City of Richmond

Report to Committee

To:	Public Works & Transportation Committee	**Date:**	August 31, 2009
From:	Victor Wei, P. Eng. Director, Transportation	**File:**	10-6455-01/2009-Vol 01
Re:	**STEVESTON VILLAGE TRAFFIC AND PARKING IMPROVEMENTS – PROPOSED RECOMMENDATIONS**		

Staff Recommendation

That the proposed traffic and parking improvements in the Steveston Village area, as described in the attached report, be endorsed with direction to staff to:

(a) pursue implementation of the short-term and long-term recommendations; and

(b) submit the capital projects identified in the medium-term recommendations for Council's further consideration as part of the City's capital and operating budget approval processes starting with the 2011 programs.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	**CONCURRENCE**		**CONCURRENCE OF GENERAL MANAGER**		
Engineering	Y ☑	N ☐			
Community Bylaws	Y ☑	N ☐			
Fire Rescue	Y ☑	N ☐			
R.C.M.P.	Y ☑	N ☐			
Culture and Heritage	Y ☑	N ☐			
Policy Planning	Y ☑	N ☐			
Economic Development	Y ☑	N ☐			
Budgets & Accounting	Y ☑	N ☐			
REVIEWED BY TAG	YES ☑	NO ☐	**REVIEWED BY CAO**	YES ☑	NO ☐

2671388

Staff Report

Origin

In co-ordination with the *Steveston Village Conservation Strategy*, City staff developed a number of parking improvement ideas for the Steveston Village[1] area that were presented at a public open house in Steveston for feedback. These parking improvement ideas were subsequently refined to a list of draft recommendations that were presented at a second public open house in Steveston in June 2009. This report presents the results of the second public open house and proposes the final recommendations based on the results of both open houses and staff's analysis.

Analysis

1. Public Consultation re Steveston Traffic and Parking Draft Recommendations

A public open house was held at the Steveston Community Centre on June 11, 2009 to solicit feedback on the draft recommendations for traffic and parking improvement ideas (see **Attachment 1** for the display boards). A total of 117 people signed in (estimated attendance was 130 people) and 114 comment forms (see **Attachment 2**) were returned. Of the attendees, 88% were residents of Steveston. A further six comment forms were received subsequently by mail or facsimile and 36 comment forms were received on-line[2] for a total of 156 completed comment forms.

2. Feedback Results and Proposed Final Recommendations

The proposed final recommendation is shown below along with the number and percentage of total responses to the questionnaire and the rationale for the final recommendation. Additional written comments as provided by some of the respondents are shown in **Attachment 3**.

Final Recommendation 1: Undertake the planned public parking improvements to:
- *designate parking spaces in laneways; and*
- *convert on-street bus layover areas to on-street parking spaces upon establishment of an off-street transit exchange.*

Draft Recommendation 1	Undertake planned public parking improvements: • designate parking spaces in laneways; and • convert on-street bus layover areas to on-street parking spaces upon establishment of off-street transit exchange.		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
106 (68%)	19 (12%)	21 (13%)	10 (6%)

Relatively strong support is indicated for the planned parking improvements. Per Section 12.3(i) of the City's Traffic Bylaw 5870, parking in lanes is permitted where designated by sign or road markings. Staff will work with emergency services personnel regarding the designation of parking spaces, including Richmond Fire-Rescue, to ensure

[1] Bounded by Chatham St, 7th Avenue, Bayview St, and No. 1 Road.
[2] The open house material and comment form were available on the City's website from June 18th to July 29th, 2009.

unobstructed access by all emergency service providers as well as adequate space for the deployment of their equipment. Staff would continue to work with TransLink to identify an appropriate site for an off-street bus exchange in the Steveston area.

Final Recommendation 2: Undertake the following actions:

- *seek formal shared use and/or long-term lease of the existing public parking areas on Chatham Street administered by the Steveston Harbour Authority and the Gulf of Georgia Cannery;*
- *upgrade pedestrian links between major public parking facilities and the waterfront where required; and*
- *work with Steveston Village business owners and employers to promote and encourage the use of the existing designated long-term public parking lot at the east end of Chatham Street for employee parking.*

Draft Recommendation 2	Seek long-term leases of sites for public parking and improve pedestrian links between these parking sites and the Village waterfront where required		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
115 (74%)	16 (10%)	17 (11%)	8 (5%)

Good support is indicated for the more efficient use of existing public parking facilities before providing additional public parking. All of the identified sites are within walking distance of the Village core and improved pedestrian amenities would enhance wayfinding and the overall streetscape (Attachment 1 – Board 3). Staff would engage business owners and employers through local organizations such as the Steveston Rotary Club and the Steveston Community Society.

Final Recommendation 3: Exempt smaller non-residential developments of up to 500 m^2 from off-street loading requirements provided on-street loading is available nearby.

Draft Recommendation 3	Use streets and laneways for commercial loading instead of within new private developments		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
92 (59%)	25 (16%)	24 (15%)	15 (10%)

Unlike other parts of the city, Steveston Village has predominantly smaller sized lots that can make the accommodation of on-site loading and parking requirements difficult. Per amendments to the Zoning & Development Bylaw in 2008, smaller non-residential developments of up to 500 m^2 are now exempted from off-street loading requirements provided that on-street loading is available nearby.

Final Recommendation 4: Establish a tour bus loading zone for pick up and drop off only within the Village core with the staging area to be outside the Village core.

Draft Recommendation 4	Establish tour bus loading zone on west side of 3rd Avenue between Moncton St and Bayview St		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
112 (72%)	16 (10%)	24 (15%)	4 (3%)

The results indicate support for a tour bus loading zone in the Steveston Village core for temporary pick up and drop off only. The proposed location on the west side of 3rd Ave between Moncton Street and Bayview Street is adjacent to public washrooms and the seasonally operated Tourism Richmond visitor centre (Attachment 1 –Board 4). Tour bus parking could be accommodated within the existing long-term public parking lots or on Chatham Street.

Final Recommendation 5: Implement the following traffic improvements:

- *install traffic signals and construct a raised intersection at No. 1 Road and Moncton Street; and*
- *establish a 30 km/h speed limit in the Village core including Moncton Street in front of the Steveston Community Centre.*

Draft Recommendation 5	Implement improvements to the No. 1 Rd & Moncton St intersection: • install traffic signals and raise the intersection; and • establish 30 km/h speed limits within the Village including in front of the Steveston Community Centre		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
115 (74%)	7 (4%)	30 (19%)	4 (3%)

The feedback results indicate strong support for signalizing the No. 1 Road and Moncton Street intersection. As the introduction of new traffic signals may result higher operating speeds and thus the potential for more severe traffic crashes, complementary traffic calming measures are also recommended at this gateway location. A raised intersection would mitigate vehicles entering the Village at higher speeds, particularly if motorists are trying to "make the light" as it changes from amber to red. Similarly, a lower maximum speed within the Village core as well as on Moncton St fronting Steveston Park would maintain slower speeds in areas with high pedestrian volumes and facilitate the sharing of roadway space between motorists and cyclists.

Final Recommendation 6: Do not construct angle parking on the north side of Bayview Street at this time.

Draft Recommendation 6	Implement new angle pay parking on the north side of Bayview St		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
76 (49%)	25 (16%)	52 (34%)	3 (2%)

The feedback results indicate mixed support for the creation of additional parking along Bayview Street. Per feedback comments, the loss of green space, the introduction of pay parking and opposition to measures that encourage more vehicles to enter the Village were the primary factors accounting for the relatively low support. As development occurs in the area, staff would review conditions as needed.

Final Recommendation 7: City staff to support any interest for establishing a Steveston Business Improvement Area (BIA) by local business and property owners.

Draft Recommendation 7	Establish a Steveston Business Improvement Area		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
73 (47%)	42 (27%)	19 (12%)	22 (14%)

The feedback results indicate relatively low support for the establishment of a Steveston BIA, as the majority of questionnaires were completed by residents who are not business and/or property owners. As past efforts to establish a BIA have had little support among Steveston business owners, should local business stakeholders at their initiative be interested in creating a BIA, City economic development staff could support a process to assess the potential for and benefits of a Steveston BIA.

Final Recommendation 8: Do not pursue construction of a parkade at this time. Continue to monitor major developments in the Steveston Village area for potential City-private partnership opportunities to facilitate the construction of a joint development(s) that incorporates public parking and may be located outside the Village core.

Draft Recommendation 8	Construct a new parkade in the long-term (beyond 5 years from now)		
Strongly Agree/Agree	Neutral	Disagree/Strongly Disagree	Unsure/Don't Know/ No Response
72 (46%)	28 (18%)	41 (26%)	15 (10%)

Relatively low support for a parkade is indicated. Staff would continue to track future major developments in the area for potential City-private partnership opportunities to create additional public parking outside the Village core, which would divert vehicle traffic from the pedestrian areas and free up existing off-street parking sites within the Village core for higher uses. For example, future redevelopment of the SHA lot on Chatham St may present an opportunity to include the provision of public parking within a portion of the site. Any associated City cost for this potential joint venture could be funded from the Steveston Off-Street Parking Reserve Fund.

3. Consultation with Stakeholders

Staff discussed the draft recommendations with members of the Richmond Parking Advisory Committee and the Richmond Heritage Commission, the latter which participated in the development of the *Steveston Village Conservation Strategy*. Members provided the following summarized comments pertinent to the proposed final recommendations.

- *Richmond Parking Advisory Committee*: consider synchronization of the proposed traffic signal at No. 1 Road and Moncton Street with the existing traffic signal at No. 1 Road and Chatham Street as well as possibly varying the signal timing to reflect seasonal and daily changes in traffic volumes. Securing the SHA gravel lot on Chatham Street for public parking is key. As part of this action, consider better signage to direct users to the lot as well as paving the lot and marking individual stalls.

  Staff Comments: staff would seek to optimize the operation of a traffic signal at No. 1 Road and Moncton Street, including possible synchronization and timing variation. Staff have had discussions with SHA staff regarding the potential long-term lease of the SHA site on Chatham St, which are on-going. Staff anticipate a report to be brought forward on a proposed lease agreement in 2010. Staff agree that paving and marking stalls within the SHA gravel lot on Chatham Street would improve the efficiency of its use; the Steveston Off-Street Parking Reserve Fund would be a potential source of funding for this improvement.

- *Richmond Heritage Commission*: prefer that existing conditions and uses in the laneways be maintained and suggest instead the use of a traffic controller at the intersection of No. 1 Road and Moncton Street, particularly if the individual is presented as a welcoming ambassador for the area.

  Staff Comments: recognizing that designating formal parking spaces in laneways is needed to address existing traffic and safety concerns, staff would carefully assess each lane in order to maximize the retention of its heritage characteristics and minimize the loss of informal parking spaces. Staff did explore the potential of using a traffic controller at the intersection of No. 1 Road and Moncton Street during busy periods (e.g., summer weekends). As Richmond RCMP advised of insufficient resources for this position and noted that sporadic traffic control would not fully alleviate the issues, staff concluded that a traffic signal with traffic calming measures would be operationally more efficient over the long-term.

4. Implementation Strategy

Table 1 below summarizes the proposed recommended improvements based on the level of public support and the estimated timing of implementation, the latter which is derived from the estimated cost and if this cost could be accommodated within existing budgets, and whether or not the project would be wholly within the City's control. Based on this information, the proposed corresponding action is identified.

