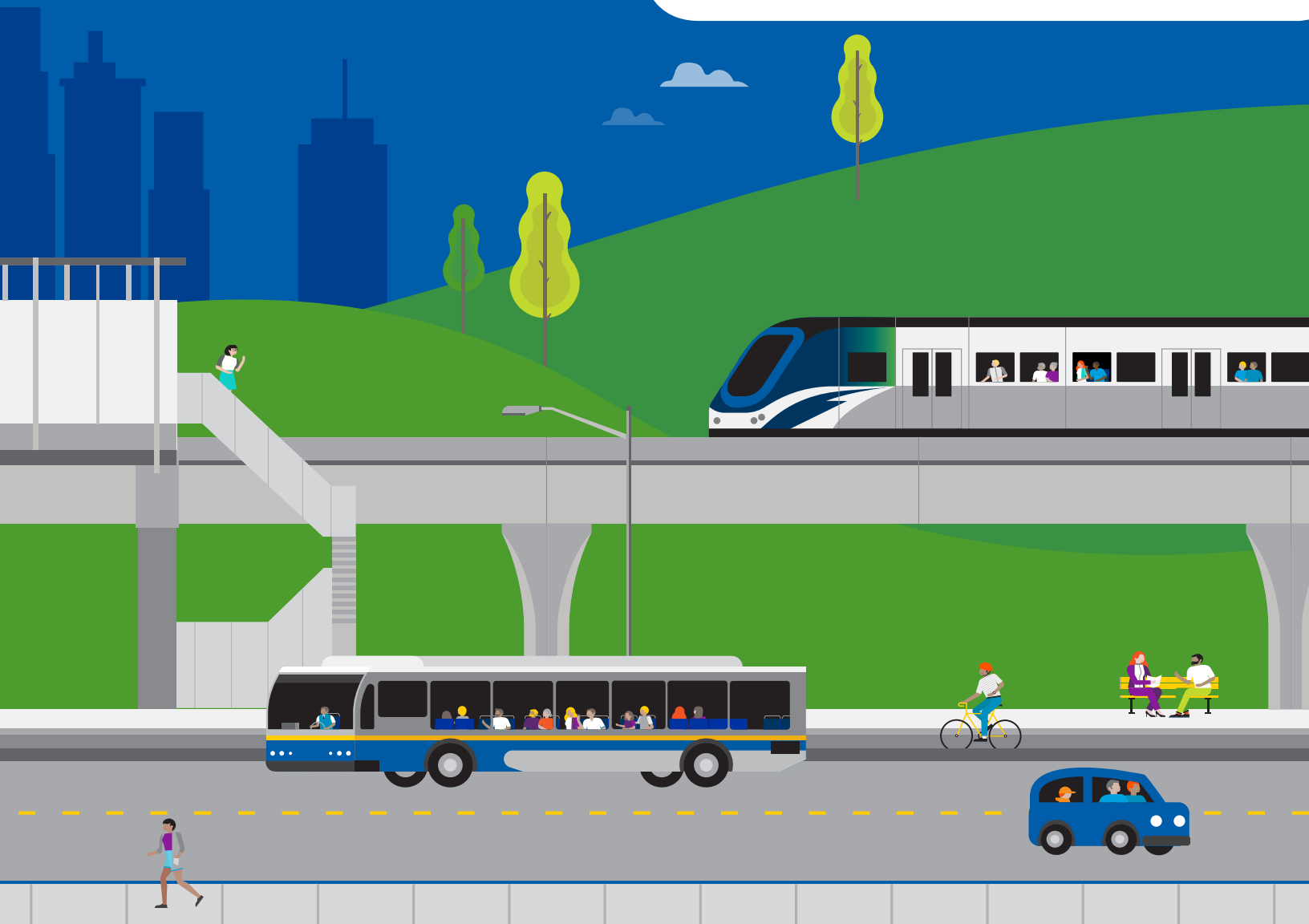


# Southwest Area Transport Plan

APRIL 2018



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## 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 call 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 10-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 light 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.



