



Public Works and Transportation Committee

Date: Tuesday, November 16, 2021

Place: Council Chambers
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Alexa Loo (by teleconference)
Councillor Andy Hobbs (by teleconference)
Councillor Linda McPhail
Councillor Michael Wolfe (by teleconference)

Also Present: Councillor Bill McNulty

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 and Transportation Committee held on October 19, 2021, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

December 14, 2021, (tentative date) at 4:00 p.m. in the Council Chambers

AGENDA ADDITIONS AND DELETIONS

It was moved and seconded

That Traffic Parking Signs be added to the agenda as Item 7A.

CARRIED

Public Works & Transportation Committee
Tuesday, November 16, 2021

PLANNING AND DEVELOPMENT DIVISION

1. **BARNES DRIVE AND FLURY DRIVE - TRAFFIC CALMING UPDATE**

(File Ref. No. 10-6450-09-01) (REDMS No. 6752296)

Steve Badesha, resident of Barnes Drive, referred to his correspondence (attached to and forming part of these minutes as Schedule 1), and expressed concern with regard to the traffic along Barnes Drive, noting his support for the proposed traffic calming measures on Barnes Drive and Flury Drive.

Staff noted that a review for lower speed limits and other traffic calming measures are considered on a case by case basis, which includes a fairly robust consultation, and that the traffic speed study determined the total volume of vehicles in the area, including local traffic, is fairly low.

Staff further noted that correspondence will be provided to all residents in the neighbourhood, advising of the new speed limit, and that staff will monitor for any adjustments that may be required following installation of the revised speed limit signs.

It was moved and seconded

- (1) *That Option 3 to establish a 30 km/h speed limit on Barnes Drive and Flury Drive as described in the staff report titled “Barnes Drive and Flury Drive – Traffic Calming Update” dated October 12, 2021, from the Director, Transportation, be endorsed; and*
- (2) *That should Option 3 be endorsed, Traffic Bylaw No. 5870, Amendment Bylaw No. 10301, to revise the posted speed limit on Barnes Drive and Flury Drive to 30 km/h, be introduced and given first, second and third reading.*

CARRIED

2. **TRANSLINK 2022 COST-SHARE FUNDING APPLICATIONS**

(File Ref. No. 01-0154-04) (REDMS No. 6755808)

Staff noted the proposed programs will be reviewed at a future budget review.

A brief discussion ensued with respect to the proposed projects and guidelines/policy consideration for any additional traffic calming measures such as raised crosswalks.

Public Works & Transportation Committee
Tuesday, November 16, 2021

It was moved and seconded

That as described in the report titled “TransLink 2022 Cost-Share Funding Applications” dated October 10, 2021 from the Director, Transportation:

- (a) the submission of road, pedestrian, bicycle, and transit facility improvement projects as part of the TransLink 2022 cost-share programs be endorsed and the information be considered in the 2022 Capital Budget process; and*
- (b) the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. AWARD OF CONTRACT 6691Q - SUPPLY AND DELIVERY OF ONE (1) SEWER VACUUM COMBO UNIT ON A CITY PROVIDED CAB AND CHASSIS

(File Ref. No. 10-6370-01) (REDMS No. 6764224)

A brief discussion ensued with respect to the life expectancy and replacement of City equipment and parts.

It was moved and seconded

That the acquisition of a hydro excavator be approved in the total amount of \$760,000 as outlined in the staff report titled, “Award of Contract 6691Q - Supply and Delivery of One (1) Sewer Vacuum Combo Unit on a City Provided Cab and Chassis”, dated October 13, 2021, from the Interim Director, Public Works Operations as follows:

- (1) That Contract 6691Q Supply and Delivery of One (1) Sewer Vacuum Combo Unit on a City Provided Cab and Chassis be awarded to Vimar Equipment Ltd. in the total tendered amount of \$473,852.00 excluding outfitting, contingency and taxes; and*
- (2) That the supply of one (1) cab and chassis be awarded to Peterbilt Pacific Ltd. in the amount of \$210,462.00 excluding outfitting, contingency and taxes in accordance with the standardization method approved by Council and as outlined in the staff report titled, “Standardization of City’s Single and Tandem Axle Vehicle Fleet”, dated April 3, 2017.*

CARRIED

Public Works & Transportation Committee
Tuesday, November 16, 2021

4. **AWARD OF CONTRACT 6437F - SUPPLY OF DRAINAGE PUMPS, PARTS AND SERVICES**

(File Ref. No. 10-6050-01) (REDMS No. 6760871)

Staff provided a brief overview of the contract consideration and selection process.

