



**Public Works and Transportation Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, November 19, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-4 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on October 22, 2025.*



NEXT COMMITTEE MEETING DATE

December 17, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

- 1. AWARD OF CONTRACT 8397P – SUPPLY AND DELIVERY OF VEHICLE AND EQUIPMENT TIRES AND CERTIFIED TIRE SERVICES**

(File Ref. No. 02-0780-01) (REDMS No. 8058595)

PWT-9

See Page PWT-9 for full report

Designated Speaker: Owen Sinclair

STAFF RECOMMENDATIONS

- (1) *That Contract 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services, be awarded to Fountain Tire Ltd. for an initial three-year term for an estimated total value of 1,009,872 excluding taxes and contingency, as described in the report titled “Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services”, dated October 28, 2025;*
- (2) *That authorization be given to issue change orders as required up to an additional \$201,974 for contingency, for a maximum total value of \$1,211,846 for the initial term, excluding taxes;*
- (3) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term for up to two additional one year periods, to a maximum total term of five years, at an additional estimated value of \$673,248, plus \$134,650 contingency excluding taxes, resulting in a total estimated contract value of \$2,019,744 over five years; and*
- (4) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with Fountain Tire Ltd.*



2. **UPDATE ON 2025/2026 SNOW AND ICE RESPONSE PREPARATIONS**

(File Ref. No. 10-6360-13) (REDMS No. 8147677)

PWT-14

[See Page PWT-14 for full report](#)

Designated Speaker: Brandon Olson

STAFF RECOMMENDATION

That the report titled “Update on 2025/2026 Snow and Ice Response Preparations”, dated November 1, 2025, from the Director, Public Works, be received for information.



Public Works & Transportation Committee Agenda – Wednesday, November 19, 2025

Pg. # ITEM

3. **WESTWATER DRIVE TRAFFIC CALMING**
(File Ref. No. 10-6500-01) (REDMS No. 8162032)

PWT-25

See Page PWT-25 for full report

Designated Speaker: Sonali Hingorani

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.

☐

4. **WESTMINSTER HIGHWAY AND RIVER ROAD: INTERSECTION ENHANCEMENTS**
(File Ref. No. 10-6500-01) (REDMS No. 8119819)

PWT-31

See Page PWT-31 for full report

Designated Speaker: Beata Ng

STAFF RECOMMENDATION

That the report titled “Westminster Highway and River Road: Intersection Enhancements”, dated October 30, 2025, from the Director, Transportation, be received for information.

☐

5. **RICHMOND BOARD OF EDUCATION MOTION ON SCHOOL TRAFFIC SAFETY (SEPTEMBER 25, 2025)**
(File Ref. No.) (REDMS No.)

PWT-37

See Page PWT-37 for background materials

Designated Speaker: Lloyd Bie

☐

6. **MANAGER’S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, October 22, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au (by teleconference)
Councillor Kash Heed
Councillor Alexa Loo

Also Present: Councillor Andy Hobbs
Councillor Billy McNulty

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on September 17, 2025, be adopted as circulated.

CARRIED

AGENDA ADDITIONS

It was moved and seconded

- (1) *That Ferguson Road be added as Item No. 3A;*
- (2) *That HandyDART be added as Item No. 3B; and*
- (3) *That Kingfisher Drive and Steveston Highway be added as Item No. 3C.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

Public Works & Transportation Committee
Wednesday, October 22, 2025

1. **PROPOSED 2026 PAVING PROGRAM**

(File Ref. No. 10-6360-15-01) (REDMS No. 8060623)

In response to queries from Committee, staff advised that (i) typical working hours for paving are 7am-7pm, with some work being done overnight, and the paving schedule is designed with flexibility, allowing coordination with capital and development projects to minimize impacts to the travelling public, and (ii) proposed funding for the 2026 Paving Program is being submitted for Council's consideration as part of the 2026 Capital Budget, and that the funding will come from the City's general revenue fund for roads.

Discussion ensued regarding (i) the list of the primary paving sites to be included in the 2026 Paving Program, (ii) the difficulty of paving Williams Road between No. 4 Road and No. 5 Road due to the road's substructure, and a Capital submission to reconstruct the entire road, (iii) alerting the media of ongoing or upcoming road work, (iv) the milling and paving of roads and asphalt surfaces in priority order as identified by the City's Pavement Management System and staff, and (v) TransLink funding for some of the Major Road Network projects.

It was moved and seconded

That the staff report titled "Proposed 2026 Paving Program", dated September 22, 2025, from the Director, Engineering be received for information.

CARRIED

2. **BIKE REUSE PILOT PROGRAM REVIEW**

(File Ref. No. 10-6370-01) (REDMS No. 8144806)

Discussion ensued regarding (i) the possibility of providing helmets and locks and the associated costs, (ii) space allocation at the recycling depot and the current storage of bicycles for the pilot program, (iii) the proposed guidelines for the bike reuse program, including an application form, pre-scheduled pick-ups and waivers, (iv) various organizations that benefited from the pilot program, (v) the outcomes of the pilot program and approximate cost per bike collected and per bike reused and donated, and (vi) the recycling of bikes for scrap metal.

