



Public Works and Transportation Committee

Date: Wednesday, January 22, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au
Councillor Kash Heed
Councillor Alexa Loo

Also Present: Councillor Laura Gillanders (entered the meeting at 4:03 p.m.)
Councillor Andy Hobbs
Councillor Bill McNulty

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

MINUTES

It was moved and seconded
That the minutes of the meeting of the Public Works and Transportation Committee held on December 18, 2024, be adopted as circulated.

CARRIED

AGENDA ADDITIONS

The Chair advised that No. 1 Road and Francis Road Intersection will be considered as Item No. 2A and that Plastic Pollution will be considered as Item No. 2B.

ENGINEERING AND PUBLIC WORKS DIVISION

1. PROPOSED SPEED MITIGATION MEASURES ON DYKE ROAD AND LONDON/PRINCESS AREA

(File Ref. No. 10-6450-15-01) (REDMS No. 7859884)

It was moved and seconded

- (1) *That Option 2 to reduce the posted speed limit on Dyke Road from 50 km/h to 30 km/h as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation be endorsed;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit be introduced and given first, second and third readings.*

The question on the motion was not called as in response to queries from Committee, staff advised that (i) area residents were in support of the speed reduction, (ii) the proposed speed reduction is from the section of Dyke Road that extends from No. 2 Road and No. 3 Road as well as the Princess Lane area, and (iii) area residents requested the 30 km/h reduction in the neighbourhood in addition to Dyke Road.

Discussion took place on (i) 30 km/h being too slow for Dyke Road, (ii) examining reducing the speed limit to 40 km/h on non-neighbourhood roads, and (iii) reducing speeds along the whole length of Dyke Road.

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

It was moved and seconded

That Part (1) be amended to read as follows:

That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane, Princess Street and the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation.

Public Works & Transportation Committee
Wednesday, January 22, 2025

The question on the amendment motion was not called as in reply to further queries from Committee staff noted that (i) there is no time sensitivity to these proposed changes, (ii) there have been no safety concerns in the area, (iii) proposed signage and traffic calming measures would be permanent, and (iv) residents prefer 30 km/h over 40 km/h to be consistent with other speed limits in the neighbourhood.

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

The question on the main motion, as amended, which reads as follows:

- (1) *That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane, Princess Street and the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled "Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area", dated December 12, 2024 from the Director, Transportation;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled "Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area", dated December 12, 2024 from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit be introduced and given first, second and third readings.*

was then called and it was **CARRIED** with Cllrs. Au and Loo opposed.

2. TRASH SKIMMING DEVICE PILOT PROJECT UPDATE

(File Ref. No. 10-6370-01) (REDMS No. 7907814)

In response to queries from Committee, staff advised that (i) the device was not capable of handling the river environments of Richmond, (ii) waste prevention and waste disposal initiatives will be encouraged to reduce garbage within the community, (iii) they will be working with the region to explore other ways to target and reduce garbage production, (iv) the City has a Partners for Beautification program where organization groups can adopt streets and shorelines to help maintain and beautify this areas, and (v) as other devices become available, they will be brought forward for Council consideration.

It was moved and seconded

That the staff report titled, "Trash Skimming Device Pilot Project Update," dated January 3, 2025, from the Director, Public Works Operations be received for information.

CARRIED

3.

Public Works & Transportation Committee
Wednesday, January 22, 2025

2A. **NO. 1 ROAD AND FRANCIS ROAD INTERSECTION**

(File Ref. No.)

Discussion took place on left turn signals at various intersections in Richmond without a dedicated left turn lane, and it was noted left turning lights that do not go on at the same time cause traffic build up.

In reply to queries staff advised that (i) certain intersections do not have the capability for both directions to turn left at the same time and in those instances the left turn signal alternates, and (ii) no complaints have been received regarding this situation.

Committee requested that signage be put up to advise drivers of the signal operation.

2B. **PLASTIC POLLUTION**

(File Ref. No.)

Materials were distributed (attached to and forming part of these Minutes as Schedule 1) and discussion took place on plastic pollution within the City.

It was moved and seconded

That staff be directed to research the feasibility of implementing the use of reusable food containers at restaurants and large events to accelerate the reduction of plastic pollution, and report back.

