



To: Public Works and Transportation Committee **Date:** November 8, 2011
From: Victor Wei, P. Eng. **File:** 01-0154-04/2011-Vol 01
Director, Transportation
Re: **TRANSLINK 2012 CAPITAL PROGRAM COST-SHARING SUBMISSIONS - MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE AND TRANSIT-RELATED ROAD INFRASTRUCTURE PROGRAMS**

Staff Recommendation

1. That the submission of:
 - (a) road and intersection improvement projects for cost-sharing as part of the TransLink 2012 Major Road Network (MRN) Minor Capital Program,
 - (b) bicycle facility improvements for cost-sharing as part of the TransLink 2012 Bicycle Infrastructure Capital Cost-Sharing Program, and
 - (c) transit facility improvements for cost-sharing as part of the TransLink 2012 Transit-Related Road Infrastructure Program,
as described in the report, be endorsed.

2. That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) be updated accordingly dependant on the timing of the budget process.

3. That the addition to the City's On-Street Bicycle Network Plan of the roadway sections comprising the Parkside Neighbourhood Bike Route, as described in the report, be endorsed.

Victor Wei, P. Eng.
Director, Transportation
604-276-4131

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ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Engineering		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>		
Parks Planning, Design & Construction ...		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>		
Law		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>		
Budgets & Accounting		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>		
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
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Staff Report

Origin

TransLink provides shared funding for improvements to road, bicycle and transit-related facilities through the following 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.
- Transit-Related Road Infrastructure Program (TRRIP): funding for roadway infrastructure facilities required for the delivery of transit (bus-based) services in the region.
- 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.

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 2012 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 122 lane-kilometres, which represents about 6% of the entire MRN in the region. Richmond's components of the MRN are shown in the table below.

Roadway	Between
No. 2 Road and Bridge	Russ Baker Way and Steveston Highway
Steveston Highway	No. 2 Road and Highway 99
Westminster Highway	No. 2 Road and No. 6 Road / Nelson Road and Boundary Road
Alderbridge Way	No. 3 Road and Shell Road
Bridgeport Road	Highway 99 and Knight Street
Knight Street Corridor	Westminster Highway and south end of the Knight Street Bridge
No. 3 Road	Sea Island Way and Westminster Highway
Gilbert Road	Westminster Highway and Dinsmore Bridge

In 2011, Richmond fully assigned its allocation of \$924,750 towards two projects:

- Westminster Highway Widening (Nelson Road-McMillan Way) – Year 2 accrual; and
- Westminster Highway Pedestrian & Cycling Improvements (Gilley Road-Boundary Road).

Per TransLink's 2012 Base Plan, funding available for the 2012 MRN Minor Capital Program was \$10 million; the approval of TransLink's 2012 Supplemental Plan by a majority of the Mayors' Council on October 7, 2011 restored this funding to \$20 million. Given this amount and the allocation criteria of the percentage of MRN lane-kilometres in the municipality, and the

municipal share of population, employment and regional travel growth over the 1999-2006 period, Richmond is eligible to receive up to \$1,849,500 in block funding in 2012.

1.2 Submissions to 2012 MRN Minor Capital Program

The City proposes to submit the following projects for consideration to be included in the 2012 MRN Minor Capital Program.

