



Public Works & Transportation Committee

- Date: Wednesday, July 18th, 2007
- Place: Anderson Room
Richmond City Hall
- Present: Councillor Derek Dang, Chair
Councillor Bill McNulty, Vice-Chair
Councillor Linda Barnes
Councillor Harold Steves
Mayor Malcolm D. Brodie
- Absent: Councillor Evelina Halsey-Brandt
- Also Present: Councillor Cynthia Chen
Councillor Sue Halsey-Brandt
Councillor Rob Howard (4:02 p.m.)
- Call to Order: The Chair called the meeting to order at 4:00 p.m., and advised that the following matters would be added to the agenda as additional items:
- (1) Enforcement of Minimum Standards Bylaw;
 - (2) Family Medical Practice in Richmond; and
 - (3) Table Scrap Recycling.

(Cllr. Howard entered the meeting – 4:02 p.m.)

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, June 20th, 2007, be adopted as circulated.

CARRIED

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NEXT COMMITTEE MEETING DATE

2. Wednesday, September 19th, 2007 (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

3. *Jane Bird, Canada Line Rapid Transit Inc. (CLCO), Norm Fraser, Coast Mountain Bus Company, and Mike O'Connor, SNC-Lavalin to discuss temporary removal of bus service along No. 3 Road due to the Canada Line construction.* (File No.: 6480-03-01)

Ms. Bird, accompanied by Norm Fraser and Mike O'Connor (arrived at 4:10 p.m.) referred to her memorandum (dated July 13th, 2007), which provided information to Committee on the temporary rerouting of bus service from that portion of No. 3 Road between Cook Road and Ackroyd Road. A copy of this memorandum is attached as Schedule A and forms part of these minutes. She noted that the safety of the motorists, safety of the workers on the line and the public in general, as well as potential liability issues with respect to bus travel time and schedule reliability, were factors which helped to support the rationale for detouring the bus service during construction of the Canada Line in this area of No. 3 Road.

Discussion then ensued among Committee members and the delegation on:

- the timing of the implementation and completion of the detour – advice was given that the detour would commence on August 13th and should be completed by mid to late November; further advice was given that the City would be advised in advance if the timing of the detour changed in any way
- the need for effective communication to the public and to local businesses along the route about the impending detour and the possible disruption to business; how this communication would be implemented; the need to give as much advance warning as possible to bus patrons about the change in service; the need to advise residents along Cooney Road of the change in bus service along this roadway and the anticipated timeframe of the detour
- motorists initiating left turns at specific intersections on No. 3 Road even though left turns were no longer permitted, and the rationale for using traffic cones to prohibit left turns rather than temporary barriers; the delays and traffic congestion which were being caused as a result of motorists making these illegal left turns; whether this situation was similar to the manner in which traffic was dealt with on Cambie Street in Vancouver and why those traffic initiatives could not be implemented on No. 3 Road

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- the feasibility of erecting advance warning signs to alert motorists travelling along No. 3 Road in the area of the Canada Line construction that to access a particular business, they must turn at a certain location
- the feasibility of using the "I Shop The Line" billboards to advertise the change in bus service
- whether there was any policy in place regarding the payment of compensation to those businesses which were being impacted by the construction of the Canada Line
- whether, in addition to the changes to the No. 3 Road bus route, motorists could expect to experience any additional restrictions on left turns on No. 3 Road at major intersections.

During the discussion, reference was made to the fact that construction was now slightly ahead of schedule, and comments were made that unless the weather remained rainy for the rest of the summer, construction on the Canada Line should continue to progress well.

Reference was also made to the signage which was to be placed at each bus stop where service was to be temporarily discontinued. The request was made that these signs be of sufficient size and placed in prominent locations to ensure that anyone waiting at the bus stop would be immediately aware that transit service was not being provided at that site. Advice was given during the discussion that in the past, when transit service had been changed, Coast Mountain Bus Company had staff standing at the affected bus stops to direct transit users to the proper stops, and the comment was made that perhaps this option could be put in place for the affected No. 3 Road bus stops.

