



## Public Works and Transportation Committee

Date: Wednesday, June 18, 2025

Place: Anderson Room  
Richmond City Hall

Present: Councillor Carol Day, Chair  
Councillor Michael Wolfe  
Councillor Chak Au (by teleconference)  
Councillor Kash Heed

Absent: Councillor Alexa Loo

Also Present: Councillor Laura Gillanders (by teleconference)  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works and Transportation Committee held on May 21, 2025, be adopted as circulated.*

**CARRIED**

### AGENDA ADDITIONS AND DELETIONS

It was moved and seconded

(1) *That No. 4 Road and Granville Avenue intersection be added as Item 3A; and*

(2) *That Dover Beach Habitat Area be added as Item 3B.*

**CARRIED**

## ENGINEERING AND PUBLIC WORKS DIVISION

1. **YOUTH CLIMATE CORPS BC**

(File Ref. No. 10-6370-01) (REDMS No. 8042231)

Jocelyn Carver, Interim Executive Director and Natalie Gerum, Director of Programs, Youth Climate Corps British Columbia (YCCBC), spoke to their PowerPoint presentation (copy on file, City Clerk's Office) in support of the proposed partnership with the YCCBC and the City of Richmond in its commitment to youth and climate, noting the many YCCBC programs operating across the province at the intersections of youth leadership development, civic engagement, community climate action and career development.

In response to queries from Committee, the delegates noted (i) the funding grant for the YCCBC programming came through the Climate Action Secretariat, (ii) the living wage rate is based on the geographic area of the youth, and (iii) the YCCBC has a very positive working relationship with unions across the province, working with municipalities to identify employment opportunities.

It was moved and seconded

- (1) *That a partnership with the Youth Climate Corps BC, as outlined in the staff report titled "Youth Climate Corps BC", dated May 6, 2025, from the Director, Public Works Operations, be approved and the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the agreement and all related documentation with Youth Climate Corps BC; and*
- (2) *The six-month pilot program and total cost of \$85,000 be considered as part of the 2026 budget process with funding from the General Solid Waste and Recycling Provision.*

The question on the motion was not called as a brief discussion ensued with respect to the program term length and sustainability.

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

2. **COMMEMORATIVE CROSSWALK TO HONOUR VETERANS**

(File Ref. No. 10-6450-17-01) (REDMS No. 8047558)

Captain Lindy MacKinnon, Canadian Armed Forces Veteran, spoke to her initiative to bring forward the idea of a Veterans commemorative crosswalk in Richmond, noting the installation of similar crosswalks across Canada. Appreciation was expressed for the consideration of Captain MacKinnon's request, assistance of staff and the community engagement undertaken to work through the various options.

## Public Works & Transportation Committee

### Wednesday, June 18, 2025

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Ron Fontaine, President, Royal Canadian Legion Branch 291 (Richmond), expressed appreciation to staff for their guidance to implement the Veterans commemorative crosswalk.

Staff noted (i) the significance of the crosswalk location at No. 3 Road and Anderson Road being in close proximity to the Cenotaph at City Hall where a Remembrance Day ceremony and reception is held on an annual basis, and (ii) the design change was due to the receipt of the National Royal Canadian Legion's recommended crosswalk template received late in the process and supported by the stakeholders with the wording "Lest We Forget" from the original submission to be included in the design, as well as some further modifications to address accessibility concerns.

It was moved and seconded

*That the commemorative crosswalk design, as described in the staff report titled "Commemorative Crosswalk to Honour Veterans" dated May 29, 2025, from the Director, Transportation, be installed at No. 3 Road and Anderson Road.*

**CARRIED**

### 3. CITY CENTRE TRAFFIC STUDY – TERMS OF REFERENCE

(File Ref. No. 10-6500-01) (REDMS No. 7948823)

Staff provided a summary of the report noting (i) the report outlines a proposed Terms of Reference for a comprehensive road safety study of the north south roads in the City Centre that are bounded by Westminster Highway, Gilbert Road, Granville Avenue and Garden City Road, (ii) the scope of the study includes vehicles, buses, trucks, pedestrians and cyclists, (iii) consultation with the public and stakeholders on any proposed speed limit reductions will also be undertaken using a variety of communication platforms, and (iv) if endorsed by Council, the study will be included in the 2026 budget process and will begin following the 2026 budget approval.

Concern was expressed regarding vehicle traffic speed along No. 3 Road and the need and cost of the proposed comprehensive road safety study.

In response to queries from Committee, staff noted that (i) some options to start the project immediately using a variety of different funding sources could be brought back for Council consideration at the next Council meeting, (ii) it is recognized that the work plan outlined to Committee is comprehensive and is going to take some time to undergo a broader study of the city's major north-south corridors, (iii) the proposed study will also look at the impacts of speed reductions, and (iv) the proposed study will be resource intensive for staff and could impact implementation and delivery of other transportation initiatives..

