



To: Public Works and Transportation Committee

Date: August 24, 2016

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0154-04/2016-Vol
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Re: **TransLink Southwest Area Transport Plan – Results of Phase 1 Consultation**

Staff Recommendation

That the staff report titled “TransLink Southwest Area Transport Plan – Results of Phase 1 Consultation” providing a summary of the Phase 1 consultation results for TransLink’s Southwest Area Transport Plan, dated August 24, 2016, from the Director, Transportation, be received for information.

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

Att. 2

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

Staff Report

Origin

The development of TransLink’s Southwest Area Transport Plan was initiated in February 2015. Staff have provided regular updates on the progress of the Plan with the last report in February 2016 providing an update on the activities of the advisory committees connected to the Plan. This report provides a summary of the Phase 1 consultation results for the Plan.

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 will encompass the entire multi-modal transportation network (as opposed to just transit) within the identified sub-area of the region. Based on the structure of TransLink’s Regional Transportation Strategy and the Mayors’ Council 10-Year Plan, the Plan will identify priority strategies and actions related to the themes of invest, manage and partner. Figure 1 identifies the timeline for the development of the Plan.



Figure 1: Timeline for Development of Southwest Area Transport Plan

Phase 1 Consultation Engagement

From April 11 to May 6, 2016, TransLink sought input from the public, stakeholders and municipal partners in the engagement for Phase 1: Issues, Opportunities and Values. Outreach activities to raise awareness of the consultation included:

- Local newspaper advertisements including the Richmond News, Ming Pao and Sing Tao
- Online and social media including targeted digital advertising buys, Buzzer blog, TransLink website and social media, local government websites and social media (including the City of Richmond)
- Transit shelter advertisements in Richmond on four City-owned shelters (see Figure 2) and on the Canada Line
- Email to 250+ community and business groups, distribution of 5,500 posters and postcards to community centres, libraries, non-profits, and transit hubs



Figure 2: Phase 1 Consultation Notice

Feedback was gathered via an online survey with paper surveys available at key community locations including Richmond Centre for Disability, Richmond Chinese Community Society, Minoru Place Activity Place, and the annual Capital Projects Open House at City Hall. In addition, five drop-in information sessions were held as well as an elected officials forum (attended by three Councillors), a transportation stakeholder workshop, and 10 meetings with public, technical and government advisory committees.

A total of 3,037 surveys were completed (2,923 online and 114 paper). Table 1 provides a breakdown of the survey participants by location of residence for the online responses. Overall, one-half of the participants identified themselves as residents of the southwest area of Richmond, South Delta (Ladner and Tsawwassen) and Tsawwassen First Nation.

Table 1: Survey Responses by Residence

Resident of	#	%
Richmond	773	26%
South Delta	651	22%
Tsawwassen First Nation	34	1%
Other/Did Not Answer	1,465	50%
Total	2,923	100%

Phase 1 Consultation Results

Survey participants were asked for their opinion on ways to improve transit, cycling, walking and to motivate them to drive less. As shown in Attachment 1, the most important factors that influence their decision to use transit, cycling and walking more often and drive less often are:

- More Transit Use: more reliable service, fewer transfers during a journey and faster trip time
- More Cycling: bike paths separated from vehicle traffic, signed and marked cycling routes and secure bicycle parking at transit exchanges
- More Walking: convenient bus stop locations, safe crossings and sidewalks to bus stops
- Less Driving: better transit service, better walking network and more park and rides

Survey participants were also asked for their impression of the outreach and engagement. Most felt that they had the opportunity to provide their input, the public survey was easy to understand

and the purpose of the public survey and how input will be used was made clear. One-half of the survey participants felt they had a better understanding of the Plan by reading the website and taking the public survey.

Feedback from stakeholders identified the following key issues for Richmond: crowding on the Canada Line and extending its evening hours of operation, the need to support future growth in the City Centre and around neighbourhood centres and providing more choices for east-west and north-south transit trips that do not necessarily flow through the City Centre.

Next Steps

The results of the public consultation and stakeholder feedback together with the background technical studies completed (i.e., land use analysis, travel market analysis, transport analyses, and customer perception) will be synthesized to provide direction for the Plan as it moves into Phase 2, which is the development of strategies and actions to address the issues and opportunities identified in Phase 1. The draft strategies will align with the three key levers of invest, manage and partner as identified in TransLink's *Regional Transportation Strategy: Strategic Framework*. Attachment 2 identifies the proposed approach for each mode in relation to these three levers. Conceptual transit, cycling and walking networks will be developed that support the strategies and potential actions identified, evaluated and prioritized.

A second round of public consultation is planned for the fourth quarter of 2016 to allow feedback on these draft strategies followed by finalization of the Plan in early 2017.

Financial Impact

None.

