



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, November 8th, 2000

Place: W.H. Anderson Room
Richmond City Hall

Present: Councillor Lyn Greenhill, Chair
Councillor Ken Johnston, Vice-Chair
Mayor Greg Halsey-Brandt (4:20 p.m.)
Councillor Derek Dang
Councillor Bill McNulty

Absent: Councillor Kiichi Kumagai

Also Present: Councillor Linda Barnes

Call to Order: The Chair called the meeting to order at 4:00 p.m., and advised that the following matters would be added to the agenda as additional items:

- (1) Mrs. Janet Law, regarding on-street parking restrictions on Gilbert Road, between Granville Avenue and Westminster Highway; and
- (2) a report (dated October 5th, 2000, from the Manager, Transportation), regarding the 2001 Submission to the Cycling Network Program - Westminster Highway Bicycle Path Project (No. 6 Road to No. 7 Road).

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, October 4th, 2000, be adopted as circulated.

Prior to the question being called, the Chair advised that the minutes had been amended prior to circulation with the agenda package, to reflect the changes noted at the October 10th, 2000 Council Meeting.

The question on the motion was then called, and it was **CARRIED**.

DELEGATIONS

2. **MR. ANTHONY LLOYD REGARDING RICHMOND PEDESTRIAN CROSSINGS**

(File No.: 6450-17-01) (REDMS No.: 204158)

Mr. Anthony Lloyd, of #3 - 7231 Moffatt Road, voiced his concerns about the apparent unsafe conditions which existed at the City's crosswalks. A copy of his submission is attached as Schedule A and forms part of these minutes.

Discussion ensued among Committee members and the delegation on Mr. Lloyd's concerns, during which the Manager, Transportation, Gordon Chan provided information on pedestrian crossing controls installed throughout the City. Concern was expressed about missing crosswalk warning signs not being replaced, and about the lack of a pedestrian crossing light at the crosswalk on Minoru Boulevard, immediately west of The Bay. In response to the concerns, Mr. Chan advised that the situation would be reviewed to determine where warning signs were missing and these would be replaced. He further advised that a project to upgrade the Minoru Boulevard pedestrian crossing at The Bay would commence in approximately one month's time.

Discussion continued among Committee members, Mr. Lloyd and staff on the effectiveness of yellow flashing overhead lights at pedestrian crossings.

(Mayor Halsey-Brandt entered the meeting at 4:20 p.m. during the above discussion).

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

It was moved and seconded

That the issues raised by Mr. Anthony Lloyd regarding the lack of appropriate 'approaching crosswalk' warning signs be referred to staff for review and report to the Public Works & Transportation Committee on the feasibility and cost of implementing the following proposals suggested by Mr. Lloyd:

- (1) the mandatory placement of 'approaching crosswalk' warning signs at every crosswalk in the City;***
- (2) the mandatory requirement that every crosswalk sign have a "No Passing" sign attached to the bottom of such crosswalk sign; and***
- (3) the introduction of a substantial fine to be levied to all motorists who pass another vehicle in a crosswalk zone.***

CARRIED

3A. **MRS. JANET LAW, OF 7480 GILBERT ROAD, REGARDING THE ON-STREET PARKING RESTRICTION ON GILBERT ROAD**

Mrs. Janet Law, accompanied by her husband, Brian, of 7480 Gilbert Road, advised that as a result of the on-street parking restrictions now in place on Gilbert Road, two problems had arisen. She advised that because (i) parking was not permitted in the alley behind the apartment complex, and (ii) parking was no longer permitted on Gilbert Road, visitors to the complex were forced to park on side streets, on the opposite side of Gilbert Road.

Mrs. Law also advised that since the implementation of parking restrictions on Gilbert Road, the speed of motorists had increased significantly, and this created a dangerous situation for people trying to cross Gilbert Road. Mrs. Law also questioned why parking was still permitted in front of the Gateway Theatre, and she expressed concern that residents of the apartment complex were not given the same consideration. She stated that because visitors were now being forced to park their vehicles on the far side of Gilbert Road, safe pedestrian crosswalks should be established.

Reference was made to the traffic count information provided to Mr. & Mrs. Law (copies of which were provided to Committee members), and Mr. Law referred to this material to address a number of concerns about the traffic counts.

