



**Public Works and Transportation Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, September 17, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-3 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on July 23, 2025.*



NEXT COMMITTEE MEETING DATE

October 22, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

- 1. RIVER ROAD TRAFFIC ASSESSMENT UPDATE – HAMILTON
NEIGHBOURHOOD ENGAGEMENT**
(File Ref. No. 10-6455-05-01) (REDMS No. 8141557)

PWT-10

See Page PWT-10 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That the roadside enhancements to protect some of the utility poles as described in the staff report titled “River Road Traffic Assessment Update – Hamilton Neighbourhood Engagement Results”, dated August 19, 2025, from the Director, Transportation, be endorsed.

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2. **SPRINGFIELD DRIVE - TRAFFIC CALMING**

(File Ref. No. 10-6450-09-01) (REDMS No. 8075853)

PWT-15

See Page **PWT-15** for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That Option 2 to implement two asphalt speed cushions on Springfield Drive, as described in the staff report titled “Springfield Drive - Traffic Calming”, dated August 25, 2025, from the Director, Transportation, be approved.

☐

3. **REUSABLE CONTAINERS REVIEW**

(File Ref. No. 10-6370-01) (REDMS No. 8051784)

PWT-20

See Page **PWT-20** for full report

Designated Speaker: Kristina Grozdanich

STAFF RECOMMENDATION

That Option 3, as outlined in the staff report titled “Reusable Containers Review”, dated August 18, 2025, from the Director, Public Works Operations, be approved.

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4. **MANAGER’S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, July 23, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au
Councillor Kash Heed (by teleconference)
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 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on June 18, 2025, be adopted as circulated.

CARRIED

AGENDA ADDITIONS AND DELETIONS

It was moved and seconded

That Bus Loop in Steveston be added to the agenda as item No. 8A.

CARRIED

Public Works & Transportation Committee
Wednesday, July 23, 2025

ENGINEERING AND PUBLIC WORKS DIVISION

1. ICBC-CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM UPDATE

(File Ref. No. 10-6460-01) (REDMS No. 8052558)

Discussion ensued regarding the installation of traffic video cameras.

It was moved and seconded

- (1) That the proposed road safety improvement projects, as described in Attachment 1 of the staff report titled "ICBC-City of Richmond Road Improvement Program Update," dated June 24, 2025, from the Director, Transportation, be endorsed for submission to the ICBC 2025 Road Improvement Program for consideration of cost-share funding; and*
- (2) That should the above applications be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the cost-share agreements on behalf of the City, and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.*

CARRIED

2. WESTMINSTER HIGHWAY TRAFFIC CALMING - 2025 UPDATE

(File Ref. No. 10-6500-01) (REDMS No. 8089486)

In response to queries from Committee, staff advised that (i) based on traffic volumes, collision counts, and a traffic signal warrant study for Westminster Highway and River Road, a traffic signal is not warranted at this time, (ii) plans for traffic calming measures at Smith Crescent and Westminster Highway are forthcoming, dependent on development, (iii) the design for an advanced warning flasher at the curve of River Road north of Westminster Highway is underway and will be installed once it is approved by the Inspector of Dikes, and (iv) speed study results show that while the traffic calming measures installed have been effective in reducing vehicle speeds, the current 85th percentile speed still exceeds the posted speed limit.

Discussion ensued regarding (i) availability of collision data from ICBC, (ii) future plans for the area, specifically regarding the connection to River Road and proposed traffic calming measures at Smith Crescent and Westminster Highway, (iii) collision data on River Road compared to the top 20 collision prone intersections, (iv) current and future traffic calming and safety measures, which includes design and involvement from the Inspector of Dikes, and (v) the installation of a 4-way stop at Smith Crescent and Gilley Road and the inability to install a traffic circle due to limited space.

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It was moved and seconded

- (1) *That staff implement traffic calming measures as outlined in Option 2 of the staff report titled “Westminster Highway Traffic Calming – 2025 Update”, dated July 7, 2025, from the Director, Transportation; and*
- (2) *That staff review options for further traffic calming at the intersection of Westminster Highway and River Road.*

The question on the motion was not called as discussion ensued regarding (i) the installation of a 4-way stop at Smith Crescent and Gilley Road, (ii) interim traffic safety/calming measures and the pending installation of an advanced warning flasher at the curve of River Road north of Westminster Highway, and (iii) the installation of an overhead red flashing light at the intersection of River Road and Westminster Highway.

Staff advised that (i) details regarding the installation of an overhead red flashing light at the intersection of River Road and Westminster Highway can be presented at the next Public Works and Transportation Committee meeting and (ii) the process for installing the advanced warning flasher at the curve of River Road north of Westminster Highway is proceeding immediately.

Staff advised that stop signs will be installed at Smith Crescent and Gilley Road tomorrow.

The question on the motion was then called and it was **CARRIED**.

The General Manager, Engineering and Public Works advised that a staff memorandum outlining the forthcoming traffic calming measures will be provided.

3. SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080 DYKE ROAD TO GILBERT ROAD

(File Ref. No. 10-6000-01) (REDMS No. 8057547)

Staff noted that the project involves raising the dike between Dyke Road and Gilbert Road, which would raise the dike by approximately 1.5 metres in elevation on average.

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Discussion ensued regarding (i) the earlier installation of speed cushions as a traffic calming measure in the area and feedback from cyclists, (ii) the project involving the south perimeter dike, (iii) the road and dike alignment and the future Steveston Island Dike, with staff noting that the Steveston Island Dike project is a 10+ year project, (iv) the need to remove trees and vegetation on both sides of Dyke Road, including the drainage canal, with tree retention to be further refined during the detailed design process, (v) the removal of the ditch and its replacement with a drainage pipe, (vi) feedback received through engagement, with staff noting the road edge will remain in the same location, vehicle traffic will not be closer to residences, and the ditch bank may be narrower or reconfigured.

