

Evergreen Line Rapid Transit Project

Preliminary Design Consultation Discussion Guide

October – November 2009

www.evergreenline.gov.bc.ca



FEEDBACK FORM INSIDE

We Want To Hear From You

Feedback Form
on Pages 33 – 36

Preliminary Design Consultation takes place October 5 – November 13, 2009. Consultation materials are available on the Evergreen Line Project website: www.evergreenline.gov.bc.ca

You can provide feedback and learn more by:

- Attending open houses
- Providing feedback online: www.evergreenline.gov.bc.ca
- Visiting the Evergreen Line Project Office: 2900 Barnet Highway, Coquitlam, B.C.
- Writing submissions to: info@evergreenline.gov.bc.ca or 2900 Barnet Highway, Coquitlam, BC V3B 0G1
- Calling: 604-927-4452
- Faxing: 604-927-4453

Preliminary Design Consultation Deadline

Feedback will be received until: **November 13, 2009**

Public Open House Schedule

Community	Date	Time	Location
Port Moody	Saturday, October 17	11 a.m. – 2 p.m.	Port Moody Recreation Complex 300 Ioco Road, Port Moody
Port Moody	Wednesday, October 21	6 p.m. – 9 p.m.	Old Orchard Hall 646 Bentley Road, Port Moody
Coquitlam	Thursday, October 22	6 p.m. – 9 p.m.	Coquitlam City Hall 3000 Guildford Way, Coquitlam
Burnaby/Burquitlam	Saturday, October 24	11 a.m. – 2 p.m.	Stoney Creek Community School 2740 Beaverbrook Crescent, Burnaby
Burnaby/Burquitlam	Thursday, October 29	6 p.m. – 9 p.m.	Stoney Creek Community School 2740 Beaverbrook Crescent, Burnaby
Port Coquitlam	Wednesday, November 4	6 p.m. – 9 p.m.	Poco Inn & Suites 1545 Lougheed Highway, Port Coquitlam
Coquitlam	Saturday, November 7	11 a.m. – 2 p.m.	Coquitlam City Hall 3000 Guildford Way, Coquitlam

* Please check www.evergreenline.gov.bc.ca for any potential revisions to this schedule.

WHAT IS THE EVERGREEN LINE PROJECT?

Fast Facts

Length: 11 km

Number of Stations: 6 – 8

Linking Major Population Centres: Coquitlam, Port Moody, Burnaby and Vancouver

Travel Time: About 13 minutes from Coquitlam City Centre to Lougheed Town Centre
About 40 minutes from Coquitlam City Centre to downtown Vancouver

Speed: Maximum operating speed of 80 km/hr.

Fully Integrated: Connecting without transfer to the current SkyTrain network

Estimated Cost: \$1.4 billion

Anticipated Construction: 2010 – 2014

Regional Jobs: 8,000 new employment opportunities

Frequency (time between trains): 3 minutes during peak periods

Ridership: About 70,000 per day by 2021

Introduction

The Evergreen Line is a new rapid transit line that will connect Coquitlam to Vancouver via Port Moody and Burnaby. The Evergreen Line will be a fast, frequent and convenient SkyTrain service, connecting Coquitlam City Centre through Port Moody to Lougheed Town Centre in approximately 13 minutes. It will connect without transfer to the current SkyTrain network at Lougheed Town Centre Station and will integrate with regional bus and West Coast Express networks.

The Evergreen Line is an essential element of *The Provincial Transit Plan* and the federal *Building Canada* plan.

The Evergreen Line will provide a new and competitive transportation choice, serving Metro Vancouver's Northeast sector with the capacity needed to meet future growth demands.

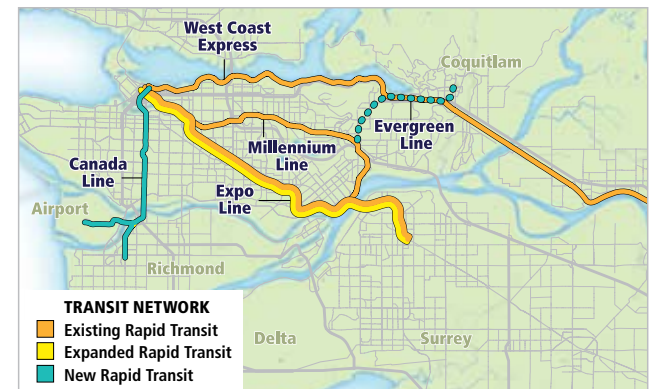
Construction of the Evergreen Line is anticipated to begin in late 2010 and be completed in four years.

Growth in the Northeast Sector

The purpose and need for the Evergreen Line has been long-established. The Evergreen Line has been part of a regionally developed transportation plan for over 15 years. It will provide a rapid transit connection between Lougheed Town Centre in Burnaby, Port Moody and Coquitlam City Centre, with the main objectives of increasing transportation choice, supporting growth management, and supporting environmental sustainability initiatives.

Metro Vancouver's Northeast sector – including the communities of Coquitlam, Port Moody, Port Coquitlam,

Anmore and Belcarra – has experienced rapid growth and continues to be one of the fastest growing areas in the region. Current and anticipated growth is adding pressure to the regional transportation network as traffic volumes continue to build and congestion increases, both of which impact residents, communities, the environment and the economy. Without transportation improvements, this trend towards increased congestion is expected to continue, resulting in the road network in the Northeast sector reaching capacity shortly after 2021.



Expanding the Transit Network and Improving Transportation Choice

The Evergreen Line will help build a comprehensive transportation network that improves movement of people, supports economic growth, increases transportation choice and provides better connections between regional centres in Metro Vancouver.

WHY SKYTRAIN?

Better Service, Shorter Commutes, Better Value

SkyTrain technology was chosen for the Evergreen Line in February 2008. A project Business Case jointly developed by the Province and TransLink recommended SkyTrain as the clear technology choice because of the many benefits the system brings, including:

- **Better service**
 - ✓ Two and a half times more ridership than a Light Rail Transit (LRT) system (70,000 per day by 2021)
 - ✓ Direct connection, without transfer, onto the Millennium Line
 - ✓ Frequent (every three minutes during peak periods, service almost 20 hours a day)
- **Shorter commutes**
 - ✓ Almost twice as fast as LRT (Coquitlam City Centre to Lougheed Town Centre in 13 minutes versus 24 minutes by LRT)
 - ✓ From Coquitlam City Centre to downtown Vancouver in 40 minutes (saving almost 45 minutes per day compared to driving)
- **Better value**
 - ✓ Lower operating costs (\$10 million annually for SkyTrain versus \$15 million for LRT)
 - ✓ SkyTrain has a 40% higher benefit-cost ratio than LRT (a comparison of project benefits, such as travel time savings and safety benefits, to the estimated project capital of \$1.4 billion for SkyTrain, versus \$1.25 billion for LRT)

Evergreen Line Route Decision

The Business Case identified two potential routes, a Northwest route through Port Moody, and a Southeast route along Lougheed Highway.

After release of the Business Case, the Ministry of Transportation and Infrastructure and TransLink established a 45-day period for the mayors and councils in the Northeast sector to provide feedback and indicate their preference for the Northwest or Southeast route options.

Municipal councils in Port Moody, Port Coquitlam, Coquitlam, Burnaby, New Westminster and Belcarra voiced their unanimous support for the Northwest route.

In April 2008, the Ministry of Transportation and Infrastructure and TransLink announced that the Evergreen Line would be constructed along the Northwest route, connecting Lougheed Town Centre with Coquitlam City Centre through Port Moody.

WHY SKYTRAIN?



Expo Line train travels eastbound along Terminal Avenue, Vancouver

PUBLIC CONSULTATION



Evergreen Line Project Office opening, February 2009

The Ministry of Transportation and Infrastructure will consult the public to:

- Provide information about the project
- Provide opportunities for public input and information exchange
- Consider public input into project design where technically and financially feasible

Preliminary Design Consultation

(October 5 – November 13, 2009)

With key project components such as preferred route and technology already determined, the Ministry of Transportation and Infrastructure is presenting preliminary design elements of the Evergreen Line for public and stakeholder feedback.

Preliminary Design Consultation is the third of five rounds of public consultation planned for the Evergreen Line Project.

