



Public Works & Transportation Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, June 20, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-3 *Motion to adopt the minutes of the meeting of the Public Works & Transportation Committee held on Thursday, May 24, 2012.*



NEXT COMMITTEE MEETING DATE

Wednesday, July 18, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DEPARTMENT

1. **PROPOSED ROAD SECTIONS IN RICHMOND TO BE ADDED TO TRANSLINK'S MAJOR ROAD NETWORK**
(File Ref. No. 10-6360-12-01) (REDMS No. 3516106)

PWT-13

See Page **PWT-13** for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

That the map of road sections proposed to be added to TransLink's Major Road Network, as shown in Attachment 1 and described in Table 3 of the staff report dated May 24, 2012 from the Director, Transportation, be endorsed.



Pg. # ITEM

2. **PROPOSED CHANGES TO TRANSLINK'S TAXISAVER PROGRAM**
(File Ref. No. 01-0154-04/2012-Vol 01) (REDMS No. 3550714)

PWT-21

See Page **PWT-21** for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

That TransLink be requested to maintain the TaxiSaver Program and that any changes to the program be proposed only upon full consultation with affected user groups, including the Richmond Centre for Disability and the Richmond Seniors Advisory Committee and other relevant stakeholders, in order to jointly develop mutually acceptable improvements to the combined HandyDART system that will result in enhanced transit service levels that better meet the needs of all of its users.

3. **MANAGER'S REPORT**

ADJOURNMENT



Public Works & Transportation Committee

Date: Thursday, May 24, 2012
Place: Anderson Room
Richmond City Hall
Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Linda McPhail
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 & Transportation Committee held on Wednesday, April 18, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, June 20, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **ELECTRIC VEHICLE – COMMUNITY CHARGING INFRASTRUCTURE GRANT FUNDING OPPORTUNITY**

(File Ref. No. 10-6000-01) (REDMS No. 3514789)

In reply to queries from Committee, Suzanne Bycraft, Manager, Fleet & Environmental Programs, provided the following information:

- currently the City has three electric vehicles, the Chevrolet Volt, in its fleet;
- staff are in the process of installing proper charging infrastructure at City Hall and at the Works Yard;

Public Works & Transportation Committee

Thursday, May 24, 2012

- it is unlikely that staff would encounter ‘range anxiety’ as staff business is conducted within the City’s boundaries; also, the Volts are equipped with backup gasoline tanks, thus have extended driving range;
- one of the City’s electric vehicles has approximately 5000 kilometres and it is still on its first tank of gas;
- staff anticipate the funding call to be announced by the end of May 2012; and
- once the funding call has been announced, staff will have one month to submit a grant application.

Peter Mitchell, 6271 Nanika Crescent, member of the City’s Parking Advisory Committee, commented on the proposed initial community charging infrastructures points, noting that community centres may not be the most suitable sites for such infrastructure. He noted that if the City’s goal is to encourage people to visit Richmond, staff should consider installing this infrastructure at major shopping centres and rapid transit hubs. He stated that City Hall is an ideal location for such infrastructure and that such infrastructure would be better suited in the core of Steveston Village as oppose to adjacent to the Steveston Community Centre or Garry Point Park. Mr. Mitchell was of the opinion that such infrastructure would be under utilized at two of the proposed initial community charging infrastructures points: Hamilton Community Centre and Thompson Community Centre. He believed that the No. 3 Road corridor would be a more suitable site for these points. Also, Mr. Mitchell stated that local drivers of electric vehicles likely may not use their backup fuel, however the fuel of such vehicles must be used annually for maintenance reasons.

In reply to queries from the Chair, Ms. Bycraft stated that the proposed initial community charging infrastructures points are all on City property and as part of the project planning, staff would examine other areas to install such infrastructure. The proposed four locations were suggested merely to cover all the quadrants of the City. She noted that as part of the planning process, staff would examine how the City would partner with other groups such as major shopping centres. Also, Ms. Bycraft stated that staff would consult with the City’s Parking Advisory Committee in relation to this proposal.

In reply to a query from Committee, Joe Erceg, Acting Deputy Chief Administrative Officer, stated that there are several developments currently underway that have electric vehicle charging infrastructure.

It was moved and seconded

That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.

CARRIED

2. **REPORT 2011: RECYCLING AND SOLID WASTE MANAGEMENT - TOGETHER WE'RE MAKING CHANGE HAPPEN**

(File Ref. No. 10-6370-01) (REDMS No. 3519135 v.3)

Discussion ensued and Committee commended staff on the report and were pleased to see such positive statistical information. Committee requested that staff forward the report to the Richmond School District. Also, Committee noted that the staff report contains a lot of valuable information and as such, staff should highlight the findings of this report at every opportunity. In addition, Committee requested that staff create a one-page snapshot of the 'Tips for Residents.'

The Chair requested that as part of staff's communication exercise, staff present the report at an upcoming Council meeting.

Also, the Chair highlighted that although Richmond's population has grown, the City has decreased the amount of garbage sent to landfills. Discussion ensued regarding the savings of diverting garbage to landfills and the Chair noted that such information would be valuable.

