



Public Works and Transportation Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, November 20, 2019
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-4

*Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on October 23, 2019.*



NEXT COMMITTEE MEETING DATE

December 18, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATIONS

1. Metro Vancouver Iona Wastewater Treatment Plant Update

ENGINEERING AND PUBLIC WORKS DIVISION

2. **UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND 2019/2020 APPLICATION**
(File Ref. No. 10-6060-04-01) (REDMS No. 6310970)

PWT-11

See Page PWT-11 for full report

Designated Speaker: Jason Ho

STAFF RECOMMENDATION

- (1) *That the Flood Protection and Dike Upgrades submission to the 2019 Union of BC Municipalities (UBCM) Community Emergency Preparedness Fund for Structural Flood Mitigation be endorsed.*
- (2) *That the Seismic Assessment and Hydraulic Modeling submission to the 2020 UBCM Community Emergency Preparedness Fund for Flood Risk Assessment, Flood Mapping, and Flood Mitigation Planning be endorsed.*
- (3) *That, should the Flood Protection and Dike Upgrades submission and/or the Seismic Assessment and Hydraulic Modeling submission be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute the funding agreements with UBCM.*



PLANNING AND DEVELOPMENT DIVISION

3. **STEVESTON HIGHWAY-CONSTABLE GATE INTERSECTION OPERATIONS**
(File Ref. No. 10-6450-08-01) (REDMS No. 6245721)

PWT-15

See Page PWT-15 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the report titled “Steveston Highway-Constable Gate Intersection Operations” dated October 2, 2019, from the Director, Transportation be received for information.



Pg. # ITEM

4. **TRANSLINK REGIONAL GOODS MOVEMENT STRATEGY**
(File Ref. No. 01-0154-04) (REDMS No. 6229604)

PWT-20

See Page PWT-20 for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

That the staff report, titled “TransLink Regional Goods Movement Strategy” dated October 7, 2019, from the Director, Transportation, be received for information.

5. **MANAGER’S REPORT**

ADJOURNMENT



Public Works and Transportation Committee

Date: Wednesday, October 23, 2019

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Linda McPhail
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Michael Wolfe

Also Present: Councillor Carol Day
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Public Works and Transportation Committee held on September 18, 2019, be adopted as circulated.

CARRIED

AGENDA ADDITION

It was moved and seconded
That Soil Remediation Potential for the Richmond Go Kart Track be added to the agenda as Item No. 4A.

CARRIED

NEXT COMMITTEE MEETING DATE

November 20, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. TRANSLINK 2020 COST-SHARE APPLICATIONS

(File Ref. No. 01-0154-04) (REDMS No. 6248060 v. 6)

In response to queries from Committee, staff advised that (i) the driveways along Steveston Highway that will impede the proposed multi-use pathway will be addressed once the project begins, (ii) the project north of Highway 99 will be included in the upcoming Capital Budget process, (iii) a request to increase transit from No. 5 Road and Cambie Road to Ironwood Mall can be forwarded to TransLink for consideration, (iv) additional details can be provided regarding River Road and the potential for a bike lane, (v) the Richmond Active Transportation Committee and HUB Cycling are regularly consulted on bicycle and transit facility improvement projects, (vi) expediting bus stop upgrades for accessibility can be made a priority with funding increased in the Capital Budget process, and (vii) the sidewalks at No. 5 Road and Cambie Road will be widened to accommodate a multi-use pathway.

It was moved and seconded

That as described in the report titled "TransLink 2020 Cost-Share Applications" dated August 26, 2019 from the Director, Transportation:

- (a) the Cambie Road Overpass project be endorsed;*
- (b) the submission of road, pedestrian, bicycle and transit facility improvement projects as part of the TransLink 2020 cost-share programs be endorsed;*
- (c) the information will be considered in the 2020 Capital Budget process; and*
- (d) the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.*

CARRIED

Public Works & Transportation Committee
Wednesday, October 23, 2019

ENGINEERING AND PUBLIC WORKS DIVISION

2. AWARD OF CONTRACT 6509P – MATTRESS AND UPHOLSTERED FURNITURE RECYCLING SERVICES

(File Ref. No. 10-6370-01) (REDMS No. 6285538 v. 7)

In response to queries by Committee, staff advised that (i) Canadian Mattress Recycling Inc. is located on Annacis Island, (ii) much of the stripping of furniture is done by hand; however, Canadian Mattress Recycling Inc. is expanding and exploring options to incorporate more machinery, (iii) any items received by the facility that is in excellent condition is donated to various organizations, (iv) the City has requested that the company provide a monthly statistics report of which items are recycled or donated, and (v) the City encourages residents to donate furniture in excellent condition to local organizations before bringing them to the City's recycling depot.

It was moved and seconded

That Contract 6509P – Mattress and Upholstered Furniture Recycling Services be awarded to Canadian Mattress Recycling Inc. at an estimated total contract value of \$1,029,185 over a maximum five-year term and the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Canadian Mattress Recycling Inc. incorporating the key terms outlined in the staff report dated September 24, 2019.

CARRIED

3. AWARD OF CONTRACT 6503P – EV CHARGING INFRASTRUCTURE AND MANAGEMENT PROVIDER

(File Ref. No. 02-0780-01) (REDMS No. 6282527 v. 10)

In response to queries from Committee, staff advised that a future report with proposed bylaws and fees will be brought forward for Council's consideration and the other bidders could not fulfill the full scope of services requested.

It was moved and seconded

That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider be awarded to Forseeon Technology for a five-year term for an estimated total value of \$1,506,322, and the Chief Administrative Officer and Acting General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Forseeon Technology incorporating the key terms outlined in the staff report dated October 9, 2019.

CARRIED

3.

Public Works & Transportation Committee
Wednesday, October 23, 2019

4. **PROPOSED 2020 PAVING PROGRAM**

(File Ref. No.) (REDMS No. 6261681 v. 2)

In response to queries from Committee, staff advised that (i) through the Paving Management Program, a consultant inspects all sites to prioritize work; however, the City can request for demand work, and (ii) there are a number of projects, developments and capital works occurring on the east side of Westminster Highway and the Hamilton Community Centre, and (iii) staff are in direct communication with the school and community centre in Hamilton to ensure the safety of the residents.

