City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	May 5, 2009
From:	Victor Wei, P. Eng. Director, Transportation	**File:**	01-0154-04/2009-Vol 01
Re:	**CANADA LINE CYCLING CONNECTION AND TRANSLINK 2009 CAPITAL PROGRAM COST-SHARING SUPPLEMENTAL SUBMISSIONS**		

Staff Recommendation

1. That the revised scope of work and funding strategy for Section 1 of the No. 3 Road Restoration Project, as described in the attached report, be endorsed.

2. That the submission of supplemental traffic signal and bicycle facility improvement projects for cost-sharing as part of the TransLink 2009 Major Road Network (MRN) Minor Capital Program and Bicycle Infrastructure Capital Cost-Sharing Program respectively, as described in the attached report, be endorsed.

3. That the designation of Buswell Street (Granville Ave to Westminster Highway) and Saba Road (Buswell St to No. 3 Road) as planned cycling routes be added to the City's *On-Street Cycling Network Plan* to support the above bicycle facility improvement submission.

4. That, should the above submissions be successful, the General Manager, Planning and Development be authorized to execute the funding agreements.

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

Att.2

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:	**CONCURRENCE**		**CONCURRENCE OF GENERAL MANAGER**		
Law	Y ☑	N ☐			
Budgets & Accounting	Y ☑	N ☐			
Major Projects	Y ☑	N ☐			
Parks Maintenance & Operations	Y ☑	N ☐			
REVIEWED BY TAG	YES ☑	NO ☐	**REVIEWED BY CAO**	YES ☑	NO ☐

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Staff Report

Origin

This staff report addresses the following Council referrals to staff and proposes that the identified projects be submitted as supplemental applications from the City to TransLink's 2009 capital cost-sharing programs:

- *Public Works & Transportation Committee (Oct & Nov 2008)*: consider full traffic signals on Westminster Highway at Gilley Road and at McLean Avenue in the Hamilton area; and
- *Public Works & Transportation Committee (January 2009)*: review an alternative bike route that provides a connection between the bike lanes on Granville Ave and the interim southern start/end of the raised bike lanes on No. 3 Road.

Analysis

1. Canada Line Cycling Connection

In January 2009, Council approved a reduced scope of work for the restoration of No. 3 Road in Section 1 (Westminster Hwy to Granville Ave). As this reduced scope included the elimination of the raised bike lanes south of the Richmond-Brighouse Canada Line Station, Council directed staff to investigate the provision of a connection between the bike lanes on Granville Ave and the interim southern start/end of the raised bike lanes on No. 3 Road.

Staff initially conceptualized a two-way routing along Buswell Street and Saba Road. However, as the new bus mall will be one-way only with entry from Buswell Street, bus activity will significantly increase eastbound on Saba Road (i.e., between 34 to 54 buses per hour during the AM peak period). In addition, when consulting with the Richmond Community Cycling Committee (RCCC, the City's cycling advisory committee), members also raised concerns regarding the mix of eastbound cyclists with heavy volumes of bus traffic.

Both staff and the RCCC agreed that a westbound facility on Saba Road would still be viable (as there are no bus bays/stops on the north side of Saba Road), as would a two-way facility on Buswell St (as buses travel southbound only and do not stop); such a facility would serve northbound cyclists.

To provide a corresponding connection for southbound cyclists, staff propose that the southbound raised bike lane be extended by approximately 120 m from the Richmond-Brighouse Station to Cook Road to provide a connecting cycling facility along Cook Road to Buswell Street (see **Attachment 1** for a location map). The full project would thus comprise the following sections as shown in the following table (see **Attachment 2** for existing and proposed cross-sections).

Proposed Cycling Connection to South End of No. 3 Road Bike Lanes

Street	Direction	Section	Cycling Facility
Buswell St	NB & SB	Granville Ave to 75 m south of Saba Road	Bike Lanes
Buswell St	NB & SB	75 m south of Saba Rd to Saba Road	Shared Wide Lanes
Saba Road	WB	Buswell St to No. 3 Road	Shared Wide Lane
No. 3 Road	SB	Saba Road to Cook Road	Raised Bike Lane
Cook Road	EB	No. 3 Road to Buswell St	Bike Lane
Cook Road	WB	No. 3 Road to Buswell St	Shared Wide Lane

Note: NB = northbound / SB = southbound / WB = westbound / EB = eastbound.

The existing sidewalk and boulevard width on the west side of No. 3 Road south of Saba Road to Cook Road is typically 3.0 m. Construction of the southbound raised bike lane would eliminate the 1.5 m boulevard that currently contains trees and other items (e.g., plant pots, traffic sign posts, fire hydrant) along its length. Given these elements are currently within the boulevard that impede through movement, the effective pedestrian sidewalk width of 1.5 m would remain unchanged.

There are a total of 10 trees that would be removed from the boulevard. Upon consultation with Parks Operations staff and tree removal professionals, the recommended approach is to relocate six of the trees. The remaining four trees are oversize and would not be practical or economical to excavate and transport. However, there are 15 trees on the adjacent private property immediately behind the sidewalk in this same section that would remain unaffected. In addition, the loss of these boulevard trees will also be offset with the placement of 14 trees in the new centre median within this section.

