



City of Richmond

Report to Committee

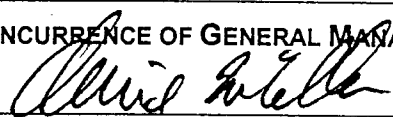
To: Public Works and Transportation Committee *To PW&T - June 18, 2003*
 Date: June 2, 2003
 From: Gordon Chan, P. Eng.
 Director, Transportation File: 6480-03-02
 Re: **AIRPORT STATION / NEWTON EXCHANGE EXPRESS BUS SERVICE (#301) –
 PROPOSED IMPLEMENTATION PROCESS**

Staff Recommendation

That the proposed implementation and public consultation process for the new Airport Station – Newton Exchange Express Bus Service, as described in the attached report, be endorsed.

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

Att. 1

<p>FOR ORIGINATING DIVISION USE ONLY</p> <p>CONCURRENCE OF GENERAL MANAGER</p> 
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Staff Report

Origin

The Richmond Area Transit Plan identifies the need for new regional connector transit services that link Richmond with major centres in Burnaby, Surrey and Delta. Per TransLink's 2003 Transportation Plan, approved by the GVTA Board at its December 11, 2002 meeting, implementation of a new regional express service between Newton Exchange in Surrey and Airport Station via Richmond Exchange is anticipated in December 2003. TransLink and Coast Mountain Bus Company (CMBC) staff propose to undertake a consultation process in summer 2003 in order to solicit public input and feedback on various aspects of the service, such as routing, frequency and hours of operation. This report summarizes the transit service improvements planned for Richmond in 2003 and describes the scope and process of the proposed implementation process for the new Airport Station/Newton Exchange service, which will be known as the #301 service.

Analysis

1. Richmond Transit Service Improvements for 2003/2004

The regional and local bus service improvements planned for Richmond in 2003 and 2004 are shown in the table below. Since the last staff report to Council on this issue in December 2002, TransLink has deferred the timing of implementation of the two new regional transit services between Richmond-Surrey (Newton) and Richmond-Burnaby (Metrotown). These two service were originally to be implemented in September 2003 but have been deferred to December 2003 and April 2004 respectively due to the added service hours and buses required to support the introduction of the U-Pass Program in September 2003 at UBC and SFU.

Generally, the improvements encompass all of the Phase 2 (2001 and 2002) transit service improvements recommended in the Richmond Area Transit Plan (ATP) with the exception of improved service to the Crestwood Industrial Park and the introduction of a City Centre community shuttle service, both of which will be implemented in 2004-2005.

2003/04 Transit Service Improvements – Richmond-Related Service Changes

Planned Implementation	Route	Description	Total Net Annual Hrs
April 2003	#620	• Discontinue scheduled non-advertised overload service.	(3,285)
		• Introduce new service between Tsawwassen Ferry Terminal and Airport Station.	4,380
September 2003	#98 B-Line	• Improve #98 B-Line service as required.	1,500
	#488 & #492	• Change stopping procedure to allow pick up and drop off in Vancouver. • Introduce reverse peak direction service.	1,500
December 2003	New	• Introduce new weekday daytime community shuttle service along Williams Road between Steveston and Riverport Entertainment Complex.	12,100
	#424	• Replace conventional bus service between YVR and Airport Station with community shuttle service.	4,100

Planned Implementation	Route	Description	Total Net Annual Hrs
December 2003 cont'd	#301	• Introduce 30-minute limited stop peak period service Monday to Friday between Surrey (Newton Exchange) and Airport Station via North Delta and Richmond Centre.	12,000
	#301	• Introduce hourly limited stop daytime service Monday to Saturday between Surrey (Newton Exchange) and Airport Station via North Delta and Richmond Centre.	4,248
	#301	• Introduce hourly limited stop evening service Monday to Saturday between Surrey (Newton Exchange) and Airport Station via North Delta and Richmond Centre.	2,416
April 2004	New	• Introduce new 30-minute peak period service between Richmond Centre and Burnaby (Metrotown).	4,500
Total Hours			43,459

The proposed increase in conventional bus services of 43,459 annual hours for Richmond-related services represents 27 percent of the total additional standard bus annual hours of 162,504 for the region. The new and improved services in Richmond will require a net addition of 10 conventional buses, some of which will be provided by a substantial expansion of community shuttle routes.

