



City of Richmond

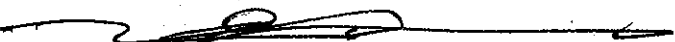
## Report to Committee

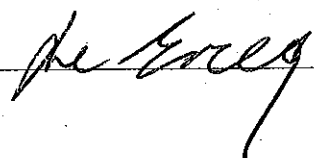
To Public Works & Transportation - Jan. 21, 2009

**To:** Public Works and Transportation Committee **Date:** December 12, 2008  
**From:** Victor Wei, P. Eng.  
Director, Transportation **File:** 01-0100-20-TSAD1-01/2008-Vol 01  
**Re:** **TRAFFIC SAFETY ADVISORY COMMITTEE – PROPOSED 2009 INITIATIVES**

### Staff Recommendation

1. That the proposed 2009 initiatives for the Traffic Safety Advisory Committee, as outlined in the attached report from the Director, Transportation, be endorsed.
2. That a copy of the above report be forwarded to the Council-School Board Liaison Committee for information.

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

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Community Bylaws .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fire & Rescue .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## 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 enhance traffic and pedestrian safety in Richmond. The Committee provides input and feedback on a wide range of traffic safety issues such as school zone concerns, neighbourhood traffic calming requests and traffic-related education initiatives. TSAC has representation from the following groups: Richmond District Parents Association (RDPA), ICBC, Richmond School District, Richmond RCMP, Richmond Fire-Rescue, and the City's Transportation and Community Bylaws Divisions. This report summarizes the Committee's activities in 2008 and identifies proposed initiatives for 2009.

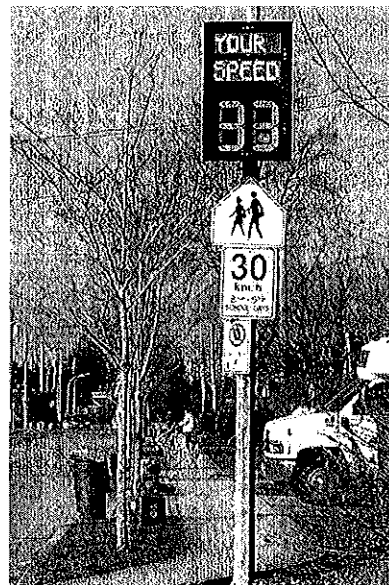
### Analysis

#### 1. Activities and Accomplishments in 2008

The Committee's major activities and accomplishments in 2008 are summarized below.

##### 1.1 "V-Calm" Driver Awareness Signs

Two new "V-Calm" devices that detect and display vehicle speeds along with an optional message (i.e., "Speed Limit", "Your Speed" or "Slow Down") were installed in early 2008 on Woodward Road between Railway Avenue and No. 2 Road where there are two adjacent schools (Wowk Elementary School and Richmond Christian Elementary School). The devices are being used to monitor vehicle speeds in these school zones and results to date indicate that they have been successful in controlling excessive vehicle speeding. Feedback from parents and residents in the area has also been positive and highly supportive of the devices.



V-Calm Sign on Woodward Rd

##### 1.2 Traffic Calming and Road Safety Measures

The Committee provided input on the following traffic calming measures:

- installation of speed humps on No. 3 Road between Steveston Highway and Dyke Road;
- installation of speed humps on McLean Avenue and McRae Street in the Hamilton area;
- installation of temporary speed humps on Dallyn Road to address vehicle speeding and short-cutting and which may become permanent in Spring 2009 subject to the approval of area residents; and
- initiation of an area traffic calming study for the area bounded by Gilbert Road, Steveston Highway, No. 4 Road and Dyke Road, including Finn Road.

Committee members also continued to collaborate on initiatives to improve road safety in Richmond through projects partially funded via ICBC's Road Safety Improvement Program,

which included traffic signal improvements (e.g., addition of left-turn arrows) and intersection improvements (e.g., new left-turn bay southbound on Garden City Road at Ferndale Road).