Overall, as the combined constraints of on-street bus operations and limited right-of-way width result in few viable options to establish a convenient cycling connection between Granville Ave and the raised bike lanes on No. 3 Road, staff believe that the described proposal is a workable interim solution until such as time as redevelopment of the adjacent properties along No. 3 Road allow for greater road dedication.

2. TransLink Capital Cost-Share Program – Supplemental Applications

TransLink provides up to 50-50 cost-shared funding for improvements to road, bicycle and transit-related facilities through three capital cost-sharing programs: *Major Road Network (MRN) Minor Capital Program*, *Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program* and *Transit-Related Road Infrastructure Program (TRRIP)*. Council approved the submission of a number of projects to the 2009 TransLink programs at its November 24, 2008 meeting.

2.1 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

The City proposes to submit the establishment of the cycling connection between Granville Ave and the interim southern start/end of the raised bike lanes on No. 3 Road as described in Section 1 for consideration to be included in the 2009 BICCS Program. The application would include the cost for the proposed cycling facilities on Buswell St, Saba Road and Cook Road only (i.e., it would not include the cost of the No. 3 Road southbound bike lane), as the No. 3 Road bike lane project in this section is already being supported by funding from 2007 and 2008 BICCS Program allocations.

2.2 Major Road Network (MRN) Minor Capital Program

As a separate project from the No.3 Road restoration, the City also proposes to submit the upgrade of the existing pedestrian signal on Westminster Highway at McLean Avenue to a full traffic signal for consideration to be included in the 2009 MRN Minor Capital Program. The submission of this project will necessitate the withdrawal of a previously submitted project (as approved by Council in November 2008): the addition of a third traffic signal head at all intersections on the MRN where only two heads currently exist to improve traffic signal visibility for both daytime and night time operations. As the traffic signal on Westminster Highway at McLean Avenue is deemed a higher priority for 2009, staff intend to submit the project for the third signal head as part of the 2010 MRN Minor Capital Program.

Note also that the existing pedestrian signal on Westminster Highway at Gilley Road is planned for upgrade to a full traffic signal in 2009 with a funding contribution from an area developer. This project is not being submitted to the 2009 MRN Minor Capital Program as the total remaining funds eligible for allocation to the City is approximately $45,000 (i.e., net of the portion allocated for the restoration of No. 3 Road), which will be applied to the traffic signal on Westminster Highway at McLean Avenue.

2.3 Requested Funding and Estimated Project Costs for Supplemental Applications

The total requested funding for the above supplemental 2009 submissions to TransLink's capital cost-sharing programs is $56,629 as summarized in the table below, which will support projects with a total estimated cost of $143,000.

Summary of Supplemental 2009 Cost-Share Submissions to TransLink

TransLink Funding Program	Project Name/Description	City's Portion & Funding Source	Requested 2009 TransLink Contribution	Est. Total Project Cost
MRN Minor Capital Program	Traffic Signal on Westminster Hwy at McLean Ave	$74,871 2009 Traffic Signal Installation Program	$45,129 (1)	$120,000
Bicycle Infrastructure Capital Cost-Sharing Program	Buswell St-Saba Rd-Cook Rd Cycling Connection	$11,500 2009 Cycling Network Expansion Program	$11,500 (2)	$23,000
	Total	**$86,371**	**$56,629**	**$143,000**

(1) The requested amount is not 50% of the total cost as these are the total remaining funds eligible for allocation to the City net of the portion designated for the restoration of No. 3 Road.

(2) The requested amount does not include the cost of the No. 3 Road southbound bike lane as that project is already being supported by funding from 2007 and 2008 BICCS allocations.

Financial Impact

Supplemental 2009 Submissions to TransLink

The City's funding portion for the proposed traffic signals and the cycling facilities on Buswell St, Saba Rd and Cook Rd are incorporated in the 2009 Capital Program Plan as annual traffic signal and cycling network improvements, which was approved by Council at its regular meeting held on January 26, 2009.

No. 3 Road Bike Lane Extension

The estimated cost for the construction of the southbound raised bike lane on No. 3 Road is $131,000. Staff propose that funding to support this project be sourced from the following approved Capital Programs as shown in the table below.

Proposed Funding Sources for Southbound Extension of No. 3 Road Raised Bike Lane

City Capital Program Name	Project #	Amount
2006 Cycling Network Expansion Program	40268	$41,000
2008 Cycling Network Expansion Program	41207	$29,000
2009 Cycling Network Expansion Program	41224	$16,000 (1)
2008 Miscellaneous Intersection Improvements	41222	$45,000
	Total	**$131,000**

(1) Two cycling projects planned for implementation in 2009 and approved by Council in November 2008 (i.e., Lynas Lane Sharrows and Cycling Connections to Massey Tunnel Bike Shuttle) will be deferred to 2010 in order to provide funding towards the No. 3 Road raised bike lane, as staff deem this latter project to be of a higher priority.

