

Staff Report

Origin

The Government of Canada's first-ever Active Transportation Fund (the Fund) will provide \$400 million over five years to support a modal shift away from cars and toward active transportation in support of [Canada's National Active Transportation Strategy](#). The Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges. This report presents the proposed submission from the City for consideration of cost-share funding.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Government of Canada Active Transportation Fund

The City is eligible for 60% cost-share funding up to a maximum of \$50 million for capital projects. Eligible projects will be evaluated against the following merit criteria:

- Improved community connectivity and accessibility
- Economic benefits
- Environmental and climate benefits
- Improved user mobility, safety and security
- Project viability

Final project selection will be undertaken with a view to balancing funding support by taking into consideration such factors as regional distribution, the type of project and equitable access.

City Centre Cycling Network Expansion

To meet the Fund application deadline of March 31, 2022, staff have submitted a package of five separate cycling projects all located within or connecting to the City Centre (Attachment 1). The chosen projects reflect the engagement results of the update of the Cycling Network Plan and identified short-term (within the next five years) cycling infrastructure priorities that can be constructed by the Fund's project completion deadline of March 31, 2026. Collectively, the projects will help build a core protected cycling network within or connecting to Richmond's City Centre. The five projects will provide a total of 4.0 km of new protected facilities that also fill in existing gaps to enhance cycling access and connectivity in the City Centre.

- Lansdowne Road Multi-use Pathway: Westward extension of a two-way off-street paved 3.0 m wide pathway for pedestrians and cyclists on the north side of Lansdowne Road between Gilbert Road and Pearson Way. Upon completion, this project will provide a westward extension of the existing pedestrian-cycling facility along Lansdowne Road from Minoru Blvd to Gilbert Road and a direct link from the Canada Line Lansdowne Station to the Richmond Olympic Oval once proposed/future development-related road improvements are implemented along the remaining sections of Lansdowne Road and Hollybridge Way. This project was approved by Council as part of the 2021 Capital Budget.
- Brownsgate Road Cycle Tracks: Provision of on-street two-way bike paths protected from the adjacent vehicle lane by a concrete median on the south side between No. 3 Road and Hazelbridge Way. When completed, the project will link the east-west Odlin Road Neighbourhood Bike Route from the east to No. 3 Road and Aberdeen Station, and will also connect to the north-south Sexsmith Road-Brown Bike Route. This project was approved by Council as part of the 2021 Capital Budget.
- River Road Multi-use Pathway: Two-way multi-use off-street paved 4.0 m pathway including lighting for pedestrians and cyclists on the south side of River Road between McCallan Road (northern terminus of Railway Greenway) and No. 2 Road (western terminus of Middle Arm Greenway) that will fill in a gap and connect the two major greenways. This project was approved by Council as part of the 2022 Capital Budget.
- Sexsmith Road-Brown Road Protected Bike Route: Through the development application process and City capital projects, cycling facilities have been established on various sections of Sexsmith Road and Brown Road. In addition, the upgrade of the Sexsmith Road-Bridgeport Road intersection to include a pedestrian signal has been secured. This project will fill in the remaining gaps to provide a continuous protected cycling facility along Sexsmith Road and Brown Road between the Bridgeport Canada Line Station and Transit Exchange and the recently completed Odlin Road Neighbourhood Bike Route. The project includes the upgrade of the existing special crosswalk on Cambie Road at Brown Road to a pedestrian signal. This project was approved by Council as part of the 2022 Capital Budget.
- Gilbert Road Protected Bike Route: Council approved design funding for a cycling facility on Gilbert Road between Granville Avenue and Elmbridge Way as part of the 2020 Capital

Budget. This project will provide construction funding for protected on- and off-street bike paths that extend existing cycling facilities on Gilbert Road south to connect to the Granville Avenue protected bike lanes. The project is currently planned for inclusion in the 2025 Capital Budget for Council’s consideration. Should the Fund application be successful, staff will consider advancing the project for inclusion in a Capital Budget prior to 2025.

Public and stakeholder feedback during the Cycling Network Plan update identified several key themes: safety, connectivity, utility and convenience, network gaps, and social equity. The five projects aim to address these key themes. With respect to the social equity potential of the routes, analysis based on 2016 Canadian Census indicators (e.g., % of low income households) showed that equity deserving individuals are more likely to be living near and within the City Centre. Hence there is a strong correlation between prioritizing routes for equity seeking groups and prioritizing routes within the urban core.

Proposed Funding

Table 1 below summarizes the estimated project cost, the internal funding sources and the confirmed or requested external funding sources.

Table 1: Funding for Application to Government of Canada Active Transportation Fund

Project & Scope	Current City Portion & Funding Source ⁽¹⁾	Estimated Total Project Cost	Proposed Government of Canada Funding ⁽²⁾	Secured TransLink Funding ⁽³⁾	City Portion if AT Fund Application Successful
Lansdowne Road (Gilbert Road-Pearson Way): multi-use path	\$150,000 (2021 Capital Budget)	\$300,000	\$180,000	\$60,000 TransLink approved up to \$150,000	\$60,000
Browngate Road (Hazelbridge Way-No. 3 Road): cycle tracks	\$100,000 (2021 Active Transportation Improvement Program)	\$400,000	\$240,000	\$120,000 TransLink approved up to \$300,000	\$40,000
River Road (McCallan Road-No. 2 Road): multi-use path	\$800,000 (2022 Capital Budget)	\$1,600,000	\$960,000	TBD (2022 Program)	\$640,000
Sexsmith Road-Brown Road (Beckwith Road-Browngate Road): protected bike lanes	\$375,000 (2022 Capital Budget)	\$750,000	\$450,000	TBD (2022 Program)	\$300,000
Gilbert Road (Granville Ave-Elmbridge Way): protected bike paths	\$1,900,000 (Proposed 2025 Capital Budget)	\$3,800,000	\$2,280,000	TBD (future Program)	\$1,520,000
Total	\$3,325,000	\$6,850,000	\$4,110,000	\$180,000	\$2,560,000

- (1) 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 funding contribution available in the grant process. The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.
- (3) Should the application be successful, TransLink requires that senior government funding be deducted from the total estimated cost and the balance cost-shared with the City.

Should the Fund application be successful and Council approve construction funding for the Gilbert Road project in a subsequent Capital Budget, the City’s total funding for the five projects will be reduced by \$765,000 from \$3,325,000 to \$2,560,000.

The City's costs are anticipated to be further reduced pending the outcome of the City's applications to TransLink's 2022 and future municipal cost-share programs. Any surplus funding would be returned to the Roads Development Cost Charge and be available for use in future capital projects. The City would also enter into a funding agreement with the federal government that includes indemnity and release in favour of the federal government. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement on behalf of the City.

Financial Impact

Should the Fund application be successful, the City's total funding for the five projects will be reduced by \$765,000 from \$3,325,000 to \$2,560,000.

Conclusion

The package of cycling network expansion projects proposed for submission to the Government of Canada Active Transportation Fund supports numerous goals of the City to improve community mobility, reduce greenhouse gas emissions and increase physical activity by encouraging more walking, cycling and rolling trips rather than driving. The potential receipt of external funding will enable the City to enhance and expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



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Att. 1: City Centre Cycling Network Expansion Projects

City Centre Cycling Network Expansion Projects



Legend

- ■ ■ ■ City Centre Boundary
- City Centre Cycling Network Expansion Project
- Existing Cycling Facility
- Cycling Facility Secured via Development