



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee **DATE:** February 22, 2000
FROM: Gordon Chan, P. Eng.
 Manager, Transportation **FILE:** 6480-01
**RE: **RICHMOND AREA TRANSIT PLAN – PROPOSED TRANSIT IMPROVEMENT
 CONCEPTS AND OUTCOME OF SECOND ROUND OF PUBLIC CONSULTATION****

STAFF RECOMMENDATION

1. That the proposed transit service improvement concepts, as presented to the public in the second round of public consultation process and outlined in the attached report from the Manager of Transportation, be endorsed to be carried forward for further evaluation to determine implementation priorities in developing the draft Richmond Area Transit Plan.
2. That staff be directed to report back to Council on the implementation strategy of the recommended components of transit improvements for Richmond over the next five years upon completion of the draft Richmond Area Transit Plan.

Gordon Chan, P. Eng.
Manager, Transportation

Att. 8

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CONCURRENCE OF GENERAL MANAGER

STAFF REPORT

ORIGIN

Since May, 1999 staff have been working with TransLink to develop the Richmond Area Transit Plan. In September, 1999 the public provided input in the identification of the key transit issues for Richmond. At the November 8, 1999 Council meeting, a staff report was presented to advise Council of the outcome of the first round of public consultation. At that meeting, Council endorsed the following recommendations:

- *That the key transit issues identified by the public in the first round of consultation and outlined in the attached report from the Manager of Transportation be used to formulate the transit strategy options in the next phase of the Richmond Area Transit Plan development.*
- *That staff be directed to continue to work with TransLink to raise public awareness of the next round of public consultation events for the Richmond Area Transit Plan.*

In Fall of 1999, the key transit issues identified by the public and information such as origin-destination trends, and transit ridership were analyzed to determine the existing and future deficiencies in the Richmond area transit network. A number of transit improvement strategies were then developed to address these deficiencies. These improvement concepts were taken forward to the public as part of the second round of public consultation conducted in February, 2000.

This staff report presents the proposed transit improvement concepts and the input obtained through the latest public events for Council's consideration.

ANALYSIS

The overall intent of the Richmond Area Transit Plan is to identify service improvements required to address current transit service deficiencies and to respond to land use and demographic changes. The key elements of the plan are: local route structure and service improvements, regional connections, and method of service delivery. The following summarizes the service improvements scheduled for implementation by the end of 2000, and service alternatives that could be introduced over the period of 2001 to 2005. The input from the public consultation process is also presented.

1. Committed Improvements in 2000

The following transit improvements are committed to be implemented as part of the TransLink 2000 Program Plan.

1.1 Regional Service Improvements (Attachment 1)

- Completion of #98 B-Line service between Richmond and Vancouver;
- Thirty-minute service (all-day and year round) between Richmond and UBC on the #480;
- A frequent airport shuttle and increased frequency on the #404;
- Increased frequency and extended service hours on the #411 service between West Richmond and Vancouver;
- New direct service between the Steveston area and Bridgeport/Knight Street bridge area on the #402;
- Improved connections between transit services serving the areas south of the Fraser River and Richmond at Highway 99/Steveston Highway;

- Direct service between the Steveston area and 22nd Street Skytrain station on the #410; and
- New peak period service between Richmond and Surrey Centre.

1.2 Local Service Improvements (Attachment 2)

- New service on No. 4 Road between Alderbridge Way and Cambie Road;
- Improved frequency and extended operating hours on the #425 service to the south terminal of Vancouver International Airport;
- New frequent service on Cooney Road;
- New regional transit exchange at Lansdowne Mall;
- Direct service to Riverport via Lansdowne Exchange;
- Direct service between the Steveston area and Bridgeport area on the #402;
- Direct service between the Steveston area and Cambie area on the #410;
- Improved service frequency during peak, midday and evenings on the #403; and
- General frequency increase on most local Richmond routes.

2. **Proposed Service Improvement Concepts for 2001 to 2005**

A number of major local and regional service improvement concepts have been developed to address the remaining deficiencies in the Richmond area transit network. These concepts are:

2.1 Regional Service Improvement Concepts

- *Service between Richmond Centre and Metrotown* (Attachment 3):
Option 1: Service via Marine Drive (27 minute travel time/20 minute frequency)
Option 2: Service via 49th Avenue (32 minute travel time/20 minute frequency)
- *Service between Richmond Centre and East Vancouver* (Attachment 3):
Option 1: Limited stop service via Knight Street (30 minute travel time/20 minute frequency)
Option 2: Service via Knight Street to more destinations (35 minute travel time/20 minute frequency)
- *Service between Richmond Centre and Surrey/North Delta* (Attachment 4):
Option 1: Newton via 72nd Avenue (40 minute travel time/20 minute frequency)
Option 2: Surrey City Centre via 88th Avenue (45 minute travel time/20 minute frequency)
- *Service between Richmond Centre and White Rock/South Delta* (Attachment 5):
Option 1: Transfer at the Steveston Highway and Highway 99 interchange (15 minute frequency)
Option 2: Direct service to Richmond City Centre (30 minute frequency)

2.2 Local Service Improvements

- *Cross-Town Service* (Attachment 6):
Option 1: Service via Steveston Highway
Option 2: Service via Williams Road
Option 3: Service via Blundell Road
Option 4: Service via Alderbridge Way/Cambie Road to the Crestwood area
- *Community Bus Service* (Attachment 7):
Option 1: North of Bridgeport (Crestwood Industrial area)
Option 2: Terra Nova area
Option 3: Steveston area

- *City Centre Circulator Services* (Attachment 8):
 - Option 1: Direct service to major activity centres with less overall coverage of the City Centre area.
 - Option 2: More circuitous routing to many destinations with greater coverage of the residential and commercial areas of City Centre.

3. Public Consultation Activities

The purpose of the second round of public consultation (conducted in February, 2000) was two fold:

- To inform the public about committed transit service improvements that will be implemented in the year 2000 as part of the TransLink Program Plan 2000; and
- To get feedback and suggestions from the public on preferences and priorities for the implementation of local and regional service improvements over the 2001 to 2005 period.

