



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** March 18, 2024
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 10-6450-09-01/2024-Vol 01
Re: **Second Avenue Traffic Calming**

Staff Recommendation

1. That Option 2 to implement two speed humps on Second Avenue as described in the staff report titled "Second Avenue Traffic Calming" dated March 18, 2024, from the Director, Transportation, be endorsed;
2. That Option 3 to reduce the posted speed limit on Second Avenue to 30 km/h as described in the staff titled "Second Avenue Traffic Calming" dated March 18, 2024, from the Director, Transportation, be endorsed; and
3. That Traffic Bylaw No. 5870, Amendment Bylaw No. 10543, to revise the posted speed limit of Second Avenue from Steveston Highway to Chatham Street to 30 km/h, be introduced and given first, second and third reading.

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

Att. 2

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"/>	
Roads	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

In October 2023, staff received a petition from 25 residents of Second Avenue requesting speed humps and a 30 km/h speed limit to address perceived concerns of speeding motorists. This report provides the outcome of staff's review of the request and engagement with the neighbourhood.

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.

3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.

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.

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

Analysis

Neighborhood Traffic Calming Program

The City's neighbourhood traffic calming objectives aim to transform local roads into people-first streets by:

- Informing speed interventions with public engagement.
- Redesigning streets to discourage speeding.
- Enhancing the comfort of people walking, biking, or rolling.

The approach to delivering traffic calming on local roads is a community-driven process.

The process includes the following steps:

- Residents request speed management measures on their local street.
- Traffic studies are conducted by staff to measure road safety and operational issues.
- Staff collaborate with residents to develop tailored traffic calming measures based on the speed data results and site conditions to work towards achieving consensus.
- Surveys of affected residents determine the level of support for the proposed traffic calming measures developed during the engagement phase.

Council Policy 7018 (Attachment 1) indicates that the Director of Transportation may implement traffic calming measures, without reference to Council, if the measures have the support of the majority of affected residents and the measures are on a local street or laneway. If any of the conditions are not met Council approval for the implementation of traffic calming measures must be obtained.

Review of Second Avenue Traffic Calming Request

Staff received a petition from residents of Second Avenue between Steveston Highway and Chatham Street requesting traffic calming measures and a lower speed limit. Second Avenue is a local street located in the neighborhood north of Steveston Village (Figure 1). A total of 43 addresses are located on Second Avenue.

The default speed limit on Second Avenue is 50 km/h. There is a 30 km/h posted speed and one speed hump through the school zone. Second Avenue forms part of the Crabapple Ridge on-street neighbourhood bikeway connecting the Terra Nova neighbourhood to Steveston Village. The road also has a relatively narrow pavement width and no pedestrian facilities.



Figure 1: Second Avenue between Steveston Highway and Chatham Street

Speed Study and Crash History

Further to the request by residents for speed management, staff conducted a traffic study to assess the site conditions and quantify any operational and safety related concerns including:

- *Traffic Speed Study:* Counts were conducted from October 17 to October 24, 2023 on Second Avenue in the 50 km/h speed zone. The results indicated an average speed of 37 km/h with 85 percent of the traffic travelling at or below 46 km/h.
- *Collision History:* The most recent five-year ICBC data (2018-2022) recorded two vehicle incidents. No incidents were speed-related nor did any involve a pedestrian or cyclist.

Engagement with Residents

Stakeholder Meeting

Staff held a meeting with residents on December 6, 2023 at the Steveston Community Centre. The results of staff’s technical assessment along with potential traffic calming measures were presented for feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
December 6, 2023	13	<ul style="list-style-type: none"> Present staff’s technical assessment Discuss options for traffic calming measures 	<ul style="list-style-type: none"> Majority of attendees indicated: <ul style="list-style-type: none"> Interest in lower 30 km/h speed limit to support pedestrians and nearby school Interest expressed for: <ul style="list-style-type: none"> Speed humps

Stakeholder feedback at the meeting indicated support for both a 30 km/h speed limit and installation of speed humps on Second Avenue between Steveston Highway and Chatham Street.

Resident Survey

From January 12 to February 5, 2024, residents were surveyed to determine the level of support for the proposed speed humps and 30 km/h posted speed limit options determined through the engagement phase. A total of 43 surveys were mailed to each discrete address; 23 responses were received for a 53 percent response rate.

