



CITY OF RICHMOND

REPORT TO COUNCIL

**TO:** Richmond City Council  
**FROM:** Mayor Greg Halsey-Brandt, Chair  
General Purposes Committee  
**RE: CPR ARBUTUS LINE**

**DATE:** February 8<sup>th</sup>, 2000  
**FILE:** 6460-01

The General Purposes Committee, at its closed meeting held on Monday, February 7<sup>th</sup>, 2000, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION

***That Richmond go on record as supporting that the Arbutus Corridor of the CPR rail line be retained as one of several possible transportation routes to Richmond, and that our position be forwarded to the City of Vancouver, TransLink, and the Canadian Pacific Railway.***

Mayor Greg Halsey-Brandt, Chair  
General Purposes Committee

Attach.

VARIANCE

Please note that the Mayor recommended:

That Richmond go on record supporting that the Arbutus Corridor of the CPR rail line be retained for transportation purposes, and that our position be forwarded to the City of Vancouver, TransLink, and the Canadian Pacific Railway.

## ORIGIN

Council is aware that the Canadian Pacific Railway (CPR) has commenced a public consultation process to look at future uses for the Arbutus rail corridor in Vancouver, now that it is no longer being used for rail purposes. While this process is simply one of the owner scoping out different options with the public, it will no doubt lead to an official regulatory process through the City of Vancouver and the Ministry of Transport. It would therefore seem prudent to put forward a position from the City of Richmond regarding the future use of this corridor, as the proposed non-transportation uses may have significant consequences for our City.

## ANALYSIS

Council may recall that from 1989 to 1993, BC Transit carried out an extensive analysis on a Vancouver/Richmond Rapid Transit Process. Close to a million dollars was spent by BC Transit carrying out engineering and cost estimates on various possible alignments. Routes in Vancouver such as Granville, Oak, Heather, Ontario and Main Street were all examined and eliminated. Recommended routes for the final assessment were Cambie street and the Arbutus corridor. The final option selected was Skytrain running along Cambie, but the Arbutus line was a strong contender from the point of view of cost and LRT technology. (See attached copy of the Arbutus and Cambie options from the 1990 screening of routes.)

In about 1995, the Provincial government changed its priorities, and announced a Broadway/Lougheed/New Westminster rapid transit route, with a future line to Coquitlam. As part of that announcement, there were rapid transit corridors for future studies shown from Vancouver to Richmond. These corridors were Arbutus and Cambie streets, as shown on the attached map.

