



**Public Works and Transportation Committee
Electronic Meeting**

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

**Wednesday, May 21, 2025
Immediately following the Planning Committee meeting**

Pg. # ITEM

MINUTES

PWT-3 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on April 23, 2025.*



NEXT COMMITTEE MEETING DATE

June 18, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **NO. 3 ROAD – TRAFFIC ASSESSMENT**
(File Ref. No. 10-6500-01) (REDMS No. 7948823)

PWT-15

See Page PWT-15 for full report

Designated Speaker: Sonali Hingorani

Public Works & Transportation Committee Agenda – Wednesday, May 21, 2025

Pg. # ITEM

STAFF RECOMMENDATION

That the staff report titled “No. 3 Road – Traffic Assessment”, dated April 22, 2025 from the Director, Transportation be received for information.

☐

2. **2025 ACTIVE TRANSPORTATION INITIATIVES – ANNUAL UPDATE**

(File Ref. No. 10-6500-01) (REDMS No. 7893470)

PWT-21

[See Page PWT-21 for full report](#)

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the staff report titled “2025 Active Transportation Initiatives – Annual Update” dated April 22, 2025, from the Director, Transportation, be received for information.

☐

3. **MANAGER’S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, April 23, 2025

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Chak Au

Also Present: Councillor Andy Hobbs
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:14 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on March 19, 2025, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **2025 NATIONAL PUBLIC WORKS WEEK - MAY 18 TO 24, 2025: PEOPLE, PURPOSE, PRESENCE**
(File Ref. No. 10-6000-01) (REDMS No. 8009637)

Staff introduced Nicholas Siu as the Temporary Full-Time Project Manager, Water.

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It was moved and seconded

That the 2025 in-person event and virtual campaign to recognize National Public Works Week, as outlined in the staff report titled “2025 National Public Works Week - May 18 to 24, 2025: People, Purpose, Presence”, dated March 24, 2025, from the Director, Public Works Operations, be received for information.

CARRIED

2. RICHMOND WATER QUALITY AND CONSERVATION REPORT 2024

(File Ref. No. 10-6175-03-03) (REDMS No. 8009692)

In response to queries from Committee, staff advised that (i) chlorine is added to Richmond’s drinking water by Metro Vancouver and residents can flush their taps if the chlorine smell or taste is bothersome and (ii) the water metering program, leak detection program, and the City’s annual water education program has contributed to the City’s reduction in total water usage.

It was moved and seconded

(1) That the annual report titled “Richmond Water Quality and Conservation Report 2024”, dated March 18, 2025, from the Director, Public Works Operations, be:

(a) endorsed as the City’s report to the public on water quality in Richmond; and

(b) provided to the Drinking Water Officer and Medical Health Officer as the City’s plan for reporting water quality results; and

(2) That the “Richmond Water Quality and Conservation Report 2024” be made available to the community on the City’s website and through various communication tools including social media channels.

CARRIED

3. RIVER ROAD – TRAFFIC ASSESSMENT

(File Ref. No. 10-6450-09-01) (REDMS No. 7968572)

Discussion ensued regarding (i) the public consultation with area residents held on December 5, 2024 at the Cambie Community Centre and the possibility of conducting further consultation in the Hamilton area and (ii) the mail out area for the resident survey sent in January 2025 and the possibility of a larger mail out to Hamilton residents.

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In response to queries from Committee, staff advised that (i) City policy allows for traffic calming improvements based on adjacent residents' feedback, (ii) a broader mail out to receive public feedback can be considered at Committee's direction, (iii) the majority of attendees at the December 5, 2024 community meeting supported no road changes, and (iv) in 2024, Richmond RCMP issued a total of 29 tickets on River Road, including a total of 15 tickets for speeding, and one for excessive speeding.

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

It was moved and seconded

That the staff report titled "River Road – Traffic Assessment" be referred back to staff for further public consultation in the Hamilton area and report back.

The question on the referral motion was not called as discussion ensued regarding (i) survey responses and comments received at an open house, which revealed a lack of support for any physical changes to the roadway, with 62% of survey participants opposing traffic calming measures on River Road, a view consistent with the 2017 consultation where residents opposed the installation of speed humps along the road, (ii) the preference for continued reliance on enforcement, and (iii) the dike design process which will include a road design that addresses collision and speeding issues along River Road.

