



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee

TO PW/T - April 4, 2001

DATE: March 9, 2001

FROM: Gordon Chan, P. Eng.
Manager, Transportation

FILE: 6500-01

**RE: PROPOSED ADDITION OF GARDEN CITY ROAD EXTENSION TO THE
MAJOR ROAD NETWORK**

STAFF RECOMMENDATION

That the submission of the proposed extended section of Garden City Road between Sea Island Way and Bridgeport Road to TransLink for inclusion in the Major Road Network, as part of the upcoming review of possible changes to the regional road network by TransLink, be endorsed.

Gordon Chan, P. Eng.
Manager, Transportation

Att. 1

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Public Works - Eric Gilfillan.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

In late 1998, in anticipation of the establishment of the Greater Vancouver Transportation Authority (also known as TransLink), a regional Major Road Network was developed to address the need for regional goods and travel movement. The network comprises a number of key road links providing inter-municipal connections within the Greater Vancouver area. The roads in the network, including downloaded provincial highways and uploaded municipal roads, are eligible for cost sharing between TransLink and the municipalities for capital improvements as well as maintenance costs.

In October, 2000, Council endorsed the proposed extension of Garden City Road between Sea Island Way and Bridgeport Road as part of the 2001 Major Capital Works Program for completion by 2003. At present, this proposed extended section of Garden City Road is not part of the Major Road Network although it serves similar functions of a major road.

This report outlines the rationale for the inclusion of the extended section of Garden City Road in the Major Road Network and recommends Council's endorsement of a submission to TransLink requesting this inclusion as part of TransLink's upcoming review of candidate road additions to the network for 2001.

ANALYSIS

1. TransLink Regional Major Road Network

Criteria for Inclusion

The Greater Vancouver Transportation Authority (GVTA), or TransLink, has the mandate to support a network of roads and bridges that serve intra-regional transportation requirements. These roads and bridges are referred to as the Major Road Network (MRN). The criteria established for the inclusion of a road in the MRN is based on its role in serving activity centres, facilitating inter-municipal travel and goods movement, serving as a transit corridor and emergency response route, and promoting network continuity. Municipalities retain ownership of all municipal roads included in the MRN.

Funding of Capital and Maintenance

TransLink presently provides funding to municipalities towards capital improvements and maintenance/rehabilitation for roads in the MRN based on the number of lane-kilometres within the municipality. In total, there are 2,179 lane-kilometres of roads in the entire Major Road Network. Overall, the 2000 funding allocations from TransLink were \$10 million for minor capital improvements and \$20.6 million for maintenance/rehabilitation within the regional network. However, funding levels in 2001 and possibly subsequent years are expected to decrease due to the recent budget cuts proposed by TransLink.

2. Richmond Major Road Network

The Richmond portion of the Major Road Network (see attached map) was adopted by Council in late 1998 in anticipation of the inception of TransLink in April, 1999. The Richmond network consists of the following roads:

- No. 2 Road (between Russ Baker Way and Steveston Highway);
- No. 3 Road (between Sea Island Way and Westminster Highway);
- Alderbridge Way (between No. 3 Road and Shell Road);
- Bridgeport Road (between St. Edwards Drive and Knight Street);
- Gilbert Road (between Westminster Highway and Dinsmore Bridge);
- Knight Street (between Westminster Highway and Knight Street Bridge);
- Steveston Highway (between No. 2 Road and Highway 99); and
- Westminster Highway (between No. 2 Road and Boundary Road).

In total, there are 139 lane-kilometres of major roads within Richmond (six percent of the total MRN). The 2000 funding allocations available for Richmond were \$938,000 for capital improvements and \$1.21 Million for maintenance/rehabilitation. Currently, unused capital funding may be carried over to subsequent years within a three-year period and this provision will be discussed at the upcoming review process.

3. Proposed Addition of Garden City Road Extension to MRN

Council endorsed the proposed extension of Garden City Road between Sea Island Way and Bridgeport Road in October, 2000 for completion by 2003. The objectives of this road improvement, which has been included in the draft 2001 Major Capital Works Program, are to:

- alleviate the traffic congestion at the north end of No. 3 Road (an MRN element) by providing an alternative route via Garden City Road;
- improve access to and from the airport (via the new one-way Moray Channel bridge system);
- improve access for the north Bridgeport industrial area; and
- improve access to and from the provincial highway system (Sea Island Way and Bridgeport Road).

At present, this section of Garden City Road is not part of the Richmond MRN although it will perform similar functions to those of a major road. To gain formal recognition of the regional significance of this road and its integral connection with the provincial highway system, it is recommended that the new extended portion of Garden City Road between Sea Island Way and Bridgeport Road be submitted to TransLink for inclusion in the MRN as part of its upcoming review of the regional road network. Inclusion of this roadway section in the MRN will render the extension project eligible for Richmond's share of TransLink MRN capital improvement funding.

4. Next Steps

It is expected that TransLink staff will commence the review of municipal requests for changes to the Major Road Network in mid April, 2001. Once this review is complete, any recommended changes to the Major Road Network will then be presented to the Major Roads Technical Advisory Committee (MRTAC) and the TransLink Board of Directors for approval. In the meantime, the 2001 MRN capital improvement funding allocated for Richmond (\$938,000) is frozen until completion of the review.

