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**Public Works and Transportation Committee  
Electronic Meeting**

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

**Wednesday, March 18, 2026  
4:00 p.m.**

Pg. #      ITEM

MINUTES

PWT-5      *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on February 18, 2026.*



NEXT COMMITTEE MEETING DATE

April 22, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **AWARD OF CONTRACT 8521Q – SUPPLY AND DELIVERY OF PVC PIPE & PVC FITTINGS**  
(File Ref. No. 10-6000-00) (REDMS No. 8279787)

PWT-11

**See Page PWT-11 for full report**

*Designated Speaker: Bryan Shepherd*

STAFF RECOMMENDATIONS

- (1) *That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute Contract 8521Q, Supply and Delivery of PVC Pipe and PVC Fittings with Andrew Sheret Ltd. for an initial one-year term at an estimated total value of \$925,667, excluding taxes, as outlined in the report titled “Award of Contract 8521Q – Supply and Delivery of PVC Pipe & PVC Fittings” dated February 23, 2026 from the Director, Public Works; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute up to four additional one-year extensions of Contract 8521Q, Supply and Delivery of PVC Pipe and PVC Fittings with Andrew Sheret Ltd. for a maximum estimated value of \$4,817,210, excluding taxes, over five years as outlined in the report titled “Award of Contract 8521Q – Supply and Delivery of PVC Pipe & PVC Fittings dated February 23, 2026 from the Director, Public Works.*



2. **AWARD OF CONTRACT – 8459Q – SUPPLY AND DELIVERY OF MUNICIPAL CASTINGS**

(File Ref. No. 10-6000-00) (REDMS No. 8317041)

PWT-16

**See Page PWT-16 for full report**

*Designated Speaker: Victor Ma*

STAFF RECOMMENDATIONS

- (1) *That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute Contract 8459Q - Supply and Delivery of Municipal Castings with Westview Sales Ltd. for an initial one-year term at an estimated total value of \$266,787, excluding taxes, as outlined in the report titled “Award of Contract – 8459Q – Supply and Delivery of Municipal Castings” dated February 23, 2026 from the Director, Public Works; and*

- (2) *That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute up to four additional one-year extensions of Contract 8459Q - Supply and Delivery of Municipal Castings with Westview Sales Ltd. for a maximum estimated contract value of \$1,396,587, excluding taxes, as outlined in the report titled “Award of Contract – 8459Q – Supply and Delivery of Municipal Castings” dated February 23, 2026 from the Director, Public Works.*



3. **PROPOSED APPROACH TO LOWERING SPEED LIMITS**

(File Ref. No. 10-6500-01) (REDMS No. 8324594)

PWT-20

See Page PWT-20 for full report

*Designated Speaker: Sonali Hingorani*

STAFF RECOMMENDATIONS

- (1) *That Council approve Option 3 to lower the posted speed limit to 30 km/h as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;*
- (2) *That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in Option 3 in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;*
- (3) *That Council approve Option B for the public education plan as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation; and*
- (4) *That staff bring forward amendments to the Traffic Calming Related Measures – Policy 7018, as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation.*



4. **MANAGER’S REPORT**

Pg. #      ITEM

ADJOURNMENT





## Public Works and Transportation Committee

Date: Wednesday, February 18, 2026

Place: Anderson Room  
Richmond City Hall

Present: Councillor Carol Day, Chair  
Councillor Michael Wolfe  
Councillor Kash Heed  
Councillor Alexa Loo  
Mayor Malcolm D. Brodie

Also Present: Councillor Andy Hobbs  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:10 p.m.

### MINUTES

It was moved and seconded

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

**CARRIED**

### AGENDA ADDITIONS AND DELETIONS

It was moved and seconded

- (1) *That the Northwest Corner Of No. 4 Road and Alderbridge Way And Channelized Right Turn Lanes be added as Item 4A;*
- (2) *That Pedestrian Safety along Minler Road be added as Item 4B;*
- (3) *That Permit Parking in Residential Areas be added as Item 4C; and*
- (4) *That Bus Shelter Glass be added as Item 4D.*

**CARRIED**

**ENGINEERING AND PUBLIC WORKS DIVISION**

**1. ARTIFICIAL TURF IN CITY BOULEVARDS**

(File Ref. No. 10-6000-01) (REDMS No. 8227890)

In response to queries from Committee, staff advised that (i) through some development projects in the City Centre, alternative planting concepts such as rain gardens are being used and through some capital projects staff are working with the Parks department to develop more resistant plantings options, (ii) Current City bylaws, including the *Boulevard Maintenance Bylaw 7174* and *Regulation of Material on Highways Bylaw 10226*, do not permit the installation of artificial turf in City boulevards, (iii) the City has a chafer beetle program, with details available on the City's website about the program and how to address infestations, and (iv) staff follow a progressive bylaw enforcement approach for unauthorized installation of artificial turf in City boulevards involving education, voluntary compliance, and, if needed, formal enforcement actions.

