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**To:** Richmond City Council **Date:** February 21<sup>st</sup>, 2006  
**From:** Councillor Linda Barnes **File:** 10-6360-16-01/2006-  
Chair, Public Works & Transportation Vol 01  
Committee  
**Re: PROPOSED ADDITIONS TO ON-STREET CYCLING NETWORK PLAN**

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The Public Works & Transportation Committee, at its meeting held on February 15<sup>th</sup>, 2006, considered the attached report, and recommends as follows:

**Committee Recommendation**

- (1) *That the designation of the following streets as proposed cycling routes be added to the City's On-Street Cycling Network Plan:*
  - (a) *No. 3 Road (Granville Avenue to River Road);*
  - (b) *Van Horne Way (Great Canadian Way to River Road);*
  - (c) *(Capstan Way (River Road to Garden City Road); and*
  - (d) *Lansdowne Road (Hollybridge Way to Garden City Road), and*
- (2) *That the appropriate authorities be advised that Richmond City Council strongly endorses the above cycling routes, particularly along No. 3 Road, as they provide connectivity to other cycling routes in the City.*

Councillor Linda Barnes, Chair  
Public Works & Transportation Committee

Attach.

VARIANCE

Please note that Committee added Part (2) above.

## Staff Report

### Origin

Richmond City Centre is anticipated to undergo accelerated redevelopment activity as a result of the introduction of the Canada Line, which creates increased opportunities for a new type of downtown that is less auto dependent and more oriented towards pedestrians, cyclists and transit users, and thus has a greater need for infrastructure and amenities geared to these groups. This report seeks endorsement of the designation of several key segments of roadways in the City Centre area as proposed cycling routes in the City's *On-Street Cycling Network Plan* to support safe and convenient cycling in the City Centre and to/from the Canada Line and new major developments in the core area.

### Analysis

#### 1. Richmond *On-Street Cycling Network Plan*

The City's *On-Street Cycling Network Plan* (CNP) (**Attachment 1**) was developed in consultation with the Richmond Community Cycling Committee (RCCC) and adopted by Council in 1995. The process involved the identification of major regional and local destination centres, and the roadways preferred by cyclists to connect those destinations with consideration to the directness of the route, the terrain and the level of vehicle traffic on the roadway. The CNP identifies and helps prioritise these selected corridors for future cycling improvements. A Council-adopted cycling network plan is also an eligibility requirement for municipalities when applying for provincial and regional government cost-share grants for the construction of cycling infrastructure.

Cycling facilities can take several forms, such as designated bike lanes, shared wide curb lanes and off-street multi-use pathways. Per national engineering guidelines, the choice of a particular type of on-street cycling facility is influenced by traffic volumes, vehicle type and speed, and available right-of-way width. Typically, designated bike lanes are preferred for roadways with relatively high traffic volumes and/or higher speeds.

Richmond's cycling network has increased by over 28% since 2000. As of 2005, there are currently almost 57 km of cycling facilities in Richmond. The existing network consists of 8.5 km of multi-user off-street pathways, 17 km of dyke trails, 26 km of bike lanes, 3 km of signed routes, and 2.5 km of other facilities such as wide curb lanes. Richmond compares well within the region, especially for bike lanes and off-street multi-user pathways. Richmond also compares favourably with other top municipal performers in BC such as the District of Saanich, which had 30 kilometres of bike lanes and 11 kilometres of multi-user pathways in 2003.

As the CNP is now 10 years old, staff and the RCCC will be jointly reviewing and updating the Plan to recognize existing and planned changes in the city's transportation network (including roads, trails and transit infrastructure), new and/or growing destination centres and residential areas, and the revised travel patterns that have occurred or will occur as a result of these changes. The first phase of the review of the CNP will focus on the City Centre as part of the overall update of the *City Centre Transportation Plan*, which, in turn, has been precipitated by a series of significant imminent changes in the City Centre including the implementation of the Canada Line, the construction of the Richmond Olympic Oval and the redevelopment of the Garden City (DFO) lands.

This report proposes several timely amendments to the CNP in advance of this broader update process in order to facilitate current discussions between the City, RAVCO and InTransitBC regarding the scope of work for the restoration of No. 3 Road following construction of the Canada Line.

## **2. Canada Line Project and Cycling Facility Opportunities**

The Canada Line provides an unparalleled opportunity to introduce significant cycling facility improvements in the City Centre as part of that project. In the 10 years since the adoption of the CNP, the City has been successful in building a fundamental cycling network that brings cyclists *to/from* the perimeter of the City Centre (e.g., Granville Avenue and Garden City Road bike routes) but has limited cycling facilities *within* the City Centre, primarily due to the difficulty and expense of retrofitting existing roadways in an established built urban environment. Construction of the Canada Line will entail virtually complete reconstruction of the east side of No. 3 Road between Sea Island Way and Cook Road, which presents a unique opportunity to incorporate cycling facilities as part of this restoration.

Equally important is the provision of cycling facilities along key streets that connect to Canada Line stations and to the pedestrian/bicycle lane on the Canada Line Bridge over the north arm of the Fraser River. All Canada Line stations in Richmond will have bicycle racks and rentable bicycle lockers and the system will carry bicycles at all times, subject only to sufficient space being available on the trains. A cycling route along the length of the system in Richmond will complement these services and not only accommodate existing cyclists but also promote cycling as a viable transportation mode.

The provision of cycling facilities along No. 3 Road and key east-west streets through the City Centre would directly support multiple City objectives and initiatives, such as:

- implementing the City's No. 3 Road streetscape vision;
- continuing to promote cycling as a sustainable transportation choice in the City;
- providing a convenient modal integration between cycling and all Canada Line stations in Richmond;
- fostering a less car-dependent lifestyle in the City Centre and providing a variety of transportation modes to link neighbourhoods and businesses;
- supporting transit-oriented development in the vicinity of Canada Line stations, which includes making the No. 3 Road area more pedestrian- and cycling-friendly;
- reinforcing City commitments to reduce greenhouse gas emissions as part of the *Partners for Climate Protection* program and the *Richmond Community One-Tonne Challenge* as well as federal government commitments per the Kyoto Protocol; and
- increasing the activity levels of the community by 20% by 2010 as envisioned by the City's *Getting Richmond Moving* initiative.

## **3. Designation of Selected City Centre Roadways as Proposed Bicycle Routes**

As shown on the map in **Attachment 2**, staff propose that the following roadway segments be designated as proposed bicycle routes on the City's *On-Street Cycling Network Plan*.

- No. 3 Road (Granville Avenue to River Road): this proposed route would connect to the existing Granville Avenue bike route and provide access for cyclists to the Canada Line stations as well as major retail and employment centres in the City Centre.
- Van Horne Way (Great Canadian Way to River Road): City staff have been working with TransLink and RAVCO staff on the favoured alignment of the south ramp for the pedestrian/bike lane on the north arm Fraser River bridge to ensure that it will connect with existing and/or planned cycling and pedestrian facilities in the north Bridgeport area. As River Road in this vicinity (i.e., between Great Canadian Way and No. 4 Road) is narrow with limited shoulders and ditches on both sides plus has a pinch-point where the CP Rail bridge crosses the road, the preferred landing for the south ramp is directly opposite Van Horne Way on the north side of River Road. Designating Van Horne Way between Great Canadian Way and River Road as a bike route would enable cyclists to connect to the existing off-street Bridgeport Trail (which intersects with Van Horne Way) for destinations in east Richmond or the existing bike lanes on Great Canadian Way for destinations in west or central Richmond. Van Horne Way would also provide access to Bridgeport Station and the regional bus exchange at that site.
- Capstan Way (River Road to Sexsmith Road): this proposed route would connect the existing bike lanes on Garden City Road to River Road, which would facilitate cycling access to the Middle Arm Dyke Trail, the proposed arterial North Loop Road along the CP Rail corridor (which is planned to have bike lanes), and the future Canada Line station at Capstan Way and No. 3 Road. Note that only the section of Capstan Way between River Road and Sexsmith Road needs to be added to the CNP, as the section between Sexsmith Road and Garden City Road is already designated as a proposed bicycle route.
- Lansdowne Road (Hollybridge Way to Garden City Road): this proposed route would connect the existing bike lanes on Garden City Road to Hollybridge Way, which would facilitate cycling access to the Richmond Olympic Oval and the Middle Arm Dyke Trail, the Gilbert Road bike route (which provides access to Sea Island and the bike lanes on Russ Baker Way), the Canada Line station at Lansdowne Road and No. 3 Road, and the Garden City (DFO) lands, which are anticipated to be a major recreation destination.

#### **4. Consultation with Stakeholders**

Staff have reviewed the additional proposed bike routes with the Richmond Community Cycling Committee, who fully support the proposed amendments to the CNP. In addition, public feedback collected at the City's first open house for the Richmond No. 3 Road Corridor Streetscape Study (held October 13, 2005) indicated that 86% of respondents agreed with the principles of transit-oriented development, which include making streets more bicycle-friendly, and 63% supported a cycling route along No. 3 Road.

#### **Financial Impact**

There is no impact to the City at this time. Council endorsement of the proposed additions to the *On-Street Cycling Network Plan* would render the City eligible to apply for provincial and regional government cost-share programs for the construction of cycling facilities along these roadways. Staff are currently in discussion with RAVCO and InTransitBC regarding the scope of work for the restoration of No. 3 Road following construction of the Canada Line and will seek to include the provision of cycling facilities on the east side of No. 3 Road as part of this

work. However, the City may incur some incremental cost associated with this provision of cycling facilities in this area.

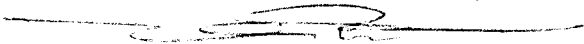
Potential sources of funding for the construction of the proposed new cycling facilities in the city are the City's annual bicycle lane program, the afore-mentioned provincial and regional government cost-share programs, future transit-oriented development (TOD) improvement funding, and development requirements for road frontage enhancements. Staff note that the provincial government recently announced that it will invest \$50-million in cycling infrastructure – the largest in the history of the province – as part of its Gateway Program to improve the Lower Mainland's transportation network.

### **Conclusion**

To facilitate safe and convenient cycling access to major destinations in the City Centre as well as the Canada Line system, staff recommend that the following streets be added as proposed bicycle routes on the City's *On-Street Cycling Network Plan*:

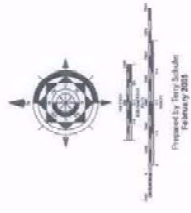
- (a) No. 3 Road (Granville Avenue to River Road);
- (b) Van Horne Way (Great Canadian Way to River Road);
- (c) Capstan Way (River Road to Garden City Road); and
- (d) Lansdowne Road (Hollybridge Way to Garden City Road).

The addition of the above streets in the Plan would also ensure that an effective network of cycling routes is developed over the coming years to support the City's long term objective of creating a well balanced and attractive sustainable transportation infrastructure for future residents, businesses, and visitors in the City Centre.



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Prepared by Terry Schulte  
February 2021



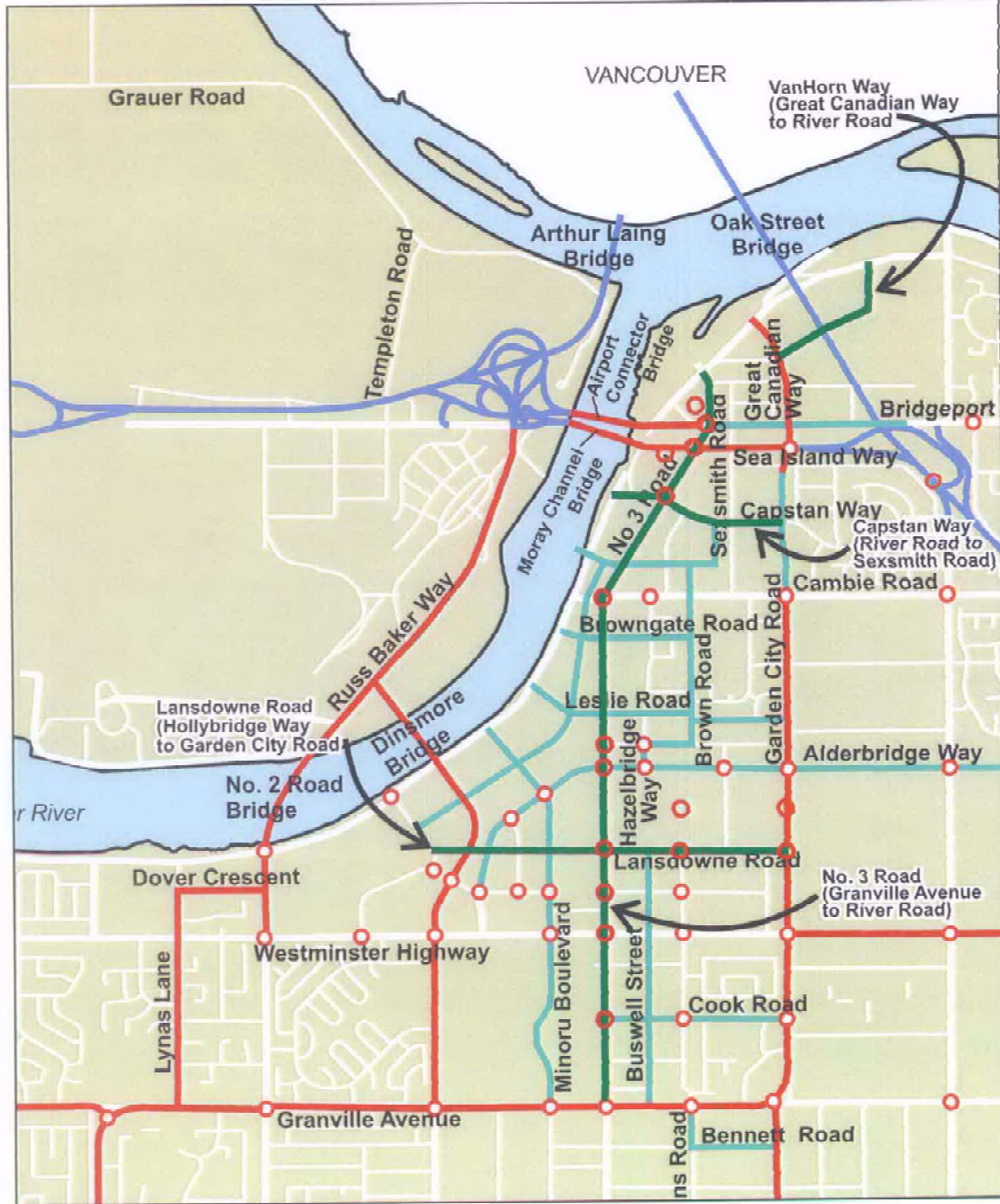
# City of Richmond On-Street Cycling Network Plan

- Provincial And Federal Highways
- Existing Bicycle Routes
- Existing Off-Street Trail
- Proposed Bicycle Routes
- Major Intersections
- Recreational Destinations
- Major Destinations



# Proposed Bicycle Route Additions

Attachment 2



- Provincial And Federal Highways
- Existing Bicycle Routes
- - - Existing Off-Street Trail
- Proposed Bicycle Routes
- Major Intersections
- Proposed Additional Bicycle Routes