



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** February 23, 2018
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0154-04/2018-Vol 01
Re: **TransLink Southwest Area Transport Plan – Final Plan**

Staff Recommendation

1. That TransLink’s Southwest Area Transport Plan, as attached to the report titled “TransLink Southwest Area Plan – Final Plan,” be endorsed for implementation.
2. That a copy of the report titled “TransLink Southwest Area Plan – Final Plan” be forwarded to the Richmond Council-School Board Liaison Committee for information.
3. That Traffic Bylaw No. 5870, Amendment Bylaw No. 9816, to revise the posted speed limits on sections of Alderbridge Way and Garden City Road to support the planned transit improvements, be introduced and given first, second and third reading.

Victor Wei, P. Eng.
 Director, Transportation
 (604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	<i>Wayne G for Joe Erceg</i>
Economic Development	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: <i>WJ</i>	APPROVED BY CAO <i>[Signature]</i>

Staff Report

Origin

The development of TransLink’s Southwest Area Transport Plan was initiated in February 2015. Staff have provided regular updates on the progress of the Plan with the last report in November 2017 summarizing the Phase 2 consultation results and the next steps to prepare the draft final Plan. At that time, staff were directed to report back with the draft final Plan. This report presents the draft final Plan (Attachment 1).

This report supports Council’s 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. Effective transportation and mobility networks.

This report supports Council’s 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

Analysis

Southwest Area Transport Plan

The Southwest Area Transport Plan includes Richmond, South Delta (Ladner and Tsawwassen) and Tsawwassen First Nation and will encompass the entire multi-modal transportation network (as opposed to just transit) within the identified sub-area of the region. Based on the structure of TransLink’s Regional Transportation Strategy and the Mayors’ Council 10-Year Plan, the Plan will identify priority strategies and actions related to the themes of invest, manage and partner. Figure 1 illustrates the Plan process; the Plan was finalized in early 2018.

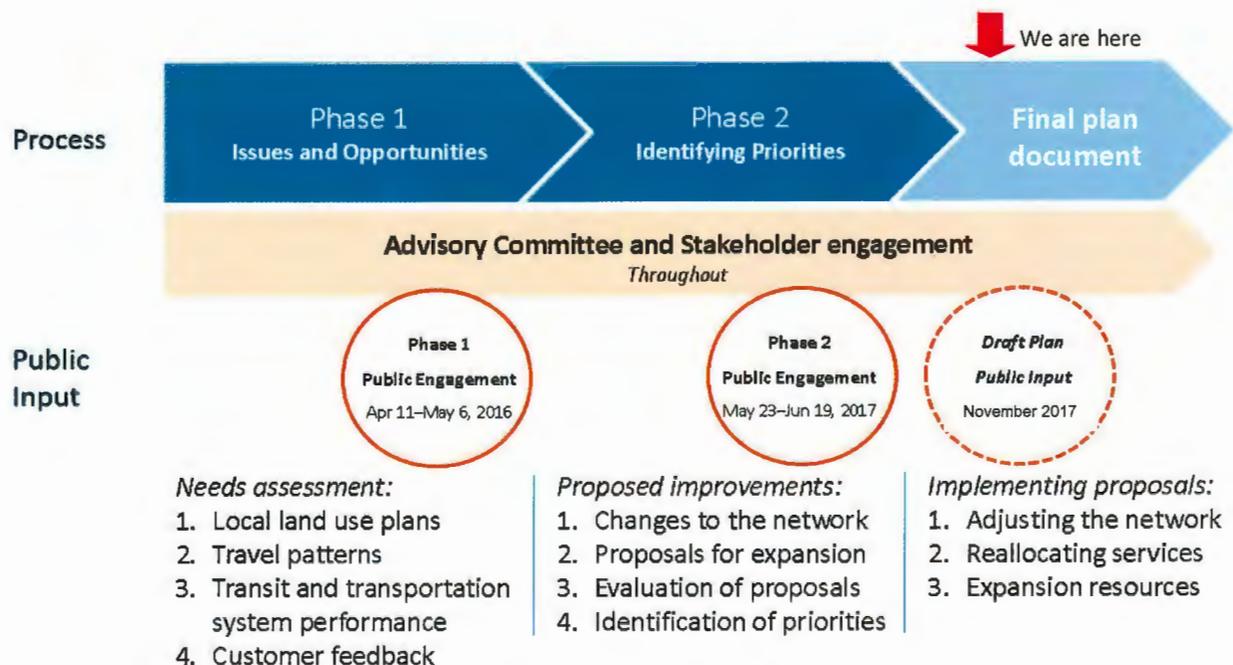


Figure 1: Southwest Area Plan Process
CNCL - 218

Public Input on Draft Final Plan

Following the completion of the Phase 2 consultation in June 2017, a draft of the final Plan was developed and posted on the TransLink website on November 20, 2017. Given the comprehensive public engagement process undertaken in Phase 2, a comparable consultation process was not undertaken at this stage as no additional changes to transit services or other new initiatives were being proposed. Instead, the public was invited to provide comments via e-mail or telephone until December 10, 2017. Comments were received from 25 members of the public. Most of the public feedback included requests to make changes to specific bus routes or introduce new services in ways that were not discussed under previous rounds of public engagement. Examples include two requests to change the routing of the 301 (Surrey Newton Exchange-Richmond City Centre) and one request for a new peak hour only service on Westminster Highway east from No. 3 Road. Given that these suggestions were made at the final phase of the planning process that did not include comprehensive public consultation, TransLink advises that these ideas would be explored further in the future if found to have merit when any network changes for these specific routes are advanced and additional public engagement takes place.

Comments on the draft Plan from the City, as discussed in the report considered by Council at its November 27, 2017 meeting, have been incorporated into the draft Plan (i.e., revise terminology for implementation of transit service recommendations to refer to tiers rather than priorities and include reference to the independent technical review of George Massey Tunnel crossing and future rapid transit south across the Fraser River). In response to feedback from Delta residents, including older adults, regarding a direct bus connection between Tsawwassen and downtown Vancouver, the Plan now includes an action to identify opportunities for innovative partnerships and solutions for seniors and youth travelling north of the Bridgeport Canada Line Station who may benefit from a more direct connection.

The Public Advisory Committee had a final meeting in early February 2018 to receive and offer feedback on the draft Plan, which has been incorporated (e.g., develop one-page executive summary, add text to describe how the Plan fits in with other TransLink policy documents). TransLink staff then circulated the draft final Plan in early March 2018 to the Senior Advisory Committee (which includes Councillor Au and the City's Director of Transportation) to advise of the revisions made in response to the most recent public and advisory committee feedback.

Plan Highlights for Richmond

Overall, the combined transit route proposals (see map on Page 14 of Attachment 1) effectively responded to all of the key requests put forward by the City and would significantly improve transit service in Richmond as well as support the goals and objectives of the Official Community Plan (OCP) to reduce car dependency and greenhouse gas emissions. The transit recommendations would provide:

- Improved service levels (e.g., upgrade of existing routes to Frequent Transit Network status such as the 401, 402 and 403);
- Improved service reliability via splitting and/or realigning long routes (e.g., 407 and 410);
- Improved service to industrial areas and business parks (e.g., Riverside, Crestwood, Fraserwood, Fraserport); and

- New or improved service to neighbourhoods (e.g., new route along Blundell Road, extension of new service to London Landing and north Bridgeport).