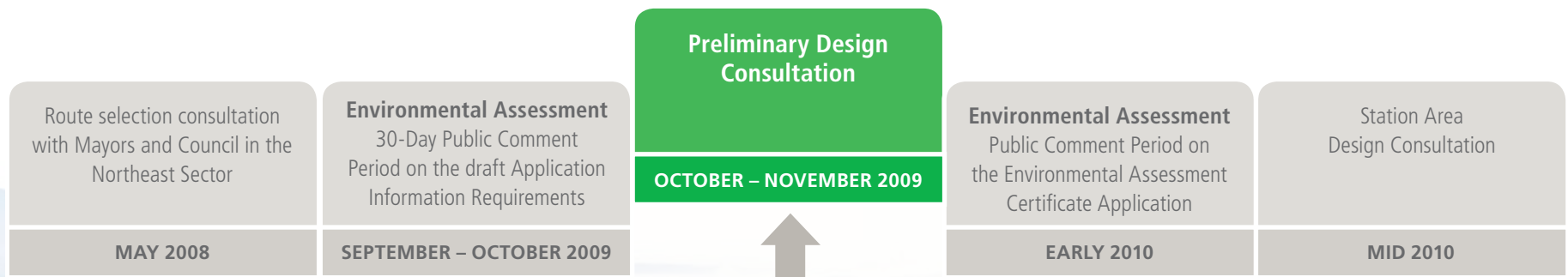
How Feedback Will Be Used

Feedback gathered through Preliminary Design Consultation via open houses, stakeholder meetings, online and written submissions will be recorded and summarized in a Consultation Summary Report. Input will be considered, along with technical and financial information, as the Evergreen Line Project refines its design. The Consultation Summary Report will be made available online at: www.evergreenline.gov.bc.ca.

Upcoming Consultation

Station Area Design Consultation to discuss more detailed issues, such as station layout and features, is scheduled for mid 2010.

To be notified about Station Area Design Consultation, please send an email to info@evergreenline.gov.bc.ca or call the Evergreen Line Project Office at 604-927-4452.



Project Milestones

With project design now well underway and the location of six stations established, construction of the Evergreen Line is anticipated to begin in late 2010, once environmental approvals are in place.

ENVIRONMENTAL ASSESSMENT	Timing	Activities
	May 2009	<ul style="list-style-type: none"> Environmental Assessment begins with release of the Evergreen Line Project Description Report
	Ongoing	<ul style="list-style-type: none"> Environmental studies
	September–October 2009	<ul style="list-style-type: none"> 30-Day Public Comment Period on the draft Application Information Requirements
	Early 2010	<ul style="list-style-type: none"> Public Comment Period on the Evergreen Line Environmental Assessment Certification Application
	Mid–Late 2010	<ul style="list-style-type: none"> Anticipated Environmental Assessment Certification
COMMUNITY RELATIONS AND CONSULTATION	Timing	Activities
	February 2009	<ul style="list-style-type: none"> The Evergreen Line Project Office opens in Coquitlam
	Ongoing	<ul style="list-style-type: none"> Distribution of information on the project Presentations to community and business groups Municipal project discussions
	October–November 2009	<ul style="list-style-type: none"> Preliminary Design Consultation
	Mid 2010	<ul style="list-style-type: none"> Station Area Design Consultation
DESIGN AND CONSTRUCTION	Timing	Activities
	February 2008	<ul style="list-style-type: none"> The Evergreen Line Project business case confirms Evergreen Line will use SkyTrain technology
	April 2008	<ul style="list-style-type: none"> Northwest route through Port Moody selected
	Ongoing	<ul style="list-style-type: none"> Alignment design and station assessment Field work and technical studies Construction contract preparation Property needs assessment and discussions
	Early–Mid 2010	<ul style="list-style-type: none"> Anticipated Request for Qualifications release (contractor selection process begins)
	Late 2010	<ul style="list-style-type: none"> Four-year construction period anticipated to begin

EVERGREEN LINE ROUTE AND STATIONS



Evergreen Line Route Alignment

Lougheed/Burquitlam

The Evergreen Line will run north from Lougheed Town Centre Station on an elevated guideway along the centre of North Road. Burquitlam Station will be on the east side of Clarke Road near Burquitlam Plaza. Leaving Burquitlam Station, the line will cross to the west side of Clarke Road, before entering a tunnel towards Port Moody.

Port Moody

The Evergreen Line will emerge from the tunnel just east of Barnet Highway. It will travel at ground level along the south side of the Canadian Pacific Rail (CPR) tracks to Port Moody Station, located at the Port Moody transit exchange site. Continuing east, the line will cross the CPR tracks just before Ioco Station, located north of Barnet Highway.

Coquitlam

The line will continue along the north side of the CPR tracks towards Coquitlam Central Station, located at the Coquitlam transit exchange site. Turning north, the line will run on an elevated guideway along the west side of Pinetree Way, and will cross to the east side near Northern Avenue, before ending at Douglas College Station, north of Guildford Way.

Evergreen Line Stations

Six station locations have been identified to date:

- **Lougheed Town Centre Station (Burnaby)**
Expansion of the existing Millennium Line station
- **Burquitlam Station (Coquitlam)**
Located on the east side of Clarke Road, near Burquitlam Plaza
- **Port Moody Station (Port Moody)**
At the Port Moody transit exchange site
- **Ioco Station (Port Moody)**
Located north of Barnet Highway, west of Ioco Road
- **Coquitlam Central Station (Coquitlam)**
At the Coquitlam transit exchange site
- **Douglas College Station (Coquitlam)**
Located on the east side of Pinetree Way, near Douglas College

These stations will serve major destinations, connect existing population and employment centres, and integrate with the existing transit network. They will promote use by ensuring the Evergreen Line is convenient, accessible and competitive with other travel choices.

Potential Additional Stations

Up to two additional stations will be considered based on their ability to shape land use, increase ridership, promote transit-oriented development and be affordable.

ENVIRONMENTAL REVIEW

Environmental Assessment

The Evergreen Line Project is subject to environmental assessment review under the British Columbia *Environmental Assessment Act*. The Environmental Assessment (EA) includes a full review of potential project-related impacts and proposed mitigation measures, and the Ministry of Transportation and Infrastructure must obtain an Environmental Assessment Certificate before construction can proceed.

Pre-Application Phase

The first step in the EA process is to obtain approval from the BC Environmental Assessment Office (EAO) regarding the Application Information Requirements, a document that specifies the studies to be conducted and the information the Ministry must provide in its application for an Environmental Assessment Certificate.

A 30-day public comment period on the draft Application Information Requirements is being held from September 16 – October 16, 2009. After taking public comments into account, the EAO will finalize and issue the Application Information Requirements to the Ministry of Transportation and Infrastructure.

Application Phase

Following Preliminary Design Consultation, the Project Team will prepare an Application for an Environmental Assessment Certificate. The Application and supporting studies will be submitted to the EAO for review in early 2010. A public comment period on the Environmental Assessment Certificate Application will be held in early 2010. More information about the environmental assessment process is available at: www.eao.gov.bc.ca.

Environmental Assessment Studies

The Ministry of Transportation and Infrastructure is committed to a thorough Environmental Assessment, and has engaged leading experts to conduct a number of environmental and socio-economic studies that consider potential construction and operations related environmental effects. For each assessment study, the Environmental Assessment Certificate Application will describe scope and methodology, project-related impacts and benefits and recommended mitigation measures.

The Evergreen Line Project will conduct environmental studies in areas including:

- Air Quality
- Archaeology and Heritage
- Fisheries and Aquatics
- Noise and Vibration
- Socio-Economics and Community
- Vegetation and Wildlife

COMMUNITY RELATIONS PROGRAM

The Evergreen Line Project Community Relations Program facilitates two-way community and stakeholder communications regarding the project.

The Evergreen Line Project Office at 2900 Barnet Highway, Coquitlam opened in February 2009. The purpose of the office is to advance the project through design and construction and to provide an opportunity for the public to learn more about the project, meet with project staff and give feedback and input as development and construction proceed.

A public information and inquiry system has been established for email, fax and phone inquiries and distribution of regular Project Updates and Information Sheets. All materials are also available online (www.evergreenline.gov.bc.ca) to ensure easy access to the latest project information.

The Evergreen Line Project has been invited to present information at a variety of public, community and business group meetings and will continue to meet with interested groups throughout project implementation.



Evergreen Line Project Office, Coquitlam, B.C.

