



## **BOARD-IN-BRIEF – MAY 30, 2001**

*Here are the main points from the May 30 meeting of the TransLink Board of Directors. The complete agenda and supporting reports for every Board meeting are posted on TransLink's website ([www.translink.bc.ca](http://www.translink.bc.ca)). The Board-in-Brief is also available on the website.*

*Note: Board-in-Brief is not the official minutes of the TransLink Board Meeting and should not be interpreted as such. The minutes for this meeting will be adopted at the next TransLink Board meeting.*

### **Item 3.1—Port Moody Coquitlam Line – Coquitlam Section Preferred Option for Station Locations and Alignment along the Pinetree Corridor**

- A. The Board received a Supplemental Memo dated May 15, 2001 from Sheri Plewes, Vice-President, Contracts and Acquisitions to provide additional information regarding the Port Moody Coquitlam Line – Coquitlam Section. Attachment A to the Board package is a colour drawing to be reviewed with this memo.
- B. The Board approved an alignment and station location for the Pinetree Corridor in Coquitlam, from the West Coast Express to the Port Moody Coquitlam (PMC) Line terminus along an elevated guideway as follows:
  - Provision of two SkyTrain stations along the Pinetree Corridor, with a modified street jumper station at West Coast Express with a pedestrian overpass connection across Barnet Highway, and an elevated station on the east side of Pinetree Way south of Guildford Way. The elevated guideway would be located on the west side of Pinetree Way from the West Coast Express station northwards, transitioning to a centre alignment between Lincoln Avenue and Glen Drive, and then to the east side of Pinetree until the terminus.
- C. The Board was advised of the following requests from the Coquitlam City Council, as stated in their recent resolutions:
  - i) Minimized tail track with no storage of SkyTrain cars at the terminus; and
  - ii) Falcon Station should be constructed at the same time that the PMC Line is built.
- D. The Board requested Rapid Transit Project 2000 to investigate these items C(i) and C(ii) during the preliminary design process, in consultation with TransLink and the City of Coquitlam.
- E. The Board approved the addition of these conclusions to the agreement between TransLink and Rapid Transit Project 2000 respecting decisions on alignments and station locations for preliminary design.

### **Item 3.2—Proposed Stanley Park Causeway Project**

- A. The Board continued to endorse the project to reconstruct the S-curve entrance to Stanley Park and widen the Stanley Park Causeway generally as described in the Board Report of January 31, 2000, with funding to be provided by the BC Transportation Financing Authority, the City of Vancouver, and TransLink, with TransLink's share for road improvements to be provided from the allocation of minor capital funds for road improvements for the City of Vancouver, with approximately \$1.5 million already committed in 2000, and up to the City of Vancouver's allocation in 2001, which is approximately \$2.0 million.
- B. The Board authorized the Chief Executive Officer to enter into a legal agreement with the City of Vancouver, the BC Transportation Financing Authority, ICBC, and the Vancouver Board of Parks and Recreation, as required and generally on the terms and conditions set out in this report.

The proposed improvements to the S-curve and causeway through Stanley Park include:

- Widening the causeway lanes to the same width provided on the reconstructed Lions Gate Bridge;
- Reconstruction of the S-curve to a higher standard (50 km/hour);
- Elimination of Chilco Loop and introduction of trolley service into Stanley Park;
- Separation of Stanley Park and Causeway traffic at an earlier point (reducing congestion);
- Improved pedestrian and bicycle access to Stanley Park from south of Georgia Street;
- Improved bicycle access to the Causeway;
- Provision of an improved queue-jumper for transit vehicles travelling to the North Shore; and
- Agreement between the Province, City and TransLink on a long-term objective (by 2030) to eliminate private vehicle traffic from the Lions Gate Bridge and the Causeway.

These proposals represent significant benefits from TransLink's perspective.

### **Item 3.3—First Quarter (Jan – Mar) 2001 Capital Project Summary Report**

The Board received the report, titled as above, for information.

The total current capital budget of \$915.8 million consists of 127 projects. Capital savings of \$55.9 million have reduced the present total forecast to \$859.9 million.

### **Item 3.4—Status Report on Area Transit Plans**

The Board received the report, titled as above, for information.

TransLink is committed to developing Area Transit Plans for seven sub-areas in the region. Plans have been completed for three areas (Richmond, South of Fraser and North Shore). Because of the current funding situation, implementation of most of the proposed service improvements will be deferred until future years. A limited number of improvement projects will be implemented as part of the 2001 Program Plan including the #98 B-Line connecting Richmond and Vancouver, local bus service improvements within Richmond and the introduction of Express Coaches on long distance South of Fraser routes.

TransLink is currently engaged in two Area Transit Plans: the Northeast Sector and Burnaby/New Westminster. Both of these projects have been significantly impacted by the current labour disruption.

### **Item 3.5—Implementation of Transit Service Reductions**

The Board received the report, titled as above, for information.

At the February 2001 meeting, the Board adopted a planning and budget strategy of reducing transit expenditures by \$5 million in 2001 and \$10 million on an annual basis, and road operating and maintenance expenditures by \$2 million in 2001 and \$4 million on an annual basis.