3.1 Public Consultation Events

The second phase of the public consultation process was carried out between February 11 and 28, 2000. These events were promoted through various news media. The following events were held:

- Open House - On February 11, 2000, an all-day open house was held at Richmond Centre Mall. It is estimated that approximately 500 people attended this event.
- Workshops - On February 14 and 15, 2000, workshops were held at the Richmond Cultural Centre. About 100 people attended these events.
- Vancouver International Airport - Open houses were held at the Vancouver International Airport from February 15 to 23, 2000. It is estimated that between 200 and 300 people attended this event.
- Richmond City Hall - Display materials were placed at Richmond City Hall between February 22 and 28, 2000 to provide members of the public who were not able to attend the open house or workshops to comment on the ideas being put forward.
- Special Stakeholder Groups - In addition to being invited to attend the public events, a number of community groups, including Richmond Community Services Council, Richmond Chinese Community Society, Richmond Asia Pacific Business Association, and Kwantlen College representatives have been sent a letter inviting formal comments on the service concepts.

3.2 Richmond Transit Public Advisory Committee

The comments received from members of the Richmond Transit Public Advisory Committee concerning the proposed improvement concepts are as follows:

- Consideration should be given to operating the #411 as an all-day express service;
- Consideration should be given to using the No. 2 Road bridge to provide more direct service to Vancouver;
- Bus stops in the City Centre should be wheelchair accessible;
- Demand-responsive community bus service needs to be clearly explained to the public;

- Ridership forecast should take into account that Vancouver International Airport employment will be higher than the forecast prepared by GVRD;
- Transit service should accommodate morning work arrival times; and
- The Committee would like to see the detailed comments of the public on the plan.

3.3 Summary of Issues Identified by the Public

The following is a summary of the comments received from the public during the second round of public events.

- Regional Service to East Vancouver and Metrotown - Participants indicated that regional connections to East Vancouver and Metrotown were a higher priority than connections to other parts of the region such as Surrey and White Rock. Many people noted that better connections to Simon Fraser University are needed in addition to the direct service to UBC.
- Regional Service to Surrey and North Delta - Many people suggested that better connections to Surrey City Centre and Surrey Tax Centre are needed. Improved service to Surrey and North Delta appears to be the second priority for regional service improvements, after enhanced connections to East Vancouver and Burnaby.
- Regional Service to South Surrey, White Rock and South Delta - Many participants expressed a desire for better connections between Richmond and the ferry terminal, South Surrey, White Rock, and South Delta.
- Cross-Town Service and Major Local Destinations - Participants were supportive of the idea of introducing new cross-town service to improve local connections. Of the routes proposed, Williams Road had the most support. Major local activities such as Kwantlen College, various shopping centres, and community centres were also identified as important destinations requiring improved service.
- Community Bus Service - Participants were extremely supportive of the idea of community bus service in Richmond.
- City Centre Community Bus - The most frequent comments regarding a City Centre Community Bus were that the service should be reliable and frequent. People were generally more supportive of service with a greater coverage area.
- Service to Vancouver International Airport - Participants expressed that transit service start times need to accommodate shift workers, and that there needs to be more direct service to the airport from Richmond and from communities south of the Fraser River.
- #98 B-Line and Committed Local Improvements - Participants expressed a need for the features of the #98 B-Line service to be promoted and explained.
- General - Some participants indicated that the plan should be cost effective.

4. **Proposed Third Phase of Public Consultation**

Staff are working with TransLink to design the third phase of public consultation which is scheduled for April, 2000. The third round of events will serve to get input from the public on the final plan and is expected to include:

- An all-day open house at Richmond Centre Mall;
- An open house at the Richmond Cultural Centre during the afternoon and evening;
- Consultation with various stakeholder groups; and
- News media promotion.

5. Next Steps

The following steps will be taken by TransLink and City staff to develop the final Richmond Area Transit Plan:

- March/April, 2000 - Evaluation of service options to be completed based on input from the Richmond Transit Public Advisory Committee and the public consultation process. The evaluation will also take into consideration the TransLink Strategic Transportation Plan, market research, cost evaluation, and travel demand data.
- April, 2000 - Preliminary plan to be taken forward to the third round of public consultation.
- May, 2000 - Draft Final Plan to be submitted to TransLink Board of Directors for approval in principal.
- May, 2000 - Draft Final Plan to be taken forward to Richmond City Council for comment and endorsement.
- June, 2000 - Final Plan to be taken forward to TransLink Board of Directors for approval.

FINANCIAL IMPACT

Staff participation at public consultation events will result in some overtime costs, which will be absorbed in the existing operating budget. All other costs of the consultation program will be borne by TransLink. The implementation of the various service improvements will likely require bus stop improvements and minor road geometry changes (e.g. intersection corner improvements). Part of these costs has been identified in the 2000 City Capital Plan. A portion of the bus stop improvements is also eligible for TransLink funding contribution under the Transit Infrastructure Improvement Program.

CONCLUSION

Phase two of the public consultation for the Richmond Area Transit Plan is now complete. In general, the public is very supportive of the transit service concepts being put forward. Staff are therefore recommending that the service improvement concepts presented to the public in the second round of public consultation and described in this staff report be carried forward for further analysis as part of the finalization of the Richmond Area Transit Plan.

