



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 26, 2020
From: Lloyd Bie, P.Eng.
Director, Transportation **File:** 10-6450-15-01/2020-
Vol 01
Re: **Amendment to Traffic Bylaw No. 5870 to Revise Speed Limit on Ferguson Road**

Staff Recommendation

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10216, to revise the posted speed limit on Ferguson Road between McDonald Road and Shannon Road to 30 km/h, be introduced and given first, second and third readings.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
RCMP	<input checked="" type="checkbox"/>	
Roads	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the November 20, 2019 meeting of the Public Works and Transportation Committee, staff received the following referral:

“That staff work with Metro Vancouver and YVR Airport Authority to improve the safety of the road out to Iona for cyclists and other users.”

The three agencies have collaboratively developed a package of short- and long-term improvements to address the referral, which are described in this report.

This report supports Council’s Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council’s Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Existing Conditions of Ferguson Road

Ferguson Road on Sea Island is approximately 6.3 km in length and runs from Grauer Road-Templeton Street at its eastern end to Iona Beach Regional Park at its western end. The two-lane road is used by large truck operators and employees accessing industrial sites (e.g., Canada Post, UPS, Metro Vancouver’s Iona Island Wastewater Treatment Plant), by airport-related construction traffic, and by visitors to Iona Beach Regional Park. Over 70,000 cycle trips to Iona Beach Regional Park were recorded by Metro Vancouver in the first 10 months of 2019. The largest volumes occur in summer, particularly on weekends and holidays when volumes reach 700-900 cyclists per day. This straight stretch of Ferguson Road, uninterrupted by traffic signals, is favoured by competitive cyclists for training.

From its eastern end to approximately 300 m west of McDonald Road, the road has relatively wide travel lanes with a delineated paved shoulder width of approximately 2.0 m that can accommodate cyclists. Further west through to the park, the road pavement narrows with a minimal gravel shoulder bordered by ditches that requires cyclists to share the travel lane.

Jurisdiction of the roadway is shared (Figure 1): east of McDonald Road, the 1.9 km long section is within the jurisdiction of the Vancouver Airport Authority (VAA); sections west of McDonald Road are within the jurisdictions of the City (1.6 km between McDonald Road and Shannon Road), VAA (0.2 km) and Metro Vancouver (2.6 km). As referenced in Figure 1, the default speed limit is 50 km/h east of McDonald Road. To the west, there is a signed 30 km/h section within the City's jurisdiction with traffic calming measures (two speed humps). Metro Vancouver's section where the roadway turns north is signed 30 km/h through to the park.

