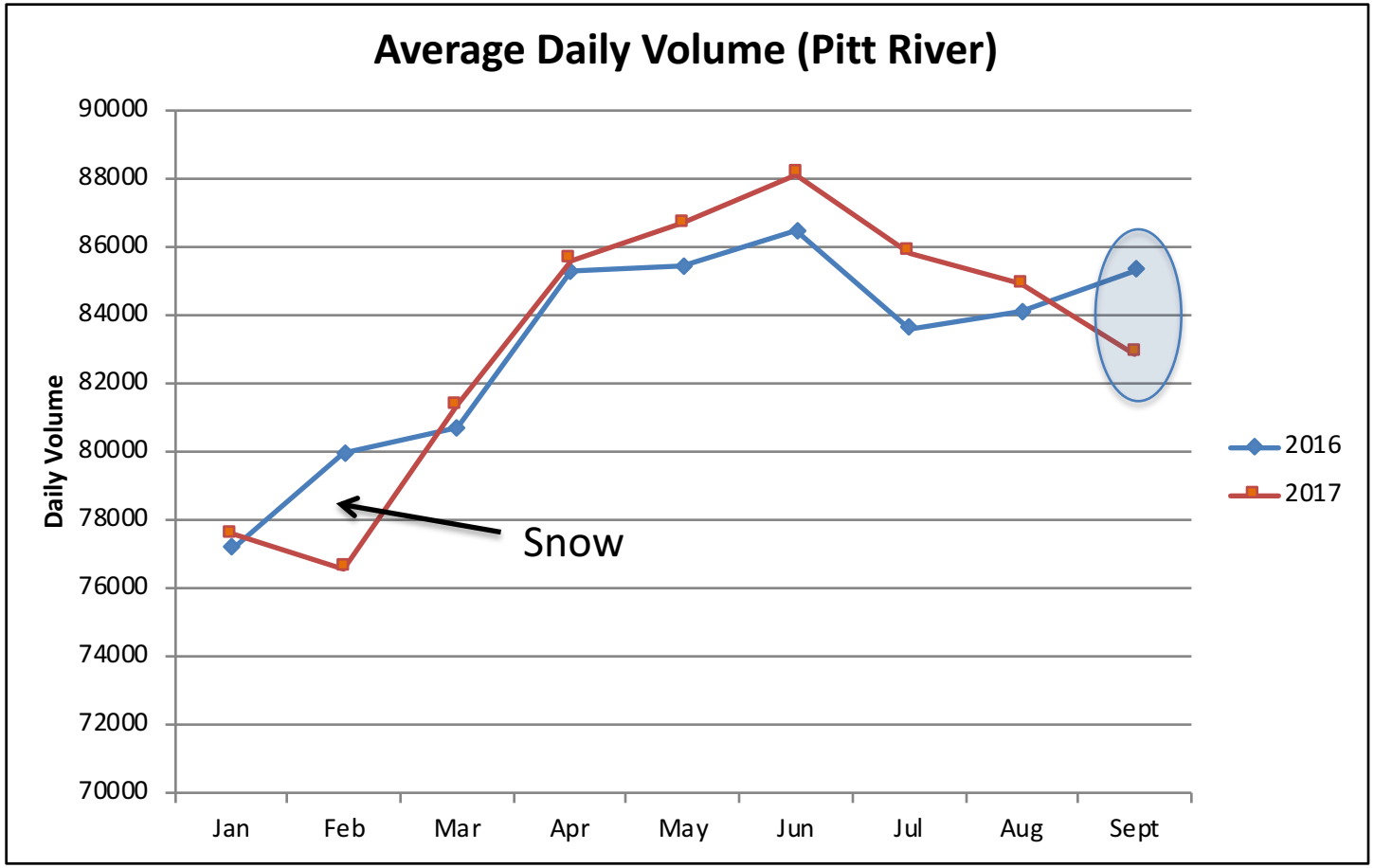
High truck sensitivity to tolling



