



To: Public Works and Transportation Committee **Date:** January 26, 2006
From: Victor Wei, P. Eng. **File:** 10-6360-16-01/2005-Vol
Acting Director, Transportation 01
Re: **CYCLING AND PARKING ISSUES ON ARTERIAL ROADS**

Staff Recommendation

1. That the summary of the examination of establishing bicycle lanes along major arterial roads, as described in the attached report, be received for information.
2. That the existing parking permitted on the west side of Railway Avenue immediately north of Steveston Highway be removed and a "No Parking Anytime" regulation be established along this section of roadway to allow the continuation of the existing bicycle lane.
3. That staff continue to pursue opportunities to improve trail and pedestrian connections in the vicinity of Railway Avenue and Steveston Highway to encourage neighbourhood residents to use non-vehicular modes to access local businesses.

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

Att. 3

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Community Bylaws	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Parks Design, Constr. & Programs	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Law	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

At the August 31, 2005 Public Works and Transportation Committee meeting, staff brought forward a report that responded to the following resolution passed at the May 24, 2005 regular Council meeting:

- (5) *That staff:*
- (a) *examine the feasibility of locating bicycle lanes along major arterial roads; and*
 - (b) *review the parking situation at Railway Avenue and Steveston Highway, with consideration being given to obtaining a lease for the rail right-of-way located adjacent to Railway Avenue to create parking on the right-of-way as a means to remove parked vehicles from the bicycle lane.*

The report was referred back to staff for further analysis of options to address a traffic safety issue between cyclists and vehicles on Railway Avenue in the vicinity of Steveston Highway. This report provides analysis and recommendations with respect to the issues.

Analysis

1. On-Street Cycling Network Plan

The City's *On-Street Cycling Network Plan* (CNP) 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.

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 road and trails network, new and/or growing destination centres and residential areas, and the revised travel patterns that have occurred as a result of these changes. As part of this review, staff will examine the feasibility of introducing designated bike lanes along arterial roads not already identified in the CNP, particularly on those streets where on-street parking is not allowed.

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 RAV Line, the construction of the Richmond Olympic Oval and the redevelopment of the DFO Lands. The RAV Line provides a timely opportunity to examine the feasibility of introducing considerable cycling facility improvements in the City Centre as part of that project. In July 2005, the City commenced a Streetscape Study for No. 3 Road and part of this Study will examine the feasibility of providing cycling facilities on No. 3 Road (e.g., on-street bike lanes or an off-street multi-use path on the east side under the guideway). The City will also review trail and cycling network connections in the north Bridgeport area to ensure that safe and convenient access for pedestrians and cyclists is provided to/from the pedestrian/bike lane that will be constructed as part of the new RAV bridge over the north arm of the Fraser River.

2. Cycling Facilities in Richmond

The different types of cycling infrastructure in Richmond typically reflect the available road right-of-way and adjacent traffic volumes and speeds. Cycling facilities generally comprise:

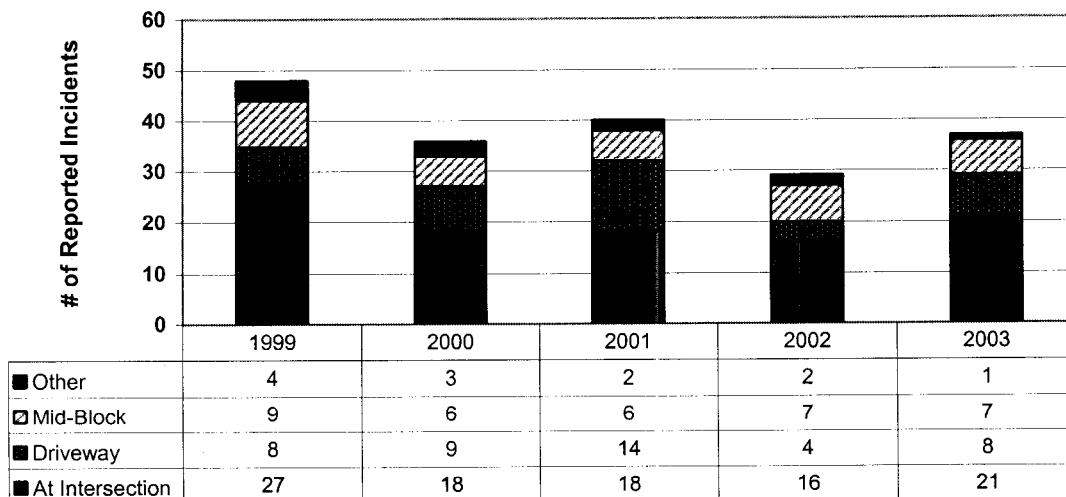
- *Designated Bicycle Lanes* – bike lanes delineate road space exclusively for cyclists and typically are one-way facilities on each side of the street (e.g., Williams Road);
- *Shared Wide Curb Lanes* – curb lanes that are wider than typical lanes to allow a vehicle to pass a cyclist without changing lanes (e.g., Shell Road south of Williams Road); and
- *Off-Street Multi-Use Pathways* – an exclusive right-of-way for pedestrians and cyclists that is separated from the roadway and is typically a two-way facility (e.g., Westminster Highway between No. 6 Road and No. 8 Road).