Discussion ensued with respect to bark mulch as a substitute for natural planting on City boulevards.

Staff advised that they will provide Council with a memorandum outlining what is permitted on City boulevards, including the use of bark mulch as planting.

It was moved and seconded

*That the report titled "Artificial Turf in City Boulevards" dated January 26, 2026, from the Director, Engineering, be received for information.*

**CARRIED**

**2. REVIEW OF REQUIREMENT FOR BIKE BELLS**

(File Ref. No. 10-6500-01) (REDMS No. 8168009)

In response to queries from Committee, staff advised that (i) the BC Motor Vehicle Act (MVA) governs regulations for cyclists, including e-bikes and e-scooters, and (ii) HUB members on the Active Transportation Committee have endorsed the bylaw amendments requiring bicycles to be equipped with bells.

Discussion ensued with respect to (i) bicycle safety, (ii) enhancing safety and courtesy on roads and multi-use pathways with the requirement of a bell, (iii) enforcement and education when mandating bike bells, (iv) writing to the Provincial government regarding consistent rules throughout the Province mandating bike bells, and (v) consideration of offering bike bells as a giveaway at the City Public Works Open House.

**Public Works & Transportation Committee**  
**Wednesday, February 18, 2026**

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It was moved and seconded

- (1) *That Option 3 as described in the report titled “Review of Requirement for Bike Bells” dated January 19, 2026, from the Director, Transportation be approved; and*
- (2) *That the Traffic Bylaw No. 5870, Amendment Bylaw No. 10718, to include the provision of bicycle bells, be introduced and given first, second and third readings; and*
- (3) *That a letter be sent to the Minister of Transportation and Transit, the Minister of Public Safety and Richmond Members of the Legislative Assembly, seeking changes to the Motor Vehicle Act to mandate bike bells throughout the Province.*

**CARRIED**

3. **STEVESTON ISLAND DIKE PRELIMINARY DESIGN – PUBLIC AND STAKEHOLDER ENGAGEMENT REVIEW**

(File Ref. No. 10-6000-01) (REDMS No. 8129342)

In response to queries from Committee, staff advised that (i) staff have discussed Steveston Island tenure with senior levels of government, including the implications of multiple fee simple lots owned by different government agencies, (ii) the general concept of the Steveston Island dyke alignment has not met with any major objections from seniors levels of government thus far, (iii) staff have consulted affected residents, and have developed alternative options and will be meet with them in early March 2026 for their input and feedback on these alternatives, (iv) staff will perform a cost analysis for the Steveston Island dyke alignment and will bring it forward to Council, (v) even with the Steveston Island Dyke becoming the primary dyke, sections of the secondary and perimeter dykes will still need to be raised. Staff will provide Council with further information regarding this, and (vi) as the project progresses, staff will reassess feasibility, compare costs with the existing alignment, and evaluate impacts, particularly through Steveston Village and Bayview Street.

Discussion ensued with respect to (i) public amenities and access to Steveston Island, (ii) habitat enhancement, (iii) project design and cost analysis for the project, (iv) destratification of homes along the dyke, (v) flood protection management strategy, (v) the impacts on the properties between Gilbert Road and London Landing, and (vi) exploring dyke alignment options along the eastern section of London Farm.

3.

**Public Works & Transportation Committee**  
**Wednesday, February 18, 2026**

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It was moved and seconded

*That the Steveston Island Dike Preliminary Design engagement campaign results, as outlined in the report titled “Steveston Island Dike Preliminary Design – Public and Stakeholder Engagement Review”, dated January 13, 2026, from the Director, Engineering, be received for information.*

**CARRIED**

**4. MANAGER’S REPORT**

*(i) Commercial Truck Parking Pilot program*

Staff advised Committee that the Commercial Truck Parking Pilot program began on January 27, 2026, providing up to 65 on-street spaces for Richmond operated trucks in four industrial areas. To date, six parking permits have been issued, 15 bylaw tickets have been issued for non-compliance, and enforcement is ongoing. Signage at all four locations guides registration, and concerns from businesses about parking impacts are being addressed.

