



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** April 27, 2004
From: Gordon Chan, P. Eng.
Director, Transportation **File:** 6480-03-02
Re: **DRAFT TRANSLINK 3-YEAR TRANSIT PROGRAM PLAN (2005-2007)**

Staff Recommendation

1. That Council endorse the submission of the list of prioritized transit service improvements in Richmond, as described in the attached report, to TransLink for consideration in the finalization of its 3-Year Transit Program Plan for 2005-2007.
2. That staff be directed to report back on the evaluation by TransLink of Richmond's submission of transit service improvements for inclusion in the Three-Year Transit Program Plan and the final 3-Year Transit Program Plan for 2005-2007.

Gordon Chan, P. Eng.
Director, Transportation
(4021)

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	N/A <input type="checkbox"/>

Staff Report

Origin

In December 2003, the TransLink Board approved a 3-Year Transportation and Financial Plan that included specific transit improvements for implementation between 2005 and 2007. TransLink is now preparing a detailed implementation, sequencing and financing strategy for the new 3- Year Plan (2005-2007) for approval by the TransLink Board in September 2004. To assist in the refinement of the scope, resources, staging, and number of specific transit improvement projects, TransLink has requested each member municipality review a proposed list of transit service improvements for 2005-2007 and submit a prioritized list of projects to facilitate finalization of the 3-Year Transit Program Plan for 2005-2007. This report presents, for Council's endorsement, the City's submission of prioritized local and regional transit service improvements for 2005-2007 to be considered for inclusion in TransLink's 3-Year Transit Program Plan (2005-2007).

Analysis

1. Draft 2005-2007 Transit Program Plan – Bus Service Components

Market Priorities

Bus service improvements identified as part of the 2005-2007 Transit Program Plan fall within five priority markets that TransLink will target to increase transit's mode share:

- Metropolitan Vancouver Core – maximize transit's market share in the downtown peninsula and central Broadway areas, which have the highest rates of transit usage and relatively low auto ownership;
- Core Bus Riders – provide a basic, affordable and cost-effective network of bus routes that offers mobility and accessibility during the core daytime hours of the day for those riders who do not have access to a vehicle;
- High School and Post-Secondary Students – introduce improved bus services to educational institutions and more U-Pass programs for this market, which already has the highest rate of transit usage in terms of weekly transit trips per capita;
- Emerging Suburban Centres – provide more direct and frequent bus service between suburban town centres and linking town centres with SkyTrain, SeaBus and West Coast Express to attract new bus service markets in the fastest growing areas of the region; and
- Tourists and Special Events – better utilize bus capacity during off-peak periods by servicing tourists and special events that generate high volumes of trips.

Evaluation Criteria

These market priorities will be recognized in identifying and evaluating potential transit service improvements for the next three years. Other criteria besides the above-noted market priorities that will be used to assist in identifying and evaluating potential transit service improvements for 2005 to 2007 include the following:

- Project Identified in Existing Plan – service improvements included in the previous 3-Year Plan (2004-2006), Area Transit Plans or municipal transportation plans will have the highest priority for implementation;

- New Net Ridership – estimated new net ridership generated by each improvement relative to the resources required to implement the project;
- Operational Feasibility – whether or not the service improvement can be accommodated within operational constraints and opportunities (e.g. whether the improvement is dependent on provision of transit priority measures or other supporting infrastructure); and
- Transit Service Design Guidelines – how well the project supports meeting the new Transit Service Design Guidelines, particularly with respect to overcrowding.

Updates to 2004 Transportation Plan

The proposed list of bus service improvements for 2005-2007 reflects changes to TransLink’s 2004 Transportation Plan and Budget, as a result of more favourable revenue and ridership. These changes include:

- the re-introduction of the 2001 Owl service network;
- the completion of the draft Maple Ridge-Pitt Meadows Area Transit Plan;
- further expansion of the UBC and SFU U-Pass programs to serve demand and to expand the scope of the two programs (Community Pass at SFU and summer semester at UBC);
- additional service allocated in anticipation of proposed U-Pass Program expansion to additional publicly funded schools including Kwantlen University College;
- further enhancement of the successful Community Shuttle program including conversion of unproductive conventional bus services; and
- consideration for new rapidly expanding communities.

2. Approved Improvements per the Richmond Area Transit Plan

Since the completion and approval of the Richmond Area Transit Plan (ATP) by Council and the TransLink Board in September 2000, full implementation of the identified transit service improvements has been constrained by TransLink’s lack of funding. The sections below identify the ATP improvements implemented to date or scheduled to be implemented by the end of 2004 and those improvements yet to be implemented.

2.1 Improvements Implemented or Scheduled by December 2004

The table below lists the transit service improvements implemented to date and those scheduled to be implemented by December 2004.

