



## Regular Council

Monday, January 29, 2018

Place: Council Chambers  
Richmond City Hall

Present: Mayor Malcolm D. Brodie  
Councillor Chak Au  
Councillor Derek Dang  
Councillor Carol Day  
Councillor Ken Johnston  
Councillor Alexa Loo  
Councillor Bill McNulty  
Councillor Linda McPhail  
Councillor Harold Steves

Corporate Officer – David Weber

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

### MINUTES

- R18/2-1 1. It was moved and seconded  
*That:*
- (1) *the minutes of the Regular Council meeting held on January 15, 2018, be adopted as circulated;*
  - (2) *the minutes of the Regular Council meeting for Public Hearings held on January 22, 2018, be adopted as circulated; and*
  - (3) *the Metro Vancouver 'Board in Brief' dated January 26, 2018, be received for information.*

**CARRIED**



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**PRESENTATIONS**

- (1) With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office) John Watson, Chair, Gateway Theatre Board, and Camilla Tibbs, Executive Director, Gateway Theatre, briefed Council on the Gateway Theatre's 2017 and 2018 activities, operations and finances, and thanked the City for its support.
- (2) With the aid of a visual presentation (copy on-file, City Clerk's Office), Emily Toda, Coordinator, Parks Programs, highlighted that the City's Street Banner Program is a component of the Partners For Beautification initiative, which encourages Richmond residents to participate in the beautification of their city.

She advised that the submissions were all original images reflecting the following themes: Parks and Nature, Transportation, Active Living, Community Pride, City Centre and Arts, Culture and Heritage.

Prior to announcing the winning banners, Ms. Toda recognized the following volunteer panel of judges for their contribution to the Street Banner Program: Anne Marie Kirkpatrick, Gabby Cometa, Kim Herrera, Mackenzie Biggar, Jennifer Heine, Daisy Xiong and Kristal Hamakawa.

The winning artists and the titles of their banner art were then announced as follows:

- Beth Belcourt – Take Off-A Heron's Dance;
- Vladimir Cheinman – Moon Watching;
- Crystal Chan – Lights;
- Ron Coutts – Dinner Plate Island School-Finn Slough and Steveston Fishing Boats;
- Victor Jacinto – Warbler in Spring;
- Bebe Zhang – Richmond Farmland Agriculture and History; and
- Eugene Hernandez – Cherry Blossom, Great Blue Heron, and Fishing Boat in Steveston.



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**COMMITTEE OF THE WHOLE**

- R18/2-2      2.    It was moved and seconded  
*That Council resolve into Committee of the Whole to hear delegations on agenda items (7:17 p.m.).*

**CARRIED**

3.    Delegations from the floor on Agenda items – None.

- R18/2-3      4.    It was moved and seconded  
*That Committee rise and report (7:18 p.m.).*

**CARRIED**

**CONSENT AGENDA**

- R18/2-4      5.    It was moved and seconded  
*That Items No. 6 through No. 15 be adopted by general consent.*

**CARRIED**

6.    **COMMITTEE MINUTES**

*That the minutes of:*

- (1) the Special General Purposes Committee meeting held on January 15, 2018;*
- (2) the Community Safety Committee meeting held on January 16, 2018;*
- (3) the Planning Committee meeting held on January 23, 2018; and*
- (4) the Public Works and Transportation Committee meeting held on January 24, 2018;*

*be received for information.*

**ADOPTED ON CONSENT**



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**7. FIRE-RESCUE COMMUNITY OUTREACH AND PUBLIC EDUCATION PLAN: 2018-2023**

(File Ref. No. 01-0340-35-CSAF1) (REDMS No. 5643939 v. 4)

- (1) *That the staff report titled "Fire-Rescue Community Outreach and Public Education Plan: 2018-2023", dated December 12, 2017 from the Acting Fire Chief, Richmond Fire-Rescue be endorsed; and*
- (2) *That upon endorsement the Fire-Rescue Community Outreach and Public Education Plan: 2018-2023 be distributed to key stakeholders and posted on the City of Richmond website.*

**ADOPTED ON CONSENT**

**8. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2017 ANNUAL REPORT AND 2018 WORK PROGRAM**

(File Ref. No. 01-0100-30-CCDE1-01) (REDMS No. 5663554 v. 5)

*That the Child Care Development Advisory Committee's 2017 Annual Report and 2018 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 2, 2018, from the Manager of Community Social Development, be approved.*

**ADOPTED ON CONSENT**

**9. APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 5400 GRANVILLE AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**

