



## CITY OF RICHMOND

### REPORT TO COMMITTEE

**TO:** Public Works and Transportation Committee

**DATE:** January 28, 2000

**FROM:** Gordon Chan, P. Eng.  
Manager, Transportation

**FILE:** 6480-01

**RE: TRANSLINK'S 2000 PROGRAM PLAN – FOLLOW-UP REPORT**

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#### STAFF RECOMMENDATION

1. That Council support the following Richmond-related transit service improvements being proposed by TransLink for implementation through the TransLink 2000 Program Plan:
  - (a) Introduction of the #98 B-Line service connecting Richmond and Vancouver with exclusive bus lane operations located in the median of No. 3 Road;
  - (b) Expansion of direct service connecting Richmond and UBC on the #480 by operating a regular service at 30-minute frequency all day;
  - (c) Expansion of the route #411 express bus service between West Richmond and Vancouver; and
  - (d) Revision of service design and increased frequency for local bus services to integrate effectively with #98 B-Line and to provide a more attractive service for the local Richmond travel market.
2. That Council's support for the inclusion of the above transit service improvements in the 2000 Program Plan be conveyed to TransLink Board of Directors.

Gordon Chan, P. Eng.  
Manager, Transportation

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**CONCURRENCE OF GENERAL MANAGER**

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## STAFF REPORT

### ORIGIN

At the October 25, 1999 Council meeting, staff presented a report on the City's submission of transit service improvements for inclusion in TransLink's 2000 Program Plan. At that meeting, Council endorsed a number of recommended service improvements and directed staff to report back on the outcome of evaluation by the Transit Technical Advisory Committee (TTAC) concerning Richmond's submission.

Over the past few months, staff have been working with TransLink's staff and members of TTAC to develop the draft 2000 Program Plan. TTAC endorsed a draft plan which was subsequently taken to the TransLink Board for information in January, 2000. At that time, the Board referred the draft plan for discussion with municipalities at the January 29, 2000 Council of Councils meeting. Upon receiving municipal input on the draft plan, the final plan will then be taken forward to the Board for final approval in March, 2000.

This staff report presents an overview of the bus service changes contained in the draft plan and recommends Council's support for the proposed improvements.

### ANALYSIS

#### **1. Overview of 2000 Program Plan**

The TransLink 2000 Program Plan proposes that bus service in the region be expanded by approximately 5% over 1999 service levels in 2000. This is proposed to be achieved by increasing the service level by 175,000 annual service hours and the bus fleet by 59 vehicles. The resources allocated in the plan are proposed to be focused on enhancing the levels of service on existing bus routes in response to customer requests, and implementing the Richmond-Vancouver #98 B-Line service.

#### **2. Richmond's Submission**

In late October, 1999, the City submitted the following service improvements for consideration by TTAC for inclusion in the TransLink 2000 Program Plan:

- Increase frequency and expand hours of operation of the #411 Steveston-Vancouver express bus service;
- Introduce transit service on No. 4 Rd - Granville Rd to Cambie Rd (to address service deficiencies to McLennan North and Cambie West areas);
- Expand hours of operation of #480 Richmond-UBC service;
- Increase evening and weekend frequency on all 400-series route that connect to Vancouver; and
- Introduce new Metrotown-Richmond direct service.

All of the above service improvements have been included in the draft 2000 Program Plan, except for the new direct service between Metrotown and Richmond. The introduction of a regional connector service between Metrotown and Richmond will be addressed as part of the Five-Year Richmond Area Transit Plan. Staff have been working closely with TransLink and their consultants to develop possible route options for this important regional service.

### 3. Richmond-Specific Service Improvements (included in the Draft Plan)

The features of the transit service improvements proposed to be implemented in 2000 as part of the Program Plan are:

- Richmond-Vancouver #98 B-Line - The #98 B-Line rapid bus system will provide a high quality and high frequency service to move 24,000 people per day between Richmond and Vancouver. Frequencies are in the range of 3-5 minutes in the peak and no worse than 10 minutes in the off-peak.
- Local Bus Service Improvements and Integration with #98 B-Line - The local bus network will be revised to connect with the #98 B-Line service. The local bus network enhancement will include frequency improvements (e.g. 30 minute services will be improved to 15 minutes, and 15 minute services will be improved to 12 minutes in the peak) and new cross-town connections within Richmond (e.g. service between Steveston and Bridgeport Road).
- Express Service Connecting West Richmond and Vancouver - The #411 express service connecting West Richmond and Vancouver will be improved with expanded hours of service and higher frequency.
- Service between Richmond and UBC - The current service is proposed to be expanded to regular service at 30-minute frequency all day, year round.
- New Bike Racks – A total of 45 bike racks will be purchased for all Richmond local routes. This accounts for 23% of the total purchased for the region.

The extent of transit service improvements in Richmond proposed by the 2000 Program Plan, in terms of service hours and the number of buses assigned for peak periods, are summarized as follows:

Route	Description of Improvements	Timing of Implementation	Service Hours	Peak Buses
#98	Introduce B-Line service between Richmond and Vancouver	Fall, 2000	24,100	9
#400's	Local services will be redesigned to connect with B-Line & service frequency will be increased. (This includes new service on No. 4 Rd - Granville Ave to Cambie Rd and cross-town service)	Fall, 2000	21,900	12
#411	Expand service between Richmond and Vancouver	Spring, 2000	5,800	3
#480	Expand direct service between Richmond and UBC	Summer, 2000 & Fall, 2000	8,500	2
Total			60,300	26

These transit service improvements account for 60,300 expansion service hours and 26 peak period expansion buses.

### 4. Richmond Area Transit Plan

The Five-Year Richmond Area Transit Plan (2000 – 2004) development process is now well underway. In mid-February, 2000, TransLink and the City will be taking a number of service concepts forward to the public. These concepts are intended to address the following service deficiencies:

- Lack of regional connections between Richmond and Metrotown, East Vancouver, Surrey Centre/Newton, North Delta, South Surrey, White Rock, and South Delta;
- Lack of east-west service, connections to local destinations, frequent service, and service coverage within Richmond; and
- Lack of service connecting local destinations within Richmond City Centre.

Council can expect a staff report with further details on plans to address these issues in March, 2000.

#### FINANCIAL IMPACT

None to the City at this time. The implementation of these improvements may result in some infrastructure costs to the City for new bus stops, wheelchair ramp landing pads, etc. The source of funding for this work would be the Transit Related Infrastructure Improvement Budget as part of the proposed 2000 Major Capital Works Program.

#### CONCLUSION

TransLink has now completed the draft 2000 Program Plan. The proposed Richmond-related transit service improvements, which include the #98 B-Line and related local bus integration requirements, expanded service between Richmond and UBC, improved frequencies of bus routes within Richmond, and improved express service connecting West Richmond and Vancouver, represent a significant portion of the total resource being allocated by TransLink for expansion of bus service in the region in 2000. Staff recommend that Council support the Richmond-related transit service improvements being proposed by TransLink for implementation through the 2000 Program Plan and convey its support to the TransLink Board of Directors.

Victor Wei, P. Eng.  
Transportation Engineer

Tegan Smith, M.C.P.  
Transportation Planning Analyst

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