

**RICHMOND**

**Objective: All Ages and Abilities cycling route connecting from the Oak Street Bridge/Canada Line Bridge to the New Massey Tunnel Replacement Bridge**

Potential Route Reference # (see map)	Name of Route	Jurisdiction	Name of Segment	Direction of Segment	Name of Road	Start	End	Length (KM)	Destination/Area of Interest	Potential User	Existing Conditions	Recommended Improvements to achieve All Ages and Abilities rating	Pros (Post-Project)	Cons (Post-Project)	Scoring										Totals			
															Utility					Safety			Feasibility		Utility	Safety	Feasibility	Total
															Destinations	Directness	Local Bike Route Connectivity	Regional Bike Route Connectivity	Ridership Served	Rider safety	Technical	Political	Negative Impact on Other Modes	Out of 10	Out of 10	Out of 10	Out of 10	
															1-More 2-Few 3=Mid	1=Low 2=Med 3=High	1=Low 2=Med 3=High	1=Low 2=Med 3=High	1=Low 2=Med 3=High	1=Low 2=Med 3=High	1=High 2=Med 3=Low	40%	40%	20%	100%			
R1	Highway 99 Row	Municipal	R1a1	West-East	Van Horne Way	Canada Line Bridge	Highway 99 ROW under Oak St Bridge	0.5		All users	Shared local road, MUP	Separated MUP	Direct connection to new MUP under Oak St Bridge		1	3	3	3	3	3	3							
		Municipal	R1a2	North-South	MUP Under Oak St Bridge then along west side of Hwy 99 ROW	Van Horne Way	Patterson	1.0		All users	New route	Separated MUP	Direct connection to multiple options south of Patterson		1	3	3	3	3	2		3						
		Provincial	R1a3	North-South	MUP along west side of Hwy 99 ROW	Patterson Rd	Shell Road	1.6		All users	New route	Separated bikeway	Direct connection to multiple options south of Shell Road		1	3	1	3	1	3		3						
		Provincial	R1a4	North-South	MUP along west side of Hwy 99 ROW	Shell Road	Williams Road	5.0		Longer distance rider	New route	Separated bikeway	Direct connection north/south	Limited benefits to local population		1	3	1	3	1	3		3					
		Provincial	R1a5	North-South	MUP along west side of Hwy 99 ROW	Williams	Stevenson Hwy	0.9		All users	New route	Separated bikeway	Direct connection from Williams to new bridge		1	3	3	3	2	3		3						
			R1a	North-South	Highway 99	Oak St Bridge	New Bridge	9.0 (est)	No destinations along ROW. See connectivity for links to other routes.	Longer distance rider	New route	Requires connection to Canada Line Bridge Requires off-highway separated path Requires grade separation at all ramps	Direct route for those travelling the length of the corridor Potential for fewer intersections	Potential traffic noise, fumes Limited benefits to local population	1	3	2	3	2	3	2	3	7.3	10.0	7.8	8.5		
R2	Garden City Road	Municipal	R2a1	West-East	River Road	Canada Line Bridge	Great Canadian Way	0.6	Bridgeport Canada Line Station Bridgeport Transit Exchange	Multi-mode user	No cycling facilities: narrow 2-lane road with no shoulders	Could divert to Van Horne Way at Shell	Limited opportunity to provide cycling facilities		2	2	3	3	3	1	1	1	8.7	10.0	3.3	8.1		
		Municipal	R2b1	North-South	Van Horne Way	Canada Line Bridge	Great Canadian Way	0.7	Bridgeport Canada Line Station Bridgeport Transit Exchange	Multi-mode user	Separated MUP on south east side Alternate to R2a1	Separated MUP on east side of transit lanes Add MUP on east side of transit	Triple A	Impact of transit only lanes	1	2	2	3	2	2	1	1	8.0	10.0	3.3	7.9		