The Plan also identifies transit facility and infrastructure initiatives identified in the Mayors' Council 10-Year Vision (e.g., Canada Line upgrades and new bus exchange/layover facility in Steveston) and through technical work and engagement specific to the Plan (e.g., opportunities to improve customer amenities at stations and exchanges).

Priorities for new, or improved, cycling facilities to provide high-quality connections to transit, urban centres and regional transportation gateways are identified (which align with the City's Major Street Cycling Network identified in the Official Community Plan) as well as other cycling-related initiatives (e.g., expand secure bike parking at transit stations and improve cycling conditions on the TransLink-owned Knight Street Bridge).

Consistent with the City's OCP, the Plan notes that improvements to support walking access to transit should be prioritized within urban and neighbourhood centres including around Canada Line stations. Finally, the Plan also identifies candidate roadways in Richmond for addition to the Major Road Network, based on input from staff.

Implementation of Final Plan

TransLink intends to post the draft final Plan on its website in mid-March 2018. Following the anticipated endorsement by all three jurisdictions (Richmond, Delta, Tsawwassen First Nation), the Plan will be revised to acknowledge these endorsements and a full release of the Plan will occur in mid-April 2018 with a media announcement.

Recommended changes that can be implemented by reallocating existing resources will be put forward to be included in TransLink's quarterly service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions as part of future annual investment plans. Individual recommendations may be implemented incrementally over time or all at once (e.g., steadily improving service frequency until it reaches the level identified in this plan, or phasing in network changes). As noted above, additional public engagement would take place prior to the implementation of recommendations that might involve trade-offs or impacts for customers.

Regular monitoring of the Plan will occur to track the status of the Plan and report back on progress. Plan recommendations will be reviewed to ensure land use and transportation planning continue to be coordinated.

Proposed Complementary Amendments to Traffic Bylaw to Support Transit

Based on customer requests, the Plan identifies the implementation of two new bus stops on Alderbridge Way at May Drive to provide more convenient access to the existing commercial development on the north side of Alderbridge Way (i.e., Central at Garden City that includes Walmart) and, in the future, the Garden City Lands to the south. However, as the existing posted speed limit on Alderbridge Way between Shell Road and Garden City Road is 60 km/h, TransLink's Bus Infrastructure Design Guidelines recommend the use of bus bays (a recessed bus stop separated from the adjacent travel lane) rather than a typical bus stop.

Given that Alderbridge Way west of No. 4 Road is within the more urban City Centre and the developments on either side will generate more crossing trips, staff recommend that the posted speed limit be reduced from 60 km/h to 50 km/h between No. 4 Road and Garden City Road, which would obviate the need for the costly pull-out bus bays. The posted speed limit would remain at 60 km/h between Shell Road and No. 4 Road to serve as the transition area between the western end of Highway 91 (at 80 km/h) and the municipal road network (at 50 km/h).

Similarly, for consistency, staff also recommend that the existing posted speed limit of 60 km/h on Garden City Road between Westminster Highway and Sea Island Way¹ be reduced to 50 km/h in recognition of existing bus services and stops as well as continued development along both sides of the corridor, with associated crossing movements, per the City Centre and West Cambie Area Plans.

Both proposed changes to the posted speed limits for Alderbridge Way and Garden City Road require the amendment of Traffic Bylaw No. 5870. The proposed amendments are shown in Attachment 2.

Financial Impact

None.

Conclusion

Following a process that began in February 2015 and included two rounds of extensive public consultation as well as input from three advisory committees (i.e., Technical, Senior and Public Advisory Committees), TransLink has finalized the Southwest Area Transport Plan, which is the first sub-area plan for the region that is multi-modal (i.e., beyond transit and includes walking, cycling, driving, and goods movement). This Plan is the first update of the Richmond Area Transit Plan completed in September 2000.

Overall, implementation of the combined transit, cycling and walking proposals contained in the Plan would significantly improve and support transit service and active transportation in Richmond, which in turn would support the goals and objectives of the *Official Community Plan* to reduce car dependency and greenhouse gas emissions. The complementary recommended amendments to Traffic Bylaw would respond to customer requests and facilitate implementation of transit service improvements recommended by the Plan.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

Att. 1: Final Southwest Area Transport Plan

Att. 2: Traffic Bylaw No. 5870, Amendment Bylaw No. 9816



Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)

¹ Per the City's Traffic Bylaw, the existing 60 km/h speed limit on Garden City Road applies northbound between Westminster Highway and Sea Island Way, and southbound between Sea Island Way and 90 m north of Westminster Highway.

Southwest Area Transport Plan

(DRAFT - FEB 2018)





Table of Contents

INTRODUCTION	1
DEVELOPING THE PLAN	3
ISSUES AND OPPORTUNITIES	5
PUBLIC ENGAGEMENT	7
EVALUATING RECOMMENDATIONS	12
RECOMMENDATIONS	13
Transit service and infrastructure.....	13
Regionally-significant cycling corridors	19
Walking access to transit	21
Major Road Network	22
NEXT STEPS	23

Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. Recognizing that the Metro Vancouver region is large and diverse, TransLink divides the region into sub-regions in order to ensure local context and needs are understood and reflected in our planning. To plan for transit service and infrastructure, while also addressing aspects of cycling, walking, driving, and goods movement in Richmond, South Delta, Tsawwassen First Nation as well as important connections to North Delta and other nearby areas, TransLink worked with municipal partners, stakeholders and the public to develop the Southwest Area Transport Plan (SWATP).

The SWATP establishes a “blueprint” for how resources could be used over the next 1–15 years improve transit and transportation in the Southwest Area in a way that is responsive to local needs and consistent with regional objectives.

Area Transport Plans (ATPs) support and inform key planning processes like TransLink’s [Regional Transportation Strategy](#) and the Mayors’ Council [10-Year Vision](#)—which establish the region’s long-term transportation vision, overall goals, targets, policy direction and investment priorities. ATPs also consider municipal land use and transportation plans, to ensure that the local transit network supports existing and expected land use and travel patterns. The planning process considers customer experience, current and projected land use and development, transportation and ridership data, and feedback from the public, stakeholders and local governments.

Recommendations in the SWATP calls for an increase of approximately 35 per cent of transit service or about 180,000 annual service hours once fully implemented. Plan recommendations will be considered for implementation alongside other regional priorities and as funding allows,



with funding levels being set in investment plans that must balance TransLink expenditures and revenues over a ten year period. TransLink’s legislation requires investment plans to be updated every three years at a minimum.

The plan will help to ensure that current and future transportation investment decisions in the Southwest Area are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and the transportation network to provide more travel

options (including transit, cycling and walking) for people who travel in or through Richmond, South Delta and Tsawwassen First Nation.