The question on the referral motion was not called as in response to queries from Committee, staff advised, that (i) the City has a ban on certain plastics but does not address reusing plastic containers, (ii) communications with businesses, restaurants, and residents with regards to reusables have taken place, and (iii) within Richmond there are some initiatives for reusable containers that are underway.

Discussion took place on leading the way in this type of initiative, costs and uptake.

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

Public Works & Transportation Committee
Wednesday, January 22, 2025

3. **MANAGER'S REPORT**

(i) Steveston Multi-Use Pathway update

Staff provided an update on the Steveston Multi-Use Pathway and highlighted that (i) the section on the east end from Shell Road to No. 3 Road is completed and open to the public, (ii) the section going west from No. 3 Road to Gilbert Road is complete and open to the public but there will be some minor landscaping work occurring, (iii) the section between Gilbert and No. 2 Road is currently being constructed and anticipated to be completed in the second quarter of this year, and (iv) construction of the next section from No. 2 Road to Railway Avenue will begin in February and anticipated to be completed in early summer.

(ii) Sturgeon Bank Sediment Enhancement Project

Staff highlighted that the Sturgeon Bank Sediment Enhancement Project is well underway, and City staff have been assisting Ducks Unlimited with the project by delivering project notification in local neighbourhoods, coordinating projects signs and leading technical reviews. Staff noted that Ducks Unlimited will be reviewing effects of the project and a final placement will take place in the fall of 2025.

(iii) Lest We Forget Remembrance crosswalk

Staff advised that a report is forthcoming in June with regards to the Lest We Forget Remembrance crosswalk.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:00 p.m.).

CARRIED

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, January 22, 2025.

Councillor Carol Day
Chair

Sarah Goddard
Legislative Services Associate

Schedule 1 to the Minutes of the
Public Works and Transportation
Committee meeting of Richmond
City Council held on Wednesday,
January 22, 2025.

Works and Transportation Committee

By Councillor Michael Wolfe

Referral motion: to accelerate the reduction of plastic pollution, by directing staff to research the feasibility of implementing the use of reusable food containers at restaurants and large events.

Reasoning:

The City of Richmond already focuses on recycling programs, as per the provincial roadmap, but this is at a slow pace for change.

The City of Richmond hosts many large public events, like the annual Salmon Festival, and many private functions year-round.

Even though we can't see obvious plastic pollution around us, we are not safe from it. There is growing evidence that microplastics and chemical additives have been found in all organs of the human body, because of its presence in the air, water and food we eat. As only an average of 9% of plastic waste is recycled, the rest accumulates in the environment. In fact, plastic can only be recycled a limited number of times before it ends up as waste. Also, some of the collected recyclable plastic is eventually exported to developing nations, perpetuating their plastic waste problems. The production of plastic is growing exponentially and will become a significant contributor to global warming as well.

There is disproportionate environmental degradation and health impacts in global south and developing nations. Organizations in these nations have started to develop the framework for concepts such as reusable containers at large events and restaurants.

Clearly the best solution to slow down the plastic pollution crisis is to reduce the use and production of plastic, specifically single use plastics.

Here are some links highlighting various facts about Plastic Pollution:

1. Nice visual describing the amount of plastic produced worldwide, and specifically that single use plastics make up 50% of new plastic production

<https://www.unep.org/interactives/beat-plastic-pollution/>

[Visual Feature | Beat Plastic
Pollution](#)

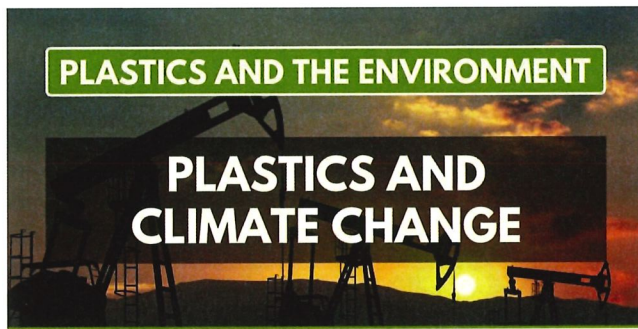
Around the world, one million plastic drinking bottles are purchased every minute, while 500

billion single-use plastic bags are used worldwide every year. In total, half of all plastic produced is designed to be used only once — and then thrown away.

www.unep.org

2. Plastic contributes to global warming along its entire life cycle. By 2050, GHG emissions from plastic alone will amount to 13% of all emissions.