		Municipal	R2a2	North-South	Great Canadian Way/Garden City	Van Horne Way	Williams Road	5.9	City Centre, neighbourhood shopping centres, community centres	Longer distance rider Commuter	Van Horne Way/Granville Ave on-street bike lanes, some sections to be realigned to off-street bike paths as part of adjacent development Granville Ave/Francis Rd no cycling facilities Francis Rd-Williams Rd separated MUP on west side, on-street bike lane on east side	Fill in gap in cycling facilities	Connections to City Centre, VIK Relatively more destinations	Challenging intersections at Bridgeport Rd/Sun Island Hwy Relatively less direct to new bridge	3	2	3	3	3	1	1	2	2	9.3	3.3	5.6	6.2	
		Municipal	R2a3	West-East	Williams Road	Garden City Rd	No. 5 Road	2.4	Community centre, parks	Longer distance rider Commuter	On-street bike lanes	Upgrade to Triple A			3	2	3	3	3	2	1	1	9.3	6.7	3.3	7.1		
		Municipal	R2a4	North-South	No. 5 Road	Williams Rd	Stevenson Hwy	0.8	Neighbourhood shopping centre	Longer distance rider Commuter	Williams Rd to 250 m south: planned separated MUP on east side as part of adjacent development Stevenson Hwy to 250 m north: separated MUP on east side Middle gap of 300 m: no cycling facilities	Fill in gap in cycling facilities with bi-directional MUP on east side			3	2	3	3	2	1	1	1	8.7	6.7	3.3	6.8		
		Municipal	R2a5	West-East	Stevenson Hwy	No. 5 Road	New Bridge	0.3	Neighbourhood shopping centre	Longer distance rider Commuter	Neighbourhood shopping centre	Add MUP on south side No cycling facilities on south side			2	2	2	2	2	1	1	3	6.7	6.7	5.6	6.4		
		Municipal	R2c1	North-South	Garden City Rd ROW	Williams Rd	Stevenson Hwy	0.8	Park	Longer distance rider Commuter	Williams Rd on Road: separated MUP Ripon Road-Stevenson Hwy: no path Alternate to R2a4 and R2a5	Fill in gap in cycling facilities	Triple A			3	2	3	3	3	1	1	3	9.3	10.0	5.6	8.8	
		Municipal	R2c2	West-East	Stevenson Hwy	Garden City Rd	New Bridge	2.7	Neighbourhood shopping centre	Longer distance rider Commuter	No cycling facilities: future separated MUP on south side Alternate to R2a4 and R2a5	Add MUP on south side			3	2	3	3	3	2	1	1	2	9.3	6.7	4.4	7.3	
		Municipal	R3a1	West-East	Patterson Rd	Garden City Rd	Highway 99 ROW	0.7	Alternate connection from Hwy 99 ROW to Garden City Road route		No cycling facilities, local street	Add MUP		Less direct to connect to Garden City Road		1	2	1	1	2	2	2	1	4.7	6.7	5.6	5.6	
		Municipal	R2a1	West-East	Williams ROW	No. 5 Road	Highway 99 ROW	0.25	Alternate connection from Hwy 99 ROW to Williams at No 5 Road			Add MUP	Direct, Safe			1	2	2	2	2	3	1	1	2	6.0	10.0	4.4	7.3
			Total Route				10.4 (est)				Even if improved, might not become AAA as has a lot of intersections (driveways, businesses etc)	Garden City route benefits larger population near Richmond Centre	Not as direct as Hwy 99 ROW	3	2	3	2	3	2	1	2	8.7	6.7	5.6	7.2			
R3	Shell Road	Municipal	R3a1	West-East	River Drive	Canada Line Bridge	Shell Road	0.8	Park		Canada Line Bridge No. 4 Road: planned separated MUP on south side No. 4 Road-Shell Rd: existing planned separated MUP on south side	Triple A	There are many intersections, driveways, businesses etc.		1	2	1	1	2	3	1	2	2	4.7	10.0	5.6	7.0	
		Municipal	R3a2	North-South	Shell Road	River Drive	Hwy 99 ROW		Park		Varies - un-paved path in sections	River Dr-Cathcart Rd: future separated MUP on west side Cathcart Rd-Hwy 99 Overpass: future separated MUP on east side Hwy 99 Overpass-Westminster Hwy: separated MUP on east side Westminster Hwy-Williams Rd: separated AAA bikeway	Most direct, parallel to Hwy 99		2	3	2	2	2	2	1	2	2	7.3	6.7	5.6	6.7	
