



To: Public Works and Transportation Committee

Date: March 27, 2015

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0150-20-
THIG1/2015-Vol 01

Re: **Provincial 2014-2015 BikeBC Program Submission**

Staff Recommendation

1. That the submission for cost-sharing to the Province’s 2014-2015 *BikeBC Program* for Phase 1 of the Crosstown Neighbourhood Bike Route, as described in the report, titled “Provincial 2014-2015 BikeBC Program Submission” dated March 27, 2015, 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.

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

Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Intergovernmental Relations & Protocol	<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. As part of the Government of B.C.'s new 10-year transportation plan, the Ministry of Transportation & Infrastructure (MoTI) is committing \$6 million in BikeBC funding for the 2014-2015 period. Within this program, the City is eligible to apply to the *Cycling Infrastructure Partnership Program* (CIPP). This report presents the proposed submission from the City for consideration of cost-share funding under this program.

Analysis

Crosstown Neighbourhood Bike Route: Phase 1

Building on the Crabapple Ridge and Parkside neighbourhood bike routes, both of which run north-south, the Crosstown bike route would be the first east-west neighbourhood bikeway that would be aligned between Blundell Road and Francis Road (see Attachment 1). Consistent with Section 3.5 Connected Neighbourhoods within the Official Community Plan (see Attachment 2), the route is part of the overall neighbourhood links network that connects to the Railway Greenway in the west and the Parkside bikeway in the east, and ultimately will provide walking, cycling and rolling access to several elementary and secondary schools, parks and neighbourhood shopping centres.

The overall project will be constructed in phases and will include the upgrade of existing crossings at arterial roads complete with intersection improvements (e.g., wider sidewalks, ramps, new pedestrian signals), repaving and widening of several existing off-street public pathways, adding new ramps where the pathways connect to roadways, and the installation of wayfinding signage and pavement markings. The City's proposed application comprises the following works planned to be undertaken during 2015 as Phase 1:

- widening of the sidewalk on the east side of No. 2 Road between Colville Road and Danube Road to accommodate cyclists and pedestrians as well as upgrade of the existing special crosswalk on No. 2 Road at Colville Road to a pedestrian signal (see Attachment 3);
- upgrade of an existing off-street pathway 370 m in length that connects Dorval Road and Lucas Road (see Attachment 4). The upgrade would widen (from 1.5 m to 3.0 m) and repave the pathway to safely accommodate two-way cycling, rolling and walking; and
- upgrade of the existing special crosswalk on Gilbert Road at Lucas Road to a pedestrian signal (see Attachment 5).

Council has previously approved the Crosstown Bikeway as part of the 2014 and 2015 Capital Budgets as well for submission to TransLink for consideration of cost-share funding as part of its 2014 and 2015 *Major Road Network & Bike Program*.

Requested External Funding and Estimated Project Costs

Table 1 below summarizes the estimated project cost for Phase 1, the previously approved City funding as part of the 2014 and 2015 Capital Budgets and the requested external funding source.

Should the submission be 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 agreements.

Table 1: Project to be Submitted to 2014-2015 CIPP

Crosstown Bike Route: Elements	Estimated Total Cost	Source of City Funds (As approved by Council)	Requested External Funding⁽¹⁾
Colville Road-No. 2 Road: Sidewalk Improvements	\$50,000	\$25,000 2014 Active Transportation Program	\$295,000 2014-2015 CIPP
Colville Road-No. 2 Road: Upgrade to Pedestrian Signal	\$120,000	\$60,000 2014 Active Transportation Program	
Off-Street Pathway Upgrade	\$300,000	\$150,000 2015 Active Transportation Program	
Lucas Road-Gilbert Road: Upgrade to Pedestrian Signal	\$120,000	\$60,000 2015 Active Transportation Program	
Total	\$590,000		

(1) The amount shown represents the maximum 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.

Financial Impact

The funding source for the City's portion of the costs of the projects have been previously approved by Council as outlined in Sections 1 and 2 of this report. The 2015 Capital Plan and the 5-Year (2015-2019) Financial Plan would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Conclusion

The ultimate implementation of the project would provide a key east-west off-street pathway for active transportation users across the urban part of the city. It would also support Council goals to improve community mobility and reduce greenhouse gas emissions by encouraging more 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.