In response to queries from Committee, staff advised that there is an immediate need to protect and raise the area as the section of the South Dike between 6080 Dyke Road and Gilbert Road has been identified as a priority location for dike raising and upgrade works.

It was moved and seconded

That the preliminary design presented in the staff report titled “South Dike Upgrades Preliminary Design – 6080 Dyke Road to Gilbert Road”, dated June 18, 2025, from the Director, Engineering be approved for detailed design, to be brought forward for construction funding.

CARRIED

4. DOG WASTE COLLECTION PILOT SUMMARY AND PROPOSED EXPANSION

(File Ref. No. 10-6370-01) (REDMS No. 8048799)

In response to queries from Committee, staff advised that there was no contamination noted during the dog waste collection pilot program.

Discussion ensued regarding (i) the use of plastic bags versus biodegradable dog waste bags, (ii) dog waste diversion, and (iii) the increasing number of contractors to manage the dog waste collection and selecting a contractor through a competitive bid process in alignment with the City’s Procurement Policy.

It was moved and seconded

That an ongoing additional level estimated at \$71,000 be considered in the 2026 Utility budget process to expand the Dog Waste Collection Program as described in Option 2 in the staff report titled “Dog Waste Collection Pilot Summary and Proposed Expansion” dated June 24, 2025 from the Director, Public Works Operations.

CARRIED

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5. AWARD OF CONTRACT 8438P – PROVISION OF HYDROVAC SERVICES

(File Ref. No. 10-6000-01) (REDMS No. 8064777)

It was moved and seconded

- (1) *That Contract 8438P – Provision of Hydrovac Services be awarded to McRae's Environmental Service Ltd., for a three-year term for an estimated contract value of \$9,286,266 exclusive of taxes, as described in the report titled “Award of Contract 8438P – Provision of Hydrovac Services”, dated June 23, 2025 from the Director, Public Works Operations;*
- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and related documentation with McRae's Environmental Service Ltd.; and*
- (3) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of contract of \$15,711,201, excluding taxes.*

CARRIED

6. FRASER RIVER FRESHET AND FLOOD PROTECTION UPDATE 2025

(File Ref. No. 10-6060-01) (REDMS No. 7978398)

It was moved and seconded

That the staff report titled “Fraser River Freshet and Flood Protection Update 2025”, dated June 27, 2025, from the Director, Engineering be received for information.

CARRIED

7. 2025 AGEING UTILITY AND ROAD INFRASTRUCTURE PLANNING – UPDATE

(File Ref. No. 10-6060-01) (REDMS No. 8047179)

It was moved and seconded

That the staff report titled, “2025 Ageing Utility and Road Infrastructure Planning – Update”, dated June 26, 2025, from the Director, Engineering be received for information.

CARRIED

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8. AWARD OF CONTRACT 8428 NOITC - SUPPLY AND DELIVERY OF WATER METERS AND WATER METER HEADS

(File Ref. No. 10-6650-02) (REDMS No. 8068324)

It was moved and seconded

- (1) *That Contract 8428 NOITC – Supply and Delivery of Water Meters and Water Meter Heads be awarded to FlowSystems Distribution Inc. (“Flow Systems”), for a one-year term for an estimated value of \$400,000, exclusive of taxes, as described in the report titled “Award of Contract 8428 NOITC – Supply and Delivery of Water Meters and Water Meter Heads” dated June 19, 2025 from the Director, Public Works Operations;*
- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with FlowSystems Distribution Inc.; and*
- (3) *That the Chief Administrative officer and General Manager, Engineering and Public Works be authorized to extend the initial one-year term, up to a maximum total term of five years, for the maximum total amount of \$2,000,000, excluding taxes.*

CARRIED

8A. BUS LOOP IN STEVESTON

(File Ref. No.) (REDMS No.)

Discussion ensued regarding (i) the Steveston off-street bus exchange and the lack of suitable property, (ii) the unintended consequences of Bill 47, which limits the City's ability to prevent high-rise residential development if an off-street bus exchange is built in Steveston, and (iii) logistics of running a bus company and the need for a transit facility with bus functions (drop-off/pick-up and layover).

Further discussion ensued regarding Committee's ability to request a further review, though staff noted extensive work has already been completed.

Additional information on possible options was requested by Committee.

9. MANAGER'S REPORT

(i) May Drive and Alexandra Road

Discussion ensued regarding (i) the splitter island and prohibited right hand turn at May Drive and Alexandra Road, (ii) the prohibited right-hand turn, including the splitter island, with concerns raised about its effectiveness due to non-compliance, and (iii) staff's ongoing exploration of options in consultation with residents.

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Staff advised that they will review and assess options to improve the May Drive/Alexandra Road intersection and updates will be provided to Council as necessary.

(ii) Bike Bells

Discussion ensued regarding (i) requirements for bells or horns on electric kick scooters under the Motor Vehicle Act and (ii) other municipal bylaws that mandate bike bells.

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

It was moved and seconded

That staff look at the options for bells or other noise-making devices on bicycles, e-bikes, scooters, and other micro-mobility devices.