In response to queries from Committee, staff advised that the main stakeholder interested in bikes for the purpose of repair and reuse is Richmond School District No. 38.

It was moved and seconded

That Option 3, as outlined in the report titled "Bike Reuse Pilot Program Review", dated September 19, 2025 from the Director, Public Works, be approved.

CARRIED

COUNCILLOR KASH HEED

3. TRAFFIC PROBLEMS IN THE IRONWOOD AREA AND NO. 2 ROAD AND WESTMINSTER HIGHWAY

(File Ref.) (REDMS No.)

In response to queries from Committee, staff advised that three concurrent projects are underway, with the No. 2 Road and Westminster Highway intersection improvements nearing completion by the end of November.

Discussion ensued regarding (i) ongoing construction projects and traffic problems near the Ironwood area and No. 2 Road and Westminster Highway, (ii) lane closures as part of the Steveston Interchange Project, (iii) notifying the public of current road work/construction projects via social media posts, (iv) minimizing the inconvenience to the public and streamlining traffic control, and (v) regulations pertaining to traffic control measures.

Staff advised that a memorandum outlining provincial traffic control regulations and WorkSafeBC parameters will be provided.

Further discussion ensued regarding taking a proactive approach by notifying the media, including radio and TV stations, in addition to posting on social media, about current or upcoming road work/construction projects in Richmond.

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff be directed to notify the media regarding road work in Richmond.

The question on the referral motion was not called as discussion ensued regarding a defective traffic signal button that has since been replaced by the Ministry of Transportation and Transit.

The question on the referral motion was then called and it was **CARRIED**.

COUNCILLOR MICHAEL WOLFE

3A. (File Ref. No.) (REDMS No.)

Discussion ensued regarding (i) Metro Vancouver's alternative approach to deliver the Iona Island Wastewater Treatment Plant Upgrade Projects, specifically along Ferguson Road, and (ii) Metro Vancouver working closely with key stakeholders, including City staff.

3B. (File Ref. No.) (REDMS No.)

Discussion ensued with respect to correspondence received from the Richmond Poverty Reduction Coalition regarding HandyDART operations and the request to operate HandyDART in-house rather than be operated by a contractor.

Public Works & Transportation Committee
Wednesday, October 22, 2025

In response to a query from Committee, staff advised that a memorandum regarding HandyDART and TransLink's involvement can be provided.

COUNCILLOR BILL MCNULTY

3C. KINGFISHER DRIVE AND STEVESTON HIGHWAY

(File Ref. No.) (REDMS No.)

Staff provided an overview of the planned traffic safety improvements at Kingfisher Drive and Steveston Highway, including speed bars and signage.

In response to a query from Committee regarding hedge trimming, staff advised that sight lines will be reviewed and are a requirement under the Boulevard Maintenance Regulation Bylaw.

Discussion ensued regarding bicycle sensors, and staff advised that they would take the matter into consideration and report back.

4. MANAGER'S REPORT

(i) 2025 "Getting Ready For Rain" Campaign and Seasonal Preparedness Activities

Staff advised that the 4th annual "Getting Ready For Rain" campaign launched last week, with the campaign aiming to build community resiliency through preparing residents for heavy rainfall and helping to reduce localized flooding. The campaign has three primary objectives: educate residents, discourage harmful practices, and raise awareness of the City's flood prevention activities.

Discussion ensued regarding the communications plan for the campaign.

In response to a query from Committee, staff advised that (i) the biggest impact to any rain event is leaves or branches and it is important to keep drainage infrastructure and gutters clear, and (ii) all catch basins are City infrastructure and residents can call the 24-hour Works Yard Dispatch or submit a service request through the City's website.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:03 p.m.).

CARRIED

Public Works & Transportation Committee
Wednesday, October 22, 2025

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, October 22, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate



City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	Date:	October 28, 2025
From:	Suzanne Bycraft Director, Public Works	File:	02-0780-01/2025-Vol 01
	Jim Wishlove Fire Chief		
Re:	Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services		

Staff Recommendations

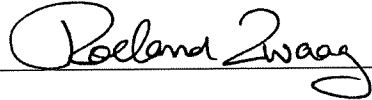


- 1) That Contract 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services, be awarded to Fountain Tire Ltd. for an initial three-year term for an estimated total value of \$1,009,872 excluding taxes and contingency, as described in the report titled “Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services”, dated October 28, 2025;
- 2) That authorization be given to issue change orders as required up to an additional \$201,974 for contingency, for a maximum total value of \$1,211,846 for the initial term, excluding taxes;
- 3) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term for up to two additional one-year periods, to a maximum total term of five years, at an additional estimated value of \$673,248, plus \$134,650 contingency excluding taxes, resulting in a total estimated contract value of \$2,019,744 over five years; and
- 4) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with Fountain Tire Ltd.

Suzanne Bycraft
Director, Public Works

Jim Wishlove
Fire Chief

October 28, 2025

- 2 -

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

Staff Report

Origin

The City maintains contracts for the supply of tires and tire related services to support vehicle needs for Richmond Fire-Rescue and City Fleet Operations.

