



## Public Works & Transportation Committee

- Date: Wednesday, January 23<sup>rd</sup>, 2002
- Place: Anderson Room  
Richmond City Hall
- Present: Councillor Lyn Greenhill, Chair  
Councillor Kiichi Kumagai, Vice-Chair  
Councillor Evelina Halsey-Brandt  
Councillor Rob Howard
- Absent: Councillor Linda Barnes
- Call to Order: The Chair called the meeting to order at 4:00 p.m., and advised that a delegation regarding the recent pedestrian and traffic safety improvements to Westminster Highway, between No. 3 Road and Minoru Boulevard, would be added to the agenda as an additional item.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, January 9<sup>th</sup>, 2002, be adopted as circulated.*  
**CARRIED**

### DELEGATION

Mr. Dan Kovocevic, a customer of the Gulf & Fraser Credit Union, expressed concern about (i) the expense to taxpayers, and (ii) the inconvenience to customers of the credit union, resulting from the closure of the eastbound left turn bay on Westminster Highway, in the area of the credit union. He suggested that a shortened left turn bay into the Gulf & Fraser Credit Union property could be reinstated without interfering with the new pedestrian crossing.

The Director of Transportation, Gordon Chan, in response to questions from the Chair, advised that the results of an analysis on the option to provide a crosswalk and at the same time maintain the left turn lane, had indicated that this would not be acceptable because of the short distance between the two.

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Mr. Chan pointed out that there were many traffic issues, including left turn bays in east and west directions, on-coming traffic, the pedestrian crosswalk, the location on the sidewalk of a large concrete sign advertising the London Drugs complex, which would compromise the safety of motorists and pedestrians alike.

Mr. Chan further advised that discussions had been held with the Manager of the Gulf & Fraser Credit Union on ways to advise their customers of the closure of the left turn bay, and he provided information on the steps which had been taken. (A copy of the memorandum prepared by Mr. Chan on this matter is on file in the City Clerk's Office.) He also advised that a meeting between the owners of the Gulf & Fraser Credit Union building and Onni Development Corporation had been arranged for January 29<sup>th</sup>, 2002, to discuss the possibility of entering into a cross access agreement which would allow credit union traffic to access Westminster Highway through the Onni property from Firbridge Way.

Mr. Kovoceovich was advised of the upcoming meeting, however, he reiterated his concerns about the cost of installing the pedestrian crosswalk and eliminating the left turn bay. In response, Mr. Chan advised that the project had been almost fully funded by ICBC because ICBC recognized the traffic concerns in the area. He expressed concern that if the left turn bay was reinstated, funding would be rescinded, and that as well, the City would have the additional expense of reinstating the left turn bay.

The Chair thanked the delegation for attending the meeting, and it was agreed that Mr. Kovoceovich would be advised when staff reported to the Committee on the results of the meeting with Onni Development Corporation and the Gulf & Fraser Credit Union.

## URBAN DEVELOPMENT DIVISION

### 2. **TRAFFIC SAFETY ADVISORY COMMITTEE – PROPOSED 2002 INITIATIVES**

(Report: Dec. 11/01, File No.: 0100-20-TSAD1-01) (REDMS No. 578171)

Mr. Chan reviewed the report in detail with the Committee. During the discussion which ensued, the Chair advised that the Secretary-Treasurer of the Richmond School District, Mr. Ken Morris, at a meeting of the Council/School Board Liaison Committee, had complimented the Traffic Safety Advisory Committee on its hard work. The Chair also expressed her appreciation for the efforts of the Committee in resolving issues at the staff level.

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Reference was made to the proposed review of traffic calming measures, and Cllr. Evelina Halsey-Brandt questioned whether any consideration had been given to including traffic circles as part of these measures. In answer, Mr. Chan advised that following the one year trial period for the traffic circles on Seafair Drive, staff would be reporting to the Committee on the results of that safety measure.

In reply to further questions about accessible bus stops, Mr. Chan advised that the percentage of such bus stops was approximately 40%, with the municipal average being approximately 35%.

Mr. Chan thanked the Chair for her comments, but advised that his staff, especially the traffic technicians were the ones who deserved the credit as they undertook the investigations and dealt with the public. In response, the Chair indicated that she would send a letter to the Committee thanking them for their efforts, and would include the comments made by Mr. Morris.

It was moved and seconded

- (1) *That the proposed 2002 initiatives for the Richmond Traffic Safety Advisory Committee, (as outlined in the report dated December 11<sup>th</sup>, 2001, from the Director of Transportation), be endorsed.*
- (2) *That staff report to Council on the results of the proposed 2002 initiatives for the Richmond Traffic Safety Advisory Committee.*

**CARRIED**

### 3. **TRANSLINK 2002 MAJOR ROAD NETWORK (MRN) MINOR CAPITAL PROGRAM SUBMISSION**

(Report: Jan. 11/02, File No.: 6500-01) (REDMS No. 594166)

The Manager, Transportation Planning, Victor Wei, reviewed the report with the Committee.