The question on the referral motion was then called and it was **CARRIED** with Cllr. Loo opposed.

4. **RECYCLING AND SOLID WASTE MANAGEMENT – REPORT 2024: EXPLORING NEW WAYS TO REDUCE WASTE**

(File Ref. No. 10-6370-01) (REDMS No. 7985755)

Discussion ensued regarding (i) Richmond's Green Cart program, with staff clarifying that the 12% figure related to apartment and condominium green cart recycling in the staff report represents the percentage of total yard trimmings and food scraps collected annually, and that the diversion rate is unknown as the City does not collect all types of waste from these properties, (ii) outreach initiatives that provide tips, information, and resources to help residents in multi-family complexes recycle correctly, (iii) in-sink garbage disposal units, (iv) collection services provided to townhomes and multi-family complexes, acknowledging the City's challenge in ensuring sufficient capacity for garbage collection at these properties, which has led to the use of private garbage collection services, and (v) the Bike Reuse Pilot Program contracted through the Pedal Foundation, which supported the repair of 10 donated bikes, with 445 spare parts and accessories recovered for reuse, and a forthcoming report to Committee with recommendations regarding the pilot program.

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Staff advised that a memorandum outlining (i) the process of having garbage from multi-family complexes collected by the City rather than private services, (ii) details on where private garbage collection services are taking waste, and (iii) the reason for discontinuing the use of container trucks for garbage collection, will be provided.

It was moved and seconded

- (1) *That the planned initiatives, as outlined in the report titled “Recycling and Solid Waste Management - Report 2024: Exploring New Ways to Reduce Waste”, dated March 19, 2025, from the Director, Public Works Operations, be endorsed; and*
- (2) *That the “Recycling and Solid Waste Management - Report 2024: Exploring New Ways to Reduce Waste”, be made available to the community on the City's website and through various communication tools including social media channels and as part of community outreach initiatives.*

CARRIED

5. PUBLIC EV CHARGING NETWORK - ENERGY BASED USER FEES
(File Ref. No. 10-6125-01) (REDMS No. 7920871)

John Roston spoke to the change from time-based rates to electrical consumption rates, referencing his submission (attached to and forming part of these minutes as Schedule 1).

In response to the delegation, staff noted that the City collaborated with multiple municipalities to conduct a financial study on electric vehicle (EV) charging rates necessary to achieve cost recovery and the recommended energy-based user fees use a cost recovery approach.

In response to queries from Committee, staff advised that (i) due to the significantly higher cost associated with Level 3 charging stations, including infrastructure, installation, hardware, subscription fees, and ongoing maintenance, the rates need to be higher than Level 2 to achieve cost recovery, (ii) the cost of a Level 2 charging station can range from \$50,000-\$80,000 whereas a Level 3 charging station can cost between \$150,000-\$200,000+, (iii) to promote efficient use of charging infrastructure, the implementation of an idle fee is recommended to discourage vehicles from occupying charging spots once charged, which will improve station turnover, and the idle fee for Level 2 stations will apply between 7:00 a.m. to 11:00 p.m., and (iv) the fees for the solar EV charger at Garry Point Park is based on per kilowatt-hour (kWh).

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Discussion ensued regarding (i) the comparison between time-based user fees and energy-based billing per kWh, (ii) the amount of time required to fully charge an EV dependent on the size of the vehicle's battery, and (iii) the expansion of the City's public EV charging network through an approved Capital submission for up to 30 Level 3 charging stations at the Richmond Curling Club, South Arm Community Centre, and the Minoru Precinct.

It was moved and seconded

- (1) *That, as described in the staff report titled "Public EV Charging Network – Energy Based User Fees", dated March 19, 2025, from the Director, Climate & Environment, and Director, Public Works Operations, energy-based user fees be implemented for all city-owned public EV chargers;*
- (2) *That the Chief Administrative Officer or General Manager, Engineering and Public Works be authorized to apply for Temporary Dispensation from Measurement Canada for the sale of electricity for EV charging; and*
- (3) *That each of the following bylaws be introduced and given first, second and third readings in order to implement energy-based user fees, including ticketing provisions:*
 - (a) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10657;*
 - (b) *Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 10658;*
 - (c) *Traffic Bylaw No. 5870, Amendment Bylaw No. 10659; and*
 - (d) *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10660.*

CARRIED

6. 2025 PROVINCIAL PESTICIDE USE PERMIT RENEWAL APPLICATION

(File Ref. No. 10-6160-07-01) (REDMS No. 7984078)

Staff introduced Nadia Chan as the new Manager, Environment.

