




City of Richmond

Report to Committee

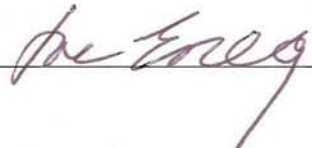
To: Public Works and Transportation Committee **Date:** February 16, 2011
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0100-20-
RCYC1/2011-Vol01
Re: **RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2011
INITIATIVES**

Staff Recommendation

1. That the proposed 2011 initiatives of the Richmond Community Cycling Committee regarding cycling-related engineering and education activities, as described in the report from the Director, Transportation, be endorsed.
2. That staff consider the elements of the Richmond Community Cycling Committee's vision for cycling as described in Attachment 1 of the report in developing the Mobility and Access chapter of the Official Community Plan (2041) Update.
3. That a copy of the report from the Director, Transportation entitled "Richmond Community Cycling Committee - Proposed 2011 Initiatives" be provided to the Council School Board Liaison Committee for information.

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

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
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"/>		
Policy Planning	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 2010 activities and achievements and proposes a number of initiatives for 2011 that support the Committee's mandate of encouraging more people to cycle more often in Richmond.

Analysis

1. 2010 Activities and Achievements

The RCCC undertook and participated in a number of activities in 2010 that contributed to enhanced cycling safety and increased education and awareness of cycling in Richmond.

1.1 Expansion and Improvement of Richmond Cycling Network

The City continued to add to the local cycling network in 2010, which now comprises nearly 50 km of bike routes, with the support of funding grants from external agencies including TransLink and the BC Ministry of Transportation & Infrastructure. The Committee provided feedback on the design and construction of the following facilities.

- *Cycling Network Expansion Program:* completion of the construction of the cycling connection to the Canada Line Bridge (i.e., off-street multi-use pathway and bike lane on Van Horne Way plus sharrows on Charles Street-Smith Street-Beckwith Road to connect to No. 3 Road) and the southern extension of the Shell Road bike route from Athabasca Drive to Steveston Highway (i.e., off-street multi-use pathway plus road widening to provide shared lanes) as well as the initiation of construction of the Minoru Boulevard bike route (Granville Avenue to Alderbridge Way).
- *Cycling Network Improvement Program:* continued development of the installation of large Richmond bike map signs at key gateway locations for cyclists (e.g., south end of the Canada Line Bridge) and the overlay of bike stencils on loop detectors so that cyclists know where to position themselves in order to trigger a change in the traffic signal.
- *Continuity of Bike Lanes:* worked with City staff to develop a consistent and clear pavement marking and signage plan to improve the continuity of bike lanes at intersections where the bike lane is dropped prior to the intersection in order to provide a right-turn only lane. The



Shell Road (Williams Rd-Steveston Hwy):
Wide Curb Lanes & Off-Street Multi-Use Path

proposed pavement markings and signage will allow through cyclists to travel in the right-turn lane rather than merging with vehicle traffic in the adjacent through lane.

- *Neighbourhood Bikeways*: following the identification of potential neighbourhood bike routes in 2009 that use a combination of local roads with lower traffic volumes and off-street connecting pathways to connect local destinations such as schools and recreation facilities as well as link up to the city's existing on-street cycling network, the Committee focused on the design and development of the first such route – the Crabapple Ridge Bikeway, which connects Terra Nova to Steveston via local roads and pathways west of No. 1 Road.
- *Development Applications and Road Improvement Projects*: the Committee provided input on proposed cycling facility improvements associated with new developments and road improvement projects, including cycling facilities associated with the redevelopment of the IKEA site on Sweden Way and the planned widening of Westminster Highway (Nelson Road-McMillan Way), Nelson Road (Westminster Highway-Blundell Road) and No. 6 Road (Westminster Highway-International Place).

1.2 Education and Promotion

- *Richmond 2010 Bike Map*: following completion of the update of the TransLink regional bike map in 2009, the Richmond section of this map was used to produce the first update of the Richmond cycling map, which included a number of significant improvements to the regional and local cycling networks including the Canada Line Bridge, No. 3 Road bike lanes and the southern extension of the Shell Road bike route. Over 30,000 copies were printed, which were distributed to community centres, libraries and other civic facilities as well as handed out at various City events.
- *Earth Day (April 24, 2010)*: as part of the City's offering of community activities to celebrate Earth Day, members voluntarily led a bike tour for the public from Steveston Community Centre along the West Dyke Trail to the Terra Nova Rural Park.
- *Bike to Work Week (May and November 2010)*: the Committee worked with organizers of this region-wide annual initiative to successfully stage these events in Richmond. During the May event, bike commuter stations at City Hall, Thompson Community Centre and McRoberts Secondary School recorded 98, 87 and 57 cyclists respectively during a 2-hour period. During the November event, 65 and 45 cyclists were recorded at bike commuter stations at Thompson Community Centre and the Sexsmith Park & Ride respectively during a 2-hour period. As shown in Figure 1, the number of cyclists observed on city streets during the 2-hour period of the events (i.e., stopping at the commuter station or passing by) continues to