- (a) Westminster Highway Widening (Nelson Rd-McMillan Way): widening from two to four lanes including cycling facilities to match the existing cross-section between McMillan Way and the Highway 91 Interchange (see **Attachment 1**). The federal government is funding the majority (\$4,040,000) of the total cost per the City's successful application to the Asia-Pacific Gateway Corridor Initiative for cost-share funding for the combined widening of Nelson Road (Blundell Road to Westminster Hwy) and Westminster Hwy (Nelson Road to McMillan Way). The widening of Nelson Road is not included in this application to TransLink as the roadway is not part of the MRN. The deadline for the completion of the two projects is March 2014. This application is Year 3 of a proposed 3-year TransLink funding process.
- (b) Westminster Highway Pedestrian & Bicycle Improvements (Gilley Rd-Fraserside Gate): revision of pavement markings between Gilley Road and Fraserside Gate to create a 2.0 m wide westbound shoulder with extruded curb for pedestrians and westbound cyclists as well as minor road widening and relocation of the existing bus stop and eastbound bike lane (see **Attachment 2**).
- (c) Gilbert Road Improvements (Lansdowne Road-30 m South of Former CP Rail): between Lansdowne Road and 30 m south of the former CP Rail, widening from two to four lanes complete with sidewalk, treed boulevard, curb and gutter, and bike lanes (see **Attachment 3**). At its northern limit, the work will tie into the Gilbert Road-former CP Rail intersection improvements to be undertaken as part of the Aspac (River Green) development. This application is Year 1 of a proposed 2-year TransLink funding process.
- (d) Installation of Video Detection Cameras on MRN: installation of video detection cameras (on all four approaches), electronics and high speed communications facilities at five intersections located on the MRN (i.e., No. 2 Road at Westminster Hwy, Granville Ave, Blundell Road, and Steveston Hwy as well as Gilbert Road at Westminster Hwy).

2. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2012 TRRIP is \$1 million. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects (to a total cost of \$50,000) proposed to be submitted by the City for cost-sharing under the 2012 TRRIP are:

- (a) Bus Stop Upgrades: retrofits to three to four existing bus stops along various routes to provide for universal accessibility (i.e., provide a landing pad and/or connecting sidewalk for wheelchair users).

3. **Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program**

Similar to the 2012 MRN Minor Capital Program, the total funding for the 2012 BICCS Program was increased from \$3 million to \$6 million with the approval of TransLink's *2012 Supplemental Plan*. Funding available to municipalities under the 2012 BICCS Program currently remains at \$2.55 million (the same as 2011) as TransLink has not yet determined how the additional funding is to be distributed. Of the \$2.55 million, \$1.7 million is dedicated to allocated funding with Richmond being eligible for \$140,600 in allocated funding for 2012 based on its proportion of the GVRD population. The following projects are proposed to be submitted by the City for cost-sharing under the 2012 BICCS:

- (a) *Parkside Neighbourhood Bike Route (Phase 1)*: continuing with the development of bike routes that use local roads and off-street connecting pathways, the next proposed route connects the South Arm and McLennan areas and provides cycling connections to South Arm Park, Paulik Gardens Neighbourhood Park and Garden City Community Park (hence the route name) primarily along Ash Street (see **Attachment 4**). Phase 1 of the project (between Granville Avenue and Williams Road) would comprise the installation of wayfinding signage and pavement markings, repaving and widening of an existing off-street public pathway, adding new ramps where the pathway connects to the roadway, and the upgrade of existing crosswalks on Ash Street at Francis Road and Blundell Road. No major modifications of the roadway (e.g., relocation of curbs) are required. Phase 2 (between Granville Avenue and Westminster Hwy) would be undertaken in 2013. To enable the pursuit of external cost-share funding, staff recommend that the proposed route be identified as part of the City's On-Street Cycling Network. **Attachment 5** illustrates a conceptual city-wide network of neighbourhood bike routes, which would be proposed for consideration of adoption as part of the Official Community Plan (2041) Update process.
- (b) *No. 6 Road Widening (Wireless Way-Highway 91)*: a northbound off-street shoulder bike path will be included as part of the widening of this northbound section of No. 6 Road from one to two lanes. In addition, the existing sidewalk on the west side in this same section will be widened to provide a complementary southbound cycling facility that will be off-street. The requested amount is the balance of allocated funding remaining after accounting for the Parkside Neighbourhood Bike Route project described in 3(a). This application is Year 2 of a proposed 4-year TransLink funding process.

4. **Requested Funding and Estimated Project Costs**

The total requested funding for the above 2012 submissions to TransLink's capital cost-sharing programs is approximately \$2.015 million, as summarized in Table 1 below, which will support projects with a total estimated cost of nearly \$11.3 million. With respect to the Gilbert Road Improvements project, there is the potential for a portion of the City's funding to be sourced via Roads DCC credits (i.e., non-cash work provided by the developer in lieu of payment of other DCCs) granted to developers pending development activity in the area.

