



To: Public Works and Transportation Committee **Date:** November 2, 2011
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0150-20-ICBC1-01/2011-Vol 01
Re: ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – ADDITIONAL PROPOSED PROJECTS FOR 2011

Staff Recommendation

1. That the installation of a decorative median railing on No. 3 Road between Browngate Road and Cambie Road, as described in Option 1 of the report, be endorsed.
2. That the proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2011 *Road Improvement Program* for consideration of cost sharing funding.
3. That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements.

Victor Wei, P. Eng.
 Director, Transportation
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ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Budgets & Accounting.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Engineering	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Law	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
RCMP	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Arts, Culture & Heritage	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO
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Staff Report

Origin

At the April 26, 2011 regular Council meeting, Council endorsed a number of proposed joint ICBC-City of Richmond road safety improvement projects for 2011. This report presents two additional projects proposed to be implemented with funding contributions from ICBC as part of the 2011 ICBC-City of Richmond *Road Improvement Program* partnership.

Analysis

1. No. 3 Road Centre Median Railing: Browngate Road to Cambie Road

When the Canada Line opened in August 2009, an increase in pedestrians jaywalking across No. 3 Road between the existing southbound bus stop, then located 65 m south of Cambie Road, and Aberdeen Station was observed. In coordination with Coast Mountain Bus Company, this bus stop was relocated 140 m further south (just south of Browngate Road) in Summer 2011 as a temporary solution to encourage pedestrians to use the signalized intersection at No. 3 Road and Browngate Road to cross No. 3 Road while a long-term solution was investigated that would not unduly inconvenience transferring transit passengers (i.e., the revised bus stop location adds another 100 m of walking distance to the Canada Line station). To this end, staff propose the installation of a 1.1 m high median railing, which would incorporate a public art feature, on No. 3 Road between Browngate Road and Cambie Road to deter jaywalking and enable the relocation of the bus stop back to its original site. Figure 1 illustrates a sample railing; note that the proposed railing would be about one-half the height of this example. There are two options for integrating the public art that differ in terms of the effect on the timing of the railing installation as described below.

Option 1: Add Public Art to Railing Post-Installation (Recommended)

Staff have confirmed that it would be fully feasible to integrate a public art component into the railing post-installation, which would have several benefits:

- allows immediate installation of the railing to maximize pedestrian safety and minimize the time period that transferring transit passengers are inconvenienced by the longer walking distance; renders the project eligible for an ICBC funding contribution as the terms of ICBC's program (which does not cover any public art) requires completion of the work by December 31, 2011; and
- allows more time to develop the appropriate artistic design.



Figure 1: Sample Median Railing

Option 2: Include Public Art as Part of Custom Designed Railing

Under this option, installation of the railing would be deferred while developing a custom designed railing that incorporates a public art element. As the time required for this process would extend beyond December 31, 2011, the railing would not be eligible for ICBC funding and the City would have to absorb its entire cost. Moreover, the reinstatement of the bus stop would be delayed thereby further inconveniencing transit passengers. Staff therefore do not recommend this option.

For either option, the selection of the public art will follow the City's standard process per the Public Art Program (i.e., issue of artist's call with terms of reference) and have an estimated budget of \$5,000 to be sourced from the Council-approved 2011 Public Art Program.

This project was not included in the original list of projects endorsed by Council for submission to ICBC in April 2011 as, at that time, staff had not yet identified an appropriate physical barrier that could be accommodated within the centre median of limited width. The design of the railing is now near completion including the appropriate means of installation.

2. Roadway Improvements on Steveston Highway between Hwy 99 and No. 5 Road

The proposed project comprises the following frontage improvements along Steveston Highway between Highway 99 and No. 5 Road associated with the redevelopment of the former Fantasy Gardens site approved by Council on September 28, 2009, all of which will be undertaken by the developer:

- 3.5 m wide shared bike/pedestrian path on the north side;
- new dedicated westbound right-turn lane and one additional westbound to southbound left turn lane such that the overall westbound lane configuration, upon completion of construction, will consist of one right turn lane, two through lanes and two left turn lanes;
- relocation and reconstruction of the curb and a minimum 2.0 m wide sidewalk on the south side to achieve improved alignment through the Steveston Hwy and No. 5 Road intersection and to accommodate the road improvements noted above;
- 1.2 m to 2.0 m wide centre median with landscaping; and
- traffic signal modifications at the Steveston Hwy and No. 5 Road intersection.

