



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 1, 2021
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 01-0100-30-TSAD1-01/2021-Vol 01
Re: **Traffic Safety Advisory Committee - Proposed 2022 Initiatives**

Staff Recommendation

1. That the proposed 2022 initiatives for the Traffic Safety Advisory Committee, as outlined in the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" dated December 1, 2021 from the Director, Transportation, be endorsed; and
2. That a copy of the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

Lloyd Bie, P.Eng.
 Director, Transportation
 (604-276-4131)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Council endorsed the establishment of the Traffic Safety Advisory Committee (TSAC) in 1997 to create a co-operative partnership between City staff, community groups and other agencies that seek to improve traffic and pedestrian safety in Richmond.¹ The Committee provides input and on a wide range of traffic safety issues such as school zone concerns and neighbourhood traffic calming requests, and collaborates on traffic safety-related education initiatives. This report summarizes the Committee's activities in 2021 and identifies proposed initiatives for 2022.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.1 Enhance safety services and strategies to meet community needs.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Road and School Zone Safety Initiatives in 2021

The member agencies collectively participated in the following measures in 2021 aimed at improving the safety of Richmond roads for all users.

- *School Zone Traffic Safety*: Development of an inventory for each elementary and secondary school that identifies the existing condition of all pathways connecting to each school and adjacent park in order to identify any needed improvements to encourage walking, improve road safety and provide consistency at all sites across the city (e.g., new curb ramps for walkways). To date, the mapping of all elementary schools is complete along with site visits to confirm current conditions. The work will continue in 2022 with the mapping of secondary schools and the development of an implementation strategy for both elementary and secondary schools.

In addition, on-going traffic safety concerns at various schools across the city were reviewed and addressed. These concerns are typically related to motorist speeding and illegal parking/stopping in school zones, driver behaviour within school sites (e.g., making prohibited turns when exiting parking lots) and pedestrian crosswalks near schools. The

¹ TSAC has representation from the following groups: Insurance Corporation of BC (ICBC), Richmond School District, Richmond RCMP, Richmond Fire-Rescue, Richmond District Parents Association, Vancouver Coastal Health, and the City's Transportation and Community Bylaws Departments.

issues were addressed by a variety of measures, each tailored to the specific site conditions at the school. Community Bylaws and Richmond RCMP regularly provide coordinated enforcement in school zones. Other continuing measures include the deployment of Speed Watch volunteers and clearing of vegetation to improve sightlines at crosswalks.

- *Community Requests for Traffic Calming:* Assessment of and consultation with local residents regarding potential traffic calming measures to address speed-related concerns followed by implementation where warranted and supported. Through this process, Table 1 identifies the traffic safety improvements that were installed in 2021.

Table 1: Traffic Calming Measures Implemented in 2021

Roadway	Date	Traffic Safety Improvements
Monteith Road	Spring	<ul style="list-style-type: none"> • two speed humps
Shell Road East	Spring	<ul style="list-style-type: none"> • three speed humps, two of which are raised crosswalks
Fundy Drive	Summer	<ul style="list-style-type: none"> • reduced speed limit of 30 km/h along frontage of the park between dawn and dusk • three speed humps • three crosswalks • in-pavement markers at two of the crosswalks

In addition, traffic studies and consultation with residents of three neighbourhoods were undertaken in 2021:

- Barnard Drive-Lam Drive/Robson Drive: Survey responses indicated support for the installation of a traffic circle at this location, which is consistent with the suite of other traffic calming measures already established along Barnard Drive. Installation is anticipated to be complete by spring 2022.
 - Barnes Drive and Flury Drive. Consultation held in summer 2021 indicated support for a reduced speed limit of 30 km/h that is enforceable. Further consultation will occur in early 2022 to confirm the traffic safety improvements to be implemented.
 - Kittiwake Drive: Initial consultation to discuss perceived issues and potential measures to address concerns.
- *Traffic and Signal Operations:* Several new and upgraded signals were activated in association with the opening of River Parkway in March 2021. Eight signalized intersections were upgraded with UPS (uninterrupted power supply) to provide continuous power in the event of an outage. A special crosswalk was activated on Shell Road at Kidd Elementary School in April 2021 (Figure 1).



Figure 1: Special Crosswalk on Shell Road at Kidd Elementary School

- *Traffic Camera Program:* Traffic cameras were added at six City-owned signalized intersections (for a total of 116 intersections). The cameras help to optimize traffic operations and provide real-time photos to the public via the City’s website.

In April 2021, the City launched a program to allow the public and businesses to apply to purchase video footage from the cameras at City-owned intersections to assist in legal or other matters such as evidence of collisions.

- *Network Screening Study*: Completion of the recommended short-term improvements to improve traffic safety at 18 of the top 20 collision prone intersections. Detailed design is underway for the remaining two intersections (Cambie Road-No. 5 Road and Cambie Road-No. 4 Road) that will incorporate both short- and long-term recommended improvements.

Traffic and Pedestrian Safety Campaigns in 2021

The Committee participated in the following ICBC- and Richmond RCMP-led road and pedestrian safety campaigns in 2021.

