



City of Richmond

Report to Council

To: Community Safety Committee
From: Greg Scott, P. Eng., LEED A.P.
 Director, Major Projects
Re: **Safety on Canada Line**

Date: December 7, 2006
File: 10-6525-01/2006-Vol 01

Staff Recommendation

That the report (dated December 7, 2006, from the Director, Major Projects) regarding Safety on Canada Line, be received for information.

Greg Scott, P. Eng., LEED A.P.
 Director, Major Projects
 (4372)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Engineering	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
R.C.M.P.	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
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

Following a presentation by the local RCMP detachment, regarding the Canada Line, made at the November 15, 2006 Community Safety Committee, the Committee has requested that Canada Line representatives attend the December 12, 2006 Community Safety Committee to address any concerns that may arise. This report provides follow up information.

Analysis

Translink has more than 20 years of rapid transit station safety experience in the Lower Mainland – first with the Expo Line and then the Millennium Line. With each line, Translink has been able to learn how to further refine the design of projects to fit into the local environment. By continuing to work with partners such as the local police, municipalities, community associations and others, safety measures at and around stations will continue to be a priority. The City of Richmond's Safety Operations Steering (SOS) Team has been involved and has provided input into the design of the Canada Line.

Crime Prevention Through Environmental Design (CPTED)

A key component to quality of life is feeling safe and comfortable. The Canada Line Project is committed to ensuring the safety of transit users. As a result, stations will be designed using proven CPTED principles. The CPTED principles are as follows:

- Natural Surveillance – people can easily view what is happening around them
- Formal Surveillance – use of security guards/police or security cameras to watch an area or activity
- Territoriality/Defensible Space – all people have a natural sense of places they consider their own
- Maintenance – the way a place is kept up has an effect on how people feel about it
- Reduce Areas of Conflict – define spaces to avoid conflicts
- Target Hardening/Access Control – tighten up security on a potential crime target such as minimum standards for exterior doors such as deadbolts or limiting access to certain station areas

When these principles are applied to the Canada Line Design, the project is affected as follows:

1. Where possible, a greater use of glass will be incorporated to ensure visibility.
2. No blind corners or dark spaces.
3. Closed circuit televisions integrated with TransLink's central security office.
4. Security Patrols.
5. Approximately 50 additional TransLink Police for the Canada Line.

6. Integration of stations with other uses – retail and residential – to be explored to provide more “eyes on the street”.
7. Underground Stations are at a lower level than many equivalent underground stations on other systems, improving transit user safety and comfort levels. (Less stairs to street level.)

Controlled Access

Studies conducted by TransLink in fall 2005 indicated that the overwhelming choice of the public for improving transit safety and security was the hiring of more security personnel. (See below.)

In December 2005, the Greater Vancouver Transportation Authority Police Service, comprised of 117 staff members began working on the existing public transit system. Approximately fifty new officers will be hired by the time the Canada Line begins operations in November 2009.

All Canada Line Stations will be designed to incorporate turnstiles or other forms of controlled access. TransLink has decided not to install turnstiles in Canada Line stations at this time but the Board reserves the right to implement controlled access at any point in the future.

City of Richmond: Station Plazas & Streetscape

The City would like to see the development of high-density, mixed-use retail, commercial and residential uses in close proximity to the Canada Line stations to create a transit-oriented development (TOD). Precinct studies will identify strategies to enhance safety, way finding, convenience, comfort and aesthetics in the vicinity around stations. Some of the initiatives being developed are as follows:

- Overhead canopy to provide weather protection and improve pedestrian comfort at this local transit exchange .
- Residential and/or office development above the transit station to add ‘eyes on the street’
- High density development at the station with pedestrian addresses on the street and plaza to contribute to safety
- Surrounding restaurants and cafes will increase pedestrian traffic in off peak transit periods and further enhance safety
- Fronting retail/commercial land uses at grade will be encouraged to spill onto the street to claim the pedestrian realm
- Generous outdoor seating for people to perch and linger in the plaza will contribute to a safe pedestrian environment
- Other pedestrian amenities such as retail kiosks offering convenience goods to cater to extended wait times for commuters
- Drop and run “kiss and ride” area

Financial Impact

None.

Conclusion

City Staff and CLCO have been working with the SOS team to ensure that the Canada line is designed to be a safe transportation system. CPTED principles are being incorporated into the Canada Line design and City staff are promoting station plaza and streetscape design that will enhance safety and comfort.

City Staff and Canada Line will continue to engage the SOS Committee with representatives from BC Ambulance, RCMP and Fire Rescue to ensure that the final product is safe and effective.



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