



**Public Works and Transportation Committee
Electronic Meeting**

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

**Wednesday, June 18, 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 May 21, 2025.*



NEXT COMMITTEE MEETING DATE

July 23, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **YOUTH CLIMATE CORPS BC**
(File Ref. No. 10-6370-01) (REDMS No. 8042231)

PWT-10

See Page PWT-10 for full report

Designated Speaker: Kristina Grozdanich

STAFF RECOMMENDATION

- (1) *That a partnership with the Youth Climate Corps BC as outlined in the staff report titled “Youth Climate Corps BC” dated May 6, 2025 from the Director, Public Works Operations, be approved and the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the agreement and all related documentation with Youth Climate Corps BC; and*
- (2) *The six-month pilot program and total cost of \$85,000 be considered as part of the 2026 budget process with funding from the General Solid Waste and Recycling Provision.*



2. **COMMEMORATIVE CROSSWALK TO HONOUR VETERANS**
(File Ref. No. 10-6450-17-01) (REDMS No. 8047558)

PWT-18

See Page PWT-18 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the commemorative crosswalk design, as described in the staff report titled “Commemorative Crosswalk to Honour Veterans” dated May 29, 2025, from the Director, Transportation, be installed at No. 3 Road and Anderson Road.



- Added** 3. **CITY CENTRE TRAFFIC STUDY – TERMS OF REFERENCE**
(File Ref. No. 10-6500-01) (REDMS No. 7948823)

PWT-23

See Page PWT-23 for full report

Designated Speaker: Sonali Hingorani

Public Works & Transportation Committee Agenda – Wednesday, June 18, 2025

Pg. # ITEM

STAFF RECOMMENDATION

That the terms of reference as described in the staff report titled “City Centre Traffic Study – Terms of Reference”, dated June 5, 2025 from the Director, Transportation, be endorsed, and that staff be authorized to submit a project request in the amount of \$150,000 as part of the 2026 budget process.

☐

4. MANAGER’S REPORT

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, May 21, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au (by teleconference)
Councillor Kash Heed
Mayor Malcolm Brodie

Absent: Councillor Alexa Loo

Also Present: Councillor Andy Hobbs
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:38 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on April 23, 2025, be adopted as circulated.

CARRIED

AGENDA ADDITIONS AND DELETIONS

It was moved and seconded

(1) *That Francis Road Updates to the sidewalk between McCutcheon Place and Schaefer Gate be added as Item No. 2A;*

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- (2) *That communication from a resident regarding YVR traffic concerns be added as Item 2B;*
- (3) *That speed safety Concerns on No. 3 Road, Lynas Lane and Minoru Blvd be added as Item 2C; and*
- (4) *That stop sign installation on Regent Street be added as Item 2D.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. NO. 3 ROAD – TRAFFIC ASSESSMENT

(File Ref. No. 10-6500-01) (REDMS No. 7948823)

Staff advised Committee of a correction in the report noting that the intersection of Granville Avenue and No. 3 Road is identified to be in the 11th place in the City's Top 20 Collision prone intersections.

In response to queries from Committee, staff advised that (i) the staff report presents traffic speed and collision data for No. 3 Road (between Westminster Highway and Granville Avenue), and (ii) No. 3 Road is classified as a Major Thoroughfare as it balances efficient traffic flow with high pedestrian activity.

Discussion ensued with respect to (i) options to address congestion and safety concerns along No. 3 Road between Westminster Highway and Granville Avenue, (ii) prevention of incidents occurring at the outset, (iii) reduction of speed as a safety measure, (iv) addition of more pedestrian signage, and (v) strategies to reduce congestion.

It was moved and seconded

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

DEFEATED

Opposed: Cllr. Day
Cllr. Heed
Cllr. Wolfe

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2. 2025 ACTIVE TRANSPORTATION INITIATIVES – ANNUAL UPDATE

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

In response to queries from Committee, staff advised that (i) the cycling network will extend from Lynas Lane to align with the Railway Greenway and Steveston Highway, with the Works Yard project enabling further westward expansion, (ii) an extensive citywide cycling network is planned; staff will recirculate a related memorandum, (iii) the cycling network timeline will depend on the Works Yard development and will be included in its Phase 1 detail design, (iv) the City's cycling network includes 340 lane-kilometres of facilities and has been expanded near Steveston, and (v) staff will advise how many kilometres were added to the network with the addition of the Steveston Highway and No. 2 Road Multi-use Pathways (MUP).

