



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 4, 2021

**From:** Lloyd Bie, P. Eng.  
Director, Transportation

**File:** 01-0100-20-  
RCYC1/2020-Vol 01

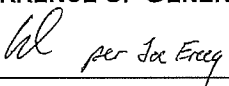

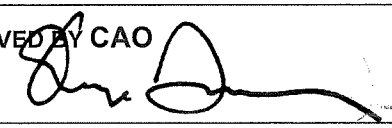
**Re:** Richmond Active Transportation Committee – Proposed 2021 Initiatives

### Staff Recommendation

1. That the proposed 2021 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled “Richmond Active Transportation Committee - Proposed 2021 Initiatives” dated January 4, 2021 from the Director, Transportation, be endorsed; and
2. That a copy of the report titled “Richmond Active Transportation Committee – Proposed 2021 Initiatives” be forwarded to the Richmond Council-School Board Liaison Committee for information.

Lloyd Bie, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Parks Services	<input checked="" type="checkbox"/>	 per Joe Enay
Recreation Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## 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 skateboarding, in-line skating and low-speed 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 2020 activities of the RATC and identifies a number of initiatives for 2021 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 were curtailed in 2020 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.

### Planning, Expansion and Improvement of Active Transportation Network in 2020

The City continued to improve Richmond's active transportation network in 2020, which now comprises 79.4 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*

- *River Parkway (Gilbert Road-Cambie Road) and Cambie Road (River Road-No. 3 Road)*: Construction of the new River Parkway, scheduled to open in early 2021, includes protected bike lanes (Figure 1). As part of the same project, a two-way off-street multi-use pathway (MUP) was constructed on the south side of Cambie Road, which provides seamless connectivity between the Middle Arm Greenway, the bike lanes on River Parkway, the northbound bike lane on No. 3 Road, and the Aberdeen Canada Line Station (Figure 2).



Figure 1: River Parkway Bike Lanes



Figure 2: Cambie Road MUP

- *Odlin Road Neighbourhood Bike Route*: Completion of an off-street MUP between the western terminus of Odlin Road and Brown Road including pedestrian lighting (Figure 3). The completed MUP is part of the overall planned bike route along Odlin Road west to Hazelbridge Way at Browngate Road, which will be completed in 2021 with the installation of pavement markings and signage. A planned western extension along Browngate Road to No. 3 Road and the Canada Line Aberdeen Station is proposed as part of the 2021 Capital Budget, which is subject to Council approval.



Figure 3: Odlin Road MUP



Figure 4: Sexsmith Road MUP

- Sexsmith Road (Beckwith Road-Charles Street): Completion of Phase 1 of an off-street MUP with pedestrian lighting that provides safe walking and cycling access to/from the Canada Line Bridgeport Station and Exchange (Figure 4). As Phase 2, the MUP will be extended along the north side of Charles Street to the pedestrian-cycling entrance to the station area. Construction of Phase 2 is anticipated in 2021.

#### *Improvement of Existing Facilities*

- Quick Fixes: The City participated in an annual regional initiative organized by HUB Cycling to address minor maintenance and improvement measures identified by the local Richmond-YVR HUB Committee. The quick fix items included new pavement markings such as elephant's feet (intermittent squares parallel to crosswalk markings that indicate cyclists are permitted to ride in the crosswalk) and wayfinding signage (Figure 5).
- Network Screening Study: Implementation of the short-term recommended improvements arising from the City's review of the top 20 collision prone intersections included measures specifically for cyclists such as the addition of green paint at conflict points (Figure 6).

Figure 5: No. 2 Road MUP  
Wayfinding SignageFigure 6: Westbound No. 5 Road  
approaching Westminster Hwy



### *Design of Planned Facilities*

The Committee provided feedback on the progress of design for the following planned active transportation improvement projects.

- Granville Avenue-Cooney Road: Widening and enhanced protection of the westbound bike lane on Granville Avenue as part of intersection improvements to remove the channelized right-turn at the northwest corner. Construction has been approved as part of the 2020 Capital Budget.

Design funding for the following four cycling improvements was approved as part of the 2020 Capital Budget. Construction funding will be considered as part of future capital budget processes, which are subject to Council approval.