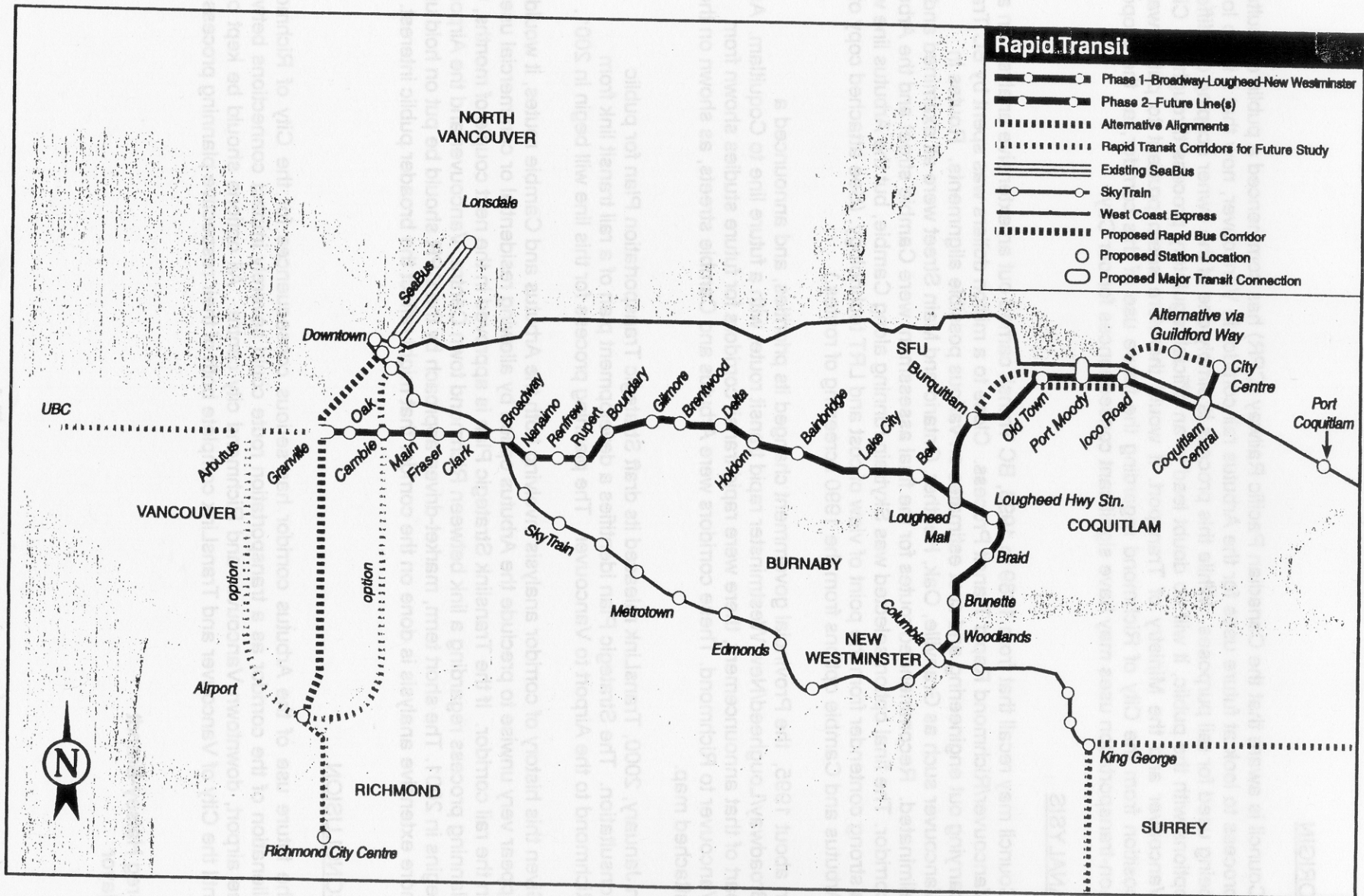
In January, 2000, TransLink released its draft Strategic Transportation Plan for public consultation. The Strategic Plan identifies a development plan of a rail transit link from Richmond to the Airport to Vancouver. The planning process for this line will begin in 2001.

Given this history of corridor analysis involving both the Arbutus and Cambie routes, it would appear very unwise to preclude the Arbutus option by allowing residential or commercial uses on the rail corridor. If the Translink Strategic Plan is approved in the next couple of months, the planning process regarding a link between Richmond town Centre, Vancouver and the Airport begins in 2001. The short term, market-driven approach by the CPR should be put on hold until more extensive analysis is done on the corridor that might reflect the broader public interest.

## CONCLUSION

The future use of the Arbutus corridor has serious consequences for the City of Richmond. Alienation of the corridor as a transportation route could severely impact connections between the airport, downtown Vancouver and Richmond city centre. All options should be kept open until the City of Vancouver and TransLink complete both of their respective planning processes.

Greg Halsey-Brandt  
Mayor



# SCREENING THE ROUTES

BULLETIN #4 - NOVEMBER 1990

## Project Update

During the Summer and Fall, the Consultants have been carrying out the initial screening to identify which routes should be considered in the next stage of the Project. The screening criteria have been applied to the approximately 200 possible options for the line to identify 10 route options for further study.