It was moved and seconded

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

CARRIED

2A. FRANCIS ROAD UPDATES TO THE SIDEWALK BETWEEN MCCUTCHEON PLACE AND SCHAEFER GATE

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

Discussion ensued with respect to public correspondence received regarding the narrowing of a sidewalk at Schaefer Gate at Francis Road, and the widening of a sidewalk on Francis Road between between McCutcheon Place and Schaefer Gate.

In response to queries from Committee, staff advised that (i) the sidewalk widening project has been delayed until the Gilbert Trunk Sewer Replacement project construction is complete, (ii) widening of the refuge for pedestrians and cyclists narrows Schaefer Gate from 4.4 to 3.4 metres lanes, which are still considered wide, and (iii) staff have responded to the correspondence received on the matter.

Council directed staff to provide a memorandum detailing what the dimensions of the proposed widened sections on either side of the Schaefer Gate intersection will be and compare them with the similar treatment at Lucas Road and No. 3 Road.

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2B. COMMUNICATION FROM A RESIDENT REGARDING YVR TRAFFIC CONCERNS

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

In response to queries from Committee, staff advised that the Grant McConachie Way and Templeton Road intersection is completely within YVR's jurisdiction and (ii) staff will reach out to the resident to discuss his concerns and will speak to YVR to find a solution for the matter.

Councillor Andy Hobbs left the meeting (5:14 p.m.) and did not return.

2C. CONCERNS WITH SPEED ON NO. 3 ROAD, LYNAS LANE AND MINORU BOULEVARD

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

Discussion ensued with respect to the option to reduce speed limits to 30 km/h along Lynas Lane, Minoru Blvd and No. 3 Road to address safety concerns.

In response to queries from Committee, staff advised that any changes to speed limits will be brought forward for Council consideration.

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

It was moved and seconded

- (1) That staff be directed to review the north and south roads in the City Centre (roads bounded by Westminster Highway, Granville Avenue, Garden City Road and Gilbert Road) for potential alterations in speed and other measures dealing with congestion and safety, and report back; and*
- (2) That staff bring forward a terms of reference for the City Centre traffic study and options to the June 2025 Public Works and Transportation Committee meeting.*

The question on the motion was not called as discussion ensued with respect to (i) gaining more information with regard to the safety, congestion and speed concerns in this area, and (ii) widening the criteria of data and metrics for a more comprehensive look at the City Centre.

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

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2D. STOP SIGN INSTALLATION ON REGENT STREET

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

Discussion ensued with respect to (i) installation of stop sign at 6th Avenue and Regent Street, (ii) effectiveness of stop signs versus alternative traffic calming measures, and (iii) undertaking a community process to look at effective calming measures.

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

It was moved and seconded

- (1) That staff consult with the neighbors along 6th Avenue regarding traffic calming measures; and*
- (2) That staff install a stop sign at the intersection of Regent Street and 6th Avenue.*

The question on the motion was not called as staff responded to queries, advising that (i) staff will aim to expedite the timeline for public consultation and will bring forward results to Committee in the Fall 2025, and (ii) staff are conducting a broader analysis of traffic control in the Steveston neighborhood to determine any operational changes.

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

3. MANAGER'S REPORT

Staff advised that the City of Richmond was selected as the winner of the Public Sector Leadership Award for the 2025 Embodied Carbon Awards. Staff will circulate a memorandum to Council with more information.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:42 p.m.).

CARRIED

Public Works & Transportation Committee
Wednesday, May 21, 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, May 21, 2025.

Councillor Carol Day
Chair

Raman Grewal
Legislative Services Associate



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: May 6, 2025

From: Suzanne Bycraft
Director, Public Works Operations

File: 10-6370-01/2025-Vol
01

Re: Youth Climate Corps BC

Staff Recommendations

1. That a partnership with the Youth Climate Corps BC as outlined in the staff report titled "Youth Climate Corps BC" dated May 6, 2025 from the Director, Public Works Operations, be approved subject to funding, and the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the agreement and all related documentation with Youth Climate Corps BC.
2. The six-month pilot program and total cost of \$85,000 be considered as part of the 2026 budget process with funding from the General Solid Waste and Recycling Provision.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Human Resources	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Climate & Environment	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report responds to the referral from Public Works and Transportation Committee on October 16, 2024 “that staff explore a working agreement with Youth Climate Corps British Columbia (YCCBC) and report back.”

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.3 Encourage waste reduction and sustainable choices in the City and community.

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.

6.3 Foster intercultural harmony, community belonging, and social connections.

This report supports the City of Richmond Youth Strategy 2022-2032 Strategic Priority 4: Opportunity:

4.4 Develop additional volunteer and paid opportunities for personal growth and development and for youth to gain job readiness skills, training and employment.