Table 1: Summary of Proposed Improvements & Actions

Rec	Improvement	Public Support	Est Timing	Est Cost	Proposed Action
5	Establish 30 km/h speed limit	Medium to High	Short-Term	$1,000	Undertake within 1 year.
5	Signalize and raise intersection of No. 1 Rd & Moncton St	Medium to High	Medium-Term	$500,000	Undertake subject to future Capital Program
2	Negotiate long-term leases	Medium to High	Medium-Term	Unknown	Undertake discussions
2	Improve pedestrian links where required	Medium to High	Medium-Term	$250,000	Undertake subject to future Capital Program
4	Establish tour bus loading zone	Medium	Short-Term	$1,000	Undertake within 1 year

Rec	Improvement	Public Support	Est. Timing	Est. Cost	Proposed Action
1	Formalize parking in laneways	Medium	Short-Term	$30,000	Undertake within 1 year
1	Convert bus layover areas upon establishment of off-street bus exchange	Medium	Long-Term	$1,000	Undertake subject to TransLink
3	Use of laneways & streets for loading zones	Medium to Low	Short-Term	$1,000	Undertake within 1 year
7	Support any interest in Steveston BIA	Low	Short-Term	N/A	Support as required
8	Monitor developments for opportunities to provide additional public parking	Low	Short-Term	N/A	On-going monitoring
6	Do not provide angle parking on north side of Bayview St	Low	Short-Term	N/A	None at this time

Note: Short-Term = within 1 year / Medium-Term = within 2-5 years / Long-Term = beyond 5 years

Short-Term Recommendations (within one year)

The following physical improvements could be undertaken within the next year, as funds are available within existing budgets:

- establish 30 km/h speed limit and tour bus loading zone;
- formalize parking in laneways; and
- establish loading zones in lanes or on streets as required via the development review process.

Recommendations 7 and 8 involve staff providing support or monitoring as required and thus would be undertaken as part of existing responsibilities while Recommendation 6 does not require any actions at this time.

Medium-Term Recommendations (within 2 to 5 years)

The following infrastructure improvements could be undertaken within two to five years provided that funds are allocated for these enhancements within future Capital Programs, which are subject to further Council approval:

- signalize and raise the intersection of No. 1 Road and Moncton Street; and
- improve pedestrian links between public parking sites and the Steveston Village core where required.

Given Council approval of the recommendations, staff would initiate the design process for No. 1 Road and Moncton St and present the proposed concept to Council for approval prior to submission of the project to the Capital Program process. Staff would also undertake discussions with SHA and the Gulf of Georgia Cannery regarding the potential of long-term leases for the use of parking lots administered by these agencies and report back for Council's approval on any resultant proposed agreements.

Long-Term Recommendations (beyond 5 years)

The timing of the conversion of bus layover areas upon establishment of an off-street bus exchange is uncertain as the project is within TransLink's control and subject to TransLink's capital program process. Staff would continue to work with TransLink on this matter.

Financial Impact

Staff propose that the recommended improvements to signalize and raise the intersection of No. 1 Road and Moncton Street, as well as improved pedestrian links between public parking sites and the Steveston Village core at a total estimated cost of $750,000 be funded from future City capital programs, subject to available funding. Currently, it is anticipated, however, that these improvements would not be considered as candidate projects until 2011 as the current Roads DCC funding projection for 2010 is not sufficient to fully fund these improvements. Accordingly, staff would seek Council's approval of funding for these improvements as part of future capital budget approval processes beginning in 2011.

With respect to the potential of long-term leases of the parking lots on Chatham Street, the Steveston Off-Street Parking Reserve Fund is an appropriate funding source for any associated lease costs. As of June 30, 2009, the balance of the Fund was $248,366. Staff would report back to Council for approval on any proposed agreement pertaining to this initiative.

Conclusion

Staff held an open house in June 2009 to present draft recommendations for traffic and parking improvements in the Steveston Village area. Upon analysis and review of the feedback, staff have developed a number of final recommendations for endorsement subject to Council's further consideration of the associated costs as part of the City's future capital and operating budget approval processes. The recommended improvements would play a key role in enhancing public safety, parking efficiency, traffic circulation, and would also support the objectives of the recently approved Steveston Village Conservation Program.

J Caravan

Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

Parking in Steveston Village
Open House - June 2009

Richmond

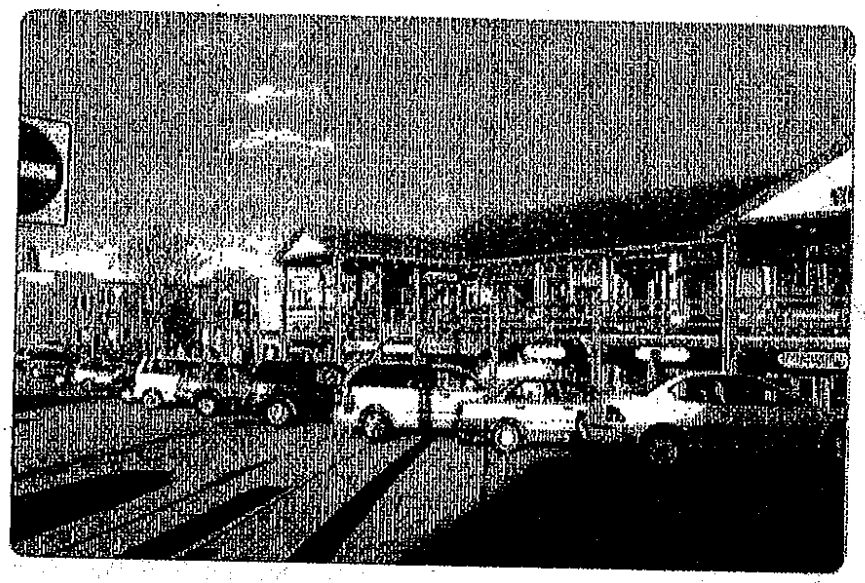
1

What Improvements Are Being Examined?

- Maximize efficiency of public parking for all users.
- Identify the need for any additional public parking.
- Improve public safety and traffic circulation..
- Funding strategies to improve public parking.

Past Public Feedback

- An open house was held July 2006 to present a number of parking ideas.
- A total of 138 people attended the open house and of these, 88 filled in a comment form.
- Over 75% of attendees were residents of Steveston.



June 2009 Open House

- Draft recommendations for parking improvements were developed based on the results of the July 2006 Open House questionnaires.
- These draft recommendations were endorsed by City Council for further public consultation.

The next several boards detail:

- The draft recommendation based on the responses received in July 2006;
- The responses received in July 2006 via the questionnaires; and
- The estimated cost of implementation and potential funding sources.

We'd Like Your Comments on the Draft Recommendations

Your opinions are important to us.
Continued community feedback is an important component when considering changes to public parking in Steveston Village.
Please fill out the questionnaire as you view the display boards.

2671388

Parking in Steveston Village
Open House - June 2009

Richmond

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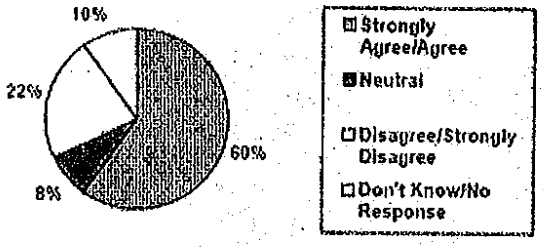
Draft Recommendation 1:
Undertake Planned Parking Improvements

- Designate parking in laneways
- Convert existing on-street bus layovers to new parking spaces with future off-street bus exchange
- Provide off-street public parking off Bayview Street east of No. 1 Road as part of new development

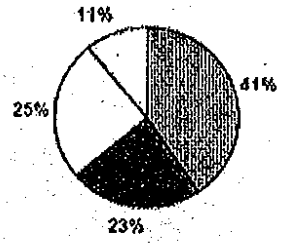
Estimated Costs	Potential Funding Sources
• Conversion of laneways: $25,000-$30,000 • Conversion of Bus Layover Areas: $1,000 • Off-Street Bus Exchange: responsibility of TransLink	• Steveston Off-Street Parking Reserve Fund • City's Capital Program

Results of 2006 Open House Feedback

Do You Support the Planned Improvements?



Do You Think More Public Parking is Required in Next 3 Years?



Buses on Chatham St

Parking in Steveston Village
Open House - June 2009

Richmond

3

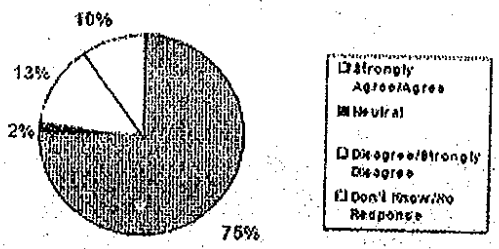
Draft Recommendation 2:
Leasing of Parking Sites & Pedestrian Connections

- Seek lease of existing public parking area on Chatham Street from Steveston Harbour Authority.
- Seek shared public use of Gulf of Georgia Cannery parking lot.
- Upgrade pedestrian links between major public parking facilities and the waterfront where required.
- Encourage use of existing long-term public parking lot at east end of Chatham Street for employee parking.

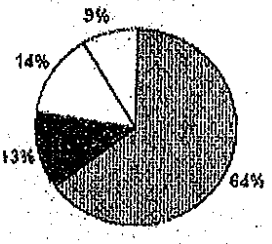
Estimated Costs	Potential Funding Sources
• Long-Term Leases: to be negotiated • Improve Pedestrian Links: $250,000	• Steveston Off-Street Parking Reserve Fund • City's Capital Program

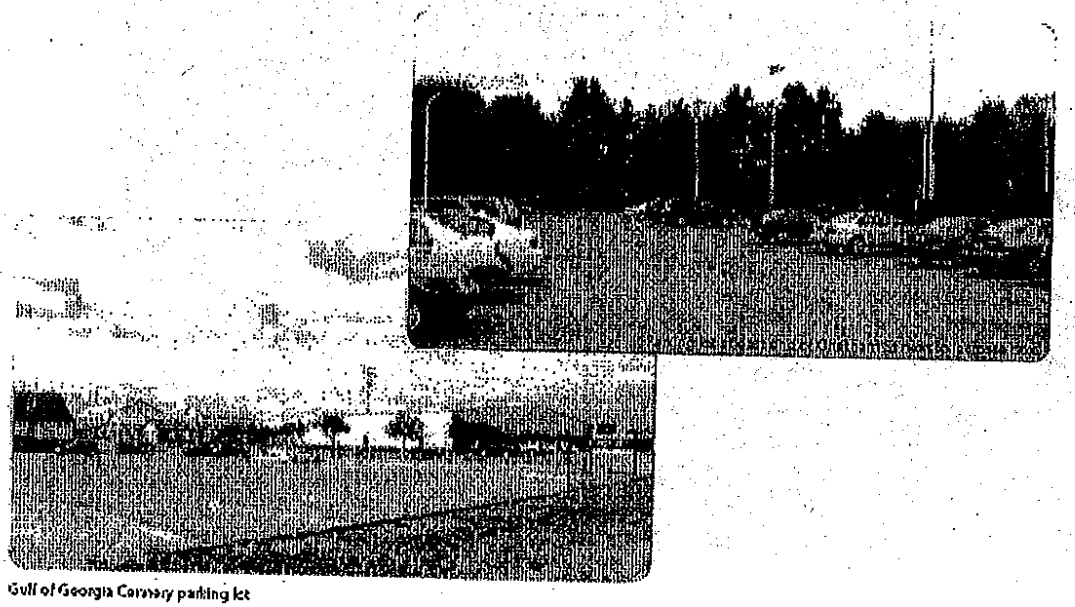
Results of 2006 Open House Feedback

Do You Support Leases of Parking Sites & Construction of Pedestrian Links?