(File Ref. No. 12-8060-20-009818; RZ 13-644678) (REDMS No. 5695502 v. 2; 5394058; 5695503)

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9818, for the rezoning of 5400 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.*

**ADOPTED ON CONSENT**



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**10. UPDATING AMENITY AND PLANNING CONTRIBUTION RATES  
WITHIN THE OFFICIAL COMMUNITY PLAN AND AREA PLANS**

(File Ref. No. 12-8060-20-009792; 12-8060-20-009793) (REDMS No. 5646409 v. 4; 5654049; 5654050)

**(1) That Official Community Plan Bylaw 9000, Amendment Bylaw 9792, to amend:**

**(a) Section 3.6.2 to adjust for past inflation and include a future inflation provision for the existing amenity and community planning contribution rates, and remove the local public art contribution rate within the Broadmoor Area Plan; and**

**(b) Section 14.4.5D of the Development Permit Guidelines to adjust for past inflation and include a future inflation provision for the existing cash-in-lieu of indoor amenity contribution rates;**

**be introduced and given first reading;**

**(2) That Official Community Plan Bylaw 7100, Amendment Bylaw 9793, to amend:**

**(a) Section 4.0 of Schedule 2.4 - Steveston Area Plan to adjust for past inflation and include a future inflation provision for the existing Steveston Village Conservation Strategy and Implementation Program density bonus contribution rates;**

**(b) Section 4.1 of Schedule 2.10 - City Centre Area Plan to adjust for past inflation and include a future inflation provision for the existing community planning contribution rates; and**

**(c) Section 9.3.2 of Schedule 2.11A - West Cambie Area Plan to adjust for past inflation and include a future inflation provision for the existing affordable housing, childcare, city beautification and community planning contribution rates;**

**be introduced and given first reading;**

**(3) That Bylaw 9792 and Bylaw 9793, having been considered in conjunction with:**

**(a) The City's Financial Plan and Capital Program; and**



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- (b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (4) That Bylaw 9792 and Bylaw 9793, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation;*
- (5) That, prior to consideration of Bylaw 9792 and Bylaw 9793 at a Public Hearing, the Urban Development Institute (UDI), Small Home Builders Group, and Greater Vancouver Home Builders' Association, be sent letters, with the proposed bylaws, inviting comments to be received up until the date of the Public Hearing; and*
- (6) That at such time that Bylaw 9792 and Bylaw 9793 may be adopted by Council, in-stream rezoning applications be grandfathered as follows:*
- (a) Rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 would be subject to the former contribution rates; and*
- (b) In-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 will be subject to the former contribution rates if the rezoning bylaw is granted first reading by Council within one year of Council adoption of Bylaws 9792 and 9793.*

**ADOPTED ON CONSENT**



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**11. ROAD SAFETY ALONG S-CURVE SECTION OF HIGHWAY 91**  
(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5647980 v.3)

*That the City send a letter to the Ministry of Transportation and Infrastructure, with copies to Richmond MLAs, requesting consideration of the potential road safety measures to mitigate crashes and improve public safety along the S-Curve section of Highway 91 as described in the report titled "Road Safety along S-Curve Section of Highway 91" dated December 15, 2017 from the Director, Transportation.*

**ADOPTED ON CONSENT**

**12. PROVINCIAL 2018/2019 BIKEBC PROGRAM SUBMISSION**  
(File Ref. No. 03-1000-18-071) (REDMS No. 5702465)

- (1) That the submission for cost-sharing to the Province's 2018/2019 BikeBC Program for the Alderbridge Way multi-use pathway, as described in the report, titled "Provincial 2018/2019 BikeBC Program Submission" dated January 2, 2018, from the Director, Transportation, be endorsed;*
- (2) That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement; and*
- (3) That the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.*

**ADOPTED ON CONSENT**

**13. TERMINATION AND RENEWAL OF OUTDATED TELECOMM MUNICIPAL ACCESS AGREEMENTS**  
(File Ref. No. 03-1000-21-011; 03-1000-21-005; 03-1000-03-019) (REDMS No. 5690501)

*That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to terminate and execute Municipal Access Agreements between the City and Allstream Corp and between the City and Bell Canada on behalf of the City, containing the material terms and conditions set out in the staff report titled, "Termination and Renewal of Outdated Telecomm Municipal Access Agreements", dated December 13, 2017 from the Director, Engineering.*