It was moved and seconded

That the staff report titled, "Proposed 2020 Paving Program," dated September 16, 2019, from the Acting Director, Engineering be received for information.

CARRIED

4A. **SOIL REMEDIATION POTENTIAL FOR RICHMOND GO KART TRACK**

(File Ref. No.)

Materials were distributed (attached to and forming part of these Minutes as Schedule 1) and discussion took place on the feasibility of combining the Richmond Go Kart Track with the City soil site and City road allowance in order to have an expanded soil remediation site.

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff:

- (1) provide an update for potential uses for the Richmond Go Kart Track;*
- (2) explore remediation options for the Richmond Go Kart Track; and*
- (3) examine whether soil remediation can be considered as a use for the Richmond Go Kart Track;*

and report back

CARRIED

5. **MANAGER'S REPORT**

None.

Public Works & Transportation Committee
Wednesday, October 23, 2019

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:32 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, October 23, 2019.

Councillor Chak Au
Chair

Stephanie Walrond
Legislative Services Coordinator

Referral: Oct. 23, 2019-10-22

To: Public Works committee

From: Councillor Harold Steves

Re: Soil Remediation potential Richmond Go Kart Track

- (1) The Richmond Go Kart Track is immediately north of the city of Richmond soils site. South of the soils site is a city road allowance. The three sites combined could be used for an expanded soil remediation site.
- (2) The Garden City Lands have areas of contamination. They may need clean fertile soil over the contaminated areas.
- (3) Richmond farms frequently request permission to put fill on farmland.
- (4) Fill from Metro Vancouver excavations is low on organics and microbes, generally has poor capillarity for groundwater to rise to the surface and may need irrigation from the city water system.
- (5) The City of Richmond has banned cosmetic pesticides. When composted the leaves and lawn clippings qualify for use on organic farms and gardens.

It is recommended that the City of Richmond consider use of the entire soil and Go Kart site for soil remediation by composting lawn clippings and leaves from city parks and combining with Richmond topsoil, subsoil and imported soils. The soil would be used for fill and land levelling purposes.





City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 18, 2019
From: Jason Ho, P.Eng.
 Manager, Engineering Planning **File:** 10-6060-04-01/2019-Vol 01
Re: **UBCM Community Emergency Preparedness Fund 2019/2020 Application**

Staff Recommendation

1. That the Flood Protection and Dike Upgrades submission to the 2019 Union of BC Municipalities (UBCM) Community Emergency Preparedness Fund for Structural Flood Mitigation be endorsed.
2. That the Seismic Assessment and Hydraulic Modeling submission to the 2020 UBCM Community Emergency Preparedness Fund for Flood Risk Assessment, Flood Mapping, and Flood Mitigation Planning be endorsed.
3. That, should the Flood Protection and Dike Upgrades submission and/or the Seismic Assessment and Hydraulic Modeling submission be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute the funding agreements with UBCM.

Jason Ho, P.Eng.
 Manager, Engineering Planning
 (604-244-1281)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CS
APPROVED BY CAO	

Staff Report

Origin

On May 29, 2019, the Province announced \$31 million in grant allocation for the Community Emergency Preparedness Fund (CEPF). UBCM administers the CEPF to provide grant funding for partners to plan and implement structural flood protection projects in British Columbia.

There are a number of different funding streams in this program. Under the Structural Flood Mitigation category, staff submitted an application for the Flood Protection and Dike Upgrades Project. Under the Flood Risk Assessment, Flood Mapping, and Flood Mitigation Planning category, staff are preparing an application for the Seismic Assessment and Hydraulic Modeling Project.

The application guidelines state that projects must be endorsed by Council to be considered for funding. Staff are requesting Council's endorsement for these project submissions to the UBCM Community Emergency Preparedness Fund.

Completion of the Flood Protection and Dike Upgrades project will help improve Richmond's diking infrastructure to meet current flood protection requirements. The Seismic Assessment and Hydraulic Modeling Project will provide information required to establish future flood protection requirements, advance the City's Flood Protection Management Strategy, and inform future capital projects. These projects have been included in the proposed 2020 capital program that will be presented to Council as a part of the 5-year capital plan.

This report supports the following strategies within Council's Strategic Plan 2018-2022:

Strategy #1, A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

1.3 Ensure Richmond is prepared for emergencies, both human-made and natural disasters.

Strategy #2, A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

Strategy #5, Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Analysis**Flood Protection and Dike Upgrades Project**

The scope of work for this project includes, but is not limited to, rebuilding structural armouring to stabilize eroding banks and replacing collapsing riprap for approximately 1.6 kilometres of dike at three different priority locations.

The City of Richmond's Flood Protection Management Strategy identifies rehabilitation and upgrades to the perimeter dike as a top priority to reduce flood risk due to climate change-induced sea level rise. This project will focus on structural rehabilitation and improvements to the perimeter dike.

The UBCM Community Emergency Preparedness Fund can contribute up to 100% of the project costs, to a maximum of \$750,000. The estimated cost to complete this project is \$1,000,000. Should the City be awarded the UBCM grant, costs beyond the grant allocation would be recommended for funding from the Drainage and Diking Utility.

Seismic Assessment and Hydraulic Modeling Project

The scope of work for this project includes, but is not limited to, performing seismic assessment of the perimeter dike corridor, geotechnical investigations, as well as hydraulic assessment and modeling for various drainage assets located in Richmond.

A well-planned drainage system is necessary for the City to prevent flooding resulting from extreme rainfall and other natural events. The focus of this project will be the assessment, monitoring, and modeling of the City's drainage and diking system. This information will be used to better prioritize future capital projects.

The UBCM Community Emergency Preparedness Fund can contribute up to 100% of the project costs, to a maximum of \$150,000. The estimated cost to complete this project is \$200,000. Should the City be awarded the UBCM grant, staff recommend that costs beyond the grant allocation be funded from the Drainage and Diking Utility.

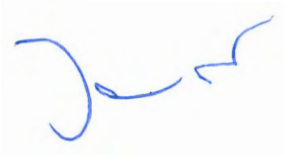
Financial Impact

There is no financial impact at this time.

The projects identified herein will be submitted for Council consideration as a part of the 2020 capital program.

