



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Councillor Rob Howard  
Chair, Public Works & Transportation  
Committee  
**Date:** May 17<sup>th</sup>, 2004  
**File:** 01-0100-20-CCNT1-  
01/2004-Vol 01  
**Re:** **CITY CENTRE NORTH TRANSIT AND TRANSPORTATION TASK FORCE -  
RECOMMENDATIONS**

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The Public Works & Transportation Committee, at its meeting held on November 19<sup>th</sup>, 2003, considered the attached report, and recommends as follows:

### Committee Recommendation

- (1) *That the recommendations of the City Centre North Transit and Transportation Task Force, (as described in the report dated October 29<sup>th</sup>, 2003, from the Director, Transportation), be endorsed.*
- (2) *That staff report back through separate reports or other regular work program initiatives on the required action plans to address the above recommendations from the Task Force in a timely manner.*
- (3) *That the contributions of the City Centre North Transit and Transportation Task Force towards improving traffic, parking and transit conditions in the City Centre north area be formally acknowledged; and*
- (4) *That the following three recommendations from the City Centre North Transit & Transportation Task Force:*
  - (a) *that the City participate in funding through allocation of pay parking revenue and other sources toward these transit and transportation improvements;*
  - (b) *that the City take the lead in facilitating recommendations such as shared parking between merchants; and*
  - (c) *that the City strongly advocate for transit improvements identified by the Task Force,**be referred to staff for their comments and report to the Public Works & Transportation Committee; and that staff in the Urban Development Division be asked to review possibilities for the rezoning of the RAV Corridor and the west side of No. 3 Road, between Sea Island Way and Cambie Road, at the same time, examining the feasibility of adding a square footage cost to future developments in this area to assist with transportation charges in the area.*

Councillor Rob Howard, Chair  
Public Works & Transportation Committee

Attach.

VARIANCE

Please note that staff recommended the following:

1. That the recommendations of the City Centre North Transit and Transportation Task Force, as described in the attached report, be endorsed.
2. That staff be directed to report back through separate reports or other regular work program initiatives on the required action plans to address the above recommendations from the Task Force in a timely manner.
3. That the contributions of the City Centre North Transit and Transportation Task Force towards improving traffic, parking and transit conditions in the City Centre north area be formally acknowledged.

## Staff Report

### Origin

At the regular Council meeting held on January 13, 2003, the proposed membership and Terms of Reference of the City Centre North Transit and Transportation Task Force were approved. Task Force members, staff and representatives from other agencies (TransLink, Coast Mountain Bus Company, ICBC, and Richmond RCMP) have met several times to examine various traffic, parking and transit issues in the City Centre north area and develop recommendations to address the identified issues.

The Task Force has now completed its mandate. This report provides an overview of the activities undertaken by the City Centre North Transit and Transportation Task Force and presents its short-term and long-term recommendations regarding traffic, parking and transit issues in the City Centre north area.

### Analysis

#### 1. Task Force Mandate and Membership

The City Centre North Transit and Transportation Task Force was established in February 2003 with the following objective:

*"To gain an understanding of the City Centre Transportation Plan (CCTP) and related planning documents (such as the Richmond Area Transit Plan), provide input and advice to Council on traffic, transit and parking issues in the north City Centre area including suggestions of possible strategies to complete the remaining elements of the CCTP, and the identification of enhancements and/or additional elements to the CCTP while following the Plan directions."*

Including a City Council liaison, the Task Force comprises 12 members who represent the following organizations and/or interests:

Representative	Appointment	Number of Members
City Council Liaison	Council Appointee	1 member (Non-voting)
Aberdeen Centre	Organization Appointee	1 member (Voting)
Parker Place	Organization Appointee	1 member (Voting)
Empire Centre	Organization Appointee	1 member (Voting)
Richmond Asia-Pacific Business Association	Organization Appointee	1 member (Voting)
Richmond Transit and Traffic Advisory Committee	Organization Chairperson	1 member (Voting)
Area Merchant	Citizen Appointee	2 members (Voting)
Transit Operator	Organization Appointee	1 member (Voting)
Transit User	Citizen Appointee	1 member (Voting)
Motorist	Citizen Appointee	2 members (Voting)
<b>Total Membership</b>		<b>12 members</b>

This diverse group of City Centre north area merchants, stakeholders and outside visitors provided input to the City on:

- possible strategies for the timely implementation and financing of planned road improvements identified in the *City Centre Transportation Plan* (e.g., completion of north loop road, extension of Browngate Road), including the potential for public-private partnerships to facilitate and/or expedite these projects;
- possible enhancements and/or additional elements to the *City Centre Transportation Plan*, including opportunities for improvements on private property (e.g., more efficient layout of internal parking lots to minimize traffic “spill-over” on No. 3 Road);
- the planning of transit services in the north City Centre area and suggestions for potential improvements within the context of the *Richmond Area Transit Plan*;
- additional traffic, transit and parking issues and possible opportunities; and
- potential short- and long-term parking solutions.

## 2. Task Force Activities

The Task Force met seven times between March 2003 and September 2003 to identify and discuss traffic, parking and transit concerns in the City Centre north area. Activities and discussion items at each meeting included:

- Meeting #1 (March 26, 2003) – review of the components of the *City Centre Transportation Plan* as well as recent and planned transit service improvements for Richmond and identification of major traffic, parking and transit concerns.
- Meeting #2 (May 14, 2003) – presentation of suggested action items to address the identified traffic, parking and transit issues and discussion of the traffic-related action items.
- Meeting #3 (June 4, 2003) – discussion of the parking-related action items.
- Meeting #4 (July 2, 2003) – discussion of the transit-related action items.
- Meeting #5 (July 31, 2003) – presentation of #98 B-Line on-board survey results and prioritization of action items to address traffic, parking and transit issues.
- Meeting #6 (September 10, 2003) – review of prioritized action items and draft final recommendations.
- Meeting #7 (November 5, 2003) – finalization of recommendations and the formulation of approaches for the City to employ to help facilitate implementation of some of the recommendations. This meeting was held without the presence of staff.