FOR Joan Caravan
Transportation Planner
(604-276-4035)

- Att. 1: Proposed Crosstown Neighbourhood Bike Route
- Att. 2: Official Community Plan - Section 3.5: Specific Richmond Neighbourhoods – Blundell
- Att. 3: Upgrades at Colville Road–No. 2 Road
- Att. 4: Upgrade of Off-Street Pathway in Blundell Park
- Att. 5: Upgrade at Lucas Road-Gilbert Road

Proposed Crosstown Neighbourhood Bike Route

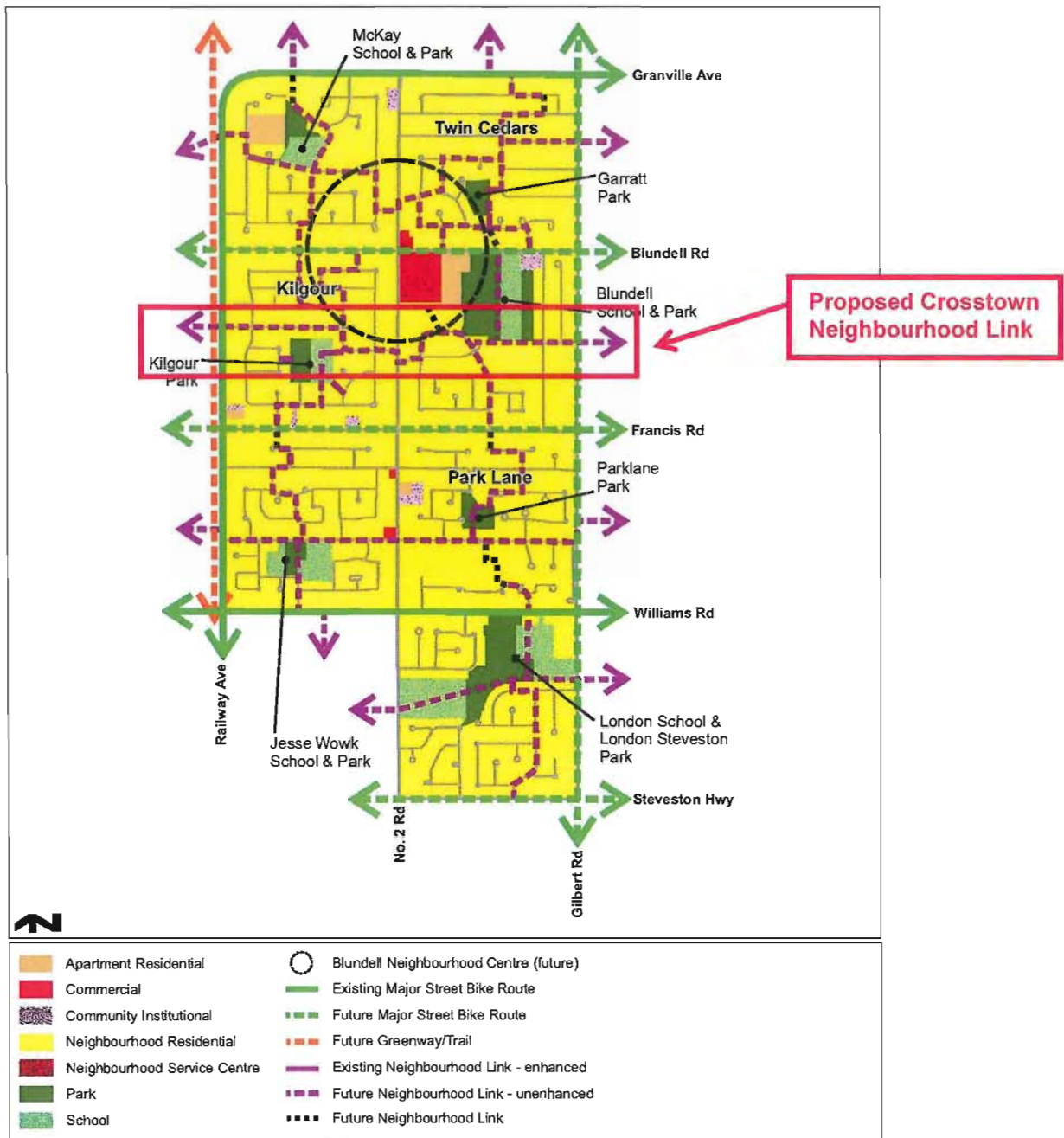


Official Community Plan Section 3.5: Specific Richmond Neighbourhoods – Blundell

Connected Neighbourhoods With Special Places

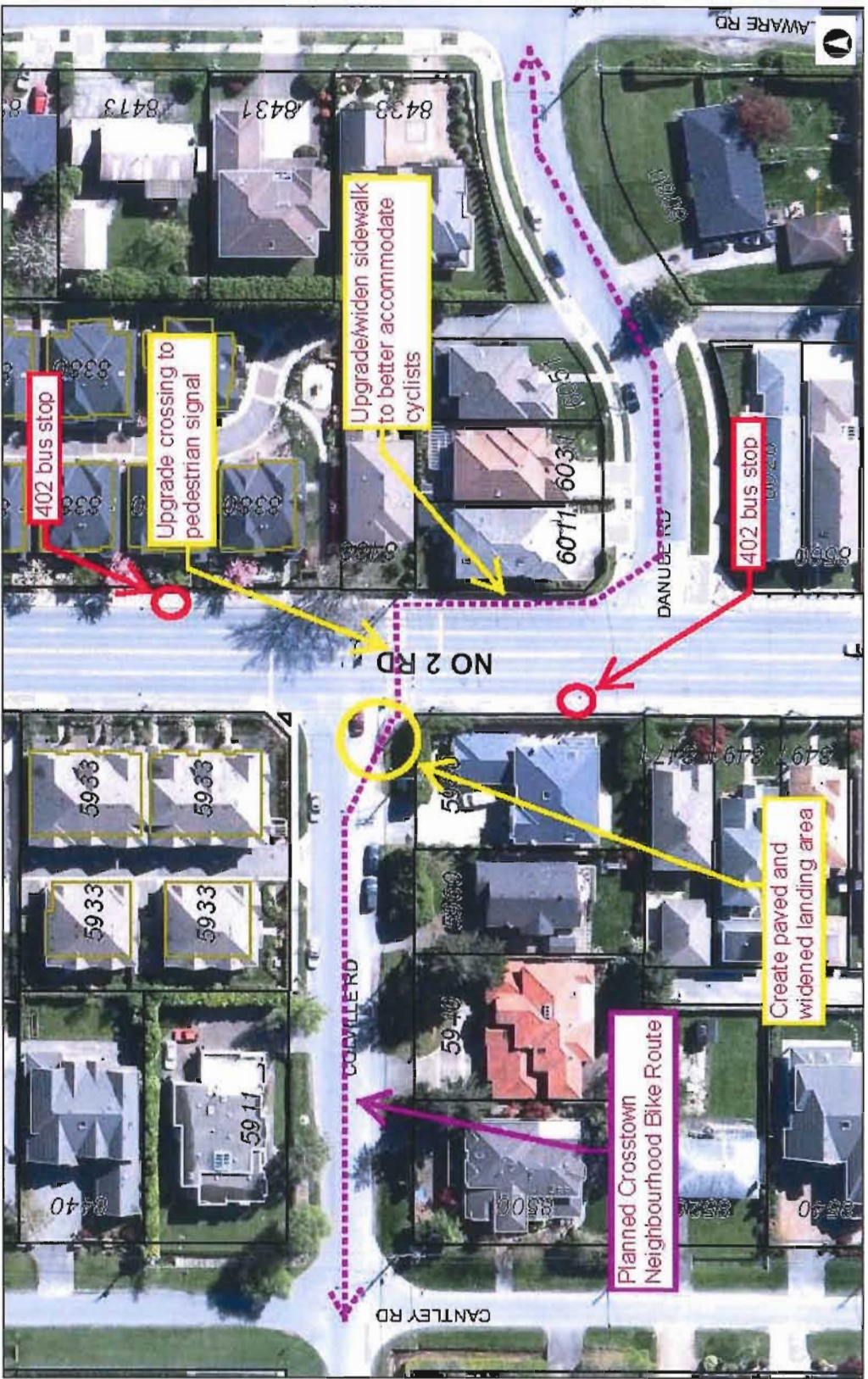


5. Blundell



