



Community Safety Committee

Date: Tuesday, March 13, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Derek Dang
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Linda McPhail

Also Present: Councillor Chak Au
Councillor Day

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on February 14, 2018, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

April 10, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATIONS

1. (1) Safety Enhancements on River Road
Lynda Parsons, 2491 No. 8 Road, expressed concern with regard to safety on River Road, and referenced her notes (attached to and forming part of these Minutes as Schedule 1).

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(2) River Road Safety Enhancements

Arline Trividic, 22600 River Road, expressed concerns with regard to present signage on River Road as it pertains to cyclists and motorists, and read from her submission (attached to and forming part of these Minutes as Schedule 2).

Discussion took place with regard to safety measures along River Road and as a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That the delegation's request regarding traffic safety enhancement measures on River Road including the installation of 20 speed humps be referred back to the Public Works and Transportation Committee for consideration.

CARRIED

COMMUNITY SAFETY DIVISION

2. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT - JANUARY 2018**

(File Ref. No. 12-8060-01) (REDMS No. 5744083 v.3)

In reply to queries from Committee, Greg Scarborough, Manager, Property Use, Policy and Programs, advised that grease related activities fall under the Engineering Department. Also, he noted that the fees received from night market activities are on a cost recovery basis for Bylaws and RCMP and that staff will look into the status of the payment.

Carli Edwards, Acting Senior Manager, Community Safety Policy and Programs and Licencing, advised that the increase in sign violations is due to real estate signs and represents targeted enforcement of the issue.

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report - January 2018", dated February 27, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

3. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT - JANUARY 2018**

(File Ref. No. 09-5000-01) (REDMS No. 5735778)

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - January 2018", dated February 14, 2018 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

2.

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4. **FIRE UNDERWRITERS SURVEY GRADE REPORT**

(File Ref. No.) (REDMS No. 5732471 v.4)

Fire Chief Tim Wilkinson, Richmond Fire-Rescue, advised that this survey was last conducted in 1999 and highlighted that with the help of Council and staff, a high level of efficiency was achieved. He remarked that commercial businesses may see a change in fire insurance coverage based on where they are situated in the City and that rates will be based on specifics of a site.

In reply to queries from Committee, Chief Wilkinson advised that RFR achieved Public Fire Protection Classification 2 by working through efficiency and effectiveness studies and improving RFR's approach to firefighting, products, efficiency, tools and fire trucks. He then noted that the next steps are to increase staff and vehicles. Chief Wilkinson advised those areas that require continuous improvement without additional resources will be examined by staff immediately and those that do require additional resources will be brought before Council for consideration.

Discussion took place on the areas of continuous of improvement and as a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That "areas of continuous improvement" as identified in the staff report titled "Fire Underwriters Survey Grade Report" be referred back to staff to provide information on an implementation plan and report back.

CARRIED

It was moved and seconded

That the staff report titled "Fire Underwriters Survey Grade Report", dated February 14, 2018 from the Fire Chief, Richmond Fire-Rescue and Risk Manager be received for information.

CARRIED

5. **FIRE CHIEF BRIEFING**

(Verbal Report)

Item for discussion:

Additional LUCAS Chest Compression Machines

Chief Wilkinson advised that RFR currently has six LUCAS machines in service and an additional three will be added in May for a total of nine machines in service.

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6. **RCMP MONTHLY ACTIVITY REPORT – JANUARY 2018**

(File Ref. No. 09-5000-01) (REDMS No. 5732744)

Superintendent William Ng, Officer in Charge, Richmond RCMP, noted that condominiums are considered commercial dwellings, and therefore mail theft from condominiums are categorized as business break and enters.

In reply to queries from Committee, Superintendent Ng advised that (i) staff will examine the Block Watch regulations as it relates to participation of residents, and (ii) discussions are underway for auxiliary officers to go on ride-alongs and this activity could potentially increase auxiliary officer hours.