- No. 2 Road (Steveston Highway-Williams Road): Extension of the existing MUP on No. 2 Road south of Steveston Highway north to Williams Road via a two-way off-street paved pathway on the east side.
- River Road (McCallan Road-No. 2 Road): New two-way off-street paved MUP on the south side of River Road that will connect the northern end of the Railway Greenway with the western end of the Middle Arm Greenway.
- Steveston Highway (No. 2 Road-Railway Avenue): Extension of the committed two-way off-street paved MUP on the south side of Steveston Highway (Shell Road-No. 2 Road) west to connect to the Railway Greenway.
- Shell Road (Highway 99 Overpass-River Road): Extension of the existing MUP on Shell Road south of the Highway 99 overpass north to River Road via a two-way off-street paved pathway on the east side (Highway 99 overpass-Caithcart Road) and west side (Caithcart Road-River Road).

### Promotion of Active Transportation Network in 2020

The Committee participated in the following activities in 2020 to promote cycling and other active transportation modes in Richmond.

- Bike to Work Week (May and September 2020): The May 2020 event of this region-wide annual initiative organized by HUB Cycling was held completely on-line due to the COVID-19 pandemic. In September 2020, the Committee worked with HUB Cycling to support two “Knowledge Hubs” in Richmond (City Hall and Thompson Community Centre) that were carefully supervised to comply with existing public health guidelines (Figure 7).

Collectively, a total of 321 riders who reside in Richmond registered on-line for both events including 110 new bike commuters (30% decrease from 2019, likely due to many residents working from home). These riders collectively logged 1,166 trips for a total distance of nearly 20,000 km thereby avoiding the emission of 4.3 tonnes of greenhouse gases.

- 20<sup>th</sup> Annual “Island City, by Bike” Tour: Originally scheduled for June 13, 2020, this annual event was cancelled due to the COVID-19 pandemic.



Figure 7: Knowledge HUB at Thompson Community Centre

- ***HUB Cycling Bike to Shop Week (August 17-23, 2020):*** HUB Cycling stages this annual event to encourage people to ride to and shop at local businesses. Due to the COVID-19 pandemic, a one-week online behaviour campaign was presented followed by a Shop Local Challenge that encouraged 800 people to cycle directly to local businesses in Vancouver and Richmond. The social media campaign specifically highlighted participating organizations including the Kwantlen Street Farmers Market and restaurants in Steveston.

#### Active Transportation Education in 2020

The City provides funding to HUB Cycling to operate 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. The City also leverages additional funding support from TransLink to expand the number of elementary school students who received on-bike training.

- ***Bike to School Education for Students:*** Beginning in 2020, the City planned to provide Ride the Road (RtR) cycling education courses for all Grade 6 and 7 public school students over a two-year period (i.e., 19 schools per year). However, no courses were held in Spring 2020 due to the COVID-19 pandemic.

In Fall 2020 with revised delivery methods to comply with existing public health guidelines, a total of 354 students from four 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

Table 1: Cycling Education Courses

Elementary School	# of Classes	# of Students	Grades
Maple Lane	3	354	5-7
James Gilmore	3		5-7
Westwind	4		6-7
Tomekichi Honna	4		6-7



"It was a fabulous program and we will definitely be having them back if possible"  
- Sarah Bearsto, teacher at Maple Lane Elementary, speaking about RtR blended program



"I think I will ride my bike more often because I am more confident riding on the road and I got to learn to take care on my bike. Thanks HUB!!!!"  
- Grade 6 student, RtR recipient in Richmond

Figure 8: Feedback on Ride the Road Courses

(Figure 8, Table 1). 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 Courses for Adults*: Originally planned courses for new immigrants to enable them to build their cycling skills and gain confidence riding on city streets were cancelled due to the COVID-19 pandemic. Similarly, basic bike maintenance courses were also cancelled.

#### Proposed Active Transportation Network Initiatives in 2021

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*: Development 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 by the third quarter of 2021.
- *Planned Active Transportation Network Expansion*: Planned City capital projects include further progress on the Crosstown and Midtown Neighbourhood Bike Routes. The implementation of several off-street paved multi-use pathways includes Phase 1 of Steveston Highway (Shell Road-Mortfield Gate) and Charles Street (Sexsmith Road-Bridgeport Canada Line Station). In addition, the design of cycling facilities will be initiated along the following corridors: Browngate Road (No. 3 Road-Hazelbridge Way) and Lansdowne Road (Gilbert Road-Pearson Way). See Attachment 1 for project locations.
- *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 George Massey Tunnel Crossing Improvement.

Project costs associated with the expansion and improvement of the active transportation network for 2021 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 2021

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.

- *Potential Public E-Scooter Share Pilot Program*: Amendments to the Motor Vehicle Act approved in October 2019 give the Province the ability to establish a regulatory framework to allow for pilot projects in communities to test new personal motorized mobility technologies such as e-scooters. In January 2020, the Ministry of Transportation and Infrastructure (the Ministry) released its Pilot Project Proposal Package for communities interested in establishing pilot projects. Subsequently, the Committee provided input on the City's proposal for a pilot e-scooter share program that was submitted to the Ministry in March 2020. Once the Province has finalized its regulatory framework, anticipated in the first quarter of 2021, staff will present a report seeking Council endorsement of a pilot e-scooter share program. The Committee will continue to provide input on the City's potential consideration of a pilot project throughout this process.
- *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.
- *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 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.
- *Bike to Work and School*: Assist in the planning, promotion and staging of this region-wide event during Spring and Fall 2021, which includes the provision of Knowledge Hubs in Richmond for cyclists.
- *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. Both the Committee and HUB Cycling will be invited to attend the annual Public Works Open House event in May 2021 should it proceed. The Committee will also continue to update, revise and 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 2021 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*.

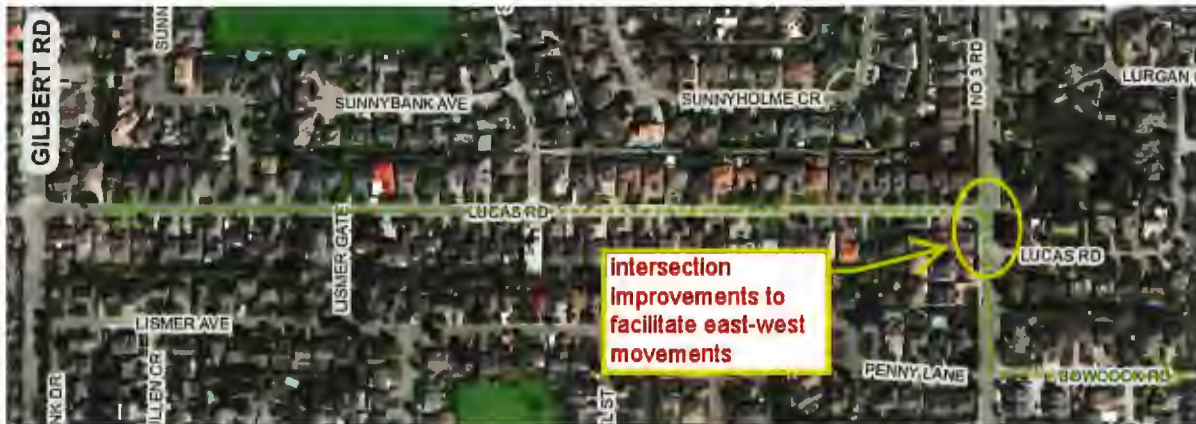
As the Richmond School District is an essential partner in the delivery of the cycling education courses for students, staff recommend that the report be forwarded to the Richmond Council-School Board Liaison Committee for information.



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Att. 1: Location of Planned Active Transportation Network Projects for 2021

# Location of Planned Active Transportation Network Projects for 2021



Crosstown Neighbourhood Link: Phase 3



Midtown Neighbourhood Link: Phase 2



Charles Street (Sexsmith Road-Bridgeport Stn): Multi-use Path on North Side



Location of Planned Active Transportation Network Projects for 2021



Steveston Highway (Mortfield Gate-Shell Road): Phase 1 - Multi-Use Pathway



Lansdowne Road (Gilbert Road-Pearson Way): Multi-Use Pathway (MUP)



Browngate Road (Hazelbridge Way-No. 3 Road): Two-Way Protected Cycle Track on South Side