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**To:** Richmond City Council  
**From:** Councillor Harold Steves, Chair  
Planning Committee  
**Re:** City Centre Transportation Plan Update – Creating A Transportation Vision

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**Date:** July 5, 2007  
**File:** 10-6500-04

The Planning Committee, at its meeting held on Wednesday, July 4, 2007, considered the attached report, and recommends as follows:

**Committee Recommendation**

- (1) That the proposed Vision for the updated City Centre Transportation Plan (as described in the report dated June 5, 2007 from the Director, Transportation), be endorsed in principle, subject to further public consultation in co-ordination with the City Centre Area Plan update process.*
  
- (2) That the proposed Vision for the updated City Centre Transportation Plan (as described in the report dated June 5, 2007 from the Director, Transportation), be forwarded to the Richmond School Board for information.*

Councillor Harold, Chair  
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That the proposed Vision for the updated City Centre Transportation Plan (as described in the report dated June 5, 2007 from the Director, Transportation), be endorsed in principle, subject to further public consultation in co-ordination with the City Centre Area Plan update process.

## Staff Report

### Origin

A strategic update of Richmond's City Centre Area Plan (CCAP) commenced in May 2006 and is currently underway. In conjunction with the CCAP update, an update to the City Centre Transportation Plan (CCTP) is needed as this Plan is a necessary complement to the CCAP to ensure that the city's transportation infrastructure and planning policies can support the planned growth in a sustainable manner. The transportation update is currently underway with completion anticipated in Summer 2007. The updated CCTP will be used as a guiding document defining in detail the transportation plan components, their phasing plans and funding mechanisms to achieve the vision and ultimate build-out of the city core area. This report summarizes the activities to date and proposes a guiding vision for the updated CCTP.

### Analysis

#### 1. City Centre Transportation Plan (CCTP) Update Process

##### Phase 1

The update of the CCTP was initiated in September 2006 and is in two phases. With YVR being a funding partner and an active participant in the update study, Phase 1 work is now complete and encompassed the following activities:

- *Transportation Demand Forecast Modelling*: calibration and refinement of the regional transportation demand forecast model to reflect Richmond-specific land use and network assumptions followed by validation of the set of assumed multi-modal transportation networks leading into and out of the City Centre area to determine the appropriate revisions, if any, to the following network components to support the targeted growth within this area over the next 25 years: rapid transit (Canada Line), bus network, pedestrian connections and cycling routes, arterial roadways, and parking distribution (on- and off-street); and
- *Vision Development*: expanding upon the mobility and access objective of the CCAP, articulation of the overall vision for personal mobility and goods movement in the City Centre over the next 25 years as well as the key success indicators for each of the transportation system components. It is anticipated that the CCTP will be updated periodically to ensure its appropriateness to the CCAP.

##### Phase 2

The work in Phase 1 will form the basis for Phase 2 work, which will focus on developing and preparing a comprehensive implementation strategy, including timing, trigger and funding mechanisms to achieve the vision and ultimate build-out of the city core area, to be referred to as the *City Centre Transportation Implementation Strategy*. Phase 2 work is anticipated to be completed by Summer 2007.

#### 2. Public Consultation – March 2007

The CCAP update process provides for a variety of public consultation opportunities, including individual and group stakeholder meetings, the posting of information on the City's website and

public open house/presentation sessions, the third of which was held in March 2007. Information on the CCTP update process as well as proposed key features of each transportation system component was included in the March 2007 public consultation session (**Attachment 1**) and the comment sheet featured several questions specific to transportation. The comment sheet feedback (based on a total of 51 responses) with respect to the transportation-related questions only, are summarized below. The full results of the March 2007 public consultation session will be presented as part of a separate report on the CCAP Concept to the Planning Committee in July 2007.

Q: In 2021, if you were living in the City Centre, how would you want to get around?						
Preferred Travel Mode	Trip Purpose					
	Work	School	College/ University	Shopping	Entertainment	Recreation
Walk	35.2%	45.5%	27.9%	44.1%	41.0%	42.1%
Bike	25.4%	25.5%	18.0%	11.7%	9.0%	17.1%
Bus	14.1%	12.7%	19.7%	11.7%	14.1%	10.5%
Canada Line	8.5%	5.4%	22.9%	7.8%	12.8%	5.3%
Carpool	1.4%	0%	0%	0%	2.5%	2.6%
Car Co-op	0%	0%	0%	3.9%	2.5%	3.9%
Taxi	0%	0%	1.6%	0%	2.5%	1.3%
Private Car	15.5%	10.9%	9.8%	20.7%	15.4%	17.1%
Other	0%	0%	0%	0%	0%	0%

Q: What are the 5 most important things that Richmond should do to get more people using transit?	
(1)	Increased frequency of transit service (15.5%)
(2)	More local transit service / greater network coverage (13.7%)
(3)	Free or discounted downtown transit with Richmond's City Centre (12.0%)
(4)	More attractive, comfortable bus stops & shelters (9.9%)
(5)	Direct links between City Centre "village" centres (7.3%)

Q: What are the 3 most important things that Richmond should do to get more people cycling?	
(1)	More on-street bike lanes separated from cars (19.2%)
(2)	More off-street bike paths away from vehicles (18.5%)
(3)	Secure bike parking with lockers and/or attendants (13.9%)

### 3. Proposed City Centre Transportation Vision

The overall Transportation Vision for the City Centre can be summarized as:

*"Sustainable mobility for a liveable, appealing and viable downtown."*

The proposed CCTP Vision (**Attachment 2**) was developed by City staff based upon the following guiding principles, taking into consideration public feedback on the preferred key features for each component of the Plan:

- pursue a more **multi-modal approach** to promote a culture of walking, cycling and transit use to support the mobility and access objective of the CCAP;

- provide **adequate transportation infrastructure** and facilities within the city's downtown area, recognizing other competing needs for urban space;
- ensure adequate accommodation of the **delivery of goods and services** to support anticipated residential and retail/commercial/industrial development; and
- promote the use of **transportation demand management strategies** to help shift travel demand away from the private automobile and into more sustainable modes.

This Vision statement incorporates and supports the City's goals and objectives for the City Centre, which involve adopting a "Smart Growth" approach to urban development that features the principles of transit-oriented development (TOD) as well as a gradual lifestyle change for those who choose to live, work, shop, and play in the core area. The Vision document elaborates upon the challenges, key directions and key features of each element of the transportation system – the street network, transit, walking, cycling, driving and parking, goods movement, emergency services – as well as supporting elements such as transportation demand management (TDM) and intelligent transportation systems (ITS) measures. The key success indicators for each component are:

- Street Network: a redefined street network balances the needs of all road users and a completed street grid creates shorter blocks that increase accessibility to destinations and support City Centre Area Plan land use objectives;
- Transit: a convenient and complete transit network enables transit to become the preferred travel choice for medium to long distance trips within the City Centre and to local and regional destinations;
- Walking: the creation of a culture of walking allows people to move in comfort, safety and dignity along shorter blocks that are pedestrian-oriented and accessible;
- Cycling: a safe, continuous and convenient network of bike routes that serve cyclists of all ages and abilities encourages more people to cycle more often;
- Driving and Parking: driving is considered an option, not a routine choice and parking is better managed to minimize its footprint on the urban environment (e.g. TOD principles are followed);
- Goods Movement and Emergency Services: goods movement is efficiently accommodated and special traffic management systems minimize the response times of emergency service providers; and
- Supporting Measures: policies and programs are in place that make the transportation system smarter, manage travel demand and encourage a shift to more sustainable travel modes.

#### 4. Public Consultation re the Proposed City Centre Transportation Vision

In co-ordination with the CCAP update process, a number of opportunities for the public to provide feedback on the proposed CCTP Vision will be provided including:

- City Centre Celebration (July 14, 2007): an open house with display boards and questionnaire will be staged at this popular annual City event that is held at Minoru Park;
- Display at City Hall Galleria (July 16-27, 2007): display boards for both the CCTP and CCAP updates will be exhibited and a questionnaire/comment form will be available for viewers to complete;
- Stakeholder Meeting: representatives from various community groups and other interested stakeholders (see table below) will be invited to attend a presentation on the CCTP update followed by a question and answer session;



Richmond Community Cycling Committee	Tourism Richmond
Richmond Committee on Disability	Urban Development Institute
City Centre Community Association	Insurance Corporation of BC
Vancouver International Airport Authority	Co-operative Auto Network
Richmond Parking Advisory Committee	Disability Resource Centre
Richmond Seniors Advisory Committee	Canada Line Co.
Richmond Agricultural Advisory Committee	TransLink
School District No. 38 (Richmond)	Coast Mountain Bus Company
Richmond Chamber of Commerce	B.C. Ministry of Transportation

- Questionnaire on City Website: a questionnaire/comment form seeking feedback on the CCAP Update and CCTP Vision will be distributed at all public consultation events and posted on the City’s website, where it can be completed on-line; and
- Local Newspaper Advertisements: notices advising of the above events will be placed in local newspapers.

**Financial Impact**

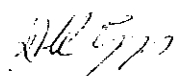
None to the City at this time. The costs associated with the public consultation on the proposed Vision of the City Centre Transportation Plan update are being absorbed in the current approved budget within the Transportation Division.

The CCTP will be implemented over time in a phased manner and will be paid for through the City’s Developer Cost Charges, direct developers’ contributions, and other potential cost-sharing opportunities with senior governments. The details of the funding arrangement of improvements will be presented separately at the outcome of the CCTP Implementation Strategy.

**Conclusion**

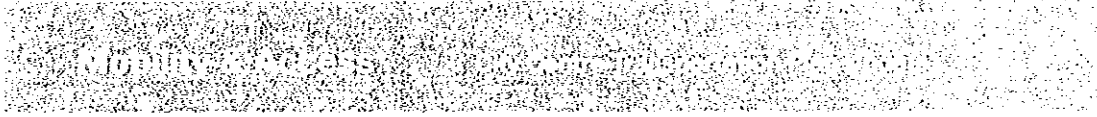
Phase 1 of the City Centre Transportation Plan update has concluded with the completion of transportation demand forecast modelling and the articulation of a proposed City Centre Transportation Vision which defines how one will choose to travel as a resident, worker, shopper, visitor, or service provider within the core area in the future. Phase 2 has commenced and will involve the development of a City Centre Transportation Implementation Strategy, which is targeted for completion in Summer 2007. Further public consultation will occur as part of the CCAP update process.

The proposed City Centre Transportation Vision supports the City’s goal to create a culture of sustainability in Richmond and continually improve upon and further integrate sustainability principles into local actions and policies. The key features and elements of the Vision mutually reinforce and encourage a shift to more sustainable modes of transportation as well as more responsible use of valuable urban space, which is consistent with the corporate sustainability initiative of establishing a Triple Bottom Line commitment for the long-term environmental, social, and economic well-being of the community.



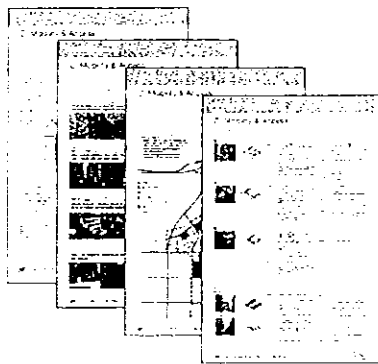
Joan Caravan  
 Transportation Planner (4035)  
 JC:jc

## City Centre Transportation Plan Update Display Boards Shown at CCAP CONCEPT Open House – March 2007



### Developing a Transportation Vision

CCAP Mobility Objective: Provide a framework for a well-connected community designed to promote a culture of walking, cycling, and transit use.



#### Study Purpose

In conjunction with the CCAP, the City is also undertaking the City Centre Transportation Plan (CCTP) Update, which is a complementary 2-phase study focusing on transportation needs for the City Centre in detail.

- Phase 1 involves the development of a Vision that builds on the CCAP Update Study, and will define the future concept for the transportation network;
- Phase 2 involves the development of an implementation plan, laying out the requirements and potential timing of projects that build towards the Vision.

#### Current Status

To date, key elements of the Vision have been identified and are the subject of the next 3 boards.

