



*TO POST JULY 18 2012*

To: Public Works and Transportation Committee

Date: June 20, 2012

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

File: 01-0150-20-  
THIG1/2012-Vol 01

Mike Redpath  
Senior Manager, Parks

Re: **PROVINCIAL 2012-2013 BIKEBC PROGRAM – SUBMISSIONS FOR COST-SHARING**

**Staff Recommendation**

1. That the submission for cost-sharing to the Province’s 2012-2013 *BikeBC Program* of the following two projects:

- the Railway Avenue Corridor Greenway; and
- Phase 1 of the Parkside Neighbourhood Bike Route,

as described in the report, be endorsed.

2. That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreements as outlined in the report dated June 20, 2012.

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

Mike Redpath  
Senior Manager, Parks  
(604-276-4942)

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets & Accounting.....	<input checked="" type="checkbox"/>		
Engineering .....	<input checked="" type="checkbox"/>		
Sustainability.....	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS: 

## 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. Within this program, the City is eligible to apply to the following two funding streams:

- *Provincial Cycling Investment Program* (PCIP): supports larger projects that complete key links in existing cycling networks; and
- *Cycling Infrastructure Partnership Program* (CIPP): supports smaller scale projects up to a maximum contribution of \$100,000 per municipality.

This report presents the proposed submissions from the City for consideration of cost-share funding under this program.

### Analysis

#### 1. Project Submission to Provincial Cycling Investment Program: Railway Avenue Corridor Greenway (Phase 1)

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;
- integration of Ecological Network principles including habitat protection and enhancement;
- creating distinct points of interest;
- respecting its strong linear character and view corridors; and
- promoting a healthy and active lifestyle.

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 the Ecological Network, Eco-Plus+, rainwater management, the Outcomes of the *Parks and Open Space Strategy*, 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 began in April 2012 with public open houses anticipated in Summer 2012.

Phase 1 will encompass the planning, design and construction of a 4.0 m wide two-way multi-use pathway end-to-end (from Granville Avenue to Garry Street) with a gravel surface on the base of the existing railway bed. Securing the full additional requested external funding would

enable an enhanced level of development 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.

Council has previously approved this project as part of the 2012 Capital Budget (February 13, 2012 regular Council meeting) as well as for submission to TransLink for consideration of cost-share funding as part of its 2012 *Bicycle Infrastructure Capital Cost-Share Program* (March 12, 2012 regular Council meeting).

## **2. Project Submission to Cycling Infrastructure Partnership Program: Parkside Neighbourhood Bike Route (Phase 1)**

Following the completion of the Crabapple Ridge neighbourhood bike route earlier this year, which uses local roads and off-street connecting pathways, the next proposed route connects the South Arm and McLennan areas and provides cycling connections to South Arm Park, Paulik Gardens Neighbourhood Park and Garden City Community Park (hence the route name) primarily along Ash Street (see **Attachment 2**). Phase 1 of the project (between Granville Avenue and Williams Road) would comprise the installation of wayfinding signage and pavement markings, repaving and widening of an existing off-street public pathway, adding new ramps where the pathway connects to the roadway, modification of the existing diagonal diverter at Ash Street and Dayton Avenue, and the upgrade of existing crosswalks on Ash Street at Francis Road and Blundell Road. No major modifications of the roadway (e.g., relocation of curbs) are required. Phase 2 (between Granville Avenue and Westminster Hwy) would be undertaken in 2013.

Council has previously approved this project as part of the 2012 Capital Budget (February 13, 2012 regular Council meeting) as well as for submission to TransLink for consideration of cost-share funding as part of its 2012 *Bicycle Infrastructure Capital Cost-Share Program* (November 28, 2011 regular Council meeting).

## **3. Requested External Funding and Estimated Project Costs**

As noted in Sections 1 and 2, both projects have also been submitted to TransLink for cost-share consideration. Based on discussions with TransLink staff, staff anticipate that both projects will receive some funding support from TransLink as shown in the last column of Table 1 below but the amounts have not yet been confirmed. Should the cost-share applications to the 2012-2013 *BikeBC Program* be successful and additional external funding become available, then for each project:

- *Railway Avenue Corridor Greenway* (Phase 1): the City's share of the funding would remain unchanged and the increased external funding would be utilized to improve the accessibility of the greenway through the provision of a smooth asphalt surface along the entire route as opposed to a rougher asphalt blend surface in some, or all, locations; and
- *Parkside Neighbourhood Bike Route* (Phase 1): the project components would remain unchanged and the City's share of the funding would be reduced proportionately.