The Chair thanked the delegation for their presentation, and they then left the meeting.

POLICIES / STRATEGIES (0 ITEMS)

DECISIONS / ACTIONS (4 ITEMS)

ENGINEERING & PUBLIC WORKS DEPARTMENT

4. **AWARD OF T.2988 – RESIDENTIAL SOLID WASTE & RECYCLING COLLECTION SERVICES**

(Report: June 27/07, File No.: 03-1000-20-T.2988) (REDMS No. 2250613)

It was moved and seconded

That Contract T.2988, Residential Solid Waste and Recycling Collection Services, for the period January 1, 2008 – December 31, 2012, be awarded to Sierra Waste Services Ltd., at the unit rates quoted, in the total annual tendered amount of \$3,351,915.27.

CARRIED

3.

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5. **FLOODPLAIN MANAGEMENT BYLAW**

(Report: June 28/07, File No.: 12-8060-02-01; xr: 10-6045-11-01) (REDMS No. 2249501)

It was moved and seconded

That staff prepare a Floodplain Management Bylaw for Council's consideration (as outlined in the report dated June 28th, 2007, from the Director, Engineering).

The question on the motion was not called, as discussion ensued with the Manager, Engineering Planning, Siu Tse, on the recommended flood elevation of 2.6 metres, as compared to the City's current elevation of 0.9 metres. Questions were raised about the aesthetic appearance of a new home constructed with a height elevation of 2.6 metres in relation to an adjacent existing home constructed on a elevation of 0.9 metres. In response, information was provided by Mr. Tse about the feasibility of allowing flexibility and possible exemptions to ensure that a major difference in height did not occur.

Also addressed were such issues as:

- (1) requiring the installation of perimeter drainage
- (2) the feasibility of constructing parking and non-habitable uses within that area of a building which would be below the minimum 2.6 metre elevation;
- (3) the options and various scenarios being considered by staff to address height elevation; and
- (4) the impact of the higher elevation for newly developed properties on the perimeter drainage of adjacent, older homes.

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

PLANNING & DEVELOPMENT DEPARTMENT

6. **PROPOSED IMPLEMENTATION STRATEGY FOR ENHANCED ACCESSIBLE INTERSECTIONS, SPECIAL CROSSWALKS AND PEDESTRIAN SIGNALS**

(Report: June 8/07, File No.: 10-6450-07-03/2007-Vol 01) (REDMS No. 2242980)

The Director, Transportation, Victor Wei, indicated that the staff report now being considered had been prepared as a result of a resolution adopted by City Council in March of this year, to develop an implementation strategy for enhanced accessible features at signalized intersections and crosswalks in the City.

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Mr. Wei acknowledge the hard work of City staff and the Richmond Committee on Disability (RCD) in developing the strategy now being considered. He then thanked Donna Chan, Joan Caravan and Steve Matheson for their efforts, noting that the strategy would help to prepare the City for the future as the population aged and physical challenges increased.

A brief discussion ensued, during which, in response to the illuminated street signs, information was provided that although staff were recommending the use of LED (light emitting diodes) to illuminate the street name signs, other options could still be considered, including the use of solar power. Information was also provided that City staff would be evaluating all potential suppliers in consultation with the RCD to ensure that the desired features for local applications were put in place.

It was moved and seconded

- (1) *That the establishment of an annual program for the installation of enhanced accessible pedestrian features at signalized intersections, special crosswalks and pedestrian signals (as described in the report dated June 8th, 2007, from the Director, Transportation), be endorsed subject to Council's further consideration of the associated costs as part of the City's capital and operating budget approval processes starting with the 2008 programs.*
- (2) *That staff examine the feasibility of establishing an annual program to install illuminated street name signs in place of existing ones at signalized intersections throughout the City and report back on the recommended implementation strategy and associated costs.*

CARRIED

7. STEVESTON VILLAGE PARKING IMPROVEMENTS – DRAFT RECOMMENDATIONS

(Report: June 29/07, File No.: 10-6455-01/2007-Vol 01) (REDMS No. 2012704)

