



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 7, 2004
From: Gordon Chan, P. Eng.
Director, Transportation **File:** 0100-20-RCYC1
Re: RICHMOND COMMUNITY CYCLING COMMITTEE – 2004 INITIATIVES

Staff Recommendation

That the proposed 2004 initiatives of the Richmond Community Cycling Committee regarding various cycling-related engineering and education activities, as described in the attached report, be endorsed.

Gordon Chan, P. Eng.
Director, Transportation
(4021)

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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 2003 activities and achievements and proposes a number of initiatives for 2004 that support the Committee's goal of encouraging greater and safer cycling in Richmond.

Analysis

1. 2003 Activities and Achievements

The RCCC undertook and participated in a number of activities in 2003 that contributed to enhanced cycling safety and increased education and awareness of cycling in Richmond. Highlights of the Committee's major 2003 activities and accomplishments, presented below, include providing input on the construction of new cycling facilities, launching new cycling web pages on the City's web site and staging the third annual bike tour of the city.

1.1 Expansion and Improvement of Richmond Cycling Network

The City continued to add to its cycling network in 2003, which now comprises 36.2 km of bike routes, with the support of grants from TransLink. Richmond currently has the second highest total of dedicated bike lanes in the region. The Committee provided input on the identification and construction of the new transportation cycling infrastructure in the city, reviewed and provided feedback on proposed cycling improvements to be undertaken by external agencies (i.e., Ministry of Transportation) and worked with staff to address various cycling safety concerns in the city. Activities included:

- Westminster Highway Bike Route (Highway 99 to No. 6 Road) – the Committee worked with staff to introduce pavement markings delineating bike lanes on this section of the Westminster Highway bike route following the repaving of the roadway in Summer 2003.
- Westminster Highway Bike Route (No. 7 Road to No. 8 Road) – the construction of the extension of the Westminster Highway off-street bicycle path from No. 7 Road to No. 8 Road was completed in December 2003. The Committee provided design input into the project, which extends the Westminster Highway bike route eastward from Garden City Road to No. 8 Road. The full completion of the bike route to Boundary Road will establish an east-west cycling connection between Hamilton and west Richmond.
- Westminster Highway Bike Route (Nelson Road Intersection) – the Committee worked with staff to include the provision of bike lanes within the scope of the road improvements being undertaken at the Westminster Highway/Nelson Road intersection. This project will provide approximately 100-m of bike lanes on either side of the intersection when completed and help to extend the Westminster Highway bike route.
- Garden City Road Bike Route (north of Capstan Way) – the extension of Garden City Road north of Capstan Way to Bridgeport Road was completed in November 2003. The Committee provided input on incorporating cycling facilities into the new roadway, which

are not yet fully completed. Ensuring completion of the cycling facilities will form part of the Committee's initiatives for 2004 (see Section 2.1).

- Dyke Road (between No. 2 Road and No. 3 Road) – Committee members reviewed potential traffic calming measures along Dyke Road in the vicinity of the south end of No. 2 Road and Princess Lane, as recommended by a study that analyzed the traffic impacts of proposed residential developments at the south end of No. 2 Road. As development proceeds, the Committee will work with City staff to identify appropriate measures to address its concern with speeding traffic along Dyke Road, particularly between No. 2 Road and No. 3 Road, which is a popular cycling route.
- Ministry of Transportation (MoT) Cycling Signage – the Committee reviewed and provided comments on cycling signage plans proposed by MoT to direct cyclists to/from the Massey Tunnel bike shuttle. The Committee also reviewed the existing MoT cycling signage that directs cyclists to/from the Oak Street Bridge and provided comments to revise the plan in light of surrounding roadway changes associated with the extension of Garden City Road.
- Imperial Landing Cycling Signage – the Committee reviewed the existing signage for cyclists and rollerbladers in Imperial Landing for clarity and consistency with similar signage in other municipalities. The Committee will forward their suggestions for improving the signage to the Parks Department in early 2004.
- Cycling Safety Improvements – the Committee worked with staff on various spot improvements to enhance safe cycling in the city such as the planned pilot installation of a physical barrier between the travel lane and the bike lane at selected locations to prevent vehicles from travelling in the bike lane and the identification of locations where right-turn lanes can be eliminated to enable retention of the bike lane.
- Queensborough Bridge Sidewalk Improvements – at the request of the Committee, the Mayor wrote to the Minister of Transportation requesting that the scope of the project to upgrade the Highway 91A/Queensborough Bridge north interchange to include improved sidewalk conditions on the bridge for cyclists and pedestrians. The City received a reply from the Minister confirming that improvements to the bridge sidewalk are now included in the planning of the project.

1.2 Third Annual “Island City, by Bike” Tour

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. On June 8, 2003, as part of these Bike Month activities and the City's Environment Week events, the Committee and the City again jointly staged a guided tour for the community of some of the city's cycling routes. The 3rd annual “Island City, by Bike” tour was based at Sea Island School and featured two alternative routes: a 12-km loop to MacDonald Beach and a 22-km loop to Garry Point Park. Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish. Numerous local businesses donated goods and services to the raffle draw and the 2003 event attracted close to 100 cyclists of all ages and cycling ability.

1.3 Cycling Section on City Web Site

The Committee created a distinct section on cycling within the City's web site, which can be found at www.city.richmond.bc.ca/transportation/cycling/cycling_index.htm. The cycling pages, uploaded in November 2003, provide information related to both local and regional cycling for

residents and visitors as well as cycling safety tips, information about upcoming cycling events and activities and cycling-related links to provincial, regional and local agencies.

1.4 Richmond-Airport-Vancouver (RAV) Rapid Transit – Pre-Design Public Consultation

The City identified the RCCC as a stakeholder group to be included in the pre-design public consultation process being conducted by RAVCo, a company constituted to manage the RAV procurement process. Committee members provided comments and suggestions on draft design objectives for alignment and station design (e.g., access and connectivity to the stations, safety and security, how the stations can best fit into the local surrounding) and the design and content of future consultation activities. This community input will be conveyed to the two final proponents for their consideration in preparing their Best and Final Offer in late 2004.

2. Initiatives for 2004

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 outside agencies (e.g., production of a new Richmond attractions map and continued consultation on the RAV rapid transit project).

2.1 Review of Cycling Infrastructure Projects

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

- Westminster Highway Bike Route (Shell Road to Highway 99) – following the repaving of this section of roadway, new pavement markings will be introduced to guide cyclists through the intersections at No. 5 Road and the Highway 99 on-ramp (for eastbound cyclists);
- Garden City Road Bike Route (Sea Island Way to Bridgeport Road) – completion of off-street multi-use paved pathway for use by southbound cyclists on the west side of Garden City Road;
- Garden City Road Bike Route (Bridgeport Road to River Road) – new designated bike lanes as part of the further extension of Garden City Road from Bridgeport Road to River Road, to be implemented in 2004; and
- other planned road projects affecting cycling as well as minor improvements such as pavement markings to identify traffic signal loop detectors and marking bike routes with shared curb lanes.

2.2 Education and Awareness Initiatives

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

- 4th Annual “Island City, by Bike” Tour – assist in the planning, promotion and staging of the fourth annual bike tour of Richmond during Bike Month in June 2004. The community ride is tentatively set for Sunday, June 6th at Steveston Community Centre as a culminating event to the City’s Environment Week activities.

- Cycling Signage – work with MoT to finalize cycling signage plans to direct cyclists to/from Massey Tunnel and the Oak Street Bridge and with the Parks Department to refine signage for pedestrians, rollerbladers and cyclists at Imperial Landing.
- Newspaper Article Series – continue the series of educational articles on cycling with potential future topics to include advice on making cycling around Richmond easier (e.g., use of traffic signal detector loops) and suggested itineraries for exploring Richmond by bike.
- Regional Cycling Data Collection – work with TransLink on its initiative to collect regional cycling mode data in Summer 2004. 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.
- Local Cycling Activity – the Committee will explore options to measure levels of cycling and use of local cycling routes in Richmond. Potential methods include surveys distributed to City facilities (e.g., community centres, libraries) and schools, feedback forms distributed to participants at the annual bike tour and canvassing Richmond employers on Commuter Challenge Day to determine the number of employees that cycled to/from work.
- Bicycle Pavement Markings – participate in joint TransLink/Transportation Association of Canada (TAC) study to develop a best practices guide for the design and application of bicycle pavement markings through intersections and roundabouts.

2.3 Richmond Attractions Map

The City is partnering with Tourism Richmond to create a map(s) that promotes Richmond's attractions, includes suggested "theme" visits (e.g., public art tour) and encourages alternative modes of transportation when touring the island (e.g., cycling). Tourism Richmond has targeted April 2004, the start of the tourist season, as the completion date for the map to enable its distribution with the agency's annual visitor guide. The Committee will provide input into the content and layout of the map, including possible cycling itineraries for residents and visitors.

2.4 RAV Rapid Transit – Public Consultation for Preliminary and Detailed Design

Over the next year, the Committee will continue to provide input from a cycling perspective into the remaining public consultation phases for the RAV project: preliminary design (provide input on station design to the successful concessionaire); and detailed design (provide comments on detailed station design given the chosen technology, alignment, station locations, and approach to station design).

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. Various education and awareness initiatives (e.g., bike tour, newspaper articles) 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 if 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. In 2003, the Committee provided valuable input and advice to the City regarding the planning and implementation of cycling improvements in Richmond and undertook significant cycling education and awareness initiatives such as staging a third bike tour for the community and launching a separate cycling section on the City's web site. The Committee's proposed 2004 initiatives would advance these efforts to further encourage greater and safer cycling in Richmond.



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(on behalf of the Richmond Community Cycling Committee)