This report presents the results of the submissions received following a competitive procurement process and recommends awarding the contract to the submission that offers the best value while effectively meeting operational requirements.

This report supports Council's Strategic Plan 2022-2026 Strategy #1 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

3.4 Ensure Civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

Analysis

Procurement Process

Request for Proposals (RFP) 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Service, was posted on BC Bid on January 24, 2025. Three proposals were submitted by the February 28, 2025 closing date. Bidders were invited to submit pricing proposals for various brands and types of tires, aligned with the City's historical usage patterns. The City purchases approximately 720 tires encompassing various sizes and specifications on an annual basis to serve departments such as Public Works, Parks Services, Engineering and Richmond Fire Rescue. The scope of services includes tire repair and replacement, road and service calls, tire delivery, mounting and installation and wheel alignment. The City's intention is to award a contract for an initial three-year term, with the option to renew for two additional one-year terms, for a total potential duration of five years. Renewals will be subject to performance and mutual agreement between the City and the successful proponent.

Review Process

Staff conducted independent evaluations of the submitted proposals, which were assessed based on pre-determined criteria, including Financial, Technical, and Sustainability components.

The evaluation results of the RFP are summarized in Table 1. Total costs are based on estimated volumes of tires and related services required over the initial 3-year contract term.

Table 1: Financial Summary and Evaluation Scores

Proponent	Estimated Total Costs for a Three Year Contract Term	Evaluation Score
Fountain Tire Ltd.	\$1,009,872	90.25

Kal Tire	\$1,007,385	82.33
Jover Holdings Inc.	\$1,120,716	70.79

Although the financial proposals presented by Fountain Tire and Kal Tire were closely aligned, Fountain Tire Ltd. offered a proposal demonstrating the greatest benefit in meeting the City's operational needs, technical specifications, and service responsiveness. Their proposal includes guaranteed service call response times within the scope of the contract, 24/7 tire service availability—an essential feature during extreme weather conditions when fleet continuity is critical—and robust inventory management practices which includes proactive stocking and oversight of tire inventory to ensure same-day or next-day availability for all tire types used across the City's fleet.

Contract Term

The recommended contract is for an initial three-year term which would commence upon contract agreement, with the option to renew for two additional one-year terms, for a total potential contract term of five years. The prices for the supply of tires and tire-related services will be fixed throughout the initial term of the contract. The contract may be renewed under the same terms and conditions with any future year's unit price adjustments to be negotiated prior to the fourth and fifth year of the contract to ensure alignment with industry price indices.

Financial Impact

The total estimated cost for the contract is based on the City's forecasted volume and service level requirements over the full contract term based on prior years' experience. Staff note the full contract expenditure may vary given tire and tire related services are procured on an as-needed basis. To account for potential fluctuations in demand and unforeseen circumstances, a contingency allowance of 20% has been included, as detailed in Table 2.

Table 2: Estimated Contract Cost

Years 1 to 3	\$1,009,872
Contingency (20%)	\$201,974
Total – Years 1 to 3	\$1,211,846
Optional Years 4 and 5	\$673,248
Contingency (20%)	\$134,650
Total – Maximum 5-Year Term	\$2,019,744

Requested funding for the services to be procured under this contract are included in the operating budgets for both Richmond Fire-Rescue and Fleet Operations.

Conclusion

This report presents the results of a competitive procurement process RFP 8397P. Staff recommend that Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services be awarded to Fountain Tire Ltd, for an initial three-year term, with the

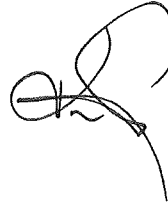
October 28, 2025

- 5 -

option to extend for two additional one year terms, to a maximum of five years upon satisfactory performance and mutual agreement, for an estimated total value of \$2,019,744.

A handwritten signature in black ink, appearing to read "Owen Sinclair".

Owen Sinclair
Manager, Fleet Operations

A handwritten signature in black ink, appearing to read "Kevin Gray".

Kevin Gray
Deputy Fire Chief



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 1, 2025
From: Suzanne Bycraft
Director, Public Works Operations **File:** 10-6360-13/2025-Vol 01
Re: Update on 2025/2026 Snow and Ice Response Preparations

Staff Recommendation

That the report titled "Update on 2025/2026 Snow and Ice Response Preparations", dated November 1, 2025, from the Director, Public Works, be received for information.

Suzanne Bycraft
Director, Public Works
(604-233-3338)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Communications	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Climate & Environment	<input checked="" type="checkbox"/>	
Information Technology	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Report

Origin

The coastal environment of the City of Richmond makes its roads particularly vulnerable to frost formation, given the significant and rapid weather variations from Steveston to Hamilton. During the winter season, staff monitor weather conditions and forecasted precipitation across the entire area to effectively respond to snow and ice events, ensuring safe road conditions for the travelling public.

This report outlines the City's standards for winter maintenance operations and response plans for snow and ice events, in accordance with the service level requirements outlined in Council Policy 7013, "Roadways – Ice and Snow Removal" (the Policy). The Policy defines the priorities of ice and snow clearing on the City's public roads, highways, overpasses, lanes and bus stops.