#### Developing a Transportation Vision for the City Centre

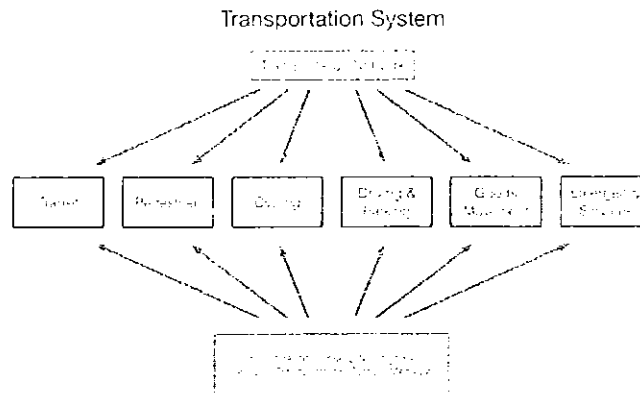
The Transportation Vision for the City Centre should support the residential and commercial growth proposed in the CCAP for Richmond's downtown area, and will help to shape the nature of travel choices being made in the future.

#### Guiding Principles of the Transportation Vision

- Pursue a more multi-modal approach to promote a culture of walking, cycling and transit use per the CCAP;
- Provide adequate transportation infrastructure and facilities within the city's downtown area, recognizing other competing needs for urban space;
- Ensure adequate accommodation of the delivery of goods and services to support anticipated residential and retail/commercial/industrial development, and
- Promote the use of elements of Transportation Demand Management (TDM) to help shift travel demand away from the private automobile and into more efficient modes.

#### City Centre Transportation System

A conceptual vision for the downtown transportation system starts with an overall street network. This provides a framework for each of the major transportation modes, as shown in the figure below. The Vision also includes supporting policies such as Transit Demand Management (TDM) and Intelligent Transportation Systems (ITS) that help each mode perform efficiently.



City Centre Area Plan Update Study



## City Centre Transportation Plan Update Display Boards Shown at CCAP CONCEPT Open House – March 2007



### Transit

Transit will be a more significant travel choice in the future for trips within the City Centre, to other parts of Richmond, and to regional destinations.

**The Vision needs to identify the key features that will prompt people to choose transit over cars.**

#### Canada Line (Rapid Transit)

- Provide high-quality transit service for the City Centre and Downtown
- Make transit a significant mode of travel, providing a viable alternative to driving a personal vehicle

#### Regional (Express Bus) Connections

- Provide express bus service to regional destinations
- Provide connections to other transit modes

#### Local Bus Services

- Provide local bus service to major transit stations, downtown destinations, and other transit modes
- Provide local bus service to major transit stations, downtown destinations, and other transit modes
- Provide local bus service to major transit stations, downtown destinations, and other transit modes

#### Community Shuttles

- Provide shuttle service to major transit stations, downtown destinations, and other transit modes
- Provide shuttle service to major transit stations, downtown destinations, and other transit modes

#### Transit Stations and Terminals

- Provide high-quality transit stations and terminals
- Provide high-quality transit stations and terminals
- Provide high-quality transit stations and terminals

#### Bus Steps

- Provide high-quality bus steps
- Provide high-quality bus steps

#### Other Transit Modes

- Provide high-quality other transit modes
- Provide high-quality other transit modes

#### Transit Quality Initiatives

- Provide high-quality transit quality initiatives
- Provide high-quality transit quality initiatives
- Provide high-quality transit quality initiatives



### Pedestrian

The pedestrian environment will improve in the City Centre with shorter, more walkable city blocks, wider sidewalks, enhanced public spaces, streetfront retail to make walking more interesting, street trees and benches, pedestrian trails and new bridges.

**The Vision needs to identify the key features that will promote a culture of walking.**

#### Future Street Pattern

- Provide high-quality future street pattern
- Provide high-quality future street pattern

#### Streetscape and Street Environment

- Provide high-quality streetscape and street environment
- Provide high-quality streetscape and street environment
- Provide high-quality streetscape and street environment

#### Transit Villages

- Provide high-quality transit villages
- Provide high-quality transit villages

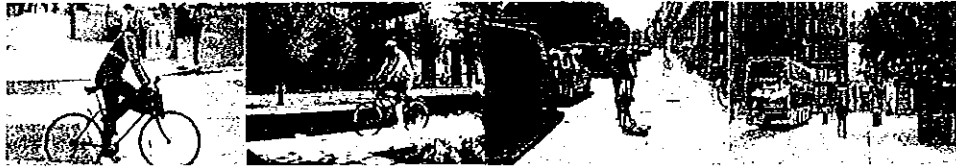
#### Accessibility

- Provide high-quality accessibility
- Provide high-quality accessibility

#### Trails and Bridges

- Provide high-quality trails and bridges
- Provide high-quality trails and bridges

## City Centre Transportation Plan Update Display Boards Shown at CCAP CONCEPT Open House – March 2007



### Cycling

The cycling network will include more designated facilities through the City Centre, accommodation on all feasible streets, integration with transit, and enhancements to the cycling environment.

**The Vision needs to identify the key features that will enable cycling to become the obvious choice for commuting, shopping, and recreation.**

#### Accommodation on Street Network

- Match cycling facility with street type
- Minimize potential conflicts and safety, accommodate multiple road uses such as transit service and cycling on the same street

#### Designated Cycling Routes

- Dedicated bicycle lanes as part of the restoration of No. 3 Road (coinciding with the Canada Line)
- New, continuous east-west and north-south routes through the City Centre
- Cycling routes that fully separate from vehicles on major thoroughfares and streets

#### Bicycle Facilities

- Secure and other facilities at public facilities and parks, transit villages and other activity centres
- Allow new developments to provide short-term and long-term bike parking

#### Integration with Transit

- Bicycle accommodation on buses and Canada Line vehicles
- Bicycle accessible transit stops and stations
- Bicycle racks and lockers at transit stations and terminals

#### Trails and Bridges

- Pedestrian and bicycle lane on Canada Line bridge over Frank Arndt Fraser
- Proposed pedestrian/cycling bridge from Campus Row to BDU campus area on Sealsland
- Improved street trails including the Middle Arm bicycle trail
- On-street facilities connected to the water front and transit network

#### Promotion and Education

- Education and enforcement programs to encourage sharing the road
- Safe cycling courses for children and adults
- Events to promote cycling for recreation, commuting and shopping



### Automobiles

Create an efficient street network, manage and set appropriate policies for parking supply, and promote multi-modal travel.

**The Vision needs to identify the key features that will promote a shift to more sustainable travel modes, and more responsible use of urban space.**

#### Future Street Network

- New major roads including OP and downtown, parallel to River Road
- Fill in missing links in the road network to complete the underlying grid of north-south and east-west roads
- Shorten city blocks by creating more side streets

#### Managing Traffic

- Real-time traffic information signs at key locations
- Promotion of other transportation modes to reduce demand for vehicles and parking facilities
- Encouragement of no-car incentives and supporting services, such as home delivery and taxis

#### On-Street Parking

- Short-term parking in taxis and some taxis
- Out-of-street parking where feasible to support street front retail

#### Off-Street Parking

- Privately owned parking lots and structured developments
- Encouragement in the development to share common parking garages
- Parking lots accessed from areas (or elevated) minor and major streets where necessary, and not from major thoroughfares

#### Parking Supply and Management Programs

- Shared on-street public and private parking signs to help drivers locate spaces
- Private parking supply reduced relative to current requirements with number of spaces per unit of floor space
- Encourage shared buses and car share vehicles in lieu of some parking
- Some residential units to be parking (or car) free mandatory with certain units

## City Centre Transportation Plan Update Display Boards Shown at CCAP CONCEPT Open House – March 2007



### Goods & Services

Policies and procedures will ensure that supply routes and emergency priority benefit both from "best practices" and the latest technological advances

**The Vision needs to identify the key features that will ensure the efficient delivery of goods and services,**

#### Goods Movement Corridors

- Identify goods corridors that can be used to move goods and services into the urban core efficiently
- Map freight routes and alternatives with a view to identifying corridors
- Review the role of street parking and delivery zones

#### Loading Locations

- Identify and confirm where goods are loaded and offloaded
- Determine needs for both areas where this is taking place
- Identify potential alternative loading and offloading locations
- Work with business operators to determine loading zones

#### Emergency Services

- Review emergency services routes
- Map emergency routes with a view to identifying corridors
- Determine needs to ensure services to the urban core
- Review emergency services routes with a view to identifying corridors
- Identify emergency services routes with a view to identifying corridors
- Review emergency services routes with a view to identifying corridors



### Supporting Policies

A broad range of supporting programs, policies and measures will be in place to help achieve the land use and transportation objectives of the City Centre Area and Transportation Plans.

**The Vision needs to include key policies to enhance each component of the transportation system.**

- Policies may range from local efforts all the way through to Canada-wide initiatives
- Some will require the City of Richmond to work with other stakeholders such as developers, residents, workers, other area municipalities, TransLink, the Greater Vancouver Regional District, the province, and the federal government

#### Transportation Demand Management (TDM)

- Review and assess the current and potential TDM strategies with a view to identifying corridors

#### Workplace TDM Strategies

- Review and assess the current and potential workplace TDM strategies
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#### Mode Shift TDM Strategies

- Review and assess the current and potential mode shift TDM strategies
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#### Intelligent Transportation Systems (ITS)

- Review and assess the current and potential ITS strategies
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DRAFT