Staff were directed to provide a memorandum on how bylaw ticketing is being used to encourage operators to purchase parking permits.

**4A. NORTHWEST CORNER OF NO. 4 ROAD AND ALDERBRIDGE WAY AND CHANELLIZED RIGHT TURN LANES**

Discussion ensued with respect to public accessibility. Staff advised that the connection to the Multi-Use Pathway (MUP) to the west is incomplete due to private ownership. Staff are exploring acquiring the property to complete the MUP.

Discussion ensued with respect to (i) concerns regarding the removal of channelized right-turns at Alderbridge and No. 4 Road, and (ii) collision rates at channelized turn lanes compared to non channelized.

Staff will provide Committee with a memorandum comparing collision types at channelized right turn intersections with similar non channelized intersections.

**4B. PEDESTRIAN SAFETY ALONG MINLER ROAD**

Discussion ensued with respect to road width of Minler Road, and improving pedestrian safety on Minler Road. Staff will conduct a traffic study on Minler Road to assess possible changes.

**Public Works & Transportation Committee**  
**Wednesday, February 18, 2026**

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**4C. PERMIT PARKING IN RESIDENTIAL AREAS**

Discussion ensued with respect to (i) piloting residential permit street parking in a careful and measured capacity, (ii) the new Provincial housing regulations increasing demand on street parking, and (iii) analysis of potential locations for permit parking.

Staff noted that permit parking is available on a small Azure Road cul-de-sac, and in the Spires neighborhood where one person has obtained a permit.

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

It was moved and seconded

*That staff look at the matter of permit parking in residential areas in Richmond, conduct a full analysis and report back.*

**CARRIED**  
Opposed: Cllr. Loo

**4D. BUS SHELTER GLASS**

Discussion ensued with respect to (i) four newly constructed Hamilton area bus shelters in the that were shattered and not yet cleaned up, and (ii) timeline for glass removal and whether safer materials like plexiglass have been considered for the bus shelters. Staff advised that Pattison, under contract, provides the bus shelters and addresses vandalism and staff will contact Pattison regarding the clean up and vandalism.

Discussion ensued with respect to an analysis on the Community Leisure fleet, including if it is fully utilized, what the main user groups are, and if more vehicles are needed. Staff advised that the fleet is managed by Community Services for their programs. Staff will discuss with them to determine the level of usage.

Discussion ensued with respect to (i) solar powered traffic signal at the end of River Road, (ii) consideration of spun polyester bags being included in the single-use plastic ban, Staff will look further into this. (iii) shareware partner for the Cherry Blossom festival, (iv) Homes for Hooves Farm Sanctuary, is the first Canadian accredited farm sanctuary that accepts rabbits, and (v) Metro Vancouver is receiving comments on the draft Solid Waste Management Plan until Friday, February 20, 2026.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:31 p.m.).*

**CARRIED**

5.

**Public Works & Transportation Committee**  
**Wednesday, February 18, 2026**

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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, February 18, 2026.

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Councillor Carol Day  
Chair

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Raman Grewal  
Legislative Services Associate



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**To:** Public Works and Transportation Committee      **Date:** February 23, 2026  
**From:** Suzanne Bycraft  
Director, Public Works      **File:** 10-6000-00/Vol 01  
**Re:** **Award of Contract 8521Q – Supply and Delivery of PVC Pipe & PVC Fittings**

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**Staff Recommendations**

1. That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute Contract 8521Q, Supply and Delivery of PVC Pipe and PVC Fittings with Andrew Sheret Ltd. for an initial one-year term at an estimated total value of \$925,667, excluding taxes, as outlined in the report titled “Award of Contract 8521Q – Supply and Delivery of PVC Pipe & PVC Fittings” dated February 23, 2026 from the Director, Public Works; and
2. That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute up to four additional one-year extensions of Contract 8521Q, Supply and Delivery of PVC Pipe and PVC Fittings with Andrew Sheret Ltd. for a maximum estimated value of \$4,817,210, excluding taxes, over five years as outlined in the report titled “Award of Contract 8521Q – Supply and Delivery of PVC Pipe & PVC Fittings dated February 23, 2026 from the Director, Public Works.

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

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

## Staff Report

### Origin

The City maintains contracts for the supply of Polyvinyl Chloride (PVC) Piping and PVC Fittings to support capital construction for watermains to replace ageing watermains in Richmond's water distribution system and complete repairs on an as required basis. On average, the City uses approximately 5 km of PVC pipe each year.