Major Regional Investments in Rail Rapid Transit

The Regional Transportation Strategy outlines the key policies and investments related to transportation for the region over the next 30-years. Among other things, this long-range plan identifies priorities for major investments in expanding rail transit (e.g. SkyTrain, light-rail transit).

Additionally, the Mayors' Council 10-Year Vision for Transit and Transportation identifies priority investments for rail transit expansion over the next decade, which include extending the Millennium Line along Broadway to Arbutus and building new rail transit in Surrey along King George Boulevard, 104 Avenue, and Fraser Highway.

Local government staff and elected officials expressed their interest in expanding rapid transit across the South Arm of the Fraser River to serve travel between Richmond and Delta, however identifying any additional rail transit expansion is beyond the scope of this Southwest Area Transport Plan. Decisions about these major investments are best considered through these other regional plans.

Developing the plan

The planning process for the Southwest Area Transport Plan involved two phases of work, with stakeholder and public engagement occurring throughout the plan development process.



Phase 1 involved a comprehensive analysis of local transit service and infrastructure, as well as aspects of cycling, walking, driving, and goods movement. Research into travel patterns, land use and other local conditions was also considered. In this phase we gathered perspectives from the community on what's important and opportunities to improve the current transit and transportation network.

Public engagement took place in April and May of 2016, the results of which are detailed in [Appendix B](#).

Phase 2 identified recommendations related to transit service and infrastructure, as well as cycling, walking, and the Major Road Network, in order to make the most of the opportunities identified in Phase 1. In this phase we sought public and stakeholder input on more than 36 proposed changes to bus routes throughout the sub-region, and a proposed network of regionally significant cycling corridors. Our final recommendations for transit and transportation are based on the feedback we received, along with technical analysis and input from our local government partners.

Public engagement took place in May and June of 2017, the results of which are summarized in this plan document, but also presented in more detail in [Appendix C](#). In November and December 2017, a draft plan document was made available for public review and presentations on the draft plan were made to local elected officials of the City of Delta, Tsawwassen First Nation, and City of Richmond. Following this, revisions were made to the document based on feedback received.

Several advisory committees were also formed in order to support the development of this plan. This included members of the public, local government staff, and elected officials from the City of Delta, City of Richmond, and Tsawwassen First Nation.

- **Public Advisory Committee:** Membership comprised of individual citizens with different backgrounds and affiliations from across the Southwest Area. Roles included supporting public and stakeholder engagement process, helping interpret input from broader public, and commenting on materials in advance of public distribution. This group met eight times throughout the planning process.
- **Technical Advisory Committee:** Membership comprised of local government transportation and land use planning staff. Roles included providing review and guidance on technical content and the planning process. This group met ten times throughout the planning process.
- **Senior Advisory Committee:** Membership comprised of local government elected officials and senior-level staff. Roles included providing overall strategic direction, with a focus on the planning process. This group met three times throughout the planning process.

A transportation stakeholder working group was also established to seek input from a broad array of transportation-related organizations, including Ministry of Transportation and Infrastructure, BC Ferries, Vancouver Airport Authority, Port of Vancouver, Insurance Corporation of BC, and HUB Cycling. This group met during each phase of the planning process, with meetings in June 2016 and June 2017.

Public Advisory Committee Members

Anton Metalnikov (Chair)
University Student, Delta

Ruth Mary Adams
Retired Elder, Tsawwassen First Nation

Graeme Bone
Richmond Active Transportation
Committee

Michael Chiu
Richmond Chinese Community Society

Clara Chow
Engaged Citizen, Richmond

Mark Fenwick
General Manager, Tsawwassen Mills

Louise Gaudry
Richmond Centre for Disability

Louise McMahon
Business Person, Delta

Mark Sakai
Business Person, Richmond

Kevin Shackles
Business Person, Richmond

Patrick Thompson
Business Person, Delta HUB Committee

Issues and opportunities

Early in the planning process a lot of technical work was done to understand current context, recent trends, and anticipated future developments that could influence transit and transportation demand in the Southwest Area. The findings from this issues and opportunities work, along with public and stakeholder feedback, informed the development of SWATP recommendations.

Technical work included the following:

1. **Land use analysis:** Looked at historical, current, and planned patterns of development, as well as demographics, to understand where the generators of transportation demand are today and in the future. TransLink's [Transit-Oriented Communities Design Primer](#) provides an overview of how land use and transportation are related, and served as a guide for this analysis.
2. **Travel market analysis:** Examined the [2011 Trip Diary](#) and other available sources of data to better understand travel patterns within, to and from the Southwest Area. This involved looking at the origins and destinations of all trips, and whether those trips are made by transit, driving, walking, or cycling.
3. **Transportation analysis:** Analyzed the transit service for the Southwest Area at the network-level as opposed to diving into the route-by-route details. TransLink's [Managing the Transit Network Primer](#) provides an overview of the key considerations used to ensure a transit network is in place that can support current and future land use and travel patterns. Also conducted analysis related to walking, cycling, driving and goods movement.
4. **Customer perceptions:** Reviewed customer feedback provided over the past several years related to transit service in the Southwest Area, as well as trends in quarterly customer satisfaction and performance reviews, to better understand public perceptions and values related to transit and transportation.
5. **Health and transportation analysis:** Identified health determinants that can be directly or indirectly influenced by transportation (e.g. active transportation, safety, air quality, social cohesion and equity). Information on the built environment, demographics, travel behavior, air quality and emissions were also reviewed to identify issues and opportunities related to these health determinants.

All of this technical work is available in the Appendices supporting this plan, and an overview of our findings is presented in the Issues and Opportunities Summary Map.

“ I have enjoyed meeting and working with both TransLink staff and citizen leaders from the community. The process was well organized, engaging and insightful. Thank you for the opportunity. ”

MARK FENWICK, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

Issues and Opportunities Summary Map



*Note: In September 2017, the Province announced an independent technical review of the George Massey Tunnel Crossing, with a report including findings expected in spring 2018. The Mayors' Council and TransLink, consulting with Metro Vancouver, will work collaboratively to provide input to the provincial government's review with a focus on how the project fits into long term regional transportation and land use plans.

Public engagement

Public and stakeholder engagement is a fundamental aspect of developing an Area Transport Plan. Whether engaging with a resident that relies on public transit for their daily commute, or hearing from someone that occasionally travels through an area, understanding the issues and concerns that face Metro Vancouver residents allows TransLink to better understand the communities we serve.

What we did

We used a variety of methods to reach out to the public and stakeholders to make sure they were aware of the planning process and opportunities to provide their feedback. Through in-person discussions, pop-up events, and surveys, we were able to engage with the public to better understand their transportation experience and needs. We began by identifying issues and opportunities for transportation in the Southwest Area, focusing on what works and doesn't work for residents based on their feedback and our technical analysis.

We then incorporated these ideas into specific proposals that were shared with residents in order to gain further feedback and better meet the transportation needs of the Area. Engagements were structured to allow people to speak directly to the issues and concerns that mattered most to them, including providing feedback specific to the routes they use and care about most.

A summary of public and stakeholder outreach and engagement activities is provided below.



