



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 26, 2021
From: Lloyd Bie, P.Eng.
Director, Transportation **File:** 01-0154-04/2021-Vol
01
Re: TransLink 2019 Transit Network Review - Consultation Results

Staff Recommendation

That the report titled "TransLink 2019 Transit Network Review - Consultation Results" dated January 26, 2021, from the Director, Transportation be received for information.

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

Att. 1

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

Staff Report

Origin

At its March 25, 2019 meeting, Council endorsed TransLink's proposed transit network changes in Richmond for the purpose of public consultation and directed staff to "report back on the results of the public consultation and TransLink's final decisions regarding the proposed service changes."

Following TransLink's publication of its 2019 Transit Network Review, this report responds to the referral.¹

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Public Consultation Results and TransLink Actions

During April 2-18, 2019, TransLink held a consultation process with a variety of engagement techniques (Figure 1) that included four bundles of proposed transit changes in Richmond (Attachment 1). The proposed changes were based on recommendations of the Southwest Area Transport Plan (SWATP), which includes Richmond, and customer feedback. TransLink published the outcome in its "2019 Transit Network Review" (the Report) in 2020 and the results relevant to Richmond are summarized below.



Figure 1: Summary of TransLink Engagement

¹ The TransLink report can be accessed at: <https://www.translink.ca/-/media/translink/documents/plans-and-projects/managing-the-transit-network/2019-transit-network-review-report.pdf>.

N10 and N15: Downtown-YVR-Richmond NightBus

The N10 operates between downtown Vancouver and Richmond City Centre via Vancouver International Airport (YVR). There is a service gap as the N10 provides service to YVR only until 3:30 am while the Canada Line does not start service until 5:00 am. Per the SWATP, TransLink proposed to:

- Route the N10 between the City Centre, Bridgeport Station and downtown Vancouver, and discontinue the deviations to YVR; passengers destined for YVR from Richmond to transfer at Bridgeport Station
- Extend the N15 from Marine Drive to YVR via Bridgeport Station for all trips
- Extend the N15 service hours to YVR until the first Canada Line train in the morning



There was strong support for the proposal; 75% of respondents (total of 502 surveys completed) indicated support or strong support. At the time of writing its Report, TransLink intended to implement the changes in 2020. Implementation was suspended due to the COVID-19 pandemic and is now pending TransLink's development of a new 10-Year Investment Plan.

408: Ironwood-Richmond Centre

The 408 travels directly along Williams Road to No. 5 Road in the eastbound direction but, in the westbound direction, it detours via King Road and Seacote Road to Williams Road. TransLink proposed a two-way service along Williams Road in response to customer requests to provide more consistent and clear service.



There was notable opposition to the proposal; 44% of respondents (total of 404 surveys completed) indicated opposition or strong opposition. Based on the engagement results and an evaluation of customer benefits and trade-offs, TransLink will not proceed with the proposal.

407: Steveston-Gilbert-Bridgeport-Knight

The 407 is a long route connecting Steveston to Knight Street in Vancouver and is frequently unreliable due to congestion through City Centre. In addition, demand between Steveston and City Centre is much higher than the remainder of the route. Per the SWATP, TransLink proposed splitting the 407 with:

- The 407 West - connecting Steveston to Bridgeport Station (instead of Richmond-Brighouse Station) via Lansdowne Road and Garden City Road.

- The 407 East - connecting Bridgeport Station to Knight Street via the Vulcan Way industrial area.



There was support for splitting the 407; 58% of respondents (total of 390 surveys completed) indicated support or strong support. Many customers requested increased frequency of the 407 while there was some concern about the loss of service at two bus stops on Garden City Road near Cook Road.

Based on the engagement results and an evaluation of customer benefits and trade-offs, TransLink will implement the redesign of the 407, introduce new transit service on Gilbert Road and Lansdowne Road, and maintain service to bus stops on Garden City Road with the 405 service. At the time of writing its Report, TransLink intended to implement the changes in 2021. Implementation is now pending TransLink's development of a new 10-Year Investment Plan.

404, 405 and 416: Riverside-No. 5 Road-Bridgeport

The 405 is a long, circuitous route that provides indirect service and often experiences delays through City Centre. Demand for transit service is increasing at both Riverside Industrial Park and the residential developments along River Drive. Per the SWATP, TransLink proposed to:

- Redesign the 404 to end at Riverside Industrial Area.
- Redesign the 405 to continue straight on No. 5 Road and connect to Bridgeport Station via River Drive.
- Redesign the 416 to serve Westminster Highway and No. 4 Road, and end at Jacombs Road-Cambie Road with the 410 continuing to serve the Crestwood business area along No. 6 Road.



There was strong support for straightening the 405; many of those who responded positively liked the more direct connections and many were strongly in support of new service coverage along No. 5 Road and to the developing residential areas along River Drive (total of 546 surveys completed). Conversely, there was concern about the loss of service to Viking Way and the surrounding employment area. Many of those opposed to the changes for the 416 wanted the service maintained to Crestwood Corporate Centre, and cited overcrowding on the 410 as a barrier to switching to that route.

