

Southwest Area Transport Plan

**Appendix E.
Detailed Transit
Recommendations**

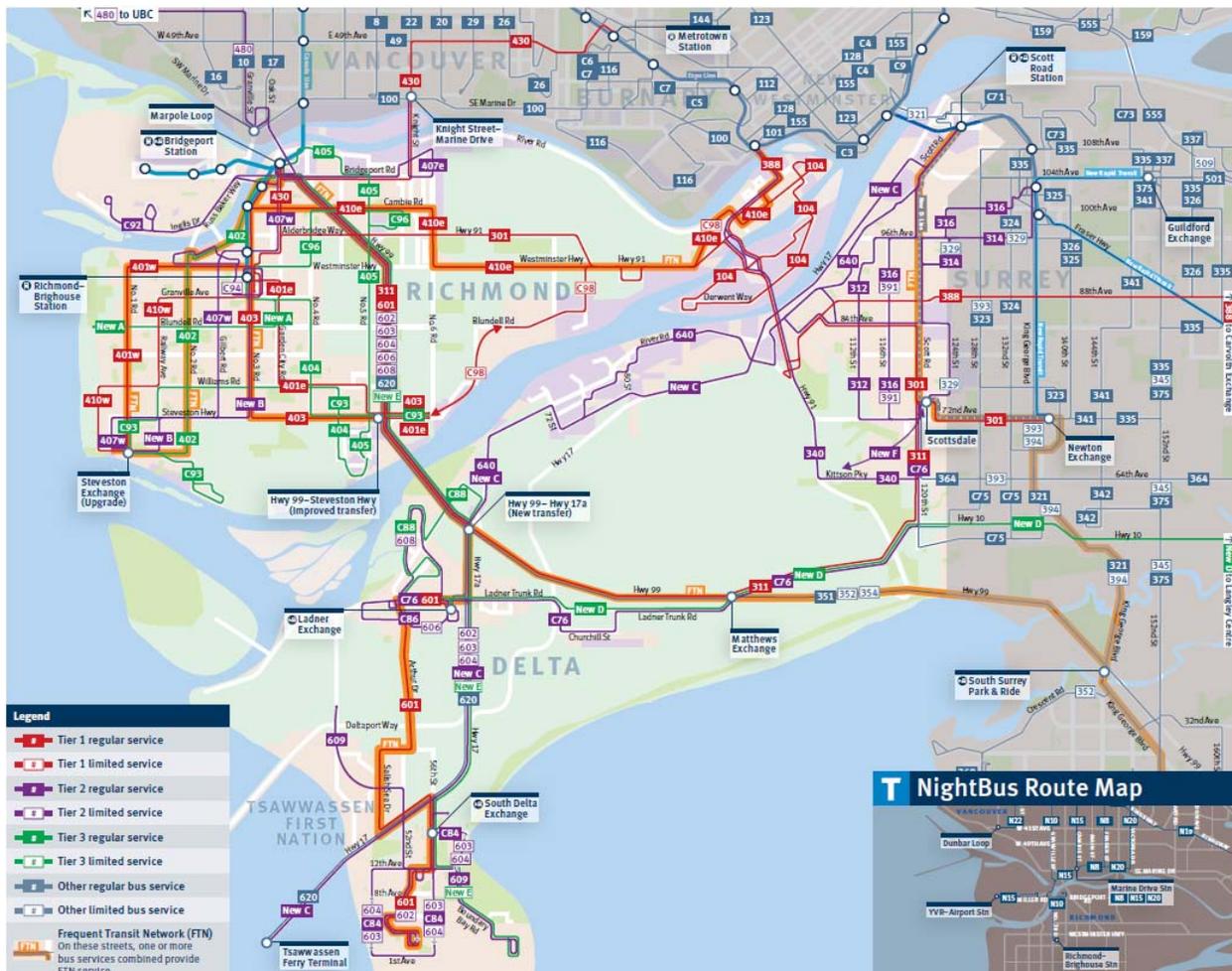
Appendix E – Detailed transit service recommendations

This appendix provides details related to transit network and service recommendations that have been identified for each of the bus routes addressed in the Southwest Area Transport Plan.

