



**Public Works and Transportation Committee  
Electronic Meeting**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, February 21, 2024  
Immediately following the Planning Committee meeting**

Pg. #      ITEM

MINUTES

**PWT-4**      *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on December 20, 2023.*



NEXT COMMITTEE MEETING DATE

March 20, 2024, (tentative date) at 4:00 p.m. in the Council Chambers.

AGENDA ADDITIONS AND DELETIONS

DELEGATIONS

**PWT-7**      1. Nathan Davidowicz to delegate on the **Alternative 5 Year Transit Capital Plan.**

PLANNING AND DEVELOPMENT DIVISION

2. **2024 ACTIVE TRANSPORTATION INITIATIVES**

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

PWT-9

See Page PWT-9 for full report

*Designated Speaker: Sonali Hingorani*

STAFF RECOMMENDATION

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



3. **HAMILTON AREA TRAFFIC CALMING**

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

PWT-17

See Page PWT-17 for full report

*Designated Speaker: Beata Ng*

STAFF RECOMMENDATION

- (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;*
- (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.*



ENGINEERING AND PUBLIC WORKS DIVISION

Pg. #      ITEM

4.      **SWIFT ECO-WASTE MANAGEMENT INC. SOLID WASTE LICENCE APPLICATION - COMPOSTING FACILITY**

(File Ref. No. 10-6125-07-04) (REDMS No. 7552849)

PWT-26

[See Page PWT-26 for full report](#)

*Designated Speaker: Kristina Nishi and Peter Russell*

STAFF RECOMMENDATION

*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.*

5.      **MANAGER'S REPORT**

ADJOURNMENT



## Public Works and Transportation Committee

Date: Wednesday, December 20, 2023

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 D. Brodie

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

Call to Order: The Chair called the meeting to order at 3:04 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works and Transportation Committee held on November 22, 2023, be adopted as circulated.*

**CARRIED**

### PLANNING AND DEVELOPMENT DIVISION

1. **TRANSLINK 2024 COST-SHARE FUNDING APPLICATIONS – TRANSPORTATION PROJECTS**

(File Ref. No. 10-6500-01) (REDMS No. 7431762)

In response to queries from Committee, staff advised that the red light camera program is not part of the TransLink’s cost-share program as the program for red light cameras is under the jurisdiction of the Province.

**Public Works & Transportation Committee**  
**Wednesday, December 20, 2023**

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It was moved and seconded

- (1) *That the submission of road, pedestrian and bicycle improvement projects as part of the TransLink 2024 Cost-Share Programs, as described in the report titled "TransLink 2024 Cost-Share Funding Applications – Transportation Projects", dated November 22, 2023, from the Director, Transportation be endorsed; and*
- (2) *That the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.*

**CARRIED**

## ENGINEERING AND PUBLIC WORKS DIVISION

### 2. **AWARD OF CONTRACT 8157Q - SUPPLY AND DELIVERY OF JANITORIAL AND CLEANING SUPPLIES**

(File Ref. No. 10-6000-01) (REDMS No. 7406625)

Discussion ensued with respect to the bidding process with cost and evaluation as the two main factors in awarding the contract.

It was moved and seconded

- (1) *That Contract 8157Q – Supply and Delivery of Janitorial and Cleaning Supplies as detailed in the staff report titled "Award of Contract 8157Q - Supply and Delivery of Janitorial and Cleaning Supplies" dated November 15, 2023 from the Director, Facilities and Project Development be awarded for a two-year term to ICS Clean Supplies Ltd., Imperial Dade Canada Inc., and Bunzl Canada for a combined estimated annual amount of \$490,000.00 with an approximate total value of \$980,000.00 over a two-year period;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to extend the initial two-year term, up to the maximum total term of six years, for the maximum total amount of \$2,982,000.00 as described in the report titled "Award of Contract 8157Q - Supply and Delivery of Janitorial and Cleaning Supplies," dated November 15, 2023, from the Director, Facilities and Project Development; and*
- (3) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with ICS Clean Supplies Ltd., Imperial Dade Canada Inc., and Bunzl Canada.*

**CARRIED**

2.

**Public Works & Transportation Committee**  
**Wednesday, December 20, 2023**

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3. **MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (3:06 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, December 20, 2023.

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Councillor Carol Day  
Chair

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Mizuguchi, Andrea  
Legislative Services Associate

