



City of Richmond

Report to Committee

To: Public Works & Transportation Committee **Date:** March 18, 2015
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0150-20-THIG1/2014-Vol 01
Re: **Release of Province of British Columbia 10-Year Transportation Plan: *BC on the Move***

Staff Recommendation

That staff be directed to continue to liaise with the provincial Ministry of Transportation & Infrastructure to:

- (1) identify any provincial highway and cycling improvement projects within Richmond to be funded as part of the 10-Year Transportation Plan;
- (2) seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives; and
- (3) pursue any cost-share opportunities for new cycling infrastructure projects or other local road improvements in Richmond.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO: Intergovernmental Relations & Protocol Unit	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the December 2, 2014 meeting of the General Purposes Committee, a staff report “*Update on Province of British Columbia 10-Year Transportation Plan: BC on the Move*” was presented for information regarding the initiation of a public consultation phase by the Ministry of Transportation & Infrastructure (MoTI) to gather comments to be considered in the development of the Province of BC’s new 10-Year Transportation Plan. Following the release of the new Plan on March 17, 2015, this report highlights the key components of the Plan that can be viewed in its entirety on the Province’s website at <http://engage.gov.bc.ca/transportationplan>.

Analysis

Highlights of 10-Year Transportation Plan: BC on the Move

The development of the Plan included input gathered during a public consultation phase held in Fall 2014 that included over 100 meetings with stakeholders throughout the province, including First Nations, local governments (staff attended a meeting with MoTI in October 2014), Chambers of Commerce, and port and airport authorities. A public survey was also held that garnered over 12,500 responses.

The Plan includes a funding commitment of \$2.5 billion over the next three years on a variety of projects and programs with \$0.8 billion directed towards existing infrastructure and \$1.0 billion towards expansion. Limited information is available at this time on the locations of specific projects and/or the breakdown of that funding within each of 12 priority areas of the Plan. Attachment 1 lists the province-wide Plan components based on available information while Table 1 below summarizes those specifically identified within the Lower Mainland.

Table 1: 10-Year Transportation Plan Projects Identified in Lower Mainland

Priority	Identified Projects/Programs within Lower Mainland
Highway Safety	<ul style="list-style-type: none"> • Enhance DriveBC website and increase the number of digital message signs • Enable municipalities to allow motorcycle parking near intersections
Highway Capacity & Reliability	<ul style="list-style-type: none"> • Advance development of George Massey Tunnel Replacement Project – Construction to start in 2017 • Initiate design for 6-laning of Highway 1 (Langley-Abbotsford) • Plan and deliver 20 new interchange improvement projects over next 10 years • Highway widening, capacity, safety, and operational improvements
Provincial Trucking Strategy	<ul style="list-style-type: none"> • Construct at least two new truck parking areas
Public Transit	<ul style="list-style-type: none"> • Fund one-third of cost of new rapid transit projects and the Pattullo Bridge, provided costs can be accommodated within the provincial fiscal plan and investments are supported by a business case • Work with region to secure federal government funding for rapid transit projects
Cycling	<ul style="list-style-type: none"> • Increased cost-share funding for new cycling infrastructure • Widen pathways; install safety fencing on both sides of Stanley Park causeway
Ports & Rail	<ul style="list-style-type: none"> • New infrastructure that enhances access to ports and increases port bulk, break bulk and container capacity, including Port Metro Vancouver facilities
Accessibility	<ul style="list-style-type: none"> • Through the Passenger Transportation Board, increase the number of wheelchair accessible taxis • Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to overpasses

Staff Comments

The previous staff report “*Update on Province of British Columbia 10-Year Transportation Plan: BC on the Move*” on this topic noted that staff would convey the following key transportation improvements for Richmond to MoTI during the public consultation phase:

- Mayors’ Council Transportation Vision: reiteration that the Transportation Vision developed by the Mayors’ Council encompasses the top transportation priorities for the region; and
- Cycling-Pedestrian Access to/across Provincial Highways: improved cycling and pedestrian access to and across provincial highways, which represent a significant barrier for cyclists and pedestrians (e.g., need to cross higher speed on- and off-ramps).

The final Plan responds somewhat positively to these two priorities, as the Province has re-affirmed its commitment to fund one-third of the cost of new rapid transit projects in the region and the Pattullo Bridge albeit with conditions (i.e., funding is subject to the projects being accommodated in the provincial fiscal plan and supported by business cases). With respect to enhancing cycling, the Plan offers a modest increase in cost-share funding for new cycling infrastructure (i.e., \$6 million per year for the next three years for the entire province, up from \$4 million per year over the past three years).

As for the George Massey Tunnel Replacement Project, the description of this project in the 10-Year Transportation Plan provides few details on the scope of improvements. Furthermore, the Plan is silent on specific components of the planned improvements such as the removal of existing tunnel or any new interchanges to be constructed. Staff will continue to seek that the Project proceeds in line with the previously Council-approved project objectives (Attachment 2).