In response to queries from Committee, staff advised that (i) the City takes an integrative management approach for invasive species management and apply a cautionary use of pesticides when it's the last report, for example with knotweed management, (ii) The Province regulates pesticide use in BC and the *Integrated Pest Management Act* is administered by the Ministry of Environment and Parks, and (iii) the Sturgeon Bank Wildlife Management Area will not be affected.

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It was moved and seconded

That the comments regarding a provincial Pesticide Use Permit application to manage invasive cordgrass and perennial pepperweed outlined in the report titled “2025 Provincial Pesticide Use Permit Renewal Application”, dated March 19, 2025, from the Director, Climate and Environment, be endorsed for submission to the provincial Ministry of Forests.

CARRIED

7. 2025 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT

(File Ref. No. 10-6000-01) (REDMS No. 7930673)

In response to queries from Committee, staff advised that (i) Richmond is currently implementing the universal multi-family water meter program, with a target completion date of 2039, (ii) Metro Vancouver has noted a target date of 2050 to implement plans to prevent combined sewer overflows for the Vancouver Sewerage Area and 2075 for the Fraser Sewerage Area, (iii) sewer laterals are the connection between private property’s plumbing system to the City’s sewer system, and (iv) Richmond does not have combined sewers.

It was moved and seconded

That the City’s 2025 Liquid Waste Management Plan Biennial Report, as presented in Attachment 1 of the staff report titled “2025 Liquid Waste Management Plan Biennial Report”, dated March 19, 2025, from the Director, Engineering, be submitted to Metro Vancouver.

CARRIED

8. METRO VANCOUVER LIQUID WASTE MANAGEMENT PLAN UPDATE

(File Ref. No. 10-6060-01) (REDMS No. 7962510)

It was moved and seconded

That the staff report titled “Metro Vancouver Liquid Waste Management Plan Update”, dated March 19, 2025, from the Director, Engineering, be received for information.

CARRIED

COUNCILLOR CAROL DAY

9. TRANSLINK PRESS RELEASE

(File Ref. No.)

Nathan Davidowicz spoke to the April 10 TransLink media release, referencing his submission (attached to and forming part of these minutes as Schedule 2).

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Discussion ensued regarding (i) options for the City to provide feedback to TransLink and the public consultation and comment period on TransLink's 2025 Investment Plan and (ii) the possibility of extending Canada Line platforms to allow for more users and development along the Canada Line.

Further discussion ensued and it was suggested that a letter be written to TransLink requesting the 2025 Investment Plan be reconsidered for a 1-year funding agreement rather than 3-year with an eventual goal of a 10-20 year agreement.

Staff advised that a memorandum summarizing potential future transit options can be provided in advance of the April 28, 2025 Council meeting.

It was moved and seconded

- (1) *That a letter be written to TransLink requesting that the 2025 Investment Plan be reconsidered for a 1-year funding agreement with the province, at which time a long-term agreement can be developed; and*
- (2) *That staff provide a memorandum with transit service options.*

CARRIED

10. MANAGER'S REPORT

2025 Capital Projects Highlights

Staff advised that the 2025 Capital Projects Highlights online event and self-guided open house is ongoing at Richmond City Hall Atrium and Galleria from April 23 to May 12, 2025, with the display board gallery hours being Monday 9:00 a.m. to 7:00 p.m. and Tuesday to Friday 9:00 a.m. to 5:00 p.m., and the Capital Projects Highlights will remain accessible on LetsTalkRichmond.ca until June 8, 2025.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:44 p.m.).

CARRIED

Public Works & Transportation Committee
Wednesday, April 23, 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, April 23, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: April 23, 2025 10:57 AM
To: CityClerk
Cc: Day,Carol
Subject: Public Works and Transportation Committee

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Hi Claudia,
I hope that all is well with you.

I would like to delegate virtually at this afternoon's Public Works and Transportation Committee meeting on Agenda Item 5: PUBLIC EV CHARGING NETWORK - ENERGY BASED USER FEES.