Conclusion

The Union of BC Municipalities has requested funding applications from local governments for emergency preparedness activities in flood protection and prevention. Staff recommend that Council endorse the Structural Flood Mitigation Project and the Seismic Assessment and Hydraulic Modeling Project for grant funding in accordance with grant program guidelines. Staff are also seeking Council authority for the negotiation and execution of funding agreements should the City's applications be successful.



Jason Ho, P.Eng.
Manager, Engineering Planning
(604-244-1281)

JH:rd



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 2, 2019
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 10-6450-08-01/2019-Vol 01
Re: **Steveston Highway-Constable Gate Intersection Operations**

Staff Recommendation

That the report titled “Steveston Highway-Constable Gate Intersection Operations” dated October 2, 2019, from the Director, Transportation be received for information.

Lloyd Bie, P.Eng.
 Director, Transportation
 (604-276-4131)

Att. 1

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

Staff Report

Origin

At the March 20, 2019 meeting of the Public Works and Transportation Committee, staff were directed to:

look at options for the intersection at Constable Gate and Steveston Highway to improve traffic and pedestrian flow coming off Constable Gate.

This report responds to the referral.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.3 *Build on transportation and active mobility networks.*

Analysis

Existing Conditions

Constable Gate is a local street serving a single family neighbourhood that forms a T-intersection on the north side at Steveston Highway approximately 300 m west of Gilbert Road. There are approximately 130 properties in the Constable Gate catchment area. Steveston Highway is a four-lane major arterial. The current level of traffic control at the intersection is a special crosswalk for pedestrians on the east leg. The adjacent intersections of No. 2 Road and Gilbert Road at Steveston Highway are fully signalized.

As part of the referral to staff, it was noted that residents of the neighbourhood have expressed concern about delays experienced during the peak period for motorists turning onto Steveston Highway, particularly those making a left turn to travel southbound to eastbound. Although the adjacent traffic signals create gap opportunities, some delay is still experienced by traffic on Constable Gate. In addition to traffic volumes on Steveston Highway, residents also identified traffic speeds as a concern for both motorists and pedestrians using the special crosswalk.¹

To fully assess options to improve the traffic conditions, the following analysis was undertaken:

- intersection traffic signal warrant,
- review of neighbourhood road network for alternate access/egress route, and
- potential realignment of travel lanes on Steveston Highway.

Intersection Traffic Signal Warrant

An intersection upgrade to a full traffic signal is prioritised based on a technical warrant analysis and other factors including crash history, proximity to schools, road classification, traffic volumes, and proximity of other signalized crosswalks and intersections.

¹ Per the minutes for Item 1 of the March 20, 2019 meeting of the Public Works and Transportation Committee, which can be accessed at: https://www.richmond.ca/city-hall/council/agendas/pwt/2019/032019_minutes.htm.

A traffic signal warrant was performed based on traffic counts collected in June 2019. The study results indicate that a full traffic signal is not warranted based on existing traffic volumes and the crash history at the intersection. This result confirms the analysis performed in 2016, which also indicated that an upgrade of the existing special crosswalk to a full signal was not warranted.

Staff also performed field observations on June 5, 2019 of vehicle wait times on Constable Gate. Only one vehicle had a wait time exceeding two minutes (124 seconds) during the study period. Surveys indicated that during the morning and afternoon peak times, five of the approximately 50 motorists experienced delays between 60 to 100 seconds to turn left onto Steveston Highway. During the midday, five of the 25 motorists experienced delays between 60 to 125 seconds. All other motorists waited less than 60 seconds.

These findings are typical of local streets that intersect with arterial roadways with no traffic signal. The traffic volume generated by this small and contained catchment area is relatively low despite Constable Gate being the only means of access to the adjacent street system.

The operation of the existing special crosswalk was also reviewed and its performance is adequate to handle the pedestrian volume crossing Steveston Highway. No further changes to the existing special crosswalk are warranted at this time.

Potential Utilization of Internal Neighbourhood Fire Lane

There is an internal fire lane/neighbourhood walkway secured on road dedication located between Hogarth Drive and Reynolds Drive (Attachment 1). The existing width is sufficient for conversion to allow two-way vehicle movements such that residents from the Constable Gate neighbourhood could access Gilbert Road via Gainsborough Drive as an alternative route. Staff do not recommend conversion of the fire lane at this time for the following reasons:

- single family homes adjacent to the fire lane will be impacted by the addition of traffic;
- increased traffic through both the north and south neighbourhoods may be experienced as new road options are available for access and egress to both catchment areas; and
- neighbourhood short-cutting north and south of the fire lane may occur.

Should this option be pursued in the future, neighbourhood consultation would be conducted to confirm support.

Potential Realignment of Travel Lanes on Steveston Highway

A review of the road geometry on Steveston Highway in this block indicates that there is not sufficient physical space to introduce a centre turn lane at Constable Gate within the existing road right-of-way. To enhance access for motorists onto Steveston Highway, staff then explored the option of reducing the lane widths (as a form of “road diet”) on Steveston Highway at the intersection with Constable Gate to encourage slower operating speeds, which in turn will allow traffic from Constable Gate to better judge Steveston Highway traffic flow for gap opportunities.²

² Road diet is the term used by transportation professionals in reference to road narrowing or reallocation of road space in order to accommodate alternate modes of transportation or to slow vehicle speeds.

As Steveston Highway is a significant local and regional major arterial road, maintaining the people-moving capacity is an important consideration. A number of studies have shown that narrowing lane widths is an effective tool to decrease the potential for speeding without compromising road capacity and throughput.³

Concurrently, staff are developing a revised cross-section with narrower travel lanes for Steveston Highway between Shell Road and Mortfield Gate to improve road safety and better accommodate construction of a multi-use path and treed boulevard on the south side as part of the Council-approved 2019 Capital Plan. This project is currently in preliminary design with construction to follow after design completion. Future phases will extend the multi-use path on Steveston Highway further west to connect to the recently constructed multi-use path on No. 2 Road south of Steveston Highway as well as to Railway Avenue to connect to the Railway Greenway. The revised cross-section with narrower travel lanes for Steveston Highway between Shell Road and Mortfield Gate is planned to be carried through to Railway Avenue to improve road safety along the entire corridor.

The section of the Steveston Highway multi-use path from Mortfield Gate to No. 2 Road will be included in the 2020 Capital Plan for Council's consideration. Should this project be approved by Council, the narrower lane widths along Steveston Highway will be implemented from Mortfield Gate to No. 2 Road, which includes the intersection at Constable Gate. Implementation of this road diet on Steveston Highway is anticipated in 2021/2022 should Council approve the capital project.