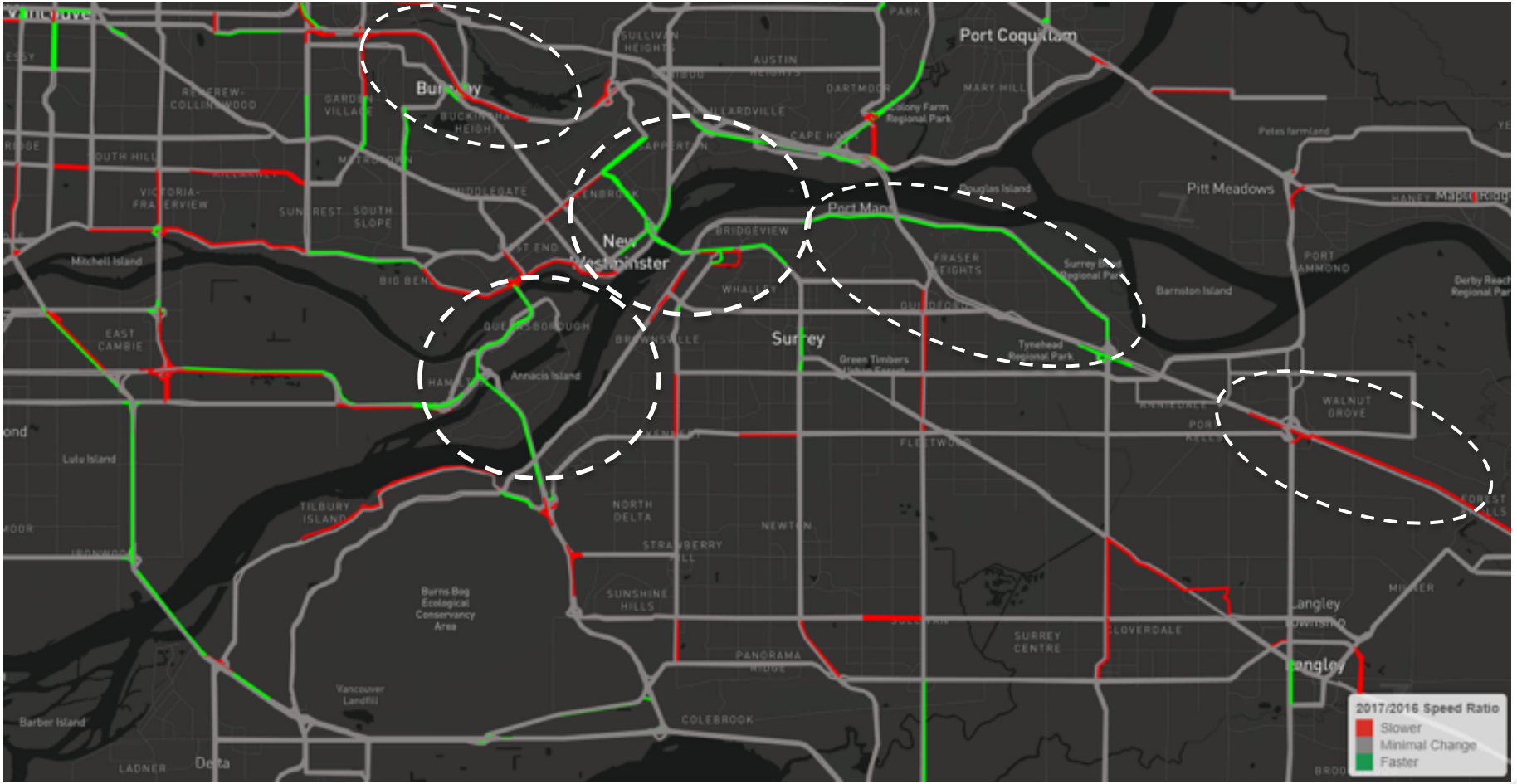
Unexpected route changes