Do You Support the Establishment of Designated Employee Parking?





Gulf of Georgia Cannery parking lot

Parking in Steveston Village
Open House - June 2009

Richmond

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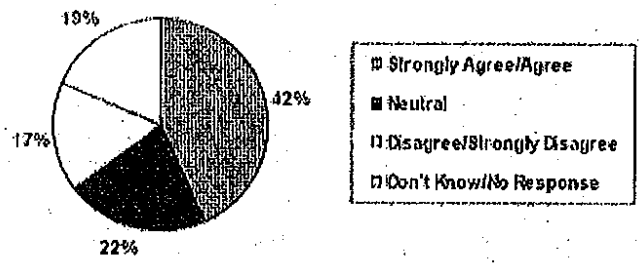
Draft Recommendation 3: Commercial Loading Zones

- For small-scale developments within Steveston Village core, examine the feasibility of shared on-street loading provisions as part of the development review.

Estimated Costs	Potential Funding Sources
• New Loading Signs: $300 per site	• City's Capital Program

Results of 2006 Open House Feedback

Do You Support Use of Streets & Lanes for Commercial Loading?



Street with loading zone

Parking in Steveston Village
Open House - June 2009

Richmond

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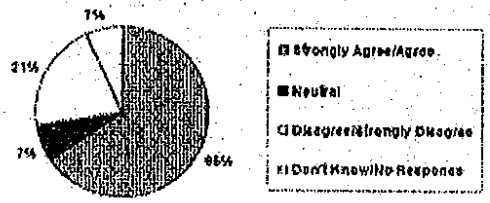
Draft Recommendation 4:
Tour Bus Loading Zone

- Establish a tour bus loading zone for pick up and drop off only within the Village core with the staging area to be outside the Village core.

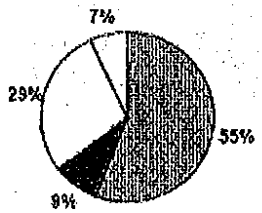
Estimated Costs	Potential Funding Sources
• New Parking Signs, $300 per site	• City's Capital Program

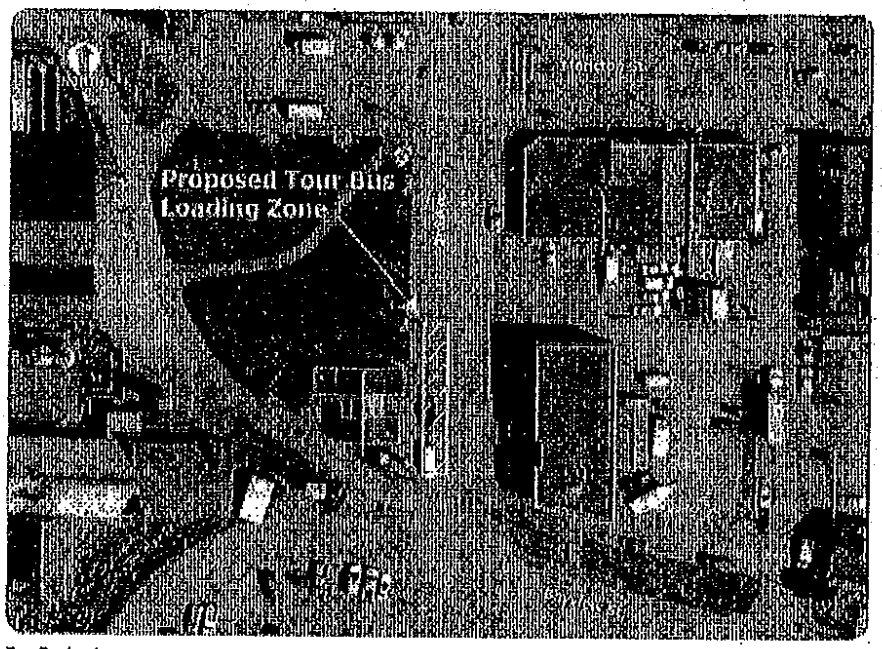
Results of 2006 Open House Feedback

Do You Support Need for Tour Bus Parking in Village Core?



Do You Support Proposed Location for Tour Bus Parking?





Tour Bus loading zone

Traffic in Steveston Village
Open House - June 2009

Richmond

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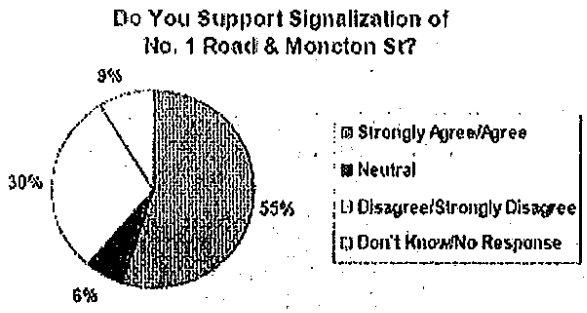
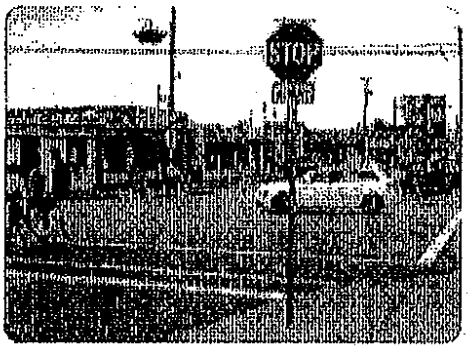
Draft Recommendation 5:
No. 1 Road and Moncton Street Intersection Improvements

- Signalize No. 1 Road and Moncton Street
- New pavement treatments including a raised intersection
- 30km speed limit throughout the Village core

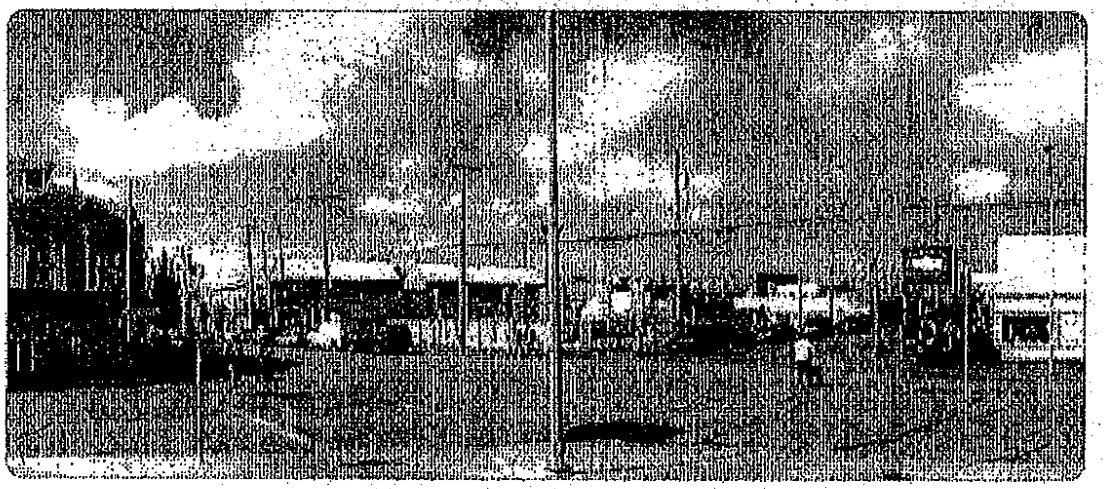
Results of 2006 Open House Feedback





Existing Intersection

The existing design intersection features 4-way stop signs and an overhead flashing red light. The City has received requests for improvements to the intersection to reduce the uncertainty of motorists and pedestrians as to who has the right-of-way.



EYE-LEVEL VIEW OF THE EXISTING INTERSECTION
(LOOKING SOUTHWEST FROM THE NORTHEAST CORNER)

Traffic in Steveston Village
Open House - June 2009

Richmond

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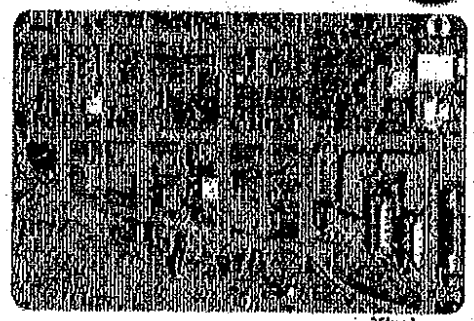
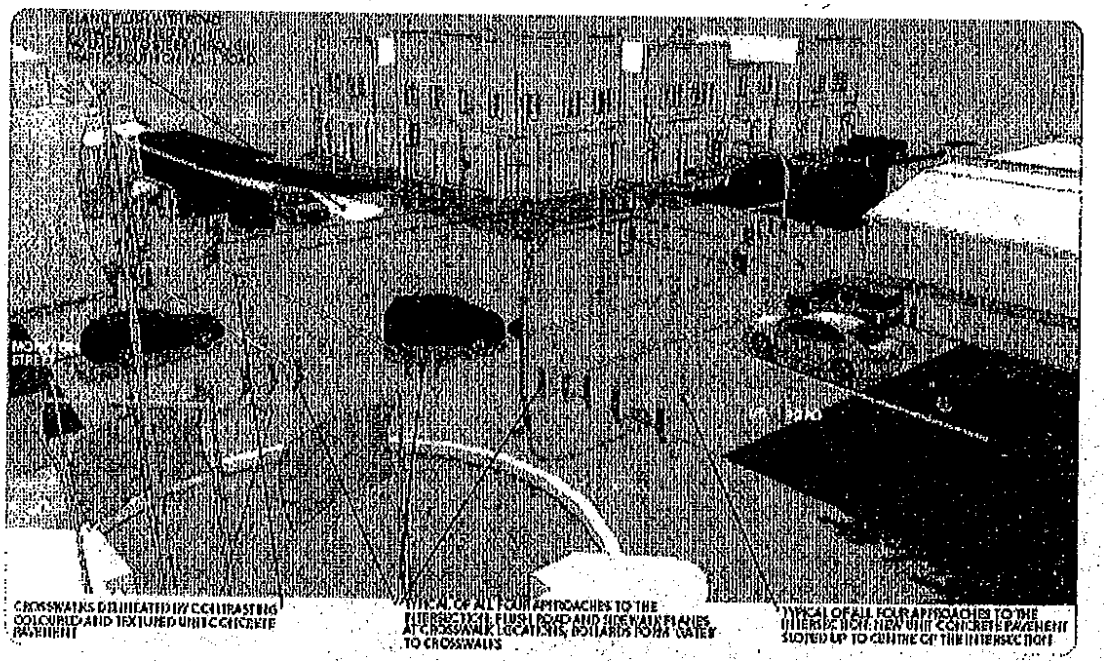
Draft Recommendation 5: No. 1 Road and Moncton Street Intersection Improvements

- New traffic signals to reduce uncertainty between motorists and pedestrians regarding right-of-way
- Discourage speeding through the intersection with traffic calming measures including a raised intersection and pavement treatments
- Introduction of 30km/hr speed limit in the Village core



30km/h zone



BIRD'S-EYE VIEW OF THE RECOMMENDED INTERSECTION DESIGN
(LOOKING SOUTHWEST FROM ABOVE NORTHEAST CORNER)

Pros	Cons
• Clarity of right-of-way for motorists and pedestrians	• Capital costs of approximately $500,000
• Improved vehicle and pedestrian flows during busy periods	• Vehicle and pedestrian delays during non-busy periods (as compared to status quo)
• Deter speeding at gateway entry into Village	• Requirement for increased enforcement
• Decreased travel speeds in the Village core	• Modifications may be perceived as inconsistent with Village atmosphere and Steveston Village Conservation Strategy
• Improved universal accessibility of intersection	

Estimated Costs	Potential Funding Sources
• New Signal & Intersection Treatments: $500,000	• City's Capital Program

Parking in Steveston Village
Open House - June 2009

Richmond

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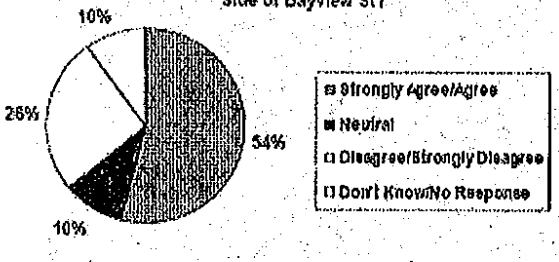
Draft Recommendation 6:
On-Street Angle Parking on North Side of Bayview Street

- Convert north side of Bayview Street between No. 1 Road and 3rd Avenue to create approximately 32 new on-street angle parking spaces.
- Introduce pay parking for these new parking stalls only.

