



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: July 7, 2025
File: 10-6500-01/2025-Vol
01
Re: Westminster Highway Traffic Calming – 2025 Update

Staff Recommendation

That staff implement traffic calming measures as outlined in Option 2 of the staff report titled “Westminster Highway Traffic Calming – 2025 Update”, dated July 7, 2025, from the Director, Transportation.

for
Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Public Works	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

At the September 11, 2024 Public Works and Transportation Committee, the following motion was endorsed:

That staff provide options for traffic calming measures on Westminster Highway in Hamilton, including financial impacts, and report back.

This report addresses this referral.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Analysis

Background

In May 2023, staff received direction to conduct a speed study on Westminster Highway in Hamilton. The speed study identified speeding along Westminster Highway between Smith Crescent and Boundary Road, which has a posted speed limit of 50 km/h. Data showed that the 85th percentile speed was 65 km/h eastbound and 87 km/h westbound (Table 1). Speeding was not observed along other sections of Westminster Highway.

At the February 26, 2024 Regular Council Meeting, Council supported staff's recommendation to install shoulder flexible delineators along this section of Westminster Highway to assess its effectiveness in reducing vehicle speeds. The approved traffic calming measure was installed in April 2024. A picture of the current configuration is shown on Figure 1.

At the September 11, 2024, Public Works and Transportation Committee, staff were directed to re-assess Westminster Highway and provide options for additional traffic calming measures.



Figure 1: Traffic Calming Installed on Westminster Highway

Westminster Highway Context

Westminster Highway is an arterial road and forms part of the region’s Major Road Network, connecting Richmond and New Westminster. As an arterial road, Westminster Highway’s function is to prioritize movement of traffic. This section of Westminster Highway transports approximately 10,000 vehicles per day. The road also serves as both transit and emergency routes.

Currently, Westminster Highway north of Gilley Road is generally fronted by single family homes, each with driveways accessing Westminster Highway. Interim road changes should respect access needs for existing driveways. Through re-development, driveway accesses to Westminster Highway will be reduced wherever possible.

Updated Speed Study and Collision Data

Speed Study Results

Updated speed studies were conducted in October 2024 and May 2025 at the same location to assess effectiveness of the traffic calming measures installed. A comparison of the speed study results before and after the installation of shoulder delineators are presented in Table 1 below.

Table 1: 85th Percentile Speeds on Westminster Highway

	Before Delineator Installation	After Delineator Installation	
	May 2023	October 2024	May 2025
Eastbound	65 km/h	65 km/h	58 km/h
Westbound	87 km/h	68 km/h	67 km/h

A reduction in speed has been observed on Westminster Highway with the installation of shoulder delineators, particularly in the westbound direction where the 85th percentile speed has reduced by approximately 22%. Prior to traffic calming, 12% of vehicles in the westbound direction were travelling at excessive speeds of over 90 km/h. After the installation of shoulder delineators, this has reduced to 1% of total vehicles.

Collision Data

Table 2 below outlines collisions on Westminster Highway between Highway 91 and Boundary Road based on ICBC data. The majority of collisions are located at intersections. The collision rate observed does not exceed industry accepted thresholds. There were no fatalities involving pedestrians and cyclists.

Table 2: Collision Data on Westminster Highway (2020-2024)

Location	Collision Numbers	
	Total	Involving Pedestrians and Cyclists
Windsor Court	6	1
McLean Avenue	12	2
Between Windsor Court and Gilley Road	4	
Fraserside Gate	5	
Between Willet Avenue and River Road	3	1
River Road	29	1
Smith Crescent	7	
Between Smith Crescent and Boundary Road	1	

Additional Traffic Calming Options

While the shoulder delineators installed in 2023 have been successful in eliminating the upper end of observed speeds, speeds still exceed the posted speed limit of 50 km/h. Additional traffic calming measures can be implemented to further encourage speed reduction.

Traffic calming measures on arterial roads must balance improving safety while maintaining acceptable traffic flow and capacity. Typically interventions such as speed humps that are common for lower classified roads are not appropriate on arterial roads that serve buses, trucks, and emergency vehicles. Common measures include the traffic circles, reducing lane widths, horizontal deflections and providing visual or sensory cues to encourage drivers to slow down.

Traffic calming interventions intentionally demand more attention from drivers to navigate which slows their speed. Drivers using the roadway at higher speeds will feel uncomfortable with the changes and will require time to adjust behaviour.

