



## Staff Report

### Origin

This report provides information on the update of the Richmond Area Transit Plan, now renamed to the Southwest Area Transport Plan. This report supports Council's priorities for Term Goal #3 A Well-Planned Community:

#### 3.3 *Effective transportation and mobility networks.*

### Analysis

#### Transition to Area Transport Plan

The original Richmond Area Transit Plan, completed in 2000, focused on Richmond only and established a long-term vision and near-term transit priorities for Richmond. TransLink is now transitioning to new Area Transport Plans (ATPs) that are multi-modal (i.e., beyond transit, and now include walking, cycling, driving, goods movement, and transportation demand management (TDM)). The Southwest Area Transport Plan (SWATP) includes Richmond, South Delta (Ladner and Tsawwassen), and Tsawwassen First Nation and will be the first of these broader plans that review the entire transportation network within the identified sub-area of the region.

Area Transport Plans recently completed by TransLink for other sub-areas in the region include: North Shore (North Vancouver City and District, West Vancouver, Lions Bay, Bowen Island) approved in Fall 2012; and Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra), which is nearing completion.

#### Project Structure & Approvals

The project is being led by TransLink staff with that agency's senior management providing oversight and approval. Input from local governments (staff and elected officials) and other relevant external stakeholders (e.g., Ministry of Transportation & Infrastructure (MoTI), Vancouver Airport Authority, Port Metro Vancouver) will be received via three advisory committees as described in Table 1 below.

Table 1: Proposed SWATP Advisory Committees

Committee	Composition	Role
Senior Advisory Committee	<ul style="list-style-type: none"> <li>TransLink: Senior strategic and system planning staff</li> <li>Local Government: CAO and/or senior land use and transportation staff</li> <li>Elected Officials: Councillors</li> <li>MoTI: Director</li> </ul>	<ul style="list-style-type: none"> <li>Champion the project and provide overall strategic direction</li> <li>Ensure appropriate communication between elected officials and senior staff of jurisdictions participating in the ATP</li> <li>Ensure appropriate communication within respective jurisdictions to keep other elected officials and other departments informed</li> </ul>
Technical Advisory Committee	<ul style="list-style-type: none"> <li>TransLink: System planning staff</li> <li>Local Government: Land use and transportation staff</li> <li>MoTI: Senior planner</li> <li>Stakeholders: Attend as required</li> </ul>	<ul style="list-style-type: none"> <li>Provide expertise and advice on technical aspects of the ATP</li> <li>Inform TransLink staff of local issues pertinent to ATP development</li> <li>Provide oversight from an agency perspective</li> </ul>

Committee	Composition	Role
Public Advisory Committee	<ul style="list-style-type: none"> <li>TransLink: Stakeholder relations staff</li> <li>Diverse municipal and external stakeholder representatives</li> </ul>	<ul style="list-style-type: none"> <li>Provide input on public-facing materials and engagement</li> <li>Provide local perspective on the ATP planning process and scope</li> <li>Identify local and stakeholder issues</li> </ul>

Currently, TransLink is developing draft terms of reference for the Senior Advisory Committee (SAC) and the Public Advisory Committee (PAC), which will include the proposed mandate and scope of authority, composition (i.e., number of members, and member and chair selection process), reporting responsibility, and any staff and resource support required.

With respect to membership of the SAC, TransLink's preference is to include one elected representative and senior municipal and First Nation staff from each community. As there is an opportunity for an elected official to be a member of the SAC, staff recommend that a member of Council be appointed to the Committee in order to provide a valuable perspective on both City and community priorities with respect to transportation. At this time, the SAC is anticipated to meet a total of three times during the process (i.e., once during each phase, which are further described below).

With respect to membership of the PAC, staff will propose to TransLink that key community groups such as Richmond Centre for Disability, Richmond Chamber of Commerce, Richmond School District, and Community Associations be invited to appoint a member while individual members be appointed via an open application process to enable the Richmond community to be broadly represented in the most effective manner.

### Schedule and Process

An initial meeting of TransLink and staff to provide a briefing on the new Area Transport Plan process was held in February 2014 followed by a second meeting in February 2015 to initiate the SWATP process. The process is anticipated to take 18 to 24 months to complete from February 2015. The draft schedule defined by TransLink as shown in Table 1 below includes two windows for public consultation.

