

Southwest Area Transport Plan

**Appendix D.
Discussion Guide
(Phase 2 Proposals, May-June 2017)**

Southwest Area Transport Plan Phase 2 *Proposed Changes*

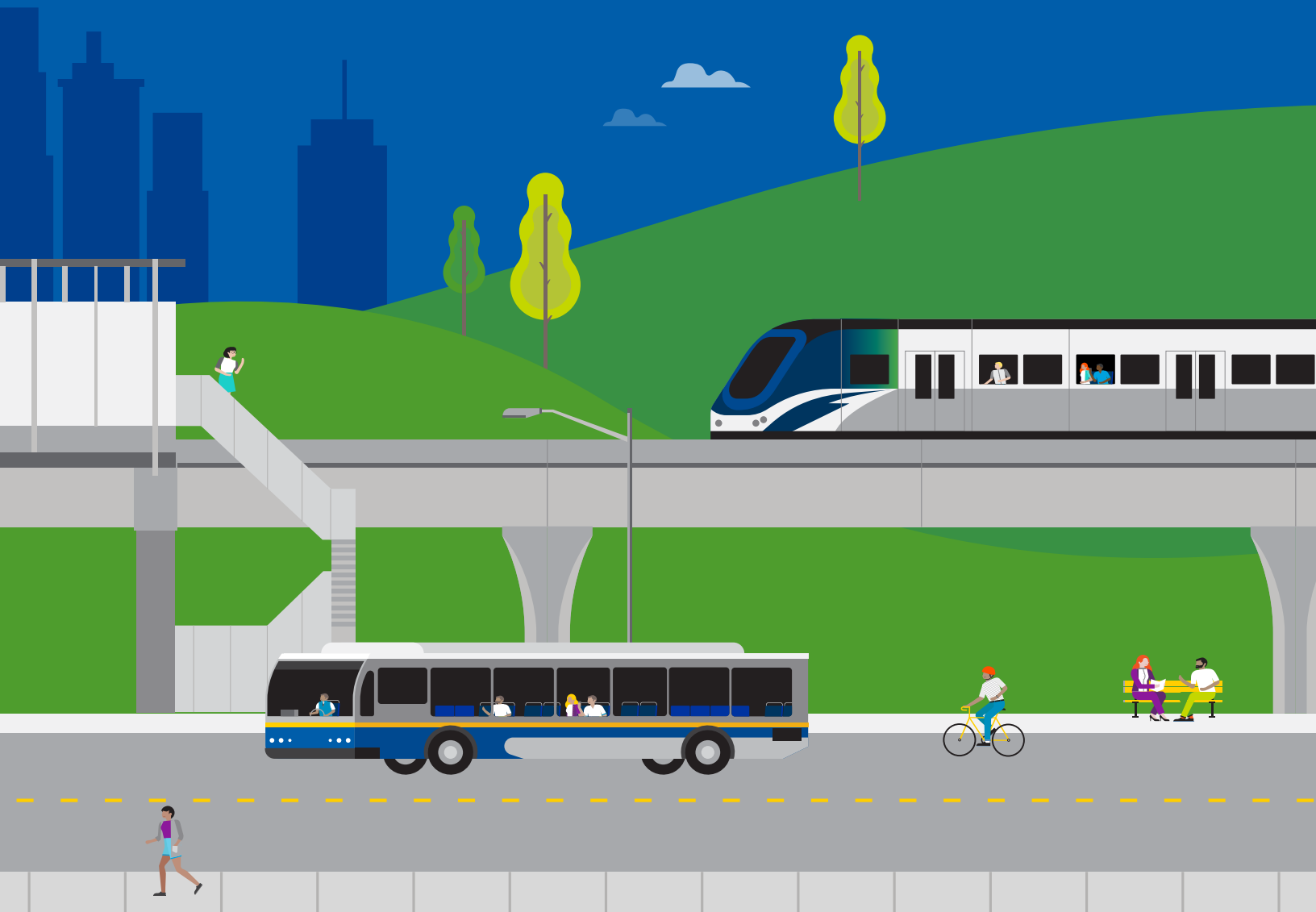


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Overview

The Southwest Area Transport Plan involves a review of the transportation network in Richmond, South Delta and the Tsawwassen First Nation, as well as important connections to North Delta and other nearby areas. The plan will focus on improving transit service and infrastructure, while also addressing aspects of cycling, walking, driving and goods movement. 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.

