



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *to Public Works & Transportation - Feb 18, 2004* **Date:** February 5, 2004
From: Gordon Chan, P.Eng. **File:** 6360-06
 Director, Transportation
Re: **No. 8 Road Closure at Granville Avenue Right-of-Way**

Staff Recommendation

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 attached report, be implemented with a cost contribution from Fraser Port Authority and Kingswood and the remainder borne by the City.

Gordon Chan, P.Eng.
Director, Transportation

Att. 1

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Roads	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

At its April 8, 2002 regular meeting, Council approved the closure of No. 8 Road at the Granville Avenue road right-of-way to all vehicular traffic, except for emergency vehicles, with the objective of protecting the neighbouring agriculture lands from the adverse impacts of industrial traffic generated by developments in the Fraser Port area.

Recently, staff were requested to re-examine the issue of access from Westminster Highway via No. 8 Road to the major industrial developments of the Fraser Port and Kingswood lands. In particular, concerns have been raised by area businesses of the Fraser Port lands about Nelson Road being the only access to and from the area if No. 8 Road is closed. This report responds to this request.

Analysis

1. Existing Conditions of No. 8 Road

No. 8 Road is a 2-lane rural standard roadway between Westminster Highway and the Fraser Port site, south of the Granville Avenue road allowance (Attachment 1). It is fronted on both sides by agricultural land and at present serves both farm traffic as well as general traffic including a significant proportion of truck volumes generated by the industrial developments in the area. As No. 8 Road was previously used by heavy vehicles during the construction of Highway 91, its road base is generally considered to be sound to withstand high load traffic while its pavement will require on-going maintenance and re-capping should No. 8 Road remain open to industrial traffic.

2. Council Policy and Priorities

The land abutting No. 8 Road between Westminster Highway and Granville Avenue road allowance is zoned agricultural and is actively farmed. The approved closure of No. 8 Road is consistent with the City's Official Community Plan (OCP) and Agricultural Policies on preserving farming viability and minimizing the conflicts between agricultural activities and industrial traffic. While the OCP discourages the development of major new roads in the ALR to avoid jeopardizing farm viability, it also allows for new or improved roads necessary to facilitate access to adjacent industrial lands, as in this case the Fraser Port and Kingswood lands.

3. Consultation with the Farming Community

Staff have discussed the options of keeping No. 8 Road open with representatives of the Richmond Farmers Institute (RFI) and an area farmer who lives on No. 8 Road. The following summarizes their comments:

Comments from RFI - The RFI would like Westminster Highway returned to a rural agricultural road. To achieve this objective, representatives of the RFI acknowledged that the solutions must involve the construction of the Blundell Road extension, including a new interchange at Highway 99. This new infrastructure is required to address the increasing truck traffic generated by developments in the Fraser Port and Kingswood lands. RFI feel that if No. 8 Road were to be

kept open for access to the Fraser Port lands, Blundell Road should then be extended to No. 7 Road to provide farm vehicles with an alternative route to Westminster Highway from the south. This was considered to be important for the area farmers, as there have been recent accidents on Westminster Highway, which resulted in a total closure of the roadway, preventing access to the farms in the area. RFI also suggested that additional traffic advisory signs of "Slow Moving Farm Vehicles" be added on Westminster Highway, potentially with a new design. In addition, RFI also requested that a traffic signal be installed at the intersection of Westminster Highway and Kartner Road, as the steady through traffic at this location is making it increasingly difficult for drivers to turn in and out of Kartner Road. With the above improvements, the continued opening of No. 8 Road could be supported by RFI.

Comments from Area Farmer - The area farmer contacted by staff, while appreciative the importance of No. 8 Road to the Fraser Port and Kingswoods lands, is concerned about the excessive speed of the truck and general traffic. The lack of street lights and a protected shoulder to provide for a safe passage for walking from the farm house to the adjacent barn was also of concern. It was noted that if these concerns could be addressed with the appropriate improvements such as speed humps and roadside barriers on No. 8 Road, the continued opening of No. 8 Road would be supported.

4. Summary of Required Improvements (Upon Consultation with Farming Community)

Staff have evaluated the suggested improvements from the farming community and concluded that given the concerns raised, these improvements can be supported to keep No. 8 Road open for both farm traffic and truck traffic. Staff have also prepared cost estimates of these improvements along with an anticipated implementation date as summarized in Table 1 below.