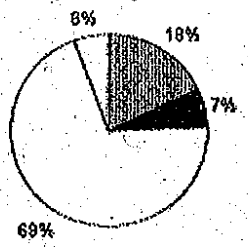
Estimated Costs	Potential Funding Sources
• $300,000	• Steveston Off-Street Parking Reserve Fund • Pay Parking estimated at $300,000/yr

Results of 2006 Open House Feedback

Do You Support Creation of Parking Spaces on North Side of Bayview St?



Do You Support Implementation of Pay Parking in Village Core?



Parking in Steveston Village
Open House - June 2009

Richmond

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Draft Recommendation 7:
Steveston Business Improvement Area (BIA)

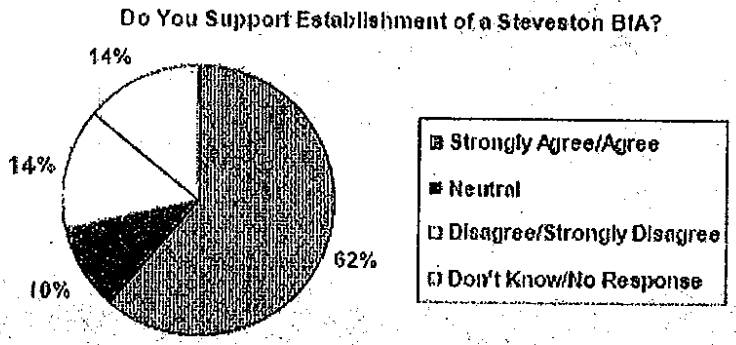
- City staff to explore the potential for establishing a Steveston Business Improvement Area with local business and property owners.

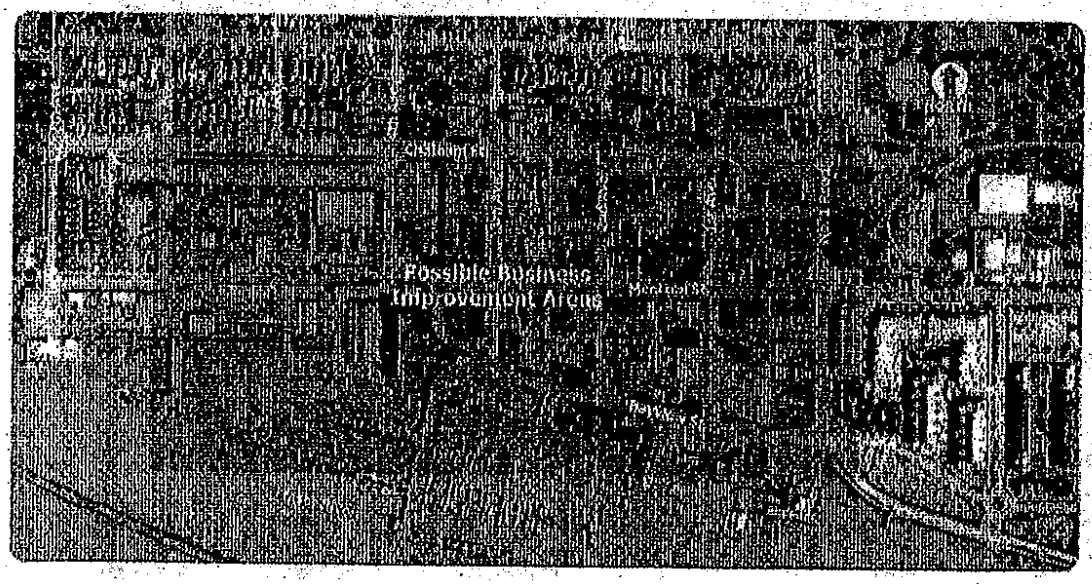
Estimated Revenues

Depends on:

- size of designated area and number of properties within the area; and
- method of determining the contribution, which is commonly assessment (mill rate (percentage) or frontage (fixed sum per linear foot frontage).

Results of 2006 Open House Feedback





Parking in Steveston Village
Open House - June 2009

Richmond

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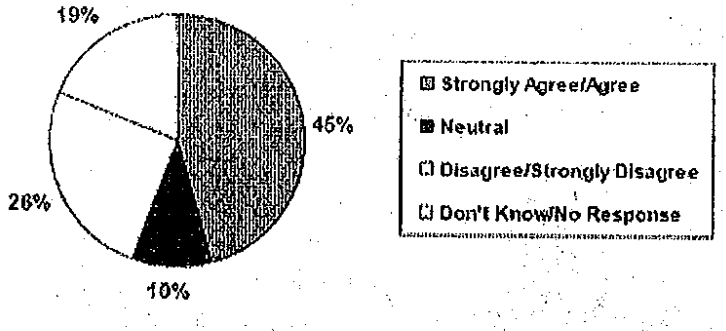
Draft Recommendation 8:
Pursue New Parkade

- Continue to monitor developments in the Steveston Village area to facilitate the construction of a joint development that incorporates public parking and is located outside the Village core.

Results of 2006 Open House Feedback

Do You Support New Parkade in the Long-Term (beyond 5 years)?



Parking in Steveston Village
Open House - June 2009

Richmond

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Preliminary Estimated Costs

Undertaking ALL of the draft recommendations presented here would cost around $1.1 million in capital funds. Potential revenue of $300,000 per year would be generated by the introduction of pay parking for the new 32 stalls on Bayview Street.

Preliminary Estimated Costs	
Conversion of Lanes	$25,000-$35,000
Conversion of Bus Layover Areas	$1,000
Long-Term Leases of Parking Sites	TBD
Pedestrian Links	$250,000
Tour Bus Parking/Loading	$300
No. 1 Rd-Moncton St Improvements	$500,000
Angle Parking on Bayview St	$300,000
Total	$1,100,000

Preliminary Estimated Revenues	
Pay Parking Revenue from 32 new stalls on Bayview Street	$300,000/yr

Potential Funding Sources

- Steveston Off-Street Parking Reserve Fund
- Pay Parking
- Steveston BIA Revenues
- City Capital Program
- Other Special Funding and Grant Initiatives

Next Steps

1. Compile and analyze feedback from this Open House.
2. Report back to Council on the final recommended parking improvements in Fall 2009.

Thank You for Your Input!

Please drop your completed questionnaire in the box provided at the Open House.

Steveston Traffic & Parking Draft Recommendations Open House Feedback Form

June 2009

Draft Recommendation 1 I support the planned public parking improvements. (Board 2)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 2 I support the leasing of parking sites & the upgrade of pedestrian links where required. (Board 3)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 3 I support the use of streets and laneways for commercial loading instead of within new private developments. (Board 4)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 4 I support the proposed location for the tour bus loading zone within the Steveston Village core. (Board 5)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Richmond

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Steveston Traffic & Parking Draft Recommendations Open House Feedback Form

June 2009

Draft Recommendation 5 — I support the improvements to the No. 1 Road and Moncton Street intersection (traffic signals and traffic calming) and a 30km/h speed limit in the Village core. (Boards 6 & 7)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 6 — I support new angle pay parking on the north side of Bayview St between No. 1 Road & 3rd Avenue. (Board 8)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 7 — I support the establishment of a Steveston Business Improvement Area. (Board 9)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Draft Recommendation 8 — I support a new parkade in the long-term (beyond 5 years from now). (Board 10)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure / Don't know
☐	☐	☐	☐	☐	☐

Comments: _____

_____

_____

Thank you for your input.

It will be considered when making final recommendations to City Council regarding future traffic and parking improvements in the Steveston Village area.

Please drop your completed feedback form in the box provided at the open house.

You may also fax it to 604-276-4063 or mail it by June 30, 2009 to:

City of Richmond, Transportation Division, 6911 No. 3 Road, Richmond, BC V6Y 2C1, Attn: Joan Caravan

2947186

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 1: Undertake planned public parking improvements.

- I agree provided the laneway parking is not designated 2 hours (nobody comes to Steveston for 2 hours). I strongly agree that these buses need to move – visibility is a nightmare, but there are no real feasible locations to relocate them.
- I agree laneways could be better utilized, bus layovers must be moved to a safer location – current location is a hazard – blocking view of oncoming traffic (2nd Ave & Chatham – south). Don't agree with public parking east of No. 1 Rd off Bayview.
- Agree, if off-street bus exchange can be located.
- Where would off-street bus exchange be located?
- Great plans – but where are the police when rules of traffic are broken?? Do I choose the car??
- I would like to see the plan implemented as soon as possible. The volume of visitors has greatly increased in the past several years.
- I think laneway parking is good.
- The parking situation at Thrift store in the old church – mayhem! Not enough explanation.
- The present arrangement is a death trap. Move bus tops to other side of 2nd Ave. Try driving along 2nd Ave over Chatham.
- Conditional on (a) where buses are moved to, as it is a hazard for driving where they are now at corner of 2nd & Chatham; (b) support.
- Much needed.
- Parking in laneways is a safety issue for vehicles and pedestrians.
- Good starting point.
- The overall parking situation in Steveston needs to be addressed & reflect the continued growth of the area & tourism.
- Need more parking in area.
- Too many people already drive around in circles looking for the perfect parking spot. More large off location lots are the only solution to the parking.
- Someone is going to get hurt if the buses continue to park & block street visibility entering Chatham. Designate a bus yard (loop?).
- It doesn't make sense to move the bus loop too far away from the centre of Steveston.
- Usually business owners and workers park in laneways, which is good, it keeps them off the streets for customers and tourists to use. Will support as long as it does not become pay parking.
- Layovers to be Garry Point or Railway & Moncton.
- Interim buses cut out for bus parking would make visibility clearer. Later put exchange closer to Garry Point.
- Too little information – where will a parkade be built? No parking in laneways, i.e., between Chatham & Moncton and Moncton & Bayview.
- There should be no parking allowed in laneways. There other two OK in principle but details lacking.
- No meters.
- What exactly is planned? Please specify further next time.
- I would like to see the buses moved from Chatham & 2nd Ave. There will be deaths as they have already caused serious accidents to pedestrians and cars because of sightlines.
- We need to get transit buses off Chatham St and Moncton St (right by community centre parking lot).
- Agree with laneway parking and off-street public parking. Strongly disagree with moving buses off the street. This is an end of the line stop not a major exchange. Having the buses stop in the village centre encourages the use of transit for those coming to do their shopping. Many more parking spaces will be lost by moving the buses to SHA property on Chatham than gained. Leave buses where they are put in directional (turn right only) signs at intersections as needed. The purpose of public transit is to bring people to the core. Re-instate the tram Brighouse to Steveston.
- Buses should not sit blocking vision. Definitely will need more parking.
- Very concerned about bus exchange on Chatham – will push weekend/craft fair parking into neighbourhood, high traffic issues (litter, petty crime, noise, etc). Laneways, etc is OK.
- No pay parking!
- As long as it isn't pay parking.
- Improve public transit access.
- Not pay parking.
- It is extremely important.
- More parking is definitely required due to the amount of new residents and also visitors.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 1: Undertake planned public parking improvements

