Northwest Transit Exchange

2017

UBC
Robson Square
800 Robson St.
Vancouver, BC
V6Z 3B7

TRANSLINK

Come join us for the 2017 Northwest Transit Exchange!

The Northwest Transit Exchange is an annual event for transportation network and service planners throughout the West Coast of the US and Canada to come and share their expertise and learn about key and exciting initiatives from other agencies in our region. This year's event will be hosted by TransLink, Metro Vancouver's regional transportation agency.

The Northwest Transit Exchange will take place over two full-days:

Dates:	*Thursday, October 12th – Friday, October 13th 2017*
Registration cost:	*Free!*
Travel, Meals, and Accommodations:	*Individual responsibility, coffee and refreshments provided*
Location:	*UBC – Robson Square* *800 Robson Street* *Vancouver, BC V6Z 3B7*

Below you'll see some of the topics we'll be discussing at this year's Exchange. We have some speakers already lined up, but we're also looking for people/agencies to share their expertise in some of the open sessions without presenters. Additionally, if there's a topic you're interested in presenting on that already has a speaker listed, please don't hesitate to contact us anyhow! We're open to having multiple presenters at each session. Also, if you have a topic/session that you would like to present please contact us and we will be happy to discuss further.

The sessions are usually conversational, with a short presentation and then a larger group discussion. It's a great opportunity to share what your agency is up to for further regional transportation success stories.

Attached is the draft list of sessions and speakers to date. In the next couple of weeks we will be sending a registration link and updated program. Please feel free to forward this email to anyone in your organization who may be interested.

We look forward to seeing you in Vancouver!

Sessions

The emerging context for transit

Presenter: Tom Schwetz (Lane Transit District, Eugene, OR)

A brief overview will be provided related to emerging external factors that might affect both the role of transit and how we operate. A useful orientation to this item is STEEP analysis. STEEP is an acronym for Social, Technological, Economical, Environmental and Political factors in an organization's external context. For example, issues to consider during this discussion might include changes in the markets we serve, the technologies we use to serve them, the political environment that we will be dealing with as we develop our strategies to improve transit in our communities. This is a companion agenda item to the "Driving Forces Check-In" at the end of the agenda.

The revolution of e-fare/smart cards and how they're changing network and service planning

Presenter: Sean Kennedy (San Francisco Metropolitan Transportation Authority, San Francisco, CA)

E-commerce has made its way to public transit in short order. Many agencies have adopted smart cards for payment, revolutionizing the way people access transit. Smart card introduction also brings vast data sets unimaginable in the past. Gone are the days where automatic passenger counts were top of the line when it comes to ridership data. Now, we can track individual riders of different demographics to understand how they use transit, how they want to use transit, and how we can create a system that enables the customer.

Keeping transit relevant for future riders

Presenter: Andrew Martin (Lane Transit District, Eugene, OR)

What can we do to keep millennials on public transit as they age and their living situations change? How do we inspire Gen Z to get on the train rather than in a car? It's important to remember that as generations change, transit must too in order to appeal to new generations and keep current ridership on board as they age.

Dealing with climate change

**Looking for volunteers to present!*

In today's day and age, climate change is a reality every transportation agency faces. It's no longer enough to assume that pooling people into public transit is sufficient to cut down on environmental harms. We also need to examine public transit agencies' footprint and examine ways we can do better in moving the masses, and the technology to support this is well on its way.

Planning and implementation of Bus Rapid Transit (BRT) networks

Presenter: Jeff Deby (TransLink, Vancouver, BC), Kate Lyman (TriMet, Portland, OR)

BRT systems have been implemented all over the world, with varying degrees of success. Brazil, Colombia, Mexico, China, and Iran are all countries with significant BRT ridership. Some systems have been wildly successful and are a model for others to follow. What lessons can we learn and what role can BRT play in our North American transportation systems?

Integrating and re-orienting service around rail and BRT openings

Presenters: Debra Rolfe (TransLink, Vancouver, BC), and Ted Day (King County Metro, Seattle, WA)

New rapid transit openings are exciting for all public transportation agencies, but what are the implications on our existing service networks? When implementing a major investment into a functioning system, it's important to ensure existing services are planned to work well in conjunction with new rapid transit. This goes from altering bus routes in the area, to public art at stations for integration into the existing community and transportation network.

Public transit and new mobility: TransLink's Mobility Innovation Lab

Presenter: Andrew McCurran (TransLink, Vancouver, BC)

Our long-standing notions about mobility are on the cusp of significant change with major advances in the realm of integrated, automated, connected, electric and shared (iACES) mobility now occurring at a rapid pace and disrupting business as usual for established mobility providers like transit agencies and automobile manufacturers. A convergence of new players and new technologies is making mobility synonymous with freedom, independence, and personal choice. This session will describe TransLink's Mobility Innovation lab initiative and how TransLink is considering new ways of doing business that serve regional objectives while responding to shifting demographics, evolving customer preferences, new technologies and new service providers.