# Attachment 2

City Centre Transportation Plan Update

## Creating a Transportation Vision

June 2007

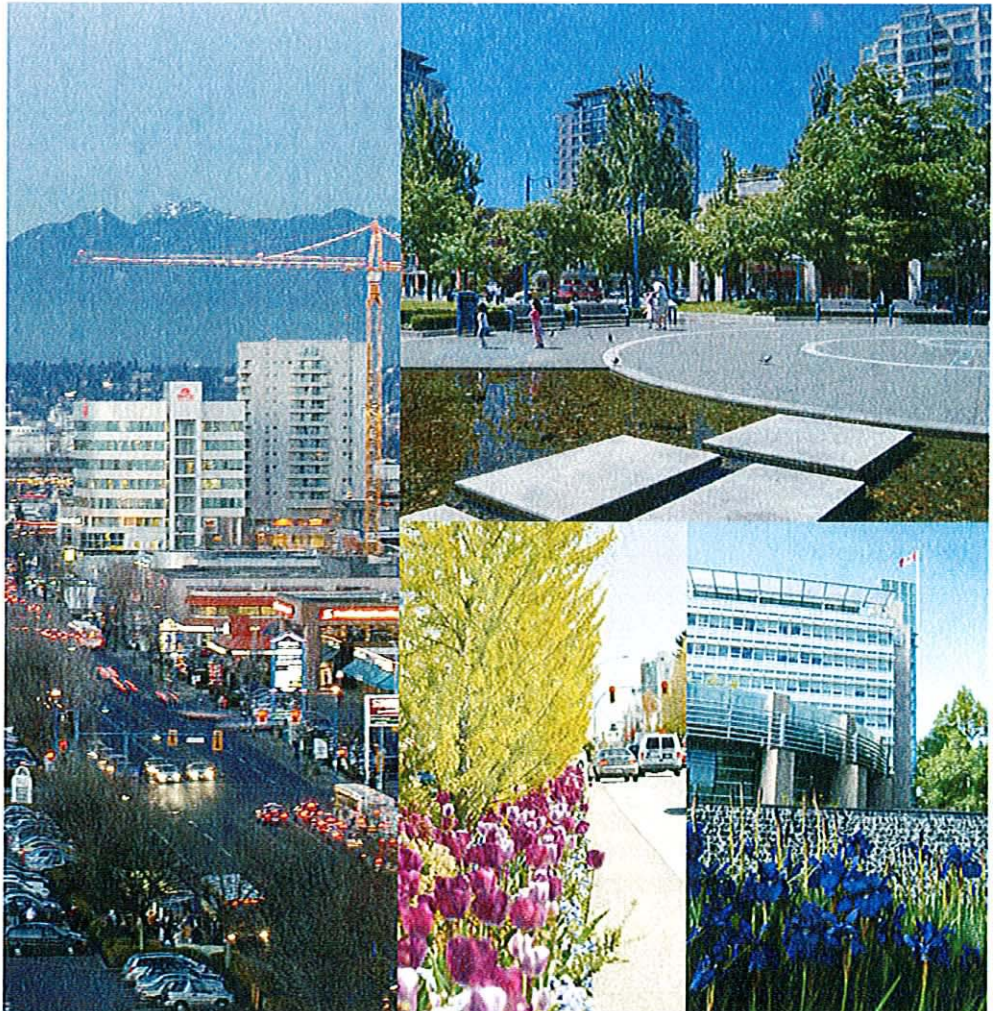




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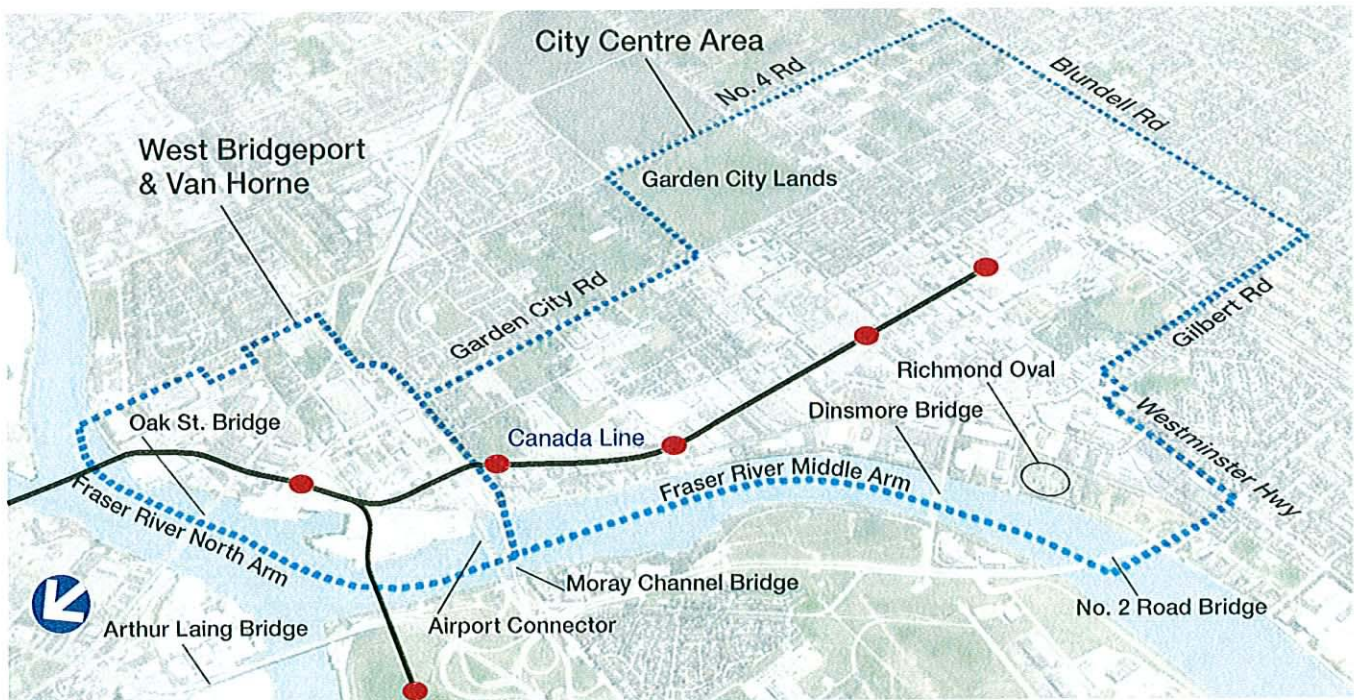




# 1.0 Introduction

Richmond's existing City Centre Area Plan (CCAP) was adopted in 1995 and its supporting City Centre Transportation Plan (CCTP) was adopted in 1997. In light of population growth and increasing development since that time as well as the anticipated opening of the Canada Line through Richmond's downtown, an update of the CCAP was initiated in 2006 to:

- identify a vision for the ultimate development of the downtown
- prepare a framework for development in support of the vision
- prepare a strategy for the facilitation and financing of the vision's phased implementation.



## Long-Term Growth

Over the next 100 years, the City Centre's population is forecast to triple from 40,000 to 120,000 people and its employment to more than double from 30,000 to 73,000 jobs. Within the first 25 years, the population in this area is projected to reach 90,000. Guided by the goals and objectives of the CCAP Update, this growth will be managed by developing a set of "urban transit villages" based on the principles of transit-oriented development (TOD), where all residents can live, work, shop, learn, and play in a pedestrian-friendly environment; one where the automobile is seen as an option, not a necessity. The commissioning of the Canada Line rapid transit service in November 2009 through the core of Richmond's City Centre is a critical element enabling this strengthened integration of land use and transportation strategies.

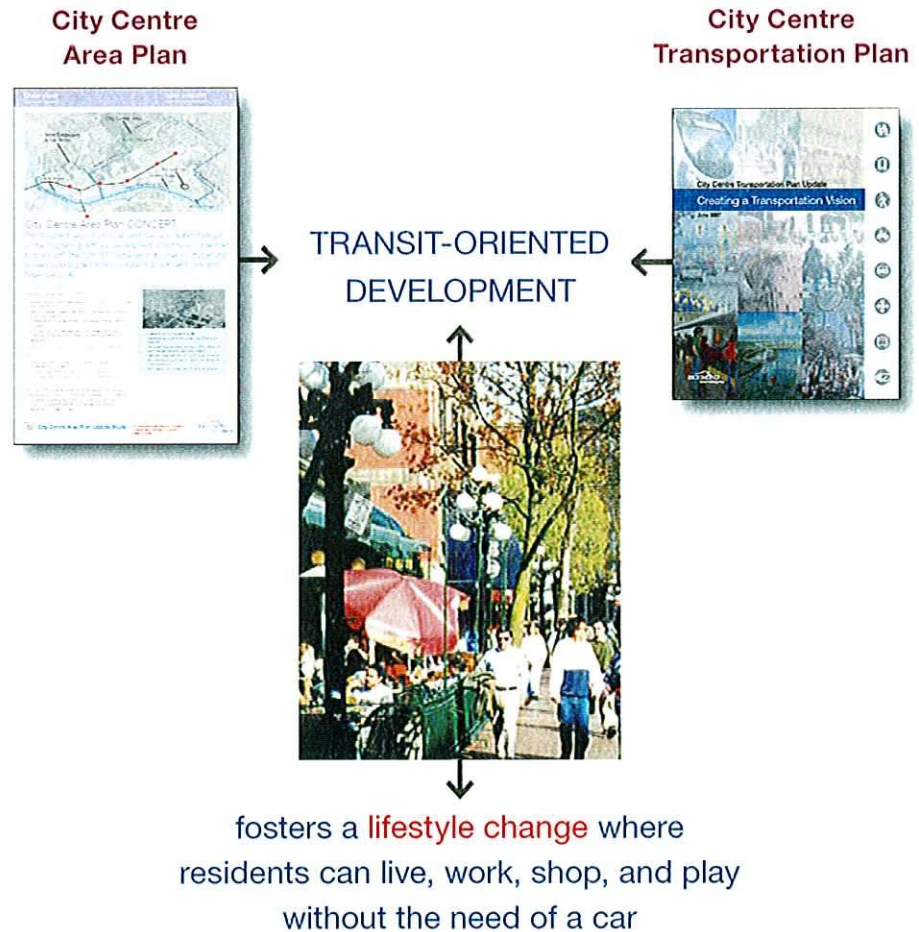




# City Centre Plans

An update to the CCTP is a necessary complement to the CCAP Update to ensure that the City Centre’s transportation system supports the planned growth, improves mobility and enhances the liveability of the downtown. The CCTP Update builds upon the key objectives of the 1997 CCTP to foster a more balanced transportation system that emphasizes transit, cycling and walking as the preferred modes that will accommodate future travel demand.

Phase 1 of the two-phase CCTP Update is the articulation of a Vision that describes the key features of the future transportation system in the City Centre. Recognizing the close interaction between the City Centre and the Vancouver International Airport (YVR), this Vision is consistent with the transportation components of YVR’s proposed 20-Year Master Plan and reflects the collaborative planning between the City and the Airport Authority to achieve the common goal of a dynamic transportation system that supports the long-term prosperity of both jurisdictions. Phase 2 of the CCTP Update is the development of an implementation strategy that identifies the requirements, priority and potential timing of transportation improvement projects that build towards the Vision. Together, the updated CCAP and CCTP provide the framework that will guide the City’s response to emerging urban issues through the 21st Century in a sustainable manner.





## Vision

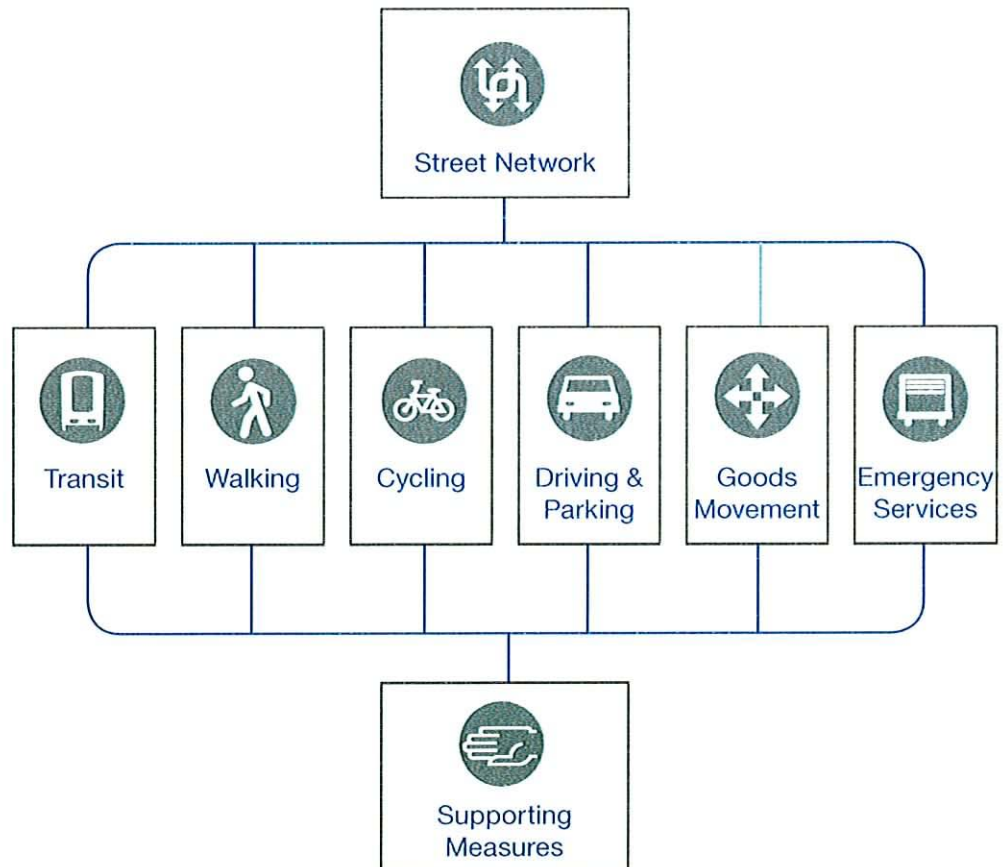
The Transportation Vision for the City Centre should support the goals and objectives of the CCAP for Richmond's downtown area and help shape the nature of travel choices being made in the future. The transportation system improvements will support a change in lifestyle where one can live, work, shop, and play in a sustainable urban environment. This Vision can be summed up as:

**Sustainable mobility for a liveable, appealing and viable downtown.**

This Vision statement is a synthesis of the goals and objectives of each of the components that comprise the overall transportation system:

- the underlying street network
- the six groups of transportation users
- the supporting elements and policies that help increase the efficiency of each travel mode and manage travel demand

### Transportation System







## Goals

To achieve this Vision, the City Centre Transportation Plan shares the same Smart Growth goals as the CCAP but with a transportation-specific focus. These goals are supported by a number of objectives for each element of the transportation system intended to guide the development, prioritization and implementation of transportation system improvements in the City Centre.