It was moved and seconded

That the "2011 Recycling and Solid Waste Management – Together We're Making Change Happen" annual report be endorsed and made available to the community through the City's website and other communication medium.

CARRIED

3. **GREEN CART PILOT PROGRAM RESULTS**

(File Ref. No. 10-6370-10-05) (REDMS No. 3521669 v.3)

In reply to queries from Committee, Ms. Bycraft provided the following information:

- Metro Vancouver seeks to ban all food scraps from landfills by 2015, therefore there is potential that a program similar to the green cart program eventually be extended to commercial properties;
- throughout the pilot program, the cost of the green carts was borne by the City; and
- staff are establishing a reserve fund to support funding the cost of green carts; however, should the program continue on a permanent basis, staff would propose that the costs be recovered through user charges to those eligible for the service.

In reply to a query from the Chair, Ms. Bycraft stated that staff are recommending exploring the costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with the introduction of a similar program for residents in single-family homes and report back by Fall 2012.

Public Works & Transportation Committee

Thursday, May 24, 2012

It was moved and seconded

- (1) *That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with introduction of a similar program for residents in single-family homes; and*
- (2) *That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.*

CARRIED

4. **2012 FLOOD PROTECTION GRANT PROGRAM**

(File Ref. No. 10-6045-01) (REDMS No. 3513301 v.4)

The Chair thanked staff for organizing a meeting with Dutch representatives and Delcan staff in relation to information sharing regarding dykes.

Discussion ensued regarding a study on Sturgeon Banks by Sean Boyd, Science and Technology Branch, Environment Canada. It was noted that a copy of Mr. Boyd's report would be forwarded to staff for information.

It was moved and seconded

- (1) *That the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station which were approved for funding by the Province as part of the 2010 Provincial Flood Protection Program;*
- (2) *That the following projects be endorsed for submission to the 2012 Provincial Flood Protection Grant Program:*
 - (a) *McCallan Drainage Pump Station Upgrade;*
 - (b) *No. 2 Road Drainage Pump Station Upgrade;*
 - (c) *Dike Upgrade and Raise, McCallan Road to No. 2 Road;*
 - (d) *South Dike Seismic Upgrade No. 4 Road to Shell Right of Way;*
 - (e) *Dike Upgrade at Nelson Road Drainage Pump Station;*
 - (f) *South Dike Upgrade Erosion Control Rip-Rap Replacement and Raise, No. 7 Road to ±1000 metres west;*
 - (g) *Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge;*

Public Works & Transportation Committee

Thursday, May 24, 2012

- (3) *That should any of the above submissions be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements with the Province.*

CARRIED

5. **PERMITS FOR CITY PUMP STATIONS**

(File Ref. No. 10-6340-01) (REDMS No. 3519553)

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to sign Vancouver Fraser Port Authority (Port Metro Vancouver) Permits in the format shown in Attachment 1 as needed for the construction and operation of current and future City pump stations.

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

6. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2012**

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3481661)

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2012 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly.*

CARRIED

7. **PROPOSED PARKING STRATEGY FOR STEVESTON VILLAGE**

(File Ref. No. 10-6455-01) (REDMS No. 3501979 v.5)

Victor Wei, Director, Transportation, provided background information and thanked all those involved in the preparation of the proposed parking strategy for Steveston Village, noting that everyone involved had valuable input. Also, Mr. Wei advised that he was recently notified that the Steveston Harbour Authority approved the notion of long-term parking permits for Steveston Village employees.

Public Works & Transportation Committee

Thursday, May 24, 2012

The Chair thanked all the stakeholders involved in the preparation of the proposed parking strategy for Steveston Village, in particular Robert Kiesman and Jim Van Der Tas.

In reply to queries from Committee, Mr. Wei, accompanied by Wayne Mercer, Manager, Community Bylaws, provided the following information:

- the City would not be involved with the proposed parking permits for Steveston Village staff as this initiative is a partnership between the Steveston Merchants Association and the Steveston Harbour Authority (SHA);
- Parks and Recreation staff anticipate reporting on the potential future use of the City-owned lot at 4320 Moncton Street (directly across the street from the Steveston Community Centre) at an upcoming Parks, Recreation and Cultural Services Committee meeting as they examine the long-term needs of the community centre;
- a dedicated officer for increased enforcement in Steveston Village is unique to the proposed parking strategy for Steveston Village;
- currently staff's primary focus is on Bayview Street and Chatham Street as these streets have the highest potential for parking reconfiguration; however, once staff embark of a streetscape vision exercise, staff would also examine other streets that would benefit from streetscape improvements;
- special event parking will also be examined as part of the streetscape exercise;
- if an average of fifteen tickets a day were issued in Steveston Village, the cost of the dedicated Bylaw Officer would be offset by the violation revenue; and
- the Steveston Parking Fund is active and currently has approximately \$300,000 in funds.