If it's possible to distribute my remarks in advance, I can then just summarize and answer questions:

Thanks to City staff for bringing forward this matter. It is a good idea to change from time-based rates to electrical consumption rates. However, continuing to make a distinction between rates for level 2 and level 3 charging no longer make any sense. The distinction was made previously because the rates were time-based and it took longer at level 2 to use the same amount of electricity. With the new rates, it doesn't matter how long it takes.

The cost to the city of the same amount of electricity is the same whether it is delivered at level 2 or level 3. The cost to the user should be the same at \$0.3479 per kWh.

Tesla Superchargers have a lower rate per kWh from 10 pm to 8 am for overnight charging to encourage local residents to charge when demand on the electrical grid is low to maximize efficient use of the existing electrical grid. It would be good to have the lower \$0.2865 rate for overnight charging from 10 pm to 8 am.

Further, the purpose of the idle fee is to get the user to move the vehicle when it is finished charging whether it was charging at level 2 or level 3. It should be 40 cents per minute for both. A 5 cent per minute charge for level 2 does not encourage the user to move the vehicle. It is cheap parking.

Best.
John

From: Nathan Davidowicz <nathan.davidowicz2@gmail.com>
Sent: April 22, 2025 8:32 AM
To: CityClerk
Subject: Re: PWT April 23, 2025 4 pm

Follow Up Flag: Follow up
Flag Status: Flagged

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Thank You.

I would like to pre-register for this item and speak to the PWT Committee on April 23, 2025.

Here is additional information from MVRD as well as my submission. on
The 2025 Transit Investment Plan

Yours Truly
Nathan Davidowicz

1. From MVRD Agenda April 25, 2025 pages 558 to 595

<https://metrovancover.org/boards/GVRD/RD-2025-04-25-AGE.pdf>

2. From WE-CAN Newsletter April 19, 2025

<https://westcoastclimateaction.ca/>

★ TransLink Wants Feedback on its 2025 Investment Plan (By April 24)

From Movement: The public consultation period is open. Say lots of positive things! Our thoughts are [here](#). Give your feedback [here](#).

Proposed Transit Deal Is a Bad Deal. Mayors' Council and TransLink Board Should Demand Better

From Nathan Davidowicz: Public transit is a vital service. But TransLink ridership has dropped. Since 2020, ridership per capita has gone way down. The new [Transit Deal](#) announced on April 10th is a good example of why Metro Vancouver is way behind other big metro areas in Canada. [Read more](#)

3. A short summary about transit in BC:

Most municipalities do not adequately grasp that they are partners with Metro Vancouver and can refuse to sign a bad transit deal. The proposed deal, announced on April 10, 2025, will not achieve

the climate targets set by the B.C. government, will not achieve TransLink's own targets (as well as many municipalities' targets) for mode share of transit and active transportation, and fails to address fundamental institutional and organizational flaws.

Please note that TransLink is not subject to "open meeting rules" of local governments ([link](#)). Most of their business is done in closed meetings. Directors fees of up to \$1200 per meeting are more than for any other transit commission/committees in Canada.

There are many problems with our transit systems in BC.

Most of the problems are in Metro Vancouver -Lower Mainland of BC . The BC population in 2024 was 5.5 M and about 3.5 M reside in the Lower Mainland. Most of the BC population, over 80% live in urban areas where there is a need for proper transit systems.

It is not just money. The first problem is proper governance.

In 1979 proper governance was offered to all municipalities and regional districts. In 2025 only 4 regional districts out of 27 have control of their transit systems.

The other regional districts do not want to bother as they do not understand that Transit is an essential service.

In Metro Vancouver GVRD was in charge for 4 short years (1979 to 1983) before the BC government took it away.

The present transit governance in Metro Vancouver is unacceptable. Most decisions are made behind closed doors.

While it is not that bad in the rest of BC, the centralized BC Transit governance should be opened up.

What is needed?

A governance model where all 27 regional districts (or big municipalities) are mandated to take over the transit function.

The governance is already established for all the regional districts, transit would be just an added function.

There is no reason why regional districts can not copy from RDN (Nanaimo) that had the transit function since 1969.

Once proper governance is in place , we need proper funding.

We need the support of both the provincial and federal government for both operational and capital funding. Local regional district and or municipal share would be negotiated for a minimum of 5 years but preferably a 10 or even 20 years agreement (like the RCMP) should be signed.

Once that is agreed upon, the various current arrangements and acts have to be changed, so there is one uniform governance and funding for all transit systems in BC.