## 3. Task Force Recommendations

Staff and Task Force members, with input from TransLink, Coast Mountain Bus Company and other agency staff, jointly developed a number of short-term and long-term recommendations to address the following traffic, parking and transit issues in the City Centre north area:

- Parking – alternatives to improve on-site and off-site customer parking including opportunities to provide long-term off-site parking for area employees;
- Traffic Flow – enhancing traffic flow and circulation around No. 3 Road and improving customer access to area businesses;
- Pedestrians/Cyclists – areas and opportunities for pedestrian and cycling improvements; and

- Transit – improvements to existing transit services and implementation of new services to encourage greater transit use in the area as a means to reduce the dependency on automobile travel and the associated parking demand.

### 3.1 Task Force Support

On behalf of the Task Force, the Chair has submitted a letter to the City indicating that all members support the recommendations (see Attachment 1). The Chair has also indicated to staff that the Task Force was satisfied with the overall process, which was deemed inclusive and encouraged input from all members.

Following the finalization of the recommendations, the Task Force met separately without staff and identified three approaches for the City to employ to help facilitate implementation of some of the recommendations:

- Allocation of Pay Parking Revenue – net pay parking revenues generated in the City Centre north area could be allocated to fund the identified road, parking and pedestrian improvements;
- City Lead Implementation – although some recommendations would directly involve only private owners (e.g., shared use of private on-site parking), the City could take the lead in facilitating their implementation; and
- Advocate Transit Improvements – the City should be a strong advocate for the implementation of the identified transit improvements.

These additional aspects have been incorporated into the recommendations of the Task Force (see Attachment 2).

### 3.2 Prioritization of Recommendations

Due to the number of recommendations, each Task Force member prioritized the list of suggested improvements by indicating the relative importance of each recommendation (i.e., high, medium or low priority). These individual prioritized lists were then summed across all members and each recommendation assigned a numerical score based on the number of times it received a high (5 points), medium (3 points) or low (1 point) priority ranking. Attachment 2 presents the Task Force's short-term and long-term recommendations in numerical order of priority within each issue area and provide staff comments on the future actions required by the City to address each of the recommendations. The tables below summarize the short-term and long-term recommendations in order of priority across all categories while Attachment 3 summarizes the short-term and long-term recommendations and their rankings within each category.

Prioritized Short-Term Recommendations (Potential Implementation ~1 Year)		Weighted Score
1	Area merchants to investigate operation of a shuttle bus that connects area malls with the Sexsmith Park and Ride lot.	32
2	Investigate feasible opportunities for maximizing use of existing private parking lots through:	
	(a) inter-connected parking lots for vehicles and pedestrians;	13
	(b) reconfiguration of private on-site parking to maximize efficiency; and	6
	(c) working with private owners to encourage the shared use of adjacent parking lots as well as parking lots of businesses in close proximity, and the provision of pedestrian connections to these facilities.	<u>12</u> 31

Prioritized Short-Term Recommendations (Potential Implementation ~1 Year)		Weighted Score
3	Manage on-street parking through: (a) time limits rather than payment on streets in close proximity to area retail malls; and (b) permit pay parking along Alexandra Street and other more remote streets in the area.	19 11 30
4	City to review revised driveway design for Parker Place to be submitted by owner.	23
5	City of Richmond to request City of Vancouver, through their respective TransLink Board representatives, to increase enforcement of HOV lane and parking restrictions on Granville Street in the Marpole area.	16
6	TransLink and Coast Mountain Bus Company requested to continue monitoring ridership levels and to adjust service to address crowding on existing routes.	16
7	Coast Mountain Bus Company to monitor ridership to determine if reverse-peak service of peak period Richmond-Vancouver express routes is justified.	15
8	TransLink requested to conduct more market research on non-user groups (e.g., seniors) and continue to regularly conduct phone and bus on-board surveys to monitor customer satisfaction.	15
9	Employers to encourage employees to carpool or use transit (e.g., enrol in TransLink Employer Bus Pass Program).	14
10	Advance implementation of pedestrian crossing on Hazelbridge Way between Parker Place and Fairchild Square.	11
11	TransLink and Coast Mountain Bus Company requested to provide more feeder bus routes and increased service frequencies on local routes during off-peak hours.	11
12	Include pavement assessment of No. 3 Road in City Repaving Plan.	8
13	Extend Garden City Road to River Road.	7
14	Review feasibility of removing complete ban on right-turns at red lights at selected intersections on No. 3 Road.	4
15	City to conduct travel time survey with Task Force members including use of a video log.	4
16	City to review requests for commercial loading zones on individual basis.	3
17	Ensure that Development Permit Guidelines requiring end-of-trip facilities are adhered to for new developments and encourage property owners/managers of existing developments to provide bicycle parking.	2
18	Establish city-wide Parking Advisory Committee.	1
19	City and TransLink to work together to optimize transit priority system for #98 B-Line.	0