Financial Impact

None.

Conclusion

Staff have reviewed traffic operations at the intersection of Steveston Highway and Constable Gate and determined that a full traffic signal is not warranted based on existing traffic volumes. To improve opportunities for motorists to access Steveston Highway from Constable Gate and improve road safety for all users, a road diet to narrow the vehicle lane widths on Steveston Highway from Mortfield Gate to No. 2 Road may be implemented should Council approve a candidate multi-use path project to be presented for Council's consideration as part of the 2020 Capital Plan.



Sonali Hingorani, P.Eng.
Transportation Engineer
(604-276-4149)
JC:jc



Joan Caravan
Transportation Planner
(604-276-4035)

Att. 1: Internal Fire Lane/Neighbourhood Walkway

³ *The British Columbia Community Road Safety Toolkit*, which can be accessed at:
<https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/resource-kit-community-road-safety-toolkit-module2.pdf>.

Internal Fire Lane/Neighbourhood Walkway





City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: October 7, 2019

From: Lloyd Bie, P. Eng.
Director, Transportation

File: 01-0154-04/2019-Vol
01

Re: **TransLink Regional Goods Movement Strategy**

Staff Recommendation

That the staff report, titled "TransLink Regional Goods Movement Strategy" dated October 7, 2019, from the Director, Transportation, be received for information.

Lloyd Bie, P. Eng.
Director, Transportation
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Roads & Construction	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At its regular meeting held November 28, 2016, Council considered a report on TransLink's draft Regional Goods Movement Strategy (the Strategy) and directed staff "*to report back on the detailed action plans when completed.*" TransLink finalized the Strategy in June 2017 and since that time has initiated the development and implementation of detailed action plans for a subset of priority actions. This report provides information on the prioritised action plans.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

- 5.4 *Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

- 6.3 *Build on transportation and active mobility networks.*

Analysis

Regional Goods Movement Strategy

The development of the Strategy grew out of the recognized need for a coherent and collaborative multi-agency regional strategy to improve urban freight movement that primarily uses regional and local roadways as distinct from Gateway-oriented freight that is focused on trips to/from port facilities. TransLink engaged with local governments (including the City) and stakeholders¹ during the development and finalization of the Strategy, which is meant to provide a regional framework for action for all partners with TransLink playing a co-ordination role. The Strategy identifies a range of actions and a short-list of priorities together with lead roles, partnerships, and consultation opportunities.

Strategy Actions

The Strategy actions are grouped under the following three key levers that can be deployed to achieve the overarching goals of getting people and goods where they need to go as reliably, safely, efficiently, quietly, and cleanly as possible:

- (1) Invest strategically to maintain and expand the transportation system;
- (2) Manage the transportation system to be more efficient and user-focused; and
- (3) Partner to make it happen.

¹ Stakeholders included Metro Vancouver, Ministry of Transportation & Infrastructure, Transport Canada, Port of Vancouver, Vancouver Airport Authority, ICBC, BC Trucking Association, Greater Vancouver Gateway Council, Vancouver Board of Trade, Surrey Board of Trade, Vancouver Transportation Club, and Western Transportation Advisory Council.

Attachment 1 identifies the complete list of actions under these three themes of invest, manage and partner. Attachment 2 identifies the short-list of priority actions that reflect stakeholder input gathered throughout the development of the Strategy as well as the lead and supporting agencies for each priority action to ensure the effective implementation of the actions.

The Greater Vancouver Urban Freight Council (GVUFC) is tasked with championing their implementation, monitoring and assessing progress, and periodically reviewing and comparing the priorities against the region's evolving goods movement needs. The GVUFC was established as an outcome of the Strategy and emulates the existing Greater Vancouver Gateway Council in its structure and approach but is complementary as it focuses on urban freight movement on regional and local roads rather than Gateway priorities that emphasize provincial highways and roads connecting to port facilities.

City Involvement in Priority Actions to Date

The following sections outline the City's involvement in the priority actions that have been initiated following finalization of the Strategy.

Priority 2 Develop a Regional Road Network Strategy (RRNS)

Three implementation priorities are identified within this action.

- (a) Update TransLink's Major Road Network (MRN): TransLink initiated a review of the management and funding of its MRN in 2010. Subsequently, Phase One of the Mayors' Vision 10-Year Investment Plan included a 10% expansion of the total MRN lane-km. As part of this process, Council endorsed a number of road segments proposed to be added to the MRN in June 2012 and November 2018. TransLink approved the additions in December 2018, which expanded Richmond's MRN by nearly 30% from 134.7 lane-km to 174.4 lane-km. The City is now eligible for additional annual maintenance funding of \$818,000 plus cost-sharing of capital road improvement projects.
- (b) Designate a Regional Truck Route Network: Currently, the City does not have designated truck routes² as such routes are typically defined to control or restrict truck movements. Goods movement within Richmond is naturally confined to arterials (except for local deliveries) as local roads within the city's road grid typically do not offer a parallel route to the arterials. Given this road network configuration, staff have advised TransLink that any designation of truck routes in Richmond would be neither necessary nor warranted. Staff will work with TransLink regarding potential equivalent options (e.g., Richmond's segments of an updated Major Road Network and the provincial highway system could coincide and be connected with the Regional Truck Route Network in the adjoining municipalities) to achieve the same intent of enhancing goods movement while minimizing negative impacts to the local community.
- (c) Establish Performance Guidelines for the Regional Road Network: TransLink initiated work on this action in July 2019 to identify potential performance metrics to better enable a coordinated approach to monitoring and managing the region's road network. Performance metrics will be developed within four categories: mobility (delay and reliability), safety

² Traffic Bylaw 5870 designates routes for the transportation of dangerous goods through the city.

(collisions), livability, and asset conditions (pavement condition). The intent is to complete the work by late 2019/early 2020 to form part of Transport 2050, which is TransLink's update of the broader Regional Transportation Strategy. Transport 2050 is anticipated to be completed by late 2020.

Priority 3 Harmonize Regulations and Streamline Processes to Improve Freight Efficiency

Two implementation priorities are identified within this action.

