



Public Works and Transportation Committee

Date: Wednesday, June 21, 2023
Place: Council Chambers
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 (by teleconference)
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 May 17, 2023, be adopted as circulated.

CARRIED

AGENDA ADDITIONS

It was moved and seconded
That:
(1) Air Quality Monitoring be added to the agenda as Item No. 7A; and
(2) No. 5 Road and Cambie Road Intersection Update be added to the agenda as Item No. 7B.

CARRIED

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DELEGATIONS

1. (1) Nathan Davidowicz, former Richmond resident, expressed his concerns regarding the cancellation of the 480 bus route, referencing his submission (attached to and forming part of these minutes as Schedule 1).
- (2) James Yu, Richmond resident, spoke to the cancelled 480 bus route. He referenced his submission (attached to and forming part of these minutes as Schedule 2) and commented on the petition to reinstate the route.

In response to queries from Committee, the delegation advised that (i) they have contacted TransLink regarding the 480 bus route cancellation and were advised that the 480 route would be 1-4 minutes slower than the alternative routes, (ii) the petition was signed by a number of Richmond residents as well as those living in surrounding municipalities, (iii) the petition has been submitted to TransLink but is still open to accept more signatures, and (iv) the fundamental difference between the 480 bus route and the new route is that the new option requires additional transfers.

In response to queries from Committee, staff advised that (i) the reduction in service to the 480 bus route in January 2020 was likely due to low ridership, (ii) typically there is one representative per municipality on the Mayors' Council on Regional Transportation, and (iii) TransLink is considered to be experts in transit authority for the region.

Discussion ensued regarding the impact of the cancelled 480 bus route. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded:

- (1) *That the City of Richmond write a letter to TransLink outlining concerns with respect to the 480 bus route; and*
- (2) *That a TransLink representative be invited to a future Council meeting to provide a brief update on the 480 bus route.*

Discussion ensued regarding restoring bus schedules to pre-pandemic service levels. As a result of the discussion, staff were directed to provide a memorandum cataloguing changes to bus service levels at the next Public Works and Transportation Committee meeting.

CARRIED

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PLANNING AND DEVELOPMENT DIVISION

2. KITTIWAKE DRIVE - TRAFFIC CALMING PILOT PROJECT UPDATE

(File Ref. No. 10-6450-09-01) (REDMS No. 7233657)

In response to queries from Committee, staff noted that (i) the recommended asphalt speed cushions will have a height of 7 centimeters and (ii) the installation of a specialty crosswalk is a separate issue.

It was moved and seconded

That Option 3 to implement a pilot project for the temporary installation of two asphalt speed cushions on Kitiwake Drive for a trial period of six months, as described in the staff report titled "Kitiwake Drive - Traffic Calming Pilot Project Update" dated May 19, 2023 from the Director, Transportation, be endorsed.

CARRIED

3. 2023 ROAD SAFETY INITIATIVES UPDATE AND VISION ZERO REVIEW

(File Ref. No. 10-6450-09-01) (REDMS No. 7215288)

In response to queries from Committee, staff noted that (i) the City proactively liaises with school principals regarding any safety concerns or issues related to active construction projects near schools, (ii) the Richmond Poverty Reduction Coalition will be invited to all future Transportation Safety Advisory Committee meetings, (iii) Transportation staff can attend a Hamilton Advisory Committee meeting prior to discuss lowering the speed limit in the Hamilton area, and (iv) ICBC provides data on motor vehicle related fatalities and can provide statistics over a longer time frame.

It was moved and seconded

That the road safety initiatives, as outlined in the staff report titled "2023 Road Safety Initiatives Update and Vision Zero Review" dated June 5, 2023 from the Director, Transportation, be received for information.

CARRIED

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ENGINEERING AND PUBLIC WORKS DIVISION

4. **2022 ANNUAL WATER QUALITY REPORT**

(File Ref. No. 10-6000-01) (REDMS No. 7233576)

It was moved and seconded

(1) *That the annual report titled "2022 Annual Water Quality Report" dated May 17, 2023, from the Director of Public Works Operations, be endorsed; and*

(2) *That the annual report titled "2022 Annual Water Quality Report" dated May 17, 2023, 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. **DRAINAGE CANAL BANK FAILURE REPAIRS-12506 VICKERS WAY**

(File Ref. No. 10-6340-20-P.2022CD00096Vol) (REDMS No. 7237488)

In response to queries from Committee, staff noted that (i) the drainage canal bank failure was caused by the placement of heavy stacks of tiles on City property by a business operating on the adjacent private property and (ii) the City is seeking an order that the City be compensated for all damages to the City property, as well as all repair costs.