Table 1: Projects to be Submitted to 2012 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	City's Portion & Funding Source	Approval Status in Capital Budget Process	Requested TransLink 2012 Grant ⁽¹⁾	Est. Total Project Cost
MRN Minor Capital Program	Westminster Hwy Widening (Nelson Rd to McMillan Way): Year 3 Accrual (2010-2012)	\$734,250 Roads DCC Program for 2012	To Be Accrued over 3 Years: 2011: Yr 1 Approved 2012-13: Pending	\$734,250	\$8,050,000 ⁽²⁾
	Westminster Hwy Bicycle & Pedestrian Improvements (Gilley Rd-Fraserside Gate)	\$90,000 2010 Miscellaneous Intersection Improvements	2010: Approved	\$90,000	\$180,000
	Gilbert Rd Improvements (Lansdowne Rd-Former CPR): Year 1 Accrual (2012-2013)	\$924,750 Roads DCC Program for 2012	To Be Accrued over 2 Years: 2012-13: Pending	\$924,750 ⁽³⁾	\$2,103,000
	Installation of Video Detection Cameras on MRN	\$100,500 2012 New Traffic Signal Installation	2012: Pending	\$100,500	\$201,000
	Subtotal	\$1,849,500		\$1,849,500	\$10,534,000
TRRIP	Existing Bus Stop Upgrades: Addition of Landing Pads	\$25,000 2012 Transit Related Infrastructure Program	2012: Pending	\$25,000	\$50,000
	Subtotal	\$25,000		\$25,000	\$50,000
BICCS Program	Parkside Neighbourhood Bike Route	\$133,500 2012 Cycling Network Expansion Program (\$63,830) 2012 Misc. Cycling Safety Enhancements (\$25,000) 2010 Cycling Network Expansion Program (\$17,170) 2012 Arterial Road Crosswalk Program (\$27,500)	2010: Approved 2012: Pending	\$133,500	\$267,000
	No. 6 Road Widening (Wireless Way-Hwy 91): Cycling Facilities - Year 2 Accrual (2011-2014)	\$7,100 Roads DCC Program for 2012	To Be Accrued over 3 Years: 2011: Yr 1 Approved 2012-13: Pending	\$7,100 ⁽³⁾	\$430,000 ⁽⁴⁾
	Subtotal	\$140,600		\$140,600	\$697,000
TOTAL		\$2,015,100	Approved: \$107,170 Pending: \$1,907,930	\$2,015,100	\$11,281,000

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The federal government is contributing \$4,040,000 towards this project as part of its Asia-Pacific Gateway Corridor Initiative.
- (3) Future applications to TransLink would result in the total accrued funding being equal to 50 per cent of the total eligible project cost.
- (4) The federal government is contributing \$190,000 towards this project as part of its Asia-Pacific Gateway Corridor Initiative.

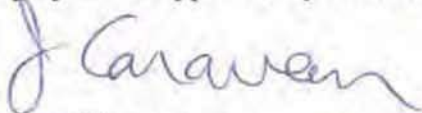
Should the submissions be successful and the projects receive Council approval via the annual capital budget process, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2012 Capital Plan and the 5-Year Financial Plan (2012-2015) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Financial Impact

The total proposed City cost is \$2,015,100, of which \$107,170 is sourced from the approved 2010 Capital Budget and \$1,907,930 will be considered within the 2012 Capital Budget.