It was moved and seconded

That the report titled “RCMP Monthly Activity Report – January 2018,” dated February 2, 2018. From the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

7. **2017- 2018 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN THIRD QUARTER RESULTS (OCTOBER 1 TO DECEMBER 31, 2017)**

(File Ref. No. 09-5000-01) (REDMS No. 5754636 v.2)

Superintendent Ng highlighted information from the 2017- 2018 Richmond RCMP Detachment Annual Performance Plan Third Quarter Results (October 1 to December 31, 2017) report.

In reply to a query from Committee, Superintendent Ng advised that RCMP enforcement on gang related activity is robust in the City in an effort to dissuade such activities.

It was moved and seconded

That the report titled “2017-2018 Richmond RCMP Detachment Annual Performance Plan Third Quarter Results (October 1 to December 31, 2017)”, dated February 20, 2018 from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

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8. 2018-2019 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN - COMMUNITY PRIORITIES

(File Ref. No. 09-5000-01) (REDMS No. 5750082 v.2)

In reply to queries from Committee, Superintendent Ng advised that (i) Richmond has the lowest illicit drug overdose rate of Lower Mainland municipalities due to its aggressive education campaign for youth, (ii) the RCMP is working with Vancouver Coastal Health to find new ways to prevent illicit drug overdose deaths, (iii) the Combined Forces Special Enforcement Unit BC is active in the city and is implementing a number of new initiatives to suppress organized crime, (iv) according to Statistics Canada, cannabis related drug offences has been declining due to medical marijuana availability, and (v) the RCMP are in discussions with the British Columbia Lottery Corporation regarding money laundering at the casino.

It was moved and seconded

That the priorities listed in the staff report titled "2018-2019 RCMP Annual Performance Plan – Community Priorities", dated February 14, 2018 from the Officer in Charge, RCMP, be selected for inclusion in the Richmond Detachment fiscal year 2018-2019 (April 1, 2018 to March 31, 2019) RCMP Annual Performance Plan.

CARRIED

9. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

Car 67 – Mobile Crisis Response Unit

Superintendent Ng advised that discussions have taken place with Vancouver Coastal Health with regard to piloting a "Car 67" initiative in Richmond and noted that a meeting is scheduled for next month to finalize details.

10. COMMITTEE STANDING ITEM

E-Comm

The Chair advised that the E-Comm Board and staff are examining how they conduct business within BC and looking at other initiatives that may be beneficial to E-Comm. He noted that E-Comm's site in Saanich on Vancouver Island is nearly complete and they are looking at the potential for another site south of the Fraser River.

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11. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:48 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, March 13, 2018.

Councillor Bill McNulty
Chair

Sarah Kurian
Legislative Services Coordinator

Our safety issues began with the truck parks on River Road being approved, even though residents were opposed, bringing more traffic to River Road as well as more overweight truck traffic. Our requests to do something about the illegal trucks has continually fallen on deaf ears.

On November 6, 2016 a group of cyclists were hit by a car at the easternmost end of River Road near the pump station. One cyclist died as a result. On November 7, 2016 at the General Purpose Committee Meeting, a referral to Staff to look into the area surrounding the accident and report back was approved. Perhaps the reason for this referral was that the accident was just the day before and so on peoples' mind, as I can find no other incident where Staff was asked to look into a fatality and report back. This truly was a tragedy, as is the loss of any life, be it on River Road or anywhere else in the City, yet this is the only tragedy resulting in changes to a road for cyclists that I have found.

The RCMP immediately released information that the cause of this accident was neither speed nor the design of the road. In June, 2017 – 7 months after the findings were known, Staff produced a report indicating that, as River Road was a preferred location for cycling groups, safety enhancements were required.

This report went so far beyond the original referral, I have to wonder why it was accepted? The "safety enhancements" are not in any way meant to increase the safety of all users of the road, as they are geared directly towards cyclists. River Road is the only access to our properties, even so, the desires of the recreational cyclists were put above all others and these "safety enhancements" accepted and approved by Council.

