



## Public Works & Transportation Committee

Date: Wednesday, February 18<sup>th</sup>, 2004  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Rob Howard, Chair  
Councillor Kiichi Kumagai, Vice-Chair  
Councillor Linda Barnes  
Councillor Derek Dang (4:04 p.m.)  
Mayor Malcolm D. Brodie (4:02 p.m.)  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, January 21<sup>st</sup>, 2004, be adopted as circulated.*

**CARRIED**

### DECISIONS / ACTIONS (5 ITEMS)

#### ENGINEERING & PUBLIC WORKS DIVISION

2. **BRIDGEPORT SANITARY SEWER CONDITION ASSESSMENT**  
(Report: Feb. 3-04, File No.: 6400-01) (REDMS No. 1115471)

The Manager, Engineering Planning, Siu Tse, accompanied by the Project Engineer – Water and Sewer, Lloyd Bie, advised that they had nothing further to add.

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It was moved and seconded

*That \$551,000 be reallocated from the approved 2004 City Centre and Fraser Areas Sanitary Sewer project to perform a sanitary sewer condition assessment in the Bridgeport Sanitary Sewage Study Area.*

**CARRIED**

3. **CONTRACT T.1550 - LANSDOWNE SANITARY FORCEMAIN CONSTRUCTION - LANSDOWNE ROAD - LANE WEST OF CEDARBRIDGE WAY TO KWANTLEN STREET**

(Report: Feb. 6/04, File No.: 0775-20-T.1550) (REDMS No. 1121699)

The Director, Engineering, Robert Gonzales, advised that he had nothing further to add.

It was moved and seconded

*That the City enter into a contract with Pedre Contractors Ltd., in accordance with Contract T.1550 – Lansdowne Sanitary Forcemain Construction, Lansdowne Road from the lane west of Cedarbridge Way to Kwantlen Street, in the total tendered amount of \$796,255.*

(Mayor Brodie entered the meeting at 4:02 p.m.)

**CARRIED**

## URBAN DEVELOPMENT DIVISION

4. **ICBC/CITY OF RICHMOND ROAD SAFETY IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2004**

(Report: Feb. 5/04, File No.: 0150-20-ICBC1-01) (REDMS No. 1108447)

The Manager, Transportation Planning, Victor Wei, accompanied by Transportation Planner Joan Caravan, advised that they had nothing further to add.

Discussion then ensued among Committee members and staff on specific projects. In response to questions, advice was given that:

- the installation of a centre median at No. 2 Road and Blundell Road was intended to prevent illegal turns being made and would replace the temporary posts which were currently erected; staff felt that the median would provide a permanent solution as compared to the posts which could be knocked down; flowers would not be planted in the median because of insufficient width
- staff had a list of individual projects, and when advice was received from ICBC that funding was available, then staff reviewed that list and consider targeted safety programs to take advantage of this funding; the Committee was reminded by the Chair that the funding provided was ICBC funding and that they were interested in a ratio of 3 to 1 – a saving \$3 in insurance claims for every \$1 spent

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- the anti-skid treatment proposed at No. 2 Road and Granville Avenue intersection was a special type of pavement treatment intended to prevent (i) vehicles from going off the road, and (ii) single vehicle accidents.

(Councillor Dang entered the meeting at 4:04 p.m., during the above discussion.)

During the discussion, reference was made to the installation of bollards on Railway Avenue at Lancing Road, and a question was raised as to whether barricades would be installed instead. Information was provided that these bollards, which forced pedestrians alighting from buses to walk to the crosswalk; and that this installation was a pilot project prompted by a cyclist who was struck by a car being driven by a motorist trying to avoid the queue of cars on Railway Avenue by cutting into the bicycle lane. Advice was given that staff would be reviewing maintenance costs and future applications before making a decision on the use of these bollards in other areas.