Following the Open Houses and Public Meetings in June, 1990, the Advisory Committee has expanded the terms of reference for the Project to look at the opportunities for enhancing bus services in the Study Corridor. A Baseline Bus Study will identify measures which could be taken to improve bus service and evaluate the ability of bus transit to handle the anticipated ridership in the future.

A survey among corridor residents has been carried out to measure the level of support for the Project and willingness of people to use the line.

## Screening Criteria

The factors used to screen the initial routes were described in Bulletin #3. These include the following:

- Linkage to transit network
- Extendability
- Constructability
- Capacity
- Travel Times
- Impact on Traffic

In applying the criteria, the number of routes which passed remained high. A comparison in pairs process was undertaken to further reduce the number of alternatives to a more manageable number.

## Results Of Initial Screening

The following routes were eliminated after the initial screening:

### Broadway to 64th Avenue

- Granville
- Oak
- Heather/Cambie
- Ontario
- Main

### Richmond

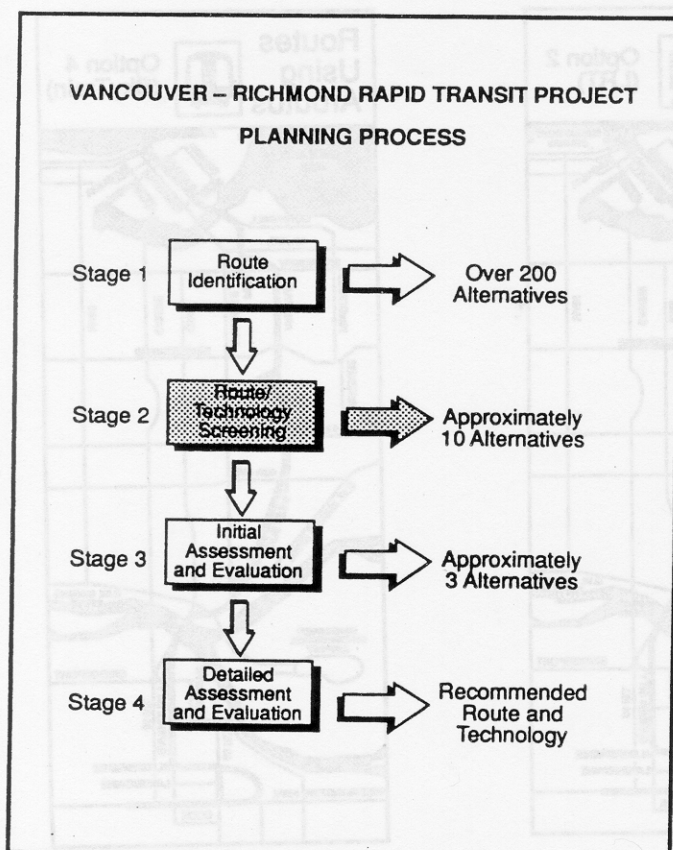
- Russ Baker Way
- No. 3 Road
- Shell Road