- I don't think more parking is needed, but if it is to be expanded this is the least objectionable option.
- Please take into consideration the present impact of public parking in the residential streets near the business core. Presently very disturbing to residents.
- I agree with removing bus layovers on Chatham, but where do you propose to have a bus exchange that is conveniently located in Steveston? It is important that we don't discourage people from using buses to travel to and from Steveston.
- Steveston needs to have angled street parking with traffic flow "one way" through the village - Moncton, 3rd Ave, Bayview, No. 1 Rd north of Moncton.
- On the provision that there is no 2-hour parking and no pay parking.
- Generally yes. However the descriptions of Draft Recommendations 1 thru 5 were taken down before I had a chance to evaluate.
- Encourage transit, one-way, angled parking.
- I would like to see Steveston have a parkade or another parking area and have Bayview and Moncton pedestrian only. Chatham could have parking stalls
- Why wait until someone is seriously injured before this is done!!
- This is long overdue and needs to be completed before there is a serious injury or fatality. This is the entrance to Steveston and if we are keeping it as a Heritage area it should be controlled in an organized fashion.
- We are strongly against the buses parking on the north side of the road at Chatham & 2nd Ave. Visibility is non-existent when trying to go south through the intersection. The buses should be moved back at least 2 bus lengths back from the corner in order to see oncoming traffic going west. Major accident waiting to happen.
- These plans seem to depend upon use of federal property?
- I agree with the first two points but disagree with the creation of a major parking facility on Bayview east of #1 Road because this will encourage vehicular traffic right into the core waterfront area south of Moncton and along Bayview. I think we need to DISCOURAGE vehicular traffic in this area.
- I have another motive for changing the current bus layover areas to parking. I have found it extremely hazardous, with the limited visibility past the parked buses, to cross Chatham Street safely. I can see past parked cars more easily.
- I agree with most of the recommendations but I don't really see the point of the bus layover change. In order to do that another piece of land somewhere will have to be converted which basically defeats the purpose of freeing up land for the bus layovers. Plus, there are the extraneous costs of developing that land into a bus exchange. Additionally I honestly don't see that strong a need for more parking since closer to Garry Point along the same street as the bus layover area there's always tons of parking available.
- Not too crazy about busses stopping over in Steveston. Too much noise and exhaust.
- Laneway parking stalls should be appropriately spaced and painted.
- Waste of money.

Draft Recommendation 2: Leasing of parking sites & upgrade of pedestrian links

- First off, these two issues are completely unrelated and should not be on the same question. Aside from that, leasing a lot is an unsafe assumption and "upgrade" of pedestrian links is vague.
- No do not agree – do not agree with leasing/employee parking east end of Chatham – do not agree – employees working late into the evening should not have to walk to hidden location late at night (females & safety issues).
- Perhaps the Harbour Authority could be encouraged to operate public parking on its property.
- Leasing cannot be relied on, i.e., may not be able to renewed – development will be done based on leased areas but then leased areas may not be renewed at a later date. Then what?
- Not sure if pedestrian links need to be upgraded.
- The buses could be moved closer to the Park (Garry) and leave more room for cars.
- Provided a long term plan is in place for if the lease is not renewed.
- Do we need to spend so much on the links?
- Mandatory along with designation of Harbour Authority parking lot, which is 80% wasted.
- Where is parking for new construction at corner of One Rd & Moncton?
- If they are not using it – lease it if they permit.
- Essentially, these two proposals are already in place. The public already uses the G of G parking lot as a public lot.
- Leasing means the spaces are ensured available and will not be lost to development.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 2: Leasing of parking sites & upgrade of pedestrian links.

- Except the leasing from SHA sounds expensive.
- This should be #1. Without leases in place none of the other parking plans can come to fruition.
- The parking lot near the lacrosse box and the changes to the Legion means potential car/ pedestrian conflicts in this area. This area is a major pedestrian thoroughfare, with young kids, senior citizens and lots of pedestrians using it as a route to walk to Steveston. If you get ride of the tram barn, turn that area into a walkway, you remove the conflict. Get rid of the tram barn!
- Buy back Onni site and make a park & parking lot.
- What exactly is planned? Please specify further next time.
- But I question the sum of $250,000 for "pedestrian links."
- At least this won't require more paving.
- Already very crowded area; lots of noise for residents.
- No pay parking with possible exception of the proposed angle parking.
- Business people must make the sacrifice and park away from their businesses in order to provide spaces for customers.
- This is a double-barrelled question and should be two separate questions. What does upgrade pedestrian links mean?
- Harbour parking needs surfacing, etc.
- No parking on Bayview.
- Would prefer encouraging more transit use - Steveston is excellently served by buses and is ideal for cycling. (Also encourage enforcement of road rules for cyclists - no riding on sidewalks.)
- Also suggest paving the parking lot on the south side of Chatham. The gravel lot is generally in poor maintenance and gives a poor impression of the village.
- I think this is a good idea so long as the city leases the parking site and we don't get some horrible company like Impark in. I feel that with their presence things will be severely commercialized and only contribute to the degradation of the heritage aspect of Steveston, which makes it so appealing.
- Good idea...
- Long term provision of parking at lacrosse box should also include designated stalls for Steveston Community Centre/Steveston Pool employees and users.
- Waste of money.
- Definitely - if the land being used for public parking is not leased from the Harbour Authority, it is vulnerable to being lost (leased by someone else for another use).

Draft Recommendation 3: Use of streets and laneways for commercial loading.

- There are already loading zones on the street and they seem to function well, but I think the laneways should be kept for parking.
- Perhaps look at commercial loading during "off peak" hours – before 9am, after 6pm.
- Private developments should be self sufficient, i.e., supply their own loading areas etc. Public parking areas should be for the public.
- Back street loading is necessary – use it as much as possible. Improve these roads (back alleys).
- If it pulls commercial off the main street then yes I support the recommendation but ALL commercial would have to comply.
- I think laneway loading would be best.
- Provided that they are used more on off hours and not on busy days (planning).
- Provided the loading is restricted to certain non-prime hours.
- Use Harbour Authority lot as well & Cannery office lot. Stupid lost space at each intersection needs to be reclaimed where parking terminates short of end. Some stupid bureaucratic is wasting useable space.
- I believe laneways only for commercial loading.
- It would be helpful to have some organized unloading in the Village. The lanes are used by illegal parking.
- This is beneficial for those who live in the area.
- Smaller trucks in Village.
- Businesses must be able to continue to operate – commercial loading is a critical part of this.
- Commercial laneways are needed for offloading. I have had more arguments and confrontation with people who pull up behind commercial trucks and start honking for them to move.
- At the same time, limit the size of delivery trucks. For example, the McDonalds 18-wheeler should be a 2-ton.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 3: Use of streets and laneways for commercial loading:

- Within new private ones, give them the responsibility to arrange off hour loading or built-in loading at back, at their discretion.
- Reduce size of allowable trucks into Village.
- Streets & laneways belong to the people, it's public lane that you're handing over to commercial interests.
- Set off-hour times for loading zones particularly Rod's Building Supply, which blocks ½ a block from Moncton & Chatham at times.
- Do not agree with increased no. of loading zones. But agree with sharing of existing ones. Enforce road blockage rules due to loading namely Rod's Bldg Supply, Super Grocer, Tapanade restaurant.
- The appliance store and the Building Supply store have loading zones and <u>still</u> block traffic on the adjacent north/south streets.
- Laneways only for commercial loading.
- Seems reasonable and not too intrusive to the community.
- Commercial vehicles are now parking on the travelled roadways making unsafe for the travelling public.
- Residents should allow a certain amount of commercial parking. Too much build-up in Steveston, completely spoiling the ambiance of the Village.
- Private development keeps the noise level down comparing to business and commercial loading.
- Yes – these spots on private developments would be better used for parking.
- My property – the loading zone is the only area for loading & unloading from lower courtyard.
- The loading zones on the streets seem to currently work. However for use of laneways, early hour morning deliveries (e.g., before 11am) and evening deliveries (after 8pm) and no weekends (or simply, no peak hours). If there are laneway deliveries, it will block parking and traffic flow.
- During certain hours (6am to 10 am and 6pm to 10pm).
- Too congested and confusing to have big trucks loading/unloading on streets and lanes. Offsite commercial loading should be a requirement of new development. Loading/unloading times should be regulated to off-peak hours, e.g., early morning.
- Will take away from street parking. Loading zones are okay, but for use by everyone, not only commercial users.
- It depends upon the width of the laneways and traffic volumes. If a delivery is being made will other traffic be able to navigate past safely? Which laneways will be used for passenger vehicle parking and which will be used for commercial loading? Important to distinguish the different areas with signage etc.
- If you're going to implement commercial loading zones, put the time period that the sign is in effect. It doesn't need to be a loading zone 24/7.

Draft Recommendation 4: Proposed tour bus loading zone location:

- That corner is bad enough as it is – designating a drop off location for absent-minded tourists to swarm across the street is a terrible idea – make the unloading area on Chatham St west of 3rd Ave.
- Strongly disagree – poor location, not enough room to accommodate growing # of buses. Bayview should not be used for buses at all – too dangerous & not enough room for cars & pedestrians. Should drop off outside core – use G of G parking lot for drop off & pick up.
- Seems like a reasonable idea.
- Yes there should be a designated tour bus parking area.
- All tour buses should unload by the Gulf of Georgia Cannery where there is room & it's near to the Cannery, Tourist Info and bathrooms. This is very important!
- This is a good core location for tour bus loading. Public washrooms, etc.
- I think a bus zone further back would be better. This location is at a park and washroom and would get congested with groups waiting for pick up. And as a local, I use this area for parking often.
- Good idea.
- Great idea - as long as we use Bayview effectively.
- Use Harbour Authority lot – not on road!!
- Should be off Chatham.
- Tourism in Steveston is growing continually and designated bus area is ideal. The site by the washrooms and tourist info centre is ideal.
- Much safer than the current location. Also allows one to walk into the village without the smells associated with the buses.
- Loading & drop off only.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 4: Proposed tour bus loading zone location.

