



To: Parks, Recreation & Cultural Services Committee **Date:** January 11, 2012
From: Dave Semple **File:** 01-0154-04/2012-Vol 01
 General Manager, Parks and Recreation

**Re: TRANSLINK 2012 CAPITAL PROGRAM COST-SHARING SUBMISSION -
 ADDITIONAL PROJECT FOR THE BICYCLE INFRASTRUCTURE PROGRAM**


Staff Recommendation

1. That the submission of the Railway Avenue Corridor Greenway pedestrian and bicycle facility improvement for cost-sharing as part of the TransLink 2012 Bicycle Infrastructure Capital Cost-Sharing Program, as described in the report dated January 11, 2012 from the General Manager, Parks and Recreation , be endorsed.
2. That, should the above submission be successful, the Chief Administrative Officer and General Manager, Parks and Recreation be authorized to execute the funding agreements and the 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) be updated accordingly to reflect the external grant dependant on the timing of the budget process.



Dave Semple
 General Manager, Parks and Recreation
 604-233-3350

Att.1

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Law		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Budgets & Accounting		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Sustainability Unit		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Real Estate Services		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Transportation		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Engineering		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
REVIEWED BY TAG		YES		NO	
		<input checked="" type="checkbox"/>		<input type="checkbox"/>	
			REVIEWED BY CAO	YES	NO
				<input checked="" type="checkbox"/>	<input type="checkbox"/>

Staff Report

Origin

At the November 28, 2011 regular Council meeting, Council endorsed the submission of a number of proposed joint TransLink-City of Richmond road, bicycle and transit-related improvement projects for 2012. This report presents an additional project proposed to be submitted for funding contributions from TransLink's 2012 *Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program*.

Analysis

1. Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

The total funding for TransLink's 2012 BICCS Program was increased from \$3 million to \$6 million with the approval of TransLink's *2012 Supplemental Plan*. Funding available to municipalities under the 2012 BICCS Program currently remains at \$2.55 million (the same as 2011) as TransLink has not yet determined how the additional funding is to be distributed.

Within the BICCS Program, a portion of the funding is dedicated to each municipality via the BICCS Allocated Funding Program with the balance available on a competitive basis for projects of regional significance through the BICCS Regional Needs Program. Richmond's allocated funding for 2012 has been fully subscribed for the planned Parkside Neighbourhood Bike Route, as approved by Council at its November 28, 2011 meeting. Therefore, the planned Railway Avenue Corridor Greenway described below is proposed to be submitted by the City for cost-sharing under the 2012 BICCS Regional Needs Program. This project was not included in the initial round of cost-share applications to TransLink in late 2011 as the potential scope of work and preliminary cost estimate for construction had not yet been determined.

2. Railway Avenue Corridor Greenway: Granville Avenue-Garry Street

In 2010, the City purchased the Canadian Pacific Railway (CPR) corridor adjacent to Railway Avenue between Granville Avenue and Garry Street. The goal to develop a trail/greenway for pedestrians, cyclists and other wheeled users along the 3.7 kilometre corridor was established in the original 1979 *Trails Plan* and the subsequent *2010 Trails Strategy*. With this recent acquisition, the City can now fulfill the long-held vision of creating a major recreational, transportation and ecological north-south greenway that connects the South Arm of the Fraser to the Middle Arm Greenway, or Steveston to Terra Nova to City Centre (see **Attachment 1**).

Some of the key principles for developing the future greenway will include:

- referencing its major historic and present day transportation role;
- promoting and reinforcing the connections to the many neighbourhoods it crosses through;
- introducing nature and restoring ecological health;
- creating distinct points of interest; and
- respecting its strong linear character and view corridors.

Development of the corridor will be phased over time and there will be opportunities to work with multiple departments to fulfill a number of objectives such as eco-Plus+, rainwater

Development of the corridor will be phased over time and there will be opportunities to work with multiple departments to fulfill a number of objectives such as eco-Plus+, rainwater management, goals of the Parks Strategy Green Network, and expanding the City’s bike network with a superior off-street facility that can be used by both cyclists and other wheeled users such as in-line skaters, skateboarders and low-speed scooter operators. The design process for the Railway Corridor will begin in March 2012 with public open houses anticipated in April and May 2012.