### Smart Community

Meet the mobility needs of a diverse community with an accessible, continuous and integrated transportation system while minimizing the need to travel far for daily services



### Build Green

Improve, optimize and promote travel modes that reduce greenhouse gas emissions, encourage active, healthy living and allow more responsible and sustainable use of valuable urban space



### Build Economic Vitality

Build upon the convenience of the Canada Line and an enhanced City Centre transportation system to maximize the accessibility of businesses and ensure the efficient movement of goods and services



### Build a Legacy

Enhance the quality, convenience and safety of the transportation system while mitigating the negative impacts of traffic to create a sustainable and liveable downtown for future generations



## Key Success Indicators

Achieving the goals of the updated Transportation Vision will require pursuing specific complementary objectives for different users of the transportation system. The following key success indicators describe how each transportation component in our future downtown will contribute to the overall Vision.



### Street Network

A redefined street network balances the needs of all road users and a completed street grid creates shorter blocks that increase accessibility to destinations and support City Centre Area Plan land use objectives



### Transit

A convenient and complete transit network enables transit to become the preferred travel choice for medium to long distance trips within the City Centre and to local and regional destinations beyond Richmond



### Walking

The creation of a culture of walking allows people to move in comfort, safety and dignity along shorter blocks that are pedestrian-oriented and accessible



### Cycling

A safe, continuous and convenient network of bike routes that serve cyclists of all ages and abilities encourages more people to cycle more often



### Driving & Parking

Driving is considered an option, not a routine choice and parking is better managed to minimize its footprint on the urban environment



### Goods Movement & Emergency Services

Goods movement is efficiently accommodated and special traffic management systems minimize the response times of emergency service providers



### Supporting Measures

Policies and programs are in place that make the transportation system smarter, manage travel demand and encourage a shift to more sustainable travel modes





## 2.0 Street Network

A redefined street network balances the needs of all road users – pedestrians, cyclists, transit, and drivers – and creates shorter blocks that increase accessibility to destinations.

### Current Challenges

- Large block sizes inhibit proposed land use densification and development
- Few continuous major thoroughfares across the City Centre
- Many existing developments are auto-oriented, featuring large surface parking lots and multiple access driveways
- Streets designed primarily to accommodate vehicular movements
- Unappealing streetscape and incomplete sidewalk and cycling networks form a hostile environment for pedestrians and cyclists



### Key Directions

- Tighter street grid and streetscape enhancements to support higher density land uses and provide more direct access for pedestrians, cyclists and transit
- Hierarchy of streets that signify desired functions and character and support travel mode choices
- Simple cross-street pattern to provide alternative continuous corridors across the City Centre as well as local circulation and access
- Improved transit, pedestrian and cycling environments to help offset reliance on private automobiles and reduce the demand for increased road capacity



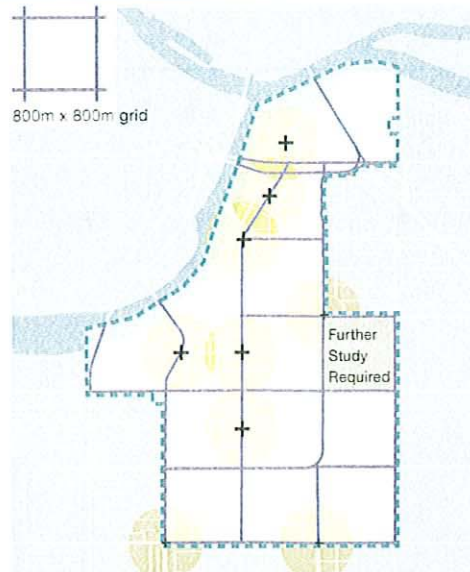




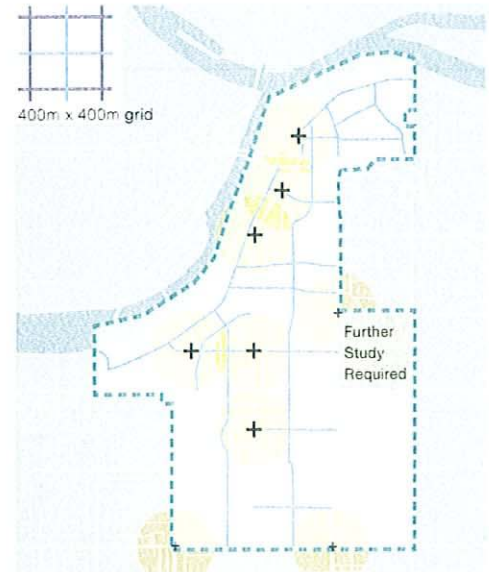
## Street Network Hierarchy

While the primary function of all City Centre streets is to provide mobility and access, the framework identifies a hierarchy of streets that will each have distinct roles and characters to suit the varying priorities of road users.

Major routes follow Richmond's existing grid and provide important cross-city and cross-downtown corridors.



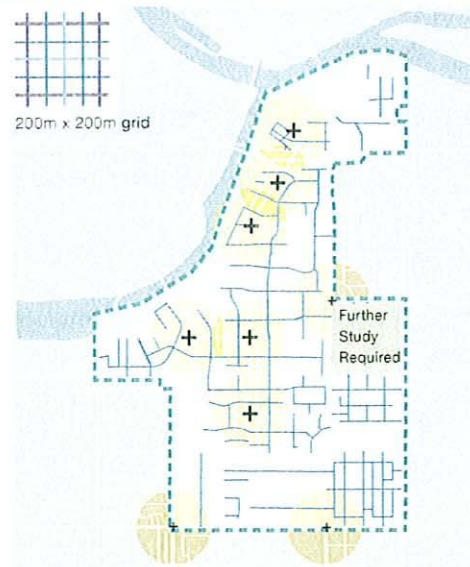
**Major Thoroughfares**  
Streets following Richmond's existing 800 m grid provide important city and downtown through-routes for transit, bikes, and cars and prominent, attractive "addresses" for new urban development.



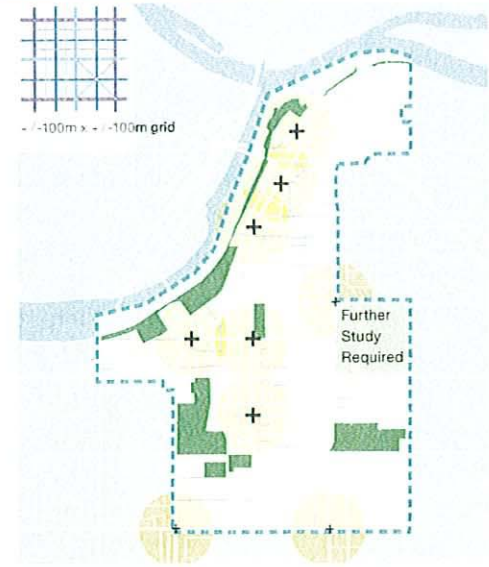
**Major Streets**  
Secondary streets, many of which already exist, are spaced at +/- 400 m (5 min. walk) intervals and provide properties with both high visibility and attractive, pedestrian-friendly settings.

- Garden City Lands
- Major Open Space
- Proposed Major Village Centre
- Proposed Minor Village Centre

Minor routes break up Richmond's super-blocks and provide the fine-grain network necessary to support a pedestrian-oriented pattern of higher density urban development.



**Minor Streets**  
Local streets, spaced at convenient +/- 200 m (2½ min. walk) intervals, place an emphasis on pedestrian comfort that makes them attractive as a residential, business, shopping, or recreation setting.



**Lanes**  
Urban blocks are subdivided with services lanes and mews (including, in some instances, indoor pedestrian routes through shopping centres) providing access for loading, parking, and servicing and convenient mid-block, pedestrian and bike routes.



## Street Network

The CCTP Vision favours walking, cycling and transit as the preferred travel modes that will best manage and balance the demands for mobility and access in the City Centre's emerging urban environment.







## Street Type Features

### Major Thoroughfares



**Purpose:** A walkable, moderate to high speed (50 - 60 km/hr) arterial situated in an urban environment and primarily intended to accommodate city-wide and City Centre traffic traveling longer distances.

A prominent “address”, especially attractive to larger-scale mixed-use and commercial developments (e.g., office buildings, hotels, etc) desiring strong visual recognition.

**Size:** A long corridor with a minimum of 4 travel lanes, plus left-turn lanes and a landscaped centre median.

**Location:** Set in a grid pattern with streets spaced roughly 800 m apart (e.g., a 10 minute walk).

**Parking:** In some cases, on-street parking may be provided with a lay by

**Pedestrians:** Special measures provided to help minimize traffic impacts (e.g., noise, etc) and create a comfortable, attractive pedestrian environment (e.g., “greenways” landscaping, etc).

**Bicycles:** On-street bike lanes and, in some cases, off-street bike paths.

**Transit:** A high ridership transit corridor.

**Trucks:** A primary goods movement and emergency response route.

**Driveways:** Designed to restrict direct vehicle access to fronting properties.

### Major Streets



**Purpose:** A walkable, moderate speed (50 km/hr or less) collector primarily intended to link the City Centre’s Urban Villages and accommodate local traffic.

An important “front door” location for commercial and residential uses desiring both high visibility and a strongly pedestrian-oriented environment.

**Size:** A long corridor with 2-4 travel lanes plus left-turn lanes.

**Location:** Set in a grid pattern with streets spaced roughly 400 m apart (e.g., a 5 minute walk).

**Parking:** In some cases, on-street parking may be provided (e.g., at off-peak hours).

**Pedestrians:** A primary pedestrian route enhanced with special landscape features and furnishings.

**Bicycles:** On-street bike lanes preferred, but enhanced outside lanes accommodating shared bike/ vehicle use may be provided in some cases.

**Transit:** A local transit corridor attracting higher ridership.

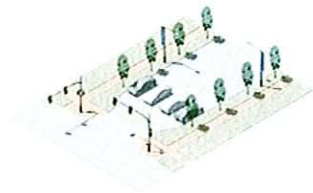
**Trucks:** A secondary goods movement and emergency response route.

**Driveways:** In some cases, limited direct vehicle access to fronting properties may be provided in the form of multi-property shared driveways.





### Minor Streets



**Purpose:** A walkable, low speed (50 km/hr or less) route primarily intended to serve fronting properties and provide for vehicle, bicycle, and pedestrian circulation within each of the City Centre’s villages.

A local street attractive to commercial and residential uses desiring a comfortable, pedestrian-oriented, urban environment.

**Size:** A corridor of varying length with 2 travel lanes or 4 lanes in special circumstances.

**Location:** Set in a grid pattern with streets spaced roughly 200 m apart (e.g., a 2½ minute walk).

**Parking:** On-street parking typical

**Pedestrians:** Pedestrian-oriented streetscape design predominates encouraging lower vehicle travel speeds and, in some cases, situations where vehicles, pedestrians, and bicycles enjoy “equal” priority.

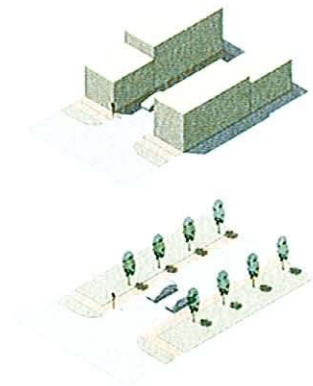
**Bicycles:** Enhanced outside lanes accommodating shared bike/vehicle use encouraged and, in some cases, mixed vehicle/bike traffic.

**Transit:** A possible local transit corridor

**Trucks:** Local goods movement and emergency response.

**Driveways:** May provide direct vehicle access to fronting properties where impacts on the pedestrian environment can be minimized.

### Service Lanes & Mews



**Purpose:** A mid-block route, the purpose of which is to support fronting properties in the form of a:

- Service Lane: Primarily intended for vehicle access for loading, parking, and servicing purposes.
- Mews: Primarily intended as a multi-modal route accommodating a mid-block bike/pedestrian linkage (e.g., to a transit node or other major/minor destination) with limited or restricted vehicle movement.

**Size:** A short corridor (e.g., 5 blocks or less), 6 m to 9 m wide, and designed to allow 2 vehicles to pass.

**Location:** Situated to subdivide larger city blocks in one or two directions to create a grid pattern with corridors set at 100 m to 200 m intervals (e.g., 1¼ minute walk).