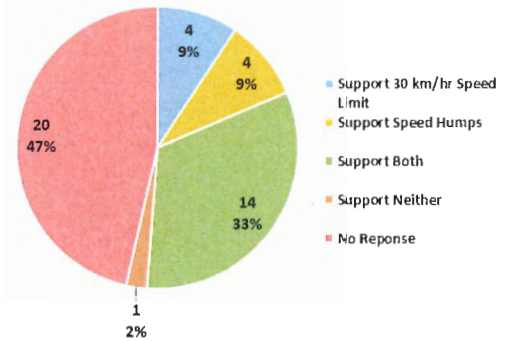


Figure 2: Second Avenue Traffic Calming – Survey Results

Figure 2 provides a breakdown of the survey results. The percent support for each option is calculated based on the number of responses for that option divided by the 43 dwelling units. The results indicate there is combined support (96 percent of respondents or 51 percent of total households) for measures to reduce vehicle speeds on Second Avenue. Support by residents for any single proposed option was 78 percent of respondents or 42 percent of total households for either speed humps or a 30 km/h speed limit.

Proposed Traffic Calming Measures

Option 1: Status Quo

The traffic study and accident data support no operational changes on Second Avenue. As there is a demonstrated desire of a simple majority (51 percent) of households for interventions to reduce vehicle speeds on Second Avenue, staff do not recommend this option.

Option 2: Speed Humps (Recommended)

This option proposes installation of two asphalt speed humps on Second Avenue (Attachment 2). The two new speed humps would complement the existing speed hump located within the school zone on Second Avenue. A lower profile speed hump of 7 cm is proposed. These have been successful at addressing vibration and noise emission. This physical measure is effective at achieving speed reduction on streets with lower speed limits.

As the proposed speed humps did not have the majority support by all residents on Second Avenue (78 percent of respondents or 42 percent of total households), Council approval for the implementation of this traffic calming measure is required.

Option 3: 30 km/h Speed Limit (Recommended)

This option responds to residents' interest in a lower speed limit by installing regulatory 30 km/h speed limit signage.

Second Avenue is designated as a local on-street bikeway and lacks pedestrian facilities. Slower vehicle speeds reduce the likelihood of a collision with people walking and cycling as well as the severity and fatality risk in the event of a collision. Based on these combined factors and public feedback (78 percent of respondents or 42 percent of total households in favour), staff recommend a 30 km/h posted speed limit on Second Avenue. Establishing an enforceable 30 km/h speed limit requires Council approval to amend Traffic Bylaw No. 5870.

Next Steps

Staff recommend construction of two asphalt speed humps and installation of 30 km/h speed limit signs in summer 2024 before the start of the school year in September.

Financial Impact

The total estimated capital cost to implement the two speed humps and speed limit signage is \$28,000. Funding is available within the Council-approved 2024 Traffic Calming Program capital project.

Conclusion

A petition for speed humps and lowering the speed limit was received from 25 residents of Second Avenue. Results of a resident survey has demonstrated a simple majority (51 percent) of all households in favour of measures to reduce vehicle speeds on Second Avenue.

The option of speed humps and a lower posted speed limit of 30 km/h each received support by 78 percent of respondents or 42 percent of total households. Staff recommend an amendment to Traffic Bylaw No. 5870 to establish a 30 km/h speed limit for this street. Second Avenue is designated as a local on-street bikeway and a 30 km/h speed limit will improve the comfort of people walking and cycling to encourage active travel. The installation of speed humps are also recommended to complement the lower speed limit.

March 18, 2024

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Vehicle speeds will be monitored post-installation and ongoing communication with residents will take place during the next year to measure the success of the traffic calming improvements on Second Avenue.