The question on the referral motion was not called as discussion ensued regarding bicycle etiquette.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:09 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, July 23, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: August 18, 2025
File: 10-6455-05-01/2025-
Vol 01
Re: River Road Traffic Assessment Update – Hamilton Neighbourhood
Engagement Results

Staff Recommendation

That the roadside enhancements to protect some of the utility poles as described in the staff report titled "River Road Traffic Assessment Update – Hamilton Neighbourhood Engagement Results" dated August 18, 2025, from the Director, Transportation be approved.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	 Suzanne Bycraft, Acting GM
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the April 23, 2025, Public Works and Transportation Committee, the following referral motion was moved and seconded:

That the staff report titled “River Road – Traffic Assessment” be referred back to staff for further public consultation in the Hamilton area and report back.

This report addresses this referral.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 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.

Analysis

Background

At the April 23, 2025, Public Works and Transportation Committee meeting, the committee considered the staff report titled “River Road - Traffic Assessment.” The report provided the results of a survey of River Road residents regarding potential traffic calming measures on River Road to address speeding. Resident feedback from the survey indicated 62% of respondents did not support any traffic calming measures on River Road. The preference of River Road residents was for increased speeding enforcement in lieu of any physical traffic calming measures. Committee provided direction to staff to conduct further consultation with residents in the Hamilton area regarding traffic calming on River Road and report back.

Results of Consultation with Hamilton Area Residents

A meeting with Hamilton area residents was held on May 28, 2025, at the Hamilton Community Centre. The results of the staff’s technical assessment along with potential traffic calming measures on River Road were presented for feedback (Table 1).

Table 1: Results of Community Meeting

Attendees	Purpose	Feedback/Outcome
30 attendees (8 – Hamilton Area residents) (22 – River Road Area residents)	<ul style="list-style-type: none"> Present staff's technical assessment. Discuss concerns and options for traffic calming measures. 	<ul style="list-style-type: none"> River Road residents reiterated their lack of support for changing River Road. Did not support traffic calming and indicted support for increased enforcement. Local farmers expressed concerns regarding the potential impacts of traffic calming on River Road rerouting trucks to other roads, including No. 7 Road. Hamilton residents expressed concerns about power outages.

At the Hamilton community meeting, a petition from an additional 29 residents along River Road was submitted indicting opposition to any traffic calming measures or speed limit reduction on River Road.

Hamilton Resident Survey Results

A survey to gather feedback from the Hamilton community on the proposed traffic calming measures on River Road was undertaken from May 8, 2025, to May 30, 2025. A total of 1,667 surveys were distributed to Hamilton residents. 231 responses were received, resulting in a response rate of approximately 14%.

Of the 231 Hamilton respondents:

- 88 (38%) did not support any traffic calming measure on River Road.
- 111 (48%) supported the installation of speed cushions.
- 32 (14%) supported other solutions.

Based on these results, there is lack of majority support by respondents in Hamilton for any traffic calming on River Road. Further, when combined with the previous engagement results with the River Road residents, there is overall lack of majority support for any traffic calming on River Road (45% of all respondents and 6% of all surveyed support traffic calming).

The survey results indicated that 17% of the Hamilton respondents use River Road on a daily basis and 35% on a weekly basis.

BC Hydro Considerations

Hamilton area residents raised concerns regarding power disruptions in Hamilton caused by vehicle collisions with hydro poles along River Road. BC Hydro has confirmed that, in the past two years, there have been approximately eight outages in the Hamilton area with three related to motor vehicle collisions with hydro poles on River Road.

Staff reviewed BC Hydro's data and the most recent five-year ICBC crash data (2019 to 2023) for collisions involving BC Hydro poles on River Road.

There was a total of 4 incidents that were identified over this period in the ICBC data. Speeding was not identified as the cause for these collisions. In all cases, the vehicles collided with the poles while negotiating a turning movement.

To improve the resilience of the hydro poles in these four locations and address the concerns expressed by the Hamilton neighbourhood, staff recommend additional treatment, as shown in Figures 1 and 2.

This will add protection and increase visibility of the hydro poles that are more prone to vehicle incidents according to the BC Hydro and ICBC data. There are 4 such locations where staff recommend implementing this treatment and monitoring the results of future power outages caused by vehicle impacts.



Figure 1: Example of Proposed Roadside Treatment on River Road and Burdette Street



Figure 2: Example of Hydro Pole Protection at River Road and No. 6 Road

Engagement with BC Hydro

Staff have confirmed with BC Hydro that there are no current plans to relocate the poles along River Road or address the outages with additional redundancy and circuit tie ins in the electrical circuit system. BC Hydro has acknowledged the issue of power outages, attributing them in part to poor weather and fallen trees. Staff met with BC Hydro who indicated support for the short-term measures and potential funding. Staff will continue discussions with BC Hydro regarding long-term solutions to power disruptions in the Hamilton area, as well as coordination and potential funding for roadside enhancements to the poles, as proposed by staff.

Financial Impact

The estimated costs to implement the roadside enhancements at the hydro pole locations is \$12,000. This amount can be accommodated in the approved 2025 Arterial Road Improvement Program.

Conclusion

The City conducted public consultation with both the River Road and Hamilton residents to assess support for potential traffic calming measures, including speed cushions. Survey feedback from Hamilton residents showed 48% support of respondents for speed cushions on River Road. River Road residents previously expressed significantly lower support for traffic calming on River Road with 62% of respondents opposed.

Given the lack of majority support for traffic calming on River Road, staff do not recommend proceeding with the installation of speed cushions. As the preference of River Road residents is for enforcement rather than traffic calming, staff continue to coordinate targeted enforcement with Richmond RCMP when feasible in consideration of other enforcement needs.

To address the concerns expressed by Hamilton area residents regarding power outages in their neighbourhood attributed to vehicle conflicts with the poles on River Road, staff recommend improving the visibility and protection of the BC Hydro poles along the road edge with the use of concrete barriers and/or hazard markers. Staff will continue discussions with BC Hydro regarding potential mitigations to reduce power outages in the Hamilton area.