Table 2: Draft Schedule and Process for SWATP

Phase	Focus	Timing	Key Activities & Deliverables
0	Research	Spring-Winter 2014	<ul style="list-style-type: none"> <li>Review ATP program and gather background data</li> </ul>
1	Issues & Opportunities	Winter 2014-Summer 2015	<ul style="list-style-type: none"> <li>Identify issues and opportunities via analysis of land use, transportation system performance, travel market, customer feedback</li> <li><i>1<sup>st</sup> Public Consultation Window</i> (to be held after plebiscite in Summer 2015): confirm issues and opportunities, and community values</li> <li>Deliverables: technical report and public report summarizing the public engagement</li> </ul>
2	Strategies	Fall 2015-Spring 2016	<ul style="list-style-type: none"> <li>Develop draft strategies and conceptual network to support draft strategies</li> </ul>

Phase	Focus	Timing	Key Activities & Deliverables
3	Priority Actions	Spring-Summer 2016	<ul style="list-style-type: none"> <li>Develop and evaluate potential actions to support strategies, identify priority actions</li> <li>2<sup>nd</sup> Public Consultation Window (Summer 2016): confirm strategies, actions and priorities</li> <li>Deliverables: technical report and public report summarizing the public engagement</li> </ul>
4	Monitoring & Reporting	Summer 2016-On-going	<ul style="list-style-type: none"> <li>Track implementation, review relevancy of strategies and actions, assess performance</li> <li>Deliverable: final public report</li> </ul>

Based on the structure of TransLink’s Regional Transportation Strategy and the Mayors’ Council 10-Year Plan, the SWATP will identify priority strategies and actions related to the themes of invest, manage and partner. Recent work undertaken by the City to define Richmond’s long-term transportation network and priorities will be used to guide the SWATP process; namely, the Mobility and Access sections of the *City Centre Area Plan* and the *Official Community Plan* (adopted in September 2009 and November 2012, respectively) and the identification of Richmond’s transportation improvement priorities as part of the development of the Mayors’ Council 10-Year Vision. These key priorities for the enhancement of the transportation system in Richmond include:

- *Transit Service*: Canada Line service and station capacity improvements, implementation priorities of frequent transit network including City Centre-Metrotown B-Line, improved bus service on Sea Island (including Burkeville) and to Fraserport (Richmond properties site of Port Metro Vancouver), more local bus routes that do not necessarily travel through the City Centre, new bus service to employment areas lacking transit services including Mitchell Island and other transit service enhancements.
- *Transit Facilities*: off-street bus exchanges at Richmond-Brighouse Station and in Steveston to improve connectivity and reduce empty bus circulation/layovers on public streets.
- *Road-Goods Movement*: new additions to the Major Road Network (e.g., Nelson Road, Blundell Road east of No. 7 Road, River Parkway, No. 6 Road north of Westminster Hwy, surrounding roadways near new Brighouse busmall) to secure capital and maintenance funding.
- *Cycling*: expansion of major street and local connecting paths for cycling.
- *Walking-Rolling*: expansion of network of neighbourhood links on local roads and the completion of gaps in sidewalks on arterial roads.
- *TDM*: work with TravelSmart on school- and employer-based activities to improve transportation choices and reduce vehicle trips.

Plebiscite on Funding to Support Mayors’ Council 10-Year Plan

Development of the SWATP will be undertaken independent of the outcome of the plebiscite. The SWATP will identify priority projects for a sub-region and will not provide an implementation plan or timeline, which provides TransLink with flexibility as to when projects get implemented. The SWATP will not supersede any projects in the Mayors’ Council 10-Year Plan and implementation will be based on available resources. TransLink staff advise that most priority projects identified in an ATP could likely be implemented if the plebiscite is successful, but only a small set of the priority projects if it is unsuccessful. In the absence of additional new funding, other processes, such as service optimization, could be used to implement some projects (e.g., increased frequencies on some transit routes).

### Next Steps in Preparation of SWATP

TransLink's project team has begun work related to identifying issues and opportunities for the transportation network for the Southwest Area sub-region. After the close of the plebiscite period in June 2015, a Technical Advisory Committee meeting will be held to discuss the preliminary findings with municipal and First Nation staff. Staff anticipate presenting a status update report following the completion of the first round of public consultation, which is expected to be held in Fall 2015.

### **Financial Impact**

None.

### **Conclusion**

The Southwest Area Transport Plan (SWATP), which includes Richmond, South Delta (Ladner and Tsawwassen), and Tsawwassen First Nation, will be the first of TransLink's new, broader multi-modal plans that will identify priority projects for the entire transportation network within the sub-area, not just transit service improvements. To support development of the Plan and help ensure that City and community priorities are articulated, staff recommend that a member of Council be appointed to the Senior Advisory Committee for the SWATP.



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