Discussion ensued among Committee members and staff on the possible use of a traffic control person or an RCMP officer to direct vehicle and pedestrian traffic at the No. 1 Road and Moncton Street intersection during peak periods, such as summer weekends. Also addressed was Draft Recommendation No. 12, *Continue to monitor developments in the Steveston Village area for potential City-private partnership opportunities, including the SHA site on Chatham Street, to facilitate the construction of a joint development that incorporates public parking and is located outside the Village core*, and whether discussions had been entered into with the Steveston Harbour Authority to use the property on Chatham Street to provide additional parking.

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Reference was made to Draft Recommendation No. 11, *City staff to explore the potential for establishing a Steveston Business Improvement Area (BIA) with local business and property owners*, and advice was given that staff would be entering into discussions with stakeholders in the area about this proposal following the receipt of feedback from the public on the proposed parking improvements. The matter of providing parking for oversized vehicles was also addressed, during which the comment was made that RV and oversize vehicle parking should be incorporated into the proposed strategy.

As a result of the discussion relating to the possible use of Steveston Harbour Authority property on Chatham Street to provide additional parking, the following motion was introduced:

It was moved and seconded

That a letter be sent through the Mayor to the Board of the Steveston Harbour Authority, indicating City Council's desire to utilize the Authority's Chatham Street property as a parking lot.

CARRIED

It was moved and seconded

That the proposed draft recommendations for parking improvements in the Steveston Village area, (as described in the report dated June 29th, 2007, from the Director, Transportation), be endorsed, subject to Draft Recommendation No. 9 – "Construct angle parking on the north side of Bayview Street when sufficient funds are available in the Steveston Off-Street Parking Reserve Fund", being deleted from the list of proposed draft recommendations.

The question on the motion was not called, as discussion ensued on how angle parking would be provided on Bayview Street. Also discussed was the possible use of Bayview Street to provide a route for the Steveston Tram at some time in the future. As a result, the following **referral** motion was introduced:

It was moved and seconded

That Draft Recommendation No. 9 - Construct angle parking on the north side of Bayview Street when sufficient funds are available in the Steveston Off-Street Parking Reserve Fund, be referred to staff for further consideration in conjunction with discussions relating to the future of the Steveston Tram.

CARRIED

The question on the main motion, as amended to refer Draft Recommendation No. 9 to staff, was then called, and it was **CARRIED**.

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It was moved and seconded

That staff carry out public consultation on the above draft recommendations and report back on the outcome, along with the implementation and funding strategy for the improvements.

CARRIED

8. ENFORCEMENT OF MINIMUM STANDARDS BYLAW

Reference was made by Councillor McNulty to correspondence received from the residents of 6311 and 6511 Gilbert Road, which indicated that the residents had been denied heat since the latter part of June, 2007. As a result, the following referral motion was introduced:

It was moved and seconded

That the correspondence (dated July 9th, 2007, from the residents of 6311 and 6511 Gilbert Road, regarding the lost of heat at the two buildings, be referred to staff for follow-up and enforcement of the regulations contained in the City's Rental Premises Standards Of Maintenance Bylaw No. 8159.

CARRIED

9. FAMILY MEDICAL PRACTICE

Reference was made by the Chair to correspondence received regarding a new program implemented by the Provincial Ministry of Health entitled "The FPs4BC –Family Physicians for BC Program", which is intended to attract new physicians to provide full medical service in communities throughout British Columbia. He noted that Richmond was not one of the communities included in the program. As a result, the following motion was introduced:

It was moved and seconded

That a letter be written on behalf of Richmond City Council, through the Mayor, to the Ministry of Health, strongly objecting to Richmond's omission from the "FPs4BC –Family Physicians for BC Program".

CARRIED

10. TABLE SCRAPS FOR RECYCLING

Reference was made by Councillor Sue Halsey-Brandt to an article which had appeared in today's edition of *The Vancouver Sun* on recent legislation which had been adopted, which required the recycling of all table scraps.