Prioritized Long-Term Recommendations (Potential Implementation 1-3 Years)		Weighted Score
20	Expedite remaining elements of <i>City Centre Transportation Plan</i> including Browngate Road extension	24
21	New developments to provide sufficient parking for own use	15
22	Provide more off-street public parking	15
23	TransLink to establish new City Centre shuttle service as proposed in Richmond Area Transit Plan	15
24	Expand on-site parking (e.g., add roof-top parking)	13
25	Assess and, if feasible, improve capacity of northbound left-turn lane on No. 3 Road at Leslie Road	12
26	Consolidate driveways on No. 3 Road and establish new access via side streets as development occurs	9
27	Expedite Corvette Way extension and interim west leg of north loop road to improve access to businesses on west side of No. 3 Road	8
28	Integrate pedestrian improvements with City Trails Strategy and corporate initiatives	5
29	Research use of pedestrian countdown timers in other jurisdictions and implement if feasible	1

## Financial Impact

The Task Force's recommendations to expedite the remaining improvements of the *City Centre Transportation Plan* would require continued joint efforts between the City and future developers to implement the necessary improvements, such as the completion of the North Loop Road and the extension of Corvette Way. These efforts would involve dedication of lands for new or widened road right-of-ways as well as the construction of the roadways.

At this time, it is expected that only the extension of Browngate Road would have immediate financial implications on the City's Capital Program as it is proposed to be implemented in 2004 with the acquisition of road right-of-way, pending Council approval. This project will be the subject of an upcoming staff report. Other capital projects such as signal and pedestrian facility improvements would be funded from the City's annual Capital Program, which is subject to Council approval. Some recommendations may require area businesses to commit funding, such as initiating operation of a mall shuttle bus and maximizing the use of private parking areas. The introduction of improved transit services may require minor capital funds to upgrade bus stops to accessible standards and provide short sections of connecting sidewalks.

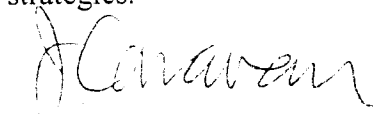
Other recommendations of the Task Force not related to any capital improvements could be accommodated within existing staff resources and departmental programs. The establishment of the new Richmond Parking Advisory Committee (Recommendation 18) may result in some overtime costs due to staff attendance at Committee meetings outside of regular work hours.

## Conclusion

Both staff and Task Force members found the overall process highly beneficial. Each meeting generated positive discussion and feedback and Task Force members have indicated their full support of the recommendations. This comprehensive package of recommendations both complements and enhances the City's existing *City Centre Transportation Plan*.

If fully implemented, the constructive recommendations of the Task Force are expected to improve traffic flow and parking demand/supply in the City Centre north area. However, it should be recognized that No. 3 Road will continue to be a vibrant corridor due to the popularity of the City Centre with both local and regional visitors. Indeed, the perceived level of congestion of No.3 Road is comparable to similarly busy areas of the Lower Mainland, such as central Broadway and Robson Street in Vancouver. While the north and south loop roads will improve traffic flow and circulation in the City Centre, the emphasis of the *City Centre Transportation Plan* is on improving and encouraging non-automotive travel modes such as walking, cycling and transit. The Task Force's recommendations support this goal as will the planned Richmond-Airport-Vancouver rapid transit line.

Implementation of the Task Force recommendations will require the co-operation of all stakeholders including the development community. Staff are encouraged by the collaborative manner of the Task Force to date and look forward to the discussion of implementation strategies.



Joan Caravan  
Transportation Planner (4035)

November 6, 2003

Mayor Malcolm Brodie  
City of Richmond  
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V6Y 2C1

**Subject: City Centre North Transit & Transportation Task Force**

On behalf of the CCNTTTF, I submit the final recommendations of the Task Force.

The Committee's task as per the terms of reference was to "provide input and advice to Council on traffic, transit and parking issues in the North City Centre area."

As a Committee, we quickly identified that:

- Lack of parking is a serious problem for some businesses in the area.
- No. 3 Road is at capacity during peak periods.
- There is a need for improvement in transit service to the area.

The Committee's thoughts and recommendations are contained in the report. Implementation of these recommendations are key to a meaningful improvement in parking and road congestion in the area.

To aid in moving forward in these recommendations, we ask the City to:

- Participate in funding through allocation of pay parking revenue and other sources towards these improvements.
- Take the lead in facilitating recommendations such as shared parking between merchants.
- Strongly advocate for transit improvements identified by the Task Force.



Bob Cowan  
Chair, CCNTTTF

cc: City Councillors



## City Centre North Transit and Transportation Task Force

### Prioritized Short-Term Recommendations (Potential Implementation in ~1 Year)

**Task Force Recommendation 1:** Investigate operation of a shuttle bus that connects area malls with Sexsmith Park and Ride lot.

*Staff Comments:* The Sexsmith Park and Ride lot, owned by TransLink, has approximately 400 spaces and is in close proximity to the majority of malls in the area. TransLink approved use of the lot for a shuttle bus service operated for the Richmond Night Market during June-September 2003, which suggests that the agency would also be amenable to the use of the lot for a merchant-operated area mall shuttle service as its heaviest use would also generally occur outside of commuter hours (i.e., on weekends). The shuttle could provide an interim service until implementation of a City Centre circulator service, which is not anticipated until at least 2005 due to TransLink's limited resources.

**Task Force Recommendation 2:** Investigate feasible opportunities for maximizing use of existing private parking lots through:

- (a) inter-connected parking lots for vehicles and pedestrians;
- (b) reconfiguration of private on-site parking to maximize efficiency; and
- (c) working with private owners to encourage the shared use of adjacent parking lots as well as parking lots of businesses in close proximity, and the provision of pedestrian connections to these facilities.