Outreach

Phase 1 (April-May 2016)

- 4 Street Team Efforts** distributing 5,500+ posters and postcards to community locations and transit hubs *(English and Traditional Chinese)*
- 30 print advertisements** on the transit system
- 7 newspaper advertisements** *(English and Traditional Chinese)*
- 9 unique media stories** in print, online, and radio
- 250+ recipients of eNewsletter** communication
- 3.1 million+** impressions of digital ads
- 23,000+** impressions on social media
- 4,000+** project webpage visits

Phase 2 (May-June 2017)

- 10 Street Team Efforts** distributing 13,500+ posters and postcards to community locations and transit hubs *(English and Traditional Chinese)*
- 225 print advertisements** on the transit system
- 4 newspaper advertisements** *(English and Traditional Chinese)*
- 9 unique media stories** in print
- 480+ recipients of eNewsletter** communication
- 1.5million+** impressions of digital ads
- 70,000+** impressions on social media
- 15,000+** project webpage visits



Outreach and engagement summary



Engagement

Phase 1 (April-May 2016)

Online Survey (English)

Paper Survey at 10 community locations (English)

5 drop-in information sessions

Meetings with public, technical, and government advisory committees

Elected officials forum

Transportation stakeholder workshop

Phase 2 (May-June 2017)

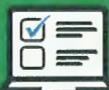
Online survey and discussion guide (English)

Paper survey and discussion guide (English and Traditional Chinese) at 16 collection sites

3 presentations to Tsawwassen First Nations, Delta ProBus Club, and Richmond Chinese Community Society (RCCS)

Meetings with public, technical and government advisory committees

Transportation stakeholder workshop



Participation

Phase 1 (April-May 2016)

- ✓ **2,923** online surveys completed
- ✓ **114** paper surveys completed
- ✓ **2,600+** in-person interactions including:
 - 800+ in-person discussions at Richmond – Brighthouse Station
 - 550+ attendees at the Steveston Cannery Farmers' Market drop-in information session.
 - 280+ in-person discussions at Ladner Leisure Centre
- ✓ **11** pop-up community events to gather input for the proposed plan

Phase 2 (May-June 2017)

- ✓ **3,192** online surveys completed
- ✓ **96** paper surveys completed (including 35 Chinese language surveys)
- ✓ **1,800+** in-person discussions, including:
 - 600+ in-person discussions at Ladner May Days
 - 500+ in-person discussions at Bridgeport Station
 - 400+ in-person discussions at the Steveston Farmers and Artisan Market
- ✓ **10** community consultation sessions hosted by TransLink Planners



What we heard

What we heard in Phase 1

In April and May 2016, we asked people for their opinion on ways to improve transit, cycling, walking, and to motivate less driving for trips within, to, and from the Southwest Area. People were also invited to provide specific feedback on bus services that are most important to them. The following is a summary of the general feedback and themes of what we heard, ranked by order of importance:

How we responded in Phase 1

Engagement with the public, elected officials, local government transportation and land use planning staff, and transportation-related stakeholders, along with the technical analysis described earlier, informed our understanding of the overall issues and opportunities related to transit and transportation in the Southwest Area. This information was then used to develop proposals that would be consulted on in Phase 2 of the planning process.

 *What's important in your decision to*
Use transit more often?

- + More reliable service
- + Fewer transfers during a journey
- + Faster trip time
- + Straighter bus route
- + More transit service during weekdays
- + More transit service on weekends
- + Later end time for the last bus or train
- + More transit exchange amenities
- Earlier start time for the first bus or train

 *What's important in your decision to*
Walk more often?

- + Convenient bus stop locations
- + Safe crosswalks
- + Sidewalks to my transit stop
- + Well-maintained sidewalks
- + Better amenities at bus stops (e.g. seating, shelter, lighting)

 *What's important in your decision to*
Ride a bicycle more often?

- + Bike paths are separated from vehicle traffic
- + Cycling routes on streets are signed and marked
- + Secure bicycle parking at transit exchanges
- + Straighter cycling routes to destinations
- More spaces for bicycles on transit

 *What's important in your decision to*
Use a car less often?

- + Better transit service
- + Better walking network
- + More park and rides
- Better cycling network

MORE IMPORTANT +  - LESS IMPORTANT

For more details on Phase 1 public engagement and what we heard, refer to [Appendix B: Phase 1 Survey Results](#).

What we heard in Phase 2

In May and June 2017, we shared proposals related to transit service and regionally-significant cycling corridors with the public and asked for their feedback. Public and stakeholder feedback indicated support for most proposals, with survey respondents identifying that 26 of 36 proposals would make travel in the Area better overall than today.

The following are some of the key themes from what we heard related to transit and cycling:

- Support was high for new services or increased frequency to existing services (e.g. New A (Blundell Road), New B (Steveston Highway/Three Road), New C (Tsawwassen Ferry Terminal), New D (Ladner to Langley), 301, 311, 388, 430, C76)
- Concern was expressed about discontinuing services as part of the overall network redesign (e.g. 480, 602, C87, C92, C96)
- Concern about making significant changes to existing routes in serving Tsawwassen, Ladner, and Richmond (e.g. 404, 405, 603, 604, C88)
- General support for splitting longer routes in Richmond to improve service reliability, although some had concerns about increased transfers (e.g. 401, 405, 407, 410)
- Broad support for the regionally-significant cycling corridors that were identified

For more details on Phase 2 public engagement and what we heard, refer to [Appendix C: Phase 2 Survey Results](#).

How we responded in Phase 2

Feedback received during the engagement period was carefully considered, and ways were sought in which to respond to areas of concern. Most proposals received broad support and are being advanced as originally proposed. Proposals that received the lowest levels of support were either modified or abandoned completely. Where warranted, further refinements, based on feedback, were made to some proposals to create even stronger recommendations.

The survey results summary graph on the next page identifies which proposals were revised in response to public feedback. These are indicated by the ● symbol.

“ Being a part of the Public Advisory Committee was a great experience as I got to be involved in such an important project for my community. It was a pleasure to work with the other volunteers, as well as the staff, to be part of the comprehensive public engagement process for this plan. ”

