



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 4, 2006
From: Victor Wei, P. Eng.
Acting Director, Transportation **File:** 01-0100-20-RCYC1/2005-Vol01
Re: **RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2006 INITIATIVES**

Staff Recommendation

That the proposed 2006 initiatives of the Richmond Community Cycling Committee regarding cycling-related engineering and education activities, as described in the attached report, be endorsed.

Victor Wei, P. Eng.
Acting Director, Transportation
(4131)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Recreation & Cultural Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The Richmond Community Cycling Committee (RCCC) was formed in 1993 to allow staff to work in partnership with the community to promote commuter and recreational cycling in Richmond. The Committee provides input and feedback on cycling infrastructure projects and undertakes various cycling education and awareness activities. This report reviews the Committee's 2005 activities and achievements and proposes a number of initiatives for 2006 that support the Committee's goal of encouraging greater and safer cycling in Richmond.

Analysis

1. 2005 Activities and Achievements

The RCCC undertook and participated in a number of activities in 2005 that contributed to enhanced cycling safety and increased education and awareness of cycling in Richmond. As highlighted below, the Committee's major 2005 activities and accomplishments include providing input on the construction of new cycling facilities and the development of a regional cycling guide, and staging Richmond's fifth annual bike tour during Bike Month in June 2005.

1.1 Expansion and Improvement of Richmond Cycling Network

The City continued to add to the local cycling network in 2005, which now comprises over 34 km of bike routes, with the support of funding grants from TransLink and the Ministry of Transportation. The Committee provided input on the planning, design and construction of the new transportation cycling infrastructure and worked with staff to address various cycling safety concerns in the city. Activities included:

- *Garden City Road Bike Route* – the Committee provided input on the construction of designated bike lanes between Sea Island Way and Capstan Way, which were completed in Spring 2005 as well as the planned extension of the bike lanes from Capstan Way to join the existing bike lanes south of Cambie Road (to be constructed in early 2006), which will result in continuous bike lanes on Garden City Road from River Road to Granville Avenue. The Committee also provided input on the design and location of additional directional signage for cyclists in the vicinity of the Sea Island Way/Garden City Road intersection.
- *Shell Road Bike Route* – the Committee provided input on the design of the cycling improvements between Athabasca Drive and the Horseshoe Slough Trail, which will comprise wide curb lanes and an off-street pathway and will be constructed in Spring 2006.
- *Railway Avenue Bike Route* – the Committee worked with staff on spot improvements to enhance safe cycling on this route including the installation of flex-tube delineators between the vehicle travel lane and the bike lane at Granville Avenue and at Garry Street to vehicles from travelling in the bike lane. The Committee also provided staff with input on options to address the existing traffic safety concern at Steveston Highway where the southbound bike lane is discontinued to allow on-street parking.
- *No. 3 Road Corridor Streetscape Study* – a component of the Study is the investigation of the provision of cycling facilities along No. 3 Road to support access to the Canada Line and transit-oriented development around the stations as well as extend the city's cycling network into the City Centre area. The Committee is providing input and feedback on possible

concepts as part of the planning and design process to develop a master plan for the No. 3 Road corridor.

- *Bike/Pedestrian Lane on Canada Line Bridge* – the Committee is reviewing and providing feedback on the design of the bicycle/pedestrian lane that will be part of the Canada Line bridge over the north arm of the Fraser River, particularly with respect to the location and alignment of the access ramp at the south end of the bridge.
- *Bike Stencil for Street Loop Detectors* – following development of the design of the bike stencil, the Committee identified and prioritised the intersection locations at which the stencil will be applied.

1.2 Regional Cycling Guide – Richmond Version

Better Environmentally Sound Transportation (BEST) has developed a broad regional cycling guide that is being distributed to the majority of households in the Lower Mainland in 2005-2006. The guide is intended to motivate readers to incorporate cycling in their daily lives and will include information on existing cycling routes as well as educational and safety components to assist new or infrequent cyclists in becoming safer and more assured cycle commuters. The City partnered with BEST to create a customized Richmond version of the cycling guide that was distributed to 46,000 local households in Spring 2005. The Committee worked closely with staff and BEST to develop the customized content and design of the guide.

1.3 5th Annual “Island City, by Bike” Tour – June 12, 2005

Each year in June, Better Environmentally Sound Transportation (BEST) organizes Bike Month, an awareness and education campaign to promote cycling as a sustainable and environmentally responsible transportation alternative. As part of these Bike Month activities and the City’s Environment Week events, the Committee and the City jointly staged a guided tour for the community of some of the city’s cycling routes. The 5th annual “Island City, by Bike” tour was based at Britannia Heritage Shipyard and featured two alternative routes: a short 8.5-km loop along the West Dyke Trail and a longer 24-km loop taking in the Shell Road Trail and the Williams Road bike route. Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish, which featured a vintage Peugeot road bike as the grand prize. Numerous local businesses donated goods and services to the raffle draw and the event attracted over 100 cyclists of all ages and cycling ability. Attendance at this community event has steadily grown from approximately 30 riders at the first event held in 2001.

1.4 Additional Activities

The Committee also provided input and feedback to staff on the following cycling-related issues:

- *Proposed Federal Surtax on Imported Bicycles* – the Committee recommended to staff that the City send a letter to the relevant federal government ministries to advise of its opposition to the imposition of the proposed surtax, as the surtax would likely increase the cost of bicycles, which, in turn, may discourage greater cycling by the community.
- *State of the Environment 2005 Update* – the Committee reviewed the cycling facilities indicator for this report and provided feedback on its calculation and graphic illustration.

2. Initiatives for 2006

In addition to providing input on the planning, design and implementation of major capital cycling infrastructure projects, the Committee proposes to undertake various cycling education and awareness activities and participate in cycling-related initiatives with other City departments and external agencies.

2.1 Review of Cycling Infrastructure Projects

The Committee will provide input at the earliest conceptual stage on the prioritisation, planning, design, and implementation of cycling facility projects.

- No. 3 Road Corridor Streetscape Study – development of a master plan for the No. 3 Road corridor, particularly with respect to the provision of cycling facilities to enhance cycling access to the Canada Line and the City Centre area.
- Bike/Pedestrian Lane on Canada Line Bridge – location and alignment of the ramp at the south end of the bridge as well as local cycling connections to/from the ramp.
- Westminster Highway Bike Route – provision of bike lanes between No. 8 Road and Nelson Road, which will complete a gap in cycling facilities between the end of the off-street pathway at No. 8 Road and the bike lanes in the vicinity of Nelson Road. Continuation of the bike lanes from Nelson Road to the Highway 91 Interchange is part of the future road improvement project to widen Westminster Highway to four (4) lanes along this section.
- Spot Improvements – identification of localised improvements to existing facilities such as Lynas Lane (need for wider curb cuts and revised bollard placement for off-street pathway between Tiffany Boulevard and Opal Place), Railway Avenue (revised pavement markings for the southbound bike lane at Francis Road and Williams Road) and Westminster Highway (revised pavement markings for the eastbound bike lane at No. 5 Road and the Highway 99 on-ramp).
- other planned road and development projects affecting cycling as well as minor improvements such as the provision of additional bike racks on City property where warranted by demand.

2.2 Update of *On-Street Cycling Network Plan*

In light of significant developments occurring in the City Centre area (e.g., Canada Line, Richmond Olympic Oval, Garden City lands), staff anticipate undertaking in 2006 an update of both the *City Centre Area Plan* and the complementary *City Centre Transportation Plan* (CCTP). The update of the CCTP would include an update of the City's *On-Street Cycling Network Plan* in conjunction with the development of transit-oriented development (TOD) policies for cycling improvements in the City Centre area. The Committee will provide direct input to City staff on this initiative; potential areas of contribution include the identification of new cycling connections to/from the Canada Line stations as well as new cycling connections to the Olympic Oval site. The Committee will also examine potential revisions/additions to the *On-Street Cycling Network Plan* in areas outside the City Centre, particularly for neighbourhoods that are experiencing significant residential growth and are relatively distant from existing cycling facilities.

2.3 Education and Awareness Initiatives

The Committee will encourage and promote safe cycling via the following activities:

- 6th Annual "Island City, by Bike" Tour – assist in the planning, promotion and staging of the sixth annual bike tour of Richmond during Bike Month in June 2006. The community ride is set for Sunday, June 4th at Britannia Heritage Shipyard as one (1) of the City's Environment Week activities.
- Bike Stencil for Street Loop Detectors – develop an education and awareness campaign to complement the installation of the bike stencils at various intersections throughout the city.
- City Website – continue to update, revise and enhance cycling-related information on the City's website.

2.4 Regional Cycling-Related Initiatives

The Committee will contribute to the following regional cycling-related initiatives:

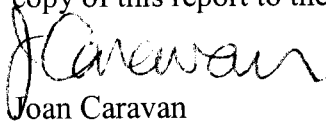
- TransLink Regional Cycling Data Collection – work with TransLink on its initiative to collect regional cycling mode data. This information will provide valuable baseline data for future monitoring of cycling activity and cyclists' use of existing infrastructure as well as help municipalities identify high demand cycling corridors that may require improvements to facilitate safer cycling.
- InTransitBC Public Consultation on Detailed Design for Canada Line – provide input from a cycling perspective on the detailed station design during the remaining public consultation phase for the Canada Line project.

Financial Impact

There is no financial impact to the City at this time. Cycling infrastructure projects are presented for Council approval as part of the annual Major Capital Works Program process. The various education and awareness initiatives can be undertaken within existing departmental work programs and will not require additional resources. Staff will report to Council for specific approval should the implementation of any initiatives have funding implications to the City. Staff attendance at Committee meetings, which occur outside regular office hours, result in some overtime cost to the City. This overtime cost can be absorbed in the departmental operating budget provided the current service level is maintained.

Conclusion

The Richmond Community Cycling Committee continues to be an effective community forum for enhancing the city's cycling environment and promoting safe cycling in Richmond. The Committee's proposed 2006 initiatives would continue efforts to further encourage greater and safer cycling in Richmond. Upon Council endorsement of these initiatives, staff will forward a copy of this report to the Council/School Board Liaison Committee for its information.



Joan Caravan

Transportation Planner (4035)

(on behalf of the Richmond Community Cycling Committee)