



## Staff Report

### Origin

At the July 8, 2019 regular Council meeting, the following referral was carried:

*That with respect to TransLink's planned upgrade of the Steveston Transit Exchange as identified in Phase Three of the Mayors' Council 10-Year Investment Plan:*

- (1) TransLink be advised that the City does not support a location within Steveston Community Park as part of the Steveston Community Centre and Branch Library Replacement Project; and*
- (2) That staff be directed to review other possible locations for the Steveston Transit Exchange including at 4320 Moncton Street or elsewhere in Steveston;*

This report responds to Part (2) of the referral. Staff have already addressed the 4320 Moncton Street site and part (1) of the referral.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

*2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the City.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

*6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*

### Analysis

#### Existing Steveston Transit Exchange Location

The current Steveston Transit Exchange is an on-street transit facility with bus functions (drop-off/pick-up and layover) occurring on Chatham Street (Attachment 1). There are five bus routes that connect Steveston Village to various parts of Richmond and the region. These routes terminate in Steveston Village and buses layover at on-street stops along Chatham Street between First and Fourth Avenues.

Operational issues with the existing on-street transit exchange continue to persist with the primary complaints arising near Second Avenue where buses park for scheduling purposes and operator breaks.

Steveston Transit Exchange – Alternate Layout

TransLink has explored properties in Steveston Village to locate an off-street transit exchange. Sites with the scale to satisfy the footprint required for transit operations are scarce in Steveston Village and TransLink has not been able to secure an off-street location for transit purposes.

Staff have met with TransLink to discuss an alternative on-street location option for use until an off-street location becomes available. The focus of the discussions has been on a short-to medium-term solution to address the ongoing operational issues with the existing layover location of buses on Chatham Street.

TransLink, in consultation with staff, have investigated relocating the on-street transit exchange further west on Chatham Street to address community concerns and improve the current conditions.

The alternate on-street location for the exchange is described below.

*Alternate On-Street Steveston Transit Exchange: Chatham Street West of Fourth Avenue*

The proposed alternative for the on-street bus exchange relocates all layover positions to the south side of Chatham Street between Fourth and Sixth Avenues. This will relocate parked buses away from the area of concern near Second Avenue. Active bus stops will remain on Second Avenue to permit passenger loading and unloading activity only. For repositioning, buses will predominantly require travelling southbound on Seventh Avenue, eastbound on Moncton Street and northbound on Sixth Avenue instead of using the streets north of Chatham Street.

The proposed alternative Steveston Transit Exchange layout is shown in Figure 1.



Figure 1: *Alternate On-Street Steveston Transit Exchange: Chatham Street West of Fourth Avenue*

Considerations for the alternate Steveston Transit Exchange layout are summarized in Table 1.

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**Table 1: Considerations for Alternate Steveston Transit Exchange Layout**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Bus turnarounds occurring on Sixth and Seventh Avenues in the relatively less busy part of Steveston Village.</li> <li>• A significant reduction in the number of buses traveling on Fourth Avenue for repositioning.</li> <li>• Bus stops near Second Avenue become active stops only for drop off and pick up of passenger. No layover positions.</li> <li>• Fewer residents fronting bus circulation route.</li> <li>• Improved transit access with new bus stop at Seventh Avenue.</li> <li>• Shortened bus circulation and increased efficiency and reliability for all routes.</li> <li>• Frontage length supports future bus route expansion.</li> </ul>	<ul style="list-style-type: none"> <li>• Some active bus stops shift further west on Chatham Street, which may be less convenient for transit users.</li> <li>• Introduction of bus circulation on Sixth and Seventh Avenues adjacent to existing multi-family residential units.</li> <li>• Net loss of street parking on Chatham Street (10 spaces).</li> <li>• Temporary operator's washroom located on street frontage.</li> </ul>

The parking and temporary operator facility considerations are described below.

*Chatham Street Parking*

A total of 27 parking stalls on the south curb of Chatham Street between Fourth and Sixth Avenues will be impacted with the proposed alternate transit layout. As the existing bus layover positions near Second Avenue will be removed, 17 new parking spaces can be created on Chatham Street closer to the Steveston Village core between First and Fourth Avenues. The net loss of ten parking spaces on Chatham Street will be outside the periphery of the Village core. This is considered a manageable amount as the parking that will be gained is located closer to Steveston businesses on the section of Chatham Street that experiences higher parking demand.

*Temporary Transit Operator Facility*

The temporary operator's washroom will be a purpose-built amenity building located in the boulevard space between the south curb and the existing sidewalk on Chatham Street. As details and renderings become available for this facility, staff will provide updates to Council. The design objective is to develop the temporary washroom in an architecturally pleasing manner and will be removed once the longer-term off-street transit exchange is developed.

Next Steps

TransLink plans to conduct public engagement on the proposed layout of the Steveston Transit Exchange in fall 2023.

TransLink's engagement plan includes digital and in-person activities:

- Project information and a feedback form on TransLinkListens.ca.
- An in-person information session at a community location.
- Direct engagement with residents and businesses closest to the proposed route.

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Promotion of engagement opportunities include a postcard mail out, print and digital ads and TransLink social media content.

Staff will advise Council on the timing for consultation once TransLink confirms the dates and will report back regarding the outcome of the public and stakeholder engagement phase.

### **Financial Impact**

None.

### **Conclusion**

An off-street Steveston Transit Exchange has been challenging for TransLink to locate given the scarcity of appropriately sized parcels in Steveston Village. Staff have engaged TransLink to identify a short-to medium-term on-street solution. TransLink has developed a proposal for the potential relocation of the Steveston Transit Exchange to address existing operational concerns near Chatham Street and Second Avenue. The alternate transit exchange layout positions all bus layover bays along the south curb of Chatham Street between Fourth and Sixth Avenues with bus turnaround on Sixth and Seventh Avenues via Moncton Street. TransLink is planning to conduct public consultation in fall 2023.

Staff will provide an update to Council on the outcome of TransLink's consultation on the alternate layout of the on-street Steveston Transit Exchange anticipated in Q1 2024.

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Att. 1: Existing Steveston Transit Exchange

### Existing Steveston Transit Exchange



Existing On-street Bus Positions



Existing Bus Routes and Circulation