



To: Public Works and Transportation Committee **Date:** December 21, 2015
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0100-30-TSAD1-01/2015-Vol 01
Re: **Traffic Safety Advisory Committee – Proposed 2016 Initiatives**

Staff Recommendation

1. That the proposed 2016 initiatives for the Traffic Safety Advisory Committee, as outlined in the staff report titled “Traffic Safety Advisory Committee - Proposed 2016 Initiatives” dated December 21, 2015 from the Director, Transportation, be endorsed.
2. That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.

Victor Wei, P. Eng.
 Director, Transportation
 (604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Council endorsed the establishment of the Traffic Safety Advisory Committee (TSAC) in 1997, in order to create a co-operative partnership between City staff, community groups and other agencies that seek to enhance traffic and pedestrian safety in Richmond. The Committee provides input and feedback on a wide range of traffic safety issues such as school zone concerns, neighbourhood traffic calming requests and traffic-related education initiatives. TSAC currently has representation from the following groups: Insurance Corporation of BC (ICBC), Richmond School District, Richmond RCMP, Richmond Fire-Rescue, and the City's Transportation and Community Bylaws Divisions.¹ This report summarizes the Committee's activities in 2015 and identifies proposed initiatives for 2016.

Analysis

The Committee's major activities and accomplishments in 2015 are summarized below.

Road and School Zone Safety Initiatives in 2015

The Committee provided input on and/or participated in the following measures aimed at improving the safety of Richmond roads for all users, particularly in school zones.

- *Pedestrian Zone Markers – School Zones:* Last year's report on TSAC activities in 2014 noted that street-mounted vehicle speed limit signs or "pedestrian zone markers" were installed on a pilot basis at the following school zones to encourage drivers to slow down through visually narrowing the roadway: (1) Tweedsmuir Avenue in the vicinity of Maple Lane Elementary School; and (2) Albert Road in the vicinity of Anderson Elementary School.

The results of post-installation traffic studies undertaken in 2015 indicate that both installations were effective in achieving a reduction in vehicle speeding. The signs also garnered the local support of school administrative staff and residents. Given these positive results, the installation of pedestrian zone markers will be considered for other school zone locations where traffic studies confirm a speeding issue. Potential sites include: Azure Road (Brighthouse Elementary School), Lassam Road (McKinney Elementary School), Cook Road (Cook Elementary School), and Westminster Highway (Choice School).

- *Pedestrian Zone Markers – Other Sites:* Given the effectiveness of the pedestrian zone markers in school zones, a further pilot application outside of a school zone was undertaken on westbound Saunders Road approaching Garden City Road. The intersection has recorded vehicle crashes that may be attributable to drivers on Saunders Road not being aware of the stop control due to the curve in roadway as it approaches Garden City Road. The sign (Figure 1) provides additional notice to motorists of a stop sign ahead. There have been no recorded vehicle crashes at the intersection since the installation of the sign in August 2015.

¹ The Committee has been without a representative of the Richmond District Parents Association (RDPA) since July 2009. As staff recognize that a volunteer parent may find it challenging to attend TSAC meetings, staff have advised the RDPA that individual Parent Advisory Committee (PAC) members are welcome to attend TSAC meetings to discuss any school-related traffic safety issues.

- School Travel Planning:* Participation in a pilot program with the Richmond School District, TravelSmart (part of TransLink) and HASTe (Hub for Active School Travel, contractor to TravelSmart) to develop a customized School Travel Plan (STP) for three elementary schools: Garden City, AB Dixon and Walter Lee. The STPs aim to create an environment that encourages healthy and active transportation to and from school, improves the journey for those who use vehicles or take school busses, and improves transportation safety for everyone.



Figure 1: Pedestrian Zone Marker on Saunders Road

- Traffic Calming in Burkeville:* In 2014, the Committee discussed potential measures for the Burkeville area in light of residents’ concerns regarding motorist speeds and clarity of right-of-way at uncontrolled intersections. As a result, a number of stop signs were installed at T-intersections in 2014 and, as approved by residents via a survey, two speed humps each were installed in 2015 on Catalina Crescent (fronting the playground) and on Wellington Crescent (fronting Sea Island School).

Traffic Radar Data Collection Units

The Community Safety Division funded the purchase in 2015 of two radar traffic data collection units for the Transportation Department in collaboration with the Richmond RCMP’s Traffic Section. The radar units, which are temporarily mounted to existing streetlights, are capable of recording two lanes of vehicle traffic 24 hours a day for up to one week. The vehicle data collected by these radar units includes vehicle speed, length of vehicle, time, date, etc and the software can calculate the percentage of speeding motorists at varying thresholds above the posted speed limit (e.g., 10, 15 or 20 km/h over the posted speed limit).

With the data collected by the detectors, Transportation staff will be able to provide Richmond RCMP with detailed vehicle speed reports that can be used to identify optimal times to carry out speed enforcement and help guide deployment of Richmond RCMP staffing resources. Richmond RCMP has provided the City’s Transportation Department with an initial list of key corridors for deployment (see Table 1), of which the study of Steveston Highway has been completed. This data indicated that motorists exceed the speed limit of 50 km/h typically during the morning and afternoon peak periods during the week and during the afternoon peak period on weekends. The recorded 85th percentile (i.e., 85 per cent of vehicles are travelling at or below that speed), which is typically used to determine the prevailing travel speed of a particular roadway, was 68 km/h. This information will now enable RCMP to target their enforcement times accordingly.

