



Overview: Southwest Area Transport Plan (SWATP)

What is an Area Transport Plan?

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. The Metro Vancouver region is large and diverse, so TransLink divides the region into sub-areas to ensure local 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 local government partners, stakeholders and the public to develop the Southwest Area Transport Plan (SWATP).

The SWATP serves as a blueprint for how we can best allocate our resources over the next decade to improve transit and transportation in the southwest area in a way that is responsive to local needs and consistent with regional objectives. The plan will help to ensure that current and future transportation investment decisions are informed by customer needs, coordinated with local government land use plans, and integrated with other modes of transportation to provide more travel options (including transit, cycling and walking) for people who travel in or through Richmond, South Delta and Tsawwassen First Nation.

How was the public involved?

Public and stakeholder engagement is a fundamental part of developing an Area Transport Plan.

Whether engaging with a resident that relies on public transit for their daily commute, or hearing from someone who occasionally travels through an area, understanding the issues and concerns that face Metro Vancouver residents allows TransLink to better understand the communities we serve.

Through 2016 and 2017 we engaged with the public through face-to-face information sessions, conducted surveys through which the public could share their feedback, and attended community events – collecting more than 6,000 survey responses over the course of the project. Through our engagement efforts we were able to better understand the needs



of the people living in the region. Nearly 50 per cent of the proposed bus network changes were revised and re-evaluated based on feedback received through engagement and further technical analysis.

Recommendations

Identifying recommendations for transit and transportation in the southwest area helps ensure that TransLink, local government partners, the public, and stakeholders have the same expectations around how future regional investments might be made.

Through our engagement work and technical analysis, we identified recommendations for transit and transportation that included the following:

- 1) **Transit service and infrastructure** – expanding the Frequent Transit Network along key corridors (which means service every 15 minutes or better all day and into the evening every day); extending bus service to growing communities and industrial employment areas; improving the frequency and reliability of service; and improving evening and late night bus service
- 2) **Regionally-significant cycling corridors** – identifying corridors for cycling facilities that are comfortable for most people to use in support of better connections to urban centres, neighbouring communities, and key transportation gateways such as the Tsawwassen Ferry Terminal
- 3) **Walking access to transit** – prioritizing walking access to transit within urban centres and employment areas; improving access to Canada Line stations; and improving things like sidewalks and street crossings to support connectivity and accessibility for pedestrians
- 4) **Major Road Network** – identifying additional road corridors to be considered for inclusion in the Major Road Network (MRN) which TransLink helps to fund in partnership with local governments in order to support the safe and efficient movement of people and goods

For more specific information, view the full Southwest Area Transport Plan - April 2018 document available at translink.ca/swatp

Taking action

The SWATP is a living document which means TransLink will continue to work collaboratively with local government partners to stay on track to deliver the recommendations in the plan. Although this plan is meant to serve as a blueprint for the next decade of transit and transportation improvements in the southwest area, some recommendations can be advanced as early as 2018 and 2019. While we work to implement the plan's recommendations, how we make that happen can occur in a number of ways:

- Transit recommendations that can be implemented by reallocating existing resources

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

may be advanced through our quarterly transit service changes.

- Transit recommendations that require additional funding will be considered alongside other regional investments and as funding allows.
- Some transit recommendations are meant to address future demand and will be advanced when the timing is right.
- 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.

TransLink will continue to work with local governments to improve the customer experience throughout our system and the livability in the region.

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.