Conclusion

The development of the Southwest Area Transport Plan is proceeding on schedule and is anticipated to be completed by the first quarter of 2017. Staff will continue to provide regular updates to Council on the progress of the Plan with the next update, anticipated in Winter 2016, reporting on the draft strategies and the results of the second public consultation period.

for Joan Caravan
Transportation Planner
(604-276-4035)

Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)

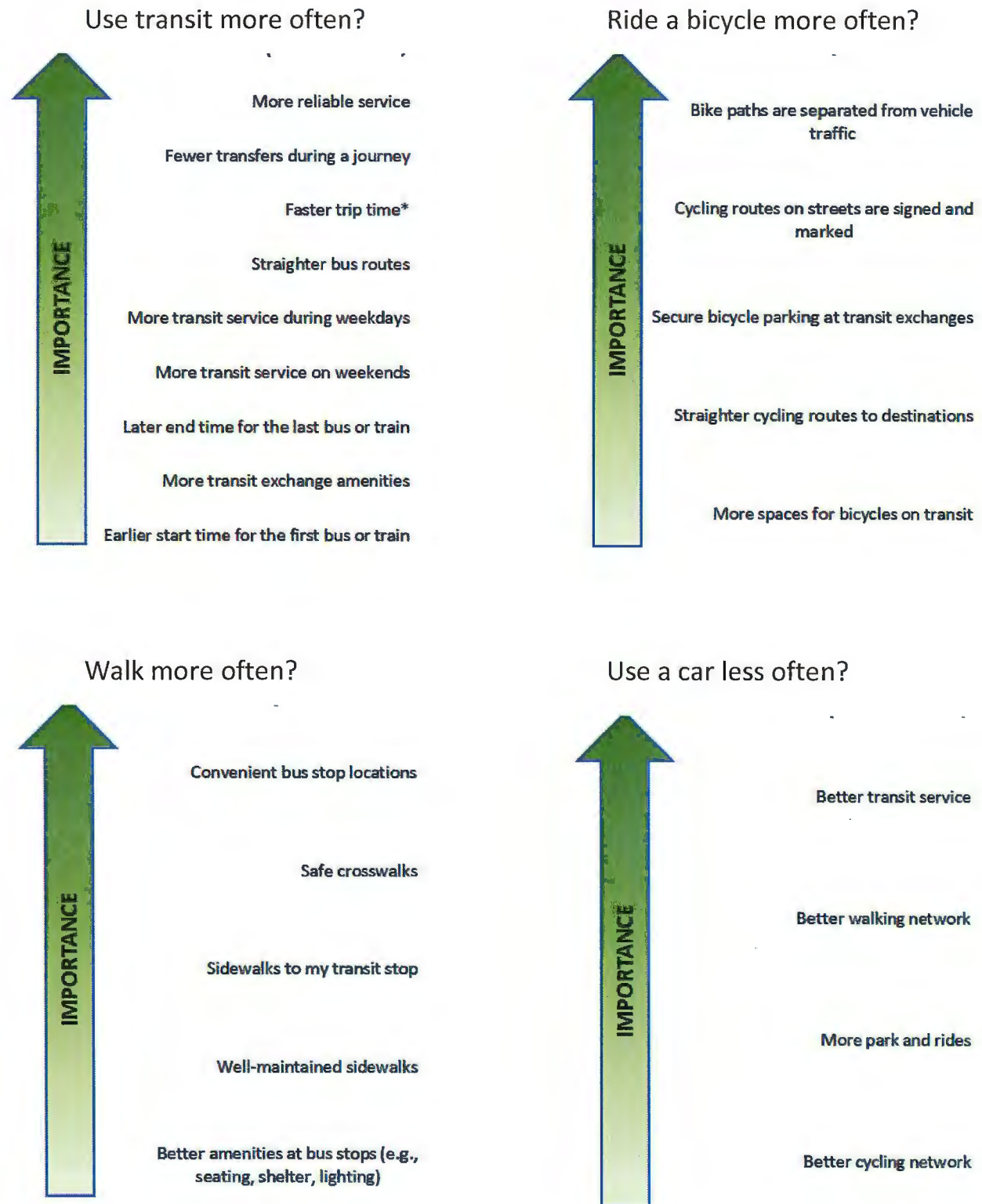
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Att. 1: Factors that Influence Decision to use Transit, Cycling and Walking More Often and Driving Less Often

Att. 2: Proposed Approach to Develop Strategies and Actions for Each Mode

Southwest Area Transport Plan Phase 1 Consultation Results

Q: What is important in your decision to:



Southwest Area Transport Plan Proposed Approach to Develop Strategies and Actions for Each Mode

Southwest ATP

Proposed approach for each component

	Invest	Manage	Partner
Transit			
Identify sub-regional priorities for investments or changes to the transit network (e.g. frequency, coverage, connections).	X	X	X
Identify transit infrastructure improvements associated with the recommended transit network (e.g. exchanges, park and rides).	X	X	
Encouragement of transit-supportive municipal infrastructure, zoning, and policies (including transit priority measures).			X
Cycling			
Identify sub-regional priority corridors for new cycling facilities.	X		
Identify opportunities for secure bicycle parking.	X		
Encourage municipalities to partner with TL on wayfinding.		X	
Consider bicycle-transit integration issues.		X	X
Walking			
Identify where walking infrastructure (e.g. sidewalks, crosswalks) is needed to support access to existing/new transit service (i.e. stations, exchanges, stops). Focus on walking access (and accessibility) to rapid transit stations and other FTN service, but also consider coverage service.	X		X
Encourage municipalities to partner with TL on wayfinding.		X	
Driving			
Educate the public on TL's role in funding the MRN.		X	
Accept new MRN requests for consideration, and identify sub-regional priorities for adding / deleting MRN segments.	X	X	
Identify sub-regional priorities for creating a better local street grid in Urban Centres and FTDA's.	X		
Assess issues and opportunities for parking to identify sub-regional priorities, specifically in Urban Centres and FTDA's.		X	
Goods Movement			
Use a checklist-style approach to identify areas to improve the coordination of regulations, bylaws or other supportive initiatives across municipalities (e.g. weight/height restrictions for roads, permitting for overweight vehicles, time of day regulations).			X
Educate on major truck routes by volume.		X	
TDM			
Identify opportunities for Travel Smart programming.		X	X