



## Public Works & Transportation Committee

Date: Wednesday, May 18, 2011

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda Barnes, Chair  
Councillor Sue Halsey-Brandt, Vice-Chair  
Councillor Derek Dang  
Councillor Ken Johnston  
Councillor Harold Steves

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 Public Works & Transportation Committee held on Wednesday, April 20, 2011, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Wednesday, June 22, 2011 (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING AND DEVELOPMENT DEPARTMENT

1. **TRAFFIC BYLAW AMENDMENT – AMENDMENTS TO SCHEDULE A OF BYLAW 5870 TO ADD WEIGHT LIMITS TO THE DELEGATED AUTHORITY OF THE GENERAL MANAGER, ENGINEERING & PUBLIC WORKS AND TO SCHEDULE C OF BYLAW 5870 TO AMEND THE SPEED LIMIT ON WESTMINSTER HIGHWAY BETWEEN NO. 6 ROAD AND NELSON ROAD FROM 60 KM/H TO 50 KM/H**

(File Ref. No.: 10-6450-15-01) (REDMS No. 3162511)

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Victor Wei, Director, Transportation, provided background information and noted that the implementation of the speed reduction and weight limit is anticipated to coincide with the opening of the Nelson Road-Highway 91 Interchange, approximately at the end of June 2011.

In reply to queries from Committee, Mr. Wei advised that (i) staff have advised the RCMP of the proposed changes; (ii) the proposed increase in weight restriction is intended to distinguish between different types of commercial vehicles, i.e, trucks and semi-trailers; and (iii) the Agricultural Advisory Committee is well aware of the proposed amendments.

It was moved and seconded

***That Traffic Bylaw No. 5870, Amendment Bylaw No. 8730, which:***

- (1) establishes a 50 km/h speed limit on Westminster Highway between No. 6 Road and Nelson Road; and***
- (2) delegates the authority to order weight limits for vehicles operating on City roads to the General Manager, Engineering & Public Works, be introduced and given first, second and third reading.***

**CARRIED**

### 2. **NO. 1 ROAD AND MONCTON STREET – PROPOSED INTERSECTION AND SURROUNDING PEDESTRIAN CROSSWALK IMPROVEMENTS**

(File Ref. No.:(REDMS No. 3209892)

Mr. Wei distributed a revised Page 12 to the staff report dated April 21, 2011, entitled “No. 1 Road and Moncton Street – Proposed Intersection and Surrounding Pedestrian Crosswalk Improvements” (Schedule 1). He drew Committee’s attention to the anticipated completion of the proposed improvements, noting that staff anticipate the project to be completed by the end of October 2011.

Mr. Wei played before and after video clips that illustrated traffic and pedestrian flow patterns at the No. 1 Road and Moncton Street intersection.

He spoke of the proposed functional design of the traffic signal and intersection enhancements, and noted that the proposed changes are anticipated to accomplish the following objectives:

- enhance the safety of the intersection for pedestrian by alerting motorist to slow down as they approach the intersection;
- reduce confusion regarding the right-of-way of pedestrians, cyclists and motorists at the intersection;
- reinforce the unique heritage character of Steveston Village; and
- create a special place at a landmark intersection of which the community can be proud of.

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In reply to queries from Committee, Mr. Wei and Sonali Hingorani, Transportation Engineer, provided the following information:

- the proposed enhancements include the installation of Accessible Pedestrian Signals, which facilitate the visually impaired by providing audible sounds, tactile features, and spoken messages to indicate an active walk light;
- traffic at the intersection is approximately 30% higher during the peak summer season, however traffic continues to be high in the off-season at peak times;
- the proposed raised pedestrian crosswalks will have gradual approach ramps of 5% maximum gradient;
- the intersection cycle will have an additional phase in order to facilitate the proposed pedestrian scramble;
- staff anticipate conducting a strong public campaign to inform Richmond residents of the proposed changes; and
- curb extensions along Chatham Street at 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Avenues are proposed to supplement the pedestrian improvements at the No. 1 Road and Moncton Street intersection and to facilitate cyclists crossing Chatham Street.

Jim Kojima, President of the Steveston Community Society, thanked staff for their comprehensive consultation with the Society in relation to the proposed changes at No. 1 Road and Moncton Street.

