



## Public Works & Transportation Committee

- Date: Wednesday, November 21<sup>st</sup>, 2001
- Place: Anderson Room  
Richmond City Hall
- Present: Councillor Lyn Greenhill, Chair  
Councillor Linda Barnes  
Councillor Evelina Halsey-Brandt  
Councillor Rob Howard
- Absent: Councillor Kiichi Kumagai, Vice-Chair
- Call to Order: The Chair called the meeting to order at 4:00 p.m., at which time the order of the agenda was varied to deal with Item No. 5 following adoption of the minutes from the previous meeting.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 7<sup>th</sup>, 2001, be adopted as circulated.*

**CARRIED**

5. **NEIGHBOURHOOD TRAFFIC SAFETY IMPROVEMENT –  
LEONARD ROAD (WILLIAMS ROAD TO RYAN ROAD)**  
(Report: Nov. 7/01, File No.: 6450-09) (REDMS No. 554438)

Transportation Engineer Jim Hnatiuk reviewed the report with the Committee. He also circulated copies of a petition signed by a number of area residents, which requested that the strip of gravel on the west side of Leonard Road be replaced with a 'driveable blacktop road surface.' A copy of this petition is on file in the City Clerk's Office. In response to questions, Mr. Hnatiuk advised that:

- the .08 metre road widening width was located within the existing road right-of-way

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- there were no changes proposed to the existing extruded concrete curb located on the east side of Leonard Road.

Mr. Dave Frizell, of 10191 Leonard Road, spoke in support of the staff recommendations. In answer to questions, Mr. Hnatiuk further advised that in addition to feedback obtained from the neighbourhood, staff would make a decision on the exact width of the proposed widening.

It was moved and seconded

- (1) *That the proposed traffic and pedestrian safety improvement measures for Leonard Road from Williams Road to Ryan Road be endorsed (as described in the report dated November 7<sup>th</sup>, 2001, from the Director, Transportation).*
- (2) *That the source of funding for the above recommended traffic safety enhancement initiatives, at a cost of \$24,000, be the 2001 Minor Capital Program for Neighbourhood Traffic Safety Improvement.*
- (3) *That staff advise area residents of the City's intention to proceed with this work and ensure that public feedback is incorporated into the final design.*

**CARRIED**

### ENGINEERING & PUBLIC WORKS DIVISION

2. **NO. 3 ROAD UNDERGROUNDING - 2001**  
(Report: Nov. 13/01, File No.: 6340-20-P.01201) (REDMS No. 380381)

The Director, Engineering, Robert Gonzales, reviewed the report with the Committee. In response to questions, he confirmed that the proposed projects which had been planned for 2002 would simply be switched with the 2001 undergrounding proposed on No. 3 Road, from Cambie Road to Sea Island Way. Mr. Gonzales added that there had been no indication from BC Hydro that funding would be available next year for the No. 3 Road project.

It was moved and seconded

- (1) *That the 2001 capital funds allocated for undergrounding of foreign utilities along No. 3 Road from Cambie Road to Sea Island Way in the amount of \$1,350,000 be re-allocated to fund undergrounding of foreign utilities along Westminster Highway, from No. 3 Road to Minoru Boulevard, and on Granville Avenue, from Minoru Boulevard to Gilbert Road; and*
- (2) *That the City apply for grant funding from BC Hydro for undergrounding of foreign utilities along No. 3 Road from Cambie Road to Sea Island Way in 2002.*

**CARRIED**

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## URBAN DEVELOPMENT DIVISION

### 3. ARTERIAL CROSSWALK UPGRADES

(Report: Sept. 23/01, File No.: 6450-17-01) (REDMS No. 455205)

The Manager, Transportation, Victor Wei, reviewed the report and the various types of crosswalks with the Committee. He also provided a sample of a generic warning sign which would be erected ahead of 'amber flasher-controlled crosswalks to warn motorists that they must yield to pedestrians.

A brief discussion ensued among Committee members and Mr. Wei on the use of crosswalk signals, whether the flashing lights could be 'red' rather than 'yellow', the need to educate the public and motorists on the safe and correct use of pedestrian-activated amber flashing lights, and whether the cost of the education program would be a direct cost to the City or absorbed into the City's regular work program.