## Public Works & Transportation Committee

### Wednesday, June 18, 2025

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Er Jun Ma, Richmond resident, spoke to his written submission (attached to and forming part of these minutes as Schedule 1), expressing concern with vehicle speeds and suggesting that the proposed study focus on how best to efficiently move people in Richmond, in particular using public transit and alternative transportation modes to private vehicles.

It was moved and seconded

*That the terms of reference as described in the staff report titled “City Centre Traffic Study – Terms of Reference”, dated June 5, 2025, from the Director, Transportation, be endorsed, and that staff be authorized to submit a project request in the amount of \$150,000 as part of the 2026 budget process.*

The question on the motion was not called as a brief discussion ensued with respect to next steps if the motion passes, noting staff’s earlier comments regarding the possibility to expedite the study start date sooner.

The question on the motion was then called and it was **CARRIED** with Cllr. Heed opposed.

#### **3A. NO.4 ROAD AND GRANVILLE AVENUE INTERSECTION**

Concerns were expressed with respect to the recent traffic pattern change at No. 4 Road and Granville Avenue, resulting from the two barricades placed at the entrance to the driveway of McNeil Secondary School, causing considerable traffic congestion at the school and interruption and delay to the traffic flow on No. 4 Road of the passing south bound traffic in the left lane.

Staff noted (i) they are aware there was a sinkhole on the school property which resulted in the school providing the barricades for safety concerns of drivers in that area, (ii) the City also has an upcoming flood protection capital project where there will be work done along No. 4 Road for which there has been consultation with the school regarding some of the traffic impacts from that project, (iii) the flood protection works started in June 2025 and will continue through the end of August 2025, with removal of the school barricades to be coordinated with the school, and (iv) with respect to having a left hand signal light on No. 4 Road at Granville Avenue, the challenge is that there is no room to make a left hand turn bay at this time, and having only a left turn signal arrow is not ideal, given the mixed results and some confusion with similar traffic signals in other areas.

**3B. DOVER BEACH HABITAT AREA**

In response to a query relating to the habitat area located within the recently approved dyke upgrade project from Lynus Lane, east of No. 2 Road to the bridge (the Dover Beach marsh area), staff noted (i) as part of the project in 1991, the five year maintenance program was a federal requirement at the time to serve the permitting, (ii) future and current habitat agreements for compensation are extended now (often requirements are five years and above), (iii) staff are proposing when habitat banking compensation work is approved in the future, that it would also require a long-term maintenance program beyond the permitting requirement as well, (iv) the City collaborates considerably with Raincoast Conservation Foundation, and (v) should further requirements through detailed design require habitat compensation, staff would look at opportunities to extend or benefit habitat compensation in the area.

**4. MANAGER'S REPORT**

**(i) *Hamilton: Speed Reduction***

The status of speed reduction efforts in the Hamilton area was queried. In response, staff noted (i) the speed limit was not reduced at the s-curve, however traffic calming was installed, and staff are reviewing the efficacy of those calming measures, (ii) with respect to the request for a traffic light at River Road and Westminster Highway, staff have completed the requested consultation with area residents and currently processing the data to bring back to Committee, and the City can install traffic signals as needed.

**(ii) *Status of Hogweed in Richmond***

In response to the request for an update on the giant hogweed invasive plant, noting in particular the hogweed marked with cones on the East West Connector in Hamilton, staff advised (i) there is an inventory of all the hogweed located in the City and on private property and staff make every effort to address as soon as possible before flowering, through the services of a private contractor, and (ii) with respect to the giant hogweed noted, the location could be on provincial land, in which case staff will request immediate action prior to flowering.

**Public Works & Transportation Committee**  
**Wednesday, June 18, 2025**

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***(iii) Fire Hydrant Flooding***

The recent parking lot flooding from a private fire hydrant at Home Depot was queried. Staff reported (i) the fire hydrant released water during a general maintenance service call performed by a private contractor when a valve was improperly turned off, (ii) Richmond Fire-Rescue (RFR) arrived on the scene but were unable to shut down the fire hydrant, and contacted City Engineering and Public Works who immediately responded and were able to shut down the hydrant, and (iii) Home Depot will be charged for the water usage that occurred through that hydrant, and staff will be following up with RFR on any further action.

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (5:09 p.m.).***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, June 18, 2025.

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Councillor Carol Day  
Chair

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Lorraine Anderson  
Legislative Services Associate

**TO: MAYOR & EACH COUNCILLOR**  
**FROM: CITY CLERK'S OFFICE**  
**Jesson, Claudia**

Schedule 1 to the Minutes of the Public Works and Transportation Committee meeting of Richmond City Council held on Wednesday, June 18, 2025

**ON TABLE ITEM**

Date: June 18, 2025

Meeting: PWT

Item: #3

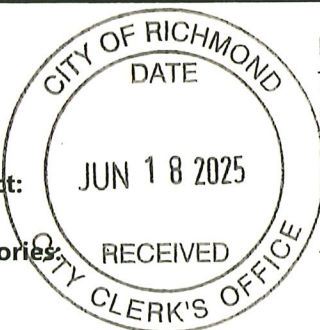
From:

Sent:

To:

Subject:

Categories:



Er Jun Ma <erjun9984@gmail.com>

Tuesday, June 17, 2025 7:06 PM

Mayor and Councillors; mayorea; Heed, Kash; Wolfe, Michael; Gillanders, Laura;

McNulty, Bill; Loo, Alexa; Hobbs, Andy; Day, Carol; Au, Chak; Transportation

PWT: Amend the City Centre Traffic Study Terms of Reference

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

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**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..