4.10 Involve youth in advancing City initiatives such as sustainability and climate-action projects.

Analysis

Background

Established in 2020, Youth Climate Corps BC (YCCBC) is a non-profit organization empowering youth (ages 17-30) to take action to address the climate crisis. YCCBC provides a liveable wage and training to young people to encourage them to engage in their communities, gain hands-on experience in climate-based jobs while building leadership mindsets around climate resiliency. Partnerships with YCCBC typically run five to six months and in that time communities can leverage the program to engage in projects that advance climate action on initiatives that typically fall outside of core mandates or service levels yet are important to advance the climate agenda. YCCBC have served over 80 youth totalling 7,000 working days in nine rural, urban and indigenous communities since 2020. Of this, seventy-five percent of the youth that complete a YCCBC program continue in “green jobs”.

In 2024, as a part of the Provincial Government budget, YCCBC received \$3 million in funding to expand its program and to work with local governments and First Nation communities on initiatives related to energy efficiency, community engagement, education, ecosystem restoration, youth leadership, local food security and forest fire mitigation.

Partnership Overview

YCCBC and the partner municipality collaborate to hire a cohort of five to six young people consisting of a Program Lead and a team of crewmembers. Youth hired under the program will be staff of YCCBC and not that of the City. For the division of municipality and YCCBC responsibilities please see Table 1 below.

Table 1: Division of Roles in Partnership

Responsibility	Municipality Role	YCCBC Role
Program funding	Contributes to program budget	Matches City's contribution
Hiring	Oversees job postings, participates in interview, approves hires	Advertises job posting, interviews and hires with City's input
Program planning	Provides work plan	Program Lead enacts work plan
Day-to-day program operation	City oversees	Program Lead coordinates crew
Payroll	n/a	Tracks hours and issues payment (including percentages in lieu of benefits)
Insurance	n/a	Provides insurance
Safety training	Identifies training needed	Provides safety training
Workspace	Provides workspace as needed	n/a
Workstations and supplies	Provides equipment as needed	n/a
Transportation to job sites	Provides transportation as needed	n/a

The total budget for a YCCBC program operating for six months can range from \$130,000 to \$227,000, with the municipal contribution to YCCBC ranging from \$50,000 to \$65,000. YCCBC matches the City's financial contribution through corporate, utility and/or government grants and in many instances have raised additional funds exceeding the match. Staff note that beyond the initial contribution to YCCBC to develop the program, an estimated additional cost of \$20,000 may be required from the City to appropriately cover operational and resource needs such as but not limited to supplies, IT hardware and vehicles. Indirect costs include the coordination and effort from staff to determine work scope, oversee implementation and program execution.

Jurisdictional Review

Staff engaged with four municipalities who have partnered with YCCBC including City of Kamloops, City of Courtenay, City of Vernon, and District of Squamish, to gain an understanding from the municipal perspective. A partnership agreement requires municipal funding and providing projects to the program's scope of work.

Some of the projects other municipalities have supported through the YCCBC program include education and outreach at public events, climate friendly homes tours and bike valet. Staff identified potential benefits in having multiple types of work available through the program, such as physical, policy and outreach. This mix of work will provide the youth engaged in the program a diverse look at the various types of municipal work related to climate-action, and the various skills and experiences needed to be successful within future roles. Attachment 1 provides an overview of partnership projects undertaken between YCCBC and other cities.

Program Opportunities for Richmond

The YCCBC program is specifically targeted to Richmond youth, providing them with paid, hands-on experience in climate-related work. This initiative supports youth employment and engagement while advancing community-based climate action. Staff have identified several projects from Environmental Programs, Climate and Environment, Roads and Construction, Water Services and Parks Services that align with the YCCBC mandate including residential and public spaces waste audits, waterway markings and public engagement. A complete list of potential YCCBC projects can be found in Attachment 2.

These projects align with Council's Strategic Goals for youth engagement and climate action as well as other City strategies such as the *Richmond Circular City Strategy*, *Climate Energy and Emissions Plan* and *Youth Strategy 2022-2032* (the Strategy).

Alignment with the Green Ambassadors Program

The Green Ambassadors (GA) Program is a City of Richmond youth volunteer program comprised of mainly secondary school students (ages 13 to 18). The GA Program provides many benefits for youth in the community and further supports the Strategy as outlined in the staff report that went to Public Works and Transportation Committee on October 16, 2024, titled "Green Ambassadors Program Update".

As the City would be involved in the YCCBC crew hiring process, consideration could be given to current and former Green Ambassadors. In addition to providing an opportunity to help bridge

Green Ambassadors into “green jobs”, a YCCBC partnership would align and support several aspects within the Strategy.