This report presents the results of the submissions received following a competitive procurement process and recommends awarding the contract to Andrew Sheret, the bidder 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

The City issued a Request for Quotation (RFQ) 8521Q - Supply of PVC Piping and PVC Fittings that was posted to BC Bid and closed on November 24, 2025. The scope of work is primarily for the supply of various PVC Pipe products, as well as other related fittings and pipe accessories. The RFQ advised bidders that the City would base its selection primarily on financial considerations, requiring bidders to propose fixed pricing for the initial year of the contract. Bidders were also advised that the contract could be extended for four additional one-year terms for a maximum five-year contract term.

In accordance with the RFQ, submissions were evaluated based on pricing and compliance with the City's specifications and requirements, including product availability and lead times. Proposed products submitted by bidders were reviewed by staff to confirm compliance with City standards.

The recommended bidder met all mandatory requirements and submitted the lowest overall compliant pricing. Staff are satisfied that the recommended award represents best value for the City and will support the continued delivery and maintenance of the City's water infrastructure. The contract also includes annual renewal options at the City's discretion, allowing the City to reassess market conditions and pivot to alternative suppliers if necessary.

Table 1 provides a summary of the quotations received in response to the RFQ reflecting the estimated aggregate costs over the one-year initial term for all products described in the RFQ based on estimated annual quantities.

Table 1:

<b>Summary of Quotations</b>						
PVC Pipe/PVC Fittings	Andrew Sheret	Flocor Inc.	ICONIX Waterworks LP	EMCO	Fred Surridge Ltd	Wolseley Canada
Total	\$881,588	\$883,861	\$886,828	\$942,568	\$1,125,297	\$1,934,788

Given past market volatility for PVC pipe products, pricing will be fixed for the initial one-year term only. Estimated cost escalation will be based on 2% each year to account for annual Consumer Price Index (CPI) and material cost increases. Contingency is based on 5% of yearly costs to allow for pricing adjustments to cover unplanned work (e.g. watermain breaks).

Table 2 is a summary of estimated aggregate costs over the maximum five-year term.

Table 2:

<b>Contract Year</b>	<b>Total Estimated Contract Value</b>
Year 1 – (March 2026 – February 2027)	\$ 881,588.00
Year 2 – (March 2027 – February 2028)	\$ 899,219.76
Year 3 – (March 2028 – February 2029)	\$ 917,204.16
Year 4 – (March 2029 – February 2030)	\$ 935,548.24
Year 5 – (March 2030 – February 2031)	\$ 954,259.20
<b>Subtotal</b>	<b>\$ 4,587,819.36</b>
Contingency (5%)	\$ 229,390.97
<b>Total Contract Value (5 Years)</b>	<b>\$ 4,817,210.32</b>

The initial one-year term is \$925,667, with 5% contingency added to the Year 1 contract value amount shown in Table 2.

Materials used under this contract are for capital construction and maintenance of the City's water system. Over 4000 m of PVC pipe was used in the following watermain replacement projects in 2025:

- Sidaway Road from Blundell to Westminster Hwy
- Seacote neighbourhood
- No. 7 Road
- Burkeville area

Key Contract Terms include:

1. *Services:* The Contractor will provide the supply and delivery of PVC pipes and PVC fittings on an as required basis. All products supplied must meet City specifications and applicable industry standards, including Master Municipal Construction Documents (MMCD) and American Water Works Association / American National Standards Institute (AWWA/ANSI) requirements.
2. *Term:* The term of the Contract will be for an initial one-year period commencing on the date of award. The City will have the option, at its sole discretion, to renew the Contract

for up to four additional one-year terms, subject to satisfactory performance, continued operational need, and acceptance of renewal pricing.

3. *Unit Price Contract:* The Contract will be established as a unit price contract, based on the unit prices. Payment will be made only for materials ordered and received by the City and there is no guaranteed minimum purchase.
4. *Escalation:* Unit prices submitted for the initial term shall be firm for the duration of the first year of the Contract. For each renewal term, the Contractor may submit revised pricing no less than thirty (30) days prior to the end of the current term, subject to review and acceptance by the City.

The City reserves the right not to extend the Contract where proposed renewal pricing is deemed, in the City's sole opinion, to be unreasonably increased above the initial term unit prices. Any approved price adjustments will reflect documented market conditions and are intended to address manufacturer price changes, supply disruptions, currency fluctuations, and tariff impacts, while ensuring continued best value for the City.