**ADOPTED ON CONSENT**



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14. **EMILY CARR UNIVERSITY AGREEMENT – TERRA NOVA POLLINATOR MEADOW**  
(File Ref. No. 10-6125-11-03; 03-1000-12-093) (REDMS No. 5670527)

*That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to enter into an agreement with Emily Carr University of Art + Design to complete the Terra Nova Pollinator Meadow project.*

**ADOPTED ON CONSENT**

15. **AMENDMENT TO BOULEVARD AND ROADWAY PROTECTION AND REGULATION BYLAW NO. 6366**  
(File Ref. No. 12-8060-20-009817) (REDMS No. 5694413; 5694337)

*That Boulevard and Roadway Protection and Regulation Bylaw No. 6366, Amendment Bylaw No. 9817 be introduced and given first, second and third readings.*

**ADOPTED ON CONSENT**

**PUBLIC DELEGATIONS ON NON-AGENDA ITEMS**

- R18/2-5 16. It was moved and seconded  
*That Council resolve into Committee of the Whole to hear delegations on non-agenda items (7:48 p.m.).*

**CARRIED**

- (1) Joanne Fisher, Richmond resident, referenced her speaking notes (attached to and forming part of these minutes as Schedule 1), and expressed concern on (i) the proposed installation of speed bumps along sections of River Road, (ii) the potential negative impact of the proposed traffic calming measures to emergency vehicles' response times, and (iii) the public consultation process.





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Discussion ensued with regard to (i) speed bump designs that allow smooth access for emergency vehicles, (ii) factors such as road geometry and speed that potentially contribute to vehicular accidents along sections of River Road, (iii) emergency response times in rural areas, (iv) the efficacy of existing speed humps along River Road, and (v) consultation with the BC Ambulance Service on the proposed traffic calming measures along River Road.

In reply to queries from Council regarding potential solutions, Ms. Fisher suggested that (i) the Richmond RCMP increase enforcement efforts in the area, (ii) the City examine options to improve road geometry, road signage and road markings, and (iii) the City engage in additional outreach and consultation with area residents.

- (2) Lynda Parsons, River Road resident, referenced her speaking notes (attached to and forming part of these minutes as Schedule 2), and expressed that the existing speed humps may not be effective and speed may not necessarily be a factor in vehicular accidents along River Road.

In reply to queries from Council, Ms. Parsons expressed that cyclists using River Road ignore traffic rules and pedestrian space is limited due to the narrow road. She was of the opinion that speed humps will negatively affect emergency response times and that additional public consultation on the proposed traffic calming measures should be conducted.

- (3) Paraskevi Lagaditis, River Road resident, spoke against the proposed traffic calming measures along River Road, noting that the proposed measures do not address pedestrian safety.
- (4) Arline Trividic and Yves Trividic, River Road residents, presented a video depicting cyclists disregarding traffic rules along River Road (copy on-file, City Clerk's Office) and distributed an article on cyclists along River Road (attached to and forming part of these minutes as Schedule 3).



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Mr. and Ms. Trividic spoke against the proposed traffic calming measures along River Road and stated that cyclists along River Road use the entire lane, thereby restricting use of the road to other users. Ms. Trividic was of the opinion that (i) more traffic enforcement in the area should take place, (ii) the proposed traffic calming measures may negatively affect traffic safety along River Road, and (iii) additional public consultation should be conducted.

*Cllr. Steves left the meeting (8:32 p.m.) and returned (8:34 p.m.).*

Mayor Brodie noted that a staff report on the matter is anticipated to be presented at the February 21, 2018 Public Works and Transportation Committee meeting.

In response to queries from Council, staff noted that all options, to improve traffic safety along River Road including enforcement, will be examined and that staff will communicate with cycling groups to encourage safe cycling.

- (5) Chris Back, Richmond resident, spoke against a proposed laneway between Richmond Street and Broadway Street, noting that additional residential consultation should be conducted and local residents have expressed that options for a greenway should be considered.

Mr. Back distributed his proposal along with a petition from residents opposing the proposed laneway (copy on-file, City Clerk's Office). Mayor Brodie noted that the submission will form part of the consultation materials.

Mr. Back then remarked that residents are willing to work with the City on solutions and suggested potential options such as (i) reinstalling the existing fencing after completion of the sewer construction, (ii) leasing the land from City, (iii) purchasing the land from the City, or (iv) creating a private functional green space between residences.

Discussion ensued with regard to (i) other examples of leased land in the city, (ii) options to introduce clauses that limit changes to Floor-Area-Ratios if the land were purchased from the City, and (iii) the consensus among affected properties to agree on a proposed solution.