Phase 2 of the Southwest Area Transport Plan will identify transit service and infrastructure, and regional cycling priorities to make the most of the opportunities identified in Phase 1. Proposed changes in Phase 2 aim to:

- Provide more reliable and convenient bus service
- Provide Frequent Transit Network (FTN) service along key corridors
- Improve bus service for growing communities and large areas of employment, including industrial areas
- Make NightBus more direct for service to Richmond City Centre and YVR Airport
- Identify regionally-significant corridors for cycling investment

The proposed changes that we're looking for feedback on would inform future plans and be implemented as funding becomes available or resources allow.

Richmond

Proposed changes for Richmond aim to:

- Create Frequent Transit Network (FTN) service along No. 1, No. 2 and No. 3 roads, as well as along Cambie Road and Westminster Highway
- Improve reliability of service for customers by splitting some of the longest routes that routinely experience delays
- Increase direct north-south routing

FTN service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. This 15-minute, or better, service runs until 9 p.m. every day, and starts at 6 a.m. on weekdays, 7 a.m. on Saturdays and 8 a.m. on Sundays. This level of service might be provided by one or more types of transit, such as buses or SkyTrain.

401

Proposed Change

- Redesign the 401 to become two routes:
 - 401e – Richmond–Brighthouse Station to Riverport Recreation Centre
 - 401w – Richmond–Brighthouse Station to Steveston Village

Why did we propose the change?

- SWATP Phase 1 survey respondents said reliable service was most important in their decision to use transit more often
- The 401 is one of the longest routes in the network and service can be unreliable due to traffic congestion and delays
- There is growing ridership demand in the area served by the proposed 401w

Benefits and Tradeoffs

- Increases frequency on the 401w to provide FTN level service
- Improves service reliability for customers
- Better matches service levels with growing demand
- Customers travelling beyond Richmond–Brighthouse Station have to transfer

As part of the 10-Year Vision more trips were added during weekday AM and PM peaks, increasing frequency to up to every eight minutes as part of our regular service change in April. Frequency was also increased during weekday late evenings to run every 30 minutes.

402

Proposed Changes

- Increase service frequency to FTN level service
- Extend service along No. 2 Road to provide service to key destinations like the Olympic Oval

Why did we propose the changes?

- There is currently no transit service on No. 2 Road, north of Blundell Road
- Provide service along future roadway on CPR corridor and anticipated Capstan Way Station
- “New A” route to provide service along Blundell Road, including the portion of Blundell Road served by current 402

Benefits and Tradeoffs

- Increases frequency to FTN level service on No. 2 Road
- Provides additional service to the Olympic Oval and surrounding area
- Provides access near new Capstan Way Station
- Customers travelling along Blundell Road, or to Richmond–Brighthouse Station, have to transfer, or use a different route

As part of the 10-Year Vision more trips will be added in the weekday AM peak, increasing frequency to up to every 10 minutes.

403**Proposed Changes**

- Redesign the 403 to become two routes:
 - 403e – Bridgeport Station to Riverport Recreation Centre
 - “New B” – Bridgeport Station to Steveston Village
- Increase service frequency between combined 403e and “New B” services on No. 3 Road

Why did we propose the changes?

- There is currently no service on Steveston Highway between No. 3 Road and Gilbert Road
- Provide direct connection to Steveston from No. 3 Road with “New B” service

Benefits and Tradeoffs

- Increases frequency to FTN level service on No. 3 Road
- Provides new coverage on Steveston Highway west of No. 3 Road
- Decreases frequency on Steveston Highway east of No. 3 Road

As part of the 10-Year Vision more trips will be added in the weekday AM and PM peaks, increasing frequency to up to every 10 minutes. Frequency will also be increased on Sunday afternoons to every 15 minutes.

404**Proposed Changes**

- Extend service along No. 4 Road, north of Granville Avenue to River Road to Bridgeport Station
- Extend service south along Shell Road to the Riverside Industrial Area
- Increase frequency during peak periods on weekdays

Why did we propose the changes?

- There is growing customer demand along No. 4 Road between Granville Avenue and Alderbridge Way
- There is currently no transit access to Bridgeport Station from development at No. 4 Road and River Road
- There is growing demand from employees in the Riverside Industrial Area

Benefits and Tradeoffs

- Provides a faster, more direct connection between north and south Richmond
- Creates new service to residential development at No. 4 Road and River Road
- Improves service to Riverside Industrial Area
- Improves weekday peak period frequency
- Customers travelling to Richmond–Brighthouse Station have to transfer
- Removes service on Granville Avenue between No. 4 and No. 3 Road

405

Proposed Changes

- Redesign service north of Richmond–Brighthouse Station
- Extend service along No. 5 Road, north of Westminster Highway to Bridgeport Road, terminating at Bridgeport Station
- Increase frequency during peak periods on weekdays

Why did we propose the changes?

