



# Transit Future Plan

ABBOTSFORD - MISSION | January 2013

Executive Summary



# Executive Summary

Transit has tremendous potential to contribute to more economically vibrant, healthy and sustainable communities. The need to realize this potential in Abbotsford and Mission is increasingly important because of factors such as climate change, population growth, an aging demographic and mobility for individuals who do not have access to a private automobile. Abbotsford and Mission are projected to grow by 50 per cent, adding another 85,000 people over the next 25 years. Meanwhile, the rest of the Fraser Valley Regional District is going to add 55,000 residents, and the adjacent communities to the west (Surrey and Langley) will be larger than the City of Vancouver with nearly 1 million residents. With such significant increases in population come increases in the sheer number of vehicles and significant growth in the number of trips taken. This plan is intended to anticipate this growth, and create a long term, sustainable transit system that carries an increasing number of passengers which aids in reducing the growth rate of traffic congestion. It is also intended to support transit oriented development, and is designed to complement Abbotsford's and Mission's development plans by connecting growth nodes, key destinations and employment areas.

The Abbotsford - Mission Transit Future Plan envisions the transit network 25 years from now and describes what services, infrastructure and investments are needed to get there. In order to achieve the **8 per cent mode share target**, the plan is designed to create a stronger link between transit plans and local land use and transportation plans. It also supports the *Provincial Transit Plan* and key initiatives of *BC Transit's Strategic Plan*.

The Transit Future Plan includes a review of the existing transit services, local land use plans, travel data and travel demand forecasts. Consultation efforts included detailed discussions with the District of Mission, the City of Abbotsford, and the Fraser Valley Regional District, and included the Transit Future bus tour, public open houses, a project website, and online surveys. In total BC Transit engaged more than 1,500 members of the public.

The background research and community engagement resulted in the creation of a unified vision for transit and the development of a transit network designed to meet the needs of Abbotsford and Mission for years to come.

## Vision and Goals

### Vision

*“The Abbotsford-Mission Transit System provides increasingly viable and effective travel options for many who live, work, and play in Abbotsford and Mission. It is enhanced for existing customers and is attractive and convenient for new customers. The system’s resources and network are aligned with the future travel markets that have developed due to population and employment growth. More and more people chose transit to meet their transportation needs.”*

### Goals

1. Transit supports and enhances economic development by integrating with land use
2. Transit is an attractive transportation choice by being reliable, safe, convenient, accessible and integrated with other transportation modes
3. Transit is efficient and cost effective
4. Excellent customer service and communication improve the image of transit.
5. Service contributes to environmental sustainability

## Mode Share and Ridership Target

The Transit Future Plan is designed to achieve a **ridership goal of 15 million annual passengers in 2036**; a six-fold increase from 2.3 million annual passengers in 2011. The target was created with input from the municipalities and stakeholders and was complemented by a peer review. If future population and ridership targets are realized, a **transit mode share of 8 per cent** should be achieved. This is a relatively ambitious target; however it is achievable with investment and transit supportive land use development.

Targets are a critical component of the Transit Future Plan as they are an effective way to measure progress towards achieving the goals of the plan. Achieving the target is dependent on a number of factors such as transit system growth and transit supportive land use.

## The Transit Future Network

The Transit Future Network for the region, Abbotsford and Mission are comprised of five layers of transit service. Together, the different layers create a comprehensive transit network to best meet the existing and future needs of Abbotsford and Mission.

### **Rapid Transit**

Rapid Transit service is designed to move high volumes of passengers between major destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. Together, investments in Rapid Transit infrastructure, technology, vehicles, and service levels greatly increase system performance. To improve travel time and reliability, Rapid Transit utilizes an exclusive or semi-exclusive right-of-way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services may use high capacity transit vehicle technologies such as light rail and bus rapid transit vehicles. Other investments required along the corridor include premium transit stations, off-board ticketing, and typically corridor branding.

### **Frequent Transit**

Frequent Transit service provides medium to high density land use corridors with a convenient, reliable, and frequent transit service all day long (15 minutes or better, 15 hours a day, 7 days a week). The goal of the Frequent Transit Network (FTN) is to allow people to spontaneously travel without having to consult a transit schedule. The Frequent Transit Network carries a large share of the transit system's total ridership and for this reason, justifies capital investments such as transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

### **Local Transit**

The Local Transit Network (LTN) is designed to connect neighborhoods to local destinations and to Rapid and Frequent Transit services. Local Transit services allow customers to plan a trip to work, school, local shopping centre or personal trips by transit. Frequency and vehicle type are selected based on demand, and in some cases, smaller transit vehicles can be utilized to better match passenger demand and operating conditions on local roads.