Creating multi-modal corridors

Presenter: Tom Schwetz (Lane Transit District, Eugene, OR)
**Looking for a second presenter!*

The importance of cooperative planning between land use and transportation and among transportation agencies has been long understood. Terms like 'integrated land use-transportation", "complete streets", "multi-modal corridor development", etc., have been used to describe efforts meant to capitalize on these relationships. While it is generally accepted that more work is needed to fully achieve the desired coordination, there are a number of examples throughout the northwest that can be considered to be on the leading edge of those efforts. Beginning with a brief overview of MovingAhead (LTD's collaboration with the City of Eugene), this item is intended to both highlight some of our successes in the northwest and identify key elements of success in our collective efforts as transit agencies to work with our partners to more effectively leverage our services to achieve broader regional goals. Attendees are asked to bring an example (which can be at the regional, corridor, or project level) of an effort they have participated in and what they have seen working and not working.

Workforce/operations challenges

Presenter: Lora Francis (TriMet, Portland, OR)

Like many agencies, TriMet finds Operator Workforce Planning to be a moving target. There are many ever changing variables, both internal and external, that play into hiring and promotion decisions. Lora will discuss some of the specific challenges TriMet has faced (service expansion, special projects, stabilizing economy, supervisory workforce draws, etc.) and a few of the techniques TriMet has developed to counter these challenges (integrated workforce planning team, attrition forecasting, recruitment techniques, etc.). She will also lead a discussion of other specific challenges you face at your agency, what risks are associated with these challenges, and any strategies you have utilized to combat them.

Transit Oriented Communities

Marine Gateway Transit Oriented Community (source: PCI Group)

About

The Real Estate division is responsible for all land assets and rights held by TransLink and its operating companies. Our objectives are to acquire and manage TransLink's properties that optimize revenue, reduce capital and operating costs and supports TransLink's goals for transportation infrastructure and a healthy environment.

To that end, TransLink is working with various partners and stakeholders to better coordinate land use and transportation and have engaged in a number of activities and initiatives that support and reinforce the development of transit oriented communities (TOC). Transit oriented communities are not only more livable, sustainable, resilient and economically thriving, they also support walking, cycling, transit and result in lower levels of automobile use and greenhouse gas emissions.

This means, concentrating on higher density, mixed use, human scale development around frequent transit stops/stations. Drive less; walk, cycle and take transit more.

Marine Gateway Transit Oriented Community (source: PCI Group)

Transit Oriented Community (TOC) Highlights

Here are some project highlights of a completed and integrated TOC's is Marine Gateway (Marine Drive and Cambie St, Vancouver):

- A high density transit oriented mixed-use development by PCI Group consisting of office, commercial retail, and residential living space.
- 85% of retail space pre-leased.
- 415 condo apartments – sold out in 4 hours.
- 46 market rental apartments – fully leased.
- In keeping with Transit Oriented Development principles, the project has 25% less parking than normally required by City of Vancouver.
- Development is directly integrated with the Canada Line Marine Drive Station at concourse level.

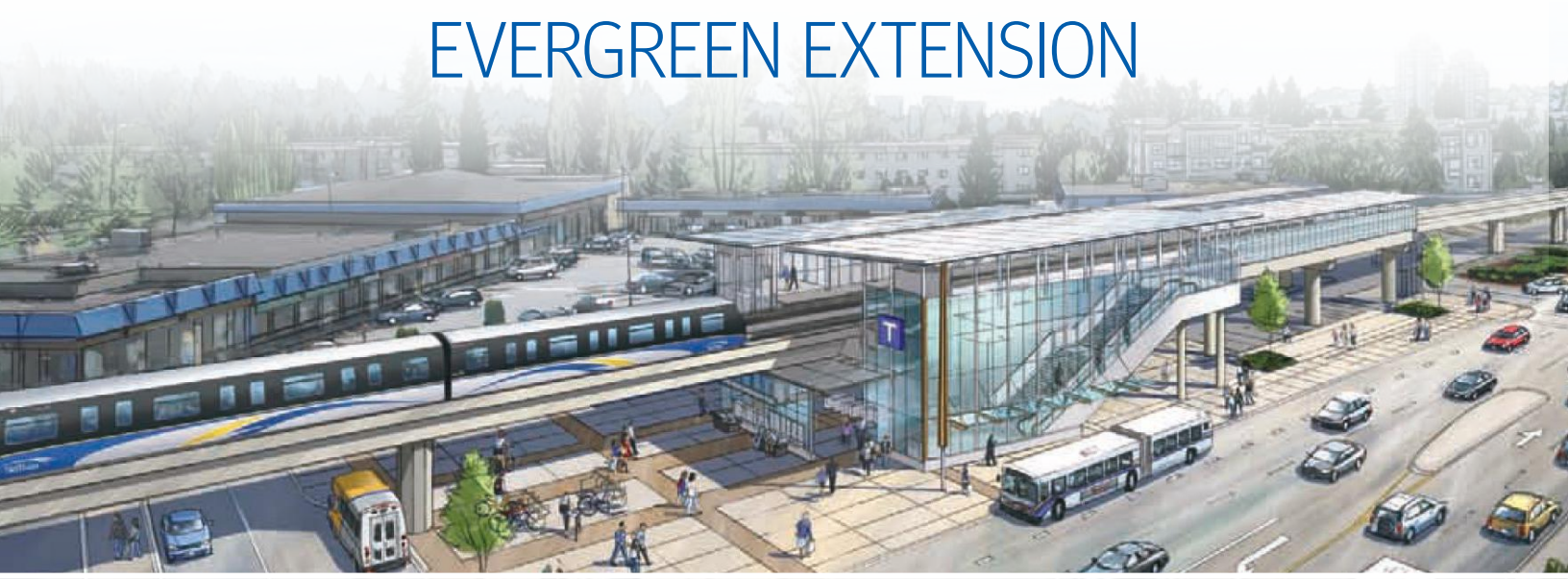
Tour Overview:

- Safety equipment is not required

Marine Gateway Transit Oriented Community (source: PCI Group)

Millennium Line

EVERGREEN EXTENSION



Artist render of Burquitlam Station (source: evergreenline.gov.bc.ca)

About

Join us as we travel to the Evergreen Extension where will we stop and walk through some of our key stations highlighting West Coast architecture and fully integrated transit connections.

The Evergreen Extension Project is an 11-kilometre network extension in a combination of elevated, at-grade, and tunnelled track with six new stations serving three municipalities (Burnaby, Coquitlam and Port Moody). It will connect these communities to the SkyTrain network and other parts of Greater Vancouver.

The Provincial government, through the Ministry of Transportation and Infrastructure, is responsible for delivery of the overall project. TransLink will operate and maintain the line, stations, and station area infrastructure through its operating company: British Columbia Rapid Transit Company (BCRTC). The extension will make the SkyTrain, the World's longest fully driverless automated urban rapid transit system.

The Evergreen Extension Project is in the final stage of implementation. TransLink and BCRTC are jointly working on the Operational Readiness of the system. This includes close monitoring of the final stages of infrastructure construction including the testing and commissioning of all sub-systems, training of new and existing staff (both customer facing and maintenance based), and an opportunity to test the system from a customer experience and safety point of view before opening for regular revenue service.

Artist render of Port Moody Station (source: FRANCL Architecture)

Evergreen Extension Fact Sheet

- There are six new stations along the Millennium Line.
- The 11-km extension will make our SkyTrain system the longest driverless automated rapid transit system around the world; we currently have the longest in Canada.
- People in the Northeast sector will have a new transit choice that offers faster, more frequent and direct service between Coquitlam and Vancouver.
- Maximum operating speed of 80 km/h.

Artist render of Coquitlam Central Station (source: evergreenline.gov.bc.ca)

Hamilton Transit Centre

About us

The Hamilton Transit Centre is a new transit bus operations and maintenance centre located in Richmond, B.C. The facility is built on a 7.3 hectare site and has five buildings to serve three primary functions:

- **Bus dispatch**
- **Bus service (fuel and wash)**
- **Bus maintenance**

The facility will support the operations and maintenance of a fleet of up to 300 forty-foot equivalent (FFE) buses, including up to 80 Community Shuttle buses and 150 Compressed Natural Gas (CNG) fuelled buses.

Buses and bus operators servicing the Richmond, New Westminster, Burnaby and Vancouver areas will begin and complete service from this location.

Construction for the new facility began in 2013 and bus operations begin running out of the facility on September 5, 2016. With its higher capacity for bus maintenance and storage, the Hamilton Transit Centre will make us more efficient and prepare our transit operations for growth in the region.

As part of a commitment to environmental sustainability, ceilings feature reclaimed pine beetle wood ceilings

Hamilton Transit Centre Fact Sheet

Hamilton Transit Centre is one of six operational transit centres in Metro Vancouver. The site is owned by the South Coast British Columbia Transportation Authority (TransLink) and operated by Coast Mountain Bus Company Ltd. (CMBC) a wholly-owned TransLink subsidiary.

The new transit centre is a significant investment in Richmond and demonstrates TransLink's commitment to efficiently managing its bus network and supporting the economy.

Planning for the facility began in 2009 and construction began in 2013. The estimated cost of the project is $136 million with $85 million funding provided by the Government of Canada through the Gas Tax Fund.

As part of TransLink and CMBC's ongoing commitment to the environment, the facility design is CMBC's most energy efficient facility yet and incorporates many sustainable features including radiant floor heating, the use of recycled pine beetle wood, LED lighting and a heat reflective roof. The facility is expected to receive LEED Silver rating.

Approximately 600 employees will use the site, bringing jobs to Richmond's employment base and provide valuable economic spin-offs for local businesses.

The project provides a number of benefits to the Hamilton Community and the City of Richmond including: a park area, dike improvements, contributions to daycare in the area and neighbourhood trail development.

Tour Overview:

- Safety equipment is not required