A brief discussion ensued, during which advice was given that staff were already examining this proposal as part of a referral to staff in conjunction with the concept of 'zero waste'. Information was provided on a pilot project being implemented at the Vancouver landfill and advice was given that staff would be thoroughly monitoring the program.

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INFORMATION / AWARENESS (0 ITEMS)

11. MANAGER'S REPORT

The Director of Parks and Public Works Operations, Dave Semple, introduced the new Manager, Sewerage & Drainage, Tom Stewart, to the Committee.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:10 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, July 18th, 2007.

Councillor Derek Dang
Chair

Fran J. Ashton
Executive Assistant, City Clerk's Office



SCHEDULE A TO THE MINUTES OF
THE PUBLIC WORKS &
TRANSPORTATION COMMITTEE
MEETING HELD ON WEDNESDAY,
JULY 18TH, 2007.

MEMO

Date: July 13, 2007
To: Public Works and Transportation Committee of Richmond City Council
From: Jane Bird, CEO Canada Line Rapid Transit Inc. (CLCO)
cc: George Duncan, Chief Administrative Officer, City of Richmond
Re: Canada Line – No. 3 Road Traffic Management Plan and Bus Diversions

Context:

- Elevated Guideway: Approx. 40% Completed along No. 3 Road (slightly ahead of schedule)
- Now approaching Richmond City Centre (just north of Ackroyd Road)
- Elevated Guideway: Completed along No. 3 Road Early 2008

Purpose:

To provide Mayor Malcolm Brodie and Richmond City Council with an update on Canada Line construction activities – in particular bus service along No. 3 Road in the late summer / fall of this year.

Background

The Canada Line traffic management plan for No. 3 Road generally involves the westerly relocation of the northbound traffic lanes into the dedicated bus lanes to allow the construction of the elevated guideway and stations along the east side of No. 3 Road. However, south of Ackroyd Road to the Canada Line terminus between Saba Road and Cook Road, the roadway narrows in the City Centre. In this area, there have never been dedicated bus lanes so we cannot readily relocate northbound traffic.

Discussion

The elevated guideway construction is comprised of three principle phases:

- Phase 1: piling construction,
- Phase 2: pile cap and column construction; and
- Phase 3: elevated guideway beam construction.

Currently, the piling construction is just north of Ackroyd Road, the pile cap and column construction is between Alexandra Road and Leslie Road, and the completed elevated guideway beam is at Aberdeen Station just south of Cambie Road.

Traffic During Phase 1:

As the elevated guideway construction approaches the City Centre and the narrow part of No. 3 Road, City staff, CLCO, Coast Mountain Bus Company, and the elevated guideway contractor, RSL, have been working closely over the past month to finalize the traffic management plan for this section of No. 3 Road. During the piling operations, traffic will be shifted west with 2 lanes of northbound traffic and 2 lanes of southbound traffic along No. 3 Road between Ackroyd Road and Cook Road. With the implementation of temporary turning restrictions by the City at key intersections, **CMBC has indicated that bus service can remain along No. 3 Road.**

Traffic During Phase 2:

During the next phase of pile cap and column construction, additional workspace is required reducing the number of traffic lanes in this section to 2 lanes of southbound traffic and a single northbound lane. The worksite in this section of No. 3 Road is very constrained with pile cap and columns being very close to the existing buildings along the east side of No. 3 Road.

The parties have worked hard on a traffic management plan for No. 3 Road during this phase; there are tradeoffs that relate to safety, bus travel time and reliability, and vehicle access. **CLCO and CMBC are proposing temporarily rerouting bus traffic off a portion of No. 3 Road.** Reasons for this relocation are:

1. CMBC has determined that the reduction to a single northbound lane between Cook Road and Ackroyd Road would result in severe impacts to bus travel time and schedule reliability. With the bus diversion, CMBC can provide reliable bus service to the majority of their customers, and will ensure proper bus service and connections with the rest of the Coast Mountain service that travels down or intersects No. 3 Road
2. Richmond City Centre is a significant transit hub where the maintenance of reasonable travel time and schedule reliability is essential for the transit exchange and transfers.
3. The Richmond transit hub located at No. 3 Road and Anderson, where the majority of the bus loading occurs will be unaffected.
4. Bus diversion from No. 3 Road to Cooney Road is two short blocks and well within Coast Mountain's guidelines of 450 metre walking distance between bus stops.
5. Two #98 BLine bus stops will be affected with an average of 15 to 20 boardings affected per trip in the peak hour.