*Staff Comments:* Existing private parking lots located along the east side of No. 3 Road between Cambie Road and Capstan Way are generally inter-connected, which provides motorists and pedestrians with the opportunity to travel to adjacent retail establishments without having to travel on No. 3 Road. Expanding this concept to other private parking lots may help reduce traffic volumes on No. 3 Road by eliminating unnecessary trips along sections of the road. In addition, private parking lots are generally reserved for customers of that particular establishment, which forces customers to move their vehicle to visit adjacent businesses and thus generating unnecessary vehicle trips in the area. Implementation of this recommendation would require consultation with area merchants to examine parking lot configurations and to determine if property owners and business operators are receptive to the shared use proposal.

**Task Force Recommendation 3:** Manage on-street parking through:

- (a) time limits versus payment on streets in close proximity to area retail malls; and
- (b) permit pay parking system along Alexandra Street and other more remote streets in the area.

*Staff Comments:* Task Force members generally prefer managing on-street parking via time limits (score=19) rather than meter payment (score=8) as they are concerned about its potential negative impact on visitors to the area. There is, however, support for a monthly permit pay parking system for employees (score=11) as Task Force members recognize that providing off-site parking options for area employees would help free up on-site parking spaces for customers. Conversion of the existing short-term metered parking on Alexandra Street to monthly permit pay parking and its introduction on other streets in the area may be a viable option, as the

*existing permit system in place in the nearby Odlin Crescent area is well-utilized. The overall structure of pay parking in the area could be reviewed as part of the City Pay Parking Program. The removal, retention or expansion of the existing pay parking system in the area could be examined with these suggestions from the Task Force taken into consideration.*

**Task Force Recommendation 4:** City to review revised driveway design for Parker Place mall.

*Staff Comments: The geometry of the south driveway to Parker Place mall requires a sharp right-turn for southbound vehicles entering the site. Motorists need to slow down and almost stop to negotiate the turn, which impedes traffic flow on Hazelbridge Way. Staff will work with the property owner to develop a design that improves access to the site with the understanding that all driveway changes must be approved by the City and funded by the property owner.*

**Task Force Recommendation 5:** City of Richmond to request City of Vancouver, through their respective TransLink Board representatives, to increase enforcement of HOV lane and parking restrictions on Granville Street in the Marpole area.

*Staff Comments: Violations of the HOV lane and parking restrictions on Granville Street in the vicinity of 70<sup>th</sup> Avenue in Vancouver can severely impact transit operations, particularly the #98 B-Line. Discussion of the issue by the cities' TransLink Board representatives may help address this long-standing issue.*

**Task Force Recommendation 6:** TransLink and Coast Mountain Bus Company requested to continue monitoring ridership levels and to adjust service to address crowding on City Centre transit services.

*Staff Comments: Overcrowding on transit services can discourage new and/or continued transit use. TransLink has recently increased service on local routes, introduced two new express routes to Vancouver (#488 and #492) and increased service to UBC. Staff have provided input to the development of TransLink's annual service plan for 2004 and its new 3-Year Transit Plan for 2005-2007. A recommended service improvement for 2004 is the provision of increased service on the #98 B-Line to relieve crowding and congestion.*

**Task Force Recommendation 7:** TransLink and Coast Mountain Bus Company requested to monitor ridership to determine if reverse-peak service of peak period Richmond-Vancouver express routes is justified.

*Staff Comments: A number of peak period express buses between Richmond and downtown Vancouver operate in the peak direction only (e.g., #488, #490, #492, #496). The provision of reverse-peak service for the #488 and #492 is a potential service improvement for 2006 in TransLink's 3-Year Transit Plan for 2004-2006. This service improvement is likely not feasible in 2004-2005 as there are limited hours and peak period buses available for the expansion of conventional bus service (the improvement would require two additional buses) and the majority of the available hours are being allocated to the new U-Pass Program for UBC and SFU and the introduction and improvement of regional connectors (e.g., Richmond-Burnaby/Metrotown service and Richmond-North Delta/Surrey service).*

**Task Force Recommendation 8:** TransLink requested to undertake further market research on non-transit user groups and continue to monitor customer satisfaction.

*Staff Comments:* TransLink regularly conducts on-board travel surveys and customer satisfaction surveys. Task Force members recommend that further market research be undertaken on the perceived barriers to transit use of those individuals currently not using transit or those groups with low transit use (e.g., seniors). This information may be useful in developing programs and policies to encourage greater transit use. The proposed joint GVRD/TransLink TravelSmart Program, the implementation of which is subject to Federal Government funding, would encourage increased transit use in the City Centre area.

**Task Force Recommendation 9:** Employers to encourage area employees to carpool or use transit (e.g., enrol in TransLink Employer Bus Pass Program).

*Staff Comments:* Fewer employee vehicles would not only free up on-site parking for customers but also reduce traffic congestion in the area. Staff would provide Task Force members with information on existing carpool and employee bus pass programs.

**Task Force Recommendation 10:** City to advance implementation of a pedestrian crossing on Hazelbridge Way between Parker Place and Fairchild Square.

*Staff Comments:* Staff have reviewed the location and verified that a pedestrian crossing is warranted. Staff anticipate that a special crosswalk with pedestrian-actuated amber flasher, overhead internally lit signage and downward lighting will be installed on Hazelbridge Way between these two sites by the end of 2003 or early 2004. The implementation of this crosswalk would require the granting of a right-of-passage by the adjacent property owner on the east side to facilitate the placement of a connecting sidewalk.

**Task Force Recommendation 11:** TransLink and Coast Mountain Bus Company requested to provide more feeder bus routes and increase service frequencies on local routes during off-peak hours.