**A comparison of TransLink’s Plan and a more visionary Alternative Plan by Nathan Davidowicz (Feb 2024)**

<b>TransLink Plan</b>	<b>Alternative Plan</b>
<b>TRANSIT STOPS &amp; STATIONS</b>	
Improve comfort and safety with new weather protection, seating, lighting and escalators.	Improve comfort and safety with new weather protection, seating, lighting, more elevators/escalators , more entrances.
	Most bus stops will have at least a bench and at many locations small & big size shelters
<b>BUS SERVICE</b>	
130% increase in bus service across the region.	Reverse most of the bus cutbacks that were implemented between 2001 and 2024
11 new RapidBus lines providing fast, frequent, limited stop service.	Provide more frequent and reliable bus service on many routes
7 new Express bus lines providing service competitive with cars for longer distances.	24/7 service on at least 30 major corridors
Service new areas including parks.	25 RapidBus (B-Line ) bus routes as well as 20 regional bus service similar to the old PSL-Town & Country service
60% more HandyDART available trips provided 24/7.	Service new areas including all major parks.
	New Network of Express Buses on top of improved Network of Local Buses
	Proper in-house HandyDART service, double the existing service and provide 24/7
	Buy 300 or more new (mostly high-capacity) BUSES every year .
<b>RAPID TRANSIT</b>	
More SkyTrain service including 10% more on Expo & Millennium Line and 65% more on Canada Line.	LRT and many BRT on many corridors
Up to 9 new Bus Rapid Transit (BRT) routes serving all parts of the region.	More frequent service on existing 3 lines of SkyTrain
North Shore rapid transit connection.	UBC extension of Millennium Line SkyTrain
Burnaby Mountain Gondola to SFU.	Regional rail on many corridors
UBC extension of Millennium Line SkyTrain.	LRT on many corridors
Explore potential rapid transit extensions for King George Boulevard in Surrey and to downtown Port Coquitlam	HSR (high-speed rail) where possible
<b>STREETS</b>	
Complete 66% of the missing sidewalks in areas near transit.	Complete all sidewalks on bus routes
Complete 75% of 2050 Major Bikeway Network: 450 km of new traffic-separated cycling paths.	Complete a network of protected bike routes
Support people-first streets with funding to help re-design streets for safer speeds.	Support people-first streets with funding to help re-design streets for safer speeds

Maintain and upgrade the 2,500 lane kilometres of Major Road Network.	Divest TransLink from financing major roads networks
Goods movement investments to help make the sector cleaner and more efficient.	Divest TransLink from planning for goods movement
<b>TECHNOLOGY</b>	
Invest in cleaner and safer transit vehicles.	Same
Invest in digital platforms to improve customer experience and help better manage the transport system.	Same
<b>RESILIENCY</b>	
Make our transportation system more resilient to seismic risks and climate change.	Same
<b>RECONCILIATION</b>	
Collaborate with Indigenous Nations to advance their transportation priorities, including transit service to reserves.	Same
<b>SOCIAL EQUITY</b>	
Invest in ways that reduce any barriers experienced by disadvantaged groups and individuals and help to build a more just, equitable, and inclusive transportation system	Same
	FREE or very LOW Fares to Students ( 13 to 18 ), Seniors, Low income ( 19 to 64 )
	FAIR fare structure for everyone. The present 1984 Fare Structure and Zones is UNFAIR

**For more information please write [nathan.davidowicz2@gmail.com](mailto:nathan.davidowicz2@gmail.com)**





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 12, 2024

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 10-6500-01/2024-Vol  
01

**Re:** 2024 Active Transportation Initiatives

### Staff Recommendation

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

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att.1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering Richmond RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The City undertakes and supports a number of infrastructure projects, programs and ongoing activities to support active transportation (human-powered transportation) around Richmond. In addition to projects included in the capital budget, joint initiatives with the Richmond Active Transportation Committee and HUB Cycling are undertaken throughout the year to encourage walking, cycling and rolling trips in the City. The City also funds cycling skills education courses for all Grade 6 & 7 students and continues safety-related campaigns for personal mobility devices, such as e-scooters.

This report provides an overview of the active transportation initiatives planned for 2024 to support the improvement and promotion of the City's active transportation network. The report also highlights the 2023 active transportation accomplishments. Input and collaboration with the cycling community are integral to the delivery of these initiatives.

This report supports Council's Strategic Plan 2022-2026 Strategy #2 Strategic and Sustainable Community Growth:

*2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private, and active transportation needs.*

This report supports Council's Strategic Plan 2022-2026 Strategy #6 A Vibrant, Resilient and Active Community:

*6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*

### Analysis

As part of the planning and review of active transportation projects, staff meet monthly with the Richmond Active Transportation Committee (RATC) to seek input and feedback on infrastructure projects designed for cyclists, pedestrians and other micro-mobility devices. The committee also undertakes various activities in co-operation with the City to encourage, educate and raise awareness of active transportation. Committee members are local residents, employees and HUB Cycling representatives who reflect a diverse range of ages and cycling skills. RATC will be providing input and participating in the active transportation initiatives planned for 2024 as identified in this report.

### Planned 2024 Active Transportation Initiatives

*Capital Projects - Active Transportation Network Expansion:* Commence and continue design efforts and implementation of Council approved active transportation capital projects including:

- Complete construction of Phases 1 and 2 of the Steveston Highway Multi-Use Pathway (Shell Road to No. 2 Road). The project is scheduled for completion this year.

- Commence construction of the off-street multi-use pathway (MUP) on No. 2 Road (Steveston Highway to Williams Road). The project is anticipated for completion in 2024.
- Complete detailed design of Phase 3 of the Steveston Highway MUP (No. 2 Road to Railway Avenue). Construction is anticipated to commence this year.
- Complete design of neighborhood bikeways:
  - Midtown Neighbourhood Cycling Route - Improvements to signage, bike stencil painting and installation of improved, accessible concrete letdowns along 3.8 km of neighbourhood cycling route.
  - Alder Neighbourhood Cycling Route - Improvements to signage and bike stencil painting along 340 m of neighbourhood cycling route.
- Complete design of Great Canadian Way cycling protection enhancements: Protecting existing on-street cycling lanes between Bridgeport Road and River Road with delineators, improved line painting or concrete curbing.
- Complete design work of Gilbert Road Cycling Facilities: Design includes an off-street cycling facility and protection of existing bike lanes on Gilbert Road that will enhance safety and connectivity of cyclists from Granville Avenue to Dinsmore Bridge.

