



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee
FROM: Gordon Chan, P. Eng.
Manager, Transportation
RE: **2001 MAJOR ROAD NETWORK (MRN) CAPITAL DEVELOPMENT PLAN —
RICHMOND'S APPLICATION FOR TRANSLINK FUNDING CONTRIBUTION**

To PWCT - September 20, 2000
DATE: September 7, 2000
FILE: 6500-01

STAFF RECOMMENDATION

1. That Council endorse the submission of the following five projects for cost-sharing as part of the TransLink 2001 Major Road Network Capital Development Plan:
 - a) Garden City Road and Sea Island Way intersection improvements;
 - b) Garden City Road and Bridgeport Road intersection improvements;
 - c) Gilbert Road traffic safety and cycling improvements (Granville Avenue to Dinsmore Bridge);
 - d) Westminster Highway traffic safety and cycling improvements (No. 6 Road to No. 7 Road);
 - e) Transit passenger facilities to accommodate transit services on existing major roads.
2. That staff report back to Council on the outcome of the evaluation by the Major Roads Technical Advisory Committee on the proposed Richmond submission to the 2001 Major Road Network Capital Development Program.

Gordon Chan, P. Eng.
Manager, Transportation

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STAFF REPORT

ORIGIN

TransLink is responsible for the shared funding for the maintenance, rehabilitation, and development of about 2,100 lane-kilometres of major roads across the region. Roads that are included as part of the Major Road Network (MRN) funded partially by TransLink provide access to important activity centres in the region, and meet criteria related to trip length, and traffic, transit vehicle, and truck volumes.

Over and above maintenance and rehabilitation of the MRN, some network elements need to be improved in key locations. As part of the TransLink Major Road Network Capital Development Program, since 1999, municipalities have been invited each year to submit projects on the MRN for 50-50 funding consideration. The projects submitted by the City in the year 2000 that were accepted include: No. 3 Road intersection improvements (Westminster Highway to Sea Island Way), Westminster Highway traffic safety improvement (Hamilton Interchange to Boundary Road), Bridgeport Road/St. Edwards Drive intersection improvement, Gilbert Road/Westminster Highway intersection improvement, Bridgeport Road/Sweden Way intersection improvement, and various minor transit passenger facility improvements. TransLink will allocate \$10 Million for MRN general road projects and \$2.6 Million for transit related road infrastructure projects in the 2001 Program Plan to share the cost of these projects with member municipalities.

This staff report presents the City's submission for cost sharing as part of the TransLink 2001 Major Road Network Capital Development Program. To accommodate TransLink's timeline for the finalization of the 2001 Program Plan, member municipalities have been asked to submit projects to the 2001 MRN Capital Development Program by September 29, 2000. Staff now ask for Council's endorsement of a number of possible projects for inclusion in the program.

ANALYSIS

1. **Major Road Network Elements**

The following summarizes Richmond's components of the existing Major Road Network (MRN):

- 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.

Richmond's component of the MRN consists of 130 lane-kilometres, which represents 6% of the total regional MRN.

2. Capital Cost Sharing Arrangement

The TransLink capital funding available under the Major Road Network Capital Program is \$10 Million for MRN general road projects and \$2.6 Million for transit related road infrastructure projects. TransLink's funding is matched by municipalities based on a 50-50 cost-sharing arrangement. There is a maximum TransLink capital allowance for each municipality based on these factors:

- The percentage of MRN lane-kilometres in each municipality (50% weight);
- The municipal share of the combined regional population and employment growth in the period 1999-2006 (25% weight); and
- The municipal percentage of the regional travel growth in the period 1996-2006 (25% weight).

Based on the above funding arrangement, a maximum of 9.2% (\$922,600) of the TransLink MRN capital funds is allocated to Richmond. Transit improvements are beyond the basic funding allocation and are assessed on a needs basis.

3. Submission to Year 2001 MRN Capital Development Program

Upon examination of the planned capital projects on major roads in Richmond for the year 2001, staff have identified the following road improvements to be submitted to the MRTAC for inclusion in the 2001 MRN Capital Development Plan:

Garden City Road and Sea Island Way Intersection Improvements (\$1,134,000) - This is the first phase of a three-phase project, which will extend the existing Garden City Road from Sea Island Way to Bridgeport Road (ultimately to Van Horne Way). As part of the construction of this five-lane arterial road extension, modifications will be required at the intersection of Garden City Road and Sea Island Way, including traffic signal installation/modifications, intersection widening to provide additional through and turning capacity, pedestrian traffic safety improvements, etc.

Garden City Road and Bridgeport Road Intersection Improvements (\$1,092,000) - As part of the extension of Garden City Road between Sea Island Way and Bridgeport Road, modifications will be required at the intersection of Garden City Road and Bridgeport Road, including traffic signal installation/modifications, intersection widening to provide additional through and turning capacity, pedestrian traffic safety improvements, etc.

Gilbert Road Traffic Safety and Cycling Improvements - Granville Avenue to Dinsmore Bridge (\$283,000) - This project includes increasing the width of the curb lanes to 4.0 metres by modifying the lane delineation between Granville Avenue and Westminster Highway to enhance cycling safety. Raised medians will be introduced along this stretch of Gilbert Road to address traffic safety concerns. In addition, shoulder "Bike Route" signage will be introduced at intermittent locations along the new route from Granville Avenue to Dinsmore Bridge to improve driver and cyclist awareness of the cycling facility.

Westminster Highway Traffic Safety and Cycling Improvements - No. 6 Road to No. 7 Road (\$275,000) - This project includes widening of the pavement on the south-side of Westminster Highway (No. 6 Road to No. 7 Road) to enhance traffic safety and provide an eastbound cycling lane. This work is part of the ditch infill project on Westminster Hwy from No. 6 Rd to No. 8 Rd. It is proposed that similar work would be carried out between No. 7 Rd and No. 8 Rd in 2002.

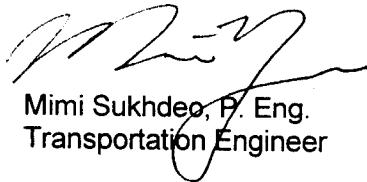
Transit Passenger Facilities on the Major Road Network (\$200,000) - A number of bus stops on the Westminster Highway, No. 2 Road, Steveston Highway, and Alderbridge Way corridors are proposed to be upgraded to wheelchair accessible standards by constructing wheelchair pads and passenger/wheelchair landing areas. Provision has also been made in this project to allow for the construction of new bus stops required for the implementation of the Richmond Area Transit Plan service improvements.

FINANCIAL IMPACT

The total project cost of the 2001 submission to TransLink's Capital Development Plan for the MRN is \$2,859,000. Richmond can expect a contribution of up to \$922,600 from TransLink. TransLink could allocate additional funds for transit passenger facilities located on the MRN. The City's portion of these projects will be included in the upcoming submission of the City's 2001 Major Capital Works Program for further consideration by Council as part of the annual and five-year budget review process.

CONCLUSION

Five Richmond MRN projects and various minor transit passenger facility improvements are proposed for inclusion in the 2001 MRN Capital Development Plan. These projects are intended to address a wide range of traffic safety, capacity, operational efficiency, pedestrian, and transit accessibility issues. Staff will report back to Council on the result of the evaluation by the Major Roads Technical Advisory Committee on Richmond's submissions.



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