



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, February 7th, 2001
Place: W.H. Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Ken Johnston, Vice-Chair
Mayor Greg Halsey-Brandt
Councillor Derek Dang
Councillor Kiichi Kumagai
Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair advised that the order of the agenda would be varied to deal with Item No. 7 after Item No. 4, and that a delegation from TransLink regarding the communication of upcoming changes to Richmond's transit service 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 17th, 2001, be adopted as circulated.

CARRIED

- 1A. **COMMUNICATIONS OVERVIEW – RICHMOND TRANSIT SERVICE CHANGES**

Senior Engineer Victor Wei introduced Mr. Jeff Lucas, Communications Manager, TransLink, who then provided information on the objective, strategy and tactics which would be followed to ensure that the public was well educated on the implementation of the new 98-B line on No. 3 Road and related transit services. A copy of the information provided by Mr. Lucas is attached as Schedule A and forms part of these minutes.

In response to questions, Mr. Lucas advised that the focus of the upcoming communication plan would specifically be on the changes to be made to transit routes in Richmond, and that these changes would be synchronized with the implementation of the 98-B line. He added that advertisements would be placed in Lower Mainland daily newspapers to advise the public on changes to be made to regional transit routes.

Reference was made to the customer brochure to be prepared as part of the communication package and Mr. Lucas was requested to provide a copy of the brochure to City staff for review prior to publication.

Mr. Lucas also confirmed, in answer to further questions, that the 404 service would continue to operate in conjunction with the 98-B line and would use the same centre lane. He added that buses for other routes would continue to use the curb lanes.

Concern was expressed about the loss of business suffered by companies located on No. 3 Road in the area of the new transit system, and advice was given that part of the overall campaign to increase ridership would encourage motorists to use transit as it would be easier and quicker to access No. 3 Road businesses.

Concern was also expressed that motorists would be turning into the centre transit lanes when making left turns, and advice was given that the upcoming publicity campaign would also educate the motorists on how to make left turns to avoid the 98-B line transit route.

The Chair thanked Mr. Lucas for his presentation, and he then left the meeting.

ENGINEERING & PUBLIC WORKS DIVISION

2. **11000 BLOCK GRANVILLE AVENUE NORTH SIDE DITCH INFILL**
(Report: Jan. 25/01; File No.: 6340-20-P.00306) (REDMS No. 273559, 248240)

The Manager, Engineering Design & Construction, Steve Ono, reviewed the report with the Committee.

It was moved and seconded

That the ditch infill project for the north side of the 11000 block of Granville Avenue:

- (1) ***be removed from consideration as a candidate for funding in the Year 2001 Capital Budget; and***
- (2) ***remain for consideration as a candidate for funding in the year 2004 within the proposed 5 year Capital Plan.***

The question on the motion was not called, as the Chair asked for delegations on this matter.

Mr. Gerry Zadra, of 11171 Granville Avenue, advised that residents were not satisfied with the work which had been completed in this area, and still believed that the 11000 block of the north side of Granville Avenue should be filled in to resolve existing health and safety issues. He expressed concern that the road base was unstable and could at some point, slide into the ditch; and that because of insufficient room on the shoulder of Granville Avenue, children waiting for the school bus could be hit by passing motor vehicles or fall into the ditch.

Mr. Zadra further advised that residents were still having a rat problem, and in response to questions, he stated that inspectors representing Richmond Health Services had indicated that the problem would not be resolved until the ditches were filled in.

Mr. Zadra also voiced concern about the timing of today's meeting, and requested that the matter be delayed for one month and that a meeting be held either in the evening or on a weekend to allow more residents to participate.

Discussion then ensued among Committee members and staff on the advisability of delaying the project until 2004. Information was provided that staff were recommending that the project be delayed and the work undertaken at the same time that the Greater Vancouver Water District (GVWD) proposed to construct a watermain within the Granville Avenue right-of-way in order to reduce costs. Also upgraded at this time would be the City's existing domestic watermain (which had been temporarily repaired a number of years ago) and which was also located within the Granville Avenue right-of-way. However, advice was given that the GVWD had not yet set a timeframe for construction and that the only information available was that the construction would take place some time between 2004 and 2008.