### 1.3 On-going School Zone Traffic Safety Activities

The Committee contributed to enhancing traffic safety around schools through continued participation in the "Keep Our Future Safe" education and enforcement campaign during *Traffic Safety Awareness Week* (March 3-7, 2008), which involved the following activities:

- placement of bright yellow plastic lawn signs (sponsored by Autoplan Insurance Brokers of BC) in school zones with the message "School Zone Please Slow Down";
- "Walking Yellow Wednesday," which is an inter-school challenge to achieve the highest participation rate of students walking to school. The 2008 kick-off event at Wowk Elementary School featured a walk for schoolchildren led by Mayor Brodie; and
- support of and distribution of material on the *Way to Go! Program* to Richmond schools, which is a multi-agency program that seeks to increase the number of students who walk, bike, carpool or use transit to get to school, while still ensuring their safety.

The number of elementary schools in Richmond participating in the "Walking Yellow Wednesday" event remains high. Two schools achieved 100% participation (Spul'u'kwuks and Maple Lane Schools) and a total of six schools achieved participation rates of 90% or greater. Additional activities to improve school zone traffic and pedestrian safety include:

- enforcement of school zone traffic regulations, particularly during back to school periods such as the beginning of school terms in September;
- providing input on the improvement of parking and circulation layouts at various schools; and
- identifying the requirement for and providing input on the installation of new walkways and crosswalks as well as upgrading existing crosswalks to improve pedestrian access to schools.

Committee members also continued to promote the STARS process with local schools, a key strategy, which is to streamline and enhance the current process of analysing and resolving traffic safety concerns by actively involving community stakeholders (parents, teachers, students) in their identification, investigation and resolution. Tangible success was achieved as more schools are taking proactive measures to improve traffic safety around their schools (e.g., TSAC worked closely with the PAC from Byng Elementary School to address concerns related to sightlines, vehicle speeds and parking).

### 1.4 Federal Vehicle Design Regulations

Per a referral from the Public Works & Transportation Committee, the Committee provided comments on a request from a Greater Vancouver resident regarding the need for a review of the federal *Motor Vehicle Safety Act* (MVSA) and *Motor Vehicle Transport Act* (MVTA), primarily with respect to vehicle design regulations, with the intent of improving traffic and cycling safety in Richmond as well as across Canada.

The Committee met with the delegate and agreed that a review of the MVSA and its regulations would be beneficial and that such a review should not focus primarily on vehicle weight, but instead encompass a holistic approach to road safety that includes not only engineering measures but also education and enforcement initiatives.

## 1.5 Operation of Electric Vehicles on City Streets

Given changes to the provincial *Motor Vehicle Act* to permit slow-moving zero emission electric vehicles on municipal roadways and subsequent bylaw amendments by several BC municipalities to allow such vehicles on roadways with a speed limit of 50 km/h or less, the Committee initiated discussion of the potential impacts of similarly amending the City's Traffic Bylaw to allow the operation of the vehicles in Richmond. Members have identified both positive and negative impacts and their comments will be incorporated into a forthcoming staff report on the topic.

## 1.6 Pedestrian Safety at Crosswalks

The Committee supported the following initiatives intended to increase the level of pedestrian safety at crosswalks:

- continuation of a city-wide phased program to upgrade the minimum standard of arterial road crosswalks to "special crosswalks" with internally lit overhead signs with downward lighting and pedestrian-actuated amber flashers and beacons. There are now nearly 60 special crosswalks across Richmond, which is the highest among other Lower Mainland municipalities;
- enhancement of traffic control signage and devices; and
- installation of new walkways and crosswalks to improve pedestrian access and safety.

## 2. Proposed Initiatives for 2009

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 and promote traffic safety education.