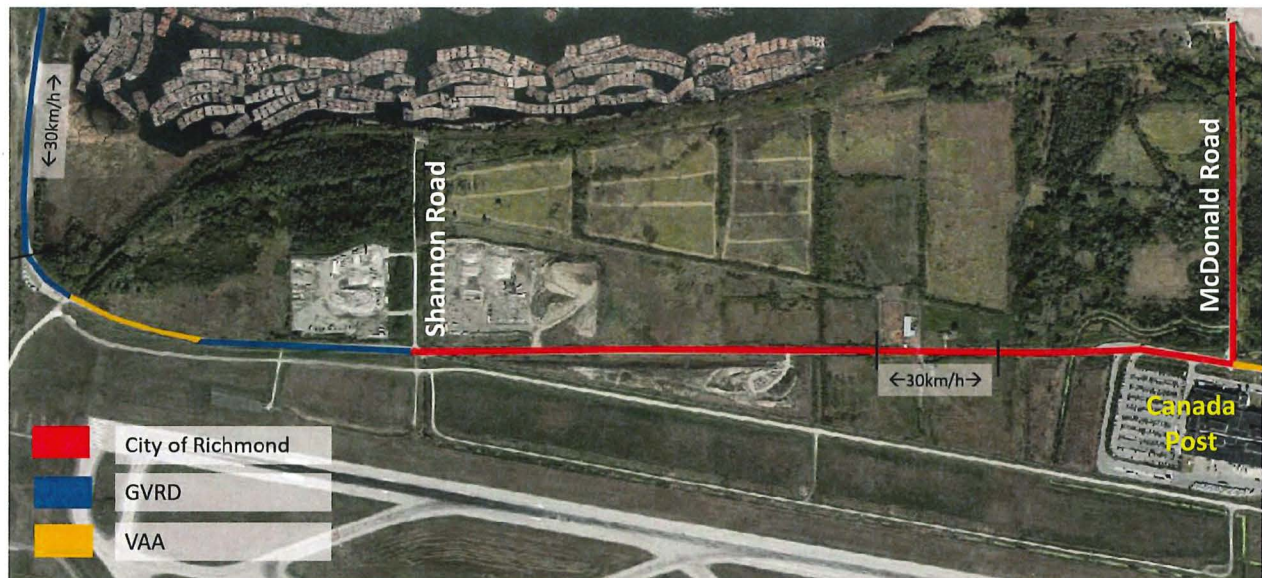


Figure 1: Jurisdiction and Speed Limits of Ferguson Road west of McDonald Road

Currently, a digital display board installed by VAA for westbound road users prior to the road narrowing has messaging for motorists to share the road with cyclists.

Identified Short-Term Improvements

The identified short-term improvements focussed on the narrower section of Ferguson Road west of the Canada Post site. As described below, some measures have been implemented and, pending Council approval of the proposed reduce speed limit, the remaining items will be jointly implemented by all three agencies in a coordinated manner within the first quarter of 2021.

Reduce Speed Limit to 30 km/h west of McDonald Road

Establishing a reduced and consistent posted speed limit of 30 km/h west of McDonald Road is appropriate given the road conditions and the prevalence of vulnerable road users. A constant and lower speed limit will improve cyclist safety by reducing the speed differential and establish consistent driver expectations along the length of the roadway section.

The City has written commitments from VAA and Metro Vancouver to implement a 30 km/h speed limit on the roadway sections within their respective jurisdictions. Staff recommend that the City amend Traffic Bylaw No. 5870 to lower the speed limit to 30 km/h along the section within its jurisdiction between McDonald Road and Shannon Road to complete the process and provide consistency. The installation of 30 km/h signage along the entire section west of

McDonald Road will be completed upon adoption of the proposed bylaw amendment. VAA is liaising with Richmond RCMP to provide enforcement of the 30 km/h speed limit once fully established.

Speed Reader Board

Should Council approve the recommended reduced speed limit, a speed reader board that provides direct feedback to motorists vis-à-vis posted speeds will be installed for westbound road users west of McDonald Road to reinforce the change in posted speed limit.

Signage and Pavement Markings

Consistent with other cycling-related signage and pavement markings on Sea Island roadways, “sharrow” pavement markings (i.e., bike stencil with two chevrons) and associated “Single File” signage were installed along the entire length of Ferguson Road west of McDonald Road (Figure 2). The City completed installation of the signage along its section in October 2020; the markings will be installed by the first quarter of 2021. Installation of signage and markings within the VAA and Metro Vancouver sections was completed in November 2020.



Figure 2: Sharrow Pavement Marking and Single File Signage

Minor Road Widening and Repairs

Metro Vancouver intends to widen an 850 m long section of Ferguson Road within its jurisdiction (i.e., the north-south causeway linking Sea Island to Iona Island) to provide a 1.5 m wide paved shoulder on the west side where none currently exists (Figure 3). This work will provide additional space for cyclists and is currently planned for completion by the end of 2020, weather permitting.

