

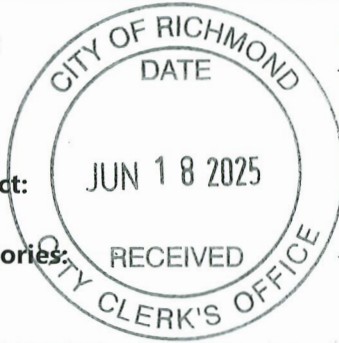
TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE
Jesson, Claudia

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: Er Jun Ma <erjun9984@gmail.com>
Sent: Tuesday, June 17, 2025 7:06 PM
To: Mayor and Councillors; mayorea; Heed, Kash; Wolfe, Michael; Gillanders, Laura;
McNulty, Bill; Loo, Alexa; Hobbs, Andy; Day, Carol; Au, Chak; Transportation
Subject: PWT: Amend the City Centre Traffic Study Terms of Reference
Categories: RECEIVED - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE



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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.
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 -
 - This instructs staff to count
 - 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
 - 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.
 - -
 -
 - **Change to:**
 - **Collect traffic data, including,**

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- *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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- **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
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 - **Why is**
 - **this important?**
 - -
 - **Delays**
 - **along No. 3 Road reduce the reliability of bus routes across all of Richmond and beyond**
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*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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