**Parking:** Limited to places for short-term stopping and, in some cases, vehicle loading.

**Pedestrians:**

- Service Lane: Provides access to fronting properties with mixed pedestrian/vehicle/bike traffic, but, in some cases, may include sidewalks along one or both sides of the roadway.
- Mews: Provides a pedestrian route and limited or restricted vehicle movement.

**Bicycles:**

- Service Lane: Provides access to fronting properties with mixed pedestrian/vehicle/bike traffic.
- Mews: In some cases may provide a bike route and limited or restricted vehicle movement.

**Transit:** Not applicable

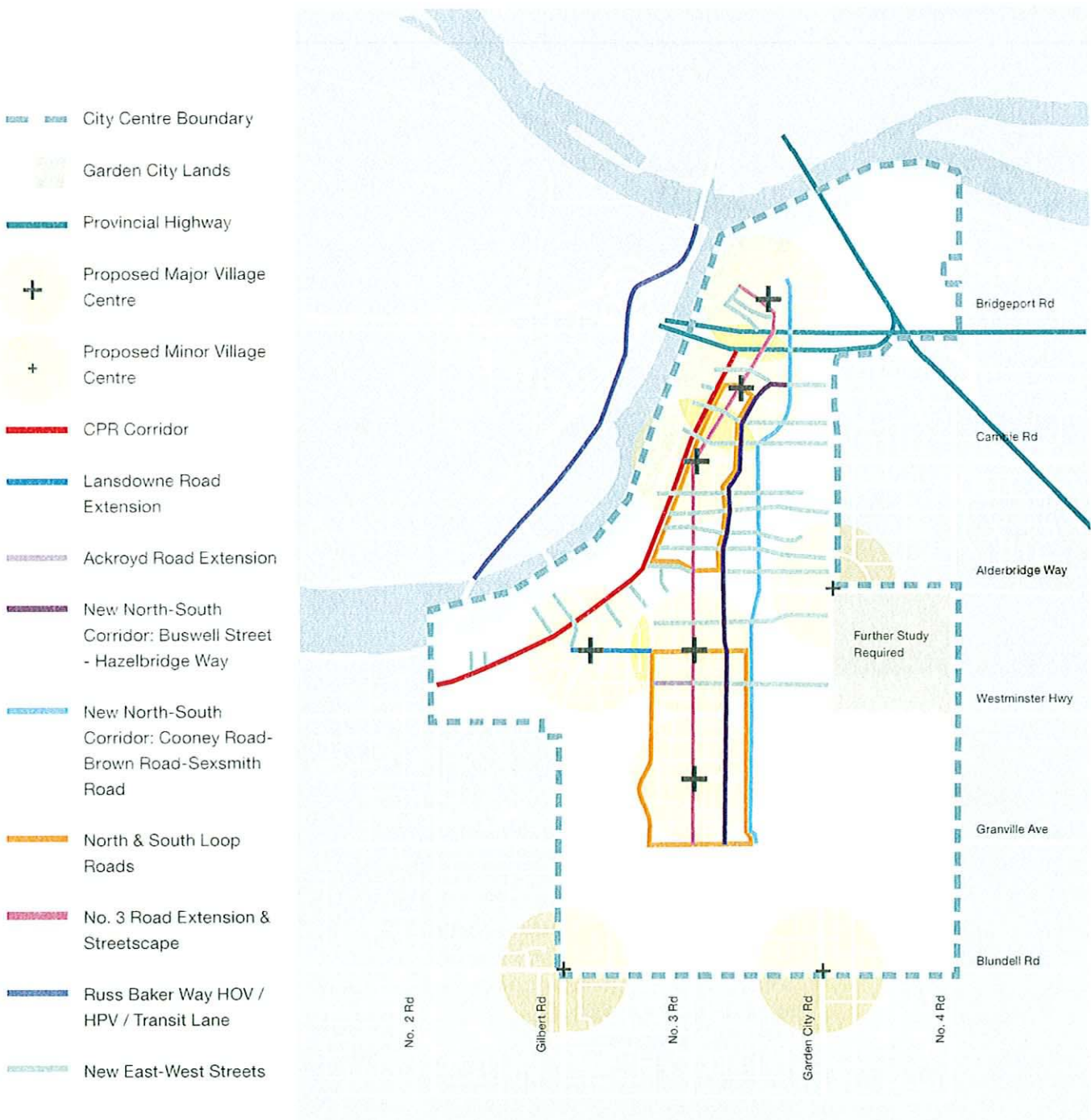
**Trucks:** Primary location of goods loading/delivery for fronting properties.

**Driveways:** As required



## Key Street Improvements

New and improved streets create a tighter street grid that supports higher density land uses and provides more direct access for pedestrians, cyclists and transit service.







## Key Street Improvement Features

### CPR Corridor

- new four-lane road with bicycle lanes and centre median
- enhances access to north Richmond for through traffic
- forms western leg of North Loop Road and enhances access to businesses
- will allow conversion of some sections of River Road to become waterfront park

### Lansdowne Road Extension

- westward extension from Minoru Boulevard to Hollybridge Way
- creates critical link between Richmond Oval, No. 3 Road and the Garden City lands
- pedestrian and cycling enhancements to establish the entire length as a major urban greenway

### Ackroyd Road Extension

- westward extension from No. 3 Road to Minoru Boulevard
- will align with Elmbridge Way north of Minoru Boulevard
- creates improved local access and circulation

### No. 3 Road Extension & Streetscape

- realigned and extended at north end to terminate at the river's edge
- creation of waterfront plaza at terminus
- streetscape enhancement along the length of No. 3 Road through the downtown area

### New North-South Corridors:

#### Buswell Street - Hazelbridge Way

#### Cooney Road- Brown Road-Sexsmith Road

- new connector sections allow creation of one continuous road
- enhances cross-town travel for all road users

### New East-West Streets

- new streets extended westward from No. 3 Road to river's edge on Middle Arm
- significantly opens up access to the waterfront
- improves local access to area businesses

### Russ Baker Way HOV/HPV / Transit Lane

- creation of continuous high occupancy vehicle/high priority vehicle/transit lane from south end of No. 2 Road Bridge to south end of Arthur Laing Bridge
- significantly enhances transit and airport-related operations
- encourages transit use and carpooling by giving priority to these more sustainable travel modes

### North & South Loop Roads

- loop roads help local traffic access destinations in the City Centre
- North Loop Road: CPR corridor, Capstan Way, Hazelbridge Way, Leslie Road
- South Loop Road: Minoru Boulevard, Lansdowne Road, Cooney Road, Granville Avenue
- South Loop Road is complete
- north and east legs of North Loop Road are complete plus portion of the south leg



## 3.0 Transit

A convenient and well-integrated transit network enables transit to become the preferred travel choice for medium to long distance trips within the City Centre and to local and regional destinations.

### Current Challenges

- Traditional reliance on private automobiles for travel
- Incomplete network coverage does not serve or connect all parts of Richmond with the City Centre
- Relatively infrequent service on some routes, particularly outside of peak hours
- Transfer(s) required due to lack of direct service between some origins and destinations
- Lack of comfort and appeal at some bus stops



### Key Directions

- The Canada Line establishes a strong transit presence in the City Centre
- Make transit the preferred travel choice for medium to long distance trips to help reduce greenhouse gas emissions and the traffic burden on City Centre streets
- Complement transit with higher density, mixed use developments around transit stations and transit villages that enable a car-free lifestyle
- Complete the street network to allow greater access to transit services
- Provide frequent and convenient connections between Canada Line stations, transit villages and key activity centres in the City Centre and to local and regional destinations
- Provide users with certainty on bus arrival times
- Create an attractive transit environment for passengers








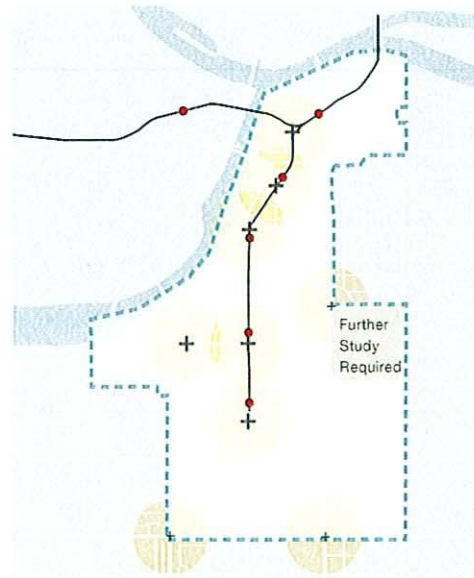


## Transit Network Hierarchy

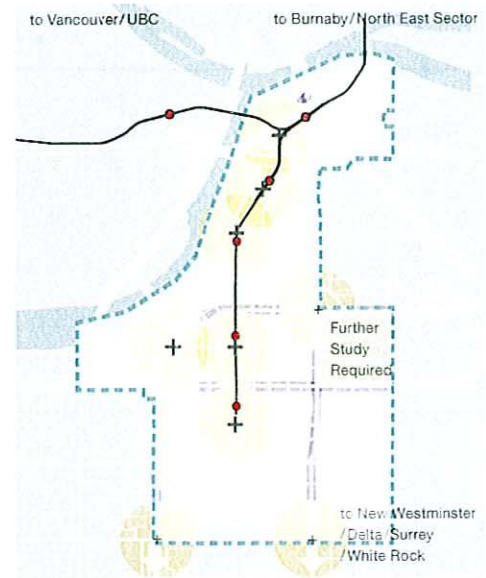
The proposed network comprises an integrated hierarchy of transit services to connect the City Centre to the rest of Richmond and the Greater Vancouver area.

Rapid transit and regional bus routes connect the City Centre to major destinations across the Greater Vancouver area.

-  Garden City Lands
-  Proposed Major Village Centre
-  Proposed Minor Village Centre

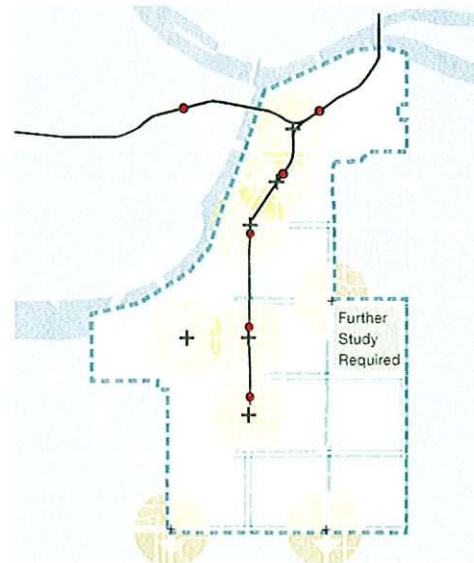


**Canada Line**  
Rail rapid transit connecting five stations in the City Centre with Vancouver and the International Airport. Service would be frequent and high-speed.

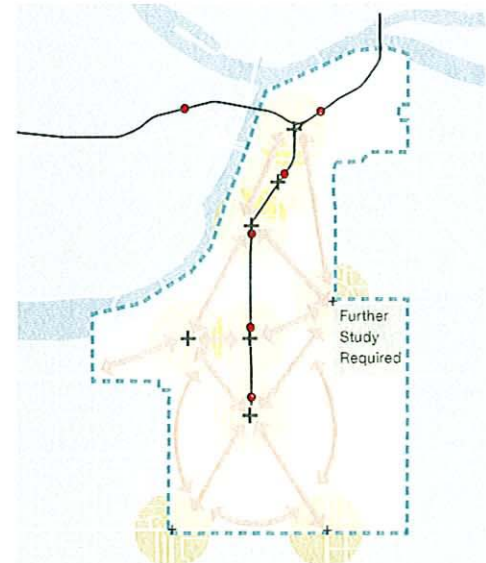


**Regional Bus Connections**  
Higher-speed limited stop bus routes would connect other parts of the Lower Mainland to the City Centre area and the Canada Line.

Local bus routes provide circulation within the City Centre and connections to the rest of Richmond.



**Local Bus Service**  
Local buses would serve the grid network of major thoroughfares and major streets, connecting the City Centre with the rest of Richmond.

