



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** Lloyd Bie, P.Eng.  
Director, Transportation  
**Date:** August 18, 2025  
**File:** 10-6455-05-01/2025-  
Vol 01  
**Re:** River Road Traffic Assessment Update – Hamilton Neighbourhood  
Engagement Results

### Staff Recommendation

That the roadside enhancements to protect some of the utility poles as described in the staff report titled "River Road Traffic Assessment Update – Hamilton Neighbourhood Engagement Results" dated August 18, 2025, from the Director, Transportation be approved.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	 Suzanne Bycraft, Acting GM
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Staff Report**

### **Origin**

At the April 23, 2025, Public Works and Transportation Committee, the following referral motion was moved and seconded:

*That the staff report titled “River Road – Traffic Assessment” be referred back to staff for further public consultation in the Hamilton area and report back.*

This report addresses this referral.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.*

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**

At the April 23, 2025, Public Works and Transportation Committee meeting, the committee considered the staff report titled “River Road - Traffic Assessment.” The report provided the results of a survey of River Road residents regarding potential traffic calming measures on River Road to address speeding. Resident feedback from the survey indicated 62% of respondents did not support any traffic calming measures on River Road. The preference of River Road residents was for increased speeding enforcement in lieu of any physical traffic calming measures. Committee provided direction to staff to conduct further consultation with residents in the Hamilton area regarding traffic calming on River Road and report back.

#### *Results of Consultation with Hamilton Area Residents*

A meeting with Hamilton area residents was held on May 28, 2025, at the Hamilton Community Centre. The results of the staff’s technical assessment along with potential traffic calming measures on River Road were presented for feedback (Table 1).

**Table 1: Results of Community Meeting**

<b>Attendees</b>	<b>Purpose</b>	<b>Feedback/Outcome</b>
30 attendees (8 – Hamilton Area residents) (22 – River Road Area residents)	<ul style="list-style-type: none"> <li>Present staff's technical assessment.</li> <li>Discuss concerns and options for traffic calming measures.</li> </ul>	<ul style="list-style-type: none"> <li>River Road residents reiterated their lack of support for changing River Road. Did not support traffic calming and indicted support for increased enforcement.</li> <li>Local farmers expressed concerns regarding the potential impacts of traffic calming on River Road rerouting trucks to other roads, including No. 7 Road.</li> <li>Hamilton residents expressed concerns about power outages.</li> </ul>

At the Hamilton community meeting, a petition from an additional 29 residents along River Road was submitted indicting opposition to any traffic calming measures or speed limit reduction on River Road.

#### *Hamilton Resident Survey Results*

A survey to gather feedback from the Hamilton community on the proposed traffic calming measures on River Road was undertaken from May 8, 2025, to May 30, 2025. A total of 1,667 surveys were distributed to Hamilton residents. 231 responses were received, resulting in a response rate of approximately 14%.

Of the 231 Hamilton respondents:

- 88 (38%) did not support any traffic calming measure on River Road.
- 111 (48%) supported the installation of speed cushions.
- 32 (14%) supported other solutions.

Based on these results, there is lack of majority support by respondents in Hamilton for any traffic calming on River Road. Further, when combined with the previous engagement results with the River Road residents, there is overall lack of majority support for any traffic calming on River Road (45% of all respondents and 6% of all surveyed support traffic calming).

The survey results indicated that 17% of the Hamilton respondents use River Road on a daily basis and 35% on a weekly basis.

#### BC Hydro Considerations

Hamilton area residents raised concerns regarding power disruptions in Hamilton caused by vehicle collisions with hydro poles along River Road. BC Hydro has confirmed that, in the past two years, there have been approximately eight outages in the Hamilton area with three related to motor vehicle collisions with hydro poles on River Road.

Staff reviewed BC Hydro's data and the most recent five-year ICBC crash data (2019 to 2023) for collisions involving BC Hydro poles on River Road.

