

I realize that there is a lot going on in Richmond right now and that the River Road Safety Enhancements have become a real thorn in your paw, but to those of us who live and work here this issue surpasses anything that is happening elsewhere in the City of Richmond – this is our safety at risk.

On March 26, 2018, eight area residents and business owners took time away from our schedules to meet with Staff. We discussed various recommended safety enhancements to implement on River Road prior to the report due at the end of the summer.

The area residents and business owners attended this meeting because River Road is the only access to our property, we drive this road on a daily basis, and our opinions should matter. We asked Staff to acknowledge that, because River Road **is** the only access that we and emergency vehicles have to our properties this be the primary focus when reviewing safety enhancements. As Staff clearly point out in the report that the safety measures are not exclusively for residents or cyclists I am not sure that they understand our position.

I have reviewed the Staff report dated April 3, 2018, and offer the following observations:

Conversion of Double Solid Lines (map on page GP-38)

1. 400m just past the corner of No. 6 Road
2. 340m is in front of Tom Mac Shipyard.
3. **350m is the 30k speed zone that has 6 speed bumps installed.**
4. 300m tree area
5. 450m near Rail Bridge
6. 330m near Pump Station



As River Road is unique in location and design, I hope that a site visit was used to confirm the safety of the locations indicated as safe to pass, and not just a screenshot of this portion of the City of Richmond maps used to determine that these locations are safe to pass.

I would like to know if a site visit did occur.

Delineator Posts

Placing the delineator posts along the curves at each entrance/exit may seem to make sense, however, the trucks that are turning at these locations will undoubtedly hit these and replacement would be constant. Eliminating the trucks will solve this problem, however, the delineator posts should not take the place of in road markers in any area.

We would like to see the money spent on cleaning and maintenance of the road rather than on delineator posts – as indicated on page GP 47, the cost of extra maintenance is \$15,000.00 – as the “sharrow markers” proposed on June 26, 2017 for \$12,000.00 were never installed and are not required as River Road is not a cycling lane, and the delineator posts should not be placed, the funding for additional cleaning and maintenance should be achievable within the approved budget.

We stand firm that the in road markers are required and must be left in place. Where they have already been removed they need to be replaced immediately – these are for our safety and 100% required. We are NOT in agreement to remove any in road markers, and insist that those already removed are replaced.

At the March 26, 2018 meeting, in road markers that can detect and warn against black ice were discussed - I would also like to know if any inquiries have been made into these.

Single File Signage & Caution Signage

We agree with the number of signs being reduced, however, we continue to believe that the concrete bases are dangerous and should be removed. After reading the report it has become apparent that in order to put the posts into the ground Staff must apply to the Province for a permit due to the Riparian Management Area status. We feel that the inconvenience to Staff of applying for the permit is minor compared to the potential harm that the concrete bases pose.

We would like to see the number of signs reduced and temporarily placed while waiting for the required permits in order to place the posts into the soil and eliminate the dangerous concrete bases.

Speed Reader Boards

Placing the speed reader boards at Valmont Way may not be as effective as placing them further east, perhaps between the CN Rail Bridge and Nelson Road. There are areas along this stretch of road where signs can be installed without affecting any Riparian Management Areas as there is a gravel road between the River and River Road on the north side and on the south side a little further west the ditch has been filled in on the south side of River Road.

We would like to see RCMP input on the optimum locations for these signs, as they are most aware of where speed is more of an issue.

I would also like to know why the recommendation is to purchase 4 and install 2?

We also want the traffic radar data collection units installed and the information gathered and analysed to aid in the enforcement of traffic violations. These are NOT the moveable speed reader boards - these were bought and paid for with our tax dollars in 2015 and even though Staff reported that they would be installed in the 22000 block of River Road from any information provided, these were never put into use as noted – our money has been spent and we want to see the traffic radar data collection units installed and the results known.

Why have these not been installed?

Relocate Bike Route Sign

This can be done immediately, however, the cost of \$200.00 to remove this sign appears to be quite excessive.

Why does it cost \$200.00 to remove a couple of bolts, and where do I sign up for that job?

As the overweight trucks have long been an issue, we hope to see more enforcement of these. The report states:

Richmond RCMP advise that joint enforcement operations are regularly conducted with Community Bylaws staff, who have primary responsibility for enforcement of trucks on weight-limited roads.

I am unclear on what is determined to be “regularly conducted”, as the March 16, 2018 enforcement was the first in a very long time. The fact that within a few hours a total of 18 violations were issued to truck drivers shows the magnitude of this issue. Enforcement of the overweight trucks should be a lot more frequent going forward.

We would like to see more frequent and continued enforcement of these trucks confirmed.

During discussions at a City Council Meeting, regarding flood protection, it was stated that the dike has been raised substantially over the years, and so, at the March 26, 2018 meeting I asked Staff if the ditches are still required, and whether the ditch could be filled to create a temporary cycling/pedestrian lane, as the widening and re-building of River Road will be years from now. This would ONLY be for cyclists/pedestrians and NOT as a widening of vehicle lanes as this would require extensive engineering.

I would like to know the status of any discussions on filling the ditch now to accommodate cyclists and pedestrians by filling the ditch completely or installing oversized culverts.

I urge you NOT to accept this report in its current state, as there are some important details, as noted that need amending or clarification prior to implementation.

- 1. Ensure that the double solid lines are changed to broken centerlines only where safe to pass following an actual site visit.**
- 2. Replace all in road markers. DO NOT REMOVE ANY in road markers**
- 3. Apply for permits so that the sign posts can be permanently mounted into the ground thus eliminating the dangerous concrete bases**
- 4. Place Speed Reader Boards as recommended by the RCMP – apply for any required permits.**

When these issues have been reviewed and resolved, I would like to have “**immediate implementation**” clarified, as for example, conversion of the double solid lines was approved by Council on June 26, 2017 for **immediate implementation**, yet remain unchanged to date.

The report presented today indicates that the measures are to be “for immediate implementation” page GP 34 - what is the actual time frame once all issues are resolved?