



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

JAN 29 2018

PHOTOCOPIED
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Schedule 2 to the Minutes of the Regular meeting of Richmond City Council held on Monday, January 29, 2018.

Good evening Your Worship Mayor Brodie and Council members, my name is Lynda Parsons – I live at 2491 No. 8 Road which is only accessible off of River Road.

River Road is the only access that we have to our properties. It is the only access that emergency vehicles have to our properties.

There was never a traffic problem on River Road until the City of Richmond went against the wishes of the residents of east Richmond neighborhoods and allowed the first truck parking facility – a petition was presented signed by many residents and a public forum conducted where there was no consensus for a truck park – yet it went ahead. Now we have not one or two but many properties were removed from ALR and changed to industrial lots to park trucks. Beginning with the first truck parking facility came additional traffic to River Road. The truck drivers used it to access their vehicles and slowly as one told another it was discovered that River Road was a great by-pass for the freeway.

When cyclist, Brad Dean was struck and killed by a vehicle the Department of Transportation was asked to look into the area surrounding the accident and report back. I find it appalling that this tragedy has been used by the Department of Transportation to turn what is the only access to our properties into a cycling lane. Speed was never stated as a cause of this tragedy but suddenly because fellow cyclists want River Road as their personal cycling lane we now have a speed issue on River Road. Information provided by the Department of Transportation shows that .00117% of the vehicles on River Road received speeding tickets between 2011 and December 4, 2017.

I have just learned that the cost of a cycling lane of less than 1 km would be \$1,200,000.00. How clever are the City of Richmond's staff when they have discovered a way to create a 6.7 km cycling lane for a mere \$100,000.00. The installation of 20 cyclist friendly speed cushions would indeed accomplish this – at the residents' peril.

Each speed hump can impede emergency response by up to 10 seconds per speed hump, and the residents of this River Road community will be put in harm's way with the installation of speed humps.

The fact that an emergency occurring in our neighbourhood may well be "likely infrequent" as stated by Mr. Wei, perhaps if he or one of his loved ones was having a heart attack, choking, drowning, lying on the ground bleeding to death or pinned by a piece of machinery or his property is ablaze and the emergency response is slowed down by up to 10 seconds per speed hump he would feel differently – I fail to see how anyone with a conscience would not see the peril we may be placed in.

In *Deering v Scugog* at paragraph 264 Justice Howden stated, finding the Municipality liable, and upheld by the court of appeal– **"There need only be a real or substantial risk of harm, even if it were only one chance in a hundred:** *Linden & Feldthusen*, supra, at 131. I find that that was so here."

Before more of our tax dollars are wasted on this project it needs to start over – beginning with repealing the resolutions passed on June 26, 2017 and September 25, 2017. As resolutions are acts which bind council and municipal officers until repealed, these resolutions are in force until repealed or rescinded.

We need to determine that there is a problem before we look for a solution. There has been no current traffic flow or any technical research conducted – in my opinion consulting with cycling groups does not qualify as technical research and this is all that the Department of Transportation did before deciding that we need speed humps and that they are the only solution – **the solution to what? We don't know that we have a problem.**

I provided you with information on page 14 – the SafeSpace 600 variable message radar speed sign. This sign can do so much more than direct drivers to watch their speed – the signs can be programmed to advise of adverse road conditions etc. Why can't we invest our tax dollars into something useful like this message radar speed sign to give drivers useful information and more importantly it will determine if there is a speed issue.

To search for and hire a company that will agree that we need speed humps is unacceptable and an additional waste of our tax dollars. I have already advised you of the horrendous waste to date and I will not go through them again – if anyone is interested they can access my document on the City of Richmond website and view it. I would like to know, however, how many of our tax dollars have been spent on this project to date – to install the signs and to hire the independent transportation planning and engineering company.

In accordance with the PROVINCE OF BRITISH COLUMBIA Manual of Standard Traffic Signs & Pavement Markings - paragraph 1.8, At locations where sign supports could be hit by vehicles, they should be located behind appropriate barrier or have breakaway footings. And further down the same paragraph - concrete sign bases must be flush with the graded ground level or be located behind roadside barrier. It is clear that the sign bases recently installed are in a position where they can be hit by vehicles, and pose a danger.

