



## Public Works and Transportation Committee

Date: Wednesday, December 21, 2022

Place: Council Chambers  
Richmond City Hall

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

Also Present: Councillor Laura Gillanders  
Councillor Andy Hobbs  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:04 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works and Transportation Committee held on November 23, 2022, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

January 25, 2023, (tentative date) at 4:00 p.m. in the Council Chambers

### DELEGATION

- A. Les Kiss, Richmond Resident, read from his submission (attached to and forming part of these minutes as Schedule 1), and expressed concern with the City Proposed Bike/Pedestrian Pathway for South Side of Steveston Highway.

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Discussion took place on (i) alternate locations for the proposed bike path, (ii) concerns with Steveston Highway traffic and safety, and (iii) receiving input from the cycling community.

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

It was moved and seconded

*That the delegation material be referred back to staff to further examine any projected pedestrian pathways or bike lanes being constructed on Steveston Highway and report back.*

The question on the referral motion was not called as further discussion took place on (i) the geometry of the proposed bike path, (ii) slowing down traffic, and (iii) costs for alternate routes.

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

## PLANNING AND DEVELOPMENT DIVISION

1. **CAPSTAN STATION – CONSTRUCTION UPDATE**

(File Ref. No. 10-6500-01) (REDMS No. 7049567)

It was moved and seconded

*That the report titled “Capstan Station – Construction Update” dated November 18, 2022 from the Director, Transportation be received for information.*

**CARRIED**

## ENGINEERING AND PUBLIC WORKS DIVISION

2. **BC FLOOD STRATEGY INTENTIONS PAPER**

(File Ref. No. 10-6060-01) (REDMS No. 7057991)

In reply to queries from Committee, staff advised that (i) safe flooding would be for other municipalities outside of the dike system, (ii) the fourth recommendation examines an established resource where the Province can help coordinate multiple organizations, and environmental permitting would be included, (iii) the centralised model will help with expediting permitting and approvals process, and (iv) the City of Richmond owns and maintains the dikes.

2.

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It was moved and seconded

*That the following be endorsed as the City's position on regional flood protection management and be included in the City's comments to the Province on the BC Flood Strategy Intentions Paper:*

- (a) That flood protection continue to be evaluated and managed at the local government level, currently through the Diking Authority model, with additional support from senior levels of government;*
- (b) That dedicated funding for flood protection be established at the Provincial and Federal level, to be used by Diking Authorities, which include local governments, for flood management projects;*
- (c) That the Province require Diking Authorities, which include local governments, to develop and maintain flood risk management plans and strategies for their respective areas so that regional objectives are met; and*
- (d) That a co-ordinated and fully resourced process be established at the Provincial level to provide a single point of contact for Diking Authorities to seek Provincial and Federal approvals for flood protection projects.*

**CARRIED**

**3. MANAGER'S REPORT**

*(i) Crosswalk at Vanhorne Way and River Drive*

Staff advised that the existing crosswalk at Vanhorne Way and River Drive was upgraded to a pedestrian activated special crosswalk to provide connectivity from the multi-use to the Canada Line bikeway.

*(ii) E-Waste*

In reply to queries from Committee, staff advised that electronics collected at the recycling depot is the responsibility of the product steward for various agencies, however, re-use and re-purposing can be explored for City repair fairs.

*(iii) Freezing and Paving*

In reply to queries from Committee, staff advised that when paving is adhered to temperature and weather standards, and in deteriorating weather paving is stopped.

3.

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*(iv) Priority Snow Removal*

In reply to queries from Committee, staff advised that (i) Council approved priority routes are completed first, (ii) during the current snow event maximum resources of 16 plows are on the road, (iii) every event operational responses are updated, (iv) a tracking system is being explored so the public can track the location of plows, (v) property owners are required to clear the sidewalk in front of their properties, and (vi) traffic camera locations can be provided on the City's website.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:48 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, December 21, 2022.

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Councillor Carol Day  
Chair

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Sarah Goddard  
Legislative Services Associate

**Presentation to Public Works and Transportation Committee meeting -  
December 21, 2022**

Good afternoon, my name is Les Kiss and I live at 5251 Hummingbird and have been a resident of Richmond since 1977. I appreciate the opportunity to speak to you on the proposed multi-purpose pathway for the South side of Steveston Highway between Railway Avenue and No. 2 Road.