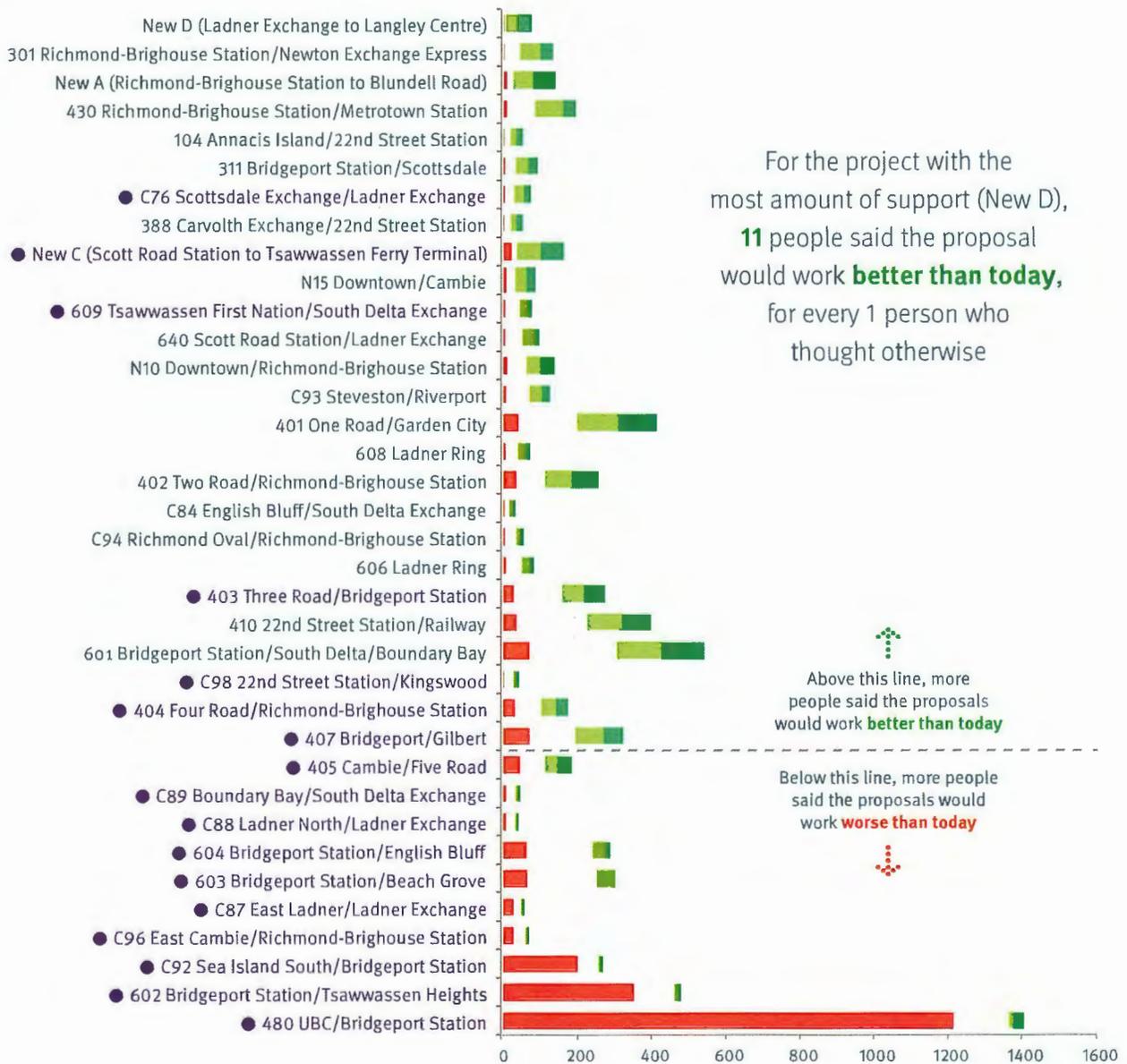
ANTON METALNIKOV, CHAIR, SWATP PUBLIC ADVISORY COMMITTEE

What we heard in Phase 2, and how we responded

Below is a graphic which shows the number of people who provided feedback on proposals for each route, including whether they expressed support or concerns. The graph is sorted based on a ratio of the number of people who said a proposal would result in better service, as compared to the number of people who said it would result in worse service.

Question: Compared to today, how would the proposed change generally work for you?

- Much worse
- Worse
- About the same
- Better
- Much better
- Proposals that were modified based on public feedback



Evaluating recommendations

Recommendations have been made for nearly every bus route in the Southwest Area. All recommendations were evaluated using a Multiple Account Evaluation (MAE) process. The MAE process considers seven different “accounts” to identify the potential benefits and impacts for each recommended change to the transit network. Each account is related to something we care about as a region, with measurable criteria. This includes issues of specific interest to the sub-region – such as access to industrial employment areas. All transit recommendations were evaluated against a Business as Usual scenario, where the transit network remains the same as it is today. The evaluation helped inform the grouping of recommendations into three different tiers that generally reflect their relative overall benefits, and helps to set expectations regarding the order in which recommendations might be implemented.

Multiple Account Evaluation (MAE) criteria

The MAE is meant to be used as a decision-support tool, and it is not meant to represent the final word with regard to identifying priorities for the plan

ACCOUNT	CRITERIA
 ECONOMY	<input type="checkbox"/> Access to jobs <input type="checkbox"/> Access to industrial employment areas
 ENVIRONMENT	<input type="checkbox"/> Emissions reduction
 FINANCIAL	<input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
 SOCIAL AND COMMUNITY	<input type="checkbox"/> Customer experience <input type="checkbox"/> Access to transit
 HEALTH	<input type="checkbox"/> Access to transit for seniors, youth, low income <input type="checkbox"/> Neighbourhood impacts
 LAND USE	<input type="checkbox"/> Policy alignment (regional, local) <input type="checkbox"/> Demand areas
 DELIVERABILITY	<input type="checkbox"/> Ease of implementation <input type="checkbox"/> Acceptability

Recommendations

Identifying recommendations for transit and transportation in the Southwest Area is important for ensuring expectations are aligned for TransLink, municipal partners, the public, and stakeholders with regard to how future regional investments may be made.

To this end, recommendations have been identified for the following areas:

1. **Transit service and infrastructure**
2. **Regionally-significant cycling corridors**
3. **Walking access to transit**
4. **Major Road Network**

1. Transit service and infrastructure

The SWATP includes transit network, service and infrastructure recommendations. Some of the recommended transit network changes include more than one service modification and have been grouped together because the changes support each other and may be implemented at the same time. Many proposed network changes were revised and re-evaluated based on feedback received during public engagement and further technical analysis.

The key objectives for transit service recommendations are aimed at:

- Improving Frequent Transit Network (FTN) service along key corridors
- Expanding bus service for growing communities and large areas of employment, including industrial areas
- Providing more reliable and convenient bus service
- Improving late night service, including making NightBus more direct for service to Richmond City Centre and YVR Airport

