



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: February 21, 2019

From: Lloyd Bie, P.Eng.
Director, Transportation

File: 01-0154-04/2019-Vol
01

Re: TransLink Transit Network Review - Forthcoming Consultation

Staff Recommendation

1. That TransLink's proposed transit network changes, as described in the attached report titled "TransLink Transit Network Review - Forthcoming Consultation" dated February 21, 2019 from the Director, Transportation, be endorsed for the purpose of public consultation.
2. That staff be directed to report back on the results of the public consultation and TransLink's final decisions regarding the proposed service changes.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development Policy Planning	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

TransLink regularly undertakes a Transit Network Review to identify proposed changes to bus routes throughout the region. Proposals emerge through:

- TransLink's ongoing monitoring of the network,
- Phase Two Investment Plan projects that require more refined analysis and planning, and
- recommendation of the Southwest Area Transport Plan (SWATP). The SWATP was approved in April 2018 and is a blueprint for how TransLink can best allocate its resources over the next decade to improve transportation in the southwest area (Richmond, south Delta and Tsawwassen First Nation) in response to local needs and consistent with regional objectives.

This report outlines the proposed transit network changes for Richmond bus routes that will be the focus of regional and Richmond-specific public consultation to be undertaken by TransLink in April 2019.

Analysis

Transit Network Review

The Transit Network Review process identifies projects region-wide that deliver on existing plans and address emerging areas of transit demand. As shown in Figure 1, the current proposed projects are planned for implementation beginning in late 2019 through 2021 pending the outcome of public feedback.



Figure 1: Timeline for Transit Network Review

The proposals fall into two broad categories:

- *Phase Two Bus Expansion*: The refinement of projects from TransLink's Phase Two Investment Plan as well as services to new areas that require more detailed planning; and
- *Network Adjustments*: Cost-neutral changes encompassing proposals from previous Area Transport Plans that require further consultation, and changes to routes to address emerging issues or to make the network more efficient.

Region-wide, up to 21 proposals in total are being considered for Vancouver, Richmond, Surrey/White Rock, the North Shore, Burnaby/New Westminster, and Port Coquitlam.

Proposals for Richmond Bus Routes

The proposed route changes in Richmond are bundled into four projects as described below.

407 Bridgeport-Gilbert

The 407 currently travels between Steveston and Richmond-Brighthouse Station, via Steveston Highway and Gilbert Road, and then carries on to Knight Street-Marine Drive via Garden City Road and Bridgeport Road. As recommended in the SWATP, the proposal would split the route at Bridgeport Station and introduce routing changes to the resulting western and eastern services (Attachment 1).

The western route would continue on Gilbert Road to Lansdowne Road and Garden City Road to Bridgeport Station, thus stopping at Lansdowne Station instead of Richmond-Brighthouse Station. The eastern route would still operate between Bridgeport Station and Knight Street-Marine Drive but would now travel on Vulcan Way and No. 6 Road to provide all day service to this area that currently has peak period service only. Table 1 provides a summary of the benefits and trade-offs of the proposal vis-à-vis the current service.

Table 1: Benefits and Trade-offs of 407 Proposal

Category	Benefits	Trade-offs
Splitting the Route	<ul style="list-style-type: none"> Improves reliability, as the length of the current route is relatively long Allows service to better match demand in each section 	<ul style="list-style-type: none"> Passengers travelling between south Richmond and beyond Bridgeport Station must transfer Impacts daily average of 25 northbound and 28 southbound passengers (1% of daily average boardings)
Western Route	<ul style="list-style-type: none"> New service along Lansdowne Road in response to requests Improved transit access to Oval area (new bus stop is 500 m closer) New direct service between Steveston and Kwantlen Polytechnic University Reduced bus circulation around Richmond-Brighthouse Station 	<ul style="list-style-type: none"> No direct connection to Richmond-Brighthouse Station and Richmond Centre <ul style="list-style-type: none"> Alternative Options: <ul style="list-style-type: none"> Transfer at Lansdowne Station Use 401/402/406 from Steveston
Eastern Route	<ul style="list-style-type: none"> Improved service frequency from peak period to all day for industrial employment area on Vulcan Way and No. 6 Road 	<ul style="list-style-type: none"> None

The proposed route realignment would bring transit coverage to new areas of the city in response to customer requests for service and increased service frequency to existing areas of growing demand. Although some passengers may need to transfer depending on their origin-destination, the numbers of impacted passengers are either very low or alternative direct routes are available.