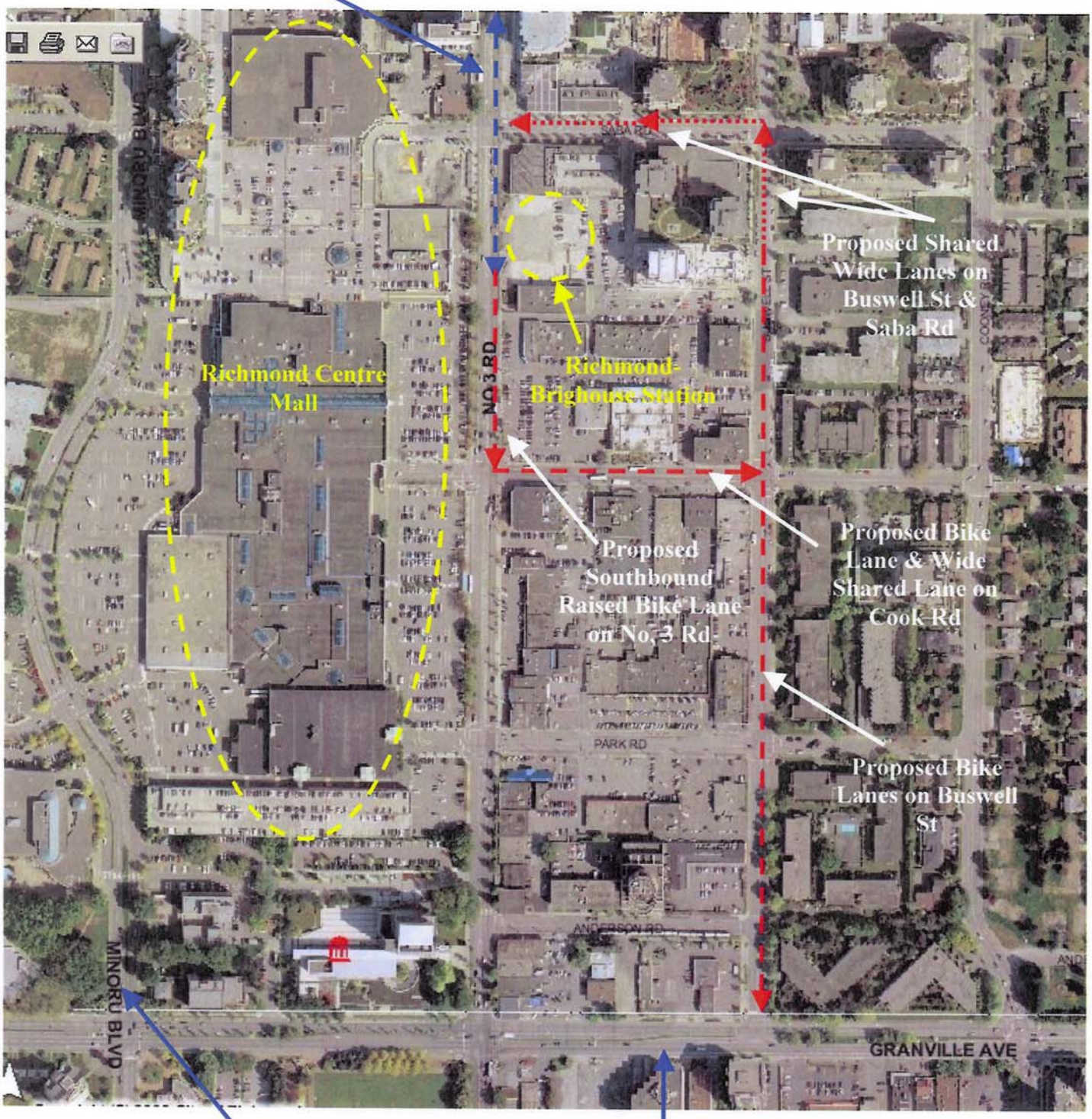
Conclusion

Additional road and bicycle route improvement projects are proposed as supplemental submissions to TransLink's MRN Minor Capital Program and BICCS cost-sharing programs for 2009. This report seeks formal Council support for the submissions in order to secure Richmond's allocations of 2009 funding and proceed with their implementation.

J. Caravan

Joan Caravan
Transportation Planner
(604-276-4035)