Active Transportation Network Spot Improvements: Review the active transportation system to identify spot locations for upgrades to enhance safety, accessibility and connectivity. Potential projects include localized improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at conflict areas), additional signage, new ramps and installation of protective devices along on-street bike lanes to prevent motorists from parking or encroaching into parts of the bike lane.

Park, Road and Development Projects: Review additional City and external agency projects that impact existing or planned active transportation infrastructure as part of the overall project such as the Province's Fraser River Tunnel Project and through the development applications process.

Cycling Network Plan Update: The City's Cycling Network Plan (CNP) identifies cycling infrastructure priorities over 15 years (2022-2036). To advance the strategy, staff will identify cycling network upgrades as determined in the plan to prioritize future capital projects for Council consideration.

Bicycle-Pedestrian Counters: There are currently seven counters that record pedestrian and bicycle volume by direction on various facilities across the City. Further expansion of 10 new additional counters are planned for implementation on existing and new cycling facilities to allow for more comprehensive monitoring of the City's active transportation network.

Public Bicycle Parking: Research vendors and products for potential pilot projects that can showcase covered and secured bike parking facilities for public use. Staff anticipate bringing forward a report to Council with recommendations in Q3 2024 regarding the findings of this review.

Cost Share Grants and Awards: Continue to explore and apply for external grants related to active transportation projects.

E-Scooter Pilot Project: The City's E-Scooter Pilot Project began in July 2021. In December 2023, the Province announced that the Provincial Pilot Project is being extended for an additional four-year term. Participating Municipalities must pass a resolution authorizing the use of e-scooters on municipal streets in the extended pilot. Staff will bring forward a staff report for Council consideration in March 2024 regarding the e-scooter pilot project extension.

#### Promotion and Education of Active Transportation in 2024

Activities to encourage and promote active transportation as sustainable travel modes that also have significant health benefits are planned for 2024. RATC members and HUB Cycling will assist in the planning, promotion and staging of the following events in 2024:

- Bicycle Education for Students: Jointly with HUB Cycling and the Richmond School District, the City will facilitate the expansion of cycling education courses to all Grade 6 and 7 elementary school students over a two-year period. Students will learn the rules and responsibilities of riding on City streets and bike paths and receive hands-on practice with fundamental cycling skills on school grounds and local neighbourhood streets.

HUB's fleet of bikes includes a range of specialized adaptive bikes that are available to children with physical and cognitive differences to help achieve a goal of 100 per cent participation.

- Promotion of Active Transportation Network: Continue to participate in City events related to health and transportation to raise awareness of new active transportation facilities both locally and regionally. RATC will be engaged to help enhance active transportation information and resources on the City's website.
- Cycling Go by Bike Week (June and September/October): The June 2024 event of this region-wide annual initiative organized by HUB Cycling will be held from June 3 to June 9, 2024. People cycling log their daily bike trips for a chance to win prizes and to help support cycling in Metro Vancouver. Staff and the RATC will assist in the planning and promotion of this event, which will include celebration stations in the City.
- Bike to School Week (June): An annual celebration where students of all ages are encouraged to bike, roll or walk to school. The week-long event will take place from June 3 to June 7, 2024. Cycling and rolling trips are logged by schools with prizes drawn at the end of the week.
- Cycling Bike to Shop Week (August): HUB Cycling stages this annual event to encourage people to ride to and shop at local businesses. Bike to Shop is both a 'support local' and tourism campaign, designed to bring people directly to local stores as well as travel to new areas. In the past, the event in Richmond has been focused in Steveston and includes participating businesses that offer promotions and discounts to participants.

- 22<sup>nd</sup> Annual “Island City, by Bike” Tour: The bike tour of Richmond is tentatively set for Sunday, June 9, 2024. Both a long and short route will seek to feature recent improvements to the active transportation network. This event helps raise community awareness of the neighbourhood facilities that support sustainable travel options.
- Active Transportation Safety Initiatives: Implement education and outreach regarding cycling and pedestrian safety in the City, including updating information on the City’s social media platforms. Continue to support HUB Cycling activities including learn to ride and bike maintenance courses.

### 2023 Active Transportation Highlights

The City continued to expand and enhance the active transportation network in 2023. RATC was engaged in the planning and implementation of the projects highlighted below:

#### *Infrastructure Improvements*

- Delineators were installed along the existing bike lanes on Garden City Road between Granville Avenue and Sea Island Way. This completes the delineator project to protect the entire length of on-street cycling facilities between Granville Avenue and Railway Avenue to Garden City Road and Sea Island Way.
- Completion of the Westminster Highway Multi-Use Pathway (Smith Crescent to Fraserside Gate). Provision of protected cycling and walking facilities on the west side of Westminster Highway allows for safer travel and separation from vehicle traffic.
- Completion of the pedestrian walkway on the north side of Westminster Highway from Muir Drive to 150 metres east connecting to an existing pedestrian facility. The walkway extension enables more residents in the neighbourhood to walk to amenities and transit service along Westminster Highway.