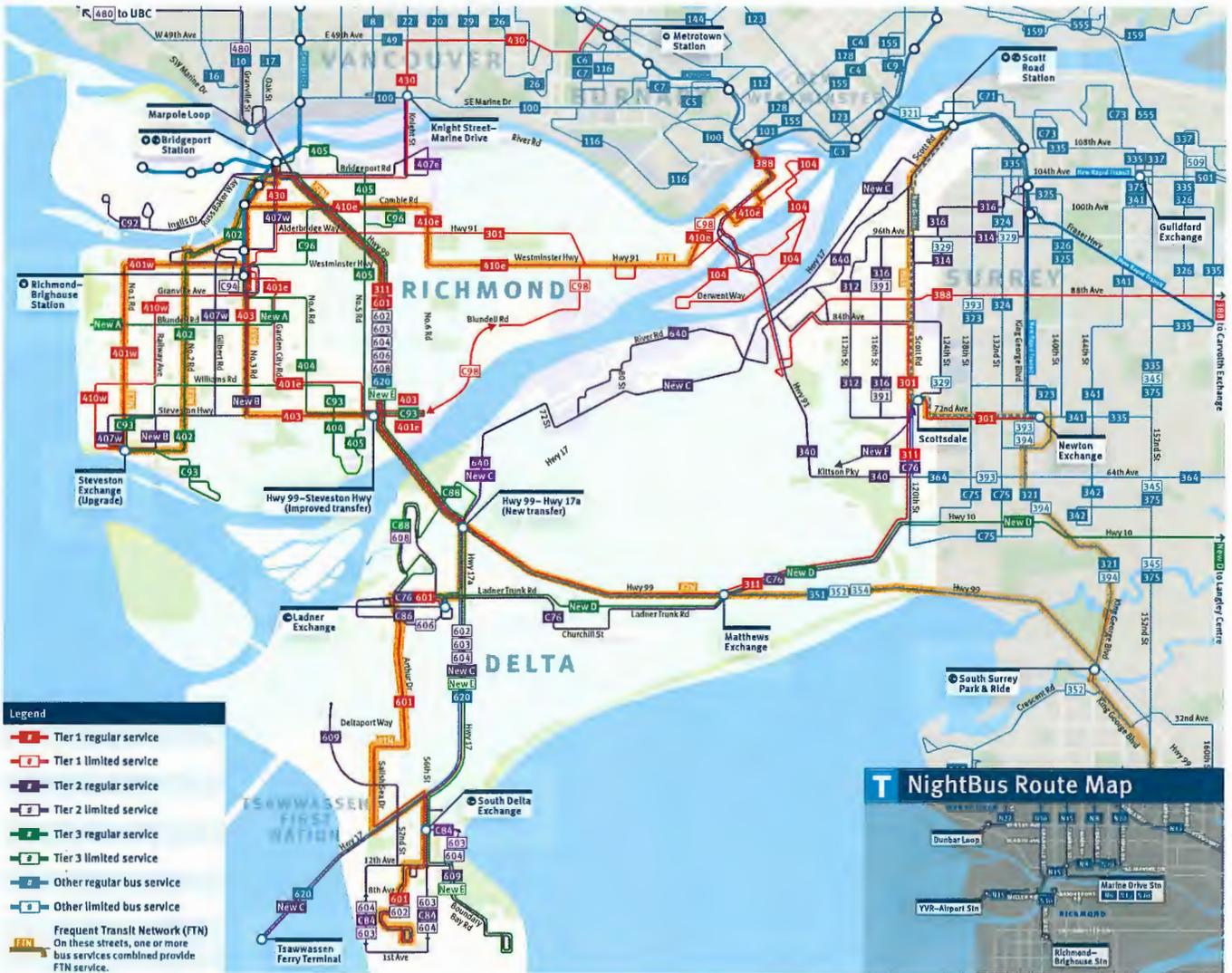
“ Being a part of the PAC helped to connect me with other community members who care about the future of transit in the region. Our different points of view resembled the public we were there to represent.

The SWATP served as a great chance to learn from TransLink, about TransLink – including the goals, the challenges, and the tools used to gain critical input into service planning.

‘Adaptability’ was one of my key takeaways from the SWATP. When the need for new engagement approaches was identified, it was gratifying to see this put into action.”

PATRICK THOMPSON, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

Bus Service Recommendations: 1–15 year implementation



What do the Tiers refer to?

Bus service recommendations are grouped into three different tiers that should generally be understood to reflect the order in which recommendations might be implemented. That is, Tier 1 recommendations would be advanced first, as funding allows and alongside other regional priorities. Tier 2 and Tier 3 recommendations would be considered for implementation based on future funding conditions, but also may require demand for services to grow or conditions to change (e.g. new development, changes to the road network). However, plan recommendations may be implemented as opportunities present themselves; therefore it is conceivable that some Tier 2 or even Tier 3 recommendations could be advanced before all Tier 1 recommendations are implemented.

Bus Transit Service recommendations

LEGEND  Frequent Transit Network service (15 min or better frequency, all day, every day)
 Increase to service frequency
 Reduction to service frequency

Route(s)	Description	Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
		Peak	Off-peak	Peak	Off-peak				
TIER 1									
104	Expanded employment area coverage	12/15	30	12	30	X	X	X	X
301	Additional frequency	15	30/60	15	30	X			
311	Additional frequency	20/30	-	15/20	-	X			
388	New off-peak service	30	-	30	60			X	
401	Redesign the 401 to become two routes:								
401e	Maintain frequency	9	20/30	9	20/30				X
401w	Increase frequency to FTN level service (i.e. every 15 minutes or better all-day, every day)	9	20/30	7	15	X			X
403	Upgrade to FTN	15	15/20	15	15		X		
410, C98	Redesign the 410 to become two routes:								
410e	Connects Granville Ave to 22nd Street Station serving Westminster Highway for all trips	7	10	6	10	X			X
410w	Connects Richmond-Brighouse Station to Steveston Village	7	10	10	15/20				X
C98	Extend service west on Blundell Road further into Kingswood Industrial Area, eventually connecting to Riverport and Highway 99 at Steveston Highway when future development allows; also serve Fraserwood	30	60	15	30	X	X	X	
430	Additional frequency	15/20	20/30	15	20/30	X			
601	Increase frequency to meet Frequent Transit Network levels (i.e. every 15 minutes or better, all day, every day), and reroute to Salish Sea Drive when demand warrants	20	20/30	12	15	X	X	X	X
N10, N15	More direct service:								
N10	More direct connections to Richmond City Centre	-	30	-	30			X	X
N15	More direct connections to YVR Airport	-	30	-	30			X	X

LEGEND

- Frequent Transit Network service (15 min or better frequency, all day, every day)
- Increase to service frequency
- Reduction to service frequency

Route(s)	Description	Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
		Peak	Off-peak	Peak	Off-peak				
TIER 2 RECOMMENDATIONS									
407	Redesign the 407 to become two routes:								
407e	Connects Bridgeport Station to Knight Street – Marine Drive via Bridgeport Road	20	30	15	30	X	X		X
407w	Connects Steveston Village to Bridgeport Station via Gilbert Road, Lansdowne Road, and Garden City Road	20	30	15	20	X	X		X
480	Transition the 480 service to be peak-period only, monitoring ridership and adjusting frequency and span of service as other services connecting to UBC improve; re-invest resources to support Tier 1 bus improvements (e.g. 401 to FTN)	12	20	12	-				X
602	Additional express trips during the midday period	20/30	-	20/30	60	X		X	
606, 608, C86	More direct in Ladner:								
606	Restructure service to serve South Ladner to improve legibility and travel time		-		-				X
608	Restructure service to serve North Ladner to improve legibility and travel time		-		-				X
C86	No change	30	30/60	30	30/60				
609, C89	Adjust routing and increase service frequency on 609 to better serve growing TFN community (exact routing to be confirmed) and join with the C89 to also provide better service coverage for Boundary Bay neighbourhood	60	60	30	30/60	X	X	X	X
640	Provide local service to Tilbury Industrial Area all day, every day, increase frequency during evenings, and extend span of service to later in the night	15/20	30	20	30			X	
New C	New limited stop service between Scott Road Station and Tsawwassen Ferry Terminal via SFPR, Tilbury, Ladner Exchange, and Tsawwassen Mills	-	-	60	60		X		X
C76, C87	Better connections into Ladner Village:								
C76	Increase C76 service frequency all day, every day, and extend service into Ladner Village	30	60	20	30	X			X
C87	Discontinue due to very low ridership and improve street crossings at Ladner Trunk Road and 66 Street for improved access to C76 stops; reinvest resources into extending the C76 into Ladner Village	30	30/60	-	-				