Dear Mayor Brodie and Councillors,

As Richmond continues to grow, our streets need to adapt to the changing transportation needs. This is why I am pleased to hear that the City is evaluating transportation in the City Centre, as planned in the "City Centre Traffic Study—Terms of Reference" in the agenda of the Public Works and Transportation Committee meeting scheduled for June 18, 2025. The terms of reference recommended by staff for your approval are a good foundation for carrying out this study.

However, the current terms of reference are heavily focused on studying vehicular traffic (i.e., private cars) with a stark lack of emphasis on the immense role that transit and alternative transportation modes play in moving Richmond's residents, workers, students, and visitors.

**Please amend the motion so City Staff can comprehensively study transportation in the City Centre and effectively plan for Richmond's development.**

**Recommended amendments to the Terms of Reference (PWT-27)**

- 1.
- 2.
3. *Data Collection: Collect traffic*
4. *(vehicles, buses, trucks, pedestrians, and cyclists) volume data.*
5.
  - o
  - o
  - o This instructs staff to count
  - o the number of vehicles, not the number of people transported by each mode. For example, even when excluding the thousands of people transported by the Canada Line, buses alone move more than 12,000 people every day along the No. 3 Road corridor. However, if
  - o Staff followed the above scope—only counting the number of buses—the thousands of people transported would be omitted from the data. Whereas a bus can move more than 50 people at a given time, a sedan can move only 5, usually 1 or 2.
  - o
    - 
    - 
    - **Change to:**
    - **Collect traffic data, including,**

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& DISTRIBUTED

- **but not limited to, these factors: 1) the number of vehicles, cyclists, and pedestrians, 2) the type of vehicles/road user, 3) the number of passengers on buses, 4) the frequency of buses for each route, 5) the average delay for buses, and 6) the time of day**
- **for each.**
- 

6.

7.

8. *Site Assessment: Identify transit*

9. *service, cycling routes, and pedestrian facilities*

10.

- 
- 
- This instruction is vague. Lacking
- specific instructions to study the frequency, average delay, and connectivity of bus routes
- 
- 
- 
- **Change to: Identify transit service,**
- **cycling routes, and pedestrian facilities. Evaluate transit service based on transit ridership, frequency, delay, comfort and safety of bus stops, and route connectivity.**
- 

11.

12.

13. *Stakeholder Engagement*

14. (PWT-28)

15.

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- Movement: Metro Vancouver Transit
- Riders is an advocacy group focused on improving public transit in the region, but is omitted from the list of stakeholders to consult.
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- **Include Movement: Metro Vancouver**
- **Transit Riders to the list of stakeholders to consult.**
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- 
- 
- TransLink
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- TransLink has already done considerable
- work on identifying areas of congestion on No. 3 Road and has proposed solutions for many problem areas.\*
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- 
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- **Staff should collaborate with**
- **TransLink: share data, such as on ridership, delay, cost, as well as future ridership modelling, projections, and plans.**
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### ***Did you know? Fast Facts***

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- No. 3
- Road is a major transit corridor, with buses arriving every 3 minutes or more often.\*
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- On a per-kilometre basis, No. 3 Road is the **fifth-worst** corridor for bus delays in the Metro Vancouver region.\*
- **1 in 3** transit trips in the Southwest region (Richmond, Delta, Tsawwassen) start on the No. 3 Road corridor.\*
- **40%** of all trips through the central part of the corridor (Cambie Street to Granville Avenue) are on buses during the morning rush hour.\*
- Congestion along No. 3 Road can **add up to 10 minutes** to a trip between Steveston Highway and Bridgeport Station—the **highest variability** for any corridor in the region.\*
- Aside from the 403 No. 3 Road/Steveston Highway/Riverport Bus, many other buses travel on No. 3 Road.\*
  - 401 Westminster Highway/One Road
  - 402 Two Road
  - 404 Four Road
  - 405 Five Road/Cambie
  - 406 Granville/Railway/Steveston
  - 407 Gilbert/Steveston Highway
  - 408 Garden City/Steveston Highway/Riverport
  - 410 No. 3 Road/Cambie/Hamilton/22nd Street Station
  - 414 Richmond Oval
  - 416 Cambie
  - 430 Bridgeport/Metrotown Express
  - 
  - **Why is**
  - **this important?**
  - - 
    - **Delays**
    - **along No. 3 Road reduce the reliability of bus routes across all of Richmond and beyond**
    -

\*TransLink. (2023) TransLink Bus Speed and Reliability Report.

If you have any questions, please contact me via email or phone.

Sincerely,

Er Jun Ma

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