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As a result of the discussion, the following **referral motion** was introduced:

R18/2-6

It was moved and seconded

***That the submission titled "Steveston Community Laneway Proposal," dated January 24, 2018, from the Residents of Richmond Street and Broadway Street between No. 1 Road and Second Avenue be referred to staff for evaluation and consideration and report back.***

The question on the referral was not called as staff was directed to (i) provide information on the history of the lots, easements and right-of-ways in the Steveston area as highlighted in green in Appendix A of the delegation's submission, (ii) provide information on the history of road ends and other types of properties sold in the Steveston area, and (iii) provide information on the history of the property located at 3340 Pleasant Street.

The Chair made reference to a previous referral on Steveston Lanes made on December 18, 2017, and noted that staff anticipate reporting back on the consultation process at the February 19, 2018 General Purposes Committee meeting, prior to any laneway construction.

The question on the referral motion was then called and it was **CARRIED**.

R18/2-7

17. It was moved and seconded

***That Committee rise and report (9:11 p.m.).***

**CARRIED**

*Cllr. Au left the meeting (9:11 p.m.) and returned (9:13 p.m.).*

## PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced that the City has entered into an agreement with the Regional Animal Protection Society effective February 1, 2017 for a period of two years for the provision of animal shelter operations and animal control services.



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Mayor Brodie also noted that the Mayor's Annual Address will take place at the Richmond Chamber of Commerce's luncheon at the Sheraton Vancouver Airport Hotel on February 1, 2018 at 11:30 a.m. and that tickets are available from the Richmond Chamber of Commerce.

**BYLAWS FOR ADOPTION**

R18/2-8

It was moved and seconded

*That the following bylaws be adopted:*

*Development Cost Charges Reserve Fund Establishment Bylaw No. 9779*

*Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road)  
Bylaw No. 9794*

**CARRIED**

**DEVELOPMENT PERMIT PANEL**

R18/2-9

18. It was moved and seconded

*(1) That the minutes of the Development Permit Panel meeting held on January 17, 2018 and the Chair's report for the Development Permit Panel meetings held on June 29, 2016, July 26, 2017, and January 17, 2018, be received for information; and*

*(2) That the recommendations of the Panel to authorize the issuance of:*

*(a) a Development Permit (DP 15-716268) for the property at 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway (Parcel 2, Hamilton Village);*

*(b) a Development Permit (DP 15-716274) for the property at parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080, and part of 23100 Westminster Highway (Parcel 3, Hamilton Village);*

*(c) a Development Variance Permit (DV 17-790824) for the property at 7611 No. 9 Road; and*



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*(d) a Heritage Alteration Permit (HA 16-744661) for the property at  
3755 Chatham Street;*

*be endorsed, and the Permits so issued.*

**CARRIED**

**ADJOURNMENT**

R18/2-10

It was moved and seconded  
*That the meeting adjourn (9:20 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the Regular meeting of the  
Council of the City of Richmond held on  
Monday, January 29, 2018.

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Mayor (Malcolm D. Brodie)

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Corporate Officer (David Weber)

Presentation to City Hall, January 29, 2018

Proposed Speed Hump Installation on River Road

Mayor and Councillors,

Seconds count.

That's the sign that hangs at a local fire hall and the worry that currently hangs over the heads of many affected residents in East Richmond who have unresolved questions as to how the proposed installation of speed humps along the length of River Road in East Richmond from Number 7 Road through to Westminster Highway will impact response times and overall access for emergencies requiring police, fire, or ambulance services.

Signs posted along the stretch of road indicate that the road should be shared. But apparently that sharing does not extend to inclusion in the making of major decisions that will affect all residents who depend on this road, for whom the road serves as

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a sole point of access to and from our properties.

Numerous residents, including myself, have been completely shut out of the opportunity to participate and contribute our input to a process of significant change in our community, only finding out about it after the fact, when final approval had been given.

In my case, I found out through a chance copy of the Richmond News last fall describing the project, a paper of which very few of us ever see in East Richmond as it is not delivered to us on the same basis as other parts of the city.

It is my opinion that the survey process that was utilized last summer seeking feedback about this project was flawed by the exclusion of residents equally dependent as those who live on River Road itself. In addition, for those who were invited to participate, the process as I understand it was basically reduced down to whether or not those selected for participation were in favour of speed humps, with no other options provided, and

no information as to how this conclusion had been drawn.