## Targeted Transit

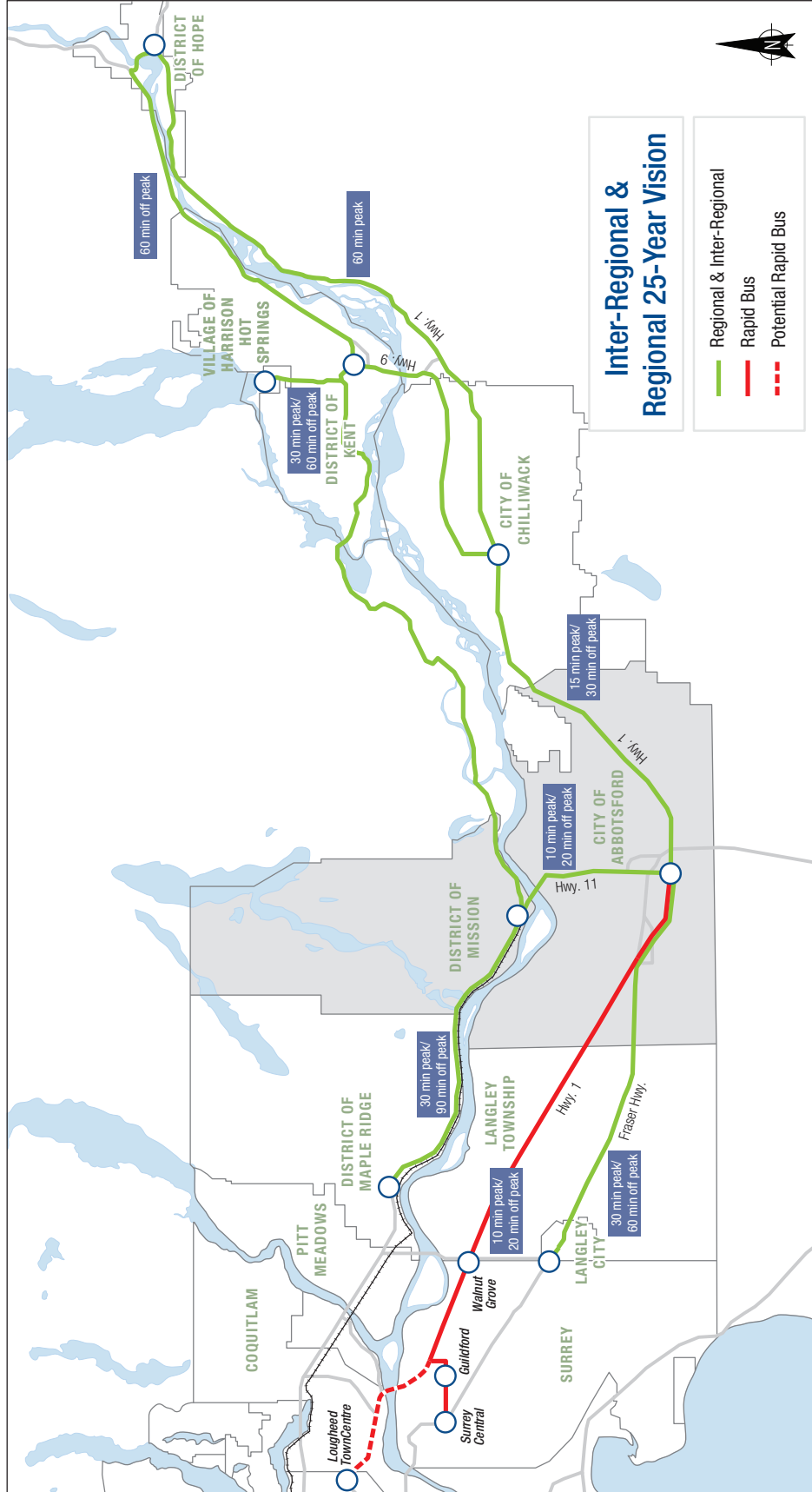
Targeted services are a collection of transit services that do not fit into the other definitions and are more focused on the specific needs of customers. These services include:

- Express service: a direct, limited stop route between destinations, usually designed for work and school commuters that share common start times and locations.
- Dial-a-Ride or para-transit: on-demand service with a predefined service area designed to provide access to transit service in low density areas that cannot support fixed-route service.
- Custom/handyDART: door-to-door services for customers unable to use the conventional service