Victor Wei, P. Eng.
Senior Transportation Engineer

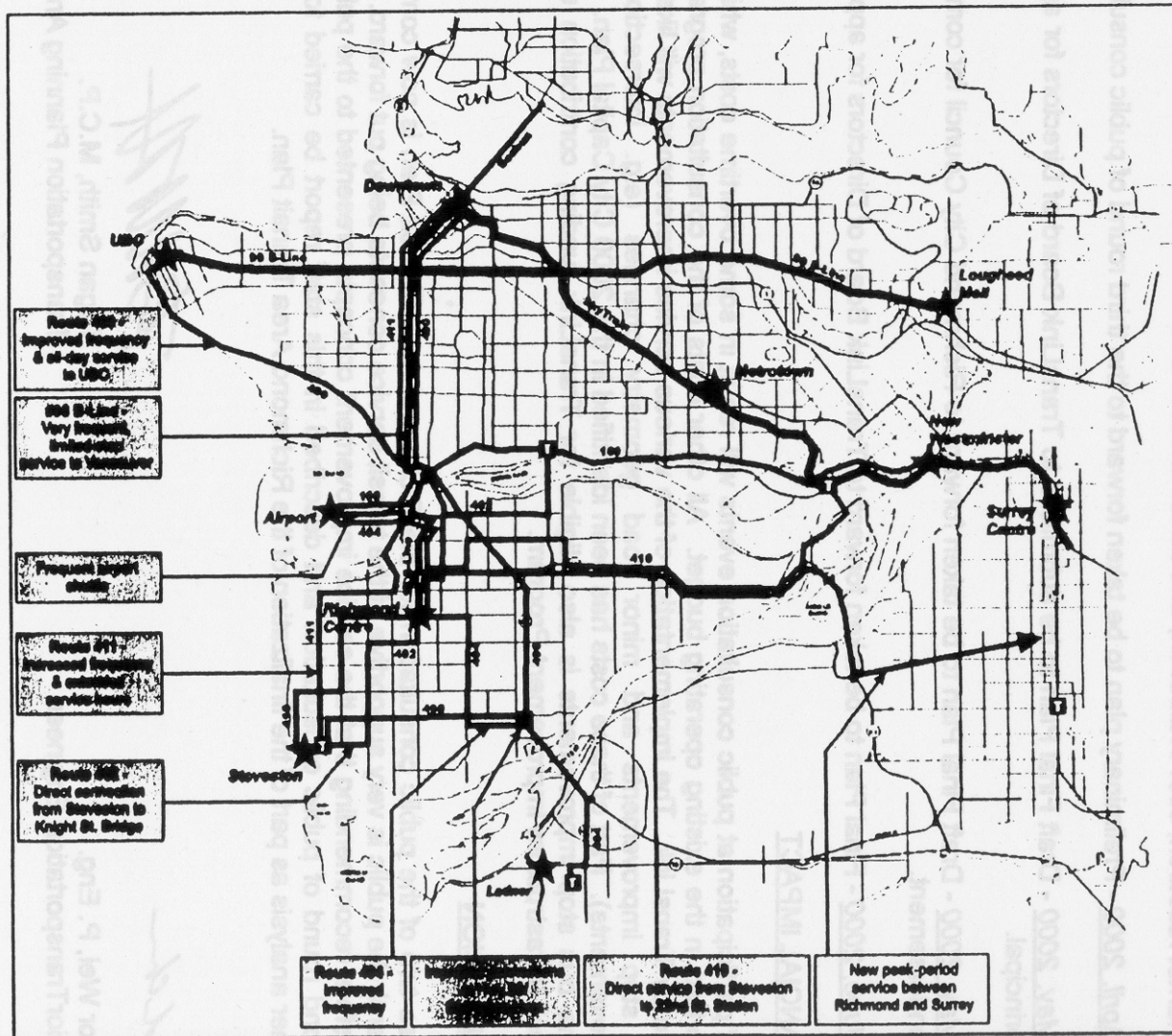
Tegan Smith, M.C.P.
Transportation Planning Analyst

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COMMITTED REGIONAL SERVICE IMPROVEMENTS FOR YEAR 2000

The service improvements highlighted here will be implemented by TransLink during the year 2000.



REGIONAL TRANSIT ISSUES	TO BE RESOLVED BY YEAR 2000
Frequency of service - Vancouver	✓
Frequency of service - other regional centres	✓
Direct service to bus for other regional destinations	✓
Transfer time	✓
Peak loading	✓
Support of other modes	✓

Note: Unchanged existing services are shown in grey.