Table 1: Initial Locations for Traffic Radar Data Collectors

Location	
1	Steveston Hwy (Gilbert Road-No. 2 Road): <i>completed</i>
2	Saunders Road at Garden City Road
3	21,000-block River Road
4	8500-block Cook Road (Cook Elementary School)
5	No. 5 Road (Steveston Hwy-Westminster Hwy)
6	14,000-block Westminster Hwy (east of No. 6 Road)
7	Sidaway Road (Steveston Hwy-Blundell Road)

Formation of Pedestrian Safety Sub-Committee

Pedestrian safety remains one of Richmond RCMP's key Community Objectives within its 2015-2016 Annual Performance Plan as, despite success in reducing pedestrian fatalities and injuries in past years, the majority of recent traffic fatalities in Richmond are still pedestrian-related. To this end, a Pedestrian Safety Sub-Committee of TSAC was formed in August 2015 with a specific focus on enhancing pedestrian safety through education and enforcement initiatives as well as improvements to the built environment. Initially, the Sub-Committee will be identifying successful pedestrian safety measures from other jurisdictions that have the potential for application in Richmond.

Traffic and Pedestrian Safety Campaigns in 2015

Committee members participated in the following ICBC- and Richmond RCMP-led road and pedestrian safety campaigns.

- *Pedestrian Safety*: Richmond RCMP in partnership with ICBC conducted a number of pedestrian safety education and enforcement campaigns (e.g., distribution of reflective arm bands and proactive engagement with pedestrians) in Richmond that targeted the following locations:
 - January: vicinity of Richmond-Brighouse Canada Line station;
 - July and November: six locations along No. 3 Road within the City Centre;
 - October: vicinity of three schools (General Currie Elementary School, Kingswood Elementary School and Cook Elementary School) with a focus on interacting with students; and
 - November: civic precinct (Minoru Library, Aquatics-Arenas, Seniors Centre) with a focus on interacting with seniors.
- *“Project Swoop”*: During this event Speed Watch volunteers set up a speed reader board at a high incident crash location and those drivers who choose to continue to speed even after being clocked by the Speed Watch volunteers will receive a speeding ticket from an RCMP officer a few blocks down the road. Richmond RCMP in partnership with ICBC conducted two Project Swoop events in May and September 2015 during which 10 locations throughout Richmond were targeted for an entire day with the participation of 45 volunteers and nine RCMP traffic officers at the May event and 40 volunteers and 12 RCMP traffic officers at the September event.
- *Distracted Driving*: as part of this campaign that is conducted year-round, community police volunteers conducted three “Cell Watch” blitz days in March and September.
- *Auto Crime Awareness*: as part of this annual campaign each April, community police volunteers conducted four “Lock Out Auto Crime” blitz days. Lock Out Crime audits are also conducted year-round by community police volunteers.

Proposed Traffic Safety Activities for 2016

In addition to developing and providing input on corrective measures to address identified traffic safety concerns, the Committee will undertake a number of proactive initiatives to enhance traffic safety in 2016.

- Traffic Calming: the assessment, implementation and monitoring of road safety and traffic calming measures where warranted in local neighbourhoods, together with consultation with Richmond RCMP and Richmond Fire-Rescue prior to the implementation of any traffic calming measures.
- School Zone Traffic Safety: continued participation in the pilot School Travel Planning project, on-going review and improvement of traffic and pedestrian safety in school zones through improving vehicle parking and circulation layout at schools, supporting the enforcement of school zone traffic violations, and introducing new walkways and crosswalks as well as upgraded crosswalks to improve pedestrian safety.
- Pedestrian & Traffic Safety Campaigns: continue to support and participate in on-going multi-agency efforts to increase the level of pedestrian and traffic safety, such as annual campaigns held by ICBC and Richmond RCMP.
- Discouraging Vehicle Speeding: the member agencies of the Committee will continue to jointly work on initiatives to curb vehicle speeding in the community, such as the targeted enforcement program of Richmond RCMP.
- Special Events: provide comment and input from a traffic safety perspective on the development and implementation of traffic management plans to support special events.
- Richmond Parking Advisory Committee: provide input to this Committee as required, as some items may have traffic safety implications (e.g., changes to on-street parking regulations).

Financial Impact

None. Costs associated with the installation of traffic control devices, walkway construction and other road and traffic safety improvements are normally accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

Conclusion

The Traffic Safety Advisory Committee is one of the few multi-agency forums in the region dedicated to enhancing pedestrian and traffic safety within its home municipality. Since its inception in 1997, the Committee has provided input on and support of various traffic safety improvements and programs and initiated a range of successful measures encompassing engineering, education and enforcement activities. Staff recommend that the proposed 2016 initiatives of the Committee be endorsed and this staff report forwarded to the Richmond Council-School Board Liaison Committee for information.



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(on behalf of the Traffic Safety Advisory Committee)