- (a) *Harmonize Vehicle Weights and Dimensions Regulations*: TransLink initiated work on this item in January 2016 with the formation of the Commercial Vehicle Staff Working Group, of which the City is a member. The goal is to harmonize provincial and municipal vehicle weight and dimension limits for: (1) standard vehicles that do not require a permit to travel; and (2) non-standard vehicles (i.e., oversize or overweight) that require a permit to travel. In January 2018, TransLink's Regional Transportation Advisory Committee (RTAC)³ endorsed the implementation of several initiatives to support this goal as described below.

With respect to standard vehicles, a common regional definition of a heavy truck was approved with the weight and dimension limits to be aligned with existing provincial definitions per the BC Commercial Transport Regulations (BC CTR). The City is in the process of harmonizing with these standard truck requirements via the following actions:

- (i) Common Definition: As the City does not have designated truck routes, the impact was limited to the installation of new signage on a section of Westminster Highway (No. 6 Road-Nelson Road) updating the vehicle weight restriction from 10t to 11.8t for consistency with the new regional definition.
- (ii) Weight and Dimension Limits: An amendment to the Traffic Bylaw is required to adopt the BC CTR weight and dimension limits by reference. Staff anticipate presenting an updated Bylaw for Council's consideration in early 2020.

With respect to non-standard vehicles, the development of a regional permit policies and procedures manual to harmonize regional regulations was approved. This work was initiated in June 2018 and staff have been providing input on the successive drafts of the manual that is targeted for finalization and endorsement by RTAC by the end of 2019. Should the manual be endorsed at that time, the transition to the new regulations would occur in 2020 with the procedures in full effect as of January 2021.

- (b) *Develop Centralized Regional Permit System*: In January 2018, RTAC endorsed the development of an implementation strategy for a common permitting platform for submitting, reviewing and approving permit applications across all jurisdictions in Metro Vancouver. Municipal permitting would be integrated with the existing provincial permitting system (OnRouteBC). This work is anticipated to begin in Q2 2020.

³ The Regional Transportation Advisory Committee is a forum for Metro Vancouver municipalities and other major public agencies with significant responsibilities or influence on regional mobility to discuss, collaborate and provide senior-level input on strategic-level multi-modal regional transportation issues.

Financial Impact

None.

Conclusion

TransLink's Regional Goods Movement Strategy addresses how to deliver goods and services more efficiently to more people and more businesses within a shared and increasingly limited space in a cleaner, quieter, safer, and more cost-effective way. Staff continue to regularly participate in the implementation of priority actions to advance urban freight and economic development both locally and regionally without any diminishment of the City's authority over local roadways or increased negative impacts to the community.



Joan Caravan
Transportation Planner
(604-276-4035)



Bill Dhaliwal
Supervisor, Traffic Operations
(604-276-4210)

Att. 1: Regional Goods Movement Strategy: Actions

Att. 2: Regional Goods Movement Strategy: Short-List of Priority Actions and Lead Roles

Regional Goods Movement Strategy: Actions

1.0	Invest Strategically to Maintain and Grow the Transportation System
1.1	<p>Maintain roads and bridges in a state of good repair</p> <p>1.1.1 Monitor condition of pavement and structures on the Major Road Network on an annual basis in order to inform maintenance priorities.</p> <p>1.1.2 Ensure the timely, adequate and ongoing availability of funds to operate, maintain, and rehabilitate the regional road network to keep it in a state of good repair.</p> <p>1.1.3 Provide priority funding to operate, maintain, and rehabilitate bridges and structures to improve safety and resilience in the face of climate change and seismic impacts, proactively planning for future bridge rehabilitation and/or replacement.</p>
1.2	<p>Make strategic investments in the road network</p> <p>1.2.1 Ensure that road investments achieve their stated objectives to support goods movement by making concurrent commitments to road network optimization, road use pricing measures, land-use measures, and disaster resilience and response.</p> <p>1.2.2 Coordinate with Gateway partners on priority infrastructure investments to accommodate long-term growth in Gateway trade demand while ensuring compatibility with regional priorities and minimizing negative impacts to local communities and the environment.</p> <p>1.2.3 Coordinate with the BC Ministry of Transportation and Infrastructure on the replacement of the George Massey Tunnel, a key component of the regional and provincial road network, with a new tolled bridge that includes dedicated transit priority lanes.</p> <p>1.2.4 As outlined in the Mayors' Council Transportation Plan, and elsewhere, replace the Pattullo Bridge, a critical connection between Surrey and New Westminister, with a new, four-lane bridge funded primarily by user pricing. The replacement bridge will be designed in a manner so as to not foreclose the consideration of a potential future expansion to six lanes, subject to an all-party agreement and Mayors' Council approval.</p> <p>1.2.5 Find and implement a long-term solution to connect Highway 1 and Highway 91A north of the Fraser River, filling this critical gap in the regional goods movement network in a way that also reduces the negative impacts of high commuter traffic and HCV volumes on the viability and livability of the New Westminister Regional City Centre.</p> <p>1.2.6 Establish performance guidelines for the Major Road Network to monitor performance, assess the effectiveness of investments, and guide future capital program and cost-sharing decisions.</p> <p>1.2.7 Update the composition of the MRN to ensure that the network is best serving the goods movement needs of the region.</p> <p>1.2.8 Where pricing and other management measures are not adequate to improve safety, local connectivity, and goods movement reliability on the MRN and designated truck routes, consider capital investment in projects identified by municipalities on major goods movement corridors.</p> <p>1.2.9 Address travel time reliability, safety, and noise through whistle cessation at railway crossings. Improvements should address any outstanding discrepancies with the new federal road-rail crossing regulations. Example actions include:</p> <ul style="list-style-type: none"> • Installing or improving automatic warning devices, road signs, and lighting at the approaches to a level crossing; • Synchronizing crossing signals with nearby road traffic signals; • Adjusting nearby roadway alignments, grades, and intersections; • Considering grade-separation where high-traffic rail lines cross a road that carries high goods movement volumes or high volumes of walking, cycling, or transit trips.
1.3	<p>Shift personal driving trips to walking, cycling and transit</p> <p>1.3.1 Make walkway, bikeway, and intersection safety improvements where major walking and bicycling routes cross rail corridors, and on all roads with high traffic volumes, high HCV volumes, complex road geometries, high accident levels, or other conditions that warrant increased attention to help meet active transportation needs. In addition, ensure that sidewalks are provided along all major arterials and collectors.</p> <p>1.3.2 In order to minimize on-street conflicts between cyclists and HCVs, make significant and early investments to complete the bikeway network, as outlined in the Regional Cycling Strategy. The focus should be on Class 1 bikeways physically protected from motor vehicle traffic and suitable for all ages and abilities.</p> <p>1.3.3 Make investments to maintain existing transit service and expand the transit system, including major increases in bus service across the region, new B-Line routes, transit-priority in congested areas, and rapid transit in Surrey and the Broadway corridor to entice people to switch from driving and to reduce congestion for those road users who have no alternative.</p>

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2.0 Manage the Transportation System to be More Efficient and User-Focused	
2.1	<p>Make travel safer for all users</p> <p>2.1.1 Make awareness of how to safely operate around HCVs a key component of driver's license training courses and examinations for non-commercial drivers in British Columbia.</p> <p>2.1.2 Make pedestrian and cyclist safety awareness a key component of driver's license training courses and examinations for commercial vehicle drivers in British Columbia.</p> <p>2.1.3 Deliver public education campaigns targeting drivers, pedestrians, and cyclists to help raise awareness about how to safely operate around HCVs.</p> <p>2.1.4 Increase resources to traffic enforcement focused on targeting dangerous automobile drivers, who are at fault in 65% of casualty collisions involving an HCV.</p> <p>2.1.5 Work with industry and regulators to encourage uptake of Advanced Driver Assistance Systems (ADAS) such as pedestrian and cyclist collision avoidance systems for HCVs to help minimize the chances of collisions with vulnerable road users, and monitor ongoing research about the benefits, costs, and overall effectiveness of equipment such as side guards to reduce the severity of collisions when they do occur.</p> <p>2.1.6 Develop a best practices guide and recognition scheme for goods movement operators on improving road and operational safety.</p> <p>2.1.7 Advance a more unified regional program of commercial vehicle safety inspections on the region's roads in partnership with the Commercial Vehicle Safety Enforcement (CVSE) branch.</p>
2.2	<p>Make the transportation system easy to understand</p> <p>2.2.1 Collaborate to develop a consistent set of truck route definitions, restrictions, and signage in order to provide a uniform and coherent system of wayfinding across the region.</p> <p>2.2.2 Provide integrated information materials online and in hard copy geared to HCV drivers on topics such as parking, loading and unloading regulations, operating restrictions, off-peak deliveries, size and weight regulations, and route clearances.</p> <p>2.2.3 Improve reliability and recoverability through wider use of dynamic messaging signs that indicate estimated travel times and delays on major truck routes, especially leading up to major bridge crossings.</p>
2.3	<p>Designate, manage, and regularly update the Regional Truck Route Network (RTRN)</p> <p>2.3.1 Increase the consistency by which truck routes are designated across the region through collaboratively developed design guidance for the RTRN. Examples include:</p> <ul style="list-style-type: none"> • hierarchy of routes; • connectivity to major truck trip generators; • directness; • flexibility and redundancy; • parking restrictions and other parking management solutions; • dangerous goods routes, and • mitigation of any negative community impacts. <p>2.3.2 Develop a clear, transparent and systematic process to approve changes or amendments to the RTRN.</p> <p>2.3.3 To improve travel time reliability, explore opportunities to implement freight priority measures, both physical and through pricing, on key corridors and at key bottlenecks in the RTRN.</p> <p>2.3.4 Publish and widely communicate the RTRN in order to:</p> <ul style="list-style-type: none"> • Provide clarity to truck operators for route planning; • Help inform land use planning and private sector locational decisions; • Help inform asset management and road investment prioritization; • Help prioritize and focus resources for on-road enforcement of passenger and commercial vehicles and incident management.

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2.4	<p>Implement system management solutions to improve travel time reliability</p> <p>2.4.1 Work to reduce congestion and improve goods movement travel time reliability through basic system management measures as well as measures focused on the RTRN. Actions include:</p> <ul style="list-style-type: none"> • real-time monitoring of regional traffic data; • adaptive signal control; • dynamic messaging signs; • rapid and coordinated incident response; • coordinated roadwork permitting and scheduling. <p>2.4.2 Working with municipalities, develop sample standards and guidelines that will improve loading and unloading efficiency, and minimize conflicts with other street users in congested urban areas through the implementation of active curbside management solutions and improved building access. Implementation can be through urban road design, by-laws, and controls at the time of development and building permit application. Examples include:</p> <ul style="list-style-type: none"> • designate sufficient loading and unloading zones in commercial areas; • increase enforcement and fines for illegal parking of automobiles in loading and unloading zones; • increase enforcement and fines for illegal parking of commercial vehicles during loading and unloading; • designate loading and unloading times that minimize congestion and conflict with other street users, considering off-peak hours where possible. <p>2.4.3 To reduce road congestion during peak periods and make better use of existing road capacity during off-peak hours, create a regulatory and policy environment that encourages businesses to implement more flexible freight delivery times in a way that does not negatively impact community livability. Examples include:</p> <ul style="list-style-type: none"> • adjust regulations and explore incentives to shippers to grow the demand for off-peak deliveries; • develop model bylaws to facilitate off-peak shipping and receiving for consideration and adaptation by municipalities; • where appropriate, amend municipal by-laws and regulations relating to noise and business hours of operation to enable loading and unloading during off-peak hours; • recognizing that goods movers are service providers and respond to their customers' needs, identify and explore strategies and actions to increase demand for off-peak pick-up and delivery.
2.5	<p>Harmonize truck permitting and regulations</p> <p>2.5.1 Work to harmonize vehicle weights and dimensions regulations across the region, allowing adequate flexibility and mobility for operators while managing potential community impacts.</p> <p>2.5.2 Develop a centralized, regional permit system that integrates with the provincial permit system providing a single point of contact for trucking companies operating within Metro Vancouver to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits.</p>
2.6	<p>Balance intra-regional goods movement with community livability</p> <p>2.6.1 So that urban environments are designed to accommodate freight-carrying vehicles of appropriate sizes, which strike a balance between goods movement efficiency and local community needs and preferences, apply appropriate roadway design standards in different urban contexts. Examples of street design guidance, which are explored further in action 3.2.2, are:</p> <ul style="list-style-type: none"> • street geometries; • level of traffic congestion; • level of pedestrian and bicycle activity; and • loading and unloading space availability. <p>2.6.2 Develop urban design guidelines for courier and express deliveries, allowing quick access to buildings' front doors (rather than through the back door loading docks), through such measures as dedicated on-street and off-street loading spaces. This will improve traffic circulation and accommodate growth in courier and express deliveries.</p>
2.7	<p>Support quieter, cleaner and lower-carbon goods movement</p> <p>2.7.1 Support Provincial efforts to update and align the Low Carbon Fuel Standard and Vehicle Emissions Standards Act with Canadian, American and California Standards for light, medium, and heavy-duty vehicles ensuring that we meet our regional and provincial emissions reductions targets while maintaining competitiveness in the goods movement sector.</p> <p>2.7.2 Support Provincial efforts to expand emission testing for commercial vehicles through the Provincial Commercial Vehicle Inspection Program (CVIP).</p> <p>2.7.3 Support Provincial efforts to expand Sustainable Fleet Management Programs (such as E3 and GreenFleets BC) and explore ways to accelerate the uptake of low- and zero emission HCVs, vans,</p>