Discussion ensued among Committee members and staff, during which, in response to questions, the following information was provided:

- with regard to the intersection improvements proposed at Steveston Highway and No. 5 Road – a portion of the land costs had been included in the MRN submission; it was hoped that the remainder of the property would be sold to adjacent properties as a means of further recovering costs; as well, construction costs would be absorbed by the industrial developments occurring to the east
- the Knight Street corridor was currently maintained by Mainroad Contracting; however, once the City assumed responsibility for maintenance following the completion of the contract, staff would be monitoring expenses and addressing the concerns of the City about the cost with TransLink

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(A brief discussion ensued, during which Councillor Kumagai stated that TransLink should be responsible for the maintenance of the Knight Street corridor because this was a major route which provided access to areas outside of Richmond. He also suggested that the funding formula should be reviewed.)

Discussion also ensued on the potential cost of the various projects to the City, especially when the total was more than the proposed 2002 Capital budget. Assurance was given that only a portion of the MRN capital request was the direct responsibility of the City and that portion was already included in the proposed City 2002 Capital Budget.

It was moved and seconded

- (1) *That the submission of the following 11 road improvement projects for cost-sharing as part of the TransLink 2002 Major Road Network Minor Capital Program, (as described in the report dated January 11<sup>th</sup>, 2002, from the Director, Transportation), be endorsed:*
- (a) *Arterial Road Traffic and Pedestrian Safety Improvements (at three locations);*
  - (b) *Steveston Highway Intersection Safety and Capacity Improvements (Shell Road to No. 2 Road);*
  - (c) *No. 2 Road Intersection Safety and Capacity Improvements (Williams Road to Francis Road);*
  - (d) *Alderbridge Way/Kwantlen Street Intersection Improvement;*
  - (e) *Alderbridge Way Traffic and Pedestrian Safety Improvements (Hazelbridge Way to Garden City Road);*
  - (f) *Westminster Highway Traffic Safety and Capacity Improvements (Minoru Boulevard to No. 3 Road);*
  - (g) *Westminster Highway Traffic Safety and Capacity Improvements (Buswell Street to Cooney Road);*
  - (h) *Westminster Highway/Nelson Road Traffic Signal and Intersection Improvements;*
  - (i) *Westminster Highway Eastbound Left-turn Lane (between No. 8 Road and Nelson Road);*
  - (j) *Steveston Highway/No. 5 Road Intersection Improvement (Northbound to Eastbound Right-turn Lane); and*
  - (k) *Steveston Highway/No. 5 Road Intersection Improvement (Eastbound to Southbound Right-turn Lane).*

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- (2) *That staff report on the outcome of the evaluation by the Major Roads Technical Advisory Committee on the above proposed submission to the 2002 Major Road Network Capital Development Program.*

CARRIED

## 4. MANAGER'S REPORT

- (a) The Manager, Engineering Planning, Paul Lee, referred to the Federal Government program for infrastructure grants, and advised that while the City did not receive any funding in the announcement of awards made in December, seven applications submitted by the City for such projects as watermain replacement, were now being considered as possible candidates for grants.
- (b) Mr. Wei reported that one of the programs eliminated by the Provincial Government was the Bicycle Networking Program, and as a result, the construction of an off-road bicycle path along the south side of Westminster Highway, between No. 7 Road and No. 8 Road, would most likely be deferred until 2003. He stated that at that time, staff would apply for a grant from TransLink.

In response to questions, he advised that the cost of installing a similar path along Westminster Highway between No. 6 Road and No. 7 Road was approximately \$450,000, and confirmed that construction of that portion of the bicycle path would be completed in 2002.

Mr. Wei further advised, in response to concerns raised at previous meetings about specific issues, that

- (i) a review of the signage in the area of the Shell Road trail at Blundell Road had been completed, and a determination made that improvements to the existing signage were warranted; and that staff were working with the Parks Department to create a trail warning sign for motorists which would be distinctive but not detract from the railway crossing signs; and
- (ii) with regard to the bus stop area on Chatham Street, TransLink was currently meeting with the Steveston Harbour Authority about the feasibility of establishing a park and ride facility; as a result staff had deferred any action on the provision of a crosswalk until a plan for the new facility had been completed.

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## 5. NEW BUSINESS

Councillor Kumagai referred to the uniqueness of the Steveston townsite, and expressed concern about the current requirement that the width of a driveway for a new home must be 5.8 metres, even though the original home may have had a driveway width of 20 feet. He questioned whether existing 20 foot wide driveways in the Steveston townsite could be 'grandfathered' to exempt the properties from the City's bylaws if and when new homes were constructed on these sites.

A brief discussion ensued, as a result of which, the Chair asked staff to submit a report to the Committee with recommendations on how this issue could be addressed.

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (4:50 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, January 23<sup>rd</sup>, 2002.

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Councillor Lyn Greenhill  
Chair

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Fran J. Ashton  
Executive Assistant