



**To:** Public Works and Transportation Committee      **Date:** February 7, 2002  
**From:** Gordon Chan, P. Eng.      **File:** 6360-16  
Director, Transportation  
**Re:** **Submission to TransLink 2002 Municipal Bicycle Infrastructure Program –  
Extension of Williams Road Bicycle Route to West Dyke**

**Staff Recommendation**

1. That the proposed project to extend the Williams Road bicycle route from No. 1 Road to the west dyke, as described in the attached report, be endorsed for submission to TransLink’s 2002 Municipal Bicycle Infrastructure Program at an estimated City cost of \$210,000.
2. That the source of funding for the City’s share of the above project cost, if approved by TransLink for cost-sharing, be the 2002 Major Capital Works Program for Bike Lane Improvements.

Gordon Chan, P. Eng.  
Director, Transportation

Att. 3

FOR ORIGINATING DIVISION USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering – Design & Construction .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## **Staff Report**

### **Origin**

TransLink's Municipal Bicycle Infrastructure Program is a capital cost sharing program with municipalities intended to encourage the construction of bicycle routes and the removal of existing barriers to cyclists across the region. Candidate projects must improve cycling facilities for utilitarian trips and be part of a Council approved Bicycle Plan. Richmond City Council adopted the Richmond Cycling Network Plan (Attachment 1) in 1995.

This report recommends that the project to complete the Williams Road Bicycle Route between No. 1 Road and the west dyke be submitted by the City for funding under TransLink's 2002 Municipal Bicycle Infrastructure Program.

### **Analysis**

#### **1. Municipal Bicycle Infrastructure Program (MBIP)**

With the recent elimination of the Cycling Network Program by the provincial government, TransLink's Municipal Bicycle Infrastructure Program is now the only available source of funding grants for municipalities to apply for cost sharing of cycling improvement projects in the Lower Mainland.

In 2001, the first year of the MBIP, a total of \$1.0 million was available to assist regional municipalities in funding cycling improvements. In the absence of a formula to specify the allocation of funds among the member municipalities of the GVRD, the funds were allocated according to the proportion of the Major Road Network (MRN) within each municipality. Projects submitted for approval were eligible for 100 percent of the allocated amount provided that this amount did not exceed 50 percent of the total project cost. Based on this formula, the City received approximately \$94,000 towards the construction of the Gilbert Road Bike Route between Granville Avenue and the Dinsmore Bridge. This project is now complete except for lane re-striping that will occur in spring 2002 and the installation of bike route signage.

For 2002, approximately \$500,000 is available for cost sharing under the MBIP. These funds will be allocated according to a revised formula based on the proportion of GVRD population within each municipality. The new formula is a more equitable method and recognizes that the MRN formula is designed to maximize road capacity and safety objectives for motorists on the MRN, which are not necessarily consistent with the objectives of the MBIP. Based on the revised formula, Richmond is eligible for approximately \$40,000 from the 2002 MBIP.

The deadline for applications to TransLink for cycling projects for 2002 is February 28, 2002 and construction work must be completed by March 31, 2003.

#### **2. Project Submission for 2002 Municipal Bicycle Infrastructure Program**

Over the past several years, the selection of cycling projects for implementation under provincial or regional government cost sharing programs has been guided by the goal of completing the cycling routes identified in the City's Cycling Network Plan. The recent ditch in-fill on the north side of Williams Road west of No. 1 Road presents an opportunity to complete the Williams Road Bicycle Route. Accordingly, staff recommend the submission of the project to extend the

existing Williams Road bicycle lanes east of No. 1 Road to the west dyke to TransLink's 2002 MBIP for cost sharing. The Williams Road Bicycle Route is part of the adopted Cycling Network Plan and the completed project will provide a safe bicycle connection between major destinations in Richmond, such as the South Arm Community Centre and Steveston Village. Based on consultation with the Richmond Community Cycling Committee and site investigations by staff, construction of the Williams Road Bicycle Route from No. 1 Road to the west dyke would comprise the following improvements (see Attachment 2):

- extension of the north edge of the asphalt by approximately 3.8-m between No. 1 Road and Stilmont Road;
- modification of pavement markings to create 1.8-m wide bicycle lanes on either side of Williams Road and an adjacent 3.0-m wide parking lane on the south side of Williams Road;
- grading of the existing parking area on the north side of Williams Road; and
- introduction of intermittent "Bike Route" shoulder signs along the new route from No. 1 Road to the west dyke.

### **3. Stakeholder Consultation**

The Richmond Community Cycling Committee was extensively consulted in the planning and design of the recommended Williams Road Bicycle Route project. While Committee members originally expressed a preference for the removal of parking from both sides of Williams Road (i.e., similar to that in place east of No. 1 Road), they consider the current proposed design to be acceptable given the lower traffic volumes on this section of Williams Road. The Committee's letter of support for the proposed project is included as Attachment 3.

Although the project would not result in any impact on parking, access or left turn movements, staff propose to consult with the residents adjacent to the affected section of Williams Road on the proposed improvements prior to the final detailed design, subject to the project funding approval by TransLink. A follow-up staff report will be presented to Council should there be any significant changes to the scope of work as a result of the public consultation.

### **Financial Impact**

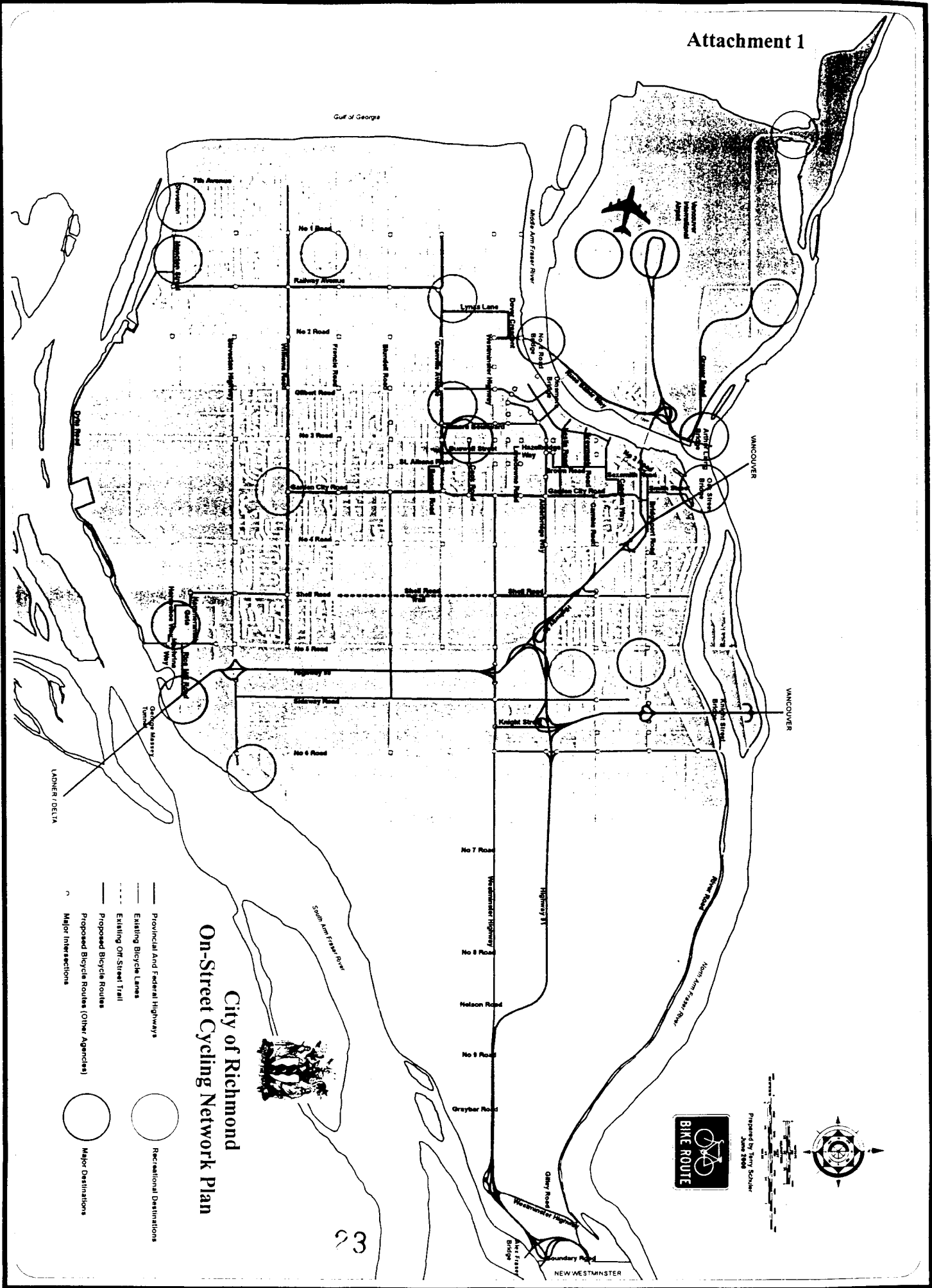
The total cost of the Williams Road Bicycle Route Project (No. 1 Road to west dyke) is estimated at \$250,000. If approved by TransLink, the project will receive approximately \$40,000 in cost share funding from the agency's 2002 Municipal Bicycle Infrastructure Program. The source of funding for the City's portion of the project cost (\$210,000) has been included in the 2002 Major Capital Works Program that is currently under review by Council.

### **Conclusion**

Staff recommend submission of the Williams Road Bicycle Route project between No. 1 Road and the west dyke to TransLink's 2002 Municipal Bicycle Infrastructure Program for cost sharing. This project will complete the Williams Road Bicycle Route between No. 5 Road and the west dyke and establish a safe bicycle connection between major destinations in the city.



Joan Caravan  
Transportation Planner



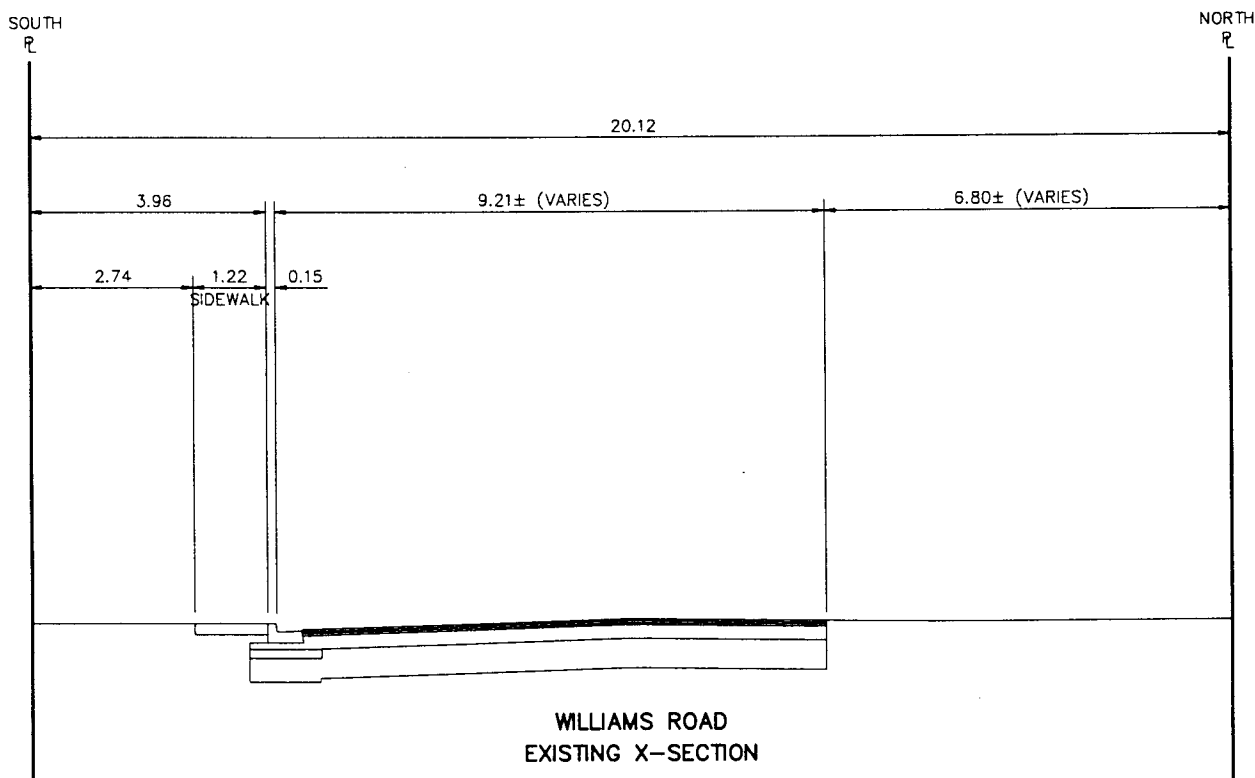
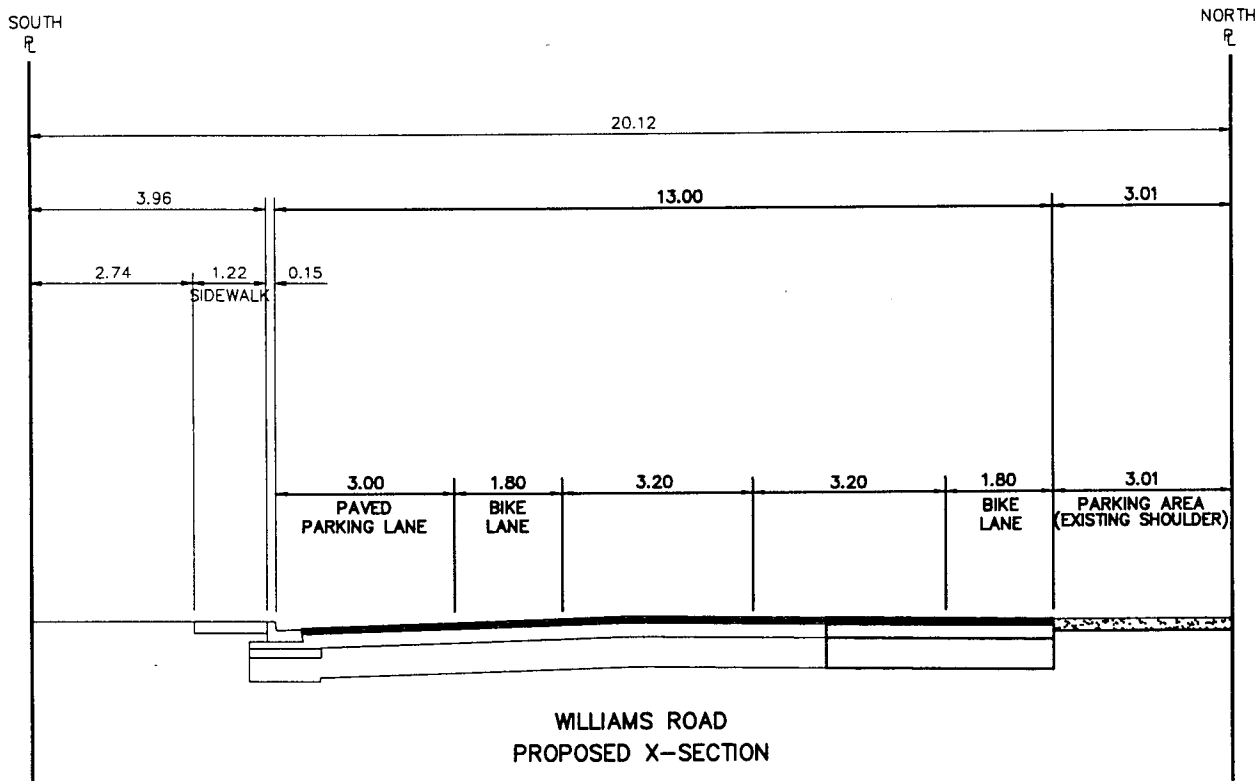
**City of Richmond**  
**On-Street Cycling Network Plan**

- Provincial And Federal Highways
- Existing Bicycle Lanes
- - - Existing On-Street Trail
- Proposed Bicycle Routes
- Proposed Bicycle Routes (Other Agencies)
- C Major Intersections
- Recreational Destinations
- Major Destinations



Prepared by Terry Schuler  
June 2004





ALL DIMENSIONS IN METRES



6911 No. 3 Road Richmond B.C. V6Y 2C1

TITLE: **24** PROPOSED X-SECTION - WILLIAMS ROAD FROM NO.1 ROAD TO WEST DYKE

DESIGN: V.W.

DRAWN: T.S.

CHECKED:

ENGINEER:

DWG. No. XS-WIL-1DK.DWG

SCALE: N.T.S.

SEC. No.

DATE: JAN. 2002

SHT. No. 1 OF 1

Lawrence A. Pamer  
4351 Tucker Ave.  
Richmond, B.C. V7C 1L9  
(604) 272-4351

February 11, 2002

Helen Cook  
Transportation Manager Alternative Transportation  
Translink  
1700-4720 Kingsway  
Burnaby, BC V5H 4N2

Re: **The City of Richmond's Request for Funding for Bike Lanes on Williams Road**

Dear Ms. Cook:

The Richmond Community Cycling Committee (RCCC) is highly supportive of the City of Richmond's plan to extend the existing bike lanes along Williams Road westward from No. 1 Road to the dyke.

The RCCC comprises a variety of cyclists from the area who have worked with the City since 1993 to improve our bicycling network. We had the opportunity to review the plans for the extension of the Williams Road bike lanes at our meeting, earlier this month. We consider this to be an important improvement for cyclists for the following reasons:

- it will extend accommodation of bicycles along Williams Road in the same format as it currently exists east of No. 1 Road, namely, bike lanes
- it will replace the current requirement of cycling either in the single, narrow travel lane or on the combination of gravel shoulder and residents' driveways
- it will broaden the catchment area of the two transit routes using this section of Williams Road for cyclists using bus bike racks and eliminate the need for cyclists and transit vehicles to play leapfrog due to the narrow roadway
- it will provide much-improved access to community centres, schools, Steveston Village and the dyke for cyclists

We urge you to give this project every possible consideration for funding assistance.

Yours truly,



Lawrence A. Pamer, Chair  
Richmond Community Cycling Committee

cc: Victor Wei, City of Richmond  
Joan Caravan, City of Richmond