*Staff Comments:* Task Force members identified lower service frequencies of local bus routes in off-peak versus peak hours and/or a lack of local bus services in certain areas of Richmond as potential factors contributing to overall low transit use in the city. Staff note that the Williams Road community shuttle will be introduced in Spring 2004 and TransLink's draft 3-Year Transit Plan for 2005-2007 identifies a number of additional community shuttle services for the city (e.g., Crestwood Industrial Area, City Centre Circulator, Seafair/Blundell Road).

**Task Force Recommendation 12:** City to assess pavement conditions on No. 3 Road.

*Staff Comments:* Task Force members noted that some sections of No. 3 Road require pavement repair. Staff will assess pavement conditions for potential inclusion in the City's annual paving program, taking into consideration the possible road reconstruction work on No. 3 Road due to the expected rapid transit line.

**Task Force Recommendation 13:** Extend Garden City Road through to River Road.

*Staff Comments:* Extending Garden City Road to River Road will provide an alternative north-south route for motorists, thereby easing traffic volumes on No. 3 Road. Completion of the extension to River Road is anticipated in early 2004 to coincide with the opening of the Bridgepoint casino complex.

**Task Force Recommendation 14:** Review feasibility of removing complete ban on right-turns at red lights at selected intersections on No. 3 Road.

*Staff Comments:* Currently, a ban on right-turns at red lights is in place at the six intersections on No. 3 Road that allow U-turns to prevent conflicting movements between vehicles making a U-turn and vehicles turning right. However, the ban is active for the complete signal phase rather than just when the U-turn phase is active, thereby unnecessarily delaying traffic. Staff have investigated options to allow removal of the complete ban and recommend the installation of electronic No Right Turn blank-out signs at each intersection, which would illuminate only when the U-turn phase is about to start and when it is active. Staff estimate acquisition and installation costs at \$3,000-\$5,000 per intersection.

**Task Force Recommendation 15:** City to conduct travel time survey on No. 3 Road with Task Force members.

*Staff Comments:* Staff propose conducting a travel time survey with Task Force members along No. 3 Road using a video log to determine actual (versus perceived) travel times during various times of the day and days of the week. The intention of the survey is to put into perspective the level of perceived congestion and traffic delays on No. 3 Road relative to that experienced on streets in other busy business areas such as central Broadway and Robson Street in Vancouver.

**Task Force Recommendation 16:** City to review requests for commercial loading zones.

*Staff Comments:* Task Force members identified a lack of commercial loading zones in the City Centre north area. Staff propose to review requests for commercial loading zones on an individual basis taking into account the impact on traffic flow and capacity and the availability of alternative and/or on-site loading facilities.

**Task Force Recommendation 17:** Ensure that new developments provide end-of-trip cycling facilities and encourage existing developments to provide bicycle parking.

*Staff Comments:* Staff would ensure that the existing Development Permit Guidelines for the City Centre, which include the provision of end-of-trip cycling facilities, are adhered to for new developments in the area and would encourage existing developments to provide new or additional bicycle parking.

**Task Force Recommendation 18:** Establish a city-wide Parking Advisory Committee.

*Staff Comments:* As the Task Force is not an on-going advisory body to Council, a permanent Parking Advisory Committee could provide regular and timely feedback to staff and Council on various parking issues throughout the city. Staff anticipate presenting a report to Council recommending the creation of a city-wide Parking Advisory Committee by the end of 2003.

**Task Force Recommendation 19:** City and TransLink to work together to optimize the #98 B-Line transit priority system.

*Staff Comments:* The existing transit priority system for the #98 B-Line is not fully optimized. Increasing the number of timing points between downtown Vancouver and Richmond City Centre could improve the operation of the signal pre-emption system by providing more accurate and timely information to the automatic vehicle location (AVL) technology, which in turn is used to prompt signal pre-emption requests.

## City Centre North Transit and Transportation Task Force

### Prioritized Long-Term Recommendations (Potential Implementation in 1-3 Years)

**Task Force Recommendation 20:** Expedite implementation of the remaining elements of the City Centre Transportation Plan.

*Staff Comments:* The remaining road improvement elements of the City Centre Transportation Plan generally encompass completion of the North Loop Road (comprised of Hazelbridge Way, Capstan Way, a new road parallel to and east of River Road, and Leslie Road), and the creation of secondary roads, such as the extension of Browngate Road from Hazelbridge Way to No. 3 Road. These new roadways are intended to provide alternative circulation and connector routes in the City Centre north area. These elements are identified in the City's rolling 5-Year Capital Plan.

**Task Force Recommendation 21:** New developments must provide sufficient parking for their own uses.

*Staff Comments:* All new developments should provide sufficient parking for their own uses to ensure that any current parking problems in the area are not exacerbated in the future. Staff would continue to require that new developments provide sufficient parking through the development application review process.

**Task Force Recommendation 22:** Provide more off-street parking.

*Staff Comments:* Task Force members identified a need for additional off-street public parking in the City Centre north area. Staff propose that this issue be referred to the proposed city-wide Parking Advisory Committee.

**Task Force Recommendation 23:** TransLink to implement new City Centre shuttle service as identified in the Richmond Area Transit Plan.

*Staff Comments:* TransLink is currently developing its 3-Year Transportation Plan for 2004-2006, which includes planned transit service improvements. Due to TransLink's funding constraints and other regional priorities, the City Centre community shuttle service has been initially identified for implementation in 2006-2007. Staff have advised TransLink of the City's desire to advance implementation of this service to 2004-2005.

**Task Force Recommendation 24:** Expand on-site parking.

*Staff Comments:* Task Force members recognize that expanding on-site parking on private property, such as through the addition of roof-top parking, could be a viable long-term action to address customer parking shortages at some area establishments. However, additional parking may counteract the overall transportation objective of encouraging use of alternative travel modes such as walking, cycling and transit.

