



To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation
Re: **2019/2020 BikeBC Program Submission**

Date: December 14, 2018
File: 01-0150-20-
THIG1/2018-Vol 01

Staff Recommendation

1. That the submission for cost-sharing to the Province of BC 2019/2020 BikeBC Program for the Westminster Highway multi-use pathway, as described in the report, titled "2019/2020 BikeBC Program Submission" dated December 14, 2018, from the Director, Transportation, be endorsed;
2. That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement; and
3. That the Consolidated 5 Year Financial Plan (2019-2023) be updated accordingly.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services Engineering Finance	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Province of BC's BikeBC Program is a 50-50 cost-share program between the Province and local governments to support the construction of new bike lanes, trails and pathways to promote cycling as a means of reducing traffic congestion and greenhouse gas emissions. This report presents the proposed submission from the City for consideration of cost-share funding under BikeBC program for the 2019/2020 funding cycle.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.1. *Advancement of City priorities through strong intergovernmental relationships.*

Analysis

Westminster Highway Multi-Use Pathway

Westminster Highway is the only designated east-west bike route linking the Hamilton area in east Richmond with the central part of the city. The bike route also serves an important regional function for cycling trips to New Westminster and Delta via connections to the Queensborough and Alex Fraser Bridges.

In the Hamilton area, cycling facilities are continuous on both sides of the street except for a section on the west side between Smith Crescent and Fraserside Gate. Currently, a minimal shoulder (0.4-0.8 m in width) accommodates two-way pedestrians and southbound cyclists with no protection from adjacent vehicle traffic. Beyond these limits, a designated southbound bike lane and pedestrian pathway exist to the northeast and southwest.

This project would fill in the gap in cycling and pedestrian facilities with the provision of a paved multi-use path that is delineated for pedestrians and cyclists where feasible and separated from vehicle traffic by a raised curb (Attachments 1 and 2). The project includes alignment of the pathway behind existing bus stops to minimize conflict with buses and loading/unloading passengers.

The project would significantly improve cycling connectivity in this area for both local and longer distance trips as well as enhance pedestrian access to the existing 410 and 418 transit services on Westminster Highway, particularly for the 410 route that has the highest ridership and frequency of all bus routes serving Richmond.

Proposed Funding

In September 2018, Council approved the submission of the Westminster Highway multi-use pathway project to TransLink for consideration of cost-share funding as part of its 2019 allocated and competitive cycling and pedestrian infrastructure programs. That application is seeking up to \$660,000 towards the project. The total cost of the project is estimated at \$1,100,000.

TransLink has not yet confirmed the funding the City may receive under its 2019 Program, which may be less than \$660,000. The project will proceed in 2019 only if the City is successful in securing at least \$550,000 combined external cost-share funding from either or both of the applications to TransLink and BikeBC; otherwise, the project will be deferred to 2020 for further consideration.

Table 1 below summarizes the estimated project cost, the proposed internal funding sources and the requested external funding sources. The City's portion of the cost will be considered during the 2019 Capital Budget process. Should the BikeBC submission be successful, the amount requested from TransLink would be reduced to \$275,000, as TransLink's capital cost-share funding program requires the deduction of any senior government grant funding with the balance then cost-shared 50-50 between the City and TransLink. Under this scenario, the City's cost would be reduced from \$550,000 to \$275,000.

Table 1: Project to be Submitted to 2019/2020 BikeBC Program

Project Name/Scope	Proposed City's Portion & Funding Source for 2019 ⁽¹⁾	Proposed TransLink 2019 Funding ⁽²⁾	Proposed BikeBC 2019/2020 Funding ⁽³⁾	Est. Total Project Cost
Westminster Highway (Smith Cr-Fraserside Gate): multi-use pathway on west side	Roads DCC \$440,000 (With full TransLink grant but no BikeBC grant) \$275,000 (With full BikeBC and TransLink grants)	\$660,000 (With no BikeBC grant) \$275,000 (With full BikeBC grant and TransLink grant)	\$550,000	\$1,100,000

- (1) The City's portion shown is based on available Roads DCC funding over the next five years and at least \$550,000 to be secured from combined current external cost-share applications. The City's actual portion (i.e., balance of remaining estimated cost after external grants) will be determined upon confirmation of the approved amounts to be received from external agencies.
- (2) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City's cost estimate for the project. If the BikeBC application is successful, the TransLink 2019 funding would be reduced to \$275,000.
- (3) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City's cost estimate for the project. The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.