At this time, the intent is to complete the connection between Garry Street and Granville Avenue with a basic trail. If additional funding becomes available from TransLink, then Phase 1 would include the planning, design and construction of a 4.0 m wide two-way multi-use pathway with an asphalt blend surface on the base of the existing railway bed along with connections to existing trails and bus stops on Railway Avenue. The long-term development of the greenway would be compatible with and build upon this fundamental building block. If external supplemental funding is not available or limited, the scope of work would be revised to reflect the funding available. The existing on-street bike lanes on Railway Ave between Granville Ave and Moncton Street would remain in place to serve commuter and other higher speed cyclists seeking a direct route designated for cyclists only.

In the interim, City crews have removed the invasive vegetation including smaller weed trees on the rail bed that resulted from CPR no longer maintaining the corridor. The purpose of this vegetation removal was two-fold: (1) to manage and prevent further spreading; and (2) enable staff to better understand the condition of the rail bed and surrounding land in order to develop short- and long-term plans. As part of the project, a survey of the land and rail bed was conducted in January-February 2012.

Financial Impact

The total proposed City cost for Phase 1 is \$350,000 sourced from Parks DCCs as shown in the table below, which was approved as part of the 2012 Capital Budget.

TransLink Funding Program	Project Name/Scope	City’s Portion & Funding Source	Approval Status in Capital Budget Process	Requested TransLink 2012 Grant ⁽¹⁾	Est. Total Project Cost
BICCS Regional Needs Program	Railway Ave Corridor Greenway: Granville Avenue-Garry Street	\$350,000 2011 Trails Program (\$100,000) 2012 Trails Program (\$200,000) 2012 Characterization Program (\$50,000)	2011 & 2012: Approved	\$350,000	\$700,000
TOTAL		\$350,000	Approved: \$350,000	\$350,000	\$700,000

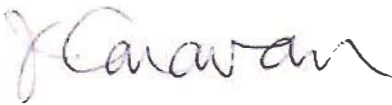
(1) The amount shown represent the maximum funding contribution to be requested. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

Should the submission be successful, the City would enter into a funding agreement with TransLink. The agreement is a standard form agreement provided by TransLink and includes an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Parks and Recreation be authorized to execute the agreement. The

2012 Capital Plan and the 5-Year Financial Plan (2012-2016) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process. The above estimates exclude significant contingencies and as such, the scope of the proposed works would be adjusted accordingly upon completion of tendering as the project is to be phased over several years.

Conclusion

This report seeks formal Council support for the submission of Phase 1 of the Railway Ave Corridor Greenway. Significant benefits for pedestrians, cyclists and transit users in terms of new infrastructure and safety improvements would be achieved should the project be approved by TransLink and Council.



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Railway Avenue Corridor Greenway



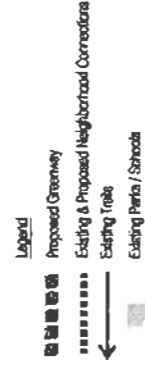
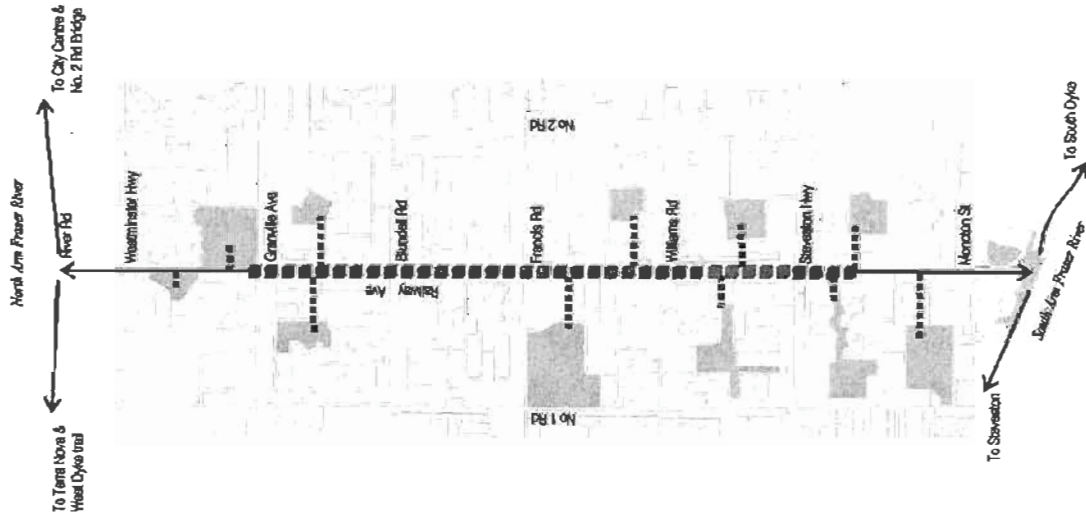
Location Map