There would be a transition period to implement the changes.

<https://cityhallwatch.wordpress.com/2025/04/17/transit-deal-a-bad-deal-reject-demand-better-davidowicz/>

4. Transportation Justice

Many countries provide free or very very low transit fares for seniors:
Here are examples from the UK and Israel :

<https://www.ageuk.org.uk/information-advice/money-legal/benefits-entitlements/free-bus-pass-and-transport-concessions/>

Israel's new 'Equal Commute' reform: Lower prices, elderly ride for free
<https://www.jpost.com/breaking-news/article-703078>



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: April 22, 2025

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

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

Re: No. 3 Road – Traffic Assessment

Staff Recommendation

That the staff report titled “No. 3 Road – Traffic Assessment”, dated April 22, 2025 from the Director, Transportation be received for information.

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

Att.1

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

Staff Report

Origin

At the November 20, 2024, Public Works & Transportation Committee meeting, staff received the following direction:

That staff undergo a traffic study to consider a reduction in the motor vehicle speed limit from 50 km/h to 30 km/h on No. 3 Road between Westminster Highway and Granville Avenue.

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.

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.

Analysis

Background

The 800 metre section of No. 3 Road between Westminster Highway and Granville Avenue is classified as a Major Thoroughfare in the City Centre Area Plan (Attachment 1). The purpose of a Major Thoroughfare is to provide a walkable, urban arterial road that balances efficient traffic flow with high pedestrian activity. The Canada Line, Brighthouse Station Bus Mall and multiple bus lines also make this section of No. 3 Road a transit hub, which reduces reliance on private automobiles and demand for increased road capacity. As adjacent redevelopment occurs, streetscape, sidewalk and cycling networks are enhanced to improve the environment for pedestrians and cyclists.

Safety upgrades implemented along this section of No. 3 Road to improve operations include:

- Protected cycling facilities between Cook Road and the Brighthouse Bus Mall.
- Enhanced pedestrian - only signal phase at the No. 3 Road and Brighthouse Bus Mall intersection.
- Improved pedestrian features to increase comfort and safety at the intersection of No. 3 Road and Cook Road.
- Red light camera at No. 3 Road and Westminster Highway.
- Short-term intersection improvements at No. 3 Road and Granville Road completed as part of the City's Top 20 Collision Prone Intersection program. This includes traffic cameras, audible pedestrian signals, uninterrupted power supply and delineators along the Granville Avenue bike lanes.

- Sections of No. 3 Road include landscaped centre medians and fencing to deter jaywalking.
- Accessibility features to support pedestrians with vision loss include all traffic signals in the study area equipped with audible pedestrian signals and tactile warning strips installed as part of new curb ramps.
- All intersections have illuminated street name signs for higher visibility.

Traffic Assessment

Staff conducted an analysis of vehicle speeds and collision data along No. 3 Road from Westminster Highway to Granville Avenue. The results of the speed study and most recent five-year ICBC crash data along No. 3 Road are presented in Table 1 below.

Table 1: No. 3 Road Speed Study and Collision Results

No. 3 Road Intersection	Total Collisions (2019-2023)	Collisions Involving Pedestrians	Collisions Involving Cyclists	85 th Percentile Speed (km/h)
Westminster Highway	248	2	3	48
Saba Road	79	2	0	46
Cook Road	63	5	0	56
Park Road	38	4	0	55
Anderson Road	8	1	1	46
Granville Avenue	174	7	3	44
Total	610	21	7	Average = 49 km/h

Speed Study

The existing posted speed limit on No. 3 Road is 50 km/h. The study indicates the 85 percentile speeds on this section of No. 3 Road range from 44 km/h to 56 km/h. The close spacing of signalized intersections within this 800 metre section of No. 3 Road helps to meter traffic flow. The speed study did not identify a speeding issue on No. 3 Road as the majority of traffic is travelling below 56 km/h. RCMP data for March 2025 recorded a total of 17 infractions with one infraction for speeding.

Collision Data

A total of 610 collisions were recorded on No. 3 Road between Westminster Highway and Granville Avenue during the five-year period of 2019 to 2023 (the most recent available crash data from ICBC). No fatalities were recorded. The ICBC crash data did not identify speeding as a contributing factor of the collisions on No. 3 Road, including those with pedestrians and cyclists. Of the 28 collisions involving cyclists and pedestrians, 20 were caused by drivers failing to yield to pedestrians/cyclists in the crosswalks (14 right-turn collisions and 6 left-turn collisions).