## Inter-Regional and Regional Transit

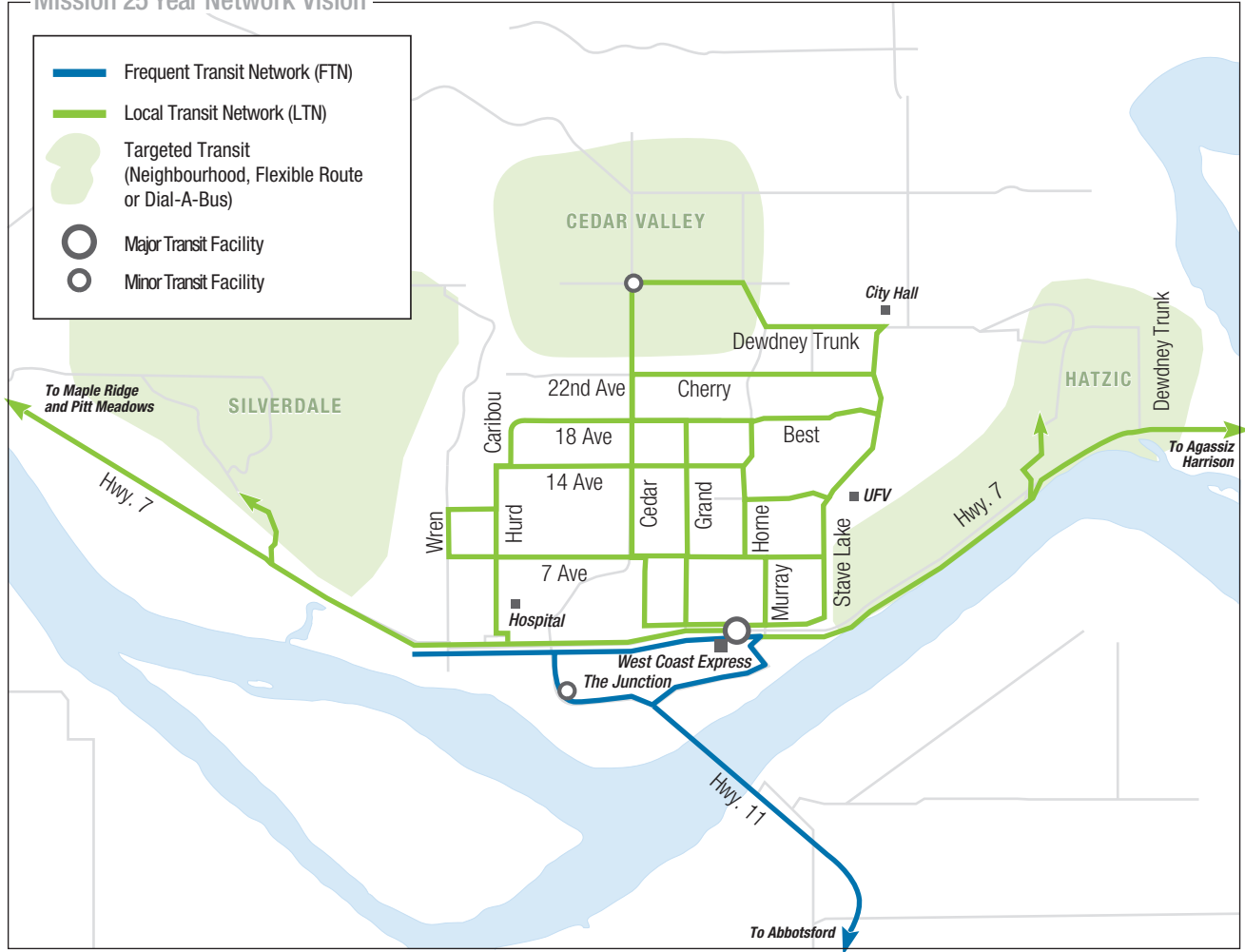
Inter-Regional service is designed to connect communities across Regional District boundaries (e.g., Abbotsford to Surrey). Regional services are designed to connect communities beyond the designated Transit Service Area, but within a Regional District (e.g., Chilliwack to Abbotsford). Both of these are point-to-point services, operating with zero or very few stops between communities, and usually travel on highways, offering a fast service that is competitive with the automobile. Due to a longer than average trip duration, amenities onboard should focus on customer comfort and other premium amenities such as wireless internet.







Mission 25 Year Network Vision





## Implementation Strategy

Establishing the Transit Future Network requires prioritizing transit investments and developing an implementation strategy to transform today's network into the future network.

### Immediate Priorities

#### Abbotsford and Mission

##### Improve efficiency and reliability

- Conduct an efficiency and operational review to determine service adjustments that will address underperforming routes or route segments

##### Improve customer information and customer service

- Improve the functionality and increase the availability of customer information

##### Meet additional West Coast Express arrival and departure times

- Add trips to the Route 31 – Valley Connector, and key Mission and Abbotsford routes so passengers can transfer to the West Coast Express.

### Short Term Priorities

#### Infrastructure

##### Increase Operations and Maintenance Centre capacity

- Increase the capacity to accommodate the 25-year fleet projection of 220 transit vehicles

##### Establish the McCallum Exchange

- Introduce a new exchange in the vicinity of McCallum and South Fraser Way in Abbotsford to facilitate the development of the Transit Future Network. Determine the role of the existing Bourquin Exchange.

##### Introduce the McCallum Park and Ride

- In concert with the opening of Highway 1 regional and inter-regional connections should be the introduction of the first Park and Ride in Abbotsford at the McCallum interchange

##### Establish the Clearbrook Exchange

- Upgrade transit amenities at this high traffic intersection, including provision for Rapid line amenities

##### Mission Transit Exchange Review

- Conduct a review to determine the requirements for short, medium and long term time horizons for transit infrastructure in downtown Mission and at the West Coast Express station