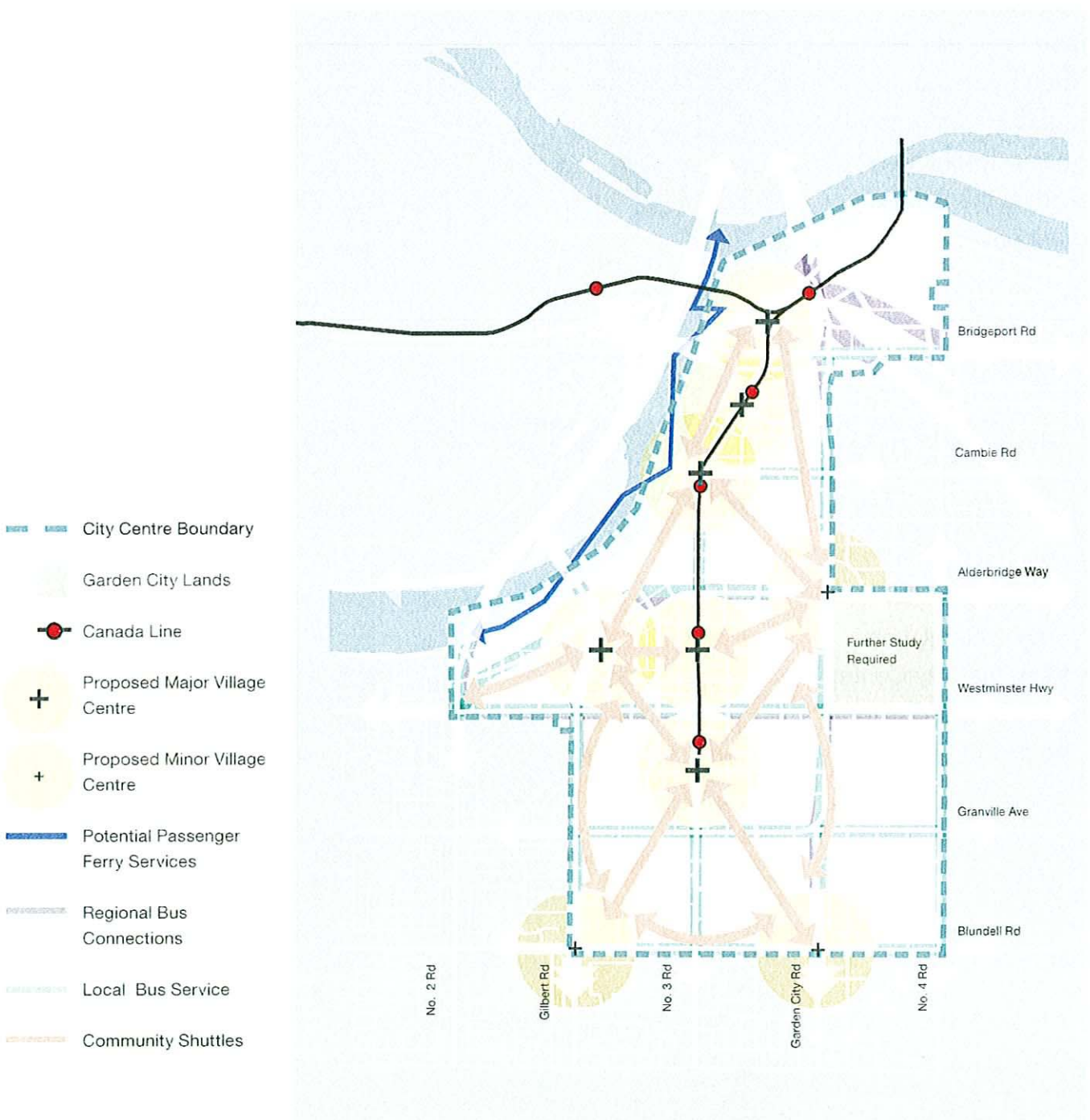


**Community Shuttles**  
Shuttles would connect activity centres, transit villages and the Central Business District to Canada Line stations and bus transit terminals.



## Transit Network

The Canada Line forms the backbone of transit service in the City Centre, supplemented by regional and local bus services to connect riders to the rest of Richmond and beyond.







## Transit Network Features



### Canada Line Rapid Transit

- Fast, frequent, reliable service starting in November 2009
- Connects the City Centre with Vancouver and Vancouver International Airport
- Four stations initially at Bridgeport (River Road) and along No. 3 Road at Aberdeen (Cambie Road), Lansdowne, and Richmond-Brighouse (Saba Road)
- Future station at Capstan
- Opportunity for multi-modal integration with buses, cycling, walking and selected parking and drop-off/pick-up locations
- Each station to be focal point of a transit village with higher density, mixed use development



### Regional Bus Connections

- High frequency and higher capacity articulated buses
- Extend coverage of Canada Line with regional bus service to other parts of Greater Vancouver
- Serve regional centres such as UBC, New Westminster, Burnaby, and Surrey
- Initially, most regional buses will terminate at Bridgeport Station
- As the City Centre grows, expanded and new direct connections will be available at Richmond-Brighouse Station and the proposed Central Business District (located between Lansdowne and Aberdeen Stations)



### Local Bus Services

- Direct service to Canada Line stations (no transfers required) from rest of Richmond
- Local services oriented to terminate or pass through Richmond-Brighouse Station and to a lesser extent at Bridgeport Station
- Increased number and frequency of services as the City Centre grows to meet demand and nurture transit trip-making habits
- Expand coverage as street grid is completed to improve accessibility
- Most destinations reachable directly or with only one transfer en route



### Community Shuttles

- Small, neighbourhood-friendly buses offering more frequent stops and sometimes operating on minor streets
- Routes anchored by transit villages and connecting destinations between local services



### Accessible Transit

- Specially equipped vehicles designed to carry passengers with physical or cognitive disabilities who are unable to use public transit without assistance
- Seamless integrated regional door-to-door transit system with central reservation service



**Transit Stations & Terminals**

- Comprised of the Canada Line stations and the two off-street bus terminals located at Bridgeport and Richmond-Brighouse Stations
- High-quality design with adjacent retail services at some or all transit stations
- Convenient pedestrian access, wayfinding and connections to on-street bus stops
- Bike racks and lockers at all stations
- Park and ride at Bridgeport Station
- Pick-up/drop-off areas at all stations



**Transit Villages**

- Mixed-use developments where residents can live, work, shop, learn, and play in a pedestrian-friendly environment – without the need of a car
- Based around Canada Line stations plus other neighbourhood centres
- Residents within 5 to 10 minute walk of quick, efficient transit service
- Where neighbours will meet to take transit



**Bus Stops**

- Attractive, recognizable, comfortable, and weather-protected shelters with service information
- Generally located every 250 to 400 metres, depending on the location of activity centres, intersections and Canada Line stations



**Transit Quality Initiatives**

- Arrival time information at transit stations and major bus stops
- Transit information centre at transit stations
- End-of-trip facilities for operators and passengers at transit stations
- Discounted or subsidized fares for certain transit trips such as short hops within the City Centre
- Transit passes offered to residents and employees in new developments
- Transit priority measures implemented where feasible in congested areas to improve transit service



**Other Transit Modes**

- Water taxi/passenger ferry connections along the waterfront connecting to riverfront destinations
- Future streetcar system linking the Canada Line to other destinations in Richmond





## 4.0 Walking

The creation of a culture of walking allows people to move in comfort, safety and dignity along shorter blocks that are pedestrian-oriented and accessible.

### Current Challenges

- Unappealing pedestrian environment and incomplete sidewalk network
- Long city block sizes inhibit pedestrian access to destinations
- Large setbacks of developments from the sidewalk force pedestrians to cross surface parking lots



### Key Directions

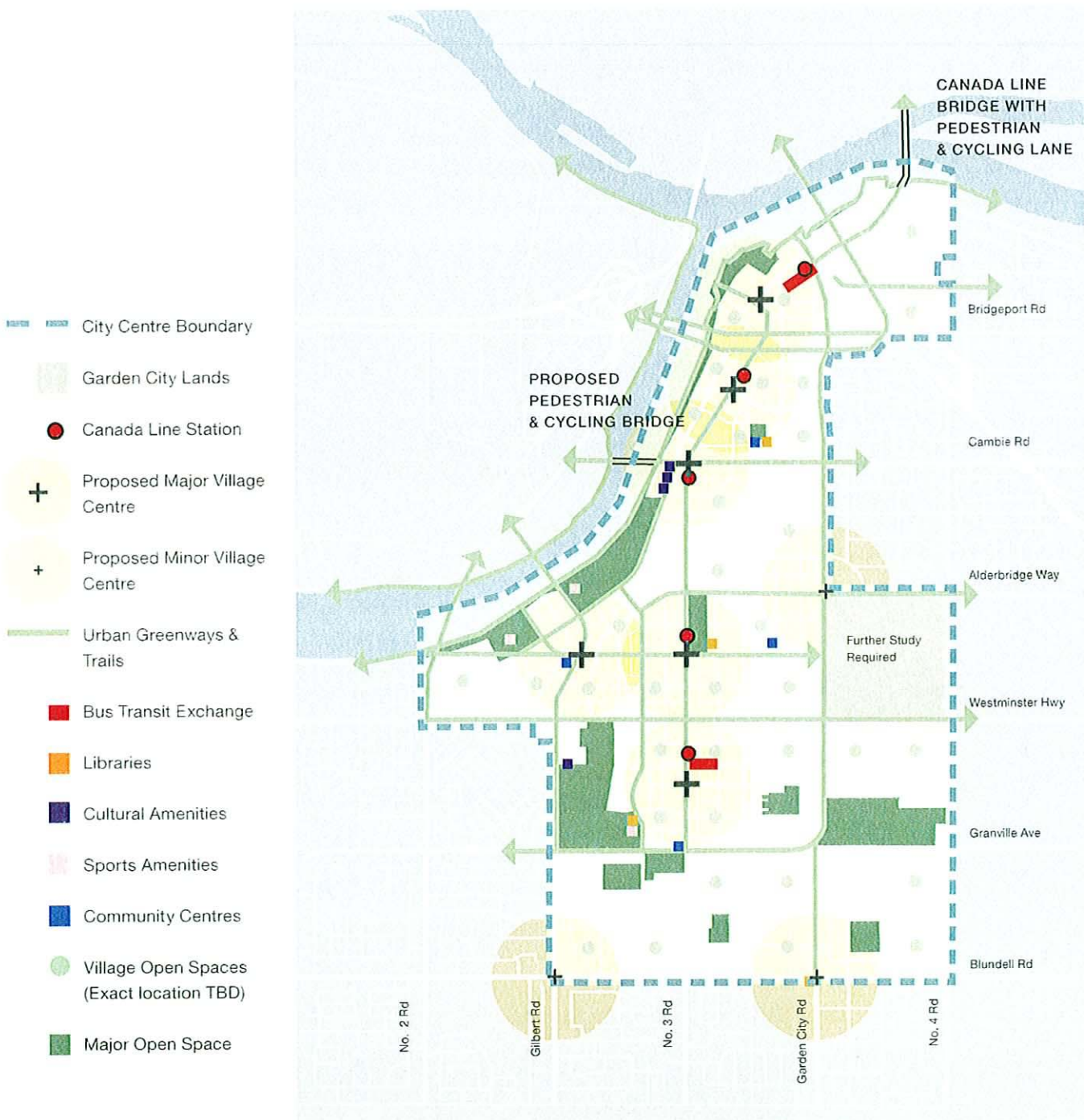
- A walkable downtown that encourages and facilitates social interaction, local economic vitality, personal health, and community safety with negligible environmental impacts
- Shorter city blocks and new pedestrian mews as the street network matures
- Appealing and animated pedestrian streetscapes with resting plazas and gathering places
- Increased interesting street-facing building fronts that have continuous weather protection
- A wayfinding system to direct pedestrians to key amenities, transit stations and bus stops
- Pedestrians favoured in traffic control at intersections
- Universal accessible design that allows all pedestrians to travel independently





## Key Walking Corridors

A city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality.