There was a total of 4 incidents that were identified over this period in the ICBC data. Speeding was not identified as the cause for these collisions. In all cases, the vehicles collided with the poles while negotiating a turning movement.

To improve the resilience of the hydro poles in these four locations and address the concerns expressed by the Hamilton neighbourhood, staff recommend additional treatment, as shown in Figures 1 and 2.

This will add protection and increase visibility of the hydro poles that are more prone to vehicle incidents according to the BC Hydro and ICBC data. There are 4 such locations where staff recommend implementing this treatment and monitoring the results of future power outages caused by vehicle impacts.



Figure 1: Example of Proposed Roadside Treatment on River Road and Burdette Street



Figure 2: Example of Hydro Pole Protection at River Road and No. 6 Road

### *Engagement with BC Hydro*

Staff have confirmed with BC Hydro that there are no current plans to relocate the poles along River Road or address the outages with additional redundancy and circuit tie ins in the electrical circuit system. BC Hydro has acknowledged the issue of power outages, attributing them in part to poor weather and fallen trees. Staff met with BC Hydro who indicated support for the short-term measures and potential funding. Staff will continue discussions with BC Hydro regarding long-term solutions to power disruptions in the Hamilton area, as well as coordination and potential funding for roadside enhancements to the poles, as proposed by staff.

### **Financial Impact**

The estimated costs to implement the roadside enhancements at the hydro pole locations is \$12,000. This amount can be accommodated in the approved 2025 Arterial Road Improvement Program.

### **Conclusion**

The City conducted public consultation with both the River Road and Hamilton residents to assess support for potential traffic calming measures, including speed cushions. Survey feedback from Hamilton residents showed 48% support of respondents for speed cushions on River Road. River Road residents previously expressed significantly lower support for traffic calming on River Road with 62% of respondents opposed.

Given the lack of majority support for traffic calming on River Road, staff do not recommend proceeding with the installation of speed cushions. As the preference of River Road residents is for enforcement rather than traffic calming, staff continue to coordinate targeted enforcement with Richmond RCMP when feasible in consideration of other enforcement needs.

To address the concerns expressed by Hamilton area residents regarding power outages in their neighbourhood attributed to vehicle conflicts with the poles on River Road, staff recommend improving the visibility and protection of the BC Hydro poles along the road edge with the use of concrete barriers and/or hazard markers. Staff will continue discussions with BC Hydro regarding potential mitigations to reduce power outages in the Hamilton area.



Sonali Hingorani, P.Eng.  
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# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** Lloyd Bie, P.Eng.  
Director, Transportation  
**Re:** **Springfield Drive - Traffic Calming**

**Date:** August 25, 2025  
**File:** Vol 01  
10-6450-09-01/2025-

### Staff Recommendation

That Option 2 to implement two asphalt speed cushions on Springfield Drive, as described in the staff report titled "Springfield Drive - Traffic Calming" dated August 25, 2025, from the Director, Transportation, be approved.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	 Suzanne Bycraft, Acting GM
Fire Rescue	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report provides an update to the staff report titled "Springfield Drive - Traffic Calming" dated June 17, 2024, which recommended the implementation of two temporary rubber speed cushions on Springfield Drive in response to resident concerns regarding vehicle speeds. The installation of two temporary rubber speed cushions occurred in September 2024. Residents along Springfield Drive have provided positive feedback regarding reduced vehicle speeds as a result of the traffic calming measures. However, some residents adjacent to these devices, have expressed concerns of noise and vibrations. This report seeks Council direction regarding the next steps of this traffic calming project.

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.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

### Analysis

#### Background

Springfield Drive is a local street within the neighbourhood north of Steveston Highway and west of No. 1 Road. In January 2024, staff received a request from residents for traffic calming measures along Springfield Drive between No. 1 Road and Fourth Avenue to address vehicle speeding. Further to the request, staff conducted a traffic study and surveyed residents regarding traffic calming on this street and Council subsequently approved the installation of two temporary prefabricated rubber speed cushions with upgrade to asphalt versions to occur following the trial period provided the speed improvements are achieved and there are no concerns from residents. The speed cushions (Figure 1) were installed in September 2024.