Property

The Evergreen Line project team is acquiring property needed to build the project. If a property you own is under consideration to be acquired by the Evergreen Line Project, a member of our property team will contact you to discuss the process in more detail. **If you wish to speak to an Evergreen Line property representative about your property, please call the Evergreen Line Project Office at: 604-927-4452.**

The Evergreen Line Project has established a process for property acquisition with the objective of promoting the following principles:

- Transparency in the process
- Respect for the privacy and confidentiality of negotiations
- Compensation based on fair market value
- Minimization of disruption, dislocation and inconvenience when reasonably possible
- Negotiation of consensual agreements whenever reasonably possible
- On-time construction schedule

GUIDEWAY TRACK DESIGN

SkyTrain is an Advanced Light Rapid Transit (ALRT) system that is automated and driverless. As an automated system, SkyTrain needs to be fully separated from surrounding vehicle, pedestrian and bicycle traffic. Both SkyTrain operation and vehicle traffic benefit from this separation.

For the Evergreen Line to be fully separated, the Evergreen Line will either be above ground level (elevated), at ground level separate from traffic, or in a tunnel.

Elevated Guideway

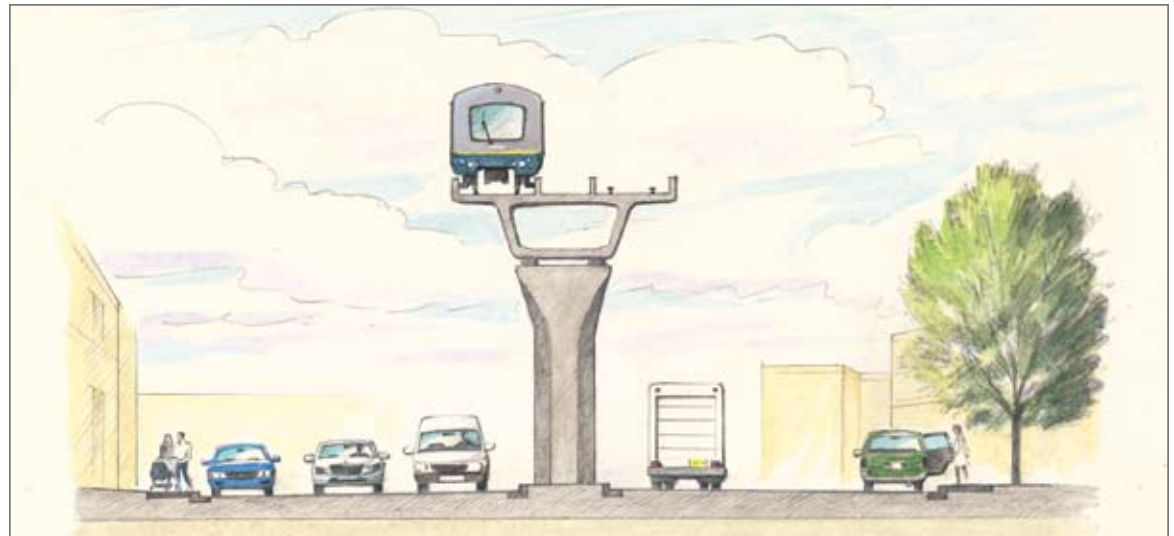
Elevated guideways are the most common form of SkyTrain guideways in Metro Vancouver. They allow SkyTrain to be fully separated while vehicle, bicycle and pedestrian traffic movements can continue uninterrupted beneath the elevated guideway.

Sections of elevated guideway are used along the Evergreen Line in developed urban areas to maintain access to residences and businesses, and in other areas to avoid sensitive environmental areas.

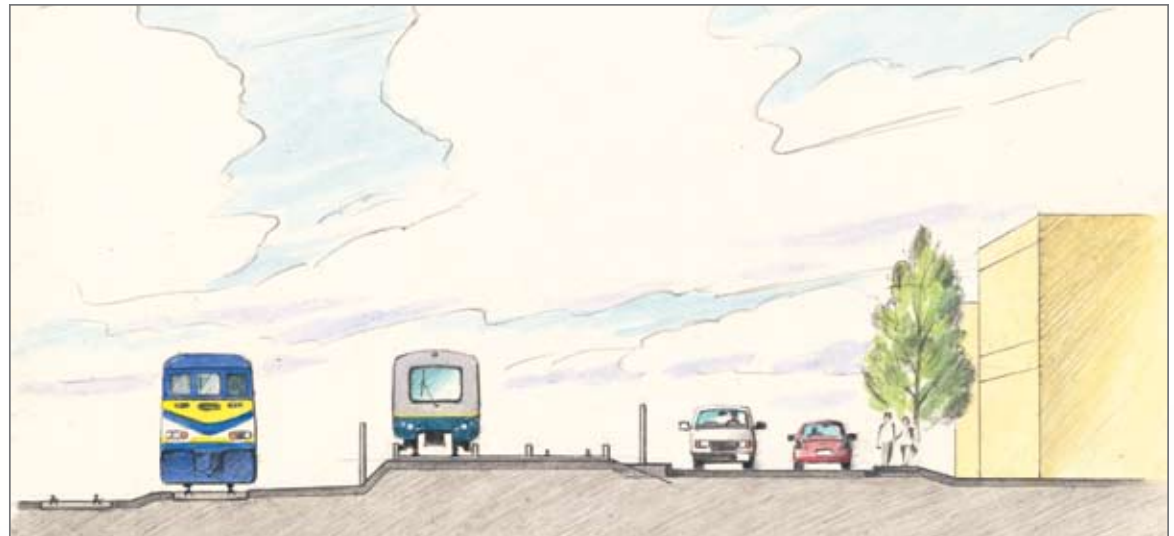
Ground-Level Guideway

Full separation of a ground-level guideway is most often achieved by installing barriers, such as fences, to prevent any entry into the guideway.

Along the Evergreen Line, most of the ground-level guideway runs adjacent to the existing CPR tracks. Overpasses, such as at Moody Street, will provide access from one side of the guideway to the other.



Elevated Guideway (an artist's rendering)



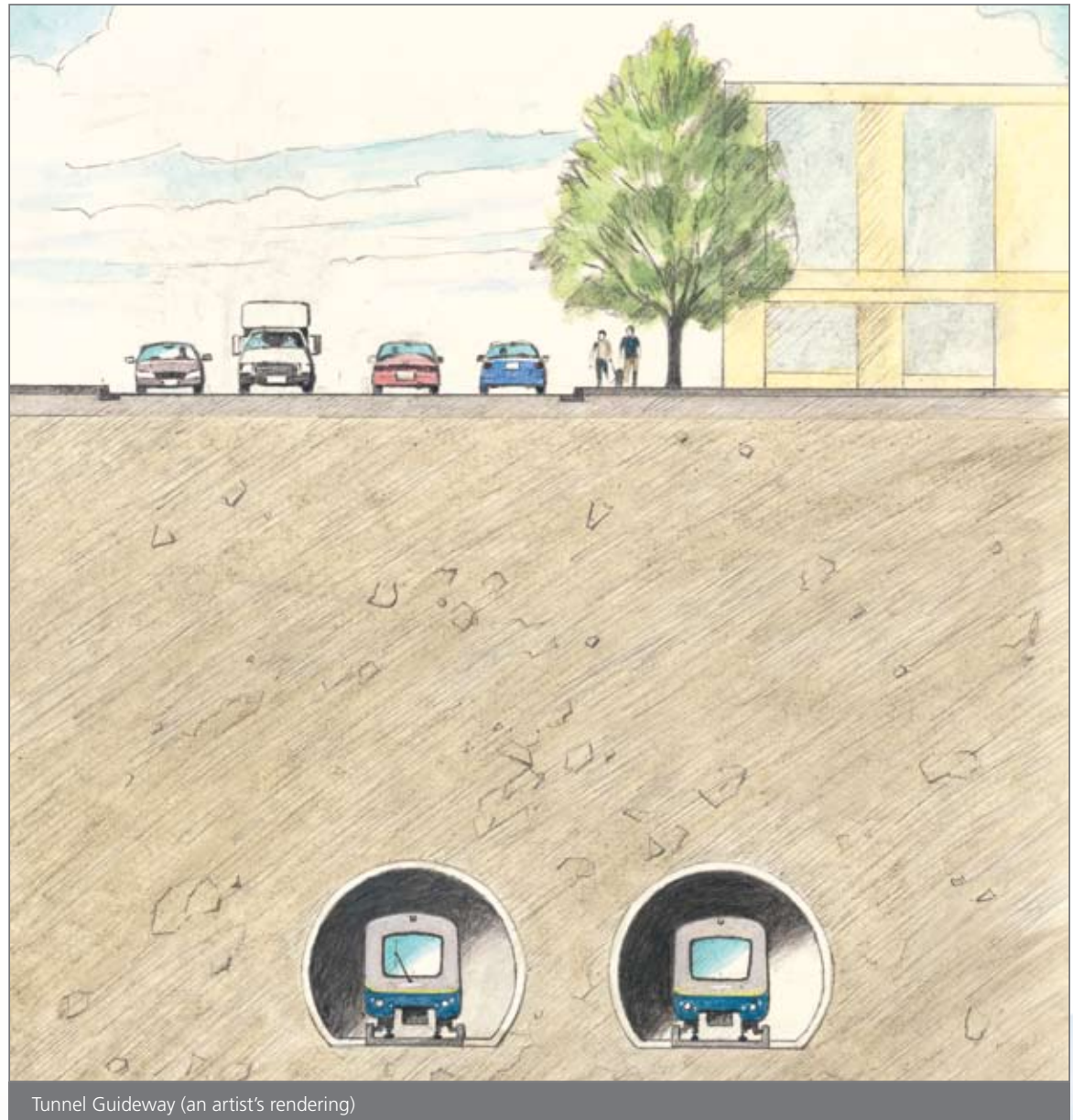
Ground-Level Guideway (an artist's rendering)