### STAKEHOLDER & PUBLIC ENGAGEMENT

**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.

Support for this plan was provided by local elected officials of the City of Richmond (March 26, 2018), City of Delta (April 9, 2018), and Tsawwassen First Nation (April 10, 2018), including endorsement for implementing the recommendations contained in this document.

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.

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### 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

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## 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:

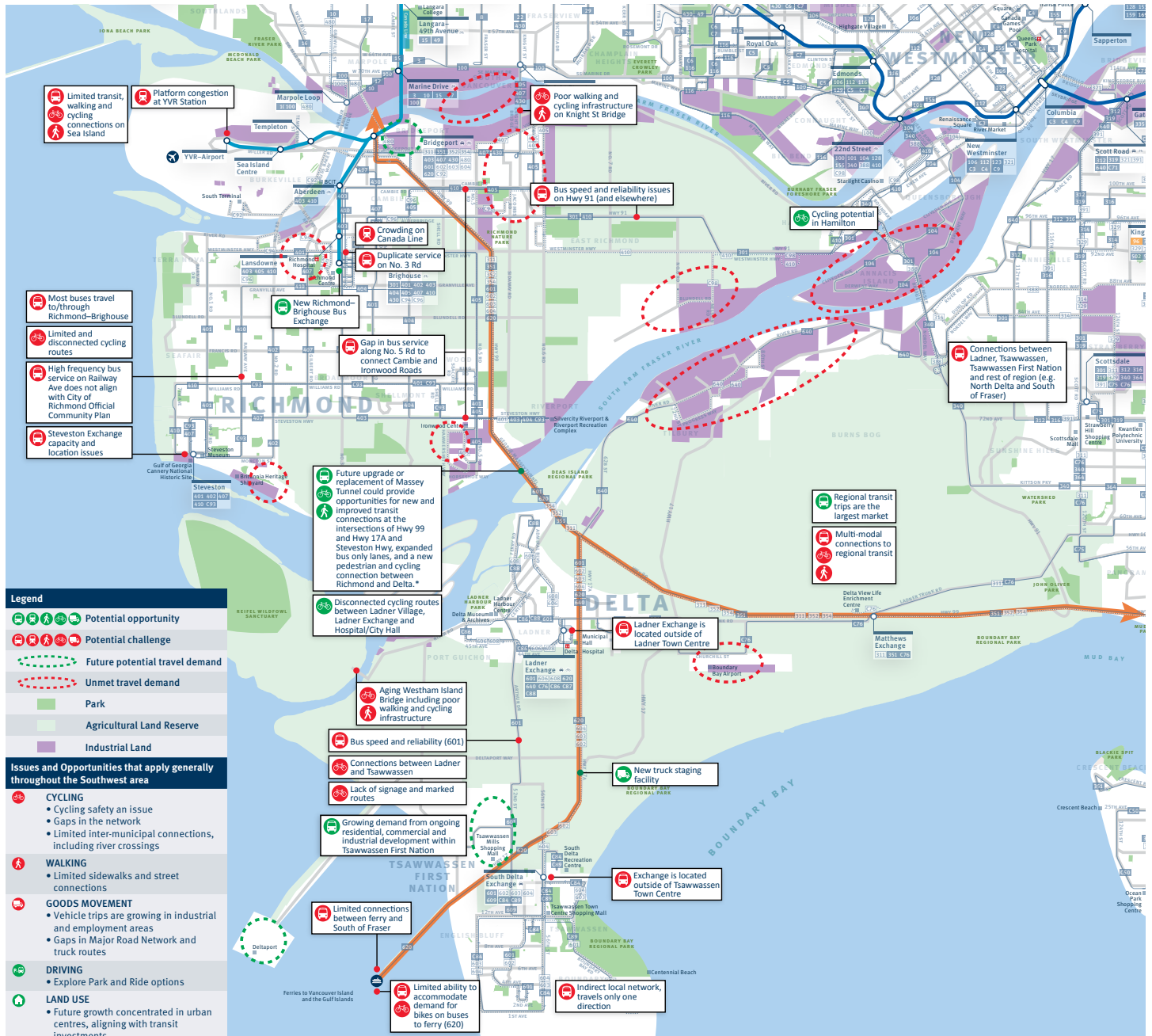
1. **Land use analysis:** Looked at historical, current, and planned patterns of development, as well as demographics, to understand where the generators of transportation demand are today and in the future. TransLink's [Transit-Oriented Communities Design Primer](#) provides an overview of how land 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:



#### *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.

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*“ 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

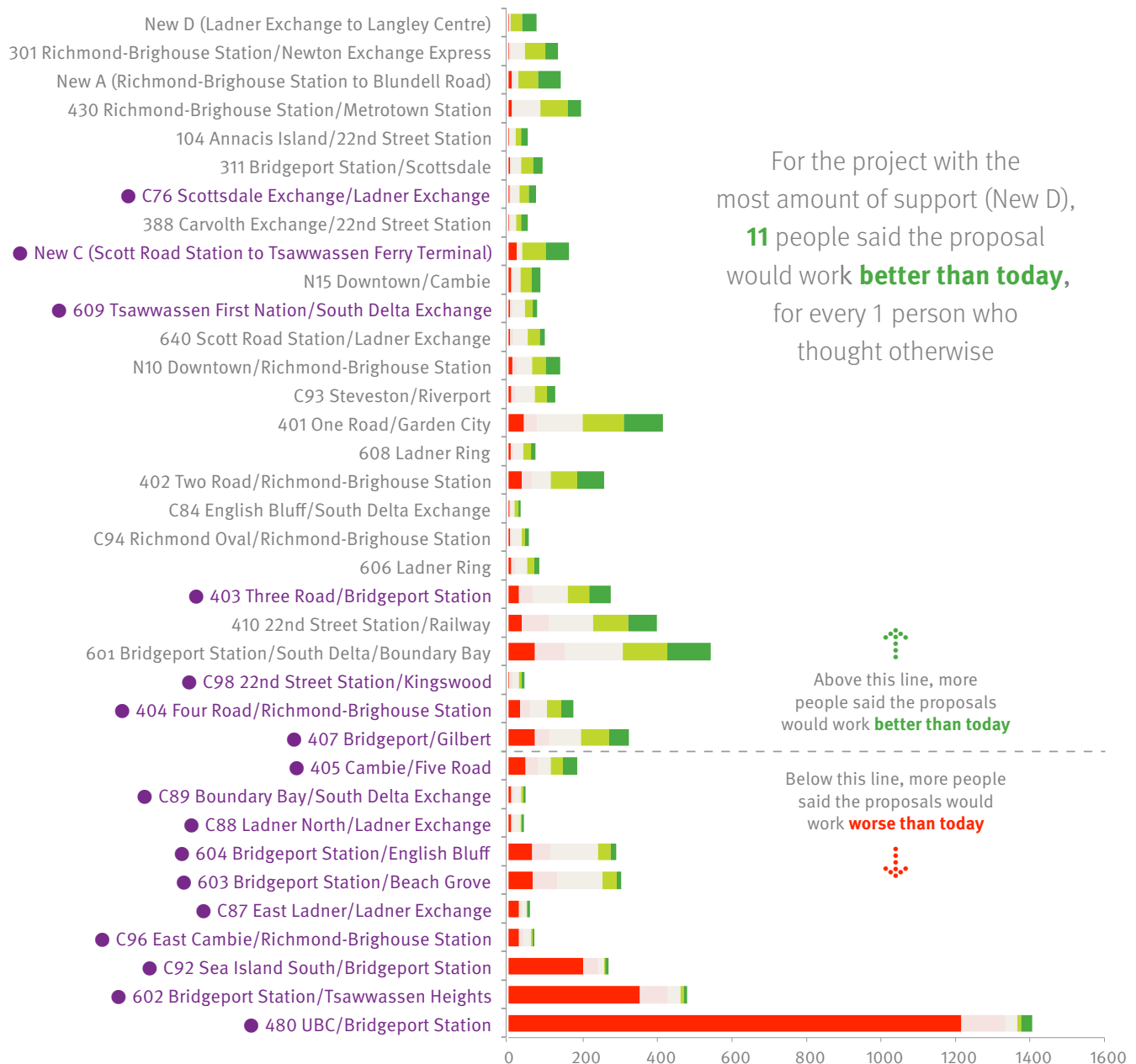
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## What we heard in Phase 2, and how we responded

