

**Schedule 1 to the Minutes of the  
General Purposes Committee meeting  
of Richmond City Council held on  
Monday, March 6, 2023.**

**Submission to General Purposes Committee, March 6, 2023, Agenda Item 1, by John Roston  
Steveston Highway MUP or Williams Segregated Bi-Directional Bike Path?**

**Health Effects**

The U.S. Environmental Protection Agency (EPA) has studied the health effects of air pollution from highways on those nearby (quotes below from attached report). A highway is defined as a roadway with four lanes or more of vehicular traffic. Steveston Highway is obviously a highway. Williams is not. The study outlines the health hazards for those within 300 ft. of the roadway. The proposed Steveston Highway MUP is 3 ft. (1m) from the roadway.

**“Pollutants directly emitted from cars, trucks and other motor vehicles are found in higher concentrations near major roads. Examples of directly emitted pollutants include particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NOx), and benzene, though hundreds of chemicals are emitted by motor vehicles. ... Individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.”**

**“Health effects that have been associated with proximity to roads include asthma onset and aggravation, cardiovascular disease, reduced lung function, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.”**

**“The type of vehicles and fuel used, traffic activity, and the wind speed and direction can all have big effects on pollutant levels near major roadways. Generally, the more traffic, the higher the emissions; however, certain activities like congestion, stop-and-go movement or high-speed operations can increase emissions of certain pollutants. The combination of rush hour and calm winds in the morning often leads to the highest concentrations during this time of the day.”**

Aside from the much greater number of vehicles using Steveston Highway, those vehicles have a much higher proportion of heavy-duty diesel trucks than the vehicles using Williams.

**“Per vehicle, heavy-duty diesel trucks can emit more of certain pollutants (e.g., NOx and PM) and contribute disproportionately to the emissions from all motor vehicles.”**

**Translink and BC Government Funding**

The staff report implies that the Translink funding secured for this project (\$5,010,000) and the BC Active Transportation Infrastructure Grant (\$500,000) will be lost if the Steveston Highway MUP is not constructed. There is no indication that Translink and the Infrastructure Grant will be lost if the segregated bike path is built on Williams instead. Neither Translink nor the BC Government wants to see headlines pointing out that they prefer to spend their money on a major health hazard.

**Staff Report**

The staff report says that the existing painted bike lanes on Williams “may not be considered suitable by all cyclists.” No one is suggesting that Williams be left as is. The alternative to the Steveston Highway MUP is a segregated, bi-directional bike path on Williams.

The staff report says that the Steveston Highway MUP “can encourage recreational walking.” The adverse health effects are far worse for someone walking along Steveston Highway with much longer exposure than for someone cycling. We should not be encouraging people to walk so close to a highway.