- 405 can be unreliable due to traffic congestion and delays along this long route
- There is currently no service on No. 5 Road between Westminster Highway and Bridgeport Road

Benefits and Tradeoffs

- Improves reliability
- Provides a faster, more direct connection between north and south Richmond
- Provides better service to high density areas and neighbourhood centres
- Improves weekday peak period frequency
- Customers travelling to Richmond–Brighthouse Station, or across the Knight Street Bridge to Marine Drive, may have to transfer, or use an alternate route
- Removes service on Westminster Highway between No. 4 and Garden City Road

407

Proposed Changes

- Redesign the 407 to become two routes
 - 407e – Bridgeport Station to Knight Street – Marine Drive
 - 407w – Steveston Village to Bridgeport Station
- Provide service coverage to the industrial employment area along Vulcan Way and No. 6 Road all day, every day
- Increase frequency during peak periods on weekdays

Why did we propose the changes?

- 407 can be unreliable due to traffic congestion and delays along this long route
- There is currently no direct access to Sea Island from South Richmond
- There is growing demand from employees in the industrial employment area along Vulcan Way and No. 6 Road

Benefits and Tradeoffs

- Improves reliability
- Creates more legible and consistent service for customers
- Faster, more direct connection to Sea Island
- Improved access to industrial employment areas
- Improves weekday peak period frequency
- Introduces a transfer for customers travelling beyond Richmond–Brighthouse Station

C92 (Being Cancelled)

Proposed Changes

- Discontinue the C92 and maintain access on Russ Baker Way with 407
- Remove service from Inglis Drive and work with YVR to determine the feasibility of providing transit access to the South Terminal

Why did we propose the changes?

- Customer demand is focused on travel between Russ Baker Way and Bridgeport Station
- YVR currently provides a shuttle service for airline passengers travelling between the Main Terminal and the South Terminal

Benefits and Tradeoffs

- Faster and more direct connection between Richmond and Sea Island on the 407
- Removes TransLink service from Inglis Drive

C93

Proposed Change

- Extend service to London Landing area

Why did we propose the change?

- Opportunity to attract new riders on the C93
- Residential development in London Landing currently has no transit access

Benefits

- Introduce new service coverage to London Landing
- Better transfer opportunity at Highway 99 and Steveston Highway to future rapid bus corridor

C94

Proposed Change

- Extend weekday AM peak period service

Why did we propose the change?

- To provide AM peak period service to and from the Richmond Olympic Oval area

Benefits

- More direct connections to the Richmond Olympic Oval
- Extends hours of operation in the AM peak period

C96 (Being Cancelled)

Proposed Change

- Discontinue C96 and reallocate resources to other services in Richmond

Why did we propose the change?

- C96 duplicates coverage provided by 410, including service along Cambie Road and No. 6 Road
- C96 doesn't have high customer demand

Benefits and Tradeoffs

- Customers currently using C96 might need to walk further to 410 or other services
- Reduce duplication to provide better transit service to Richmond

New A (Richmond–Brighthouse to Blundell Road)

Proposed Change

- Introduce new service along Blundell Road, connecting to Richmond–Brighthouse Station

Why did we propose the change?

- There is currently no transit service along Blundell Road west of No. 2 Road and east of No. 3 Road

Benefits

- Improve east-west connections within Richmond
- Provide new transit service options

Steveston Exchange

Proposed Change

- New off-street bus exchange and layover facility (exact location to be identified through future planning)

Why did we propose the change?

- To provide customers with a central location to access their bus service
- The 10-Year Vision identifies the need for a new off-street bus layover facility in Steveston to accommodate increased transit service levels and improve operational efficiency

Benefits

- Reduce the need for buses to layover on-street
- Improve customer amenities with a new exchange

Current and Proposed Service Frequency (Approximate)

| Route | Current Frequency (minutes) | | Proposed Frequency (minutes) | |
|-------|-----------------------------|----------|------------------------------|----------|
| | Peak | Off Peak | Peak | Off Peak |
| 401e | 9 | 20/30 | 9 | 20/30 |
| 401w | 9 | 20/30 | 7 | 15 |
| 402 | 12 | 20/30 | 12 | 15 |
| 403 | 15 | 15/20 | 20 | 30 |
| 404 | 30 | 30 | 20 | 30 |
| 405 | 30 | 30 | 20 | 30 |
| 407e | 20 | 30 | 15 | 30 |
| 407w | 20 | 30 | 15 | 20 |
| C92 | 20 | 30 | Cancelled (see 407w) | |
| C93 | 30 | 30/60 | 30 | 30/60 |
| C94 | 30 | 30 | 30 | 30 |
| C96 | 30 | – | Cancelled (410e) | |
| New A | – | – | 30 | 30 |
| New B | – | – | 20 | 30 |

Richmond East–Annacis Island

Proposed changes for Richmond East–Annacis Island aim to:

- Expand coverage and increase frequency of transit service within industrial employment areas
- Improve service reliability by splitting one of the longest bus routes in the system into two routes

104

Proposed Changes

- Increase service to Port Royal to service all day, every day
- Extend service coverage to the western tip of Annacis Island

Why did we propose the changes?