Attachment 1



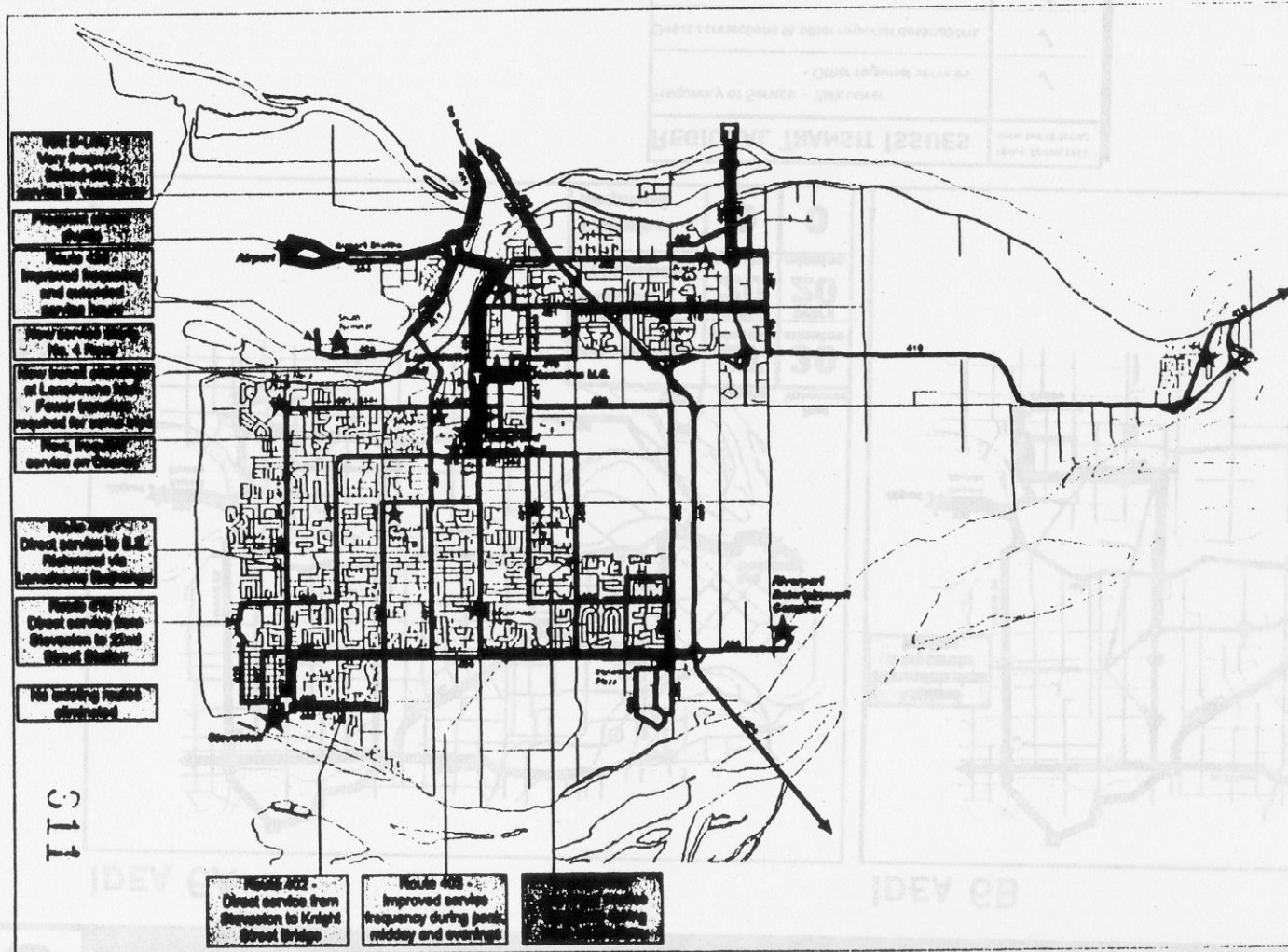
Richmond Area Transit Plan

URBAN
February 2000

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COMMITTED LOCAL SERVICE IMPROVEMENTS FOR YEAR 2000

The service improvements highlighted here will be implemented by TransLink during the year 2000.



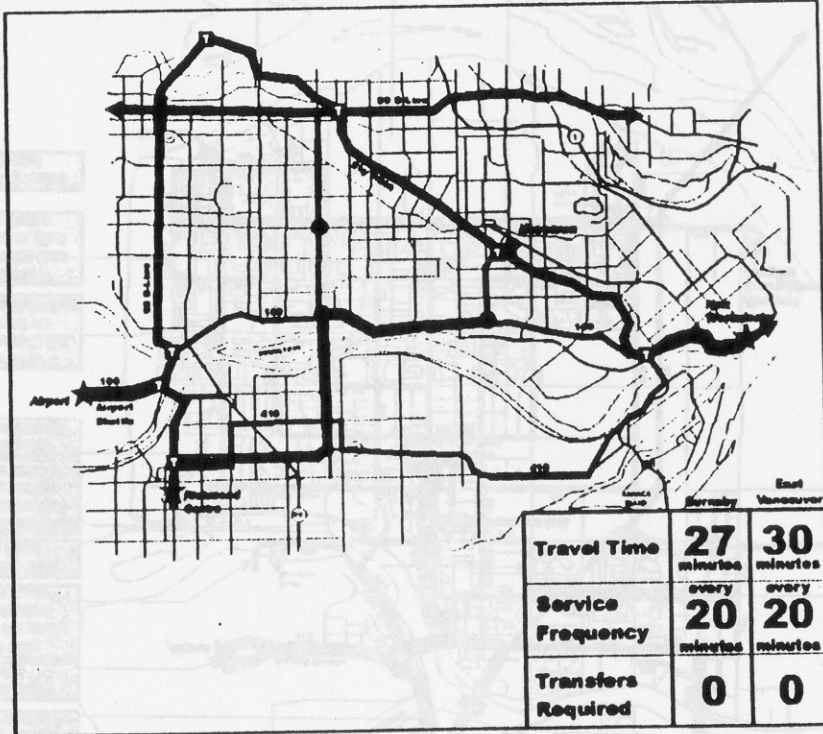
Note: Unchanged existing services are shown in grey.

Attachment 2

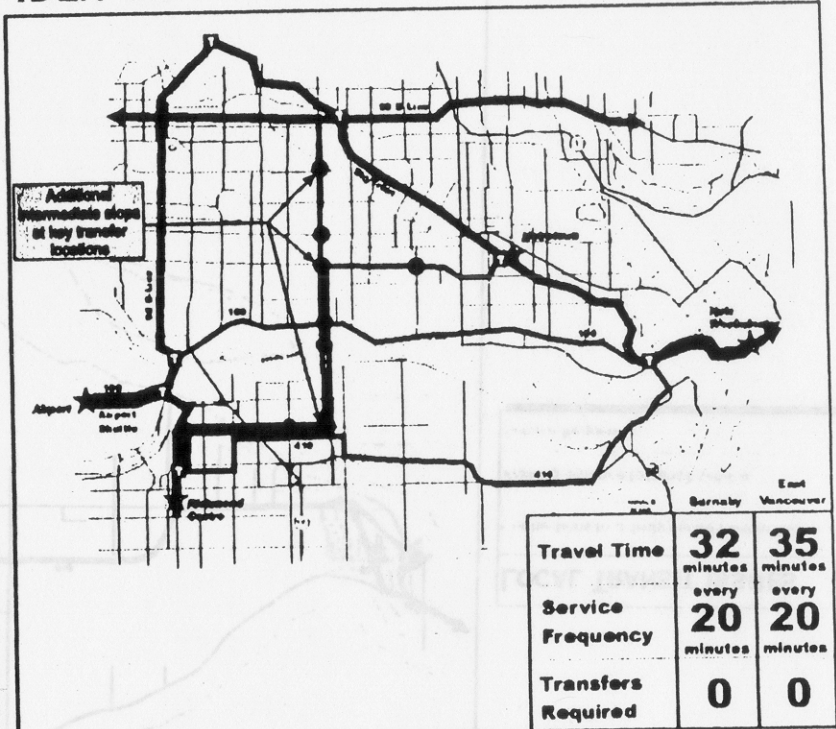


6 IDEAS FOR REGIONAL SERVICE TO EAST VANCOUVER & BURNABY

IDEA 6A



IDEA 6B



512

REGIONAL TRANSIT ISSUES	ISSUE ADDRESSED WITH THE IDEA?
Frequency of Service - Vancouver - Other regional services	✓
Direct connections to other regional destinations	✓
Travel time	✓
Overcrowding	
Airport connections	

