



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** March 15, 2022
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 12-8060-20-010301/Vol 01
Re: **Barnes Drive and Flury Drive Traffic Calming – Report Back on Referral**

Staff Recommendation

1. That Option 3 to establish a 30 km/h speed limit on Barnes Drive and Flury Drive, as described in the staff report titled “Barnes Drive and Flury Drive Traffic Calming – Report Back on Referral” dated March 15, 2022, from the Director, Transportation, be endorsed; and
2. That should Option 3 be endorsed, Traffic Bylaw No. 5870, Amendment Bylaw No. 10301, to revise the posted speed limit on Barnes Drive and Flury Drive to 30 km/h, be introduced and given first, second and third reading.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

In April 2021, staff received a petition from eight residents of Barnes Drive and Flury Drive requesting traffic calming measures to address perceived concerns of speeding motorists. Following engagement with the neighbourhood in summer 2021, staff presented a report at the November 22, 2021 Council meeting that recommended establishing a 30 km/h speed limit on Barnes Drive and Flury Drive. Further to Council discussion, the following referral was carried:

That the staff report titled “Barnes Drive and Flury Drive – Traffic Calming Update” dated October 12, 2021, from the Director, Transportation, be referred back for additional neighbourhood consultation, and report back.

This report provides the outcome of staff’s additional engagement with the neighbourhood.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.4 Foster a safe, caring and resilient environment.

Analysis

Additional Engagement with Neighbourhood

From late January to early February 2022, residents were surveyed a second time to determine the level of support for and obtain comments on the following traffic calming options:

- Option 1: No Change
- Option 2: 30 km/h Advisory Signage
- Option 3: 30 km/h Enforceable Signage

A total of 52 surveys were mailed out to the registered addresses in the neighbourhood; 71 responses were received including 20 registered addresses with more than one response. Nine addresses did not provide a response. The Zoning Bylaw permits two units per lot (i.e., one secondary suite per principal dwelling unit in single detached housing). Thus, the number of responses counted was limited to two per registered address. Table 1 provides a breakdown of the original and revised number of responses received per registered address.

Table 1: Original and Revised Survey Responses Received

# of Registered Addresses	# of Responses per Registered Address	Total # of Responses Received	Total # of Responses Received (Limited at 2 per Address)
9	0	0	0
23	1	23	23
14	2	28	28
4	3	12	8
2	4	8	4
52		71	63

The percent support for each option is calculated based on the number of responses for that option divided by the revised total of 72 housing units (i.e., 63 responses received plus nine addresses with no response). As shown in Figure 1, the results indicate a majority support of 64% of housing units for an enforceable 30 km/h speed limit.

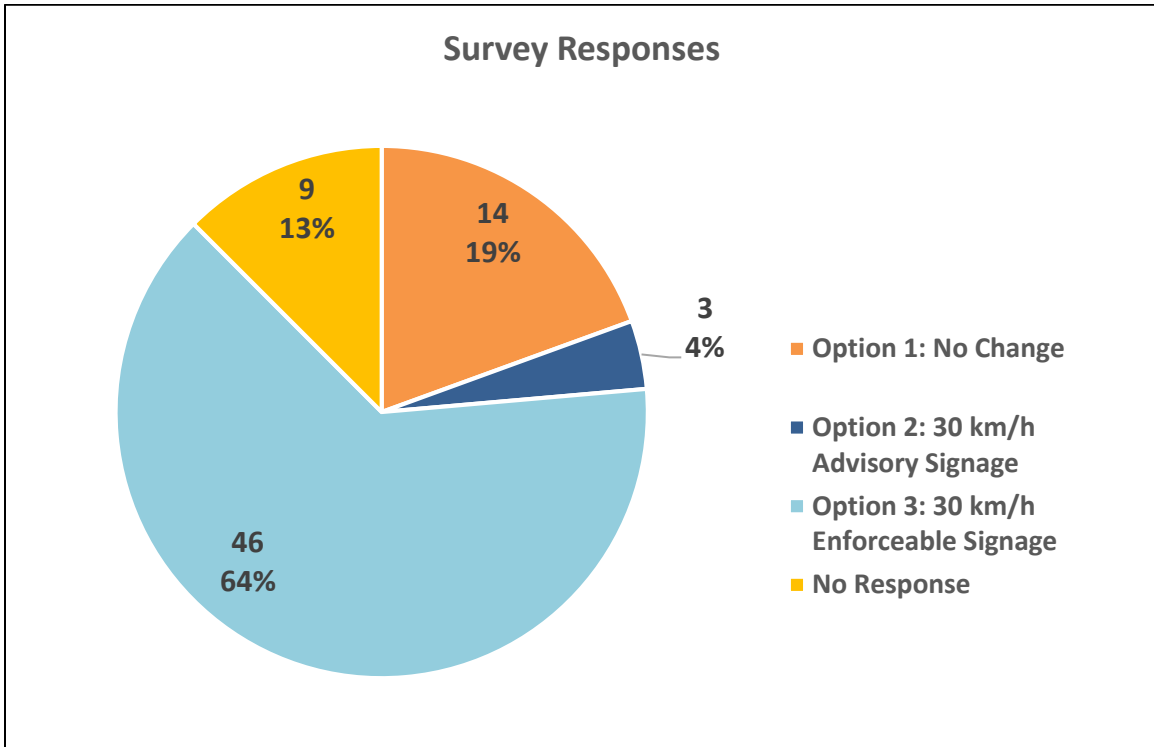


Figure 1: Survey Results for Traffic Calming Options

Based on these results, staff recommend the installation of regulatory 30 km/h speed limit signage that is enforceable by Richmond RCMP. This option provides a material change that responds to residents’ interest in a lower speed limit for the neighbourhood and better aligns with the actual operating speed on the ring road as determined by the speed survey. Establishing an enforceable 30 km/h speed limit requires Council approval to amend Traffic Bylaw No. 5870.

Crash History

At the November 22, 2021 Council meeting, there was also a request for details of the crash history for the roads. During 2016 to 2020 (the most recent five year period), a total of four incidents were reported to ICBC. No incidents were speed-related nor did any involve a pedestrian or cyclist.

Financial Impact

The estimated cost to implement the signage associated with the recommended Option 3 is \$1,500, which can be funded by the approved 2021 Traffic Calming Program.

Conclusion

The second survey of the residents of Barnes Drive and Flury Drive has confirmed a majority support for an enforceable 30 km/h speed limit. Staff recommend an amendment to Traffic

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Bylaw No. 5870 to establish an enforceable 30 km/h speed limit for the streets as a tangible measure that responds to residents' desire for a change from the status quo and is anticipated to improve traffic safety and the walkability of the neighbourhood, thereby encouraging greater community wellness and social interaction.



Fred Lin, P.Eng., PTOE
Transportation Engineer
(604-247-4627)



Bill Dhaliwal
Supervisor, Traffic Operations
(604-276-4210)

JC:jc



Traffic Bylaw No. 5870
Amendment Bylaw No. 10301

The Council of the City of Richmond enacts as follows:

- 1. Traffic Bylaw No. 5870, as amended, is further amended by adding a new Item 12 to Schedule B as follows:
12. Barnes Drive and Flury Drive.
2. This Bylaw is cited as "Traffic Bylaw No. 5870, Amendment Bylaw No. 10301".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signatures

CITY OF RICHMOND
APPROVED for content by originating dept.
JC
APPROVED for legality by Solicitor
LB

MAYOR

CORPORATE OFFICER