



4.1 ROAD NETWORK



Sharing the road



Giving carpools priority

ISSUE:

The network of road infrastructure (from sidewalks to traffic signals) forms the basis of travel, whether by foot, bike, transit, or car. In the past, Richmond's dominant mode of travel has been the car. As the city changes, alternatives to the car are becoming more important, as are lifestyle, neighbourhood livability, economic, and environmental issues. These changes need to be reflected in the basic road network.

OBJECTIVE 1:

Achieve road infrastructure which reflects stronger integration of non-automobile travel modes.

POLICIES:

- a) Redistribute road capacity to facilitate and help shape the travel demands of various road users (see sections below on transit, pedestrians, and cycling);
- b) Create shorter blocks to improve local circulation by all travel modes, particularly where land use is more intensive;
- c) Create transit-friendly streets along bus routes (bus stops, bus bulges, bus lanes, etc.);
- d) Incorporate cycling provisions into all future major road projects;
- e) Create appealing streets and pathways for walking, rolling and cycling by improving streetscapes with tree boulevards, pedestrian-friendly lighting and signals, curb extensions, bike lanes/paths, sidewalks with minimal driveway crossings, and wider sidewalks in high-volume pedestrian areas;
- f) Program traffic signals to provide pedestrians, cyclists, and transit vehicles with priority at designated intersections;
- g) Identify and require road network improvements for automobiles, transit, cycling, walking and rolling in pace with the travel demand generated by new development as part of the development review process.



OBJECTIVE 2:

Manage traffic flow for efficient and convenient travel while enhancing neighbourhood livability.

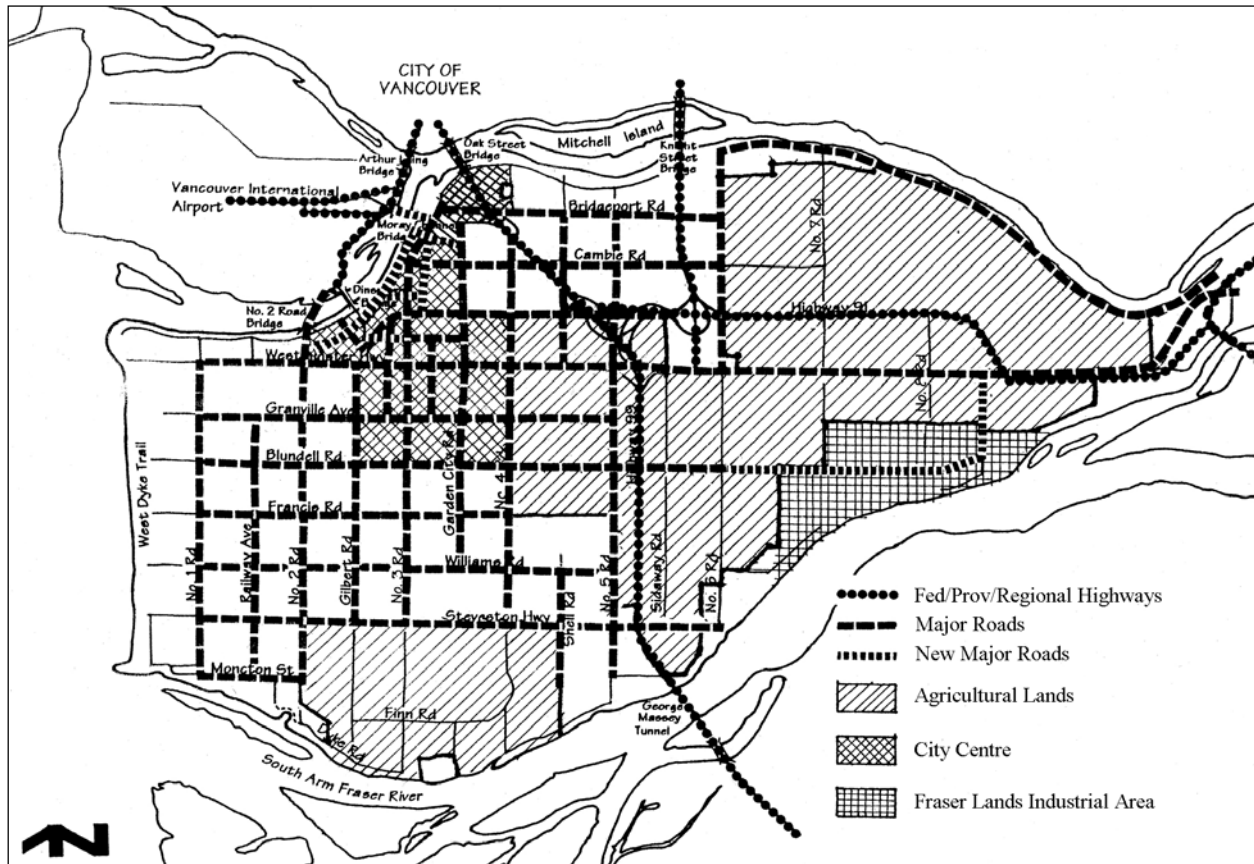
POLICIES:

- a) Use a system of major and minor roads which directs through traffic to major roads and minimizes traffic intrusion into residential neighbourhoods;
- b) Maintain major roads as the primary corridors for the efficient movement of through traffic (transit, cyclists, and automobiles), with appropriate allowances for local circulation in areas of intense land use activity;
- c) Require lanes parallel to major roads to discourage individual driveways which impede traffic flow and create safety hazards for motorists, cyclists, and pedestrians;
- d) Use traffic calming measures on minor roads where necessary to discourage through traffic and speeding and to increase safety in residential neighbourhoods;



Traffic calming using a traffic circle

Major Roads *Bylaw 8381
2009/09/14*





- e) Work with senior governments and other agencies to integrate local, regional, provincial and federal roads to facilitate efficient regional travel while balancing the local community's needs.