- A perfect spot for this.
- Tour buses are huge. Maybe with a size restriction, and 1-minute idle time so as not to bother people and air quality considerations.
- Something should be done to accommodate all buses.
- Good idea in general – this way be safer for tourists/visitors and local traffic alike.
- Right in front of the visitors centre is very logical.
- Very important.
- Why have a huge ill-smelling vehicle drive through the Village? Park them at No. 1 Rd and Chatham.
- The loading zone will require the tour buses to exit via Bayview where we don't need large buses. Have the tour bus loading zone on 3rd Ave on the east side, north of Moncton (opposite the hotel). Buses can exit on Chatham.
- How many buses can be accommodated in this spot?
- Where is the staging area? Not on local roads!!
- This will be a great improvement.
- I would like to see tour bus loading zone be located in parking lot across from the Steveston Community Centre not in the Village.
- While the space is beside the Tourist Centre it would be better to park along Chatham street to allow the passengers to want through the Village and not just head to Bayview Street.
- Put it out on Chatham, near existing public transit bus exchange, if you're going to put it anywhere... otherwise you're preventing a lot of parking spots for cars to use.
- Buses should approach from Chatham - I don't want to see buses stuck in traffic along Moncton in the core of the village.
- I agree with this measure though I am somewhat hesitant about where this 'off-site' staging area will be exactly.
- Has to be somewhere....
- From the indicated diagram it appears that the bus loading zone would disrupt traffic circulation, as there does not appear to be enough lane width for other vehicles to pass. Tour buses also contain pedestrians, which typically spill out onto the road and could potentially cross directly in front of oncoming traffic as the bus itself creates a blind spot. I support tour bus parking however a pullout location would be advisable.
- Keep all the bus tour loading zones down by the Cannery. Other zones by the end of Chatham St.
- Having a convenient location, as proposed, for loading and unloading of tour busses would be great. They then wouldn't be taking up multiple spaces, as they presently do, but then there should be an area for them to park outside the village when they aren't loading or unloading.

Draft Recommendation 5: Signalize and raise the intersection of No. 1 Rd & Moncton St and implement a 30 km/h speed limit in Village.

- One way would be good with angled parking down Moncton and back along Bayview.
- This intersection is chaotic and unorganized with the amount of traffic on a busy day there is little room for speeding anyways. Signalizing this intersection would provide safety for drivers and pedestrians.
- I think traffic should go 1 way, west on Moncton turning south up 3rd Ave and east along Bayview with angle parking where possible.
- No. 1 Rd from Moncton to Bayview should be closed to traffic or at least be one-way preferably from Bayview to Moncton.
- I would also like to see a "speed hump" ½ a block or so back from the intersection (on each approach road: No. 1 & Moncton) to discourage motorists from speeding to "make the light."
- No. 1 & Moncton is a nightmare – the worst part of Steveston – lights and a speed limit would help – put the 30 km zone in by the community centre too.
- Providing that specific measures are taken to slow the traffic. We don't want cars passing through the intersection on a green light at 50 km/hr.
- Very reasonable recommendation given how busy it is.
- Steveston Village should be for and about people not cars. It is consistent with the nature of a "village" to negotiate entry, not speeding in. Do the 30 km/h limit.
- Static traffic lights are an absolute must, for drivers as well as pedestrians. It is a very busy corner, and it will allow cars & pedestrians to cross safely.
- Also re-do pedestrian ramps for strollers & wheelchairs (i.e., all directions on each corner).
- Should have been done a long time ago.
- A traffic light – very important – please before someone – a child? – is killed. Already 4 years overdue at least.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 5: Signalize and raise the intersection of No. 1 Rd & Moncton St and implement a 30 km/h speed limit in Village.

- Red & green &/or turn arrows. Not push walk signal. No raised road for cars near No. 1 Rd & Moncton St.
- All in all we need traffic lights at this intersection with posted 30 km/hr speed limits I agree to. Raised intersection what for, why or the cost. Traffic lights #1 priority before someone gets killed.
- Don't encourage more traffic into the core. "Pedestrian priority over cars."
- Dangerous intersection for cars & pedestrians.
- A traffic light must be installed!! This intersection is dangerous. But disagree to raised intersection – not necessary.
- Strongly agree for traffic light but strongly disagree to raised intersection.
- Just a regular lights type of intersection with pedestrian cross "walk" signs. No raised intersection – too expensive.
- An all-direction red and all-direction green, as previously used in Vancouver, would be most efficient for pedestrians. Keep intersection as is – more confusing when cars & sidewalks at same level.
- A traffic light is needed! I was hit by a truck while in the crosswalk at this intersection. A regular traffic light is sufficient & I don't see the need for a traffic calmer.
- I want light, full traffic lights & 30 km/h is fine but there is no need for raised intersection. Just enforce speed limit like every other street.
- I am not sure if raising the intersection is necessary. Another suggestion for the signal traffic: why not allowing all pedestrians to cross at some time, like in Hong Kong? Otherwise: please improve soon before someone is killed there in an accident.
- Make Moncton St one-way going west or close it to traffic for pedestrian use only, it works in Europe & Ottawa.
- Two intersections in London, ON and Brisbane, AU use a diagonal crosswalk. While all pedestrian signs signal "Don't Walk", the vehicular traffic flows north-south, then east-west. Then all vehicle signals go red while all pedestrian signal switch to "Walk."
- Use a pedestrian scramble.
- This intersection needs a regular traffic light. No traffic calming.
- A traffic light is a must. No speed bump/traffic calmer. Time to grow up! In 2006 your survey approved 55% for a traffic light- what have you done?
- I still prefer the 4-way stop but since the City installed the light at No. 1 Rd & Chatham St, people expect that they've already arrived at the main intersection, so I guess there's no turning back. Start slowing people down at Steveston Hwy & No. 1 Rd – they're going 80 km/hr!
- Strongly agree needs a signal and speed deterrents.
- Do this first!
- I would like to see consideration of a timed signal to allow only pedestrian crossing in rotation with the lights. Very concerned about how we might lost the 'Village' heritage look by raising intersection & placing City light at entrance.
- Lights needed for cars & bikes & people.
- Has to be done for both vehicles and pedestrians and for safety. Nobody in Richmond knows four-way procedure.
- I can only support this if speed reduction elements (humps) are included on Moncton St west of No. 1 Rd and No. 1 Rd south of Moncton St.
- Must be!!
- That intersection is scary! Must segregate people from vehicles.
- Definitely traffic lights.
- Traffic calming is not necessary. Crosswalk lights are needed.
- These signals are required before someone gets killed or severely injured. This is the worst intersection in any tourist area in the lower mainland.
- It doesn't matter what it costs nor that that 'historic/conservation' folk get themselves in a knot – move on with the times. This will save someone's life and you can't put a price on that.
- Yes! About time!
- A walk light se cars and people have chance to get across.
- Not sure about traffic lights as in the winter we do not need them. However, as long as they are weight-sensitive for the greater good OK. Traffic calming with narrowed lane OK. Lights need to react to bicycles.
- The existing system is definitely not working. A traffic signal, magnetic traffic readers and pedestrian button would work well. Include traffic calmer in the intersection.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 5: Signalize and raise the intersection of No. 1 Rd & Moncton St and implement a 30 km/h speed limit in Village.

- With pedestrian control button please along with load cells.
- Eliminate 'island' concept. Use ped signals only & 4-way stop. No speed limit required. No speed bumps – this city doesn't know how to use them.
- Except it may cause drivers to speed through the yellow lights causing danger.
- The 4-way stop and free pedestrian crossing today is insane. How about a pedestrian "scramble" crossing – timing can be adjusted as needed.
- Traffic signals & 30 km/h speed limit OK. Forget the traffic calming!
- Must have the raised speed humps as part of it to avoid yellow light runners.
- 4-way flashing red makes everyone stops and look and think. Red, yellow & green will make people race to make light – 15 years of observation. Not enough info provided.
- I think that intersection needs pedestrian lights but a big light will changes the look/feel of Steveston. Couldn't there be a combination of pedestrian light and 4-way stop.
- Much needed and long overdue.
- A traffic light at No. 1 Rd & Moncton St is badly needed for safety reasons!!
- We need a pedestrian control light at No. 1 Rd & Moncton St soon or install a traffic light as at No. 1 Rd & Chatham St.
- Strongly agree to traffic signal. Strongly disagree to raised intersection & reduced speed limit.
- A red/green traffic light would really back things up along No. 1 Rd north to Chatham St. The Steveston area (No. 1 Rd from Garry St south) & Moncton St should be 30 km/h and strongly enforced.
- Would like the 30 km/h speed limit in front of whole community centre. Not certain why sidewalks are at same grade as road – looks more dangerous. Big yes to lights!!
- I would like to see pedestrian traffic control – Ketchikan, AL does this when the cruise ships are in town & hundreds of people impede the flow of traffic. Pedestrians are stopped – traffic flows through then pedestrians allowed to cross. Done by human traffic control officers at peak times.
- This intersection has been a nightmare for years – it needs a major overhaul.
- The only problem at that intersection is people. The 4-way stop for cars is fine. Put in a walk signal that only allows people to cross any direction every 45 or 60 seconds.
- This was highly overdue.
- Also improve lighting at all four corners. Install lighting using the traffic signal poles to illuminate pedestrians.
- This intersection is dangerous! As a resident of Broadway St, I avoid this intersection at all costs, especially weekends.
- Or a roundabout with pedestrian crosswalk lights.
- If we have to have cars in the core then traffic lights are an absolute necessity. It is a nightmare on the weekends with the 4-way stop system we have right now.
- Something has to be done with this corner and your suggestions seem to make sense.
- I agree with the decrease in speed limits and traffic calming measures. However, I believe a traffic signal system would make the intersection less safe and would cause traffic to "back" up and cause a greater problem. A domino effect of traffic problems would then be created at other intersections and crosswalks nearby. Moreover, people will go through both "stale" yellow and red lights at greater speeds, which I believe, will increase the amount of serious injuries to both pedestrians and car passengers in the event of an accident. At least now all cars start from a stop position so that when they enter the intersection they are going at a very slow speed.
- 1. I strongly disagree with traffic signal - costly and incompatible with village character. (Vehicles aren't the problem at the 4-way stop - it is the pedestrians who step into traffic without paying attention or regard to rules of the road. I speak as a pedestrian, motorist, and cyclist.) 2. I agree with 30 km speed limit in the core. 3. I recommend a 1-way system: westbound only on Moncton from No 1 Road and eastbound only on Bayview. This would simplify the 4-way stop. 4. Or for weekends, designate Moncton a pedestrian zone - creating a fair similar to the lively and popular car-free days in Vancouver. Merchants can spill their shops into the sidewalks, entertainers and non-profits can set up on the street, and visitors can spend their way down the street unimpeded by cars.
- Please, it's about time! Someone is going to be killed one of these days. Everyone loses track of who is next to go because of the high volume of pedestrians, etc.
- Surely drivers and pedestrians can manage a four way stop. Traffic signals would take away from the heritage look.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 5: Signalize and raise the intersection of No. 1 Rd & Moncton St and implement a 30 km/h speed limit in Village.