The intersection of No. 3 Road and Granville Avenue is identified as #20 of the City's Top 20 Collision Prone Intersections. Although the intersection of No. 3 Road and Westminster Highway had the highest number of collisions in the study area, it is not identified as a Top 20 Collision Prone Intersection due to the low severity of collisions.

Review of Speed Limit

The City's speed management process is community and data driven. There is no supporting data from the traffic assessment to warrant changing the speed limit. As No. 3 Road is classified as a Major Thoroughfare, maintaining the existing 50 km/h speed limit is appropriate to move traffic efficiently across this corridor.

Planned Safety Enhancements

No. 3 Road and Granville Avenue: In 2019, Council approved improvements to address the Top 20 most collision prone intersections in the City. As this intersection is identified as #20, intersection design alterations with a focus on pedestrian and cycling safety enhancements are currently under review.

Pedestrian and Cycling Infrastructure Upgrades: Pedestrian and cycling related infrastructure along with streetscape improvements are being secured through redevelopment projects (e.g. Richmond Centre, 8051 Anderson Road). Ultimately, a protected cycling facility on No. 3 Road will provide increased safety for cyclists.

Traffic Camera AI Software Trials: Various new software applications that help collect traffic data regarding near misses at intersections are being evaluated. The objective of this technology is to help proactively intervene safety improvements to address conflicts before they occur at an intersection. The intersections of No. 3 Road and Granville Avenue and at the Bus Mall entrance are currently being studied using this technology.

Pedestrian and Traffic Safety Education: The City supports a variety of road safety campaigns and education to develop knowledge skills that enable pedestrians, cyclists and drivers to use the road safely. The City's Traffic Safety Advisory Committee (TSAC) collaborates to support annual pedestrian and traffic safety campaigns held by ICBC and Richmond RCMP.

Financial Impact

None.

Conclusion

A traffic speed assessment and collision data study was conducted on No. 3 Road between Westminster Highway and Granville Avenue. The speed and collision data do not warrant any changes to the existing speed limit on this section of No. 3 Road. The statistics from the technical assessment indicated that the majority of collisions with pedestrians and cyclists are due to drivers failing to yield while turning. Speeding was not a contributing factor to the turning related collisions on No. 3 Road.

April 22, 2025

- 5 -

The No. 3 Road and Granville Avenue intersection is identified as a collision prone location. Intersection safety upgrades are currently being developed as part of the City's Top 20 Collision Prone Intersection program.



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

SH:ck

Att.1 No. 3 Road Traffic Assessment Study Area

No. 3 Road Traffic Assessment Study Area





City of Richmond

Report to Committee

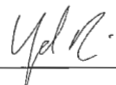

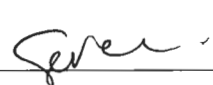
To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: April 22, 2025
File: 10-6500-01/2025-Vol
01
Re: 2025 Active Transportation Initiatives – Annual Update

Staff Recommendation

That the staff report titled “2025 Active Transportation Initiatives – Annual Update” dated April 22, 2025, from the Director, Transportation, be received for information.

Lloyd Bie, P.Eng.
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REPORT CONCURRENCE		
ROUTED TO: Engineering	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER  for Roeland Zwaag
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The City undertakes several infrastructure projects, programs and activities to encourage active transportation (walking, cycling and rolling) trips. The City also funds cycling skills education courses for all Grade 6 & 7 students and continues safety-related campaigns for the use of e-bikes and e-scooters.

This report provides an overview of the active transportation initiatives under way for 2025 and highlights the 2024 active transportation accomplishments. Input and collaboration with the cycling community is an integral part of the delivery of these initiatives.

This report supports Council's Strategic Plan 2022-2026 Strategy #2 Strategic and Sustainable Community Growth:

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private, and active transportation needs.

This report supports Council's Strategic Plan 2022-2026 Strategy #6 A Vibrant, Resilient and Active Community:

6.1 Advance a variety of programs, services, and community amenities to support diverse needs and interests and activate the community.

Analysis

The Richmond Active Transportation Committee (RATC) provides input and participates in active transportation initiatives. Committee members are local residents, employees and HUB Cycling representatives who reflect a diverse range of ages and cycling skills.