OBJECTIVE 3:

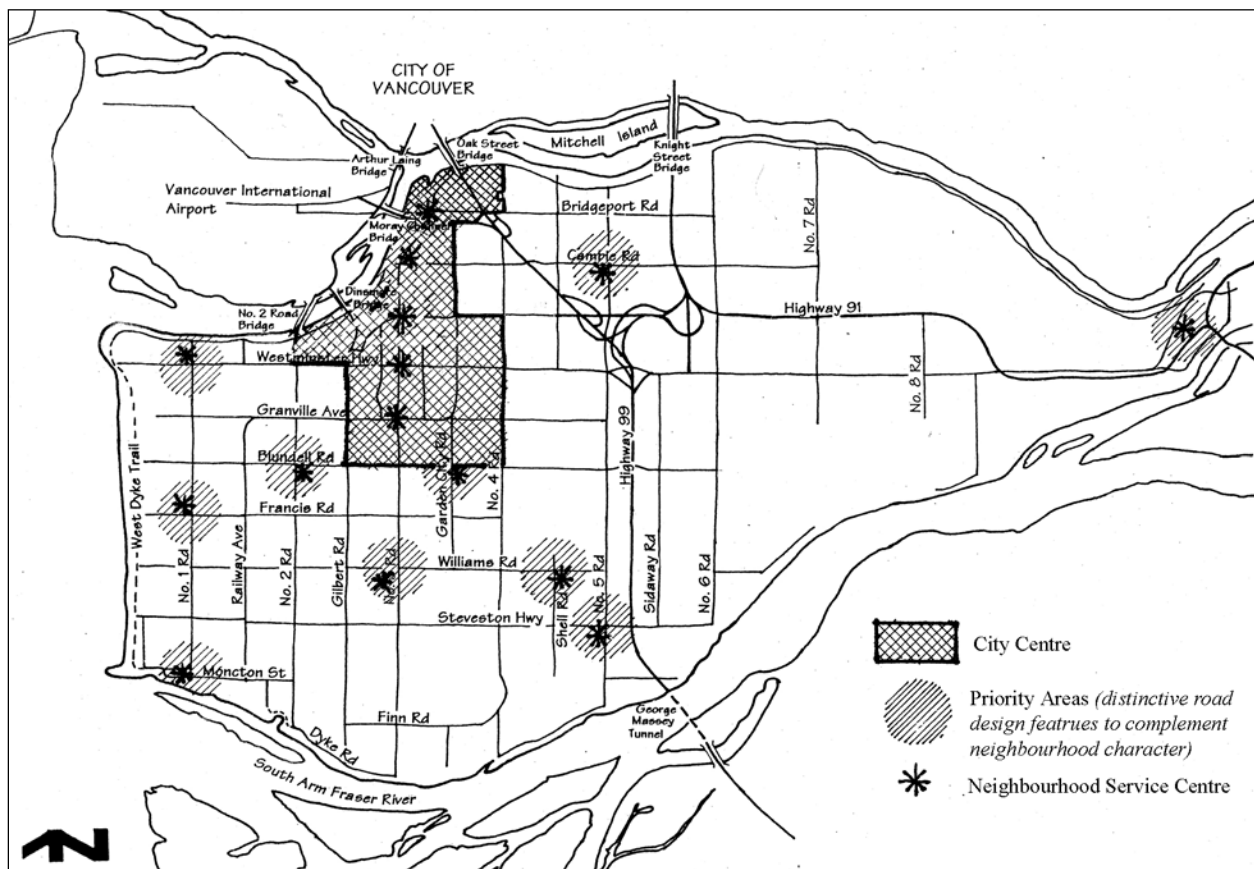
Provide distinctive design features in the road network to complement neighbourhood character and to emphasize landmark locations.

POLICIES:

- a) Integrate the design of roads at landmark locations (gateways, entrances to neighbourhoods and visitor districts, rapid transit stations, parks, etc.) with civic beautification elements such as public art, special boulevard trees, and other decorative features.

Priority Areas for Distinctive Road Design and Pedestrian Improvements

Bylaw 8381
2009/09/14





Street with local neighbourhood character

OBJECTIVE 4:

Provide road infrastructure and implement traffic management measures to facilitate the efficient movement of goods and services for commercial, industrial, and farm purposes.

POLICIES

- a) Support the increasing interaction between Lulu and Sea Islands generated by the airport, using existing and new links, e.g. RapidBus/Light Rapid Transit, Airport Connector;
- b) Ensure major roads can accommodate commercial and industrial vehicles for safe and efficient city-wide distribution of goods and services;
- c) Establish a network of local and collector streets in commercial and industrial areas to provide efficient, convenient access, and connection to major arterials;
- d) Restrict the development of new major roads in the Agricultural Land Reserve to avoid jeopardizing farm viability, except for service roads intended to serve adjacent industrial land;
- e) Establish design standards for, and a network of, farm access roads to maintain and improve the productivity of agricultural land.