



To: Public Works & Transportation Committee **Date:** July 9, 2004
From: Victor Wei, P. Eng. **File:** 01-0100-20-CCNT1-
Acting Director, Transportation 01/2004-Vol 01
Re: **CITY CENTRE NORTH TRANSIT AND TRANSPORTATION TASK FORCE -
FINANCIAL IMPLICATIONS OF RECOMMENDATIONS AND REQUESTS**

Staff Recommendation

1. That the 29 recommendations and Requests No. 2 and 3 of the City Centre North Transit and Transportation Task Force, as outlined in Attachments 1 and 2 of the attached report respectively, be endorsed with the understanding that in implementing these recommendations and requests:
 - a) no further funding is required from the current City capital and operating budgets; and
 - b) any requirement for future capital and operating funding shall be subject to the annual budget review by Council.

2. That Request No. 1 from the City Centre North Transit and Transportation Task Force, as outlined in Attachment 2 of the attached report, be considered as a separate item in Council's future review of the City Pay Parking Program and operating budget.

for

Victor Wei, P. Eng.
Acting Director, Transportation
(4131)

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

At the May 25, 2004 regular Council meeting, Council directed staff to review and report back on the final recommendations of the City Centre North Transit and Transportation Task Force with reference to the financial implications to the City of endorsing the recommendations. Specifically, the referral states that:

Prior to the question on Resolution No. R04/10-30 being called, staff were requested to examine 'funding fundamentals' as they relate to the proposed recommendations, and report to the Finance Select Committee.

This report provides further detail of these expected financial implications.

Analysis

1. Task Force Recommendations (Attachment 1)

Staff and Task Force members, with input from TransLink, Coast Mountain Bus Company and other agency staff, jointly developed 29 recommendations to address traffic, parking and transit issues in the City Centre north area. These recommendations are comprised of 19 short-term recommendations (potential implementation within approximately one year) and 10 long-term recommendations (potential implementation in approximately one to three years).

Attachment 1 lists each recommendation and identifies the financial impact to the City if the recommendation is implemented. It should be noted that endorsement of the Task Force recommendations at this stage does not commit the City to funding their implementation. Implementation of each recommendation would be subject to further Council approval through the annual capital and operating budget process or specific Council approval of programs, if additional funding is required beyond the current approved capital and operating budgets.

2. Task Force Requests to City (Attachment 2)

In addition to its recommendations, the Task Force also identified three approaches for the City to employ to help facilitate the implementation of some of the recommendations. The Task Force submitted these suggested approaches as requests to the City that are separate from its recommendations.

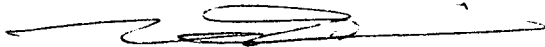
Attachment 2 lists each request and identifies the financial impact to the City if the requested approach is implemented. Except for Request No. 1, endorsement of the requests does not bind the City to any financial commitment. With specific reference to Request No. 1 for the allocation of net pay parking revenues generated in the City Centre north area to support the recommended road, parking and pedestrian improvements, it has not been a City practice to utilize operating revenue (such as pay parking revenue) to substantially fund the implementation of road capital improvements. Nor it has been a City policy to pre-determine the specific use of any general revenue stream. However, Council will have the opportunity to consider this request as part of its review of the City Pay Parking Program and future annual operating budget plans.

Financial Impact

As summarized in Attachments 1 and 2, the only immediate financial impact to the City of the Task Force's recommendations and requests recommended for endorsement is the extension of Browngate Road, which will be implemented in 2004 per Council approval of the 2004 Capital Program. 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. Other recommendations not related to capital improvements could be accommodated within existing staff resources and departmental programs. The establishment of the Richmond Parking Advisory Committee will result in some overtime costs due to staff attendance at Committee meetings outside of regular work hours which can be absorbed within the current approved operating budget.

Conclusion

Both Task Force members and staff support endorsement of the recommendations in Attachment 1 and Requests No. 2 and 3 in Attachment 2 of this report, which all complement and enhance the *City Centre Transportation Plan*. Council endorsement of these recommendations and requests will not bind the City to any financial commitments. Request No. 1 from the Task Force can be considered separately by Council as part of its review of the City Pay Parking Program and future operating budgets.



FOR Joan Caravan
Transportation Planner
(4035)

JC:lce

**City Centre North Transit and Transportation Task Force
Recommendations**

SHORT-TERM RECOMMENDATIONS (Potential Implementation within 1 Year)

Category	Recommendation	Expected Financial Impact to City & Council Approval Process
Parking Management	1 Area merchants to investigate operation of a shuttle bus that connects area malls with the Sexsmith Park and Ride lot	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources to help initiate service are available within existing departmental programs
	2 Investigate feasible opportunities for maximizing use of existing private parking lots through: <ul style="list-style-type: none"> (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. 	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources to help private owners identify and analyze options are available within existing departmental programs
	3 Manage on-street parking through: <ul style="list-style-type: none"> (a) time limits rather than payment on streets in close proximity to retail malls; and (b) permit pay parking along Alexandra Street and other more remote streets in the area 	<ul style="list-style-type: none"> Operating budget impact via the City's Pay Parking Program Council approval required for changes to scope of Pay Parking Program
Traffic Flow Improvements	18 Establish city-wide Parking Advisory Committee	<ul style="list-style-type: none"> Potential operating budget impact due to overtime costs of staff attending Committee meetings outside of regular work hours Council approval required for establishment of Committee
	4 City to review revised driveway design for Parker Place to be submitted by owner	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources to review design are available within existing departmental programs
	12 Include pavement assessment of No. 3 Road in City Repaving Plan	<ul style="list-style-type: none"> Staff resources to conduct assessment are available within existing departmental programs Capital program impact if pavement requires repaving Council approval of annual Capital Program is required
	13 Extend Garden City Road to River Road	<ul style="list-style-type: none"> No capital budget impact as construction of the extension is a requirement of the development application for the casino at Bridgepoint On-going operating budget impact due to maintenance of the new road Council approval of annual Operating Budget is required
	14 Review feasibility of removing complete ban on right-turns at red lights at selected intersections on No. 3 Road	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources to conduct review are available within existing departmental programs
	15 Conduct travel time survey with Task Force members including use of a video log	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources to conduct survey are available within existing departmental programs