**Task Force Recommendation 25:** Assess and, if feasible, improve capacity of northbound left-turn lane on No. 3 Road at Leslie Road.

*Staff Comments:* The northbound left-turn lane on No. 3 Road at Leslie Road (into Canadian Superstore) can experience heavy traffic volumes, which occasionally back up into the northbound through lane. Staff would assess the signal phase and storage capacity to determine if capacity improvements (e.g., lengthening the lane) are feasible.

**Task Force Recommendation 26:** Consolidate driveways on No. 3 Road and establish new accesses via side streets as development occurs.

*Staff Comments:* Traffic congestion on No. 3 Road can result from vehicles accessing the numerous driveways along No. 3 Road. Consolidating driveways and establishing new accesses via side streets, primarily through redevelopment, are key components of the City Centre Transportation Plan.

**Task Force Recommendation 27:** Improve access to businesses on the west side of No. 3 Road.

*Staff Comments:* Expediting the implementation of the interim west leg of the North Loop Road (i.e., new street parallel to the existing CP Rail tracks) and the extension of Corvette Way from Capstan Way to Sea Island Way (both of which are elements of the City Centre Transportation Plan) would significantly improve access to businesses on the west side of No. 3 Road.

**Task Force Recommendation 28:** Improve pedestrian facilities (e.g., construct more sidewalks) in co-ordination with corporate initiatives and the 2010 Richmond Trail Strategy.

*Staff Comments:* Various pedestrian facility improvements such as the provision of sidewalks and pedestrian links could encourage greater pedestrian travel and reduce the number of short car trips. Both the City Centre Transportation Plan and the 2010 Richmond Trail Strategy identify a number of pedestrian improvements for the City Centre north area.

**Task Force Recommendation 29:** Investigate potential application of countdown timers for pedestrian “Walk/Don’t Walk” signals.

*Staff Comments:* Some jurisdictions in the Lower Mainland (e.g., Burnaby) have installed countdown timers above pedestrian “Walk/Don’t Walk” signals to help control pedestrian movements at intersections. Staff would conduct further research of this application to assess its impacts on traffic flow as well as traffic and pedestrian safety and determine its potential for application in Richmond.

## City Centre North Transit and Transportation Task Force

### Requests of City to Facilitate Implementation of Recommendations

**Task Force Request #1:** Allocate net pay parking revenues generated in the City Centre north area to fund the identified road, parking and pedestrian improvements.

*Staff Comments: The City assumed control over the operation, enforcement and administration of the pay parking program in the City Centre in August 2003 and staff anticipate reporting back to Council on the status and future of the pay parking program in approximately 12 months. An analysis of the feasibility and equity of allocating net pay parking revenues generated in various parts of the city to fund transportation- and parking-related improvements could be included in this report. This topic could also be addressed by the proposed city-wide Parking Advisory Committee. In addition, other sources of revenue could be considered to fund the identified improvements.*

**Task Force Request #2:** The City take the lead in facilitating implementation of the recommendations including those that involve arrangements between private owners, such as shared on-site parking.

*Staff Comments: Staff welcome the opportunity to work with Task Force members, merchants and owners to move on implementation of the recommendations. Staff suggest that, as a first step, major mall owners/managers in the City Centre north area each designate a representative to work with staff on effecting the recommendations, including identifying feasible methods of involving the many smaller merchants in the area in the process. The proposed Parking Advisory Committee could also provide suggestions and feedback on this issue.*

**Task Force Request #3:** The City should be a strong advocate for the implementation of the identified transit improvements.

*Staff Comments: Staff work closely with TransLink and Coast Mountain Bus Company staff through regular technical meetings to identify and prioritize transit service improvements as part of the development of TransLink's annual and 3-year transit plans. Staff will ensure that the improvements identified by the Task Force are included for consideration in this process and endeavour to seek their timely implementation within TransLink's available resources.*

City Centre North Transit and Transportation Task Force		
Bob Cowan, Chair Cllr. Rob Howard Anna Bloomfield Jim Kaufman Hanson Lau	Danny Leung Geoffrey Leung Jason Li Peter Mitchell	Shinder Sahota Bob Tai Alvis Tsui John Wong