It was moved and seconded

- (1) *That Contract 6437F – Supply of Drainage Pumps, Parts and Services be awarded to KSB Pumps Inc. on an “as and when required” basis for a term of five years with a maximum contract value not to exceed \$2.51 million, plus applicable taxes.*
- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute on behalf of the City, the contract identified above and as outlined in the staff report titled, “Award of Contract 6437F – Supply of Drainage Pumps, Parts, and Services” dated October 7, 2021, from the Interim Director, Public Works Operations.*

CARRIED

5. **CHANGE ORDER APPROVAL – CONTRACT 6715P – TRAFFIC CONTROL SERVICES**

(File Ref. No. 10-6000-01) (REDMS No. 6740009)

In response to questions from the Committee, staff noted the additional cost outlined in the report for year three is based on the previous three years, and includes the significant impact from the COVID-19 pandemic. It was further noted that upgrades for technical plans, set up, and safety awareness, are also more stringent than in previous years.

It was moved and seconded

- (1) *That staff be authorized to issue a change order to increase the value of the current contract between the City of Richmond and Ansan Traffic Group, Lanesafe Traffic Control, and Traffic Pro Services as detailed in the staff report titled “Change Order Approval – Contract 6715P – Traffic Control Services”, dated October 13, 2021 from the Interim Director, Public Works Operations, by \$906,110, bringing the new contract value to \$2.4 million over the maximum available term of three years; and*
- (2) *That the Chief Administration Officer and the General Manager, Engineering and Public Works be authorized to execute a contract amendment with Ansan Traffic Group, Lanesafe Traffic Control and Traffic Pro Services, to reflect the increase in predicted usage of services over the three year term.*

CARRIED

Public Works & Transportation Committee
Tuesday, November 16, 2021

6. **UPDATE ON 2021/2022 SNOW AND ICE RESPONSE PREPARATIONS**

(File Ref. No. 10-6000-00) (REDMS No. 6765794)

The Committee expressed concern with respect to potential damage to snow removal equipment as a result of various driveways that have been paved up to the road with excess asphalt remaining on road and invisible when covered by snow. Staff noted they will review usage of snow removal equipment on such surfaces.

The Committee further expressed concern with snow removal resulting in large amounts of snow remaining in the middle of roads, hindering the ability for vehicle traffic to pull out on to the road and cross lanes, and for pedestrians to cross roads. In response, staff noted that roadways are first priority, with hand crews attending to clear street corners and bus pads as well as lower any build up of snow along the middle of roads. As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff report back to the Committee with options to prioritize walk friendly snow removal routes to provide foot traffic access to key services.

The question on the motion was not called as discussion ensued regarding the current level of snow removal services.

Staff noted the bylaw that establishes property owner responsibility with respect to snow removal. It was further noted that Parks staff are responsible for clearing the parking lots for their facilities and have salt and brine equipment for cleaning walkways. Staff add they can bring back options for Council to consider to the policy regarding snow removal.

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

It was moved and seconded

That the staff report titled "Update on 2021/2022 Snow and Ice Response Preparations", dated October 14, 2021, from the Interim Director, Public Works Operations, be received for information.

CARRIED

7. **MANAGER'S REPORT**

(i) *November 14, 2021 Rainfall Event*

Staff provided an overview of the November 14, 2021 rainfall event, noting that all City pumps performed well and that preparation for any possible issues arising from the volume of water exceeding capacity was well organized.

Public Works & Transportation Committee
Tuesday, November 16, 2021

Staff also reported they will be working with the Ministry of Transportation to mitigate any future incidents and, in addition to posting incident inspections, will also be monitoring storm tides.

(ii) *Parking Regulations*

As a result of the discussion pertaining to parking regulation issues, the following **referral motion** was introduced:

It was moved and seconded

That staff review parking regulations for the 2400 block of Smith Road, north of Sea Island Way, and provide a report back to the Committee with recommendations for parking restrictions.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:21 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Tuesday, November 16, 2021.

Councillor Chak Au
Chair

Lorraine Anderson
Legislative Services Associate

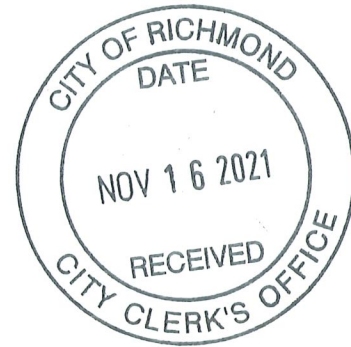
Schedule 1 to the Minutes of the Public Works & Transportation Committee meeting of Richmond City Council held on Tuesday, *shelton* November 16, 2021.

