



## City of Richmond

## Report to Committee

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**To:** Public Works and Transportation Committee      **Date:** March 19, 2002  
**From:** Gordon Chan, P. Eng.  
Director, Transportation      **File:** 6480-01  
**Re:** Tall Ships – Conceptual Plan for Special Transit Services

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### Staff Recommendation

1. That Council endorse in principle the conceptual special transit services to support the Richmond Tall Ships 2002 event.
2. That staff be directed to continue to work with TransLink, Coast Mountain Bus Company and the Richmond Tall Ships 2002 Committee to refine the transit plan.
3. That staff be directed to report back on a comprehensive Richmond Tall Ships 2002 Transportation Plan, including transit services and traffic and parking management.

Gordon Chan, P. Eng.  
Director, Transportation

Att. 1

FOR ORIGINATING DIVISION USE ONLY	
<b>CONCURRENCE OF GENERAL MANAGER</b>  Urban Development	<b>CONCURRENCE OF GENERAL MANAGER</b>  Parks, Recreation and Cultural Services

## Staff Report

### Origin

At the November 5, 2001 meeting of the General Purposes Committee, staff were directed to continue planning for the Richmond Tall Ships 2002 event. As one component of a comprehensive transportation plan to support the event, this report provides an overview of a preliminary plan for special transit services proposed to facilitate visitor access to and from the event. Transportation requirements for crew and event staff are being determined by volunteers serving on the Transportation Sub-Committee of the Richmond Tall Ships 2002 Committee.

### Analysis

#### 1. Richmond Tall Ships 2002 Transportation Plan

The Richmond Tall Ships Challenge 2002 event is expected to attract more than 200,000 visitors to the Steveston Village area over the five-day period of August 8-12, 2002. The development of a comprehensive transportation, parking and traffic management plan is essential to ensure the success of this event. Transportation staff are currently working with other City staff, the Richmond Tall Ships 2002 Committee and external agencies (e.g., TransLink and Coast Mountain Bus Company) on the development of this transportation plan.

The table below summarizes the main elements of the transportation plan and identifies the tasks associated with each element. Staff anticipate presenting a complete plan at a future Public Works and Transportation Committee meeting for consideration.

Element	Tasks
Parking Strategy (on-street and off-street)	<ul style="list-style-type: none"> <li>• identify location and capacity of parking supply and secure sites</li> <li>• forecast parking demand</li> <li>• analyze free versus pay parking</li> <li>• regulation and enforcement</li> </ul>
Shuttle Bus Services	<ul style="list-style-type: none"> <li>• pick-up/drop-off locations and routing</li> <li>• hours of operation, frequency, fare</li> <li>• expansion of regular transit services</li> <li>• combined event and transit fare</li> <li>• co-ordination with private and public transportation providers</li> </ul>
Traffic Management	<ul style="list-style-type: none"> <li>• requirement for temporary road closures</li> <li>• pedestrian and cycling facilities</li> <li>• changes to traffic signals, signage, access to Steveston Village</li> <li>• traffic control and enforcement</li> <li>• emergency and service vehicle access</li> <li>• pick-up/drop-off of people and goods</li> </ul>
Communications Plan	<ul style="list-style-type: none"> <li>• content and audience</li> <li>• media (web site, radio, television and newspaper advertisements/notices)</li> <li>• cross-promotion with other transportation agencies</li> </ul>

In order to minimize the impacts of the forecast attendance on the community and recognizing that on-site parking is expected to be quite limited, the transportation plan is predicated on an extensive use of transit service to facilitate the movement of visitors. Attendees will be strongly encouraged through event advertising and marketing campaigns to use transit, either directly

from their home or by using a park and ride facility in conjunction with a shuttle bus service to and from the venue, rather than using private vehicles to drive directly to the site.

## 2. Conceptual Plan for Transit Service

A conceptual plan for transit service is being jointly developed by staff and TransLink/Coast Mountain Bus Company (CMBC) staff in consultation with the Transportation Sub-Committee of the Richmond Tall Ships 2002 Committee. It is proposed that existing regular transit service be supplemented with additional shuttle bus service provided by CMBC between designated park and ride sites and the venue.