2025 Active Transportation Initiatives

Infrastructure Projects: Design and construction of Council approved active transportation capital projects including:

- Steveston Highway Multi-Use Path:
 - Construction of Phase 2 (Mortfield Gate to No. 2 Road).
 - Construction of Phase 3 (No. 2 Road to Railway Avenue).
 - Continue design of Phase 4 (Shell Road to No. 5 Road).
- Midtown and Alder Neighbourhood Cycling Routes: Implement new signage and bike stencils to formalize neighbourhood cycling routes.
- Great Canadian Way Bike Lanes: Construction of cycling lane protection on Great Canadian Way between Bridgeport Road and River Road with delineators and concrete curbing.
- Gilbert Road Cycling Facilities:
 - Construction of a new multi-use pathway on the east side of Gilbert Road, from Azure Road to Elmbridge Way.

- Construction of an off-street cycling facility and protection of existing bike lanes on Gilbert Road from Elmbridge Way to the Dinsmore Bridge.
- Lansdowne Road Multi-Use Path: Construction of a new multi-use pathway on the north side of Lansdowne Road from Gilbert Road to Pearson Way.
- No. 2 Road and Westminster Highway: Implement a separated cycling facility along the north side of Westminster Highway from No. 2 Road to Lynas Lane.
- Sexsmith Road-Brown Road Cycling Route: Complete cycling improvements along Brown Road, from Browngate Road to Sexsmith Road and on Sexsmith Road from Capstan Way to Beckwith Road.
- Browngate Road Cycling Facility: Construct cycling facilities on Browngate Road between No. 3 Road and Hazelbridge Way.

Community Driven Neighbourhood Traffic Calming Program: The City's neighbourhood traffic calming objectives enhance the comfort of people walking and cycling. Engagement with residents and schools regarding speed management on local streets occurs on a request basis. Consultation is underway in the Westwater and Cambie area neighbourhoods to develop traffic calming options in response to resident concerns of vehicle speeding. Traffic calming measures approved by Council on Dyke Road in response to resident concerns will be implemented in Q2 2025.

Bicycle-Pedestrian Counters: There are currently eighteen counters that record pedestrian and bicycle volume on various cycling facilities. Further expansion of eight new counters will be implemented in 2025. Staff are also assessing the ability of these counters to collect speed data from cyclists and e-scooters.

Secure Bicycle Parking: Opportunities for the installation of secure bicycle parking are being reviewed through the redevelopment process and as approved in the 2025 capital budget. Potential sites include the Steveston and Capstan neighbourhoods.

Promotion and Education of Active Transportation

Activities to encourage and promote active transportation modes planned for 2025 include:

- 23rd Annual "Island City, by Bike" Tour: The 2025 bike tour is scheduled for June 8th. The tour will feature recent improvements to the City's active transportation network.
- 2025/2026 Richmond Cycling Map: The updated cycling map will be posted to the City's website and distributed in Spring 2025 to community centres, libraries and other civic facilities.
- Bicycle Education for Students: The City, through a contract with HUB Cycling, delivers cycling education courses to all Grade 6 and 7 elementary school students over a two-year period. Students learn the rules of riding on the street and receive hands-on practice.
- Walk to School Initiative: Engagement sessions with youth community groups are planned for fall 2025. The sessions focus on promoting walking, cycling and transit trips to high school.

- **HUB Cycling Promotion Events:**
 - **Go by Bike Week (May/June and September/October):** The event will be held from May 31 to June 6, 2025. On June 5, 2025, the City-sponsored Celebration Station will be held at Thompson Community Centre.
 - **Bike to School Week (June):** The week-long event will take place from June 2 to June 6, 2025. Cycling and rolling trips are logged by schools with prizes drawn at the end of the week.
 - **Bike to Shop Week (June):** This annual event encourages participants to bike to shop at local businesses.
- **Active Transportation Safety Campaigns:**
 - Communication platforms including the City's website and social media channels will be used for safety messaging (helmet use, sidewalk riding and maximum speeds).
 - Pavement marking stickers to reinforce the maximum 15 km/hr speed limit on shared pathways are being developed (Figure 1).
- **School Zone Traffic Safety Postcard:** A new school zone safety postcard was developed to provide helpful resources and school traffic safety tips for staff, students and parents (Figure 2). These cards will be distributed to schools.