		Municipal	R3a3	North-South	Shell Road	Hwy 99 ROW	Williams Road		institution		Varies - un-paved path in sections	Upgrade to Triple A		Relatively fewer destinations Westminster Hwy-Althabasca Dr: not paved and no lighting		2	2	2	2	2	2	1	2	2	6.7	6.7	5.6	6.4
		Municipal	R3a4	West-East	Williams Road	Shell Road	No. 5 Road	0.8	institution		On-street bike lanes	Upgrade to Triple A			2	2	2	2	2	2	1	2	2	6.7	6.7	5.6	6.4	
		Municipal	R3a5	North-South	No. 5 Road	Williams Rd	Stevenson Hwy	0.8	Neighbourhood shopping centre		Williams Rd to 250 m south: planned separated MUP on east side as part of adjacent development Stevenson Hwy to 250 m north: separated MUP on east side	Fill in gap in cycling facilities with MUP on east side			2	2	3	2	2	1	2	2	7.3	6.7	5.6	6.7		
		Municipal	R3a6	West-East	Stevenson Hwy	No. 5 Road	New Bridge	0.3	Neighbourhood shopping centre		Neighbourhood shopping centre	Add MUP on south side			2	3	2	2	2	1	3	3	7.3	6.7	7.8	7.2		
		Municipal	R3b1	North-South	McLennan Ave	River Drive	Bridgeport Road	0.6	Trail		No cycling facilities, local street					2	3	1	1	2	2	1	3	3	6.0	6.7	7.8	6.6
		Municipal	R3b2	West-East	Bridgeport Road	McLennan Ave	Beckman Place	0.1	Commercial		No cycling facilities	Add MUP on each side				1	3	1	1	1	2	1	2	2	4.7	6.7	5.6	5.6
		Municipal	R3b3	North-South	Beckman Place	Bridgeport Road	McTi Row	0.15	Commercial		No cycling facilities					1	2	1	1	1	1	1	2	2	4.0	3.3	5.6	4.0
		Municipal	R3b4	West-East	McTi Row	Beckman Place	St. Edwards Dr	0.2	Park		Informal path	Paved MUP				1	2	1	1	1	3	1	2	2	4.0	10.0	5.6	6.7
		Municipal	R3b5	North-South	St. Edwards Dr	McTi Row	Camble Road	1.1	Commercial		No cycling facilities	Add MUP on east-north side				1	2	1	1	1	2	1	2	2	4.0	6.7	5.6	5.4
		Municipal	R3b6	North-South	Shell Road	Williams Rd	Stevenson Hwy	0.8	Park		River Dr-Cathcart Rd: future separated MUP on west side Cathcart Rd-Hwy 99 Overpass: future separated MUP on east side Hwy 99 Overpass-Westminster Hwy: separated MUP on east side Westminster Hwy-Althabasca Dr: un-paved trail Althabasca Dr-Stevenson Hwy: separated AAA bikeway	Fill in gap in cycling facilities Westminster Hwy-Althabasca Dr: paved and lighting	Most direct, parallel to Hwy 99 Westminster Hwy-Althabasca Dr: not paved and no lighting		1	2	1	1	1	1	1	2	2	4.0	3.3	5.6	4.0	
		Municipal	R3b7	West-East	Stevenson Hwy	Shell Road	New Bridge	1.1	Neighbourhood shopping centre		Neighbourhood shopping centre	Add MUP on south side	Bypass Stevenson Hwy-Hwy 99 interchange			3	2	2	2	1	1	2	2	6.7	3.3	5.6	5.1	
Municipal	R3c1	North-South	Shell Road	Stevenson Hwy	Hammermith Ct	0.7	Trail		No cycling facilities: future separated MUP on east side	Add MUP on east side	Bypass Stevenson Hwy-Hwy 99 interchange	Relatively more circuitous vs R3 or R3a		1	2	1	3	2	2	1	2	2	6.0	6.7	5.6	6.2		
Municipal	R3c2	West-East	Hammermith Ct	Shell Road	Hammermith Way	0.2	Commercial/Industrial		On-street bike lanes	Upgrade to Triple A	Bypass Stevenson Hwy-Hwy 99 interchange	Relatively more circuitous vs R3 or R3a		3	2	1	2	1	1	2	2	4.7	6.7	5.6	5.6			
Municipal	R3c3	North-South	Hammermith Way	Hammermith Ct	Horseshoe Way	0.2	Commercial/Industrial		On-street bike lanes	Upgrade to Triple A	Bypass Stevenson Hwy-Hwy 99 interchange	Relatively more circuitous vs R3 or R3a		3	2	1	2	1	2	2	2	5.3	6.7	6.7	6.1			

Municipal	R34	West-East	Horseshoe Way	Hammer-smith Way	Machine Way	0.3	Commercial/Industrial Trail		On-street bike lanes	Upgrade to Triple A	Bypass Steveston Hwy Hwy 99 interchange	Relatively more circuitous vs R3 or R3a	1	1	1	1	1	1	2	2	2	2	3.3	3.3	6.7	4.0		