Based on the engagement results and an evaluation of customer benefits and trade-offs, TransLink will defer implementation and undertake further analysis and planning to address concerns about service loss to Viking Way and the surrounding employment area. This work will be coordinated with future planning work of the R7 RapidBus alignment between Richmond and the Expo Line.

January 26, 2021

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Financial Impact

None.

Conclusion

The planned transit network changes in Richmond identified by TransLink will expand transit coverage to new areas of the city and improve reliability. Implementation of the changes is pending TransLink's development of a new 10-Year Investment Plan, which is planned to be completed by June 2021.

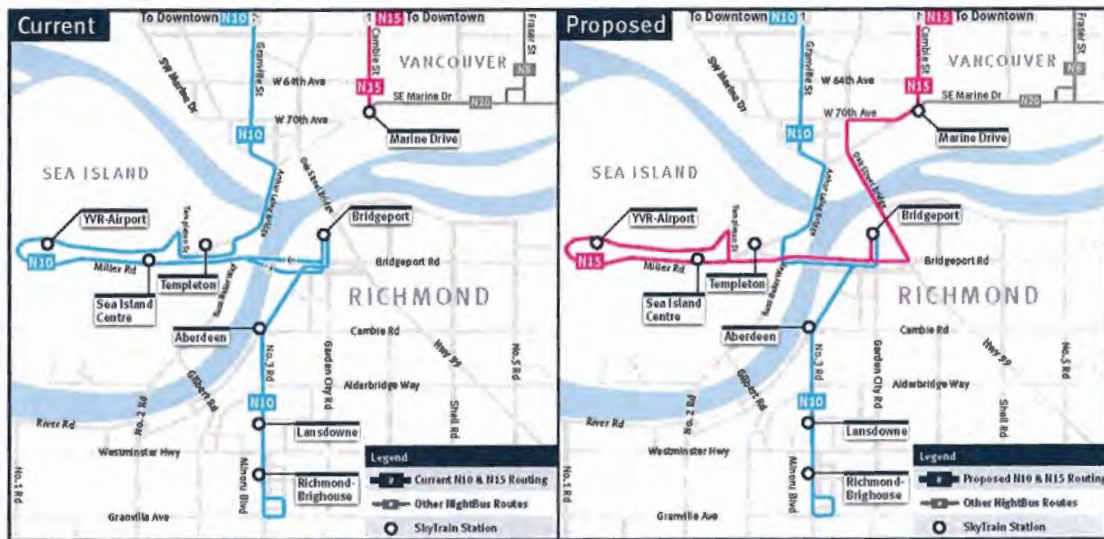
A handwritten signature in blue ink that reads "J. Caravan".

Joan Caravan
Transportation Planner
(604-276-4035)