Overall Goals :

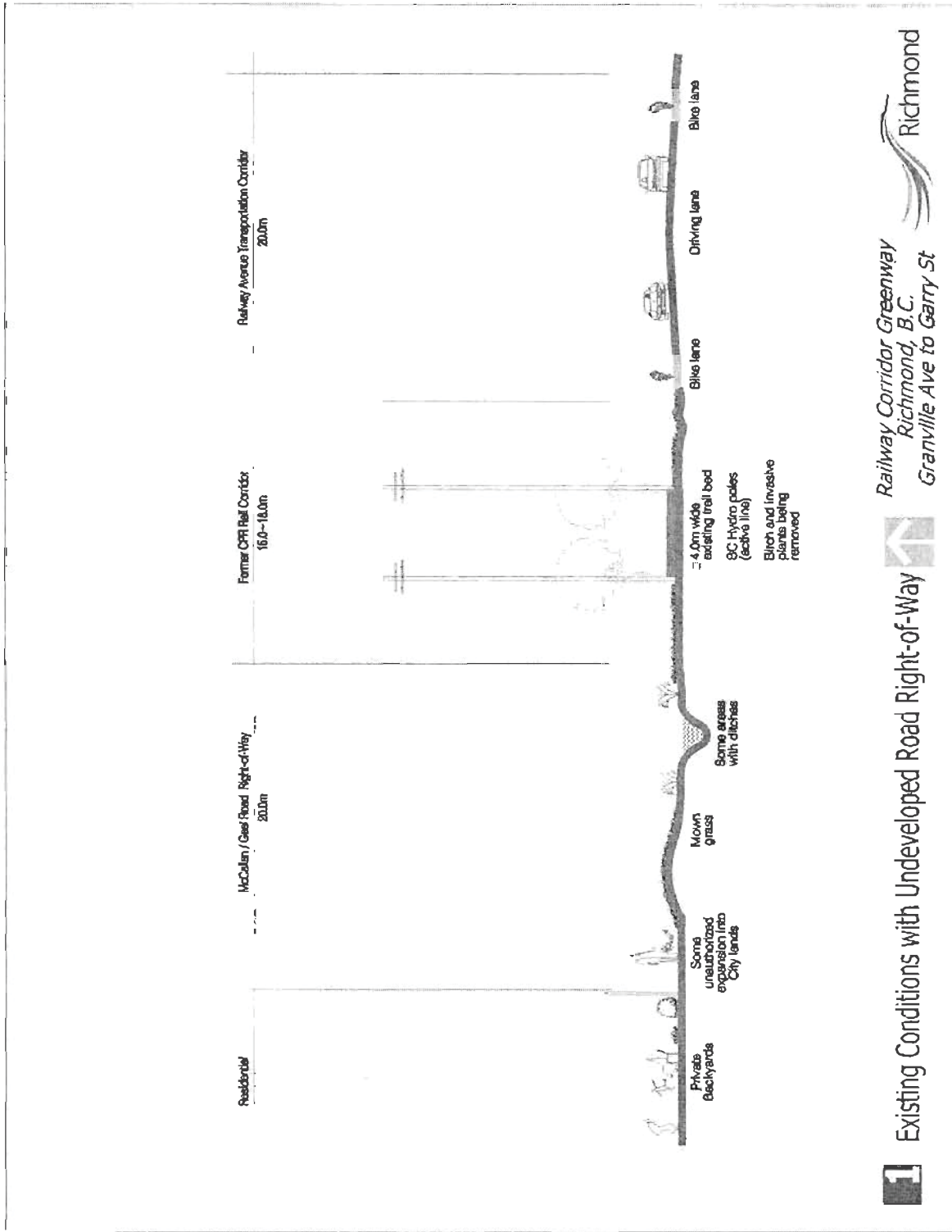
1. City-wide Connections: Connect the existing regional Middle Arm Dyke and Steveston/South Dyke Greenways with this new major north-south greenways. Complete a loop system that would include the regional West Dyke Trail.
2. Neighborhood Connections: Improve or build new connections and gateways into the adjacent neighborhoods and local school / parks.
3. Eco-Corridor Enhancements: Manage the invasive plants and create an eco-plus +landscapo.
4. Active Lifestyles and Alternative Modes of Transportation: Promote "leaving the car home"
5. Respect the Historic Tram Story: Through landmarks and site furnishings interpret the historic use of Railway corridor.