I am an avid cyclist biking between 20 and 25 kilometers daily and estimate I have cycled over 5,500 kms this year alone, mainly on routes that are not exposed to congested and high-speed vehicle traffic. I support bike lanes when they are located with safety in mind and make cyclists less vulnerable to potential serious vehicular accidents. This 3-metre-wide proposal on Steveston Hwy fails to meet the safety test for cyclists, pedestrians as well as motorists.

Steveston Hwy is an arterial route with incredibly increasing traffic volumes. Despite the posted speed at 50 kmph, motorists tend to travel at 60 to 70kmph, if not faster on a regular basis. I believe safety must be the priority consideration, but for this proposal it appears to be trumped by the City's desire to have TransLink fund \$2.85 million (**which is not guaranteed**) of the estimated \$5.7 million cost with TransLink's stipulation the pathway must be located on Steveston Hwy.

A quick search on the internet identifies desired design standards for multi-use pathways:

- they should not be located immediately adjacent to highways because of safety considerations at intersections with driveways and roads. **The proposal fails this test.**
- ideally, separated bike lanes should not be located along the same side of the roadway at high-frequency transit routes as transit stops present a challenge among interactions with cyclists, transit vehicles, and those accessing these stops. **TransLink's route demand fails this test.**
- If a pathway must be located parallel to a highway due to a lack of an alternative location, a minimum separation of 1.5 m (5 ft.) should be provided between the roadway and multi-use pathways. **This proposal includes a 1 m boulevard which falls short of the desired minimum.**

- a path wider than 3 m is very desirable to provide adequate width for two-directional use by both cyclists and pedestrians. **This proposal's 3-metre width is again short of the desired minimum.**
- sidewalks should never be designated as multi-use pathways. **Not clear how the existing sidewalk will be dealt with.**
- pathways should not just end, leaving cyclists and pedestrians stranded with no nearby connections. The pathway should function as a mode of transportation between well-defined locations, such as schools, residential subdivisions, and shopping centers. **The proposed pathway is to end at Shell Road well short of the Ironwood development.**
- studies have shown that such parallel multi-use pathways are approximately twice as dangerous for bicyclists as riding in traffic with motor vehicles.
- If pedestrians or cyclists are involved in crashes with motorized vehicles driving faster than 30km/h, they run a significant risk of severe or fatal injuries. **Traffic speeds along Steveston highway can be in excess of 70 kmph.**

**It is clear the City's proposed 3-metre-wide pathway between Railway and No. 2 Road does not stack up to desired design standards.**

The proposed project intends to reduce the travelled traffic lanes by 20 to 30 cm each to accommodate a 1-metre separating boulevard. This is another significant safety concern.

- The current travelled road lane widths are 3.7 metres (12 feet).
- The proposed reduction will result in a 3 metre (11 feet) travel lane width which is the minimum width of the standard 11 to 13 feet favoured for arterial roads.
- Lane widths of 10 to 11 feet are more appropriate for urban roadways, not arterial highways.
- If you have ever followed a transit bus or six to eight axle transport trucks on Steveston you know they take up most of the existing lane widths. A lane width reduction of the magnitude being proposed will likely increase side-swipe collisions, not a desired outcome.

Overall, the math does not compute:

- The proposal is targeting a 3-metre pathway with a 1-metre curb / boulevard buffer = 4-metres.
  - the recommended width for a separation barrier on a highway is 1.5 metres
- the current south sidewalk width including allowance for lamp post locations is 2.6 metres (8.5 feet).
  - It is not clear whether the existing sidewalk will remain as is, and if not where the replacement lampposts, 10 just in this stretch of the highway, will be located.
  - Further, what will happen to existing storm drain structures? **Not ideal or safe to have either lampposts or storm drains in the middle of the pathway.**
- Maximum width reduction of the four traffic travel lanes will provide an additional 1.2 metres.
  - current sidewalk width at 2.6 metres and lane reduction of 1.2 metres gives you 3.8 metres to work with, short of the minimum standard by 0.2 metres and well short of the desired standard by 0.7 metres or 2.3 feet.

I understand current councilors want to respect previous council decision, but in this case, I urge the planning department and the current council to pull back on this proposal and either decide on an alternate safe route, upgrade existing routes, or spend the money on more priority infrastructure projects in Richmond. Governments at all levels regularly change policies and projects where and if appropriate.

Thank you.