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.

3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

Analysis

Operational Preparations

Operational preparations typically commence by mid-September. The snow and ice treatment response plan is reviewed and updated if needed, with refresher training provided to equipment operators and drivers for the 43 pieces of equipment noted on Attachment 1. Salt supplies are secured for the upcoming winter season under contract 8382Q – Supply and Delivery of Bulk Road Salt with 3,000 metric tonnes guaranteed. On-site salt storage includes 1,450 metric tonnes at the Works Yard, or an amount sufficient for seven days of around-the-clock response before resupply is required.

The City's preferred preventative anti-icing treatment is salt brine. The application of salt brine is intended to limit and/or delay snow or ice from bonding to pavement surfaces. This method is effective and operative in temperatures as low as -15°C. Salt brine is more cost effective than salt and has lower environmental impacts. The use of salt brine as a pre-treatment extends its effectiveness beyond that of traditional road salt. In support of the City's efforts to reduce the overall usage of salt on roadways, the Works Yard has the capacity to store 145,700 litres of salt brine allowing for nearly 24 hours of continuous salt brine application without the need for additional production.

In 2024, the City implemented GPS technology to enable real time monitoring of salt and brine usage, allowing adjustments to output levels to ensure optimal application with minimal salt dispersion. The same year, a public facing web service was launched using GPS technology, giving residents the ability to view plow locations during active snow events and check when the

roadways were last cleared. This tool enables residents to plan safer travel routes during winter conditions. Throughout the 2024/2025 snow and ice season, this webpage received 1,060 visits.

Operational Response

Response measures are tailored to the specific conditions of each anticipated event and include a mix of pre-scheduled, standby and emergency response shifts depending on the anticipated scope and duration of each event. Pre-planning, early pre-treatment, and well-timed response measures are key to ensuring the best possible outcome and to avoid ice bonding with the road surface to improve traction and overall safety for motorists throughout each event.

Generally, response includes two primary types of events:

Frost Events: Frost control and event pre-treatment is undertaken on pre-determined frost routes and based on road condition monitoring. Pre-treatment is also applied to walkways of civic facilities.

Snow Events: During snow events, larger snow response equipment such as tandem and single axle dump trucks are dispatched to clear snow on first and second priority routes, while smaller equipment is directed to clear and treat City facility parking lots and address public complaints regarding entrances to subdivision collector roads. In addition to parking lots, teams supporting the response also clear walkways of civic facilities, transit stops, and wheelchair let downs. Active transportation networks such as bike lanes and multi-use pathways are not included in the City's snow and ice response plans. Under Traffic Bylaw No. 5870, the responsibility for clearing of snow from public sidewalks is primarily the responsibility of property owners. Further information regarding Traffic Bylaw No. 5870 is provided later in this report.

Monitoring Activities

A variety of tools are used to monitor weather conditions to ensure operational readiness and event pre-planning. Weather watches and road temperature sensors support predictive monitoring, coupled with driving assessments for regular road inspections. Collaborative communication with partner agencies such as TransLink/Coast Mountain Bus Company, Richmond RCMP, Ministry of Transportation and Transit (MOTT), and other City business units also help support continuous monitoring activities.

Road Temperature Sensors: As shown in Attachment 2, there are 11 road surface temperature sensors located at key locations throughout the City which are monitored 24-hours a day via the Supervisory Control and Data Acquisition (SCADA) system. Critical for effective deployment of anti-icing and de-icing materials, infrared laser and in-ground sensors provide accurate, real-time road surface temperature information to identify when road conditions are deteriorating, allowing for effective response when conditions become hazardous for driver safety.

Weather Forecasting: Snow and ice response preparations are further supported by an external weather forecasting agency (Weathernet) to provide localized (Richmond-specific) weather forecasts. In addition to providing daily forecasts, a meteorologist is available 24-hours a day to provide clarification prior to and during snow events.

Event Coordination & Monitoring: During snow and ice events, with implementation of the GPS technology, staff at a centralized control centre remotely observe equipment locations, salt and brine distribution, plow functions and route completion times captured by equipment mounted sensors enabling a more effective response and reporting capabilities used to forecast costs and prepare for future events.

Bylaw Enforcement Update

To support pedestrian safety, the City's Traffic Bylaw No. 5870 includes provisions for sidewalk clearing by residents and businesses. In late 2023, the Bylaw was amended to require owners of undeveloped property to also clear snow from sidewalks adjacent to their property, which was previously a gap in legislation. The Bylaw now states: "*The **owner** or occupier of any parcel of real property shall remove all snow and ice from any sidewalk adjacent to such parcel for a distance that coincides with the property line of their real property, not later than 10:00 a.m. of everyday, including Sunday.*" Additionally, to encourage cooperation, penalties were increased from \$70 to \$125 for non-compliance. During the 2024/25 winter season, Bylaws received a total of 98 calls for service relating to sidewalk snow or ice removal. As a result, a total of 71 bylaw violation notices were issued.

