

RICHARDS STREET BIKE LANE

Welcome!

The City of Vancouver is planning to upgrade and extend the Richards Street protected bike lane to provide better cycling access in the downtown area, and a safer and more comfortable cycling route for people of all ages and abilities.

The proposed upgrades will:

- Close **major gaps** in the existing bike network by providing a **north-south connection** to both Gastown and False Creek
- Improve cycling connections and create safer intersections for everybody through **protected intersections**
- Be delivered using **phased** approaches to minimize impacts



How can you provide input:

1. Talk to City staff or the project team
2. Fill out a comment sheet here, or later online at vancouver.ca/downtown-bike-network. If you've filled out a comment sheet today, please drop it off at the sign-in table or mail it back to us (address on the form)
3. Write us at: downtownbikenetwork@vancouver.ca
4. Join our email list by signing in at the front table
5. Call us on 3-1-1

1. INTRODUCTION

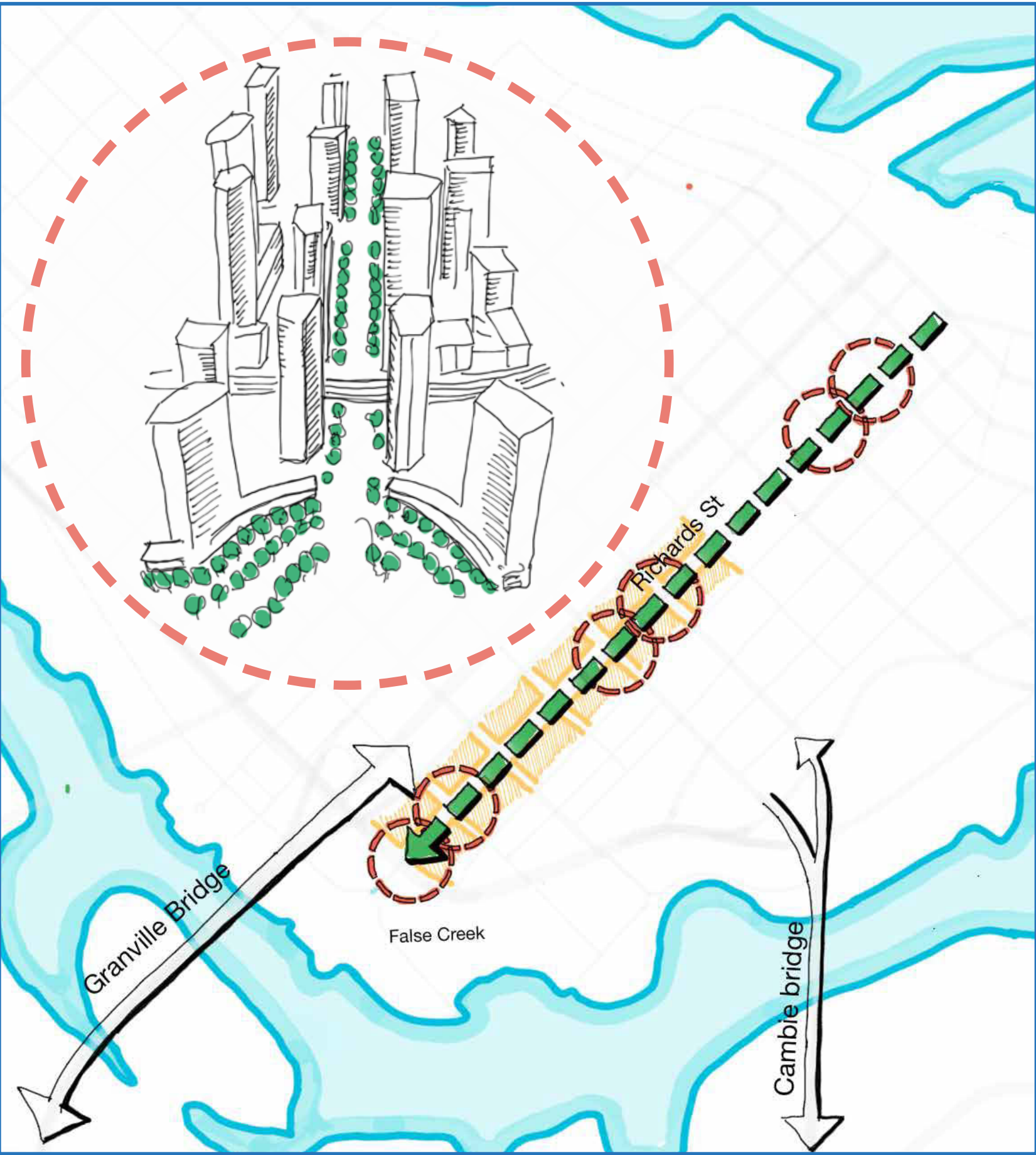
Why Richards Street?

Richards Street is an important **north-south route** through downtown, making direct connections to popular destinations like False Creek and Gastown. Richards St. also supports a bustling mix of street-oriented land uses, such as shops and civic facilities to the south and east, and more dense commercial activities to the north and west.

To **improve safe and accessible travel options** along Richards St. for all road users and trip purposes, there is a **need to improve cycling conditions** to ensure they are safe, comfortable and linked with major destinations.



What opportunities are there for walking and cycling on Richards Street?



Redevelopment along the southern section of Richards St. has provided wider sidewalks with two rows of trees. Although the northern section has narrower sidewalks and fewer trees, the wider roadway provides more **potential for landscaping** along the protected bike lane.

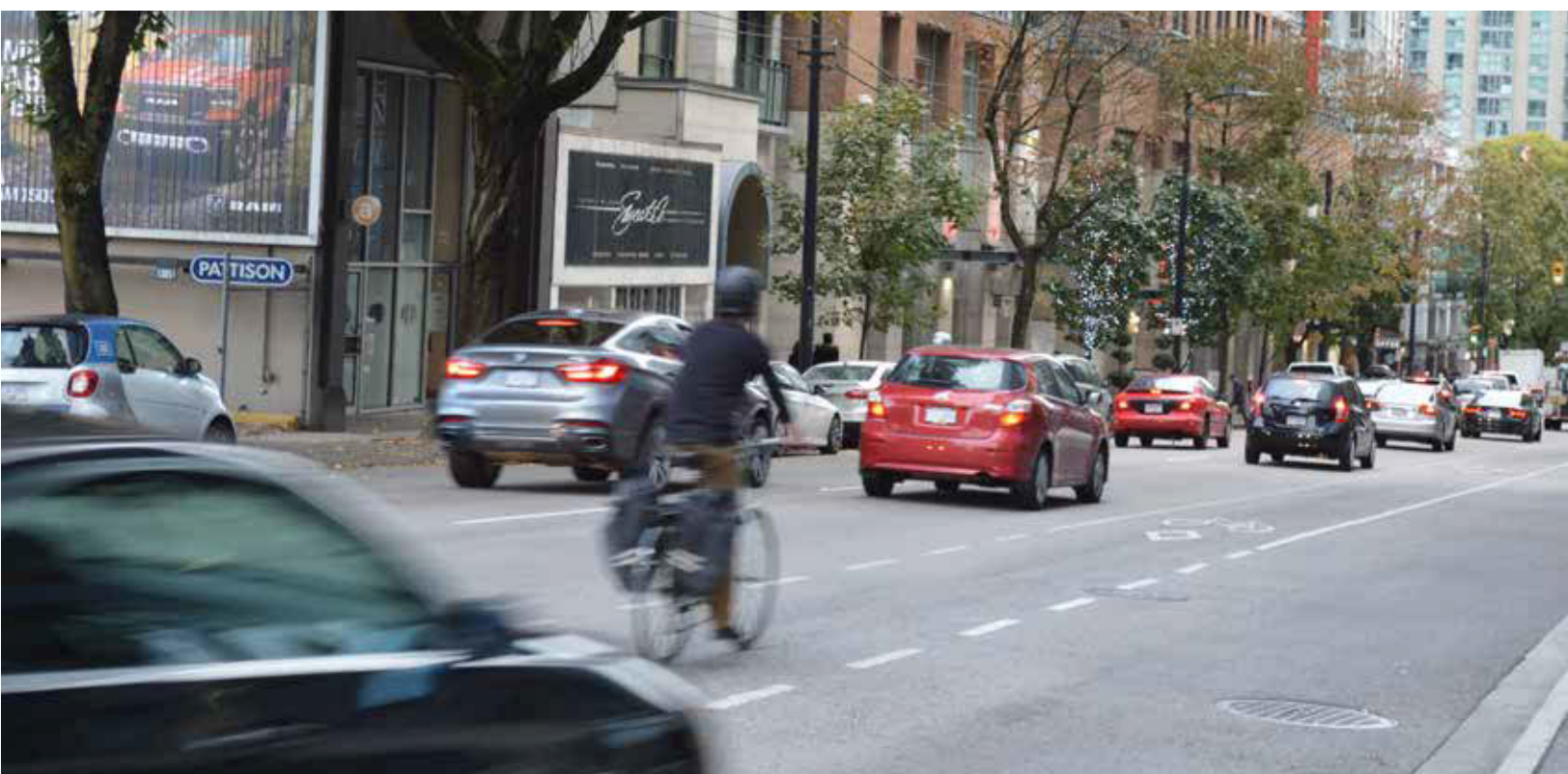
The City has heard concerns about conflicts at driveways, intersections, bus stops, and alongside parking, as well as a lack of connectivity in the all ages and abilities cycling network. To address these concerns, City staff have **reviewed and assessed** potential opportunities for Richards St. that seek to **minimize conflicts** between street users by avoiding higher conflict areas, introducing physical separation, adding protected intersections for people cycling to connect various east-west routes, and including more trees for an improved streetscape.

Where are we now?



2. BACKGROUND

What is the history of Richards St Bike Lane?



1999

“Homer Corridor” identified in the Bicycle Plan update



2002

Richards St. identified in the Downtown Transportation Plan

2005

Southbound painted bike lane on Richards St. approved by Council, along with current Homer St. bike lane

2006

Southbound painted bike lane installed on Richards St. along with current Homer St. bike lane

2012

Transportation 2040 adopted by Council, which identified Richards St. on the five year AAA cycling priority map for upgrades

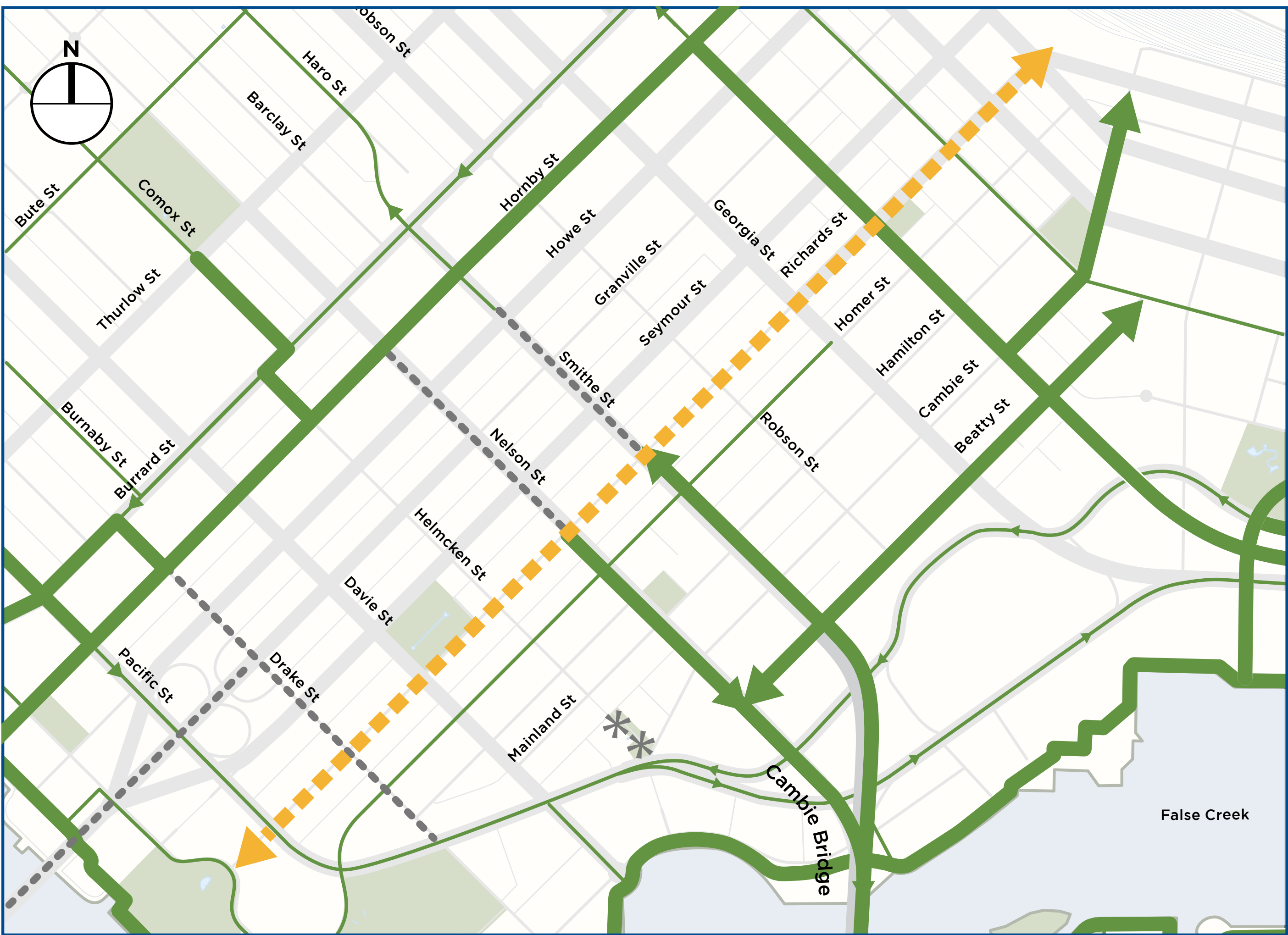
2013

Southbound painted bike lane is converted to parking-protected between Robson St. and Drake St. as part of repaving coordination

2016

Extending the bike lane on Richards St. north to Cordova St. was considered as part of the 2016 Downtown Bike Network Expansion Public Bike Share Launch

How does this fit within the larger cycling network?



In the current bike network Richards St. connects to the Cambie Bridge via Nelson St. and Smithe St., and to the Adanac bikeway via Dunsmuir St. In the future, additional east-west connections to the West End, Strathcona, and the Burrard and Granville bridges are expected.

Note:
Detailed alignment and timing subject to change. The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term. Upgrades can range from a series of small spot improvements to more significant changes. Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.

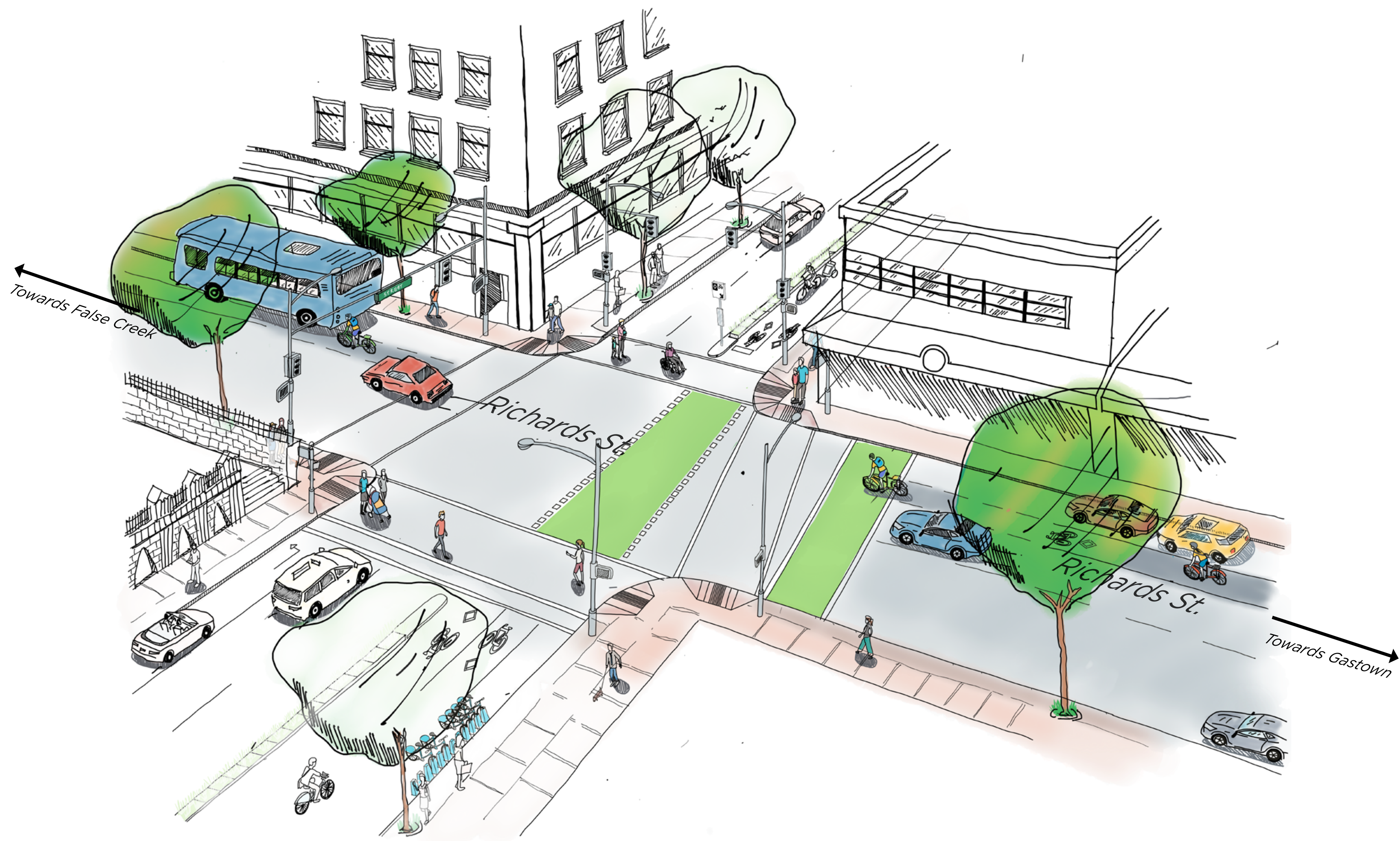
- Bike Routes**
- Existing Route
 - Existing Protected Route
 - New or Planned Upgrade
 - Future Routes or upgrades in 5-Year Cycling Network
 - Future Access Improvement

Downtown Bike Network Expansion



3. EXISTING SCENARIO

The existing Robson St. - Drake St. protected bike lane was completed in 2013 as an interim design. Since its installation, the City has heard concerns around narrow widths, conflicts with people accessing on-street parking, lack of physical separation, no equivalent northbound cycling connection, and conflicts with motor vehicles on the west side of Richards Street.



Conflicts with turning drivers

Conflicts with parking and doors

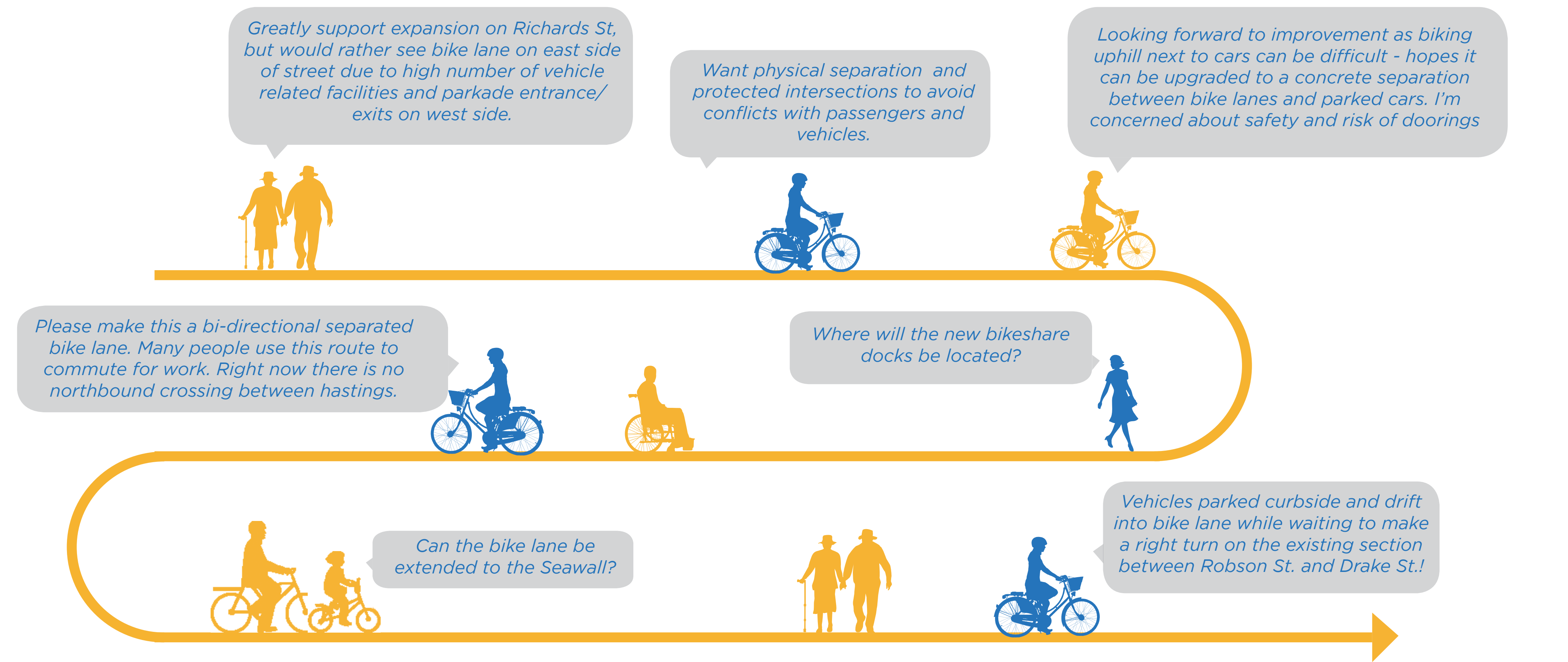
Conflicts at parkades & driveways

Conflicts with transit vehicles

Missing connections to AAA cycling network

Need for northbound bike lane

What did we hear?



4. EVALUATION

How do we evaluate the street?

Along with feedback from 2016, staff examined conflicts and challenges on both sides of Richards Street. In most cases, a bidirectional protected bike lane along the east side of Richards Street minimizes conflict while providing improved cycling connections. A protected bike lane on the west side would require bus boarding islands and the costly relocation of trolley wires north of Robson. Protected bike lanes on both sides of Richards Street would be narrow with more significant impacts to motor vehicle parking and movement.

	West Side	East Side
Total intersection turning conflicts	10 (all except Nelson)	9 (all except Smithe St. and Dunsmuir St.)
Intersections requiring turn phases	3-5 (Pacific, Davie, Dunsmuir, Helmcken, Drake)	2 (Georgia St., Nelson St.)
Total driveway conflicts	12	3
Total alley conflicts	3 (entry and exit)	3 (exit only)
Bus stops	4 (Cordova St., Hastings St., Dunsmuir St., Pender St.)	0
Connecting protected bike lanes	Difficult protected intersections required at Dunsmuir St., Smithe St., and Nelson St.	Better at Dunsmuir St. and Smithe St. Not required at Nelson St.
Bicycle turns to other streets	Similar to Hornby St./ Dunsmuir St.	Conflicts with left turning traffic require unique designs

Note: Detailed parking analysis was not conducted, but due to the increased number of driveways and busier turns on the west side, would likely require removing more parking.

Safety



Dooring, in which motor vehicle drivers and occupants open doors into people cycling contrary to the BC Motor Vehicle Act, is the single most common cycling collision type according to the City-commissioned Cycling Safety Study. Doorings and other **collisions with drivers parking** on-street make up **40% of collisions*** on Richards St. and Homer St. between people cycling and driving, as compared to **15% city-wide**.

The section of Richards St. that was converted to a protected bike lane in 2013 has lead to **uncomfortable interactions** with people parking, given its **narrow width** and **painted separation**. However, where bike lanes are unprotected, falls into traffic can lead to serious or even fatal injury. The recommended design aims to provide more space for both protected cycling and accessing parked vehicles.

**Collision data from ICBC (2007-2017). The City of Vancouver does not attribute to ICBC any results, information or data derived from the use, interpretation or analysis of the collision data.*



5. NETWORK PLANNING

Bicycle Travel Patterns

Currently, Richards Street is busiest between Smithe St. and Nelson St., at up to **500 trips/day** midweek during summer. Limited data is available for Homer St., suggesting approximately 200/day. With a lack of physical separation from motor vehicles and limited connections to the AAA cycling network, these volumes are below many downtown streets.

We expect the following changes to significantly increase bicycle ridership on Richards St.:

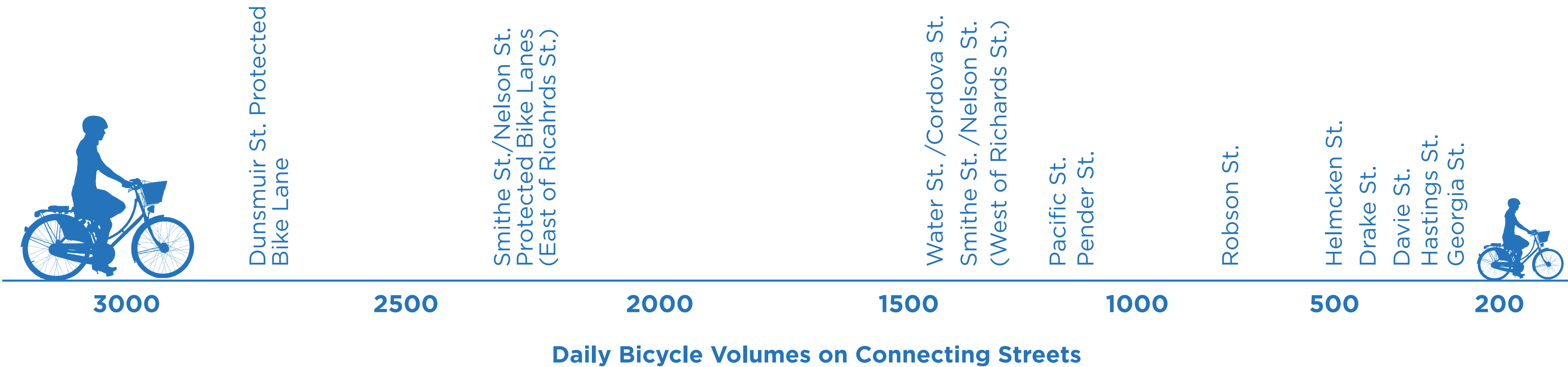
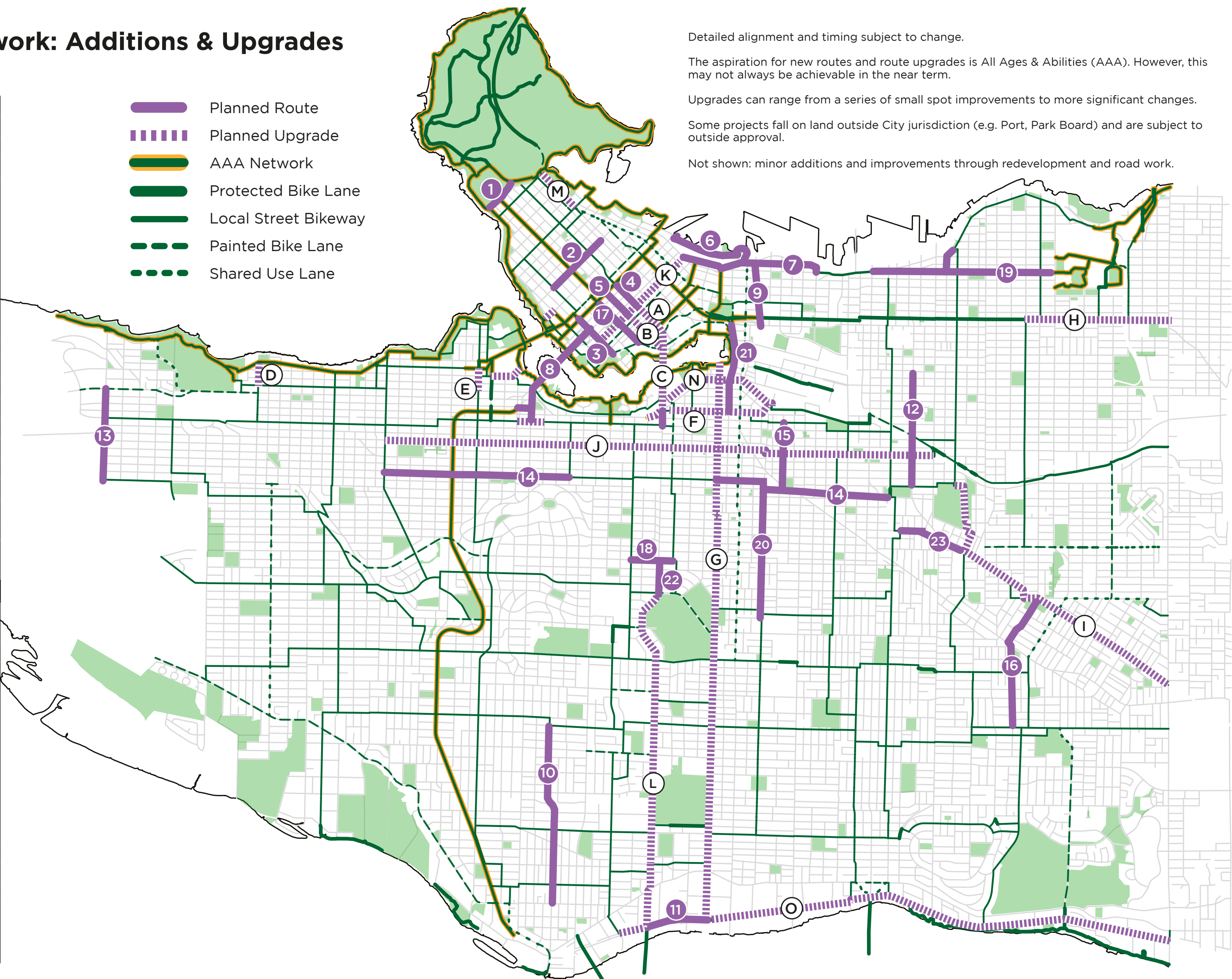
- Add physical protection from moving and parked motor vehicles
- Extend protected bike lane north of Robson St. and south of Drake St.
- Provide a continuous northbound protected bike lane, ending at Georgia St.
- Improved connections to existing protected bike lanes (Dunsmuir St., Smithe St., Nelson St., Cambie Bridge)
- Future onward connections to Granville Bridge and the West End

Future connections on the City’s five year cycling priority map expect to significantly increase ridership on Richards St. For example, bike lanes are being explored to create better connections along Drake St. and the Granville Bridge, Arbutus Greenway and Central Broadway.

5-Year Cycling Network: Additions & Upgrades 2018-2022

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
22	Cambie
23	Stainsbury
Planned Upgrades	
A	Smithe
B	Nelson
C	Cambie Bridge
D	Highbury
E	Cypress
F	5th Ave
G	Ontario
H	Adanac
I	BC Parkway
J	10th Ave
K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent

* Park Board jurisdiction
** Port Authority jurisdiction
Number/Letter sequence does not imply priority



Note: All volumes typical summer midweek daily bicycle volumes from automated counters or estimate from best manual count(s) available in the vicinity of Richards St

6. POLICY BACKGROUND

Transportation 2040

Transportation 2040 is a long-term strategic vision for the city that helps guide transportation and land use decisions and public investments. The plan sets long-term targets and includes policies and actions to help us reach them.

Target:

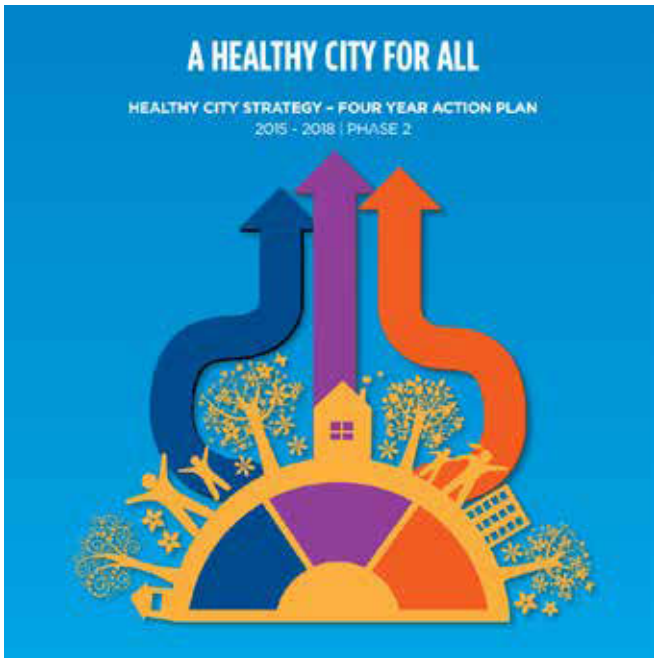
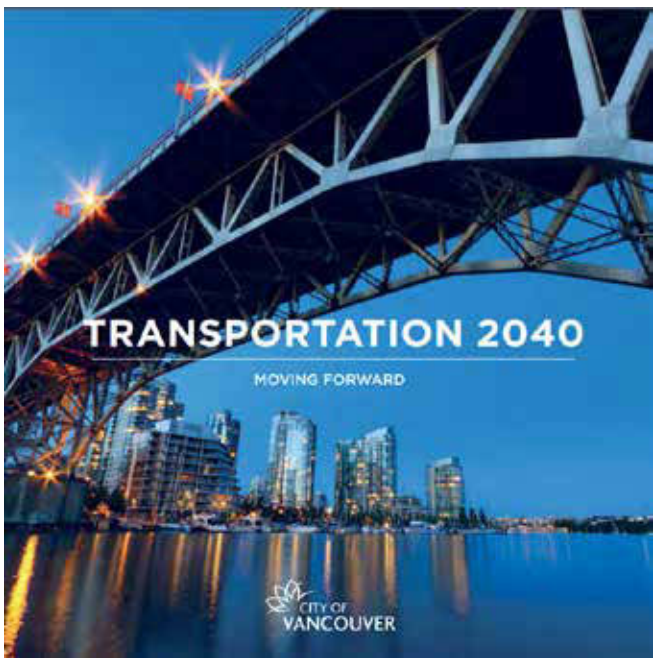
- Make two-thirds of trips on foot, bike or transit by 2040
- Achieve zero traffic-related fatalities

Cycling Vision:

- Make cycling safe, convenient, comfortable and fun for people of all ages and abilities

Policies:

- C1.1: Build cycling routes that feel comfortable for people of all ages and abilities
- C1.2: Upgrade and expand the cycling network to efficiently connect people to destinations
- M1.2: Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space
- G2.2: Provide for efficient loading and unloading



Related Policies

- Greenest City Action Plan - Green Transportation
- Healthy City Strategy - Getting Around, Active Living & Getting Outside
- Renewable City Strategy
- AAA Transportation Design Guidelines

Designing for All Ages and Abilities on Major Streets

Less Comfortable

More Comfortable

Shared Use Lane

Bike Lane

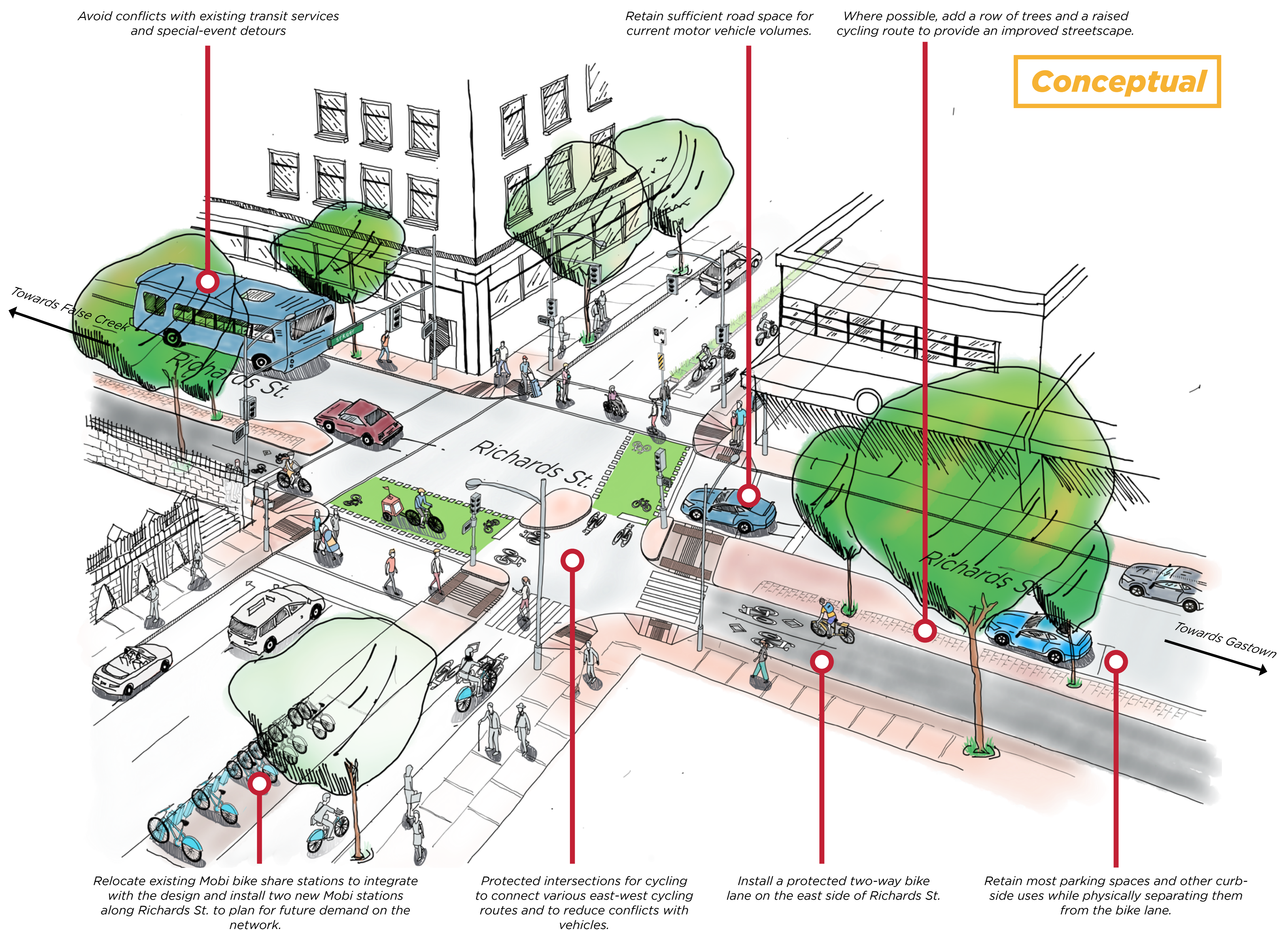
Buffered Bike Lane

Protected Bike Lane
(Parking / Bollards)

Protected Bike Lane
(Concrete / Landscaping)

The City’s goal is to create cycling infrastructure that is **safe** and **comfortable** for people of all ages and abilities (AAA). In order to coordinate this network expansion with repaving and other projects, we are considering improvements along the AAA spectrum that will increase **capacity, safety** and **comfort** along these routes.

7. PROJECT OVERVIEW



Improved Streetscape

Two way protected bike lane on East side

Protected Intersections

Curb-side Uses

Parking

Integration with Public Bike Share



Project Goals

- Upgrade Richards Street for **all ages and abilities** cycling in **both directions**
- **Improve safety** by addressing doorings and conflicts with turning drivers
- Provide a seawall-quality experience with an additional **row of trees** and a **raised, two-way cycling path**
- Design for current and future cycling connections to build AAA network
- **Retain most parking and curb-side uses** while physically separating these uses from the bike lane.
- **Retain sufficient road space** for current motor vehicle volumes.
- Avoid conflicts with existing **transit services** and special-event detours

NEXT STEPS

Next Steps

- Staff will refine the concepts based on feedback from local businesses, residents, other stakeholders, and the public
- Staff will work with individual businesses who have identified concerns along Richards Street
- Improvements are targeted for completion by the **end of 2020**



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