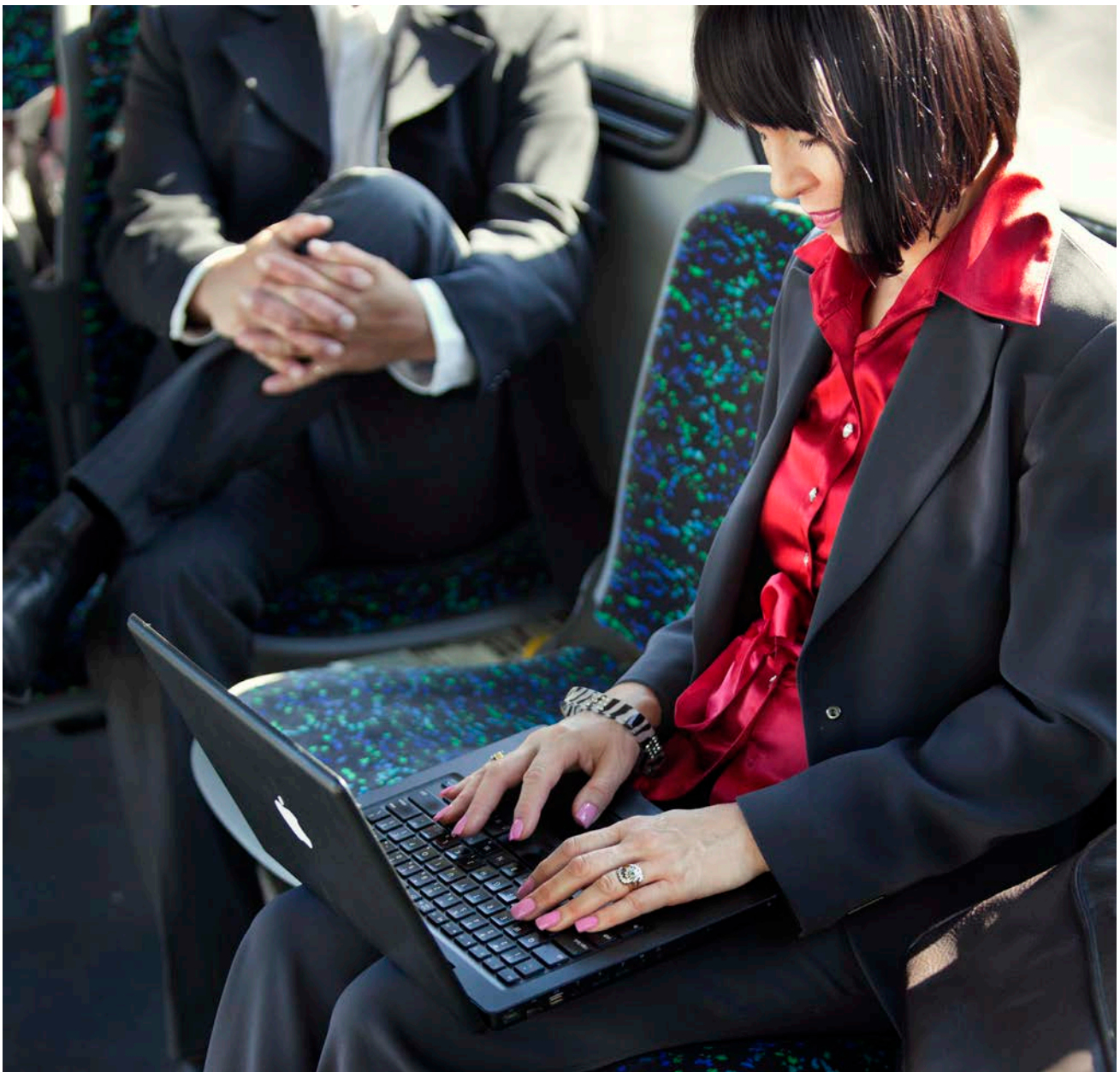
## Abbotsford

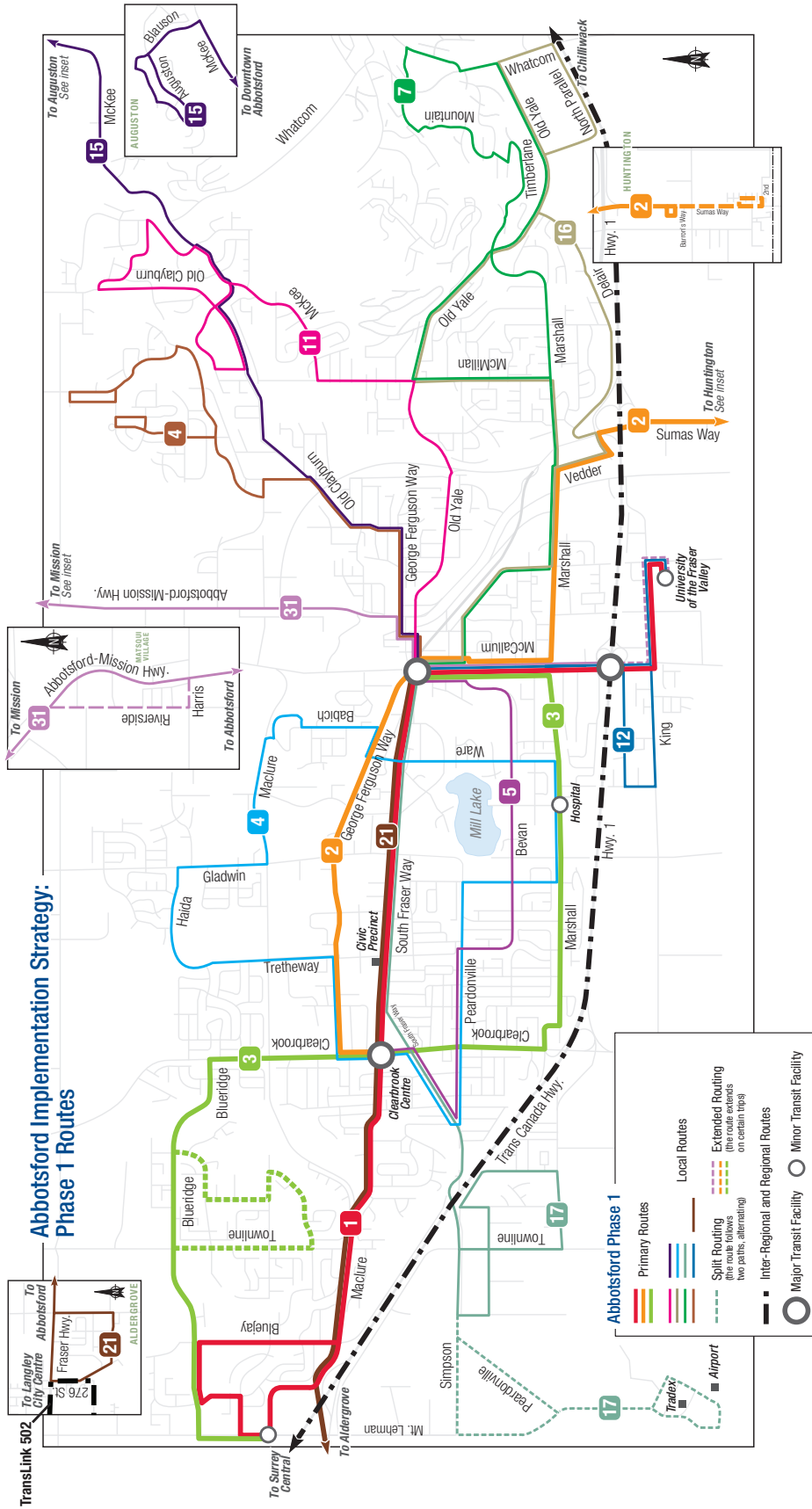
### Establish the Transit Future Network structure

- Realign existing routes to form the Rapid and Frequent transit routes along the City's most dense and diverse corridors. Increase service levels where required, but focus on building the all day, every day, 15 minute frequency on the Rapid and George Ferguson corridors.

