



## Public Works and Transportation Committee

Date: Wednesday, February 21, 2024

Place: Council Chambers  
Richmond City Hall

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

Also Present: Councillor Andy Hobbs  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:31 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works and Transportation Committee held on December 20, 2023, be adopted as circulated.*

**CARRIED**

### DELEGATIONS

1. Nathan Davidowicz provided information on the Alternative 5 Year Transit Capital Plan and Connecting BC: A 10-year vision for public transit throughout BC, referencing his submission (attached to and forming part of these minutes as Schedule 1).

**PLANNING AND DEVELOPMENT DIVISION**

**2. 2024 ACTIVE TRANSPORTATION INITIATIVES**

(File Ref. No. 10-6500-01) (REDMS No. 7527303)

In response to queries from Committee, staff advised that (i) the report provides an overview of the active transportation initiatives planned for 2024 and projects such as the Cycling Network Plan Update are forthcoming for Council consideration, (ii) pedestrian bridges would be included in the ongoing review of prioritizing locations for pedestrian enhancements, (iii) a report addressing safety around schools is forthcoming, and (iv) a map outlining 2023 Active Transportation Highlights and Infrastructure Improvements, including the installation of delineators on bike lanes was provided (attached to and forming part of these minutes as Schedule 2).

It was moved and seconded

*That the report titled “2024 Active Transportation Initiatives”, dated January 12, 2024 from the Director, Transportation, be received for information.*

**CARRIED**

**3. HAMILTON AREA TRAFFIC CALMING**

(File Ref. No. 10-6500-01) (REDMS No. 7514752)

In response to queries from Committee, staff advised that (i) the City has implemented a number of traffic calming measures in response to public requests and staff will continue to monitor speeds and assess the effectiveness of the flexible delineators over a six month period, (ii) they are not aware of any immediate plans to relocate the childcare facility and safety concerns will be addressed with the recommended traffic calming measures, (iii) the engagement process included an in-person information session, an online survey posted through the City's Let's Talk Richmond platform and a mail out of the survey to all property owners, (iv) while there is no identified speeding issue, the City has received concerns regarding perceived speeding within the neighbourhood, (v) the speed data does not differentiate between trucks and passenger vehicles and the speed limit is 50 km/h for all vehicles in the area, (vi) they have shared the results of the speed study with the RCMP and will work collaboratively to ensure enforcement, and (vii) they can conduct a one-year follow-up with residents to collect feedback.

It was moved and seconded

*(1) That traffic calming measures outlined in Option 3 for Westminster Highway, as described in the staff report titled “Hamilton Area Traffic Calming”, dated January 12, 2024 from the Director, Transportation, be endorsed;*

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- (2) *That speed limits on local roads in Hamilton be reduced from 50 km/h to 30 km/h as described in the staff report titled "Hamilton Area Traffic Calming", dated January 12, 2024 from the Director, Transportation; and*
- (3) *That staff bring forward amendments to Traffic Bylaw No. 5870 to reflect speed limit reductions for local roads in Hamilton.*

**CARRIED**

**ENGINEERING AND PUBLIC WORKS DIVISION**

- 4. **SWIFT ECO-WASTE MANAGEMENT INC. SOLID WASTE LICENCE APPLICATION - COMPOSTING FACILITY**  
(File Ref. No. 10-6125-07-04) (REDMS No. 7552849)

In response to queries from Committee, staff advised that Metro Vancouver requires the City to complete a Municipal Referral Form, indicating approval or non-approval of the application, and Metro Vancouver primarily works directly with the applicant.

It was moved and seconded

*That, as outlined in the staff report titled "Swift Eco-Waste Management Inc. Solid Waste Licence Application - Composting Facility" dated January 24, 2024, from the Director, Sustainability and District Energy, and the Director, Public Works Operations, Metro Vancouver be advised that the City of Richmond does not approve the issuance of a Solid Waste Facility Licence application to Swift Eco-Waste Management Inc., and that the preliminary solid waste and air quality comments be forwarded to Metro Vancouver.*

**CARRIED**

- 5. **MANAGER'S REPORT**

***Metro Vancouver Gilbert Road Sewer Upgrade***

Staff provided an update on the Metro Vancouver Gilbert Road Sewer Upgrade project, highlighting that the installation of pipes through the intersection of Steveston Highway and Gilbert Road is expected to occur in March through April. City staff are working closely with Metro Vancouver to minimize traffic impacts.

Staff advised that a memorandum summarizing a project update and additional details regarding the 2025 completion date will be provided.

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:08 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, February 21, 2024.