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

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City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Re: **Springfield Drive - Traffic Calming**

Date: August 25, 2025
File: Vol 01
10-6450-09-01/2025-

Staff Recommendation

That Option 2 to implement two asphalt speed cushions on Springfield Drive, as described in the staff report titled "Springfield Drive - Traffic Calming" dated August 25, 2025, from the Director, Transportation, be approved.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	<input checked="" type="checkbox"/>	 Suzanne Bycraft, Acting GM
Fire Rescue	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report provides an update to the staff report titled "Springfield Drive - Traffic Calming" dated June 17, 2024, which recommended the implementation of two temporary rubber speed cushions on Springfield Drive in response to resident concerns regarding vehicle speeds. The installation of two temporary rubber speed cushions occurred in September 2024. Residents along Springfield Drive have provided positive feedback regarding reduced vehicle speeds as a result of the traffic calming measures. However, some residents adjacent to these devices, have expressed concerns of noise and vibrations. This report seeks Council direction regarding the next steps of this traffic calming project.

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

Background

Springfield Drive is a local street within the neighbourhood north of Steveston Highway and west of No. 1 Road. In January 2024, staff received a request from residents for traffic calming measures along Springfield Drive between No. 1 Road and Fourth Avenue to address vehicle speeding. Further to the request, staff conducted a traffic study and surveyed residents regarding traffic calming on this street and Council subsequently approved the installation of two temporary prefabricated rubber speed cushions with upgrade to asphalt versions to occur following the trial period provided the speed improvements are achieved and there are no concerns from residents. The speed cushions (Figure 1) were installed in September 2024.



Figure 1: Springfield Drive Existing Rubber Speed Cushions

Results of the Traffic Calming Trial

During the trial period, a speed study to assess the effectiveness of these devices was conducted and feedback from residents was received.

Speed Study

Table 1 below summarizes the vehicle operating speeds on Springfield Drive prior to any traffic calming measure and the results after the installation of the two temporary speed cushions.

Table 1: 85th Percentile Traffic Speeds on Springfield Drive

	Westbound	Eastbound
Before Traffic Calming Installation	52 km/h	89 km/h
After Rubberized Speed Cushion Installation	36 km/h	37 km/h

The results indicate the speed cushions have been successful at reducing vehicle operating speeds on Springfield Drive. 85 per cent of traffic on this street is travelling at speeds lower than 37 km/h.

Resident Feedback

Resident feedback has been received both in-person at a resident engagement session held in May 2025, and via written submissions. Three residents attended the engagement at West Richmond Community Centre on May 15, 2025. Two residents expressed noise and vibration emitted by the rubber speed cushions.

In addition, a total of 10 written submissions have been received from residents with 6 residents in support of keeping the speed cushions and 4 residents not in support of the rubber speed cushions.

Next Steps

The results of the speed study confirmed that the traffic calming measures have been effective at discouraging speeding vehicles. However, noise and vibration concerns have been expressed by a total of 6 residents on Springfield Drive immediately adjacent to the rubber speed cushions. Based on these combined factors, staff have identified the following possible options for next steps.

Option 1: Remove Traffic Calming (Not Recommended)

Staff do not recommend this option as the pre-installation speed study recorded 85 percentile speeds of 52 km/h in the westbound direction and 89km/h in the eastbound direction on Springfield Drive. The temporary traffic calming measures have been effective at reducing vehicle speeding on Springfield Drive to enhance safety.

Option 2: Installation of Asphalt Speed Cushions (Recommended)

Staff recommend replacing the rubber speed cushions with installation of asphalt speed cushions. The asphalt versions will be constructed with a lower profile than the temporary measures to address the noise and vibration concerns. The temporary rubber speed cushions have a height of 9 cm and the proposed profile for the asphalt speed cushions will be similar to the ones installed along Kittiwake Drive with a height of 7 cm. The asphalt speed cushions also have a longer transition on the approach and are constructed flush with the pavement unlike the prefabricated speed cushions that are bolted to the roadway and have abrupt connection point as a result. The use of these lower height and smoother design asphalt speed cushions have been successful at addressing vibration and noise emissions yet still help to discourage speeding.

Should Option 2 be approved, staff will monitor the vehicle speeds and resident feedback. Any concerns raised regarding noise and vibration will be reviewed and alterations will be made, where possible, to address concerns.

Financial Impact

Construction of the asphalt speed cushions are planned for fall 2025, weather permitting. The cost to implement the asphalt speed cushions is \$25,000, which can be funded through the Council-approved 2025 Neighbourhood Traffic Calming Program.

Conclusion

Implementation of traffic calming measures on local streets in the City is an inclusive and community-driven program. Following the trial period involving the installation of two rubber speed cushions on Springfield Drive, staff evaluated the effectiveness of these traffic calming devices in reducing vehicle speeds. The result of a post installation speed study indicates a decrease in the 85th percentile operating speed of 16 km/h westbound and 52 km/h eastbound.

To address the noise and vibration concerns expressed by residents immediately adjacent to the temporary devices during the trial. Staff recommend installing reduced height asphalt speed cushions on Springfield Drive. The asphalt versions have been effective in other locations to reduce noise concerns and to maintain lower speed levels in the neighbourhood. Staff will monitor the improvements to traffic safety and endeavour to address any concerns from area residents post-installation.



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

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City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Suzanne Bycraft
Director, Public Works Operations
Re: Reusable Containers Review

Date: August 18, 2025
File: 10-6370-01/2025-Vol
01

Staff Recommendation

That Option 3, as outlined in the staff report titled "Reusable Containers Review", dated August 18, 2025 from the Director, Public Works Operations, be approved.

Suzanne Bycraft
Director, Public Works Operations
(604-233-3338)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	 Suzanne Bycraft Acting General Manager
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Recreation and Sports Services	<input checked="" type="checkbox"/>	
Climate & Environment	<input checked="" type="checkbox"/>	
Law Department	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report responds to the referral from the January 22, 2025 Public Works and Transportation Committee meeting:

“to accelerate the reduction of plastic pollution, by directing staff to research the feasibility of implementing the use of reusable food containers at restaurants and large events.”

This report supports Council’s Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.2 Support the preservation and enhancement of Richmond’s natural environment.

5.3 Encourage waste reduction and sustainable choices in the City and community.

Analysis

Background

An estimated three million tonnes of plastic waste is thrown away across Canada each year. Due to its lightweight nature, plastic can become windblown and/or littered, causing pollution in the natural environment. Through degradation, plastic continues to break down into smaller and smaller pieces, forming what are known as microplastics, which have been detected in air, water, soil, food and beverages, indicating human exposure is pervasive. While medical research is underway on the health implications of plastic pollution, some early studies have detected adverse affects. Reusable alternatives, such as bags, containers, straws and cutlery play a fundamental role in the circular economy by extending the useful lifespan of products, reducing waste and conserving resources.

Through education and enforcement of its *Single-Use Plastic and Other Items Bylaw No. 10000* (Bylaw 10000) which bans plastic checkout bags, plastic straws, and foam food service ware, the City shares information on reusable alternative options for food service providers. The City’s Business Recycling Resources Pilot Program, which is designed to promote greater commercial recycling efforts, is another avenue where staff opportunistically share information on reusables. Both cost and competitiveness are key considerations for businesses when pursuing new options.

Regulatory Landscape

Senior Government Actions

In addition to the City's enactment of Bylaw 10000, senior levels of government have also implemented policies and regulations to restrict access to harmful single-use items and reduce their prevalence in the environment. Food service operators in Richmond must comply with the City's *Single-Use Plastic & Other Items Bylaw No. 10000*, the provincial *Single-Use and Plastic Waste Prevention Regulation*, and federal *Single-use Plastics Prohibition Regulations*. Attachment 1 provides a summary of items captured under each regulation.

Regionally, Metro Vancouver has created the "Superhabits" behaviour change campaign to encourage reusable food service ware and is developing a guidance document for events to consult when implementing reuse. Metro Vancouver has also contracted Ocean Ambassadors Canada, which is a registered non-profit organization that helps to promote reuse and reduction of single-use items at events throughout the lower mainland.

All levels of government support reuse initiatives, but consistent regulations from senior levels of government would help reduce the confusion caused by varying municipal bylaws, especially since many food service operators work across multiple jurisdictions. Lessons learned from the single-use movement highlight the value of coordinated, higher-level policy.

Local Government Actions

In Canada, initiatives are primarily led by municipalities and often built upon bylaws banning single-use items. The most common actions relating to reusable food service ware that others have enacted are presented in Table 1 below, with further details in Attachment 2.

Table 1: Enacted policy/actions by Canadian jurisdictions

Policy/Action	Jurisdictions
Requiring food service providers to accept customers' own reusable cup/container for take-out	City of Edmonton Town of Banff City of Toronto (cups) City of Guelph Ville de Terrebonne City of Toronto (containers)*
Reusable food service ware required to be provided for on-site dining	City of Victoria City of Edmonton Ville de Terrebonne City of Toronto* Town of Banff
Requiring minimum seating for restaurants (to avoid loophole to take-out only models)	Town of Banff
Fees on disposable single-use items (e.g. to-go coffee cups, plastic/paper food containers)	Town of Banff

Policy/Action	Jurisdictions
Support for reusable cup or container share programs	Town of Banff City of Ottawa District of Saanich (Event Pilot) Metro Vancouver (Education)
Grants for businesses to support transition (e.g. purchasing dishwashers, dishware)	BC Provincial Government Fraser Valley Regional District Capital Regional District Ville de Terrebonne

*Consultation fall 2025

International Actions

Policies are also emerging across the globe. Specifically, the European Union's (EU) *Packaging and Packaging Waste Regulation*, which comes into effect August 2026 and will require take-away businesses to offer customers the option to bring their own container. EU member states must also comply with *Directive 2019/904 Single-use Plastics – Fighting the Impact on the Environment*, which bans certain single-use plastics from being placed on the market and requires ambitious reduction of consumption of other single-use plastic products by 2026. The 27 EU member states transposed the directive into national law, with several countries going above and beyond, banning single-use plastics from festivals (Luxembourg), government agencies (Greece), and implementing a plastic tax to disincentive the use of plastics overall (Belgium, Italy). Within the United States, various policies and requirements are being implemented to support and/or require reuse in 5 states and 43 cities.

Industry-led Actions

The food service industry is also taking action by establishing their own sustainable or circular actions, with some Richmond businesses encouraging customers to reuse cups or bring their own cups offering discounts ranging from \$0.10 to \$3.00 as an incentive.

Additionally, the Richmond School District launched a one month reusable food service ware pilot at J.N. Burnett Secondary School and H.J. Cambie Secondary School during the 2024-2025 school year, partnering with the company Friendlier to pilot reusable plastic containers within their cafeterias. Analysis of pilot results is underway by the School District.

The Richmond Night Market is run by a private operator with authorization from the land owner and is not a City event. It is permitted via a 3-year Temporary Commercial Use Permit, and all vendors are required to abide by all food service operator requirements and single-use regulations. Visitors are able to bring their reusable water bottles and select vendors offer their drinks in special, reusable drink containers.

City of Richmond Actions

With Council's leadership and commitment to fostering circularity through the *Richmond Circular City Strategy* and the *Community Energy and Emissions Plan*, the City has implemented several initiatives to promote waste reduction and sustainability. These include the Let's Choose to Reuse campaign to encourage reusable options, free recycling bin rentals for community events (supporting 75 events with 962 bins in 2024), and the Green Ambassadors program, where youth volunteers educate the public on proper recycling at major city events.

The Richmond Event Approval Coordination Team (REACT) application process also provides information for event organizers such as the Richmond Sustainable Event Toolkit which includes a 7-step guide to hosting eco-friendly community and major events. For hands on events, the Reuse and Repair Cafes have repaired 987 items and expanded in 2024 to include an item exchange with 283 items reused to date.

Current Reusables Landscape

The concept of reuse and integration of reusable food service ware is emerging around the world. A review of current service providers and policies/actions by various jurisdictions which are designed to address reusable food service ware is outlined below.

Current Service Providers

There are currently three active reusable food service ware companies operating within the region; Friendlier, Reusables.com, and ShareWares. These companies provide borrowing platforms that allow organizations, businesses, and events to serve takeout orders in reusable food service ware rather than single-use items. They supply the food service ware, handle collection, and sanitize them for repeated use. The organizer or business then has a choice to offer the reusable food service ware to their customers utilizing a deposit system, or not. Deposit systems shift the cost of lost or damaged food service ware to the customer through a refundable fee at purchase, while no-deposit systems place that financial responsibility on the organizer or business.

Staff considered creating a City-owned reusable food service ware program to eliminate the need for a third-party provider for City events. Due to the significant upfront capital costs to purchase the reusable food service ware, as well as, ongoing storage, cleaning, logistics/coordination and staff resources to manage, it would cost considerably more than working with third party providers.

A preliminary cost analysis has been completed for a sample event of 5,000 attendees with food trucks:

- For an event where a deposit is required, the estimated cost would be approximately \$4,000.
- For an event where deposits are not required, the cost could increase by as much as \$3,000 per event, for a total of \$7,000.

There has been a notable withdrawal of reusable food service ware share programs from restaurants in the region, as market demand and overall reuse infrastructure does not currently support this application. Friendlier and ShareWares have indicated that the best use of reusable food service ware at this time is within closed-loop systems, such as educational institutions, corporate offices, stadiums, or events, as these locations generally have limited food service operators with established contracts, and reduced points of access or egress, which reduces food service ware loss.

Challenges to Reusables

Health Guidelines

In addition to business licensing requirements, Fire Department inspections and City permits, food service operators, including food trucks, are also required to abide by the *Public Health Act*, *Food Premises Regulation*, *Food Safety Act* and submit a 'Food Safety Plan' and 'Sanitation Plan' to their local health authority for approval. These plans address how the business will prevent customers from becoming sick after eating their food, and ensure the premises is maintained in a clean and sanitary manner. Should a business wish to implement or accept reusable food service ware, amendments to these plans must be made and approved by an Environmental Health Officer.

To help food service operators navigate these requirements, the Province developed the *Provincial Policy on the Use of Reusable Food Containers in Food Premises in British Columbia*, which provides a framework that must be met to protect the health and safety of customers when food is dispensed in reusable food service ware, including a customer's own container.

Vancouver Coastal Health also has templates and examples of these plans in their Food Premises Orientation Package which can be found on their website and recently updated their Food Safety & Sanitation Plan Template to discuss reusable food container programs. However, staff note there remains room for further clarity and templates specific to the use of reusable food service ware to reduce barriers for restaurants and food trucks.

Implications for Businesses

In addition to health authority requirements, transitioning to reusable food service ware in restaurants and food trucks often involves significant financial and operational adjustments, such as high upfront implementation costs, difficulty amending health plans, limited dishwashing infrastructure, increased water and electricity for washing and inadequate space to handle reusable food service ware safely to prevent cross-contamination. Current customer preference for the convenience of single-use items adds another challenge.

However, it is important to note that the integration of reusable food service ware with a deposit fee model has resulted in cost savings over time for businesses¹. The more a reusable item is used, the lower the overall cost in comparison to the disposable item it replaces. Cost savings occur as a result of no longer purchasing single-use items on a regular basis and no longer needing to pay for waste disposal of the single-use items after use. Reusable food service ware can also act as incentive to draw in customers, as they are often a more pleasant dining experience, exhibit lower greenhouse gas emissions and typically use less water over its lifecycle.

Legal Authority

As regulation of the natural environment falls under the *Spheres of Concurrent Jurisdiction* with the Province, based on recent decisions, the City is likely required to submit any future bylaws regulating reusables to the Minister of Environment and Parks for approval.

¹ https://www.sustain.ubc.ca/sites/default/files/2024-039_Case_Studies_Reusable_Food_Service_Ware_Wiehr.pdf

Options

As a next step to encourage circular behaviours in the community, staff have identified the options below for Council's consideration:

Option 1 – Continue Education Plus Advocate for Provincial Requirements

Under this option, staff will continue to enforce Bylaw 10000, educate businesses on alternative options to encourage reuse, continue the Let's Choose to Reuse behaviour change campaign and look for opportunities to expand the City's Reuse and Repair Cafes. Staff will also update the Richmond Sustainable Event Toolkit and 7 Step Quick Guide to provide tips and resources to encourage reusable food service ware at events within the city.

This option would also include advocacy to the Province by writing a letter to the Minister of Environment and Parks to encourage reuse and reusable food service ware share programs by amending the *Single-Use and Plastic Waste Prevention Regulation* to include requirements and actions for reuse. This option would ensure that Richmond businesses are not put at a competitive disadvantage with other businesses in the province by bearing any additional costs or other challenges that may come with incorporating reusable alternatives into their businesses.

Option 2 – Stakeholder and Community Consultation and Engagement

Under this option, two phases of consultation would be undertaken regarding reusable containers. The first with restaurants, food trucks and stakeholder industry organizations to gain insights on effective strategies and to understand the opportunities and challenges faced by food service operators in implementing reusable food service ware at restaurants and large events. This consultation would include surveys, workshops, site visits, and other activities.

The second phase would involve consultation with residents as part of raising awareness about the benefits and opportunities of reusable food service ware, and public opinion on policy approaches.

This option is estimated to take one year to complete and cost \$100,000, for community engagement, education and promotion, as well as staffing costs. Staff would report back to Council with an engagement report, including an assessment of future options to support reusable food service ware in the community for consideration. This one-time cost could be funded from the Solid Waste and Recycling Provision if selected.

Option 3 – Advocate for Provincial Requirements Plus Pilot Program (recommended)

This option includes Option 1, with the addition of implementing a reusable food service ware pilot program at two City events, the Cherry Blossom Festival and Farm Fest for 2026. These events would make excellent pilots as the attendance is approximately 5,000 people, there is a limited and defined event area and a manageable number of food vendors. City staff will work with vendors to voluntarily trial reusable food service ware to establish feasibility. There will be no additional costs to participating food trucks or customers.

Subject to approval from Vancouver Coastal Health through the REACT application process, the City will engage a reusable food service ware company for the two events, with an estimated cost of \$14,000, which can be accommodated within existing Solid Waste and Recycling program budgets.

This expanded option will allow staff to determine the feasibility of integrating reusable food service ware as part of City-supported events and identify any challenges or barriers, while advocating for provincial policy levers to regulate reuse on a broader scale. Staff will report back to Council with lessons learned from the two events including feedback from participating food vendors and general public feedback, as well as an assessment of future options to support reusable food service ware in the community for consideration.

Financial Impact

The recommended Option 3, has an associated cost of \$14,000 which can be accommodated within existing Solid Waste and Recycling program budgets.

Conclusion

As a next step towards circularity in Richmond, staff are seeking Council endorsement to initiate Option 3, which includes advocating to the Province for broad actions to support reusable food service ware adoption, and a pilot for reusable food service ware at two City-led events. These initiatives align with recommended actions in the *Richmond Circular City Strategy* and the *Community Energy and Emissions Plan*.

Piloting reusable food service ware presents a valuable opportunity to test feasibility and work towards enhancing Richmond's approach to encourage reusable food service ware at City-supported events on a broader scale, reduce single-use items and advance the City's transition toward a more circular economy.









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- Att. 1: Comparison of Bylaw 10000, Provincial and Federal Regulations
2: Approaches by Other Jurisdictions

Consolidated Summary of Bylaw 10000, Provincial and Federal Regulations

Summary of Federal, Provincial and City of Richmond Single-Use Regulations

SHOPPING BAGS Designed to carry goods purchased from a business (e.g., grocery or retail store), typically provided to a customer at the point of sale.		REGULATION
Plastic (including plastic labelled "compostable" or "biodegradable")		Banned X
Paper		Fee (must charge \$0.25 or more) 40% recycled content
Reusable		Fee (must charge \$2.00 or more) Must be machine washable 100 times
CUTLERY Includes forks, knives, spoons, chopsticks and splash plugs.		REGULATION
Plastic (including plastic labelled "compostable" or "biodegradable")		Banned X
All other alternative materials		By request
STIR STICKS		REGULATION
Plastic (including plastic labelled "compostable" or "biodegradable")		Banned X
All other alternative materials		By request
DISPOSABLE ACCESSORIES		REGULATION
Condiment sachets, garnish (e.g., drink umbrellas, plastic sushi grass), napkins, wet wipes, cup lids, cup sleeves		By request
DRINKING STRAWS		REGULATION
Plastic straws (including plastic labelled "compostable" or "biodegradable")		Banned X
Non-plastic drinking straws		By request
FOOD SERVICE WARE: POLYSTYRENE FOAM		REGULATION
Clamshell containers, bowls, cups, platters, trays etc.		Banned X
FOOD SERVICE WARE: IMMEDIATE CONSUMPTION Designed for serving or transporting food or beverage that is ready to be consumed. Includes clamshell containers, lidded containers, boxes, cups, plates or bowls.		REGULATION
#3 plastics PVC, PVDC, oxo-degradable plastics, carbon black		Banned X
Plastics labelled "compostable" or "biodegradable"		Banned X
FOOD SERVICE WARE: NOT FOR IMMEDIATE CONSUMPTION Includes bowls, boxes, cartons, cups, plates, platters, trays, hinged containers, lidded containers, egg cartons and film wrap – used to hold food and drinks not intended for immediate consumption.		REGULATION
#3 plastics PVC, PVDC, oxo-degradable plastics, or "biodegradable"		Banned X
OXO-DEGRADABLE PACKAGING AND PRODUCTS Contain an additive that breaks down through oxidation and fragments into tiny pieces (microplastics).		REGULATION
Dog waste bags, drycleaning over-bags, tea sachets and garbage bags		Banned X
RING CARRIERS		REGULATION
Plastic ring carriers (including plastic labelled "compostable" or "biodegradable")		Banned X
POLYVINYL CHLORIDE (PVC) FILM WRAP		REGULATION
Polyvinyl chloride film wrap (cling wrap)		Banned X (Effective July 1, 2028)
FOAM MEAT TRAYS		REGULATION
Foam meat trays (including plastic labelled "compostable" or "biodegradable")		Banned X (Effective July 1, 2030)

Approaches by Other Jurisdictions

British Columbia

- **Government of BC – Grant Funding** – CleanBC Plastics Action Fund provides funding to local businesses, foundations and First Nations to develop creative and effective ways to repair, reuse and recycle plastics into new products to reduce waste. This includes initiatives that support the use of reusable food service ware.
- **City of Vancouver – Take-out Cup/Container Program/Pilot** – the 'Return-It to Reuse It and Recycle It' 2022-2024 pilot included public space bins and partner locations for collecting reusable and single-use cups across Vancouver. This was a partnership between Return-It, Tim Hortons, Starbucks, A&W Canada, McDonald's Canada, City of Vancouver, Metro Vancouver and Merlin Plastics.
- **Metro Vancouver – Take-out Cup/Container Program/Pilot** – In 2024, Metro Vancouver contracted Ocean Ambassadors to promote reuse and reduction of single-use items. This included Ocean Ambassadors working with the New Westminster Hyack Festival and Vancouver Folk Festival to reduce their plastic waste through the use of reusable food service ware. A best practice guide for events is in development.
- **City of Victoria – Reusable Container Policy (for customer containers)** – Effective March 5, 2026, businesses will be required to use only reusable products for dine-in services.
- **Capital Regional District – Grant Funding** – The Zero Waste Event Grant offers up to \$10,000 of funding to organizations planning and hosting events, particularly through the use of reusable products and zero-waste practices. The Community Grant provides up to \$5,000 towards funding projects to help reduce the region's waste, such as purchasing a dishwasher to eliminate use of single use plates/cutlery.
- **Fraser Valley Regional District – Grant Funding** – the Waste Reduction Initiative Fund is a two-year pilot program to assist non-profit organizations with waste reduction projects. \$20,000 is available each year, with up to \$5,000 per project. Example projects include the use of reusable containers at events.

Municipalities across Canada

- **Town of Banff**

- **Reusable Dishware (dine-in requirements)** – Effective January 1, 2024:
 - Businesses such as restaurants, cafes and bars must provide reusable food ware, such as plates, bowls, cups, cutlery and other accessory items, for any food or beverages consumed on the premises.
 - Businesses must also have reusable options at self-serve stations for customers (in addition to any disposable single-use items).
- **Dishwashing Facilities and Minimum Seating Requirements** – Effective January 1, 2024: Businesses serving food and beverages ready for consumption must have suitable dishwashing facilities to clean the reusable food ware, and provide adequate seating (minimum of 10 seats) for consumption on the premises.
- **Reusable Container Policy (for customer containers)** – Effective July 1, 2023: Businesses and event organizers serving food or beverages must have a written policy to accept reusable cups and containers that customers bring to the business or event.
- **Take-out Cup/Container Program/Pilot** – Banff Borrow Reusable Cup Program allows customers to borrow a cup along with a drink purchase, and then return at a participating location. Businesses participate with the City paying business subscription fees until the end of the pilot phase in December 2024. The City put out an RFP and contracted Muuse for the program.

- **Ville de Terrebonne** – Effective January 1, 2024:

- **Reusable Dishware (dine-in requirements)** – Businesses must use reusable dishes in dining rooms. All disposable tableware in the dining room is prohibited (glasses, cups, mugs, lids, bowls, plates, utensils, trays, or other containers and their lids). Subject merchants must therefore provide and use reusable tableware when consuming food in the dining room with or without table service and on terraces with table service.
- **Reusable Container Policy (for customer containers)** – Businesses must accept consumer containers. This includes packaging leftovers at restaurants and for products sold in bulk and/or at a counter.
- **Grant Funding** – Maximum grant amount per business unit are based on type of eligible product. Eligible products include: dishwasher, reusable tableware, bulk station, cash register or system, water fountain, washer station, waste sorting islands, and waste reduction hiring. A maximum of \$15,000 per business unit may be granted during the grant period.

- **City of Edmonton** – Effective July 1, 2023:

- **Reusable Dishware (dine-in requirements)** – Restaurants are expected to serve dine-in drink orders in reusable cups. Reusable cups are made from durable materials

like metal, ceramic or hard plastic, and can withstand repeated washing, sanitizing and use.

- **Reusable Container Policy (for customer containers)** – Restaurants are expected to have a written policy for accepting reusable customer cups. Drive-thrus are encouraged, but not required, to accept reusable cups.
- **Event Policy (for customer containers)** – Events expecting more than 1,500 attendees are required to comply with parts of the single-use bylaw as well, including the organization must have a written policy for accepting customers' reusable cups.
- **City of Ottawa – Take-out Cup/Container Program/Pilot** – A reusable food container pilot launched in Ottawa in mid 2024, with participation by grocers and restaurants. The pilot is a collaborative effort between Circular Innovation Council, an environmental not-for-profit organization, and major Canadian grocery retailers – Metro, Sobeys, Farm Boy, and Walmart Canada – with the support of Environment and Climate Change Canada and the City of Ottawa.
- **City of Guelph – Reusable Container Policy (for customer containers)** – Effective September 1, 2025, businesses in Guelph must accept customers' reusable containers for food orders, whether the food is eaten on-site or taken away. Alternatively, businesses can provide their own reusable containers instead.
- **City of Toronto – Reusable Cup Policy (for customer cups)** – Effective March 1, 2024: Businesses must accept the use of reusable beverage cups by customers. Effective September 2, 2024: Require retail business establishments to post signage that they accept reusable beverage cups. Fall 2025: City of Toronto will conduct consultation on reusable dishes for dine-in, accepting customer reusable food containers and reusables at large venues.