### Rapid Transit Phase One

- Conduct a study to confirm the corridor, and review and analyze transportation and travel demand forecasts to better determine phasing opportunities.





## Mission

### Establish the Transit Future Plan network structure

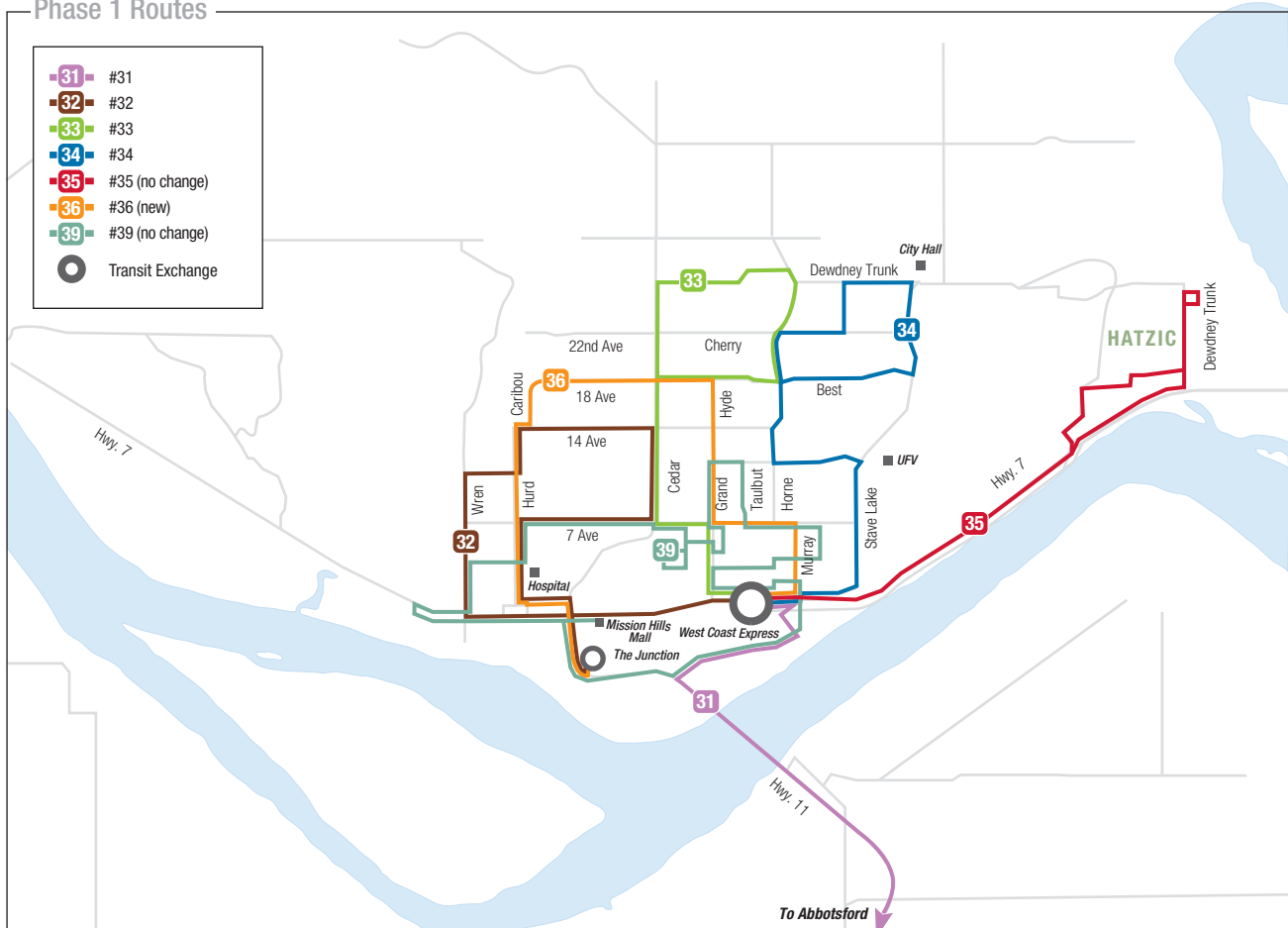
- Streamline service in Mission to replace one-way loops with bi-directional service that follows the same path every time. This change will make the system easier to understand and more dependable.