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Councillor Carol Day  
Chair

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Shannon Unrau  
Legislative Services Associate

**ON TABLE ITEM**

Date: Feb 21, 2024  
Meeting: PWT  
Item: Delegation

**TO: MAYOR & EACH COUNCILLOR  
FROM: CITY CLERK'S OFFICE**

**From:** CityClerk  
**Sent:** February 20, 2024 10:02 AM  
**To:** MayorandCouncillors  
**Subject:** FW: New 10 yrs Transit Report from CCPA- BC Fed. of Labour

Schedule 1 to the Minutes of the Public Works and Transportation Committee meeting held on Wednesday, February 21, 2024

**Categories:** - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

**From:** Nathan Davidowicz <nathan.davidowicz2@gmail.com>  
**Sent:** February 16, 2024 10:22 AM  
**To:** CityClerk <CityClerk@richmond.ca>  
**Subject:** New 10 yrs Transit Report from CCPA- BC Fed. of Labour

**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.

<https://www.policynote.ca/connecting-bc/>

Please add this new report to PWT on Feb 21, 2024

Thank you  
Nathan Davidowicz

PHOTOCOPIED  
*mm*  
FEB 20 2024  
& DISTRIBUTED



## Connecting BC: A 10-year vision for public transit throughout BC (<https://www.policynote.ca/connecting-bc/>)

By [Marc Lee](https://www.policynote.ca/author/marcllee/)



(<https://www.policynote.ca/connecting-bc/>)

British Columbians deserve to be able to get to where they need to go quickly, conveniently and affordably, no matter where in the province they live. And meeting our climate goals demands modern, sustainable zero-carbon transit—with great service that can offer a compelling alternative to personal cars.

But after years of neglect and privatization, today's transit system is plagued with overcrowding, delays and big gaps in service.

Our current provincial government has made important new transit investments. Now it's time for the next step: a new province-wide vision, uniting local and regional transit into an integrated whole.

*Connecting BC* (<http://policyalternatives.ca/connecting-bc/>) is a 10-year public transit investment plan for our province that will:

- Make transit affordable, accessible and inclusive.
- Move BC toward sustainable, zero-carbon transit.
- Replace privatization with better services for users and a better deal for transit workers.

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### About the author



(<https://www.policynote.ca/author/marcllee/>)

**Marc Lee**  
(<https://www.policynote.ca/author/marcllee/>)

Marc Lee is a Senior Economist at the CCPA's BC Office. In addition to tracking federal and provincial budgets and economic trends, Marc has published on a range of topics from poverty and inequality to globalization and international trade to public services and regulation. Marc is Co-Director of the Climate Justice Project, a research partnership with UBC's School of Community and Regional Planning that examines the links between climate change policies and social justice. [Follow Marc on Twitter](#)  
(<https://twitter.com/MarcLeeCCPA>)

**MORE**

- Make riding on transit a great experience.
- Use new transit infrastructure and services to shape BC's growth.
- Ensure the provincial leadership needed to get it right.

The result? Stronger, more vibrant communities. Thousands of well-paying jobs and healthier local economies. And a big step forward toward the goal of a clean BC.

## The plan:

1. **Connect BC communities everywhere through a new province-wide express bus service.** With Greyhound pulling out of BC in 2018, getting around BC by transit can range from impossible to wildly inconvenient, with multiple fares spanning different public and private operators. A province-wide public transit network will improve mobility for people in small towns and rural areas — making it easier to get healthcare and other services, visit family or go on vacation. And stronger transit connections across BC would have a big impact on tourism.
2. **Double the number of buses in BC Transit local services within five years and triple it within ten,** for more frequent, reliable local transit services in communities throughout BC. With more regular, extensive services that people know they can rely on, ridership will grow over time as people shift their habits. Targeted, customized services including community shuttle services, on-demand rides, car sharing and bike sharing can supplement fixed routes for the “first/last mile” challenges.
3. **Expand HandyDART service province-wide with an upgraded electric fleet.** Stop contracting with private companies for services and using taxis instead of buses. Instead, expanding HandyDART—including in small towns, rural and Indigenous communities—will bring new minibuses, cars and vans, and new public facilities and maintenance centres to communities across BC.
4. **Develop new regional rail connections across the South Coast and Vancouver Island along historic rail corridors,** in partnership with First Nations communities along the rail lines. A major investment in regional rail will transform development and travel patterns and facilitate better connections between regions. These investments include:
  - Building on the proven success of the West Coast Express, expanding it from weekday commuter service to regular daily service, and extending the service area to Abbotsford.
  - Repurposing the historic Interurban corridor from Langley to Chilliwack via Abbotsford. Over time, this will reshape development patterns and transportation patterns region-wide, adding denser housing, shops, services and amenities around new transit hubs.
  - Restoring rail service to Prince George via Squamish and Whistler, re-establishing a historical connection into the heart of BC's Interior and boosting Prince George as a transit hub.
  - Restoring the Vancouver Island Rail Corridor for both passenger and freight services.
5. **Add new passenger ferry options between Vancouver, the Gulf Islands, Sunshine Coast and Vancouver Island.** Just as roads can't infinitely be expanded to accommodate more

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**CCPA**  
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We deliver timely, progressive commentary on issues that affect British Columbians, including the economy, poverty, inequality, climate change, provincial budgets, taxes, public services, employment and much more.

cars, BC's ferries have been hamstrung by seeing them almost exclusively as car transportation. New passenger ferries will dramatically increase capacity for BC Ferries at much lower cost, while providing a superior passenger experience.

