



To: Public Works and Transportation Committee **Date:** September 8, 2006
From: Victor Wei, P. Eng. **File:** 01-0154-04/2006-Vol 01
Director, Transportation
Re: **TRANSLINK 2007 CAPITAL PROGRAM COST-SHARING SUBMISSIONS - MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE AND TRANSIT-RELATED ROAD INFRASTRUCTURE**

Staff Recommendation

1. That the submission of various road and traffic signal improvement projects for cost-sharing as part of the TransLink 2007 Major Road Network (MRN) Minor Capital Program, as described in the attached report, be endorsed.
2. That the submission of pavement marking improvements on bicycle routes for cost-sharing as part of the TransLink 2007 Bicycle Infrastructure Capital Cost-Sharing Program, as described in the attached report, be endorsed.
3. That the submission of various transit facility improvements for cost-sharing as part of the TransLink 2007 Transit-Related Road Infrastructure Program, as described in the attached report, be endorsed.
4. That, should the above submissions be successful, the General Manager, Law and Community Safety, or her delegate, be authorized to execute the funding agreements.

Victor Wei, P. Eng.
Director, Transportation (4131)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Parks Design, Construction & Programs..	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>lys</i>	NO <input type="checkbox"/>	REVIEWED BY CAO (ACTING)	YES <input checked="" type="checkbox"/> <i>JE</i>	NO <input type="checkbox"/>

Staff Report

Origin

TransLink provides shared funding for improvements to road, bicycle and transit-related facilities through three capital cost-sharing programs.

- Major Road Network (MRN) Minor Capital Program: funding for capital improvements of approximately 2,100 lane-kilometres of major roads across the region that comprise the Major Road Network (MRN). MRN-designated roads provide access to important activity centres in the region and meet funding criteria related to trip length and traffic volumes of automobiles, transit vehicles and trucks.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: funding for the construction of bicycle routes and the removal of existing barriers to cyclists across the region.
- Transit-Related Road Infrastructure Program (TRRIP): funding for roadway infrastructure facilities required for the delivery of transit (bus-based) services in the region.

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from these programs. This staff report presents the proposed submissions from the City to TransLink's 2007 capital cost-sharing programs.

Analysis

1. Major Road Network (MRN) Minor Capital Program

1.1 MRN Elements in Richmond

Richmond's share of the MRN consists of 130 lane-kilometres, which represents about 6 percent of the entire MRN in the region. Richmond's components of the existing Major Road Network (MRN) are comprised of the following elements:

- No. 2 Road (Russ Baker Way to Steveston Highway including the No. 2 Road Bridge);
- Steveston Highway between No. 2 Road and Highway 99;
- Westminster Highway between No. 2 Road and Boundary Road;
- Alderbridge Way between No. 3 Road and Shell Road;
- Bridgeport Road between Highway 99 and Knight Street;
- Knight Street Corridor (Westminster Highway to south end of the Knight Street Bridge);
- No. 3 Road between Sea Island Way and Westminster Highway; and
- Gilbert Road between Westminster Highway and Dinsmore Bridge.

1.2 Capital Cost-sharing Arrangement

TransLink funding available for the 2007 MRN Minor Capital Program is \$20 million as block funding for municipalities. Municipalities are required to match TransLink funding on a 50-50 cost-sharing basis up to a maximum funding level allocated for each municipality based on the following criteria:

- the percentage of MRN lane-kilometres in each municipality (50% weight);

- the municipal share of the combined regional population and employment growth over the 1999-2006 period (25% weight); and
- the municipal percentage of the regional travel growth over the 1996-2006 period (25% weight).

Based on these criteria, Richmond is eligible to receive 9.3% of the annual MRN capital funding (Richmond has 8.1% of the total GVRD population and 6% of the total MRN lane-kilometres), or \$1,868,500 in block funding for 2007.

1.3 Submissions to 2007 MRN Minor Capital Program

The City proposes to submit the following projects for consideration to be included in the 2007 MRN Minor Capital Program.

- (a) No. 3 Road Restoration: following completion of the City's No. 3 Road Corridor Streetscape Study and Council approval in June 2006 of a preferred conceptual plan for the reconstruction of No. 3 Road following completion of the Canada Line, work has now begun to develop the preliminary design, anticipated to be completed by December 2006, followed by detailed design, both of which will define the scope of the project. This phased project, which is part of the approved road improvements necessary to support to the Canada Line project, was submitted to and approved by the TransLink Board as part of its 2005 and 2006 MRN Minor Capital Programs. This 2007 application is the third and final year of a 3-year funding accrual request for 2005-2007.
- (b) Gilbert Road/Elmbridge Way Intersection Improvements: the City intends to widen Elmbridge Way between Hollybridge Way and Gilbert Road to provide an eastbound right-turn lane. This project will include the following works at the intersection of Elmbridge Way and Gilbert Road: relocation of the signal poles and controller cabinet, installation of vehicle detector loops and modification of pavement markings. This proposed submission will seek cost-share funds for the above works that are specific to the Elmbridge Way and Gilbert Road intersection.
- (c) Upgrade of Traffic Signals on MRN: upgrade of traffic signal heads and backboards to improve visibility and reflectivity as well as addition of third traffic signal at intersections where only two traffic signals current exist.
- (d) Timing Upgrade of Traffic Signals on MRN: optimization of the timing of traffic signals in conjunction with the installation of the City's new traffic signal system.

2. Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

Total TransLink funding available to municipalities under the 2007 BICCS Program is \$2.55 million, of which \$1.7 million is dedicated to allocated funding (based on the municipality's proportion of population in the region) and \$850,000 is reserved for cost-sharing of major projects of regional priority. Richmond is eligible for \$137,213 in allocated funding for 2007 based on its proportion of the GVRD population (8.1%).

Projects proposed to be submitted by the City for cost-sharing under the 2007 BICCS are the installation of the following new pavement markings, which meet new Transportation Association of Canada (TAC) guidelines for bicycle traffic markings:

- bicycle symbol and chevrons to indicate shared vehicle-bicycle use (see **Figure 1**) on bike routes in the city that do not have separate bike lanes (e.g., Garden City Road between Granville Avenue and Francis Road, Gilbert Road between Granville Avenue and Elmbridge Way); and
- bicycle symbol and vertical bar (see **Figure 2**) at intersections on bike routes throughout the city to indicate to cyclists where to align their bicycles in order to actuate the traffic signal.

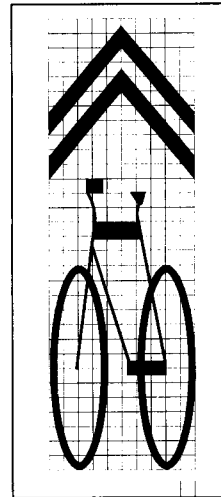


Figure 1

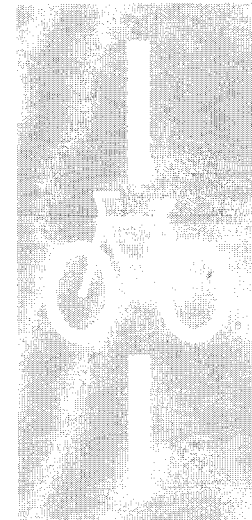


Figure 2

3. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2007 TRRIP is \$3 million. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Historically, however, the Program has been under-subscribed and thus all eligible projects submitted by municipalities typically have been funded. Projects proposed to be submitted by the City for cost-sharing under the 2007 TRRIP are:

- the installation of new bus stops associated with the City Centre community shuttle;
- upgrades to bus stops along various routes to make them wheelchair accessible;
- upgrades of crosswalks that serve bus stops; and
- the repaving of Springmont Gate and Springmont Drive, both of which are bus routes, due to stresses associated with bus loading.

Financial Impact

The total estimated project costs of the above 2007 submissions to TransLink’s capital cost-sharing programs is approximately \$2.56 million as summarized in the table below.

TransLink Funding Program	Project Name/Description	Funding Source for City’s Portion	Estimated Total Cost for 2007
MRN Minor Capital Program	No. 3 Road Restoration	Proposed 2007 Major Capital Program (\$914,585)	\$1,829,170
	Gilbert Road/Elmbridge Way Intersection Improvements	2006 Traffic Signal Installation Program (\$17,500)	\$35,000
	Upgrade of Traffic Signals on MRN	Proposed 2007 Traffic Signal Installation Program (\$100,000)	\$400,000
	Timing Upgrade of Traffic Signals on MRN	2006 Traffic Signal Installation Program (\$17,500)	\$70,000
	Subtotal		
Bicycle Infrastructure Capital Cost-Sharing Program	Pavement Marking Improvements on Bicycle Routes	Proposed 2007 Traffic Signal Installation & Neighbourhood Safety Programs (\$13,000)	\$26,000

TransLink Funding Program	Project Name/Description	Funding Source for City's Portion	Estimated Total Cost for 2007
Transit-Related Road Infrastructure Program	New bus stops and bus stop / crosswalk upgrades	Proposed 2007 Transit Infrastructure Program (\$25,000)	\$50,000
	Rehabilitation of Springmont Gate and Springmont Drive	2006 Capping Program (\$75,000)	\$150,000
	Subtotal		\$200,000
Total			\$2,560,170

If approved by TransLink, it is expected that the City will receive up to 50% of the total project costs (construction and land costs) or up to a total amount of approximately \$1.16 million, with the possible exception of the project to rehabilitate Springmont Gate and Springmont Drive. Staff are currently in discussions with TransLink to recover 100% of the cost of this latter project as an interim measure until the City is able to reconstruct those particular roadways to a higher standard capable of carrying bus traffic. The City's portion for these projects are either part of the approved 2006 Capital Program or will be incorporated in the City's Major Capital Works Program as part of the 2007 Capital Budget review and approval processes, which is also subject to Council approval as part of the 2007 Capital Program Plan.

Conclusion

Several road, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's 2007 MRN Minor Capital Program, 2007 Bicycle Infrastructure Capital Cost-Sharing Program and 2007 Transit-Related Road Infrastructure Program. This report seeks to formalize Council support for the submissions and secure Richmond's allocation of funding for 2007.



Joan Caravan
Transportation Planner (4035)