



Public Works & Transportation Committee

Date: Thursday, May 21, 2009

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
Mayor Malcolm Brodie

Also Present: Councillor Greg Halsey-Brandt

Call to Order: The Chair called the meeting to order at 4:30 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, April 22, 2009, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

2. Wednesday, June 17, 2009 (tentative date) at **4:30 p.m.** in the Anderson Room.

ENGINEERING AND PUBLIC WORKS DEPARTMENT

3. **RICHMOND LONG RANGE DRINKING WATER MANAGEMENT PLAN: WATER METER PROGRAM UPDATE 2009**

(File Ref. No.: 10-6060-02-01) (REDMS No. 2607232)

A brief discussion between Committee and staff regarding the City's drinking water management plan took place and particularly on the following:

- the proposed Richmond Multi-Family Water Meter Program Volunteer Work Group would evaluate developing options;

Public Works & Transportation Committee

Thursday, May 21, 2009

- when residents are sent their utility tax bill the City includes literature to: (i) explain the breakdown of costs associated with the water management plan and (ii) reinforce that metering avoids cost increases;
- data regarding detected leaks is based on meter rates, not testing practises; and
- a new package developed by the City enables strata council members to divide the cost among all water users.

The Chair commented that Metro Vancouver's Water Committee is concerned with (i) environmental issues and (ii) long terms savings, as they related to the use of water in the Lower Mainland. She remarked that a reduction of water consumption means infrastructure does not have to be extended, thereby making additional costs savings.

Staff advised that if Council supports the continuation of the Volunteer Water Meter Program, in the fall of 2009 staff will bring forward recommendations on the Water Meter Program.

It was moved and seconded

That staff develop the terms of the 2010 – 2013 Volunteer Water Meter Program considering feedback from a Richmond Multi-Family Water Meter Program Volunteer Work Group and report back to Council prior to the establishment of the 2010 Utility rates.

CARRIED

COUNCILLOR GREG HALSEY-BRANDT

4. **MULTI FAMILY RATES FOR WATER AND SEWER SERVICES** (Report: March 19, 2009, File No.: 03-0930-02-03) (REDMS No. 2589495)

Councillor Greg Halsey-Brandt stated that the City should explore options regarding how to introduce water meters into townhouses and other multi-family residential buildings in Richmond.

He added that some individuals who live in multi-family residential buildings, such as apartment complexes and condo towers, find it unfair that single-family dwellings can volunteer for the Water Meter Program but residents of multi-family buildings cannot. Some residents of multi-family residential buildings have expressed interest in water metres

Councillor Greg Halsey-Brandt recommended Council form a task force to explore how to introduce metres into un-metered buildings.

During a brief discussion it was noted that two factors had impacted the lack of individual metering in multi-family residential buildings: (i) the development of appropriate technology, and (ii) the difficulty in retrofitting aging buildings. It was noted that metering technology has advanced.

Public Works & Transportation Committee

Thursday, May 21, 2009

A suggestion was made that two Councillors be appointed as liaisons to the suggested Task Force, and as a result it was agreed that the recommendation would be amended to accommodate the addition of Part (3): *That Councillors Linda Barnes and Greg Halsey-Brandt be appointed as the two Council liaisons to the Richmond Multi-Family Water Meter Program Volunteer Work Group.*

It was moved and seconded

That:

- (1) ***Council form a Task Force comprised of 5 citizens representing different ownership and build models of townhouse and apartment water users and 2 Council members, along with staff support, to examine problems experienced by townhouse and apartment properties in taking advantage of the City's water metering programme;***
- (2) ***the Task Force bring forward recommendations to Council through the Public Works and Transportation Committee by the end of September 2009 on how these types of properties might take advantage of the programme or if metering is not feasible or practical, how to re-structure the water and sewer utility charges to make the rates charged to these types of properties as equitable as possible with other types of metered residential properties in Richmond; and***
- (3) ***Councillors Linda Barnes and Greg Halsey-Brandt be appointed as the two Council liaisons to the Richmond Multi-Family Water Meter Program Volunteer Work Group.***

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

5. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2009**

(File Ref. No.: 0150-20-icbc1-01) (REDMS No. 2583314)

Victor Wei, Director, Transportation, addressed Committee and commented that Karon Trenaman, the City's ICBC travel representative who works with staff on traffic safety enhancements, was in attendance.

During a brief discussion between staff and Committee the following details were discussed:

- nine projects received committed ICBC funding of \$92,000 in 2008;
- some, but not all, of the proposed 2009 projects will receive funding;

Public Works & Transportation Committee

Thursday, May 21, 2009

- the traffic cameras that are part of the intelligent traffic system allows the public, via on-line access, to view the extent of congestion at intersections so they can adjust their travel plans accordingly, and allows City staff to work with TransLink and its centralized transportation web site; and
- for certain projects, such as the Fourth Street Walkway (at Steveston Highway and Chatham Street) the City's request for funding has no impact on the investment ICBC would make, as the ICBC conducts its own research into accident history at an intersection and their own level of funding would be independent of the City's level of funding.