It was moved and seconded

That funding of \$1,000,000 from the Drainage Improvement Reserve Fund for the drainage canal bank failure repairs at 12506 Vickers Way, be approved and that the Consolidated 5 Year Financial Plan (2023-2027) be amended accordingly, as detailed in the report titled "Drainage Canal Bank Failure Repairs - 12506 Vickers Way" dated May 23, 2023, from the Director, Engineering.

CARRIED

6. **CIRCULAR PROCUREMENT POLICY IMPLEMENTATION AND PROGRESS UPDATE**

(File Ref. No. 10-6125-07-04) (REDMS No. 7181733)

In response to queries from Committee, staff noted that the demolition of Minoru Aquatic Centre followed the Council adopted policy of 80 per cent waste diversion.

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It was moved and seconded

That results of the implementation of circular economy criteria into projects and procurement activities, as noted in the staff report titled “Circular Procurement Policy Implementation and Progress Update,” dated May 8, 2023, from the Director, Sustainability and District Energy, be posted online to inform the public.

CARRIED

7. DIKE MASTER PLAN - PHASE 4 REPORT

(File Ref. No. 10-6060-01) (REDMS No. 7182372)

In response to queries from Committee, staff noted that each project would have preliminary and detailed design that would include public engagement and qualified environmental professionals to provide input regarding habitat compensation.

It was moved and seconded

That the “Dike Master Plan – Phase 4 Final Report,” as attached in the staff report titled “Dike Master Plan – Phase 4 Report,” dated May 23, 2023, from the Director, Engineering, be endorsed for capital project and development planning purposes.

CARRIED

7A. AIR QUALITY MONITORING

(File Ref. No.)

Discussion ensued regarding the possibility of installing additional air quality monitoring stations. As a result of the discussion, staff were directed to connect with Metro Vancouver to investigate the possibility of more air quality monitoring stations in Richmond.

7B. NO. 5 ROAD AND CAMBIE ROAD INTERSECTION UPDATE

(File Ref. No.)

In response to queries from Committee, staff noted that the No. 5 Road and Cambie Road intersection improvement project is progressing, with construction anticipated to begin in late 2023. As a result of the discussion, staff were directed to develop a critical path and report back to Council before August 2023.

8. MANAGER’S REPORT

Capstan Canada Line Station

Staff shared that TransLink has postponed the opening of the Capstan Station, with an anticipated opening of February 2024.

5.

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ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:06 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, June 21, 2023.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate

From: [Nathan Davidowicz](#)
To: [CityClerk](#)
Subject: Re: PWT Committee
Date: June 6, 2023 12:39:48 PM

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. Could you please distribute the following:

Here is the original announcement from Sept. 7, 1979 of the Richmond-UBC bus route.

https://www.translink.ca/-/media/translink/documents/rider-guide/buzzer-archives/1970s/1979/buzzer_1979_09_07.pdf#view=fitH

Additional information is available by looking up bus No. 480 on the 2019 bus summaries

<https://public.tableau.com/app/profile/translink/viz/2019TSPR-BusSeaBusSummaries/TheWorkbook>

In 2019 the 480 bus carried just over 1M riders (1011000)
Weekdays only from about 6 am to 9 pm (15 hrs per day compared to 20 hrs per day on other Richmond buses)
On an average day it had 4,060 riders or on average about 32 riders for each trip.
There were 66 trips to UBC and 62 trips from UBC
However during the peak UBC Winter session(Sept. to April) these yearly averages are higher.

Most bus trips were done by articulated 18 m (60 ft) buses.

In January 2020 the 480 bus was cutback to operate only during rush hours about 5 hrs per day.
providing 30 trips to UBC and 30 trips from UBC
In late March 2020 all the 480 bus trips were cancelled.

The 480 bus is a good example of the " Death Spiral of Transit "

What's a public transit death spiral? It's a vicious cycle of service cuts and fare hikes that push people away from public transit and into their cars, further decreasing public transit systems' revenue, which leads to further service cuts that impact Canadians' ability to get to work, school, groceries, social services, and other daily essentials.