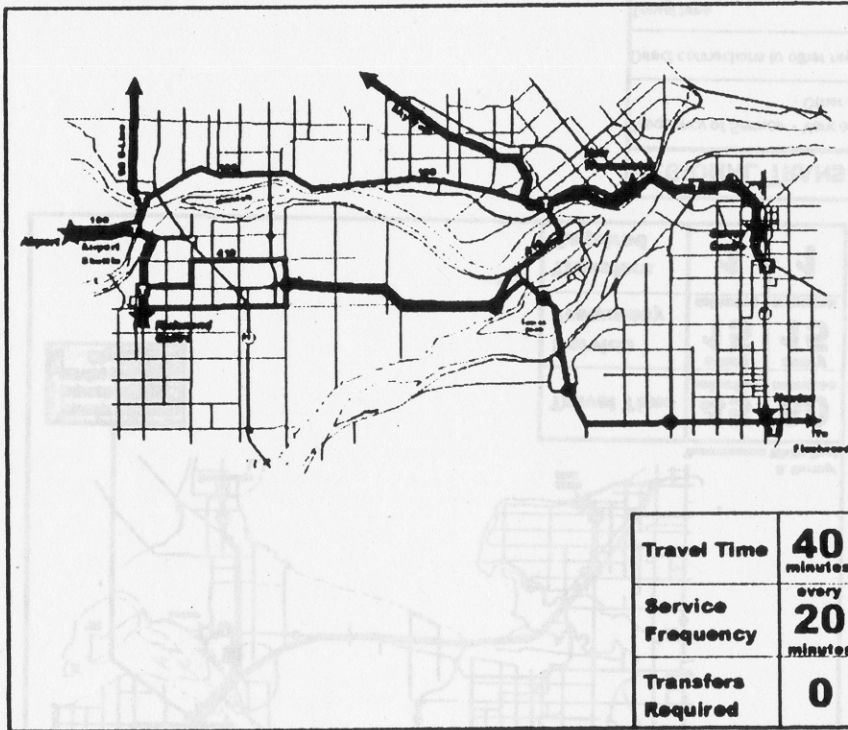
Attachment 3



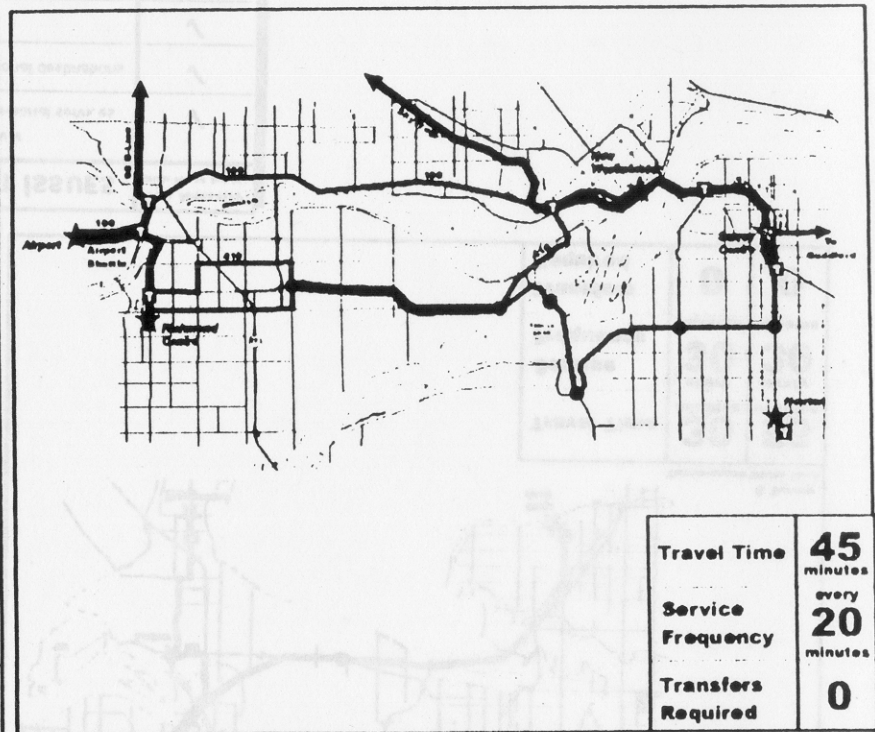
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IDEAS FOR REGIONAL SERVICE TO SURREY & NORTH DELTA

IDEA 7A



IDEA 7B



REGIONAL TRANSIT ISSUES	ISSUE ADDRESSSED WITH THE SERVICE
Frequency of Service - Vancouver - Other regional services	✓
Direct connections to other regional destinations	✓
Travel time	✓
Overcrowding	
Airport connections	✓