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2.0	Manage the Transportation System to be More Efficient and User-Focused
	<p>and cargo bicycles for last mile freight delivery applications in urban parts of the region. Examples include:</p> <ul style="list-style-type: none"> • implementing policies and programs to encourage faster uptake of modern, clean, and fuel efficient HCVs; • designing urban bikeways and parking areas to accommodate cargo bicycle widths; • providing support via TravelSmart to cycle logistics companies.
2.7.4	Explore the potential use of different pavement types and treatments for the Regional Truck Route Network that have been shown to reduce tire and pavement noise and have the same safety, durability, and cost characteristics as more conventional pavement materials and treatments commonly used today.
2.7.5	Ensure routine pavement maintenance of the Regional Truck Route Network to minimize uneven surfaces and potholes that create the loudest and most jarring noises from HCVs.
2.7.6	Prioritize whistle-cessation initiatives (including grade separation) at rail crossings that are in close proximity to residential areas.
2.8	Create a policy and regulatory environment that supports innovation
2.8.1	Ensure the appropriate legislative and regulatory framework is in place to enable the use of new technologies, vehicle configurations, and methods of cargo delivery.
2.8.2	Support municipalities and building managers of multi-tenant commercial buildings to develop delivery and service plans (the goods movement equivalent of TravelSmart employee travel plans) that consider consolidation and collaborative delivery arrangements to reduce the number of trips required to service the same amount of activity at a commercial building.
2.9	Support the Port of Vancouver in optimizing container drayage
2.9.1	Direct Gateway-oriented truck trips to Provincial highways whenever possible.
2.9.2	Continue to support Port of Vancouver initiatives to increase efficiencies for terminal and drayage operations including the Port's "Smart Fleet Trucking Strategy" initiative. This initiative aims to use the Port's Truck Licensing System (TLS) and other mechanisms to contribute to improved trucking efficiency to, from, and through Vancouver's marine container terminals.
2.9.3	Work with local governments, industry, and the Agricultural Land Commission (ALC), as appropriate, to understand, forecast, plan for, and mitigate the impacts of the land demands (in particular on agricultural lands) for drayage truck parking and short-term (several hours) and overnight (up to 48 hours) parking for heavy commercial vehicles in general.
2.9.4	Work with the Port of Vancouver to study opportunities to optimize port-related container drayage within the region, using a triple-bottom line approach. Example strategies to evaluate and assess for viability include: <ul style="list-style-type: none"> • more effective utilization of the existing multimodal transportation network on a 24-hour basis; • expanded short-sea shipping; • moving more containers by rail directly from marine container terminals to inland transload facilities; • enhanced co-location of import and export transload facilities.
2.10	Price the transportation system more effectively to reduce congestion
2.10.1	Investigate and adopt a mobility pricing strategy that commits to making transport pricing decisions in an integrated fashion considering all modes of travel.
2.10.2	Coordinate with all road authorities in Metro Vancouver, including municipalities, TransLink, the Provincial Government, and the Federal Government to ensure a fair, efficient and coordinated approach to mobility pricing across the region.
2.10.3	Link pricing decisions to investment commitments and introduce changes in mobility pricing in tandem with the introduction of major transportation investments.
2.10.4	Within 5–8 years, explore a region-wide mobility pricing strategy that includes a coordinated pricing policy, and considers distance, time of day, and location to reduce road congestion and improve travel time reliability, especially for high-value, time-sensitive goods movement trips. Pricing for commercial vehicles should recognize that many of the trips are nondiscretionary and less price elastic in terms of time of day pricing.
2.10.5	Reduce other driving related fees, such as motor fuel taxes, to offset the increased costs associated with mobility pricing.
2.10.6	Coordinate with private-sector goods movement stakeholders to ensure that pricing schemes meet their mobility needs and enhance the region's economic competitiveness.
2.10.7	Monitor and, where necessary, adjust pricing rates to maintain economic viability and competitiveness of all industry sectors in Metro Vancouver.