Project Location Map
Buswell St-Saba Rd-Cook Rd Cycling Connection



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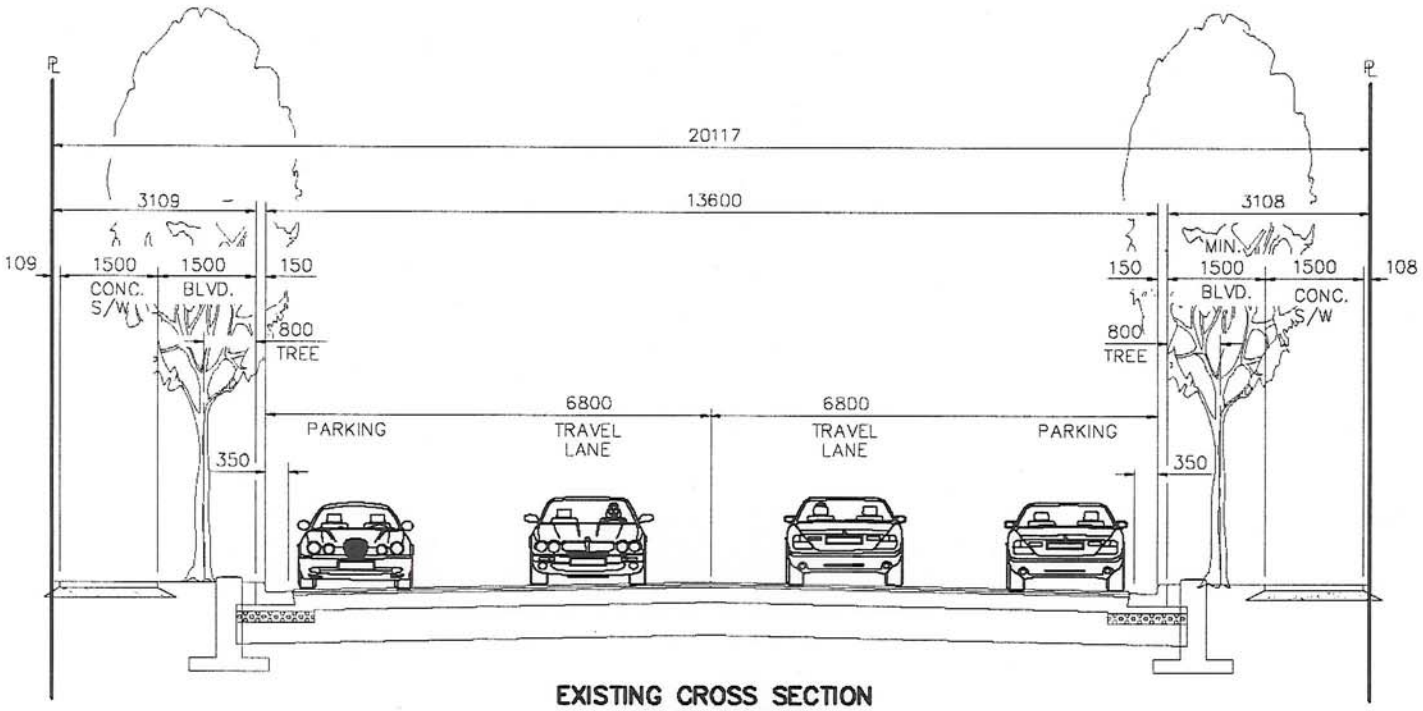
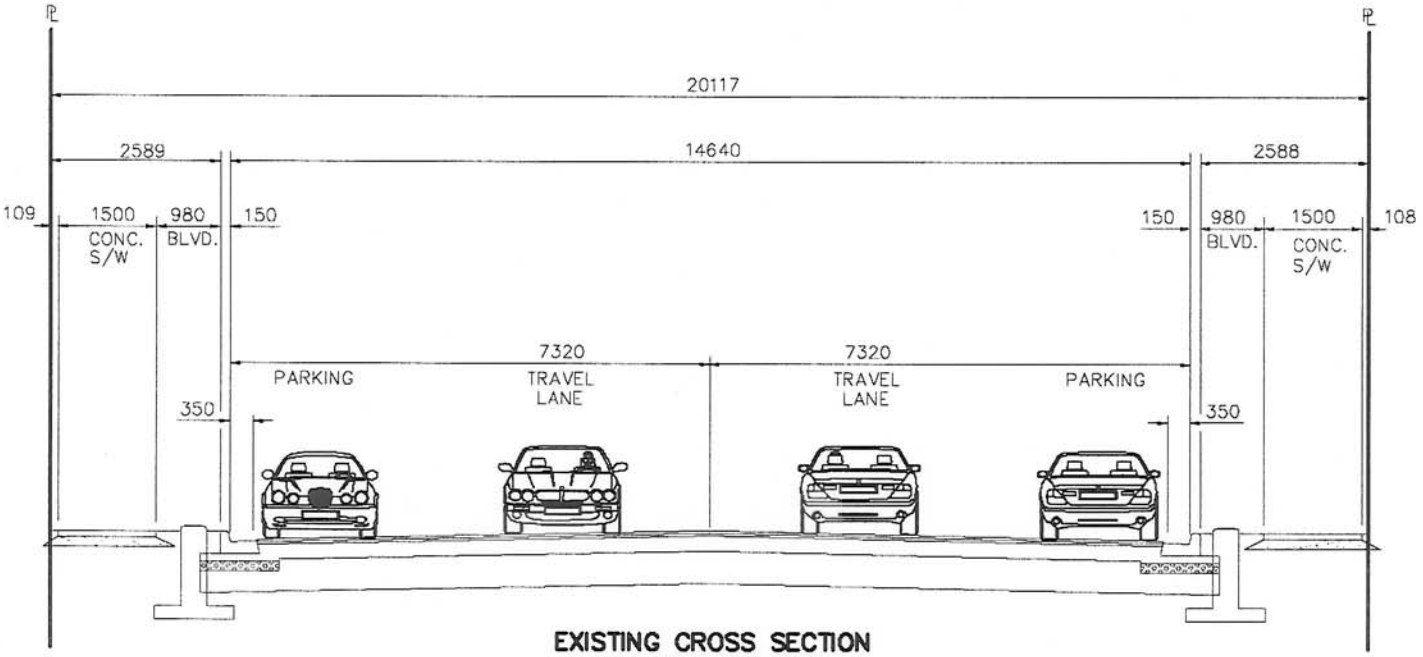


EXISTING CROSS SECTION
BUSWELL STREET
(75m SOUTH OF SABA ROAD TO SABA ROAD)



EXISTING CROSS SECTION
BUSWELL STREET
(GRANVILLE AVENUE TO 75m SOUTH OF SABA ROAD)