Public Outreach

Public involvement within the community is vital during the winter season. The City works in collaboration with the public on the following initiatives:

Snow Angel Program: This program connects community volunteers with residents experiencing mobility, health and economic challenges during snowfall events. The program is activated in the event of a significant snowfall (defined as an accumulation of 3+ centimetres of snow) at which time volunteers assist by shovelling snow from sidewalks and/or walkways leading to the main residential access points excluding driveways. During the previous 2024/2025 winter season, 74 Snow Angel program volunteers provided snow removal services to 137 homes across Richmond.

For the upcoming 2025/2026 winter season, staff are implementing two changes to improve customer service and to better match volunteers with residents registered in the program. Potential residents wishing to have their snow cleared can now register online or through the City's Registration Call Centre. Additionally, once registered, eligible residents will be automatically geo-located onto a map to better assist staff with matching residents with a volunteer "Snow Angel". Finally, to address volunteer shortages in areas with historically lower than average volunteer recruitment, staff are implementing a targeted social media campaign to increase the Program's exposure. Snow Angel Program enrollment begins November 3 until December 1, 2025. More information, including how to register, is available on the City's website (see link below)

Good Neighbour Program: This neighbour-helping-neighbour campaign simply encourages residents to watch for people in their neighbourhood who may face challenges that could use help removing snow from their sidewalks and driveways and offer them a helping hand.

Additional information regarding these initiatives is available at richmond.ca/winter.

Communications Strategy

A comprehensive communication strategy has proven to be valuable in delivering accurate, timely and relevant information to the public before, during and after winter weather events. Communication protocols and key messaging have been developed which reinforce the snow response communications program over a variety of the City's communication and social channels, including:

- Social media (the City's Instagram, X and Facebook accounts: posting the City's own messaging as well as sharing/amplifying information from credible sources, i.e., weather warnings and safety tips)
- Media relations (news releases, media interviews)
- City's website (dedicated web pages, news pages)
- City's Intranet for employees

2025/2026 Weather Forecast

During the 2025/2026 period, the climate outlook for fall and winter is showing a modest chance of a weak La Niña developing in southwestern British Columbia. If this does occur, Richmond could experience slightly cooler and wetter conditions, especially in the early part of winter. However, since forecasts suggest that any La Niña would likely be weak and short-lived, the impacts on Richmond's weather may be limited compared to stronger La Niña cycles experienced in previous years.

Meteorologists can predict with some accuracy short term ranges (3-5 days), however, forecasting further in the future increases unpredictable variables which can significantly change weather patterns.

Summary - Winter Season 2024/2025

During the 2024/2025 winter season, Richmond experienced 35 frost and ice events and one snow event which extended over a 12-day period with 24 centimetres of accumulated snow recorded at YVR. During these frost, ice, and snow events, City staff worked diligently to maintain community safety by applying over 1,828,000 liters of salt brine, 7,065 tonnes of salt, and plowing over 33,500 lane kilometres of first, second and third priority roads as well cleared snow from parking lots, walkways of civic facilities, transit stops and wheelchair let downs.

Financial Impact

None. Should Richmond experience a more severe winter than expected, requiring additional funding beyond established budgeted amounts, staff will report back to Council accordingly.

Conclusion

Based on forecasts predicted for the 2025/2026 snow and ice season, necessary preparations have been made, such as stockpiling salt, and preparing trucks and equipment to respond to the upcoming winter weather as necessary. Community involvement, through initiatives such as the Snow Angels Program, is relied upon to help residents clear sidewalks in front of their homes and the City's Traffic Bylaw includes provisions requiring businesses, residents and developers to clear sidewalks to support safer conditions for pedestrians.

November 1, 2025

- 6 -

A handwritten signature in black ink, appearing to read 'B. Olson', with a stylized, cursive script.

Brandon Olson






Manager, Roads and Construction Services







(604-244-1252)