Discussion ensued and Committee suggested the following information also be considered: (i) if the two City-owned lots (Lots 9 and 10) were disposed of, the resulting revenue also be considered to redesign Chatham Street with angled parking; (ii) the City not retain the use of the lot owned by the SHA located at 3771 Bayview Street (Lot 11) and have that lot be pay parking as it is in the Village core and parking there is very convenient; (iii) existing parking regulations in residential neighbourhoods adjacent to Steveston Village should be strictly enforced, however perhaps not during special events such as the Salmon Festival; and (iv) as part of the streetscape visions for Bayview Street and Chatham Street, staff consider accommodating a tram route from the Steveston Community Centre to the Gulf of Georgia Cannery.

Public Works & Transportation Committee

Thursday, May 24, 2012

Discussion further ensued and the Chair remarked that staff consider examining different hourly restrictions on Bayview Street and Chatham Street in light of the convenience of parking along Bayview Street. In addition, staff was requested to examine centre-street parking along Chatham Street.

Loren Slye, 11911 3rd Avenue, stated that as a Steveston resident, the parking adjacent to his home is rarely available to his guests on weekends as others visiting Steveston Village have occupied the space. Mr. Slye was of the opinion that three-hour parking would be more suitable for Steveston Village and stated that Bayview Street should remain as-is until the City addresses the dyking issues. Also, Mr. Slye commented on the Hepworth Building, noting that an opportunity to create parking adjacent to that site would be beneficial and aid in the protection and preservation of the building.

Jim Kojima, 7611 Moffatt Road, President of the Steveston Community Society, cited concerns related to parking at the Steveston Community Centre lot. He noted that many of those parking in the lot are neither users of the Centre nor of the Library. Mr. Kojima stated that he would like to see proper signage for that lot and that the parking regulations for that lot be enforced. He echoed Mr. Slye's comments regarding three-hour parking for Steveston Village and having Bayview Street remain as-is until the City addresses the dyking issues.

Pat Talmey, Steveston building owner, stated that he has been building in Steveston Village since 1965 and has periodically opted to pay into the Steveston Parking Fund in lieu of providing parking. As such, Mr. Talmey stated concerns related to restricted parking areas such as the proposed permit-only parking along the three north-south lanes. He stated that the City should consider a separate agreement related to parking permits for those that have paid into the Steveston Parking Fund.

Peter Mitchell, 6271 Nanika Crescent, commented on the previous delegates' request to expand parking from two-hour to three-hour, noting that the switch would require approximately 50% more parking spaces. He spoke of the misconception that there is a lack parking in Steveston Village and suggested that the City clarify and relay this information to the public accordingly. Also, Mr. Mitchell agreed with the suggestions put forth by Committee, but stated that parallel parking may be more suitable due to its ability to maintain view corridors versus the suggested angled parking. He was of the opinion that there was no reason to commence works along Bayview Street until the City determined its dyking strategy. Mr. Mitchell agreed with staff's comments regarding motorcycle parking, however did not believe that parking stalls should be utilized for additional bicycle parking.

Public Works & Transportation Committee

Thursday, May 24, 2012

Linda Love, 3031 Williams Road, expressed her support for staff's comments regarding bicycle parking, noting that there is a lack of bicycle parking in Steveston Village. She spoke of the various users of the bicycle parking and commented on how cyclists navigate throughout Steveston Village. Ms. Love stated that bicycle parking in Steveston Village is neither safe for cyclists nor the pedestrians trying to manoeuvre around the cyclists.

The Chair summarized the various delegates' comments and in reply, Mr. Wei provided the following information:

- Steveston Village's dyking requirements will be part of the streetscape visioning exercise;
- staff have not yet determined where the proposed bike corrals would be installed, however when an exact location is identified, staff will take precautions in an effort to minimize impact on existing parking;
- staff have examined the possibility of three-hour parking and have determined that it is not feasible due to various factors such as (i) re-facing all the two-hour signage, (ii) creating confusion among the public and thus difficulty with enforcement; and (iii) the possibility of reverting back to two-hour parking at the conclusion of the pilot program;
- if the proposed recommendations are approved, staff would launch an expansive public awareness campaign to notify the public of the various parking changes;
- staff anticipate holding a meeting with staff at the Steveston Community Centre in an effort to address their concerns related parking;
- in regards to the future of Lots 9 and 10, the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between a developer and the City to improve and consolidate parking for the public;
- the existing two-hour time limit from 9:00 a.m. to 6:00 p.m. should not affect the dinner crowd as in theory those parking from 4:01 p.m. onwards would not be restricted by the two-hour time limit; and
- staff can examine the numerous blips at the corners as part of the streetscape visioning exercise.

It was moved and seconded

- (1) ***That Option 1 to retain free public parking on City-managed parking spaces in the Steveston Village area, as described in the report, be endorsed as a trial strategy and that staff report back on its effectiveness after the trial period in Fall 2012;***

Public Works & Transportation Committee

Thursday, May 24, 2012

- (2) *That Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012, as generally proposed in Attachment 2;*
- (3) *That staff be directed to negotiate the renewal of the City's licence of occupancy for 3771 Bayview Street with the Steveston Harbour Authority and report back on the outcome of these discussions as soon as possible;*
- (4) *That, as described in the report, staff be directed to:*
 - (a) *develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*
 - (b) *undertake the supplementary improvements to support other travel modes.*
- (5) *That staff investigate the possibility of accommodating the parking needs of those that paid into the Steveston Parking Fund and report back.*

CARRIED

8. **MANAGER'S REPORT**

Mr. Wei referenced a memorandum dated May 17, 2012 regarding the Road Network Around the Alexandra Neighbourhood in the West Cambie Area (copy on file, City Clerk's Office).

