



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee
FROM: Gordon Chan, P. Eng.
Manager, Transportation

DATE: March 17, 2000
FILE: 6480-01

RE: TRANSLINK'S 2000 PROGRAM PLAN – FOLLOW-UP REPORT ON INTRODUCTION OF BUS SERVICE OPERATIONS ON CITY CENTRE ROADS

STAFF RECOMMENDATION

1. That the use of the following roadways for new bus services as outlined in the proposed TransLink 2000 Program Plan be endorsed:
 - (a) Cooney Road - Cook Road to Lansdowne Road;
 - (b) Kwantlen Street - Lansdowne Road to Alderbridge Way;
 - (c) No. 4 Road - Alderbridge Way to Cambie Road;
 - (d) Westminster Highway - No. 3 Road to Cooney Road;
 - (e) Lansdowne Road - No. 3 Road to Garden City Road;
 - (f) Alderbridge Way -Kwantlen Street to No. 4 Road; and
 - (g) Capstan Way - Sexsmith Road to No. 3 Road.

2. That staff be directed to install bus stops to support the introduction of new bus service on the roads described above at a cost of approximately \$50,000, with the source of funds being the 2000 Capital Budget - Richmond Transit Infrastructure Program.

Gordon Chan, P. Eng.
Manager, Transportation

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STAFF REPORTORIGIN

On February 14, 2000, staff presented a report to Council outlining the service improvements proposed by TransLink for implementation as part of the TransLink 2000 Program Plan. At that meeting, Council endorsed a number of recommendations in support of the Richmond-related transit service improvements proposed for implementation in 2000, including:

"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."

As part of the overall design and implementation process for the various transit service improvements, TransLink needs Council's approval by mid-April, 2000 for operating new bus services on a number of roadways within Richmond City Centre. This staff report outlines the proposed bus services and the roadways required to support these new routes. Council's approval is sought to allow the introduction of these new bus services in September and December, 2000.

ANALYSIS**1. Purpose of this Report**

TransLink has approached the City for approval on introducing new bus services on a number of roadways. This is TransLink's standard practice to ensure that municipalities are able to comment on possible implications of the use of a particular roadway and to make the resources available for the implementation of bus stop infrastructure and passenger amenities. This report provides information on the new bus services that will be introduced on roadways within the City Centre and the possible implications of the introduction of these bus services on transit service coverage, on-street parking, costs, and other considerations.

2. Proposed Bus Operations on City Centre Roadways

TransLink is proposing to introduce transit services on seven City Centre roadways that are not currently served by transit. The introduction of new services on these roadways will improve the service coverage in the core area of the City and integrate the current local route structure with the #98 B-Line service. Most of the new services will commence in December, 2000 in conjunction with the start of #98 B-Line service. The table below outlines the roadways affected, frequency, and timing of service commencement.

<i>Roads Proposed for Use by New Bus Service</i>	<i>No. of Bus Routes</i>	<i>No. of Buses/Hour (Peak)</i>	<i>No. of Buses/Hour (Mid-day)</i>	<i>No. of Buses/Hour (Off-peak)</i>	<i>Service to Start in</i>
Cooney Road: Cook Road to Lansdowne Road	2	10	5	4	Dec., 2000
Kwantlen Street: Lansdowne Road to Alderbridge Way	3	12	7	4	Sept., 2000
No. 4 Road: Alderbridge Way to Cambie Road	1	6	3	2	Dec., 2000
Westminster Highway: No. 3 Road to Cooney Road	1	6	3	2	Dec., 2000
Lansdowne Road: between No. 3 Road and					
to Cooney Road	7	21	12	8	Dec., 2000
to Kwantlen Street	3	12	7	4	Dec., 2000
Garden City Road to Garden City Road	1	4	2	2	Dec., 2000
Alderbridge Way: Kwantlen Street to No. 4 Road	1	6	3	2	Dec., 2000
Capstan Way: Sexsmith Road to No. 3 Road	1	4	2	2	Dec., 2000

Note: 1) Number of buses quoted is per direction.

2) Off-peak periods refer to evenings/Sundays/holidays.

2. **Bus Stop Locations**

It is estimated that 24 new bus stops will be required to support the expansion of bus services on the City Centre roadways that are not currently served by transit. These bus stops are typically placed at the far side of an intersection to minimize conflicts with right turning vehicles and take advantage of traffic signal operations. Right-of-way permitting, concrete pads will be constructed to accommodate wheelchair accessibility. The installation of bus stops also takes into account these factors: connection to existing sidewalks, proximity to residential and commercial developments, and impact on existing on-street parking.

The introduction of the proposed bus services will enhance mobility within the City Centre by providing convenient access to shopping facilities, workplaces, educational facilities, community and civic services and homes. The elimination of a limited number of on-street parking spaces is required to accommodate some of the proposed bus stops.

On-street parking is currently permitted only on two of the seven road segments proposed to be used for bus service: Capstan Way (Sexsmith Road to No. 3 Road) and No. 4 Road (Alderbridge Way to Cambie Road). On Capstan Way, six of the 40 on-street parking spaces will have to be removed. The parking usage on No. 4 Road is very low and therefore, the removal of parking is not expected to have a significant impact.

FINANCIAL IMPACT

The implementation of the new bus stops to support new transit services is a City responsibility. The estimated cost of installing the 24 new bus stops is approximately \$50,000. The funding for this work has been identified in the 2000 Capital Budget - Richmond Transit Infrastructure Program (with the source of funds being the D.C.C. Roads Bylaw #7080).

CONCLUSION

The findings of the Richmond Area Transit Planning process and the #98 B-Line integration plan have identified various service deficiencies in the City Centre. To address these deficiencies, TransLink has incorporated a number of new services to serve the City core. The proposed service expansion will involve the introduction of bus operations on a number of roadways that are not currently served by transit. Council is asked to give approval for the use of these roads by TransLink. The implementation of new bus stops will involve the removal of a very limited number of on-street parking spaces. The impact of the proposed bus service improvements on the parking supply in the City Centre area is not considered to be significant.

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