Figure 1: Example of Pavement Sticker



Figure 2: School Zone Traffic Safety Postcard

2024 Active Transportation Highlights

The City expanded and enhanced the active transportation network in 2024. Key projects are highlighted below:

Infrastructure Improvements

- **Steveston Highway Multi-Use Path: Completion of Phase 1 - Shell Road to Mortfield Gate (Figure 3).**

Figure 3: Steveston Highway MUP – Phase 1
Shell Road to Mortfield Gate

- No. 2 Road Multi-Use Path: Completion of the off-street Multi-Use Pathway on No. 2 Road - Steveston Highway to Williams Road (Figure 4).



Figure 4: No. 2 Road Multi-Use Path



Figure 5: Garden City Road Multi-Use Path

- Garden City Road Multi-Use Path: Widened and repaved the pathway from Francis Road to Williams Road (Figure 5).

External Cost Share Grants

- The City was awarded approximately \$4.1 million in funding for Active Transportation projects from organizations including the Province of BC and TransLink.

Promotion and Education of Active Transportation

- 22nd Island City, By Bike Tour Event (June 9, 2024): The event was held at Britannia Shipyards (Figure 6). Over 100 participants turned out for the event.
- Bike to School Education for Students: In 2024, a total of 1,532 students from 17 elementary schools (Attachment 1) received courses that provided hands-on practice with fundamental cycling skills.
- Go by Bike Week (May/June and October 2024): Spring and Fall Go by Bike Week celebration station were held. 189 people attended the two Celebration Stations in 2024.
- Bike to Shop Week (August): The event in Richmond was focused in Steveston and included a celebration station at the Steveston Farmers Market. 14 businesses in the area participated.
- Cycling Education: HUB Cycling hosted learn to ride and bike maintenance courses in partnership with the City. Courses and online webinars totaled 100 attendees with 13 courses taught.



Figure 6: 2024 Island City, By Bike Tour

- 2024 Walk to School Initiative: Staff hosted three engagement sessions with youth groups at City community centres (Thompson, West Richmond and Cambie). The initiative promotes walking, cycling and transit trips to school and seeks feedback from students about their current travel habits to and from school. A total of 155 students participated in this engagement.

Financial Impact

None.

Conclusion

The active transportation initiatives planned for 2025 will encourage greater and safer use of pedestrian and cycling modes in Richmond. Increasing walking and cycling trips is an effective means to improve social, economic and health outcomes in the community.

The Richmond Active Transportation Committee (RATC) continues to participate and support the City's sustainable transportation objectives. As the Richmond School District is an essential partner in the delivery of cycling education courses for students, staff will forward the report to the Richmond Council-School Board Liaison Committee for information.



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Att. 1: 2024 Summary of Bike to School Education for Students

2024 Summary of Bike to School Education for Students

	School Name	Dates of Instruction	# of Classes	# of Students
1.	Archibald Blair Elementary	April 3, 9, 10, 11, 12	3	84
2.	École des Navigateurs	May 1	1	21
3.	W.D. Ferris Elementary (2 courses)	May 7, 8, 13, 14, 15, 16	7	198
4.	General Currie Elementary	April 16, 18, 22, 23, 24	4	112
5.	Hamilton Elementary	April 25, 26, 30, May 1 & 3	4	104
6.	John T Errington Elementary	May 31, June 3, 4, 5, 10	3	84
7.	Thomas Kidd Elementary	May 16, 21 June 18	2	51
8.	James McKinney Elementary	April 4, 9, 10, 11, 12	3	84
9.	Diefenbaker Elementary	September 16, 17, 18, 19, 23	3	84
10.	Kingswood Elementary	October 17, 18, 21, 22, 23	3	107
11.	Maple Lane Elementary	October 3, 4, 7, 8, 9	5	112
12.	McKay Elementary	October 1, 2, 3, 7 & 8	4	110
13.	Quilchena Elementary	September 24, 26, 27, Oct 1, 2	3	66
14.	Steves Elementary	September 23, 24, 25, 26, 27	3	73
15.	Tomsett Elementary	October 8, 9, 10, 11, 15	4	108
16.	William Cook Elementary	October 24, 28, 29, November 1, 4	3	81
17.	Woodward Elementary	September 23, 25	2	53
Total			57	1,532