### **Financial Impact**

Based on historical usage and expenditures for the supply of the required products, the estimated value of the proposed contract will be \$4,817,210 over the maximum five-year term as outlined in Table 2. This contract will be funded through applicable capital, receivable, and operating budgets, as required.

### **Conclusion**

Staff recommend that Contract 8521Q for the Supply and Delivery of PVC Piping and PVC Fittings to be awarded to Andrew Sheret Ltd. The initial term would be a period of one-year with the possibility to extend for an additional four, one-year terms, to a maximum of five years upon mutual consent of both parties. The overall estimated maximum contract value over the available five-year term is \$4,817,210.



Bryan Shepherd  
Manager, Waterworks  
(604-233-3334)



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** February 23, 2026  
**From:** Suzanne Bycraft      **File:** 10-6000-00/Vol 01  
Director, Public Works  
**Re:** **Award of Contract – 8459Q – Supply and Delivery of Municipal Castings**

### Staff Recommendations

1. That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute Contract 8459Q - Supply and Delivery of Municipal Castings with Westview Sales Ltd. for an initial one-year term at an estimated total value of \$266,787, excluding taxes, as outlined in the report titled “Award of Contract – 8459Q – Supply and Delivery of Municipal Castings” dated February 23, 2026 from the Director, Public Works; and
  
2. That the Chief Administrative Officer and General Manager, Engineering & Public Works, be authorized to negotiate and execute up to four additional one-year extensions of Contract 8459Q - Supply and Delivery of Municipal Castings with Westview Sales Ltd. for a maximum estimated contract value of \$1,396,587, excluding taxes, as outlined in the report titled “Award of Contract – 8459Q – Supply and Delivery of Municipal Castings” dated February 23, 2026 from the Director, Public Works.

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

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

**Staff Report**

**Origin**

The City purchases a wide range of municipal castings on behalf of Public Works to support a variety of flood protection, sanitary sewer and waterworks maintenance and construction works on an as required basis.

This report presents the results of the submissions received following a competitive procurement process and recommends awarding the contract to Westview Sales Ltd.

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**

Procurement Process

The City issued a Request for Quotation (RFQ) 8459Q - Supply and Delivery of Municipal Castings that was posted to BC Bid on May 12, 2025 and closed on June 6, 2025. The scope of work is for the supply and delivery of municipal castings, including but not limited to:

- manhole covers;
- storm drain grates;
- sanitary inspection chamber covers; and
- watermain and forcemain valve boxes for watermains and sanitary forcemains.

Review Process

In accordance with the RFQ, submissions were evaluated based on pricing and product compliance with the City’s specifications and requirements, including product availability and lead times.

Table 1 provides a summary of the quotation received in response to the RFQ reflecting the estimated costs over the initial first year contract term for all products described in the RFQ based on estimated annual quantities.

Table 1: Summary of Quotation

<b>Company</b>	<b>Total Amount</b>
Westview Sales Ltd.	\$254,083

Westview Sales Ltd. was the sole respondent to this procurement and submitted pricing in compliance with the City’s specifications and requirements. Westview Sales Ltd. has an established history as a supplier to the City, and the materials supplied have met the City’s required specifications and performance. Staff reviewed the submitted unit pricing and determined that they are in line with both industry and past pricing. Staff are satisfied that the recommended award represents the best value for the City.

Contract Term

The RFQ requested bidders to submit proposed fixed pricing for the initial first year of the contract. Bidders were also advised that the contract could be extended by four additional one-year terms for a maximum five-year contract term upon mutual consent of both parties.

The total estimated value of the contract over the maximum five-year term is estimated at \$1,396,587 as summarized in Table 2 below. Anticipated costs after the initial one-year term of the contract reflect estimated annual adjustments to the supplier’s price which are broadly in line with consumer price indices. The estimated annual adjustments do not take into consideration the potential impact of tariffs and other economic factors on metal prices, which cannot be determined at this point of time. A 5% contingency is to be included to allow for pricing adjustments above and beyond expected annual consumer price index (CPI) increases.

Table 2: Total Five-Year Term Contract (exclusive of taxes)

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Annual Contract	\$254,083	\$260,000	\$266,000	\$272,000	\$278,000	\$1,330,083
Contingency	\$12,704	\$13,000	\$13,300	\$13,600	\$13,900	\$66,504
<b>TOTAL</b>	<b>\$266,787</b>	<b>\$273,000</b>	<b>\$279,300</b>	<b>\$285,600</b>	<b>\$291,900</b>	<b>\$1,396,587</b>

Contract 8459Q will be funded through applicable capital, receivable, and operating budgets on an as required basis. The total value of this contract over the initial one-year term is estimated at \$266,787, excluding taxes. The City wishes to retain the option to extend the initial one-year term for four additional one-year terms for a maximum estimated contract value of \$1,396,587, excluding taxes.