### Improve transit service span

- Sunday service: Provide Sunday service on all Mission routes
- Holiday service: Provide Sunday level of service on holidays
- Evening service: Extend weekday and Saturday service until 10:30 p.m. on routes 33, 34 and 36, replacing Route 40
- Improve weekend service to Hatzic

### Mission Implementation Strategy:

#### Phase 1 Routes



## Inter-Regional and Regional Service

### Introduce service connecting Abbotsford and Surrey via Highway 1

- Provide a direct connection between Abbotsford and the new Carvolth Exchange located at 202nd St and 86th Ave in Langley, BC. From Carvolth, passengers can travel by express bus to the Braid SkyTrain station, which is served by the Millennium Line.

### Introduce service connecting Abbotsford and Chilliwack

- Provide a direct connection between Abbotsford and Chilliwack that focuses on the commuting and student markets.

## Medium Term Priorities

### Infrastructure

#### High Street Terminal

- Formally open the High Street terminal, which forms the West terminus of the Rapid Transit line. Early planning should include an integrated bus terminal that has priority access over the automobile and provides convenient access to amenities for transit passengers.

#### Identify and implement transit priority opportunities with short implementation timelines

- Corridors and intersections of concern and the appropriate transit priority measures need to be identified and then implemented. Priority should be given to the FTN and RTN corridors.

### Abbotsford

#### Complete the Frequent Transit Network

- Implement the final segments of the Frequent Transit Network (FTN) along Sumas, Gladys and Blueridge. The FTN supports Abbotsford's Official Community Plan direction to increase mixed-use density along these corridors.

#### Rapid Transit Phase Two

- With the introduction of the High Street Terminal, the phasing recommendations of the Rapid Transit Phase One Study can be implemented, and an official opening of the line ceremony can be held.

#### East Abbotsford Study

- Produce a study that will result in a transit strategy tailored to the distinct land use east of downtown Abbotsford, and that will best meet the needs of these residents.