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:20 p.m.).

CARRIED

Public Works & Transportation Committee
Thursday, May 24, 2012

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Thursday, May 24, 2012.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** May 24, 2012
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 10-6360-12-01/2011-
 Vol 01
Re: **PROPOSED ROAD SECTIONS IN RICHMOND TO BE ADDED TO
 TRANSLINK'S MAJOR ROAD NETWORK**

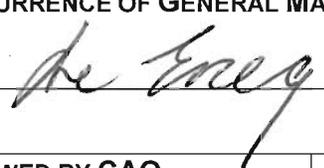
Staff Recommendation

That the map of road sections proposed to be added to TransLink's Major Road Network, as shown in Attachment 1 and described in Table 3 of the report dated May 24, 2012 from the Director, Transportation, be endorsed.



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

Att. 1

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

Staff Report

Origin

TransLink initiated a review of the management and funding of its Major Road Network (MRN) in 2010. One component of the package of changes, approved by the TransLink Board at its May 2012 meeting, is a process to increase the size of the MRN by up to 10 per cent in lane-kilometres annually based on requests from member municipalities. This report seeks Council endorsement for new road sections in Richmond proposed to be added to the MRN via this process.

Analysis

1. Current Major Road Network

At its founding in 1998, TransLink was unique among North American transportation agencies as having not only a fully integrated transit system across all modes but also responsibility for a network of major arterial roads that connect many of Metro Vancouver’s 22 municipalities. While ownership of and operational responsibility for the MRN remains with each municipality, TransLink provides funding for the operations, maintenance and rehabilitation of the MRN, and shares in the cost of eligible capital improvements.

1.1 Richmond Roadway Components of MRN

The current MRN comprises over 2,300 lane-kilometres, including 130.5 lane-kilometres (approximately five per cent) in Richmond as shown in Table 1. It should be noted that Westminster Highway between Knight Street and Nelson Road was removed from the MRN effective January 2012 following the opening of the Highway 91-Nelson Road Interchange.

Table 1: Richmond Roadway Sections in the MRN

Roadway	Between
No. 2 Road and Bridge	Russ Baker Way and Steveston Highway
Steveston Highway	No. 2 Road and Highway 99
Westminster Highway	No. 2 Road and Knight Street / Nelson Road and Boundary Road
Alderbridge Way	No. 3 Road and Shell Road
Bridgeport Road	Highway 99 and Knight Street
Knight Street Corridor	Westminster Highway and south end of the Knight Street Bridge
No. 3 Road	Sea Island Way and Westminster Highway
Gilbert Road	Westminster Highway and Dinsmore Bridge

At its inception, a roadway was included in the MRN if it:

- provides intra-regional access to pre-defined regional activity centres; and
- carries:
 - minimum 70 per cent of trips longer than 10 kilometres in the peak hour and peak direction and total peak hour, peak direction traffic volume greater than 800 vehicles per hour; or
 - minimum of 10 through buses in the peak hour and peak direction; or
 - minimum of 800 trucks per day; and
- meets an overall check for reasonableness and completeness.

1.2 Existing Funding for MRN

In accordance with TransLink's *2012 Supplemental Plan*, funding available to municipalities for operations, maintenance and rehabilitation (OMR) of the MRN is \$14,355 per lane-km with no requirement for municipalities to provide any proportion of matching funding. In addition, a total of \$20 million has been allocated to support capital upgrades, which are cost-shared 50-50 between TransLink and each municipality. Of the \$20 million, Richmond is eligible to receive up to \$1,849,500 based on the allocation criteria of the percentage of MRN lane-kilometres in the municipality, and the municipal share of population, employment and regional travel growth over the 1999-2006 period. In November 2011, Council endorsed the submission of four (4) road improvement capital projects that, if approved by TransLink, will fully assign Richmond's allocation for 2012.¹

2. Scope of Major Road Network Review

In 2010, TransLink initiated a review of MRN funding criteria with the objective of aligning MRN capital funding with the MRN goals to:

- establish an MRN that facilitates intraregional transportation of people and goods, and provides links to provincial highways and other inter-regional transportation modes;
- establish an MRN that connects designated regional town centres and major trip generators;
- optimize the capacity of the MRN for efficient movement of people and goods; and
- provide travel on the MRN that is safe and reliable.

This work included the completion in 2011 of sub-regional MRN reviews in cooperation with municipal staff (with Richmond forming one sub-region) that included the identification of possible MRN additions and deletions, and the identification and prioritization of future minor and major capital MRN projects. Key issues raised by municipalities during the sub-regional review process included the need for:

- increased operations, maintenance and rehabilitation funding;
- a process to add roads to the MRN to reflect new infrastructure/activity centres and changes in traffic patterns and goods movement;
- greater flexibility in funding guidelines and eligible projects to reflect the varying needs of sub-regions, which differ depending on how "built out" is the MRN within the municipality;
- ensuring continuity across municipal boundaries as well as connections across the MRN, particularly for cyclists and pedestrians; and
- recognition and consideration of non-motorized modes.