Tunnel Guideway

Steep hills with grades exceeding 6% pose difficulties for rapid transit systems. For this reason, a bored tunnel of approximately two kilometres is required to transition the Evergreen Line from Burquitlam, at the top of the Clarke Road hill, to the Port Moody area.

Bored tunnel construction means there is no disruption to residents, businesses and traffic on the surface above. Tunnel entry and exit points will require some surface construction.

For more information on the bored tunnel see page 18.



Tunnel Guideway (an artist's rendering)

LOUGHEED TOWN CENTRE STATION

Lougheed Town Centre Station is at the heart of a major transportation hub supporting Burnaby, the Tri-Cities and Metro Vancouver. This station was built for the Millennium Line but was designed to accommodate the future expansion of the Evergreen Line. Passengers travelling on the Evergreen Line from Coquitlam and Port Moody to Burnaby and Vancouver will be able to continue on the same train along the Millennium Line, a key benefit of SkyTrain technology.

At Lougheed Town Centre Station, Evergreen Line passengers will have access to regional bus services, passenger pickup and drop-off, bicycle lockers and racks, and the new Highway 1 Rapid Bus service to Surrey and Langley. Recognizing that Lougheed Town Centre Station is a busy transit area, the Evergreen Line Project will ensure minimal passenger disruption during construction.



LOUGHEED TOWN CENTRE STATION



NORTH ROAD

The Evergreen Line will run north from Lougheed Town Centre Station on an elevated guideway along the centre of North Road to the intersection of North Road and Clarke Road.

This centre alignment minimizes physical impacts to homes and businesses along North Road and provides the best balance of the interests of residents and business operators on both the east and west side. The selection of the centre alignment along North Road is also consistent with previous plans for the Evergreen Line.

As part of the project, North Road will be widened on the west side to accommodate the median required for the centre alignment and maintain existing lanes and intersection movements. To ensure traffic flows on North Road are not impacted by the Evergreen Line, the number of lanes will remain the same and turning lanes at main intersections will be maintained. In addition, access to businesses will be retained during and after construction of the guideway along the centre of North Road.

During construction of the Evergreen Line, a traffic management plan will be developed to minimize traffic disruptions.

For more information on Traffic Management see page 32.

NORTH ROAD



An Evergreen Line train travels on North Road, Burquitlam (an artist's rendering)

PRELIMINARY DESIGN

BURQUITLAM

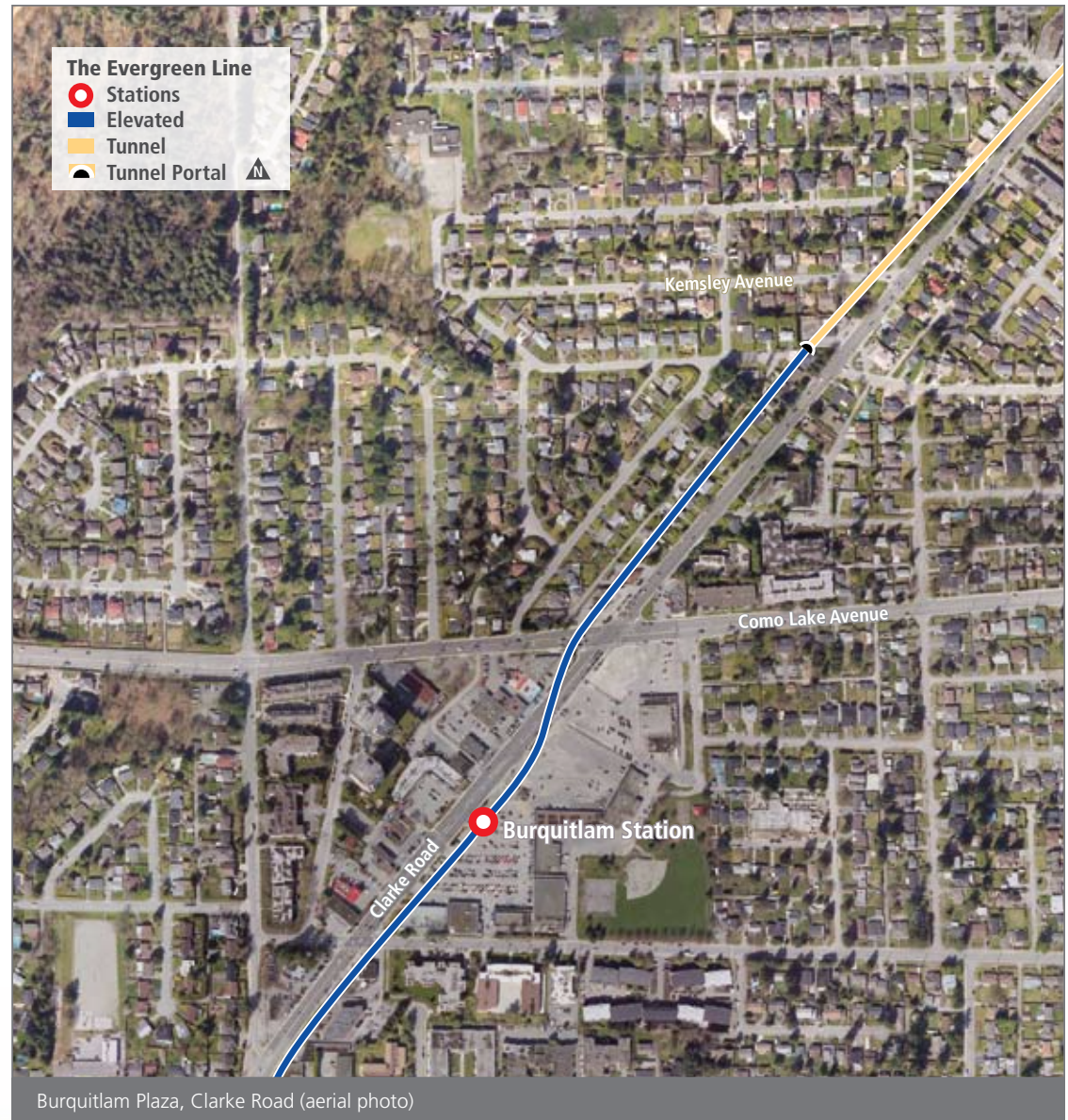
Leaving North Road, the Evergreen Line will run along the east side of Clarke Road to Burquitlam Station, located near Burquitlam Plaza.

This alignment has the fewest impacts to existing businesses and will not affect traffic movements on Clarke Road.

Burquitlam Station will serve as an important bus connection for those travelling to and from Simon Fraser University.