- Customer demand in the evenings and on weekends for local access to the Port Royal Community is growing
- Provide service for people working at the western tip of Annacis Island

Benefits and Tradeoffs

- Provides better service coverage for customers at Annacis Island and Port Royal
- Increases travel time for customers travelling between Annacis Island and 22nd Street Station on evenings and weekends

410

Proposed Changes

- Redesign the 410 to become two separate routes:
 - 410e – Granville Avenue to 22nd Street Station
 - 410w – Richmond–Brighthouse Station to Steveston Village
- Duplicate service on No. 3 Road between Granville Avenue and Richmond–Brighthouse Station to provide easier transfer opportunities
- Adjust frequency on 410w to better reflect demand
- Extend hours of operation on the 410e to provide service along Westminster Highway all day, every day
- Discontinue 410 service to Fraserwood mixed employment area (see C98)

Why did we propose the changes?

- Reliable service was most important to SWATP Phase 1 survey respondents in their decision to use transit more often
- 410 can be unreliable due to traffic congestion and delays along this long route
- Ridership in the area that will be served by the proposed 410e has been increasing

Benefits and Tradeoffs

- Improves service reliability
- Better matches service levels with demand
- Customers travelling beyond Richmond–Brighthouse Station have to transfer
- Customers travelling to Fraserwood mixed employment area may require a transfer to the C98

As part of the 10-Year Vision more trips were added during weekday AM and PM peaks, and Saturday midday as part of our regular service change in April. Frequency was also increased during weekday late evenings to run every 20 minutes.

C98

Proposed Changes

- Extend service further west on Blundell to Kingswood Industrial Area
- Provide service to Fraserwood mixed employment area
- Increase service frequency weekdays during peak and off-peak times of day

Why did we propose the changes?

- C98 ridership has been increasing
- Extending C98 further west is frequently requested by stakeholders
- There is growing demand from employees in the Kingswood Industrial Area

Benefits and Tradeoffs

- Increases service to areas of growing employment
- Slight increase to travel time for some customers

Current and Proposed Service Frequency (Approximate)

| Route | Current Frequency (minutes) | | Proposed Frequency (minutes) | |
|-------|-----------------------------|----------|------------------------------|----------|
| | Peak | Off Peak | Peak | Off Peak |
| 104 | 12/15 | 30 | 12 | 30 |
| 410e | 7 | 10 | 6 | 10 |
| 410w | 7 | 10 | 10 | 15/20 |
| C98 | 30 | 60 | 25 | 30 |

South Delta–Tsawwassen First Nation

Proposed changes for South Delta and Tsawwassen First Nation aim to:

- Create Frequent Transit Network (FTN) service connecting Tsawwassen Town Centre, Tsawwassen First Nation, Ladner Village and Canada Line
- Make routing more direct for local bus services
- Provide improved service to meet future demand from the growing commercial, residential and industrial areas of the Tsawwassen First Nation community

FTN service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. This 15-minute, or better, service runs until 9 p.m. every day, and starts at 6 a.m. on weekdays, 7 a.m. on Saturdays and 8 a.m. on Sundays. This level of service might be provided by one or more types of transit, such as buses or SkyTrain.

601

Proposed Changes

- Increase frequency to FTN level service
- Reroute 601 from 52 Street to Salish Sea Drive (48 Street) as more development occurs within the Tsawwassen First Nation community
- Discontinue trips to Boundary Bay (see C89 proposal)
- Explore partnerships to develop innovative transportation solutions for seniors and youth travelling north of Bridgeport Station to Vancouver who may benefit from more direct connections

Why did we propose the changes?

- Transit connections to Canada Line are the most utilized services in South Delta
- Better serve communities where there is growing demand, including Ladner Village, Tsawwassen Town Centre, and recent and future commercial and residential development in Tsawwassen First Nation near Salish Sea Drive
- Very low ridership on 601 service to Boundary Bay, and improvements to C89 are proposed to maintain service coverage
- Direct service from South Delta to Downtown Vancouver is requested by some customers

Benefits and Tradeoffs

- Increases frequency during all times of day, every day
- More direct connections to Canada Line
- Loss of service on 52 Street
- Customers travelling to Boundary Bay can transfer to the C89

As part of the 10-Year Vision more trips were added on Saturdays and Sundays as part of our regular service change in April, increasing frequency to up to every 20 minutes from morning to early evening.