Att. 1: City of Richmond – Snow Response Equipment


Att. 2: City of Richmond – Road Temperature Sensor Locations

City of Richmond – Snow Response Equipment

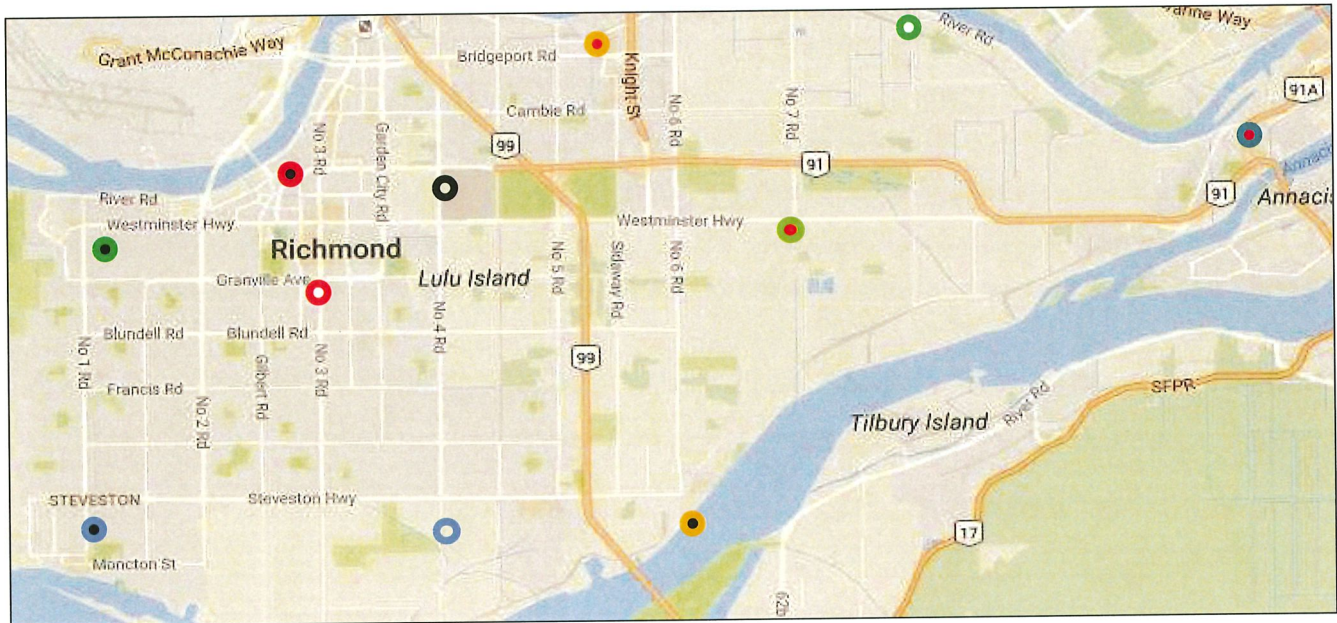
Number of Units	Equipment	Description
5		Tandem axle dump trucks with front plow attachments and salt spreader inserts
4		Tandem axle dump trucks with front plow attachments and 12,000 L brine tank inserts
1		Flusher truck (14,000 L brine capacity) with belly plow
3		Single-axle dump trucks with salt flinks and belly plow
5		One-tonne dump truck with plow and 1,875 L brine tank insert

2		One-tonne dump truck with plow and 1,875 L brine tank insert (designated for city facility parking lots)
1		One-tonne dump truck with plow and salt insert
1		One-tonne flat deck truck with 1,875 L brine tank insert
4		Backhoes
1		Road grader with belly plow and front bucket
2		Front-end wheel loader

3		Bobcat skid steers with plow
4		John Deere Ride-on mowers with plows
2		Kabota ATVs with plow
4		Mobile snow blowers
1		Wille Machine with snow plow, snow brush, snow blower, and 208 L brine tank

<p>1,450 Tonnes</p>		<p>On site Road Salt Storage</p>
---------------------	-----------------------------------------------------------------------------------	----------------------------------

City of Richmond – Road Temperature Sensor Locations



Road Temperature Sensors:

- Queens North (road temperature, road friction, ambient air temperature, humidity, wind speed/direction and rain gauge)
- No. 1 Rd & Steveston Hwy (road temperature, ambient air temperature, humidity, wind speed/direction and rain gauge)
- No. 1 Rd & Westminster Hwy (road temperature, road friction, ambient air temperature, humidity, wind speed/direction and rain gauge)
- No. 6 Rd & Steveston Hwy (road temperature, road friction, ambient air temperature, humidity, wind speed/direction and rain gauge)
- No. 8 Rd & River Rd (road temperature and road friction)
- No. 4 Rd Armoury (road temperature, rain gauge and road friction)
- No. 3 Rd and Granville Ave (road temperature and road friction)
- Oval (road temperature)
- Bridgeport Rd and Olafsen Rd (road temperature)
- Steveston Hwy and No. 4 Rd (road temperature)
- Westminster Hwy and No. 7 Rd (road temperature)



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.

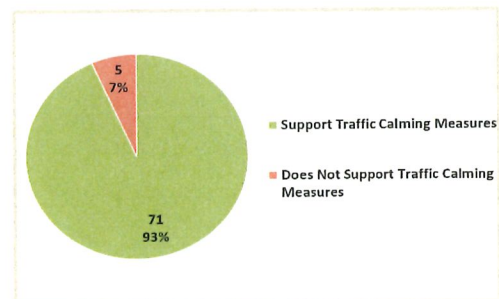


Figure 2: Westwater Drive Traffic Calming – Survey Results

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.



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

SH:sh



City of Richmond

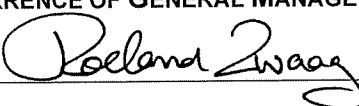


Report to Committee

To: Public Works and Transportation Committee **Date:** October 30, 2025
From: Lloyd Bie, P.Eng.
Director, Transportation **File:** 10-6500-01/2025-Vol
01
Re: **Westminster Highway and River Road: Intersection Enhancements**

Staff Recommendation

That the report titled "Westminster Highway and River Road: Intersection Enhancements", dated October 30, 2025, from the Director, Transportation, be received for information.

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

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

At the July 23, 2025 Public Works and Transportation Committee, the potential for intersection improvements at the Westminster Highway and River Road intersection was discussed and the following motion was endorsed:

That staff review options for further traffic calming at the intersection of Westminster Highway and River Road.