Discussion continued, during which information was provided on the traffic count analysis and on the rationale for allowing the retention of parking on Gilbert Road in front of the Gateway Theatre. Reference was made to the concern about motorists speeding along Gilbert Road and advice was given that staff would contact the RCMP to address the situation. Reference was also made to the lack of visitor parking at the apartment complex, and questions were raised about the status of the visitor parking stalls which should have been provided at the time of the approval of the development.

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

It was moved and seconded

That:

- (1) the issue of the provision of sufficient visitor parking at 7480 Gilbert Road be referred to staff for a report to the Planning Committee on the number of visitor parking spaces which were to have been provided at the time the development was approved; and**
- (2) the request to install a pedestrian walkway on Gilbert Road in the area of 7480 Gilbert Road be referred to Transportation staff for review and report to the Public Works & Transportation Committee.**

CARRIED

URBAN DEVELOPMENT DIVISION

3. **SEAFAIR DRIVE - TRAFFIC CALMING MEASURES – FOLLOW-UP REPORT**

(Report: October 20/00, File No.: 6450-01) (REDMS No. 203122)

The Manager, Transportation, Gordon Chan, reviewed the report with Committee members.

Dr. Brett Finlay, of 8491 Seafair Drive, voiced his support for the compromise, noting that the major issue with the original proposal had been the recommendation to construct a traffic circle at the intersection of Seafair Drive and Fairfax Place/Fairfax Crescent.

Mrs. Denise North, of 8320 Fairfax Place, indicated that while she supported the compromise proposal, she was concerned that emergency and service vehicles would be on the wrong side of the road when travelling through the proposed traffic circles. She questioned whether education brochures would be sent to area residents, and information was provided that this material would be provided to the residents.

It was moved and seconded

- (1) ***That the implementation of traffic calming measures on Seafair Drive, in the form of traffic circles at Fairbrook Crescent and at Fairfax Crescent (south), (as described in the report dated October 20th, 2000, from the Manager of Transportation), be approved, and that these measures be constructed at the cost of the developer of the townhouse project at 3100 Francis Road.***
- (2) ***That the traffic conditions on Seafair Drive be monitored for one year upon completion of the above proposed traffic calming measures and that staff report to Council on the effectiveness of the implemented devices to determine the need for further actions in consultation with the area residents.***

CARRIED

4. **STEVESTON AREA PARKING AND TRAFFIC ISSUES**

(Report: October 6/00, File No.: 6455-01) (REDMS No. 196256)

Mr. Chan reviewed the report with Committee members. Discussion then ensued among Committee members and staff on:

- whether the 2 driveways proposed to be filled-in on Bayview Street and on Second Avenue were private or public driveways; and whether any consideration had to be given to providing additional parking on the north side of Bayview Street
- the need for the provision of suitable signage to direct tour bus operators and the drivers of large vehicles to the parking lot on Chatham Street
- the possibility of entering into a public/private partnership with the owners of the Esso property to use the parking lot on weekends for public parking
- the proposal to install a traffic signal at the intersection of No. 1 Road and Moncton Street (concern was expressed that a traffic signal would increase the speed of motorists along Moncton Street, rather than slowing them; however, concern was also expressed about the safety of pedestrians if a traffic signal was not installed).

It was moved and seconded

- (1) ***That staff undertake the following parking and traffic enhancement measures in the Steveston area, (as described in the report dated October 6th, 2000, from the Manager of Transportation):***

- (a) ***Introduce additional signage directing visitors to the various public parking lots in the Steveston area.***
 - (b) ***Work with Tourism Richmond and businesses in the area to identify the feasibility of including parking information in any promotional material on Steveston Village.***
 - (c) ***Revise the on-street parking layout on Second Avenue and fill-in currently closed driveways on Bayview Street and Second Avenue to provide additional on-street parking spaces.***
 - (d) ***Include the signalization of the intersection of No. 1 Road and Moncton Street as part of the 2001 Major Capital Works Program submission.***
- (2) ***That the improvements identified under items 1 (a) and (c) be implemented at a cost of \$4,500 with the source of funds being the 2000 Minor Capital Program.***

The question on the motion was not called, as Mr. Chan was requested to provide information at the November 14th, Regular Council Meeting on the status of the driveways on Bayview Street and Second Avenue.

The question on the motion was then called, and it was **CARRIED**.

5. **CITY OF RICHMOND TRAFFIC BYLAW AMENDMENT – PROVISION FOR REVERSE TURNS**

(Report: October 23/00, File No.: 8060-01) (REDMS No. 181949)

Mr. Chan briefly reviewed the report with the Committee.