602 (Being Cancelled)

Proposed Change

- Discontinue the 602

Why did we propose the change?

- 602 duplicates local routing of the 601 and the 603/604 north of 12 Avenue
- 601 and the redesigned 603 and 604 will maintain service

Tradeoffs

- Reduced peak frequency at some stops currently serviced by 602, but most customers are within 5-10 minute walk to other services
- Some customers may have to transfer
- Further walk for some customers

603

Proposed Change

- Reroute 603 to provide service on 8a Avenue and 1 Avenue

Why did we propose the change?

- Local routing of 603 is hard to understand for some customers
- Proposed route reduces travel time in the southern part of the route

Benefits and Tradeoffs

- Shorter local routing provides faster travel time for customers
- Maintains service coverage with simplified route patterns
- Some customers may need to walk further
- Some customers may require a transfer

604

Proposed Change

- Reroute 604 to provide service on 6 Avenue and 12 Avenue

Why did we propose the change?

- Local routing of 604 is hard to understand for some customers
- Proposed route reduces travel time in the southern part of the route
- Rerouting the 604 reduces duplication of the 603
- Service will provide coverage on 6 Avenue previously covered by the 602

Benefits and Tradeoffs

- Shorter local routing provides faster travel time for customers
- Maintains service coverage with simplified route patterns
- Some customers may need to walk further
- Some customers may require a transfer

606

Proposed Changes

- Restructure route to provide service between South Ladner and Bridgeport Station
- Provide service during both AM and PM peak periods

Why did we propose the changes?

- 606 currently provides PM peak only service between Ladner and the Canada Line
- Local routing of 606/608 is hard to understand for some customers

Benefits and Tradeoffs

- Improves travel time for most customers
- Increases service consistency at all times of day, matching routing of off-peak route C86
- Increases service options on Ladner Trunk Road
- Creates a shorter travel time, but may have less frequent service

608

Proposed Changes

- Restructure route to provide service between North Ladner and Bridgeport Station
- Provide service during both AM and PM peak periods
- Extend service to Admiral Way

Why did we propose the changes?

- 608 currently provides AM peak only service between Ladner and the Canada Line
- Local routing of 606/608 is hard to understand for some customers

Benefits and Tradeoffs

- Improves travel time for most customers
- Increases service consistency at all times of day, matching routing of off-peak route C88
- Provides additional service coverage
- Creates a shorter travel time, but may have less frequent service

609**Proposed Changes**

- Adjust 609 routing as future Tsawwassen First Nation development takes place
- Increase service frequency as future development takes place
- Extend service north as future development of industrial area takes place

Why did we propose the changes?

- To better serve anticipated future Tsawwassen First Nation developments

Benefits and Tradeoffs

- Increases frequency
- Extends service area in Tsawwassen First Nation
- Removes service from Tsawwassen Drive

C84**Proposed Change**

- Adjust service to travel in both directions

Why did we propose the change?

- Improve convenience for customers who have to travel the entire route to travel short distances due to the one-way routing

Benefits

- Two-way service provides more convenience for customers to travel directly to their destination
- Reduces travel time

C87 (Being Cancelled)**Proposed Change**

- Discontinue the C87

Why did we propose the change?

- C87 provides similar coverage already provided by C76
- C87 experiences low ridership

Benefits and Tradeoffs

- Reduces duplication to provide better transit service to South Delta overall
- Customers currently using the C87 may need to walk further to the C76

C88

Proposed Change

- Expand service to 60 Avenue and new transfer facility at Highway 99 and Highway 17A

Why did we propose the change?

- Improve access to key connections to regional destinations
- Opportunity to attract new riders to the C88

Benefits and Tradeoffs

- Provides new service area and access for customers with no current access
- Improves connections to bus services operating along Highway 99
- Some customers might have longer walking distance to stops
- Removes C88 service from Crescent Drive and 57 Street

C89

Proposed Change

- Extend service span into AM peak to provide service previously provided by 601

Why did we propose the change?

