



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 18, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0100-20-
RCYC1/2012-Vol 01

Re: RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013 INITIATIVES

Staff Recommendation

1. That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the report, be endorsed.
2. That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks	<input checked="" type="checkbox"/>		
Recreation	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The report reviews the 2012 activities of the Committee and identifies an expanded mandate and new name for the Committee to allow for members' consideration of other human-powered or electric motor-assisted wheeled devices when providing feedback on the planning and design of the City's transportation infrastructure and encouraging more people to cycle and roll in Richmond. The report then identifies a number of initiatives for 2013 that would reflect its broader mandate.

Analysis

1. Summary of 2012 Committee Activities and Achievements

The RCCC undertook and participated in a number of activities in 2012 that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of cycling in Richmond.

1.1 Expansion and Improvement of Cycling and Rolling Network

The City continued to add to the active transportation network in 2012, which now comprises nearly 60 km of on- and off-street bike and rolling routes, with the support of funding grants from external agencies including TransLink and the Ministry of Transportation & Infrastructure (MoTI). The Committee provided feedback on the design and construction of the following facilities.

- *Granville Ave-Garden City Road Intersection Improvements*: installation of new traffic signal, multi-use pathway, crosswalks, green bike lanes, and delineator posts to improve the safety and north-south cycling and pedestrian movements through the intersection.
- *Parkside Neighbourhood Bike Route (Phase 1)*: modification of the existing diagonal diverter on Ash Street at Dayton Ave (Figures 1 and 2) to permit passage by through cyclists as part of Phase 1 of this second neighbourhood bike route that connects the South Arm area (Williams Road at Ash Street) to Garden City Park.



Figure 1: Diagonal Diverter on Ash Street at Dayton Avenue - Before



Figure 2: Diagonal Diverter on Ash Street at Dayton Avenue - After

- Massey Tunnel Cycling Connection: installation of bike lanes and signage to designate a cycling route through Riverside Industrial Park (via Hammersmith Gate-Hammersmith Way-Horseshoe Way-Machrina Way) and then via signage on No. 5 Road-Rice Mill Road to connect the Shell Road Bike Route with the pick-up/drop off location of MoTI’s bike shuttle service through the George Massey Tunnel.
- Railway Avenue Greenway: design of this major north-south pedestrian, cycling and rolling greenway that will connect Steveston with the Middle Arm Greenway.
- Development Applications and Road Improvement Projects: the Committee provided input on proposed cycling facility improvements associated with new developments and road improvement projects including the Lansdowne Road extension (Minoru Blvd-Alderbridge Way).

1.2 Education and Promotion

The Committee participated in the following activities to promote cycling in Richmond.

- Bike to Work Week (May and November 2012): the Committee worked with organizers of this region-wide annual initiative to successfully stage these events in Richmond. Despite rain during both the May and November events, four bike commuter stations recorded a total of 344 cyclists (i.e., stopping at the commuter station or passing by) during a 2-hour period in May and 152 cyclists were recorded at two bike commuter stations during a 2-hour period in November (see Figure 3). As shown in Table 1, the number of registered participants at Richmond workplaces and trips by bike shows a continued increase over the past few years.

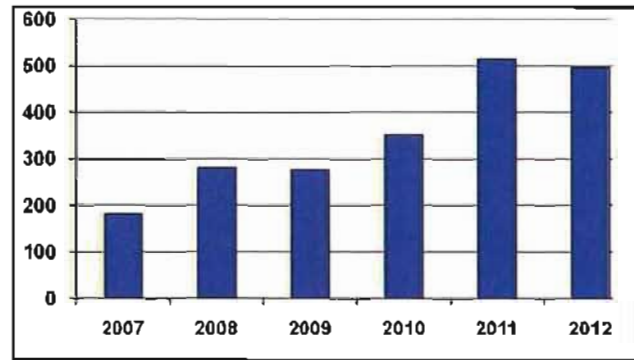


Figure 3: Cyclists Counted at Commuter Stations

- 12th Annual “Island City, by Bike” Tour (June 10, 2012): each year in June, as part of regional Bike Month activities and the City’s Environment Week events, the Committee and the City jointly stage a guided tour for the community of some of the city’s cycling routes. The 12th annual “Island City, by Bike” tour was based at Terra Nova Rural Park and offered short (7-km) and long (18-km) rides that both featured the newly completed Crabapple Ridge Neighbourhood Bike Route. Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish. Local businesses donated goods and services to the raffle draw and the event attracted a record number of 137 cyclists of all ages and cycling ability (see Figure 4).

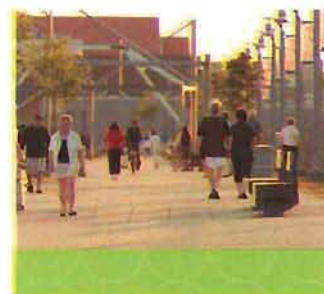
Table 1: Annual Bike to Work Week Statistics for Richmond Workplaces

Statistic	2009	2010	2011	2012
# Richmond Workplace Teams	71	105	76	81
Est. GHGs not Emitted (tonnes)	3.8	3.0	5.6	5.5
# Kms Ridden	19,350	24,831	26,121	26,566
# Trips by Bike	1,002	1,925	1,883	1,903



Figure 4: Participants on Long Ride of the 2012 Bike Tour

- Richmond 2013 Trails & Cycling Map: provided input into the update of the 2010 edition of the Richmond cycling map that will incorporate recent improvements to the local cycling network including the Crabapple Ridge Neighbourhood Bike Route, and be integrated with the City’s trails map to create a single comprehensive cycling and trails map that features safety tips as well as suggested scenic routes. The new map will be distributed in early 2013 to community centres, libraries and other civic facilities as well as handed out at various City events.



2013 TRAILS & CYCLING MAP



1.3 Expansion of Committee Scope beyond Bicycling to include Personal Mobility Devices

At the January 23, 2012 regular Council meeting, the following referral was made: *That staff examine the possibility of expanding the Richmond Community Cycling Committee beyond bicycling.* As part of the Committee’s 2012 initiatives, members and staff jointly investigated the definition of “personal mobility devices” and examined the expansion of the Committee’s scope to include these users in response to the Council referral.

There are many diverse types of human-powered or electric motor-assisted wheeled devices, collectively called personal mobility devices (PMDs), including bicycles, electric motor-assisted cycles or e-bikes (see Figure 5), wheelchairs (manual or motorized), motorized mobility scooters, skateboards, in-line skates, and kick-scooters. As PMDs are not



Figure 5: Types of E-Bikes

classified as vehicles, they do not require registration, insurance or a driver’s licence.

As shown in Table 2, the provincial *Motor Vehicle Act* specifies that bicycles and motor-assisted cycles are the only PMDs that can legally operate on roadways with e-bikes limited to electric motors and a maximum speed of 32 km/h. All other PMDs are restricted to off-street facilities with limited exceptions (e.g., as wheelchair and scooter users are classified as pedestrians, these users may travel on the roadway facing traffic only if no pedestrian facilities are present).

Table 2: Where PMDs Can Operate per Provincial and City Legislation

Personal Mobility Device	Where Permitted		
	Roadway	Sidewalk	Trail/Path
Bicycle / Motor-Assisted Cycle	✓ (1)	✗ (2)	✓
Motorized Scooter / Wheelchair	✗ (3)	✓	✓
Skateboard / Skis with Wheels / Kick-Scooter	✗ (4)	✗	✗
Roller Skates / In-line Skates	✗ (4)	✗	✗

(1) Unless otherwise signed. (3) Unless no pedestrian facilities.
 (2) Unless otherwise signed or by bylaw. (4) Unless by bylaw.

The City’s *Traffic Bylaw* currently prohibits the use of skateboards, skates and other devices that coast or slide on any street, lane or “other public place.” The latter phrase effectively prohibits the use of skateboards, skates or kick-scooters on off-street paved pathways or in parks and thus limits their use to private property only. A future expanded role for the Committee would be to provide input to staff on any needed amendments to City bylaws that regulate PMDs to ensure that their use is permitted where appropriate infrastructure exists.

The Committee is enthusiastic about and supportive of broadening its scope to include the consideration of other PMDs beyond the bicycle. With the recent adoption of the City’s updated Official Community Plan (OCP), the Committee considers the timing quite appropriate as the expanded scope would better enable the Committee to help the City advance the goals of the OCP, particularly with respect to the travel mode share targets.

Staff and Committee members also agree that a new Committee name that better reflects the proposed expanded mandate would be appropriate and both support “Richmond Active Transportation Committee” as the new name. The proposed new name conveys the Committee’s focus on human-powered or motor-assisted travel modes that have health benefits (“active”) and can be used for utilitarian trips (“transportation”).

An expanded scope of the Committee would be to provide input and advice to the City on cycling- and rolling-related issues throughout the city, including the following:

- development, implementation and update of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- identification of local issues and opportunities related to cycling and the use of PMDs;
- development of planning concepts, implementation strategies and design for new and/or improvements to facilities for cycling and PMDs;
- evaluation and prioritization of improvement strategies for cycling and the use of PMDs;
- promotion of cycling and PMD’s as a viable means of transportation; and
- promotion of education, integration, awareness, and safety amongst drivers, pedestrians, cyclists, and PMD users.

The Committee currently has a staff liaison from Transportation. As the expanded scope would entail greater consideration of off-street facilities such as paths, trails and greenways, a staff liaison from Parks will attend Committee meetings as needed. New members that use or have experience with PMDs other than bicycles will be sought through internal contacts (e.g., Minoru Seniors Centre, community centres and associations) and external means (e.g., placing a notice in the City Page that appears bi-weekly in the *Richmond Review* newspaper).

1.4 Other Cycling-Related Initiatives

The Committee provided input on the following City initiatives with elements related to active transportation:

- *Official Community Plan (2041) Update*: review of and feedback on the draft cycling policies to be included in the Mobility & Access section of the OCP update including the conceptual long-term cycling network.

2. Proposed Committee Initiatives for 2013

In addition to providing input on the planning, design and implementation of major capital infrastructure projects designed for active modes of transportation, the Committee proposes to undertake various activities in co-operation with the City and external agencies that encourage and raise awareness of active transportation, and educate all users how to safely share facilities.

2.1 Active Transportation Network Expansion & Improvement Projects

The expanded 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 network of infrastructure that can be used by active transportation modes:

- *Planned Active Transportation Network Expansion*: continuation of implementation of the Parkside Neighbourhood Bike Route to provide a multi-use pathway connection (for cycling, walking and rolling) from the north end of Ash Street to Garden City Park as well as the detailed design of the Railway Avenue Greenway;
- *Cycling Network Improvement Projects*: localised improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage and installation of delineators to prevent motorists from encroaching into bike lanes;
- *Planned Park, Road and Development Projects*: review of additional projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project; and
- *Promotion of Completed Routes*: develop new and/or enhanced promotional campaigns to raise the awareness of new active transportation facilities both locally and regionally such as news releases, regular City notices in local newspapers and wide distribution of the trails and cycling map.

2.2 Education and Encouragement Initiatives

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities:

- Review of City Bylaws and Policies: provide feedback on any needed updates of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- 13th Annual "Island City, by Bike" Tour: assist in the planning, promotion and staging of the thirteenth annual bike tour of Richmond during Bike Month in June 2013, which is set for Sunday, June 9th at Woodward's Landing. The long route will utilize the Parkside Neighbourhood Bike Route to raise community awareness of this new cycling connection, which will also include improved multi-use pathways that can accommodate PMDs;
- Bike to Work & School: assist in the planning, promotion and staging of this region-wide event during May and November 2013, which includes the provision of bike commuter stations throughout the city;
- Adult Learn to Ride Courses: work with HUB (formerly the Vancouver Area Cycling Coalition) and a variety of community agencies to host and promote safe cycling education courses in Richmond; and
- City Page and City Website: provide education and awareness notices regarding active transportation in the City Page of the *Richmond Review* and continue to update, revise and enhance related information on the City's website and Facebook site.

Financial Impact

None.

Conclusion

The Richmond Community Cycling Committee has been an effective community forum for enhancing the city's cycling environment and promoting safe cycling in Richmond. Broadening the scope of the Committee to include the consideration of personal mobility devices and renaming it to the Richmond Active Transportation Committee would not only give recognition to the growing use of these travel modes but also assist the City in safely integrating and accommodating these users within the city's transportation system. The Committee's proposed 2013 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.



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