As in other previous developments required to implement improvements on major roadways as identified in the Roads DCC program, the cost of the improvements being submitted by the City for cost-sharing is based on the estimated Roads DCC credits expected to be granted (as indirect cost) by the City to the developer for undertaking the above works. The actual credits given out would be further assessed upon completion of the works and be the lesser of: (1) the values of the works on the Roads DCC program; (2) the Roads DCC payment from developer; and (3) the actual cost of construction. This process is the typical procedure undertaken by the City to recover its indirect costs associated with development projects.

This project was not included in the original list of projects endorsed by Council for submission to ICBC in April 2011 as, at that time, the developer indicated that construction would not commence until 2012. Since then, staff have confirmed that construction will start in Fall 2011 with approximately 25 per cent of the project anticipated to be completed by the end of 2011 and the remaining work to be undertaken in early 2012.

Financial Impact

The table below identifies the funding sources for the two projects. For the Steveston Hwy project the estimated value of the relevant works on the Roads DCC program is \$1.028M. The developer could receive this maximum amount in DCC credits of which offset funding of \$122,000 will be from ICBC pending approval and \$453,000 from TransLink as stipulated by meeting the approved terms and conditions of the City-TransLink agreement. The remaining funding will be borne indirectly by the City (via granting of Roads DCC credits) depending on the claim outcome and total project cost. ICBC's potential funding contributions to the project are determined by historical traffic crash rates at these locations and the estimated reduction in ICBC claim costs resulting from the proposed traffic safety improvements as well as eligibility of the project vis-à-vis the funding guidelines.

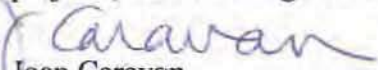
Proposed 2011 ICBC-City of Richmond Road Improvement Program Project	Funding Agency	Funding Program/Source	Funding Contribution
Steveston Hwy (Highway 99 to No. 5 Road): frontage improvements on north side including additional westbound right- and left-turn lanes	ICBC	2011-2012 Road Improvement Program	\$122,000 (25% or \$30,500 in 2011 & 75% or \$91,500 in 2012)
	TransLink	2010 MRN Minor Capital Program	\$453,000
	City	Net Roads DCC Credits After External Grants	\$453,000
	Total Estimated Maximum Roads DCC Credits		\$1,028,000
No. 3 Road Centre Median Decorative Railing: Browngate Road to Cambie Road	ICBC	2011 Road Improvement Program	\$15,000
	City	1541-40-000-FENCE-0000-40272 (MEDIANFENC) ¹	\$45,000
	City	2011 Public Art Project No. 41885	\$5,000
	Total Estimated Cost		\$65,000

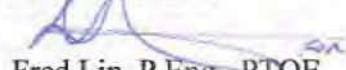
1. Funding source is comprised of surplus funding remaining from the No. 3 Road Streetscape Project.

ICBC has indicated its preliminary approval of both projects. Upon receiving formal approval of the project by ICBC, the City would be required to enter into funding agreements with ICBC. The agreements are provided by ICBC and generally include an indemnity in favour of ICBC. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements.

Conclusion

ICBC is a significant long-time partner working with the City to promote traffic safety in Richmond. The centre median railing along No. 3 Road between Browngate Road and Cambie Road will enhance traffic and pedestrian safety in this area and staff recommend that Council endorse Option 1 with respect to the installation of the railing. In addition, the upcoming improvements at the intersection of Steveston Highway and No. 5 Road will yield significant safety benefits to the city as this location has relatively high traffic accident occurrence. Staff therefore recommend the submission of both additional local road safety improvement projects to the 2011 joint ICBC-City of Richmond *Road Improvement Program*. Upon approval by ICBC of the projects, cost-share agreements will be executed by staff with ICBC.


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