

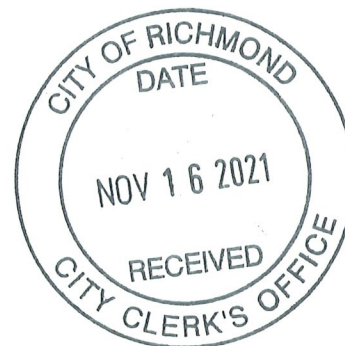
Schedule 1 to the Minutes of the Public Works & Transportation Committee meeting of Richmond City Council held on Tuesday, November 16, 2021. *skt*

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

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

From: S B [<mailto:stevebadesha@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.

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