If this is allowed to happen, it will make roads more congested, increase carbon emissions and air pollution, and have the greatest impact on society's most vulnerable - who have no other options.

(1) From Environmental Defence:(Nate Wallace)
<https://www.theglobeandmail.com/opinion/article-service-cuts-to-public-transit-are-just-the-first-step-in-a-death/?>
<https://environmentaldefence.ca/wp-content/uploads/2023/02/Public-Transit-Funding-Media-Backgrounder-Final.pdf>

<https://environmentaldefence.ca/report/public-transit-path-to-net-zero/>
<https://environmentaldefence.ca/2023/03/21/atu-canada-and-environmental-defence-call-on-premiers-minister-freeland-to-save-public-transit-in-upcoming-budgets/>
(2) From CBC Radio: <https://www.cbc.ca/player/play/2162910787554>
(3) From Vox: <https://www.vox.com/future-perfect/23653855/covid-transit-fares-buses-subways-crisis>

Thank you
Nathan Davidowicz

Dear TransLink customer relations team,

My name is James Yu, and I wrote to your team several weeks ago regarding the 480 service. I wish to thank you for your earlier correspondence regarding the discontinuation of the route. I appreciate the depth and extent of your analysis regarding the route and its alternatives, and understand that actions regarding restoration of service are significant investments.

Please find attached to this email a petition to reinstate the 480 service. This petition was signed digitally by over 655 individuals and counting, and 270 individuals have agreed to release their names in writing with the included text. We collectively continue to believe that your analysis of the current state of service does not match our experiences on the corridor, and that restoration of the 480 would be beneficial to all parties involved. I would appreciate if this petition and email could be forwarded to planning.

I appreciate and understand that current service provisions prevent easy allocation of service to the 480. However, like how the revised 44 was a result of innovative and unique problem-solving, I encourage TransLink to find innovative ways to provide faster, more efficient service on the 480 corridor, as engagement on the petition indicates that the service is in demand. If improving service quality for commuters contributed to the revised 44, it must contribute to restoration of the 480. For consideration by planning, I would like to know whether one or all of the following improvements would be feasible and allow the 480 to be restored efficiently with as minimal a cost as possible:

1. Reroute **northbound (not southbound)** service on the 480 via the Sea Island Connector WB and Arthur Laing Bridge instead of Bridgeport Road EB and Oak Street Bridge.

As you mentioned, bridge traffic is an issue for the 480. However, I do not believe that traffic is an issue in the southbound direction, seeing as the Granville Street bus lanes and the 71st Avenue bus priority signalized on-ramp allow the 480 to bypass the majority of existing traffic in the area. It is correct, however, that there is limited possibility for transit priority on the northbound Oak Bridge ramp. Google Maps data indicates that routing northbound service (only) via the Sea Island Connector and Arthur Laing instead may be faster during the morning peak hour, given that the route is physically shorter and that there are fewer traffic signals. Moreover, unlike the Oak Street Bridge, there is an HOV priority lane along the entire length of the Arthur Laing on-ramp, allowing the 480 to bypass merge-induced traffic on this bridge. This would make northbound service significantly faster, more sustainable long-term, and further put the speed of the 480 ahead of alternatives. I acknowledge that this would come at the cost of two local stops in the Marpole area; however, the savings to service hours are better than having no service at all, and the two stops are served by high frequency high capacity routes which easily and quickly connect to the 480 at 71st & Granville.

2. Reroute the 480 to use 49th, Marine, Dunbar and 41st instead of operating straight down 41st, in both directions.

This would reduce service duplication between the R4 and 480 and provide new express service to relieve capacity on the 49. This capacity is much-needed as the 49 often operates crush-loaded into 41st, Marine and Wesbrook Village, preventing passengers in the area from using the service. This would also allow the 480 to use the bus-only left turn onto 49th from Granville, which means service would not be stuck in traffic on the left turn to 41st from Granville. While there is some heavy traffic on Marine between 49th and Dunbar, this traffic is comparable to the existing traffic in Kerrisdale (where bus priority measures are also impossible due to parking demands), and so runtimes should be comparable. Express service has already operated on 49th and Marine during detours, so there is precedent for such a change.

3. Reroute the 480 at UBC to continue down Marine Drive to the bus loop instead of turning into 16th and Wesbrook Mall, in both directions.

