



To: Public Works and Transportation Committee

Date: May 19, 2026

From: Roeland Zwaag
General Manager, Engineering and Public
Works

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

Re: **Garry Street Traffic Calming**

Staff Recommendation

That Option 2 to implement two raised crosswalks on Garry Street as described in the report titled “Garry Street Traffic Calming”, dated May 19, 2026, from the General Manager, Engineering and Public Works, be approved.

Executive Summary

A petition for traffic calming to reduce speeding on Garry Street was received from area residents. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Garry Street between Seventh Avenue and Railway Avenue. A traffic study indicated no operational or safety concerns on Garry Street. However, 85 per cent of respondents to the traffic calming survey support implementation of two raised crosswalks on Garry Street. The raised crosswalks will enhance safety for McMath Secondary School traffic and future growth in the area as envisioned in the OCP. The proposed raised crosswalks will also help slow external traffic using Garry Street to connect between No.1 Road and Railway Avenue.

Staff Report

Origin

Staff received a petition from seven residents in the Garry Street neighbourhood in September 2025, requesting traffic calming on Garry Street to address concerns of vehicle speeding. Three residents live on Garry Street west of No. 1 Road and four east of No. 1 Road.

At the December 17, 2025, Public Works and Transportation Committee, the following was moved and seconded:

(1) That staff:

- (a) investigate reducing the speed limit to 30 km/h on Garry Street between No. 1 Road and Railway Avenue and installing appropriate signage;*
- (b) take appropriate action to establish additional traffic calming measures on Garry Street between No. 1 Road and Railway Avenue;*
- (c) investigate the possibility of installing raised sidewalks or crosswalks in the area of Garry St. between No. 1 Road and Railway Ave; and*
- (d) review the parking on Garry Street, including possible time limits while consulting with residents on Garry Street, and report back; and*

(2) That staff consult with Richmond School District No. 38 regarding the traffic patterns around McMath Secondary School.

This report responds to the above referral and 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.

Analysis

Neighbourhood Traffic Calming Process

The City's neighbourhood traffic calming 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.
- Survey of residents to determine the level of support for the proposed traffic calming measures developed during the engagement phase.

Review of Garry Street Traffic Calming Request

Study Area

Garry Street, from Seventh Avenue to Railway Avenue, is a local street located in the Steveston neighbourhood north of Steveston Village (Figure 1).

Garry Street between Seventh and No. 1 Road has a 30 km/h speed limit. Garry Street east of No. 1 Road to Railway Avenue is currently signed at 50 km/h. However, this road has been approved by Council for a speed limit reduction from 50 km/h to 30 km/h. Signage to indicate the new speed limit will be installed in Q3 2026. The section east of No. 1 Road also serves McMath Secondary School traffic and some multi-family developments.



Figure 1: Garry Street between No. 1 Road and Railway Avenue

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 indicated 85 per cent of traffic is travelling at or below 48 km/h on Garry Street between No. 1 Road and Railway Avenue and 45 km/h between Seventh Avenue and No. 1 Road.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded 5 vehicle incidents along Garry Street from Seventh Avenue to Railway Avenue. No incidents were speed related or involved a pedestrian.

Engagement with Residents

Stakeholder Meeting

A total of 500 addresses were identified for the Garry Street traffic calming engagement.

A meeting with residents was held on February 17, 2026, at the West Richmond 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
February 17, 2026	24	• Present staff's technical assessment. • Discuss options for traffic calming measures.	• Majority of attendees lived along Garry Street between No. 1 Road and Railway Avenue. • Residents west of No. 1 Road did not express any traffic related concerns. • Attendees expressed the following: ○ Concern for speeding on Garry Street near No. 1 Road and McMath Secondary School. ○ Support for raising the 2 existing crosswalks near McMath School. ○ No parking concerns were raised.

Based on the feedback from the open house, the traffic calming process focused on the section of Garry Street east of No. 1 Road where attendees expressed concerns of speeding and support for traffic calming.

To address the 85th percentile speed exceeding the posted speed limit of 30 km/h on Garry Street west of No. 1 Road, staff will monitor this location and have advised RCMP of the speed study findings to support their enforcement in the area.

Stakeholder Survey

From March 4 to March 31, 2026, residents were surveyed to determine the level of support for the physical traffic calming measures determined through the engagement phase (Figure 2).



Figure 2: Proposed Traffic Calming Measures on Garry Street

A total of 500 surveys were mailed to each discrete address; 195 responses were received for a 39 per cent response rate.

The results indicate support (85 per cent of respondents or 36 per cent of total households) are in support of traffic calming measures on Garry Street.

In addition, staff engaged with representatives from McMath Secondary School who are supportive of implementing the raised crosswalks.

Proposed Traffic Calming Measures

Option 1: Status Quo

Although there are no safety or operational issues identified, the majority of respondents do support the proposed traffic calming measures. This option is not recommended.

Option 2: Traffic Calming (Recommended)

This option proposes upgrading two existing marked crosswalks on Garry Street in front of McMath Secondary School to two raised crosswalks. This arrangement balances emergency response objectives with neighbourhood concerns as the two raised crosswalks are positioned near the school entrance to support students walking to school. The raised crosswalks will enhance safety for McMath Secondary School traffic and future growth in the area as envisioned in the OCP. The proposed raised crosswalks will also help slow external traffic using Garry Street to connect between No.1 Road and Railway Avenue.

The raised crosswalks will have a lower profile of 7 cm which has been successful at addressing vibration and noise concerns as well as being effective at achieving speed reduction. Traffic signs as illustrated in Figure 3 will also be installed on Garry Street at each raised crosswalk location.



Figure 3: New Raised Crosswalk Sign

Garry Street Parking Review

The parking conditions on Garry Street were also investigated. Street parking is well utilized, and the majority of vehicles were parked in compliance with the Traffic Bylaw. Since 2022, 72 tickets have been issued on this block of Garry Street. The infractions are primarily related to parking over 72 hours and parking in no stopping zones.

Next Steps

Staff recommend construction of two asphalt raised crosswalks. These can be constructed in summer 2026.

Budgetary Implications

The total estimated capital cost to implement the traffic calming measures is \$20,000. Funding can be accommodated through the Council-approved 2026 Traffic Calming Program.

Conclusion

Implementation of traffic calming measures on local streets in the City is an inclusive and community-driven program. The City's Traffic Calming process was initiated with residents on Garry Street in response to speeding concerns. A traffic study did not identify any safety or operational issues on Garry Street. However, the results of the traffic calming survey indicate 85 per cent of respondents support two raised crosswalks in front of McMath Secondary School. The school is supportive of these devices.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

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Endorsed by Serena Lusk, CAO