As many people in this area have lived in their homes for very long periods of time, many for decades, one of the resources that I believe was overlooked in this process was inclusion of the personal first-hand observations and experiences from the residents themselves that could have contributed to help identify problems that have evolved over an extended length of time and possible solutions. For residents that did receive the survey, the opportunity to provide additional comments would have been more in relation to the project itself, rather than alternatives, as none were offered.

Therefore, the people who are the most familiar with this road and its challenges were left out of the equation until a lone option was decided for them.

In addition, in the letter that was sent out to selected residents on



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July 17, 2017, as part of the survey, the letter specifically reads as follows: "Should there be support for the proposed speed humps, the city will proceed." However, when the results were tallied and it became clear that consensus had not been achieved with the majority of residents opposed. This opposition was deemed to be merely perception and the project was then given the green light to go ahead regardless.

It is my understanding that the proposal to install speed humps along River Road came about due to a horrific and tragic accident that claimed the life of a well-known and respected cyclist in late 2016. I would like to say at this time that I feel a deep sense of sadness and empathy for all those that this terrible loss of life has touched.

However, I also believe it is also relevant to point out that the police investigation into this accident, that was released to the public well after the approval for this project had been given,

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attributed the tragedy not due to speeding, but to undue care and attention by the motorist involved.

I believe that these findings in part should form the basis for the measures to help improve road safety for everyone using this road.

I am encouraged to see that as a result of a presentation last month by my neighbour, Mrs. Lynda Parsons, that the city has retained an independent transportation planning and engineering company to review the road geometry, which I personally see as part of the problem, given that the road's narrow nature, especially when it follows the very edge of the riverbank of the north arm of the Fraser, as well examining road conditions, and crash history.

I respectfully suggest the consideration of additional measures such as the examination of traffic pattern usage, given that the

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volume of traffic varies widely, with eastbound backups to turn onto Westminster Highway sometimes extending hundreds of meters back onto River Road during peak periods; I also would suggest that the crash history examination also take into account where specifically crash sites have been noted, given the mixed use of this roadway, from industrial, to residential, and agricultural portions of the roadway.

I also suggest that the study include an examination of how speed humps will impact stresses on the road itself, given that it serves as a dike, and given that the last major decision along River Road was to approve truck parks. How will the driving of heavy trucks over speed humps affect the dike?

As a side note, I regularly now find myself forced over to the side of the road as many of these trucks cross over the centre line when driving or turning. We now have the added feature of massive concrete footings installed directly next to the road, in

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preparation for the speed humps, which further narrows, in regular intervals, an already narrow roadway, and creating a hazard in itself, again, in my opinion.

Further, as a resident dependent on River Road for home access, not included in any part of this process, I would like to add a few of my perceptions, or facts as I prefer, at this time.

-a fire can double in size every 30 seconds. The City of Port Alberni considers this such an important fact that they post it on their own website.

*Emergency*

-who assumes liability for delayed <sup>^</sup>response times?

-what precedent has been set for the installation of speed humps over such an extended length of roadway?

-in medical emergencies, the term "golden hour" is used to describe the importance of the first hour after a traumatic injury in which treatment is critical in preventing irreversible internal



damage and optimizing the chance for survival. Yet this project seeks to regulate traffic to a fixed speed, including ambulances. *This is a concern to me,*

-B.C. ambulance recognizes three specific medical issues in which are time dependent, including cardiac arrest, respiratory arrest, and full respiratory obstruction. Residents living in the proposed speed hump area are already amongst the furthest away from our local hospital so installing a feature to limit speed, including in emergency situations, is a major worry. Would you want an ambulance to be forced to adhere to the speed limit or close to it in the case of a cardiac event, or in the case of someone choking?

In our community, we have had everything from major fires, including the bog itself catching on fire, train derailments, life threatening incidents requiring police response, and medical emergencies requiring ambulance attendance and paramedics.

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Personally, I badly fractured my ankle a few years ago, and although I am extremely grateful to the first responders who came to help me, I can only imagine how much more difficult the experience would have been, riding out a series of speed humps in the back of an ambulance to get to hospital.

In a letter I wrote to the city about my concerns after hearing of this project's approval, the response received on November 21, 2017 from the city's Director of Transportation, Mr. Victor Wei, outlined the criteria for resident participation in the speed hump survey being directed to owners whose properties were adjacent the street who would be most affected as some of the speed humps may be in close proximity to driveways.

This letter indicated that there would be, and I quote, "no impact to road users, including area residents, as long as they are travelling at the posted speed limit."