#### *External Cost Share Grants*

The City was successful in securing a record amount of external grants in 2023 towards active transportation projects. Through working effectively with a number of external organizations, the City has been awarded approximately \$8.0 million in funding for Active Transportation projects from organizations including the Government of Canada, Province of BC and TransLink.

#### *Promotion and Education of Active Transportation*

- Bike to School Education for Students: In 2023, a total of 1,801 students from 18 elementary schools (Attachment 1) received hands-on practice with fundamental cycling skills on school grounds and local neighbourhood streets.
- Go by Bike Week (May/June and October 2023): Both the May/June and October 2023 events were held in person. Richmond had 354 participants. Collectively, Richmond participants logged 2,139 trips for a total distance of nearly 24,635 km.

- HUB Cycling Bike to Shop Week (August 1 to 31, 2023): The event in Richmond was focused in Steveston and included a celebration station at the Steveston Farmers Market on August 20, 2023 that offered promotions and discounts to participants.
- Cycling Education: HUB Cycling hosted learn to ride and bike maintenance courses in partnership with the City. Courses and online webinars totaled 100 attendees with 13 courses taught.
- 21<sup>st</sup> Island City, By Bike Tour Event (June 11, 2023): The event was held at Thompson Community Centre and two rides were organized: a short ride and long ride, highlighting recent cycling infrastructure improvements around the City. Over 120 participants turned out for the event.
- E-Scooter and E-Bike Share Pilot Project Highlights: Lime operates the City's shared e-bike and e-scooter pilot project. Since its launch in May 2022, residents and visitors have embraced this service with over 115,000 trips taken in Richmond. In partnership with HUB Cycling, Lime held recurring, in-person safety events to train riders to safely ride an e-scooter. Lime was a regular participant in supporting cycling and other City events to offer free trials and safe riding education on their devices. Lime had demonstration booths at the 2023 Public Works Open House (May 13, 2023) and at the Island City, by Bike Tour (June 11, 2023). Lime also implemented a new, connected helmet and lock system to enhance safety for riders. Helmets attach to brackets on each Lime vehicle when not in use which has increased the availability of helmets on these devices. A report to Council providing an update on the e-scooter pilot project is scheduled for March 2024.

### **Financial Impact**

None.

### **Conclusion**

The active transportation initiatives planned for 2024 will encourage greater and safer use of pedestrian and cycling modes in Richmond. Increasing walking and cycling trips is an effective means to improve social, economic and health outcomes in the community.

The Richmond Active Transportation Committee continues to participate and support the City's sustainable transportation objectives, which in turn will support progress towards meeting the City's target for the reduction of greenhouse gas emissions as well as the travel mode share targets of the City's Official Community Plan.

January 12, 2024

- 7 -

As the Richmond School District is an essential partner in the delivery of cycling education courses for students, staff will forward the report to the Richmond Council-School Board Liaison Committee for information.



Sonali Hingorani, P. Eng.  
Manager, Transportation Planning and New Mobility  
(604-276-4049)

SH:cas

Att. 1: 2023 Summary of Bike to School Education for Students

### 2023 Summary of Bike to School Education for Students

	School Name	Dates of Instruction	# of Classes	# of Students
1.	Jesse Wowk Elementary	April 3, 11, 12, 17, May 4	3	83
2.	Henry Anderson Elementary	April 14, 17, 19, 20, 24	4	107
3.	Samuel Brighthouse Elementary	April 21, 25, 28, May 1, 2	4	112
4.	Lord Byng Elementary	May 29, 30, June 7, 13	2	50
5.	James Thompson Elementary	May 30, 31, June 1, 2, 5	3	81
6.	RM Grauer Elementary	May 29, June 2, 7, 9, 12	3	76
7.	Garden City Elementary	June 5, 6, 7, 9, 12	3	83
8.	Westwind Elementary	June 6, 7, 8, 12, 16	4	114
9.	Howard DeBeck Elementary	June 12, 13, 14, 15, 16	4	115
10.	Blundell Elementary	September 18, 19, 21, 25, 26	3	82
11.	Dixon Elementary	September 26, 27, 28, 29, October 3	4	103
12.	R.C. Talmey Elementary	September 27, 28, October 3, 5, 10	3	78
13.	Mitchell Elementary	October 4, 5, 6, 10, 11	4	97
14.	Spul'u'kwuks Elementary	October 12, 13, 16, 17, 18	5	135
15.	James Gilmore Elementary	October 13, 16, 17, 18, 19	4	103
16.	Walter Lee Elementary	October 17, 18, 19, 24, 25	4	112
17.	James Whiteside Elementary	October 31, November 1, 3, 6, 7, 8	6	163
18.	Katherine McNeely Elementary	November 1, 2, 7, 8, 9	4	107
		Total	67	1,801





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 12, 2024

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 10-6500-01/2023-Vol  
01

**Re:** **Hamilton Area Traffic Calming**

### Staff Recommendation

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;
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.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Public Works	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Bylaws	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>	<b>APPROVED BY CAO</b>

## Staff Report

### Origin

At the May 17, 2023 Public Works & Transportation committee, staff received direction to:

- *Conduct a speed study in the area near Cranberry Children's Centre on Westminster Highway; and*
- *Investigate reducing the speed limit in the Hamilton area and report back.*

This report addresses this referral.