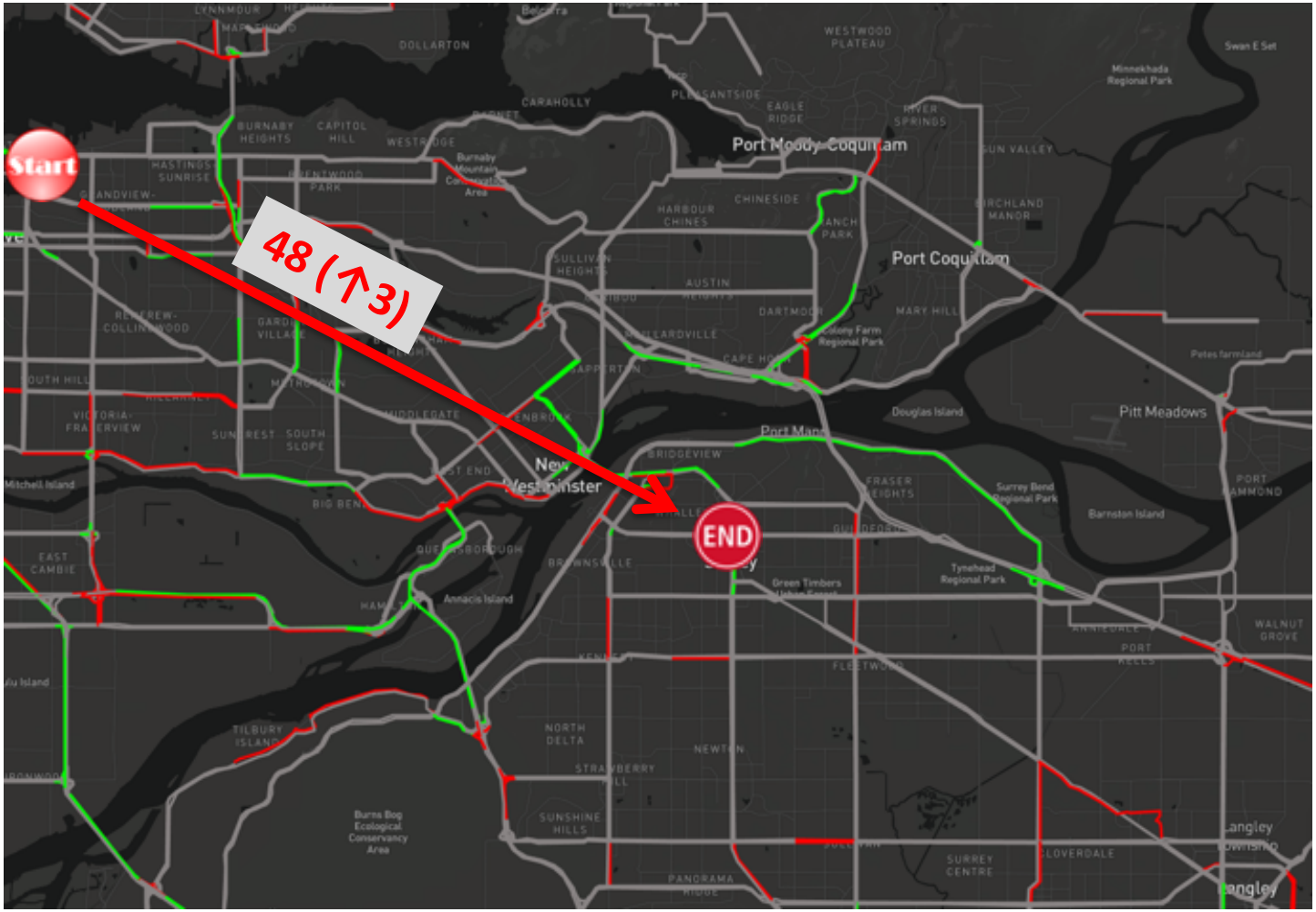
Unexpected impacts on Pitt River Bridge traffic



