



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** January 25, 2017  
**From:** Victor Wei, P. Eng.  
 Director, Transportation      **File:** 01-0154-04/2016-Vol 01  
**Re:** **TransLink Southwest Area Transport Plan – Initiation of Phase 2**

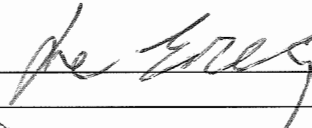
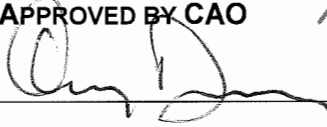
### Staff Recommendation

That the staff report titled “TransLink Southwest Area Transport Plan – Initiation of Phase 2” dated January 25, 2017 from the Director, Transportation, be received for information.



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

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Policy Planning	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

### Staff Report

#### Origin

TransLink’s original Richmond Area Transit Plan, completed in 2000, is currently being updated through the Southwest Area Transport Plan, which will be TransLink’s first sub-area plan that is multi-modal (i.e., reviews the entire transportation network rather than just transit). Staff have provided regular updates on the progress of the Plan since its initiation in February 2015 with the last report in September 2016 providing a summary of the Phase 1 consultation results for the Plan. This report provides a synthesis of the issues and opportunities identified in Phase 1 via consultation as well as background technical studies.

This report supports Council’s 2014-2018 Term Goal #3 A Well-Planned Community:

*3.3. Effective transportation and mobility networks.*

This report supports Council’s 2014-2018 Term Goal #5 Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

#### Analysis

##### Southwest Area Transport Plan

The Southwest Area Transport Plan includes Richmond, South Delta (Ladner and Tsawwassen) and Tsawwassen First Nation and encompasses the entire multi-modal transportation network (i.e., beyond transit to include walking, cycling, driving, goods movement, and transportation demand management (TDM)). The Plan will identify priority strategies and actions related to the themes of invest, manage and partner. Figure 1 identifies the current timeline for the development of the Plan.

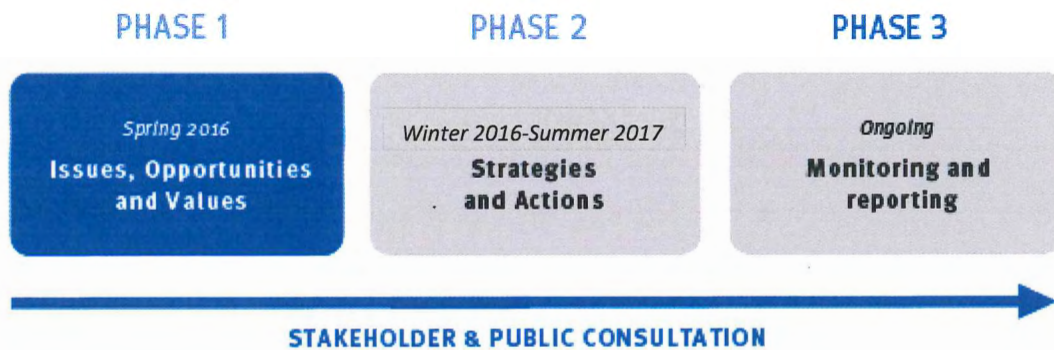


Figure 1: Timeline for Development of Southwest Area Transport Plan

##### Completed Phase 1: Issues and Opportunities

The Phase 1 consultation to solicit feedback regarding the current challenges and opportunities for travelling to, within or from the Southwest Area encompassed the following activities:

- Public Engagement: on-line survey and in-person sessions held April 11-May 6, 2016;
- Transport Stakeholder Forum: held June 23, 2016 with participation from the Ministry of Transportation and Infrastructure, Port of Vancouver, BC Ferries, and YVR;
- Technical Advisory Committee: staff provided input at several meetings including a workshop focussed on transit issues;
- Public Advisory Committee: members, including Richmond residents from a diverse background, provided input at two meetings held in June and November 2016; and
- Elected Officials Forum and Senior Advisory Committee: elected officials and senior staff provided input at meetings held on April 27, 2016 and January 13, 2017 respectively.

This collective feedback was pooled with the findings of several technical studies<sup>1</sup> to ascertain the key issues and opportunities for the sub-area. Issues and opportunities generally present throughout the sub-area include:

- Land Use: Consistent with the Regional Growth Strategy, future growth is concentrated in urban centres and aligns with transit investments.
- Driving: Explore the need for more park and ride options.
- Goods Movement: Vehicle trips growing in industrial and employment areas, and gaps in the Major Road Network.
- Cycling: Gaps in the cycling networks and concerns regarding cycling safety.
- Walking: Gaps in the sidewalk coverage and street connections.

Key findings for Richmond, which are highlighted in Attachment 1, are:

- Potential Challenges: Crowding on the Canada Line, reliability of bus service due to congestion (e.g., 410 service on Highway 91), limited east-west transit routes, limited transit, walking and cycling options on Sea Island, and the capacity and location of a Steveston Exchange.
- Potential Opportunities: The planned Richmond-Brighouse bus mall and the George Massey Tunnel replacement that will include transit lanes, new exchanges at the Steveston Highway-Highway 99 Interchange, and cycling facilities on the new bridge.
- Areas with Existing Unmet Travel Demand: Industrial areas (e.g., Riverside and Fraserport) and growing residential areas (e.g., south end of No. 2 Road, north Bridgeport and east Cambie areas).
- Areas with Future Potential Travel Demand: Along the new River Parkway corridor following the planned construction of the new road between Gilbert Road and Cambie Road.