404 Brighthouse Stn-Four Road / 405 Cambie-Five Road / 416 East Cambie-Brighthouse Stn

The 404 currently operates between Richmond-Brighthouse Station and Riverport via No. 4 Road. The 405 currently travels between Riverside Industrial Park and Richmond-Brighthouse Station, via No. 5 Road and Westminster Highway, and then carries on to Knight Street-Marine Drive via Cambie Road, Viking Way and Bridgeport Road. The 416 currently operates during weekday

peak periods only between Richmond-Brighouse Station and the Crestwood business park on No. 6 Road.

As recommended in the SWATP, the following changes are proposed for the three routes (Attachment 2):

- 404: Realigned to provide increased service to Riverside Industrial Park in response to growing demand. The 404 would also terminate at Riverside Industrial Park instead of Riverport, which is already served by the 403, 408 and 413.
- 405: Realigned to contribute to an overall simpler and more efficient grid network as well as to serve new neighbourhoods in the east Cambie and Bridgeport areas in response to requests. The service would terminate at Bridgeport Station, rather than Richmond-Brighouse Station, and the connection to Knight Street-Marine Drive would be eliminated as current utilization is only 12% of capacity (per TransLink data) and the service would be redundant with the 407.
- 416: Realigned so that transit service is still provided on some roadway sections that previously were served by the 405. The connection to the Crestwood business park would be eliminated as the location is already served by the 410 along No. 6 Road.

Table 2 provides a summary of the benefits and trade-offs of the proposal vis-à-vis the current services.

Table 2: Benefits and Trade-offs of 404 / 405 / 416 Proposal

Route	Benefits	Trade-offs
404	<ul style="list-style-type: none"> • Increased service frequency to Riverside Industrial Park 	<ul style="list-style-type: none"> • Passengers destined for Riverport must transfer <ul style="list-style-type: none"> ○ Alternative Options: <ul style="list-style-type: none"> – Take 403 or 408 from City Centre – Transfer at Ironwood
405	<ul style="list-style-type: none"> • New service coverage for residential areas on No. 5 Road north of Westminster Hwy • New service coverage for residential areas in north Bridgeport area • Increased service frequency to Riverside Industrial Park • More direct route connection between Canada Line and Ironwood 	<ul style="list-style-type: none"> • Removes northbound service from two bus stops on Kwantlen St for Kwantlen Polytechnic University <ul style="list-style-type: none"> ○ Alternative Options: <ul style="list-style-type: none"> – 430 from Richmond-Brighouse – 407 from Bridgeport • No direct connection to Richmond-Brighouse Stn <ul style="list-style-type: none"> ○ Alternative Options: <ul style="list-style-type: none"> – 404 or 408 from Ironwood area – Transfer to 410 or 416 at Cambie Road from along No. 5 Road • Removes service from 4 bus stops on Westminster Hwy between No. 4 Road and No. 5 Road (average of 11 daily boardings/alightings or less than 1% of total daily average boardings) • Removes service from 5 bus stops on Viking Way (average of 104 daily boardings or 9% of total daily average boardings) <ul style="list-style-type: none"> ○ 50-400 m (1-6 min walk) to nearest alternate bus stops

Route	Benefits	Trade-offs
416	<ul style="list-style-type: none"> New service coverage on No. 4 Road north of Westminster Hwy 	<ul style="list-style-type: none"> Removes service from 2 bus stops within Crestwood business park (average of 200 daily boardings or 60% of total daily boardings) <ul style="list-style-type: none"> 250 m (4 min walk) to nearest alternate bus stop with all day service at higher frequency

Overall, the proposed route realignments would bring transit coverage to new areas of the city and increased service frequency to existing areas of growing demand. Although some passengers would need to transfer and/or walk further depending on their destination, the numbers of impacted passengers are either relatively low or alternative routes would be within walking distance that offer increased service frequency.