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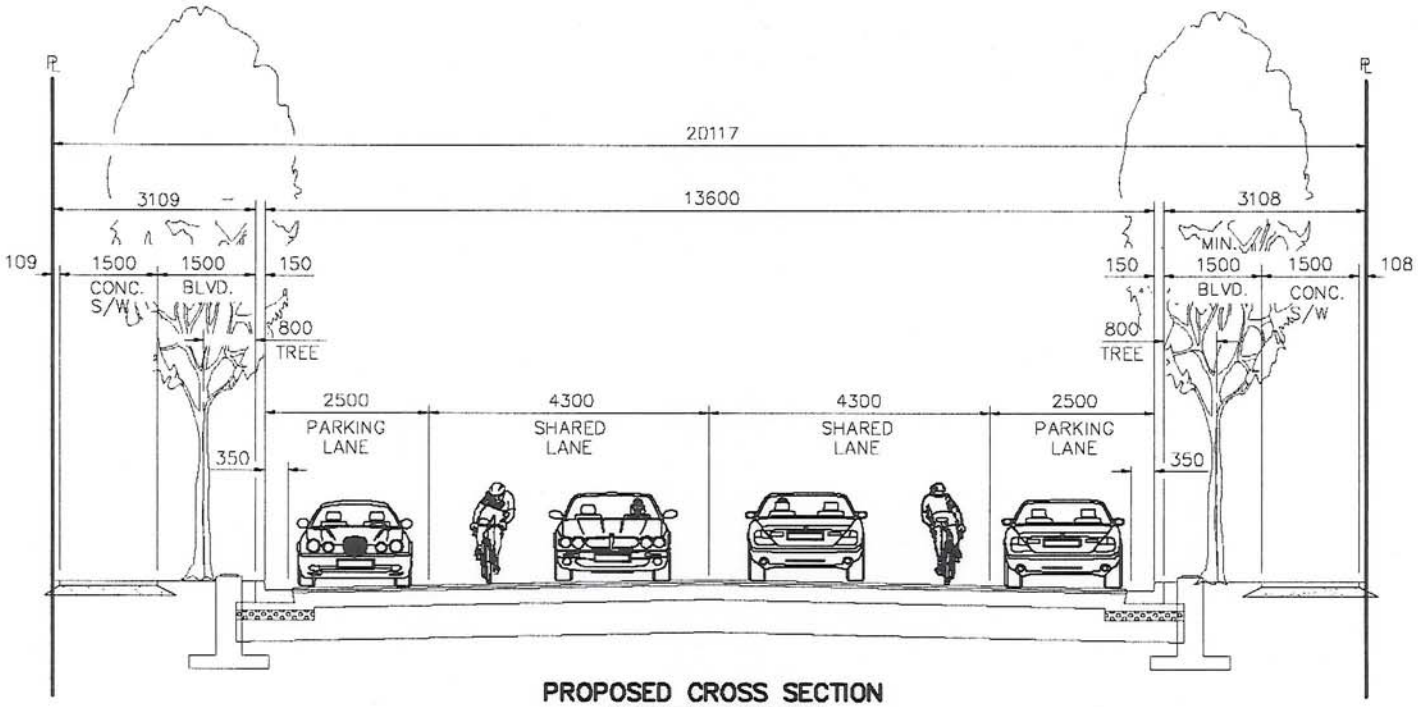