Some of the recommended transit service 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. Some recommended network changes were revised and re-evaluated based on feedback received during public engagement and further technical analysis.

A multiple account evaluation was conducted to inform the sorting of recommendations into different tiers, which helps to set expectations about which changes might be implemented first (i.e. Tier 1) and which might come later (i.e. Tier 2, Tier 3). Also, recommendations for individual routes may be phased in over time (e.g. incremental improvements to service frequency may be appropriate).

All transit service recommendations



In this appendix, details for each route are presented in the following way:

- **What we proposed:** A description of what was initially proposed and shared for public engagement in May-June 2017
- **Why we proposed the change:** The rationale for the initial proposal
- **What we heard:** A high-level summary of feedback from May-June 2017 public engagement
- **What we're planning:** What's being recommended, including an indication of how feedback has been incorporated
- **Outcomes:** Expected outcomes if the recommendation were to be implemented
- **Considerations to implement:** If necessary, details on considerations, dependencies or requirements related to implementing the recommendation (e.g. requires new infrastructure or intended to serve future development)

TIER 1 – TRANSIT SERVICE RECOMMENDATIONS

104 – Annacis Island/22nd Street Station

What we proposed

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

Why we proposed the change

- 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

What we heard

- Six in ten (61%) said the proposed change to the 104 would be better than current service, and another 28% said it would work about the same as today

What we're planning

- Continue with proposal as originally described

Outcomes

- 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

Considerations to implement

- Stop location at western tip of Annacis Island needs to be identified through work with CMBC and City of Delta staff

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
104	12/15	30	12	30

301 – Richmond-Brighthouse Station/Newton Exchange

What we proposed

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

Why we proposed the change

- Demand for weekend service has been growing
- Provide better transfer point for customers with other proposed services along No. 4 Road

What we heard

- Six in ten (61%) said the proposed change to the 301 would be better than current service, and another 26% said it would work about the same as today

What we’re planning

- Continue with proposal as originally described

Outcomes

- Improves service on weekends
- Creates ability for customers to transfer to the C96 (see recommended new routing for the C96)

Considerations to implement

- Location of stops at No. 4 Road and Alderbridge Way to be identified through work with CMBC and City of Richmond staff.

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
301	15	30/60	15	30

311 – Bridgeport Station/Scottsdale

What we proposed

- Increase service frequency during peak periods

Why we proposed the change

- To provide faster transit connection between North Delta and Canada Line as transit demand along Scott Road grows

What we heard

- Six in ten (59%) said the proposed change to the 311 would work better than today, and another 25% said it would work about the same

What we’re planning

- Continue with proposal as originally described

Outcomes

- Improves service frequency

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
311	20/30	-	15/20	-

388 – Carvolth Exchange/22nd Street Station

What we proposed

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

Why we proposed the change

- Ridership on the 388 has been increasing
- To provide better service to 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 along King George Boulevard and Fraser Highway that are identified as priorities in the 10-Year Vision for the region

What we heard

- Six in ten (57%) said the proposed change to the 388 route would work better than current service, including 31% who said this would be much better

What we’re planning

- Continue with proposal as originally described

Outcomes

- Extends hours of operations

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
388	30	-	30	30

401 – One Road/Garden City

What we proposed

- Redesign the 401 to become two routes:
 - 401e – Richmond–Brighouse Station to Riverport Recreation Centre
 - 401w – Richmond–Brighouse Station to Steveston Village
- 401w would provide FTN level service
- 401e would not provide service on King Road

Why we proposed 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 along No. 1 Road

What we heard

- Among survey respondents, one-half (50%) said the proposed change to the 401 route would be better than current service, and roughly three in ten (28%) said the proposed change would work about the same compared to today
- There were some concerns that splitting the route in two would create unnecessary transfers (5%) and more walking (5%)

What we’re planning

- Continue with proposal as originally described

Outcomes

- Increases frequency on the 401w to provide FTN level service
- Improves service reliability for customers
- Better matches service levels with growing demand
- Customers who previously used the 401 to travel across No. 3 Road within Richmond would have to transfer to complete the same trip