- I support the traffic calming strategy for the intersection and I STRONGLY SUPPORT THE 30 KM/H SPEED LIMIT, but I do NOT support a regular traffic light for several reasons; a. the four-way stop procedure slows traffic in this area because everyone has to stop; b. congestion at this intersection discourages people from driving into this core area and that is a good thing; c. a regular traffic light causes drivers to speed up so as to get through a 'stale' green light, and 'gunning' it through an amber light and I think we will have collisions between vehicles and between vehicles and pedestrians/cyclists if there is a regular traffic light installed here.
- I can agree with traffic calming and speed limit reduction. However, I believe that the "cons" are right. The present 4 way stop is the best option for the intersection. Any good driver (and responsible pedestrians) would know the legal right-of-way. I suspect that poor drivers would use a regular traffic signal to speed up to catch the green light, which would be more dangerous in this relatively confined area (although I suppose the raised intersection idea would help reduce this tendency).
- Putting a traffic light at No. 1 Rd and Moncton would be a HUGE mistake. Even with traffic calming measures, people would speed up when seeing a green light. The light would only help for the pedestrian's sake. With a traffic light, cars would be lined up a lot worse than now. This would just frustrate the drivers. At least now with the 4 way stop, some cars are always moving. The problem right now seems to be the walkers. They go across even when the cars are moving forcing cars to stop 1/2 way through the intersection. I am both a driver and a pedestrian and live in the village. I'm very familiar with what both the drivers and pedestrians do. Leaving the 4 way stop with signage and education for pedestrians would be best. Don't spoil the village for the long time residents. We have seen the changes. We know best. We do our business in the village (banking, doctors, etc.) so it should be up to us to have our say - not city staff who probably don't live anywhere near Steveston.
- If they do not know how to tell right of way, they should go back to driving school! Traffic is under 30KM on busy days in any case and the cost of a traffic light is not necessary and is expensive.
- Quick signals only (i.e., they're green for only 5 seconds) so it mimics existing 4-way stop procedure, but is less confusing for drivers who do not understand how the 4-way stop procedure works. With respect to pedestrians, they MUST hit a button to indicate their intention to cross. This will put them in a priority queue for a "safe to walk" signal for the direction they wish to travel. I think the raised intersection is a bit of a gimmick and could lead to unnecessary expense. I give my strong support for 30km/h village core speed limit.
- For the safety of pedestrians, this is crucial. It should have been done years ago, and should not be delayed for the sake of any of the other proposals.
- There is too much confusion amongst pedestrians, cyclists and drivers as to who is to cross when esp. in the summer time when it is very busy. This current model is inefficient and is an accident waiting to happen. I would hate for someone's child, sister, father or other relative to die when crossing the street at this location for council to finally take action and make these suggested improvements.
- I feel that traffic signals are very expensive, not in line with the conservation of Steveston and there is another pedestrian driven traffic light at the preceding intersection near the Coast Capital. I think this will cause severe backup to have 2 lights so close together plus some very busy businesses.
- Bad idea, I would like to see more of a Granville Island feel to my town. If you put lights here, no matter what you do to the rest of the intersection, people will speed right into the village! Very bad idea. I want to see only 2 lanes in each direction, with pedestrian peninsulas to make it easier to cross the street. The only time it would back up traffic is on Sunny Saturday. More effort must be made to park cars off Chatham and make people walk to the docks. Don't put lights at Moncton and 1 Rd!!!! Bad bad bad bad idea!!!
- I like the fact that the existing 4-way stop forces all traffic to come to a stop at the entrance to the village. I am concerned that traffic signals will not have this effect. I support the low speed limit but I am unsure about the signalization of the intersection. Also the 4 way stop contributes to the village atmosphere.
- Strongly agree with signalization of the intersection. Also have the following comments: Bollards permeable to pedestrian traffic - vehicles making turning movements at the intersection will be susceptible to pedestrians - perhaps young children stepping into crosswalks between bollard structures. Depending on size of bollards may also create additional blind spots. Recommended- review of permeable railing to address this issue. Recommended- pedestrian signal activation on automatic timer not push button. Similar to downtown Vancouver as volume of pedestrians at this intersection is often quite high. 40 km/h speed limit might be more appropriate (similar to school zones). This is also the speed people tend to drive when the village is busy with parked vehicles and pedestrians.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 5: Signalize and raise the intersection of No. 1 Rd & Moncton St and implement a 30 km/h speed limit in Village.

- 30km/h speed limit is a good suggestion, but a signal will now actually give the right-of-way to vehicles on a green light, which will increase speeds through the intersection and the entry into the village. 4-way stop maintains the pedestrian feel and requires all cars to stop, slowing traffic down, and maintains slow speeds through the intersection. I use this intersection everyday to come to and from my home. The average wait is less than 4 cars. A few days of the year during the warmer months (i.e., Saturday during the summer) there will be delays heading south on No 1. These delays are good - as said above, slows traffic, and gives more freedom to the pedestrian at what can be a busy intersection a few times out of the year. The purpose of a signal is to move traffic efficiently through an intersection, which I believe contradicts the nature of Steveston with creating more pedestrian links. I don't think in Steveston that priorities should be place of facilitating higher volume counts of a vehicle through an intersection. If one lives in the area and does not like it when there is bottleneck, there are many alternate routes to take.
- The solution to this intersection is simple. Make Moncton a one way street from #1 Road to the Gulf of Georgia Cannery (3rd St.?). This will eliminate the left turns northbound off of Moncton, as is the case presently for eastbound cars. Install a left turn signal to proceed east bound on Moncton from # 1 Rd and then a right turn lane from Moncton onto # 1Rd when travelling West on Moncton. If you just put in a set of traffic lights it will continue to be unworkable.
- To do our part to green the planet and to reclaim for pedestrians areas now dominated by cars, I'd like to see Moncton from #1 west close to traffic. Car-free days are becoming popular and are needed to cut car use.
- Unfortunately this change would take away a bit of the village character that we love. Yet safety is important and a signal would help. However traffic calming ... well that could be accomplished by a signalized intersection and enforcement.

Draft Recommendation 6: New angle pay parking on north side of Bayview St.

- Will Bayview be one-way? Still parking on south side of Bayview?
- This would be a plus, yet I do not support pay parking. Enforcement will cost more in the long-term.
- No pay parking in Steveston! This will be only the beginning of more pay parking if approved. I support angled parking but not paid parking.
- As long as the designated parking areas remain the same & do not encroach on my development – 12440 2nd Ave. (I have a registered covenant to use the easement to the sidewalk).
- On Bayview between No. 1 Rd should have 3-hour limit. On weekends cars park from 7 am to 4 pm taking their ice boxes to go charter fishing.
- Consider limiting parking to 2 or a max of 3 hrs on Bayview west of No. 1 Rd. At present especially on weekends vehicles are parked from 7 am to 5 pm while off fishing.
- Have hourly prices though – up to 3 hours. Seasonal rates as well.
- I live on Bayview St & there is never any parking for friends in front our apartment to park.
- Consider New Westminster's angle parking plan of backing into the angled parking spot. Consider some one-way streets (parts of Bayview or Moncton perhaps). Consider some pedestrian-only malls on parts of Bayview & Moncton.
- This is a disgraceful idea. No more paving of the Village. This will make the Village feel like a Wal-Mart.
- We have fought against pay parking in Steveston for years note that 70% voted it down last time. This is the thin edge of the wedge. No to pay parking!
- Encourage people to walk a little.
- Hate the idea of meters in Steveston. Not in public spirit.
- No pay parking!
- No pay parking.
- Agree to extra parking but disagree with pay parking. Pay parking on Bayview will send people to community centre lots, which should be for community centre and library activities.
- Keep the green space.
- Not at the expense of the green space.
- There seems to be enough parking in Steveston. Bayview should rather be traffic calmed due to the many pedestrians, especially during summer.
- Plus make Bayview one-way westbound. Plus make Moncton pedestrian mall (no motorized vehicles).
- Also one-way on Bayview.
- On the understanding existing parking will remain.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 6: New angle pay parking on north side of Bayview St.

- Would you remove parking from the south side of Bayview? Should Bayview be made a one-way street from Moncton?
- Agree with angle parking but strongly disagree with pay parking. Absolutely no pay parking.
- Only if it is still safe for cyclists.
- Need to do this everywhere possible. All new developments with mandatory angle plus lane angle as well. No pay and revisit paying in 5 years.
- Could cause problems as car back out onto Bayview, but OK.
- I wonder if we should have a pedestrian only zone?
- I approve of pay parking but not sure about using Bayview north for parking.
- Angle parking will be accident-prone.
- Reversing out of parking stalls on a busy street – recipe for disaster.
- I would sooner see a sidewalk.
- Would maximize the amount of parking on Bayview & might be worth considering meters.
- As long as there are sufficient pedestrian walkways.
- Not paid OK. If paid, I disagree as it will negatively affect businesses.
- I think the angle parking is good, but not sure why it should be pay parking.
- If parking lots can be utilized, it would provide additional parking without added on-street congestion.
- Agree with parking stalls but strongly disagree with pay parking anywhere in Steveston.
- No paid parking. There are other ways to deal with this problem.
- I don't drive but will angle parking tend to hinder the flow of traffic?
- Strongly agree for more parking but don't want pay parking.
- I support angle parking along N/S Bayview but no pay parking fees. We want our visitors to stay in Steveston for as long as they want and not be chased away because of pay parking.
- OK for moneymaker.
- No – I support angle parking wherever possible – no pay parking.
- Angled parking is a great idea; pay parking would be suicide.
- This does not state that this will be pay parking.
- However, if fees are reasonable in 5-minute increments, I'd accept it.
- No additional parking on Bayview. No parking at all. It would be a nightmare for residents. Do not encourage increased traffic on residential streets or in village.
- If we have to have cars in Steveston core then this would be fine
- Good way to pay for the improvements now and in the future.
- Have you considered the back-in angle parking that New Westminster has adopted?
- I think all parking along Bayview St. in this area should be elimnated and this part of Bayview should be converted into a pedestrian/cycling mall (no motorized vehicles of any sort).
- No pay parking for tourists/residents of Steveston. Stupid idea.
- NO PAY Parking in Steveston please!
- I would not like to see Steveston going the route of the White Rock beach area as far as pay parking is involved. It just seems to be a big cash grab and deters people from stopping for groceries or coffee or just to look around for a bit.
- No pay parking.
- Yes, there should be a time limit for visitors to the village. Sometimes residents who need to do business here (shop for food, banking, etc) cannot find a spot when they need to.
- I would like to see discounted or free parking for hybrids and smart cars if this draft is accepted.
- Not too happy with this proposal, but the revenues can pay for the other proposed improvements.
- I agree that Steveston needs more parking especially in the summer time. However, I am concerned about the implications of pay parking in this area: will there be patrols to enforce the pay parking, will this be the start of pay parking for all of Steveston, what will the cost be, coin operated or credit card operated, will there be different summer and winter rates, etc. Is there any chance that new parking spots can be created on the south side of Bayview St. between No. 1 and 3rd Avenue (between Blenz coffee and the Seafood restaurants)? What about parking in the fenced off gas station area? Is that federal property? Can the city of Richmond acquire it and make additional parking there and extend the boardwalk? The boardwalk on the water is currently disjointed and needs to be joined for a more pleasurable walking experience.

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Additional Individual Comments by Some Respondents

Draft Recommendation 6: New angle pay parking on north side of Bayview St.

- While the additional parking would be helpful, part of the charm of Steveston is that you do NOT have to pay for parking and this encourages visitors. We should NOT put in parking meters as this opens the door for more down the road.
- I disagree because I don't like the idea of pay parking in Steveston at all. I think this is ridiculous because most tourists aren't going to think to go to this lot and just park in the pre-existing spots.
- Now you're talking!!! Make it all pay parking in the village (lanes too), except in the lots off of Chatham. Parking could be free if you walk in! If you want to park close, pay up!
- I support angled parking however pay parking already exists beneath already completed phase of ONNI development (Starbucks) and is seldom used. I would support pay parking if it was removed following reimbursement for the cost of the improvements.
- People backing out create havoc and accidents. City planners should know this does not work...Period!
- Make sure wheelchair accessible ones near Steveston Landing Bayview entrance. I also somewhat support pay parking within the village core.
- Free yes, pay no!