June was the earliest possible implementation date for the bus service reductions. However, the labour disruption has resulted in delays in finalizing the bus service reductions as both planners at TransLink and schedulers are members of the Office and Professional Employee International Union that are presently on strike. Therefore, the bus service reductions must now be delayed until September. This will mean that the forecast savings of \$5 million for 2001 will be reduced to approximately \$3 million (four months instead of six). Service reductions for West Vancouver Municipal Transit services will continue in June 2001 as originally approved.

### **Item 3.6—June is Bike Month**

The Board received the report, titled as above, for information.

Bike Month activities are organized largely by community groups and cycling associations, with Better Environmentally Sound Transportation (BEST) taking a lead role in region-wide events. TransLink is a key sponsor of BEST in developing the marketing program and targetting community events, as well as promoting cycling during June.

TransLink staff is currently investigating options for allowing bicycles on SkyTrain, and the Board will receive a report outlining policy options and a staff recommendation in June regarding bicycle access to SkyTrain.

### **Item 3.7—Bicycle Parking Rack Request for Proposals**

The Board approved issuing a Request for Proposals for the provision of bicycle racks at TransLink transit passenger facilities, as per the report.

Many of the existing bicycle racks at SkyTrain stations are in very poor condition and of obsolete design. It is very difficult, if not impossible, to properly lock a bicycle frame to the old racks.

TransLink received an unsolicited proposal from Cycle-Stop Displays, a Vancouver-based company specializing in the supply of bicycle racks with advertising panels on them. However, accepting the proposal as offered without soliciting other proposals in the market place would have denied TransLink the opportunity to enter into an even more favourable arrangement.

### **Item 3.8—Jack Bell Foundation Loan Guarantee Request**

The Board took the following actions on this matter:

- Received the report, titled as above, for information;
- Approved the request to guarantee the term loan of Jack Bell Foundation from Vancouver City Savings Credit Union (VanCity), extended to the full amount of \$500,000; and
- Authorized TransLink's Chief Executive Officer and Corporate Secretary to execute, and affix the corporate seal to, the Guarantee and Postponement of Claim and all other documents in connection with the above guarantee.

The non-profit Jack Bell Foundation purchases vehicles for carpool and vanpool programs through low-interest loan facilities negotiated with various financial institutions. Vehicle purchase costs and all other operating costs for the program,

including fuel, vehicle maintenance and loan interest, are recovered through passenger fares.

A loan of \$500,000 was negotiated with VanCity by the Jack Bell Foundation, and the TransLink Board approved an initial guarantee of up to \$286,000 of this loan amount in November 2000. Extending that guarantee to the full amount will save the Foundation approximately \$3800 in interest charges at minimal risk to TransLink, given the Foundation's previous loan history and current financial situation.

### **Item 3.9—2001 Major Road Network Minor Capital Program**

The Board approved the 2001 Major Road Network Minor Capital Program as outlined in Appendix 1 attached to the report.

The report originated from the Major Roads Technical Advisory Committee and recommended that the Board approve 30 projects for inclusion in the 2001 MRN Minor Capital Program, following principles as established under the *Major Road Network Principles* approved by the Board in May 1999.

### **Item 3.10—Major Road Network Structural Issues**

The Board received the report, titled as above, for information.

The report from the Major Roads Technical Advisory Committee advised the Board of three structures on the Major Road Network that need attention relatively soon. They are: the Mount Seymour Parkway Bridge deck in North Vancouver; the "Big Slough" Bridge in Delta; and the Columbia Street Retaining Wall in New Westminister.

The current funding allocations for each of these municipalities through the Major Road Network Minor Capital Program are not sufficient to address the problems since these municipalities have already determined their project priorities. It should be noted that due to the non-introduction of the vehicle levy, the Major Road Network minor capital budget was not increased from \$10 million to \$13 million, as recommended in TransLink's Strategic Transportation Plan.

### **Item 3.11—Clean Air Day Event**

The Board approved a change to the TransLink Tariff and Transit Regulations so that bicycles would be permitted on SkyTrain between 9:30 am and 3:00 pm and after 6:30 pm as part of Clean Air Day, Wednesday June 6, subject to the following limitations:

- A maximum of two bicycles per train car;
- Cyclists will be required to hold onto their bicycles at all times while on board, and they will not be permitted to ride anywhere inside the station.

- Bicycles will not be allowed access to Granville Station and Metrotown Station because of public safety concerns due to the high volumes of passengers at both stations in the off-peak hours, and the long steep escalators at Granville.

TransLink is a supporter of the Clean Air Day Commuter Challenge. Allowing bicycles on SkyTrain during the off-peak periods will contribute to higher participation in this one day event.

**The next TransLink Board meeting is the Committee of the Whole:**

**Date:** Wednesday, June 6  
**Time:** 11:30 am  
**Location:** Greater Vancouver Regional District  
2<sup>nd</sup> Floor Boardroom  
4330 Kingsway, Burnaby

**The next regular TransLink Board meeting will be:**

**Date:** Friday, June 22  
**Time:** 8:00 am  
**Location:** Greater Vancouver Regional District  
2<sup>nd</sup> Floor Boardroom  
4330 Kingsway, Burnaby