It was moved and seconded

*That the list of proposed road safety improvement projects potentially eligible for funding contributions from the ICBC 2004 Road Safety Improvement Program, (as described in the report dated February 5<sup>th</sup>, 2004, from the Director, Transportation), be endorsed.*

CARRIED

5. **TRAFFIC SAFETY AWARENESS WEEK – MARCH 1 – 5, 2004**  
(Report: Jan. 26/04, File No.: 6450-09) (REDMS No. 1111873)

Ms. Caravan advised that she had nothing further to add. Ms. Pat Broz, representing the Richmond District Parent Association, also advised that she had nothing further to add.

It was moved and seconded

*That:*

- (1) *the 2004 Traffic Safety Awareness Week (March 1-5, 2004) activities initiated by the Richmond District Parents Association, sponsored by ICBC, the Autoplan Broker Road Safety Program and the Richmond School Board with the participation of the Way to Go! School Program, CARS BC and the Off Ramp Program of Better Environmentally Sound Transportation, (as outlined in the report dated January 26<sup>th</sup>, 2004, from the Director, Transportation), and*
  - (2) *staff involvement as part of the City's on-going traffic safety education strategy,*
- each be endorsed.*

Prior to the question on the motion being called, discussion ensued among Committee members and staff on:

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- the rationale for not including the proposed 'no drop' zone in front of schools - advice was given that the proposal was not yet ready for implementation, and staff were asked to consider initiating this safety measure as quickly as possible
- the featuring of traffic safety information and messages on McDonald's tray placemats – advice was given that this initiative was undertaken through the Parks & Recreation Department
- the CARS BC program – advice was given that three local high schools had initiated road safety clubs.

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

6. **NO. 8 ROAD CLOSURE AT GRANVILLE AVENUE RIGHT-OF-WAY**  
(Report: Feb. 5/04, File No.: 6360-06) (REDMS No. 1105978)

Mr. Wei, accompanied by Transportation Engineer Carol De La Franier, advised that he had nothing further to add.

Discussion then ensued among Committee members and staff on the proposal, during which advice was given that the traffic signal proposed for the intersection of Kartner Road and Westminster Highway was at the request of the Farmer's Institute, which was concerned about the increased traffic and excessive speed on Westminster Highway. As well, two speed humps would be installed on No. 8 Road because of speeding vehicles on the road. Advice was given that staff had consulted with stakeholders, including farmers and representatives of the Kingsport development.

Reference was made to the growing number of people working in the area, and questions were raised about providing bus service to the area. In reply, advice was given that discussions had been held with TransLink, however, TransLink would not give a commitment at this time and indicated that a route would not be established until the ridership existed to support the service.

A brief discussion ensued on this matter, during which the suggestion was made that information should be provided to the larger employers in the No. 8 Road area about vanpool options.

Reference was made to the list of recommended improvements for No. 8 Road, and in particular to the estimated construction cost of approximately \$3 Million for the extension of Blundell Road to the west. Questions were raised about how funding would be determined for the project. In response, advice was given that funding formulas had not yet been set, however, it was expected that all levels of government would be participating. Further advice was given that at this point in time, information was not available as to the amount which Richmond would be required to contribute.

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Discussion continued, with comments being made about the lack of contribution by others to finance the proposed improvements. Staff spoke further on the contributions made by stakeholders, and indicated that the stakeholders could be approached about further contributions. However, further advice was given that the improvements indirectly benefited the City by promoting the development of the Fraser Port area.

Reference was made to the difficulties faced by farmers moving equipment along Westminster Highway, and the comment was made that the ultimate answer would be extension of Blundell Road to the west. Information was also provided about an interim farm vehicle access to be provided by Fraser Port through its property. With reference to the timing of the Blundell Road extension, advice was given that while timing of the project had not yet been determined, staff were looking at construction taking place in approximately five years time.

At the request of the Chair, the Director of Engineering, Gordon Chan, provided an update on the status of the Blundell Road extension. He indicated that as a result of a meeting with representatives of the City, the Ministry of Transportation and TransLink, a funding commitment was made by the MOT to carry out further technical work jointly with the City and TransLink to address outstanding operational issues.