2. Cross-Regional Services

The Richmond-Surrey and Richmond-Burnaby express services are the only new regional connector routes identified in TransLink’s 3-Year Transportation Plan for 2002-2004. These new services will help increase the attractiveness of transit for suburb-to-suburb trips, which is the fastest growing travel market, and support the growth of regional town centres. Both routes are projected to attract significant new ridership based on market research conducted for the relevant Area Transit Plans. Given that Richmond has more jobs than its resident labour force (i.e., there are 1.46 jobs per resident worker), these regional services will help support and strengthen Richmond’s position as a major regional employment centre. The new regional services also have a strategic significance as, together with the existing #98 B-Line service, Richmond will now be connected by direct and frequent bus service to the three most populated regional centres in the Lower Mainland.

3. Draft Service Plan for Airport Station-Newton Exchange (#301) Service

The Richmond-Surrey service will provide a direct connection for a trip that currently requires two to three transfers and have an end-to-end travel time saving of 45 minutes over the current service. The new route will also connect the two campuses of Kwantlen College. The following operating characteristics are proposed for the new regional service:

- *Routing* – from Newton Exchange via 72nd Avenue to Scottsdale Exchange, then 74th Avenue, 120th Street and Nordel Way to Highway 91, then Alderbridge Way, Garden City Road, Cook Road to Richmond Exchange, then No. 3 Road, Bridgeport Road, Russ Baker Way to Airport Station (see Attachment 1). CMBC is considering operating the route in the median busway on No. 3 Road.
- *Operations* – the service would operate at a 30-minute frequency during weekday morning and afternoon peak periods and at a 60-minute frequency during mid-days and evenings on

weekdays and all day Saturday. No service is currently planned for Sundays or holidays but funding for such service may be available if warranted by demand. The proposed hours of operation are 6:00 a.m. to midnight Monday through Friday and 7:00 a.m. to midnight on Saturday. As an express service, the stopping procedure for westbound trips would be pick-up only in Surrey and Delta, pick-up and drop off at the Cliveden Interchange (on Annacis Island) and Westminster Interchange (at Highway 91 and Westminster Highway) and drop off only in Richmond, with the reverse procedure for eastbound trips. Preliminary estimates indicate the trip length at 65 minutes for the off-peak service with the peak service taking approximately 10 minutes longer. The service would use Orion highway coaches.

- Use of Roadways – new roadway sections in Richmond that would be used by the service are Alderbridge Way/Highway 91 between No. 4 Road and No. 6 Road and the Westminster Interchange at Highway 91 and Westminster Highway.
- Bus Stops – all proposed bus stops in Richmond currently exist and would use those at Garden City Road/Lansdowne Road (to serve Kwantlen College), Garden City Road/Westminster Highway, Richmond Exchange (Cook Road), No. 3 Road/Alderbridge Way, No. 3 Road/Cambie Road, and Airport Station. Staff have suggested that additional stops at No. 3 Road/Westminster Highway and No. 3 Road/Sea Island Way to facilitate passengers transferring to other services and provide access to area employers and facilities.
- Ridership – based on market research undertaken for the Richmond Area Transit Plan in 2000, the daily ridership is estimated 2,780 passengers.

4. Proposed Implementation Process

The 2003 Transportation Plan anticipates implementation of the new regional express service between Newton Exchange in Surrey and Airport Station via the Richmond Exchange in December 2003. CMBC staff are currently gathering feedback from stakeholders such as municipal staff on the proposed service specifications. A public open house is scheduled for June 24, 2003 at Richmond Centre South from 9:00 a.m. to 6:00 p.m. TransLink and CMBC would undertake joint marketing of the new service prior to its implementation. Staff will provide further updates to Council on the input obtained from the various consultation activities.