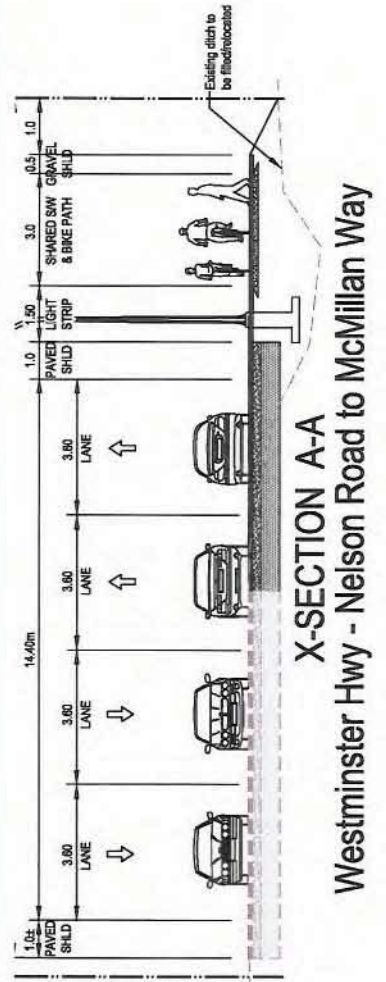
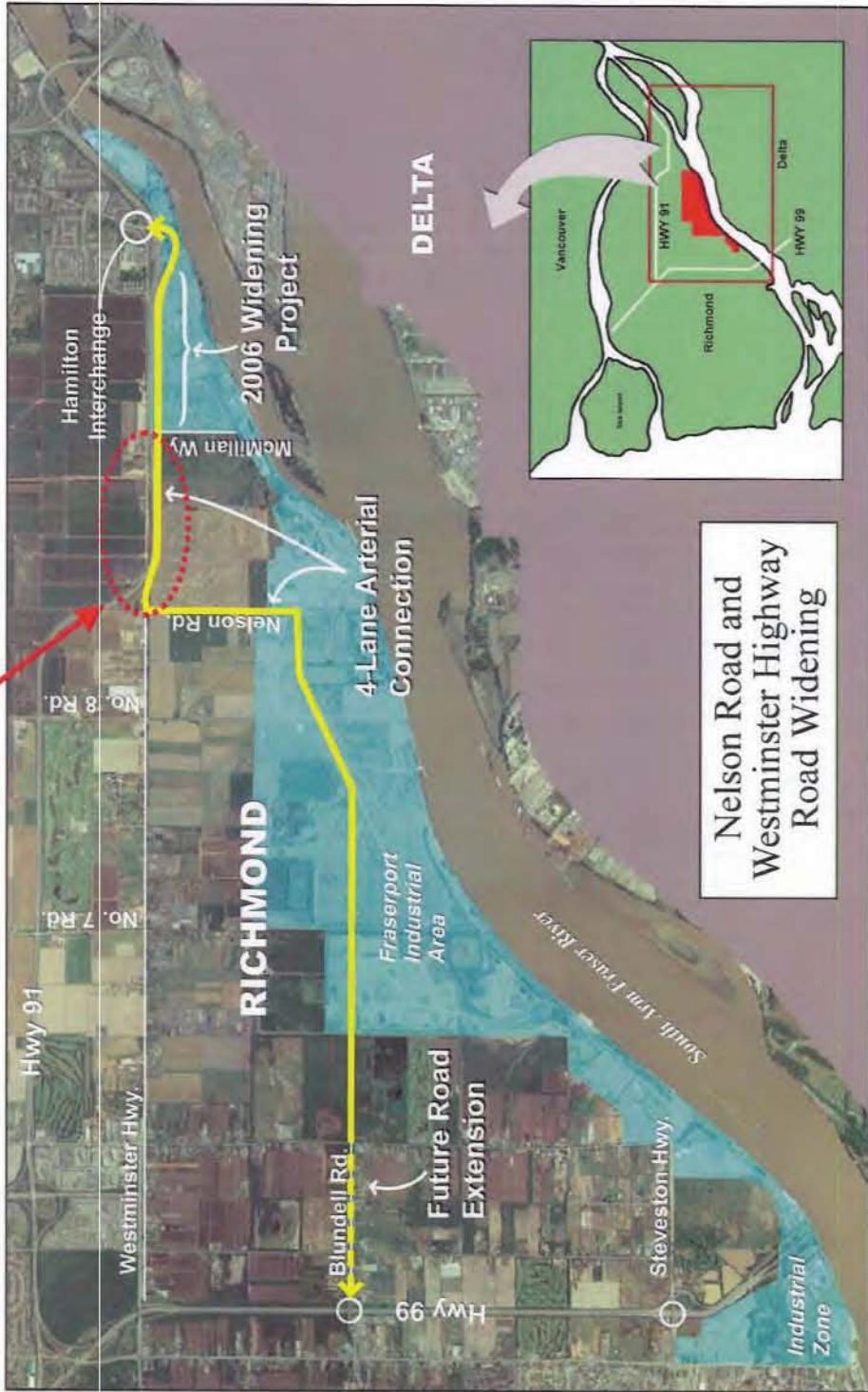
Conclusion