As a point of interest, the disrespectful cycling groups are not actually using River Road to go anywhere – they start out in Richmond, travel east on River Road, turn around at the pump station close to Westminster Highway (where the fatal crash occurred), and proceed back into Richmond. For this, our safety is being put at risk.

When we learned that an additional 20 speed humps on River Road between No. 7 Road and Westminster Highway were approved by Council on September 25, 2017, I spoke at the December 11, 2017 City Council Meeting to advise Council why we opposed this.

At the December 11, 2017 Council Meeting a referral to Staff was: *That staff review the potential solutions to traffic calming measures along River Road prior to the installation of speed humps.*

As a response to the referral, at the February 21, 2018 Public Works and transportation Committee Meeting Staff presented a report from WATT Consulting Group recommending up to 76 additional speed humps.

This response to the referral is why we are not accepting that the speed humps being put on hold pending any review is adequate or acceptable. We have seen in documents and heard verbal responses referring to the "20 speed humps already approved by Council". Until this resolution is repealed, Staff is mandated to install 20 additional speed humps as approved by Council. We have seen time and again how Staff are allowed to manipulate data contained in reports to their desired outcome. We need the resolution approving the installation of speed humps on River Road dated September 25, 2017 repealed.

The following information regarding signs is from The Province of British Columbia document, Manual of Standard Traffic Signs & Pavement Markings:

1.1 INTRODUCTION

Standardization of design and application aids recognition and understanding of signs and is important in obtaining motorist compliance and cooperation. Motorists have a right to expect that any given traffic sign will always have the same meaning and will require the same response, regardless of where the sign is encountered. Similar situations where signs are warranted should, therefore, be signed in a similar manner.

1.3 REQUIREMENTS OF SIGNS Traffic signs are required in order to provide for the safe and orderly movement of motorized and non-motorized traffic and pedestrians. Signs provide information about highway routes, directions, destinations and points of interest. They also provide information on regulations which apply to specific locations or at specific times, and warn of hazards which may not be evident. To be effective a sign should:

- Fulfill a need.
- Command attention and respect.
- Convey a clear and simple message.
- Allow adequate time for a proper response.

To meet these objectives, signs must have a carefully considered message, be of uniform design, and be applied and placed in a consistent manner. Contradictory or misleading information, incorrect placement or use of inappropriate standard signs can confuse the road user. **It is also most important to recognize that improper or excessive use of signs leads to disrespect and non-compliance of the sign.**

1.5 STANDARDIZATION OF APPLICATION **Similar situations must always be signed in the same manner in order to ensure correct driver response.** Therefore, to maintain signing integrity, standards for the application of traffic signs must be upheld. Signs should be used only where they are warranted. **Excessive use of signs detracts from their effectiveness.**

1.6 STANDARDIZATION OF DESIGN To simplify the driving task and optimize safety, signs must be recognized and understood at a glance. **This requires simplicity and uniformity of design, and consistency of application and placement.** Standardization of design includes colour, shape, relative dimensions, message, and illumination or reflectorization. Standardization of design does not preclude further improvement by minor changes in the proportion of symbols, stroke width and height of letters, width of borders, or layout of word messages. However all shapes and colours must be as indicated, all symbols must be unmistakably similar to those shown, and all text must be as specified in this manual.

1.8 SIGN POSTS AND BASES

Wooden, metal or plastic posts may be used. Plastic posts are generally used only for highway delineators. Posts and, where applicable, bases shall be installed to hold signs in position against wind, plowed snow and displacement by vandals. **At locations where sign supports could be hit by vehicles, they should be located behind appropriate barrier or have breakaway footings.** A wooden sign post 15 cm x 15 cm (6" x 6") or larger must have a hole drilled through the post just above ground level, in accordance with the Standard Specifications for Highway Construction to permit it to break away if hit. **Concrete sign bases must be flush with the graded ground level or be located behind roadside barrier.**