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3.0	Partner to Make it Happen
3.1	<p>Plan land use needs of business and industry</p> <p>3.1.1 Protect the existing supply of accessible industrial land through measures such as:</p> <ul style="list-style-type: none"> • taxation rates; • zoning industrial land for industrial uses; • directing office and other non-industrial uses to Urban Centres and Frequent Transit Development areas, to reduce industrial land conversion pressures and reduce commuter traffic in industrial areas; • commitments connected to senior government and regional infrastructure investments; and • other policies that support industrial activities as specified in Metro 2040. <p>3.1.2 Identify policies and actions that support the protection of rail rights-of-way and access points to navigable waterways in order to preserve their potential for viable goods movement and industrial uses, as specified in Metro 2040.</p> <p>3.1.3 Work with Gateway partners to explore opportunities to co-locate import and export facilities in order to reduce the need to store empty containers and transport them around the region.</p>
3.2	<p>Integrate goods movement considerations into community planning and development</p> <p>3.2.1 Work to minimize unnecessary conflict between a development's users and other road users by fully considering the development's impacts and needs, including:</p> <ul style="list-style-type: none"> • goods movement; • loading/unloading; and • servicing. <p>3.2.2 Prepare Freight-Supportive Community Design Guidelines (as a reference for municipalities), that include guidance on particularly challenging issues. Examples include:</p> <ul style="list-style-type: none"> • complete streets designs that provide safe and efficient networks for all users including goods movement; • integrating loading/unloading spaces and site access with bicycle lanes, especially traffic-protected bicycle lanes; • appropriate goods movement "design vehicles" to use as the template for determining road geometries in different urban contexts — recognizing that maximizing vehicle sizes for increased flexibility needs to be balanced against space efficiency and community livability objectives. <p>3.2.3 Where a municipality approves new medium or higher density development along higher volume goods movement corridors, encourage the developer to incorporate noise, vibration, and traffic mitigation measures. Example measures include:</p> <ul style="list-style-type: none"> • using floorplans and building configurations to minimize noise intrusion, especially to the most noise-sensitive spaces (e.g. bedrooms); • incorporating noise and vibration absorption and control features into windows, walls, doors, and roofs; • using sound baffles or screens to cover building openings; - minimizing driveways and vehicle access to the development from roads with higher volumes of trucks.
3.3	<p>Ensure effective coordination through strong partnerships</p> <p>3.3.1 Better coordinate efforts among all levels of government by bringing goods movement-focused items to the Regional Transportation Advisory Committee (RTAC) for regular discussion, guidance, and collaboration.</p> <p>3.3.2 Better coordinate between public and private sector organization in the regional goods movement sector by developing mechanisms to foster routine collaboration and engagement on key issues and initiatives. This mechanism could take the form of an Urban Freight Council, whose mandate would include:</p> <ul style="list-style-type: none"> • to assist and "champion" the implementation of the strategic directions and actions identified in this Strategy; • to coordinate goods movement planning and initiatives across the member organizations; • to discuss and agree on appropriate action by each member organization; and • to exchange and advance knowledge and understanding of goods movement issues in the region amongst both public agency staff and private sector partners. <p>3.3.3 Raise awareness of the value and contribution of goods movement to the economy through coordinated partner outreach and public information campaigns.</p> <p>3.3.4 Develop a Regional Prosperity Strategy and integrate it with other regional plans to provide a common framework for making goods movement investment, management, and land use decisions.</p> <p>3.3.5 Encourage education, training, and professional development in advanced logistics to ensure a sufficient pool of skilled labour within the region to efficiently manage goods movement.</p>

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| 3.4 | Collect and share data to monitor progress and support decision-making |
| 3.4.1 | Create and maintain a central repository of goods movement data that includes data-sharing protocols between all partners. |
| 3.4.2 | Collaborate on applied research initiatives that support the priority actions identified by stakeholders for early implementation. |
| 3.4.3 | Develop a performance-monitoring regime and pursue a data-driven and outcome-based approach to assess and evaluate goods movement programs and project performance. |

Regional Goods Movement Strategy: Short List of Priority Actions and Lead Roles

Implementation Priority	Strategy Section	Lead Role	In Partnership or Consultation with
1 Price the transportation system more effectively to reduce congestion and improve travel time reliability (mobility pricing)	2.10	TransLink	Government of BC Local Governments Metro Vancouver ICBC Industry Associations
2 Develop a Regional Road Network Strategy (RRNS)			
a Establish performance guidelines for the region's road network, collect and share goods movement data, define RGMS targets, and develop a performance-monitoring regime to support effective decision-making	1.2.6 3.4	TransLink Local Governments	Government of BC ICBC Federal Government Metro Vancouver YVR Port of Vancouver Industry Associations
b Update the composition of the MRN to ensure that the network is best serving the goods movement needs of the region and make strategic investments in the updated MRN, including the replacement of the Pattullo Bridge (1.2.4) and identifying a long-term solution to connect Highway 1 and Highway 1A north of the Fraser River (1.2.5)	1.2.7	TransLink Local Governments	Government of BC YVR Port of Vancouver Industry Associations
c Clearly designate, manage, and regularly update the Regional Truck Route Network (RTRN), with a focus on increasing the consistency by which truck routes are designated across the region (2.3.1), developing a clear, transparent and systematic process to approve changes or amendments to the RTRN (2.3.2), and publishing and widely communicating the RTRN (2.3.4)	2.3	TransLink Local Governments	Government of BC Metro Vancouver YVR Port of Vancouver Industry Associations
3 Harmonize regulations and streamline processes to improve freight efficiency			
a Harmonize vehicle weights and dimensions regulations across the region	2.5.1	TransLink Local Governments Government of BC	Port of Vancouver Federal Government Industry Associations
b Develop a centralized regional permit system that integrates with the provincial permit system providing a single point of contact to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits	2.5.2	Local Governments	Port of Vancouver Federal Government Industry Associations
4 Improve regional road network operations and management			
a Make the transportation system easy to understand and navigate for commercial vehicle drivers by developing a consistent set of truck route definitions, restrictions, and signage (2.2.1) and providing integrated information materials online and in hard copy on topics such as parking, loading and unloading regulations, operating restrictions, off-peak deliveries, size and weight regulations, and route clearances (2.2.2)	2.2	TransLink Local Governments Government of BC	Federal Government Metro Vancouver ICBC YVR Port of Vancouver Industry Associations
b Use basic system management measures such as responding to road incidents in a timely and coordinated manner and scheduling road construction work at appropriate times of the day to reduce congestion and improve travel time reliability	2.4.1	Government of BC Local Governments TransLink	ICBC Metro Vancouver Port of Vancouver Federal Government

Regional Goods Movement Strategy: Short List of Priority Actions and Lead Roles

Implementation Priority	Strategy Section	Lead Role	In Partnership or Consultation with
c Improve the effectiveness and efficiency of loading zone operations by designating sufficient loading zones and increasing enforcement and fines for illegal parking in designated loading zones	2.4.2	Local Governments	TransLink Government of BC Metro Vancouver
5 Protect the existing supply of accessible industrial land	3.1.1	Metro Vancouver Local Governments	TransLink Government of BC Federal Government YVR Port of Vancouver Industry Associations
6 Raise awareness of the value and contribution of goods movement to the economy through coordinated partner outreach and public information campaigns	3.3.3	Greater Vancouver Urban Freight Council (GVUFC) Greater Vancouver Gateway Council (GVGC)	TransLink Local Governments Government of BC Federal Government Port of Vancouver YVR Industry Associations Metro Vancouver ICBC