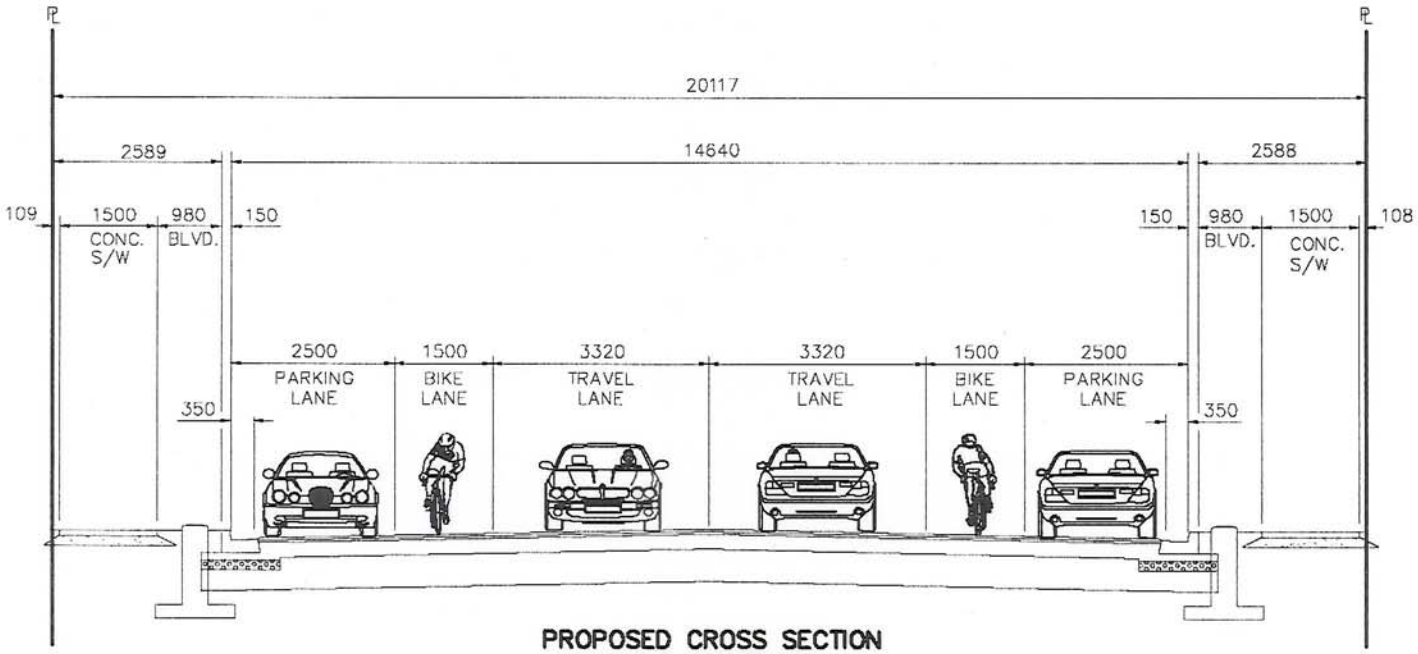
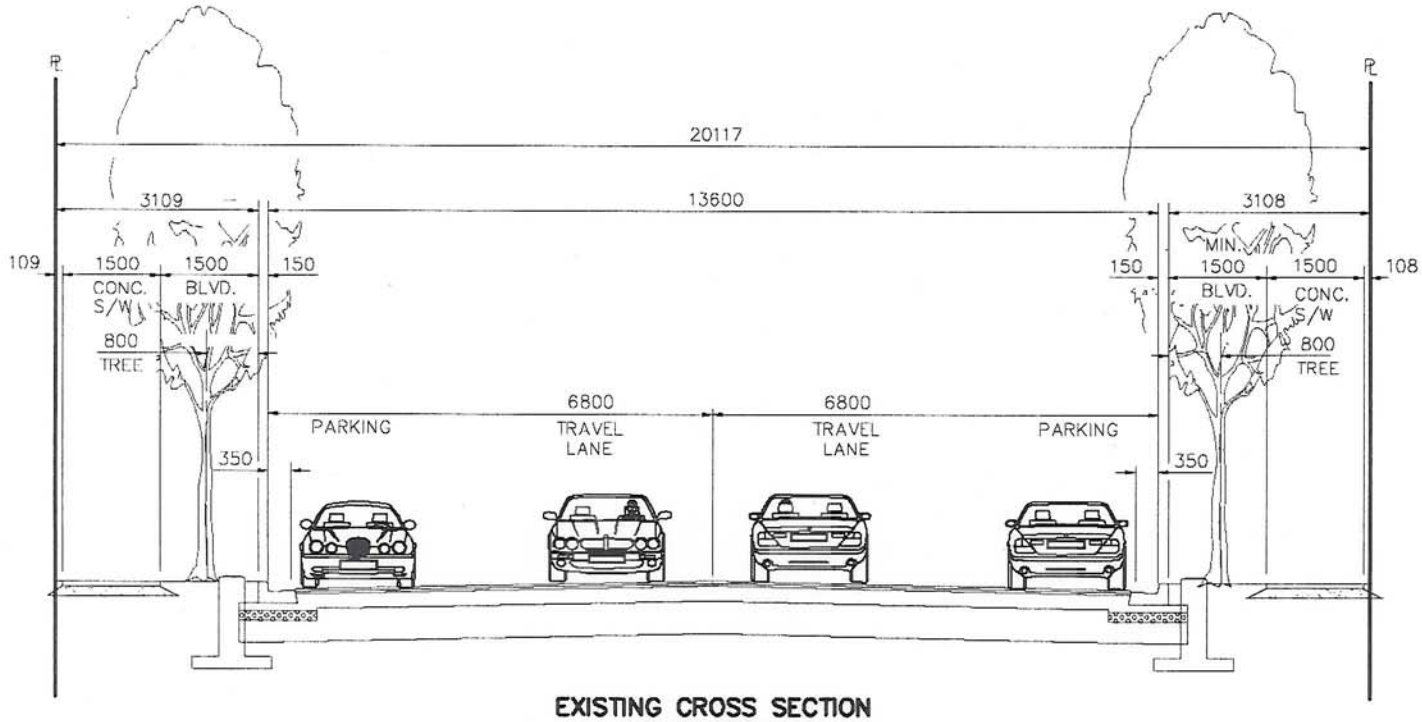