S13

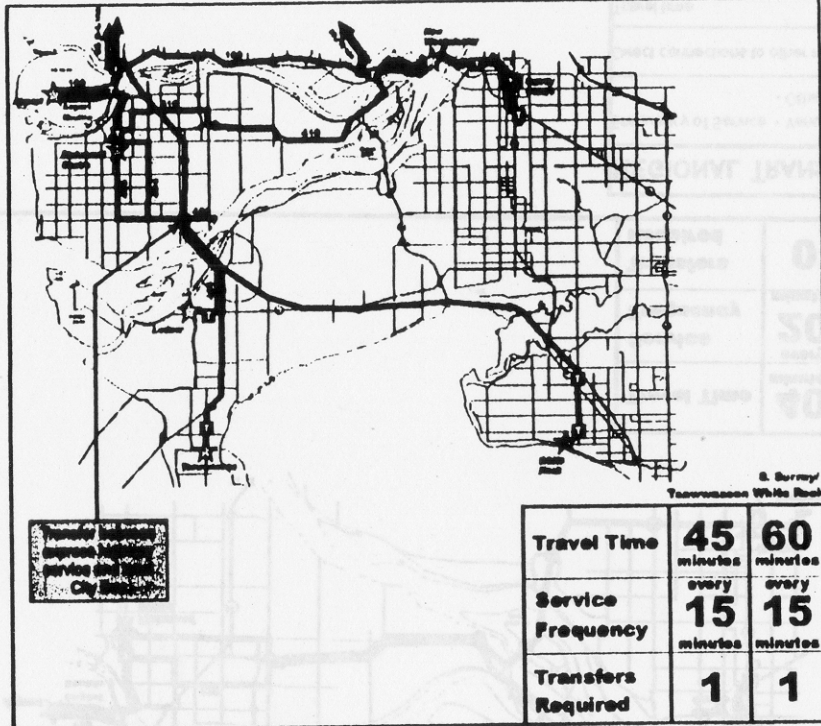
Attachment 4



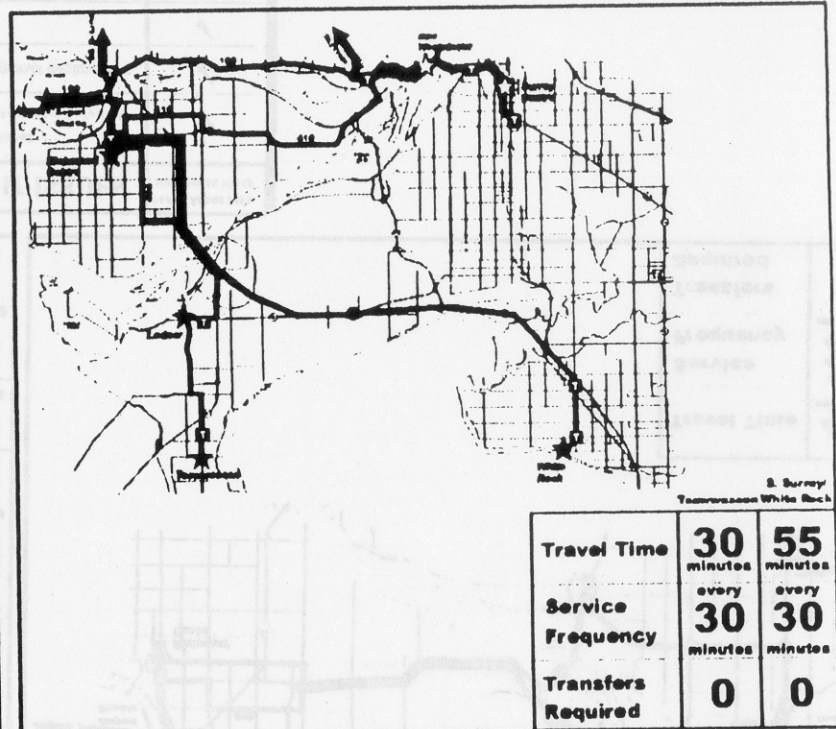
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IDEAS FOR REGIONAL SERVICE TO SOUTH SURREY, WHITE ROCK & SOUTH DELTA