## City Centre North Transit and Transportation Task Force

## SHORT-TERM RECOMMENDATIONS (Potential Implementation in ~1 Year)

Category	Recommendation	Priority (# of Indications)			Weighted Score
		High	Medium	Low	
Parking Management	1 Area merchants to investigate operation of a shuttle bus that connects area malls with the Sexsmith Park and Ride lot	5	2	1	32
	2 Investigate feasible opportunities for maximizing use of existing private parking lots through: (d) inter-connected parking lots for vehicles and pedestrians; (e) reconfiguration of private on-site parking to maximize efficiency; and (f) working with private owners to encourage the shared use of adjacent parking lots as well as parking lots of businesses in close proximity, and the provision of pedestrian connections to these facilities.	2 0 1	0 2 2	3 0 1	13 6 12 31
	3 Manage on-street parking through: (c) time limits rather than payment on streets in close proximity to retail malls; and (d) permit pay parking along Alexandra Street and other more remote streets in the area	3 1	1 2	1 0	19 11 30
	18 Establish city-wide Parking Advisory Committee	0	0	1	1
Traffic Flow Improvements	4 City to review revised driveway design for Parker Place to be submitted by owner	4	1	0	23
	12 Include pavement assessment of No. 3 Road in City Repaving Plan	1	1	0	8
	13 Extend Garden City Road to River Road	0	2	1	7
	14 Review feasibility of removing complete ban on right-turns at red lights at selected intersections on No. 3 Road	0	1	1	4
Pedestrian/Cycling Improvements	15 Conduct travel time survey with Task Force members including use of a video log	0	1	1	4
	16 Review requests for commercial loading zones on individual basis	0	1	0	3
	10 Advance implementation of pedestrian crossing on Hazelbridge Way between Parker Place and Fairchild Square	1	1	3	11
	17 Ensure that Development Permit Guidelines requiring end-of-trip facilities are adhered to for new developments and encourage property owners/managers of existing developments to provide bicycle parking	0	0	2	2
Transit Improvements	5 City of Richmond to request City of Vancouver, through their respective TransLink Board representatives, to increase enforcement of HOV lane and parking restrictions on Granville Street in the Marpole area	3	0	1	16
	6 TransLink and Coast Mountain Bus Company requested to continue monitoring ridership levels and to adjust service to address crowding on existing routes	0	5	1	16
	7 Coast Mountain Bus Company to monitor ridership to determine if reverse-peak service of peak period Richmond-Vancouver express routes is justified	2	1	2	15
	8 TransLink to conduct more market research on non-user groups (e.g., seniors) and continue to regularly conduct phone and bus on-board surveys to monitor customer satisfaction	2	1	2	15
	9 Employers to encourage employees to carpool or use transit (e.g., enrol in TransLink Employer Bus Pass Program)	1	3	0	14
	11 TransLink and Coast Mountain Bus Company requested to provide more feeder bus routes and increased service frequencies on local routes during off-peak hours	1	1	3	11
	19 City and TransLink to work together to optimize transit priority system for #98 B-Line	0	0	0	0

$$\text{Weighted Score} = (\# \text{ of High} * 5) + (\# \text{ of Medium} * 3) + (\# \text{ of Low} * 1)$$



## City Centre North Transit and Transportation Task Force

## LONG-TERM RECOMMENDATIONS (Potential Implementation in 1-3 Years)

Category	Recommendation	Priority (# of Indications)			Weighted Score
		High	Medium	Low	
Parking Management	21 New developments to provide sufficient parking for own use	2	0	5	15
	22 Provide more off-street public parking	3	0	0	15
	24 Expand on-site parking (e.g., add roof-top parking)	2	1	0	13
Traffic Flow Improvements	20 Expedite remaining improvements of City Centre Transportation Plan including Browngate Road extension	3	3	0	24
	25 Assess and, if feasible, improve capacity of the northbound left-turn lane on No. 3 Road at Leslie Road	1	2	1	12
	26 Consolidate driveways on No. 3 Road and establish new access via side streets as development occurs	0	3	0	9
	27 Expedite Corvette Way extension and interim west leg of north loop road to improve access to businesses on west side of No. 3 Road	1	1	0	8
Pedestrian/Cycling Improvements	28 Integrate pedestrian improvements with City Trails Strategy and co-ordinate with corporate initiatives	1	0	0	5
	29 Research experience with pedestrian countdown timers in other jurisdictions and implement in Richmond if feasible	0	0	1	1
Transit Improvements	23 TransLink to establish new City Centre shuttle service as proposed in the Richmond Area Transit Plan	1	2	4	15

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- (d) *broadening the criteria for potential projects eligible for Major Road Network (MRN) Minor Capital Program funding to provide municipalities with greater flexibility in the allocation of funds to other capital program areas such as cycling and transit infrastructure;*
- (e) *greater use of transportation demand management measures and encouragement of alternative transportation modes to mitigate the need for continued road capacity expansion for single occupant vehicles and to help Canada meet its Kyoto Accord targets of a reduction in greenhouse gas emissions;*
- (f) *encourage increased travel by cycling via the initiation of promotional and educational programs, provision for cyclists on all new or upgraded TransLink facilities and establishment of a Major Capital Bicycle Program to support construction of regionally significant cycling infrastructure;*
- (g)
  - (i) *should a fare increase in April 2005 be approved, retention of the 1-zone cash fare at \$2.00 to encourage local travel by transit;*
  - (ii) *carry out a review of zone structure as part of the implementation of the 10 Year Outlook strategy.*
- (h) *that any parking tax as a funding source be equitable across the region and that TransLink report back to Council on a public consultation plan to be conducted prior to any implementation of the measure;*
- (i) *establishment of a sustainable long-term financial strategy to provide certainty as to the transportation improvements feasible beyond the end of the 3-Year Plan in 2007 and the end of the 10-Year Outlook in 2013.*
- (5) *That TransLink be requested to report back to Council on the results of its public consultation activities for the 10-Year Outlook following their conclusion in December 2003.*
- (6) *That the above recommendations be conveyed to TransLink Board of Directors for their consideration.*

CARRIED

### 6. CITY CENTRE NORTH TRANSIT AND TRANSPORTATION TASK FORCE - RECOMMENDATIONS

(Report: Oct. 29, 03, File No.: 0100-20-CCNT1-01) (REDMS No. 1050386)

Mr. Wei introduced the Chair of the City Centre North Transit & Transportation Task Force, Mr. Bob Cowan, and he thanked Mr. Cowan for his hard work. Mr. Wei then briefly reviewed the report and recommendations with the Committee.

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Mr. Cowan, in addressing the Committee, provided information on the composition of the Task Force, which he thought provided a good cross section of people who lived and worked within the City Centre area; briefly reviewed the work of the Task Force, and reviewed a number of the recommendations put forward by the Task Force which were felt to be key to providing a meaningful improvement in parking and road congestion in the area. He also reviewed the three steps which the City was being asked to take to assist with the implementation of the Task Force recommendations.