The outcomes of the sub-regional MRN reviews are being used to update the criteria that define major roads, funding program criteria and MRN operational and maintenance guidelines. In turn, this work will inform the development of a new long-range MRN plan to be integrated with TransLink's *Transport 2045* plan process.

¹ The four projects are: (1) Westminster Hwy widening (Nelson Rd-McMillan Way); (2) Westminster Hwy pedestrian and bicycle improvements (Gilley Rd-Fraserside Gate); (3) Gilbert Road improvements (Lansdowne Road-30 m south of former CP Rail); and (4) installation of video detection cameras at five MRN intersections.

3. Proposed Changes to MRN Funding Programs

In response to the concerns raised by municipalities regarding the funding levels and flexibility of MRN programs, TransLink is proposing changes to be effective in 2013 that:

- increase the amount of operations, maintenance and rehabilitation funding (i.e., the amount provided per lane-km);
- introduce greater flexibility in the use of pavement rehabilitation funding (i.e., ability to use up to 50 percent of the funds for capital projects provided the municipality provides 50 per cent matching funds);
- allocate a proportionally greater amount of capital upgrade funding to “higher growth” municipalities, which includes Richmond;
- combine the capital upgrade funding for MRN and bicycle infrastructure improvements (BICCS program); and
- keep the overall program envelope the same as the 2012 *Base Plan* with the result being that the total combined amount of funding available for MRN and bicycle infrastructure capital upgrades is reduced.

Table 2 identifies the effect of the proposed changes for Richmond by comparing the existing 2012 and proposed 2013 funding allocations. Note that to ensure direct comparison between the two (2) years, the funding available for capital upgrades assumes a total envelope of \$10 million, which is the original amount identified in the 2012 *Base Plan* (versus the actual \$20 million available this year as a result of the one-time approval of the 2012 *Supplemental Plan*).

Table 2: Impact of Proposed Changes to MRN and BICCS Funding

Category	Existing 2012	Proposed 2013	Change
Operations, Maintenance & Non-Pavement Rehabilitation	\$1,092,938 (\$8,375 / lane-km)	\$1,453,770 (\$11,140 / lane-km)	\$360,833 (+33.0%)
Pavement Rehabilitation	\$780,390 (\$5,980 / lane-km)	\$1,038,780 (\$7,960 / lane-km)	\$258,390 (+33.1%)
Sub-total OMR Funding	\$1,870,718 (\$14,335 / lane-km)	\$2,492,550 (\$19,100 / lane-km)	\$619,223 (+33.1%)
Capital Upgrade MRN Allocation	\$924,750	\$856,000	-
Capital Upgrade Bicycle Infrastructure Allocation	\$140,600		
Sub-total Capital Upgrade Funding	\$1,065,350	\$856,000	-\$209,350 (-19.7%)
Total	\$2,938,678	\$3,348,550	\$409,873 (+14.9%)

The effect of the proposed changes is that Richmond would receive a lower amount of base funding for capital upgrades for the MRN and bicycle facilities, which is more than off-set by increased funding for OMR such that the City would be eligible to receive up to an additional \$410,000 in annual funding under the proposed changes. Moreover, up to 50 per cent of the increased pavement rehabilitation funding (i.e., up to \$519,390) can be used towards capital upgrades. Thus, the City would have the flexibility to increase the proposed lower base amount of capital upgrade funding as desired.

Staff support the proposed funding changes as:

- the net effect is that the City is eligible for up to an additional \$410,000 in annual funding;

- the City has greater flexibility in the allocation of the total funding between capital upgrades and OMR; and
- the increased funding available for OMR is appropriate as Richmond’s MRN roadway sections are approaching ultimate build-out and, as such, a greater proportion of funding will be required to maintain the infrastructure as it ages.

4. Proposed Roadway Sections in Richmond to be Added to the MRN

In the upcoming review of MRN additions to be submitted by municipalities, TransLink proposes that the network could increase by up to 10 per cent in lane-kilometres (i.e., approximately 230 lane-kms) each year based on municipal requests. The criteria for the inclusion of a roadway in the MRN will comprise the existing criteria (as listed in Section 1) plus a new criterion yet to be defined that measures the people moving capacity of the roadway to provide consistency of the collective criteria with the provincial legislation that governs TransLink.

As noted in Section 2, staff identified a number of possible MRN additions as part of the sub-regional MRN review and, in preparation for TransLink’s process for such additions, staff are now seeking formal Council endorsement of the list of proposed roadway sections. Table 3 below identifies each proposed road section and the rationale for its inclusion in the MRN, which typically is related to goods movement and/or transit service. See **Attachment 1** for a map of the proposed additions.