Considerations to implement

- Need to ensure sufficient space is available for the two services to layover at Richmond-Brighthouse Station

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
401e	9	20/30	9	20/30
401w	9	20/30	7	15

403 – Three Road/Bridgeport Station (Tier 1)

New B – Richmond-Brighthouse Station/Steveston (Tier 2)

What we proposed

- 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 we proposed the change

- 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

What we heard

- Four in ten (38%) said the proposed changes involving the 403 would be better than current service, and two in ten (22%) say that the proposed changes would be worse
- Some concerns were expressed about potential overcrowding that could result from less frequent service along the eastern portion of Steveston Highway

What we're planning

- Modify the proposal and recommend:
 - Increase frequency to FTN level service for the 403, which connects Bridgeport Station to Riverport Recreation Centre (Tier 1 recommendation)
 - Add a "New B" service, which would connect Richmond-Brighouse Station to Steveston Village (Tier 2 recommendation)

Outcomes

- Increases frequency to FTN level service on No. 3 Road and along the eastern portion of Steveston Highway
- Provides new coverage on Steveston Highway west of No. 3 Road
- The recommendation may be rolled out in two phases

Considerations to implement

- Further consideration should be given to deciding if the New B should serve No. 3 Road and connect to Bridgeport Station as opposed to the 403, since Canada Line and the 410 already provide high-frequency transit service along No. 3 Road north of Richmond-Brighouse Station

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
403	15	15/20	15	15
New B	-	-	30	30

410 – 22nd Street Station/Railway

C98 – 22nd Street Station/Kingswood

What we proposed

- Redesign 410 to become two separate routes:
 - 410e – Granville Avenue to 22nd Street Station
 - 410w – Richmond-Brighouse Station to Steveston Village
- Overlap 410e and 410w service on No. 3 Road between Granville Avenue and Richmond-Brighouse Station
- Adjust frequency on 410w to better reflect demand
- Extend hours of operation on 410e to provide service along Westminster Hwy all day, every day
- Discontinue 410 service into Fraserwood mixed employment area, replaced by C98 service
- Extend C98 service further west on Blundell Road to Kingswood Industrial Area
- Increase service frequency of C98 on weekdays during peak and off-peak times of day

Why we proposed the change

- 410 can be unreliable due to traffic congestion and delays along this long route
- Ridership in the area that will be serviced by the proposed 410e has been increasing
- Growing demand in the Kingswood Industrial Area and increasing C98 ridership
- Extending C98 further west is frequently requested by stakeholders

What we heard

- Four in ten (39%) respondents say that the proposed change to the 410 route would be better than current service, and 15% of respondents indicate they would like to see improved reliability
- Among those who choose to provide feedback on route C98, one-third (33%) say that the proposed change to the route would be better than current service
- Most common comment relating to the proposed C98 change is to extend service hours (57%)

What we’re planning

- Continue with proposal as originally described, and also extend C98 hours of operation

Outcomes

- Better service reliability for customers using 410w
- More frequent service for customers using 410e
- Improved frequency and span of service for C98 customers, and improved transit access to Kingswood Industrial Area

Considerations to implement

- Work with CMBC, MoTI and City of Richmond staff to locate a new bus stop for 410e on Westminster Highway near Fraserwood Mixed Employment Area

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
410e	7	10	6	10
410w	7	10	10	15/20
C98	30	60	15	30

430 – Richmond-Brighouse Station/Metrotown Station

What we proposed

- 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 which may identify other possible changes to the 430

Why we proposed the change

- Regional connections are highly used, and ridership on the 430 has been increasing
- 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

What we heard

- One-half (52%) said the proposed change to the 430 route would be better than current service, and another 33% said the proposed change would work about the same as today

What we're planning

- Continue with proposal as originally described

Outcomes

- Improves service frequency

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
430	15/20	20/30	15	20/30

601 – Bridgeport Station/South Delta

What we proposed

- 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 we proposed the change

- Transit connections to Canada Line are in high demand in South Delta
- Changes will 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
- The 601 service to Boundary Bay has very low ridership, and improvements to C89/609 service is proposed to maintain and improve service coverage
- Direct service from South Delta to Downtown Vancouver is requested by some customers