Proposed Approach

The YCCBC program presents the opportunity to support development of jobs for youth while creating awareness, through action, of the importance of creating climate resiliency. The program aligns with and supports multiple strategic priorities, including the City’s long-standing Green Ambassador program. Given these considerations, staff recommend partnering with YCCBC on a pilot basis

If supported, staff will initiate discussions with YCCBC and establish a formal partnership agreement. Through this process, staff will work with all impacted parties to finalize proposed projects from the list provided in Attachment 2, ensuring selected projects address community needs, departmental priorities and are outside of regular union staff duties. The unions would be informed of the City’s intention prior to program launch.

As the proposed projects are primarily outdoor in nature it is recommended that the YCCBC program launch in April 2026 to ensure optimal youth uptake and outcome for the projects.

Initial costs for the development of the pilot program are estimated at \$130,000, with the City contribution estimated at \$65,000. The total funding requirement by the City is estimated at \$85,000, inclusive of additional costs that fall to the City. A breakdown of estimated costs is shown in Table 2 below:

Table 2: Estimated City Funding Requirement

Funding	Expenses	Cost
City of Richmond, matched by YCCBC	Wages to YCCBC program participants including vacation/benefits in lieu, administrative costs, training	\$65,000
City borne expenses	Supplies, IT hardware, and vehicles	\$20,000
	Total Funding Requirement	\$85,000

Upon conclusion of the six-month pilot program, staff will report back to Council with outcomes and recommendations.

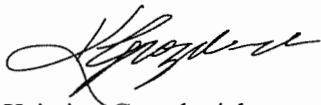
Financial Impact

Should Council approve a pilot program to enter into an agreement with YCCBC, \$65,000 funding would be contributed to YCCBC with their matching funds providing a total of \$130,000 in funding to hire Richmond youth for climate initiatives within the City. In addition, \$20,000 would be required to develop and implement the pilot program. If approved, the total City cost of \$85,000 will be considered as part of the 2026 budget process with funding proposed from the General Solid Waste and Recycling Provision, for no net impact to utility rates.

While costs will not be incurred until 2026, an approval of the pilot program is required at this time in order to enter into an agreement and undertake the necessary coordination measures for implementation in April 2026. The terms of the agreement with YCCBC will be subject to Council funding approval. Funding will not be required until 2026 and will be included as a budget request for next year.

Conclusion

This report presents details on the Youth Climate Corps BC and a summary of feedback received from municipalities that have partnered with the organization. Staff recommend engaging with YCCBC in a formal partnership agreement, development of a six-month pilot program and associated work plans, leading to the official launch of the pilot program in spring 2026.



Kristina Grozdanich
Manager, Recycling and Waste Recovery
(604-244-1280)

KG:

Att. 1: Examples of Municipal Work Plans

Att. 2: Proposed Projects

Examples of Municipal Work Plans

Community	Program Length/Hours	Projects
City of Vernon	5 months, full-time hours	Outreach at community events Go By Bike Week Bike valet
City of Kamloops	5 months, combination part-time/full-time hours	Climate Friendly Homes Bike Valet Outreach and engagement at public events
District of Squamish	6 months, full-time hours	Climate Plan Update Energy Efficiency Environmental Education Zero Waste Events
City of Courtenay	5 months, combination part-time/full-time hours	Climate friendly homes program Home energy navigator program Public outreach for air quality and rainwater management Fire Smart wildfire mitigation

Proposed Projects

Project	Reporting to	Working location	Operational needs
Residential waste audits	Environmental Programs	In the community conducting audits	Vehicle, device, camera
Public spaces audit	Environmental Programs	In the community	Vehicle, device, space to complete audit
Fish waterway markers	Roads and Construction	In the community	Vehicle, supplies
Water services public engagement	Water Services	At public events in Richmond	Vehicle
Mechanical removal of invasive species	Parks Services, Roads and Construction, Climate and Environment	Throughout Richmond	Vehicle, protective gear



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: May 29, 2025
File: 10-6450-17-01/2025-
Vol 01
Re: Commemorative Crosswalk to Honour Veterans

Staff Recommendation

That the commemorative crosswalk design, as described in the staff report titled "Commemorative Crosswalk to Honour Veterans" dated May 29, 2025, from the Director, Transportation, be installed at No. 3 Road and Anderson Road.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Arts, Culture and Heritage	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The City received a request from Captain (Retired) Lindy MacKinnon CD, for consideration of a “Lest We Forget” specialty crosswalk on No. 3 Road.

This report responds to the request received from the Veterans.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.

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.

6.3 Foster intercultural harmony, community belonging, and social connections.

Analysis

Background

In December 2024, the City received a request for a specialty crosswalk on No. 3 Road to honour and remember Veterans. A response to the request indicated that staff would review viable options and report back to Council with finding and recommendations in June 2025.