- Maintain access for customers who use the proposed discontinued 601

Benefits and Tradeoffs

- Extends hours of operation
- Removes access to the 601 between 12 Avenue and 1A Avenue in the Boundary Bay neighbourhood

Current and Proposed Service Frequency (Approximate)

| Route | Current Frequency (minutes) | | Proposed Frequency (minutes) | |
|-------|-----------------------------|--------------|----------------------------------|--------------|
| | Peak | Off Peak | Peak | Off Peak |
| 601 | 20 | 20/30 | 12 | 15 |
| 602 | 30 | – | Cancelled (see 601, 603, or 604) | |
| 603 | 30 | – | 30 | – |
| 604 | 30 | – | 30 | – |
| 606 | 30 (pm only) | – | 45 (am + pm) | – |
| 608 | 30 (am only) | – | 45 (am + pm) | – |
| 609 | 60 | 60 | 30 | 30/60 |
| C84 | 60 (one-way) | 60 (one-way) | 60 (two-way) | 60 (two-way) |
| C87 | 30 | 30/60 | Cancelled (see C76) | |
| C88 | 30 | 30/60 | 30 | 30/60 |
| C89 | 60 | 60 | 60 | 60 |

Regional Connections

Proposed changes for Regional Connections aim to:

- Improve connections between the Southwest and South of Fraser sub-regions, with a new service between the Expo Line in Surrey and Tsawwassen Ferry Terminal, a new service between Ladner Exchange and Langley Centre, and more frequent service for other existing regional bus connections

301

Proposed Changes

- Increase service frequency on weekends
- Add stop at No. 4 Road and Alderbridge Way

Why did we propose the changes?

- Demand for weekend service has been growing
- Provide better transfer point with the proposed 404 for customers travelling north/south

Benefits

- Improves service on weekends
- Creates ability to transfer to the proposed 404

As part of the 10-Year Vision more trips were added during weekday AM and PM peaks as part of our regular service change in April, increasing frequency to up to every 15 minutes.

311

Proposed Change

- Increase service frequency during peak periods

Why did we propose the changes?

- Faster transit connection between North Delta and Canada Line provided by the Massey Replacement Bridge and associated infrastructure improvements
- Transit demand along Scott Road has been growing

Benefits

- Improves service frequency

388

Proposed Change

- Increase hours of operation for service, including weekdays during off-peak times and weekends

Why did we propose the change?

- Ridership on the 388 has been increasing
- Better service communities where there is growing demand, including North Delta, Newton, Fleetwood and Willoughby
- This service connects Annacis Island and North Delta with the Expo Line, and future Scott Road B-Line and Surrey Rapid Transit (King George Boulevard and Fraser Highway) that are identified as priorities in the 10-Year Vision for the region

Benefits

- Extends hours of operation

430

Proposed Changes

- Increase PM peak period frequency
- Additional changes to this route are not part of SWATP, but a separate B-Line study to confirm B-Line service alignment and capacity will be completed
- Other proposed changes to the 430 may be identified as part of the B-Line study

Why did we propose the changes?

- Ridership on the 430 has been increasing
- Regional connections are highly used
- Phase One of the 10-Year Vision has identified a study to be conducted for a B-Line service between Richmond City Centre and Metrotown Station

Benefits

- Improves service frequency

As part of the 10-Year Vision more trips will be added during the weekday AM peak, increasing frequency to up to every 15 minutes. Frequency will also be increased during weekday midday to run every 20 minutes.

480 (Being Cancelled)

Proposed Change

- Remove duplication through the discontinuation of 480

Why did we propose the change?

- Frequency improvements to Canada Line and B-Line on 41 Avenue will provide faster connections to UBC
- The 480 duplicates other services, including routes 10, 41, 43, and Canada Line
- 480 ridership has been declining
- 480 had the lowest on-time performance rating in 2015

Benefits and Tradeoffs

- Reduces duplication and resources can be reallocated to other services in Richmond
- Faster connections to UBC are available
- Customers travelling to UBC will require a transfer

640

Proposed Change

- 640 to provide local service to Tilbury Industrial Area all day, every day

Why did we propose the change?

- Provide separate services for customers travelling to Tilbury and those travelling between Ladner and Scott Road Station (see “New C”)
- There is growing demand from employees in the Tilbury Industrial Area

Benefits and Tradeoffs

- Provides consistent routing that will be easier for customers to understand

C76

Proposed Change

- Increase service frequency all day, every day

Why did we propose the change?

- C76 ridership has been increasing, especially on weekends
- Increase service to Boundary Bay Airport and Industrial Area

Benefits and Tradeoffs

- Improves frequency all day, every day

New C (Scott Road Station to Tsawwassen Ferry Terminal)**Proposed Change**

- Provide limited-stop express service between Scott Road Station and Tsawwassen Ferry Terminal along River Road, including stops to serve Tilbury Industrial Area, Ladner Exchange and Tsawwassen Mills

Why did we propose the change?