Mayor Brodie also reported on the status of the project, indicating that there had been a great deal of discussion about the proposed interchange. He suggested that a meeting with the new Minister of Transportation about both the Blundell Road and Steveston Highway interchanges with Highway 99 would now be appropriate as a follow-up to a letter sent to the Honourable Kevin Falcon when he was appointed as Minister.

Discussion continued, with the suggestion being made that the developer of the Kingswoods project should contribute the \$8,000 required for the installation of the speed humps. Mr. Ron Emerson, real estate agent for the project, noted that the developer had been responsible for the installation of the sanitary sewer system, and the construction of Nelson Road. He also commented that the developer contributed through the payment of property taxes, which had increased dramatically.

Mr. Emerson spoke briefly about the report, noting that the idea of a private shuttle service had been considered but put on hold as it had been hoped that TransLink would implement transit service to the area. In response to a question from Councillor Kumagai, Mr. Emerson agreed to provide the funding for the construction of the two speed humps on No. 8 Road.

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It was moved and seconded

*That the closure of No. 8 Road at the Granville Avenue road right-of-way for general traffic be deferred until the completion of a new interchange at Blundell Road with Highway 99, provided that all of the proposed road and traffic improvements required to support the continued opening of No. 8 Road, (as outlined in the report dated February 5<sup>th</sup>, 2004, from the Director, Transportation), be implemented with a cost contribution from Fraser Port Authority and Kingswood and the remainder borne by the City.*

**CARRIED**

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## INFORMATION / AWARENESS (2 ITEMS)

### URBAN DEVELOPMENT DIVISION

#### 7. **TRANSLINK 2004 TRANSIT PLAN**

(Report: Jan. 20/04, File No.: 6480-03-02) (REDMS No. 1115112)

Ms. Caravan, in response to questions about ridership, advised that regional figures were 12% higher in 2003 than 2002, and stated that the main reason for the increase was the implementation of the U-Pass which resulted in a 73% increase in ridership to UBC. She further advised, with reference to the 98B Line, that ridership on that route had increased 11% over 2002; that buses ran every five to six minutes during rush hour periods, and every ten minutes during non-peak hours.

Questions were asked about how the 98B Line compared to the former 406 bus service, and advice was given that performance on the 98B line had improved significantly over the past year, and that the current running time compared favourably with the previous service.

Reference was made by Councillor Barnes to the difficulties which she had encountered when using the TransLink website to find out when buses were in operation, and she asked that staff encourage TransLink to make their site more user friendly.

It was moved and seconded

*That the report (dated January 20<sup>th</sup>, 2004, from the Director, Transportation), regarding the TransLink 2004 Transit Plan, be received for information.*

**CARRIED**

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8. **RICHMOND LONG RANGE DRINKING WATER MANAGEMENT PLAN: VOLUNTEER WATER METER PROGRAM UPDATE**  
(Report: Feb. 6.04, File No.: 6650-02) (REDMS No. 1121419, 1111946)

Mr. Bie advised that since the writing of the report, the time of the ceremonial installation had been changed to 10:30 a.m. on Monday, February 23<sup>rd</sup>. Mr. Gonzales advised that he had nothing further to add.

Discussion continued briefly on the rationale for the \$10 per quarter operating fee, and staff were requested to report on the feasibility of incorporating this fee into the City's water rates. Advice was given that the fee covered a portion of the operating costs associated with the water meter, including maintenance, readings and replacement.

In response to further questions, advice was given that twelve homeowners had had water meters installed, and that sixty-five were on a waiting list.

It was moved and seconded

*That the report (dated February 6<sup>th</sup>, 2004, from the Director, Engineering) regarding the Richmond Long Range Drinking Water Management Plan: Volunteer Water Meter Program Update, be received for information.*

**CARRIED**

9. **MANAGER'S REPORT**

There were no reports to make.

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (4:44 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 18<sup>th</sup>, 2004.

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Councillor Rob Howard  
Chair

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Fran J. Ashton  
Executive Assistant, City Clerk's Office