



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 11, 2001
From: Gordon Chan, P. Eng.
Director, Transportation **File:** 0100-20-TSAD1-01
Re: **Traffic Safety Advisory Committee – Proposed 2002 Initiatives**

Staff Recommendation

1. That the proposed 2002 initiatives for the Richmond Traffic Safety Advisory Committee, as outlined in the attached report from the Director of Transportation, be endorsed.
2. That staff report back to Council on the results of the proposed 2002 initiatives for the Richmond Traffic Safety Advisory Committee.

Gordon Chan, P. Eng.
Director, Transportation

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Staff Report

Origin

Council endorsed the establishment of the Traffic Safety Advisory Committee (TSAC) in March 1997 to allow staff to work in partnership with the community and other agencies to enhance traffic and pedestrian safety in Richmond. The Committee provides input and feedback on a wide range of traffic safety related issues from school-specific items to community-wide traffic safety concerns. This report summarizes the Committee's activities in 2001 and identifies proposed initiatives for 2002.

Analysis

1. Committee Mandate and Membership

The overall mandate of TSAC is to enhance traffic and pedestrian safety in Richmond through the collective efforts of the City, community groups, external agencies and other stakeholders. The Committee fulfils this mandate by initiating or providing input on traffic management and engineering solutions to address identified traffic safety concerns and by promoting traffic safety through the provision of education and enforcement programs. TSAC has representation from the following groups: City Transportation Department, City Bylaw Enforcement, Richmond Fire and Rescue, Richmond School District, Richmond RCMP, ICBC, and the Richmond District Parents Association. The efforts of Committee members, both collectively through TSAC and individually through their own traffic safety initiatives, have been key factors in the significant annual reduction of 40 to 50 percent in reported traffic accidents in the city since the formation of the Committee and the start of the City's partnership with ICBC in its Road Safety Improvement Program in 1997.

2. Activities and Accomplishments in 2001

The Committee's major 2001 activities and accomplishments are summarized below. Highlights include supporting a number of traffic safety education and enforcement programs, providing input on proposed traffic control and traffic calming devices and identifying strategies and actions to address traffic and parking violations.

2.1 School-Related Traffic Safety Enhancements

The Committee contributed to enhancing traffic safety around schools by participating in the following activities:

- expansion of the "Way to Go!" Program in Richmond elementary schools, which is a multi-agency program that seeks to increase the number of children who walk, bike, carpool or use transit to get to school, while still ensuring their safety;
- development and distribution of a Chinese-language version of the expanded second edition of the "*Traffic Safety Around Schools and Playgrounds*" brochure for distribution to all schools and community centres in Richmond. This brochure has been adopted as an education tool for school zone safety by a number of municipalities and school districts in the Lower Mainland and elsewhere in the province;

- participation in the planning of the annual “Yellow Ribbon” return to school education and enforcement campaign and Traffic Safety Awareness Week;
- increased enforcement of school zone traffic violations;
- improvement of parking and circulation layout at a number of schools; and
- installation of new walkways and crosswalks to improve pedestrian access to schools.

2.2 City-Wide Traffic Safety Initiatives

The Committee contributed to traffic safety throughout the city through its input and participation in the following programs and initiatives:

- development of a “*U-turns on No. 3 Road*” brochure that identifies the location and rules for U-turns on No. 3 Road for distribution to all businesses on No. 3 Road between Granville Avenue and Sea Island Way, all libraries and community centres, all driving schools and car rental agencies as well as shopping malls and Autoplan insurance brokers in the City Centre;
- development of a city-wide program to enhance the visibility of school zone signage in accordance with new *Motor Vehicle Act* regulations by installing new signs that have a yellow-green fluorescent background that is brighter and more reflective;
- development of a city-wide phased program to upgrade the minimum standard of arterial road crosswalks to Type 3 (i.e., internally lit overhead signs with downward lighting and pedestrian-actuated amber flashers);
- review and documentation of preliminary findings regarding local area traffic control practices in the Lower Mainland;
- initiation of the development of traffic safety audit procedures;
- enhancement of traffic control signage and devices; and
- installation of new walkways and crosswalks to improve pedestrian access and safety.

2.3 Traffic Calming Measures

The Committee provided input into the following traffic calming projects:

- traffic circle on Heather Street at Dayton Avenue;
- temporary speed humps in the laneway west of No. 1 Road between Osmond Avenue and Francis Road;
- speed humps in the laneway east of Minoru Boulevard between Alderbridge Way and Lansdowne Road;
- raised medians on Graybar Road and Hammersmith Drive; and
- curbside barriers on River Drive and Westminster Highway in east Richmond.

2.4 Enforcement of Traffic and Parking Regulations

The Committee contributed to the following parking and traffic violation enforcement results and traffic safety programs:

- increased RCMP and City Bylaw Enforcement presence at various locations in response to speeding and parking violation concerns;

- input on traffic management and safety issues related to the operation of the traffic signals on No. 3 Road and the #98 B-Line service; and
- continued input and support of Speed Watch and the Targetted Traffic Enforcement Program.