**City Centre North Transit and Transportation Task Force
Recommendations**

Category	Recommendation	Expected Financial Impact to City & Council Approval Process
Pedestrian/ Cycling Improvements	16 Review requests for commercial loading zones on individual basis	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources to conduct reviews of requests are available within existing departmental programs
	10 Advance implementation of pedestrian crossing on Hazelbridge Way between Parker Place and Fairchild Square	<ul style="list-style-type: none"> • Recently completed - request was accommodated within existing departmental annual capital program (i.e., Arterial Road Crosswalk Improvement Program)
	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	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources to ensure implementation of guidelines are available within existing departmental programs
	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	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources to draft letter are available within existing departmental programs
	6 TransLink and Coast Mountain Bus Company requested to continue monitoring ridership levels and to adjust service to address crowding on existing routes	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff can convey request to agencies
	7 Coast Mountain Bus Company to monitor ridership to determine if reverse-peak service of peak period Richmond-Vancouver express routes is justified	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff can convey request as a City priority for consideration by TransLink in the development of its 2005-2007 Transit Plan
Transit Improvements	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	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff can convey request to TransLink for its consideration
	9 Employers to encourage employees to carpool or use transit (e.g., enrol in TransLink Employer Bus Pass Program)	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources available within existing departmental programs to assist employers if required
	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	<ul style="list-style-type: none"> • Staff have requested as a City priority for consideration by TransLink in the development of its 2005-2007 Transit Plan • Capital and operating budget impact if new bus stops are required as a result of new transit service • Council approval of annual departmental capital program required (i.e., Transit Plan Infrastructure Improvements Program)
	19 City and TransLink to work together to optimize transit priority system for #98 B-Line	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources available to address issue within existing departmental programs

**City Centre North Transit and Transportation Task Force
Recommendations**

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

Category	Recommendation	Expected Financial Impact to City & Council Approval Process
Parking Management	21 New developments to provide sufficient parking for own use	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources available to address issue within existing departmental programs
	22 Provide more off-street public parking	<ul style="list-style-type: none"> Capital and operating budget impact Issue to be addressed by Richmond Parking Advisory Committee Specific Council approval of project would be required
	24 Expand on-site parking (e.g., add roof-top parking)	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources available within existing departmental programs to assist employers if required
Traffic Flow Improvements	20 Expedite remaining improvements of City Centre Transportation Plan including Browngate Road extension	<ul style="list-style-type: none"> Capital and operating budget impact – development related Specific Council approval of each element of the City Centre Transportation Plan required
	25 Assess and, if feasible, improve capacity of the northbound left-turn lane on No. 3 Road at Leslie Road	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources available to assess issue within existing departmental programs
	26 Consolidate driveways on No. 3 Road and establish new access via side streets as development occurs	<ul style="list-style-type: none"> No capital or operating budget impact – development related Staff resources available to assess issue within existing departmental programs
	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	<ul style="list-style-type: none"> Capital and operating budget impact – development related Specific Council approval of each element of the City Centre Transportation Plan required
	28 Integrate pedestrian improvements with City Trails Strategy and co-ordinate with corporate initiatives	<ul style="list-style-type: none"> Capital and operating budget impact Council approval of annual Trails Program and each element of the City Centre Transportation Plan required
Pedestrian/Cycling Improvements	29 Research experience with pedestrian countdown timers in other jurisdictions and implement in Richmond if feasible	<ul style="list-style-type: none"> No capital or operating budget impact Staff resources available to assess issue within existing departmental programs
Transit Improvements	23 TransLink to establish new City Centre shuttle service as proposed in the Richmond Area Transit Plan	<ul style="list-style-type: none"> Staff have requested as a City priority for consideration by TransLink in the development of its 2005-2007 Transit Plan Capital and operating budget impact if new bus stops are required as a result of new transit service Council approval of annual departmental capital program required (i.e., Transit Plan Infrastructure Improvements Program)

**City Centre North Transit and Transportation Task Force
Separate Requests**

Request	Expected Financial Impact to City & Council Approval Process
<p>1 Allocate net pay parking revenues generated in the City Centre north area to fund the identified road, parking and pedestrian improvements</p>	<ul style="list-style-type: none"> • Potential capital and operating budget impacts • Consideration of this request should be deferred to the review of the City Pay Parking Program and future annual operating budget plans
<p>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</p>	<ul style="list-style-type: none"> • No capital or operating budget impact • Staff resources available to facilitate implementation of approved recommendations within existing departmental programs
<p>3 The City should be a strong advocate for the implementation of the identified transit improvements</p>	<ul style="list-style-type: none"> • Staff have requested as City priorities for consideration by TransLink in the development of its 2005-2007 Transit Plan • Capital and operating budget impact if new bus stops are required as a result of new transit service • Council approval of annual departmental capital program required (i.e., Transit Plan Infrastructure Improvements Program)