What we heard

- Four in ten (41%) said that the proposed change to the 601 route would be better than today, while one-quarter (26%) said that the proposed change would work worse than today
- A small number of people (3%) asked to bring back a 601 service that connects directly to downtown Vancouver

What we're planning

- Continue with proposal as originally described

Outcomes

- Increases frequency during all times of day, every day to provide FTN level service
- Additional connections for Tsawwassen, TFN, and Ladner to Canada Line
- Loss of service on 52 Street near Tsawwassen Mills replaced by more direct bus access to new development on Salish Sea Drive
- Customers travelling to Boundary Bay will have to transfer to the recommended C89/609 or use the future New E service

Considerations to implement

- Rerouting the 601 from 52 Street to Salish Sea Drive would not take place until there is sufficient demand from new residential development bordering the west side of Salish Sea Drive

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
601	20	20/30	12	15

N10 – Downtown/Richmond-Brighthouse Station

N15 – Downtown/Cambie

What we proposed

- Remove YVR service from the N10, and extend the N15 to serve the airport
- 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 we proposed the change

- 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.

What we heard

- Over one-half of survey respondents said that the proposed changes to the N10 (50%) and N15 (57%) would work better than today, and another 27% and 21% respectively said it would work about the same as today

What we’re planning

- Continue with proposal as originally described

Outcomes

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

Considerations to implement

- Ensure sufficient stop and layover space at YVR
- Further analyse late-night travel demand for YVR and Richmond City Centre to confirm which service (i.e. N10 along Granville Avenue or N15 along Cambie Avenue) would be most effective to serve each

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
N10	-	30	-	30
N15	-	30	-	30

TIER 2 - TRANSIT SERVICE RECOMMENDATIONS**407 – Bridgeport/Gilbert****C92 – Sea Island South/Bridgeport Station****What we proposed**

- Redesign the 407 to become two routes, with a 407e connecting Bridgeport Station to Knight Street – Marine Drive via Bridgeport Road, and a 407w connecting Steveston Village to Bridgeport Station via Gilbert and Sea Island
- Discontinue the C92 and maintain access on Cessna Drive and Russ Baker Way with the rerouted 407w
- Discontinue service from Inglis Drive and work with YVR to determine how to provide transit access to the South Terminal

Why we proposed the change

- The 407 is a long route that can be unreliable due to traffic congestion and delays
- There is currently no direct access to Sea Island from South Richmond
- Customer demand on the C92 is on travel between Cessna Drive, Russ Baker Way and Bridgeport Station
- YVR currently provides a shuttle service for airline passengers travelling between the Main Terminal and the South Terminal

What we heard

- 88% of survey respondents say that the proposed change for the C92 would be worse than today, while survey respondents were split on the 407 proposal with 38% saying it would work better, 25% saying it'd be about the same, and 32% saying it would be worse
- Transit access to the South Terminal needs to be maintained for employees

What we're planning

- Proceed with 407e as proposed, connecting Bridgeport Station to Knight Street – Marine Drive via Bridgeport Road
- Adjust the 407w routing to connect Steveston to Bridgeport Station via Gilbert Road, Lansdowne Road, and Garden City Road

- Keep the C92 and expand service hours to include evenings and weekends and make the service more useful for South Terminal employees and Burkeville residents

Outcomes

- Improves reliability for customers using the 407
- Maintains and improves transit service for Sea Island via the C92
- Better service and improved access for City Centre and Olympic Oval neighbourhoods

Considerations to implement

- Confirm 407 service alignment and stop locations on Lansdowne Road

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
407e	20	30	15	30
407w	20	30	15	20
C92	20	30	20	30

480 – UBC/Bridgeport Station

What we proposed

- Remove duplication of services through the discontinuation of 480

Why we proposed the change

- The 480 duplicates other services, including routes 10, 41, 43, and Canada Line
- Planned frequency improvements to Canada Line and a planned B-Line on 41 Avenue will provide faster connections to UBC
- 480 ridership has been declining and has one of the lowest on-time performance ratings of any bus service across the entire system