Financial Impact

None.

Conclusion

Staff will continue to liaise with MoTI and seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives as well as pursue any cost-share opportunities for new cycling infrastructure projects in Richmond, including any future cost-share opportunities that may become available for other improvements to local roads. Should any future provincial projects identified for the Lower Mainland be located in Richmond (e.g., interchange improvements, highway widening), staff will inform Council accordingly and ensure that Richmond’s interests are respected.



FOR
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JC:lce

Att. 1: Province-Wide Components of 10-Year Transportation Plan

Att. 2: Council-Approved Objectives for George Massey Tunnel Replacement Project

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Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components
Rehabilitation	\$380	<ul style="list-style-type: none"> Resurface over 1,000 kms of provincial highway annually
	\$180	<ul style="list-style-type: none"> Bridge rehabilitation: full replacement, resurface deck, seismic upgrade, painting, railing repairs
	\$270	<ul style="list-style-type: none"> Up to 30 projects annually to improve over 500 kms of side roads: hard surfacing, dust control, shoulder widening
	\$60	<ul style="list-style-type: none"> Up to 20 projects annually to upgrade roads in northeast BC in support of natural gas industry
	-	<ul style="list-style-type: none"> Explore opportunities to maintain public access to resource and back-country roads
	\$9	<ul style="list-style-type: none"> Up to 30 projects annually for new and upgraded rest areas: expanded parking, upgraded amenities (washrooms, picnic tables), accessibility improvements (curb letdowns)
Highway Safety	\$75	<ul style="list-style-type: none"> Road Safety Improvement Program: 20-25 projects annually for community safety (crosswalks, signage), wildlife detection, livestock fencing, guardrail program, variable speed limit signs
	\$30	<ul style="list-style-type: none"> Intersection safety improvements: design changes, advance left-turn signal
	-	<ul style="list-style-type: none"> Work with provincial policing agencies and other incident-response partners to reduce duration of highway closures
	-	<ul style="list-style-type: none"> Undertake review of traffic management and safety aspects associated with pulling drivers over in traffic
	-	<ul style="list-style-type: none"> Improve driver information systems: enhance DriveBC website and webcam system, increase number of digital message signs
	-	<ul style="list-style-type: none"> Continue to develop and implement strategies to improve roadside worker safety
	-	<ul style="list-style-type: none"> Implement strategies for drivers to stay out of the left lane and not impede other traffic
	-	<ul style="list-style-type: none"> Enable municipalities to allow motorcycle parking near intersections
	-	<ul style="list-style-type: none"> Introduce new regulations to clarify the definition of winter tires and traction devices
	-	<ul style="list-style-type: none"> Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities
	-	<ul style="list-style-type: none"> Improve public safety in B.C.'s "party bus" and limousine industry
Highway Capacity & Reliability	\$1,000	<p><u>Highway 1: Kamloops to Alberta Border</u></p> <ul style="list-style-type: none"> 4-laning between Kamloops and Golden 4-laning east of Golden through Kicking Horse Canyon Improve safety with focus on avalanche infrastructure <p><u>Highway 97: Okanagan Valley</u></p> <ul style="list-style-type: none"> Initiate planning for second crossing of Okanagan Lake and assess Hwy 97 corridor through Kelowna-Peachland 4-laning and passing lanes including 6-laning in Kelowna Intersection improvements and new interchanges <p><u>Highway 3: Crowsnest</u></p> <ul style="list-style-type: none"> Realignments and passing lanes between Hope-Princeton and Cranbrook-Alberta border Improve safety in downtowns of communities in corridor <p><u>Highway 5: Yellowhead</u></p> <ul style="list-style-type: none"> Passing lanes between Kamloops and Tête Jaune Cache <p><u>Highway 97: Cariboo Connector</u></p> <ul style="list-style-type: none"> 4-laning south of Williams Lake <p><u>Northwest BC/Highway 16: Yellowhead</u></p> <ul style="list-style-type: none"> Passing lanes on Hwys 16 and 37 (northwest BC and around Prince George) <p><u>Northeast BC/Highways 97 North and 2</u></p> <ul style="list-style-type: none"> 4-lane Hwys 97 and 2 from Fort St. John-Alberta border New passing lanes north of Fort St. John <p><u>Vancouver Island</u></p> <ul style="list-style-type: none"> Upgrade Hwy 1 between Langford-Victoria Intersection improvements and new access roads to improve access through communities Safety improvements: Hwy 4 west of Port Alberni, Malahat corridor of Hwy 1 <p><u>Lower Mainland</u></p> <ul style="list-style-type: none"> advance George Massey Tunnel Replacement Project initiate design for 6-laning of Hwy 1 (Langley-Abbotsford) 20 interchange improvement projects over next 10 years Widening, capacity, safety, and operational improvements

Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components
Provincial Trucking Strategy	-	<ul style="list-style-type: none"> Upgrade and replace structures such as bridges and overpasses to accommodate heavy and large loads Expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety Identify priority locations for new and expanded parking, staging, inspection pullouts, and chain-up/off areas on key corridors Undertake a review of B.C.'s pilot-car requirements Support the Office of the Independent Container Trucking Commissioner
Transit	-	<p><u>Provincial Transit Services</u></p> <ul style="list-style-type: none"> Provide BC Transit with \$312 million in operating contributions over next three years Partner with local communities to replace one-half of BC Transit's fleet (about 500 buses) over the next five years Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services Continue to seek opportunities to deploy compressed natural gas (CNG) buses in communities <p><u>Metro Vancouver Transit Services</u></p> <ul style="list-style-type: none"> Fund one-third of the cost of new rapid transit projects and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case Work with the region to secure federal funding for rapid transit projects
Cycling	\$18	<ul style="list-style-type: none"> Cost-sharing with communities to build new cycling infrastructure
	-	<ul style="list-style-type: none"> Widen shoulders, double the frequency of sweeping and implement safety improvements in areas with high volumes of cyclists Develop and implement a cycling tourism signage and marketing strategy
Airports	\$24	<ul style="list-style-type: none"> Funding for new BC Air Access Program
	-	<ul style="list-style-type: none"> Support development of the aviation industry near BC airports Engage the federal government to enhance BC's aviation sector
Ports & Rail	-	<ul style="list-style-type: none"> Determine potential infrastructure upgrades needed to support Liquefied Natural Gas (LNG) Facilitate Port of Kitimat development with port structure and governance models that support economic activity New infrastructure to enhance access to ports, increase port bulk, breakbulk and container capacity, and efficiency of goods movement by rail Explore options for the revitalization of the Belleville Terminal in Victoria
Ferries	-	<ul style="list-style-type: none"> Continue to pursue strategies to achieve vision of an affordable, sustainable and efficient coastal ferry service Engage federal government to secure additional federal funding support for BC's coastal ferry service Continue to renew inland ferry assets
Partnerships with First Nations	-	<ul style="list-style-type: none"> Partner with First Nations on projects that support economic development on their lands Facilitate more employment and training opportunities for First Nations through the ministry's major projects Reconcile outstanding highway tenure issues
Accessibility	-	<ul style="list-style-type: none"> Upgrade rest areas to improve accessibility for persons with limited mobility: curb letdowns, accessible washrooms Increase the number of wheelchair-accessible taxis Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement Continue to work with BC Transit to improve transit service accessibility for people with disabilities Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities

Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components
Environment	\$6	<ul style="list-style-type: none"> • Conservation of habitat and improvement of fish and wildlife protection • Delivery of invasive plant management programs • Continue to invest in transit and cycling programs • Deliver 1.8 million square metres of hot-in-place recycle paving every year • Promote use of cleaner fuel alternatives: natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries
	\$3.9	
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* Funding to be provided over next three years.

George Massey Tunnel Replacement Project: Council-Approved Objectives

- A. Land Use: ensure a net zero or positive impact to agricultural land.
- B. Support Regional Transportation Vision: TransLink's Regional Transportation Strategy Framework has target goals for 2045 of more than one-half of the region's trips to be by means other than private vehicle (versus 27 per cent in 2013) and for kilometres driven by auto to be reduced by one-third. Accordingly, any expanded peak-hour lane capacity on a new bridge should be dedicated to a specific use (e.g., transit, HOV, trucks) rather than open to general purpose traffic in order to adhere to these goals. Furthermore, the project should include effective improvements to support the increased use of transit, cycling, carpooling and walking in the vicinity of interchanges.
- C. Reduce Congestion: travel times, reliability and GHG emissions from idling vehicles should be improved, particularly at the Steveston Highway-No. 5 Road intersection where it has been consistently ranked as highest in Richmond for congestion and traffic safety concerns. Many major businesses, employees, residents, and visitors in this area have cited the tunnel traffic congestion as their biggest challenge to maintaining reasonable access. Furthermore, congestion should be improved along the entire corridor including connecting roadways and not be simply moved to further downstream of traffic flow.
- D. Supporting Connections: connecting pedestrian, cycling, transit, and related roadway improvements at both ends of the crossing and along Hwy 99 corridor, including replacement/upgrade of the interchanges within the highway right-of-way and local roadway tie-ins, should be included in the design, scope and budget of the overall project.
- E. An Iconic Bridge: being the first river crossing on Highway 99 entering into the western part of the region from the south, the new bridge should provide a provincial and regional legacy by incorporating a creative architectural design to signify it as an iconic visual gateway.
- F. Sustainable Transportation Options: promote excellence in facilitating sustainable transportation options including the potential of rapid transit in the near future.