This report addresses this referral.

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

Site Context

Westminster Highway within Hamilton is classified as a Major Arterial Road, serving approximately 10,000 vehicles per day. The road forms part of the region's Major Road Network (MRN), connecting Richmond and New Westminster, and services transit and emergency vehicles.

River Road is classified as a Minor Arterial Road, serving approximately 2,500 vehicles per day. While River Road west of No. 7 Road is used by large trucks to service industrial and agricultural properties, River Road between No. 7 Road and Westminster Highway has a commercial vehicle load limit and primarily services local traffic along River Road and in Hamilton. As one of three roadways connecting east and west Richmond, it is used as an alternate route for Hamilton's residents when there is traffic disruption or congestion on Highway 91 and Westminster Highway.

River Road currently connects to Westminster Highway at a three-legged intersection. The intersection is located on a curve along Westminster Highway near a ninety-degree turn on River Road. The intersection has a stop sign on River Road and is free flowing on Westminster Highway.

The Hamilton Area Plan envisions a future re-alignment of River Road to connect to Westminster Highway at Willet Avenue for a standard four-legged intersection. However, there is currently no estimated timeline for when this re-alignment may occur.

Intersection Assessment – Westminster Highway and River Road

Speed Study

Speed studies were conducted around the Westminster Highway and River Road intersection. 85th percentile speeds along various legs of the intersection are presented in Table 1.

Table 1: Speed Study Results - River Road and Westminster Highway

Roadway	85th Percentile Speed
River Road	65 km/h
Westminster Highway (eastbound)	56 km/h
Westminster Highway (westbound)	51 km/h

Collision History

Between 2017 and 2024, a total of 38 collisions were documented at the River Road and Westminster Highway intersection, with an average of under five collisions per year. This collision rate does not exceed industry accepted thresholds and is significantly lower than the City's most collision-prone intersections.

Most collisions were low severity with no fatalities recorded. Of these collisions, the most common were rear-end incidents where vehicles could not stop in time behind a vehicle waiting to turn and turning conflicts at the bend of River Road.

Intersection Performance

Traffic at the intersection is currently controlled by a stop sign on River Road. Traffic volumes on River Road are high during the afternoon peak hours between 4:00 p.m. and 6:00 p.m., while traffic volumes on Westminster Highway remain high throughout the day. During afternoon peak hours, there is queueing for traffic on River Road waiting to turn onto Westminster Highway.

Existing Traffic Calming and Enhancements on Westminster Highway and River Road

A number of traffic calming measures have been implemented along Westminster Highway in Hamilton and on River Road in recent years. These include:

- Installation of six speed humps on local roads within Hamilton and six speed humps within the 18,000 block of River Road;
- Installation of speed reader boards on Westminster Highway and local roads in Hamilton;
- Installation of shoulder delineators along Westminster Highway; and
- Installation of concrete barriers and hazard markers to improve visibility and protection of BC Hydro poles along the road edge on River Road.

Installation of solar powered light-up chevron markers at the bend of River Road north of Westminster Highway, installation of median delineators along Westminster Highway near the Cranberry Children's Centre, and vegetation pruning to improve visibility at the bend of River Road are underway and are anticipated to be complete before the end of the year.

Potential Intersection Modifications

Potential modifications to the Westminster Highway and River Road intersection have been reviewed and are discussed below.

Three-Way Stop Control

Converting the intersection to a three-way stop will require all vehicles to stop before proceeding through the intersection. Traffic volumes on River Road are significantly lower than on Westminster Highway, and while conversion to a three-way stop may improve service for traffic on River Road during peak hours, it would cause notable delays for all traffic along Westminster Highway throughout the day. Based on the intersection's collision history, a significant number of collisions are caused by rear-ends to stopped vehicles. Conversion to a three-way stop would not address these collisions and would compromise traffic flow through the intersection.

Northbound Left-turn Bay on Westminster Highway

A left-turn bay can be introduced for northbound traffic on Westminster Highway turning onto River Road, allowing through traffic to bypass vehicles stopped for turning. This involves pavement widening, shifting of the existing northbound bike lane and potential impact to trees south of Westminster Highway.

As traffic is free-flowing on Westminster Highway, a left-turn bay is not required to support traffic flow; however, it may reduce rear-end collisions on Westminster Highway (average one rear-end collision per year).

Signalize Intersection

A traffic signal warrant study had been conducted to determine if a traffic signal is warranted based on Transportation Association of Canada guidelines. The study considers current and future traffic performances and includes an assessment of collisions that may have been prevented through the installation of a traffic signal. The study concluded that a traffic signal is not warranted at this time.

While there is queueing on River Road during the afternoon peak hours, the intersection has little or no queueing for the remainder of the day. Installation of a traffic signal would introduce delays for users on Westminster Highway throughout the day. If installation of a traffic signal is pursued, additional construction of the previously mentioned northbound left-turn bay is recommended to reduce delays for Westminster Highway traffic. In addition, signalization may encourage more drivers to utilize River Road to shortcut traffic on Highway 91 and increase traffic volumes on River Road.