What we heard

- Ninety-four percent say that the proposed cancellation of the 480 route would work worse than today, including 86% who believe that this would be much worse than current service
- Areas of concern included additional transfers, longer travel times, crowding on services identified as travel alternatives, and increased transit fare costs resulting from switch from 1-zone bus fare to 2-zone SkyTrain-to-bus transfer

What we’re planning

- Instead of cancelling the 480, transition the service to become peak-period only

Outcomes

- Provides direct connection from Bridgeport Station to UBC during peak periods when most people need it and other options may be crowded
- Reduces duplication and resources can be reallocated to other high-priority services in Richmond, such as improving frequency on the 401 to make it a frequent service 7-days a week from morning to through the evening

- Customers travelling to UBC during off-peak times will require a transfer

Considerations to implement

- Monitor ridership and adjust frequency and span of service as other services connecting to UBC improve, including launch of the 41st Avenue B-Line and expansion of Canada Line service

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
480	12	20	12	-

602 – Bridgeport Station/Tsawwassen Heights

603 – Bridgeport Station/Beach Grove

604 – Bridgeport Station/English Bluff

New E – Bridgeport Station/Boundary Bay (Tier 3)

What we proposed

- Reroute 603 to provide service on 8a Avenue and 1 Avenue
- Reroute 604 to provide service on 6 Avenue and 12 Avenue
- Discontinue the 602

Why we proposed the change

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

What we heard

- 85% of survey respondents said that the proposed cancellation of the 602 route would work worse than today
- Concern that the proposal would result in fewer direct connections between Tsawwassen and Bridgeport Station
- Public feedback included requests to consider adding more 602 trips

What we’re planning

- Keep the 602 and add some trips during the midday to provide more direct connections for Tsawwassen residents to Bridgeport Station during other times of the day
- Monitor demand and future land use development, including the Southlands development, and introduce a New E service to provide direct connections from Boundary Bay - Southlands to Bridgeport Station during peak hours

Outcomes

- Maintains and improves direct connections from Tsawwassen to Bridgeport Station

Considerations to implement

- New E would be implemented when demand warrants, possibly coinciding with Southlands development

- Review local Tsawwassen network as future development occurs in Southlands and Tsawwassen Town Centre

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
602	30	-	30	60
603	30	-	30	-
604	30	-	30	-
New E	-	-	30	-

606 – Ladner Ring

608 – Ladner Ring

C86 – Ladner South/Ladner Exchange

What we proposed

- Restructure 606 to provide service between South Ladner and Bridgeport Station, during both AM and PM peak periods
- Restructure 608 to provide service between North Ladner and Bridgeport Station and extend service to Admiral Way, during both AM and PM peak periods
- No changes to the C86

Why we proposed the change

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

What we heard

- Over one-third of respondents said the proposed changes to the 606 (35%) and 608 (38%) would be better than current service, and another 30% and 33% respectively said the proposed changes would work about the same as today

What we’re planning

- Continue with proposal as originally described

Outcomes

- Improves travel time for most customers
- Increases service consistency at all times of day, better matching routing of off-peak routes (i.e. C86 and C88)
- Increases service options on Ladner Trunk Road
- Creates a shorter travel time, but may have less frequent service

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
606	30 (pm only)	-	45 (am + pm)	-
608	30 (am only)	-	45 (am + pm)	-
C86	30	30/60	30	30/60

609 – Tsawwassen First Nation/South Delta Exchange**C89 – Boundary Bay/South Delta Exchange****What we proposed**

- Adjust 609 routing and increase frequency as future Tsawwassen First Nation residential development takes place, and extend service north as future development of industrial area takes place
- Extend C89 service span into AM peak to provide service previously provided by 601

Why we proposed the change

- To better serve anticipated future Tsawwassen First Nation developments
- Maintain access for customers who use the proposed discontinued 601 into Boundary Bay neighbourhood

What we heard

- More than one-third (37%) of all respondents said the proposed change to the 609 would be better than current service, and another 38% said it would work about the same as today
- Two in ten (22%) said the proposed change to the C89 would work better than today, and another 35% said it would work about the same as today
- Suggestion received to consider joining the 609 and C89 services