Transportation Association of Canada (TAC) guidelines for cycling facilities recommend standard widths for the facilities (e.g., 1.8 m for bike lanes, 4.3 m for shared curb lanes and 3.0 m for shared pathways) and define appropriate signage and pavement markings. Facilities narrower than the recommended widths can be acceptable when the available right-of-way is constrained and/or the facility is an interim measure. Provincial and regional government cost-sharing programs for the construction of cycling infrastructure typically require that the planned facilities meet TAC guidelines; as a result, cycling facilities in Richmond generally meet these standards.

3. Safety of Cycling Facilities in Richmond

Staff reviewed the history of reported motor vehicle incidents involving cyclists in Richmond over the 1999-2003 period. As shown in the chart and table below, an average of 38 incidents per year were reported over the 5-year period with the majority of incidents (average of 53%) occurring at intersections (e.g., turning vehicle hits cyclist or cyclist riding on sidewalk hits vehicle). Few reported incidents occurred on streets with bike lanes and, of these, the incidents do not appear to be related to the presence or design of the facility.

Reported Bicycle-Vehicle Incidents in Richmond



The most common cycling-related comment/concern relayed to staff by cyclists is a request that a particular section of bike lane or pathway be swept of debris. With respect to the design or operation of cycling facilities per se, the most frequently reported concern over the past several years is the discontinuation of the southbound bike lane on Railway Avenue north of Steveston Highway to allow vehicle parking (see Section 4 for further discussion and recommendations on this issue).

3.1 Cycling Next to Parked Vehicles with No Bike Lane

Upon consultation with the RCCC, the Committee and staff conclude that, with respect to 4-lane arterial roads where on-street parking is allowed (e.g., No. 1 Road), there are benefits to cyclists to retaining the curb lane parking. Typically, the sporadically parked vehicles effectively clear the entire lane of through traffic and the curb lane is wide enough to allow sufficient clearance between the parked vehicle and a cyclist. Removing the on-street parking without establishing a designated bike lane would significantly narrow the distance between the moving vehicle and a cyclist. Therefore, the removal of curb parking on arterial roads generally is not considered beneficial to cyclists if no designated bike lanes are provided in conjunction with this action.

3.2 Cycling Next to Parked Vehicles with a Bike Lane

When a bike lane is to be implemented next to a parking lane, TAC guidelines recommend a total combined width of 4.0 m, typically apportioned at 2.4 m for the parking lane and 1.6 m for the bike lane. Where such situations exist in Richmond (i.e., south side of Williams Road west of No. 1 Road and east side of Railway Avenue between Moncton Street and Williams Road), these guidelines are met or exceeded with the exception of Railway Avenue between Steveston Highway and Williams Road, due to available right-of-way constraints. As discussed in Section 5, implementation of the recommended option would enable the widening of both the parking lane and the adjacent northbound bike lane to achieve the TAC guideline of 4.0 m combined width along Railway Avenue between Steveston Highway and Hollymount Gate, which is the section with the narrowest widths of the bike lane and the parking lane. The remaining section of Railway Avenue between Hollymount Gate and Williams Road has a wider bike lane and parking lane so that the combined width is 3.85 m, which is just under the recommended TAC guideline of 4.0 m.

