




City of Richmond

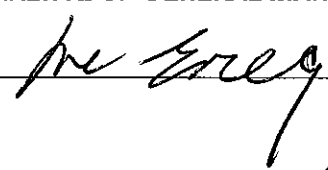


Report to Committee

To: Public Works and Transportation Committee **Date:** October 26, 2010
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2010-Vol 01
Re: **TRANSLINK 2011 CAPITAL PROGRAM COST-SHARING SUBMISSIONS -
MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE AND TRANSIT-
RELATED ROAD INFRASTRUCTURE**

Staff Recommendation

1. That the submission of:
 - (a) road and traffic signal improvement projects for cost-sharing as part of the TransLink 2011 Major Road Network (MRN) Minor Capital Program,
 - (b) bicycle facility improvements for cost-sharing as part of the TransLink 2011 Bicycle Infrastructure Capital Cost-Sharing Program, and
 - (c) transit facility improvements for cost-sharing as part of the TransLink 2011 Transit-Related Road Infrastructure Program,as described in the report, be endorsed.
2. That, should the above submissions be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements.
3. That the addition of the roadway sections as described in the report comprising the Crabapple Ridge Bikeway to the City's On-Street Bicycle Network Plan be endorsed.


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

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ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Engineering		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Parks Planning, Design & Construction ...		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Law		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Budgets & Accounting		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>

Staff Report

Origin

TransLink provides shared funding for improvements to road, bicycle and transit-related facilities through the following three capital cost-sharing programs:

- *Major Road Network (MRN) Minor Capital Program*: funding for capital improvements of approximately 2,100 lane-kilometres of major roads across the region that comprise the Major Road Network (MRN). MRN-designated roads provide access to important activity centres in the region and meet funding criteria related to trip length and traffic volumes of automobiles, transit vehicles and trucks.
- *Transit-Related Road Infrastructure Program (TRRIP)*: funding for roadway infrastructure facilities required for the delivery of transit (bus-based) services in the region.
- *Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program*: funding for the construction of bicycle routes and the removal of existing barriers to cyclists across the region.

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from these programs. This staff report presents the proposed submissions from the City to TransLink's 2011 capital cost-sharing programs.

Analysis

1. Major Road Network (MRN) Minor Capital Program

1.1 MRN Elements in Richmond

Richmond's share of the MRN consists of 130 lane-kilometres, which represents about 6% of the entire MRN in the region. Richmond's components of the MRN are shown in the table below.

Roadway	Between
No. 2 Road and Bridge	Russ Baker Way and Steveston Highway
Steveston Highway	No. 2 Road and Highway 99
Westminster Highway	No. 2 Road and Boundary Road*
Alderbridge Way	No. 3 Road and Shell Road
Bridgeport Road	Highway 99 and Knight Street
Knight Street Corridor	Westminster Highway and south end of the Knight Street Bridge
No. 3 Road	Sea Island Way and Westminster Highway
Gilbert Road	Westminster Highway and Dinsmore Bridge

* TransLink has approved the removal of Westminster Hwy between No. 6 Road and Nelson Road from Richmond's components of the MRN upon completion of the Nelson Road Interchange by March 31, 2011.

In 2010, Richmond fully assigned its allocation of \$1.86M towards four projects, which will be undertaken within the four year 2010-2013 period per MRN Minor Capital Program guidelines:

- Westminster Highway Widening (Nelson Road-McMillan Way) – Year 1;
- Steveston Highway Improvements (Highway 99-No. 5 Road);
- Gilbert Road-former CPR Corridor Intersection Improvements; and
- Upgrade of Pedestrian Signal Controller Cabinets.

TransLink funding available for the 2011 MRN Minor Capital Program is \$10 million, which per TransLink's *10-Year Transportation Plan* approved in November 2009 is 50% less than in past

years. The funding is allocated to municipalities based on criteria related to the percentage of MRN lane-kilometres in the municipality, and the municipal share of population, employment and regional travel growth over the 1999-2006 period. Based on these criteria, Richmond is eligible to receive up to \$924,750 in block funding in 2011.