### 2.1 Intersection Safety

The Committee will participate in the following measures to improve the safety of all road users at intersections:

- Accessible Pedestrian Signals: provide input on the implementation of accessible pedestrian signals at signalized intersections as well as the development of a new audible tone specific to special crosswalks, as there are currently no industry guidelines for the use of accessible features at special crosswalks;
- Overhead Illuminated Street Name Signs: provide input on priority locations for the installation of overhead LED illuminated street name signs, which will improve wayfinding for all road users, particularly at night; and
- Pedestrian Safety: continue to support on-going multi-agency efforts to increase the level of pedestrian safety at crosswalks. As part of this initiative, the City intends to gradually expand the pilot program whereby enhancements were added to several special crosswalks (i.e., "LOOK" stencils, advance stop bar, raised buttons on lane line) to all special crosswalks in the city.

## 2.2 Road Safety and Traffic Calming

The Committee will offer input on priority locations for a planned expansion of V-Calm driver awareness units (see Section 1.1) to other roadways in the city. The next pair of units is planned for installation by late December 2008 on No. 5 Road between Williams Road and Blundell Road, which is a corridor noted for experiencing speeding issues. Under this multi-agency initiative, ICBC is funding the capital cost of the units, the City is covering installation and operating costs, and Richmond RCMP will provide enforcement.

The Committee will also continue to provide input into the implementation of traffic calming where warranted in local neighbourhoods as well as undertake monitoring of selected completed projects to determine their effectiveness in improving traffic safety. The Committee will ensure that consultation with Richmond RCMP and Richmond Fire-Rescue is undertaken prior to the implementation of any traffic calming measures.

## 2.3 School Zone Traffic Safety – On-Going Programs

The Committee will continue its involvement in the on-going review and improvement of traffic and pedestrian safety in school zones through:

- improving parking and circulation layout at schools;
- increasing the participation rate of schools in the STARS Programs;
- supporting the enforcement of school zone traffic violations; and
- introducing new walkways and crosswalks as well as upgraded crosswalks to improve pedestrian safety.

Following dissolution of the *Way to Go!* Program in June 2008 due to a loss of funding, 2009 will be a transition year for the *Traffic Safety Awareness Week* event, as that agency was a prime lead in its planning and implementation. Notwithstanding, the Committee remains fully committed to the continuation of the event and will endeavour to ensure that its scope and impact remain undiminished.

## 2.4 Other Programs and Initiatives

The Committee will continue to work on and/or provide input to the following programs and initiatives:

- Canada Line Project: provide comment and input from a traffic safety perspective on the on-going traffic management strategies during construction of the Canada Line as well as potential operating issues following the opening of the Canada Line such as pedestrian jaywalking to access stations and activities around kiss and ride locations;
- Richmond Parking Advisory Committee: provide input to this Committee as required, as some items may have traffic safety implications (e.g., installation of crosswalks and changes to on-street parking regulations);
- Crash Data Analysis: initiate development of software/programming to analyse annual crash data available from ICBC to help identify potential locations for remedial treatments to improve traffic safety;
- Research of New Technology and Industry Best Practices: continue on-going research of new devices and technology to improve traffic and pedestrian safety as well as investigate industry best practices for potential local applications; and

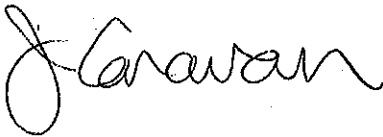
- Discouraging Vehicle Speeding: the member agencies of the Committee will continue to jointly work on initiatives to curb vehicle speeding in the community such as the targeted enforcement program of the Richmond RCMP.

### Financial Impact

There is no specific budget for this Committee. Costs associated with the installation of traffic control devices, walkway construction and other 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).

### 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 valuable input on and support of various traffic safety improvements and programs and initiated a range of successful measures encompassing engineering, education and enforcement activities. Upon Council endorsement of these initiatives, staff will forward a copy of this report to the Council/School Board Liaison Committee for its information.



Joan Caravan  
Transportation Planner  
(4035)  
(on behalf of the Traffic Safety Advisory Committee)