A specialty crosswalk is one where the design of the pavement within the crosswalk area provides artistic design features that differ from the standard crosswalk markings. A 2022, Memo to Council, outlined the approval process when considering specialty crosswalk requests. Prior to being brought forward for Council approval, the following review process of applications is undertaken:

- Design complies with technical requirements and national standards for a crosswalk.
- Design does not violate any level of government legislation or policy.
- Design is secular, non-partisan and non-political.
- Engagement with stakeholders.

Review of Other Jurisdictions

Veteran crosswalks have been installed in various communities across Canada. In British Columbia, cities that have implemented Veterans crosswalks include Ladysmith and Langford.

Proposed Location

The recommended location for a Veterans commemorative crosswalk is at the intersection of No. 3 Road and Anderson Road, replacing the existing zebra crosswalk to Richmond City Hall. This location is near the Cenotaph at City Hall and the site of the City's annual Remembrance Day ceremony and reception to honour and commemorate Veterans.

Engagement with Stakeholders

Open House

Staff held an Open House at Richmond City Hall in April 2025 with stakeholders who participated in the Richmond Remembrance Day Ceremony and Reception including the Royal Canadian Legion Branch 291, Army Navy & Air Force Veterans (ANAF), RCMP, Richmond Fire-Rescue, Richmond School District #38, Friends of Richmond Archives, 39 Brigade Service Battalion and the Army Cadets. Potential design options were presented to receive input and feedback. Based on the feedback received at the Open House, crosswalk design options were developed.

Stakeholder Survey

From April 9-28, 2025, stakeholders were surveyed to determine the level of support and obtain feedback on the commemorative crosswalk design options discussed at the Open House.

At the end of the survey period, the Royal Canadian Legion submitted their national crosswalk design as their recommendation for this project (Figure 1). The Legion's design has the maple leaf embossed over white painted stripes. This stylized maple leaf honours the service of all who stood on guard for Canada and is supported by Canadian Heritage for community use.

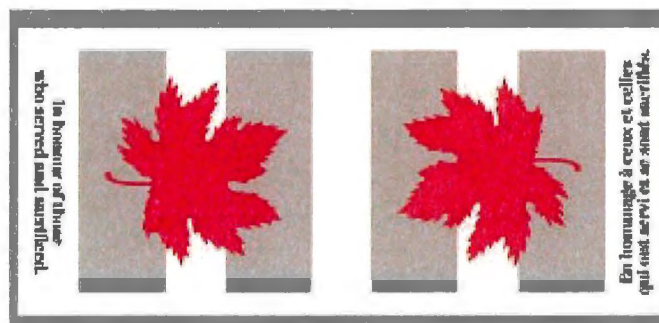


Figure 1: Royal Canadian Legion National Design

Accessibility Considerations

The City is legislated by the Accessible British Columbia Act to identify, prevent and remove barriers for individuals with all types of disabilities in the community, including individuals with sensory and cognitive disabilities. Some specialty crosswalks can result in unintended barriers for individuals with sensory and cognitive disabilities to safely navigate the built environment.

Specialty designs that employ heavy patterns and dark contrasting images/text can be less easily recognizable as a crosswalk and large areas of dark colours may also be perceived as hazards in the ground.

As part of the review process of the Veteran's crosswalk, the Richmond Accessibility Advisory Committee (RAAC) was engaged to share its accessibility perspective on the Legion's design. Through this process, the RAAC identified that the contrast between the maple leaf and the pavement treatment and the text in the walking surface may create unintended barriers for some individuals with sensory and cognitive disabilities. They suggested a number of potential design refinements that could help mitigate these issues. These included adjusting the placement of the maple leaf and reducing the contrast of the text.

Proposed Design

Although various designs were developed and discussed with stakeholders, as the maple leaf is the Legion's recommended design, staff recommend it be used for the commemorative crosswalk at No. 3 Road and Anderson Road (Figure 2).



Figure 2: Conceptual Rendering of Recommended Design

The recommended design reflects discussion with the RAAC. Modifications made to the Legion's design to incorporate accessibility considerations include shifting the maple leaf slightly off centre to provide a clear path of travel and using simple text in dark grey colour to reduce contrast. The RAAC has reviewed the design modifications and expressed support for the proposed final design. The Legion is also supportive of these modifications to increase accessibility of the national design. Staff also met with the Legion and Captain Mackinnon to discuss the Legion's design. A collaborative process resulted in the recommended design including the "Lest We Forget" text.

All stakeholders have been consulted on the recommended design and have provided positive feedback and support for its application at No. 3 Road and Anderson Road.

