



City of
Richmond

Memorandum
Engineering & Public Works
Transportation
Engineering

To: Mayor and Councillors
From: Lloyd Bie, P.Eng.
Director, Transportation
Milton Chan, P.Eng.
Director, Engineering
Date: March 23, 2026
File: 10-6500-01/2025-Vol 01
Re: **Minler Road - Transportation Assessment and Options for Road Improvements**

This memorandum provides the results of a transportation study on Minler Road in response to discussion at the February 18, 2026, Public Works and Transportation Committee meeting regarding vehicle speeds and pedestrian safety.

This memorandum also responds to the following motion that was introduced at the Public Works and Transportation Committee meeting of March 18, 2026:

That staff report back to the March 23, 2026 Council meeting with immediate road safety options for Minler Road that can be implemented within 30 days, complete with a cost-benefit analysis.

This memorandum also responds to the following referral at the Public Works and Transportation Committee meeting of March 18, 2026:

That staff review the situation on Minler Road to review the width of the road as well the potential addition of sidewalks and long-term traffic calming measures and report back with recommendations.

Review of Minler Road

Minler Road is an 800-metre-long local street that runs north-south in the Blundell neighbourhood. A total of 75 addresses are located on Minler Road between Blundell Road and Francis Road (Figure 1). The road has a pavement width of approximately 5.0 metres with gravel shoulder, grass boulevard, street trees, overhead utility poles and wires, but without a yellow centre line, curb and gutter, and no pedestrian facilities. This road cross section was the standard at the time these neighbourhoods were developed and is common across several residential subdivisions including Steveston, Seafair (the “Monds”), Burkeville, Shell, and others.

Blundell Elementary School can be accessed by foot from Minler Road via the neighbourhood park entrance on Lucas Road.

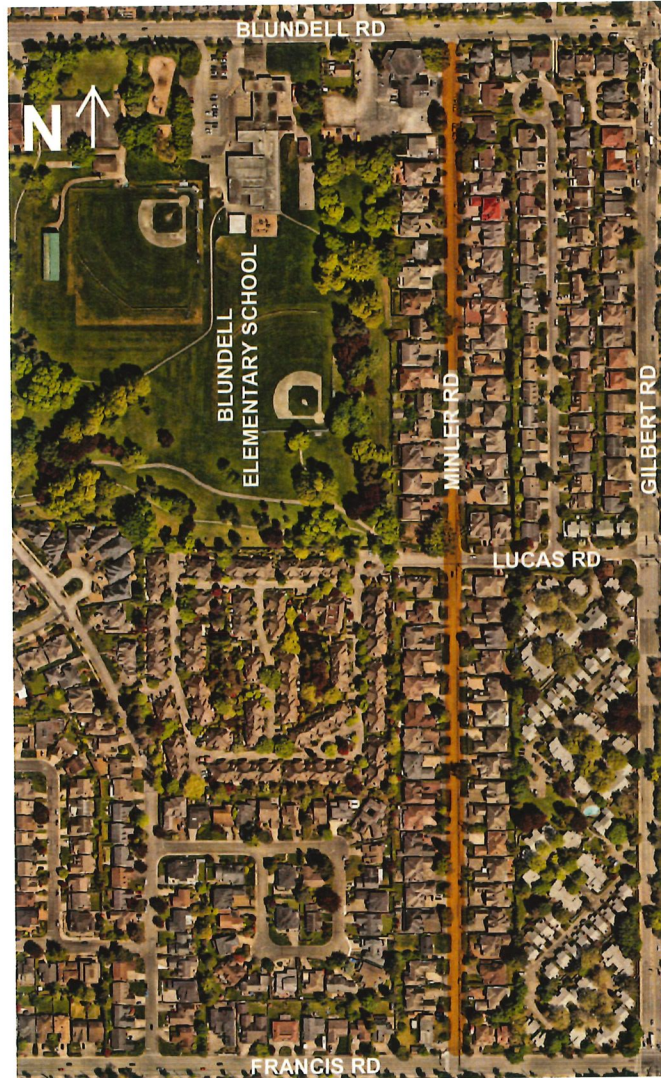


Figure 1: Minler Road between Blundell Road and Francis Road

Transportation Study Results

A transportation study was undertaken to assess the safety and operational performance of Minler Road. The results of the study are as follows:

- **Traffic Speed:** Counts were conducted from March 4 to March 11, 2026, at several locations along Minler Road. While 85 per cent of traffic is travelling at or below 56 km/h, the data does indicate that 5 per cent of cars (approximately 25 vehicles a day) are travelling in excess of 75 km/h.
- **Traffic Volume:** The volume of traffic on Minler Road is approximately 550 vehicles a day which is lower than a typical local road that can carry up to 2,000 vehicles a day. No locations of traffic congestion were observed.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded seven incidents along Minler Road.

All were related to property damage with four of the instances due to vehicles damaging property while reversing from the residential driveway. One incident involved a vehicle failing to yield at the stop sign at the Minler Road and Lucas Road intersection. The collision data did not identify any safety concerns, and no incidents were speed related or involved pedestrians.

- Pedestrian Data:** Pedestrian counts were collected between February 20 to March 13, 2026, along Minler Road. There was a maximum of 11 pedestrians on Minler Road (one north of Lucas Road and ten south of Lucas Road) during the peak hour, or about one pedestrian every six minutes (Figure 2). Using Transportation Association of Canada guidance, this volume would indicate that a crosswalk at the intersection of Lucas Road and Minler Road or sidewalk on Minler Road is not warranted.



Figure 2: Number of Pedestrians on Minler Road

Review of Pedestrian Enhancement Options

Staff have identified the following options for Council to consider.

Option 1A: Install Traffic Calming Measures

Speed cushions are a proven, cost-effective device to slow traffic on local streets and enhance the pedestrian environment. Physical traffic calming measures are particularly beneficial on roadways where there is no separate sidewalk to help reduce the differential speeds between pedestrians and motorists. These interventions also help to reduce “rat-running” by external traffic. The City’s traffic calming process is community driven and the Director, Transportation has authority to implement such measures if a majority of support by residents is received.

Council could direct staff to install four asphalt speed cushions on Minler Road (two north of Lucas Road and two south of Lucas Road). The estimated cost for these devices is \$32,000 and can be funded through existing Council approved budgets. Implementation of the speed cushions would occur within 30 days.

Option 1B: Initiate Traffic Calming Process

Staff would schedule an open house in April and invite area residents to share the findings of the transportation study and discuss the City's Neighbourhood Traffic Calming Program that implements speed reducing measures on local roads.

A review of the road geometry indicates that a traffic circle at the intersection of Minler Road and Lucas Road, along with speed cushions is feasible. Staff will discuss these options with area residents and seek their level of support. Pursuant to Council policy, should a majority of residents be in support of the proposed traffic calming measures, the Director, Transportation can implement the devices.

Option 2: Implement Stop Signs on Minler Road at Lucas Road

Lucas Road intersects Minler Road midway between Blundell Road and Francis Road. Traffic on Lucas Road is currently controlled by a stop sign while traffic on Minler Road does not have a stop sign at this intersection allowing motorists to travel uninterrupted for 800 metres between Francis Road and Blundell Road.

To deter traffic from using Minler Road as a bypass route, a 4-way stop would interrupt traffic flow. Council could direct staff to implement stop signs on Minler Road. The cost for this is \$700 and can be funded through existing Council approved budgets. This option can be implemented within a week.

Option 3: Implement Asphalt Pedestrian Walkway

In response to direction received at the March 18, 2026 Public Works and Transportation Committee, staff reviewed the feasibility and preliminary costs to construct a pedestrian facility on the 800-metre section of Minler Road. Road pavement widening on one side of the road with the addition of delineators and street lighting upgrades would facilitate introduction of an asphalt walkway.

An asphalt walkway will create dedicated space for pedestrians on Minler Road as requested by some residents. Implementation of this pedestrian facility will remove the ability to park vehicles on the side of the street with the walkway. As the setback between the existing road edge and the property line is greater on the west side and Blundell Elementary School is to the west of Minler Road, preliminary review suggests the walkway is most feasible on the west side of the road. Further site investigation of the above and underground utilities and drainage design are required to confirm the walkway alignment. Street trees exist on both sides of Minler Road and could be impacted by the road widening. A detailed review of the street trees could not be undertaken in time for this memorandum to be presented at the Regular Council meeting of March 23, 2026.