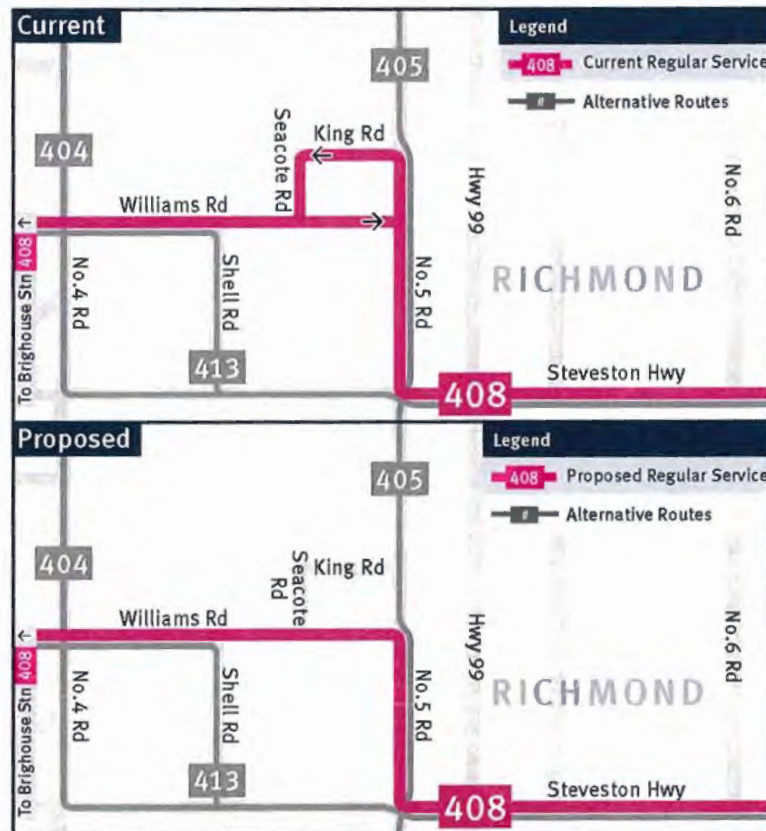
JC:jc

Att. 1: TransLink Proposed 2019 Transit Network Changes in Richmond

TransLink Proposed Transit Network Changes

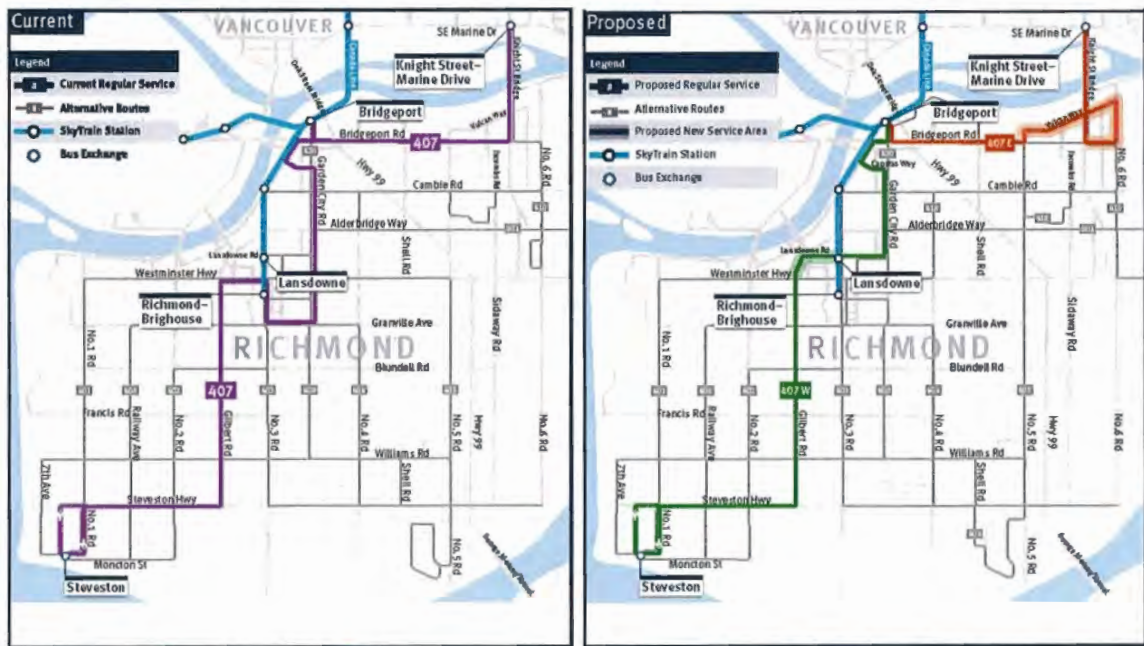


N10 and N15: Downtown-YVR-Richmond NightBus

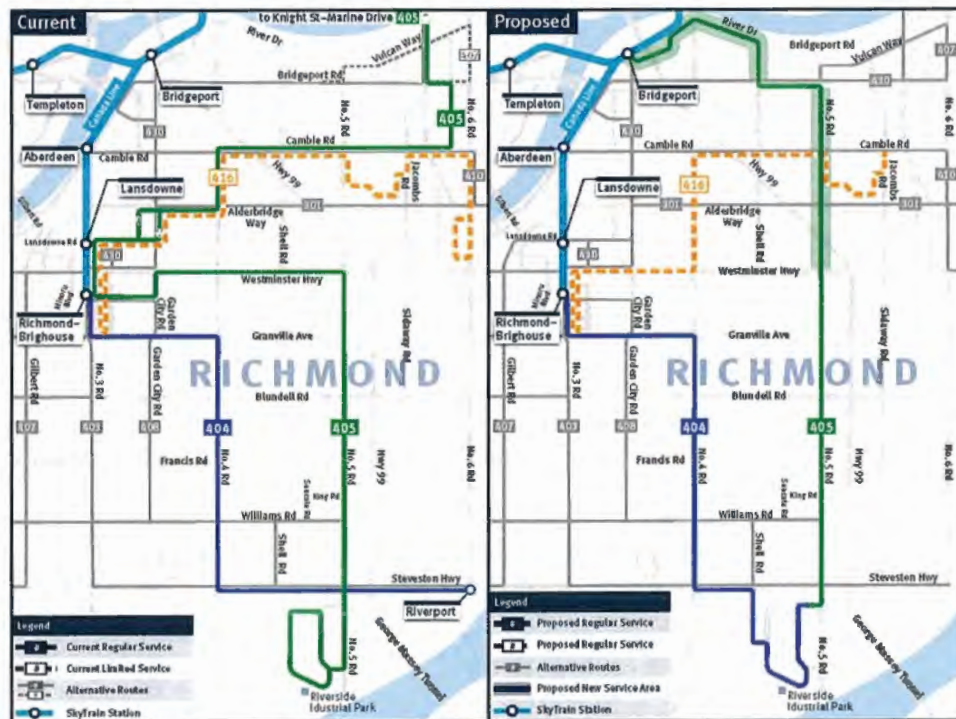


408: Ironwood-Richmond Centre

TransLink Proposed Transit Network Changes



407: Steveston-Gilbert-Bridgeport-Knight



404, 405 and 416: Riverside-No. 5 Road-Bridgeport