Google Maps data indicates that this would be faster northbound due to the significant traffic pinch point on Wesbrook between 16th and Thunderbird. More importantly, however, express stopping procedures on SW/NW Marine Drive would provide two benefits to transit users. For commuter students, Marine Drive bus stops would allow students to disembark closer to their lecture halls, shortening the commute in both directions in comparison to all alternative services. For students who live on-campus, the additional capacity on 480 coaches at UBC as a result of early disembarking allows these students to use the 480 as a "residence connector" between residences along Marine and the bus loop, which would relieve capacity on the severely overcrowded 68 shuttle route. Buses deadheading to/from the garage can also operate in-service at these stops, providing bidirectional capacity relief for the 68. There is precedent for conventional service to operate here as this was the official 480 detour during the 2010 Olympics. This change would shorten commuter student commutes, provide relief for the 68, generate additional ridership, reduce service duplication further and shorten runtime in the northbound direction.

4. Reduce or discontinue the 9 extension between Alma and UBC, and reinvest service hours into the 480.

I understand that available service hours are limited. However, since 44 service is being expanded this Fall, there must be hours available for investment. Nonetheless, there are several options to reallocate existing service to the 480. 2022 Transit Service Performance Review data indicates that the 9, which operates at a high frequency between Alma and UBC during peak hours, is very low ridership. Peers I have spoken to corroborate this information. Given that the peak hour 9 extension to UBC is duplicated by the high frequency 4, 14 and 99 services, and that the TSPR indicates the 4 and 14 have available capacity as well, it would be a more efficient use of these service hours to reduce or entirely discontinue this extension in favour of reinvesting the hours into the much more in-demand 480. Instead of having buses operate empty into/out of UBC during peak hours, they would be much better used restoring pre-pandemic service on the Richmond-UBC corridor, as that is where service is demanded. This setup for the 9 is similar to how the local 41 does not continue to UBC because it too has duplicate local service (49) which continues to UBC.

5. Invest savings from 319 reductions induced by the R6 RapidBus into the 480.

As there will be reductions in 319 service once the R6 RapidBus opens next year, these newly open resources could be reinvested into the 480.

6. In tandem with a reduced or discontinued 9 extension, operate the 480 out of Vancouver Transit Centre instead of Richmond Transit Centre.

The current deadhead between RTC and UBC is very long, as is the deadhead between RTC and Bridgeport Station. If buses operated out of VTC instead, there would be a very significant saving of service hours during all peak hours in all directions. The following considerations indicate this:

- Morning deadhead from VTC to Bridgeport: this is reverse-peak travel and shorter, as opposed to RTC-Bridgeport which is much longer and in peak direction traffic.
- Morning deadhead from UBC to VTC: this is much shorter than UBC-RTC, since buses only need to run to Marpole instead of traveling all the way down Hwy 99.
- Afternoon deadhead from VTC to UBC: this is again, much shorter than RTC-UBC, since buses only need to run from Marpole.
- Afternoon deadhead from Bridgeport to VTC: this is, again, reverse-peak travel and shorter, as opposed to Bridgeport-RTC which is much longer and peak direction.
- Additional capacity at VTC to accommodate the 480 would arise from the proposed #9 extension reductions, as conventional buses from the 9 extension would shift 1-1 to the 480.

Collectively, these improvements would allow the 480 to run more efficiently, faster and serve more passengers while using fewer service hours and requiring less new hour investments.

The 480 is a key regional connection designed to compensate for the unique geometry of our region. Like the diagonal, direct connection the express 430 makes between Richmond and Metrotown in the east, the 480 creates a diagonal, direct connection between Richmond and UBC in the west, being both more convenient and faster than alternative service. Back in the 2000s when the 98 B-Line launched, capacity relief measures had to be added soon after in the form of the 488 and 492 express services which diverged from the 98 route. Similar to this, the 480 is needed now as a capacity relief measure which diverges from the R4 RapidBus.

While you mentioned in your analysis that the R4-Canada Line option takes 43-46 minutes whereas the 480 would take 47 minutes, this does not account for overcrowding on the R4 preventing Richmond and South Fraser passengers from taking full advantage of it. In the northbound direction, pass-ups at Cambie are severe enough that my peers and I have to take the 49 to avoid being 10+ minutes behind schedule. This route takes several minutes more than the R4, which means the 480 would be faster than our current commute even without any of my proposed improvements. In the southbound direction, lineups for the R4 at UBC can often be several hundred students long, which can mean 10+ minute delays even when service is on time. Again, the 480 would be faster, as passengers would not be funneled into one service.