Warning Signage and Road Markings on River Road

Installing additional warning signage and road markings on River Road reminds traffic to slow down in advance of the curve and stop sign. This would include a “Stop Ahead” sign (Figure 1) and a painted “SLOW” marking on the roadway reminding drivers to reduce their speed.



Figure 1: Stop Ahead Signage

This reminds drivers to slow down in advance of the curve and notifies them that a stop sign is ahead and may help mitigate rear-end collisions on River Road and collisions caused by vehicles turning at too high of a speed.

Improve Visibility of River Road Stop Sign

River Road is currently controlled by a stop sign at River Road. Measures can be implemented to enhance the visibility of the stop sign, which may mitigate some rear-end collisions where drivers are unaware of the need to stop. These include:

- Adding reflective tape to the stop sign post;
- Installing a solar-powered red flashing beacon above the existing stop sign; or
- Installing an overhead red flasher mounted on a traffic signal pole on the south side of Westminster Highway facing River Road.

Potential additional intersection modifications are summarized for information in Table 2.

Table 2: Summary of Potential Intersection Modifications

Intersection Modification	Impact and Considerations	Approximate Cost
Three-Way Stop	<ul style="list-style-type: none"> • Introduce traffic delays on Westminster Highway • May not address nature of collisions observed historically 	\$2,000
Northbound Left-turn Bay on Westminster Highway	<ul style="list-style-type: none"> • May reduce rear-end collisions on Westminster Highway • Will impact trees and boulevard for fronting properties 	\$450,000
Signalize Intersection (with Northbound Left-turn Bay on Westminster Highway)	<ul style="list-style-type: none"> • Improves traffic performance for River Road during peak afternoon hours • Introduce traffic delays on Westminster Highway throughout the day • May increase traffic volumes on River Road 	\$900,000
Warning Signage and Road Marking on River Road	<ul style="list-style-type: none"> • Provides advance warning of the stop sign ahead • Reminds drivers on River Road to slow down for the upcoming turn and stop 	\$3,000
Reflective Tape on River Road Stop Sign Post	<ul style="list-style-type: none"> • Improves visibility of existing stop sign may mitigate rear-end collisions 	\$50
Red Flashing Beacon on Stop Sign	<ul style="list-style-type: none"> • Improves visibility of existing stop sign may mitigate rear-end collisions. Would be solar powered. 	\$10,000
Overhead Red Flasher for River Road	<ul style="list-style-type: none"> • Improves visibility of existing stop sign may mitigate rear-end collisions 	\$100,000

Assessment of Additional Intersection Modifications

Based on the review of traffic performance and collision history at the intersection, staff will be implementing the following measures by the end of November:

- Additional warning signage and road markings on River Road (\$3,000);
- Reflective tape on River Road stop sign post (\$50); and
- Red flashing beacon on River Road stop sign (\$10,000).

These measures will increase driver awareness and improve safety of the intersection.

Financial Impact

The measures are estimated to cost approximately \$13,050. This can be funded through the Council-approved 2025 Traffic Calming program.

Conclusion

A number of intersection enhancements and traffic calming measures have been installed or are underway on Westminster Highway, River Road and in the Hamilton neighbourhood. Staff received direction to review potential traffic calming measures and safety enhancements for the Westminster Highway and River Road intersection. Based on the review of traffic performance and collision history at the intersection, additional intersection improvements are scheduled for implementation. Staff will continue to monitor intersection operations and opportunities for further improvements.



Beata Ng, P.Eng.
Manager, Transportation Development and Design
(604-247-4627)

BN:bn

October 28, 2025

Re: Richmond Board of Education Motion on School Traffic Safety (September 25, 2025)

City of Richmond – Mayor's Office
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1
Canada

To the Mayor and Councillors of the City of Richmond,

The Richmond Board of Education values the city's continued efforts to enhance community safety and improve traffic conditions across Richmond. Safe, accessible routes to and from our schools are essential to the well-being of students, families and all road users. The board shares the city's commitment to supporting a community where residents can travel safely in every neighbourhood.

At its public meeting on September 25, 2025, the Board of Education approved a motion recognizing the importance of traffic safety in school zones and on board-owned school properties. In accordance with that motion, the board respectfully requests that the City of Richmond consider undertaking a comprehensive, city-wide review of school zones to identify additional traffic safety measures, which may include but are not limited to the following:

- Expansion of school zone hours
- Increased traffic calming
- Upgrades to pedestrian walkways and crosswalks
- Additional measures on arterial roads adjacent to existing schools

The board would welcome continued collaboration with the city as it considers opportunities to enhance traffic safety, including the potential for a comprehensive, city-wide review of school zones. We believe that working together on this important issue can help ensure consistent, coordinated and effective safety measures that benefit the entire community.

Thank you for your attention to this important matter and for your continued commitment to keeping our community safe.

Sincerely,



Ken Hamaguchi, Chairperson
On behalf of the Board of Education (Richmond)

cc: Trustees, School District No. 38 Richmond
Superintendent of Schools, School District No. 38 Richmond