



## Staff Report

### Origin

The Richmond Community Cycling Committee was formed in 1993 to allow City staff to work in partnership with the community to promote commuter and recreational cycling in Richmond. In 2013, Council approved the evolution of the Committee into the Richmond Active Transportation Committee (RATC) to reflect a broader mandate that includes other micro mobility devices such as e-scooters. The Committee provides input and feedback to the City on infrastructure projects designed for these modes and undertakes various activities in co-operation with the City that encourage, educate and raise awareness of active transportation. Committee members are local residents and/or employees who reflect a diverse range of ages and cycling skills. Several members, including a co-Chair, are also members of HUB Cycling's local Richmond-YVR Committee, which enables direct and on-going communication with the agency.<sup>1</sup>

This report reviews the 2021 activities of the RATC and identifies a number of initiatives for 2022 that would support its mandate to provide input and advice to the City on issues in the planning, development, improvement, and promotion of an active transportation network that supports a greater number of trips by cycling, walking and rolling. The Committee's activities contribute towards the City's sustainability goals articulated in Richmond's *Official Community Plan* and *Community Energy and Emissions Plan* to reduce greenhouse gas emissions by prioritizing and funding walking, rolling and cycling infrastructure. The Committee's initiatives also support the goals and actions of the City's *Community Wellness Strategy* and, in turn, Richmond's long-term health, liveability and vibrancy.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

*An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*

- 4.1 *Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.*
- 4.2 *Ensure infrastructure meets changing community needs, current trends and best practices.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

- 6.3 *Build on transportation and active mobility networks.*

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<sup>1</sup> HUB Cycling is a regional non-profit organization that works to improve cycling conditions in Metro Vancouver.

## Analysis

While planned in-person events remained impacted in 2021 due to the COVID-19 pandemic, the Committee participated in a number of activities that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of active transportation in Richmond.

### Expansion, Improvement and Planning of Active Transportation Network in 2021

The City continued to expand and improve Richmond's active transportation network in 2021, which now comprises 87.2 km of on- and off-street bike and rolling routes (excluding dyke trails). The Committee provided feedback on the planning, design, construction, and/or improvement of the following facilities.

#### *Construction of New Facilities*

- *Charles Street (Sexsmith Road-Bridgeport Station Entrance)*: Substantial progress of an off-street multi-use path (MUP) with pedestrian lighting along the north side of Charles Street that provides safe walking and cycling access to/from Bridgeport Canada Line Station (Figure 1). This MUP extended the existing MUP on Sexsmith Road between Beckwith Road and Charles Street that was completed in 2020.
- *Alderbridge Way (Fisher Gate-Shell Road)*: Substantial progress on Phase 2 of an off-street MUP with pedestrian lighting along the north side of Alderbridge Way that provides a safe walking and cycling access where none previously existed (Figure 2). Phase 1 of the MUP between No. 4 Road and Fisher Gate was completed in 2020.



Figure 1: Charles Street MUP



Figure 2: Alderbridge Way MUP (Phase 1)

- *Crosstown Neighbourhood Bike Route*: Completion of upgrades at the No. 3 Road-Lucas Road off-set intersections that included curb bulges to facilitate cyclists to cross No. 3 Road. With this work, the Crosstown Neighbourhood Bike Route is now complete. The east-west route is aligned between Blundell Road and Francis Road, and connects Railway Avenue to Garden City Road using local streets and off-street pathways. Wayfinding signage has been installed and pavement markings (bike stencils with chevrons known as “sharrows”) will be added in spring 2022.

- Woodwards-Saunders Neighbourhood Bike Route: Completion of upgrades on Woodward Road mid-point between No. 2 Road and Gilbert Road to facilitate the through movement of cyclists and pedestrians. With this work, the Woodward-Saunders Neighbourhood Bike Route is substantially complete. The east-west route is aligned between Francis Road and Williams Road, and connects Railway Avenue to the Parkside Neighbourhood Bike Route (Ash Street) using local streets and off-street pathways. Wayfinding signage will be installed in winter 2021 and “sharrow” pavement markings will be added in spring 2022. The planned upgrade of the special crosswalk on No. 3 Road at Saunders Road to a pedestrian signal is anticipated in 2022.

#### *Improvement of Existing Facilities*

- West Side of Garden City Road (Lansdowne Road-Westminster Highway): Substantial completion of the upgrade of the existing paved shoulder on the west side between Lansdowne Road and Westminster Highway to provide a wider facility delineated between southbound cyclists and two-way pedestrians that is protected from vehicle traffic by an extruded curb (Figure 3). The project is anticipated to be completed in spring 2022 with the upgrade of the southbound bike lane immediately south of Lansdowne Road to an off-street MUP realigned behind the bus stop to eliminate conflicts with transit service. In addition, a 75m section of the existing southbound on-street bike lane north of Lansdowne Road was upgraded to an off-street bike path.
- Granville Avenue (Garden City Road-Gilbert Road): Installation of delineators between the existing bike lane and the adjacent vehicle lane as a pilot project to mitigate motorists parking in the bike lane. The project scope will be extended west to Railway Avenue in 2022 (Figure 4).



Figure 3: West Side of Garden City Road  
(Lansdowne Road-Westminster Hwy)



Figure 4: Granville Ave Delineators

- Railway Avenue (Steveston Highway-Williams Road): Re-stripping of the bike and vehicle lane lines to widen the bike lanes, typically by 0.5m in the northbound direction to provide greater separation between cyclists and parked vehicles.



- Westminster Highway (No. 6 Road-No. 7 Road): Reconstruction of the existing MUP on the south side to address extensive damage due to tree roots plus the addition of wooden bollards between the path and the road to address motorists parking on the path (Figure 5).
- West Side of Garden City Road at Williams Road: New pavement markings (bike stencils) and delineators were installed at the southern terminus of the off-street MUP on the west side to better define, for both motorists and cyclists, the transition of cyclists to an on-street facility when approaching Williams Road (Figure 6).



Figure 5: Westminster Hwy MUP



Figure 6: Garden City Road to Williams Road

#### Design Review of Planned Facilities

- Gilbert Road (Granville Avenue-Elmbridge Way): Provision of directional cycling facilities on each side of the road comprising protected on-street bike lanes, off-street bike path adjacent to the sidewalk, and off-street MUP. When completed, the project will establish continuous cycling facilities on Gilbert Road between Granville Avenue and the Dinsmore Bridge.
- Browngate Road (Hazelbridge Way-No. 3 Road): Provision of on-street two-way bike paths protected from the adjacent vehicle lane by a concrete median on the south side between No. 3 Road and Hazelbridge Way. When completed, the project will link the Odlin Road Neighbourhood Bike Route from the east to No. 3 Road and Aberdeen Station.
- Lansdowne Road Multi-Use Pathway: Westward extension of a two-way off-street MUP for pedestrians and cyclists on the north side of Lansdowne Road between Gilbert Road and Pearson Way. Upon completion, this project will provide a westward extension of the existing pedestrian-cycling facility along Lansdowne Road from Minoru Blvd to Gilbert Road and a direct link from the Canada Line Lansdowne Station to the Richmond Olympic Oval once proposed/future development-related road improvements are implemented along the remaining sections of Lansdowne Road and Hollybridge Way.

Participation in City Active Transportation Initiatives in 2021

The Committee participated in the following City initiatives in 2021 related to cycling and other active transportation modes in Richmond.

- Update of Cycling Network Plan: The Committee is a key stakeholder providing feedback in the Phase 1 and Phase 2 engagement sessions held by the City in June and November 2021 respectively to support the update of the plan. The plan is anticipated to be finalized in spring 2022 and will identify what the future cycling network will look like, and guide the prioritization of future investments.
- Cycling-Related Signage in Construction Zones: Members reviewed and provided feedback on potential improvements to current signage plans for scenarios where cyclists must transition out of the bike lane and into the adjacent vehicle lane to bypass a work zone.
- E-Scooter Pilot Project: The Committee provided input into the City’s development of bylaw amendments to support an e-scooter pilot project as well as the planned provision of a public shared e-scooter system as part of the pilot project.
- Bicycle-Pedestrian Counters: Installation of six counters that record pedestrian and cyclists counts by direction on various facilities across the city (Table 1). The data will track usage and help inform the need for and timing of future improvements. Further expansion of the network of monitors is planned in 2022.

Table 1: Bike-Pedestrian Counters Installed in 2021

Bike Route	Location
Railway Greenway	South of Westminster Hwy
Cambie Road MUP	West of No. 3 Road
Alderbridge Way MUP	East of No. 4 Road
Garden City Road MUP	South of Beckwith Road
No. 6 Road MUP	South of Bridgeport Road
Sea Island Way Bike Path	West of Corvette Way

Promotion of Active Transportation Network in 2021

The Committee participated in the following activities in 2021 to promote cycling and other active transportation modes in Richmond.

- Recreational Trails and Cycling Map: Update of the map in partnership with Tourism Richmond that includes information on Richmond attractions and suggested itineraries for exploring Richmond by bike. The new edition was posted to the City’s website and distributed in summer 2021 to community centres, libraries and other civic facilities. The project included an update of the large format sign of the map installed at the south end of the Canada Line Bridge, which is a major cycling gateway to Richmond (Figure 7).



Figure 7: Sign of Trails and Cycling Map

- *Go by Week (May and September 2021)*: The May 2021 event of this region-wide annual initiative organized by HUB Cycling was held online due to the COVID-19 pandemic. In September 2021, the Committee worked with HUB Cycling to support one “Knowledge Hub” in Richmond (outside in front of Thompson Community Centre) that was carefully supervised to comply with existing public health guidelines. Collectively, a total of 21 organizations based in Richmond comprising 63 riders registered online for the September event. These riders collectively logged 244 trips for a total distance of nearly 4,000 km thereby avoiding the emission of 820 kilograms of greenhouse gases within the community.
- *HUB Cycling Bike to Shop Week (August 7-20, 2021)*: HUB Cycling stages this annual event to encourage people to ride to and shop at local businesses. Bike to Shop is both a ‘support local’ and tourism campaign, designed to bring people directly to local stores as well as travel to new areas. The event in Richmond was focused in Steveston and included nine participating businesses that offered promotions and discounts to participants.

#### Active Transportation Education in 2021

The City provides funding to HUB Cycling to deliver cycling education courses for the community and elementary school students. The City’s support for cycling education generates multiple benefits including increased safety, encouragement of a life-long healthy activity and sustainable mode of travel, and potential to reduce traffic congestion around schools as more students choose to ride a bike, all of which align with the City’s Official Community Plan goals.

- *Bike to School Education for Students*: Beginning in 2020, the City has funded cycling education courses for all Grade 6 and 7 public school students over a two-year period (i.e., approximately 19 schools per year). In 2021, with revised delivery methods to comply with existing public health guidelines, a total of 1,600 students from 18 elementary schools learned the rules and responsibilities of riding on city streets and bike paths, and received hands-on practice with fundamental cycling skills on school grounds and local neighbourhood streets in co-operation with Richmond School District. HUB’s fleet of bikes includes a range of specialized adaptive bikes that are available to children with physical and cognitive differences to help achieve a goal of 100% participation.
- *Cycling Education for Adults*: A Learn to Ride Course for 24 new immigrant adults and their families was held in partnership with Richmond Multi-cultural Community services. A Basic Bike Maintenance course with 11 attendees was held in partnership with Cambie Community Centre.

#### Proposed Active Transportation Initiatives in 2022

The Committee will provide input at the earliest conceptual stage on the prioritization, planning, design, and implementation of the following projects that expand and/or improve the network of infrastructure that can be used by active transportation modes.

- *Update of Cycling Network Plan*: Finalization of an updated city-wide cycling master plan that supports long-term mobility objectives, reflects best practices in cycling infrastructure design and current community needs, and includes a prioritized implementation strategy. This work is anticipated to be completed in spring 2022.



- Planned Active Transportation Network Expansion: Planned City capital projects include new or upgraded cycling facilities along the following corridors (see Attachment 1 for project locations):
  - Sexsmith Road-Brown Road: new protected bike lanes between Bridgeport Canada Line Station and the recently completed Odlin Road Neighbourhood Bike Route
  - Garden City Road (Granville Ave-Sea Island Way): addition of delineators between the bike lane and vehicle lane
  - Garden City Road (Francis Road-Williams Road): reconstruction of off-street MUP on the west side
- E-Scooter and E-Bike Pilot Project: The Committee will continue to provide input and feedback on the City's pilot project, particularly regarding the operation of the public shared e-scooter and e-bike system and its impact on existing cycling infrastructure and users.
- Active Transportation Network Spot Improvements: Potential projects include localized improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage, new ramps to facilitate access to off-street pathways, and installation of delineators to prevent motorists from encroaching into bike lanes.
- Planned Park, Road and Development Projects: The Committee will review additional City and external agency projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project such as the Province's Steveston Interchange Project and the George Massey Tunnel Crossing Improvement.

Project costs associated with the expansion and improvement of the active transportation network for 2022 are accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

#### Proposed Education and Promotion of Active Transportation in 2022

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities, which will be funded from existing departmental budgets.

- 20<sup>th</sup> "Island City, by Bike" Tour: Pending public health orders and guidelines, assist in the planning, promotion and staging of the twentieth bike tour of Richmond, which is tentatively set for Sunday, June 13<sup>th</sup> at the Minoru Centre for Active Living. Both the long and short routes will seek to feature recent improvements to the active transportation network to raise community awareness of the neighbourhood facilities that support walking, cycling and rolling activities.
- Go by Bike Week and Bike to Shop: Assist in the planning, promotion and staging of these region-wide events, which include the provision of Knowledge Hubs in Richmond for cyclists.



- *Bicycle Education for Students and Adults*: The Committee will support the contractor, the Richmond School District and a variety of community agencies in the expansion of cycling education courses to all Grade 6 and 7 elementary school students (over a two-year period) and, pending public health protocols, similar courses for adults including seniors and new immigrants.
- *Promotion of Active Transportation Network*: Continue to participate in City events related to health and transportation to raise the awareness of new active transportation facilities both locally and regionally. The Committee will also continue to provide feedback to enhance active transportation information on the City's website and Facebook site.

### **Financial Impact**

None.

### **Conclusion**

The Richmond Active Transportation Committee continues to build its diversity of users' experience to support its broader mandate that includes other rolling transportation modes. The Committee's proposed 2022 initiatives would continue efforts to further encourage greater and safer use of active transportation modes in Richmond, which in turn will support progress towards meeting the City's target for the reduction of greenhouse gas emissions as well as the travel mode share targets of the City's *Official Community Plan*. Active transportation also promotes and/or increases physical activity and overall health and wellness outcomes in line with the City's *Community Wellness Strategy*.

As the Richmond School District is an essential partner in the delivery of the cycling education courses for students, staff recommend that the report be forwarded to the Richmond Council-School Board Liaison Committee for information.



Joan Caravan  
Transportation Planner  
(Staff Liaison to Richmond Active Transportation Committee)  
(604-276-4035)

Att. 1: Location of Selected Planned Active Transportation Network Projects for 2022

Location of Selected Planned Active Transportation Network Projects for 2022



Sexsmith Road-Brown Road (Beckwith Road-Browngate Road): Protected Bike Lanes

- New Cycling Facilities
- Existing cycling facilities
- Planned cycling facilities (City project)
- Planned cycling facilities (secured via development application process)



Location of Planned Active Transportation Network Projects for 2022



Garden City Road (Granville Ave-Sea Island Way):  
Addition of Delineators between Bike Lane and Vehicle Lane

Location of Planned Active Transportation Network Projects for 2022



Garden City Road (Francis Road-Williams Road): Reconstruction of Multi-Use Pathway