### Downtown Vancouver

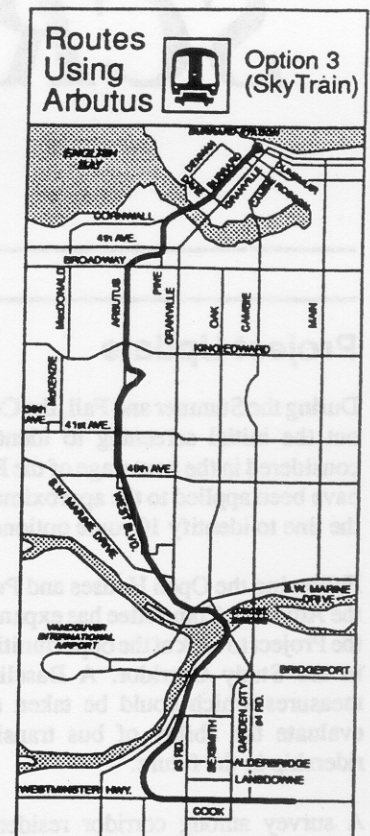
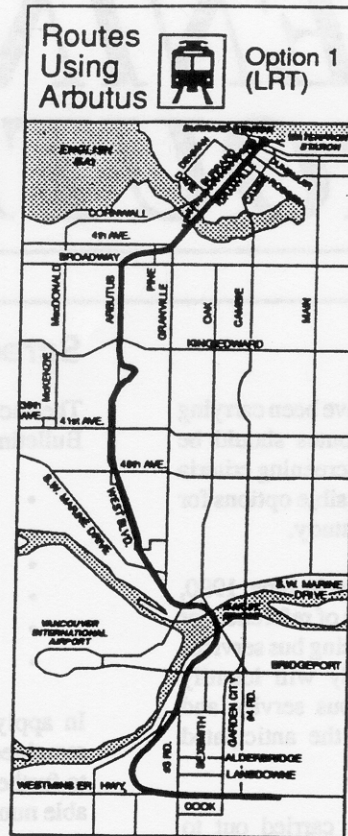
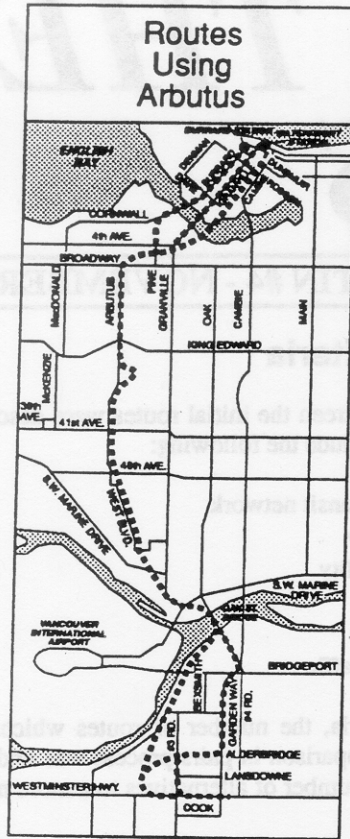
- Hornby
- Richards
- Homer
- Hamilton
- Abbott

The dedicated busway technology is recommended for elimination due to difficulties in operating this technology in downtown where an expensive tunnel would be required and its inability to meet long term transit demand. However, as outlined below, a study will be done to identify improvements to the existing bus system in the study corridor.

The route options remaining after the initial screening are shown on the following pages.