LEGEND

- Frequent Transit Network service (15 min or better frequency, all day, every day)
- Increase to service frequency
- Reduction to service frequency

Route(s)	Description	Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
		Peak	Off-peak	Peak	Off-peak				
TIER 2 RECOMMENDATIONS continued									
C84	Make service bi-directional	60	60	60	60	X			X
C92	Expand service hours to include evenings and weekends to make the service more useful for South Terminal employees and Burkeville residents	20	30	20	30			X	
C94	Earlier AM service near Richmond Oval	30	30	30	30			X	
New B	New service, which would connect Richmond–Brighthouse Station to Steveston Village	-	-	30	30		X		
New F	New service to Sunshine Hills neighbourhood of North Delta, subject to further planning work and community engagement	-	-	30	60		X		
North Delta	Improve service frequency and hours of operation on local routes in North Delta to meet expected demand			TBD	TBD	X		X	
TIER 3 RECOMMENDATIONS									
402, New A	Upgrade to FTN:								
402	Increase frequency to FTN level service, and extend service along No. 2 Road	12	20/30	10	15	X	X		X
New A	New service along Blundell Road, connecting to Richmond–Brighthouse Station	-	-	30	30		X		X
404	Maintain current routing that connects to Richmond-Brighthouse Station, but have the south terminus of the service end at Riverside Industrial Area	30	30	20	30	X			
405	Reroute to connect Bridgeport Station to Riverside Industrial Area via River Drive, Shell Road, Bridgeport Road and No. 5 Road	30	30	20	30	X	X		X
C88	Reroute if there is an opportunity for a new transit connection at Hwy 99/Hwy 17A	30	30/60	30	30/60		X		X
C93	Extend service to London Landing area	30	30/60	30	30/60		X		X
C96	Reroute C96 to provide service along Westminster Hwy between No. 4 Road and Garden City Road, Cambie Road, Jack Bell Drive and McNeely Drive	30	-	30	-				X
New D	New service connecting Ladner to Langley	-	-	60	60		X		X
New E	New peak-period express service to connect Southlands and Boundary Bay to Bridgeport Station	-	-	30	-	X	X		X

Additional transit service, facility and infrastructure recommendations:

- Improve park and ride by expanding current facilities or creating new facilities
- Identify opportunities to improve customer amenities and accessibility at stations, exchanges and major bus stops
- Consider options for potential future applications of flexible / on-demand transit services
- Identify opportunities for innovative partnerships and transportation solutions for seniors and youth traveling north of Bridgeport Station to Vancouver who may benefit from more direct connections
- Identify opportunities for transit priority to make services faster and more reliable, including for approaches to the Queensborough Bridge

Mayors' Council 10-Year Vision

Transit service and infrastructure priorities have also been identified in the Mayors' Council 10-Year Vision.

These priorities include:

- **Surrey Rapid Transit:** New light rail transit (LRT) on three corridors: 104 Avenue, King George Boulevard and Fraser Highway
- **Canada Line:** Upgrade capacity through the purchase of new rail cars to provide more service, upgrades to stations, and expansion of facilities
- **Richmond B-Line:** New B-Line connecting Richmond City Centre to Metrotown
- **Scott Road B-Line:** New B-Line connecting Scott Road Station to Newton Exchange
- New and improved **bus transfer** opportunities at Hwy 99/Stevedon Hwy and Hwy 99/Hwy17A
- New **bus exchange** and layover facility in Steveston

2. Regionally-significant cycling corridors

A number of regionally-significant corridors are identified as priorities for new, or improved, cycling facilities. Improvements will provide high-quality connections to transit, urban centres and regional transportation gateways.

These corridors should provide options that are comfortable and accessible for most cyclists. For these corridors, consideration may be given toward implementing off-street paths, on-street lanes physically separated from traffic, striped bicycle lanes, and neighbourhood street bikeways with traffic calming and crossings at major streets, depending on vehicle traffic volumes.

What we heard

- Seven in ten (69%) said the regionally-significant cycling corridors identified for prioritization are the right ones
- One-quarter (25%) of those who choose to share comments said that cycling corridors should be protected and/or separated from vehicle traffic, especially on roadways with high traffic and high speeds (e.g. Steveston

Highway and Westminster Highway in Richmond; Ladner Trunk Road and River Road in Delta)

- Cycling connections between Richmond and Delta, and to the Tsawwassen Ferry Terminal, are important connections that need to be improved

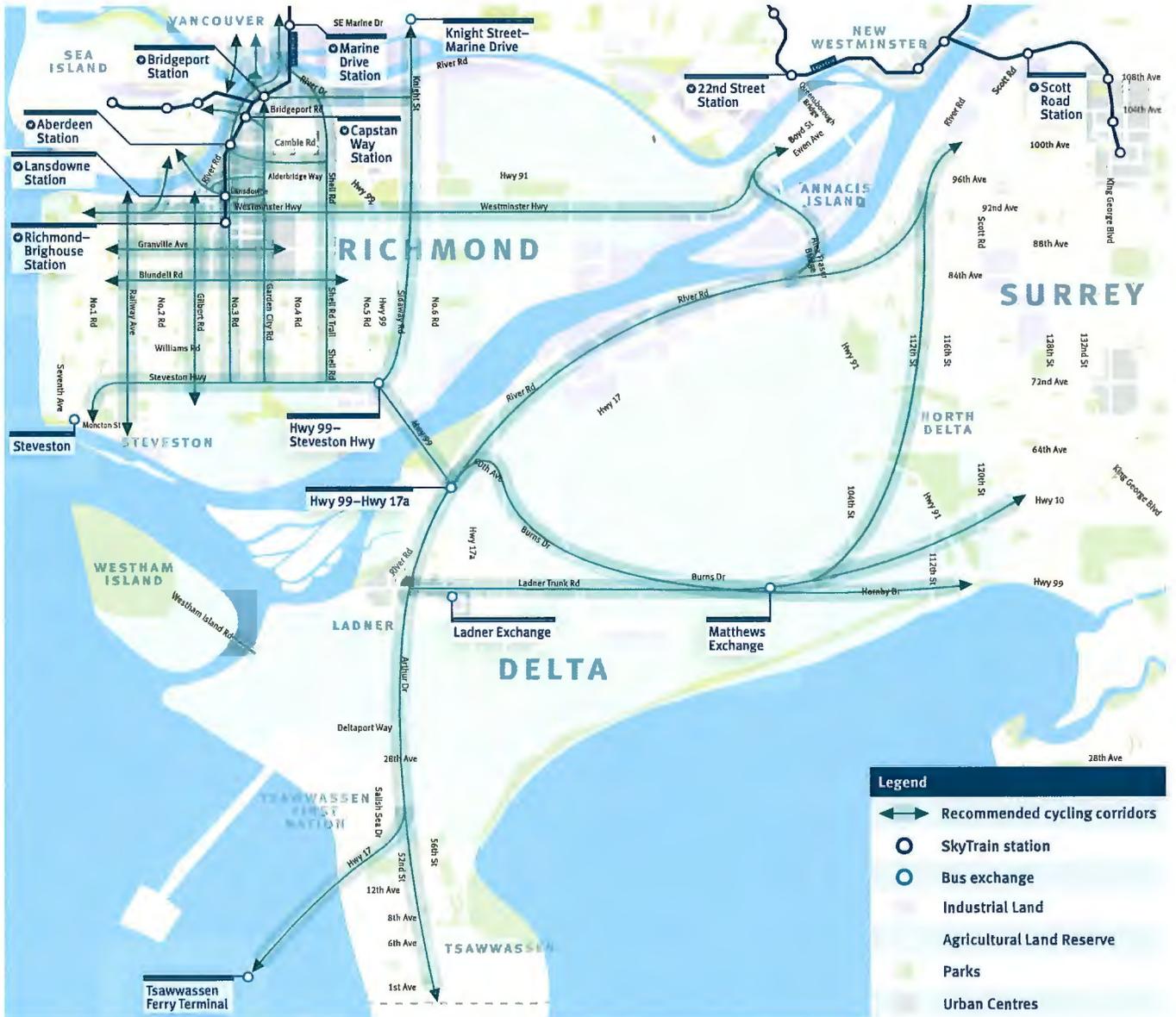
Additional specific cycling-related recommendations

