



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** June 21, 2016  
**From:** Victor Wei, P. Eng.  
 Director, Transportation      **File:** 01-0100-30-RPAD1-01/2016-Vol 01  
**Re:** Review of Richmond Parking Advisory Committee

### Staff Recommendation

1. That the Richmond Parking Advisory Committee and the Richmond Traffic and Transportation Advisory Committee be dissolved; and
2. That past and current members of the above committees be thanked for their contributions.

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>
Community Bylaws	<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

This report reviews the merit for the continuation of the Richmond Parking Advisory Committee. As a housekeeping measure, this report also recommends the dissolution of the long dormant Richmond Traffic and Transportation Advisory Committee.

### Analysis

#### Establishment of Richmond Parking Advisory Committee

The Richmond Parking Advisory Committee was established in 2004 following two key triggers:

- the adoption of the original *City Centre Transportation Plan* in 1997, which envisioned the formation of a parking advisory body comprising various stakeholders in the City Centre as a means to provide input into the planning, provision and management of parking; and
- the introduction of pay parking in the City Centre in August 2002, which is a fundamental component of the overall parking strategy for the area.

As shown in Table 1, the Committee is comprised of a total of 15 members, including a City Council Liaison, and typically meets quarterly. There is a staff liaison each from Transportation and Community Bylaws.

Table 1: Composition of Richmond Parking Advisory Committee

Representative	Selection	Members
City Council Liaison	Council Appointee	1
Richmond Chamber of Commerce	Organization Appointee	1
City Centre Community Association	Organization Appointee	1
Tourism Richmond	Organization Appointee	1
Urban Development Institute	Organization Appointee	1
Building Owners and Managers Association of BC	Organization Appointee	1
Richmond Retail Merchant or Richmond Employee/Resident	Council Appointee	9
<b>Total Membership</b>		<b>15</b>

#### Current Relevance of Richmond Parking Advisory Committee

Over the years, the Committee has been a helpful setting for the discussion of parking-related issues (e.g. early phase of *City Centre Transportation Plan* implementation, introduction of pay parking, potential impacts of the Canada Line, changes to tandem parking requirements, trial implementation of the Steveston parking strategy in Summer 2012). However, such topics may now be outdated or typically arise intermittently rather than regularly. More recently, a number of additional factors have become apparent that together suggest that the Committee is no longer a productive and engaging forum. These factors include:

- Evolution of City Centre: The Committee formed at a time when potential parking-related issues appeared more prevalent (e.g., recent introduction of pay parking, imminent implementation of the Canada Line and the associated concern of passengers parking in private parking lots adjacent to stations). Since that time, these concerns have dissipated as

the City Centre matures and no further on-going strategic parking-related issues have emerged that would warrant retention of the Committee.

- **Official Community Plan Update:** The goals of the City's Official Community Plan with respect to mobility and access encourage a shift from driving to transit, walking and cycling, which suggests that the Committee's role of focusing only on parking is no longer appropriate or necessary.
- **Agenda Topics:** Many of the topics raised by members are personal experiences related to traffic operations or property use rather than parking policy per se. Such issues are already addressed more efficiently and timely by the appropriate City department or the existing multi-agency Traffic Safety Advisory Committee. As such, maintaining the Committee would create redundancy and would not be a valuable use of members' time.
- **Attendance:** Committee attendance has been observed to be consistently low. Attachment 1 illustrates the attendance record since the Committee's inception for both Council appointees and organization appointees. The chart indicates that of the Committee's 34 meetings to date, quorum has been achieved for only seven meetings and thus the interest expressed by Committee members to participate has been somewhat limited. Attendance by organization appointees after the initial few years of interest has also been consistently low (i.e., appointed positions have been vacant) despite repeated requests from staff for representatives.

#### Feedback from Current Members of the Richmond Parking Advisory Committee

Staff discussed the relevance and utility of the Committee with current members at the February 24, 2016 and June 15, 2016 meetings. Committee members, including a returning member who was part of the Committee at its inception, agreed that the Committee is no longer necessary and that their time would be better served on other City advisory committees.

Based on the above discussion and the consensus of the existing Committee members, staff therefore recommend that the Richmond Parking Advisory Committee be dissolved and the current members thanked for their contributions. Future parking-related concerns from the public can be addressed via the City's multiple customer feedback opportunities or the City's partnerships with external agencies (e.g., Richmond RCMP). When appropriate, consultation with external agencies on parking issues could occur directly (e.g., Urban Development Institute) or, if necessary, a task force could be formed to address examine specific parking issues if deemed appropriate.

#### Richmond Traffic and Transportation Advisory Committee

The Richmond Transit and Traffic Advisory Committee was constituted in February 2002 to comment on and monitor the progress of recommendations suggested by City staff and TransLink regarding the recently implemented #98 B-Line transit service and associated No. 3 Road traffic conditions. The Committee met three times between March and July 2002 with staff from TransLink, Coast Mountain Bus Company and the City to consider the recommended transit service changes and City Centre traffic conditions and presented a final report with recommendations that was considered by Council at its September 23, 2002 meeting. The Committee's recommendations were endorsed by Council and forwarded to TransLink.

The Committee duly fulfilled its mandate and has not met since 2002. Moreover, staff do not foresee any future need to re-constitute the Committee. However, the Committee (which has

been inadvertently renamed to the Richmond Traffic and Transportation Advisory Committee) remains nominally "active" in that a Council liaison is named to the Committee at the beginning of each Council term. Again, to reflect current needs and priorities, staff recommend that the Richmond Traffic and Transportation Advisory Committee be dissolved.

**Financial Impact**

None.

**Conclusion**

Staff recommend the dissolution of the Richmond Parking Advisory Committee based on the mutually reinforcing factors of:

- a continuing limited range of agenda topics related to the Committee's mandate of providing input on the management of the supply and demand of parking in the city,
- an increased emphasis on sustainable transportation modes in the City's long-term plans, and
- persistent low attendance.

Staff further recommend that the dormant Richmond Traffic and Transportation Advisory Committee, which fulfilled its mandate in 2002 and has not met since, be dissolved.



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Att. 1: Historic Attendance at Richmond Parking Advisory Committee