Questions were raised about (a) where within the road right-of-way the GVWD watermain and the City watermain would be constructed and whether the installations would take place in or adjacent to the north side ditch, (b) when City staff would be presenting the 2001 capital budget projects to Council for review; and (c) whether area residents would be agreeable to a delay if more definite information was obtained on the proposed construction schedule.

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

It was moved and seconded

That the report (dated December 11, 2000, from the Director, Engineering), regarding the 11000 block Granville Avenue North Side Ditch Infill, be referred to staff to:

- (a) examine the project in light of the 2001 capital budget;***
- (b) meet with representatives of the Greater Vancouver Water District and to report to Committee on (i) the proposed timeframe and location for construction of the GVWD watermain, and (ii) whether there would be a cash saving.***

Prior to the question on the motion being called, the suggestion was made that a meeting between residents and staff could be held in the area to discuss the matter in greater detail.

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

3. **NO. 2 ROAD SOUTH DRAINAGE PUMP STATION**

(Report: Nov. 2/00; File No.: 6400-03) (REDMS No. 210523)

It was moved and seconded

That \$127,500 be transferred from surplus funds authorized under DCC Expenditure Bylaw No. 6860, to cover additional expenditure incurred in the No 2 Road South pump station project #45333.

The question on the motion was not called, as discussion ensued on how the cost overrun had occurred, and whether there were any safeguards in place to ensure that such an overrun would not occur again.

Advice was given that since the replacement of the first pump station in 1997, staff had come to realize that these pump stations could not be replaced for \$350,000 as first proposed, because of the complexity of the construction of some of the facilities. Further advice was given that a City policy existed which required any project for which there had been a 10% or greater overrun in cost to be presented to Council for approval of the additional funds, and that in this case, the policy had not been followed.

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

URBAN DEVELOPMENT DIVISION

4. **HEATHER STREET AREA - PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS**

(Report: January 19/01, File No.: 6450-09) (REDMS No. 251589)

Senior Transportation Engineer Victor Wei reviewed the report with the Committee.

Concern was expressed during the discussion which ensued that the recommendation was misleading in that the endorsement of Council was being sought prior to area residents being given the opportunity to review the proposed traffic and safety enhancements. As a result, the following **amended** motion was introduced:

It was moved and seconded

- (1) ***That Committee endorse the following traffic and pedestrian safety measures (as described in the report dated January 19, 2001, from the Manager, Transportation):***
 - (a) ***installation of a traffic circle at the intersection of Heather Street and Dayton Avenue at an estimated cost of \$5,400;***
 - (b) ***construction of a pedestrian walkway with extruded curb on the west side of Heather Street between Dixon Avenue and Dolphin Avenue at an estimated cost of \$26,300; and***
 - (c) ***minor modifications to the Dixon Avenue driveway to the Garden City Shopping Centre to improve sightlines.***
- (2) ***That staff consult with Heather Street and Dayton Avenue residents on the proposed traffic calming measure and report back to Committee on the results of the consultations.***
- (3) ***That subject to final Council approval upon the reporting back on the residents' feedback, the proposed traffic and pedestrian safety improvements be funded from the 2001 Minor Capital Program for Traffic Calming Improvements (subject to the approval of Council of the overall 2001 Minor Capital Budget).***

CARRIED

7. **RICHMOND CITIZENS CYCLING COMMITTEE - ACHIEVEMENTS AND FUTURE INITIATIVES**

(Report: Dec. 27/00, File No.: 0100-20-RCYC1) (REDMS No. 254344)

Mr. Wei briefly reviewed the staff report with the Committee.

John Watson, outgoing Chair of the Richmond Citizens Cycling Committee, spoke briefly about the formation of the Committee and about the diverse backgrounds of the members of the Committee, which he felt created a balanced committee, committed to improving cycling in the City. Mr. Watson also commented on the desires of the Committee to place more emphasis on the education of cyclists with respect to the rules of the road.

Mr. Watson, during his presentation, expressed his appreciation to Council and to both Victor Wei and Jane Fernyhough for their support of the Committee's efforts. He voiced the opinion that the community had benefited from Council's support of cycling routes along many of Richmond's major arterial roads.

Larry Pamer, incoming Chair of the Committee, spoke about the creation of the many cycling paths in the City and the benefits which cycling gave to the community. He expressed his pleasure that the report endorsed the next phase of the Cycling Committee's work, and recognized that cycling provided a viable alternate means of transportation.