Burquitlam Station will be in a central and highly visible location in the Burquitlam neighbourhood. This station will play an integral role in the potential development of the area, supporting the City of Coquitlam's Burquitlam Neighbourhood Plan (2002). This plan references Burquitlam as a "Transit-Oriented Village, which is the heart of Burquitlam – a place to live and a place to work – a place to shop and place to play..." Burquitlam Station on Clarke Road will be a focus of these future plans, with "redeveloped grocery stores, retail, office/commercial and high-density residential uses, all combined within a mixed-use format".

Leaving Burquitlam Station, the elevated guideway will cross to the west side of Clarke Road in the vicinity of Como Lake Avenue, before entering a bored tunnel south of Kemsley Avenue.





Burquitlam Station, Clarke Road (an artist's rendering)

BORED TUNNEL

South of Kemsley Avenue, the Evergreen Line will enter a bored tunnel. The tunnel will travel northeast under Clarke Road until Mt. Royal Drive, continuing northeast under the Seaview neighbourhood and will emerge east of Barnet Highway, near Short Street.

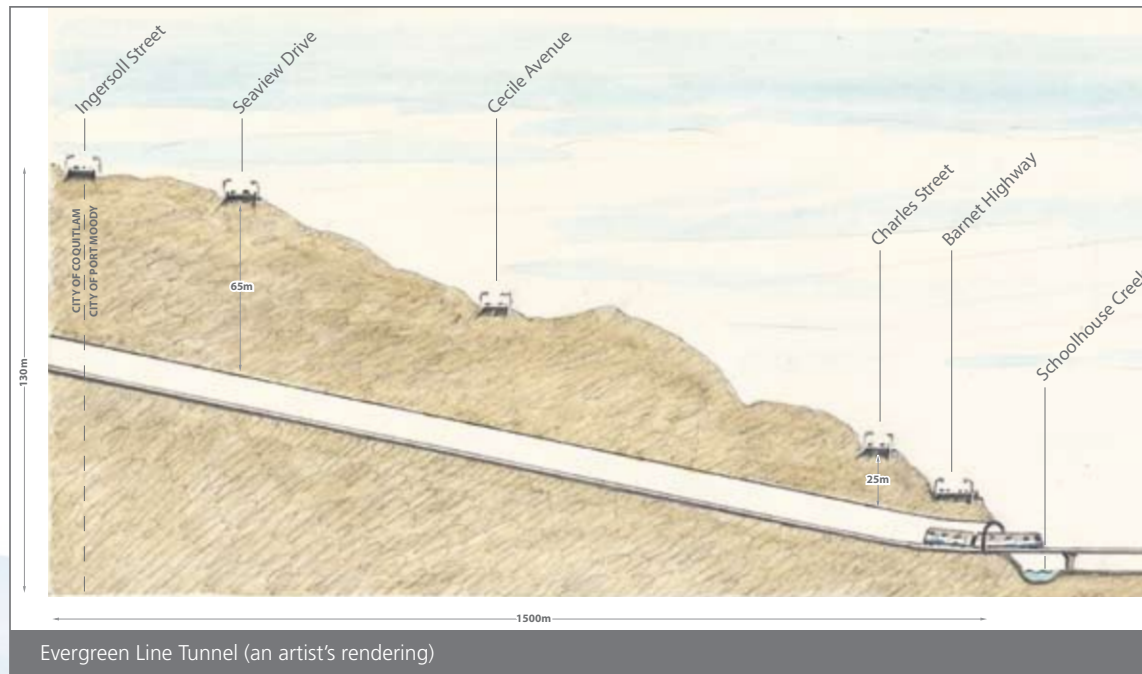
The tunnel will be approximately two kilometres in length and will have a depth of up to 60 metres at the deepest point, requiring a bored tunnel construction method.

Bored Tunnel Construction Method

Bored tunnel construction means there is no disruption to the surface above, with the exception of the tunnel entry/exit points. Residences, businesses and traffic above the tunnel will not be impacted by the construction below.

In bored tunnel construction, a tunnel boring machine (TBM) is lowered into the ground and then advances to bore a tunnel. As the TBM progresses, excavated ground material is sent back through the tunnel and out of the entry point. All excavated tunnel material will be disposed of in accordance with regulatory requirements.

The Evergreen Line bored tunnel will actually be composed of two separate tunnels, one for each direction of travel. For each tunnel, bored tunnel construction will start from the Port Moody side and a staging area and worksite will be located nearby.



BORED TUNNEL



Evergreen Line
Port Moody Tunnel Portal

Evergreen Line train at the tunnel portal, Port Moody (an artist's rendering)

PORT MOODY

East of the bored tunnel, the line will travel along the south side of the CPR tracks, travelling under the Moody Street overpass and entering Port Moody Station at ground level.

The Evergreen Line will be elevated to cross Schoolhouse Creek and Douglas Street before returning to ground level on the south side of the CPR tracks near Elgin Street.

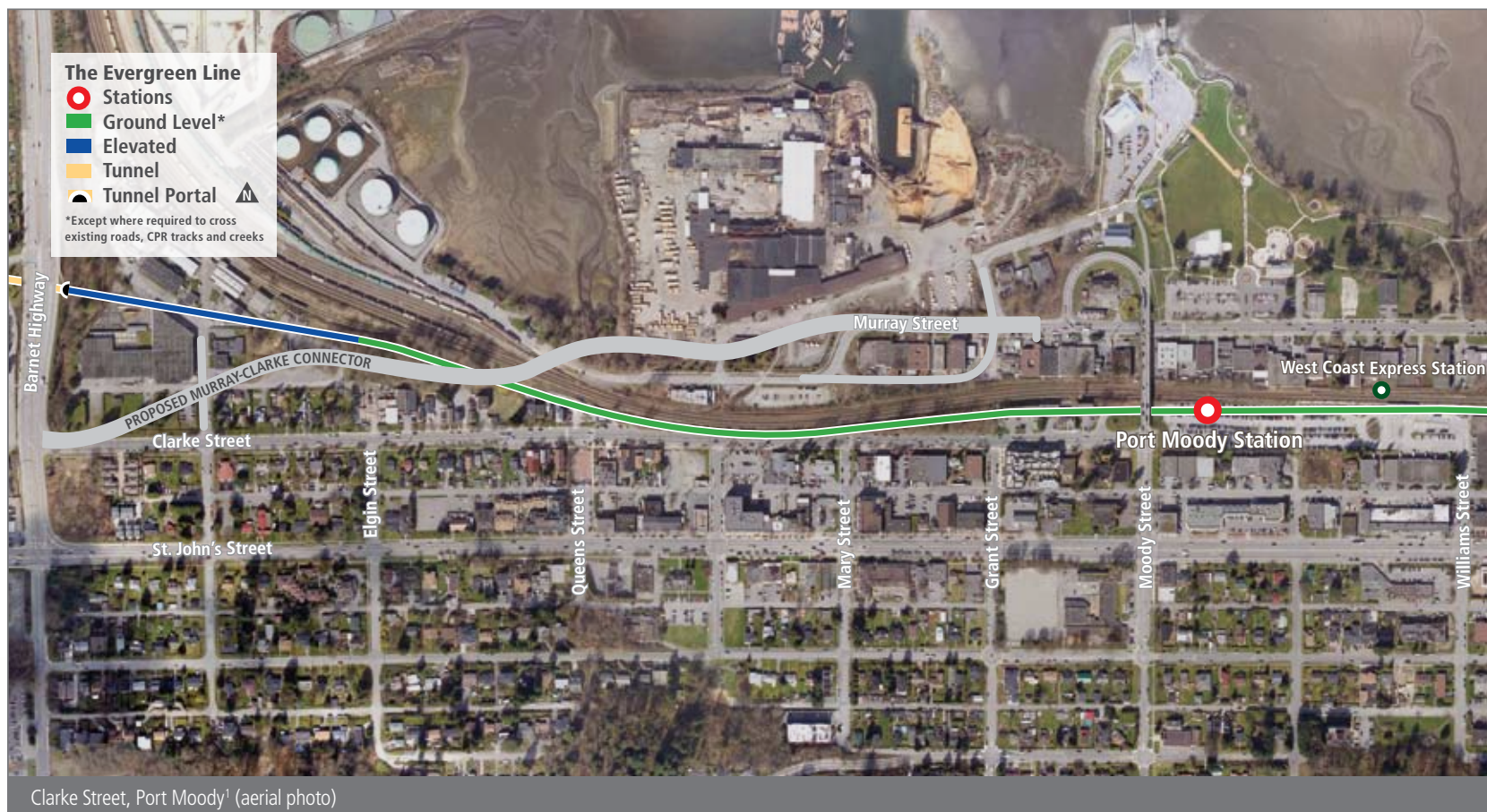
An elevated guideway will allow continued access to Short and Douglas Streets, as well as a number of properties and businesses, and will mean less impact to Schoolhouse Creek, both during construction and operation.