### 2.1 Existing Transit Service

The table below details the scope of regular transit service to/from Steveston anticipated during the event period. These routes would operate per their existing frequencies and hours of service.

Existing Service	Routes	Operating Characteristics
Daily Regular Services	<ul style="list-style-type: none"> <li>• #401 – Steveston-City Centre-No. 5 Road/Horseshoe Way (Evening and weekend trips start/end at Riverport)</li> <li>• #402 – Steveston-City Centre-Marine Drive/Knight Street</li> <li>• #407 – Steveston-City Centre</li> <li>• #410 – Steveston-City Centre-22<sup>nd</sup> Street Station</li> </ul>	<ul style="list-style-type: none"> <li>• 7 days/week</li> <li>• Early morning to late evening</li> <li>• 20-minute to 30-minute frequencies</li> </ul>
Peak Period Express Services	<ul style="list-style-type: none"> <li>• #490 – Steveston-Highway 99-Downtown Vancouver (one-way)</li> <li>• #491 – Steveston-Airport Station-Downtown Vancouver (two-way)</li> <li>• #492 – Steveston-City Centre-Downtown Vancouver (one-way)</li> <li>• #496 – Steveston-Airport Station-Downtown Vancouver (one-way)</li> </ul>	<ul style="list-style-type: none"> <li>• Monday-Friday only</li> <li>• AM/PM peak periods</li> <li>• 10-minute to 20-minute frequencies</li> </ul>

### 2.2 Additional Special Transit Services

#### Routings

As detailed in the table below, an additional four special bus routes will each service a number of potential park and ride facilities that generally comprise City-owned facilities (including community centres) and schools and possibly supplemented by some private parking facilities. Attachment 1 illustrates the existing and proposed routes.

Special Tall Ships Service	Proposed Routing	Markets Served
Airport Station	Airport Station-Russ Baker Way-Dinsmore Bridge-Gilbert Road-Westminster Highway-Minoru Boulevard-Granville Avenue-No. 1 Road-Chatham Street	Visitors arriving from the north and those who wish to proceed directly to the event.
Riverport	Steveston Highway-No. 5 Road-Williams Road-No. 2 Road-Moncton Street-No. 1 Road-Chatham Street	Visitors arriving from the south and the southeast.
City Centre	Sexsmith Road-Cambie Road-Garden City Road-Alderbridge Way-Kwantlen Street-Lansdowne Road-No. 3 Road-Blundell Road-Railway Avenue-Williams Road-No. 1 Road-Chatham Street	Visitors who wish to combine attending the event with activities in the City Centre.

Special Tall Ships Service	Proposed Routing	Markets Served
Steveston Village Circulator	Chatham Street-No. 1 Road-Moncton Road-Railway Avenue-Williams Road-Springmont Drive-Chatham Street	Visitors who park in the vicinity of the event with potential extension to event site at foot of No. 3 Road.

### Operations

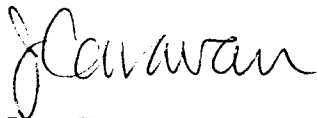
Staff are working closely with CMBC, TransLink and the Richmond Tall Ships 2002 Committee to refine details of the transit plan, such as appropriate service frequencies and operating hours, as the event details and agenda of activities are determined. The close proximity of the Richmond Transit Centre on Steveston Highway at Shell Road, where all Richmond buses are serviced, will provide significant flexibility for the transit plan by enabling the quick implementation of increased service levels when heavier passenger volumes are experienced (e.g., prior to or at the end of special events like fireworks displays).

### **Financial Impact**

There is no financial impact to the City at this time.