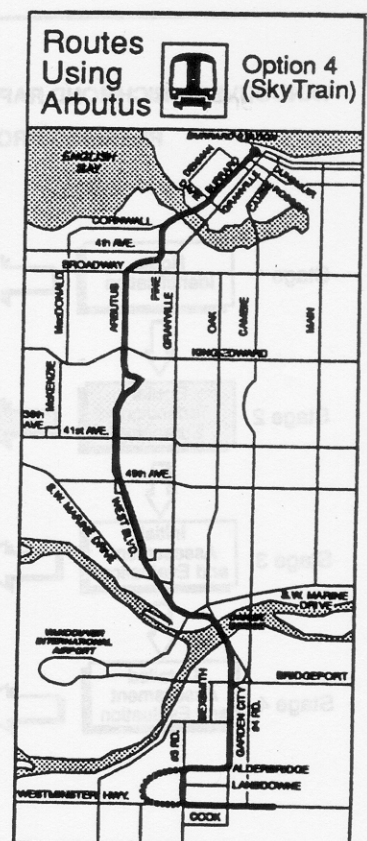
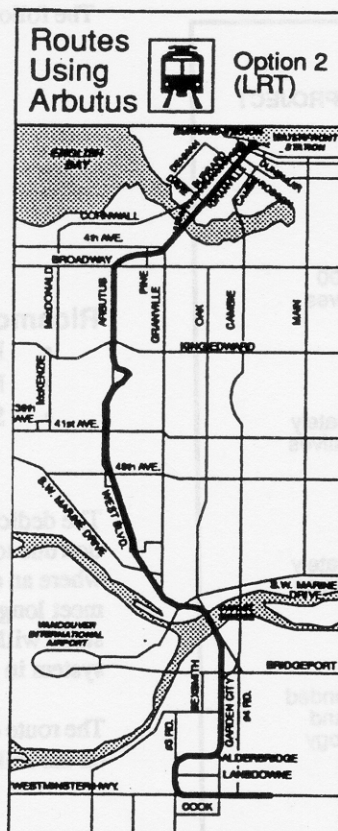
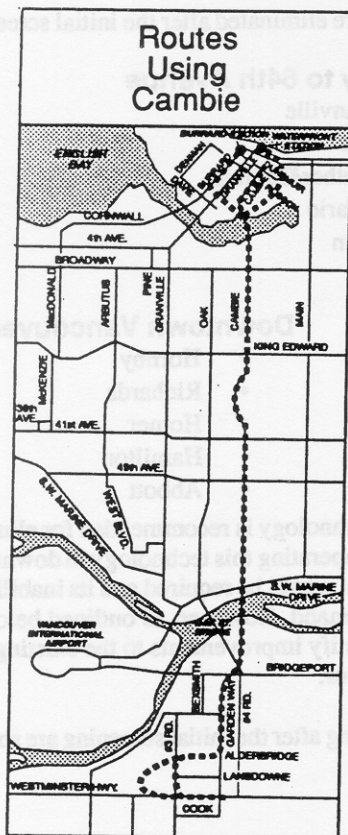


# RECOMMENDED ROUTES FOR STAGE III ASSESSMENT

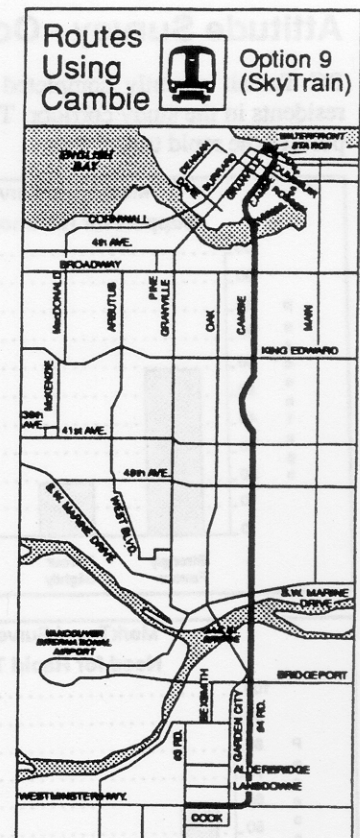
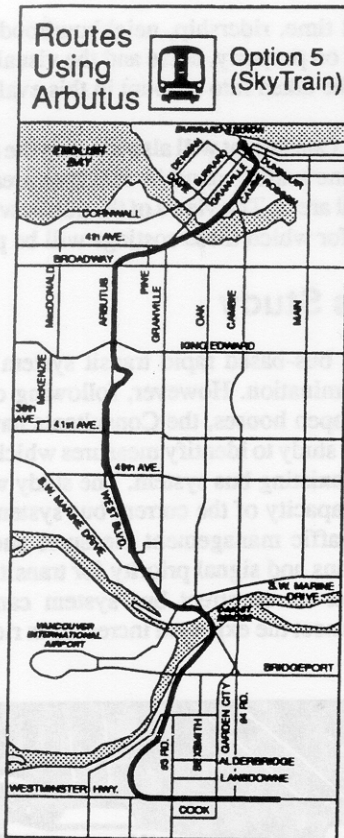


Base Route

Route Variation

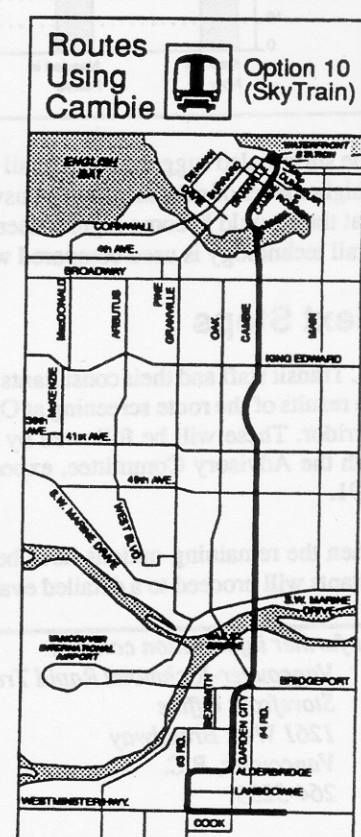
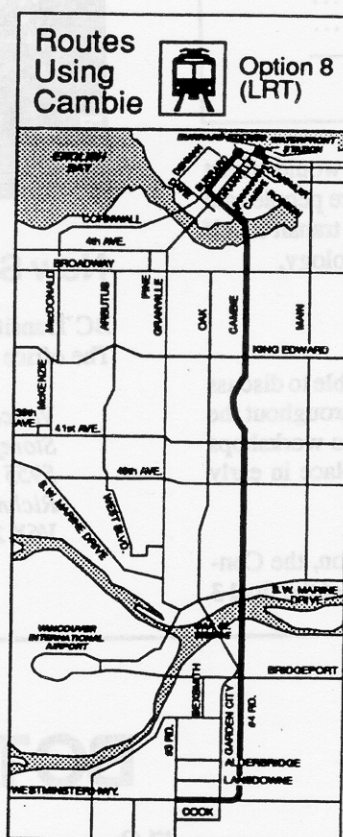
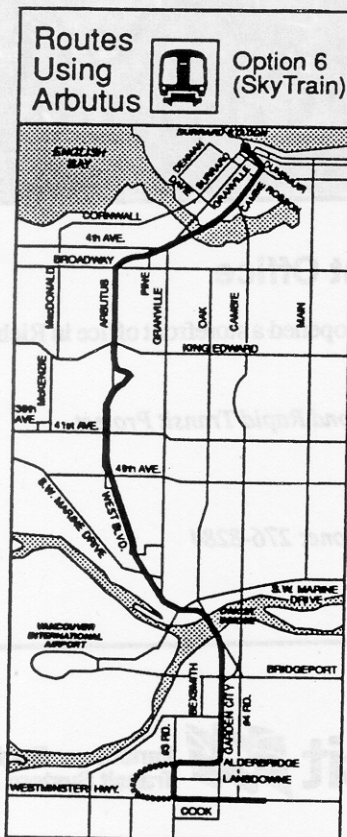


# RECOMMENDED ROUTES FOR STAGE III ASSESSMENT



Base Route

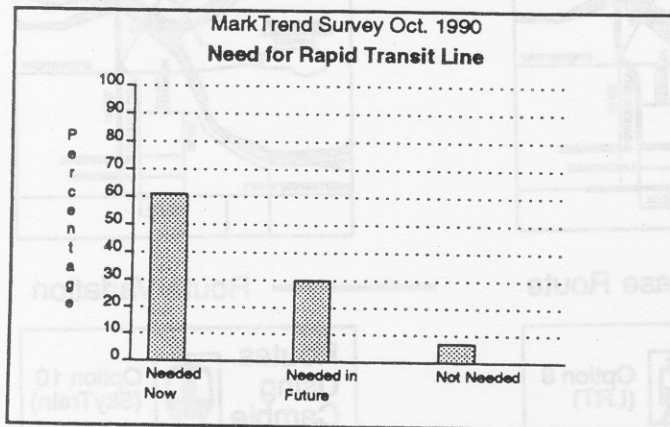
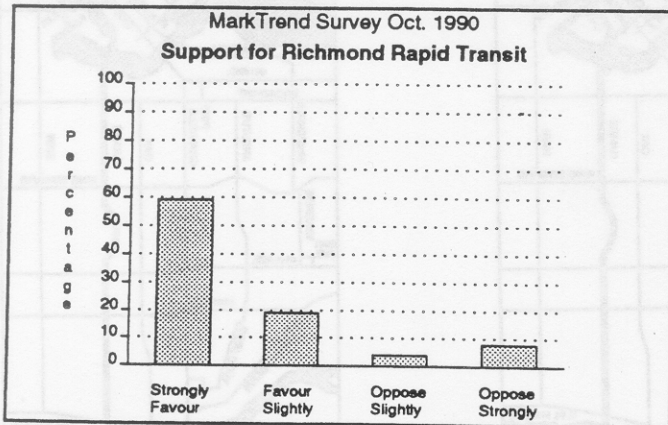
Route Variation