Implementation	Transit Service Improvement
Aug 2001	<ul style="list-style-type: none"> • New #98 B-Line service • Restructured and improved local services (increase frequency, combine routes to reduce transfers, extend service hours) • New high frequency Airport shuttle bus (#424) • Peak period express buses from West Richmond (#491 and #496) • Improved service to UBC (#480)
Apr 2002	<ul style="list-style-type: none"> • New peak period express buses from West and South Richmond (#488 and #492)
June 2004	<ul style="list-style-type: none"> • New Williams Road cross-town community shuttle service
Dec 2004	<ul style="list-style-type: none"> • New service between Airport Station and North Delta/Surrey (Newton) via Richmond City Centre • New service between Richmond City Centre and Burnaby/Metrotown • Replacement of #424 standard bus with community shuttle bus (evening only) • New East Richmond/Crestwood industrial area community shuttle service

The 2001 service improvements for Richmond (totalling approximately 35,500 annual service hours) were implemented at a time when overall transit service was reduced by 160,000 annual service hours to address TransLink's funding shortfall following the failure to implement a vehicle levy as a new revenue source. The 2004 service improvements account for over 57,000 annual service hours (42%) of the total system-wide increase of 135,600 annual service hours.

2.2 Improvements Yet to be Implemented

The table below lists the remaining transit service improvements yet to be implemented, the majority of which are from the later years of the ATP.

ATP Year of Implementation	Transit Service Improvement
2002	<ul style="list-style-type: none"> New peak period express bus between the Airport, Richmond City Centre, Ladner and Tsawwassen Town Centre with a daytime service between Ladner Exchange and the City Centre New City Centre community shuttle service
2003-04	<ul style="list-style-type: none"> Improved service between Richmond City Centre and South Surrey/White Rock New Blundell Road cross-town community shuttle New Bridgeport industrial area community shuttle

3. Prioritized List of Transit Service Improvements for 2005-2007

Staff have identified the following priorities (in descending order) for transit service improvements based on the outstanding projects in the Richmond ATP and other identified transit service needs.

Priority	Year	Transit Service Improvement	Annual Bus Hours	
			Standard	Shuttle
1	2005	New City Centre community shuttle service		4,500
2	2005	New peak hour service to Southeast Richmond Industrial Area (service hours to be determined as project is not part of ATP)	TBD	
3	2006	Reverse peak period service for the #488 and #492, which operate to downtown Vancouver via Oak Street	4,500	
4	2006	New service to south No. 2 Road area (service hours to be determined as project is not part of ATP)	TBD	
5	2006	New Blundell Road community shuttle service between Seafair and the City Centre		3,000
6	2007	New all-day express bus from White Rock City Centre to Richmond City Centre	21,000	
7	2007	New Bridgeport community shuttle service between the Bridgeport industrial area and City Centre		3,000
8	2007	New peak period service between Tsawwassen-Ladner-Richmond City Centre-Airport Stn with daytime and evening service between Ladner Exchange and Richmond City Centre	7,500	
9	2007	Increase frequency of Richmond-Newton/Surrey service to 15 minutes in the peak and 30 minutes during midday	18,600	
10	2007	Increase frequency of Richmond-Burnaby/Metrotown service to 15 minutes in the peak	3,000	
Total Annual Service Hours			54,600	10,500

The priority of the transit service improvements generally reflects those ATP projects that have yet to be implemented and responds to emerging markets and a need for better regional connections. The City Centre community shuttle is identified as the City's top priority to help mitigate anticipated traffic impacts along No. 3 Road arising from road construction associated with the Richmond-Airport-Vancouver rapid transit project, which is planned to commence in 2005.

Note that it is unlikely that all of the above listed projects will be implemented in 2005-2007, as the current proposed list for all potential 2005-2007 projects requires 240,100 and 184,850 annual service hours for conventional and community shuttle buses respectively. However, the annual service hour targets per TransLink's approved 3-Year Transportation and Financial Plan are 213,200 and 150,000 for conventional and community shuttle buses respectively. Therefore, a number of projects will have to be deferred from the proposed project list to fit within the service plan envelope.

4. Next Steps

During May and June 2004, TransLink staff will work with municipal staff to refine the list of candidate projects using the criteria described in Section 1 of this report. A finalized Three-Year Transportation Plan including transit service components is planned for presentation to and approval by the TransLink Board in September 2004.

Financial Impact

There is no financial impact at this time. New transit services that may require the provision of related infrastructure (e.g., bus stop landings) would be funded from the annual Transit Plan Infrastructure Program, which is subject to Council approval. Most capital projects related to transit passenger amenities (e.g., accessible bus stop installations) and other transit infrastructure improvements (e.g., minor road works to accommodate transit operations) are eligible for 50/50 cost-sharing between the City and TransLink.

Conclusion

TransLink is requesting submissions from member municipalities of prioritized lists of transit service improvements to facilitate finalization of its 2005-2007 Transit Program Plan. Staff are seeking Council endorsement of a prioritized list of local and regional transit improvements for submission to TransLink to be considered for inclusion in its 2005-2007 Transit Program Plan.



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