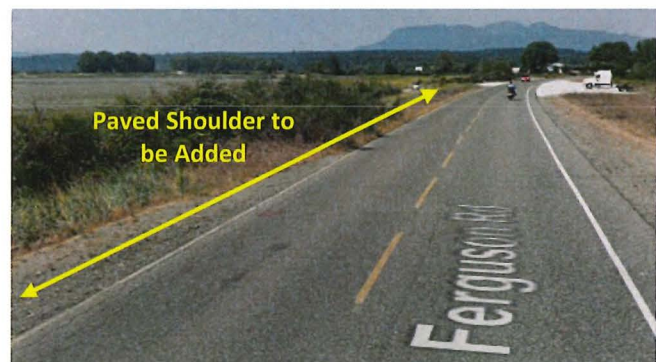


Figure 3: Metro Vancouver Section of Ferguson Road to be Widened with Paved Shoulder on West Side

The City will be undertaking minor road repairs along the section within its jurisdiction to address potholes and cracked pavement edges in Q4 2020-Q1 2021 as resources allow. Repaving of the entire 1.6 km length of Ferguson Road within the City’s jurisdiction has been identified for consideration within the 2021 Paving Program, which will be finalized in the first quarter of 2021.

Planned Long-Term Improvements

In Fall 2020, VAA engaged a consultant to prepare the detailed design and costing for the realignment and improvement of the Ferguson Road corridor west of the Canada Post site including an off-street multi-use pathway. The scope of work is within VAA jurisdiction and

will include an environmental review and development of a Construction Environmental Management Plan. The objective is to complete construction of the cycling facility in Summer 2021. The City will be involved as a stakeholder and have the opportunity to review the cycling facility design as it progresses.

Financial Impact

None. The installation of the signage, pavement markings and speed reader board as well as minor road repairs can be accommodated within existing approved budgets. The proposed repaving of Ferguson Road will be considered as part of the 2021 Capital Budget process.

Conclusion

The proposed Traffic Bylaw amendment provides consistency of the posted speed limit across multiple jurisdictions and enhances traffic safety along Ferguson Road for all road users.



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JC:jc



**Traffic Bylaw No. 5870
Amendment Bylaw No. 10216**

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting Schedule B and replacing it with Schedule A attached hereto as the new Schedule B to Bylaw No. 5870.
2. This Bylaw is cited as "**Traffic Bylaw No. 5870, Amendment Bylaw No. 10216**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>UB</i>
APPROVED for legality by Solicitor <i>LB</i>

SCHEDULE A to AMENDMENT BYLAW NO. 10216

SCHEDULE B to BYLAW NO. 5870

SPEED ZONES

Highways On Which Traffic Is Limited To 30 Kilometres (18.64 Miles) Per Hour

1. River Road between No. 7 Road and a point one half mile east of the centre line of Nelson Road and measured at right angles to the said Nelson Road.
2. River Road from a point 198 metres (649.61 feet) east of the northerly projection of the centre line of Queen Road, measured at right angles to the said northerly projection of Queen Road, to Boundary Road.
3. Finn Road and No. 4 Road, from a point 244 metres (800.52 feet) east of the intersection of Garden City Road to the junction of No. 4 Road, from this point north on No. 4 Road to 30.5 metres (100.06 feet) north of the bridge over Green Slough.
4. Dyke Road from Boundary Road to Hamilton Road.
5. Ryan Road from the west boundary line of Lot 137, Section 33, Block 4 North, Range 6 West, being the South Arm Park to a point 15 metres (49.21 feet) north of the north boundary line of Ryan Place.
6. All roads within the Burkeville area subdivision bounded by the south property line of Miller Road, the west property line of Russ Baker Way, and the Vancouver International Airport on the west.
7. All roads within the Steveston Village Core bounded by the north property line of Chatham Street, the east property line of No.1 Road, the south property line of Bayview Street and the west property line of Third Avenue.
8. All roads within Steveston Village bounded by the north property line of Chatham Street, the west property line of Third Avenue, the south property line of Moncton Street, and the west property line of Seventh Avenue.
9. All roads bounded by the north property line of Moncton Street, the east and south property lines of Bayview Street, and the east property line of No. 1 Road.
10. Moncton Street from Bayview Street to the east property line of Steveston Park.
11. Ferguson Road from McDonald Road to Shannon Road.