Murray-Clarke Connector

- The Murray-Clarke Connector is a planned TransLink project being developed in conjunction with the City of Port Moody.
- The Evergreen Line is being designed to accommodate the Murray-Clarke Connector concept plan.

Port Moody Station will be located east of Moody Street at the existing Port Moody transit exchange site.

This site will have passenger pickup and drop-off, parking, and bus and West Coast Express connections. The Moody Street overpass will continue to provide access to the north side of the CPR tracks. Parking spaces impacted by the construction of the Evergreen Line station will be replaced.



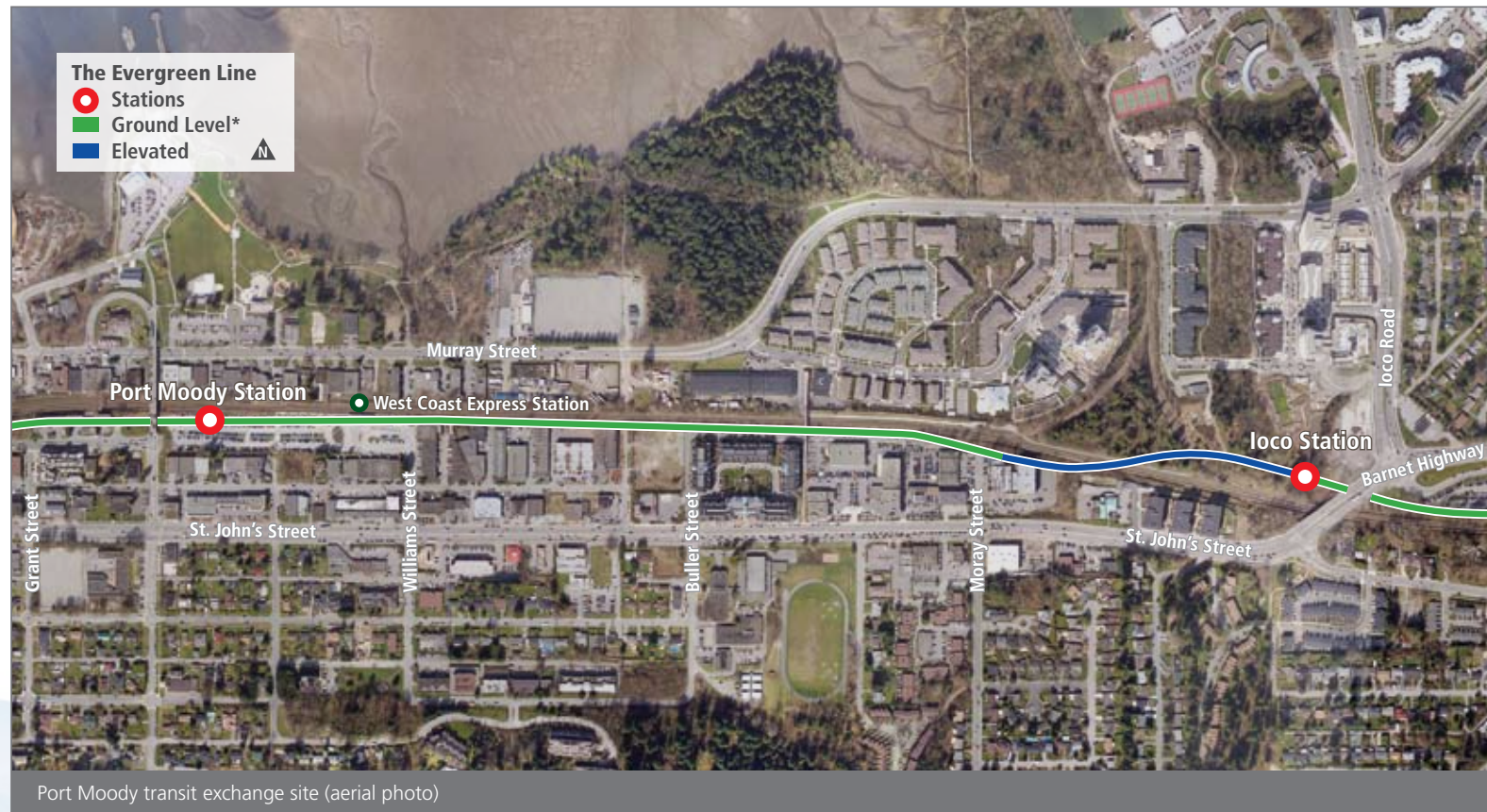
¹The proposed Murray-Clarke Connector shown above is one of the concepts developed in the Preliminary Design and Project Definition Report commissioned by the City of Port Moody and completed by Associated Engineering in 2006.

PORT MOODY

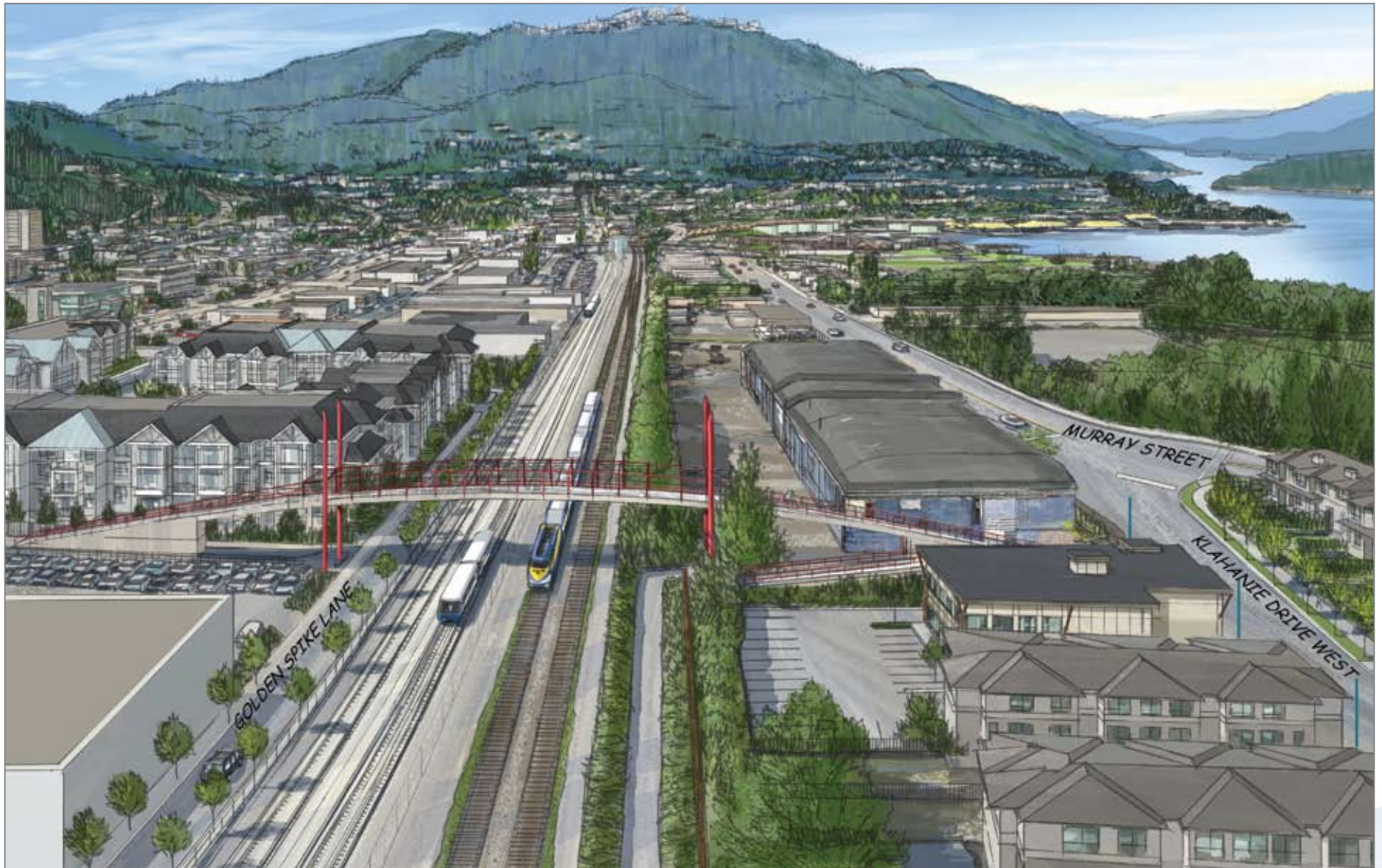
Leaving Port Moody Station, the Evergreen Line will continue at ground level along the south side of the CPR corridor.

