



---

**To:** Public Works and Transportation Committee      **Date:** April 16, 2026  
**From:** Roeland Zwaag      **File:** 10-6500-01/2025-Vol  
General Manager, Engineering and Public      01  
Works  
**Re:** **Proposed Amendments to Traffic Bylaw 5870 and Traffic Calming Policy 7018  
to Implement 30 km/h Posted Speed Limit**

---

**Staff Recommendations**

1. That the Traffic Bylaw No. 5870, Amendment Bylaw No. 10750 be given first, second and third readings; and
2. That the amendment to the Traffic Calming Related Measures – Policy 7018, as described in the report titled “Proposed Amendments to Traffic Bylaw 5870 and Traffic Calming Policy 7018 to Implement 30km/h Speed Limits”, be approved.

**Executive Summary**

On March 23, 2026, Council directed staff to bring forward bylaw amendments to implement a 30 km/h speed limit on local residential neighbourhood roads and to update Traffic Calming Related Measures – Policy 7018. The proposed bylaw amendments will formalize the reduced speed limits using a neighbourhood entrance-based signage approach. The proposed changes to the Traffic Calming Policy will improve the ability to address resident speeding concerns in a timely manner by authorizing the Director, Transportation to implement traffic calming measures when a majority of support from residents immediately adjacent to the proposed traffic calming measures is received.

## Staff Report

### Origin

At the March 23, 2026, Council meeting, Council approved lowering the posted speed limit to 30 km/h as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation and the following motions were endorsed by Council.

- (1) That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in Option 3 in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;*
- (2) That staff bring forward amendments to the Traffic Calming Related Measures - Policy 7018, as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;*
- (3) That Council approve Option B for the public education plan as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;*
- (4) That the Proposed 30 km/h Residential Neighbourhood Speed Zones map be adjusted to include the West Cambie block; and*
- (5) That staff conduct analysis for Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre area to determine suitability for a 30 km/h speed limit.*

This report responds to this direction, except for Item 5 which will be presented to Council in the future.

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

At the March 23, 2026, City Council approved a City-wide 30 km/h speed limit approach on local residential roads as identified in Figure 1.

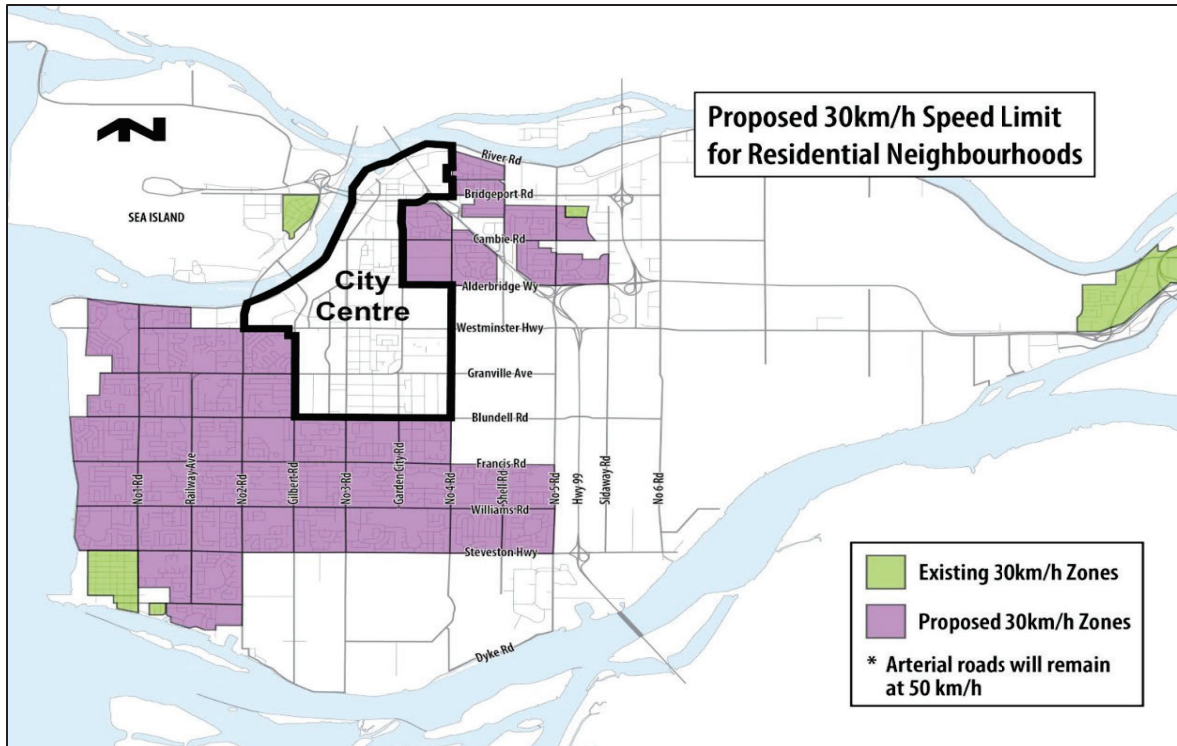


Figure 1: Roads within 30km/h Speed Limit Zones

Bylaw amendments are required to establish the reduced speed limits. The proposed Amendment Bylaw No. 10750 establishes 30 km/h speed limit to local roads within the residential neighbourhoods consistent with the endorsed recommendation. The 30 km/h speed zone map has been updated to include the West Cambie neighbourhood as directed by Council. Arterial roads and perimeter roads that carry a high through traffic will remain at 50 km/h. The referral related to analysis of additional roads in City Centre will be brought forward in a future report to Council.