What we're planning

- Modify the proposal based on public feedback to recommend joining the 609 and C89, which would connect across 12 Avenue and allow for transfers to other buses serving Tsawwassen at 56 Street in the middle of Tsawwassen Town Centre

Outcomes

- Increases frequency of service for Tsawwassen First Nation and Boundary Bay residents
- Extends service area in Tsawwassen First Nation, but may remove service from Tsawwassen Drive
- Extends hours of operation for Boundary Bay residents
- Customers wanting to access South Delta Recreation Centre would need to transfer

Considerations to implement

- Need to identify appropriate bus layover space for this combined route
- Need to determine specific routing in Tsawwassen First Nation area, including potential options to maintain existing service on Tsawwassen Drive
- Review local network as development occurs in Southlands and Tsawwassen Town Centre

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
609	60	60	30	30/60
C89	60	60		

640 – Scott Road Station/Ladner Exchange**New C – Scott Road Station/Tsawwassen Ferry Terminal****What we proposed**

- 640 to provide local service to Tilbury Industrial Area all day, every day
- Provide unlimited-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 we proposed the change

- Provide separate services for customers travelling to Tilbury and those travelling between Ladner and Scott Road Station
- There is growing demand from employees in the Tilbury Industrial Area
- Customer 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

What we heard

- Among all respondents who choose to provide feedback on the 640 route, four in ten (42%) believe that the proposed change to the 640 route would work better than current service.
- Another 35% think the proposed change would work about the same compared to today, and 13% believe the change would work worse than today.
- Among the more specific comments, the two most commonly-mentioned are requests for increased bus frequency (18%) and for extended service hours (13%).
- Among all respondents who choose to provide feedback on the proposed New C route, seven in ten (70%) believe that the addition of the route will work better than today.

What we're planning

- Increase frequency of service of 640 during evenings and extend span of service to later in the night
- Modify New C proposal to have service use South Fraser Perimeter Road between Scott Road Station and Tilbury Industrial Area to further reduce travel time for customers

Outcomes

- More frequency and later hours of service for 640
- Faster connections on New C for customers

Considerations to implement

- Phasing of new service could include extending some trips on existing 640 to connect Ladner Exchange and Tsawwassen Ferry Terminal
- Confirm availability of bus layover space at Tsawwassen Ferry Terminal

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
640	15/20	30	20	30
New C	-	-	60	60

C76 – Scottsdale Exchange/Ladner Exchange

C87 – East Ladner/Ladner Exchange

What we proposed

- Increase C76 service frequency all day, every day; discontinue the C87

Why we proposed the change

- C76 ridership has been increasing, especially on weekends
- Increase service to Boundary Bay Airport and Industrial Area
- C87 experiences very low ridership (average 1.24/trip), and provides similar coverage already provided by C76

What we heard

- 57% of survey respondents said the proposed change to the C76 route would be better than today, but 57% said the proposed cancellation of the C87 would result in worse service because the cancellation will require more walking and possibly create safety concerns
- Some requested that Holly Park service should be maintained because access to Delta Secondary School is important and Ladner Trunk Road street crossings are not adequate

What we’re planning

- In addition to frequency improvements, modify original C76 proposal by extending service into Ladner Village; discontinue the C87 and improve street crossings at Ladner Truck Road and 66 Street for improved access to C76 stops

Outcomes

- Improved connection between East Ladner and Ladner Village, including Delta Secondary School, McKee Seniors Recreation Centre, and Ladner Library.
- Able to re-invest discontinued service hours.

Considerations to implement

- Work with City of Delta to improve the street crossing at Ladner Trunk Road and 66 Street

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C76	30	60	20	30
C87	30	30/60	Cancel (See C76)	

C84 – English Bluff/South Delta Exchange

What we proposed

- Adjust service to travel in both directions

Why we proposed the change

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

What we heard

- Four in ten (39%) said the proposed change to the C84 would be better than current service, and another 26% said it would work about the same as today

What we’re planning

- Continue with proposal as originally described

Outcomes

- Service in both directions provides more convenience for customers to travel directly to their destination, resulting in reduced travel time

Considerations to implement

- Review local Tsawwassen network as development occurs in Southlands and Tsawwassen Town Centre