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For the reasons I have outlined for you tonight, I cannot agree with this statement. I also shudder to think how I would be able to explain this to my elderly mother who was previously med-evac'd to Vancouver from the Okanagan in order to receive emergency surgery to save her vision in one eye at St. Paul's Hospital.

Post-surgery follow-up required me to drive her back and forth for treatment from my home to the hospital, along River Road.

I can only be thankful that this incident happened long before the installation of speed humps, as every bump and jolt caused her heart-wrenching pain.

In short, many of us who are concerned but have been excluded from this process are affected, and directly so.

In lieu of all this, I am asking the city to reconsider this proposal, with a moratorium in order to address the concerns that have been brought forward, whether by those included in the survey, or

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those who were left out, and consider the feedback provided.

Surely this is what it really means to share the road.

Thank you for your time tonight.

Solutions:

-increased police presence, has dismissed over recent years.

-examination of road geometry and of widely varied traffic patterns

-better road signage to mark physical road edges

-examine how double line from dotted line has contributed to speeding problems

-provide a means for resident input, more inclusive approach

with all stakeholders





TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

JAN 29 2018

PHOTOCOPIED  
& DISTRIBUTED

Schedule 2 to the Minutes of the Regular meeting of Richmond City Council held on Monday, January 29, 2018.

Good evening Your Worship Mayor Brodie and Council members, my name is Lynda Parsons – I live at 2491 No. 8 Road which is only accessible off of River Road.

River Road is the only access that we have to our properties. It is the only access that emergency vehicles have to our properties.

There was never a traffic problem on River Road until the City of Richmond went against the wishes of the residents of east Richmond neighborhoods and allowed the first truck parking facility – a petition was presented signed by many residents and a public forum conducted where there was no consensus for a truck park – yet it went ahead. Now we have not one or two but many properties were removed from ALR and changed to industrial lots to park trucks. Beginning with the first truck parking facility came additional traffic to River Road. The truck drivers used it to access their vehicles and slowly as one told another it was discovered that River Road was a great by-pass for the freeway.

When cyclist, Brad Dean was struck and killed by a vehicle the Department of Transportation was asked to look into the area surrounding the accident and report back. I find it appalling that this tragedy has been used by the Department of Transportation to turn what is the only access to our properties into a cycling lane. Speed was never stated as a cause of this tragedy but suddenly because fellow cyclists want River Road as their personal cycling lane we now have a speed issue on River Road. Information provided by the Department of Transportation shows that .00117% of the vehicles on River Road received speeding tickets between 2011 and December 4, 2017.

I have just learned that the cost of a cycling lane of less than 1 km would be \$1,200,000.00. How clever are the City of Richmond's staff when they have discovered a way to create a 6.7 km cycling lane for a mere \$100,000.00. The installation of 20 cyclist friendly speed cushions would indeed accomplish this – at the residents' peril.

Each speed hump can impede emergency response by up to 10 seconds per speed hump, and the residents of this River Road community will be put in harm's way with the installation of speed humps.

The fact that an emergency occurring in our neighbourhood may well be "likely infrequent" as stated by Mr. Wei, perhaps if he or one of his loved ones was having a heart attack, choking, drowning, lying on the ground bleeding to death or pinned by a piece of machinery or his property is ablaze and the emergency response is slowed down by up to 10 seconds per speed hump he would feel differently – I fail to see how anyone with a conscience would not see the peril we may be placed in.

In *Deering v Scugog* at paragraph 264 Justice Howden stated, finding the Municipality liable, and upheld by the court of appeal– **"There need only be a real or substantial risk of harm, even if it were only one chance in a hundred:** *Linden & Feldthusen, supra*, at 131. I find that that was so here."

Before more of our tax dollars are wasted on this project it needs to start over – beginning with repealing the resolutions passed on June 26, 2017 and September 25, 2017. As resolutions are acts which bind council and municipal officers until repealed, these resolutions are in force until repealed or rescinded.

We need to determine that there is a problem before we look for a solution. There has been no current traffic flow or any technical research conducted – in my opinion consulting with cycling groups does not qualify as technical research and this is all that the Department of Transportation did before deciding that we need speed humps and that they are the only solution – **the solution to what? We don't know that we have a problem.**

I provided you with information on page 14 – the SafeSpace 600 variable message radar speed sign. This sign can do so much more than direct drivers to watch their speed – the signs can be programmed to advise of adverse road conditions etc. Why can't we invest our tax dollars into something useful like this message radar speed sign to give drivers useful information and more importantly it will determine if there is a speed issue.

