

ON TABLE ITEM

Date: Feb. 21, 2018
Meeting: Public Works + Transportation
Item: 5-River

Schedule 7 to the Minutes of the Public Works & Transportation Committee meeting of Richmond City Council held on Wednesday, February 21, 2018.

MayorandCouncillors

From: arline <arline@smellthis.ca>
Sent: Wednesday, 21 February 2018 15:00
To: MayorandCouncillors
Cc: arline@smellthis.ca; Maddog
Subject: Public works and transportation committee meeting Feb 21 2018 notes from Yves Trividic
Attachments: 20180221_144427.jpg; 20180221_142846.jpg; 20180221_142839.jpg; 20180221_145254.jpg
Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE, - DISTRIBUTED ON TABLE

Hello please find attached speaking notes for Yves Trividic for today's meeting ...we apologize for it being hand written we will submit a typed one tomorrow via email
Thank you
Cheers Arline

Sent from my Samsung Galaxy smartphone.



MY NAME IS YVEL TRINIDAD
I RESIDE AT 22600 RIVER ROAD.

LISTED BELOW ARE MY COMMENTS AND CONCERNS

- WHY WERE THE PARAMETERS OF THE PROPOSAL CHANGED

ORIGINALLY REQUEST WAS FOR SPEED HUMPS FROM #7 ROAD TO WESTMINSTER HWY.

CHANGING THE SCOPE FROM #7 ROAD TO FURTHER 60 EAST TO #6 ROAD

THIS SEEMS TO HAVE RESULTED IN BEING ABLE

STATE THAT 24 CRASHES ON AVERAGE PER YEAR OCCUR.

IF THEY HAD STAYED WITH THE ORIGINAL SCOPE

#7 TO WESTMINSTER HWY THE ACTUAL NUMBER OF CRASHES WOULD HAVE BEEN 8 CRASHES ON AVERAGE PER YEAR

SO IT LOOKS LIKE CRASH COUNT BECAME HIGHER BY 16

WHEN #6 ROAD IS INCLUDED. IN OTHER WORDS THE CRASH COUNT WAS SKewed BY AN ADDITIONAL 66%.

REGARDLESS EVEN USING THE REPORTS CRASH COUNT OF 24 THIS INDICATES THAT RIVER ROAD IS ONLY ACCOUNTABLE FOR LESS THAN 1/2% OF TOTAL CRASHES IN RICHMOND.

BY COMPARISON STEVESTON HWY IS 7.2% - 94% MORE THAN RIVER RD

WILLIAMS ROAD IS 2.6% - 85%

BLUNDVILL IS 5.7% - 92%

FRANCIS IS 2.1% - 81%

#6 ROAD IS 2.7% - 85%

WHY DO WE NEED 44 SPEED HUMPS ON A ROAD WHICH HAS BEEN SHOWN TO BE ONE OF THE SAFEST IN RICHMOND.

SIGNAGE - THE SIGNAGE THAT IS BEEN PUT IN PLACE SHOWS A CYCLIST DEAD CENTRE IN THE LANE. THIS IS IN DIRECT CONTRAVENTION OF THE MOTOR VEHICLE ACT WHICH STATES CYCLIST MUST RIDE AS FAR TO THE RIGHT OF THE LANE AS POSSIBLE.

THIS SIGNAGE IS NOTHING MORE THAN AN ATTEMPT AT CARRYING THE PERCEPTION OF ALL A CYCLIST SHOULD ACT ON THE ROAD. CITY STAFF IS NOT ONLY UNCOUAGING BUT ALSO PROMOTING IGNORING THE MOTOR VEHICLE ACT. IT ALSO CREATES A BUILT IN IMMUNITY FOR CYCLIST SINCE THEY CAN SIMPLY POINT TO THE SIGN WHEN ARE MADE AWARE THAT THEY ARE IN CONTRAVENTION OF THE MOTOR VEHICLE ACT.

THESE SIGNS NEED TO COME DOWN AS SOON POSSIBLE. THERE ARE NUMEROUS ~~AND~~ PROPOSED MEASURES STATING EDUCATION WILL BE DONE FOR CYCLIST AND MOTORIST. BUT IN REALITY THE CYCLING COMMUNITY IS PRESENTLY BEING MIS-EDUCATED BY THE USE OF THIS SIGNAGE. IS THIS BEING DONE ON PURPOSE AND WILL IT CONTINUE.