1.11 SIGN SUPPLY

To ensure uniformity of design, all signs used on Ministry roads for Ministry purposes must be obtained from:

Provincial Sign Shop

945 McMaster Way Kamloops, B.C. V2V-6K2

The cyclist sign available at the Provincial Sign Shop is the W-130 (cyclist to the right of the vehicle)

The cyclist sign in the ICBC driver handbook is also the W-130 (cyclist to the right of the vehicle)

The photo below is a sign on River Road after being struck by a vehicle. This clearly shows that these signs are in a position where they can be hit, and are not located behind a barrier as required, making them unsafe for users of the road. When I spoke to you last month, I advised that someone is going to hit one of these and that very night it happened – the sign was hit. Although we did not hear if any injuries resulted, we do not want to wait until someone is injured or killed. These need to be removed immediately.



The signs that were installed are not in conformance with the Ministry of Transportation document, the Provincial Sign Shop or the ICBC driver handbook. All of these documents list the W-130 sign which is a cyclist to the right of a vehicle. The W-130 signs are the ones on every other road in Richmond. These signs were replaced with non-conforming cyclist in front of a vehicle signs.



June 26, 2017 – Council Meeting

Council approved the installation of cycling signs, removal of pavement markers, and application of “sharrow” road markers for cyclists.

- The signs are not in conformance and there are simply too many to be effective and more importantly, they are not safe.
- Reflective pavement markers are required in foggy conditions – removing these is the exact opposite of a safety enhancement
- Sharrow pavement markers are not necessary, as this is NOT a designated cycling route and the markers cause unnecessary distraction for drivers.

We are asking that the resolution passed by council June 26, 2017 approving the installation of cycling signs, removal of pavement markers, and application of road markers for cyclists be repealed .And that the dangerous signs that have been installed be removed immediately, and the reflective pavement markers that have already been removed replaced.

September 25, 2017

Council was advised that ALL affected residents and businesses would be notified. This did not happen. Consultation with some area residents found that 60% opposed the installation of speed humps. We have collected over 100 signatures of residents' and business employees who must use River Road to access their properties, and so feel that the 60% reported by Staff may not be accurate. Staff advised Council that they had performed technical analyses that concluded that speed humps were required. This was inaccurate and misleading, as no technical analysis or results were ever reported. However, after receiving this information Council approved the installation of 20 additional speed humps on River Road between No. 7 Road and Westminster Highway.

We have shown Council that speed humps are a safety risk to the residents – both to our health and safety and to the safety of our property.

We are asking that the resolution passed by council September 25, 2017 approving 20 additional speed humps on River Road between No. 7 Road and Westminster Highway be repealed.

In 2015, according to Staff reports, two traffic radar data collection units were purchased. It was reported by Staff that these would be installed on River Road. There is no information to indicate that this has happened, nor any information to indicate why these have not been installed. The data collection units provided a lot of information on Steveston Hwy, and then what happened to them? Rather than report to Council that the RCMP don't have resources to be there all the time, the RCMP should have information on when the optimum time to set up would be, and this entire issue could have been addressed by providing actual data rather than deciding to put our safety at risk with speed humps following consultations with cycling groups. **Where are the two traffic radar data collection units that were purchased, and why were they not installed as reported?**

We have seen an increase in RCMP presence in the area, which is very much appreciated by the residents. We are hoping that this will continue, however, the volunteers out to note licence plate numbers and send warning letters is a waste of time and resources. Last week when they were out I drove past the area where they were set up and noted that a RCMP car was there. Shortly after passing by, a car came up behind me obviously speeding, as I was driving 50k/hr and this vehicle was not in sight in my rear view mirror when I passed the RCMP vehicle. This driver continually flashed the car's lights and pulled up very close to my vehicle. When I returned home I contacted Cpl. Pronger to advise of this and ask why the officer at the scene did not pull this car over and write a ticket. I was informed that the officer is there to protect the safety of the volunteers and so was not writing tickets. With the limited resources that the RCMP have is this really a good use of this officer's time? **We want to see speeders held accountable and illegal activity in our neighbourhood stopped through continued presence of the RCMP.**