## Walking Environment Features

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### Street Network

- Every street is walkable
  - All streets will have sidewalks, preferably 2.5 m wide
  - Narrower street crossings
  - Shorter city blocks
  - Conveniently timed pedestrian signals
  - Street trees, boulevards and pedestrian lighting
  - Increased curbside parking to act as a buffer from traffic
- 



### Streetscape

- Creative, fun, welcoming, and pleasant environment for pedestrians
  - Landscaping, artwork, interesting street furniture
  - Ground level businesses oriented to pedestrian access from the sidewalk
  - Continuous store awnings to provide weather protection
  - Open spaces, gathering places and resting areas
- 



### Transit Villages & Connections

- Transit schedules and route information available at transit stations and bus stops
  - Transit stops conveniently located and easily recognizable
  - Sufficient space at transit stops for waiting passengers and other pedestrians
  - Covered walkways provided between transit locations and village centres
  - Transit villages incorporate pedestrian facilities linked with transit
  - Transit villages provide one-stop shopping
- 



### Urban Greenways & Trails

- Enhanced streetscape features along urban greenways and within pedestrian precincts around transit villages
  - Improved dyke trail along the Middle Arm
  - Separate pedestrian and bike lane on Canada Line bridge over North Arm of Fraser River
  - Proposed pedestrian/cycling bridge from west end of Cambie Road to Sea Island
- 



### Accessibility

- Enhanced use of universal accessible design features such as accessible signals and tactile wayfinding
- Lighting on trail networks where feasible
- Priority given to pedestrian access and safety through parking lots



## 5.0 Cycling

A safe, continuous and convenient network of bike routes that serve cyclists of all ages and abilities encourages more people to cycle more often.

### Current Challenges

- Lack of continuous north-south and east-west routes across the City Centre
- Establishing functional cycling facilities on existing streets that connect destinations
- Providing safe facilities through barriers such as interchanges with Highway 99, bridges and high traffic volume intersections
- Providing connections to, and integration with, transit services
- Minimizing conflicts between different users of the streets within a dense urban environment



### Key Directions

- Facilitate cycling so that it is faster and easier to cycle than to drive
- Every street will accommodate bikes, but some streets are enhanced with designated cycling facilities
- Form of cycling facility matched to street type (e.g., bike lanes on major thoroughfares, shared lanes on minor streets)
- Physical separation of cycling facilities from vehicle traffic on major thoroughfares and major streets, where feasible
- Local cycling connections to Canada Line stations and transit villages
- Secure end-of-trip facilities at all transit stations and transit villages

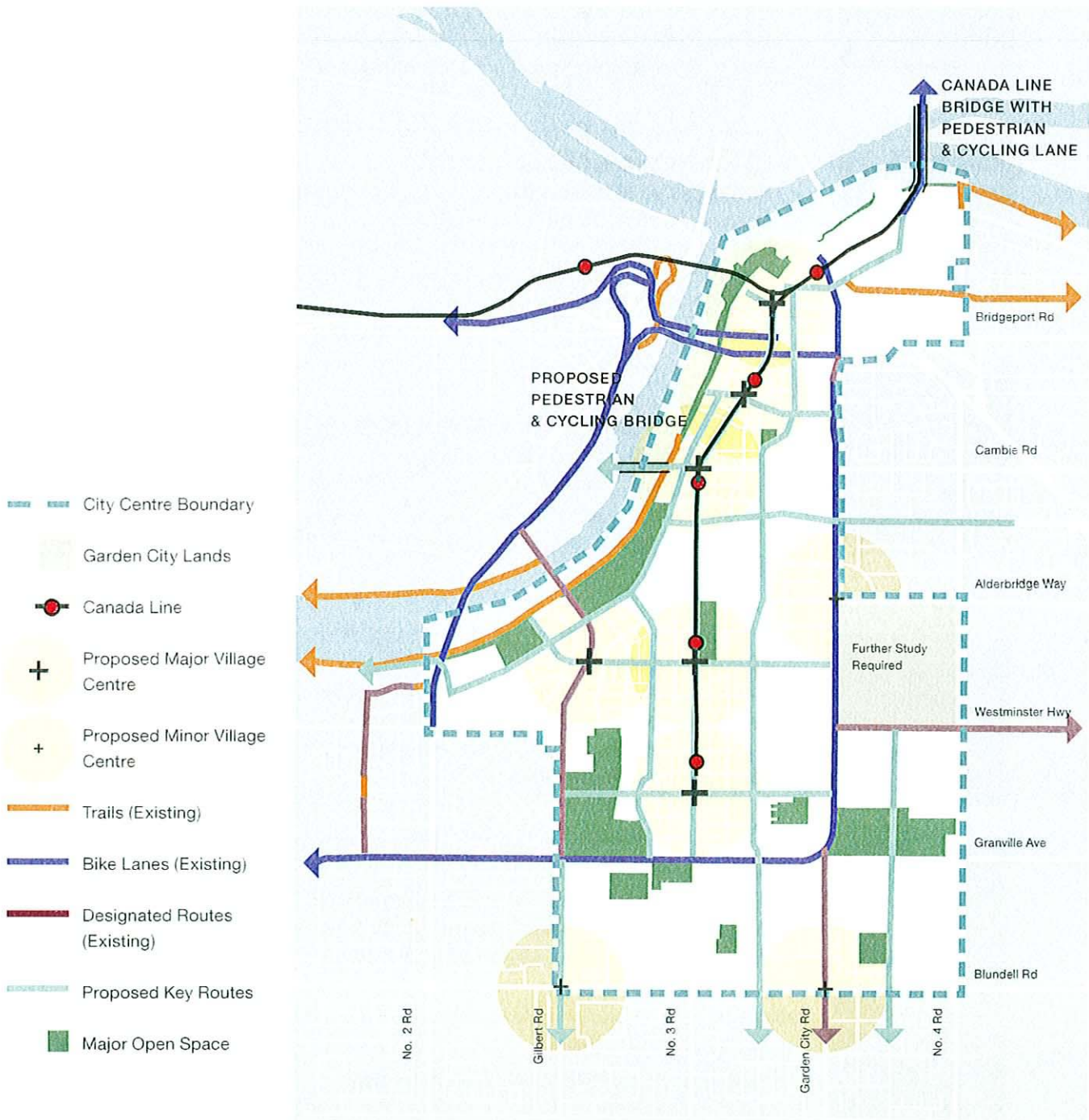






## Cycling Network

Cycling will be actively encouraged as a legitimate and viable transportation choice by safely integrating cyclists within the transportation system.





## Cycling Network Features



### Accommodation on Street Network

- All streets accommodate bikes and selected streets are enhanced with specific facilities
- Match cycling facility with street type
- Minimize potential conflicts and safely accommodate multiple road users such as transit service and cycling on the same street



### Designated Cycling Routes

- New continuous north-south and east-west routes across the City Centre
- Designated routes feature signage, pavement markings and bicycle-friendly traffic signals
- Cycling routes physically separated from vehicle traffic on major thoroughfares and major streets where feasible



### Trails & Bridges

- Integration of on-street network with off-street trails and pathways
- Improved dyke trail along the Middle Arm
- Separate pedestrian/bike lane on Canada Line bridge over North Arm of Fraser River
- Proposed pedestrian/cycling bridge from west end of Cambie Road to Sea Island



### End-of-Trip Facilities

- Secure end-of-trip facilities at civic sites, parks, transit villages and other activity centres
- Bylaw requirement for all new developments to provide short-term and long-term bicycle parking



### Integration with Transit

- Bicycle accommodation on Canada Line and all buses
- Bicycle accessible transit stations and bus stops
- Bike racks and bike lockers at all transit stations and terminals



### Promotion & Education

- Safe cycling courses for children and adults
- Area-wide events to promote cycling for commuting, shopping and recreation
- Education and enforcement programs to encourage sharing the road





## 6.0 Driving & Parking

Driving is considered an option, not a routine choice and parking is better managed to minimize its footprint on the urban environment.

### Current Challenges

- Reversing our current lifestyle of traditional reliance on private vehicles for travel
- Broadening our concept of “freedom to travel” to include other modes besides private vehicles
- Few major thoroughfares that form continuous paths across the City Centre, which concentrates vehicle travel on a limited number of streets
- Alternative travel modes such as transit and cycling are not competitive with driving in terms of travel time, availability of services and facilities, and convenience
- Private parking lot management discourages shared use



### Key Directions

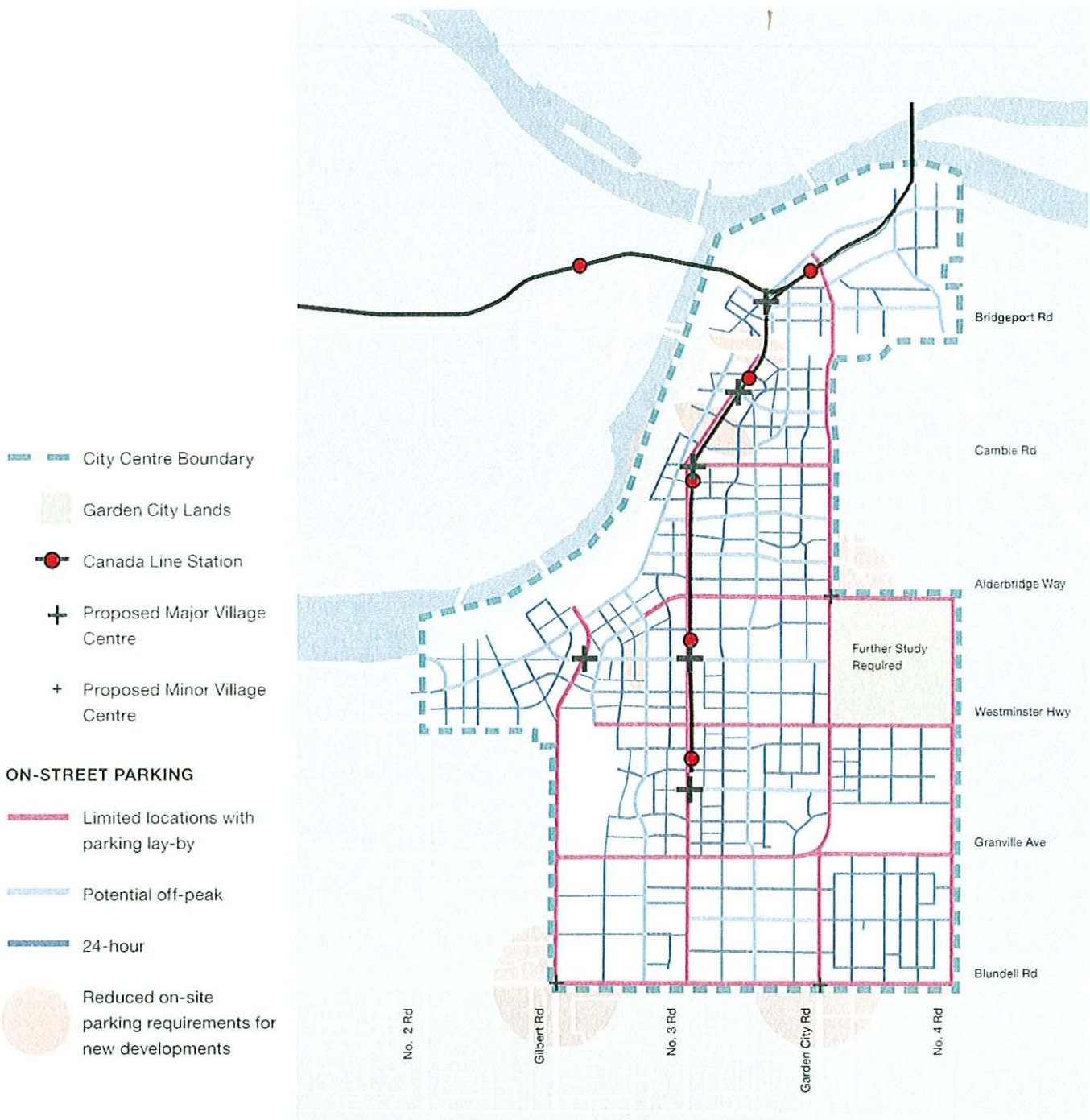
- Shift a greater share of travel demand into transit, walking and cycling to reduce greenhouse gas emissions and traffic impacts
- Encourage options to private vehicle ownership such as car-sharing and home delivery
- Increase the capacity of the road network without significant road widening
- Tighter transportation network grid to minimize unnecessary circulation
- Meet parking demand for parking more efficiently and with less impact on urban land
- Balance reduced parking strategies (as an incentive to lower auto usage) with accessible, short-term parking in designated areas that support businesses
- Promote the concept that having a parking space is not necessarily a part of home ownership
- Encourage business to allow customers to park at one location while shopping at multiple nearby establishments





## Parking Plan

Public and private parking will be a combination of on-site and precinct parking with curbside facilities in selected areas.