Table 1 – Recommended Improvements Required for No. 8 Road to Remain Open

Suggested Improvements by RFI and the Area Farmer		Estimated Construction Cost	Timing of Implementation	Responsibility
General Traffic Safety Improvements on No. 8 Road				
1.	Install 13 street lights on the west side of No. 8 Road	\$4,000 (\$2,200 annual operating cost)	April, 2004	Richmond
2.	Install 2 speed humps (with design speed of 50 km/h)	\$8,000	May, 2004	50/50 - Kingswood & Richmond
3.	Install 200 m of roadside barriers	\$20,000	May, 2004	Fraser Port
Enhancements to Farm Vehicle Safety and Accessibility				
4.	New "Slow Moving Farm Vehicles" Traffic Advisory Signs	\$2,000	May, 2004	Richmond
5.	New Traffic Signal at Kartner Rd and Westminster Hwy	\$150,000	2005	Richmond
6.	Developing an Accident Management Strategy with RCMP regarding farm vehicle access	Nil	February, 2004	Richmond
7.	a. Interim Farm Vehicle Access provided by Fraser Port through its existing private roads.	Nil	Immediate	Fraser Port
	b. Blundell Road westward extension to No. 6 Road (approx. 2,570 m)	\$3+ million	2005+	Fraser Port /Richmond

5. Consultation with Fraserport Lands Developers

No. 8 Road Improvements – Staff have discussed the proposed improvements from the farming community with representatives of the Fraser Port Authority and Kingswood development. Fraser Port Authority were supportive of the improvements and were prepared to contribute to the construction cost of the proposed roadside barriers. Kingswood were also prepared to cost-share on the two proposed speed humps. It is recommended that the street lighting, one speed hump, the new traffic advisory signs and the traffic signal at Kartner Road and Westminster Highway be the responsibility of the City.

Blundell Road Extension -With regards to the extension of Blundell Road from west of No. 8 Road to No. 7 Road, Fraser Port Authority will be constructing this portion of Blundell Road as required for the tenants on their lands. Fraser Port Authority anticipates the timeline for this portion of Blundell Road construction to take place over the next few years. For this road extension to function effectively, this work is expected to be carried out in conjunction with the future extension of Blundell Road between No. 6 Road and No. 7 Road by the City. Until such time, Fraser Port Authority proposes to grant interim access by farm vehicles to their private roads to help improve the accessibility of the area farmers. With this interim arrangement, farm vehicles would effectively be able to access No. 7 Road exclusively from the south through the Fraser Port lands.

6. Follow-Up Discussion with the Farming Community

In a follow-up discussion with the Richmond Farmers Institute, the offer by Fraser Port Authority to use the private roads on Fraser Port lands to help improve the accessibility of the farmers in the area was considered to be an acceptable interim solution until the Blundell Road extension and interchange could be completed.

Financial Impact

Capital Cost Implications - With regards to the above recommended improvements, Fraser Port has offered to contribute to the cost of the road side barriers and to provide interim access to their private roads to farm vehicles until the Blundell Road extension is completed. In addition, Kingswood has offered to contribute to the cost of one of the two proposed speed humps on No. 8 Road. The remaining recommended improvements are proposed to be funded from the Minor Capital Works Program for Traffic Improvements in the 2004 Capital Program, except for the new traffic signal at Westminster Highway and Kartner Road, which will be considered as part of the 2005 Capital Budget Council approval process.

Maintenance Cost Implications - As for maintenance implications, there will be an annual cost of approximately \$20,200 for the street lighting lease/electricity and road maintenance on No. 8 Road due to the current truck volumes and general traffic generated by the industrial lands. The annual road maintenance program for No. 8 Road includes funding to provide for capping which will be required in 3 to 4 years for the older portion of No. 8 Road and 10 years for the newer portion. Should the traffic volumes increase significantly, especially in truck traffic, No. 8 Road may require more substantial repair or reconstruction work. The condition of No. 8 Road will continue to be monitored and any maintenance costs beyond those identified in this report will be brought to Council's attention.

The financial impact to the City regarding the recommended road and traffic improvements to keep No. 8 Road open until the completion of the Blundell interchange is summarized in Table 2.

Table 2 - Summary of Financial Impacts to City

	Recommended Improvement by City	Estimated Cost to City	Proposed Funding Source
1	13 new streetlights and one new transformer on No. 8 Road	\$4,000	2004 Streetlight Improvement Program
		(\$2,200 annual operating cost)	Annual streetlight operating budget
2	2 speed humps on No. 8 Road (Cost-share with Kingswood)	\$4,000	2004 Minor Capital Works Program – Traffic Improvements
3	New Traffic Advisory Signs of Slow Moving Farm Vehicles on Westminster Highway	\$2,000	2004 Minor Capital Works Program – Traffic Improvements
4	New Traffic Signal at Kartner Road and Westminster Highway	\$150,000	To be implemented subject to approval of 2005 Capital Program
5	Increased on-going maintenance of No. 8 Road	\$18,000	Annual Road Maintenance Budget
	Total	\$160,000 (\$22,200 annual operating cost)	