A number of road, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2012 to achieve a balanced investment on the City's multi-modal transportation system. This report seeks formal Council support for the submissions in order to secure Richmond's allocations of 2012 funding. Significant benefits for all road users (motorists, cyclists, transit users, pedestrians) in terms of increased capacity, new infrastructure and safety improvements would be achieved should these projects be approved by TransLink and Council.



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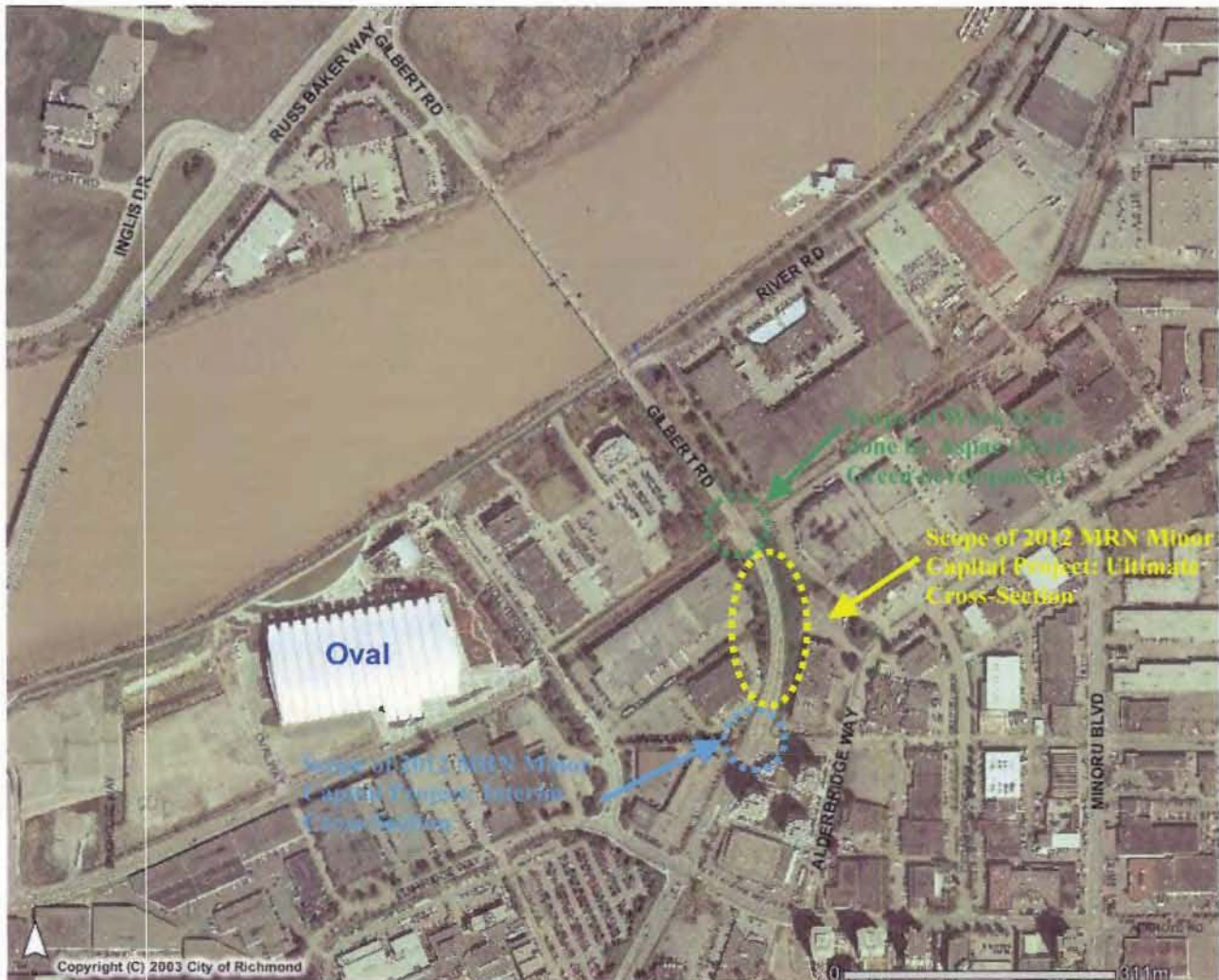
Proposed Scope of Application: Westminster Highway Widening (Nelson Road-McMillan Way)