Figure 1: Springfield Drive Existing Rubber Speed Cushions

### Results of the Traffic Calming Trial

During the trial period, a speed study to assess the effectiveness of these devices was conducted and feedback from residents was received.

### *Speed Study*

Table 1 below summarizes the vehicle operating speeds on Springfield Drive prior to any traffic calming measure and the results after the installation of the two temporary speed cushions.

Table 1: 85<sup>th</sup> Percentile Traffic Speeds on Springfield Drive

	Westbound	Eastbound
<b>Before Traffic Calming Installation</b>	52 km/h	89 km/h
<b>After Rubberized Speed Cushion Installation</b>	36 km/h	37 km/h

The results indicate the speed cushions have been successful at reducing vehicle operating speeds on Springfield Drive. 85 per cent of traffic on this street is travelling at speeds lower than 37 km/h.



### *Resident Feedback*

Resident feedback has been received both in-person at a resident engagement session held in May 2025, and via written submissions. Three residents attended the engagement at West Richmond Community Centre on May 15, 2025. Two residents expressed noise and vibration emitted by the rubber speed cushions.

In addition, a total of 10 written submissions have been received from residents with 6 residents in support of keeping the speed cushions and 4 residents not in support of the rubber speed cushions.

### Next Steps

The results of the speed study confirmed that the traffic calming measures have been effective at discouraging speeding vehicles. However, noise and vibration concerns have been expressed by a total of 6 residents on Springfield Drive immediately adjacent to the rubber speed cushions. Based on these combined factors, staff have identified the following possible options for next steps.

#### *Option 1: Remove Traffic Calming (Not Recommended)*

Staff do not recommend this option as the pre-installation speed study recorded 85 percentile speeds of 52 km/h in the westbound direction and 89km/h in the eastbound direction on Springfield Drive. The temporary traffic calming measures have been effective at reducing vehicle speeding on Springfield Drive to enhance safety.

#### *Option 2: Installation of Asphalt Speed Cushions (Recommended)*

Staff recommend replacing the rubber speed cushions with installation of asphalt speed cushions. The asphalt versions will be constructed with a lower profile than the temporary measures to address the noise and vibration concerns. The temporary rubber speed cushions have a height of 9 cm and the proposed profile for the asphalt speed cushions will be similar to the ones installed along Kittiwake Drive with a height of 7 cm. The asphalt speed cushions also have a longer transition on the approach and are constructed flush with the pavement unlike the prefabricated speed cushions that are bolted to the roadway and have abrupt connection point as a result. The use of these lower height and smoother design asphalt speed cushions have been successful at addressing vibration and noise emissions yet still help to discourage speeding.

Should Option 2 be approved, staff will monitor the vehicle speeds and resident feedback. Any concerns raised regarding noise and vibration will be reviewed and alterations will be made, where possible, to address concerns.

### **Financial Impact**

Construction of the asphalt speed cushions are planned for fall 2025, weather permitting. The cost to implement the asphalt speed cushions is \$25,000, which can be funded through the Council-approved 2025 Neighbourhood Traffic Calming Program.

### **Conclusion**

Implementation of traffic calming measures on local streets in the City is an inclusive and community-driven program. Following the trial period involving the installation of two rubber speed cushions on Springfield Drive, staff evaluated the effectiveness of these traffic calming devices in reducing vehicle speeds. The result of a post installation speed study indicates a decrease in the 85<sup>th</sup> percentile operating speed of 16 km/h westbound and 52 km/h eastbound.

To address the noise and vibration concerns expressed by residents immediately adjacent to the temporary devices during the trial. Staff recommend installing reduced height asphalt speed cushions on Springfield Drive. The asphalt versions have been effective in other locations to reduce noise concerns and to maintain lower speed levels in the neighbourhood. Staff will monitor the improvements to traffic safety and endeavour to address any concerns from area residents post-installation.



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