A brief discussion ensued among Committee members and the delegation, during which the Chair commended both Mr. Watson and Mr. Pamer for their work on the Committee. Suggestions were made during the discussion that the Traffic Safety brochure should include the comment that Richmond was a 'cycling friendly' community, and that cycling signs should be posted along bicycle lanes to alert motorists to the fact that cyclists were also using the roads.

It was moved and seconded

(1) ***That the proposed 2001 initiatives of the Richmond Citizens Cycling Committee regarding cycling education and awareness, (as described in the report dated December 27th, 2000 from the Senior Traffic Engineer, on behalf of the Richmond Citizens Cycling Committee), be endorsed.***

(2) ***That Council formally acknowledge and recognize the Richmond Citizens Cycling Committee's key role in the planning and implementation of cycling improvements in the City and encourage the continued joint efforts of the Committee and Transportation staff to promote cycling in Richmond.***

CARRIED

5. **RICHMOND TRAFFIC SAFETY ADVISORY COMMITTEE - PROPOSED 2001 INITIATIVES**

(Report: Jan. 3/01, File No.: 0100-20-TSAD1-01) (REDMS No. 258391)

Mr. Wei reviewed the staff report with the Committee.

During the brief discussion which ensued, the Chair expressed her appreciation for the fact that the Traffic Safety Advisory Committee had been able to draw the Richmond School District into the process. Reference was made to the proposed initiatives, and the suggestion was made that the Committee, through staff, when discussing major overhead signs on arterial roads, report to the Public Works & Transportation Committee on the problem areas which exist.

The Chair referred to concerns expressed by a delegation earlier in the meeting about the safety of children waiting on the north side of the 11000 block Granville Avenue for their school bus. She requested Mr. Wei to refer the matter to the Traffic Safety Advisory Committee to determine if there was a bus stop in that area.

It was moved and seconded

- (1) ***That the proposed 2001 initiatives for the Richmond Traffic Safety Advisory Committee, (as outlined in the report dated January 3rd, 2001, from the Manager of Transportation), be endorsed.***
- (2) ***That staff report to Council on the results of the proposed 2001 initiatives for the Richmond Traffic Safety Advisory Committee.***

CARRIED

6. **HAMILTON AREA - TRAFFIC SAFETY ENHANCEMENT INITIATIVES**

(Report: Jan. 23/01, File No.: 6450-09) (REDMS No. 145040)

Mr. Wei reviewed the staff report with Committee members.

It was moved and seconded

- (1) ***That Council endorse the implementation of the following traffic engineering measures aimed at enhancing traffic safety in the Hamilton area (Westminster Highway between the Hamilton Interchange and Gilley Road):***
 - (a) ***implementation of a continuous barrier along the west shoulder of Westminster Highway (Gilley Road to the Highway 91 on-ramp) (as described in the report dated January 23rd, 2001, from the Manager, Transportation), at an estimated cost of \$42,000, with the City's portion of the cost being \$21,000 and TransLink funding the \$21,000 balance;***
 - (b) ***installation of three additional accessible bus stops within the above section of Westminster Highway to enhance transit access in the Hamilton area at a total cost of \$15,000;***
 - (c) ***installation of additional curbside barriers at the intersections of Westminster Highway with McLean Avenue and Gilley Road to create pedestrian refuges at a cost of \$5,000; and***
 - (d) ***the addition of additional speed limit signs as well as "Residential Area" signs along the Westminster Highway corridor through the Hamilton area.***

- (2) *That the funding source of the above proposed measures be the 2000 Minor Capital Program for Traffic Safety Improvements.*
- (3) *That staff monitor traffic conditions along Westminster Highway in the Hamilton area for one year following the implementation of the proposed traffic safety measures and report to Council on the effectiveness of the measures.*

CARRIED

7. **RICHMOND CITIZENS CYCLING COMMITTEE - ACHIEVEMENTS AND FUTURE INITIATIVES**

(Report: Dec. 27/00, File No.: 0100-20-RCYC1) (REDMS No. 254344)

Please see Page 4 of these minutes for action taken on this matter.