1.2 Submissions to 2011 MRN Minor Capital Program

The City proposes to submit the following projects for consideration to be included in the 2011 MRN Minor Capital Program, all of which have been endorsed by Council in previous staff reports.

- (a) Westminster Highway Widening (Nelson Rd-McMillan Way): widening from two to four lanes including cycling facilities to match the existing cross-section between McMillan Way and the Highway 91 Interchange. The total City funding of \$1.29M represents the City's share of the total \$6.60M cost to widen Westminster Hwy in this section. The federal government is funding the majority (\$4.04M) of the total cost per the City's successful application to the Asia-Pacific Gateway Corridor Initiative for cost-share funding for the combined widening of Nelson Road (Blundell Road to Westminster Hwy) and Westminster Hwy (Nelson Road to McMillan Way). The widening of Nelson Road is not included in this application to TransLink as the roadway is not part of the MRN. The deadline for the completion of the two projects is March 2014.
- (b) Westminster Highway Pedestrian & Bicycle Improvements (Gilley Rd-Boundary Rd): widening of shoulders in several sections to create a shared bicycle and pedestrian path with extruded curb as well as upgrade of the existing crosswalk at Smith Crescent to a special crosswalk and installation of a new traffic signal at Boundary Road.
- (c) Installation of APS Devices at Special Crosswalks and Pedestrian Signals on MRN: installation of enhanced accessible pedestrian signal (APS) devices at seven special crosswalks and nine pedestrian signals located on the MRN.

2. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2011 TRRIP is \$1 million. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2011 TRRIP are:

- (a) Bus Stop Upgrades: retrofits to existing bus stops along various routes to make them universally accessible (i.e., provide a landing pad and/or connecting sidewalk for wheelchair users).

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

Total TransLink funding available to municipalities under the 2011 BICCS Program is \$2.55 million, of which \$1.7 million is dedicated to allocated funding (based on the municipality's proportion of population in the region) and \$850,000 is reserved for cost-sharing of major projects of regional priority. Richmond is eligible for \$140,600 in allocated funding for 2011 based on its proportion of the GVRD population (8.27%). The following projects are proposed to be submitted by the City for cost-sharing under the 2011 BICCS:

- (a) *Crabapple Ridge Bikeway*: while there are a number of bike routes along major arterial streets (e.g., bike lanes on Railway Ave and Granville Ave), staff are receiving a growing number of requests from residents for bike routes on local neighbourhood streets as these roads typically have lower traffic volumes and thus offer a more pleasant riding environment, especially for inexperienced riders. Accordingly, staff and the Richmond Community Cycling Committee have developed several potential routes across the city. The first of these to be pursued links Steveston Village with Terra Nova along local roads west of No. 1 Road (see **Attachment 1**) and is dubbed the Crabapple Ridge Bikeway in reference to the historic landscape in this area. The project would comprise the installation of wayfinding signage and pavement markings, repaving and widening of three existing off-street public pathways, adding new ramps where the pathways connect to the roadway, upgrade of the existing crosswalk on 2nd Avenue at Chatham St to a special crosswalk, and, if approved by local residents, the installation of speed humps on 2nd Avenue between Chatham St and Steveston Highway. Staff will undertake a public consultation process for the proposed bikeway, anticipated to occur in Spring 2011, and will report back on the results prior to any construction. To enable the pursuit of external cost-share funding, staff recommend that the proposed route be identified as part of the City's On-Street Cycling Network.
- (b) *No. 6 Road Widening (Wireless Way-Highway 91)*: a northbound off-street shoulder bike path will be included as part of the widening of this northbound section of No. 6 Road from one to two lanes. In addition, the existing sidewalk on the west side in this same section will be widened to provide a complementary southbound cycling facility that will be off-street. The requested amount is the balance of allocated funding remaining after accounting for the Crabapple Ridge Bikeway project described in 3(a). This application is Year 1 of a proposed 4-year TransLink funding process.

