



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *To Public Works & Transportation* Date: August 28, 2007 *Sept 19, 2007*
From: Victor Wei, P. Eng. File: 12-8060-20-8298
Director, Transportation
Re: **TRAFFIC BYLAW AMENDMENT – REPEAL OF PROVISION FOR REVERSE
TURNS AT SELECTED INTERSECTIONS ON NO. 3 ROAD**

Staff Recommendation

That Bylaw 8298, which amends Traffic Bylaw 5870 by deleting Section 43 and therefore disallowing reverse turns (U-turns) at six intersections on No. 3 Road, as described in the attached report by the Director of Transportation, be given first, second and third reading.

for Victor Wei, P. Eng.
Director, Transportation

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Community Bylaws	Y	✓	N	<input type="checkbox"/>	
Fire Rescue	Y	✓	N	<input type="checkbox"/>	
Law	Y	✓	N	<input type="checkbox"/>	
R.C.M.P.	Y	✓	N	<input type="checkbox"/>	
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO
	<input checked="" type="checkbox"/> <i>dw</i>	<input type="checkbox"/>		<input checked="" type="checkbox"/> <i>dw</i>	<input type="checkbox"/>

Staff Report

Origin

The proposed amendment to Traffic Bylaw 5870 arises as a result of the removal of the 98 B-Line bus lanes from No. 3 Road due to Canada Line construction that has proceeded to the point where the traffic lane cross-section of No.3 Road is again at two lanes northbound and two lanes southbound. This report seeks Council's approval for the amendment of Traffic Bylaw 5870 to remove permission of reverse turns at selected signalized intersections along No. 3 Road.

Analysis

1. Provincial Motor Vehicle Act

Per Section 168 (iv) of the Motor Vehicle Act, U-turns are not permitted at signalized intersections except where permitted by Bylaw:

Reverse turn

168 Except as provided by the bylaws of a municipality, a driver must not turn a vehicle so as to proceed in the opposite direction

(a) unless the driver can do so without interfering with other traffic, or,

(b) when he or she is driving

(i) on a curve,

(ii) on an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 m,

(iii) at a place where a sign prohibits making a U-turn,

(iv) at an intersection where a traffic control signal has been erected, or

(v) in a business district, except at an intersection where no traffic control signal has been erected.

2. City Provision for Reverse Turns

Reverse turns on No. 3 Road were installed at selected signalized intersections in order to allow motorists to access various businesses located on both sides of No. 3 Road after the dedicated bus lanes for the 98 B-Line were put in place, which created a total roadway width of seven lanes. Now that the bus lanes have been removed and the road width has been reduced to five lanes wide and thus is not adequate to execute a U-turn safely, the removal of permission for U-turns is necessary so that there is no conflict between Traffic Bylaw 5870 and the provincial Motor Vehicle Act if the RCMP are enforcing the no U-Turn restriction.

2.1 Intersections Where Reverse Turns are Presently Permitted

The following locations currently permit U-turns:

- No. 3 Road at Capstan Way (northbound and southbound);
- No. 3 Road at Yaohan access (southbound only);
- No. 3 Road at Browngate Road extension (northbound and southbound);

- No. 3 Road at Leslie Road (northbound and southbound);
- No. 3 Road at Lansdowne Mall access (northbound and southbound); and
- No. 3 Road at Ackroyd Road (southbound only).

2.2 Traffic Control Requirement

No traffic control equipment will be required to revert to a standard signalized intersection. The U-turn permitted signs have already been removed as part of the Canada Line construction.

2.3 Alternate Access to Commercial Properties along No. 3 Road

The removal of U-turns will create short term impacts for vehicle access to some businesses along No. 3 Road, particularly for properties on the west side of the street north of Alderbridge Way where the absence of a parallel laneway makes alternate access more circuitous. However, the recently updated City Centre Transportation Plan calls for shorter blocks along No. 3 Road with alternate access from the side streets, rear lanes or new, parallel road construction consistent with transit-oriented development objectives. Alternate access to properties on the west side of No. 3 Road north of Alderbridge Way will be via a new road along the existing CPR right-of-way, which can be decommissioned as a railway corridor after 2010.

2.4 Safety Considerations

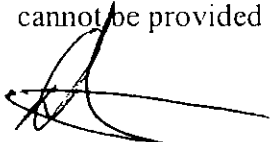
U-turns were previously permitted at selected intersections along No. 3 Road (when seven lanes wide) to help alleviate the vehicle access impacts to fronting properties arising from the 98 B-Line project and also as a test to assess the safety of U-turns. Following the construction of the Canada Line and the resulting reduction in the roadway width (now at five lanes wide), it is not physically possible to facilitate U-turns safely on No. 3 Road, which would require an equivalent width of six lanes.

Financial Impact

None.

Conclusion

U-turns were only permitted in exceptional circumstances on No. 3 Road and only where they were carefully regulated by signals. Given the construction of the Canada Line, which has eliminated the median busway and in effect reduced the roadway corridor width, the proposed amendment to Traffic Bylaw 5870 is required to eliminate the U-turn authorization at the six intersection locations along No. 3 Road so that they are consistent with other signalized intersections in Richmond and to maintain consistency between the City's Bylaw and the provincial Motor Vehicle Act. As a result of the reduced roadway corridor width, U-turns cannot be provided safely during and after the restoration of No. 3 Road.



Doug Newton
Acting Supervisor, Traffic Operations

CITY OF RICHMOND
BYLAW 8298
TRAFFIC BYLAW NO. 5870, AMENDMENT BYLAW 8298

The Council of the City of Richmond enacts as follows:

1. Traffic Bylaw No. 5870 is amended by deleting Part XIII:
2. This Bylaw may be cited as "Richmond Traffic Bylaw No. 5870, Amendment Bylaw No. 8298".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPR OVED for content by originating dept. <i>FCL</i>
APPROVED for legality by Solicitor