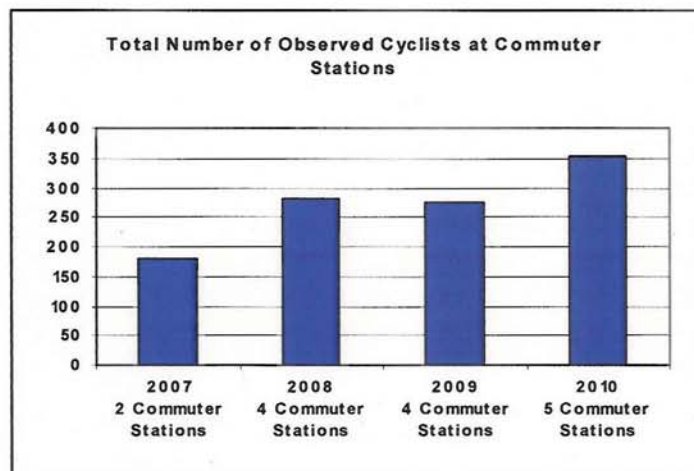


Figure 1: Cyclists Recorded at Commuter Stations

grow. Similarly, as shown in Table 1 below, the trend in statistics for registered participants at Richmond workplaces shows a continued increase in not only the total number of participants but also the number of Richmond workplace teams.

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

Statistic	Year				Avg Annual Change
	2007	2008	2009	2010	
# Participants who Registered on Website	203	415	354	314	18%
# of Richmond Workplace Teams Registered	42	66	71	105	50%
Kgs GHGs not Emitted (estimate)	2,110	8,001	3,806	3,036	15%
# Kms Ridden	9,980	26,895	19,350	24,831	50%
# Trips by Bike	955	2,348	1,002	1,925	34%

- 10th Annual "Island City, by Bike" Tour (June 6, 2010): 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 10th annual "Island City, by Bike" tour was based at Thompson Community Centre and featured short (7.5-km) and long (20-km) rides.



Participants on the Long Ride: Rest Stop at Terra Nova

- Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish with the grand prize of a \$500 gift certificate for a new bike from Cap's Cycles to mark the milestone 10th anniversary of the event. Numerous local businesses donated goods and services to the raffle draw and the event attracted 120 cyclists of all ages and cycling ability, which is the largest attendance to date.
- "Cycling in Cities" Research: the Committee welcomed Professor Kay Teschke who is with the School of Population & Public Health at UBC and oversees a program of research (called "Cycling in Cities") that is investigating what factors encourage or discourage the use of bicycles for transportation; and which types of transportation infrastructure are associated with increased or decreased risks of injuries to cyclists. Professor Teschke gave a highly informative presentation of the research results to date that identified the bike route types most preferred by existing and potential cyclists. The data suggests that, in order to attract new cyclists, municipalities should focus on the construction of off-street paths and, if the facility is on-street, then provide a barrier if the route is next to major street and provide traffic calming if the route is on a local street.
- Opening of Canada Line Cycling Connections: members participated in a media event organized by the Province of BC on November 5, 2010 to recognize the completion of the new cycling connections along Van Horne Way as well as Charles Street-Smith Street-Beckwith Road.

1.3 City Initiatives with Cycling-Related Components

The Committee provided input on the following City initiatives with cycling-related elements:

- Official Community Plan (2041) Update: the second round of public consultation for the update of the *Official Community Plan* (OCP) in October 2010 provided another opportunity for the Committee to submit feedback regarding the need for an improved and more extensive cycling network to help the City meet its greenhouse gas emission reduction targets; and
- Tall Ships 2011: as part of the transportation planning for this event, the Committee provided input on bicycle parking requirements, including location and capacity, as well as wayfinding measures for cyclists.

2. Initiatives for 2011

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 Cycling Network Improvement Projects

The Committee intends to complete work on the following projects initiated in 2009 and 2010 to improve and upgrade the conditions of existing bike routes in the city:

- Continuity of Bike Lanes: finalize the pavement marking and signage plan to improve the continuity of bike lanes at intersections with installation to occur in Spring 2011; and
- Bike Stencils for Loop Detectors: finalize the list of locations where bike stencils will be applied over loop detectors at intersections to indicate to cyclists where to position their bikes in order to trigger a signal change with installation to be completed by Spring 2011.

The Committee will also work with staff to identify other localised improvements to existing cycling facilities such as additional lighting, pavement markings and signage.

2.2 Cycling Network Expansion 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 2011 Cycling Network Expansion Projects: detailed design of intersection improvements at Garden City Road and Granville Avenue and development of No. 3 Road cycling connection via Buswell Street and Cook Road;
- Development of Local Street Bikeways: following the determination of appropriate engineering measures in 2010 to support the Crabapple Ridge Bikeway, the Committee will work with staff to develop a distinct brand of wayfinding for these new types of cycling facilities as well as initiate planning work for the next local street bikeway;
- Planned Park, Road and Development Projects: review of projects that impact existing cycling facilities or would incorporate new cycling 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 cycling facilities both locally and regionally, such as news releases, regular City notices in local newspapers and wide distribution of cycling maps.

2.3 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:

- 11th Annual "Island City, by Bike" Tour: assist in the planning, promotion and staging of the eleventh annual bike tour of Richmond during Bike Month in June 2011, which is set for Sunday, June 12th at South Arm Community Centre;
- Bike to Work Week: assist in the planning, promotion and staging of this region-wide event during May and November 2011, which includes the provision of bike commuter stations throughout the city;
- Streetwise Cycling Workshops: work with the Vancouver Area Cycling Coalition to promote a number of safe cycling education courses to be held at various community centres and/or local workplaces; and
- City Page and City Website: provide education and 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.



2010 Bike to Work Week:
Commuter Station at City Hall

2.4 City Initiatives with Cycling-Related Components

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

- Official Community Plan (2041) Update: the update of the *Official Community Plan* (OCP) will include a review 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 a primary area of contribution is potential revisions/additions to the *On-Street Cycling Network Plan* in areas outside the City Centre, particularly with respect to the development of a finer grid of neighbourhood cycling links that safely and conveniently connect residents to their local service centre to encourage cycling rather than driving for short trips (i.e., less than three kilometres).

Additional elements suggested by the Committee for consideration in developing the cycling section of the OCP update are shown in **Attachment 1**, which are intended to help the City to achieve both the goals of the updated OCP as well as make progress towards its greenhouse

gas emission reduction targets. Staff therefore recommend that these initiatives be explored further and considered to be reflected in the OCP Update.

- Earth Day (April 2011): as part of the City's offering of community activities to celebrate Earth Day, the Committee would voluntarily lead bike tours from various community centres to event sites.

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 2011 initiatives would continue efforts to further encourage greater and safer cycling 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 sustainability goals of the City's Official Community Plan (2041) Update. 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
(604-276-4035)
(on behalf of the Richmond Community Cycling Committee)

To: Public Works & Transportation Committee

Re: City of Richmond Official Community Plan (2041) Update – Cycling Initiatives

The Richmond Community Cycling Committee has worked jointly with the City of Richmond for many years in its provision of bicycle facilities. Not surprisingly, the Cycling Committee is excited by the following City initiatives to reduce motor vehicle travel in Richmond:

- the direction of the OCP (2041) Update towards more walkable and cyclable neighbourhood centres; and
- Council's commitment to reduce GHG emissions by 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050.

An increase in cycling's modal share is a prerequisite to achieve these objectives. This will require a re-thinking of how road space is allocated between cars and bikes. The City of Vancouver put its mind to this in 1997 when it published a City Transportation Plan that prioritized walking, cycling and transit as the focus of how its residents would travel. As a result, Vancouver is now furthering its commitment to sustainable transportation via the conversion of downtown motor vehicle lanes as well as an entire lane of the Burrard Street Bridge to protected bike lanes for the exclusive use of cyclists.

A salient feature of Vancouver's implementation of cycling as a realistic transportation option is the realization of Jan Gehl's philosophy of building cycling facilities that extend an **invitation** to cycle, not a "use at your own risk" challenge to new riders and families. Understanding that one-half of Richmond's GHG emissions are caused by motorized traffic, facilities that induce cycling are justified on that basis alone. In addition, drawing cyclists toward safe on-road facilities will also promote walking, a key goal of the OCP (2041) update, as cyclists will be less likely to seek refuge on sidewalks.

Given that the era of private vehicles and dispersed community services is no longer sustainable, how will we move forward to allow cycling to become an attractive alternative to cars?

First, we must define the work that will have to be undertaken to invite people to bicycle. The Cycling Committee has done this as part of its own visioning sessions. The transition to sustainable transportation choices is based on four component parts: Education, Engineering, Enforcement, and Encouragement. Attached is a preliminary list of endeavours divided into these categories with the Committee's suggested assignment of agency responsibility.

Second, given the City's long-term objective to reduce the reliance on private vehicle use, an increasing capital investment in cycling-related improvements and initiatives will help achieve the vision of the upcoming OCP (2041) Update and the elements summarized in the attached list. Moving forward will require a collective effort and a staunch commitment.

The Community Cycling Committee eagerly looks forward to helping achieve City Council's goal of reducing GHG emissions to promote environmental health as well as community health through active transportation choices.



Larry Pamer, Chair
Richmond Community Cycling Committee

PWT - 18



**RICHMOND
COMMUNITY
CYCLING
COMMITTEE**

Area	Initiative	Responsibility	
		RCCC- City of Richmond	City- External Agency
ENGINEERING	Expansion of City-wide Cycling Network: <ul style="list-style-type: none"> identify routes based on 400 m network grid per UBC research identify facility type (e.g., physically separated bike lanes; neighbourhood bikeways) identify bike routes around neighbourhood centres fill in gaps in existing network prioritize improvements & develop rolling 5-year construction plan develop milestones and monitor progress 	✓	
	New Developments: require bike parking & improved cycling facilities	✓	
	Existing Developments: seek new/additional bike parking where needed	✓	
	Collaborate with neighbouring municipalities & agencies to develop regional cycling routes/infrastructure with consistent look and feel		✓
	Implement municipal bike-share system as part of a regional program that integrates with transit		✓
	Increase cycling program budget proportionate to scale of vision to be achieved & identify from where the increased funding will be sourced	✓	
	Continue involvement of Committee in cycling facility design review process & increase visibility of cycling	✓	
	City models transition by switching to cycling fleet where feasible	✓	
EDUCATION	Cycling-related classes for adults at community centres		✓
	Cycling Education as part of School Curriculum: <ul style="list-style-type: none"> Primary: classroom and parking lot cycle safety class Secondary: bike maintenance class and on-road cycle safety class 		✓
	Tailor cycling education messages to Richmond's various ethnic groups		✓
	Produce a "Cycling in Traffic Safely" video shot in Richmond and make available on the City's website	✓	
ENFORCEMENT	Per the <i>Dogs in Parks Task Force</i> report, separate off-leash dogs from cyclists in parks & on trails/multi-use paths	✓	
	Where multi-use paths exist, increase enforcement of dog on-leash bylaws	✓	
	Support amendments to the <i>Motor Vehicle Act</i> to: <ul style="list-style-type: none"> better accommodate bikes and place more responsibility on motor vehicles in the event of a vehicle-bike collision increase the fine for a speeding infraction if it occurs on a bike route (similar to existing legislation for construction zones) 		✓
ENCOURAGEMENT	Encourage cycling to school at all levels by ensuring safe bike parking facilities and cycle-friendly school culture		✓
	Close lane(s) of streets to motorized vehicles to support special events and encourage all other non-motorized modes to use the closed lane(s)	✓	
	Encourage provision of pedi-cabs in high pedestrian/tourist areas	✓	
	Liaise with other groups to increase support for cycling: <ul style="list-style-type: none"> other "wheeled" users (e.g., scooters, skaters, e-bikes) City divisions & Advisory Committees external agencies & groups (e.g., ICBC, TransLink, RCMP, Richmond Health Services, Richmond School District, Metro Vancouver, YVR, churches, BCCC) 	✓	✓
	Develop an "app" to provide instant feedback while riding in Richmond	✓	
	Encourage senior governments to provide financial incentives for cycling	✓	✓
	Continue annual staff reports on RCCC & disseminate widely	✓	
	Produce video of vision of cycling in Richmond in 30 years	✓	
	Monitor statistics related to bike usage & safety over time (e.g., # participants in cycling events, data from bike counters, # cycling crashes reported to ICBC, # cycling injuries per year)	✓	✓