Table 3: Richmond Roadway Sections Proposed for Addition to the MRN

Roadway		Between	Est. Lane-Km	Rationale for Inclusion
Knight St-Hwy 91-Crestwood Loop	Bridgeport Road	Knight Street and No. 6 Road	3.00	<ul style="list-style-type: none"> • high traffic volumes in peak hour and peak direction
	No. 6 Road	Bridgeport Road and Westminster Hwy	2.50	<ul style="list-style-type: none"> • connection to Knight Street truck route • access to Crestwood business parks
	Westminster Highway	Knight Street and No. 6 Road	1.60	<ul style="list-style-type: none"> • connection to Highway 91 • eliminate gap in MRN via connection between Knight Street and No. 6 Road
Riverport Industrial Area	Steveston Highway	Highway 99 and No. 6 Road	3.20	<ul style="list-style-type: none"> • high truck traffic volumes • access to industrial land uses (Fraser Wharves and Fraserport)
	No. 6 Road	Triangle Road and Steveston Hwy	0.70	
	Triangle Road	No. 6 Road and east end of roadway	2.20	
Fraserport Industrial Area	Nelson Road	Westminster Hwy and Blundell Road	5.20	<ul style="list-style-type: none"> • high truck traffic volumes • access to industrial land uses (Fraserport) • connection to Highway 91
	Blundell Road	Nelson Road and No. 7 Road	6.90	
Brighthouse Station	No. 3 Road	Westminster Hwy and Granville Ave	3.30	<ul style="list-style-type: none"> • high transit traffic volumes • access to future Brighthouse transit exchange

Roadway		Between	Est. Lane-Km	Rationale for Inclusion
No. 5 Road Institutions	No. 5 Road	Westminster Highway and Steveston Highway	16.00	<ul style="list-style-type: none"> high traffic volumes in peak hour and peak direction access to institutions that are regional destinations
Bridgeport Station	Great Canadian Way	River Road and Sea Island Way	2.60	<ul style="list-style-type: none"> high transit traffic volumes access to Bridgeport transit exchange and park-and-ride access to existing and future bus only lanes on Highway 99 access to industrial riverfront
	River Road	Great Canadian Way and No. 3 Road	0.40	
	No. 3 Road	Sea Island Way and River Road	0.40	
Frequent Transit	Springmont Drive	Williams Road and Steveston Highway	1.80	<ul style="list-style-type: none"> high transit traffic volumes
Connection to Future Hwy99-Blundell Rd Interchange	<i>No. 6 Road</i>	<i>Westminster Hwy and Blundell Road</i>	<i>3.30</i>	<ul style="list-style-type: none"> <i>high traffic volumes in peak hour and peak direction</i> <i>high truck traffic volumes</i> <i>road connections to future Highway 99 / Blundell Road Interchange</i> <i>access to industrial land uses (Fraserport)</i>
	<i>Blundell Road</i>	<i>No. 2 Road and No. 6 Road</i>	<i>23.00</i>	
		<i>No. 6 Road and No. 7 Road</i>	<i>3.30</i>	
	<i>No. 3 Road</i>	<i>Granville Ave and Blundell Road</i>	<i>3.20</i>	
Total Proposed Additional Lane-Kms			49.90	
Total Proposed Additional Lane-Kms upon Completion of Future Road Improvements			32.80	

Note: Roadway sections in italics would be requested to be added upon completion of future road improvements (i.e., Highway 99/Blundell Road Interchange and extension of Blundell Road from No. 6 Road to No. 7 Road).

TransLink is anticipated to initiate the process to consider MRN additions and deletions in Summer 2012. At this time, it is not known when the City may receive approval for any roadway sections requested to be added to the MRN.

Financial Impact

None. Should any requested roadway sections be added to the MRN, the additional funding from TransLink will be reflected in future operating budgets.