NightBus: N10 Brighthouse Station-Downtown / N15 Cambie-Downtown

The N10 currently operates between Richmond-Brighthouse Station and downtown Vancouver via YVR between 1:00 am and 3:00 am. As a result, there is a gap in service to YVR between 3:00 am and the first Canada Line train at 5:00 am. The N15 currently operates within Vancouver between Marine Drive Station and downtown Vancouver.

As part of the Phase Two bus expansion and as recommended in the SWATP, the N15 would be extended from Marine Drive Station to YVR and its operating hours extended to close the gap in service (Attachment 3). The N10 would continue to operate between Richmond-Brighthouse Station and downtown Vancouver but would no longer serve YVR. Table 3 provides a summary of the benefits and trade-offs of the proposal vis-à-vis the current services.

Table 3: Benefits and Trade-offs of N10 / N15 Proposal

Route	Benefits	Trade-offs
N10	<ul style="list-style-type: none"> Faster and more direct service between Richmond-Brighthouse Station and downtown Vancouver 	<ul style="list-style-type: none"> Passengers destined for YVR from Richmond must transfer at Bridgeport Station (daily average of 2 passengers)
N15	<ul style="list-style-type: none"> Extended operating hours to YVR to provide complete coverage when Canada Line not operational More consistent and legible grid service 	<ul style="list-style-type: none"> None

Staff have asked TransLink to ensure that the schedules of the N10 and N15 include a timed transfer point at Bridgeport Station so that passengers switching between the two services have a minimal waiting period.

408 Ironwood/Riverport-Brighthouse Station

The 408 currently operates between Richmond-Brighthouse Station and Riverside Industrial Park via Garden City Road, Williams Road and No. 5 Road. Evening and weekend trips extend to Riverport. Part of the route includes a one-way deviation via King Road and Seacote Road for westbound trips only.

To improve route consistency and legibility with a grid network, the 408 is proposed to remain on Williams Road in both directions and would no longer travel along King Road-Seacote Road for westbound trips (Attachment 4). Table 4 provides a summary of the benefits and trade-offs of the proposal vis-à-vis the current service.

Table 4: Benefits and Trade-offs of 408 Proposal

Benefits	Trade-offs
<ul style="list-style-type: none"> • More direct and easily understood service • Faster travel time for passengers moving through this section of the route 	<ul style="list-style-type: none"> • Removes service from 3 bus stops • Impacts daily average of 198 passengers boarding and 32 passengers alighting (2% of total daily average boardings) • Alternative Options: <ul style="list-style-type: none"> ○ 350-600 m (5-9 min walk) to 408 bus stops ○ 70-350 m (1-5 min walk) to 405 bus stops

The proposal would retain the service on an arterial road rather than a local road through a neighbourhood. While a small proportion of passengers would be required to walk to alternative bus stops, all of the stops are within a 10 minute walk along existing sidewalks or pathways.

Public Engagement

TransLink intends to undertake public consultation in April 2019 to both inform and gather feedback from customers and stakeholders who are directly and indirectly affected by the proposed changes to the transit network. The process will seek to gather public feedback regarding:

- connections to community activity centres,
- bus stop locations,
- impacts on existing customers and residents, and
- service design considerations including service span and minor adjustments to the schedules and/or routes.

Identified stakeholder groups in Richmond include Kwantlen Polytechnic University students, Riverside Industrial Park and Vulcan Way businesses, residents of No. 5 Road, River Drive and in the Oval Village area, Richmond School District, and YVR employees.

TransLink will consider the feedback and, where appropriate, utilize it to refine the changes. A variety of techniques will be used to reach and engage the public:

- Delivery of postcards to homes and emailed to community groups and businesses in the areas with proposed changes;
- Advertisement of the engagement online and in print to encourage broad participation;
- An online survey for the duration of the engagement period to gather detailed feedback;
- Provision of paper surveys and drop boxes at key community locations, for those without access to the internet, or who prefer to complete the survey in hard copy;
- Hosting in-person public engagement sessions and transit operator sessions during the engagement period; and
- Consultation with municipal staff and elected officials on the proposed service changes throughout the process.