- Explore opportunities for improving the ability for more customers to take bicycles on buses through the George Massey Tunnel and to the Tsawwassen Ferry Terminal
- Explore opportunities for more secure bike parking at transit stations and exchanges, including Bridgeport Station and Richmond–Brighthouse Station
- Explore opportunities to improve cycling conditions and infrastructure for bridge crossings, including the Knight Street Bridge and Westham Island Bridge

“ Thank you to TransLink for having given me the opportunity to participate in the SWATP PAC. I have been impressed by the degree of effort that goes into making plans for our transit system. As a transit user with a disability, I was pleased to be able to share my perspective in an inclusive, “not disability specific” environment. It was also interesting to hear from the many PAC members who could speak to the larger transit network concerns, for example, bike paths. ”

LOUISE GAUDRY, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

Regionally-significant cycling corridors



Legend

- Recommended cycling corridors
- SkyTrain station
- Bus exchange
- Industrial Land
- Agricultural Land Reserve
- Parks
- Urban Centres

3. Walking access to transit

Improvements in walking access to transit should be prioritized within urban centres and employment areas, including improving access to Canada Line stations and bus services that operate frequently throughout the day.

TransLink should work with local government staff, stakeholders and the public to identify and address physical barriers to accessing transit for pedestrians, including those with mobility challenges.

Improvements to walking infrastructure in these locations could include things such as new or improved sidewalks on both sides of the street,

universally accessible street crossings, and other improvements needed to support regional connectivity for pedestrians.

Additional specific walking-related recommendations

- Partner with the City of Delta to improve the intersection of Ladner Trunk Road and 66 Street so that residents can access bus stops
- Partner with the City of Richmond and the Ministry of Transportation and Infrastructure to identify opportunities for bus stops and street crossings along Westminster Highway near Fraserwood



Pedestrians on No.3 Road



Pedestrians accessing a bus stop in Ladner Village

“ I really enjoyed the opportunity to participate in the SWATP Public Advisory Committee. I have enjoyed working with both staff and community leaders. I now appreciate and understand the amount of hard work and information gathering needed to deliver a viable transportation system to satisfy our stakeholders. ”

MICHAEL CHIU, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

4. Major Road Network

The Major Road Network (MRN) is a network of approximately 600 km of road that facilitates the safe and efficient movement of people and goods across the region. It connects the provincial highway system with the local road network and some corridors also serve cyclists and pedestrians.

TransLink, in partnership with local governments, plans the region’s MRN. TransLink provides funding for the operation, maintenance and rehabilitation of the MRN, but ownership and operational

responsibility for the MRN remains with the respective local governments. TransLink and local governments also share the cost of minor capital projects to improve MRN roads, to the benefit of drivers, cyclists and pedestrians.

Through the SWATP process, TransLink has worked with local governments to identify road corridors to be considered for possible inclusion in the MRN. The following map shows these corridors. These will be considered as candidates for any future expansion.

Candidates for addition to the Major Road Network (MRN)



Next steps

The Southwest Area Transport Plan has identified recommendations related to transit service and infrastructure, regionally-significant cycling corridors, walking access to transit and the Major Road Network. This is a living document and TransLink will continue to work collaboratively with local government partners to determine if we are on track or need to adjust course to deliver the recommendations in this Plan.

Implementation

There are number of different ways by which recommendations contained in this plan might be implemented. For example, transit recommendations that can be implemented by reallocating existing resources may be advanced through our quarterly transit service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions. Additionally, individual recommendations may be implemented all at once or incrementally over time (e.g. steadily improving service frequency until it reaches the level identified in this plan, or phasing in network changes). Further public engagement would take place prior to the implementation of recommendations that might involve trade-offs or impacts for customers.

Recommendations related to cycling and walking might be implemented through cost-share funding programs offered by TransLink to which local governments can apply for funding to

construct new or improved cycling and walking infrastructure. Additionally, roadway corridors identified by local governments as priorities for moving people and goods in the Southwest Area will be considered for any future expansion of the Major Road Network.

Tracking progress

Following the completion of an Area Transport Plan, regular monitoring takes place to track the status of the plan and report back on progress. Plan recommendations will be reviewed to ensure land use and transportation planning continue to be coordinated.

Thank you

Thank you to everyone who participated in this process by getting engaged and sharing their feedback to improve the future of transit and transportation in Richmond, Delta and Tsawwassen First Nation.



Traffic Bylaw No. 5870
Amendment Bylaw No. 9816

The Council of the City of Richmond enacts as follows:

- 1. Traffic Bylaw No. 5870, as amended, is amended further by deleting Schedule C and replacing it with Schedule A attached hereto as the new Schedule C to Bylaw No. 5870.
2. This Bylaw is cited as "Traffic Bylaw No. 5870, Amendment Bylaw No. 9816".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signature or date entry.

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor
BRB

MAYOR

CORPORATE OFFICER

SCHEDULE A to AMENDMENT BYLAW NO. 9816

SCHEDULE C to BYLAW NO. 5870

SPEED ZONES

**Highways On Which Traffic Is Limited To
60 Kilometres (37.28 Miles) Per Hour**

1. Westminster Highway between No. 4 Road and No. 6 Road.
2. Westminster Highway between Nelson Road and Highway 91.
3. No. 6 Road between Cambie Road and Westminster Highway.
4. Vulcan Way from No. 6 Road to a point 46 metres (50.31 yards) east of the Bath Slough Bridge.
5. Alderbridge Way between No. 4 Road and Shell Road.