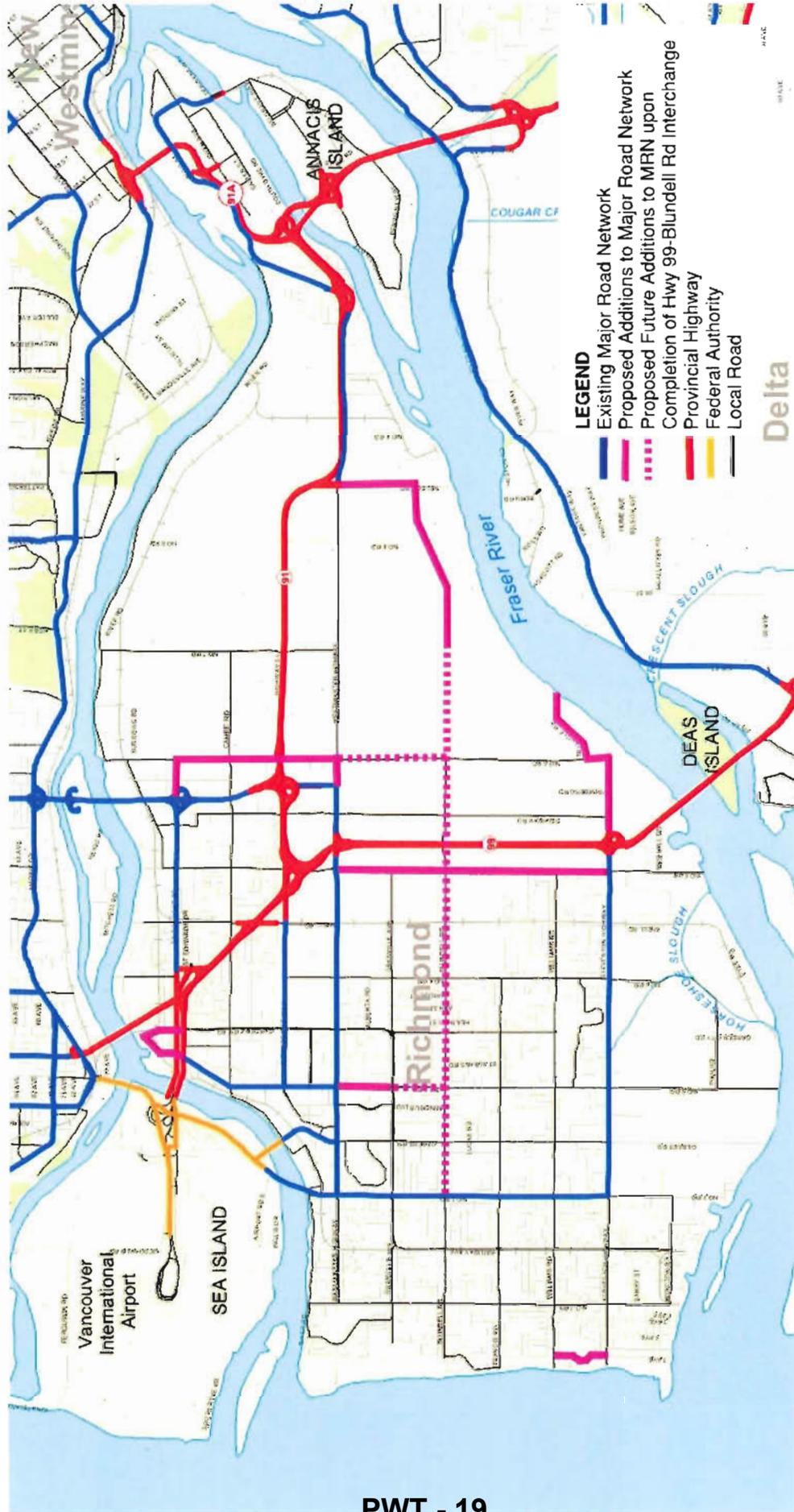
Conclusion

TransLink has approved changes to the management and funding of its Major Road Network (MRN), which include a new process to increase the size of the MRN by up to 10 percent in lane-kilometres annually based on requests from member municipalities. As part of the MRN review process, staff identified a number of new roadway sections to be added to the MRN. To facilitate TransLink’s forthcoming process to consider additions to the MRN, staff are now seeking formal Council endorsement of the identified road sections in Richmond for future inclusion in the MRN.



Joan Caravan
 Transportation Planner
 (604-276-4035)

Existing and Proposed Major Road Network Roadway Sections in Richmond





City of Richmond

Report to Committee

To: Public Works & Transportation Committee

Date: June 11, 2012

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

File: 01-0154-04/2012-Vol
01

Re: **Proposed Changes to TransLink's TaxiSaver Program**

Staff Recommendation

That TransLink be requested to maintain the TaxiSaver Program and that any changes to the program be proposed only upon full consultation with affected user groups, including the Richmond Centre for Disability and the Richmond Seniors Advisory Committee and other relevant stakeholders, in order to jointly develop mutually acceptable improvements to the combined HandyDART system that will result in enhanced transit service levels that better meet the needs of all of its users.

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

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Community Social Services	<input checked="" type="checkbox"/>		
REVIEWED BY TAG SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The Richmond Centre for Disability has requested that Council indicate its opposition to the planned cancellation by TransLink of its TaxiSaver program and request its reinstatement. This report provides an overview of the TaxiSaver program and the changes proposed by TransLink, and requests TransLink to undertake consultation with affected users groups in order to develop mutually acceptable changes that would result in enhanced transit service levels for users.

Analysis

1. HandyDART System and TaxiSaver Program

HandyDART is TransLink's door-to-door shared-ride service that uses specially-equipped vehicles designed to carry passengers with physical or cognitive disabilities who need assistance to use public transit. TaxiSaver is a supplementary service to HandyDART and available for people with permanent disabilities who have a HandyCard, which is a personalized card that allows passengers to travel for concession fares on the bus, SkyTrain, SeaBus, and West Coast Express.

Based on information provided by TransLink, the TaxiSaver program was instituted in 1990 to fill a "service gap" as, at that time, there was limited availability of HandyDART service after 6:00 pm or on weekends and nearly all buses were high-floor and non-accessible. The program allows HandyCard customers to purchase up to \$100 of TaxiSaver coupons per month at a 50 per cent discount (i.e., customers pay 50 per cent of the cab fare and TransLink pays the other 50 per cent). The coupons allow users to book and pay for discounted taxi service directly with a taxicab company without going through the HandyDART booking system.

2. Proposed Changes to TaxiSaver Program

As part of its on-going process to achieve greater operational efficiencies, TransLink reviewed its TaxiSaver program in light of two key improvements in the past few years that TransLink believes have eliminated the past service gap: (1) HandyDART now offers service until midnight, seven days a week; and (2) the conventional transit fleet is now 100 per cent accessible.