## Driving & Parking Features



### Future Street Network

- Hierarchy of streets that signify their functions and meet growing travel demand
- Complete missing east-west and north-south links in street network
- Shorter city blocks with more side streets
- Major and minor streets provide local access and reduce local traffic on major thoroughfares
- Minor streets and lanes provide parking, driveway access and loading zones



### Driving Environment

- Operational enhancements such as traffic signal timing optimization
- Real-time traffic and parking information signs in key locations
- Encouragement of "car-free" incentives and supporting services, such as taxis and home delivery of goods
- Limited widening of streets except to accommodate other travel modes



### On-Street Parking

- In mews and some lanes for short-term
- Full-time curbside parking on minor streets
- Possible on some major streets and thoroughfares during off-peak periods or with the provision of lay-bys
- Commercial areas regulated via parking meters with time limits to encourage turnover of supply
- Areas adjacent to transit stations and terminals may allow short-term loading for passenger pick-up and drop-off but no long-term parking



### Off-Street Parking

- Public parking sites operated by the City with an on-site/remote payment metering program
- Parking lots accessed from lanes (preferred), and minor and major streets (when necessary) but not from major thoroughfares
- Multiple developments may share common parking lots or garages
- Reduced parking stall dimensions and more small car parking spaces
- Reserved parking spaces for car-share programs
- Parking facilities designed to Crime Prevention Through Environmental Design (CPTED) guidelines



### Parking Supply & Management

- Reduced parking supply requirements
- Maximum rather than minimum number of parking spaces
- Shared district-wide public and private parking with prominent directional signage
- Parking spaces optional rather than mandatory for residential units
- Encourage use of other travel modes such as providing car-share vehicles and transit passes in lieu of parking spaces





## 7.0 Goods Movement & Emergency Services

Goods movement is efficiently accommodated and special traffic management systems minimize the response times of emergency service providers.

### Current Challenges

- Maintaining convenient and timely access for goods movement and emergency services as the City Centre grows
- Reducing potential conflicts with other road users including pedestrians, cyclists and transit



### Key Directions

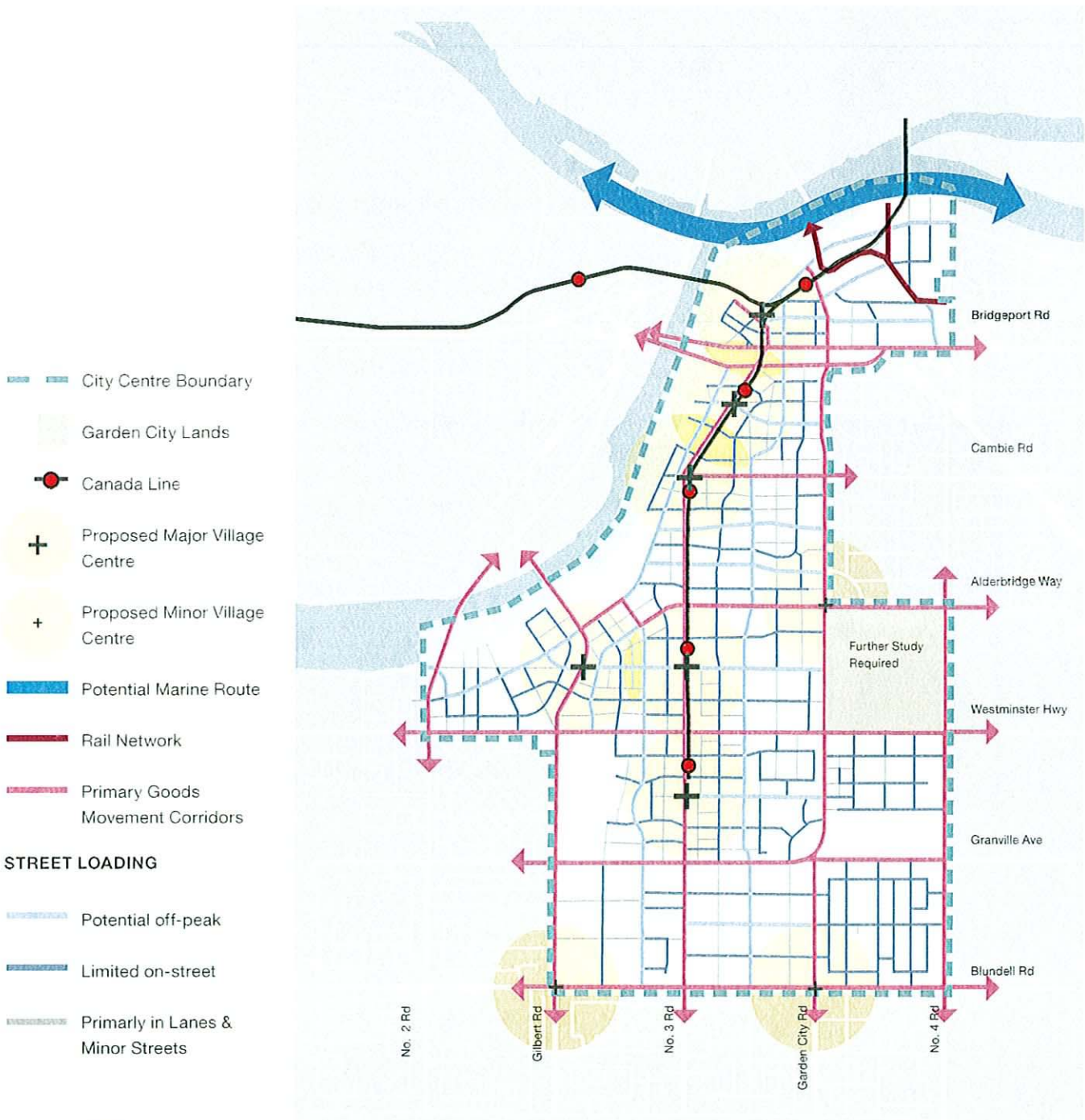
- Major thoroughfares operate as primary goods movement corridors with no direct driveway access to smaller properties
- Delivery and loading activities primarily occur in service lanes to minimize impact on traffic flow and potential on-street parking
- On-street loading zones consolidated as much as possible
- Common parking and loading areas shared by several businesses
- Major thoroughfares include signal pre-emption for emergency service access
- Future emergency service facilities sited to minimize response times
- Future street network creates more opportunities for alternative forms of police patrol, such as on foot or bike
- General traffic growth is managed to maintain efficient and timely movement of goods and emergency services





## Goods Movement & Loading

Road, rail and marine good movement networks are complemented by on-site loading facilities as well as curb-side loading zones for local pickups and deliveries.







## Goods Movement & Emergency Services Features



### Goods Movement Corridors

- Major thoroughfares and streets act as primary goods movement corridors
- Minor streets and lanes provide access for local deliveries and loading
- Existing rail corridors serving Bridgeport industrial area may continue
- Potential for short-sea shipping route along North Arm of the Fraser River



### Loading Locations

- Off-street loading docks within parking garages or lots for areas of high truck activity
- Service lanes and mews will be the preferred street locations
- On minor streets adjacent to areas where on-street parking is permitted
- On some major streets in off-peak periods but never on major thoroughfares
- Construction loading zones provided to facilitate pick up and drop off of construction materials and minimize traffic disruption



### Emergency Services

- Priority given to emergency service access
- Major thoroughfares include signal pre-emption
- Parking regulations to ensure lanes and mews are kept accessible
- Consider response time requirements for emergency services when identifying priority routes



### Planning & Policy

- Liaison with Provincial Emergency Program (PEP) to designate and protect local disaster response routes as part of regional network
- Site future emergency service facilities to minimize response times
- On-going liaison with stakeholders (e.g., trucking industry) to enhance goods movement



## 8.0 Supporting Measures

Policies and programs are in place that make the transportation system smarter, manage travel demand and encourage a shift to sustainable travel modes.

### Current Challenges

- Full benefits of potential measures requires co-ordinated approach among all levels of government and stakeholders
- Some technology-based measures are still in the development stage
- Existing lifestyles and policies (e.g., fixed work hours, few tax incentives for transit use) impede implementation



### Key Directions

- Greater use of Transportation Demand Management (TDM) measures, which are strategies that change travel behaviour (how, when and where people travel) in order to increase transportation system efficiency
- Greater use of Intelligent Transportation Systems (ITS) strategies, which is the use of information technologies (GPS, telecommunications, the Internet) to improve transportation performance and efficiency
- Work with local, regional, provincial, and federal agencies to collaboratively implement initiatives that are outside the direct control of the City







## Potential Supporting Measures

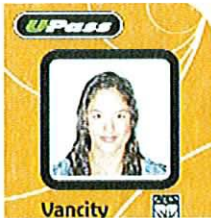
### Incentives to Use Other Modes & Reduce Driving

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#### Key Measures

- Car-share and car co-op programs that reduce private vehicle ownership & use
- High Occupancy Vehicle (HOV) lanes that give priority to transit and rideshare vehicles over other traffic
- Ride matching services to enable carpooling
- Taxi service improvements
- Work with schools and the Way to Go! Program to establish “Walking School Buses”
- Enhance pedestrian and streetscape environment to remove barriers to walking
- Community and employer transit pass programs
- Encourage creation of Transportation Management Associations, which are private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall or industrial park



#### Additional Measures

- Equitable transit fare structure and more convenient fare payment such as electronic “smart” cards
- Bike-share program of network of distributed bikes available for nominal or free use
- Integration of multiple travel modes into single, convenient, operating and payment system (typically using “smart” cards) to improve transportation options
- Home delivery of goods and services
- Marketing and education programs to promote other travel modes

### Workplace TDM Measures

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#### Key Measures

- Guaranteed ride home on an occasional basis for commuters who typically use alternative travel modes
- Free or discounted transit passes
- Provision of secure bike parking with showers and lockers
- Ridesharing using company or privately owned vehicles with preferred parking
- Cash out amount equivalent to subsidized benefit of free workplace parking given in lieu of providing parking



#### Additional Measures

- Alternative workplace schedules such as flexible work hours, compressed work week and staggered shifts
- Telecommuting and tele- or videoconferencing
- Company shuttle between transit station and workplace
- Reimbursement of business travel expenses for modes other than vehicles



## Parking & Land Use Management



### Key Measures

- Park and ride lots at transit stations and terminals
- Reduced and maximum parking bylaw requirements
- Charge users directly for parking
- Free or discounted parking rates for rideshare vehicles
- Encourage shared parking
- Smart Growth and transit-oriented development with mixed uses (residential, commercial, business) to create liveable and complete communities



### Additional Measures

- Variable parking rates that are higher for peak locations and times
- Parking rates that are equal to or exceed transit fares
- Manage and price the most convenient parking spaces to favour priority users
- Minimize discounts for long-term parking passes
- Encourage businesses to price parking

## Policy Measures



### Key Measures

- Universal accessible design to ensure barrier-free access to transportation for all users
- Revise tax policies to encourage sustainable travel modes
- Increased fuel taxes
- Distance-based or variable vehicle insurance rates
- Tax exemption for employer-provided transit benefits



### Additional Measures

- Region-wide road pricing (e.g., tolls, congestion charge)
- Allow strategic congestion of roadways to encourage mode shift
- Mandatory region-wide bylaws that require employers and developers to reduce vehicle trips to specific locations

## ITS Strategies



### Key Measures

- On-line and wireless pre-trip and en route traveller information such as traffic conditions and parking locations with current capacity available
- Traffic signal co-ordination
- Transit priority at intersections
- Participation in regional transportation management centre



### Additional Measures

- Use of telecommunications as a substitute for physical travel (e.g., telecommuting, distance-learning, on-line shopping)



# DRAFT

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If you have any questions about the City Centre Transportation Vision, please contact:

Transportation Division  
Richmond City Hall  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1



Telephone: 604-276-4035  
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This and other city documents are available on the web at:  
[www.richmond.ca](http://www.richmond.ca)