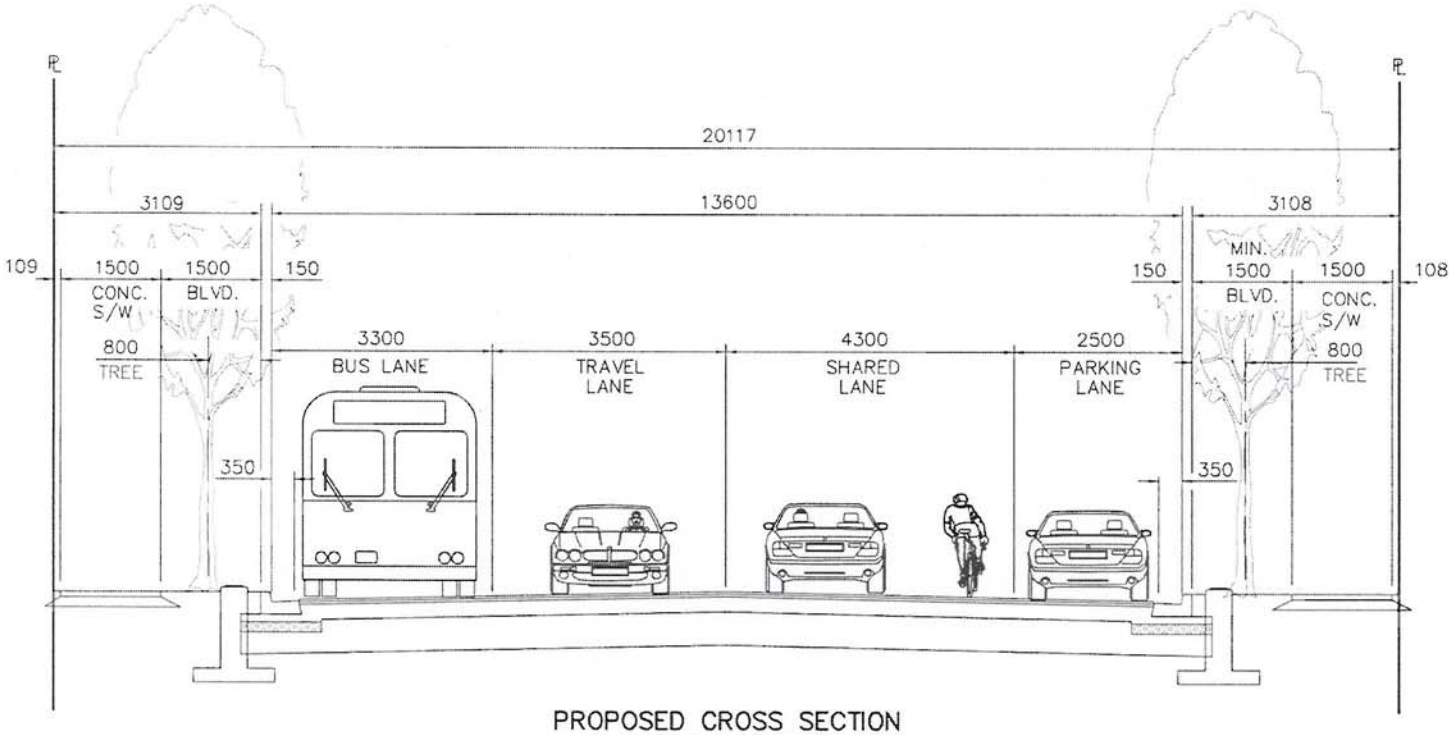
PROPOSED CROSS SECTION
BUSWELL STREET
(75m SOUTH OF SABA ROAD TO SABA ROAD)