This report supports Council's Strategic Plan 2022-2026 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

*Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

### Analysis

#### Local Traffic Context

Hamilton's road network consists of Westminster Highway, an arterial road that is part of the region's Major Road Network, and a number of local roads. The majority of roads have a 50 km/h speed limit as is typical throughout Richmond. Roads surrounding local parks and schools have posted speed limits of 30 km/h during daytime hours. The City has implemented a number of traffic calming measures in response to public requests, as illustrated in Figure 1.



Figure 1 - Hamilton Area Traffic Context

Speed Study and Crash History

Speed studies were conducted at three locations along Westminster Highway and seven locations on local roads. Data was collected for a minimum one week duration at each location. The location and results of these studies are presented in Appendix A. The studies indicated:

- Speeding issues at one localized section of Westminster Highway, fronting the Cranberry Children’s Centre;
- No speeding issues at other locations along Westminster Highway; and
- No speeding issues on local roads.

Results of the speed study have been shared with the RCMP and increased enforcement will take place on Westminster Highway.

Staff reviewed ICBC crash data for the past five years. A total of 117 incidents were recorded in the Hamilton area. 82% of these incidents took place along Westminster Highway, which experiences higher traffic volumes as an arterial road and involves higher speeds as documented through the speed study. 98% of incidents on Westminster Highway took place at an intersection. No incidents were recorded at the section fronting Cranberry Children’s Centre.

On local roads, 21 incidents were documented over the past 5 years, representing an average of 4 incidents per year. The majority of these involved near misses or minor single-vehicle incidents and were unrelated to speeding.

Public Engagement

Public engagement was conducted to seek feedback from the Hamilton neighbourhood on speed limit reductions on Westminster Highway (arterial road) and local roads. The engagement also sought feedback on potential traffic calming on Westminster Highway near the Cranberry Children’s Centre to address the observed speeding issues.

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. 1665 surveys were mailed out and 437 responses were received. Results of the engagement are summarized in Table 1.

**Table 1: Resident Survey Feedback**

Topic	Resident Survey Feedback
Speed Limit Reductions	<ul style="list-style-type: none"> <li>• 62% of respondents supported speed limit reductions on local roads from 50 km/h to 30 km/h.</li> <li>• 21% of respondents supported speed limit reductions on Westminster Highway from 50 km/h to 30 km/h.</li> <li>• Some respondents opposed to speed limit reductions felt speeding was not a concern, were concerned about inconvenience or felt increased enforcement would be more effective at reducing speeds.</li> </ul>
Physical Traffic Calming on Westminster Highway	<ul style="list-style-type: none"> <li>• 55% of respondents supported physical traffic calming measures on Westminster Highway fronting Cranberry Children’s Centre.</li> <li>• Some respondents opposed to traffic calming were specifically opposed to the use of speed humps and median curbs.</li> </ul>
Additional Traffic-related Feedback	<ul style="list-style-type: none"> <li>• A number of respondents requested increased enforcement around posted speed limits.</li> <li>• 11% respondents expressed a desire to prohibit trucks on Westminster Highway. As Westminster Highway is located on the region’s Major Road Network, implementation of such restriction would require further public engagement and coordination with TransLink.</li> </ul>

Traffic Calming Options

*Westminster Highway fronting Cranberry Children’s Centre*

A speeding issue identified for a localized section of Westminster Highway near the Cranberry Children’s Centre. 85<sup>th</sup> percentile speeds of 65 km/h and 87 km/h were recorded in the eastbound and westbound directions respectively, with speeds of up to 150 km/h recorded. Options for traffic calming at this location are assessed below.

Option 1: Status Quo

No physical traffic calming is proposed. In the short term, increased enforcement will take place and staff will continue to monitor speeds on Westminster Highway. In the long term, opportunities to implement traffic circles at intersections will be assessed through re-development.

Option 2: Curb-Mounted Shoulder Delineators

The addition of shoulder delineators visually narrows the road and alerts drivers to slow down. With a bike lane along the shoulder of Westminster Highway, this installation provides protection for cyclists in addition to traffic calming. Staff recommend installing this treatment over a 250 m section where speeding was observed, beginning at the speed reader sign fronting the Hamilton Transit Exchange and extending through the full frontage of the Cranberry Children’s Centre. Curb-mounted delineators provide robust protection and cost approximately \$175,000 to install.



Figure 2: Curb-mounted Delineators at Garden City and Westminster

Option 3: Flexible Shoulder Delineators (Recommended)

Flexible delineators can be installed in a similar manner to that described in Option 2. While flexible delineators do not provide the same level of protection as curb-mounted delineators and have higher maintenance demands as they are more easily damaged, they have a lower installation cost of approximately \$20,000.



Figure 3: Shoulder Delineators at Railway and Granville

Through this option, staff will continue to monitor speeds and assess the effectiveness of the installation over a 6 month period. If proven effective, staff will bring forward recommendations to install curb-mounted shoulder delineators as part of future capital budgets for Council’s consideration.