To search for and hire a company that will agree that we need speed humps is unacceptable and an additional waste of our tax dollars. I have already advised you of the horrendous waste to date and I will not go through them again – if anyone is interested they can access my document on the City of Richmond website and view it. I would like to know, however, how many of our tax dollars have been spent on this project to date – to install the signs and to hire the independent transportation planning and engineering company.

In accordance with the PROVINCE OF BRITISH COLUMBIA Manual of Standard Traffic Signs & Pavement Markings - paragraph 1.8, At locations where sign supports could be hit by vehicles, they should be located behind appropriate barrier or have breakaway footings. And further down the same paragraph - concrete sign bases must be flush with the graded ground level or be located behind roadside barrier. It is clear that the sign bases recently installed are in a position where they can be hit by vehicles, and pose a danger.

The Provincial Manual makes accommodation for good judgment to be used – in my opinion, neither good judgment nor common sense was used here.

As can be seen in the photographs some of the dangerous concrete sign bases are closer to the pavement edge than the sign post that it is replacing. The photos also clearly show that there is no need for the concrete – the poles could have been placed into the ground as they have been in the past. (page 6-9) or the signs simply transferred to the existing poles, perhaps a ½ day job.

We are requesting that these dangerous concrete obstacles holding the signposts be removed immediately before they are struck and cause injury or death – or are we waiting for the one in a hundred?

I have collected over 100 signatures of residents and employees who must use River Road to access their property. If there is no motion tonight to rescind the resolutions of June 26, 2017 and September 25, 2017, and the installation of speed humps continues, this petition will be presented to the court, as we will be forced to apply for an injunction to halt the installation of speed humps, speed cushions or other obstructions on River Road between No. 7 Road and Westminster Highway, as these will put our safety at risk if installed.

I would also request that you review all of the documentation surrounding this project objectively and ensure that the staff spearheading this project do not have personal biases or conflicts **and** that, going forward, the persons who must use River Road are consulted and heard.

Thank you

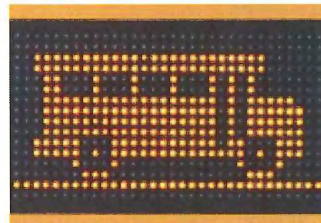


# SafePace 600™

Trans Canada Traffic is pleased to be able to provide you the best range of Radar Speed Signs available.

The versatile Traffic Logix SafePace 600 radar feedback sign has two lines of completely customizable LEDs that can display text, graphics, or animation. Whether you want to simply alert drivers of their speeds or notify them about an event, construction or dangerous road conditions, you can choose the message to display. The user friendly management interface lets you program your radar sign to show different messages based on scheduling or driver behavior. The SafePace 600 dynamic message sign will provide years of continued traffic calming, making your streets a safer place to live.

The Safe Pace 600 is simple to use and easy to install. The batteries are contained within the sign eliminating the need for bulky secondary cabinets that can cause undue strain on poles. The Safe Pace 600 is light enough so that only a single lift truck is needed to install on an existing street light pole.



### Easy to Read

compliant full matrix radar sign with two lines of customizable text and highly visible 15" LED digits displaying vehicle speed

### Driver Responsive

Message displayed can be determined by driver speed

### Customizable

Allows for animated text or graphics such as moving arrows or a scrolling message

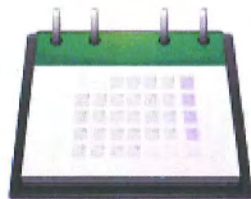
### Alert Drivers

Display digits and/or speed violator can be programmed to flash at des speeds



### Sign Management

Bluetooth and WiFi compatible



### Sign Scheduling

Complete 24/7, 365 day scheduling with unlimited holiday exception days



### Brilliant Visibility

Unique light enhancing, anti glare lens system provides optimal visibility even in poor lighting



### Statistical Reports

Robust reporting module generates standardized reports for traffic analysis including custom reporting options for advanced users



### Energy Efficient

Low power consumption including the power-efficient radar technology available and optional solar power



### Durable

Superior construction for long-lasting performance



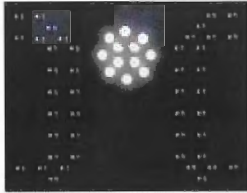
### Theft protection

High strength aluminum sign face and individual optical lenses to protect against theft and vandalism



### Stealth Mode

Collect baseline traffic data while display appears blank to motorists



### Speed Violator Strobe

Integrated flashing violator strobe alerts speed drivers, returning their attention to the road