<https://www.genevaenvironmentnetwork.org/resources/updates/plastics-and-climate/>



Online resources provided to you by the Geneva Environment Network and its partners
www.genevaenvironmentnetwork.org/resources/updates/plastics-and-the-environment



[Plastics and Climate Change - Geneva Environment Network](https://www.genevaenvironmentnetwork.org/resources/updates/plastics-and-climate/)

As 99% of plastics are made from fossil feedstocks, plastic pollution is indubitably linked with climate change. This page is part of our Plastics and the Environment series, a set of online resources on the plastics crisis, its impact on people and the environment, and international cooperation to address this global problem. They include resources and news from organizations in Geneva and ...

www.genevaenvironmentnetwork.org

3. The health impacts from microplastics and chemicals in plastics are summarized in this article. The links within the article describe various studies done.

<https://www.aamc.org/news/microplastics-are-inside-us-all-what-does-mean-our-health>



[Microplastics are inside us all. What does that mean for our health?](#)

When Jaime Ross, PhD, a neuroscientist and assistant professor at the University of Rhode Island College of Pharmacy, decided to study how contaminating the drinking water of mice with tiny fragments of plastic might affect their cognitive function, she didn't expect the experiment to yield much.
www.aamc.org

4. Recycle BC annual report states 98% of plastics collected are sent to recycling end market in BC. This is great, BUT the recovery rate is disappointing:
- Plastic Recovery Rate 43% (2023); Target 50% by 2025
 - Rigid Plastic Recovery Rate 56% (2023); Target 73% by 2025
 - Flexible Plastic Recovery Rate 20% (2023); Target 22% by 2022

Also, Recycle BC only accounts for residential plastic collection. I could not find data for the end market for industrial, institutional plastic waste, which is more important to know to advocate for the reusable container concept in restaurants and city events.

5. [https://recyclebc.ca/wp-content/uploads/2024/06/Recycle-BC Annual-Report 2023 F.pdf](https://recyclebc.ca/wp-content/uploads/2024/06/Recycle-BC%20Annual-Report%202023%20F.pdf)

In fact, plastic can only be recycled a limited number of times and “Recycling” might actually be “Downcycling”.

6. The next 2 links are organizations involved with implementing re-use systems. Perpetual is working with Galveston, Texas which has a population of 150,000.

<https://www.perpetualuse.org/approach>

Approach — Perpetual

Our Process. Perpetual partners with local nonprofits and community organizations to establish city-scale reusable foodware systems. Once a local partner(s) is confirmed, we conduct an Ecosystem Mapping to identify key characteristics of a city/county, understand the local geography, tourism flows, climate and weather, key languages, and more.

www.perpetualuse.org

<https://www.pressenza.com/2024/11/asias-reuse-revolution-a-blueprint-for-tackling-plastic-pollution/>



Asia's Reuse Revolution: A Blueprint for Tackling Plastic Pollution

“Unpacking Reuse in Asia”: A New Report Highlighting Regional Solutions to Combat Plastic Pollution . Busan, South Korea — 27 November 2024 – Plastic pollution has reached a critical tipping point, but

Asia is leading the charge with innovative reuse and refill systems that prove we can move beyond single-use plastics. With the fifth round of negotiations of the Intergovernmental ...
www.pressenza.com

The Real Solution to is to Turn Off the Plastic Tap!



Image courtesy of artist [Ben Von Wong](#).

This was a major objective of the Global Plastics Treaty, still to be finalized in 2025 - summarized in this Oceana post:

<https://oceana.ca/en/blog/global-plastics-treaty-key-takeaways-inc-5/>



[INC-5 Wrap-up: What's Next for the Global Plastics Treaty](#)

The fifth, and what was supposed to be the final, round of negotiations for a Global Plastics Treaty at the United Nations Intergovernmental Negotiating Committee (INC-5) just concluded in Busan, South Korea on December 1, 2025. The result? After over a year of hard work from delegates across the world, there is still no finalized Global Plastics Treaty, which means more negotiations are to come.

oceana.ca

7. Plastic People is a 2024 documentary that is making the rounds. A group of Richmond physicians are watching a screening of it this week.

<https://plasticpeopledoc.com>

End.