Table 3 provides historical cost information for the previous five years (2021 – 2025) for comparison purposes. Note that costs can vary substantially year-over-year depending on operational requirements and projects undertaken.

Table 3: Historical Cost Information: 2021-2025

<b>Year</b>	<b>Amount</b>
2021	\$152,530
2022	\$265,650
2023	\$131,332
2024	\$237,480
2025	\$320,821
<b>Total Amount (Last 5 Years)</b>	<b>\$1,107,813</b>

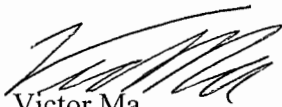
Costs under Contract – 8459Q – Supply and Delivery of Municipal Castings are within a reasonable and expected variance of the previous five years.

**Financial Impact**

The annual contract estimate can be accommodated within the existing budgets.

**Conclusion**

Staff recommend that Contract 8459Q be awarded to Westview Sales Ltd. for an initial one-year term and that the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial one-year term, up to the maximum total term of five years, for the maximum estimated contract value of \$1,396,587, excluding taxes.



Victor Ma  
 Manager, Sanitary Sewers Operations  
 (604-204-8598)



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**To:** Public Works and Transportation Committee      **Date:** February 17, 2026  
**From:** Lloyd Bie, P.Eng.  
Director, Transportation      **File:** 10-6500-01/2025-Vol  
01  
**Re:** **Proposed Approach to Lowering Speed Limits**

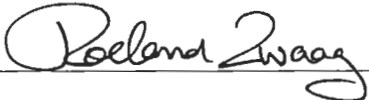


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**Staff Recommendations**

1. That Council approve Option 3 to lower the posted speed limit to 30 km/h as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;
2. That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in Option 3 in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation;
3. That Council approve Option B for the public education plan as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation; and
4. That staff bring forward amendments to the Traffic Calming Related Measures - Policy 7018, as described in the report titled “Proposed Approach to Lowering Speed Limits”, dated February 17, 2026, from the Director, Transportation.

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

Att. 1

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

## Staff Report

### Origin

At the Regular Council meeting of December 17, 2025, staff received direction to look at the possibility of reducing speed limits on non-arterial roads to 30 km/h.

This report responds to this referral.

At the July 9, 2024, meeting of Community Safety Committee staff received the following direction regarding Vision Zero:

*(1) That a Target in Richmond's Official City Plan that Envisions Zero Pedestrian Deaths in the Future be set and report back.*

This report responds to the above 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.*

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

### Analysis

#### Background

The default speed limit on municipal roads is 50km/h as set by the BC Motor Vehicle Act (MVA). The MVA does permit 30 km/h speed zones on roads fronting schools and parks with signage. Municipalities have the authority to set lower speed limits on municipal roads through local bylaws.

#### *Current Process for Lowering Speed Limits*

The City has set 30 km/h speed limits on many local roads and within five residential neighbourhoods (Hamilton, Steveston, Burkeville, Barnes /Flury and Princess/London). Implementation of the lower speed limit has been in response to community requests, review of road operations, resident surveys and Council approval of bylaw amendments.

#### *Benefits of Reducing Speed Limits*

Research shows that lowering vehicle speeds from 50 km/h to 30 km/h can reduce pedestrian fatality rates from 85 per cent to 10 per cent in the event of a collision and reduce the number of collisions in the first place.

Vision Zero and the policy direction for the region as outlined in TransLink's Transport 2050 plan advocate for 30 km/h on local roads. Slower speeds in residential areas support quieter, more livable neighbourhoods and enhance the environment for cyclists and pedestrians.

Several municipalities in North America have reduced speed limits on local roads. In 2025, the City of Vancouver adopted, in principle, a blanket 30 km/h speed limit on all minor streets to be implemented in phases. Vancouver is the only Metro Vancouver municipality to have taken this approach to date. The cities of Victoria and Saanich on Vancouver Island have also adopted a 30 km/h speed limit for local residential roads.