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

From: "Fry, Pete" <Pete.Fry@vancouver.ca>
Date: November 16, 2021 at 12:10:09 PM PST
To: S B <stevebadesha@live.ca>
Subject: RE: Public Works and Transportation Committee Council Chambers, City Hall 6911 No. 3 Road Tuesday, November 16, 2021 4:00 p.m. BARNES DRIVE AND FLURY DRIVE - TRAFFIC CALMING

Sure thing, with my regards to mayor and council in Richmond

Pete Fry | City Councillor
City of Vancouver | 453 W 12th Avenue
Vancouver | BC V5Y 1V4
604.873.7246 | Pete.fry@vancouver.ca
Twitter: @PtFry



From: S B <stevebadesha@live.ca>
Sent: Tuesday, November 16, 2021 12:07 PM
To: Fry, Pete <Pete.Fry@vancouver.ca>
Subject: [EXT] Fwd: Public Works and Transportation Committee Council Chambers, City Hall 6911 No. 3 Road Tuesday, November 16, 2021 4:00 p.m. BARNES DRIVE AND FLURY DRIVE - TRAFFIC CALMING

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Hello Pete,

Permission to share this with the Mayor & Council, City Clerk, of the City of Richmond?

Steve Badesha

Sent from my iPhone

Begin forwarded message:

From: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Date: November 16, 2021 at 11:22:36 AM PST
To: stevebadesha@live.ca, MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: RE: Public Works and Transportation Committee Council Chambers, City Hall

6911 No. 3 Road Tuesday, November 16, 2021 4:00 p.m. BARNES DRIVE AND FLURY DRIVE - TRAFFIC CALMING

Good Morning,

Thank you for your email. Please note that copies will be provided to the Mayor and each Councillor for this afternoon's Public Works and Transportation Committee meeting.

Sincerely,

Matt O'Halloran | Manager, Legislative Services
City of Richmond | 6911 No.3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4098 | Fax: 604-278-5139
Email: mohalloran@richmond.ca



From: S B <stevebadesha@live.ca>
Sent: November 16, 2021 8:30 AM
To: CityClerk <CityClerk@richmond.ca>
Subject: Re: Public Works and Transportation Committee Council Chambers, City Hall 6911 No. 3 Road Tuesday, November 16, 2021 4:00 p.m. BARNES DRIVE AND FLURY DRIVE - TRAFFIC CALMING

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

To: City Of Richmond, Mayor & City Council Members

Thank you for taking the time, the work & effort, and now the consideration for reviewing Traffic Calming measures for Barnes Drive & Flury Drive.

The following, is the E-mail sent after a number of conversations that took place in 2019. These efforts resulted in support for taking steps for traffic calming.

Again thank you, for taking the responsibilities to improve the health & safety for our community members, from Grandparents to Grandchildren.

Hello Pete,

As a retired firefighter; having been on the front line with First Responder, you are correct and supported by those devastated by injuries and fatalities by accidents; involving speeds of only 50km/hr limits on secondary streets. Secondary or Residential Streets were never designed for 50km/hr or more. Traffic Calming measures not only saves lives and reduces property damage, but this prevention saves the pain and suffering by loved ones that continues, well after or indefinitely by surviving family members.

British Columbia is now addressing issues with the speed limit increases, with the use of variable speed limits for the Coquihalla Highway. Though the speed limit was increased, there are many factors that drivers must take into account for reducing their speed. The failure of reducing speed has not only resulted in the increase of the number of accidents, but also the severity of the accidents.

This driving behaviour is true for residential streets.

When the Transportation Minister raised the Coquihalla speed limits, the RCMP traffic division requested to have the 50km/hr on residential streets reduced to 30km/hr. Unfortunately, I do not have this documentation, I hope you are able to acquire this information.

Your initiative will save countless of lives, pain and suffering for families and loved ones. Please use this information to continue pursuing this proposal.

In addition to this email, a number of cities such as Vancouver, Victoria, Surrey, have begun using 30 km/hr speed for residential areas.

The following is from the provincial Drive Smart BC

Currently the B.C. Motor Vehicle Act sets a [speed limit of 50 km/h \[bclaws.gov.bc.ca\]](http://bclaws.gov.bc.ca) on municipal streets when a different speed limit has not been posted by signs. A recent survey by Research Co. found that 58% of British Columbians would definitely or probably like to see [residential speed limits of 30 km/h \[drivesmartbc.ca\]](http://drivesmartbc.ca). This past fall the Union of B.C. Municipalities resolved to ask the Minister of Transportation and Infrastructure to amend the Motor Vehicle Act to [allow municipalities to set this blanket speed limit \[ubcm.ca\]](http://ubcm.ca).