The on-time performance of the R4 does not mean that students arrive on-time, as pass-ups force students onto delayed, later arrivals.

While overcrowding on the eastern portions of the R4 and 49 are an issue, this is an issue that dates to well before the pandemic. Overcrowding on the western areas, however, was accelerated by the discontinuation of the 480. We believe that pre-pandemic service standards at UBC should be restored prior to implementing new service improvements; it is unfair to the several thousand long-distance UBC commuters who face a continuously worsening commute for our corridor to be cannibalized while progress advances with us left behind. As you are adding service to the 44 and 250 corridors with West Vancouver-UBC direct service, despite the fact that the 44 and 250 rank well behind the R4 and 49 in terms of overcrowding in the 2022 Transit Service Performance Review, it would be severely inequitable not to restore pre-pandemic service levels on the wider-serving 480 as well. Overcrowding on the Canada Line between King Edward and Broadway is also an issue; however, if the 99 is as viable of an alternative as has been stated, then passengers from Richmond who currently use it to reach UBC would shift to the 480, adding capacity to the Canada Line in this area.

Moreover, overcrowding on this segment is not mutually exclusive with the overcrowding in our segment. As you mentioned, overcrowding between Richmond and 41st will be worsening with the Fall opening of Capstan Station, and a reinstated 480 funded by reallocations from the 9, when considering Richmond passengers who take the 99 to UBC would shift to the 480, would provide the additional capacity required to accommodate this. Furthermore, peers I have spoken to that currently drive on the Richmond-UBC corridor would have otherwise used the 480 had it existed. If the 480 were to be reinstated, this would reduce vehicle traffic levels on the Richmond-UBC corridor, improving speeds for all users in the area.

Thank you for your consideration of these potential changes, as well as the petition. I acknowledge that any service reallocation is a monumental task, but we collectively believe that service restoration will be well worth the effort. We look forward to hearing from you.

Sincerely,

James Yuming Yu, BSc

Ph.D. Student of Economics, UBC

Dear TransLink administrators,

We, the students and staff of UBC and supportive members of the public, call on TransLink to restore the suspended 480 bus service between Bridgeport Station and UBC to uphold the standards of equity and fairness for students in our region.

With the 480 suspended, students from Richmond and the communities of Ladner, Tsawwassen, North Delta, Surrey and White Rock are now required to transfer via the Canada Line and R4 RapidBus to reach campus. TransLink has stated that this alternative is 1-4 minutes faster than the 480 would be during peak hours when accounting for transfers; this does not however account for the severe delays and overcrowding on the R4 that has prevented Richmond and SoF students from using it in the first place. The closest alternative is the 49, which takes several minutes more than the R4 due to being a local service with no transit priority, putting it behind the 480 in terms of speed. Moreover, due to the added transfer and shoulder-to-shoulder overcrowding, students are unable to spend as much of the commute studying as otherwise. This has deducted several hours of study time per week and forced students to take time away from their friends and family, worsening their mental health.

Additionally, the current complexity of the commute between Richmond and UBC has drawn many students away from transit entirely. Students are drawn away from Richmond dining and rental options and face more expensive options closer to campus because the crowding and transfers are not worth the financial savings. Students have also resorted to driving between Richmond and UBC, which has worsened traffic in the area and is slowing buses down.

TransLink is restoring the previously suspended West Vancouver-UBC service for the upcoming Fall semester, under the justification that capacity is required on the UBC-Downtown and Marine Drive corridors. To restore this pre-pandemic service while also ignoring the overcrowding situation between UBC and Richmond caused by the lack of pre-pandemic service standards is severely inequitable, especially when considering that the Richmond-UBC corridor serves significantly more communities and that the 480 saw twenty times more ridership than the West Vancouver-UBC service. If improving service quality for commuters contributed to the restoration of West Vancouver-UBC service, it must play a factor in the restoration of the 480.

We the 655 signatories from [the petition] demand that the standards of equity and fairness be upheld for students in our region. We ask that the 480 be reinstated, at least for peak hours peak direction, between Bridgeport Station and UBC.

We appreciate your time in considering this matter.

Sincerely,

The undersigned on behalf of the 655 signatories.