Option 1: Status Quo (Not Recommended)

No additional physical traffic calming measures are proposed. Staff will continue to monitor speeds and collisions and provide recommendations for safety improvements as required through future capital programs.

In the long term, opportunities to implement traffic circles at intersections such as Smith Crescent and Willet Avenue can be implemented through re-development to provide traffic calming and improve intersection safety.

Option 2: Localized Traffic Calming on Westminster Highway Fronting Cranberry Childcare Centre (Recommended)

This option includes installing additional traffic calming measures on both sides of the driveway accessing Cranberry Childcare Centre location. Curb-mounted delineators will be mounted along the centreline of the road to create a median (Figure 2). This location is selected to slow westbound traffic from New Westminster before reaching the childcare centre and the Hamilton neighbourhood where there is increased pedestrian and local traffic.



Figure 2: Option 2 - Median Delineators at 23591 Westminster Highway

This treatment will compliment the edge delineators previously installed by further narrowing lane widths and providing additional visual cues to drivers prior to approaching the childcare centre. Travel lanes are currently 3.3 m wide in the eastbound direction and 3.7 m wide in the westbound direction. With the installation of the median delineators, the westbound lane will be reduced to approximately 3.4 m.

Option 3: Install Additional Traffic Calming at Multiple Locations (Not Recommended)

Option 3 includes installing multiple sections curb-mounted delineators along Westminster Highway between Smith Crescent and Boundary Road, as shown in Figure 3. This option includes three additional sections of delineators in addition to the two sections included within Option 2. Traffic calming is focused within this section of Westminster Highway for the following reasons:

- Higher speeds have historically been recorded at this location;
- The intent is to slow vehicles down before reaching the Cranberry Childcare Centre and the Hamilton neighbourhood; and
- There are no residential driveways where traffic calming measures will impact access.



Figure 3: Option 3 - Median Delineators Installed at Various Locations

Staff Recommendation

While the shoulder delineators installed in 2023 have been effective in reducing speeds on Westminster Highway, vehicles still exceed the posted speed limit of 50 km/h. Staff recommend implementing additional traffic calming measures to further reduce speeds and improve safety of the roadway.

Option 3 is anticipated to result in greater speed reductions, particularly in the westbound direction, but may create more discomfort for users and have higher installation and maintenance costs. Staff recommend implementing Option 2 and continuing to monitor changes in vehicle speeds. A speed reader board was installed to monitor speeds on an ongoing basis. Staff will also continue to work with the RCMP regarding enforcement efforts on this section of Westminster Highway.

Staff will monitor results and report back to Council on changes observed and whether further traffic calming measures, such as Option 3, should be considered. As traffic calming may create discomfort and requires time for users to adjust, staff recommend adopting a progressive approach and continuing to monitor performance.

Financial Impact

Costs for each option are outlined in Table 3. Installation of all options can be funded through the Council-approved 2025 Traffic Calming Program. For Options 2 and 3, annual Operating Budget Impacts (OBIs) will be required to allow for replacement of damaged delineators and increased demands on cleaning and street sweeping around delineators. Approximate OBIs outlined in Table 3 will be refined and brought forward through future budget recommendations for Council's consideration.

Table 3: Estimated Cost for Traffic Calming Options

	Description	Estimated Cost	Estimated Annual Operating Budget Impacts
Option 1	Status Quo	\$0	\$0
Option 2	Median Delineators fronting Cranberry Childcare Centre	\$37,500	\$2,000
Option 3	Median Delineators at Various Locations	\$75,000	\$5,000

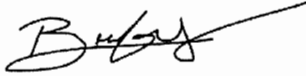
Conclusion

Traffic calming was installed at the on Westminster Highway between Smith Crescent and Boundary Road in Hamilton in 2024 to address speeding observed along this stretch of roadway. Staff have continued to monitor vehicle speeds along this road. Speed study results show that while the traffic calming measures installed have been effective in reducing vehicle speeds, particularly in the westbound direction where speeding was most prominent, the current 85th percentile speed still exceeds the posted speed limit. Staff recommend installing additional traffic calming along the median of the road at one location fronting 23591 Westminster Highway.

July 7, 2025

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Staff will continue to monitor its effectiveness and report back to Council should additional measures be recommended.

A handwritten signature in black ink, appearing to read 'Beata Ng', with a long horizontal stroke extending to the right.

Beata Ng, P. Eng.
Manager, Transportation Development and Design
(604-247-4627)

BN:ck