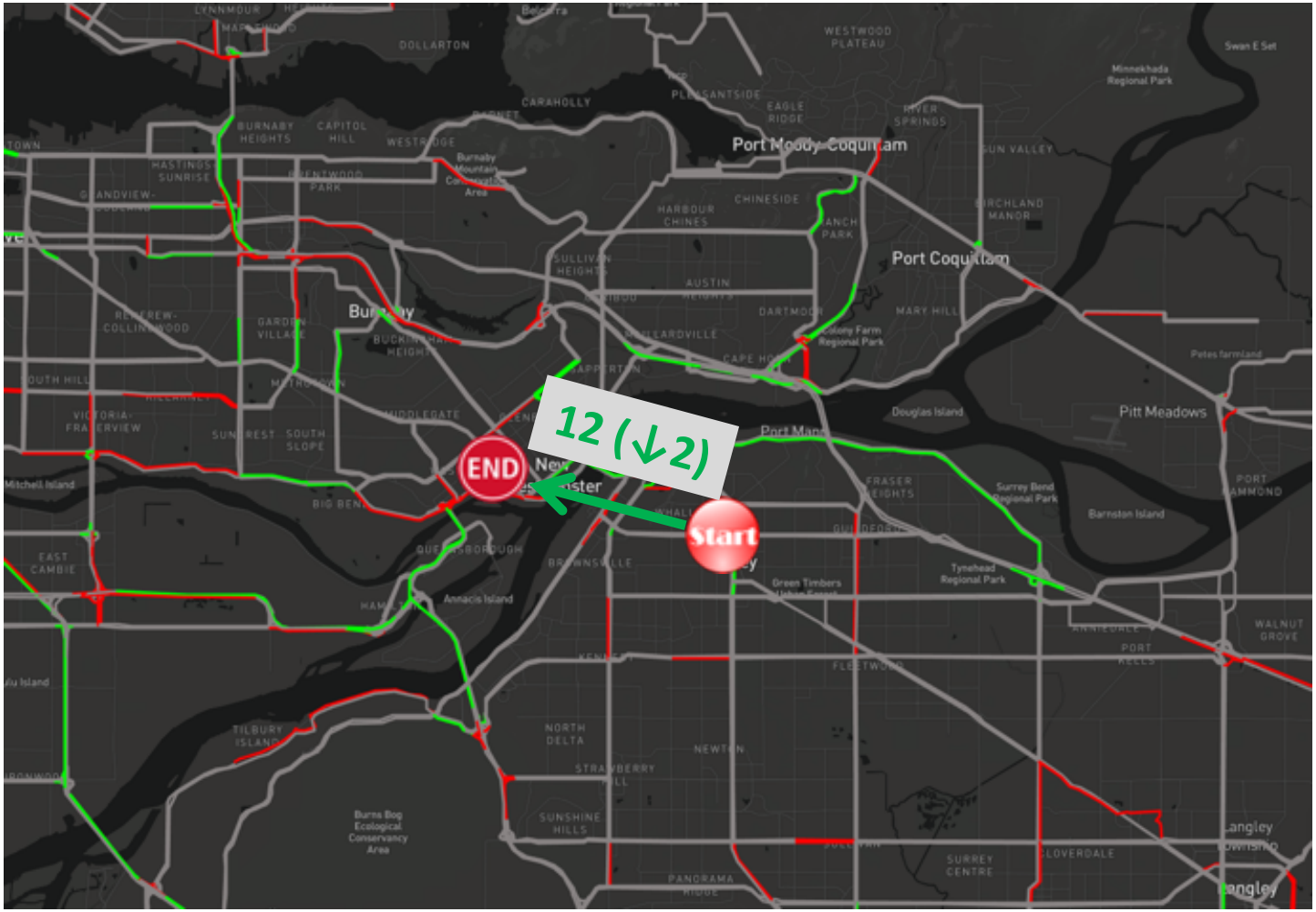
Mixed effects on Peak Hour Speeds (PM)