Financial Impact

The cost to implement the commemorative crosswalk on No. 3 Road and Anderson Road is \$20,000. The scope of work includes removal of the existing crosswalk paint, asphalt repairs, and Methyl Methacrylate (MAA) paint for the crosswalk design. The costs can be accommodated by the approved 2025 Neighbourhood Traffic Calming Program.

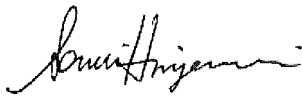
An Annual Operating Budget Impact (OBI) of \$3,200 starting in 2026 is anticipated. The maintenance cost reflects the heavier wear at this location due to the high traffic volumes on No. 3 Road, including frequent buses.

Staff will pursue grant opportunities for this initiative to reduce the City's share of the project.

Conclusion

As part of the community's efforts to honour and remember our Veterans, a collaborative and iterative engagement process was undertaken. Stakeholders, involved with the Remembrance Day Ceremony and Reception were consulted to design a commemorative crosswalk that reflects the values and spirit of the community.

Ultimately, the Royal Canadian Legion recommended their national commemorative crosswalk design. The proposed version also incorporates the "Lest We Forget" text of the original request made by Captain MacKinnon. The commemorative crosswalk at the No. 3 Road and Anderson Road is anticipated to be implemented this summer, in time for Remembrance Day 2025. The project honours Veterans through a commemorative crosswalk near the Cenotaph at No. 3 Road.



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

SH:ck



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Re: **City Centre Traffic Study – Terms of Reference**

Date: June 5, 2025
File: 10-6500-01/2025-Vol 01

Staff Recommendation

That the terms of reference as described in the staff report titled “City Centre Traffic Study – Terms of Reference”, dated June 5, 2025 from the Director, Transportation be endorsed and authorize staff to submit a project request in the amount of \$150,000 as part of the 2026 budget process.

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

Att. 1

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

Staff Report

Origin

At the May 21, 2025, Public Works & Transportation Committee meeting, staff received the following direction:

- (1) That staff be directed to review the north and south roads in the City Centre (roads bounded by Westminster Highway, Granville Avenue, Garden City Road and Gilbert Road) for potential alterations in speed and other measures dealing with congestion and safety, and report back; and*
- (2) That staff bring forward a terms of reference for the City Centre traffic study and options to the June 2025 Public Works and Transportation Committee meeting.*

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 City implements and supports several proactive mitigation initiatives to improve road safety outcomes, particularly for vulnerable road users such as pedestrians and cyclists. These initiatives can be grouped into three categories (the 3E's); Engineering, Education and Enforcement to promote safer streets in Richmond with a focus on reducing vehicle speeds.

Traffic Calming Program for Local Roads

The City's neighbourhood traffic calming and speed limit reduction program for local streets is a community and data driven process. The process includes the following steps:

- Residents request speed management measures on their local street or laneway.
- Staff conduct traffic analysis and collaborate with residents first to develop tailored traffic calming measures and/or a 30 km/h reduced speed limit.
- Residents affected by the proposed change are then surveyed to determine the level of support for the proposed traffic calming measure and/or speed reduction. Should the majority of residents in the study area agree to physical traffic calming measures, pursuant to Council Policy 7018 the preferred road alteration may be implemented.

- If majority support is not achieved, Council approval is required. Council approval of speed limit changes are also required for bylaw amendments.

Since 2022, traffic calming measures, including, speed humps, speed cushions and traffic circles, have been implemented on nine roads. Council has also approved 30 km/h posted speed limit reductions on approximately 40 lane-kilometres of local roads.

Speed and Safety Management on Major Streets

In 2023, City Council approved bylaw amendments to have a maximum posted speed limit of 50 km/h on all roads within Richmond's jurisdiction. Unlike local roads that Vision Zero recommends being 30 km/h, Vision Zero recognizes that a 50km/h speed limit on major streets like arterial roads is necessary due to the high volume of traffic these roads need to transport. In lieu of speed limit reductions, Vision Zero recommends speed mitigation measures on arterial roads such as narrower travel lanes, centre medians, closely spaced intersections that interrupt traffic flow and other design and operational measures to curb speeding. Speed humps or raised crosswalks are not recommended on arterial roads due to negative response time impacts for emergency vehicles.

Determining whether speed reduction is warranted on an arterial road involves a careful balance between maintaining mobility and improving safety. Arterial roads are typically high-capacity routes designed for through traffic, so a data-driven and context-sensitive approach is recommended.