If the BikeBC submission is successful, the City would enter into a funding agreement with the Province. The agreement is a standard form agreement provided by the Province and includes an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement.

Financial Impact

The estimated cost of the project is \$1,100,000. Should the BikeBC submission be successful, the City's cost would be \$550,000. Should both the BikeBC and TransLink applications be successful for the full requested amounts, the City's cost would be \$275,000.

Conclusion

The pedestrian and bicycle facility improvement project proposed for submission to the provincial 2019/2020 BikeBC cost-sharing program would support the goals of the *Official Community Plan* to improve community mobility and reduce greenhouse gas emissions by encouraging more walking and cycling trips rather than driving. The potential receipt of external funding would enable the City to expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



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JC;jc

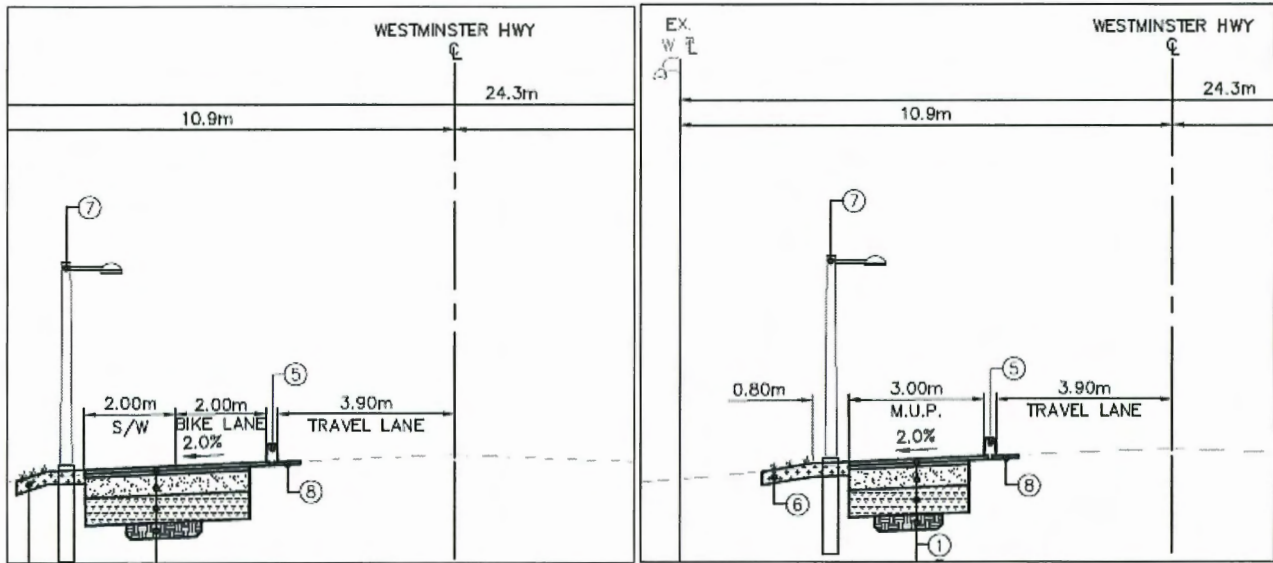
Att. 1: Proposed Westminster Highway Multi-Use Pathway: Context Map

Att. 2: Proposed Westminster Highway Multi-Use Pathway: Typical Cross-Sections and Photos

Proposed Westminster Highway Multi-Use Pathway: Context Map



Proposed Westminster Highway Multi-Use Pathway: Typical Cross-Sections and Photos



Delineation of Pathway between Pedestrians and Cyclists

Shared Multi-use Path where Constrained by Hydro Poles



Westminster Hwy at Westbound Bus Stop at Willett Ave



Westminster Hwy at Fraserside Gate: looking westbound

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