Municipal	R35	West-East	Machine Way	Horseshoe Way	No. 5 Road	0.3	Commercial/Industrial Trail		On-street bike lanes	Upgrade to Triple A	Bypass Steveston Hwy Hwy 99 interchange	Relatively more circuitous vs R3 or R3a	1	2									2.0	-	-	0.8		
Municipal	R36	North-South	No. 5 Road	Machine Way	Rice Mill Road	0.2	Commercial/Industrial Trail		Separated MUP on east side		Bypass Steveston Hwy Hwy 99 interchange	Relatively more circuitous vs R3 or R3a	1	2									2.0	-	-	0.8		
Municipal	R37	West-East	Rice Mill Road	No. 5 Road	New Bridge	0.8			No cycling facilities: narrow 2-lane road with no shoulders	Add MUP	Bypass Steveston Hwy Hwy 99 interchange	Impact of right-of-way volumes due to new on/off-ramps	1	2									2.0	-	-	0.8		
Total Route											Production of low traffic along Shell	Recreation complex with current users of Shell Road path	2	3	2	3	2	3	2	2	2	2	8.0	10.0	6.7	8.5		
R4	Sideway Road	Municipal	R41	West-East	River Drive	Canada Line Bridge	Shell Road	0.8	Park	Canada Line Bridge No. 4 Road: planned separated MUP on south side No. 4 Road-Shell Rd. existing planned separated MUP on south side	Add MUP on south side	Triple A		1									0.7	-	-	0.3		
		Municipal	R42	North-South	Shell Road	River Drive	River Road	0.1	Dyke Trail	No cycling facilities: future separated MUP on west side	Add MUP on west side				2									1.3	-	-	0.5	
		Municipal	R43	West-East	River Road	Shell Road	No. 5 Road	0.8	Commercial, dyke trail	No cycling facilities:	Fill in gap in cycling facilities				1									0.7	-	-	0.3	
		Municipal	R44	North-South	No. 5 Road	River Road	Vulcan Way	0.3	Commercial	No cycling facilities, potential on-street bike lanes	Fill in gap in cycling facilities				1									0.7	-	-	0.3	
		Municipal	R45	West-East	Vulcan Way	No. 5 Road	Sweden Way	0.7	Commercial, trail	No cycling facilities, potential on-street bike lanes	Fill in gap in cycling facilities				1									0.7	-	-	0.3	
		Municipal	R46	North-South	Sweden Way	Vulcan Way	Bathgate Way	0.6	Commercial	Vulcan Way-Bridgeport Rd: no cycling facilities Bridgeport Rd-200 m south: on-street bike lanes Bathgate Way-100 m north: no cycling facilities, future on-street bike lanes	Fill in gap in cycling facilities				1										0.7	-	-	0.3
		Municipal	R47	West-East	Bathgate Way	Sweden Way	Jacobs Road	0.2	Commercial	No cycling facilities, future on-street bike lanes	Fill in gap in cycling facilities				2	2	1	1	1	1	1	2		4.7	3.3	3.3	3.9	
		Municipal	R48	North-South	Jacobs Road	Bathgate Way	Westminster Hwy	2.1	Commercial, park	Bathgate Way-100 m south: on-street bike lanes 100 m south of Bathgate Way- Westminster Hwy: no cycling facilities, future on-street bike lanes	Fill in gap in cycling facilities				1	1	1	1	1	2	1	2	2	3.3	6.7	5.6	5.1	
		Municipal	R49	North-South	Sideway Road	Westminster Hwy	Steveston Hwy	4.0	Winery, golf course	No cycling facilities: narrow 2-lane road with no shoulders, ditches	Fill ditches, new separated AAA bikeway	Direct, parallel to Hwy 99	Limited opportunity to provide cycling facilities	2	2	1	1	2	2	1	2	2	2	5.3	6.7	5.6	5.9	
		Municipal	R410	West-East	Steveston Hwy	Sideway Road	New Bridge	0.4	Fruit & vegetable market	No cycling facilities: future separated MUP on south side	Add MUP on south side				1	1	1	1	2	2	1	2	2	4.0	6.7	5.6	5.4	
Total Route											Opens up North East corner of corridor	Former away from population centre to less benefit as a	1	2	1	2	1	2	1	1	2	4.7	6.7	4.4	5.4			