



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 2, 2018


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

**File:** 01-0150-20-  
THIG1/2018-Vol 01

**Re:** Provincial 2018/2019 BikeBC Program Submission

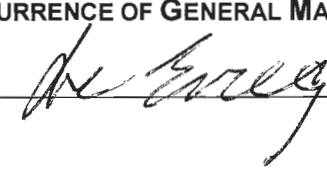
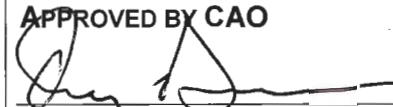
### Staff Recommendation

1. That the submission for cost-sharing to the Province's 2018/2019 BikeBC Program for the River Drive multi-use pathway, as described in the report, titled "Provincial 2018/2019 BikeBC Program Submission" dated January 2, 2018, 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; and
3. That the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.



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

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  CJ	<b>APPROVED BY CAO</b> 

## 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. This report presents the proposed submission from the City for consideration of cost-share funding under BikeBC program for the 2018/2019 funding cycle.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

5.2. *Strengthened strategic partnerships that help advance City priorities.*

### Analysis

#### Alderbridge Way Multi-Use Pathway (No. 4 Road-Shell Road)

There is an existing two-way multi-use pathway for pedestrians and cyclists on the north side of Alderbridge Way between Garden City Road and just west of No. 4 Road, which connects to the bike lanes on Garden City Road at its western terminus. This project would extend the multi-use pathway on the north side to the east from No. 4 Road to Shell Road, where no pedestrian or cycling facilities currently exist. At its eastern terminus the pathway would connect to the existing paved Shell Road Trail thereby significantly improving cycling connectivity in this area and enhancing access to/from the City Centre (Attachments 1 and 2).

The project would also enhance access to the separated bike and pedestrian paths currently being constructed around the perimeter of the Garden City Lands bounded by Alderbridge Way, No. 4 Road, Westminster Hwy, and Garden City Road.

The pathway would also serve the adjacent residential area to the north and enable walking access to existing transit service on No. 4 Road north of Alderbridge Way (405 and C96). The pathway would also facilitate pedestrian and cycling access to planned new bus stops on Alderbridge Way at May Drive (served by 301, 405 and C96) in response to customer requests and as identified in TransLink's *Southwest Area Transport Plan*.

In October 2017, Council approved the submission of the Alderbridge Way multi-use pathway to TransLink for consideration of cost-share funding as part of its 2018 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program. That application is seeking up to \$600,000 towards the project. The total cost of the project is currently estimated at \$1,200,000.

TransLink has not yet confirmed the funding the City may receive under the 2018 Program, which may be less than \$600,000. The project will proceed in 2018 only if the City is successful in securing at least \$600,000 combined external cost-share funding from either or both of the applications to TransLink and BikeBC; otherwise, the project will be deferred to 2019 for further consideration.

**Financial Impact**

Table 1 below summarizes the estimated project cost, the proposed internal funding sources and the requested external funding sources. Should the BikeBC submission be successful, the amount requested from TransLink would be reduced to \$300,000, as TransLink’s capital cost-share funding program requires the deduction of any senior government grant funding with the balance then cost-shared between the City and TransLink on a 50-50 basis. Under this scenario, the City’s cost would be reduced from \$600,000 to \$300,000.

In addition, if the BikeBC submission is 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 agreement.

Table 1: Project to be Submitted to 2018/2019 BikeBC Program

Project Name/Scope	Proposed City’s Portion & Funding Source for 2018 <sup>(1)</sup>	Proposed TransLink 2018 Funding <sup>(2)</sup>	Proposed BikeBC 2018/2019 Funding <sup>(3)</sup>	Estimated Total Project Cost
Alderbridge Way (No. 4 Road-Shell Road): new multi-use pathway on north side including pedestrian lighting	Roads DCC \$600,000 (With no BikeBC grant) \$300,000 (With full BikeBC grant)	\$600,000 (With no BikeBC grant) \$300,000 (With full BikeBC grant)	\$600,000	\$1,200,000

- (1) The City’s portion shown is based on available Roads DCC funding over the next five years and at least \$600,000 to be secured from combined current external cost-share applications. The City’s actual portion (i.e., balance of remaining estimated cost after external grants) will be determined upon confirmation of the approved amounts to be received from external agencies.
- (2) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City’s cost estimate for the project. If the BikeBC application is successful, the TransLink 2018 funding would be reduced to \$300,000.
- (3) The amount shown represents the maximum 50% 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.

**Conclusion**

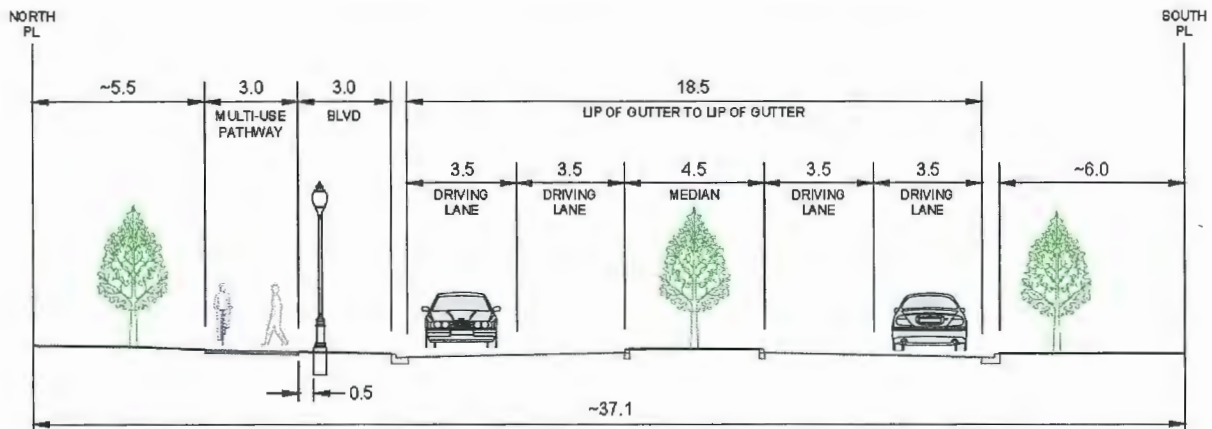
The pedestrian and bicycle facility improvement project proposed for submission to the provincial 2018/2019 BikeBC cost-sharing program would support the goals of the *Official Community Plan* to improve community mobility and reduce greenhouse gas emissions by encouraging more walking and cycling trips 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.

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 Transportation Planner  
 (604-276-4035)

- Att. 1: Proposed Alderbridge Way Multi-Use Pathway: Context Maps
- Att. 2: Proposed Alderbridge Way Multi-Use Pathway: Cross-Section and Photos



### Proposed Alderbridge Way Multi-Use Pathway



Conceptual Cross-Section



Before: North side (westbound) Alderbridge Way west of Shell Road



Before: North side (westbound) Alderbridge Way west of Shell Road