Staff Recommendation

Staff recommend Option 3. Speeding issues were identified at this location and staff recommend implementing physical traffic calming to reduce speeds and improve safety. While public engagement showed that 45% of respondents did not support physical traffic calming at this location, feedback showed resistance to the use of speed humps or median treatments. The recommended option addresses resident concerns and can be installed at a relatively low cost,

providing an opportunity for staff to monitor its effectiveness before higher cost options are brought forward for consideration.

### *Local Roads*

#### Option 1: Status Quo

No changes are proposed as no speeding issues were identified.

#### Option 2: Speed Limit Reduction from 50 km/h to 30 km/h (Recommended)

Speed limits are reduced from 50 km/h to 30 km/h for all local roads within Hamilton. While there is no identified speeding issue, the City has received concerns regarding perceived speeding within the neighbourhood. This may indicate that the posted speed limit is faster than what feels safe and comfortable for users, and there is potential for reducing the posted speed limit.

Both Vision Zero, TransLink's Transport 2050 plan and the BC Community Road Safety Toolkit support speed limit reductions on local roads. Research on vehicle speeds and road safety show strong correlations between lower speeds and improved safety. Lower speeds reduce crash occurrences and crash severity. Research also indicates that speed limit reductions are effective in reducing actual speeds for local roads.

#### Staff Recommendation

Staff recommend Option 2. While speed studies did not identify speeding issues, residents have expressed concerns about speeding, and public engagement results show that a majority of respondents support the initiative. This approach is in alignment with recommendations of Vision Zero and Transport 2050 and is supported by the local neighbourhood. Staff recommend implementing this in the Hamilton neighbourhood, with future potential to implement speed limit reductions on more local roads within Richmond.

### **Financial Impact**

There are no financial impacts for the proposed speed limit reductions on local roads. The cost to implement Option 3 to install flexible shoulder delineators on Westminster Highway fronting Cranberry Children's Centre is \$20,000. This can be funded through the Council-approved 2023 Traffic Calming Program.

The ongoing budget impacts of delineator installation, including additional equipment for sweeping and cleaning and replacement of damaged delineators, will be assessed and recommendations will be brought forward through future budget recommendations for Council's consideration.

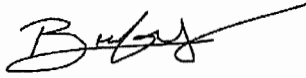
### **Conclusion**

In response to resident and Committee's concerns regarding potential speeding within the Hamilton neighbourhood, staff assessed speeding and engaged with the local residents on

January 12, 2024

- 7 -

potential traffic calming measures. Staff recommend that speed limits on local roads within Hamilton be reduced to 30 km/h and shoulder delineators be installed for a section of Westminster Highway fronting the Cranberry Children's Centre.