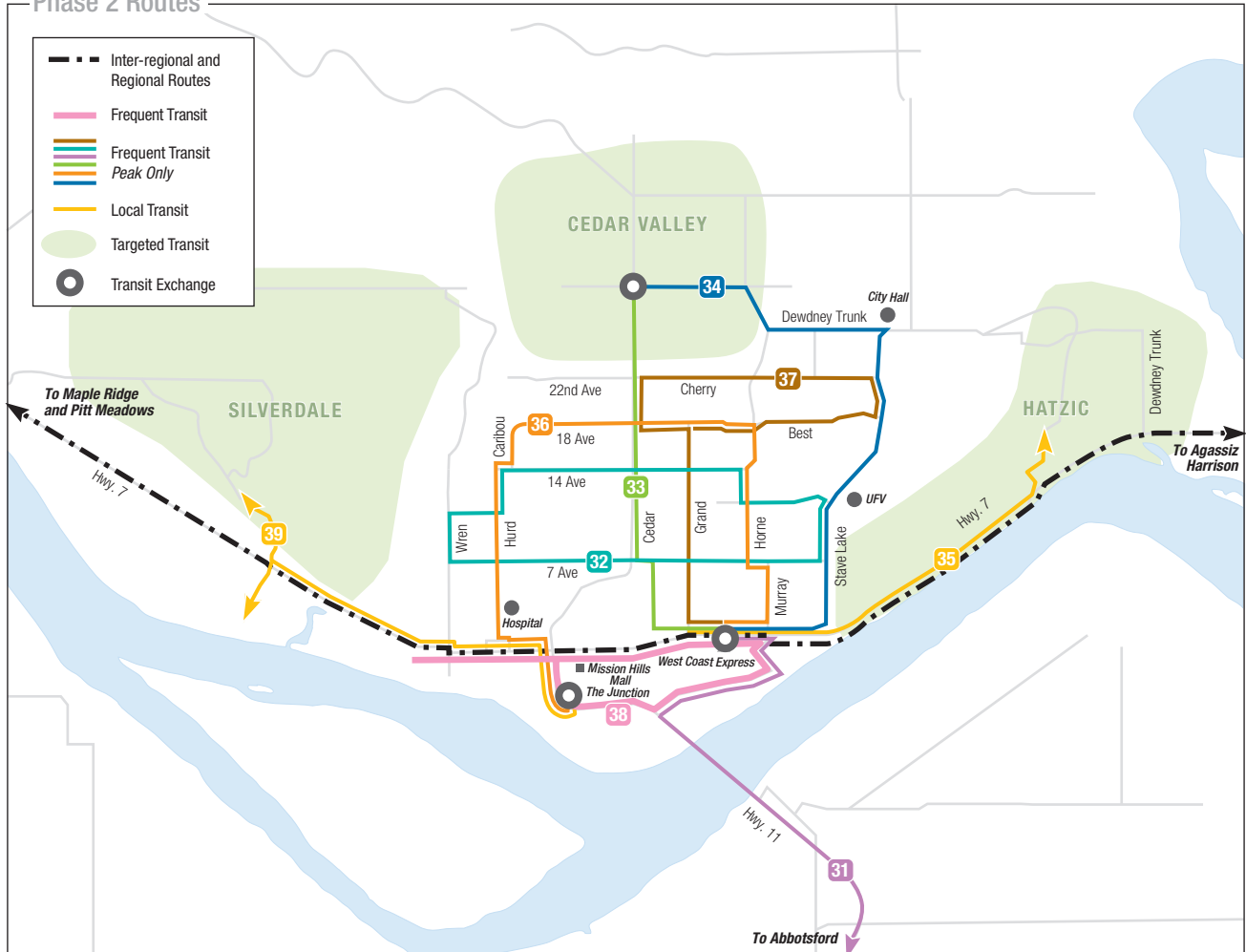
## Mission

### Establish the Transit Future Network structure

- As demand warrants, increase service to every 15 minutes in the peak periods and 30 minutes in the off peak periods. This will allow the routes to be realigned to form the Transit Future Network which features spontaneous travel in the peak periods and a timed-transfer.

### Mission Implementation Strategy:

#### Phase 2 Routes



## Inter-Regional and Regional Service

### Mission – Maple Ridge

- Increase service between Mission and Metro Vancouver, with a focus on providing bi-directional service.

## Long Term Priorities

### Abbotsford

#### YXX – Industrial Study

- Conduct a study to determine a service plan that is tailored to the unique needs of this high growth area.

#### Increase service levels on FTN corridors

- Increase service to 15 minutes all day, everyday on the Frequent Transit Network, giving priority to weekdays over weekends.

### Mission

#### Targeted Transit

- Based on the development of three key areas of growth, (Hatzic, Cedar Valley and Silverdale) determine the most appropriate type of service to effectively and efficiently serve these neighborhoods. This might include zone dial-a-ride, taxi-cab, community shuttle or fixed-route service.

#### Increase service

- Increase service as demand warrants on the primary routes within Mission.

## Inter-Regional and Regional Service

### Abbotsford – Langley via Fraser Highway

- Extend service along the Fraser Highway to serve the growing nodes of development between Abbotsford and Langley. This service will more closely resemble local service instead of express service, which will complement the Express, Rapid service along Highway 1 between Abbotsford and Metro Vancouver.

### Feasibility study for Hwy 7 service between Kent and Mission

- Complete a feasibility study to determine the most appropriate type, level of service, timing and cost to provide service along Hwy 7 between Kent and Mission.

## Ongoing Initiatives

1. Enhance Custom transit service
2. Address existing service and operational needs
3. Develop the Local Transit Network (LTN)
4. Match vehicle type to local demand
5. Improve customer information
6. Improve transit facilities
7. Make transit more accessible





## Moving Forward

### Funding the Plan

Meeting the mode share and ridership targets of this plan will require significant capital and operating investments in the transit system over the next 25 years. The plan calls for an increase from the existing 129,800 hours to approximately 538,500 service hours in 2036. The plan also identifies several capital investments that include:

- Expanding the transit fleet from the existing 62 vehicles to 220 vehicles
- An expanded or new operations and maintenance centre
- New or improved transit exchanges in Mission and Abbotsford
- Improvements to customer amenities at transit stops

Today, the Abbotsford – Mission system is funded through a combination of provincial funding, local property tax, passenger fares and advertising revenue. Given the significant increase in transit investment expected over the coming decades, the way in which transit is and will be funded needs to be examined. BC Transit and its funding partners will need to work together to achieve the stable and predictable funding sources beyond the existing funding mechanisms.