It was moved and seconded

- (1) *That staff develop a comprehensive program involving education, engineering and enforcement initiatives to raise the level of driver compliance and promote safe pedestrian usage at amber flasher-controlled crosswalks on arterial roads, and report to Council on the proposed initiatives.*
- (2) *That the list of candidate locations for crosswalk upgrades on arterial roads, be endorsed (as proposed in the report dated September 23<sup>rd</sup>, 2001, from the Director, Transportation), as part of an annual crosswalk upgrade program to be considered further in the 2002 capital budget review process.*
- (3) *That staff to pursue cost-share funding sources such as ICBC, TransLink or the Federal Government Infrastructure Grant Program to support the above recommended crosswalk upgrades on arterial roads.*

**CARRIED**

### 4. DRAFT TRANSLINK PROGRAM PLAN FOR 2002

(Report: Nov. 5/01, File No.: 6480-03-02) (REDMS No. 551484)

Mr. Wei reviewed the report briefly with the Committee. Transportation Planner Joan Caravan then provided an overview of the future proposed transit improvements for both local and regional services.

Discussion then ensued among Committee members and staff on the proposed program, during which concern was expressed about the use of Granville Street in Vancouver as the preferred route for transit services from Richmond, rather than Oak Street.

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Reference was made to the recent 'public transit users group' meeting held last week, and advice was given that Mr. Glen Leicester, Manager, Implementation Planning for TransLink, had indicated at that meeting that the feasibility of providing transit service along Oak Street was being examined. Discussion continued on this issue with the suggestion being made that the staff report should be amended to add within "Priority for Local Services", for the proposed 492 route, that the 'Oak Street/Cambie Street Corridor' be examined rather than Granville Street'.

Questions were raised about whether the inclusion of the Oak Street/Cambie Street corridor as a transit route had been included in the 5 Year Transit Area Plan. Information was provided by Mr. Wei about the Plan, during which he noted that implementation of the various components of the Plan had been delayed as a result of the recent transit strike and the funding shortfall. He stated that additional proposals would be considered, but that consideration would occur outside the parameters of the 5 Year Plan. Further advice was provided by the General Manager, Urban Development, David McLellan, that TransLink also had to deal with transit policies set by the City of Vancouver, and that one of those policies was that Granville Street would be used to provide transit routes from Richmond.

It was moved and seconded

- (1) *That the submission of the list of prioritized transit service improvements in Richmond, (as described in the report dated November 5<sup>th</sup>, 2001, from the Director, Transportation), to TransLink be endorsed for possible inclusion in the Draft 2002 Program Plan.*
- (2) *That staff work with TransLink to monitor transit service improvements implemented in 2001 and identify outstanding deficiencies that can be addressed in future submissions for service improvements, including any raised in the forthcoming public consultation processes held by both TransLink and the City on the recent changes to local transit services.*
- (3) *That staff report on the evaluation by TransLink of Richmond's submission of transit service improvements for inclusion in the draft 2002 Program Plan and the development of the Final 2002 Program Plan.*

CARRIED

## 5. MANAGER'S REPORT

- (a) Mr. Wei reported to the Committee, the main issues raised at the recent 'public transit users group' meeting, (i) the lack of express buses from East Richmond; (ii) lack of service to the Oak Street/Cambie Street corridor; (iii) the lack of cross-town services, particularly along Williams Road; and (iv) the need for a 'bus queue jumper', especially along Oak Street. A brief discussion ensued among Committee members on these issues.

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- (b) Mr. McLellan advised that he would be submitting a report to the next Committee meeting on overall flood protection measures, and he questioned whether the Committee would like to invite Mr. Allan Domas, Acting President of the Fraser Port Authority to attend the meeting. Following a brief discussion, the Chair directed Mr. McLellan to extend an invitation to Mr. Domas.

The Chair advised that complaints had been received about the Shell Road trail at the point where it crosses Blundell Road. She indicated that there was concern that traffic along Blundell Road had increased to the point where people were now having to wait for some time to cross the road. She requested staff to review pedestrian safety on the Shell Road trail wherever it crossed arterial roads. Staff were also requested to review the area on Chatham Street where the buses stop.

## ADJOURNMENT

It was moved and seconded  
*That the meeting adjourn (4:51 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, November 21<sup>st</sup>, 2001.

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Councillor Lyn Greenhill  
Chair

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Fran J. Ashton  
Executive Assistant