



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: October 21, 2025

From: Lloyd Bie, P.Eng.
Director, Transportation

File: 10-6500-01/2025-Vol
01

Re: Westwater Drive Traffic Calming

Staff Recommendation

That Option 2 to implement traffic calming on Westwater Drive, as described in the report titled "Westwater Drive Traffic Calming", dated October 21, 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"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

Staff received a petition from residents in the Westwater Drive neighbourhood requesting traffic calming on Westwater Drive to address concerns of vehicle speeding. This report provides the results of staff's traffic assessment 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

Neighbourhood 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; and
- Enhancing the comfort of people walking and biking.

The approach to delivering traffic calming on local roads is a data and 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 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. If any of the conditions are not met, Council approval for the implementation of traffic calming measures must be obtained.

Review of Westwater Drive Traffic Calming Request

Study Area

Westwater Drive, from Railway Avenue to Trites Road, is a local street located in the Steveston neighbourhood east of Steveston Village (Figure 1).

The default speed limit on Westwater Drive is 50 km/h. There is a 30km/h speed zone near the school playground and 20km/h advisory speed signs where the road curves. Westwater Drive is used by multiple user groups accessing the perimeter road by foot, bicycle and car.



Figure 1: Westwater Drive between Railway Avenue and Trites Road

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Speed Study:** The results of a speed study conducted from February 12 to February 19, 2025, indicated 85 percent of the traffic is travelling at or below 40 km/h on the western end of Westwater Drive near Railway Avenue. Towards Trites Road on the east end of the study area, the 85th percentile speed was 60 km/h.

- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded two vehicle incidents along this section of Westwater Road. No incidents were speed-related, and none involved a cyclist or pedestrian.

Engagement with Residents

Stakeholder Meeting

A total of 185 addresses are located along this section of Westwater Drive.

A meeting with residents was held on March 27, 2025, at the Steveston Community Centre. The results of staff's technical assessment along with potential traffic calming measures were presented for input and feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
March 27, 2025	15	<ul style="list-style-type: none"> • Present staff's technical assessment; and • Discuss options for traffic calming measures. 	<ul style="list-style-type: none"> • Majority of attendees expressed the following: <ul style="list-style-type: none"> ▪ Concern for speeding on straight section of road; ▪ Support for speed humps and speed cushions; ▪ No interest in 30 km/h speed limit; and ▪ Suggestion to enhance pavement markings on road curves.

Feedback at the meeting indicated support for installation of the proposed traffic calming measures which included a combination of speed cushions and speed humps on the straight section of Westwater Drive where the 85th percentile speed was measured at 60 km/h.

Stakeholder Survey

From April 22 to May 13, 2025, residents were surveyed to determine the level of support for the physical traffic calming measures determined through the engagement phase.

A total of 185 surveys were mailed to each discrete address; 76 responses were received for a 41 percent response rate.

Figure 2 provides a breakdown of the survey results. The results indicate support (93 percent of respondents or 38 percent of total households) in favour of traffic calming measures on Westwater Drive.

In addition, staff engaged with representatives from Homma Elementary School and Britannia Shipyards. Both stakeholders are supportive of implementing physical traffic calming measures on Westwater Drive.

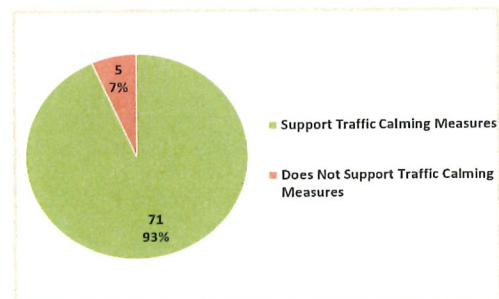


Figure 2: Westwater Drive Traffic Calming – Survey Results

Proposed Traffic Calming Measures

Option 1: Status Quo

As there was measured speeding on the eastern section of Trites Road (85th percentile speed of 60km/h) and support for interventions to reduce vehicle speeds on Westwater Drive from adjacent residents, staff do not recommend this option.

Option 2: Traffic Calming (Recommended)

This option proposes installation of two asphalt speed cushions and an asphalt speed hump on Westwater Drive (Figure 3). This arrangement balances emergency response objectives with neighbourhood concerns as the two speed cushions have cutouts for unimpeded travel by fire trucks and the midpoint speed hump, without cutouts, slows motorcycles. A lower profile of 7 cm is proposed for these three traffic calming devices. This profile has been successful at addressing vibration and noise emission as well as being effective at achieving speed reduction.



Proposed Speed Cushion

Proposed Speed Hump



Existing 4-Way Stop

Figure 3: Proposed Traffic Calming Measures on Westwater Drive

As only 38 percent of total households responded, with 93 percent of those voting in favour, Council approval for the implementation of the described traffic calming measures is required.

Next Steps

Staff recommend construction of two asphalt speed cushions and one asphalt speed hump. These interventions are anticipated to be constructed in Q1 2026.

The line markings to delineate the centre line of the curved sections of roadway as residents requested at the open house will be implemented by the end of this year.

Financial Impact

The total estimated capital cost to implement the traffic calming measures is \$30,000. Funding can be accommodated through the Council-approved 2025 Capital Plan - Traffic Calming Program.

Conclusion

A petition for traffic calming to reduce speeding on Westwater Drive was received from area residents. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Westwater Drive between Trites Road and Railway Avenue. A traffic study indicated no operational or safety concerns on the western section of Westwater Drive where the road curves multiple times. However, an 85th percentile speed of 60 km/h was measured on the straight section of Trites Road to the east. As 93 percent of survey respondents support installing traffic calming measures, staff recommend the introduction of two speed cushions and one speed hump on Westwater Drive as traffic calming devices.



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