- Customers travelling between Scott Road Station and Ladner Exchange experience long travel time due to local routing and stopping through Tilbury Industrial Area
- Service to the Tsawwassen Ferry Terminal from South of Fraser usually requires multiple transfers
- 640 to provide local service to Tilbury Industrial Area and along River Road

Benefits and Tradeoffs

- Improves travel time for most customers
- Improves service from South of Fraser to Tsawwassen Ferry Terminal and Tsawwassen Mills

New D (Ladner Exchange to Langley Centre)**Proposed Change**

- Create new service from Ladner Exchange to Langley Centre along Ladner Trunk Road and Highway 10

Why did we propose the change?

- Provide a direct connection between Ladner Exchange and Langley Centre

Benefits

- Creates a faster connection
- Improves east/west service

Current and Proposed Service Frequency (Approximate)

| Route | Current Frequency (minutes) | | Proposed Frequency (minutes) | |
|-------|-----------------------------|----------|------------------------------|----------|
| | Peak | Off Peak | Peak | Off Peak |
| 301 | 15 | 30/60 | 15 | 30 |
| 311 | 20/30 | – | 15/20 | – |
| 388 | 30 | – | 30 | 60 |
| 430 | 15/20 | 20/30 | Pending | Pending |
| 480 | 12 | 20 | Cancelled | |
| 640 | 15/20 | 30 | 20 | 30 |
| C76 | 30 | 60 | 20 | 30 |
| New C | – | – | 60 | 60 |
| New C | – | – | 60 | 60 |

NightBus

Proposed changes for NightBus aim to:

- Make travel on the NightBus more direct for customers travelling to Richmond City Centre and YVR Airport

N10 and N15

Proposed Changes

- Remove YVR service from the N10
- Extend the N15 to serve YVR
- Provide transfer opportunity at Airport Station bus stop on Cessna Drive
- Extend hours of operation on N15 to provide service to YVR until 5 a.m.

Why did we propose the changes?

- N10 currently provides late night/early morning service to both Richmond and YVR
- Customers going to Richmond have to travel out of their way to YVR first
- Service to YVR ends at 3:30 a.m.

Benefits and Tradeoffs

- Improves night service to YVR
- Creates more direct and consistent service
- Some customers may require a transfer

Current and Proposed Service Frequency (Approximate)

| Route | Current Frequency (minutes) | | Proposed Frequency (minutes) | |
|-------|-----------------------------|----------|------------------------------|----------|
| | Peak | Off Peak | Peak | Off Peak |
| N10 | – | 30 | – | 30 |
| N15 | – | 30 | – | 30 |

North Delta

The Southwest Area Transport Plan (SWATP) involves a review of the transportation network in Richmond, South Delta, and Tsawwassen First Nation, as well as important connections to North Delta and other nearby areas. North Delta is not included in TransLink's Southwest sub-region because most bus services also serve Surrey. Input for North Delta services will need to be addressed through a separate, comprehensive review that also includes Surrey.

We invite you to provide feedback on important Regional Connections and local bus service in North Delta to help inform plans for the future.

Below are proposed improvements for North Delta which are separate from the proposed changes in the SWATP.

Improvements approved as part of funding for Phase One of the 10-Year Vision include:

- Planning and design work to prepare for implementation of a Scott Road B-Line
- Pre-construction work on the Surrey-Newton-Guildford LRT Project, including planning and public engagement
- More service on the 301, increasing peak period frequency to up to every 15 minutes
- More service on the 319 on weekdays from 6-9 a.m. and 3 p.m.-midnight

Improvements not addressed by the SWATP or in Phase One of the 10-Year Vision plans include:

- Improving local connections between North Delta and the Scott Road B-Line and Surrey-Newton-Guildford LRT
- Improving service frequency and hours of operation on local routes in North Delta to meet expected demand
- Introducing service to the Sunshine Hills neighbourhood, subject to further planning work and community engagement

Regionally-Significant Cycling Corridors

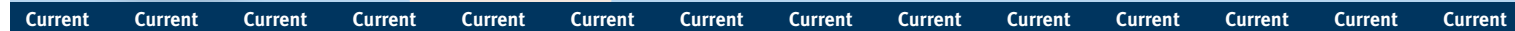
A number of regionally-significant corridors are proposed as priorities for new, or improved, cycling facilities. Improvements will provide high-quality connections to transit, urban centres and regional transportation gateways.

These regionally-significant 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, paved roadway shoulders, and neighbourhood street bikeways with traffic calming and crossings at major streets, depending on vehicle traffic volumes.

