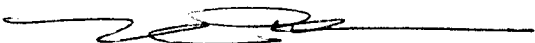




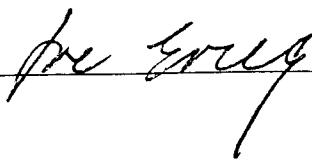
To: Public Works and Transportation Committee **Date:** February 8, 2005
From: Victor Wei, P. Eng.
Acting Director, Transportation **File:** 10-6450-01/2005-Vol 01
Re: **NO. 8 ROAD TRUCK RESTRICTIONS**

Staff Recommendation

1. That trucks be prohibited on No. 8 Road between Westminster Highway and the Granville Avenue road right-of-way (northern boundary of the Fraserport Lands) by placing a 5-tonne load limit on this section of the roadway as outlined in the attached report.
2. That two additional speed humps and associated signage, designed for 50 km/h operating speed, be placed south of the existing speed hump location on No. 8 Road.
3. That the following traffic signs be placed:
 - a. Two additional 50 km/h speed limit signs, one northbound and one southbound on No. 8 Road;
 - b. Two "Respect Slow Moving Farm Vehicles" signs on Nelson Road as requested by the Agricultural Advisory Committee to remind truck drivers of the presence of farm vehicles on the roadway.
4. That the funding source for the estimated cost of the above recommended improvements, totalled \$10,800, be the Neighbourhood Traffic Safety Account of the 2004 Capital Budget.


Victor Wei, P. Eng.
Acting Director, Transportation
(4131)

Att.2

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
R.C.M.P.	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

At the December 22, 2004 Public Works And Transportation Committee meeting, Ms. Dee Hodson of 6220 No. 8 Road made a presentation to the Committee regarding her concerns with traffic safety related to the use of No. 8 Road by large trucks. Ms. Hodson requested that No. 8 Road from Westminster Highway to the entrance to the Fraserport Lands be closed to truck traffic and that the speeding of passenger car traffic be addressed. Following Ms. Hodson's presentation the Committee made the following referral to staff.

"That the truck traffic issues on No.8 Road be referred to staff in order that the various stakeholders, which would include the various industrial organizations involved, landowners, the RCMP, the Farmers Institute and the Agricultural Advisory Committee be brought together for discussion on the closure of No.8 Road to truck traffic and report back to Committee as soon as possible."

Analysis

1. 2004 Improvements

On February 23, 2004, in recognizing the need to maintain adequate access to the Fraserport industrial lands until the implementation of the Blundell Interchange, Council passed the following resolution pertaining to this matter.

"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 5th, 2004, from the Director, Transportation), be implemented with a cost contribution from Fraser Port Authority and Kingswood and the remainder borne by the City."

Since then, upon consultation with area farmers (including Ms. Hodson) and the Richmond Farmers Institute, two speed humps were introduced on No. 8 Road in the vicinity of Ms. Hodson's residence to discourage vehicle speeding. In addition, new streetlights were installed along the west side of No. 8 Road to improve night time visibility on the roadside. The installation of extruded curbs along the east side shoulder as protection for pedestrians was also examined, but was found to be unfeasible due to concerns raised by area farmers about the extruded curbs' potential impediment on the movements of large farm vehicles.

2. Before-and-after Speed and Volume Surveys

A before-and-after traffic speed survey was also conducted on No. 8 Road to assess the effectiveness of the recently introduced speed humps. The results are summarized in the following table.

Speed / Volume Traffic Surveys on No. 8 Road (South of Westminster Highway)		
Date	Direction	Results
January 16, 2004 – Pre- traffic calming measures	Northbound	5527 vehicles, including 466 trucks (8%), 85 th percentile speed = 76.5 km/h
	Southbound	6889 vehicles, including 515 trucks (8%), 85 th percentile speed = 67 km/h
January 19, 2005 – Post- traffic calming measures – installation of two speed humps with traffic counters placed between them	Northbound	7477 vehicles, including 593 trucks (8%), 85 th percentile speed = 55.04 km/h
	Southbound	7601 vehicles, including 559 trucks (7%), 85 th percentile speed = 52.40 km/h

The survey results showed that the two speed humps have been effective in reducing vehicle speed at this location; however, vehicle speed away from the area of the speed humps was found to be approximately 70 km/h. The survey results also showed an increase in traffic volume, including large trucks over the course of the survey time period.

3. Stakeholder Survey

In order to determine the level of support from local residents/businesses in the area for the removal of truck traffic on No. 8 Road to Nelson Road, a survey was conducted among area stakeholders (see Attachment 1). Thirteen surveys were mailed to area stakeholders with all surveys being returned to the City. Of the 13 surveys returned, 10 were in favour of removing truck traffic from No. 8 Road and 3 were opposed. The 3 opposing surveys all cited the need for two truck route access to the Fraserport area due to the amount of development that has occurred in that area in the last several years. The 3 opposing surveys also identified the completion of Blundell Road and the Blundell Interchange at Highway 99 as critical issues.

The surveyed stakeholders are summarized in Attachment 2.

4. Recommendation

There is a relatively high level of support from area stakeholders to remove truck traffic from No. 8 Road from Westminster Highway to the Fraserport Lands, while maintaining passenger cars, emergency service vehicles, farm vehicles and a possible future transit route to the area. With this level of support, together with the fact that the intersection of Westminster Highway and No. 8 Road is found to be inadequate in accommodating the turning of large trucks, staff recommend that truck traffic be prohibited to use this section of No. 8 Road.