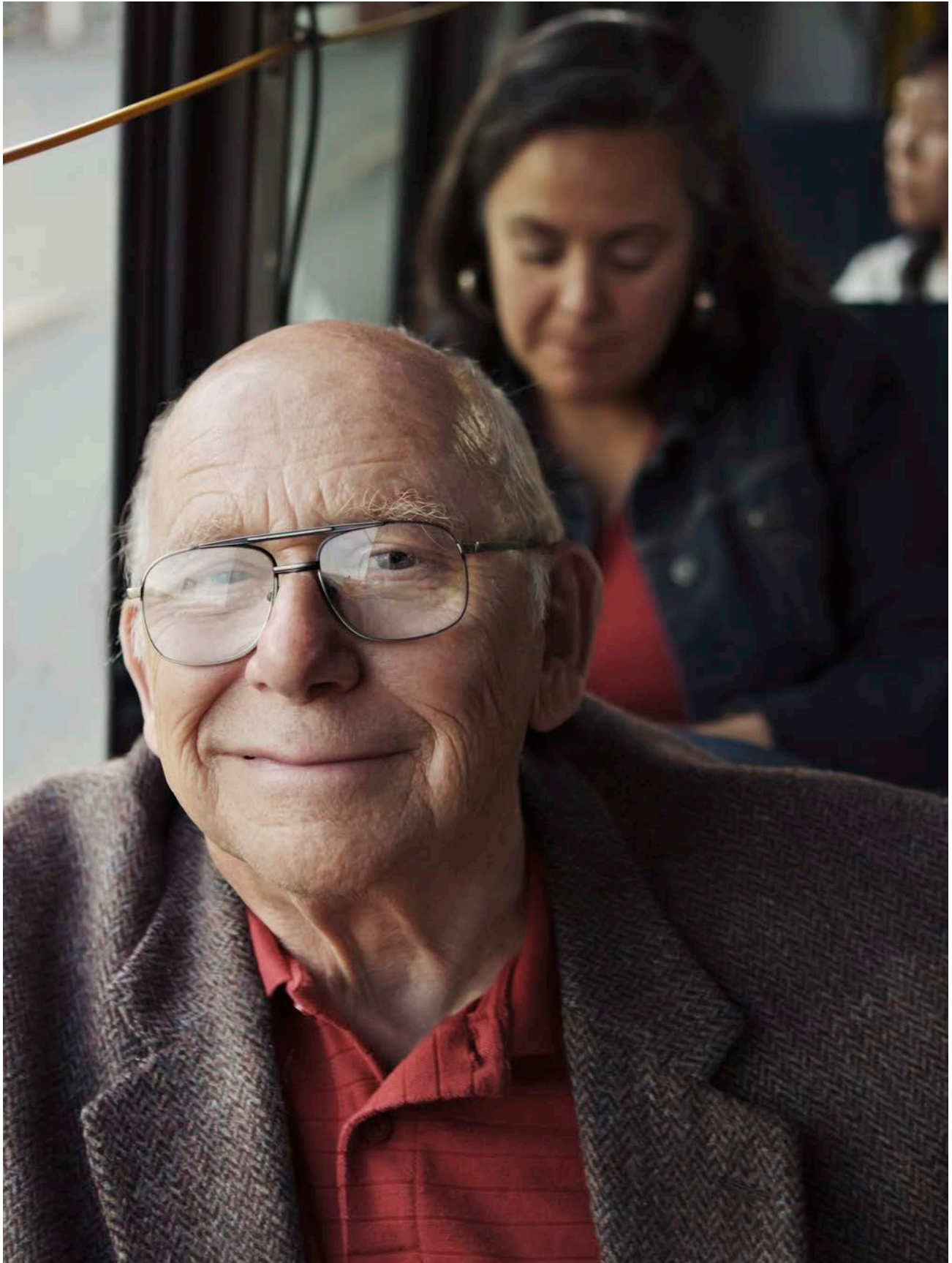
### Keys to Success

To guide the plan from vision to reality will require an on-going dialogue between the Province, BC Transit, the City of Abbotsford, the District of Mission, the Fraser Valley Regional District and other local partners on transportation policy, funding and the linkage between land use and transit planning.

Moving forward, the Transit Future Plan will be used to communicate the vision and direction for transit in each community and region. Integrating this plan with the Regional Growth Strategy and local Transportation and Official Community Plans is a critical first step towards implementing the plan. Other steps include integrating the transit strategy into other municipal projects, with supporting travel demand management measures, transit oriented development and transit friendly land use practices.

### **BC Transit would like to thank all of those who were involved in the creation of this plan.**

*The complete Transit Future Plan document can be found online at [www.bctransit.com](http://www.bctransit.com).*





520 Gorge Road East, Victoria, BC V8W 2P3  
[www.bctransit.com](http://www.bctransit.com)