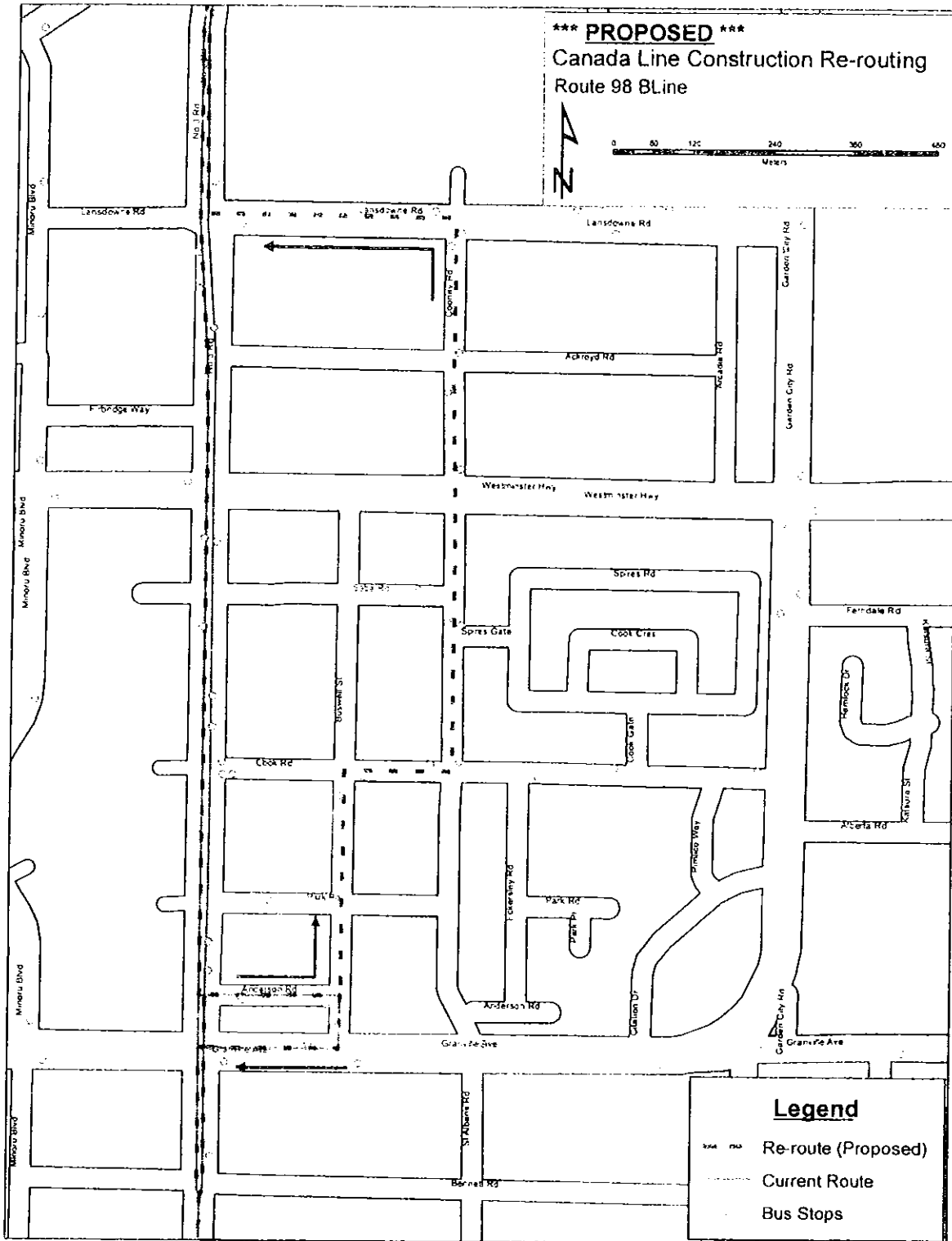
Details of the temporary bus diversion are as follows:

- Southbound bus routes along No. 3 Road are unaffected and remain as is;
- Northbound 98 BLine bus service between Anderson Road and Lansdowne Road will be rerouted as shown in Appendix A via eastbound Anderson Road, northbound Buswell Street, eastbound Cook Road, northbound Cooney Road, westbound Lansdowne Road, and northbound No. 3 Road resuming regular route. There will be 2 northbound BLine bus stops that will be affected.
- All northbound bus routes along No. 3 Road, between Cook Road and Lansdowne Road will be diverted to other streets, affecting six regular bus routes and one community shuttle route as shown in Appendix B. There will be 3 northbound bus stops that will be affected.
- Diversion will be in place for approximately 3 months from mid August to mid November 2007 during the pile cap and column construction activity between Ackroyd and Cook Road.

Traffic During Phase 3:

Once the columns are finished, **northbound bus routes will be restored along No. 3 Road**, between Cook Road and Lansdowne Road, as the guideway beam construction allows the provision of two northbound lanes to be returned. This is expected to occur by mid November 2007 prior to the holiday shopping season. The parties have worked hard to maintain bus service along No. 3 Road for as much of the Canada Line construction as possible. However, this bus diversion is necessary to ensure safety for the construction activities and the traveling public, and to ensure service reliability for the majority of CMBC's customers.

PROPOSED REROUTINGS NORTHBOUND #3 ROAD #98 BLine



PROPOSED REROUTINGS NORTHBOUND #3 ROAD - CANADA LINE

Routings subject to CoR engineering works

Route	West/ Northbound	East/ Southbound
98 B-Line N10	From Anderson Road EB Anderson, NB Buswell, EB Cook, NB Cooney, WB Lansdowne, NB #3 Road and regular route.	Regular route to Anderson and #3 Road
401 Garden City/ One Road	From Bay 4 WB Cook Road, via Cook, SB #3 Rd, WB Granville, NB Minoru, WB Westminster Highway and regular route.	Regular route to Bay 4 WB Cook Rd.
405 Cambie/ Five Road	From Bay #3 WB Cook, SB #3 Rd, EB Park, NB Buswell, EB Cook, NB Cooney, EB Lansdowne and regular route.	Regular route To Bay #3.
407 Bridgeport/ Gilbert	From Bay 4 WB Cook Road, via Cook, SB #3 Rd, WB Granville, NB Minoru, WB Westminster Highway and regular route.	Regular route to Bay 4 WB Cook Rd.
410 22nd Street Station/ Railway	Route from #3 Road and Granville route via NB #3 Road, EB Park (temporary bus stop EB Park, FS #3 Rd), NB Buswell, EB Cook, NB Cooney, WB Lansdowne, #3 Road and regular route. Short turn trips route via NB Buswell, EB Cook, NB Cooney, WB Lansdowne, #3 Road and regular route.	Regular route. Short turn trips route regular route SB #3 Rd, EB Park to temporary bus stop EB Park, FS #3Rd
480 UBC/ Richmond	EB Park (temporary bus stop EB Park, FS #3 Rd), NB Buswell, EB Cook, NB Cooney, WB Lansdowne, #3 Road and regular route. (this will change after Sept 3 to EB Lansdowne and regular route)	Regular route SB #3 Rd then EB Park, to temporary bus stop EB Park, FS #3Rd.
C96 East Cambie/ Richmond Centre	From Bay 8 on Park Road EB on Park Rd, NB #3 Rd, EB Cook Rd, NB Cooney to Lansdowne and regular route.	No change