Based on the feedback of these stakeholders, the following traffic measures would need to be undertaken to support the recommended removal of truck traffic from No. 8 Road:

- a) Signage for a 5-tonne load limit restricting truck traffic on No. 8 Road between Westminster Highway and the Fraserport Lands would be required at the north and south end of this section of this roadway. The load limit restriction can be implemented under the City’s existing Traffic Bylaw;

- b) Regular enforcement of the 5-tonne load limit would be required by the Richmond RCMP. RCMP, in working with staff to develop the recommendations, have already designated an officer to oversee this initiative and enforcement activities would be carried out as resources permit;
- c) Two additional speed humps and associated signage, designed for 50 km/h operating speed, would be placed south of the existing speed hump location. The existing speed humps have been found to be effective at reducing vehicle speed and the additional speed humps would ensure that all vehicles using No. 8 Road adhere to the posted 50 km/h speed limit;
- d) Two additional 50 km/h speed limit signs, one northbound and one southbound would be placed on No. 8 Road; and
- e) Two "Respect Slow Moving Farm Vehicles" signs on Nelson Road as requested by the Agricultural Advisory Committee to remind truck drivers of the presence of farm vehicles on the roadway would be introduced.

Financial Impact

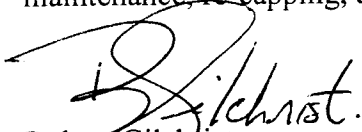
The cost for additional new signage including the recommended load limit signs, speed limit signs, signs indicating the presence of speed humps and "Respect Farm Vehicles" signs is estimated to be \$1,800. In addition, the cost for the installation of two additional speed humps on No. 8 Road is estimated to be \$9,000.

The funding source for the above recommended improvement is proposed to be the Neighbourhood Traffic Safety Project (1501-40-000-TRAF-40245) within the 2004 Capital Budget.

From a road maintenance point of view, as No. 8 Road was utilized by heavy vehicles (trucks) during the construction of Highway 91, the road base is generally considered to be sound. The road pavement will require on-going maintenance and re-capping should No. 8 Road remain open to heavy truck traffic. The costs associated with the on-going pavement maintenance, re-capping, and other intersection geometric improvements would therefore be significantly reduced if truck traffic is removed from No. 8 Road.

Conclusion

The removal of truck traffic from No. 8 Road would address the traffic safety concerns raised by Ms. D. Hodson at the Public Works and Transportation meeting (December 22, 2004) and is supported by the majority of area stakeholders that were surveyed. By maintaining No. 8 Road for passenger cars and a possible future transit service route, a second access point is maintained to Fraserport lands. Also, a cost savings would be realized with the reduced on-going maintenance, re-capping, and other geometric improvements of No. 8 Road.


Robert Gilchrist
Traffic Supervisor
(4030)

RG:lce

January 11, 2005
File: 10-6450-02/2005-Vol 01

Urban Development Division
Fax: (604) 276-4052

To all Business and Property Stakeholders in the Fraserport Area

Dear Stakeholder:

Re: Proposed Truck Traffic Restriction on No. 8 Road

At the City of Richmond's Public Works and Transportation Committee meeting held December 22, 2004, safety concerns were expressed with regards to truck traffic on No. 8 Road between Westminster Highway and Blundell Road. The safety concerns raised include:

- narrow width of No. 8 Road at Westminster Highway, as trucks turning from Westminster Highway onto No. 8 Road often turn into the lane of oncoming traffic;
- lack of pedestrian facilities on No. 8 Road, which creates an unsafe situation when trucks pass pedestrians;
- speed and volume of trucks on No. 8 Road; and
- condition of the existing pavement surface, as heavy use by tractor trailers is causing accelerated deterioration of the pavement resulting in excessive noise and vibration.

These safety concerns have been supported in writing by some of the major trucking companies and tenants of the industrial park located at the south end of No. 8 Road and Nelson Road.

City staff are currently consulting with area stakeholders to determine if there are any concerns regarding restricting truck traffic from using No. 8 Road south of Westminster Highway while maintaining use of this roadway by automobile traffic, public transit and farm vehicles.

Please review and complete the enclosed comment form (see attachment) and return it to the City in the enclosed postage paid envelope, or via fax (604-276-4052) by **Friday, January 21, 2005**. The results of this survey will be shared with you in a follow-up letter once the data has been compiled.

If you have any questions regarding this survey, please contact me at 604-276-4030 or via email at rgilchrist@richmond.ca. Thank you for taking the time to complete the survey.

Yours truly,

Robert Gilchrist
Traffic Supervisor

RG:lce

NO. 8 ROAD USER / STAKEHOLDER SURVEY
PROPOSED RESTRICTION OF TRUCK TRAFFIC
ON NO. 8 ROAD

Name:

Address:

Please mark one of the following:

- I am **in favour** of the proposed truck traffic restriction on No. 8 Road.
- I am **not in favour** of the proposed truck traffic restriction on No. 8 Road.

Comments:

Please enclose the completed survey form in the postage paid, addressed envelope provided, or return via fax (604-276-4052) to the City by **Friday, January 21, 2005.**

Thank you for your participation in this survey.

Robert Gilchrist, Traffic Supervisor
Transportation Department
City of Richmond
January 11, 2005

No. 8 Road Truck Traffic Restrictions List of Stakeholders Surveyed	
Businesses	
Coast 2000 Terminal Ltd.	Adesa Auction Vancouver
Fraser River Port Authority	Bontetok Holding
Team Transport Services Ltd.	Pacific Transportation Group Ltd.
Richmond Farmers Institute	Agricultural Advisory Committee
Hudson Bay Company– Vancouver Logistics Centre	Sylvan Distribution
Residents	
Ms. D. Hodson	Mr. B. Zylmans
Other	
Richmond RCMP – Traffic Section	