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PWT 74 - NONE OF THE DELACTIONS EVER INDICATED THEY WANTED MORE PASSING SECTION. WE SIMPLY STATED THAT THERE IS ONLY ONE SECTION OF THE ROAD WHERE IT IS SAFE TO PASS (NOT SINGLE ^{BROKEN} MARKINGS). CITY STAFF IS MAKING AN ASSUMPTION ON THIS MATTER. THE PROPOSAL IS FOR 700M OF RIVER ROAD TO BE CONVERTED TO SINGLE BROKEN MARKINGS. DOUBLE YELLOW LINES INDICATE IT IS UNSAFE TO PASS. IF TODAY IT IS UNSAFE TO PASS ALONG MOST OF THE ROAD. WHY SHOULD THE MARKINGS ON THE ROAD BE CHANGED. IF IT IS NOT SAFE TODAY WHY WILL IT BE SAFE TOMORROW OR IN THE

FUTURE SINCE THE ROAD WON'T HAVE CHANGED.
IS CITY STAFF SO EAGER TO PUNISH RESIDENTS THAT
THEY ARE WILLING TO PLAY FAST AND LOOSE WITH
SAFETY.

PWT 72 REDUCING OPERATING SPEEDS PARAGRAPH 2 LINE 9 TO 11

"WITH CYCLISTS "TAKING THE LANE" BY DRIVING
SINGLE FILE IN THE MIDDLE OF THE LANE THEY WILL
HAVE THE OPTION OF DRIVING OVER THE SPEED HUMP
OR USING THE GAP IN THE CUSHION WITHOUT ADVERSELY
AFFECTING OTHER TRAFFIC II

WHAT WE SEE HERE IS CITY STAFF WILLING TO
SPEND A LOT OF TAXPAYERS MONEY IN AN ATTEMPT
TO CHANGE THE CONVERSATION FROM
"SHARING THE ROAD" (THOSE SIGNS WERE REMOVED) TO
"TAKING THE LANE" (WHICH IS IN DIRECT CONTRAVENTION
TO THE MOTOR VEHICLE ACT

WHAT WE SEE HERE IS ACTUALLY THE HIDDEN
AGENDA SPECIAL INTEREST GROUPS (CYCLIST) ARE
TRYING TO ACHIEVE. THE MOTOR VEHICLE ACT IS CLEAR
IN THE CONCEPT OF SHARING THE ROAD AS CYCLIST ARE
OBLIGATED TO RIDE ON THE RIGHT SIDE OF THE ROAD AND
NOT IN THE MIDDLE OF THE LANE.

CITY STAFF HAVE DEFINITELY SHOWN THEIR BIAS TOWARD
CYCLIST THROUGHOUT THIS ONGOING ISSUE

THEY IGNORED THE RESULTS OF A SURVEY SHOWING
60% OPPOSITION TO SPEED HUMP.

INSTEAD THEY HAVE ~~BEEN~~ SPENT A CONSIDERABLE SUM OF
MONEY ON SIGNAGE WHICH IS MISLEADING AND GOES AGAINST
THE MOTOR ~~AND~~ VEHICLE ACT. THIS IS ALL BEING DONE
AT THE REQUEST OF SPECIAL INTEREST GROUPS (CYCLIST)

BEAR IN MIND THAT THESE SPECIAL INTEREST GROUPS ONLY USE THE ROAD 15% OF THE TIME THEY ARE NOT TO BE ALLOWED TO SO GREATLY IMPACT DECISIONS THAT COUNCIL AND ACHHEINO CITIZENS SHOULD BE MAKING.

SINCE CITY STAFF HAS SHOWN A WILLINGNESS TO ONLY SUPPORT THE SPECIAL INTEREST GROUP ON THIS ISSUE AND ALSO SHOWN A WILLINGNESS TO IGNORE THE MOTOR VEHICLE ACT, NOT ONLY THEMSELVES BUT ALSO SUPPORTING AND PROMOTING CYCLIST TO IGNORE THE ACT AS WELL.

IN MY VIEW THIS REPORT HAS NO CREDIBILITY AND ALSO NO VALIDITY SINCE IT PROMOTES IGNORING CURRENT STATUTES (MOTOR VEHICLE ACT)

I PLEAD WITH COUNCIL AND THE MAYOR TO NEITHER ENDORSE NOR ACCEPT THIS REPORT FROM CITY STAFF

THANK-YOU.