Draft Recommendation 7: Establish a Steveston Business Improvement Area.

- Definitely. It should coincide however with the historic preservation – keeping the character of Steveston Village that people value.
- I am not a business owner, so I am not sure and would want to follow what the business owners decide (whatever is best for them).
- I have already spent over $400,000 in payments in lieu of parking. To tax me again would be double dipping. My property also has two frontages.
- Businesses should be consulted.
- It is already extremely busy with existing businesses.
- This appeared to have some support years ago (ad for business association).
- Not needed. Seems like a revenue grab to me.
- May end up 'sterilizing' the quaint look & charm of Steveston, different styles, etc. It could end up soulless like Robson St.
- Our small merchants pay high rents – I don't think they need another level of taxation.
- Small businesses already have to struggle here, this will just increase rent/lease rates again.
- Use mill rate for assessments.
- Not convinced of the benefits. I'm still getting over Steveston being absorbed by Richmond.
- Businesses should not have to pay for everyone else's enjoyment.
- The businesses in the BIA should not be forced to pay for things, which are or should be provided.
- Businesses in Steveston don't get along at the best of times – trying to implement a BIA is not likely to work.
- Steveston by design.
- Looks like an additional tax on businesses that can barely break even now.
- Unclear how this will benefit someone who lives in the area.
- Need further info on this and what are the benefits to me as resident of Steveston.
- It will be interesting to see the level of interest from the business community. A voice representing the business community is badly needed.
- This will make Steveston a more functional and productive area to live.
- As I'm not a business owner here, I do not feel I should be part of this.
- The businesses here need all the support we can give them in order to survive, a Steveston Business Improvement Area would certainly help.
- Very good recommendation – but we do have some very concerned & helpful citizens – we appreciate them.
- I don't know what this is intended to be. It appears to be a source of revenue from businesses, but what do businesses get in return?
- Agree with Steveston BIA, but what about the residential buildings that have been included in the proposed BIA area? Are they going to have a pay BIA fee?
- Not enough information provided. What is included in the proposal.
- More cohesive and progressive approach to planning mixed use village required. More focus on tourism, and more focus on making it easier and inviting for tourists to wander through the village: wide sidewalks, lots of benches, fountains, etc. access to all waterfronts.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 7: Establish a Steveston Business Improvement Area.

- I support our local businesses, but don't want to see "improvement" that conflicts with Steveston's village atmosphere.
- I don't know what this would do.
- The business owners should definitely have a say about the parking/loading zones, etc. It's their lives that are affected.
- It would be good to have a group that lobby for what they as business people is required for Steveston to continue to be a viable business location, especially now with the economic down turn and so few tourists.
- Should include the pending business district along the waterfront east of No. 1 Road.
- I thought we already had something like this in place. I'm assuming the Steveston business owners would be primarily involved in this group?
- I don't know what this means exactly based on your pdf.
- Not a business owner....
- Local businesses should continue to contribute to offsite improvements, which benefit their revenues by attracting customers.
- We're surrounded by BIAs, even Ladner has one, but not one in Richmond.

Draft Recommendation 8: Construct new parkade in the long-term (beyond 5 years).

- Depends where it is.
- Definitely. Not knowing if the Port Authority will continue to allow parking on their property or not makes an uncertainty. Parking at certain times is horrible at times and if existing parking is closed, which the Port Authority can do at any time, would be catastrophic!
- The parkade will not fit with the "look" of Steveston. This will ruin the atmosphere and charm of the Village.
- Encourage transit use – parking away from Steveston with people walking in.
- Put the money towards a shuttle service.
- If it will allow more parking.
- Keep outside the core.
- Can't think of anything worse. Where in the world would you put it?
- Where would the parkade be built? Parkades are ugly & would detract from Steveston Village.
- Planning ahead with local new developments required to provide enough parking for customers should be considered too!
- We need to pursue more transit, the trolley, or novel buses from Richmond Centre to Steveston.
- Is this part of the OCP? The one that changes on a whim? How about decent sidewalks on our streets? Not asphalt pathways as on Georgia from 4th to 2nd, and in other areas.
- Encourage people to not bring their vehicles in the very first place!
- Construct a level one with engineering to add levels later. Put it between 3rd & 4th Ave south of Chatham. Weekend shuttle buses to core for a loonie.
- There's more than enough parking in Steveston. People are too lazy to walk 300 m to get to their store or restaurant. But they'll do it at Richmond Centre.
- And please have something done about the July 1st fiasco – i.e., temporary "resident only" parking signs.
- Parkade in Richmond not Steveston. Shuttle buses on weekends to bring on foot visitors.
- Agree if it is underground.
- Two or 3 level parkades would improve traffic flow in that cars would not be idling waiting for spots to open up.
- Depends on the location. Good location away from the water – strongly agree. A location that further adds to core downtown traffic – strongly disagree.
- If paid, no.
- As long as it's not in the Village proper.
- With the continued growth in Steveston tourism, we should think now about the future.
- No – should be on existing behind Tapenade or on Harbour lot extended west to existing shops.
- Should be sooner.
- Takes away from village ambiance. Pave Harbour Authority property and make it pay parking.
- People come to Steveston for all the shops, views and other things to do. Providing parking for all the people, I feel, will take away from the reason they all come here.
- The Village wouldn't feel like a "village" anymore with a parkade structure.

Feedback Form:
Additional Individual Comments by Some Respondents

Draft Recommendation 8: Construct new parkade in the long-term (beyond 5 years)

- We need a parkade in this area and soon! More & more people are coming to Steveston to spend time here and enjoy what "we the residents" have here.
- But where are you going to put it?
- Where would this be built? We let Onni get away without giving anything back to the community. A parking structure could have been a part of their development agreement.
- Why? Can't we encourage people to get here on transit, walking, by bike? By boat?
- I support a parkade outside the business area – if one is necessary.
- A parkade in the Steveston core would damage the charm of the area. Outside the core, however, would encourage people to walk by the businesses (but only if the No. 1 Rd/Moncton St intersection is improved).
- Do we want that many people visiting Steveston by car?
- It would be an ugly addition to the village and it would encourage increased traffic. Instead, a park and ride at Steveston Highway, and encourage tourism businesses to offer pedi-cabs, little local shuttle bus, (free or nominal fee - make it electric!) bike rentals, etc. to get people out of cars.
- I would rather see a pedestrian friendly village with no cars and this would give more walk-in business to the existing establishments and make it much easier to get around.
- If the traffic warrants it.
- I recommend encouraging more transit/bicycle use. A parkade is a short-term solution that will leave a monolithic, unsightly legacy.
- While such a parkade would perhaps help to keep traffic out of the core area it is in conflict with the general 'feel' of Steveston, and it inevitably attracts unwanted activity. Also, in the long run we should be encouraging residents and visitor alike to be less dependent on the automobile in getting to/from Steveston and a parkade sends the wrong message in this regard.
- Parkades are stinky and ugly.
- I realize that we want to attract business to Steveston, but how many people can we entertain here at a single time and maintain it's small, quaint atmosphere without overcrowding. The Steveston core is indeed small and we would do well to plan parking for locals and a reasonable amount of visitors. I feel that a parkade is too large a facility and welcomes too many people at one time, to a space too small to comfortably accommodate them.
- I don't see the need now and can't really look out five years as I don't see any changes coming to the area other than an increased local population (who should be able to walk to the Village, for the most part).
- As long as parkade is not on the waterfront along the boardwalk in the Imperial Landing development.
- It would depend on size and location keeping in mind that we need to preserve the historic look of the Village.
- I would only lend my support for a parkade in the future under the following conditions. 1.) If it had a photovoltaic array on the roof angled south, and small vertical axis wind turbines (bird-safe and silent) at the NE & NW corners, all of the above net-metered into the grid, with complementary electric vehicle charging via access to AC outlets. 2.) EVs, hybrids and smart cars exempt from parkade pay parking until such a time when the majority drive such cars.
- This will be necessary in 10 years and we should designate a site for it today.
- I agree that Steveston will need more parking but I am unsure if a new parkade is the answer? Shouldn't carpooling, walking, biking etc. be encouraged instead? Perhaps have some parking for carpoolers, families, etc. like IKEA has? This might be a step in the right direction instead.
- A parkade will add to the trash and debris. Who will monitor this parkade and pay to monitor it? How will it align with the heritage image of Steveston? Where will it be? I feel this will be any eyesore and encourage crime/transients.
- NO MORE CARS!!! Promote the bus routes to Steveston. Bike routes too. It's so easy to ride into Steveston. Granville Ave bike route, Railway bike route. Also, tell people on Steveston Hwy to turn at Railway to go to Steveston, not 1 Road! It's too busy!! Park early, walk in. It's not far!
- It would dependant upon where and how the parkade would be built.
- Don't need it.....
- At lacrosse box lot.

Feedback Form:
Additional Individual Comments by Some Respondents

Other Comments

- It would have been nice to give people some tables & chairs so they could sit down and write their comments. 1 table & 6 chairs is certainly not adequate. A lot of people are not bothering to write any comments because of this. Have you ever tried to write on a piece of paper while standing up?
- What can I do when the cars do not respect the walker & go on the road when I'm walking across it (crosswalk)??
- Also concerned with parking & traffic increase on 2nd Ave down to Richmond St since old heritage church changed to thrift shop. 2nd Ave traffic has hugely increased with speeders and those who don't stop. Traffic circle would be great!
- Thank you for the opportunity to provide input!
- I would have liked to be able to agree/disagree to each part of each recommendation. Your analysis may be flawed if people's comments don't reflect their limited choices.
- Coast Mtn Bus – there should be a proper bus loop. The area of Chatham where they now wait is a traffic nightmare especially for pedestrians. OCP – why were so many new residential units allowed to build without new infrastructure? i.e., bus loop, traffic lights, off-street parking? 6th Ave – why is there a cement barricade on this street? It does not seem to serve any real purpose other than divert traffic to 4th or 7th Ave. This should be removed despite the protest of the residents whose will be subjected to additional traffic.
- Bus parking on Chatham St & No. 1 Rd should be a bus length from the intersection. Blockage on 6th Ave near Broadway should be removed. Some buses should use 6th Ave to take pressure off 7th Ave & 4th Ave. Why were 750 additional housing units approved for the BC Packers land without proper plans for the additional traffic this expansion creates?
- Suggestion for future: a lot of bikers come into the Village – how about more bike racks throughout Steveston? Thanks.
- Heritage – parking on both sides in lane is very dangerous if you are walking. Boardwalk around Post Office is warped – boards were shorter & didn't warp. Slippery signs don't help if you slip and fall.
- More green space is required for public use east of No. 1 Road to Britannia Shipyard. Also the public needs washrooms within the same area.
- Need washrooms between No. 1 Road to Shipyard. More green space for families.
- BC Transit buses need to be addressed – should be able to see better at 2nd Ave & Chatham St. Also buses turning around by driving through residential streets.
- BC Transit on Chatham St needs to be addressed – 2nd Ave & Chatham St.