

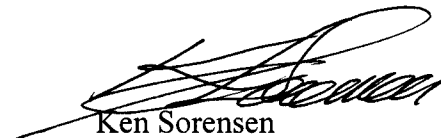


To: General Purposes Committee Date: December 20, 2004
From: Ken Sorensen RAV Project Manager File: 10-6520-02-05/Vol 01
Re: Results of RAV Alignment Public Consultation Process

Staff Recommendation

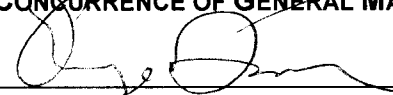


That the RAVCO and TransLink Boards be notified that:

1. In consideration of the results of the Minoru alignment public consultation process, the City does not prefer the Minoru alignment.
2. Staff will continue to work with RAVCO, TransLink and SNC-Lavalin to ensure the City's desired quality of station design and functionality of the RAV line when constructed along the No. 3 Road corridor.



Ken Sorensen
RAV Project Manager
(4612)

Att. 2

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

Staff Report

Origin

In November 2004, Council approved a series of recommendations to examine the feasibility of building a portion of the RAV line along the Minoru corridor, generally south of Cambie Road. This shift in alignment affects the broad Richmond community, the residents and business owners directly fronting both corridors, and the general riders using the rapid transit system.

As outlined in the Memorandum of Understanding (MOU) attached to the staff report dated November 28, 2004, City staff commenced a public consultation process from December 4 to 17, 2004, to determine community support in shifting this alignment. Staff sought to inform the public of the potential alignment shift to the Minoru corridor, and seek public feedback on the preference for either the No. 3 Road or Minoru alignment.

The purpose of this report is to highlight the findings of the City of Richmond public consultation process, and to provide recommendations as to how the results should be used.

Analysis

Staff initiated a city-wide public consultation process encompassing both scientific and non-scientific methods, which provides the opportunity for Council to understand quantitative results, and qualitative comments from the public. It should be noted that the differences between scientific and non-scientific results are that multiple responses of non-scientific surveys could potentially be submitted by the same respondent.

Scientific Method of Consultation: Market Research Poll by Synovate Research

A telephone opinion poll was performed by Synovate Research, where random and corridor-specific respondents provided their feedback. A total of 901 people, or respondents, were sampled in Richmond, which included a random sample of 501 community-wide residents, 200 community members long the Minoru corridor and 200 community members along No. 3 Road, both generally between Granville Avenue and Cambie Road.

As shown in Attachment 1, 65% of residents along the Minoru corridor prefer the line be built along No. 3 Road, and 53% of the business community along Minoru prefer No. 3 Road. Of the No. 3 Road respondents, 64% of residents who live on or just off No. 3 Road prefer the line built along Minoru, and 47% of the business community prefer the line be built along Minoru. Of the Richmond-wide respondents, which are not corridor specific, 46% prefer Minoru, and 39% prefer No. 3 Road.

Non-scientific Methods of Consultation: Open Houses and Online Survey

The City held four open houses: two for the entire Richmond community; and two for residents, business owners and occupants along the No. 3 Road and Minoru corridors. Approximately 250 people attended the community-wide open houses, 50 people

attended the Minoru corridor open house, and 10 people attended the No. 3 Road open house. At each forum, display boards, question and answer sheets, alignment maps, and surveys in English, Chinese and Punjabi were available for the public to review. The survey and handouts were also available at the front counter at City Hall.

As shown in Attachment 2, 1315 printed surveys were submitted to the City, with nearly 74% of responses indicating a preference for No. 3 Road, and 13% for the Minoru alignment.

As shown near the back of Attachment 1, the online survey, powered by Synovate Research, was available on the City's web site in English and Chinese. A total of 970 responses were submitted online, with 62% preferring No. 3 Road, and 29% preferring Minoru Boulevard.

Some community members also submitted letters of opinion to staff prior to compiling this report, which are included with the attachments. The results clearly indicate significant opposition to the Minoru alternate alignment.

Summary of Results

In general, these percentages reflect the *average* of the broad groupings for responses in favour and opposed to the Minoru alternative alignment:

	Favour No. 3 Road	Favour Minoru
Telephone poll	44%	42%
Online Survey	62%	29%
Printed Survey	74%	13%

In addition, there were a small number of respondents who did not have a preference for either alignment, or did not select an option, or do not support RAV regardless of route.

Overall, consistent themes of concern include increased traffic on Minoru Boulevard, noise, residential property values decreasing, terminus station location, crime and safety, loss of business, and significant comments that a rapid transit system of this magnitude should remain along a commercial roadway. The concerns expressed from many community members along Minoru Boulevard appear to outweigh the possible benefits of shifting the line off No. 3 Road generally south of Cambie Road.

Many of the concerns expressed about the Minoru alignment would have possibly been mitigated if the line were terminated at Westminster Hwy. However, as this change may have a negative impact on ridership and other risk factors, it was not presented as an option.

Financial Impact

If the recommendations are supported, the City, and ultimately RAVCO and TransLink, will avoid the extra ordinary costs that would have been incurred with the study of the Minoru alignment.

Conclusion

The results of the public consultation process are attached. As outlined by Synovate Research, there is no clear majority for either alignment from the telephone opinion poll. However, there is a significant level of concern expressed from the community along the Minoru corridor and, based on the number of printed surveys staff received at City Hall, there is strong opposition to the Minoru alternative alignment.

Given the high number of concerns raised by the Minoru corridor community, staff are recommending that this report and attachments be forwarded to the RAVCO and TransLink Boards.

A handwritten signature in black ink, appearing to read 'Sandy E. Webster', is written over a faint circular stamp or watermark.

Sandy E. Webster
RAV Project Team
Public Consultation
(4371)

SW:sw