### Current Phase 2: Strategies and Actions

Phase 2 encompasses the development of proposals for changes and improvements related to transit, cycling, walking and the Major Road Network to address the issues and opportunities identified in Phase 1. TransLink staff have initiated work on potential transit improvements and, for Richmond, are investigating options that would respond to the identified issues to:

- better align the Frequent Transit Network with the City's planned hierarchy of transit service as identified in the Official Community Plan,

<sup>1</sup> These studies include: Transit Network Analysis, Land Use Analysis, Market Analysis, Customer Perceptions Analysis, and Analysis of Cycling, Walking, Driving and Goods Movement.

- provide new and/or re-aligned transit routes to serve unmet travel demand and provide more direct service, and
- improve transit service to industrial areas.

Staff and elected officials continue to provide input into this process through participation on the Technical and Senior Advisory Committees. A second Elected Officials Forum will also be held (date to be determined). A full range of proposals for all modes will be presented for feedback during the second round of public consultation, which is currently scheduled to be held in May/June 2017.

**Future Phase 3: Monitoring and Reporting**

The results of the second round of public consultation and stakeholder feedback will be used to finalize and prioritize the strategies and actions as well as confirm conceptual transit, cycling and walking networks that support the strategies and actions.

**Financial Impact**

None.

**Conclusion**

The development of the Southwest Area Transport Plan is proceeding and is currently anticipated to be completed in Summer-Fall 2017. Staff will continue to provide regular updates to Council on the progress of the Plan with the next update, anticipated in Spring 2017, identifying the draft strategies and actions to be presented during the upcoming second public consultation period.



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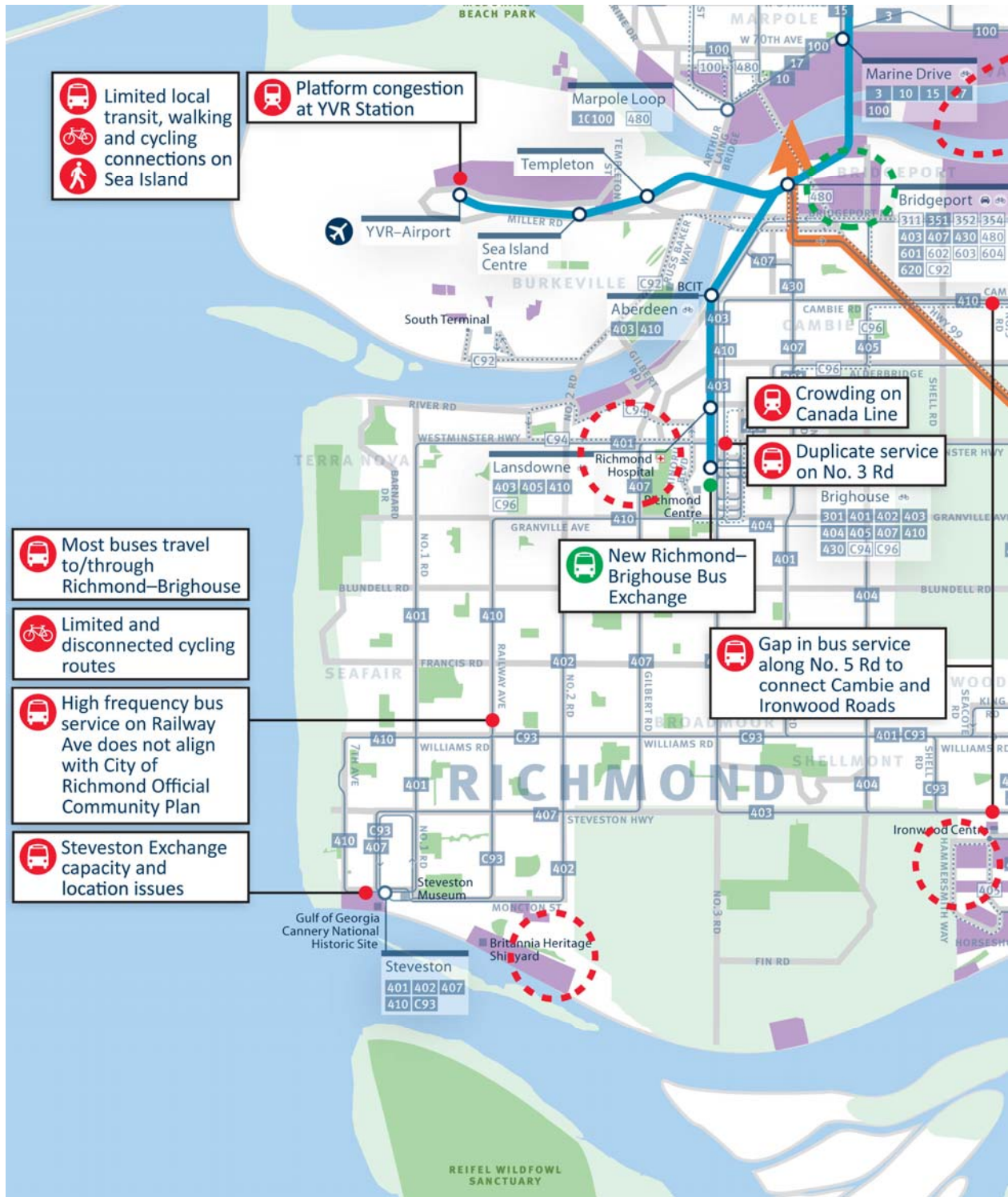


Donna Chan, P.Eng., PTOE  
Manager, Transportation Planning  
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JC:jc

Att. 1: Draft Issues and Opportunities for Richmond (West and East)

Draft Issues and Opportunities: West Richmond



Draft Issues and Opportunities: East Richmond