Golden Spike Lane will be reduced to a single-lane, one-way street to accommodate the Evergreen Line. Vehicles will be able to travel west-bound on Golden Spike Lane entering at Moray Street and exiting at Buller Street.

Just east of Moray Street, the Evergreen Line will elevate to cross to the north side of the CPR tracks. The line will continue along the north side of the corridor and return to ground level at Ioco Station.



PORT MOODY



Evergreen Line at ground level through Port Moody, from Moray Street (an artist's rendering)

PORT MOODY

loco Station will be located on the north side of the CPR tracks, west of the Barnet Highway overpass, on the northwest corner of the intersection of Ioco Road and Barnet Highway.

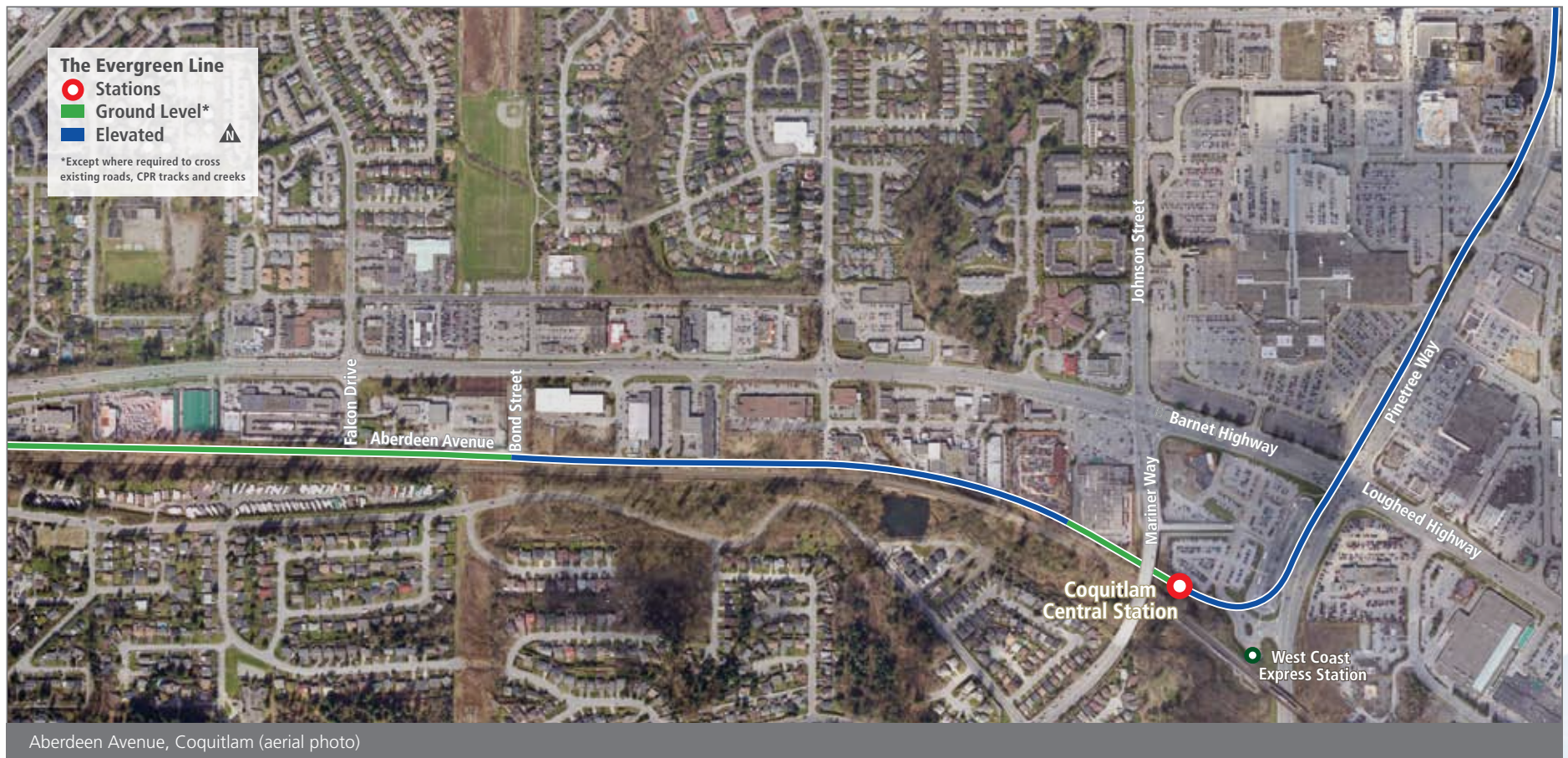
A station at this location will support existing transit-oriented developments, including Klahanie, Newport Village and Suter Brook, planned by the City of Port Moody in anticipation of a rapid transit system.



Evergreen Line loco Station, Port Moody (an artist's rendering)

Leaving Ioco Station, the Evergreen Line will travel under Barnet Highway and continue along the north side of the CPR tracks past Falcon Drive, before transitioning to an elevated guideway near Bond Street.

An elevated guideway east of Bond Street is needed to maintain existing vehicle access on Aberdeen Avenue. The Evergreen Line will remain elevated to minimize impact to Scott and Hoy Creeks, before returning to ground level to travel under the Mariner Way overpass and enter Coquitlam Central Station.



Aberdeen Avenue, Coquitlam (aerial photo)

COQUITLAM

Coquitlam Central Station will be located at the Coquitlam transit exchange site. The Coquitlam transit exchange site is a key regional transportation hub integrating West Coast Express service, local and regional bus connections, passenger pickup and drop-off, and parking. Coquitlam Central Station will also be designed to accommodate a potential future extension of the Evergreen Line to Port Coquitlam.



Evergreen Line Coquitlam Central Station (an artist's rendering)

COQUITLAM

Leaving Coquitlam Central Station, the Evergreen Line will run north on an elevated guideway, along the west side of Pinetree Way. The Evergreen Line will cross to the east side of Pinetree Way near Northern Avenue to avoid existing buildings. Continuing north, the line will cross Guildford Way, ending near Douglas College.

Douglas College Station will serve Coquitlam's City Centre, an established urban area that has seen a recent increase in high-rise development built in anticipation of the Evergreen Line.

In addition to serving Coquitlam City Hall and Douglas College, this station will promote continued expansion of transit-oriented development in the City Centre and provide access to key commercial, recreational and cultural destinations including the Evergreen Cultural Centre, the Aquatic Centre and Lafarge Park.





Evergreen Line trains travel along Pinetree Way (an artist's rendering)

STATION DESIGN

Stations serve as access points to transit systems and other parts of the city. They also serve as “community gateways”, helping to establish the identity and character of the surrounding area. Transit stations can become a focus of community activity and interaction and evoke pride of ownership in the community.

Station area planning and station design objectives:

- To maximize passenger comfort and safety
- To ensure stations are easily accessible
- To ensure easy, convenient and safe movement within the station
- To provide clear information and direction within the station
- To establish a common look and feel for the overall identity of the SkyTrain system
- To reflect community aspirations for local identity with unique elements at stations
- To provide durable and easily maintained stations

This section of the discussion guide contains information on preliminary station area design, such as station identity and safety. Input from the related questions in the feedback form will help the project team prepare for a Station Area Design Consultation in mid-2010 and assist in early station area design work.



Ticket Vending Machine at Lansdowne Station in Richmond on the Canada Line



Loughheed Town Centre Station on the Millennium Line

Common and Unique Station Elements

Stations are made up of many different elements. Some are related to how passengers access and use the station, others are related to passenger comfort and safety, and others are related to train operation.

Some elements should be the same in every station (common elements) to ensure the station is safe, accessible and easy to use. Examples of common elements include safety features, such as emergency phones. Having some different elements at each station (unique elements) helps establish a station identity. Examples of unique elements include colour choices, building materials or shape of the station.