### Two Year Warranty

Two year warranty on parts and labor excluding damage related to vandalism, abuse, and/or theft



### Intuitive Sign Programming

User friendly interface allows you to set sign parameters, download or import traffic statistics, and create useful reports

## Data Collection and Reporting

*"Traffic Statistics at Your Fingertips"*

The **SafePace® Pro** software package includes an optional Data Collection feature offering extensive and highly precise traffic information. Utilizing the most accurate doppler radar technology available in the market today, traffic data is stored and collected for later analysis:

Total and average vehicle counts

Minimum and maximum speeds

Average and 85<sup>th</sup> percentile speeds

Total percentage of speed violations

Cyclists not sharing the road

FOR THE VIDEO - GO TO CTV AND  
TYPE IN: Cyclist behaving badly

A group of cyclists in Richmond ignore the share the road signs.

0 [x] [x] [x] 0

It's a beautiful summer morning in Richmond. On River Road, a large group of cyclists is headed out on their regular Sunday ride along this scenic stretch of the Fraser. A few blocks away, Arline Trividic climbs into her car, ready to head to work. Inevitably, their paths will cross, and Trividic expects it won't be a pleasant encounter.

"Very frustrating," Trividic says as she comes up behind the group, who has taken up the entire lane on the two lane road.

While numerous signs along the roadway read, 'Share the Road,' Trividic says this particular group, decked out from head-to-toe in their colorful cycling attire, chooses to ignore them.

Trividic wishes they'd take the rules of the road as seriously as they seem to take their riding.

The BC Motor Vehicle Act states that cyclists are subject to the same rules of the road as motorists, are supposed to ride as near as possible to the right, and must not ride abreast.

"As a driver I have a right to complain about a cyclist. There should be respect both ways," Trividic says.

It happens almost every weekend.

Not once, Trividic says, have the cyclists moved to the right. That forces motorists like her to trail behind, turning what should be a quick commute to work, into an ordeal.

She's also witnessed them go through stop signs without slowing down, and has watched as they have taken up two full lanes as they ride into the city.

Trividic invited CTV to join her one Sunday morning to see what she deals with firsthand.

"Just go single file, and let the vehicles just please pass, and then do your group again," she says as we approach the cyclists.

But they don't.

When we reach a point where there is a broken line and no oncoming traffic, we pull alongside the pack to ask why they aren't sharing the road.

"This is our lane buddy," says one cyclist.

Another shouts: "We are sharing the road."

It's a group of about 30 men. Many appear to be middle aged and we later learn they are a group of guys who have been getting together for a weekend ride for years. We watch as they continue to take up the entire lane on a winding road that is often marked with a double solid line, leaving nowhere to pass.

We see other cyclists along the road riding single file. So we stop to ask them how it's supposed to work.

"Usually, the guy in the back, it's his responsibility to yell up, "car back!" says Gino, out cycling with his buddies. "And people will tighten up or go single file to let them pass."

When we catch up to the large group of cyclists again, the road has widened out to two lanes in our direction. We pass them slowly.

"You're an idiot," one cyclist calls out.

"You know this car has been reported," another shouts. "And you're going to be reported next."

Over the summer, the situation between Trividic and the cyclists has gotten heated. Trividic says Richmond RCMP officers have called to talk to her about harassing the cyclists. She admits she's honked at the group a few times to try to convince them to stop their bad behavior. And words have been exchanged.

When CTV contacted Richmond RCMP, Corporal Dennis Hwang told us that they are monitoring the situation.

"We have received complaints from time-to-time along River Road," Hwang says, adding that both cyclists and drivers must abide by the rules and regulations of the roadways.

We also showed our video to the Executive Director of Cycling BC.

"It's disappointing to see that sort of behavior, whether it's on the part of a motorist, a motorcycle, a cyclist, anyone," says Jim Richards. "I mean what we're really preaching – it's respect and courtesy."

CTV received emails from two members of the cycling group, including Todd Hansen, who explained that it's safer riding in a group because it makes them more visible.

While that may be true, the laws in BC are clear, and Trividic says all she wants is for the cyclists to show some courtesy and share the road.

***Tune in to CTV News at Six tonight to watch the full investigation from Ross McLaughlin...***

- [Menu](#)
- [Video](#)
- [Weather](#)

## British Columbia

# Cyclists behaving badly: Driver says group ignoring road rules



Ross McLaughlin, Consumer Reporter, CTV Vancouver

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