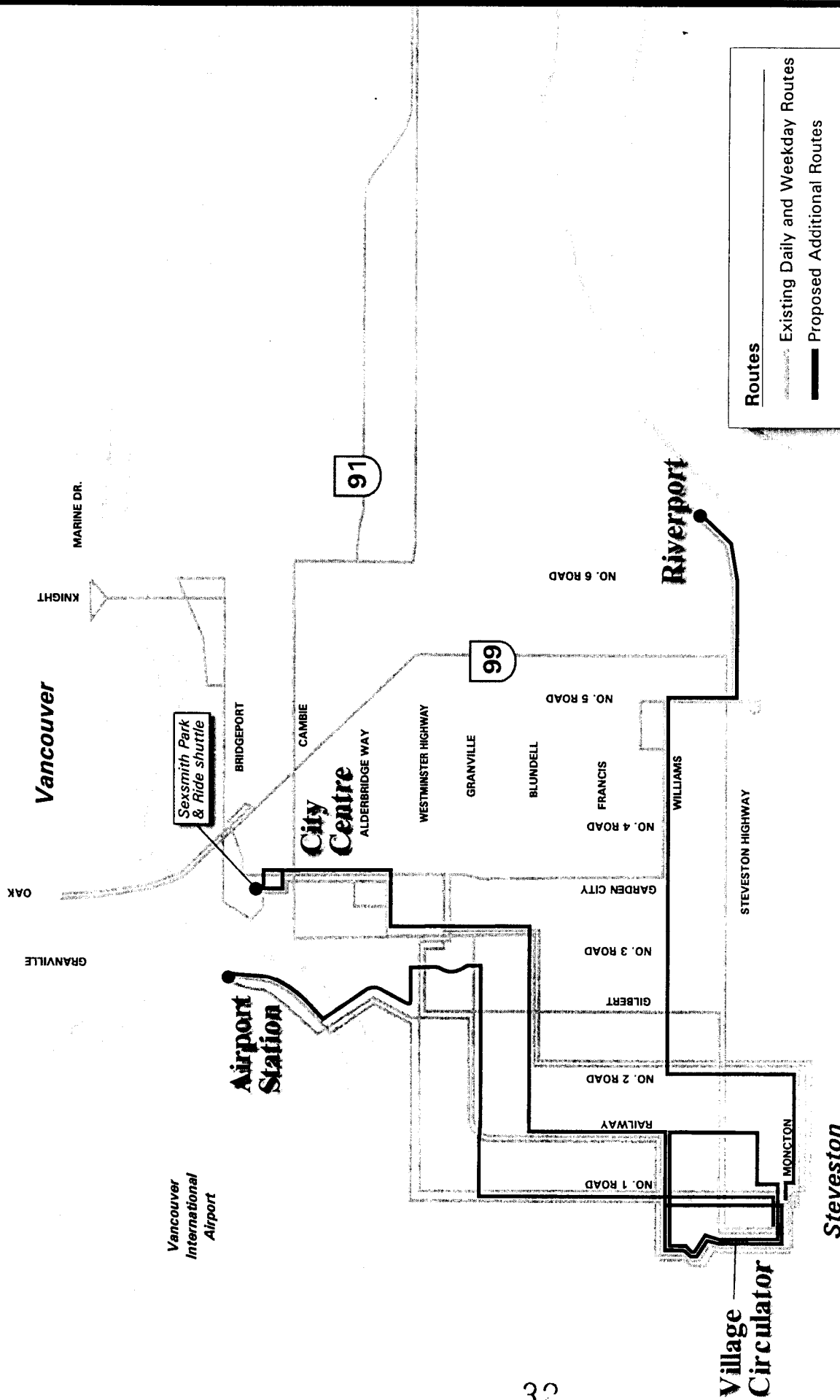
### **Conclusion**

Staff have initiated work on a comprehensive transportation plan to support the Richmond Tall Ships Challenge 2002 event. A conceptual transit plan has been jointly formulated with TransLink and Coast Mountain Bus Company in consultation with the Transportation Sub-Committee of the Richmond Tall Ships 2002 Committee. The transit plan will be refined as further details of the event are determined. Staff anticipate presenting a complete transportation plan to the Public Works and Transportation Committee within the next 2-3 months.



Joan Caravan  
Transportation Planner

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# Richmond Tall Ships 2002 - Existing and Proposed Additional Transit Services