FINANCIAL IMPACT

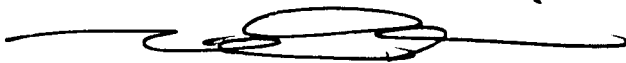
None at this time. If the proposed extended portion of Garden City Road between Sea Island Way and Bridgeport Road is approved by TransLink for inclusion in the Major Road Network as recommended in this report, the project will be eligible for Richmond's share of MRN capital improvement funding. This funding of \$938,000 for 2001 can then be used towards the Garden City Road extension project.

The inclusion of this road section in the MRN could also result in a marginal increase in annual maintenance and rehabilitation funding from TransLink based on the proportion of lane-kilometres of major roads in Richmond. However, due to the current budget constraints faced by TransLink, the agency may be adverse to submissions that entail an increase in its maintenance and rehabilitation funding responsibilities via an expanded MRN. Thus, the submission to TransLink proposes that the total MRN lane-kilometres in Richmond remain the same if the Garden City Road extension is included in the MRN, given that the additional lane-kilometres resulted from this road extension are considered marginal.

CONCLUSION

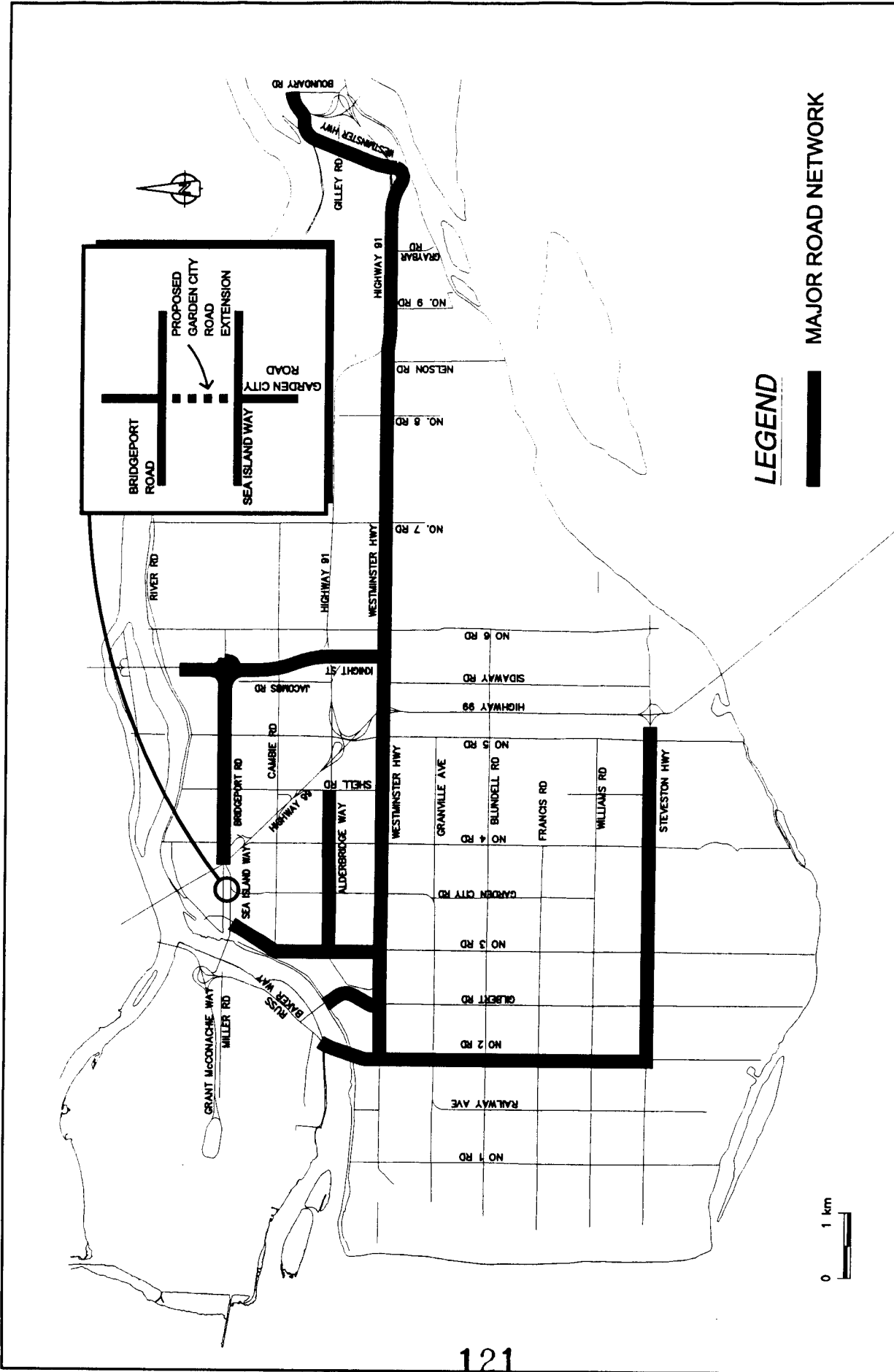
Council has recently approved the extension of Garden City Road between Sea Island Way and Bridgeport Road for completion by 2003 to improve access to the airport, the Bridgeport industrial area and the provincial highway system. This proposed road extension would carry out similar functions to the roadway elements of the region's Major Road Network (MRN), as defined by TransLink.

TransLink is expected to commence a review process to consider municipal requests for changes to the existing MRN, including additions or deletions to the network. Staff therefore recommend the submission to TransLink of the Garden City Road extension as a new MRN element that would be eligible for the 2001 MRN capital improvement funding allocated for Richmond.



Victor Wei, P. Eng.
Senior Transportation Engineer

VW:lce



EXISTING RICHMOND MAJOR ROAD NETWORK