#### *Roads Suited to 30 km/h*

A review of City roads was undertaken to determine suitability for a 30km/h speed limit. Road classification plays a key role in setting appropriate speed limits. Roadways are classified based on their functional needs for mobility (moving traffic efficiently) and property access. Arterial roads are designed to prioritize high volumes of through traffic, making a 30 km/h speed limit on these thoroughfares operationally inefficient. In contrast, the majority of the City's local and collector road network is designed for residential access and are good candidates for a 30 km/h speed limit.

Attachment 1 identifies the roads within the City that support lowering the speed limit to 30 km/h as these roads:

- Are contained within a neighbourhood residential zone bounded by arterial roads;
- Carry low volumes of traffic travelling short distances;
- Have narrow pavement widths with typically no centreline;
- Provide access to single-family residential land uses;
- Generally, permit on-street parking;
- Have a 30 km/hr speed limit in place on roads fronting schools and neighbourhood parks.

Some local roads, such as Dyke Road and River Road along the perimeter dike, have the physical characteristics of a local road, however, carry higher through traffic and longer distance trips. The perimeter roads and roads within City Centre that front a mix of higher intensity land uses, are not proposed for reduced speed limits.

#### Proposed Approach to Lowering Speed Limits

Currently, speed limit reductions on local roads are implemented on a neighbourhood-by-neighbourhood basis in response to resident requests and the outcome of engagement with area residents. To establish a 30 km/h speed limit, Council approval of bylaw amendments is sought, and installation of signage is required for enforcement. This process has been successful at implementing 30 km/h speed limits in the City.

Should Council wish to consider advancing a 30 km/h speed limit in all the residential neighbourhoods identified in Attachment 1, there are options for public engagement and implementation of a city-wide program.

### *Public Engagement Options*

#### *Option A: Public Consultation*

Currently, when requests for lowering the speed limits on local roads are received, staff survey the neighbourhood to assess the level of support by the affected residents. Staff could undertake consultation with the community to seek the level of support for a 30 km/h within the residential neighbourhoods identified in Attachment 1. As there are over 40,000 unique addresses fronting the proposed roads and approximately 50 neighbourhoods, engagement at this scale would take approximately six months.

Based on community feedback from past engagements, a central theme has been that a 50 km/h speed limit is too high for neighbourhood roads. Based on over 3,000 direct interactions with community members in the Hamilton, Steveston and London Road/Princess Lane neighbourhoods, an average of 70 per cent of respondents have been in favour of 30 km/h speed limits. In all areas of the City where 30 km/h speed zone have been implemented, staff have not received negative feedback from the public. Staff believe a broader engagement would yield similar results.

#### *Option B: Public Awareness Campaigns (Recommended)*

An alternative to public consultation is an accompanying education and awareness program. This option would implement a targeted paid digital advertising campaign to reach Richmond residents, most likely to be impacted by the changes. The campaign will use geographically targeted ads on platforms such as Facebook, Instagram and Google to promote key messages, direct residents to the project webpage, and encourage participation in the engagement process. This approach will help ensure information is broadly accessible, improve reach beyond organic communications and support transparency by providing residents with timely and consistent updates. The estimated cost for Option B is \$5,000.00. Funding is available within the existing operating budget.

### *Implementation Options*

To implement 30 km/h speed zones in all residential neighbourhoods, appropriate signage and bylaw amendments are required. As there are approximately 500 lane kilometres of local and collector roads within 50 residential neighbourhoods, there are options available for implementation. The options were developed in consideration of the number and cost of signage. Without signage notifying drivers of a 30 km/h speed limit, the default speed limit of 50 km/h as set by the MVA would apply. Bylaw amendments would need to be enacted for each option.

#### *Option 1: Phased Implementation – Select Neighbourhoods*

Given the size of Richmond's local road network (approximately 500 lane kilometres), this option would implement this initiative through a phased approach. Bylaw amendments and signage would be implemented initially in eight neighbourhoods using the funds available within the Council approved 2026 Traffic Calming Program approved capital funds of \$200,000. The

remaining 42 neighbourhoods will be included in future capital submissions for Council's consideration in the annual budget process.

Bylaw amendments would have to be brought forward as part of each future phase of implementation. This patch work approach could cause confusion as not all residential neighbourhoods would have a consistent speed limit.