Sonali Hingorani, P. Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:ck

Att. 1: Policy Manual 7018
2: Second Avenue - Proposed Speed Hump Locations



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

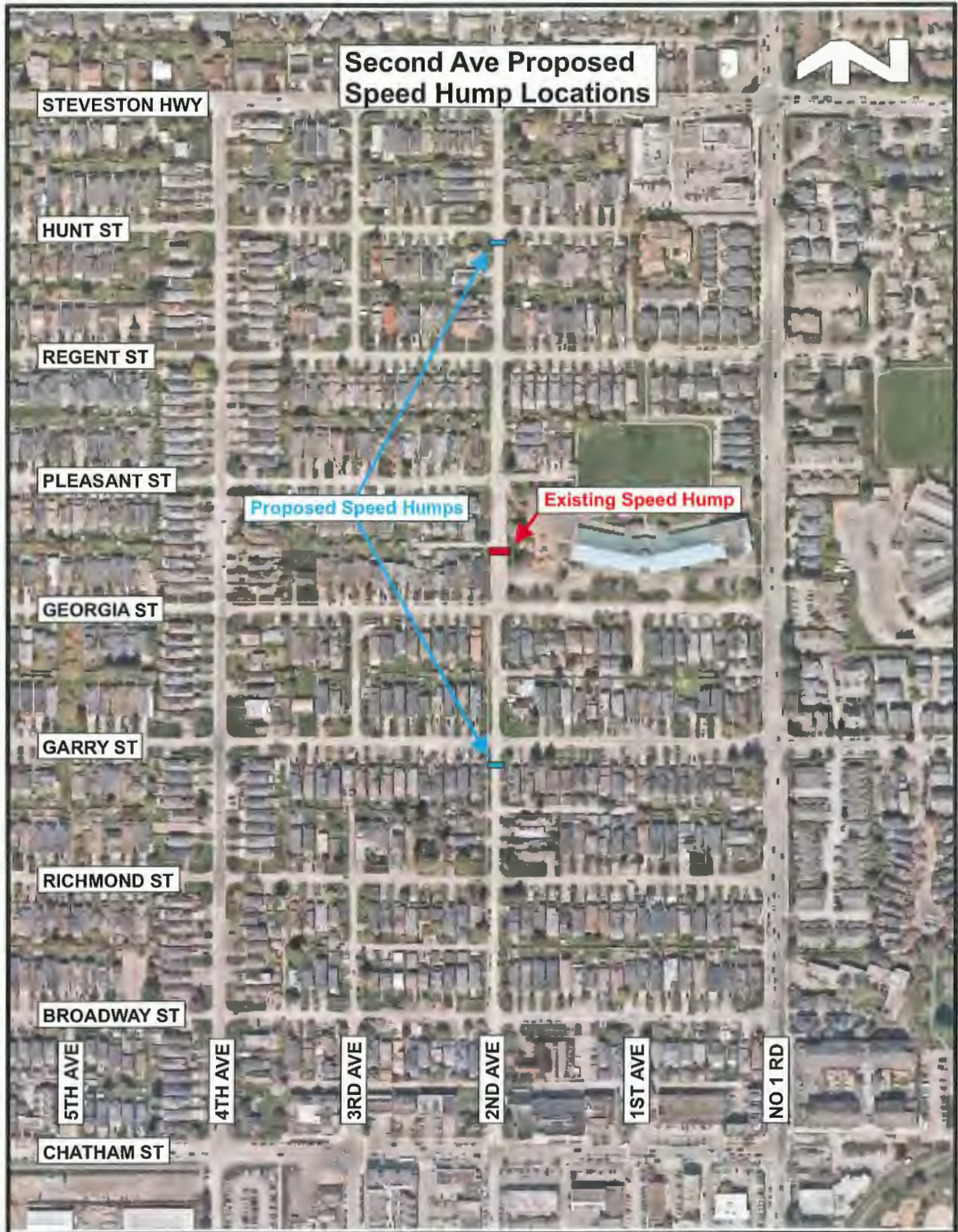
POLICY 7018:

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.

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Second Avenue - Proposed Speed Hump Locations





Traffic Bylaw No. 5870
Amendment Bylaw No. 10543

The Council of the City of Richmond enacts as follows:

- 1. Traffic Bylaw No. 5870, as amended, is further amended by adding the following to Schedule B to Traffic Bylaw No. 5870:

“13. Second Avenue from Steveston Highway to Chatham Street.”

This Bylaw is cited as, “Traffic Bylaw No. 5870, Amendment Bylaw No. 10543.”

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER