




City of Richmond

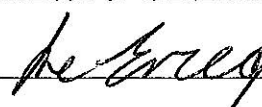
Report to Committee

To: Public Works and Transportation Committee **Date:** December 12, 2008
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0100-20-
RCYC1/2008-Vol01
Re: **RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2009
INITIATIVES**

Staff Recommendation

That the proposed 2009 initiatives of the Richmond Community Cycling Committee regarding cycling-related engineering and education activities, as described in the attached report from the Director, Transportation, be endorsed.


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

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks Planning, Design & Construction....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Recreation	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 to promote cycling as a healthy and sustainable mode of travel. This report reviews the Committee's 2008 activities and achievements and proposes a number of initiatives for 2009 that support the Committee's mandate of encouraging more people to cycle more often in Richmond.

Analysis

1. 2008 Activities and Achievements

The RCCC undertook and participated in a number of activities in 2008 that contributed to enhanced cycling safety and increased education and awareness of cycling in Richmond.

1.1 2008 Richmond Cycling Map

In partnership with TransLink and the City, the Committee led the overall process to define the format, content and design of a Richmond-specific cycling map that was produced and distributed in late Spring 2008. A total of 75,000 copies were printed and, of these, around 67,000 were distributed to Richmond households via the *Richmond News* and *Richmond Review* local newspapers. Copies of the cycling map have also been distributed to Tourism Richmond, libraries and other civic facilities as well as handed out at various City events. Staff and the Committee have received consistently positive feedback on the map. Staff and the Committee intend to update and re-issue the map approximately every two years to incorporate new cycling infrastructure added in the city.

1.2 Expansion of Richmond Cycling Network

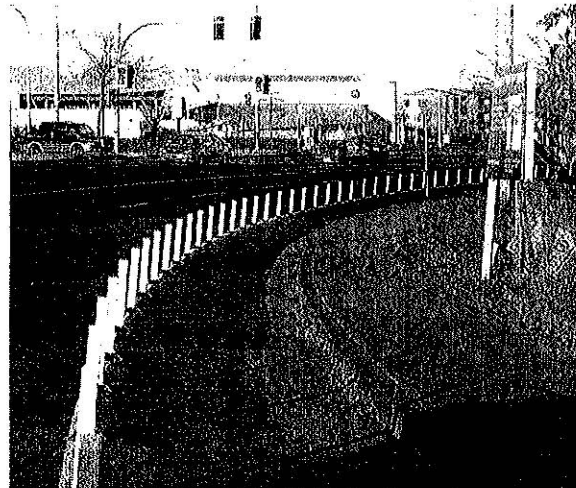
The City continued to add to the local cycling network in 2008, which now comprises nearly 40 km of bike routes, with the support of funding grants from various external agencies such as TransLink, the provincial Ministry of Transportation and UBCM. Activities included:

- Cycling Connections to Canada Line Bridge: review of design for new cycling facilities along Van Horne Way and Charles St-Smith St-Beckwith Rd to provide cycling connections between the Canada Line Bridge and the city's existing cycling network;
- No. 3 Road Streetscape Study: input into the detailed design of the raised bike lanes and end-of-trip facilities to enhance cycling access to the Canada Line and the City Centre area; and
- 2009 Cycling Network Expansion Program: review of conceptual designs for proposed 2009 projects, which include new bike lanes/sharrows on Minoru Blvd (Granville Ave to Alderbridge Way), the installation of a pedestrian signal at Van Horne Way and Great Canadian Way, the addition of sharrows and signage on Lynas Lane, and cycling connections to the Massey Tunnel bike shuttle stop (bike lanes through Riverside Industrial Park and sharrows along Rice Mill Road).

1.3 Improvement of Richmond Cycling Network

As part of the 2008 Capital Budget, a new capital program with a budget of \$25,000 was approved to provide funding to support the improvement and upgrade of existing cycling routes in the city to respond to changing traffic conditions and new industry design standards. Under this new Cycling Network Improvement Program, the Committee considered potential projects to address various cycling safety concerns in the city and prioritised the following enhancements for implementation in late 2008/early 2009:

- Sharrow Bike Route Markings: the application of sharrows (shared use lane markings) on existing signed bike routes where there is a wide curb lane but insufficient width for a separate bike lane (i.e., Gilbert Rd between Granville Ave and Lansdowne Rd, and Garden City Road between Francis Rd and Granville Ave). The highly visible sharrows alert road users of the location cyclists are likely to occupy within the travel lane and encourage safe passing of cyclists by motorists.
- Railway Avenue Bike Route: installation of delineator posts along the pavement marking delineating the bike lane from the adjacent vehicle lane at two locations where vehicles have been observed to frequently encroach into the bike lane (i.e., southbound Railway Ave at Linfield Gate and northbound Railway Ave to eastbound Granville Ave). The new delineator posts provide a physical barrier that deters vehicles from entering the bike lane.



Delineators on northbound Railway Ave to eastbound Granville Ave

The Committee also worked with staff on the following additional cycling facility improvements:

- Garden City Road Bike Route: creation of a northbound through bike lane at the approach to Westminster Highway;
- Russ Baker Way: review of the detailed design for the construction of a northbound transit only lane between Gilbert Road and Cessna Drive, which also included improvements to the northbound bike lane;
- Imperial Landing Off-Street Pathways: reviewed the pathway design, including signage and bollard construction and placement, and attended a site visit with Parks and Transportation staff as well as a representative from the Municipal Insurance Association of BC. The Committee provided a number of constructive comments and suggestions to improve the accessibility and safety of the pathways for both cyclists and pedestrians;
- Continuity of Bike Lanes at Intersections: initiated work on a longer term project that seeks to improve the continuity of bike lanes at intersections. Currently, along several bike routes in Richmond with designated bike lanes, the bike lane is dropped prior to an intersection in order to provide a right-turn only lane. The intent is for cyclists proceeding straight through the intersection to merge with through traffic. However, the Committee believes that this design is no longer practical for both cyclists and motorists, primarily due to the increase in traffic volumes. It can be intimidating for cyclists, particularly novices, to merge into the

through lane as longer traffic queues at red lights mean the cyclist must spend greater time in the vehicle lane before being able to clear the intersection and return to the bike lane on the far side. Informal observations by Committee members and staff indicate that very few cyclists actually move to the through lane; the vast majority remain in the right-turn lane even when there is a red light. Indeed, if the traffic light is red, a cyclist can create greater vehicle delay by being in the through lane than if the he/she stayed in the right-turn lane, as right-turn traffic volumes are typically less than through volumes. Work to date includes developing an inventory of intersections where the condition occurs, and prioritising the locations for further detailed investigation of possible remedial measures.

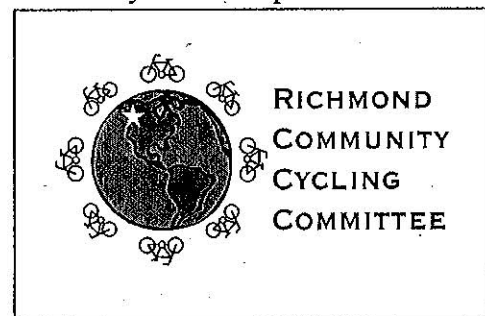
1.4 Education and Promotion

- Earth Day (April 26, 2008): as part of the City's offering of community activities to celebrate Earth Day, members voluntarily led bike tours from the Steveston and West Richmond Community Centres along the dyke to the Terra Nova Rural Park.
- Bike to Work Week (May & November 2008): the Committee worked with organizers of this region-wide annual initiative to successfully stage the second annual May event as well as an inaugural November event in Richmond. During the May event, bike commuter stations at City Hall and Flight Path Park attracted around 50 cyclists each while a third station at Crestwood Business Centre attracted over 80 cyclists. During the November event, around 50 cyclists stopped at a bike commuter station in front of Thompson Community Centre. At all stations, many cyclists were observed riding past the stations without stopping in.
- 8th Annual "Island City, by Bike" Tour (June 1, 2008): 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 annually jointly stage a guided tour for the community of some of the city's cycling routes. The 8th annual "Island City, by Bike" tour was based at Sea Island School and featured short (9-km) and long (20-km) rides. 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 event attracted nearly 100 cyclists of all ages and cycling ability. Attendance at this community event has grown from approximately 30 riders at the first event held in 2001.



Participants in 8th Annual Island City, by Bike Tour

- TransLink Regional Bike Map: the Committee met with and provided information on local cycling routes to consultants retained by TransLink to collect regional cycling data to be used to update TransLink's regional cycling map as well as input to a future on-line bicycle trip planning tool.
- Federal Vehicle Design Regulations: per a referral from the Public Works & Transportation Committee, the Committee provided comments on a request from a Greater Vancouver resident regarding the need for a review of the federal *Motor Vehicle Safety Act* (MVSA) and *Motor Vehicle Transport Act* (MVTA), primarily with respect to vehicle design regulations, with the intent of improving traffic and cycling safety in Richmond as well as across Canada. The Committee met with the delegate and expressed support for a review of the MVSA and its regulations as the review would be one potential mechanism among many that supports the ultimate goal of improving cyclist and pedestrian safety and encouraging more people to walk and cycle. The RCCC also agreed that a review should be framed in the broader context of improving the safety of vulnerable road users such as cyclists and pedestrians.
- RCCC Logo: the Committee developed a logo to be used primarily for promotional purposes (e.g., on poster for annual bike tour). The logo reflects the Committee's adaptation of "think globally, act locally" to graphically represent cycling as a sustainable and healthy activity.



1.5 Update of Zoning & Development Bylaw

The Committee provided input on amendments to the City's Zoning & Development Bylaw to include requirements for the provision of secure short- and long-term bicycle parking in new developments.

1.6 City-Wide Street Furniture RFP

As the City's proposed new street furniture contract is intended to include bike racks as one of the elements, the Committee and staff identified the preferred number of additional bike racks to be placed within the City right-of-way during the first year of the contract as well as the annual growth rate of additional bike racks over the term of the contract. These figures were incorporated into the street furniture RFP.

2. Initiatives for 2009

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 Network Projects

The Committee will provide input at the earliest conceptual stage on the prioritisation, planning, design, and implementation of the following projects that expand and/or improve the cycling network:

- Planned 2009 Cycling Network Expansion Projects: detailed design of local cycling connections to/from the pedestrian-bike lane on the Canada Line Bridge including a pedestrian signal at Van Horne Way/Great Canadian Way, bike lanes and shared wide lanes on Minoru Blvd (Granville Ave to Alderbridge Way), cycling connections to the Massey Tunnel bike shuttle stop, sharrows on Lynas Lane (River Rd to Granville Ave), and shared wide lanes with an off-street trail on Shell Road (Athabasca Dr to Horseshoe Slough Trail);
- Planned 2009 Cycling Network Improvement Projects: identification of localised improvements to existing facilities such as additional pavement markings and signage;
- Continuity of Bike Lanes at Intersections: continue work on investigation of identified intersections to improve the continuity of through bike lanes at these locations;
- No. 3 Road Corridor Streetscape Study: detailed design for the final section (Westminster Hwy to Granville Ave) of the cycling and end-of-trip facilities to enhance cycling access to the Canada Line and the City Centre area; and
- Planned Road and Development Projects: review projects that impact existing cycling facilities or would incorporate new cycling infrastructure as part of the overall project.

2.2 Education and Awareness Initiatives

The Committee will encourage and promote safe cycling as a sustainable travel mode that also has significant health benefits via the following activities:

- 9th Annual "Island City, by Bike" Tour: assist in the planning, promotion and staging of the ninth annual bike tour of Richmond during Bike Month in June 2009, which is set for Sunday, June 7th at West Richmond Community Centre as one of the City's Environment Week activities;
- Bike to Work Week: assist in the planning, promotion and staging of this region-wide event during May and November 2009, which includes the provision of bike commuter stations throughout the city; and
- City Page and City Website: provide education/awareness notices for both cyclists and motorists in the City Page of the *Richmond Review* (e.g., to complement the planned installation of bike stencils placed on loop detectors at various intersections throughout the city to indicate where cyclists should align their bicycles in order to trigger a change in the traffic signal) and continue to update, revise and enhance cycling-related information on the City's website.

2.3 City Initiatives with Cycling-Related Components

The Committee will provide input on the following City initiatives that have cycling-related elements:

- 2010 Olympic Games & O-Zone Celebration Site: as part of the transportation planning for these events, provide input on bicycle parking requirements, including location and capacity, as well as wayfinding measures for cyclists;
- Street Furniture Contract: identify locations for new bike racks in Year 1 of the new contract as well as future locations for additional bike racks in subsequent years of the contract;

- Earth Day (April 2009): as part of the City's offering of community activities to celebrate Earth Day, voluntarily lead bike tours from various community centres to event sites; and
- Update of Official Community Plan: the planned update of the *Official Community Plan* (OCP) will include an update of the principles, goals and objectives for the cycling component of the transportation section. The Committee will provide direct input to City staff on this initiative and potential areas of contribution include the investigation of 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.

2.4 Regional Cycling-Related Initiatives

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

- TransLink Bicycle Master Plan: through the City, provide input to TransLink on the development of its 10-Year Bicycle Master Plan, which is anticipated to be completed in 2009; and
- TransLink Business Case for Public Bike-Share Program: through the City, provide input to TransLink regarding the development of a business case for implementing an automated self-serve public bike system in Greater Vancouver, which would provide the public with access to bicycles via smart card or credit card activated kiosks located at regular intervals across an urban area.

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 divisional 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 divisional 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 2009 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)