4. Requested Funding and Estimated Project Costs

The total requested funding for the above 2011 submissions to TransLink's capital cost-sharing programs is approximately \$1.09 million, as summarized in the table below, which will support projects with a total estimated cost of \$7.60 million.

TransLink Funding Program	Project Name/Description	City's Portion & Funding Source	Requested 2011 TransLink Contribution ⁽¹⁾	Estimated Total Project Cost
MRN Minor Capital Program	Westminster Hwy Widening (Nelson Rd to McMillan Way): Year 2	\$783,650 Roads DCC Program	\$783,650	\$6,600,000 ⁽²⁾
	Westminster Hwy Bicycle & Pedestrian Improvements (Gilley Rd-Boundary Rd)	\$77,500 2006 Miscellaneous Intersection Improvements (\$20,000) 2009 Miscellaneous Intersection Improvements (\$34,000) 2009 Neighbourhood Traffic Safety (\$23,500)	\$77,500	\$155,000
	Installation of APS Devices at Special Crosswalks & Pedestrian Signals on MRN	\$63,600 2008 Enhanced Traffic Signals	\$63,600	\$127,200
	Subtotal	\$924,750	\$924,750	\$6,882,200
TRRIP	Existing Bus Stop Upgrades	\$25,000 2011 Transit Infrastructure Program	\$25,000	\$50,000
	Subtotal	\$25,000	\$25,000	\$50,000

TransLink Funding Program	Project Name/Description	City's Portion & Funding Source	Requested 2011 TransLink Contribution ⁽¹⁾	Estimated Total Project Cost
BICCS Program	Crabapple Ridge Bikeway	\$122,500 2011 Cycling Network Expansion Program (\$63,830) 2011 Miscellaneous Cycling Safety Enhancements (\$25,000) 2011 Arterial Road Crosswalk Program (\$25,000) 2010 Neighbourhood Traffic Safety (\$8,670)	\$122,500	\$245,000
	No. 6 Road Widening (Wireless Way-Highway 91): Cycling Facilities - Year 1	\$18,100 Roads DCC Program	\$18,100	\$430,000 ⁽³⁾
	Subtotal	\$140,600	\$140,600	\$675,000
TOTAL		\$1,090,350	\$1,090,350	\$7,607,200

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The federal government is contributing \$4.04M towards this project as part of its Asia-Pacific Gateway Corridor Initiative.
- (3) The federal government is contributing \$190,000 towards this project as part of its Asia-Pacific Gateway Corridor Initiative.

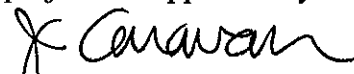
Should the submissions be successful, the projects would be undertaken within the four year 2011-2014 period per MRN Minor Capital Program guidelines and the City would be required to enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements.

Financial Impact

The City's portion for these proposed projects are sourced from either past years' Capital Programs, which have been previously approved by Council, or are included as part of the proposed 2011 Capital Program, which is subject to Council approval. Two of the projects (i.e., Westminster Highway Widening and No. 6 Road Widening) will also be receiving cost-share funding from the federal government as part of its Asia-Pacific Gateway Corridor Initiative.