IDEA 8A



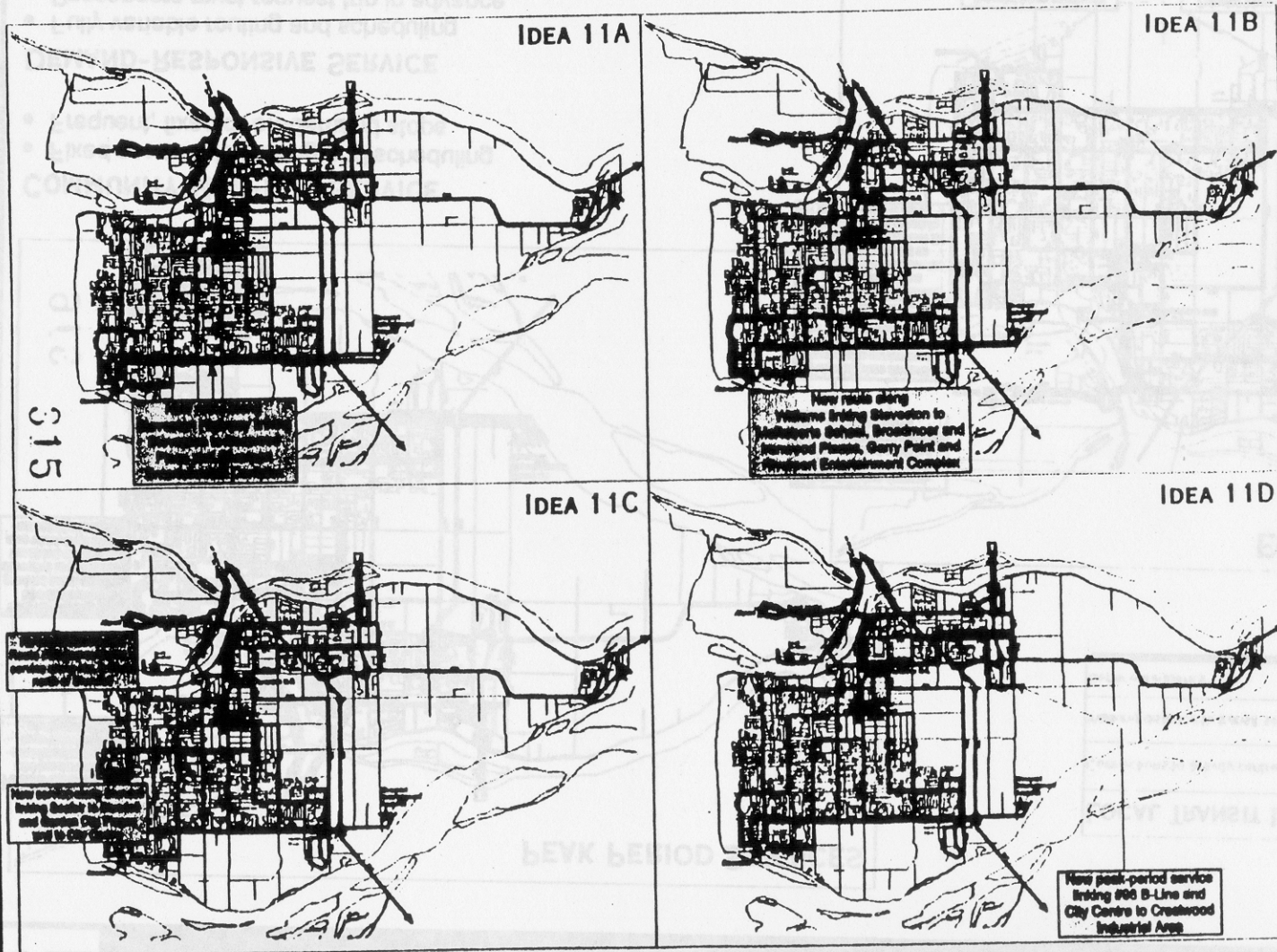
IDEA 8B



REGIONAL TRANSIT ISSUES	ISSUE ACCURATELY WITH THESE IDEAS
Frequency of Service - Vancouver - Other regional services	✓
Direct connections to other regional destinations	✓
Travel time	✓
Overcrowding	
Airport connections	✓

S14

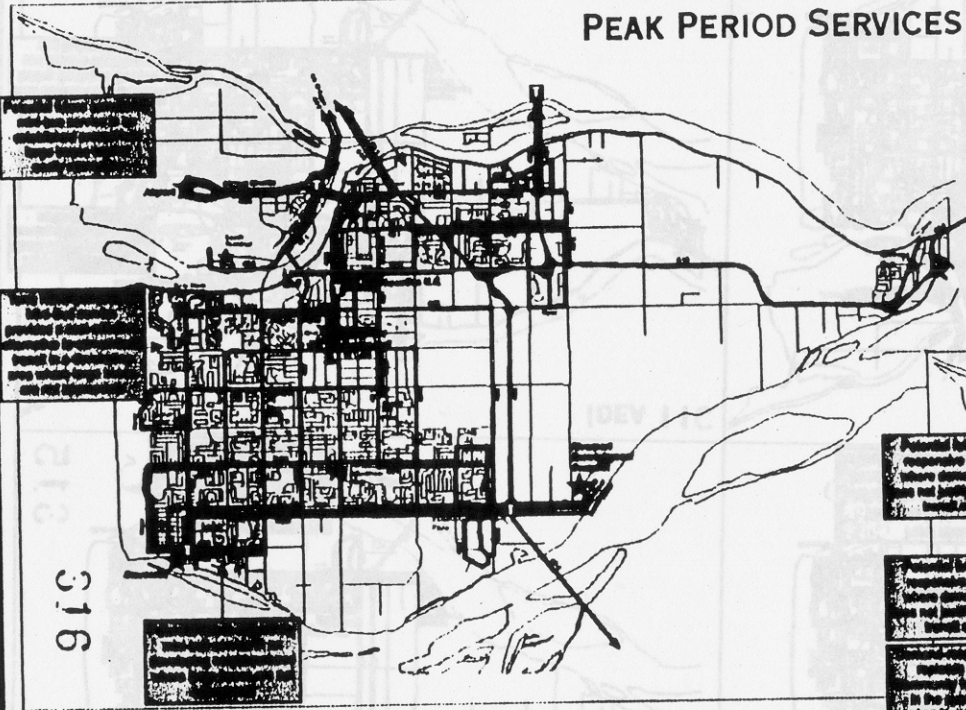
IDEAS FOR CROSS-TOWN SERVICE



LOCAL TRANSIT ISSUES	Issue Addressed with this idea
connections to activity centres within the city	✓
Walking distance to transit service	✓
service frequency	✓