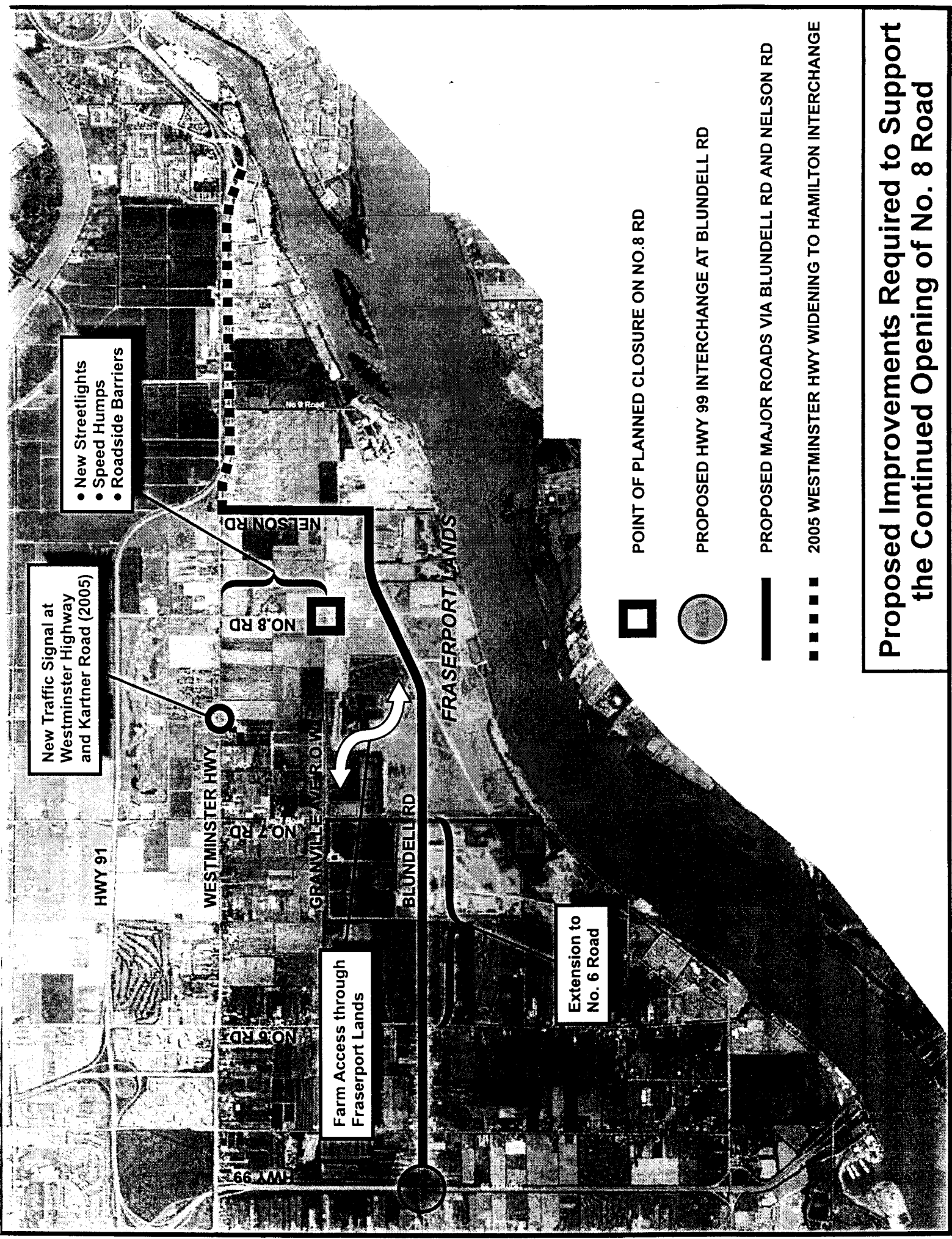
Conclusion

No. 8 Road and the surrounding road network serve farm traffic as well as traffic generated by developments in the Fraser Port and Kingswood industrial area. While it is clear that the new Blundell Road extension and interchange would provide the ultimate solution to address the long term access needs for this area, interim solutions are required to meet the needs of both the agricultural community and the industrial lands. Maintaining efficient and convenient access by keeping No. 8 Road open with the proposed road improvements as recommended in this report, until the Blundell corridor is completed, will provide the desired two access points to the industrial lands at all times as well as address most of the immediate concerns raised by the farming community on the increasing traffic activities in the area.



Carol De La Franier, P.Eng.
Transportation Engineer

CD:lce



- New Streetlights
- Speed Humps
- Roadside Barriers

New Traffic Signal at Westminster Highway and Kartner Road (2005)

Farm Access through Fraserport Lands

Extension to No. 6 Road

- POINT OF PLANNED CLOSURE ON NO.8 RD
- PROPOSED HWY 99 INTERCHANGE AT BLUNDELL RD
- PROPOSED MAJOR ROADS VIA BLUNDELL RD AND NELSON RD
- ⋯ 2005 WESTMINSTER HWY WIDENING TO HAMILTON INTERCHANGE

Proposed Improvements Required to Support the Continued Opening of No. 8 Road