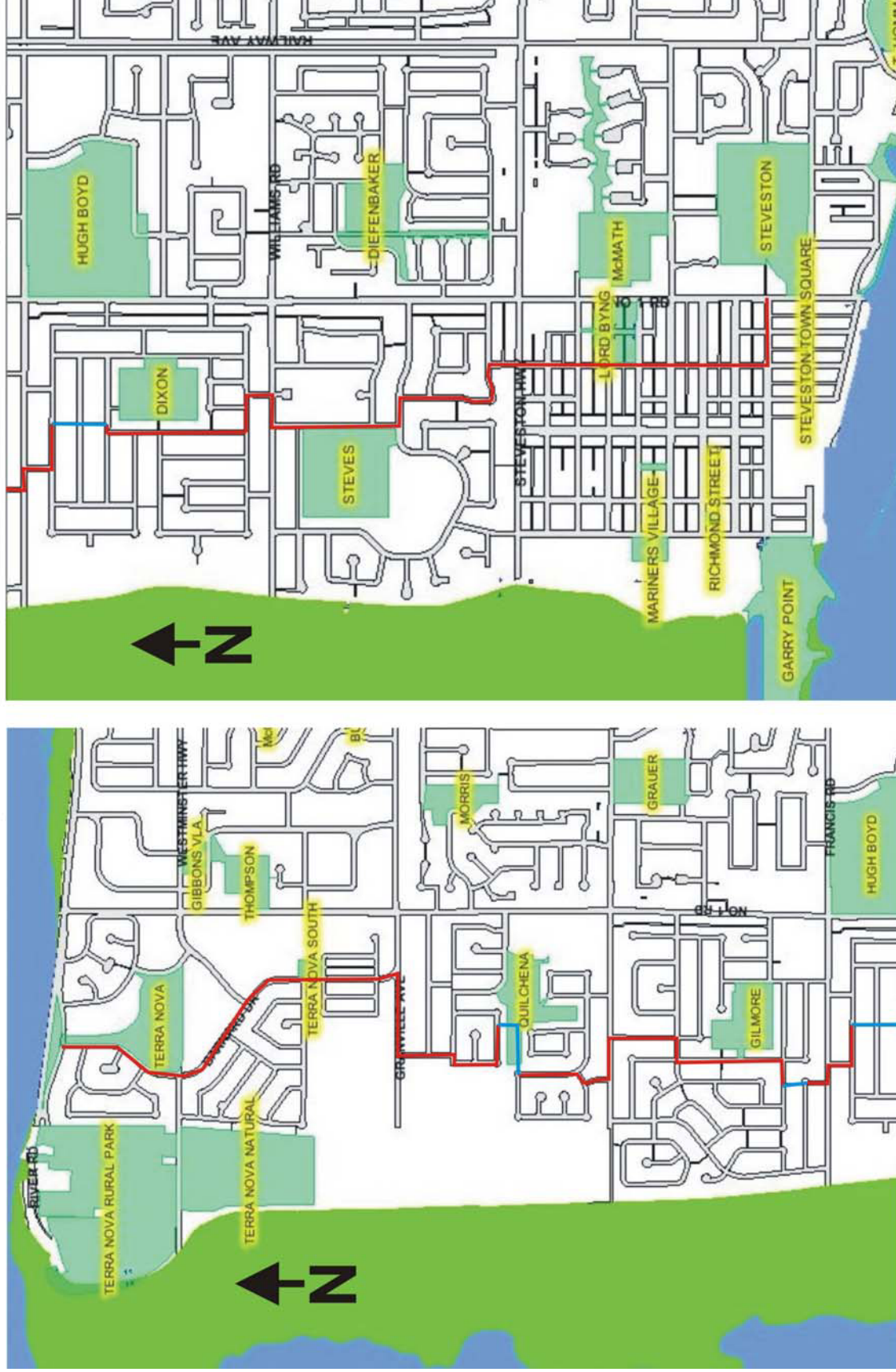
Conclusion

A number of road, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2011 to achieve a balanced investment on the City's multi-modal transportation system. This report seeks formal Council support for the submissions in order to secure Richmond's allocations of 2011 funding. Significant benefits for all road users (motorists, cyclists, transit users, pedestrians) in terms of increased capacity, new infrastructure and safety improvements would be achieved should these projects be approved by TransLink.



Joan Caravan
Transportation Planner
(604-276-4035)

Crabapple Ridge Bikeway: Proposed Routing



- Local Street
- Off-Street Pathway