#### *Option 2: City-wide Implementation - Sign Every Street*

This option involves implementing 30 km/h speed zones in all residential neighbourhoods identified in Attachment 1 through installation of signs on every road. This has been the approach in the existing neighbourhoods where a change to a 30 km/h speed limit has been made. For the proposed roads in Attachment 1, approximately 5,000 new signs would be required at a cost of approximately \$250.00 per sign or \$1,250,000 total. The amount exceeds the available funding in the approved 2026 capital budget. If Council direct staff to undertake this option, additional funding would need to be approved by Council, and the Consolidated 5 Year Financial Plan would need to be amended. Bylaw amendments would be brought forward once funding is secured for this option.

This option would ensure the public is aware of the speed limit on each street, however, with the increased number of signs, this approach may also lead to sign clutter.

#### *Option 3: City-wide Implementation - Gateway Signs (Recommended)*

Similar to Option 2, this approach involves city-wide implementation of 30 km/h speed zones in the proposed residential neighbourhoods. However, this option would install signs at key locations to inform drivers. The total number of signs would be reduced compared to Option 2 through placement where drivers enter local roads from arterials. On this basis, approximately 700 new signs (approximately 15 per neighbourhood) would be required. School zones within these areas would also have 30 km/h signs. This option balances the number of signs to raise public awareness of the 30 km/h speed limit within a neighbourhood while maintaining the public realm objectives. The cost for this option is approximately \$175,000, which can be funded from the Council approved 2026 Traffic Calming Program. Staff would bring forward the associated bylaw amendments for Council consideration and the anticipated timeframe to implement the new signs is three months following bylaw adoption.

Should requests for additional signage by residents be received or hot spot locations arise from an enforcement perspective, additional signs may be added to reinforce the lower speed limit. Funding for any spot locations of additional signage will be from the remaining funds in the capital budget.

#### Enforcement

Should Council approve lowering the speed limit on the proposed residential neighbourhood roads, staff will work with the Richmond RCMP on providing special attention during the initial program launch as resources permit. Richmond RCMP advise this could be a challenge given their priority is to focus enforcement at locations where most traffic-related fatalities and serious injuries occur.

### Proposed Complementary Traffic Calming Process

Speed limit reductions are more effective when combined with physical traffic calming measures (traffic circles, speed cushions, etc.).

Consistent with the City's current traffic calming program, should residents express speeding concerns following the lowering of the posted speed limit, they will be able to request complementary traffic calming infrastructure. Staff will review requests and develop speed mitigation measures in consultation with area residents.

Current City Policy 7018 permits the Director, Transportation to implement traffic calming on local roads if a majority of affected residents support the project. Previous traffic calming surveys typically yield a response rate of 30 to 40 per cent, which makes achieving majority support of affected residents difficult. Typically support by 50 per cent of respondents to a traffic calming survey is achieved. In anticipation of increased requests for traffic calming to support the 30 km/h speed limit, staff recommend changes to the existing policy. The proposed changes would authorize the Director, Transportation to implement traffic calming measures, if engagement with residents immediately adjacent to the proposed traffic calming measure results in at least 50 per cent support of survey respondents. This would improve staff's ability to address resident speeding concerns in a timely manner.

Should Council support the proposed approach to implementing traffic calming on local roads, staff will bring forward the policy amendments for Council approval. Funding for the complementary traffic calming process will be included in the future year capital submissions for Council consideration as part of the annual budget process.

### **Financial Impact**

Option 3 of the proposed speed reduction program to reduce the posted speed limit within residential neighbourhoods to 30 km/h is estimated to cost \$175,000 and can be funded through the Council approved 2026 Traffic Calming Program capital project.

The comprehensive public awareness campaign, as described in Option B of this report, can be funded through the existing operating budget.

### **Conclusion**

Staff have identified residential neighbourhoods with local and collector roads that could support a 30 km/h speed limit (Attachment 1). The proposed approach to lowering speed limits on these roads, as described in Option 3 of this report, includes a strategic gateway signage plan. This approach will inform drivers of the new speed limit at the entry points to each neighbourhood to balance the enforcement requirements with the cost for signage.

A lower speed limit will support making these roads more comfortable for pedestrians and cyclists. This initiative advances Vision Zero and road safety by moving from the City's current

approach of targeted speed limit reduction interventions to a comprehensive and consistent speed limit for residential neighbourhoods in the City.

Research on vehicle speeds and road safety show strong correlations between lower speeds and improved safety. Speed limit reductions are also effective in reducing actual speeds for local roads.

Should Council approve this approach to lowering speed limits, staff will bring forward the associated bylaw amendments.

A comprehensive public awareness campaign, as described in Option B of this report, would accompany the proposed approach to lowering speed limits.



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Att. 1: Proposed 30km/h Residential Neighbourhood Speed Zones

