




# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** January 13, 2020  
**From:** Lloyd Bie, P.Eng.      **File:** 01-0150-20-  
 Director, Transportation      THIG1/2020-Vol 01  
**Re:** **Application to 2020/2021 BC Active Transportation Infrastructure Grants Program**

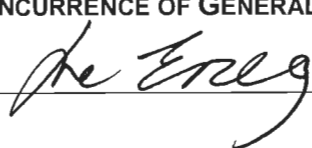

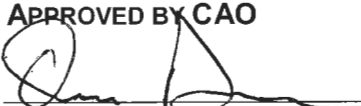
### Staff Recommendation

1. That the submission for cost-sharing to the 2020/2021 BC Active Transportation Infrastructure Grants Program for the Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) as described in the staff report titled “Application to 2020/2021 BC Active Transportation Infrastructure Grants Program” dated January 13, 2020, 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 on behalf of the City to execute the funding agreement; and
3. That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.



Lloyd Bie, P.Eng.  
 Director, Transportation  
 (604-276-4131)

Att. 1

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

## Staff Report

### Origin

The Province of BC's Active Transportation Infrastructure Grants Program (the Program) is a cost-share program between the Province and local governments to support the construction of new facilities to make it easier and safer for people to walk, ride or roll using active transportation modes. This report presents the proposed submission from the City for consideration of cost-share funding under the Program for the 2020/2021 funding cycle.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

*An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*

*4.2 Ensure infrastructure meets changing community needs, current trends and best practices.*

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

*Accountable, transparent, and responsible financial management that supports the needs of the community into the future.*

*5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

*6.3 Build on transportation and active mobility networks.*

### Analysis

#### Garden City Road (Lansdowne Road-Westminster Highway): Bike and Pedestrian Paths

Garden City Road between Lansdowne Road and Westminster Highway is an existing major street bike route. Currently, on the west side, two-way pedestrians and southbound cyclists share a narrow paved shoulder (approximately 1.3 m wide) with no protection from adjacent vehicle traffic in this section (Figure 1).

The Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) project to improve this section was approved as part of the 2019 Capital Budget at a total estimated cost of \$1,000,000. The City has secured up to \$500,000 in TransLink grant funding towards the estimated project cost.



Figure 1: Existing Condition on Southbound Garden City Road south of Lansdowne Road

The project will fill in the gap in cycling and pedestrian facilities with the provision of delineated pathways for pedestrians and southbound cyclists that are protected from vehicle traffic by a raised curb (Attachment 1). The project includes alignment of the pathways behind an existing bus stop, plus the provision of a combined bike box and two-stage left-turn queue box at Westminster Highway to facilitate a two-stage westbound to southbound left-turn for cyclists (i.e., for westbound cyclists on Westminster Highway seeking to turn left to southbound Garden City Road). Detailed design of the project is near completion and construction is anticipated to commence in Summer 2020.

Proposed Funding

Table 1 below summarizes the estimated project cost, the internal funding sources and the requested external funding sources. Should the Program application be successful, the City’s funding will be reduced from \$500,000 to \$250,000. Any surplus funding would be returned to the Roads Development Cost Charge and be available for use in future capital projects that will be considered by Council. The City would also 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 on behalf of the City.

Table 1: Funding for Application to 2020/2021 BC Active Transportation Infrastructure Grants Program

Project & Scope	City Portion & Funding Sources <sup>(1)</sup>	TransLink 2019 Funding	Proposed Province of BC 2020/21 Funding <sup>(2)</sup>	Est. Total Project Cost
Garden City Road (Lansdowne Road-Westminster Hwy): pedestrian and bike paths	2019 Roads DCC (Garden City Road Pedestrian and Cyclist Enhancements: Lansdowne Rd-Westminster Hwy) \$250,000	\$500,000	\$250,000	\$1,000,000

(1) 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 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.

**Financial Impact**

Should the Program application be successful, the City's cost would be reduced from \$500,000 to \$250,000.

**Conclusion**

The pedestrian and bicycle facility improvement project proposed for submission to the 2020/2021 BC Active Transportation Infrastructure Grants Program supports numerous goals of the City to improve community mobility, reduce greenhouse gas emissions and increase physical activity by encouraging more walking and cycling trips rather than driving. The potential receipt of external funding will enable the City to enhance and expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan  
Transportation Planner  
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JC:lce

Att. 1: Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway)

### Garden City Road Pedestrian and Cyclist Enhancements: (Lansdowne Road-Westminster Highway)



Context Map



Rendering of Proposed Project