We also want to see the Commercial Vehicle Safety Enforcement notified to bring their mobile scale to the area and stop the overweight trucks from continuing to invade our neighbourhood. Staff was advised at the public consultations for the truck parks years ago that this is a safety concern for the

residents, but continue to ignore our issue. We are requesting that whomever is responsible to issue tickets to these illegal, overweight vehicles start enforcing the by-law. These trucks are a safety concern that we have endured far too long. .

Summary of what we are asking from Council:

1. Repeal the resolution of June 26, 2017
2. Remove the dangerous signs that have already been installed because of the above resolution, and replace with a minimal number of W-130 cycling signs.
3. Replace the reflective in road markers that have been removed because of the above resolution
4. Repeal the resolution of September 25, 2017 – 60% opposed the installation of speed humps. They should not have been disrespected and had their democratic right violated. We are aware that the approved speed humps have been put on hold pending further review, however, being put on hold is not acceptable – we want this resolution repealed.

At the December 11, 2017 Council Meeting a referral to Staff was: *That staff review the potential solutions to traffic calming measures along River Road prior to the installation of speed humps.*

As a response to the referral, at the February 21, 2018 Public Works and transportation Committee Meeting Staff presented a report from WATT Consulting Group recommending up to 76 additional speed humps.

This response to the referral is why we are not accepting that the speed humps being put on hold pending any review is adequate or acceptable. We have seen in documents and heard verbal responses referring to the "20 speed humps already approved by Council". Until this resolution is repealed, Staff is mandated to install 20 additional speed humps as approved by Council. We have seen time and again how Staff are allowed to manipulate data contained in reports to their desired outcome. We need the resolution approving the installation of speed humps on River Road dated September 25, 2017 repealed.

5. We want to see the radar sign boards installed and the information analysed to aid in the enforcement of traffic violations, and for enforcement to continue.
6. Address the overweight trucks continuing to use River Road illegally by having the Commercial Vehicle Safety Enforcement (CVSE) attend and by-laws enforced.
7. Remove the misleading informational cycle sign from the sign post on Westminster Highway. River Road is not a designated cycling route, however, there is a misleading informational sign on Westminster Highway approaching River Road from the east that seemingly directs cyclists

onto River Road rather than straight ahead onto the designated cycling lane. For cyclist safety, we feel that this sign should be removed or an arrow pointing straight added



- My name is Arline Trividic I live at 22600 River Road I have concerns with the present signage on River Road as it pertains to cyclists and motorists the signs indicate a cycle in the middle of the lane this directly contradicts section 183 paragraph 2 C of the motor vehicle act - cyclists must ride as near as practicable to the right side of the highway the sign puts the cyclist in the middle of the lane which is illegal according to the act.. please note that it is easily practicable to ride less than a meter from the shoulder for at least 90% of the roadwaypage 10 of traffic operations safety review section 4.2.2 states the city has recently installed share the road single file signage at frequent intervals this sign does not convey a share the road message but rather a block the lane and let others wait message
- ICBC in its new driver manual uses the standard car and cyclist sign which has them side-by-side. Ministry of Transport uses the same sign and also allows for a written share the road placard these were the signs that were on the road previously ...why were they removed since they actually and clearly convey share the road message
- The Ministry of Transport section 1.6 paragraph 4...states if a suitable standard sign is not available or is inappropriate for a specific traffic control situation a special application sign should be approved by the senior traffic engineer... special applications signs should conform as closely as possible to the standards defined in this manual.... has this sign been approved by the Ministry of Transportation
- When it comes to enforcement by the RCMP - the current signage which ignores the motor vehicle act will make it difficult to actually enforce said Act.
- SAFETY: the signs encourage cyclist to take a position in the middle of the lane this places the cyclist in a position of greater risk since he is now closer to oncoming vehicles and increases the danger to the cyclists... also now any vehicle passing cyclist will have to encroach much further into the oncoming Lane in order to pass thereby increasing risk to the motorist as wellwe have had one fatality of a cyclist and this was partly due to him not being in the proper position on the road as per the motor vehicle act namely as far right on the road as possible...

this NEW signage actually places the cyclist in a similar risk and peril situation that caused the fatal accident...