Upgrades at Colville Road-No. 2 Road

City of Richmond Interactive Map

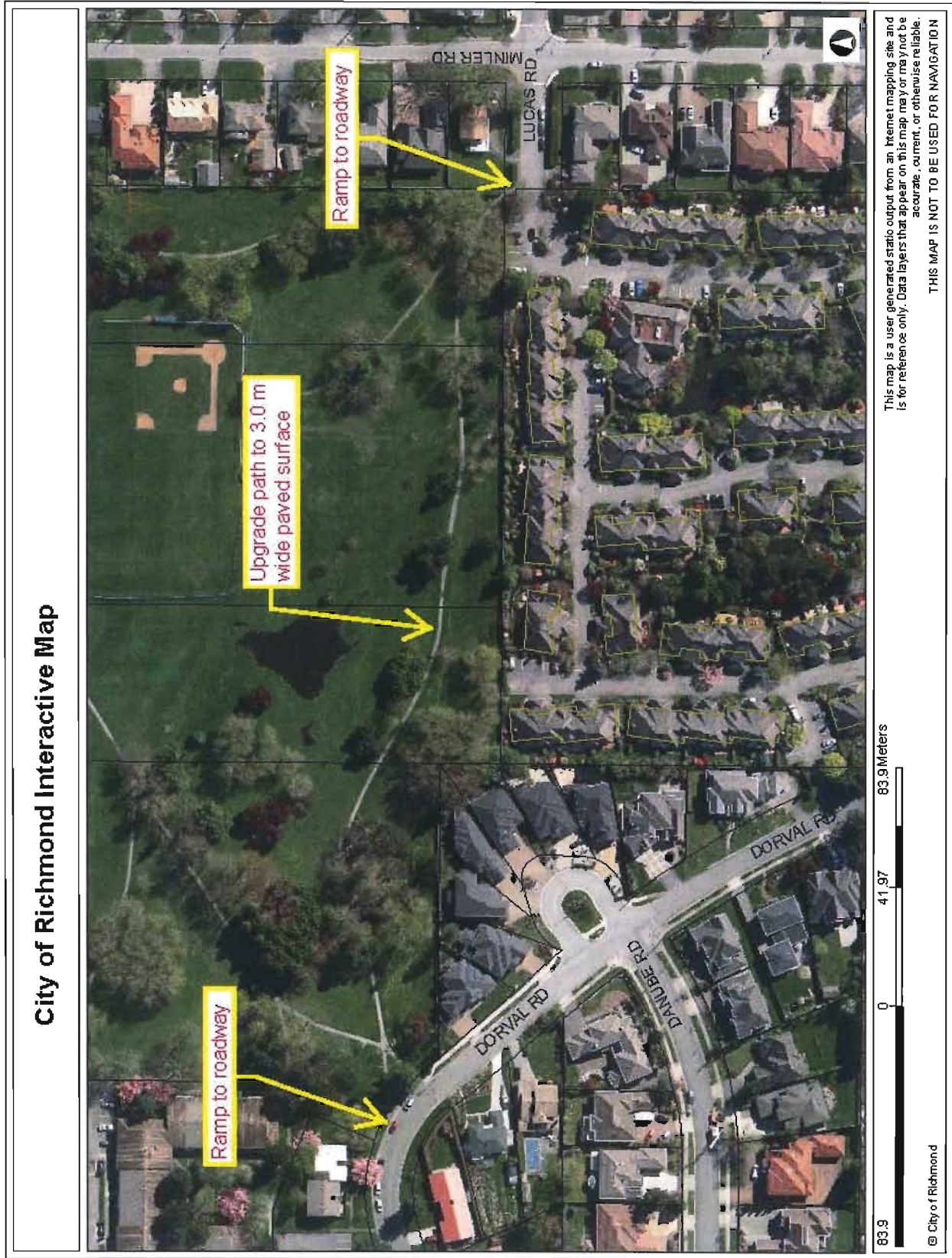


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Upgrade of Off-Street Pathway in Blundell Park



City of Richmond Interactive Map



42.0 20.99 42.0 Meters

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