A high level, order of magnitude cost for this option is \$1.8 million. This estimate was developed with limited information and as such includes a typical 30 per cent contingency as no survey or design has been completed. The estimate includes street lighting as well as drainage and regrading works. Street lighting would be included to current design standards, similar to recently completed multi-use-pathway projects. Table 1 shows the preliminary cost breakdown for the various items.

Table 1: Asphalt Walkway – Cost Items

Cost Item	Preliminary Cost
Asphalt Walkway	\$660,000
Street Lighting	\$525,000
Survey/Design/Construction Admin	\$200,000
Contingency (30%)	\$415,000
Total =	\$1,800,000

This project is not currently identified in the existing Council approved capital plan and is not part of the approved 2026 to 2030 capital plan. Projects as part of the capital budget process are reviewed and ranked in consideration of City priorities. This project could be considered as part of the 2027-2031 capital process along with all other submissions.

However, if Council directs staff to proceed with an asphalt walkway with street lightning on Minler Road in advance of the 2027-2031 capital process, a Council resolution is required to approve a \$1.8 million capital budget funded from the Capital Reserve (Revolving Fund) for the Minler Road walkway improvement and to amend the Consolidated 5-Year Financial Plan (2026–2030).

Should Council wish to proceed with Option 3, Council resolution is required as follows:

That a capital project for the Minler Road walkway improvements in the amount of \$1.8 million funded from the Capital Reserve (Revolving Fund) be approved and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.

Once funding has been approved, it will take approximately six to eight weeks to complete the detailed design. City crews have the capacity and capability to complete this project and could proceed quickly once the design has been completed. Construction would take approximately eight to ten weeks to reach substantial completion, subject to street lighting equipment availability.

Option 4: Proceed with Design of Asphalt Pedestrian Walkway

Council could direct staff to commence the design phase of the walkway facility described in Option 3 and provide a detailed cost estimate to Council for consideration and further direction. This option will include an arborist assessment of the tree impacts. The time to perform the detailed design is six to eight weeks at an estimated cost \$100,000. This project is not currently identified in the existing Council approved capital plan and is not part of the approved 2026 to 2030 capital plan.

If Council directs staff to proceed with design of an asphalt walkway with street lightning on Minler Road, a Council resolution is required to approve a \$100,000 capital budget funded from the Capital Reserve (Revolving Fund) for the design of the Minler Road walkway improvement and to amend the Consolidated 5-Year Financial Plan (2026–2030).

Should Council wish to proceed with Option 4, Council resolution is required as follows:

That a capital project for design of the Minler Road walkway improvements in the amount of \$100,000 funded from the Capital Reserve (Revolving Fund) be approved and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.

Additional Pedestrian Enhancement Programs

Proposed 30 km/h Speed Limit

Minler Road is one of the residential local streets staff recommend be considered for a reduced 30 km/h speed limit as part of the report titled “Proposed Approach to Lowering Speed Limits” to be presented at the Regular Council meeting of March 23, 2026. Lowering the speed limit on Minler Road will enhance pedestrian comfort on this street.

Local Area Services Program

Many older subdivisions do not have dedicated pedestrian facilities or have sidewalks only on one side of the street.

If residents wish to pursue an upgrade to pedestrian facilities in their neighbourhood, the City’s Local Area Services Program (LASP) is designed to assist property owners where there is a desire to enhance neighbourhood streetscape. The improvements are paid for by the owners of the benefiting properties. A LASP project funded by the residents of Minler Road for ditch enclosures was implemented in the 1990’s. An example of LASP project with sidewalk improvements is on Donald Road which is 200 metres north of Minler Road. Staff is aware that some residents of Minler Road have inquired about a LASP for sidewalks and have raised concerns regarding the cost.

Next Steps

Should Council wish staff to pursue any of the options presented in this memorandum, staff can receive direction at the Regular Council meeting of March 23, 2026.

Should you have any questions regarding this information, please contact the undersigned.



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