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C84	60 (one-way)	60 (one-way)	60 (two-way)	60 (two-way)

C94 – Richmond Oval/Richmond-Brighthouse Station

What we proposed

- Extend weekday AM peak period service

Why we proposed the change

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

What we heard

- One-third (32%) said the proposed change to the C94 would be better than current service, and another 44% said the proposed change would work about the same as today

What we’re planning

- Continue with proposal as originally described

Outcomes

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

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C94	30	30	30	30

New B – Richmond-Brighouse Station/Steveston

- See description for **403 – Three Road/Bridgeport Station** and **New B – Richmond-Brighouse Station/Steveston** that is included on page 5 of this appendix

New F – Sunshine Hills Service

What we proposed

- Introduce service to Sunshine Hills neighbourhood, subject to further planning work and community engagement

Why we proposed the change

- There is currently no transit service in the Sunshine Hills neighbourhood of North Delta

What we heard

- One-quarter (25%) of respondents who comments on bus service in North Delta would like to see additional or extended bus routes for better access in North Delta.

What we’re planning

- Continue with proposal as originally described

Outcomes

- Additional transit coverage in North Delta

Considerations to implement

- Service subjected to further planning work and community engagement

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
New F	-	-	30	60

North Delta Services

What we proposed

- Improve service frequency and hours of operation on local routes in North Delta to meet expected demand

Why we proposed the change

- Transit demand is expected to increase in North Delta due to population increase and other transit improvements in the South of Fraser including South of Fraser Rapid Transit and Scott Road B-Line

What we heard

- Increased bus frequency (42%) is the top comment among those who choose to share comments about their experience with bus service in North Delta.

What we’re planning

- Continue with proposal as originally described

Outcomes

- More frequency and longer hours of operation

Considerations to implement

- Service improvements will be identified through regular on-going service monitoring
- Some service improvements may be subjected to further planning work and community engagement

TIER 3 - TRANSIT SERVICE RECOMMENDATIONS

402 – Two Road/Richmond-Brighouse Station

New A – Blundell/Richmond-Brighouse Station

What we proposed

- Increase 402 service frequency to FTN level service
- Extend 402 service along No. 2 Road to provide service to key destinations like the Olympic Oval
- Introduce “New A” service along Blundell Road, connecting to Richmond–Brighouse Station

Why we proposed the change

- There is currently no transit service on No. 2 Road, north of Blundell Road
- Provide 402 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
- There is currently no transit service along Blundell Road west of No. 2 Road and east of No. 3 Road

What we heard

- More than one-half (53%) said the proposed 402 would be better than today’s service, and another 19% said it would work about the same as today
- Three-quarters (73%) said the proposed New A would be better than current service, and another 9% said it would be about the same

What we’re planning

- Continue with proposal as originally described

Outcomes

- Increases frequency to FTN level service on No. 2 Road
- Recommended 402 provides additional service to the Olympic Oval and surrounding area, as well as access to the future Capstan Way Station
- Current 402 customers travelling along Blundell Road, or to Richmond–Brighthouse Station, have to transfer, or use a different route
- New A improves east-west connections within Richmond, and provides new transit service options

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
402	12	20/30	12	15
New A	-	-	30	30

404 – Four Road/Richmond-Brighthouse Station

405 – Cambie/Five Road

What we proposed

- Extend 404 service along No. 4 Road, north of Granville Avenue to River Drive and Bridgeport Station
- Extend 404 service south along Shell Road to Riverside Industrial Area
- Redesign 405 service north of Richmond-Brighthouse Station
- Extend 405 service along No. 5 Road, north of Westminster Highway to Bridgeport Road, terminating at Bridgeport Station
- Increase frequency during peak periods on weekdays

Why we proposed the change

- Growing customer demand along No. 4 Road between Granville Ave and Alderbridge Way
- Currently no service connecting residents at No. 4 Road and River Drive to Bridgeport Station
- Growing demand from employees in the Riverside Industrial Area