TransLink will attend the March 20, 2019 meeting of the Public Works and Transportation Committee to answer any questions of the Committee. Additional activities to be held in Richmond during the primary consultation period of April 2-18, 2019 include:

- Richmond-Brighthouse Station Pop-up Event: TransLink's street team to distribute postcards directing recipients to the online survey. Date is to be determined but likely April 13th.
- Richmond City Centre Pop-up Information Session: location and date to be determined. Potential locations include Richmond Olympic Oval or Kwantlen Polytechnic University.
- City Capital Projects Open House: TransLink will provide material for the City's annual capital projects open house to be held April 17, 2019 at City Hall that will direct attendees to the online survey.

The City will support TransLink's public engagement process with promotion of the online survey and the open house event in Richmond via the City's social media channels. Staff have suggested to TransLink that the mail delivery of postcards target the following groups: residents along King Road and Seacote Road (regarding the 408 proposal) and institutions along No. 5 Road (regarding the 405 proposal).

Next Steps

Staff would report back on the outcome of the public consultation and how TransLink considered the feedback, along with other technical information, regarding its final decisions to implement, modify, or defer the service changes.

Financial Impact

None.

Conclusion

TransLink will be undertaking public consultation in April 2019 on a number of proposed transit network changes for Richmond that would expand bus service to new areas, realign routes to address emerging issues or make the network more efficient. The proposed changes are consistent with TransLink's Southwest Area Transport Plan approved by Council in March 2018. Staff would report back outcome of the consultation with further details of the finalized service changes.