The Provincial Manual makes accommodation for good judgment to be used – in my opinion, neither good judgment nor common sense was used here.

As can be seen in the photographs some of the dangerous concrete sign bases are closer to the pavement edge than the sign post that it is replacing. The photos also clearly show that there is no need for the concrete – the poles could have been placed into the ground as they have been in the past. (page 6-9) or the signs simply transferred to the existing poles, perhaps a ½ day job.

We are requesting that these dangerous concrete obstacles holding the signposts be removed immediately before they are struck and cause injury or death – or are we waiting for the one in a hundred?

I have collected over 100 signatures of residents and employees who must use River Road to access their property. If there is no motion tonight to rescind the resolutions of June 26, 2017 and September 25, 2017, and the installation of speed humps continues, this petition will be presented to the court, as we will be forced to apply for an injunction to halt the installation of speed humps, speed cushions or other obstructions on River Road between No. 7 Road and Westminster Highway, as these will put our safety at risk if installed.

I would also request that you review all of the documentation surrounding this project objectively and ensure that the staff spearheading this project do not have personal biases or conflicts **and** that, going forward, the persons who must use River Road are consulted and heard.

Thank you

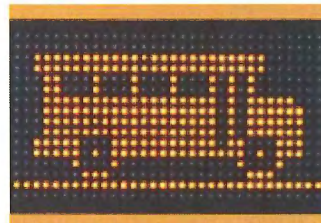


SafePace 600™

Trans Canada Traffic is pleased to be able to provide you the best range of Radar Speed Signs available.

The versatile Traffic Logix SafePace 600 radar feedback sign has two lines of completely customizable LEDs that can display text, graphics, or animation. Whether you want to simply alert drivers of their speeds or notify them about an event, construction or dangerous road conditions, you can choose the message to display. The user friendly management interface lets you program your radar sign to show different messages based on scheduling or driver behavior. The SafePace 600 dynamic message sign will provide years of continued traffic calming, making your streets a safer place to live.

The Safe Pace 600 is simple to use and easy to install. The batteries are contained within the sign eliminating the need for bulky secondary cabinets that can cause undue strain on poles. The Safe Pace 600 is light enough so that only a single lift truck is needed to install on an existing street light pole.



Easy to Read

compliant full matrix radar sign with two lines of customizable text and highly visible 15" LED digits displaying vehicle speed

Driver Responsive

Message displayed can be determined by driver speed

Customizable

Allows for animated text or graphics such as moving arrows or a scrolling message

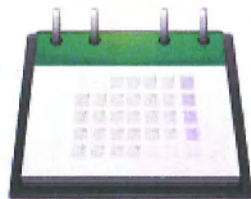
Alert Drivers

Display digits and/or speed violator can be programmed to flash at des speeds



Sign Management

Bluetooth and WiFi compatible



Sign Scheduling

Complete 24/7, 365 day scheduling with unlimited holiday exception days



Brilliant Visibility

Unique light enhancing, anti glare lens system provides optimal visibility even in poor lighting



Statistical Reports

Robust reporting module generates standardized reports for traffic analysis including custom reporting options for advanced users



Energy Efficient

Low power consumption including the power-efficient radar technology available and optional solar power



Durable

Superior construction for long-lasting performance



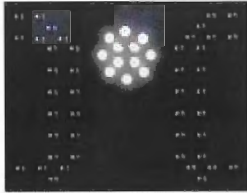
Theft protection

High strength aluminum sign face and individual optical lenses to protect against theft and vandalism



Stealth Mode

Collect baseline traffic data while display appears blank to motor



Speed Violator Strobe

Integrated flashing violator strobe alerts speed drivers, returning their attention to the road



Two Year Warranty

Two year warranty on parts and labor excluding damage related to vandalism, abuse, and/or theft



Intuitive Sign Programming

User friendly interface allows you to set sign parameters, download or import traffic statistics, and create useful reports

Data Collection and Reporting

"Traffic Statistics at Your Fingertips"

The **SafePace® Pro** software package includes an optional Data Collection feature offering extensive and highly precise traffic information. Utilizing the most accurate doppler radar technology available in the market today, traffic data is stored and collected for later analysis:

Total and average vehicle counts

Minimum and maximum speeds

Average and 85th percentile speeds

Total percentage of speed violations