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

What we heard

- Four in ten (38%) respondents said the proposed 404 would be better than today’s service, and another 24% said it would work about the same as today; meanwhile, one-third (32%) say the proposed change would be worse
- Fourteen percent of respondents for 404 indicate that a connection to Richmond-Brighthouse Station is necessary
- About one-third (36%) said the proposed 405 would be better than today’s service, and another 17% said it would work about the same as today; meanwhile, 40% say the proposed change would be worse

What we’re planning

- Maintain current 404 routing that connects to Richmond-Brighthouse Station, but shift south terminus to Riverside Industrial Area as per proposal
- Modify original 405 proposal to provide service along No. 5 Road, Bridgeport Road, Shell Road and River Drive, and connect to Bridgeport Station

Outcomes

- Improve connections to Riverside Industrial Area
- Direct service along No. 5 Road
- New transit access for development at No. 4 Road and River Road

Considerations to implement

- Rerouting the 405 will require improvements to pedestrian infrastructure and bus stops
- Changes to the 405 should be coordinated with changes to the C96

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
404	30	30	20	30
405	30	30	20	30

C88 – Ladner North/Ladner Exchange

What we proposed

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

Why we proposed the change

- Improve access to other transit services that provide regional connections
- Opportunity to attract new riders to the C88

What we heard

- Compared to today, 21% said the proposed change to the C88 would work better and 40% said the proposed change would work about the same, while 28% said that the proposed change would be worse
- Concern that the proposal would remove service along 57 Street and Crescent Drive

What we're planning

- Modify original proposal to also serve Grove Avenue, 57 Street, Crescent Drive, and Westminster Avenue

Outcomes

- Improves connections to bus services operating along Highway 99
- Provides new service area and access for customers with no current access

Considerations to implement

- Change would not be advanced until there are improvements to the interchange of Highway 99 and Highway 17A to allow for transfers

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C88	30	30/60	30	30/60

C93 – Steveston/Riverport

What we proposed

- Extend service to London Landing area

Why we proposed the change

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

What we heard

- Four in ten (38%) said the proposed change to the C93 would be better than current service, and another 38% said it would work about the same as today

What we're planning

- Continue with proposal as originally described

Outcomes

- Introduce new bus service to London Landing

Considerations to implement

- Exact routing to be determined through technical analysis

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C93	30	30/60	30	30/60

C96 – East Cambie/Richmond-Brighouse Station

What we proposed

- Discontinue C96 and reallocate resources to other services in Richmond

Why we proposed the change

- C96 duplicates coverage provided by 410, including service along Cambie Road and No. 6 Road
- C96 has low customer demand

What we heard

- 53% said that the proposed cancellation of the C96 would work out worse than current service

What we’re planning

- Reroute C96 to remove service from Commerce Parkway while maintaining service on Jack Bell and McNeely Drive
- Provide service along Westminster Hwy between No. 4 Road and Garden City Road

Outcomes

- Maintain current coverage on Jack Bell and McNeely Drive
- Discontinue service east of Jacombs Road

Considerations to implement

- Changes to the C96 should be coordinated with changes to the 405
- Confirm alignment for rerouted C96, including whether buses leaving Richmond-Brighouse Station should travel along Westminster Highway or an alternate east-west path (e.g. Cook Road and Alberta Road) to better serve AR MacNeill Secondary School and other customers

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
C96	30	-	30	-

New D – Ladner Exchange/Langley Centre

What we proposed

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

Why we proposed the change

- Provide a direct connection between Ladner Exchange and Langley Centre

What we heard

- Eight in ten (80%) said the proposed New D would work better than the service that’s currently available

What we’re planning

- Continue with proposal as originally described

Outcomes

- Creates a faster connection
- Improves east/west service

Considerations to implement

- Improvements to pedestrian infrastructure and bus stops will be required to support service

Service Frequency

Route	Current Frequency (minutes)		Target Frequency (minutes)	
	Peak	Non-Peak	Peak	Non-Peak
New D	-	-	60	60

New E – Bridgeport Station/Boundary Bay

- See description for **602 – Bridgeport Station/Tsawwassen Heights**, **603 – Bridgeport Station/Beach Grove**, **604 – Bridgeport Station/English Bluff**, and **New E – Bridgeport Station/Boundary Bay** that is included on page 12 of this appendix