It was moved and seconded

That Bylaw 7182, which amends Traffic Bylaw 5870 to allow reverse turns (U-turns) at the six (6) intersections along the #98 B-Line bus route on No. 3 Road, (as set out in the report dated October 23rd, 2000, from the Manager, Transportation) be given first, second and third reading.

Prior to the question on the motion being called, Ms. Inger Seal, of 3631 No. 3 Road (business address), and representing a number of businesses located at that site, advised that many of the owners were concerned with the decline in business since the installation of the medians down the centre of No. 3 Road, which had eliminated left turn access into the shopping complex. Ms. Seal expressed support for the proposal and requested that the u-turns be permitted as soon as possible, or as an alternative, temporary signage installed to legalize what was currently an illegal move .

In response to the questions, Mr. Chan advised that the u-turn regulation would be in effect as part of the opening of the B-line on December 11th, 2000.

The question on the motion was then called, and it was **CARRIED**.

ENGINEERING & PUBLIC WORKS DIVISION

6. EMERGENCY PROGRAM - STATUS REPORT

(Report: October 10/00, File No.: 5125-03-02) (REDMS No. 177191)

The Manager, Environmental Programs, Suzanne Bycraft, briefly reviewed the report and proposed brochure with Committee members. During the discussion which ensued, Ms. Bycraft was commended for the excellent report and brochure. The only suggestion which was made was to make the telephone numbers more obvious to readers of the brochure.

It was moved and seconded

- (1) ***That the report (dated October 10, 2000, from the Manager – Environmental Programs) regarding “Emergency Program – Status Report”, be received for information.***
- (2) ***That the “Flood Protection Measures” brochure, (attached to the report dated October 10, 2000, from the Manager – Environmental Programs), be endorsed.***
- (3) ***That future quarterly progress reports regarding the Emergency Program, be submitted to members of Council in the form of an “Information Memo”.***

CARRIED

7. ENVIRONMENTAL PURCHASING POLICY AND GUIDE

(Report: October 16/00, File No.: 6405-00) (REDMS No. 158415)

Ms. Bycraft introduced Ms. Pamela Nel, the Waste Reduction Coordinator for the Greater Vancouver Regional District, and Mr. Terry Crowe, Manager of Land Use. Ms. Bycraft then reviewed the report with Committee.

Mr. Crowe, in commenting briefly on the report, advised that a copy of the report had been submitted to the Advisory Committee on the Environment, and that it was hoped that their comments would be available for circulation with the Council Agenda package on Friday.

In response to questions, Ms. Bycraft advised that the guide had been designed for use by all staff who were involved in researching products, writing specifications, or submitting purchase orders.

It was moved and seconded

- (1) ***That the following Environmental Purchasing Policy be adopted:***
***“In order to increase the development and awareness of environmentally-sound products and services, City of Richmond staff will review their contracts and tender specifications for goods and services, to ensure that wherever possible and economically feasible, specifications are amended to provide for consideration of environmental characteristics. Consideration may be given to those environmental products that are certified by an independent accredited organization.*”**

The City as a whole will endeavour to increase its use of products and services that are more responsible to the environment in the way that they are made, used, transported, stored and packaged and disposed of. It is recognized that analysis is required in order to ensure that the products are made available at competitive prices, and that the environmental benefits provided by a product or service should not significantly affect the intended use of that product or service."

- (2) ***That the Environmental Purchasing Guide (attached to the report dated October 16th, 2000, from the Director, Engineering), be endorsed.***
- (3) ***That the Environmental Purchasing Guide be referred to the Greater Vancouver Municipal Purchasing Group for endorsement.***
- (4) ***That the City partner with the GVRD to facilitate a delivery and training program for all GVRD member municipalities, on a cost recovery basis, for the Environmental Purchasing Guide.***

CARRIED

8. MISCELLANEOUS DRAINAGE SYSTEM IMPROVEMENTS

(Report: October 23/00, File No.: 6340-01) (REDMS No. 191593)

It was moved and seconded

That \$110,000 of excess storm sewer funding from the Ferndale Roadway and Utility project be allocated to construct four new drainage system improvements this year.