Discussion then ensued among Committee members, staff and the delegation on the recommendations submitted by the Task Force, including the three which the City was being asked to undertake. Addressed during the discussion was the impact that adoption and subsequent funding of the proposed recommendations could have on the City's budget, and the need to find more innovative ways of expediting funding for the immediate requirements to relieve parking concerns in this area.

Reference was made to the recent opening of the Garden City Road extension and a question was raised about whether there had been a decrease in traffic congestion on No. 3 Road as a result of this opening. Concern was expressed that there had not been sufficient public notification of the road opening.

During the discussion, the Task Force was congratulated on a job well done. It was noted that there were some recommendations which could be worked on in an effort to address some of the concerns.

Discussion continued on the issue of taking revenue from pay parking fees to fund improvements, during which it was noted that this was undertaken in Steveston. The Chair commented that it was felt that this proposal would help to make pay parking in the City Centre area more acceptable because it was felt that people would be willing to pay for parking if they knew that the funds were coming back into the area.

Also raised during the discussion, was the need to address revenue generation, and the fact that businesses needed to be encouraged to provide shared parking, especially shopping centres. The comment was made that a revenue source would not exist until all concerned were on-stream; and further, competition with municipal parking or paid parking created an unfair balance which needed to be addressed.

Reference was made to the three recommendations of the Task Force contained in the correspondence from Mr. Cowan (Attachment 1 to the staff report). In response to questions about the three recommendations, advice was given that these recommendations were not part of the formal Task Force recommendations. The comment was made that these three recommendations should be referred to staff to obtain more information and undertake an analysis on the implications of these recommendations.

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Reference was made to the design problems of the entrance into the Parker Place mall, and information was provided that the developer had been requested to create a new design to ensure that it would adequately address the current traffic problems. Further information was provided that it had been made clear to the developer that it was City policy that the City would not fund any driveway modifications.

Concern was expressed during the discussion about adopting the staff recommendations, and the suggestion was made that the matter should be referred to the Planning Committee to determine if there was any merit in (i) rezoning the properties on the west side of No. 3 Road, between Sea Island Way and Cambie Road, to a zone which would allow a higher density residential type of development, and (ii) charging an additional fee of \$2 to \$3 based on square footage to improve transportation in the area. The opinion was voiced that use of the transit system would increase if the character of the area was improved.

The Chair, in concluding the discussion, thanked Mr. Cowan and the Task Force for their hard work, and asked that when the matter was forwarded to Council, that a brief presentation be made to increase public awareness.

As a result of the discussion, the following **amended** recommendation was introduced:

It was moved and seconded

- (1) *That the recommendations of the City Centre North Transit and Transportation Task Force, (as described in the report dated October 29<sup>th</sup>, 2003, from the Director, Transportation), be endorsed.*
- (2) *That staff report back through separate reports or other regular work program initiatives on the required action plans to address the above recommendations from the Task Force in a timely manner.*
- (3) *That the contributions of the City Centre North Transit and Transportation Task Force towards improving traffic, parking and transit conditions in the City Centre north area be formally acknowledged; and*
- (4) *That the following three recommendations from the City Centre North Transit & Transportation Task Force:*
  - (a) *that the City participate in funding through allocation of pay parking revenue and other sources toward these transit and transportation improvements;*
  - (b) *that the City take the lead in facilitating recommendations such as shared parking between merchants; and*
  - (c) *that the City strongly advocate for transit improvements identified by the Task Force,*

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*be referred to staff for their comments and report to the Public Works & Transportation Committee; and that staff in the Urban Development Division be asked to review possibilities for the rezoning of the RAV Corridor and the west side of No. 3 Road, between Sea Island Way and Cambie Road, at the same time, examining the feasibility of adding a square footage cost to future developments in this area to assist with transportation charges in the area; and that this matter be referred to the December 10<sup>th</sup>, 2003 Regular Council Meeting for presentation.*

CARRIED

(Councillor Dang left the meeting at 5:55 p.m., and did not return.)

### **PACEMORE AVENUE WALKWAY – FINAL SURVEY RESULTS**

(Report: Oct. 30/03, File No.: 6360-12-01) (REDMS No. 1071705)

Mr. Wei reviewed the report with the Committee.

(At this point in the meeting, the Chair advised that there would not be sufficient time to deal with Item No. 8 - Development And Engineering Costs Referral, and stated that this matter would be deferred to the next meeting of the Public Works & Transportation Committee.)

Mr. Wei then advised that correspondence had been received from Nancy Rees-Thomas, a Pacemore resident, who asked that Council approve the construction of sidewalks, with curb and gutter, on Pacemore Avenue. A copy of the correspondence is attached as Schedule A and forms part of these minutes.

Mr. Neil Smith, of 3780 Pacemore Avenue, advised that he had supported the first petition for the construction of a sidewalk. He further advised that he felt that the survey undertaken by City staff was flawed as it only asked for comment on two different walkway designs or no walkway at all, and had only been sent to the residents of Pacemore Avenue. Mr. Smith referred to the initial report and stated that the resident concerns about pedestrian safety which were outlined in that report were still valid. He voiced the opinion that the proposed signage would do nothing to resolve the current problems.

Mr. Smith advised that he had a number of ideas, such as placing barriers along the street or blocking off certain streets, which he felt would be acceptable alternatives. He noted that the Mores subdivision had no sidewalks or walkways, while the Seafair subdivision had both. He also questioned whether staff were aware of how much traffic went through the Seafair subdivision to get to No. 1 Road. Mr. Smith suggested that by installing a barrier along Pacemore Avenue and encouraging traffic to use streets which have sidewalks would be more cost effective than installing signs which would be ignored by motorists.

(Mayor Brodie left the meeting at 6:00 p.m., and did not return.)