

CAPITAL REGIONAL DISTRICT

Staff report to the Regional Planning Committee
Meeting of May 16, 2001

SUBJECT:

Draft Regional Cycling Network

BACKGROUND:

October 2000	RPS hires a Regional Cycling Co-ordinator to assist in the development of a Regional Cycling Strategy as part of the RGS Transportation Strategy.
Nov. 2000 to Feb. 2001	A series of workshops are proposed to gain cycling stakeholder input into the development of a Regional Cycling Strategy.
Nov 29, 2000	First Regional Cycling Strategy Workshop
Jan 17, 2001	Regional Planning Committee directs staff to establish a Regional Cycling Advisory Working Committee to provide Regional Planning Services with technical and policy input on cycling into the regional transportation strategy.
February 1, 2001	First meeting of the newly established Regional Cycling Advisory Working Committee.
April 26, 2001	The Regional Cycling Advisory Working Committee recommends that the draft Regional Cycling Network be forwarded to the Regional Planning Committee for approval as a basis for stakeholder and technical evaluation.

DISCUSSION:

The Regional Cycling Advisory Working Committee (RCAWC) set as its first priority the task of identifying a draft Regional Cycling Network. This draft cycling network was developed to seek further stakeholder input and provide a framework for technical analysis using:

- *the cycling routes shown in local Official Community Plans or local plans;*
- *criteria to determine those streets that merit being considered regional in nature versus routes that were local; and,*
- *using local knowledge where possible to guide decisions.*

RCAWC agreed to apply the list of criteria or guidelines developed by RPS as outlined in Attachment A, in its selection of cycling routes for a Regional Cycling Network. With some modification of the criteria, the committee used these guidelines to assess all existing and proposed cycling routes to determine if they were of regional importance.

Maps were prepared by RPS showing both existing cycling routes, as well as routes that have been designated by a municipality or other agency as a future cycling route. These maps of each of the three sub-regions—Core Municipalities, Western Communities, and the Saanich Peninsula—were used by RCAWC as the basis for discussion of a Regional Cycling Network.

Advisory committee members worked on sub-areas of the region to short-list possible regional cycling routes. Once each sub-region was completed the committee then discussed the merits of the routes. The final recommendation was mapped as shown in the attached maps to reflect these changes. Network discussions occurred over four lengthy workshops. To ensure that RCAWC concurred with the recommended network for further evaluation, they passed the following motions:

1. that the **Core Cycling Network**, as amended, be approved as a basis for stakeholder and technical evaluation.
2. that the **Western Community Cycling Network**, as amended, be approved as a basis for stakeholder and technical evaluation.
3. that the **Peninsula Cycling Network**, as amended, be approved as a basis for stakeholder and technical evaluation.

Now that a draft Regional Cycling Network (Attachments B, C, D) has been developed, RPS recommends it is circulated to other cycling stakeholders, municipalities and other government agencies for comment on which routes should be considered in a regional cycling network.

Based on the recommendations from stakeholders, a final list of routes would be defined for technical evaluation. This evaluation would include an approach that standardizes the methodology across all parts of this region and considers varying design standards, cost-benefit analysis at a route level and impacts on long term funding. The evaluation methodology is partially covered by a separate report to RPC.

The goal is to forward the draft network to all stakeholders by early June with a request that comments be submitted to RPS by August 30, 2001. A findings report will be prepared based on the stakeholders review

Since the three Advisory Committee motions now reflect an overall draft “Regional Cycling Network” and other actions are needed, RPS forwards the following recommendations.

RECOMMENDATION:

That the Regional Planning Committee:

- approve the draft Regional Cycling Network as a basis for further stakeholder and technical evaluation,

- request Regional Planning Services to proceed with distributing the network to municipalities and other stakeholders for comments; and
- request Regional Planning Services report on their findings of the stakeholder input.

Larry Roberts, Manager, Transportation Planning
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Mark Hornell, Acting Manager
Regional Planning Services

EXECUTIVE DIRECTOR’S COMMENTS:

W.M. Jordan, Executive Director

**ATTACHMENT A:
 REGIONAL CYCLING NETWORK ROUTE SELECTION CRITERIA**

The following is a checklist for helping to select links to include or exclude in the regional cycling network. *Routes that are excluded on a regional level may at the discretion of the municipality remain as part of a local network.*

Include route if:	4 There is medium to high level of demand, regardless of trip purpose (expected future demand should also be considered)
	4 The route is on an arterial road or section of highway (e.g. Blanshard St., Millstream Rd.)
	4 CRD Parks or another regional agency (PCC, BC Transit, MoTH) is involved in trail design, maintenance or funding with a cycling component (e.g. Lochside Trail)
	4 The route contributes to continuity and/or connectivity (e.g. route continues across municipal boundaries; links to local routes and major destinations)
	4 The route will have a positive economic impact, such as a route favoured by cycle tourism

Exclude route if:	8 The route currently has a low volume of cyclists, and the volume will likely remain low in the future (e.g. northern part of Highlands Rd)
	8 It connects neighbourhoods that are only internal to a municipality (i.e. Moss St.)
	8 It duplicates another route, depending on distance, direction, and convenience to the cyclist

- **Explanatory Note:** Two other criteria's—*safety and desirability*—have purposely not been included in this list at this time. They will, however, be applied after the initial route network selection process is completed as part of the technical evaluation process.