8. **MANAGER'S REPORT**

- (a) Traffic Signal Systems Technologist Jeff Bycraft, at the request of the Mayor, reviewed the history of the installation of the 'audible pedestrian' signal at No. 2 Road and the McDonald's Restaurant, and provided information on the problems being experienced with the use of this equipment. He also provided information on the status of the audible signals installed at the intersection of No. 3 Road and Cook Road. In concluding his review of the situation, Mr. Bycraft advised that advice had been given to the complainants that the City would work with them on the pole locator feature, however, to date, staff have not had the opportunity to do so.
- (b) The Manager, Engineering Planning, Paul Lee, advised that a report would be submitted to the February 19th, 2001 General Purposes Committee, regarding the ranking of projects proposed by staff as candidates for a Canada/BC Infrastructure Grant.

Mr. Lee reported that the Canadian Radio-Television and Telecommunications Commission (CRTC) had announced its ruling regarding the accessing of world-wide telecommunications fibre-optic cables. He stated that as a result of the ruling, the City's bylaw, "Federally Governed Telecommunications Company Access to City Road Rights-of-Way Regulation Bylaw No. 6896" was no longer valid. Mr. Lee advised that staff would be revising the bylaw and would report to Committee on the impact of this ruling.

Mr. Lee referred to the memorandum which he had circulated to all members regarding the status of the Stage 3 Liquid Waste Management Plan and asked if there were any questions on that matter. There were none.

- (c) The Manager, Engineering Design & Construction, Steve Ono reported that as a result of a review of the City's relevant boulevard and ditch and drainage bylaws and how these bylaws pertained to the Zero Tolerance Policy, staff were recommending the following:

- (i) the repeal of the current Zero Tolerance Policy and replacement with a new policy which would provide more flexibility on how the bylaw regulations would be applied
- (ii) for those bylaw infractions which were brought to the City's attention, staff would investigate to determine if there were any health and safety issues; beyond that, staff would suggest that remedial action be taken on a gradual basis as maintenance activated or capital construction work occurred in the neighbourhood; however, if the property owner could provide proof in the form of an affidavit or declaration that the work had been done prior to adoption of the policy or before they purchased the property, correction of the illegal change would be undertaken at City expense.

(Mayor Halsey-Brandt left the meeting at 5:35 p.m. and did not return.)

Discussion ensued among Committee members and staff, during which concern was expressed that the requirement that the property owner provide an affidavit or declaration was too onerous. Concern was also expressed that the proposed policy could be too complicated to enforce, and advice was given that the intent was to make the new policy as simple as possible. At the conclusion of the discussion, the Committee agreed that staff could provide an outline of the proposed new policy to Broadmoor area residents at a meeting to be held February 8th on this matter.

- (d) Mr. Ono referred to the upcoming Capital Programs Open House, and advised that the Open House was now scheduled for March 22nd.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:52 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, February 7th, 2001.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

February 7, 2001

Communications Overview Richmond Service Changes

Objective

Smooth transition to the redesigned Richmond transit services.

Strategy

1. Highlight, in late February, the initial use of the new bus lane on No. 3 Road.
2. Promote the launch of the new 98 B-Line service
3. Inform residents of the redesigned Richmond transit services.

Tactics

1. Launch of Bus Lane

Highlight bus #404 moving to new bus lane on No. 3 Road Richmond

Timing

Late February

Media

Newspaper ad in Richmond community papers

Key Message

Highlight the move of #404 bus in to the new bus lane - public safety message

Languages

Cantonese & English

2. Promote 98 B-Line

Pre-promote launch of 98 B-Line service

Timing

Late February

Media

Temporary signs, 8 in total (4 x 8 ft.) located on bus lane

Key Message

Highlight launch of service starting April 9

3. Promote launch of 98 B-Line service

Timing

March 19

Media

- Radio :10 second tag – safety message
- Radio :30 second commercial – 98 B-Line launch message
- Community newspaper ad - highlighting the launch of 98 B-Line service (Cantonese & English)
- Community newspaper ad - rerun public safety message from February (Cantonese & English)
- Bus Kings, Tails and Interior Cards
- Customer Brochure – insert into community newspapers, available on buses and handed on April 9. (English) – highlights launch of 98 B-Line, overall Richmond transit changes and safety message
- TransLink Staff on-site at key transition points on April 9.

Key Message

Changes to Richmond transit services, launch of 98 B-Line service and safety message.

Languages

English and Cantonese print ads

If you have any questions or concerns regarding the above outline please contact Jeff Lucas, TransLink Marketing at 453-4614 or Janet King, TransLink Marketing 453-4618.