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

- |  |                                     |
|--|-------------------------------------|
| <b>1. Transit service and infrastructure</b>       | <b>3. Walking access to transit</b> |
| <b>2. Regionally-significant cycling corridors</b> | <b>4. Major Road Network</b>        |

### 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. Nearly 50% of the 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 Delta 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		Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
Route(s)	Description	Peak	Off-peak	Peak	Off-peak				
<div> <div></div> Frequent Transit Network (FTN) service (15 min or better frequency, all day, every day)           <div></div> Increase service frequency           <div></div> Reduction service frequency         </div>									
<b>TIER 1</b>									
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	30			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 serves 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		Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
Route(s)	Description	Peak	Off-peak	Peak	Off-peak				
<div><div></div>Frequent Transit Network (FTN) service (15 min or better frequency, all day, every day)</div> <div><div></div>Increase service frequency</div> <div><div></div>Reduction service frequency</div>									
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 Nouth 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		Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
Route(s)	Description	Peak	Off-peak	Peak	Off-peak				
Frequent Transit Network (FTN) service (15 min or better frequency, all day, every day)									
Increase service frequency									
Reduction service frequency									
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:

- **South of Fraser 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 Expo Line
- **Scott Road B-Line:** New B-Line connecting Scott Road Station to Newton Exchange
- New and improved **bus transfer** opportunities at Hwy 99/Steveston Hwy and Hwy 99/Hwy17A
- New **bus exchange** and layover facility in Steveston

### Planned renaming of Community Shuttle routes ("C" routes)

Due to ridership growth and the evolution of the bus network, "C" routes often no longer reflect the type of service we provide (e.g. C92, C98). These routes were initially low-capacity routes served by smaller community shuttle buses; however, many "C" routes now operate with larger conventional buses. To avoid confusion and improve understanding of the bus network, route numbers beginning with a "C" are being renumbered system wide. As a result of these changes, "C" routes referenced in this document may have been renumbered since publication.

## 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–Brighouse Station
- Explore opportunities to improve cycling conditions and infrastructure for bridge crossings, including the Knight Street Bridge and Westham Island Bridge

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*“ 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

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Regionally-significant cycling corridors



### 3. Walking access to transit

Improvements in walking access to transit will 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*

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*“ 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

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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.

The map displays the Richmond Delta area, highlighting proposed and existing major roads. Key features include:

- Richmond:** The northern part of the map, showing the city's urban areas and major roads like Highway 99 and Highway 17.
- Delta:** The central part of the map, featuring the Delta area and the Boundary Bay Airport.
- Tsawwassen First Nation:** The southern part of the map, showing the Tsawwassen First Nation area and the Tsawwassen Ferry Terminal.
- Proposed Roads:** Indicated by red lines, showing the Provincial or Federal Road network.
- Major Road Network - Current:** Indicated by orange lines, showing the existing major road network.
- Major Road Network - Candidates for addition:** Indicated by green lines, showing roads that are candidates for addition to the major road network.
- Industrial Land:** Shaded in light purple, representing areas designated for industrial use.
- Agricultural Land Reserve:** Shaded in light green, representing areas designated for agricultural use.
- Parks:** Shaded in light green, representing parks and recreational areas.
- Urban Centres:** Shaded in light brown, representing urban centres.

The map also shows various landmarks and locations, including the YVR airport, Boundary Bay Airport, and the Tsawwassen Ferry Terminal. Major roads like Highway 99, Highway 17, and Highway 10 are clearly marked.



## Next steps

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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.

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### 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.