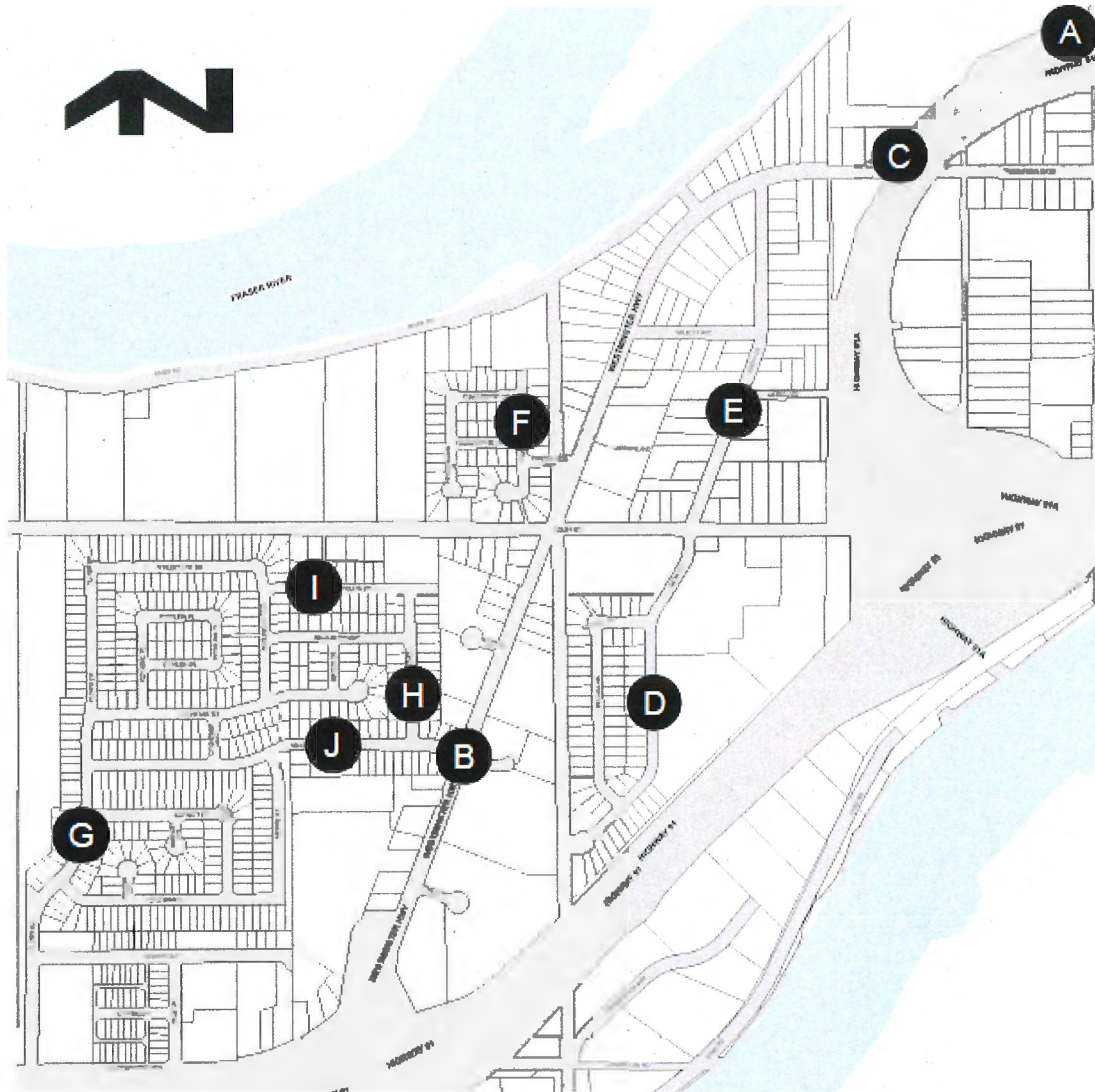


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Manager, Transportation Development and Design  
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BN:cas

Att. 1 Appendix A: Location and Results of Speed Studies

Appendix A: Location and Results of Speed Studies





Location		Speed Limit (km/h)	Eastbound / Southbound		Westbound / Northbound	
ID	Description		Average (km/h)	85th Percentile (km/h)	Average (km/h)	85th Percentile (km/h)
A	Westminster Highway @ Hamilton Transit Centre	50	45	59		
B	Westminster Hwy @ McLean Ave	50			38	56
C	Westminster Hwy @ Cranberry Children's Centre	50	55	65	65	87
D	Smith Dr	50	39	49	35	43
E	Smith Cres	50	46	55	46	56
F	Fraserside Dr	50	33	41	26	35
G	Oliver Dr	50	37	45	42	50
H	Turner St	50			37	45
I	Rathburn Dr	50	36	45		
J	McLean Ave	30	33	37	23	29



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** January 24, 2024

**From:** Peter Russell      **File:** 10-6125-07-04/2024-  
Director, Sustainability and District Energy      Vol 01

Suzanne Bycraft  
Director, Public Works Operations

**Re:** **Swift Eco-Waste Management Inc. Solid Waste Licence Application - Composting Facility**

### Staff Recommendation

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.

Peter Russell  
Director, Sustainability and District Energy  
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Suzanne Bycraft  
Director, Public Works Operations  
(604-233-3338)

<b>REPORT CONCURRENCE</b>	
<b>CONCURRENCE OF GENERAL MANAGER</b>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>
<b>APPROVED BY CAO</b>	

## Staff Report

### Origin

The purpose of this report is to provide an update on a Swift Eco-Waste Management Inc. Solid Waste Licence application for a composting facility on Mitchell Island located at 163 – 11280 Twigg Place, Richmond, BC.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.*

This report supports Council’s Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

*3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.*

### Analysis

#### Facility Application Summary

Swift is proposing to construct and operate a waste-to-energy recycling and composting facility (Facility) located at 163 – 11280 Twigg Place, Richmond, BC. The application indicates that the Facility would be designed to convert organic waste into pellet fuel and compost fertilizers. The feedstock material will consist of food/yard waste and untreated wood waste in the form of chips. The composition may vary but will typically be approximately 90% yard/food waste and 10% untreated wood waste. Swift indicates in the application that the compost fertilizer produced will conform to the requirements of a “class A” compost as defined in the *BC Organic Matter Recycling Regulation (OMRR)*.

#### Composting Facility Licencing Process

Metro Vancouver has received an application for a Composting Facility Licence under the *Greater Vancouver Sewerage and Drainage District Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181* from Swift Eco-Waste Management Inc. (Swift). Article 3 of the Bylaw requires the Metro Vancouver Solid Waste Manager to forward all applications to the municipality in which the Facility is proposed to be located. Metro Vancouver is relying on the City to consult through this process with all relevant departments as necessary to complete its review. Metro Vancouver requires the City to complete a Municipal Referral Form, indicating approval or non-approval of the application. Metro Vancouver also requires the City to provide a report containing comments or recommendations regarding the application.

#### Odour Management

Managing odours has become an important priority for the region, as odours can negatively affect a community if a composting facility is not designed and operated correctly. The *BC Environmental Management Act* authorizes Metro Vancouver to establish prohibitions, regulations, fees, conditions, requirements and exemptions for operations, activities, industries, trades, businesses generating air contaminants through operations or works. Metro Vancouver currently has an *Odour Management Framework* and an *Odour Management Policy Development Plan* that includes plans

such as *Integrated Air Quality and Greenhouse Gas Management Plan (Clean Air Plan)*, *Air Quality Dispersion Modeling Guideline BC* and *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*. As part of their review process, Metro Vancouver's staff is currently conducting a technical review of the Air Quality Permit application submitted by Swift Eco-Waste Management Inc., to assess whether best available control technology is being proposed and whether the requested emissions are advisable for the protection of the environment.