CARRIED

8A. 2001 SUBMISSION TO THE CYCLING NETWORK PROGRAM – WESTMINSTER HIGHWAY BICYCLE PATH PROJECT (NO. 6 ROAD TO NO. 7 ROAD)

(Report: October 5/00, File No.: 1087-18) (REDMS No. 183701)

It was moved and seconded

- (1) ***That the proposed Westminster Highway Bicycle Path Project (between No. 6 Road and No. 7 Road) (as described in the report dated October 5th, 2000, from the Manager, Transportation), be endorsed for submission to the British Columbia Transportation Financing Authority (BCTFA) 2001 Cycling Network Program, at an estimated City cost of \$250,000.***
- (2) ***That the sources of funding for the City's share of the above project, if approved by the BCTFA for cost-sharing as outlined in the 2001 Cycling Network Program, be the 2001 Major Capital Works Program for Bicycle Lane Improvements.***

CARRIED

9. **MANAGER'S REPORT**

- (a) The Manager, Engineering Design & Construction, Steve Ono advised that construction of the first Rapid Bus Station was almost finished, and was located northbound on No. 3 Road, south of Westminster Highway.

Mr. Ono provided an update to Committee members on the issuance of 'zero tolerance' notifications to residents in the Broadmoor area, during which he advised that staff had organized a public information meeting with area residents, to be held this evening (November 8th, 2000). A copy of the memorandum which had been circulated to all members of Council, on this matter, is on file in the City Clerk's Office.

- (b) Ms. Bycraft introduced to Committee members, Ms. Margo Daykin, the City's new Environmental Coordinator.

Mayor Halsey-Brandt referred to the presentation made by Mrs. Janet Law and to the lack of sufficient visitor parking provided for the residential development in which she resides, as well as to a situation in his own complex. He questioned whether there were any systems in place which would allow the City to track the status of parking stalls in strata complexes. Discussion then ensued between the General Manager, Urban Development, David McLellan and the Mayor on (i) the inability of the City to review strata title development plans prior to registration with the Land Titles Office; and (ii) the lack of legislation which would allow the City to review such plans.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:26 p.m.).

CARRIED

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 Wednesday, November 8th, 2000.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

The crosswalk signage in Richmond reeks of negligence and indifference.

- 1) The Lucas/Gilbert crosswalk really emphasizes this, on the south side of Francis the cross walk has regular **approaching cross walk** warning signage, on the north side at Lucas the signage is missing! Even after repeated accidents were followed by a recent fatal accident not only was no action taken, it was not even noticed!
- 2) An identical situation exist on #3 between Francis and Williams, one crossing has **approaching crosswalk** warnings and at the other the warnings are missing,
- 3) #2 between Francis and Blundell one crossing has 2 signs, one cross walk is missing one sign.
- 4) At #3/Anderson outside of this city hall both **approaching crosswalk** signs are missing.
- 5) At Minoru/Minoru seniors center, it is ironic. Further along Minoru there are yellow warning lights, **yellow approaching cross walk signs** and a "Seniors Crossing" sign, but at the this seniors crossing complex to The Bay mall these are missing!!!
- 6) Further to this there are numerous inconsistencies; a tragedy waiting to happen is the crossing at the temple on Steveston highway between #3 and # 4. When the Crossing button is pressed all that happens is a yellow light flashes, (Meaningless). Because at the crossing at Blundell and Minoru the yellow light flashes 24 hours a day and does not have a control button!.
- 7) Regarding Green and red crossing lights controlled by the cross button, some have approaching crosswalk warnings, some do not.
- 8) Regarding crossings at schools, some have Green/Red crossing lights PLUS School zone warnings and "no passing" warnings (Blundell) others have no such signs, (London Gilbert and Williams)
- 9) Some school crossings have speed signs, some do not. Blundel no Sidaway yes
These inconsistencies are within a few blocks of my home, and of this city hall, that is why I use such strong words as **Negligence and indifference**
IT MUST BE MANDATORY THAT EVERY CROSSWALK HAS AN "APPROACHING CROSSWALK" WARNING SIGN.
IT SHOULD ALSO BE MANDATORY THAT EACH OF THESE SIGNS HAVE A "NO PASSING" SIGN ATTACHED AT THE BOTTOM, IF THIS WAS JUSTIFIED AT THE BLUNDELL SCHOOL CROSSING, IT IS ALSO JUSTIFIED AT ALL OF THE CROSSINGS
INTRODUCE A HUGE FINE FOR PASSING IN A CROSSWALK ZONE
There is obviously a provincial problem, Ontario has a standardized crosswalk law that requires push button control on all crosswalks that are identified with a crosswalk sign and marked as a crosswalk, in B.C. it appears to be random. At the Knight street bridge marine drive off ramps cross walk stripes are painted but no signs at all. Anthony Lloyd