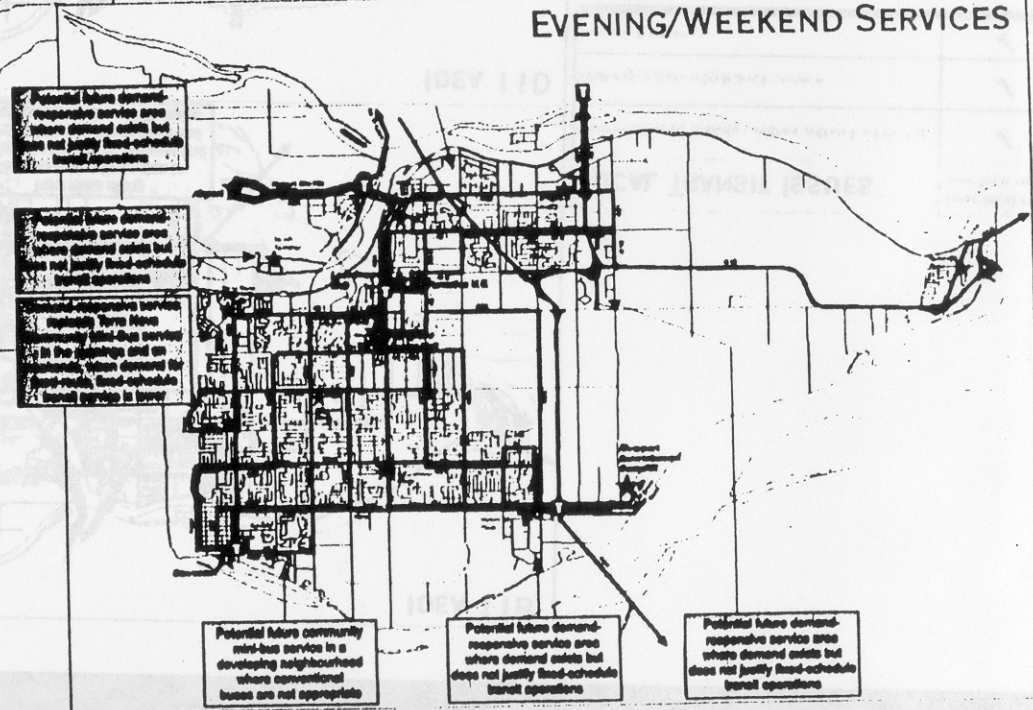
IDEAS FOR COMMUNITY SERVICE

PEAK PERIOD SERVICES



LOCAL TRANSIT ISSUES	ISSUE ADDRESSED WITH THESE IDEAS
Connections to activity centres within Richmond	✓
Walking distance to transit service	✓
Service frequency	✓

EVENING/WEEKEND SERVICES



COMMUNITY MINI-BUS SERVICE

- Fixed or variable routing and scheduling
- Frequent, fixed or on-demand stops

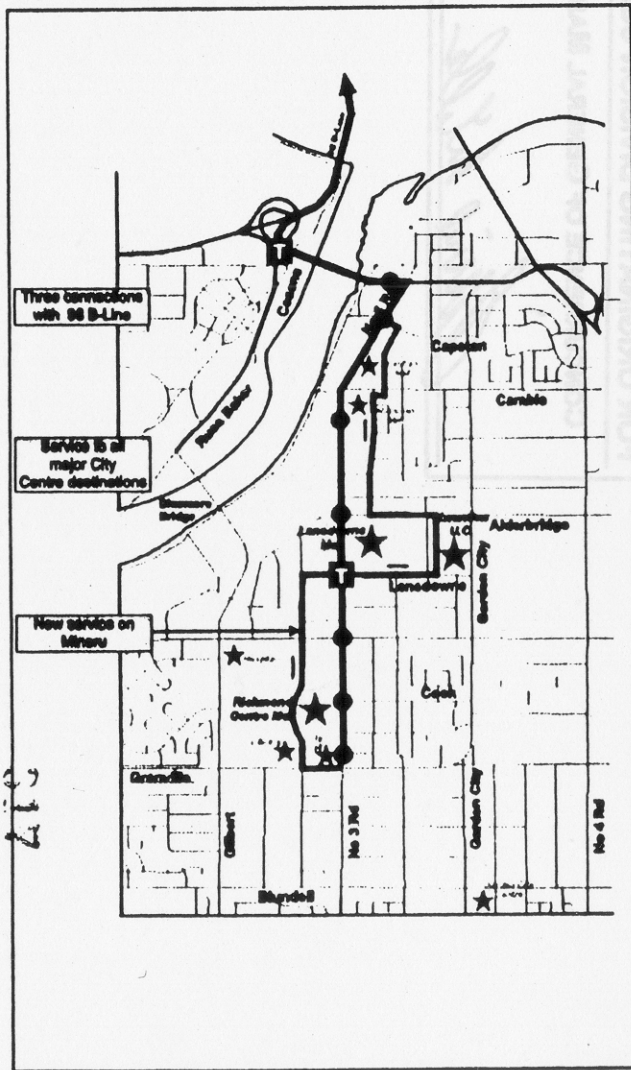
DEMAND-RESPONSIVE SERVICE

- Fully variable routing and scheduling
- Passengers must request trip in advance

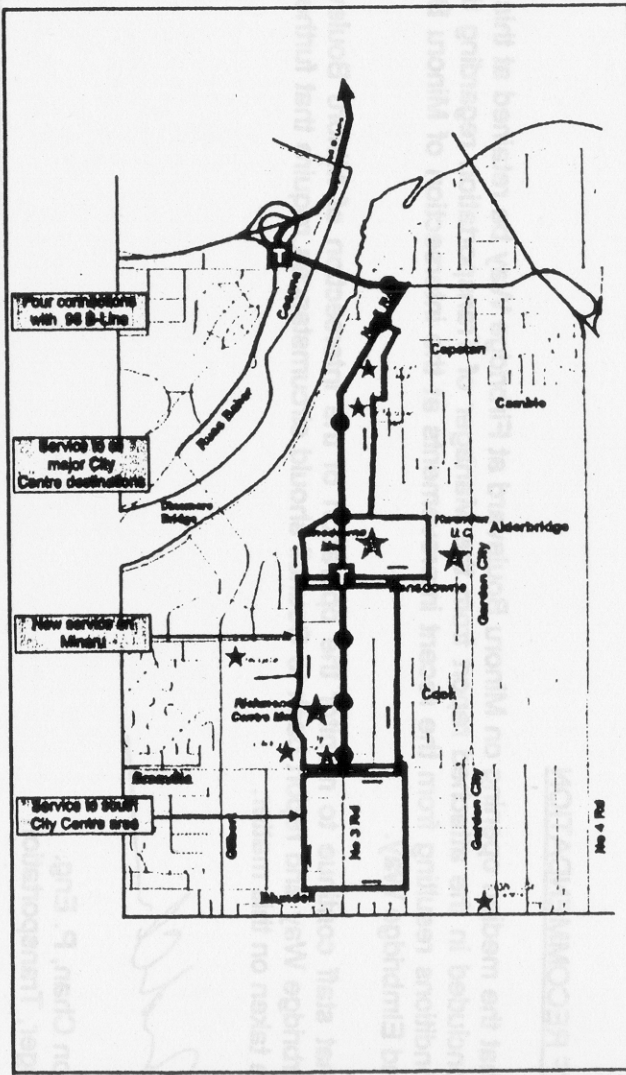
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IDEAS FOR CITY CENTRE COMMUNITY BUS

IDEA 14A



IDEA 14B



FEATURES

- Frequent service
- Smaller buses
- Stops closer to destinations

EXAMPLE TRIP: Minoru Park to Kwantlen College