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JC:jc

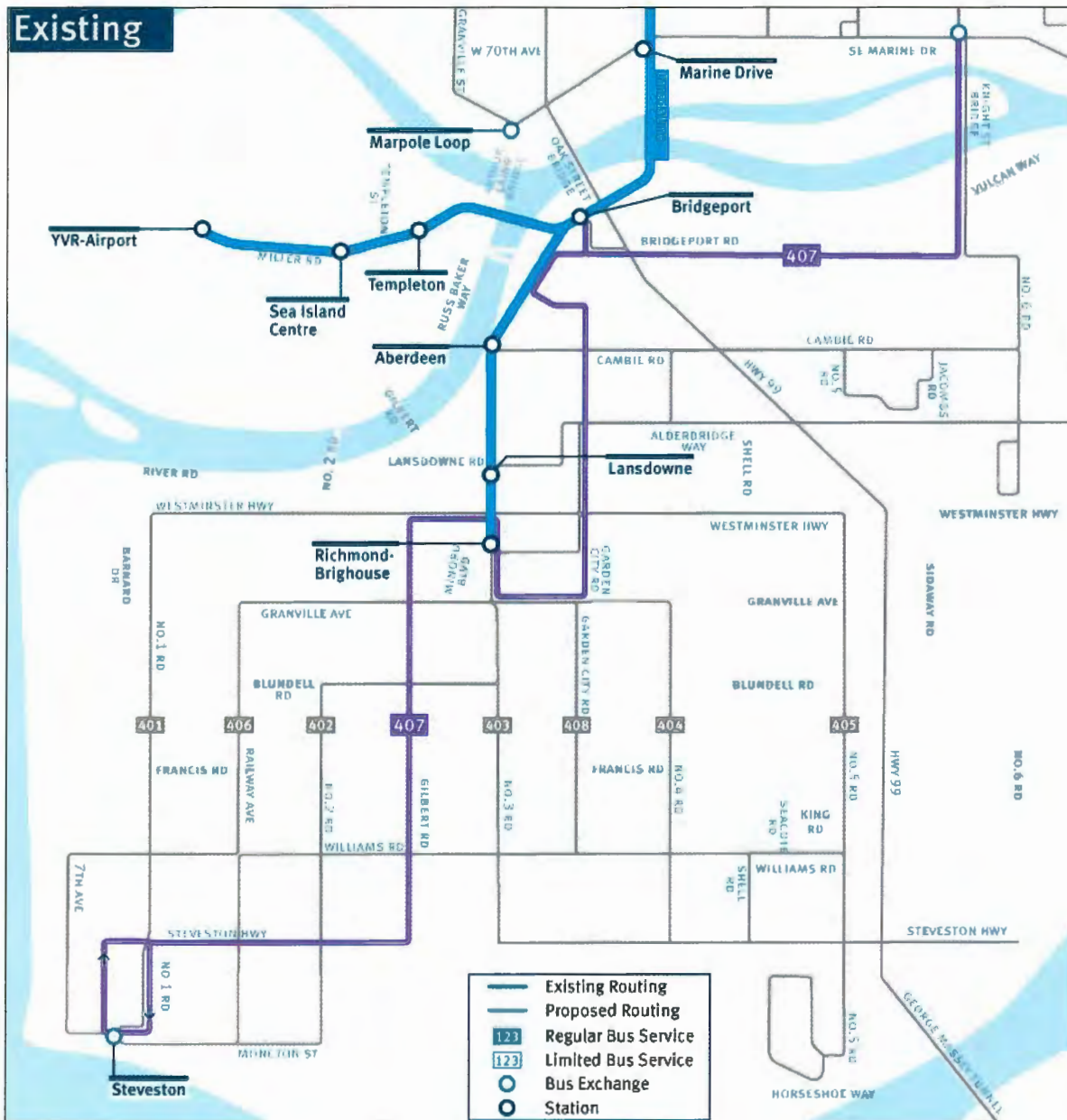
Att. 1: 407 Bridgeport-Gilbert Proposal

Att. 2: 404 Brighthouse Station-Four Road / 405 Cambie-Five Road / 416 East Cambie-Brighthouse Station Proposal

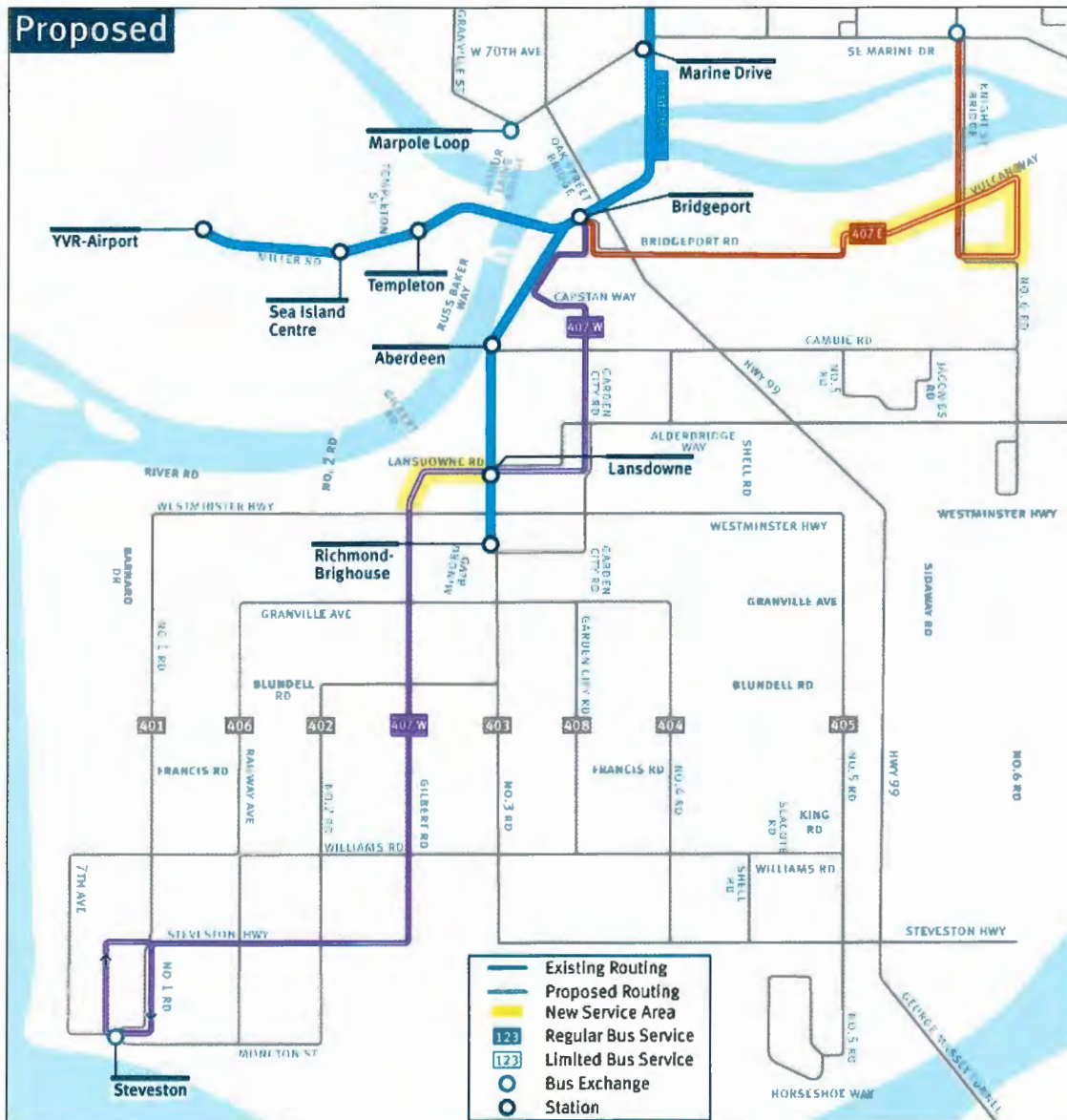
Att. 3: N10 Brighthouse Station-Downtown / N15 Cambie-Downtown Proposal