Common elements in every station will help establish a consistent look and feel for the overall identity of the Evergreen Line, while having unique elements at each station can reinforce community identity. Station designs should strike a balance between elements that are common and elements that are unique, ensuring passenger safety, while reflecting community aspirations for local identity.

COMMON AND UNIQUE ELEMENTS	
Common Elements	Unique Elements
Consistent Safety and Security Features Emergency phone, common waiting area, security cameras	Community Identity and Character Represented in Station Design Shaping of the exterior form and the use of materials of the station to reflect the character of its surroundings
Cost-Effective Construction, Maintenance and Repair Having elements that are common to all stations, instead of “one-offs”, makes these elements easier and more cost-effective to repair or replace	Convenient Station Entrance and Access to the Community Locating the station entry with consideration of how people get to the station
Improved Movement within the Station Consistent signage and system maps	Integrating the Station in the Community Stations can be simply for transit use or play a larger role such as being part of a surrounding landscape, helping to connect two parts of a community or being part of an adjacent development
Improved Passenger Convenience A similar set-up of space in all stations	Enhanced Functionality with Site Specific Conditions Sometimes the topography, landscape or road system of the station location allows for unique opportunities for station design and expression
Easy Identification as an Evergreen Line SkyTrain Station Station look and feel is consistent across the SkyTrain network improving accessibility	

STATION SAFETY AND SECURITY

The Evergreen Line Project will design stations and their immediate surroundings to maximize security and rider safety. Crime Prevention Through Environmental Design (CPTED) principles and techniques will be used to design all Evergreen Line station areas.

Crime Prevention Through Environmental Design (CPTED)

CPTED is an approach to planning and development that reduces opportunities for crime by designing the physical environment. Studies have shown that people feel safest in places that provide for natural surveillance where they feel they can see and be seen. An enhanced sense of safety can be achieved by designing open and uncluttered spaces that are easy to use and that have no hidden or dark corners.

Choosing materials that are light in colour, using tamper-resistant materials and ensuring that the station and surrounding area is clean, well-maintained and graffiti-free enhances the feeling of safety.

Fare Gates

The Province and TransLink are working to enhance the safety and security at SkyTrain stations throughout Metro Vancouver. In April 2009, TransLink and the B.C. government announced plans to install fare gates at all SkyTrain stations, as well as Smart Card electronic fare systems. Consistent with this announcement, the Evergreen Line stations will be built with fare gates.

Transit Police Service

The Transit Police Service became fully operational in December 2005 and Transit Police Officers work in close partnership with municipal police agencies and RCMP detachments in Metro Vancouver to provide enhanced safety and security for the travelling public, transit employees as well as the broader community. The Transit Police Service delivers policing services to the transit system including SkyTrain, West Coast Express, bus, and SeaBus and will be active on the Evergreen Line.

TRAFFIC MANAGEMENT

Ensuring effective traffic management during construction is a priority for the Evergreen Line Project. Every effort will be made to avoid traffic disruptions during peak travel times and minimize traffic disruptions during off-peak travel times. Access to residences and businesses will be maintained throughout construction.

Prior to and during construction, the project will generate clear, consistent and accessible construction and traffic information for stakeholders, the public and traffic media. A traffic management plan will be developed with input from stakeholders, and will outline construction schedules and strategies to minimize disruption and maximize traffic flow predictability for travellers. The traffic management plan will consider traffic impacts relating to Evergreen Line construction and will outline specific plans to address the impacts.

Traffic Communications Tools

The Evergreen Line will use a variety of communications tools to maximize predictability for travelers. Traffic communications tools could include:

- Website
- Advertising (print and radio)
- Community updates (mailers and online)
- Email updates
- Toll-free phone number
- Road signage
- Text messaging updates
- Community liaison



North Road, Burnaby/Coquitlam

FEEDBACK FORM – WE WANT TO HEAR FROM YOU

Your feedback is important to us. The deadline for consultation feedback is midnight, November 13, 2009.

Evergreen Line Stations – Use and Access

1. Please identify the stations that you will use:

	Please identify the station you will use most often (choose only one)	Please identify all stations that you will use (check all that apply)
Lougheed Town Centre Station	<input type="checkbox"/>	<input type="checkbox"/>
Burquitlam Station	<input type="checkbox"/>	<input type="checkbox"/>
Port Moody Station	<input type="checkbox"/>	<input type="checkbox"/>
loco Station	<input type="checkbox"/>	<input type="checkbox"/>
Coquitlam Central Station	<input type="checkbox"/>	<input type="checkbox"/>
Douglas College Station	<input type="checkbox"/>	<input type="checkbox"/>

Bike lockers will be provided at SkyTrain stations wherever possible.

3. What other cycling facilities at stations would encourage you to use the Evergreen Line?

2. For the Evergreen Line station that you will **use most often**, please rate the importance of the following facilities:

	Extremely Important	Very Important	Somewhat Important	Not Very Important	Not Important At All
Pedestrian Access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Passenger Pick-up and Drop-off Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Additional comments about station access:

FEEDBACK FORM – WE WANT TO HEAR FROM YOU

Evergreen Line Stations – Elements of Station Design (Page 30)

5. Please identify your preference for the following approaches to station design (choose only one):

- All Evergreen Line stations should look the same **or**
- Each Evergreen Line station should have a unique look

6. Please identify your preference for the following approaches to station design (choose only one):

- Evergreen Line stations should be designed to stand out from the character of the immediate neighbourhood **or**
- Evergreen Line stations should be designed to blend into the character of the immediate neighbourhood

Some station features can be the same in every station (common elements) and some can be different (unique elements).

7. Please indicate your preference for exterior and interior station features: common design elements for all stations **or** unique design elements for all stations

	Common Elements		Unique Elements
Exterior station features (outdoor furniture, exterior lighting, paving and landscaping, station roof shapes, etc.)	<input type="checkbox"/>	or	<input type="checkbox"/>
Interior station features (floors, walls, furniture, lighting)	<input type="checkbox"/>	or	<input type="checkbox"/>

Evergreen Line Stations – Safety and Security (Page 32)

The following design features are used to enhance safety and security at transit stations:

- Providing sufficient lighting in and around stations.
- Maximizing the distance people can see within the station and around stations.
- Maximizing the ability of passengers to see into and out of stations.
- Avoiding dead-end corridors and unobservable spaces.
- Using security cameras in all publicly accessible areas.
- Providing easily identifiable transit staff, system-wide.
- Providing emergency and general assistance telephones on each station level.
- Integrating non-transit uses (e.g. retail) near station entries and/or at concourse levels.

8. Do you have other suggestions regarding safety and security at stations?

FEEDBACK FORM – WE WANT TO HEAR FROM YOU

9. Additional comments about Evergreen Line stations:

Traffic Communications Tools (Page 32)

10. How helpful would each of the following communications tools be in informing you about traffic information during construction of the Evergreen Line?

	Very Helpful	Somewhat Helpful	Not Very Helpful	Not At All Helpful
Evergreen Line Website (www.evergreenline.gov.bc.ca)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Print Advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Radio Advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Updates (online and emailed)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Email Updates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Toll-Free Phone Number	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Text Messaging Updates (charge per text)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Additional comments about Traffic Communications:

FEEDBACK FORM – WE WANT TO HEAR FROM YOU

How Feedback Will Be Used

Feedback gathered through Preliminary Design Consultation will be recorded and summarized in a Consultation Summary Report, which will be considered, along with technical and financial information, as the Evergreen Line Project refines its design. The Consultation Summary Report will be made available online at:

www.evergreenline.gov.bc.ca.

Are you a resident of Burnaby?

Are you a resident of Port Moody?

Are you a resident of Coquitlam?

If not in one of the above, where do you live? _____

Would you like to receive email updates about the Project? Yes No

If yes, please provide your email address on the right.

The deadline for Preliminary Design Consultation is midnight November 13, 2009

To submit your feedback online, please go to
www.evergreenline.gov.bc.ca.

Please provide your contact information (optional)

Name _____

Address _____

Postal Code _____

Email _____

Phone _____

Any personal information that you provide on this form is collected and protected in accordance with the *Freedom of Information and Protection of Privacy Act*

For Further Information:

Phone: 604-927-4452

Email: info@evergreenline.gov.bc.ca

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