It was moved and seconded

- (1) ***That the proposed intersection and pedestrian crosswalk improvements at the following locations in the Steveston Village area, as described in the attached report dated April 21, 2011, be approved for implementation:***
  - (a) ***No. 1 Road/Moncton Street - signalization with “pedestrian scramble” phase and raising of pavement with artistic design of crosswalk markings;***
  - (b) ***Moncton Street/Hayashi Court, No .1 Road/Chatham Street, Moncton Street/Easthope Avenue – raising of crosswalk pavement; and***
  - (c) ***Chatham Street between 1<sup>st</sup> Avenue and 4<sup>th</sup> Avenue - introduction of temporary curb extensions for a test period of 12 months followed by permanent installation if supported by area stakeholders;***
- (2) ***That staff monitor the effectiveness of the above pilot “pedestrian scramble” feature at No.1 Road/Moncton Street intersection and report back to Council after one year of implementation; and***

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- (3) *That a public information process for the above improvements be carried out during Summer 2011 prior to the start of construction and activation of the traffic signals at the No. 1 Road/ Moncton Street intersection.*

**CARRIED**

### COMMUNITY SERVICES DEPARTMENT

3. **PESTICIDE USE CONTROL AMENDMENT BYLAW 8745**

(File Ref. No.: 10-6125-04-01) (REDMS No. 3188477v.4)

Cecilia Achiam, Interim Director, Sustainability and District Energy Senior Program Manager, requested that the staff report entitled "Pesticide Use Control Amendment Bylaw 8745" dated April 29, 2011 be referred back to staff.

Ms. Achiam referenced two pieces of correspondence in relation to the proposed bylaw amendments (copy on file, City Clerk's Office) and noted that staff have recently learned of a misunderstanding with pesticide use advocacy groups.

It was moved and seconded

*That the Pesticide Use Control Bylaw No. 8514, Amendment Bylaw No. 8745 be referred back to staff.*

**CARRIED**

### ENGINEERING AND PUBLIC WORKS DEPARTMENT

4. **WILLIAMS ROAD AREA LANE UPGRADES**

(File Ref. No.: 10-6340-01) (REDMS No. 3203999)

It was moved and seconded

*That the Williams Road Area Lane Upgrade projects (Attachment 1) be funded through the Asphalt Capping Provision account and the 2011 Asphalt Capping Program and that these adjustments be included as amendments to the 2011 – 2015 Five Year Financial Plan.*

**CARRIED**

5. **REVISED WATER SHORTAGE RESPONSE PLAN (SPRINKLING RESTRICTIONS)**

(File Ref. No.: 10-6650-09-01) (REDMS No. 3208786)

It was moved and seconded

*That staff bring forward amendments to Water Use Restriction Bylaw No. 7784 in accordance with the "Revised Water Shortage Response Plan (Sprinkling Restrictions)" report from the Director, Engineering.*

**CARRIED**

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### 6. **ECO CENTRE CONCEPT**

(File Ref. No.: 10-6370-04-01) (REDMS No. 3143090)

Suzanne Bycraft, Manager, Fleet & Environmental Programs, provided background information and in reply to queries from Committee, advised the following:

- an Eco Centre could provide for a much broader range of services to encourage greater reuse and recycling as well as enhanced convenience for residents;
- costs associated with relocating the Recycling Depot or establishing an Eco Centre would be reported to Council as the concept is developed in consultation with Metro Vancouver as there is potential opportunity for cost sharing;
- Metro Vancouver staff are currently preparing a draft Regional Eco-Centres Implementation Strategy that outlines suggested terms and conditions, and includes potential cost sharing opportunities between Metro Vancouver and municipalities;
- the City's current Recycling Depot site is approximately two acres in size, and could not accommodate an Eco Centre; and
- staff do not recommend that a proposed Eco Centre or the City's current Recycling Depot accept non-recyclable commodities.

It was moved and seconded

- (1) *That the Eco Centre concept, as outlined in the staff report dated May 5, 2011, be reviewed and explored for consideration and further discussion;*
- (2) *That staff report back on potential Eco Centre site alternatives, a conceptual layout and a draft business and operating model; and*
- (3) *That staff liaise with Metro Vancouver to identify potential terms and conditions, as part of the draft business model, in relation to responsibility for funding and operating a Richmond-based Eco Centre.*

**CARRIED**

### 7. **FOOD SCRAPS/ORGANICS COLLECTION PROGRAM UPDATE**

(File Ref. No.: 10-6370-10-05) (REDMS No. 3206759)

In reply to queries from Committee, Ms. Bycraft advised that (i) staff are aware that the weight of the food scraps/organics container is a concern; (ii) backyard composting continues to be encouraged as it is the best way a single-family home can reduce its waste; and (iii) staff will continue to promote the food scraps/organics collection program by means of the City's website, advertisements in local newspapers and so forth.