The Chair remarked that at-grade bicycle lanes on existing streets fulfill a 'cycle-logical' need, as identified in a recent article in BCAA's travel magazine.

The Chair thanked Ms. Trenaman and ICBC and noted that the City appreciates the work that ICBC does in conjunction with the City.

It was moved and seconded

That:

- (1) *the list of proposed road safety improvement projects, as described in the staff report dated April 14, 2009 from the Director, Transportation, entitled "ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2009", be endorsed for submission to the ICBC 2009 Road Improvement Program for cost sharing; and*
- (2) *should the above applications be successful, the Director of Transportation be authorized to negotiate and execute the cost-share agreements.*

CARRIED

6. **NEIGHBOURHOOD LOW SPEED ELECTRIC VEHICLES – PROPOSED OPERATING CONDITIONS IN THE CITY OF RICHMOND**

(File Ref. No.: 10-6460-03) (REDMS No. 2532598)

In reply to queries Dave Semple, Director of Parks and Public Works Operations and Victor Wei, Director, Transportation provided the following information:

- low speed vehicles (LSV) are unconventional vehicles that lack protective features and in a collision would not withstand impacts normal vehicles can withstand;
- LSVs are interim vehicles to be used before the availability of electric cars that include full protective features;

Public Works & Transportation Committee

Thursday, May 21, 2009

- these vehicles are intended for specific neighbourhoods, such as campuses and subdivisions and should be permitted to operation on local and collector streets, not arterial roads;
- there are communities in the United States where these vehicles are a success and Burnaby and Vancouver allow these vehicles on their roads;
- staff examined being less restrictive in where the low speed electric vehicles could go, including allowing them on all roads, but the exposure of these vehicles to other was unacceptable as far as safety was concerned; and
- ICBC will provide insurance for users of the low speed electric vehicles.

Discussion between staff and Committee continued, with concern being expressed that: (i) the restricted roads these vehicles can travel is not feasible, (ii) policing of the vehicles' users by City Bylaws and/or the RCMP would be piecemeal, and (iii) travel limited to non-arterial roads made it almost impossible for drivers to get to their destinations of choice.

A comment was made that if the option to park cars in the right lane of No. 1 Road was permanently eliminated, flow of traffic by all types of vehicles would be improved.

As a result of the discussion a suggestion was made that: *(b) the street is not an arterial roadway*; and *(c) the vehicle may cross an arterial roadway but not travel along it* in Part (1) of the Staff Recommendation be deleted. It was agreed that the recommendation would be amended to reflect this change.

It was moved and seconded

That:

- (1) staff be directed to bring forth an amendment to Traffic Bylaw No. 5870 to permit the operation of Neighbourhood Zero Emission Vehicles on public roadways in Richmond in accordance with the following conditions:***
 - (a) the street has a speed limit of 50 km/hr or less; and***
 - (b) the vehicle must travel in the lane on the street that is closest to the right-hand edge or curb of the street, except when a left-turn is necessary or when passing another vehicle.***
- (2) a letter be sent to the Minister of Transportation and Infrastructure to request that:***

Public Works & Transportation Committee

Thursday, May 21, 2009

- (a) *the Motor Vehicle Act Regulations, B.C. Reg. 26/58, be amended to allow the operation of Neighbourhood Zero Emission Vehicles Province-wide under a uniform set of regulations and without the need for individual municipalities to introduce new or amended traffic bylaws; and*
- (b) *the regulations regarding the operation of Neighbourhood Zero Emission Vehicles be incorporated into ICBC driver training and licensing procedures.*

CARRIED

OPPOSED: Cllr. Dang

7. CANADA LINE CYCLING CONNECTION AND TRANSLINK 2009 CAPITAL PROGRAM COST-SHARING SUPPLEMENTAL SUBMISSIONS

(File Ref. No.: 10-0154-04) (REDMS No. 2568267)

Mr. Wei, with the aid of a large satellite photograph of the area bordered by No. 3 Road/Buswell Street/Saba Road and Cook Road, provided the following information regarding the proposed configuration an alternative bike route that provides a connection between the bike lanes on Granville Avenue and the interim southern start/end of the raised bike lanes on No. 3 Road:

- to provide a connection for southbound cyclists, a southbound raised bike lane should be extended from the Richmond-Brighouse Station to Cook Road, to provide a connecting cycling facility along Cook Road to Buswell Street;
- Cook Road, not Saba Road, is the chosen alternative due to the new bus mall that will significantly increase traffic eastbound on Saba Road;
- upgrading of the water main between cook and the new bus mall means the temporary elimination of curbs, and staff will explore options to extend the bike lane as part of the restoration work.