*Proposed Traffic Calming Process*

In anticipation of increased requests for traffic calming to support the 30 km/h speed limit, staff recommend changes to Traffic Calming Related Measures – Policy 7018 (Attachment 1).

Current City Policy 7018 permits the Director, Transportation to implement traffic calming on local roads if a majority of affected residents support the project. Previous traffic calming surveys typically yield a response rate of 30 to 40 per cent, which makes achieving majority support of affected residents difficult. However, typically support by 50 per cent of respondents to a traffic calming survey is achieved. The proposed changes would authorize the Director, Transportation to implement traffic calming measures, if engagement with residents immediately adjacent to the proposed traffic calming measure results in at least 50 per cent support of survey respondents. This will improve staff’s ability to address resident speeding concerns in a timely manner, subject to budget availability.

## Next Steps

### *Signage*

Implementation of the 30 km/h speed limit signs will commence following bylaw adoption. As there are 500 kilometres of roadway included in the new 30 km/h speed zones, it will take approximately three months to implement the signage.

### *Public Awareness Campaign*

A comprehensive public awareness campaign regarding the new speed limits will complement this initiative.

This includes a targeted paid digital advertising campaign to reach Richmond residents, most likely to be impacted by the changes. The campaign will use platforms such as Facebook, Instagram and Google to promote key messages, direct residents to the project webpage, and encourage participation in the engagement process.

### *Review of Additional 30 km/h Roads*

The Medical Health Officer, in a letter dated March 13, 2026, expressed support for reducing speed limits on residential roads in Richmond stating that the approach being undertaken makes significant strides to enhancing the safety and livability of residential streets. In addition, the Medical Health Officer requested further consideration of 30 km/h on select roads in City Centre. Staff will conduct analysis for Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre area to determine suitability for a 30 km/h speed limit. Staff will report back on the findings of this review in Q4 2026.

## **Budgetary Implications**

The proposed speed reduction program to reduce the posted speed limit within residential neighbourhoods to 30 km/h is estimated to cost \$175,000 and can be funded through the Council approved 2026 Traffic Calming Program capital project. The comprehensive public awareness campaign can be funded through the existing operating budget.

## **Conclusion**

The proposed approach to lowering speed limits on these roads includes gateway signage. This approach will inform drivers of the new speed limit at the entry points to each neighbourhood to balance the enforcement requirements with the cost for signage.

A lower speed limit will support making these roads more comfortable for pedestrians and cyclists. This initiative advances Vision Zero and road safety by moving from the City's current approach of targeted speed limit reduction interventions to a comprehensive and consistent speed limit for residential neighbourhoods in the City.

April 16, 2026

- 5 -

Respectfully submitted,

Lloyd Bie, Director, Transportation

**Report Contributors**

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by RCMP and Law.

Endorsed by Serena Lusk, CAO

Att. 1: Existing Traffic Calming Related Measures – Policy 7018

Att. 2: Proposed Traffic Calming Related Measures – Policy 7018

## Existing Traffic Calming Related Measures – Policy 7018



City of  
Richmond

## Policy Manual

Page 1 of 1	Traffic Calming Related Measures – Approval Process for the Implementation of	Policy 7018
Adopted by Council: October 15, 2002		

### POLICY 7018:

It is Council policy that:

1. The Director, Transportation may implement traffic calming measures, without reference to Council, where the proposed project meets all of the following conditions:
  - a) has the support of the majority of residents affected by the project; and
  - b) will be implemented on a local street or laneway (regardless of whether or not the project involves physical changes to the lane).
2. Where all of the above conditions are not met, or where any of the following conditions apply, Council approval for the implementation of traffic calming measures must be obtained if such project:
  - a) is controversial within the neighborhood affected; or
  - b) requires additional funding beyond the program or project budget for the current year.

5375308

## Proposed Traffic Calming Related Measures – Policy 7018



City of  
Richmond

Page 7 of 7

Traffic Calming Related Measures – Approval Process for  
the Implementation of

Policy 7018

Adopted by Council: October 15, 2002

**POLICY 7018:**

It is Council policy that:

1. The Director, Transportation may implement traffic calming measures, without reference to Council, where the proposed project meets all of the following conditions:
  - a) **has the support of the majority of respondents immediately adjacent to the proposed traffic calming measures;** and
  - b) will be implemented on a local street or laneway.
2. Where all of the above conditions are not met, or where any of the following conditions apply, Council approval for the implementation of traffic calming measures must be obtained if such project:
  - a) **received opposition** within the neighborhood affected; or
  - b) requires additional funding beyond the program or project budget for the current year.