2012 Goal

Complete the connection to other major greenways in the City by constructing a basic 4.0metre wide trail utilizing the base of the existing rail bed.



Railway Avenue Corridor Greenway

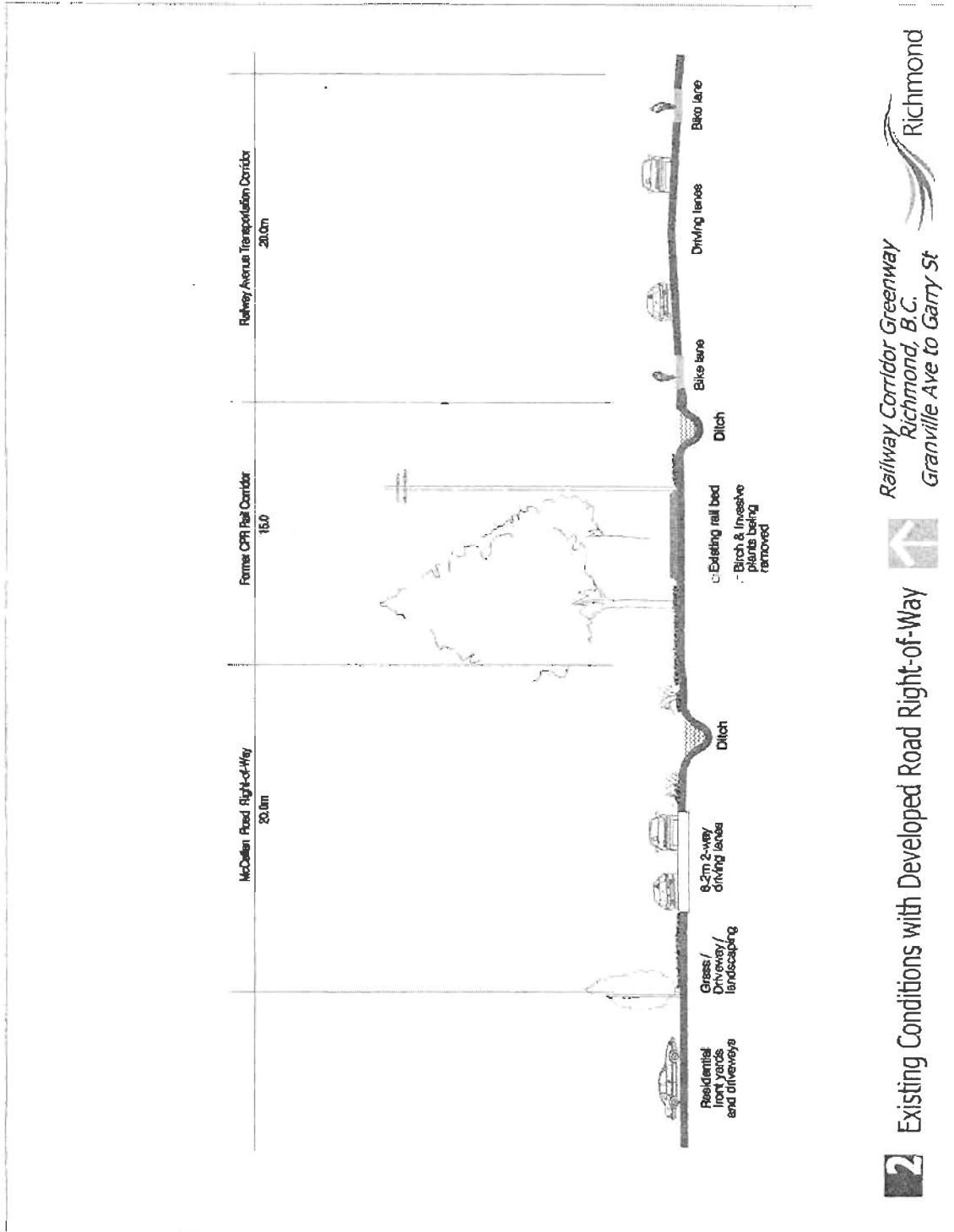


Railway Corridor Greenway
 Richmond, B.C.
 Granville Ave to Garry St



1 Existing Conditions with Undeveloped Road Right-of-Way

Railway Avenue Corridor Greenway



Railway Corridor Greenway
 Richmond, B.C.
 Granville Ave to Garry St



2 Existing Conditions with Developed Road Right-of-Way