Increased PM travel times from Vancouver – to Surrey

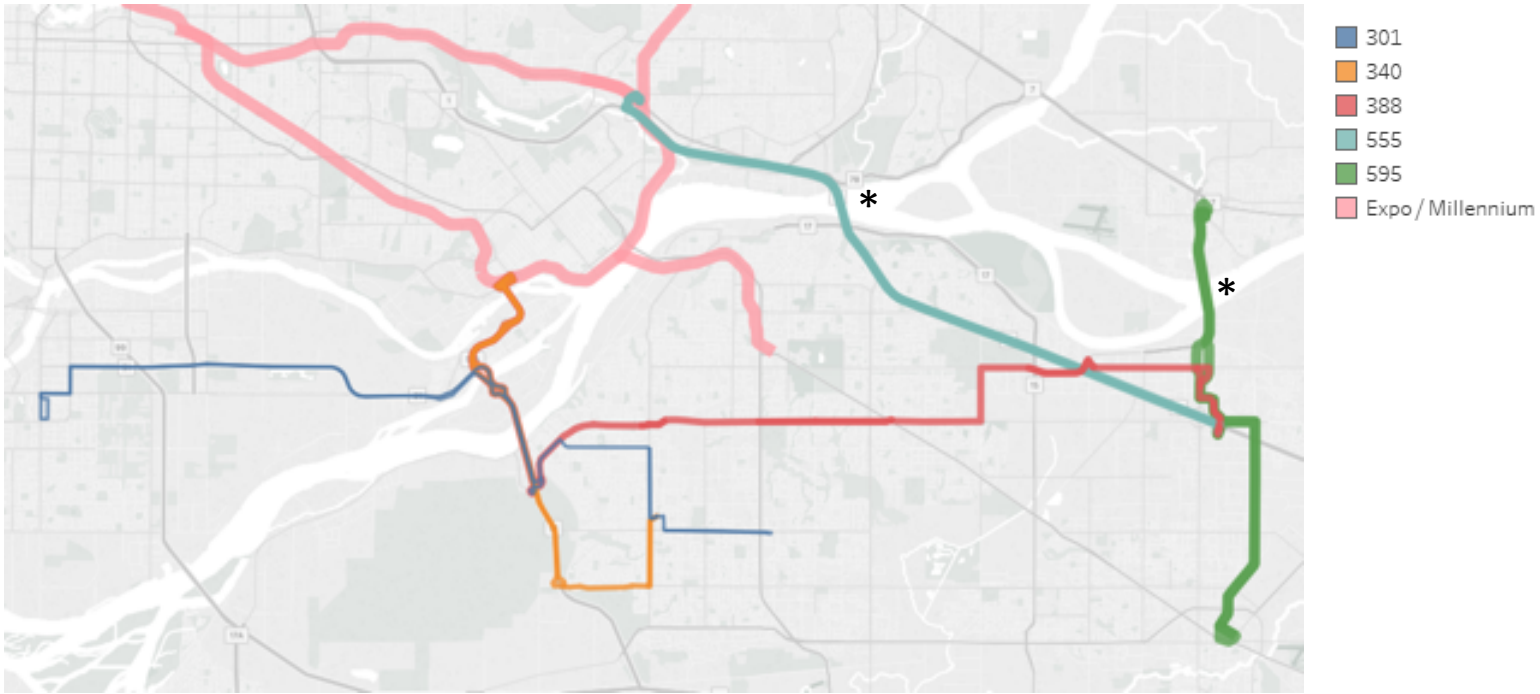


Reduction in PM travel times from New Westminster – to Surrey



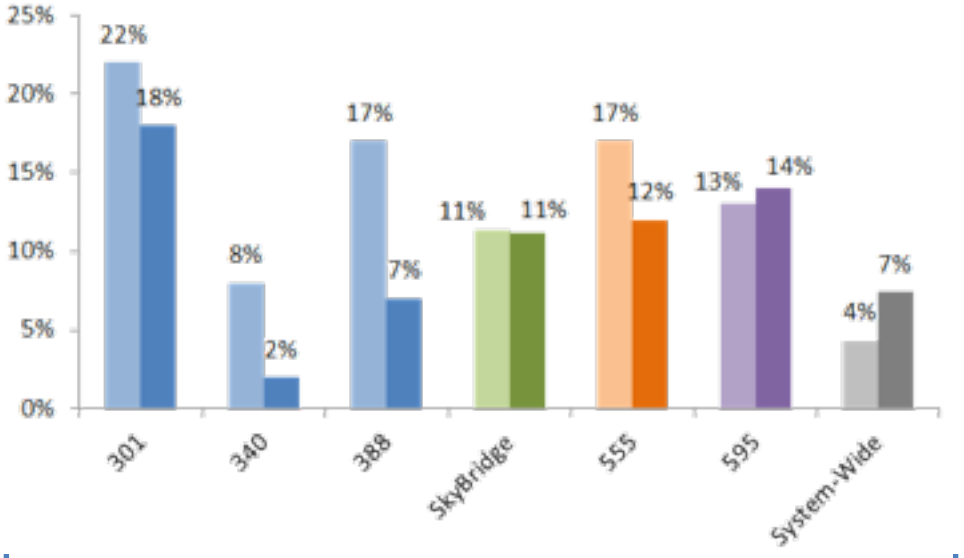
Transit Routes

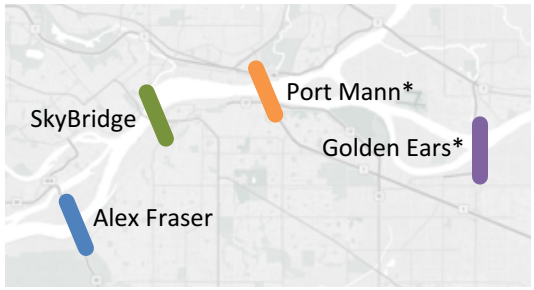
Five bus routes and the Expo SkyTrain cross the Fraser River
(George Massey Tunnel excluded)

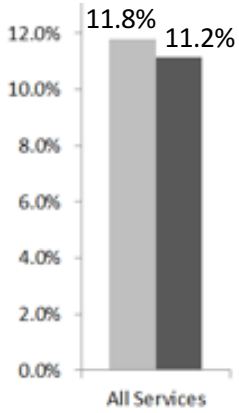


*Tolls removed

Limited transit ridership impacts







If all routes had continued growing post Labour Day at 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