3. Proposed Initiatives for 2002

In addition to developing remedial measures to address reported traffic safety concerns, the Committee has identified a number of proactive initiatives to enhance traffic safety and education. The major initiatives proposed for 2002 seek to achieve this objective through the implementation of a combination of education, enforcement and engineering measures in co-operation with external agencies and stakeholders.

3.1 Arterial Road Crosswalk Upgrade Program

The Committee will be involved in a multi-year city-wide program to upgrade the minimum standard of pedestrian crossings on three- and four-lane arterial roads from shoulder-mounted signs or overhead-mounted signs to overhead internally lit signs with downward lighting and pedestrian-actuated amber flashers. The Committee will provide input on the development of a complementary comprehensive program involving education, engineering and enforcement initiatives to raise the level of driver compliance and promote safe pedestrian usage at these crosswalks. The Committee will also provide input on the prioritization and timing of the implementation of the upgraded pedestrian crossings and the funding sources.

3.2 Development and Application of Traffic Safety Audit Procedures

The Committee will participate in the development and application of local traffic safety audit practices to selected new projects, such as the extension of Garden City Road from Sea Island Way to Bridgeport Road. The traffic safety audit procedures focus on identifying safety hazards at the design stage and incorporating remedial measures in the final design to address safety concerns.

3.3 Guidelines for Traffic Calming Measures

The Committee will provide input to a review of industry traffic calming policies and procedures and the development of appropriate guidelines for the implementation of traffic calming measures and devices in Richmond. The guidelines will incorporate the following elements: types of applications, criteria for implementation, consultation process, and funding considerations.

3.4 City Centre Strategic Initiatives

The Committee will provide input and support with respect to pedestrian and traffic safety improvements identified in the City's strategic initiatives to improve the design and appearance of selected City Centre corridors and gateways.

3.5 School Zone Traffic Safety

The Committee will maintain its involvement in the on-going review and enhancement of traffic safety in school zones through:

- continued implementation of the “School Traffic Safety Audit” recommendations;
- increasing the participation rate of schools in the “Way to Go!” Program;
- participating in “Off-Ramp,” a pilot program to promote alternative transportation modes for secondary school students;
- taking an active role in the planning of the “Yellow Ribbon” back to school education campaign and an expanded Traffic Safety Awareness Week campaign;
- co-ordinating the enforcement of school zone traffic violations;
- improving parking and circulation layout at schools; and
- introducing new walkways and crosswalks to improve pedestrian safety.

3.6 #98 B-Line and No. 3 Road Traffic Safety Enhancement

The Committee will provide input to the City on initiatives to improve traffic and pedestrian safety on No. 3 Road, such as the review of:

- the arrangement of traffic signals;
- signage and other measures to clarify intersection movements; and
- pedestrian crossing signal requirements.

3.7 Accessible Transportation Safety Enhancement

The Committee will participate in the development of measures to improve the safety of accessible transportation in the city, including:

- a review of the need for additional audible pedestrian signals in the City Centre;
- prioritization and installation of accessible bus stops; and
- identification of existing locations lacking wheelchair ramps.

3.8 Education and Enforcement via Partnerships

The Committee will partner with the City, external agencies and the community to provide the following traffic safety education and enforcement efforts:

- providing support to the RCMP enforcement of corridor speed limits;
- providing support to a new “Speed Watch” group to be initiated in the Hamilton area;
- providing input in the joint ICBC/City Corridor Traffic Safety studies;
- sharing knowledge with neighbouring municipalities, provincial agencies and other industry contacts on various traffic safety initiatives; and
- continued partnership with external agencies and the community to undertake various traffic safety and automobile crime prevention initiatives.

Financial Impact

There is no specific budget for this Committee. The expenditures related to the installation of traffic control devices, walkway construction and other road and traffic-related improvements are normally accommodated in the City's annual capital budget. These improvements are considered as part of the annual budget review process. Some projects are eligible for financial contributions from external agencies (e.g., ICBC has funded traffic-related improvements through its Road Safety Improvement Program and the Richmond School Board contributed to the production of the Chinese-language version of the school traffic safety brochure).

Conclusion

The Traffic Safety Advisory Committee continues to be an extremely effective community forum for enhancing traffic safety in Richmond. Each year the Committee has provided valuable input and feedback on various traffic safety improvements and initiated a variety of measures with successful results. In 2001, the Committee participated in a wide range of both reactive and proactive engineering, education and enforcement programs to address various traffic safety issues. The Committee's proposed initiatives for 2002 focus on the development and implementation of programs to enhance crosswalk and school zone traffic safety, the application of traffic safety audit procedures, the improved safety for accessible transportation and on No. 3 Road, and continued education and enforcement through partnerships.



Gordon Chan, P.Eng.
Director, Transportation
(on behalf of the Traffic Safety Advisory Committee)

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