Att. 4: 408 Ironwood/Riverport-Brighthouse Station Proposal

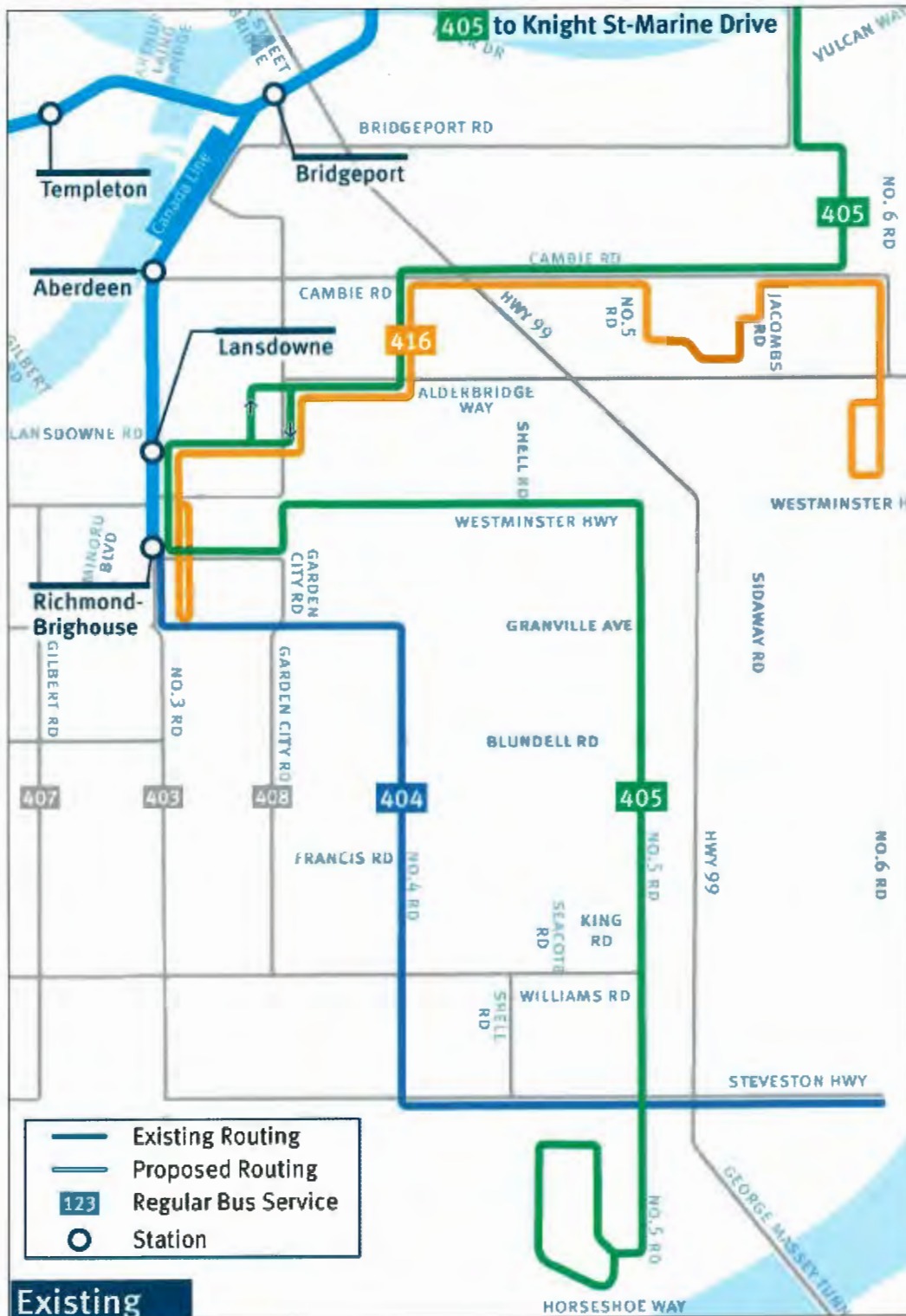
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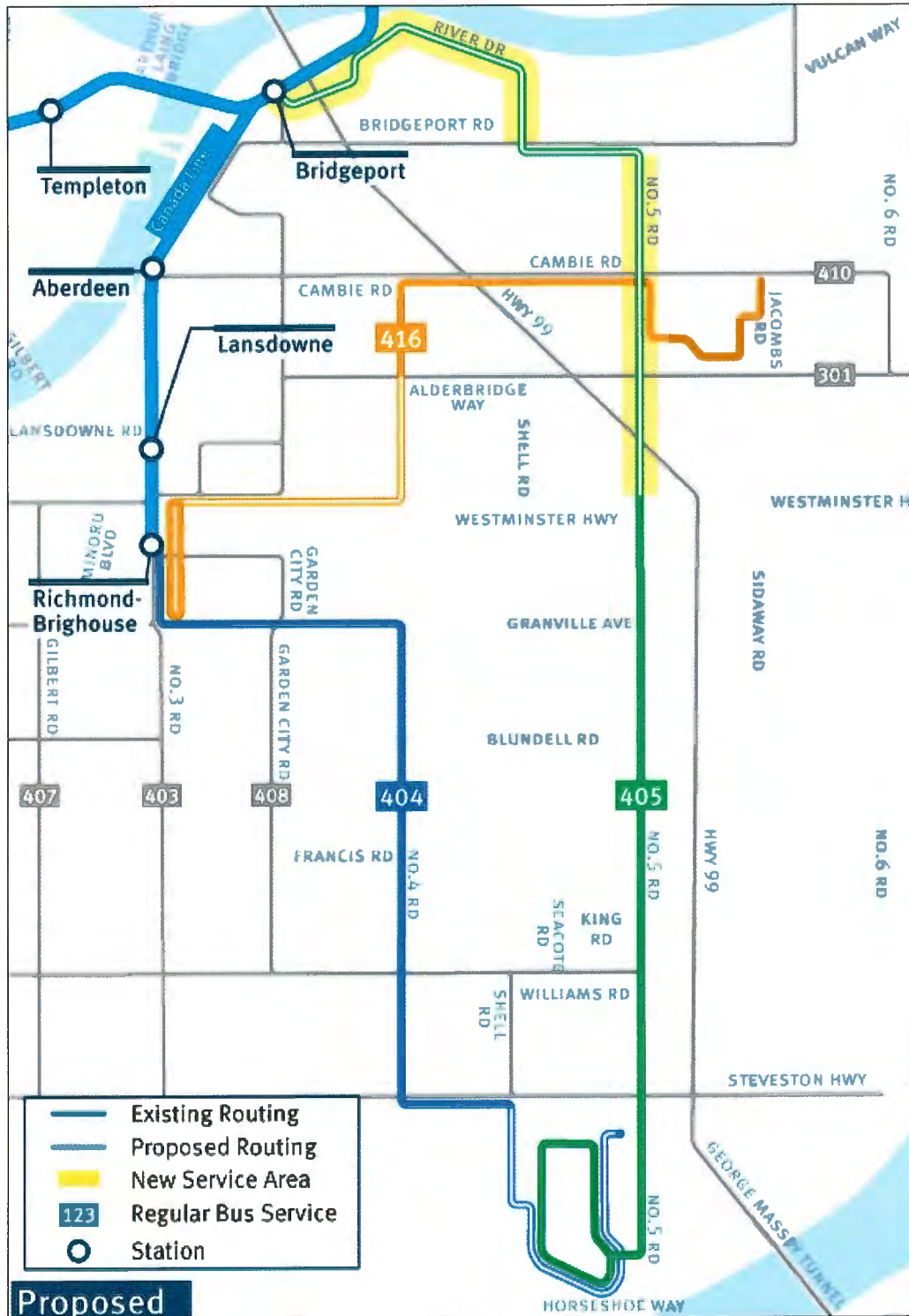
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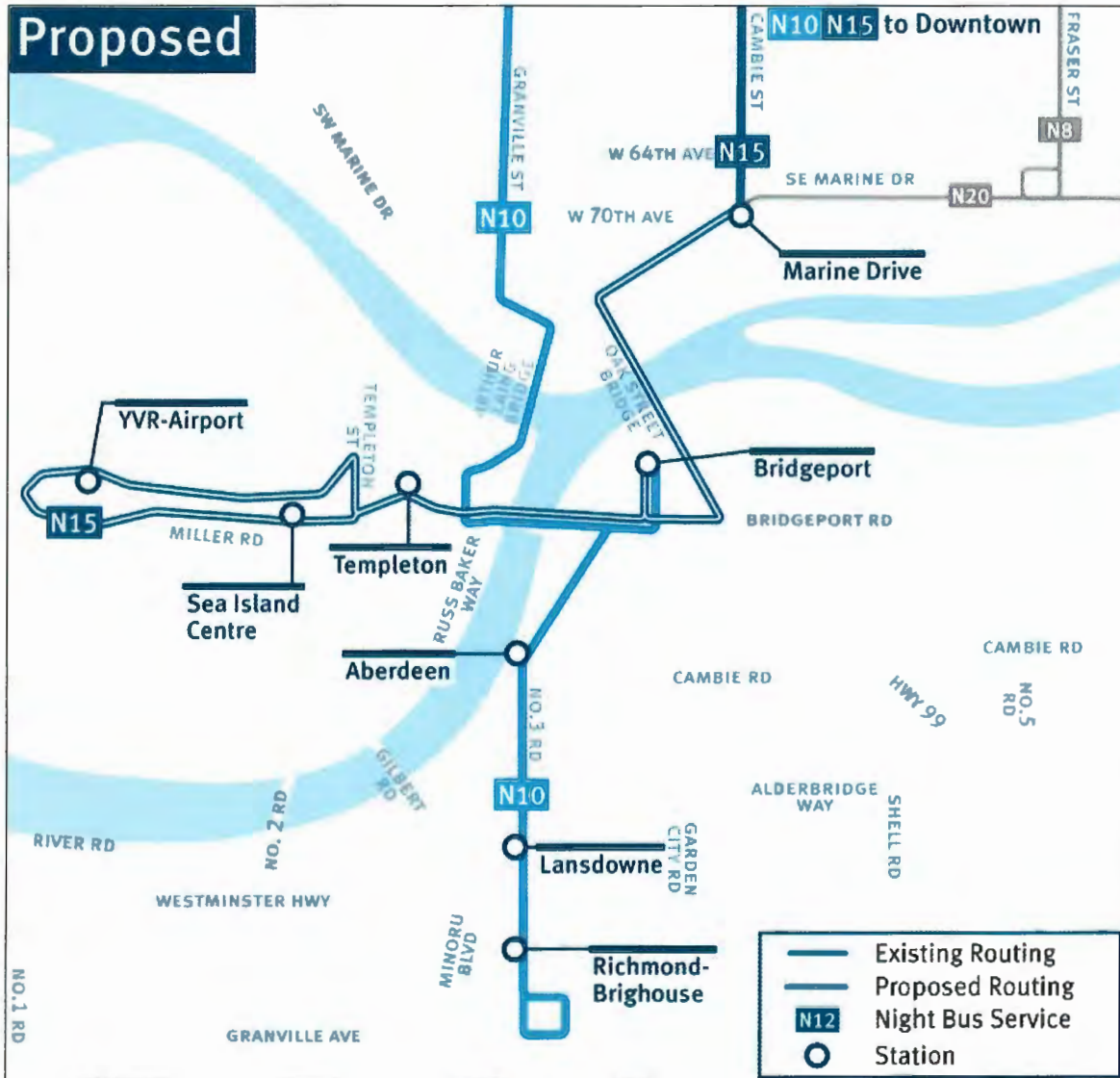
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