Given that the initial rationale for TaxiSavers no longer applied due to the above service improvements plus some evidence of abuse of the program (i.e., TransLink states that currently there is no "check" to prevent approved customers from giving away or re-selling their coupons to people who may not be qualified to receive them), TransLink proposed to phase out the TaxiSaver program beginning in July 2012 with coupons no longer being accepted as of June 2013.

If eliminated, TaxiSaver is expected to save \$1.1 million per year for the next three years. In the first year, \$200,000 would be re-invested within the HandyDART system to increase the existing use of taxis to supplement service when a HandyDART vehicle is not readily available and client care is not compromised. Based on the average supplemental taxi fare of \$12.56 in 2011 and a net cost of \$10.06 to TransLink (as the customer pays \$2.50), the re-invested \$200,000 would

provide nearly additional 19,900 trips, which is more than the 18,100 trip denials recorded in 2011.

TransLink presented the proposed changes to its Access Transit Users' Advisory Committee¹, who agreed to the changes provided that any money saved would be re-invested in the overall HandyDART system. To staff's knowledge, TransLink did not undertake any other consultation at that time before presenting the proposed changes to its Board in May 2012.

Following TransLink's announcement on May 16, 2012 that the TaxiSaver program would be phased out, a number of groups who represent seniors and people with disabilities, including the Richmond Centre for Disability, the Richmond Seniors Advisory Committee, and the Richmond Seniors Network, voiced concerns regarding the planned cancellation. In response to these concerns, the TransLink Board deferred cancellation of the TaxiSaver program on May 30, 2012 and TransLink staff will be undertaking further consultation with people with disabilities, special needs and seniors.

3. Key Concerns of User Groups

User groups have identified the following issues regarding the potential loss of the TaxiSaver program.

- *Loss of Same Day and Timely Service*: same day and timely transportation service for people with disabilities and seniors would be effectively eliminated as HandyDART bookings typically require three to five days advance notice. Same day service may be necessary for medical appointments and to accommodate variable health conditions that make it difficult to know in advance when a person will be well enough to travel and/or the inability to be involved in a ride for one hour or more, which is not uncommon. Although the proposed changes would see \$200,000 re-invested in HandyDART for increased supplemental taxi service, TransLink staff acknowledge that it may not be possible to guarantee same day service.
- *Accessibility of Bus System*: while all buses are fully accessible, a TaxiSaver user who is capable of using the bus may not be able to as not all bus stops and/or the access routes to the bus stop are accessible. Proponents also claim that pass ups are higher for people in wheelchairs due to a lack of space on the buses.
- *Cost-Effectiveness per Ride*: as not all passengers require the higher level of service provided by HandyDART, the TaxiSaver program is a far more cost-effective service based on per ride cost data available from the Canadian Urban Transit Authority. TransLink staff agree that, on a per ride basis, HandyDART service has an overall higher cost due to the higher cost of the vehicle and the driver, who is more highly trained and provides a greater level of

¹ Members of the Access Transit Users' Advisory Committee members must be: a user of the TransLink system; a person with a physical, sensory or cognitive disability; or a senior (defined as age 60+); or a parent, guardian or caregiver of a person with a disability; or a representative for people with disabilities who attend educational institutions, from medical service agencies, or from social service agencies supporting or representing immigrants and new Canadians. The current Committee has 18 members with three members from Richmond.

service than a taxicab driver. TransLink staff recognize that there is an optimal balance to be achieved between the use of HandyDART versus taxi services to ensure that the range of transportation options available meets the varying needs of users.

- *Alleged Fraudulent Use of Coupons*: advocates note that TransLink has checks in place as users must show their HandyCard photo identification to the taxi driver and their HandyCard number is recorded on every TaxiSaver coupon, which would prevent people from giving or selling the coupons to persons who would not match the photo identification. Additional potential security measures, which are used by other transit systems in North America, include spot checks by TransLink staff of taxi driver compliance with verifying the HandyCard photo identification, and requiring taxi drivers to fill out a charge slip for each TaxiSaver ride that would be submitted with the coupon for reimbursement. As the charge slip includes pick-up and drop off locations and the user's signature, the forms can be spot checked for signature accuracy and address consistency.

4. Next Steps

With the recent direction of the TransLink Board, TransLink staff will be undertaking a more comprehensive public consultation process on the future of the TaxiSaver program during Summer 2012 with the intent of reporting back in Fall 2012. A range of stakeholder groups will be invited to express their concerns and provide feedback on the proposed changes. Staff have already notified TransLink staff that, at a minimum, the Richmond Centre for Disability, the Richmond Seniors Advisory Committee and the Richmond Seniors Network, should be included in these consultations.

Financial Impact

None.

Conclusion

Accessibility is a cornerstone of any public transit system. The use of supplemental taxi service within custom transit is a key element to ensure that a full range of public transit options are available to meet the needs of people with disabilities and seniors. Only through constructive consultation and dialogue will users and service providers be able to jointly develop and agree upon a revised TaxiSaver program that addresses concerns with the current program while also improving overall service.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc