



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *To PW+T - September 5, 2002*
Date: August 20, 2002
From: Gordon Chan, P. Eng.
Director, Transportation **File:** 6360-16
Re: **Submission to TransLink 2003 Municipal Bicycle Infrastructure Program –
Extension of Shell Road Bike Route (Athabasca Drive to Horseshoe Slough
Trail)**

Staff Recommendation

1. That the proposed 3-year project to extend the Shell Road bicycle route from Athabasca Drive to Horseshoe Slough Trail, as described in the attached report, be endorsed for submission for cost-sharing to TransLink's 2003 Municipal Bicycle Infrastructure Program at an estimated City cost of \$250,000.
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 Major Capital Works Program for Bike Lane Improvements in 2003, 2004 and 2005 subject to Council's approval of the annual budget for these years.

Gordon Chan, P. Eng.
Director, Transportation

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
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 3-year project to extend the Shell Road Bicycle Route between Athabasca Drive and Horseshoe Slough Trail be submitted by the City for funding under TransLink's 2003 Municipal Bicycle Infrastructure Program.

Analysis

1. Municipal Bicycle Infrastructure Program (MBIP)

In 2002, \$1 million was available for cost sharing under the Municipal Bicycle Infrastructure Program (MBIP) with the funds allocated according to the proportion of GVRD population within each municipality. In 2003, \$1 million is again available under this block funding formula and a further \$500,000 is available as "needs-based" funding for major projects with regional significance.

To enable the implementation of larger scale projects, the MBIP also allows municipalities to accrue their eligible block funding for approved projects for up to three years provided construction begins in the third year. Assuming that a total of \$1 million is available for block funding in each of 2003-2005, Richmond will be eligible for \$82,980 in block funding each year, for an estimated total of \$248,940 over the three year period.

2. Project Submission for 2003 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 On-Street Cycling Network Plan. Accordingly, staff recommend the submission to TransLink's 2003 MBIP for cost-sharing of the 3-year project to extend the existing Shell Road bike route from Athabasca Drive (south end of off-street trail) to Horseshoe Slough Trail (south end of Shell Road). The completed project (Attachment 2) will provide a safe bicycle connection via the Horseshoe Slough Trail to/from the south dyke and the potential future location of a passenger-only ferry service between Richmond and Ladner.

Based on consultation with the Richmond Community Cycling Committee and site investigations by staff, construction of the Shell Road bike route from Athabasca Drive to Horseshoe Slough Trail would comprise the following improvements:

- extension of the east edge of the asphalt by approximately 3.5-m between Athabasca Drive and Steveston Highway;

- modification of pavement markings to create 1.8-m wide bicycle lanes on either side of Shell Road between Athabasca Drive and Steveston Highway and shared curb lanes on either side of Shell Road south of Steveston Highway;
- grading of the existing parking area on the east side of Shell Road; and
- introduction of intermittent "Bike Route" shoulder signs along the new route from Athabasca Drive to Horseshoe Slough Trail.

It is intended that funding for the project accrue in 2003, 2004, and 2005 with construction being undertaken in 2005. Staff will report to Council with further details of the design prior to public consultation on this project in early 2005 if TransLink funding is approved.

3. Stakeholder Consultation

The Richmond Community Cycling Committee was consulted in the planning of the recommended Shell Road bike route project and will provide further feedback on its design as planning progresses. The Committee's letter of support for the proposed project is included as Attachment 3.

Although the project would not result in any significant impact on existing parking, access or left turn movements, staff propose to consult with the residents adjacent to the affected section of Shell 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

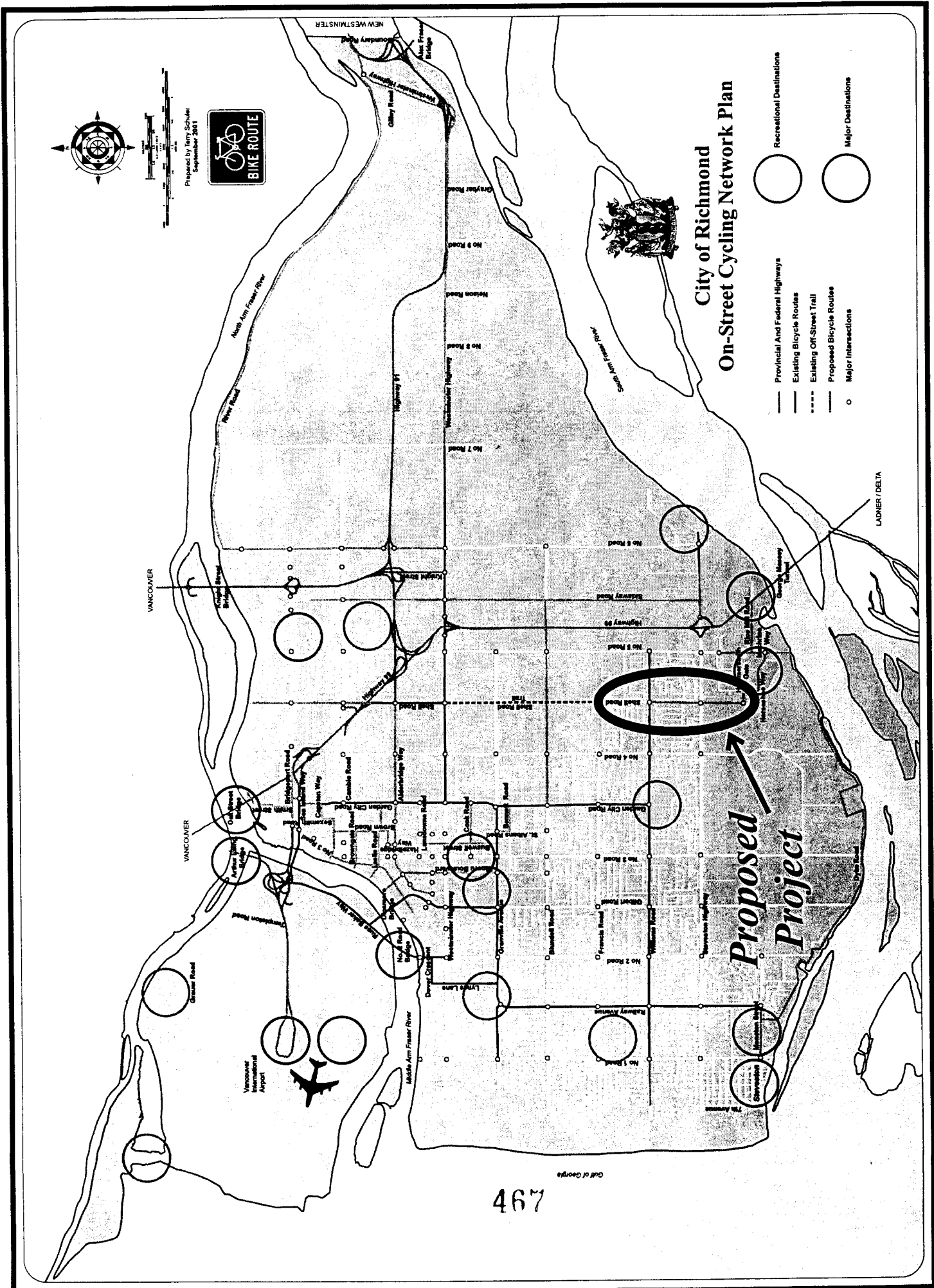
The total cost of the Shell Road Bicycle Route Project (Athabasca Drive to Horseshoe Slough Trail) is estimated at approximately \$500,000. If approved by TransLink, the project will receive a total of approximately \$250,000 in allocated cost-share funding from the agency's Municipal Bicycle Infrastructure Program over the 2003-2005 period. The source of funding for the City's portion of the project cost (approximately \$250,000) is proposed to be included in the 2003, 2004 and 2005 Major Capital Works Program, subject to Council approval of the annual capital budget for the corresponding years.

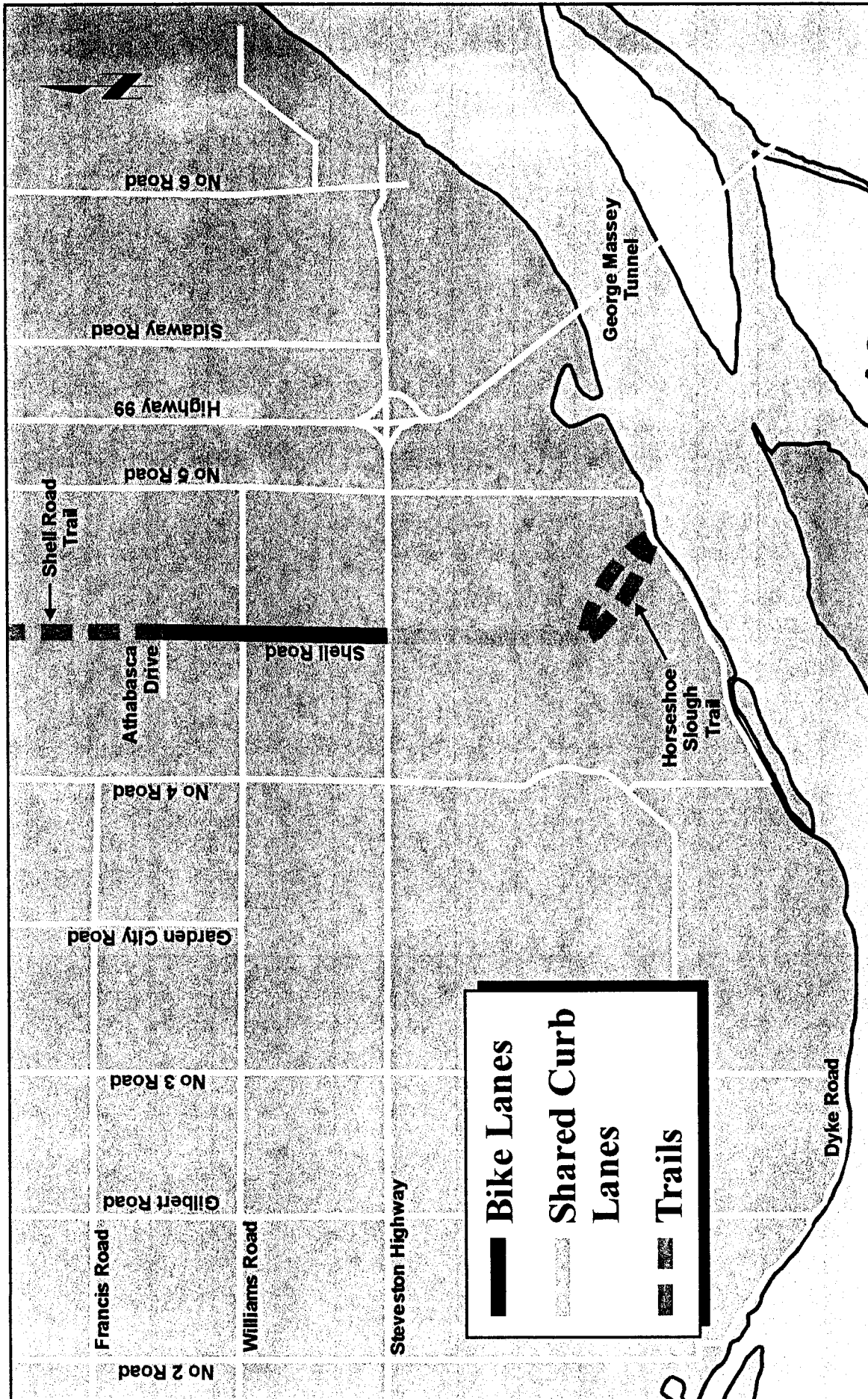
Conclusion

Staff recommend submission of the Shell Road Bicycle Route project between Athabasca Drive and Horseshoe Slough Trail to TransLink's 2003 Municipal Bicycle Infrastructure Program for cost sharing. This project will extend the Shell Road Bicycle Route to the south dyke and establish a safe bicycle connection to/from this popular recreation area.



Joan Caravan
Transportation Planner





Proposed Shell Road Bicycle Lanes

August 20, 2002

Lawrence A. Pamer
4351 Tucker Ave
Richmond, BC V7C 1L9

Helen Cook
Program Manager Alternative Transportation
TransLink
1700 – 4720 Kingsway
Burnaby, BC V5H 4N2

Re: City of Richmond Submission to TransLink 2003 Municipal Bicycle Infrastructure Program

Dear Ms. Cook:

The Richmond Community Cycling Committee (RCCC) is highly supportive of the City of Richmond's proposed project to extend the Shell Road bike route from Athabasca Drive (south end of existing off-street trail) to the Horseshoe Slough Trail (south of Steveston Highway).

The RCCC comprises a variety of cyclists from the area who have worked with the City since 1993 to improve the cycling network in Richmond. We consider the project to be an important improvement for cyclists for the following reasons:

- extend accommodation of bicycles on Shell Road via the provision of bicycle lanes (Athabasca Drive to Steveston Highway) and shared curb lanes (Steveston Highway to Horseshoe Slough Trail);
- provide improved access for cyclists to community centres (via connection to Williams Road bike route), shopping centres, schools and the south dyke; and
- provide a bicycle connection to a potential future location of a passenger-only ferry service between Richmond and Ladner.

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