Discussion ensued between Committee and staff on the benefits of the proposed designation of Buswell Street and Cook Road as planned cycling routes to be added to the City's on-street cycling network plan, and especially on: (i) the removal of parking spaces along Cook and Saba would adversely affect businesses located on these two Roads; and (ii) it is not recommended to remove parking spaces along cycling lanes.

The Chair invited Tony Adema to address Committee. Mr. Adama advised that he sits on the Richmond Community Cycling Committee and that he was in favour of staff's proposal to use Cook Road and Buswell Street to connect the No. 3 Road bike lane to the north with Granville Avenue bike lanes to the south.

Public Works & Transportation Committee

Thursday, May 21, 2009

In response to a query, Mr. Adama stated that one advantage of having parked cars on arterial roads, such as No. 1 Road, is the traffic calming effect they can have on drivers, thereby enhancing the safety of cyclists.

In response to a further query, Mr. Adama stated that while he has not yet used raised bike paths, like those planned along No. 3 Road, he did not oppose the plan when it was presented to the Cycling Committee. In conclusion he stated that raised bike lanes might encourage more people to cycle on No. 3 Road by providing separation from vehicle lanes.

The Chair provided the following information: 3.7% of Vancouver residents regularly cycle to work, 1.6% of Montreal residents and 1.3% of Calgary residents do the same, while 36% of residents of Copenhagen regularly cycle to work, thereby (i) reducing dependency on oil and (ii) enhance the quality of the natural environment.

It was moved and seconded

That:

- (1) *the revised scope of work and funding strategy for Section 1 of the No. 3 Road Restoration Project, as described in the staff report dated May 5, 2009 from the Director, Transportation, entitled "Canada Line Cycling Connection and TransLink 2009 Capital Program Cost-Sharing Supplemental Submissions" be endorsed;*
- (2) *the submission of supplemental traffic signal and bicycle facility improvement projects for cost-sharing as part of the TransLink 2009 Major Road Network (MRN) Minor Capital Program and Bicycle Infrastructure Capital Cost-Sharing Program respectively, as described in the staff report dated May 5, 2009 from the Director, Transportation, entitled "Canada Line Cycling Connection and TransLink 2009 Capital Program Cost-Sharing Supplemental Submissions", be endorsed;*
- (3) *the designation of Buswell Street (Granville Ave to Westminster Highway) and Saba Road (Buswell St to No. 3 Road) as planned cycling routes be added to the City's On-Street Cycling Network Plan to support the above bicycle facility improvement submission; and*
- (4) *should the above submissions be successful, the General Manager, Planning and Development be authorized to execute the funding agreements.*

CARRIED

Public Works & Transportation Committee

Thursday, May 21, 2009

8. **AWARD OF CONTRACT T.3398 – MAINTENANCE, UPGRADING AND INSTALLATION OF TRAFFIC SIGNAL SYSTEMS IN RICHMOND**

(File Ref. No.: 1000-01, xr T.3398) (REDMS No. 2604477)

It was moved and seconded

That Contract T.3398 – Maintenance, Upgrading and Installation of Traffic Signal Systems in Richmond be awarded to Cobra Electric Limited, at a bid price of \$882,889.90.

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

9. **LIQUID WASTE MANAGEMENT PLAN**

(File Ref. No.: 01-0157-20-LWMP1) (REDMS No. 2607921)

In response to a comment that the Iona Waste Water Treatment Plant should be upgraded, although it is not on the priority list as outlined in Metro Vancouver's report on its Liquid Waste Management Plan, John Irving, Director, Engineering advised that staff was working with Metro Vancouver and actively seeking to include Richmond in their Capital Plan.

A brief discussion ensued and it was agreed to amend the staff recommendation by adding Part (4) *Ensure the upgrade of Iona Waste Water Treatment Plant be included as a priority.*

It was moved and seconded

That the following comments be provided as initial input to Metro Vancouver on the draft Liquid Waste Management Plan:

- (1) *A strategy to explore alternative delivery models and approaches, such as combined district utility systems be incorporated in the plan;*
- (2) *Source reduction policies be balanced with service delivery requirements for managing ground water discharge from construction sites with a particular focus on reviewing criteria for iron; and*
- (3) *Incorporate the following revisions to the Liquid Waste Management Plan Implementation Program:*
 - (a) *that item 18.1 be revised to include municipal rights to material and energy recovery, and*
 - (b) *that clause ii under item 35.3 be removed;*
- (4) *Ensure the upgrade of Iona Waste Water Treatment Plant be included as a priority.*

CARRIED

Public Works & Transportation Committee

Thursday, May 21, 2009

9. **MANAGER'S REPORT**

No report was given.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:38 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 Thursday, May 21, 2009

Councillor Linda Barnes
Chair

Sheila Johnston
Committee Clerk