Study Area

The study area is located within the Brighthouse Village of City Centre. The roads within the study area are major urban streets and include Gilbert Road, Minoru Boulevard, No. 3 Road, Buswell Road, Cooney Road and Garden City Road bounded by Westminster Highway to the north and Granville Avenue to the south (Figure 1). The roads west of Garden City Road, within the study area, are already aligned with many of Vision Zero's recommendations to reduce speeding on major roads. The City's design standards for City Centre roads includes narrower travel lane widths, medians, closely spaced intersections and walking, cycling and transit related enhancements.

Road Classification: The roads in the study are classified as collector and arterial roads¹.

¹ In the City Centre, road classifications differ from citywide terms. Major Arterials are referred to as "Major Thoroughfares," Minor Arterials correspond to "Major Streets," and Collectors are equivalent to "Minor Streets" in the City Centre. Gilbert, No. 3, and Garden City are classified as Major Thoroughfares, Minoru and Cooney are Major Streets, and Buswell is classified as a Minor Street.



Figure 1: Roads within Study Area

City Centre Transportation Plan – Managing Growth

The City Centre Transportation Plan (CCTP) identifies strategies to meet the mobility needs of the rapidly growing downtown core. The objective of the CCTP is to manage vehicle congestion through an array of strategies that limits widening of streets for cars except to accommodate other travel modes such as cycling and bus only lanes. Specific mobility strategies in the City Centre include:

- Ensuring a well-connected community that provides sustainable travel options.
- Pursuing a more multi-modal approach that promotes a culture of walking, cycling and transit use to reduce the traffic burden on City Centre streets.
- Providing adequate transportation infrastructure and facilities within the City Centre for all road users, in balance with other competing needs for urban space.
- Make driving more efficient by providing operational enhancements rather than the addition of travel lanes.

The CCTP also focuses on principles of transit-oriented development and complete communities together to foster a “car-free” lifestyle as a viable option for City Centre households over time. Ideally, with more choices, it will be possible over time for residents to reduce their reliance on automobiles and thereby decrease congestion in the urban centres as a result.

Proposed Terms of Reference for Traffic Operation and Road Safety Study

This study is to develop a comprehensive set of metrics to assess road safety conditions, traffic operations performance and determine the necessity of speed reduction or operational measures on the north-south corridors within the study area. The results of the traffic study will identify measures to improve safety for all road users, including pedestrians, cyclists, and motorists, by using technical evidence to identify any changes to optimize safety and efficiency of the transportation network.

Scope of Work

The scope of the study includes but is not limited to:

- **Data Collection**
 - Obtain historical ICBC crash data (minimum of 3 years) and crash reports.
 - Conduct speed surveys to determine operating speeds (85th percentile and average speeds).
 - Collect traffic (vehicles, buses, trucks, pedestrians and cyclists) volume data.
 - Analyze road geometry, signage, traffic operations, travel times, delay, existing speed limits and collision data.
 - Identify land use and areas with high vulnerable road user activity (e.g., schools, hospitals, parks, commercial areas, transit stops/stations).
- **Site Assessment**
 - Map and photograph surveyed locations.
 - Conduct field observations to identify risk factors, especially for vulnerable road users.
 - Transportation System performance (intersection, lane configuration, capacity analysis). Identification of existing problems (delays, vehicle storage, conflicts, potential traffic safety issues, etc.).
 - Identify transit service, cycling routes and pedestrian facilities.
- **Safety Analysis**
 - Determine crash patterns and contributing factors (speed, lighting, road geometry, temporal/seasonal, driver behaviour, etc.).
 - Compare measured speeds with posted limits and safe speed recommendations.
 - Assess existing road conditions: geometry, operations and functionality for speed mitigation and/or speed reduction intervention.
 - Key Metrics and Thresholds for Speed Reduction – Develop a detailed safety performance metrics checklist for each road within the traffic study area based on the metrics provided in Attachment 1. The assessment will help to identify any safety or operational concerns, contributing causes and potential mitigation measures based on the specific characteristics of each road.
 - Analyze road capacity and operational impacts of reducing speed limits on the roads within the study area (30 km/h or 40 km/h) and quantify the safety benefits to pedestrians. Consideration of enforcement resource impacts and strategies to use automated enforcement should also be assessed.
- **Road Capacity Analysis**
 - Perform intersection capacity analysis including turning vehicle storage space (queuing), volume to capacity ratio and delay analysis to determine points of congestion, as well as pedestrian counts and movements at the intersections.
- **Other Modes**
 - Review pedestrian, cycling and transit facilities and connectivity and identification of recommended improvements to promote alternate modes and reduce personal vehicle dependency.

Stakeholder Engagement

- Consult with the community to gather feedback on any proposed speed limit reductions using a Let's Talk Richmond Survey, in-person open houses. Stakeholder meetings will also be held, including HUB Cycling, Richmond School District No. 38, Vancouver Coastal Health, Richmond Accessibility Advisory Committee, Richmond RCMP, Richmond Fire-Rescue, and TransLink.