PROPOSED CROSS SECTION
BUSWELL STREET
(GRANVILLE AVENUE TO 75m SOUTH OF SABA ROAD)



EXISTING CROSS SECTION
SABA ROAD
(BUSWELL STREET TO NO 3 ROAD)



PROPOSED CROSS SECTION
SABA ROAD
(BUSWELL STREET TO NO 3 ROAD)

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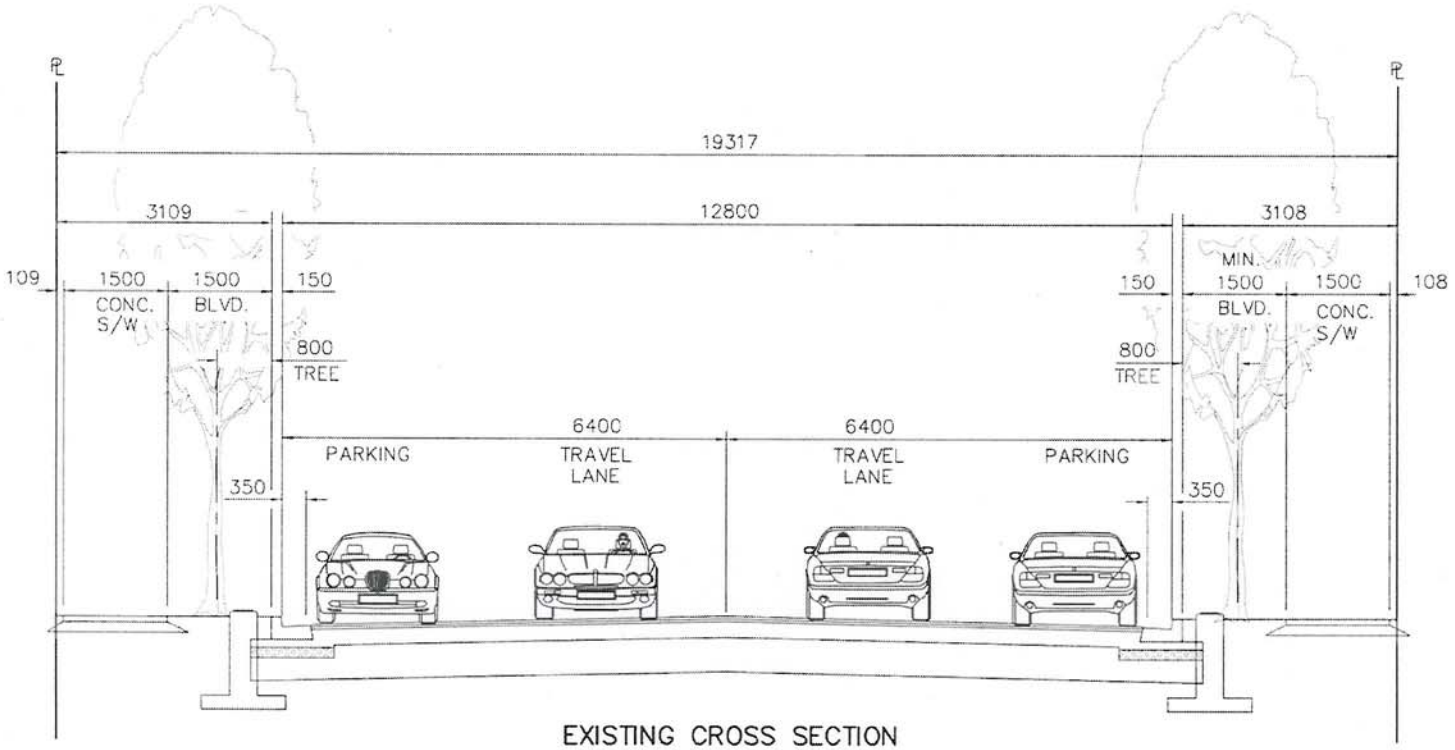
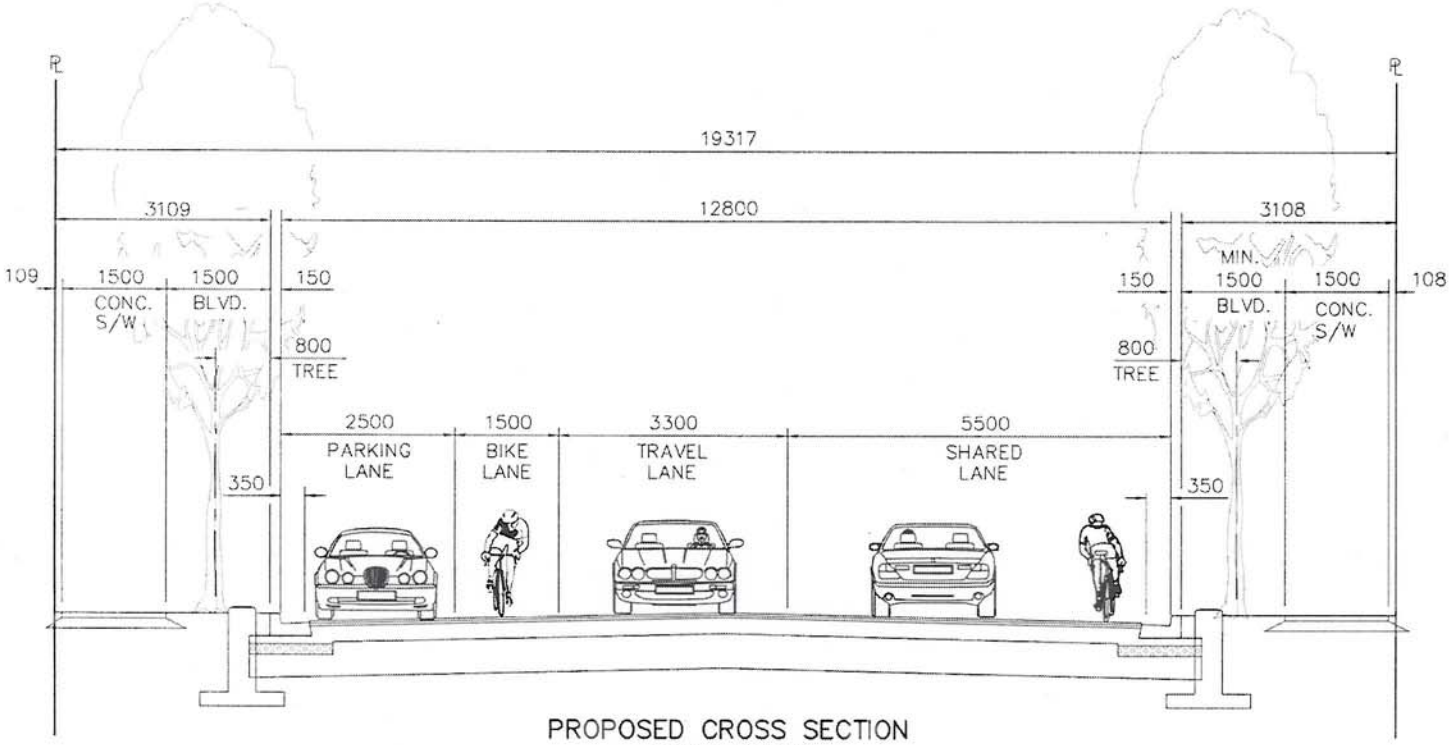


EXISTING CROSS SECTION
COOK ROAD
(BUSWELL STREET TO NO 3 ROAD)



PROPOSED CROSS SECTION
COOK ROAD
(BUSWELL STREET TO NO 3 ROAD)

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