#### City Staff Review

Staff undertook a detailed technical analysis of Swift's application and have highlighted potential technical issues, as below, that if not properly addressed could impact the community:

- **Inconsistent Facility Description:** Swift's application variably describes the Facility as a waste-to-energy recycling and/or a composting site, leading to confusion about operational processes. The specific technologies and environmental management practices for each type of operation require clear delineation to assess impact;
- **Technical Document Ambiguities:** The technical document attached to the application provides conflicting information, creating challenges in assessing the Facility's operations. Detailed process flow diagrams and technology descriptions will be required for clarity;
- **Inaccurate Waste Calculations:** The waste processing calculations do not adhere to technical standards, affecting composting efficiency. Precise waste characterization data and process capacity metrics are needed for accurate planning and environmental management of the Facility to avoid potential impacts in Richmond;
- **Inadequate Deodorizer Technology:** The effectiveness of the deodorizers in the proposed system is unclear, especially given that their technology description is not technically adequate for efficiently breaking down and neutralizing the complex mix of odorous gases generated during the composting process;
- **Leachate Treatment Specification Gap:** The absence of detailed plans for leachate treatment poses environmental risks. Specifications for leachate treatment systems, including capacity and treatment efficiency, should be provided;
- **Incomplete Odour Management Approach:** The methods for odour control are not aligned with standard practices or are inconsistent. Detailed descriptions of the odour control technologies, including their operational parameters and efficiency rates, are needed. The Air Quality Permit should address these issues;
- **Non-compliance with OMRR:** Missing details required to verify OMRR compliance which poses questions regarding the Facility's ability to adhere to standards. To classify the compost as "class A," OMRR requires a comprehensive list of compliance checkpoints and corresponding measures in the Facility;
- **Patented Technology Validation Issues:** The patented technology (CA 3130325) cited in the application lacks independent validation, raising doubts about its effectiveness. It is unclear in the application whether the applicant intends to apply for a permit to conduct a pilot project to test the technology feasibility or if the application is intended to be a permanent facility.
- **Discrepancy in Patent Application and Facility Use:** The patent discusses disposal of organic or sewage sludge waste, which is not stated in the Facility application. Clarification

on the specific types of waste to be processed, along with corresponding treatment technologies, is required;

- **Unclear Pellet Production Process:** Lack of detail on the pellet production process raises safety concerns. Information on the pelletizing technology, including the mechanisms for contaminant removal (i.e. plastics, small batteries and other common materials present in the composting facilities in the region) and quality control measures, should be detailed; and,
- **Non-Pellet Storage Details:** The lack of pellet storage information is a significant oversight. Specifications for storage facilities, including containment measures and environmental safeguards, are critical.

These technology and operational planning concerns would need to be addressed before staff could give further consideration to other municipal requirements.

#### Preliminary Solid Waste and Air Quality Comments

After evaluating the application, it is recommended that the following comments be forwarded to Metro Vancouver. Staff also recommend that the City not approve the application as submitted and request that Metro Vancouver require Swift to:

- a. Provide a definitive statement clarifying whether the Facility operates primarily as a waste-to-energy or composting site.
- b. Address and resolve discrepancies in their technical documentation to ensure a clear and unified understanding of the Facility's purpose.
- c. Present an independent validation of their deodorant system technology to confirm its effectiveness and environmental compatibility.
- d. Develop and present a detailed odour management plan, including efficacy data and an analysis of environmental impact. This review is ongoing at Metro Vancouver.
- e. Provide accurate waste processing data that adheres to established technical standards.
- f. Submit a detailed plan for leachate management, with a focus on environmental protection.
- g. Demonstrate compliance with OMRR through the provision of detailed operational plans.
- h. Provide detailed information regarding the types of waste processed and the methodologies employed for each.
- i. Offer an in-depth outline of their pellet production process, emphasizing environmental, health and safety considerations.
- j. Detail their pellet storage methods to mitigate potential environmental risks.
- k. Submit a comprehensive reporting plan and complaint management strategy, ensuring effective response to community concerns and environmental issues.
- l. Submit the Air Quality Permit application to a public consultation process as part of the application review.

Metro Vancouver has informed staff that the applicant has submitted an Air Quality Permit Application, which is currently under review by Metro Vancouver. As part of the review process, Metro Vancouver will conduct public notification, which includes referrals to the City, the health

authority and other relevant agencies. Considering the Facility's potential odour generation and its impact, staff will prepare and present an updated report to Council with detailed information regarding the proposed Air Quality Permit conditions.

**Financial Impact**

None.

**Conclusion**

The application from Swift is lacking critical information relating to the technology and operational details, as such, staff recommend that the application not be approved at this time. While organics facilities are a need in the region and well-managed facilities contribute towards important waste reduction objectives, the management of odours is a critical concern to residents. Due diligence is required to ensure these types of concerns do not materialize in considering applications of this nature.

The City will remain engaged in the application process to ensure the City's odour and air quality concerns are addressed.



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