Regional Maps



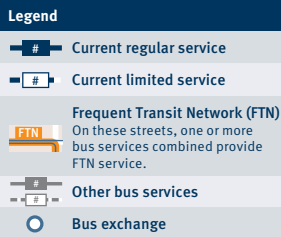
Current Network





South Delta–Tsawwassen First Nation

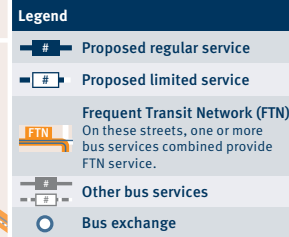
Current Network



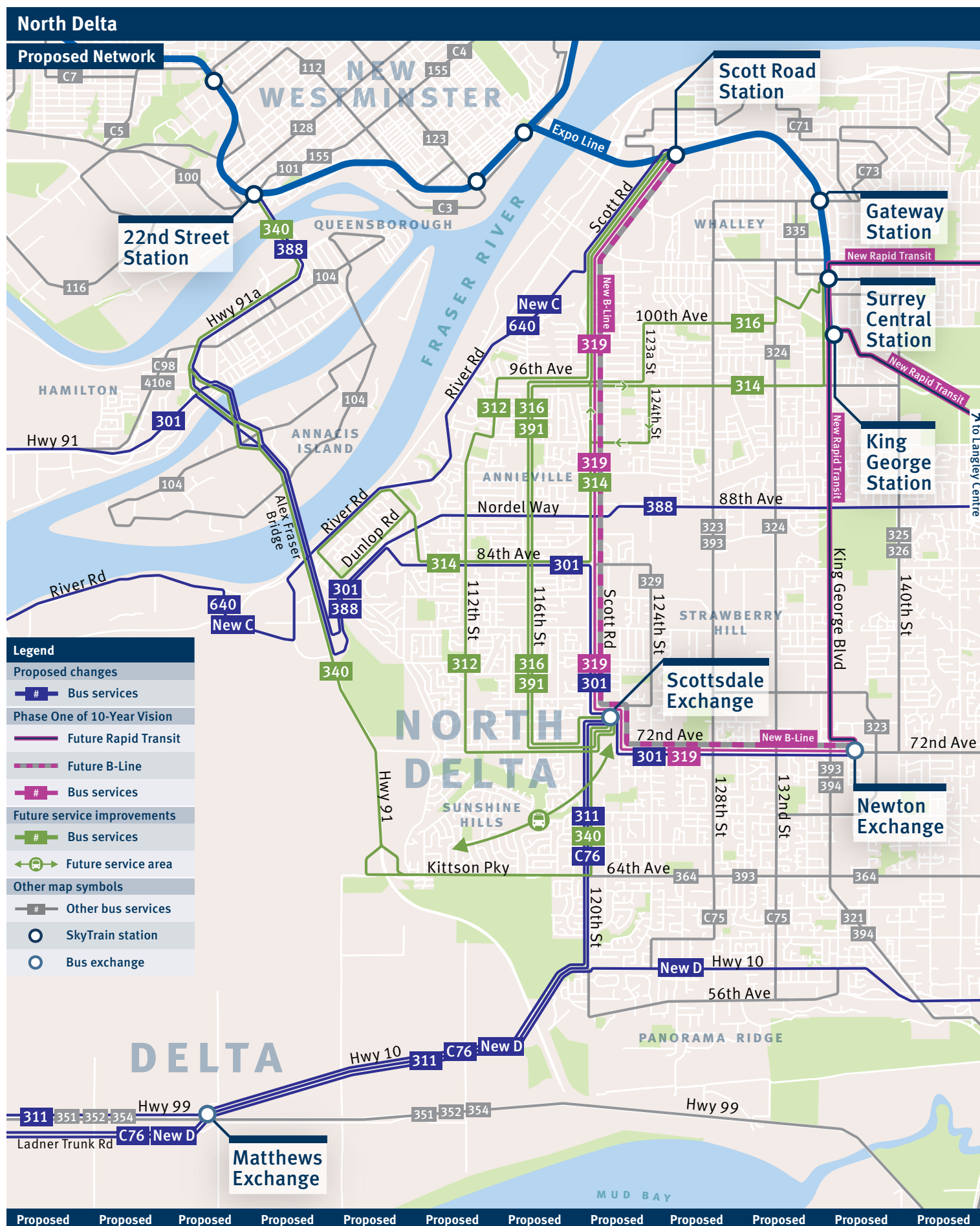
Current Current Current Current Current Current Current

South Delta–Tsawwassen First Nation

Proposed Network









Proposed Proposed Proposed Proposed Proposed Proposed



Richmond

Current Network

Legend






-  Current regular service
-  Current limited service
-  Frequent Transit Network (FTN)
On these streets, one or more bus services combined provide FTN service.
-  Other bus services
-  SkyTrain station
-  Bus exchange



Richmond

Proposed Network

Legend

-  Proposed regular service
-  Frequent Transit Network (FTN)
On these streets, one or more bus services combined provide FTN service.
-  Other bus services
-  SkyTrain station
-  Bus exchange