- 6. Accelerate TransLink's 10-year Access for Everyone plan for Metro Vancouver.** With more than half of BC's population, Metro Vancouver is a critical hub for economic activity, post-secondary education, research and development, tourism and culture in BC. Rolling out most investments in TransLink's plan over the next five years instead of 10 will help clear congestion and begin shifting housing and other development. And it will set the stage for implementing next-level rapid transit options across the region such as Burrard Inlet Rapid Transit, LRT in Surrey and new routes along Hastings Street and 41<sup>st</sup> and 49<sup>th</sup> Avenues in Vancouver.
- 7. Expand existing free transit programs to youth aged 13 to 18.** This will help young British Columbians develop the habit of using transit, a crucial cultural change in shifting transportation patterns. Free transit programs should also be expanded to cover people on social assistance who are not already included in the BC Bus Pass program.
- 8. Integrate all these transit pieces** into a seamless, coordinated and coherent transit experience—with one-ticket access and synchronized service and information infrastructure so riders can make connections efficiently and reliably across systems and get the updates they need for their whole trip quickly and easily.

## **Building a cleaner, brighter future for BC communities**

**Great jobs—the investments in this plan will have a major impact on jobs, creating:**

- an average of 16,800 jobs per year in construction of public transit infrastructure projects, such as a new rapid transit bridge across Burrard Inlet, electric bus charging terminals, and multiple bus, rail and ferry terminals and stations.
- an average of 23,700 jobs per year in operations, including drivers, mechanics, maintenance crews and security.

And because the plan will bring thousands of workers who are currently contracted out or working for private transportation companies back under the public umbrella, it will upgrade those jobs with higher wages and better benefits and working conditions.

**Stronger, healthier communities:** Those effects will ripple through the economy, raising GDP and employment, and there will be wide-ranging social, economic and environmental benefits. By making transit more available in more communities, this plan will help increase affordability. It will reduce travel times for all—including freight and private vehicles—while lowering health care costs and improving air quality.

**Smarter growth:** BC's expanded transit network will reshape development patterns, orienting them toward transit and increasing density. And it will spur the transition of suburban areas into more complete communities and help revitalize town centres.

**A cleaner province:** These investments are central to dramatically reducing the one-third of BC's greenhouse gas emissions that come from transportation.

## **The investment**

This plan requires:



- \$15.4 billion over 10 years to improve the frequency, speed and reliability of existing transit and introduce new services to build a province-wide network.
- an accelerated \$6.8 billion in funding already promised by the BC government for transit projects in Metro Vancouver.

By comparison, the BC government spends more than \$4 billion *per year* on transportation capital spending (including roads and transit) alone. There is \$9 billion in highway projects (spanning multiple years) on the BC Budget docket, plus about \$650 million per year for other maintenance and operation of roads and bridges.

Non-transit spending—highways, bridges and tunnels—is fully funded by the BC government. As this plan's transit investment will relieve pressure on that infrastructure, a large portion of the plan could be funded by repurposing some of that budget.

Finally, our plan calls on the BC government to increase its annual subsidy to all transit services in BC from \$350 million today to \$1.5 billion at the end of the plan's 10-year scope.

British Columbia can accomplish a full transformation of public transit and transportation province-wide within one decade. And with it will come greater access to education, healthcare and employment, stronger public sector jobs, lower carbon emissions and healthier British Columbians.

Let's not keep BC riders waiting. It's time to invest in the transit British Columbians deserve.

***The Connecting BC (<http://policyalternatives.ca/connecting-bc>) report is co-published with the BC Federation of Labour.***

Topics: [Environment, resources & sustainability \(https://www.policynote.ca/topics/environment-resources-sustainability/\)](https://www.policynote.ca/topics/environment-resources-sustainability/), [Public transit \(https://www.policynote.ca/topics/public-transit/\)](https://www.policynote.ca/topics/public-transit/).

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[ccpabc@policyalternatives.ca](mailto:ccpabc@policyalternatives.ca)

The CCPA-BC is located on unceded Coast Salish territory, including the lands belonging to the  $x^w m \theta k w \acute{a} y \acute{a} m$  (Musqueam), Skwxwú7mesh (Squamish) and  $s \acute{a} l i l w \acute{e} t a 7 t$ /Selilwitulh (Tsleil-Waututh) Nations.

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**2023 Active Transportation Highlights**  
*Infrastructure Improvements*

- Installation of Garden City Road Delineators (Granville Ave to Sea Island Way)



Garden City Road (Granville Ave-Sea Island Way):  
Addition of Delineators between Bike Lane and Vehicle Lane

- Completion of Westminster Hwy Multi-Use Pathway (Smith Crescent to Fraserside Gate)



Westminster Hwy (Smith Cr-Fraserside Gate): Multi-use Path on West Side

- Completion of pedestrian walkway on the north side of Westminster Hwy from Muir Drive to 150 metres east connecting to an existing pedestrian facility.