- the sign also states -cars pass when safe –only 800meters of 8.4 km of the roadway is designated safe to pass I can easily foresee quite long and slow moving lines of vehicles for lengthy periods of time creating driver frustration and impatience which could easily lead to risky and not rational decisions being made by motoristsagain putting all users at a greater risk than in the past years SHOW VIDEO AT END
- MESSAGE: Richmond will continue to be a destination for various cycling groups which makes it extremely important for Council to send a universal and consistent message to all users... motorist, cyclist, pedestrians, joggers Etc.
- THAT Message is SHARE THE ROAD the same message is conveyed by the Ministry of Transport by using signs w130 AND w130t - W130 is Car and Cycle Side by Side Cycle on right W130T is SHARE THE ROAD placard. This share the road message is also demonstrated by the motor vehicle act regulations.
- Richmond should strive for this message as well and not send a mixed message by allowing this vague confusing and potentially dangerous signage to remain on River Road

HAND OUT THE 2 PICTURES

Sunday March 11/18

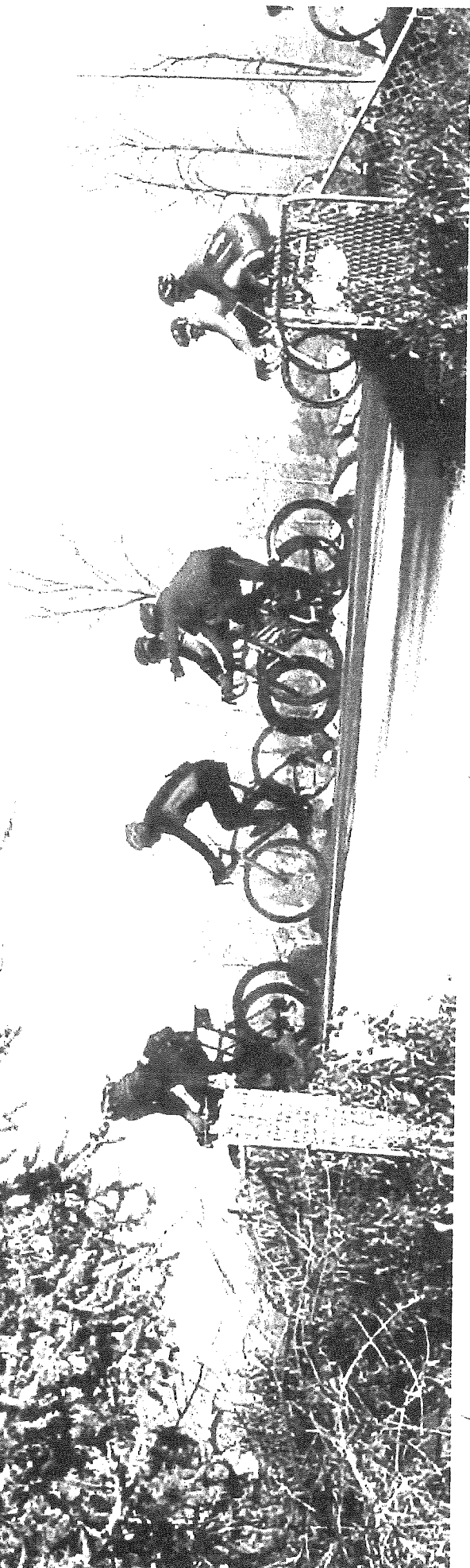
10 AM

At 9.55 Police drove

east - but wasn't

here at this time to

see this. H



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