Municipalities already have the power to implement 30 km/h speed zones anywhere within their boundaries through the use of signs. The amendment would save the effort and expense of installing more signs.

There are five justifications to make the change in this resolution:

- [Pedestrian crash survivability \[reader.elsevier.com\]](http://reader.elsevier.com) rises from 20% at 50 km/h to 90% at 30 km/h.
- [B.C.'s Road Safety Strategy of 2015 \[gov.bc.ca\]](http://gov.bc.ca) sets a goal of zero traffic fatalities and serious injuries and discussed safe speeds.
- A 2016 report from the [Provincial Health Officer \[gov.bc.ca\]](http://gov.bc.ca) recommended a 30 km/h speed in urban areas.
- Lower speed limits are more compatible with [B.C.'s Active Transportation Strategy \[drivesmartbc.ca\]](http://drivesmartbc.ca).
- A recommendation from [B.C.'s Road Safety Law Reform Group \[drivesmartbc.ca\]](http://drivesmartbc.ca).

[The provincial government surveyed municipalities in 2015 \[ubcm.ca\]](#) as part of the Road Safety Strategy. Not surprisingly, the top two issues of concern reported were vehicle speeds and pedestrian safety.

What should be surprising is that the survey also found that formal municipal road safety program components are rare. Less than one third have a formal mandate to improve road safety and few have developed visions, plans or targets.

Less than half of municipalities have committees with a road safety mandate or road safety improvement programs or projects.

Of 9 potential sources of road safety data suggested, most municipalities relied on public comments and complaints instead of something like a [Sustainable Transportation Assessment for Neighbourhoods \[ctep.ca\]](#).

Residents usually request traffic calming changes on their streets to remedy safety issues. Municipalities such as [Maple Ridge, North Cowichan \[northcowichan.ca\]](#) and [West Kelowna \[westkelownacity.ca\]](#) do have policies in place for this. They follow the [Canadian Guide to Neighbourhood Traffic Calming \[tac-atc.ca\]](#) produced by the Transportation Association of Canada. It's expensive to buy and is not available to read for free on line or in my local library so we can refer to chapter 2 of the [B.C. Community Road Safety Toolkit \[drivesmartbc.ca\]](#) instead.

Sent from my iPad

On Apr 19, 2019, at 1:02 PM, Fry, Pete <Pete.Fry@vancouver.ca> wrote:

Thanks Steve, permission to share this with the rest of council?

Pete Fry | City Councillor
City of Vancouver | 453 W 12th Avenue
Vancouver | BC V5Y 1V4
604.873.7246 | Pete.fry@vancouver.ca
Twitter: @PtFry

CONFIDENTIALITY NOTICE: This message and any accompanying documents contain confidential information intended for a specific individual and purpose. This message is private and protected by law. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution, or the taking of any action based on the contents of this information, is strictly prohibited.

-----Original Message-----

From: S B [<mailto:stevebadasha@live.ca>]

Sent: Friday, April 19, 2019 12:28 PM

To: Fry, Pete

Subject: Speed Reduction to 30km/hr

Hello Pete,

As a retired firefighter; having been on the front line with First Responder, you are correct and supported by those devastated by injuries and fatalities by accidents; involving speeds of only 50km/hr limits on secondary streets. Secondary or Residential Streets were never designed for 50km/hr or more. Traffic Calming measures not only saves lives and reduces property damage, but this prevention saves the pain and suffering by loved ones that continues, well after or indefinitely by surviving family members.

British Columbia is now addressing issues with the speed limit increases, with the use of variable speed limits for the Coquihalla Highway. Thou the speed limit was increased, there are many factors that drivers must take into account for reducing their speed. The failure of reducing speed has not only resulted in the increase of the number of accidents, but also the severity of the accidents.

This this driving behaviour is true for residential streets.

When the Transportation Minister raised the Coquihalla speed limits, the RCMP traffic division requested to have the 50km/hr on residential streets reduced to 30km/hr. Unfortunately, I do not have this documentation, I hope you are able to acquire this information.

Your initiative will save countless of lives, pain and suffering for families and loved ones. Please use this information to continue pursuing this proposal.

https://www.seattle.gov/Documents/Departments/beSuperSafe/VZ_FAQ_Flyer.pdf [seattle.gov]