- *School Zone Safety*: In March 2021, ICBC installed temporary signage at four elementary schools (Westwind, Homma, McKinney, and Wowk) to help address concerns regarding speeding in school zones. The signage has children featured with the caption ‘Thank you for thinking of me’ and is a reminder for drivers in school zones to pay attention to the road and slow down (Figure 2). The signage was present during the morning drop off period and Richmond RCMP were present to monitor activities. An additional Speed Watch event was held in May 2021 at Bridge Elementary School.



Figure 2. Temporary Signage in School Zones

- *Pedestrian Safety*: In January 2021 and during mid-October to mid-November 2021, ICBC and Richmond RCMP worked together as part of a provincial pedestrian safety campaign to urge pedestrians and drivers to stay safe as crashes involving pedestrians nearly double during the fall and winter periods.² Along with community policing volunteers, 13 outreach pedestrian safety outreach events were held in Richmond where nearly 5,200 reflectors were handed out in high pedestrian traffic areas across the city (Figure 3). A further 12 pedestrian safety presentations were made to the following audiences during the fall event:



Figure 3: Pedestrian Safety Event at Canada Line Station

- SUCCESS for newcomers
- Seniors outreach at Cambie Community Centre and Minoru Centre for Active Living

² Based on ICBC data from 2016 to 2020, an average of 1,080 pedestrians are injured in crashes between October and January compared to 570 pedestrians who are injured between May and August.

- Walk Richmond participants (Dover Park, Richmond Nature Park and Thompson Community Centre)
- Hugh Boyd Secondary (Grade 10 Career Education classes)
- ***Distracted Driving:*** Richmond RCMP officers and community police volunteers conducted four “Cell Watch” blitz days in March that involved RCMP officers and volunteers who collectively checked 2,400 motorists. Targeted locations were Westminster Highway-Buswell Street and Westminster Highway-No. 3 Road. A total of 21 warnings and violation tickets were issued during the March event.

During summer 2021, ICBC and Richmond RCMP reached out to City’s Summer Day Camp staff at community centres (City Centre, Cambie, South Arm, Steveston, Thompson, and West Richmond) and ice centres. The children in the summer day camps created over 120 unique “Think of Me” cards that have an illustration of what children think drivers should think about when they are driving in school zones and in the community. On the back of the cards is education around distracted driving.

During September 2021, the Richmond RCMP Community Engagement team and volunteers distributed these illustrations to drivers during two back-to-school Speed Watch events (held at McNeely and Cook Elementary Schools) and two distracted driving outreach events (targeted at No. 3 Road-Alderbridge Way and No. 3 Road-Ackroyd Road) (Figure 3). Instead of getting a ticket, the driver is reminded why it is important to focus on the road. Nearly 2,100 vehicles were checked and a total of 73 cards and 43 warnings were given out at the two back-to-school events. The remaining cards were distributed through various outreach events across the city by Richmond RCMP.



Figure 3: Distracted Driving and Back-to-School Campaigns

Proposed Traffic Safety Activities for 2022

In addition to developing and providing input on corrective measures to address identified traffic safety concerns, the Committee will undertake a number of proactive initiatives to enhance traffic safety in 2022.

- *School Zone Traffic Safety*: Review and provide comment on the mapped inventory of elementary and secondary schools, and any improvements identified as needed. The Committee will also provide on-going review and improvement of traffic and pedestrian safety in school zones through improving vehicle parking and circulation layout at schools, supporting the enforcement of school zone traffic violations, and introducing new walkways and crosswalks as well as upgrading crosswalks to improve pedestrian safety.
- *Traffic Calming*: The assessment, community consultation, implementation, and monitoring of road safety and traffic calming measures where warranted in local neighbourhoods, together with consultation with Richmond RCMP and Richmond Fire-Rescue prior to the implementation of any traffic calming measures.
- *Pedestrian and Traffic Safety Projects and Campaigns*: Continue to collaborate, support and participate in on-going multi-agency efforts to increase the level of pedestrian and traffic safety, and discourage motorist speeding and distracted driving, such as the annual campaigns held by ICBC and Richmond RCMP in various locations.
- *Network Screening Study*: Review and provide comment on the recommended medium- and long-term improvement measures to enhance road safety at the top 20 collision prone intersections in Richmond (Attachment 1).
- *E-Scooter Pilot Project*: Monitor and provide feedback on user behaviour and the operation of the devices from road and pedestrian safety perspectives.

Costs associated with the implementation of road and traffic safety improvements are normally accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

Financial Impact

None.

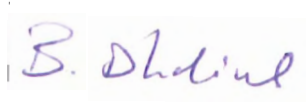
Conclusion

The Traffic Safety Advisory Committee is one of the few multi-agency forums in the region dedicated to enhancing pedestrian and traffic safety within its home municipality. Since its inception in 1997, the Committee has provided input on and support of various traffic safety improvements and programs and initiated a range of successful measures encompassing engineering, education and enforcement activities. Staff recommend that the proposed 2022

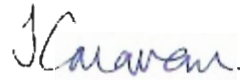
December 1, 2021

- 7 -

initiatives of the Committee be endorsed and this staff report forwarded to the Richmond Council-School Board Liaison Committee for information.



Bill Dhaliwal
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Joan Caravan
Transportation Planner
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JC:lce

Att. 1: Top 20 Collision-Prone Intersections in Richmond

Top 20 Collision-Prone Intersections in Richmond