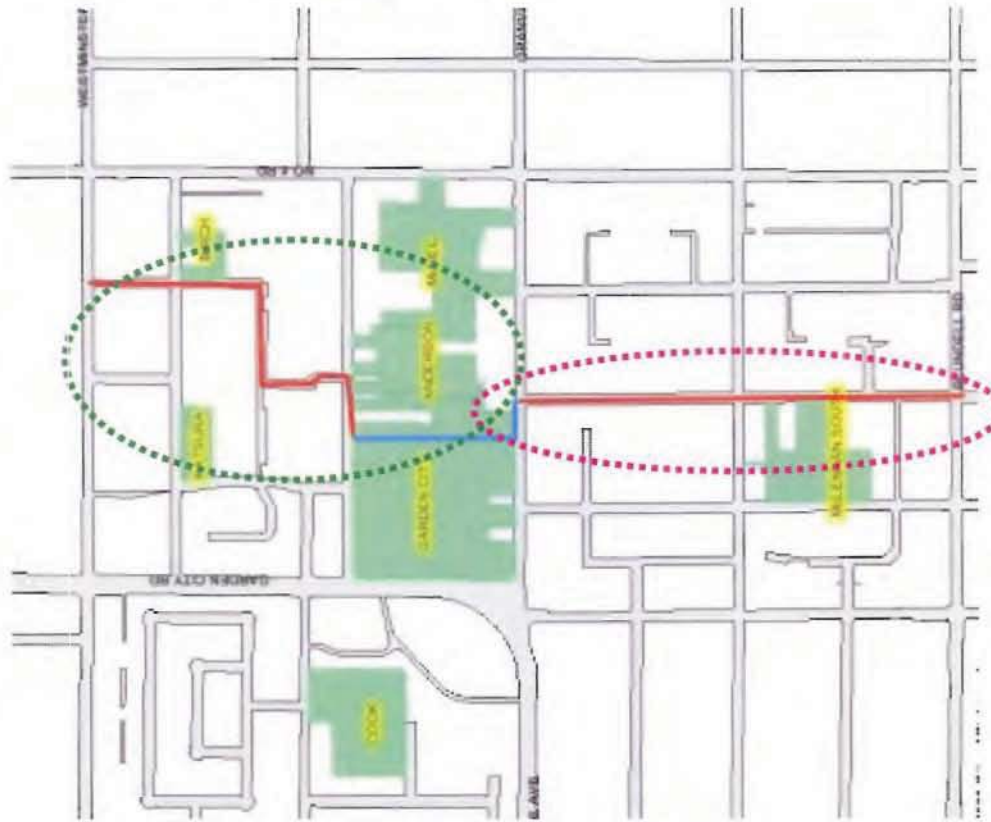
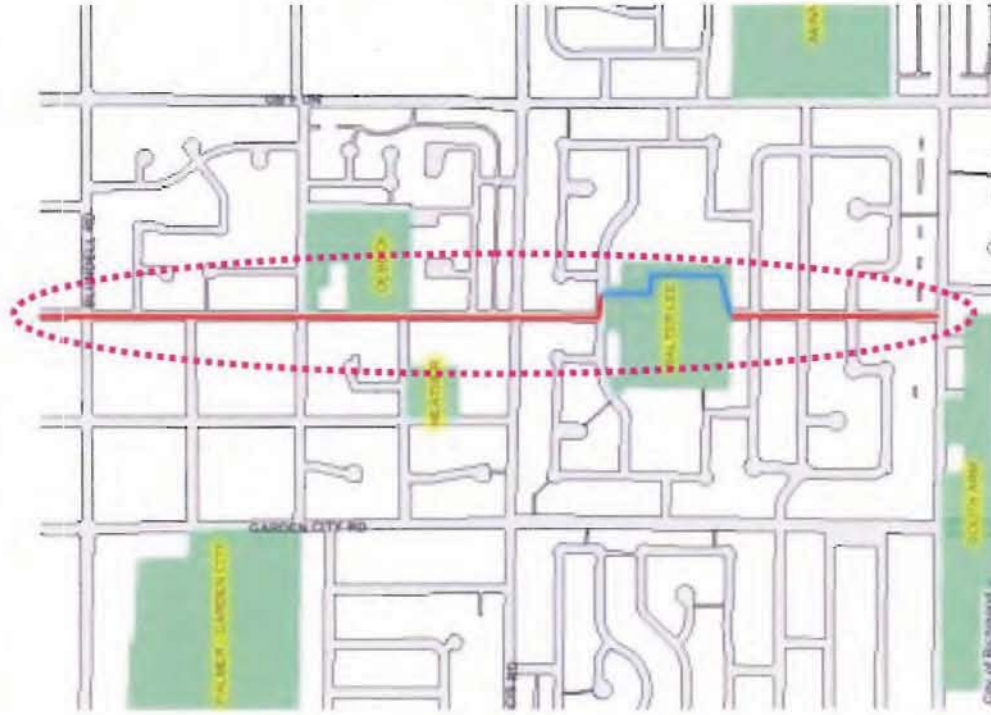
Westminster Hwy Improvements: Gilley Rd-Fraserside Gate