# WHAT THE RESIDENTS SAY

## Attitude Survey - October 1990

BC Transit recently completed a survey of 600 Vancouver residents in the study corridor. The results indicate strong support for the rapid transit line.



The survey also suggested that a rail based system would attract a higher level of ridership than a busway. 40% more people said that they would become regular users of the rapid transit line if a rail technology is used compared with bus technology.

## Next Steps

BC Transit staff and their consultants will be available to discuss the results of the route screening at Open Houses throughout the corridor. These will be followed by a set of public workshops with the Advisory Committee, expected to take place in early 1991.

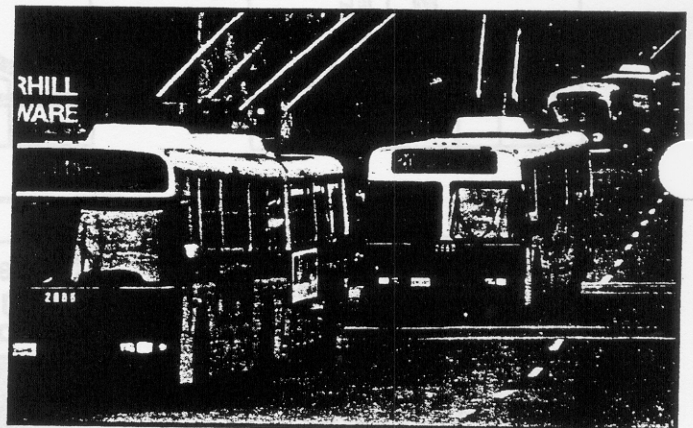
When the remaining options have been agreed upon, the Consultants will proceed to a detailed evaluation to select the final 3

options. Cost, travel time, ridership, neighbourhood impact including the impact on property, noise and the visual impact the system - will all be taken into account in this evaluation.

At the next stage, the Consultant will also identify the additional cost of placing the line underground in sensitive areas such as adjacent to residential areas. The views of the public will be used to identify the areas for which these costings will be prepared.

## Baseline Bus Study

As outlined earlier a bus-based rapid transit system has been recommended for elimination. However, following comments received at the June open houses, the Consultants have started work on an additional study to identify measures which could be taken to improve the existing bus system. The study will determine the maximum capacity of the current bus system through the introduction of traffic management measures such as bus only lanes, parking bans and signal priority for transit vehicles. It will assess whether an on-street bus system can provide sufficient capacity to meet the expected increases in ridership in the future.



## New Storefront Office

BC Transit has recently opened a storefront office in Richmond. The office is located at:

Vancouver-Richmond Rapid Transit Project  
Storefront Office  
5955 No. 3 Road  
Richmond, B.C.  
V6X 2E3 Telephone: 276-8284

For further information contact:

Vancouver-Richmond Rapid Transit Project  
Storefront Office  
1261 West Broadway  
Vancouver, B.C.  
264-5235

**BC Transit**  Vancouver Regional Transit System