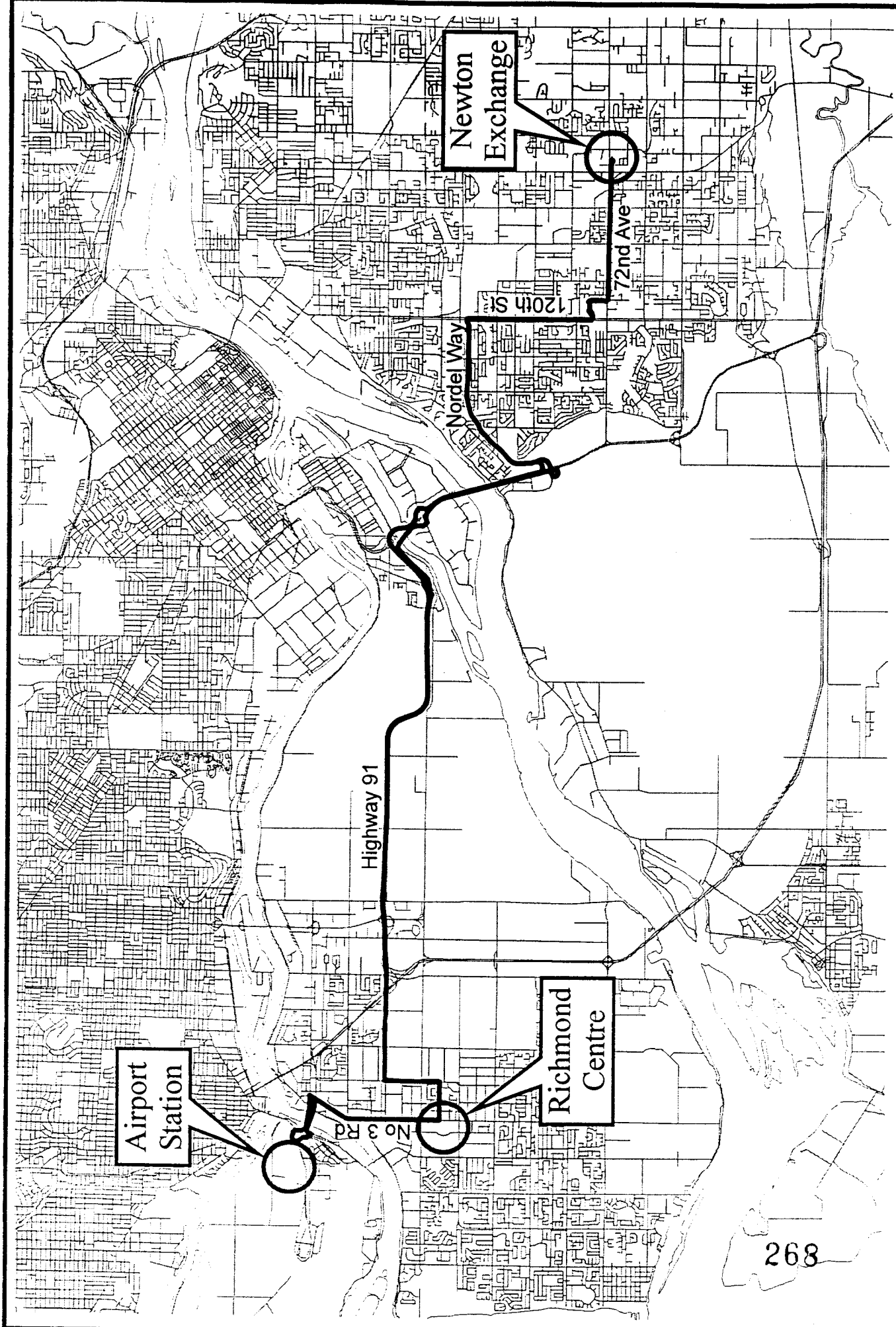
Financial Impact

The new Richmond-Surrey transit service may require the provision of related infrastructure (e.g., bus stop landings), which would be funded from the annual Transit Plan Infrastructure Improvement Program. All of the initial proposed bus stops currently exist and the additional stops suggested by City staff (i.e., No. 3 Road/Westminster Highway and No. 3 Road/Bridgeport Road) would require new facilities only if the service were not operated in the median busway. 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's 2003 Transportation Plan includes significant regional and local transit service improvements for Richmond, including new services to Burnaby (Metrotown) and Surrey and a new cross-town community shuttle along Williams Road. The process to implement the new Newton Exchange-Airport Station service that will be introduced in December 2003 will begin in June 2003 with consultation with local stakeholders and the general public. The Richmond Area Transit Plan identified improved regional services as a high priority and staff therefore recommend that the proposed implementation process be endorsed.

Joan Caravan
Transportation Planner
(local 4035)



301 Airport Station/Newton Exchange Express

Proposed Routing