



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		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
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"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

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: 85th Percentile Traffic Speeds on Springfield Drive

	Westbound	Eastbound
Before Traffic Calming Installation	52 km/h	89 km/h
After Rubberized Speed Cushion Installation	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 85th 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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