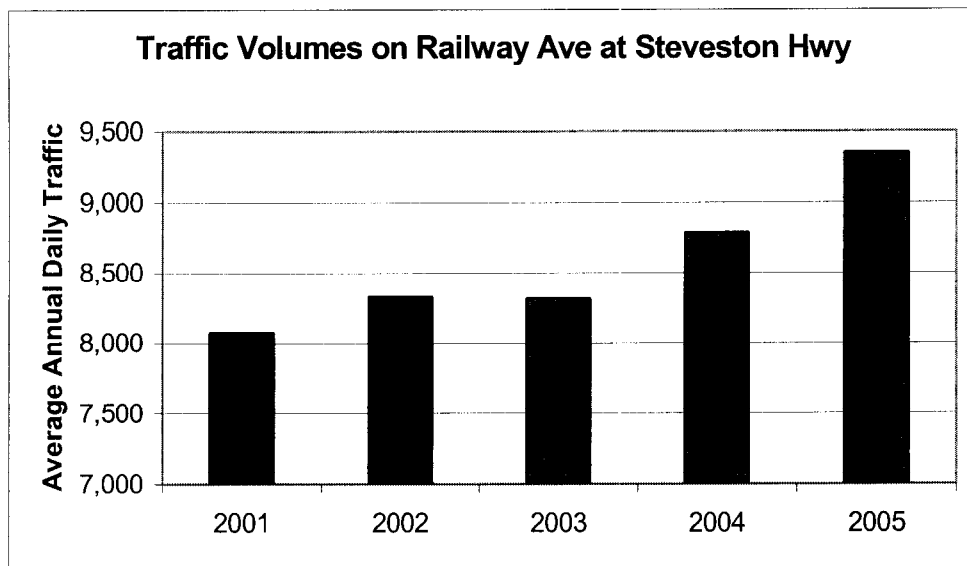
4. On-Street Parking on Railway Avenue north of Steveston Highway

The Railway Avenue bike route (Moncton Street – Granville Avenue) is a major and well-established north-south cycling route in Richmond with designated bike lanes in each direction. Based on staff observations, correspondence with area cyclists and discussion with the Richmond Community Cycling Committee, this route is typically used by both commuter and recreational cyclists travelling between the Steveston area and the City Centre as well as students travelling to/from McMath Secondary School on Garry Street. The bike lanes on Railway Avenue are continuous with the exception of:

- intersections where, due to insufficient road width, cyclists merge with the through vehicle lanes for short distances; and
- an approximately 170 m section on the west side immediately north of Steveston Highway where parking is allowed.

When the bike lanes along the section of Railway Avenue south of Williams Road were established in 1994, staff originally recommended that parking be removed along the entire west side of Railway Avenue. However, Council resolved at that time to retain parking for the 170 m section of the west side as a result of concerns raised by the adjacent business (O’Hare’s Pub and Bistro located on the northeast corner of Railway Avenue and Steveston Highway) regarding the impact of the loss of parking.

The discontinuation of the bike lane on the west side of Railway Avenue, which requires cyclists to move into the through vehicle lane and ride between parked and moving vehicles (**Attachment 1**), has been identified by the Richmond Community Cycling Committee as a significant on-going safety concern since the decision to retain parking in 1994. Indeed, this situation is now the most common cycling-related concern in the city reported to staff by area cyclists and the number of reported concerns has grown in recent years, which may reflect increased volumes of cyclists in Richmond. However, traffic volumes have also grown in this same period, which has created a greater potential for conflicts between these two road users. As shown in the chart below, two-way traffic volumes on Railway Avenue have increased at an average annual rate of 3.74% from 2001 to 2005. The City does not have any comparable data for cyclist volumes.



Moreover, as there are no pedestrian facilities on the west side of Railway Avenue where parking is allowed, people exiting or accessing their parked vehicles must either jaywalk across Railway Avenue to/from the sidewalk on the east side or walk along the west side of Railway Avenue along the vehicle lane to/from the crosswalk at Steveston Highway. Both of these conditions create additional pedestrian safety concerns, particularly at night when the pub typically attracts greater patronage.

4.1 Options to Address Traffic Safety Concern

Staff met with the pub owner on September 9, 2005 to discuss potential options to resolve the traffic safety issue and help ensure the safety of cyclists and pedestrians on this designated bike route. Staff and the business owner identified the range of options to be examined (Options 1 to 7, as discussed below) and the business owner agreed to investigate Option 4 independently.

Option 1: Status Quo

Given the existing traffic safety concern and the growing volumes of both cyclists and vehicles along this route, staff do not support maintaining parking in this section.

Option 2: Relocate Parking to Steveston Highway

Staff examined the possibility of relocating the parking to the westbound curb lane of Steveston Highway immediately east of Railway Avenue. Staff conclude that this option is not feasible as traffic survey results indicate that traffic volumes are at least 400 vehicles per hour until 10:00 pm, which meets the City's policy for establishing a "No Stopping Anytime" regulation on arterial roads.

Option 3: Lease Adjacent CP Rail Land and Construct Parking Area

The right-of-way (RoW) immediately adjacent to and west of the roadway where the parking is located is owned by CP Rail (**Attachment 2**). This CP Rail RoW is continuous along the west side of Railway Avenue between Granville Avenue and Garry Street. The table below identifies the estimated capital and operating costs as well as potential revenues if a portion of the CP Rail RoW adjacent to the existing parking area was leased and an equivalent parallel pay parking area constructed by the City.

Item	Component	Capital	Operating (\$/Yr)
Cost	Lease of CP Rail Land		(to be negotiated)
	Construction of Parking Area	(\$99,300)	
	Maintenance of Parking Area		(\$650)
Net Revenue	Pay Parking ⁽¹⁾		\$5,760
Total		(\$99,300)	< \$5,110

⁽¹⁾ Based on a fee of \$1/hour and 20 vehicles using the area 3 nights per week with an average stay of 2 hours and a turnover of twice per space.

Estimated revenue generation from establishing the area as pay parking is not anticipated to be significant due to the close proximity of alternative free parking, both on-site at the area business and on-street on the east side of Railway Avenue. In addition, construction of the parking area by the City is not considered advisable as the primary beneficiary of these parking spaces would be the area business and their construction by the City primarily for the benefit of a private business may generate requests from other private businesses in the city for similar facilities. Indeed, such an action could be a contravention of Section 25 of the *Community Charter* that specifies: "...council must not provide a grant, benefit, advantage or other form of assistance to a business..."

Therefore, staff proposed to the business owner that the City would be willing to undertake negotiations with CP Rail to secure the required property and the ability to construct a parking area on it provided the business owner was willing to absorb all costs associated with establishing the parking area (i.e., annual lease costs, construction costs, annual maintenance costs), as the business is essentially the sole beneficiary of the parking. The business owner supports the concept of establishing an equivalent parking area on the CP Rail RoW but believes that the City should cost-share its capital and operating costs, as he states that the proposed option would benefit cyclists and maintain the status quo.

With respect to the feasibility of leasing a portion of the CP Rail RoW, the City's Lands and Property Department works with CP Rail on an on-going basis regarding various rights-of-way issues in the city and contacted CP Rail in August 2005 regarding this option. CP Rail advised the City in early January 2006 that it would be able consider the request upon completion of the negotiations for the City's acquisition of the west leg of CP Rail's Van Horne spur from No. 2 Road to Sea Island Way. To date, the City is awaiting a response. Staff note that the City has never been successful in previous requests to lease CP Rail rights-of-way. CP Rail typically denies such requests, as it is reluctant to establish temporary uses on its property that may come to be seen as permanent by the community and thus create concerns when a change of use is desired by the company.

Option 4: Lease CP Rail Land south of Steveston Highway and Construct Parking Area

As noted in Option 3, the CP Rail RoW immediately adjacent to and west of the roadway continues through to Garry Street. The business owner agreed to contact CP Rail regarding the potential to lease a portion of the RoW on the southwest corner of Steveston Highway and Railway Avenue, upon which an equivalent parallel parking area would be constructed, as he had previously discussed this option with CP Rail in the 1990s. Staff contacted the business owner in October 2005 to ascertain the status of this option; the owner advised staff that his past contacts at CP Rail have since left the company and thus the option was not pursued.

Option 5: Construct Parking Area on City Property (Branscombe House)

The City owns the property at 4900 Steveston Highway located immediately west of the CP Rail RoW on the south side of Steveston Highway (**Attachment 2**). The property is occupied by Branscombe House, which is an historic farmhouse owned by the City. The City recently negotiated a long-term lease of the site with a private business in tandem with a heritage revitalization agreement in order to facilitate restoration of the house. Given these considerations, staff deem that the construction and use of a parking area on this property would generate inappropriate impacts to the heritage character of the site.

Option 6: Construct Parallel Multi-Use Pathway on City Property

The City owns a RoW (i.e., the McCallan Road RoW) adjacent to and west of the CP Rail RoW (**Attachment 2**). The City RoW is contiguous with the CP Rail RoW between Granville Avenue and Garry Street with the exception of two lots fronting Steveston Highway, which the City partially owns (north side) and fully owns (Branscombe House site on south side). The *2010 Richmond Trail Strategy*, endorsed by Council in 2003, recommends construction of a 3.0-m wide pedestrian trail within this City RoW between Granville Avenue and Garry Street to complement the on-street bike lanes on Railway Avenue. Per the *Trail Strategy*, the recommended trail is viewed as a temporary solution until the future use of the CP Rail RoW is determined. Construction of such a trail is currently not identified in departmental work plans within the next five years.

As suggested by the *Trail Strategy*, an option to address the existing traffic safety concern is construction of a multi-use pathway for both cyclists and pedestrians within the City RoW parallel to Railway Avenue between Williams Road and Steveston Highway and retention of the existing parking on the west side of Railway Avenue. Construction of the pathway

for this length, rather than just around the existing parking area, would eliminate the need to secure access across the CP Rail RoW to deviate cyclists around the parking area and would contribute to the vision of the *Trail Strategy*. The estimated construction cost for a 3.0-m wide trail along this section of the City RoW is \$142,000 for a paved pathway. Note that this cost does not include any required land acquisition (i.e., the City does not fully own the lot at the south end of the proposed pathway fronting Steveston Highway) or landscaping.

However, as this option involves construction of the proposed trail for only a portion of its ultimate length, new traffic safety concerns may be generated due to potential conflicts between vehicles, cyclists and pedestrians at each end of the trail where cyclists must transition from/to the bike lanes on Railway Avenue; these conflicts may be exacerbated for cyclists who choose to use the trail to travel northbound. The trail would necessitate additional construction of transition segments to safely bring cyclists using the bike lanes on Railway Avenue to/from the trail at Williams Road and at Steveston Highway. Preliminary investigation suggests that limited space is available within the City RoW at Williams Road and Steveston Highway and thus the transitions may encroach upon the CP Rail RoW at each end.

Moreover, while the proposed trail would offer an alternative off-street route for cyclists, it is questionable whether or not cyclists already using the southbound bike lanes on Railway Avenue would choose to deviate to a more circuitous routing for the section between Williams Road and Steveston Highway only. Finally, this option does not address the traffic safety concern of a lack of pedestrian facilities on the west side of Railway Avenue.

Option 7: Remove Existing Shoulder Parking (Recommended)

There is currently capacity for approximately 20 parking spaces on the west side of Railway Avenue (140 m length). Based on staff observations, only about one-half of these spaces are used under normal circumstances on peak Saturday nights. However, the spaces may be fully used during special occasions such as the Super Bowl or Grey Cup events. On the east side of Railway Avenue, there are approximately 50 spaces available between Steveston Highway and 400 metres north (a 5 minute walk), which are sufficient to absorb the displaced west side parking demand. Staff have observed that under normal circumstances during peak Saturday nights, approximately 25 vehicles are parked on the east side, which would be a mix of residents and business patrons.

Given that on-street parking is available on the east side of Railway Avenue between Steveston Highway and Williams Road, residences in this area have either private driveways or rear lane access with private driveways and the adjacent business has on-site parking available, the removal of the existing parking on the west side of Railway Avenue offers an immediate, cost-effective and efficient solution to the identified traffic safety concern. This option would allow cyclists to remain within the bike lanes on Railway Avenue for the entire length of the bike route between Granville Avenue and Moncton Street instead of deviating to a more circuitous routing for a portion of the bike route, which may also increase the potential for additional vehicle-pedestrian-cyclist conflicts at the transition points. Customers that approach the pub in vehicles southbound on Railway Avenue would first access the on-site parking (instead of parking on the west side of Railway Avenue) and, if the on-site parking is full, would be able to turn around in that lot to then access the on-street parking on the east side of Railway Avenue.

In addition, the removal of parking will enable the modification of pavement markings in this area to create a wider northbound bike lane and wider parking lane on the east side to provide greater clearance between northbound cyclists and the adjacent parked vehicles. The removal of parking also eliminates potential pedestrian safety concerns arising from residents and pub patrons who currently park on the west side of the road, where there are no pedestrian facilities due to right-of-way constraints, and then must either jaywalk across Railway Avenue or walk along the street to reach the crosswalk at Steveston Highway.

4.2 Consultation with Stakeholders

Staff consulted with the Richmond Community Cycling Committee on the various options. The Committee has indicated its support of the recommended action (Option 7) to remove parking on the west side of Railway Avenue (**Attachment 3**). The Committee further recommends that this action be undertaken immediately as the longer hours of darkness and poor weather during the winter season may heighten vehicle-cyclist conflicts at this location.

The owner of O'Hare's Pub and Bistro reviewed a draft of this report in December 2005 and offered several comments/suggestions, which are noted below along with staff's comments.

- *Introduce 30 km/h Zone*: install signage to establish a 30 km/h speed zone (as in school zones) and advise motorists to watch for pedestrians in the area where on-street parking is currently allowed on the west side of Railway Avenue.

Staff Comments: Railway Avenue is classified as a major arterial road as it primarily facilitates through traffic movements rather than access to adjacent land uses, the latter, which is typically provided by local roads and lanes. Typically, speed limits are not reduced on major arterial roads, even when a school fronts the roadway (e.g., there is no 30 km/h speed zone for Blundell Elementary School on Blundell Road, which is a major arterial road). The City's Traffic Safety Advisory Committee has considered this issue and determined that it would be unsafe to change speed limits on arterial roads from 50 km/h to 30 km/h at school zones and then back to 50 km/h.

- *Establish Alternative Route*: construct an alternative bike route that reflects cyclists' origin and destination travel patterns.

Staff Comments: as discussed at the beginning of Section 4, the Railway Avenue bike route is a major and well-established north-south cycling route. The route is typically used by both commuter and recreational cyclists travelling between the Steveston area and the City Centre as well as students travelling to/from McMath Secondary School on Garry Street. It is particularly convenient for cyclists travelling to/from the City Centre as the bike lanes on Railway Avenue merge seamlessly with those on Granville Avenue. Given these factors, an alternative on-street bike route in the near vicinity of Railway Avenue may not attract significant usage by cyclists.

- *Pursue Option 6 (Establish Multi-Use Path on City RoW)*: pursue negotiations to secure a right-of-way across the partially owned City property at the south end of the City RoW in order to facilitate construction of a multi-use pathway as described in Option 6.

Staff Comments: as discussed in Option 6, cyclists are unlikely to deviate to a discontinuous off-street pathway and its construction for only a portion of its ultimate length would generate additional traffic and pedestrian safety concerns arising from the transitions between the pathway and the on-street bike lanes at each end. To address these issues, construction of

this pathway should be undertaken when it is feasible to build it in its entirety rather than in disjointed sections and, per the City's *Trail Strategy*, as part of the redevelopment of the adjacent CP Rail RoW. Given the funding and time commitments involved to achieve this project, it is likely to remain a longer term goal of the City rather than an immediate solution to the identified traffic safety concern.

Staff subsequently consulted further with the business owner in January 2006 regarding Option 3 (Lease Adjacent CP Rail Land and Construct Parking Area), as described in Section 4.1 under that option.

4.3 Recommended Option

Upon review of the benefits and costs of the above options, staff recommend Option 7 (Removal of Existing Shoulder Parking) as it would:

- effectively addresses the existing traffic safety concern and can be implemented immediately and at a minimal cost;
- allow both the northbound bike lane and adjacent parking lane to be widened thus increasing the distance between cyclists and parked vehicles;
- not require southbound cyclists to deviate to a more circuitous routing for a short portion of the bike route; and
- eliminate jaywalking by drivers parking on the west side of Railway Avenue and eliminate pedestrian activity where there are no protected facilities provided.

Should this option be approved, staff would continue to pursue opportunities to improve trail connections and pedestrian facilities in the vicinity of Railway Avenue and Steveston Highway to encourage neighbourhood residents to use non-vehicular modes to access local businesses.

Financial Impact

The table below summarizes the estimated cost of each option.

Option	Estimated Capital Cost	Estimated Annual Operating Cost/Revenue
1 Status Quo	\$0	\$0
2 Relocate Parking to Steveston Highway	option not feasible per City policy	
3 Construct Parking Area on Adjacent CPR land	(\$99,300)	< \$5,110
4 Construct Parking Area on CPR land south of Steveston Highway	option not pursued further	
5 Construct Parking Area on City land	option deemed not appropriate	
6 Construct Trail within City Right-of-Way	> (\$142,000)*	(\$4,000)
7 Remove Parking - Recommended	(\$2,000)	(\$200)

* - does not include any required land acquisition or landscaping.

With respect to recommended Option 7, minor signage and pavement marking changes would be required to restrict parking on the west side of Railway Avenue and establish wider bike and parking lanes on the east side, both of which can be accommodated within existing department budgets.

Conclusion

Staff, in consultation with the Richmond Community Cycling Committee, intend to undertake an update of the City's *On-Street Cycling Network Plan* (CNP), which was first adopted by Council in 1995. As part of this review, staff will examine the feasibility of introducing bike lanes along arterial roads not already identified in the CNP.

In response to concerns raised by both the Richmond Community Cycling Committee and other local cyclists, staff investigated a complete range of options to address the traffic and pedestrian safety concerns arising from the discontinuation of the southbound bike lane on Railway Avenue just north of Steveston Highway in order to allow on-street parking. Based on this analysis, staff recommend that the appropriate cost-effective and efficient solution is to remove parking on the west side of Railway Avenue immediately north of Steveston Highway before the level of vehicle-bicycle conflicts reach a critical level. This change would have minimal impacts on how patrons access the local business when approaching by vehicle from southbound on Railway Avenue. This action should be implemented immediately as the longer hours of darkness during the winter season may exacerbate vehicle-cyclist conflicts.

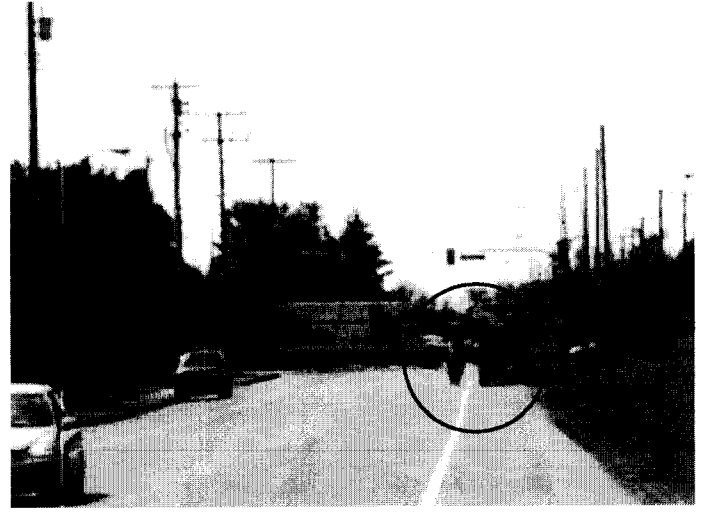


for Joan Caravan
Transportation Planner (4035)

Parking and Cycling Conflicts on Railway Avenue



Southbound Cyclists on Railway Avenue
Approaching Steveston Highway –
Signage Indicates end of Bike Lane



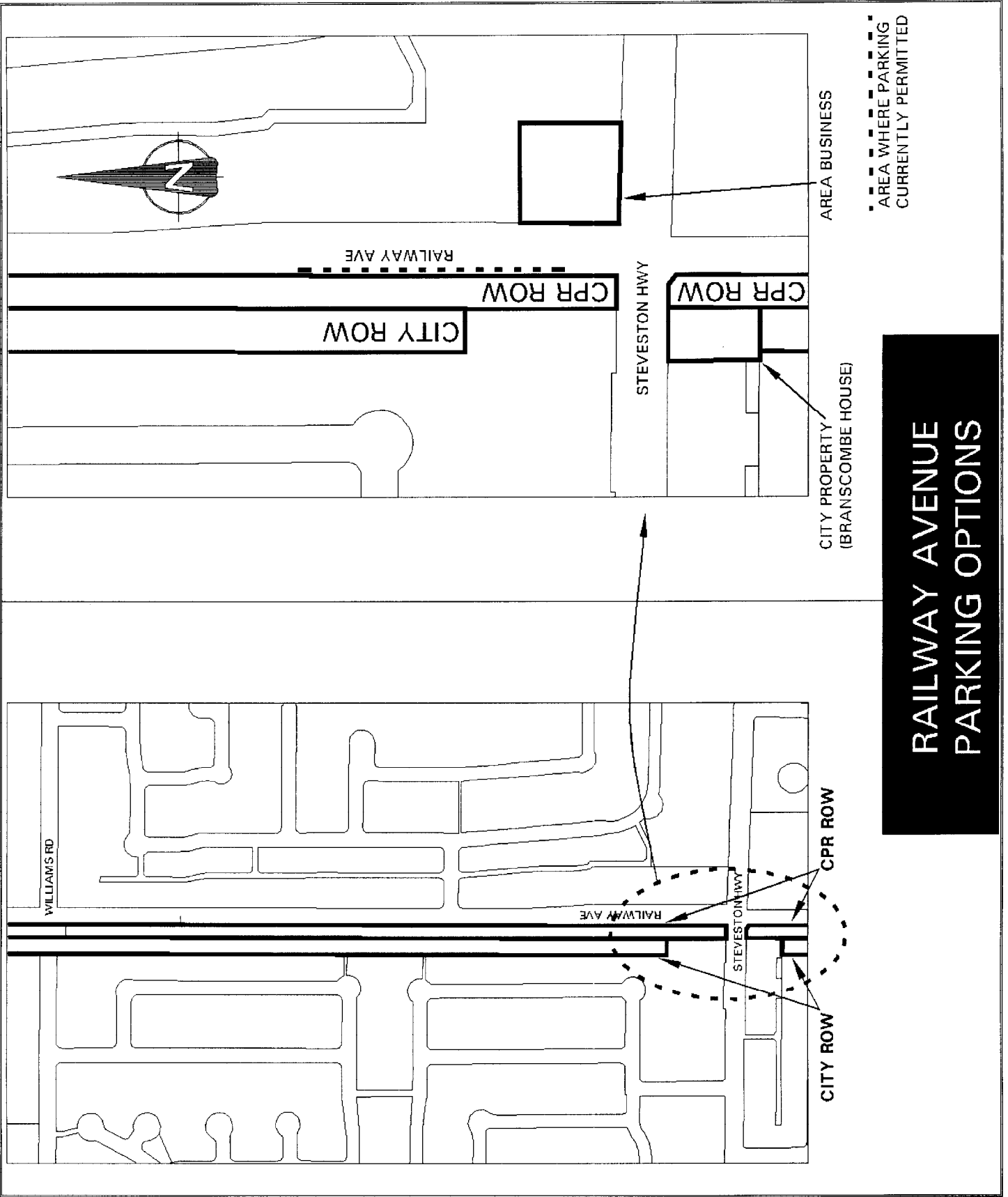
Southbound Cyclists on Railway Avenue Required
to Move into Travel Lane due to Parked Vehicles



Parked Vehicles on West Side of Railway Avenue
with Parking Available on East Side
(Looking South)



Parked Vehicles on West Side of Railway Avenue
with Parking Available on East Side
(Looking North)



RAILWAY AVENUE PARKING OPTIONS

Richmond Community Cycling Committee

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Attn: Chair
Public Works and Transportation Committee

Dear Chair:

Re: Parking on West Side of Railway Avenue north of Steveston Highway

The Richmond Community Cycling Committee strongly endorses the removal of parking along the west side of Railway Avenue north of Steveston Highway.

The current situation is extremely hazardous to cyclists because it forces them into the single travel lane for southbound motor vehicles. Experienced cyclists, as well as those who have taken the Canadian Cycling Association' Can-Bike training course, know that for reasons of safety, cyclists must merge into the centre of the vehicle lane in the situation where they are forced into a narrow lane. This practice allows a shy distance to be maintained from car doors that may open unexpectedly and also discourages motorists from squeezing by when there is insufficient lane width for that to be done safely.

This section of Railway Avenue presents treacherous conditions for cyclists during peak periods, inclement weather and nighttime. Motorists who do not recognize the need for the cyclist to merge in front of them are potentially at odds with the cyclist during the lengthy approach to the intersection where parking is allowed.

The Cycling Committee is unanimous in its belief that the removal of vehicles being stored on public property is the appropriate resolution to this cycling impediment.

Sincerely,



Larry Pamer
Chair, Richmond Community Cycling Committee