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Discussion ensued and it was noted that statistical information related to food scraps/organics collection may pique residents' interest in the program. It was mentioned that this data could demonstrate to residents the City's annual savings in waste collection – savings that directly affect property owners. A suggestion was made that this type of information be communicated to residents as part of the annual tax notices.

It was moved and seconded

*That the Food Scraps/Organics Collection Program Update as provided in the staff report dated May 1, 2011, from the Director, Public Works Operations, be received for information.*

**CARRIED**

8. **REPORT 2010: TOWARDS EXCELLENCE IN RECYCLING AND SOLID WASTE MANAGEMENT**

(File Ref. No.: 10-6370-01) (REDMS No. 3199929)

In reply to a query from Committee, Ms. Bycraft advised that Styrofoam is not recyclable.

Discussion ensued regarding the Report 2010: Towards Excellence In Recycling and Solid Waste Management and it was noted that the report be sent to the Metro Vancouver Waste Management Committee for information.

It was moved and seconded

*That the "Report 2010: Towards Excellence in Recycling and Solid Waste Management", be:*

- (1) endorsed and made available to the community through the City's website and other communications medium;*
- (2) used as the basis to prepare the Solid Waste Sustainability Strategic Program as a component of the City's Sustainability Framework; and*
- (3) forwarded to the Metro Vancouver Waste Management Committee for information.*

**CARRIED**

Discussion ensued regarding the failure of the Lansdowne Road Sanitary Sewer Forcemain. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

*That staff further investigate initiatives around the elimination of grease in sewer pipes.*

The question on the **referral** was not called as Committee requested that staff also update Council on the various types of waste collection bins.

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

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### 9. MANAGER'S REPORT

#### *(1) Freshet 2011 and Spring Rainfall Patterns*

John Irving, Director, Engineering, spoke of 2011 freshet and spring rainfall patterns.

#### *(2) Interpretive Panels for the No. 4 Road Pump Station*

Mr. Irving distributed renderings of the interpretive panels for the No. 4 Road pump station (copy on file, City Clerk's Office) and commented on the panels' concept, highlighting that the images are of typical historic working river activities from diverse areas around Richmond.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:29 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, May 18, 2011.

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Councillor Linda Barnes  
Chair

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Hanieh Floujeh  
Committee Clerk

**9. Next Steps**

The following implementation actions would be undertaken upon Council approval of the improvements recommended in this report:

- complete detailed design of the No. 1 Road and Moncton Street intersection and other crosswalk improvements;
- carry out a public information program during Summer 2011 to inform and educate the public about the various new improvements at the No.1 Road and Moncton Street intersection (especially the operation of “pedestrian scramble”) including public display of information boards at Steveston Community Centre, temporary poster boards at the intersection, distribution of brochures, notices in local newspapers, and website notifications prior to the installation of the traffic signals; and
- construction will commence in mid September with the installation of the traffic signals and completion of other improvements by the end of October 2011. A detailed traffic management plan will be developed for the construction period to minimize any business impacts.

**Financial Impact**

Table 3 provides the construction cost estimate breakdown for the various components of the project as well as the individual funding sources, all of which have been previously approved as part of the annual capital budget process. The permanent installation of the remaining sets of curb extensions on Chatham Street would be considered as part of the 2012 Capital Budget process, which is subject to Council approval.

**Table 3: Construction Cost Breakdown (includes 20% contingency)**

Improvement	Amount	Funding Source
No.1 Road and Moncton Street signalization, raised intersection and artistic crosswalk marking design (Duratherm)	\$600,000	2011 – No.1 Road and Moncton Street – Signalization and Improvements Project
Three raised crosswalks: <ul style="list-style-type: none"> <li>• No. 1 Road at Chatham Street</li> <li>• Moncton Street at Easthope Avenue</li> <li>• Moncton Street and Hayashi Court</li> </ul>	\$46,000	2011 – No.1 Road and Moncton Street – Signalization and Improvements Project
Chatham Street Temporary Curb Extensions at 4 <sup>th</sup> Ave	\$6,000	2010 PW Minor Capital Traffic

With respect to annual operating costs, the maintenance of the traffic signal equipment has been included in the 2011 annual operating costs for the No .1 Road and Moncton Street Capital Project. Associated maintenance of the special Duratherm surface treatment would be negligible as the life of the material is the same as that of the asphalt underneath it. There is no anticipated utility maintenance work required at this intersection within the next five years. In the event any unexpected underground work arises, replacement of the Duratherm material would cost approximately \$250 to \$300 per m<sup>2</sup>, depending on the length of the trench and degree of impact to the surface treatment. This cost is in addition to the pavement repair that would need to be undertaken regardless. The repair work would need to be contracted out as special equipment and training are required for the Duratherm installation.