Deliverables

- Initiation Report (including methodology and work plan).
- Interim Report (with preliminary findings, initial screening and road risk/intersection performance profiles).
- Final Report including:
 - Analysis, findings, and conclusions.
 - GIS-based mapping of high-risk zones.
 - Speed management recommendations.
 - Traffic operations recommendations.
 - Prioritized action plan for study area.
 - Develop general criteria for speed reduction consideration on non-local roads.

Timeline

The City Centre traffic study is anticipated to take five months to complete following a procurement process to select an external consultant. This includes time for the stakeholder engagement phase. Staff anticipate providing the results of the traffic study for Council consideration in Q3 2026.

Financial Impact

The anticipated costs for the scope of work is \$150,000. If endorsed by Council, the study will be included in the 2026 budget process.

Conclusion

In response to the referral, staff have developed a terms of reference for a traffic study to conduct a comprehensive road safety assessment and traffic operational analysis of sections of north-south roads in City Centre. The study will focus on identifying locations where speed management measures, including speed limit reduction, could be considered based on predefined safety metrics and thresholds.

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The goal of the project is to develop an implementation plan of any road operational changes and road safety measures that enhance efficiency and safety for all road users, including pedestrians, cyclists, and motorists, by using evidence-based decision-making.



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Att.1: Traffic Operations and Road Safety Performance Metrics Framework

Traffic Operations and Road Safety Performance Metrics Framework

	Metrics	Collector Roads: (Buswell Road)	Arterial		Existing Conditions	Assessment Details
			Minor: (Minoru Boulevard, Cooney Road)	Major: (Gilbert Road, No. 3 Road, Garden City Road)		
Typical Road Geometry	Typical City Centre Travel Lane Width (m)	3	3.25 m			
	Typical Number of Lanes	2-4	2-4	4		
	Preferred Curb Return Radii (m)	5.5 – 7.0	5.5 – 9.0			
	Physical Traffic Calming Features	Typically not considered	Not desired	Not desired		
	Minimum intersection spacing (m)	60	200	400		
	On-street parking	Few restrictions other than peak hour	Peak hour restrictions	Prohibited or peak hour restrictions		
	<i>Does Existing Road Geometry Support Reducing Posted Speed Limit?</i>					
Assessment of Traffic Operations	Existing Speed Limit (km/h)	50	50	50		
	Is 85 th percentile speed in compliance (>10 km/h of posted speed limit)					
	Collision Data:					
	• Collision Frequency - (Above 25 collisions per year per intersection)					
	• Collision Severity - (Number of fatalities or serious injury in past 5 years).					
	Collisions involving Cyclists and Pedestrians (number of collisions, including fatalities)					

	and serious injury)					
	Percent of collisions due to speeding and any identified collision patterns					
	If road changes have been made within study period, compare before and after safety results					
	Collisions related to season and other temporal characteristics.					
	Vehicle Mix (passenger cars, trucks, buses, cyclists, etc.).	Typically passenger cars	Mixed Traffic	Mixed Traffic with higher bus and truck proportions		
	Protected Cycling and Walking Facility or Shared with Traffic	Sidewalk: Both sides with boulevard Cycling: facilities considered	Sidewalk: Both sides with boulevard Cycling: facilities considered			
	Transit Service					
	Fire Response Route Considerations					
	Traffic Volume (vehicle/day)	<8,000	5,000 – 20,000	10,000 – 30,000		
	Driveway Access	Permitted	Discouraged	Restricted		
	<i>Does Existing Traffic Operations Support Reducing Posted Speed Limit?</i>					
Function of Roadway	Local Access	Mix of residential and commercial	Mix of residential and commercial	Higher Density Commercial and Residential		
	Traffic Movement	Medium consideration	Major consideration	Primary consideration		
	Land Use Density	Medium	High	High		
	Identify High Pedestrian Generators - <ul style="list-style-type: none"> List all High Pedestrian Activity Generators within 100 metres of roadway Identify all crossing with 					

	> 100 pedestrian movements per hour.					
	Identify Adjacent Schools and Hospital entrances within 100m of roadway					
	Flow Characteristics	Access and Mobility	Mobility			
	<i>Does Existing Function of Roadway Support Reducing Posted Speed Limit?</i>					
Assess and quantify impacts of Speed Limit Reduction to Road Capacity.						
Assess and Quantify impacts of Speed Limit Reductions to Safety						
Assess and Quantify Speed Limit Reduction on enforcement resources?						
Public/Stakeholder Consultation Results of Reducing Speed Limits						