Gilbert Road Improvements: 30 m South of former CPR-Lansdowne Road



Parkside Neighbourhood Bike Route: Proposed Routing



Attachment 4

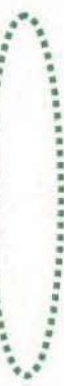
Proposed Phase 1

Local Street

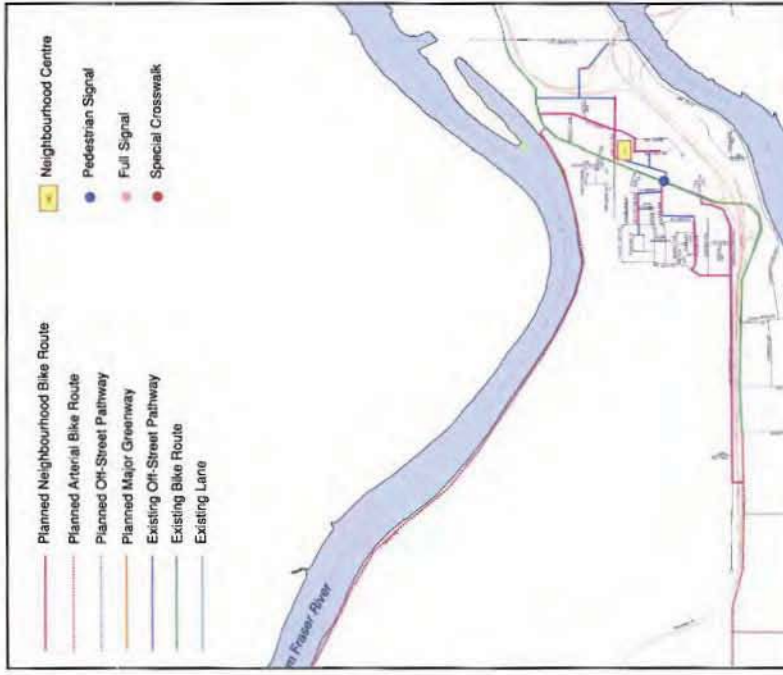


Proposed Phase 2

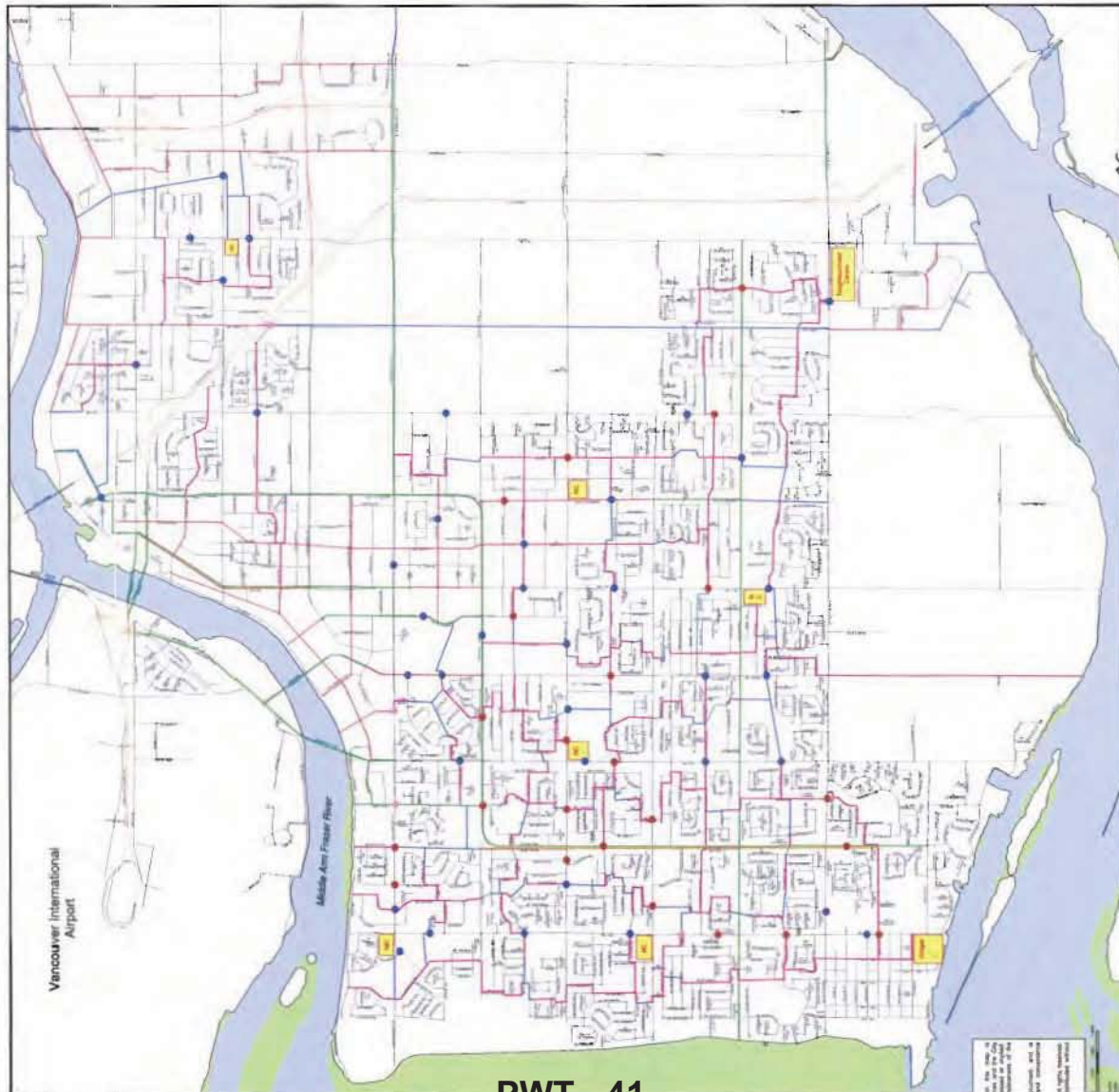
Off-Street Pathway



Conceptual City-Wide Neighbourhood Bike Route Network



East Richmond



Central Richmond