Table 1 below summarizes the estimated project costs, the previously approved City funding as part of the 2012 Capital Budget and the requested external funding sources.

**Table 1: Projects to be Submitted to 2012-2013 BikeBC Cost-Share Program**

Proposed Project	Estimated Total Cost	Source of City Funds (As approved by Council)	Requested External Agency Funding <sup>(1)</sup>
Railway Avenue Corridor Greenway: Granville Avenue-Garry Street (Phase 1)	\$1,100,000	\$350,000 2011 Trails Program (\$100,000) 2012 Trails Program (\$200,000) 2012 Characterization Program (\$50,000)	\$200,000 (TransLink) \$550,000 (BikeBC)
Parkside Neighbourhood Bike Route (Phase 1)	\$267,000	\$133,500 <sup>(2)</sup> 2012 Cycling Network Expansion Program (\$63,830) 2012 Misc. Cycling Safety Enhancements (\$25,000) 2010 Cycling Network Expansion Program (\$17,170) 2012 Arterial Road Crosswalk Program (\$27,500)	\$133,500 (TransLink) \$100,000 (BikeBC)

- (1) The amounts shown represent the maximum funding contribution to be received from each external agency based on the City's cost estimate for the project. The actual amounts invoiced follows project completion and is based on incurred costs.
- (2) Should both cost-share applications be successful, the project scope would remain unchanged and the City's funding would be reduced proportionately.

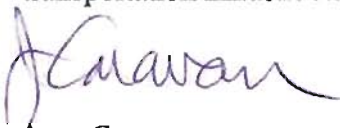
Should the submissions be successful, the City would enter into funding agreements with the Province. The agreements are standard form agreements provided by the Province and include an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. 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.

### Financial Impact

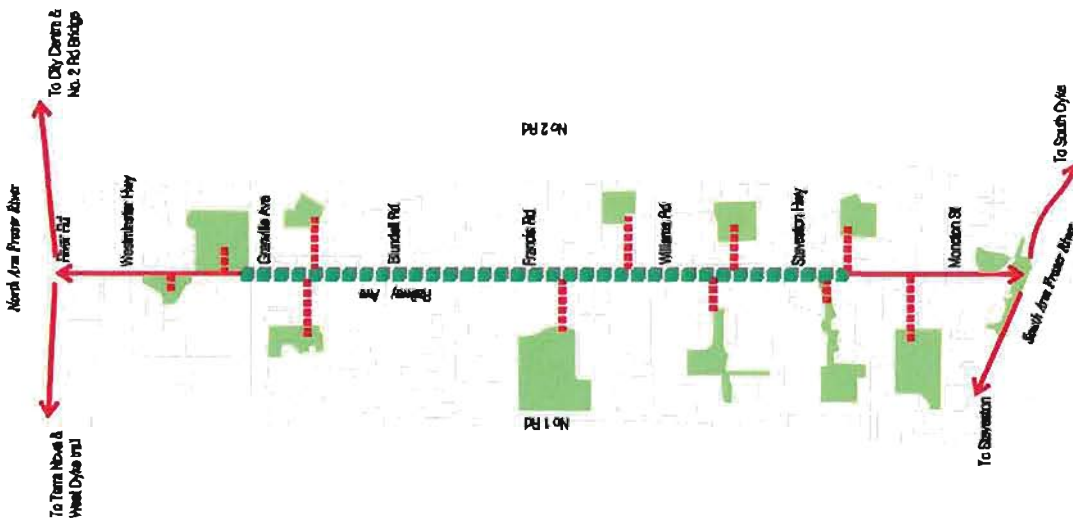
The funding sources for the City's portion of the costs of the projects have been previously approved by Council as outlined in Sections 1 and 2 of this report. Both projects have additional external grants pending approval from TransLink. The 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

### Conclusion

The implementation of both projects will support Council goals to improve community mobility and reduce greenhouse gas emissions by encouraging more 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.



Joan Caravan  
Transportation Planner  
(4035)



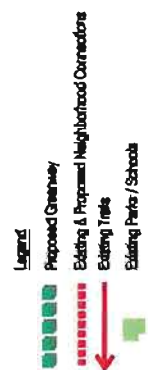
Location Map

**Overall Goals :**

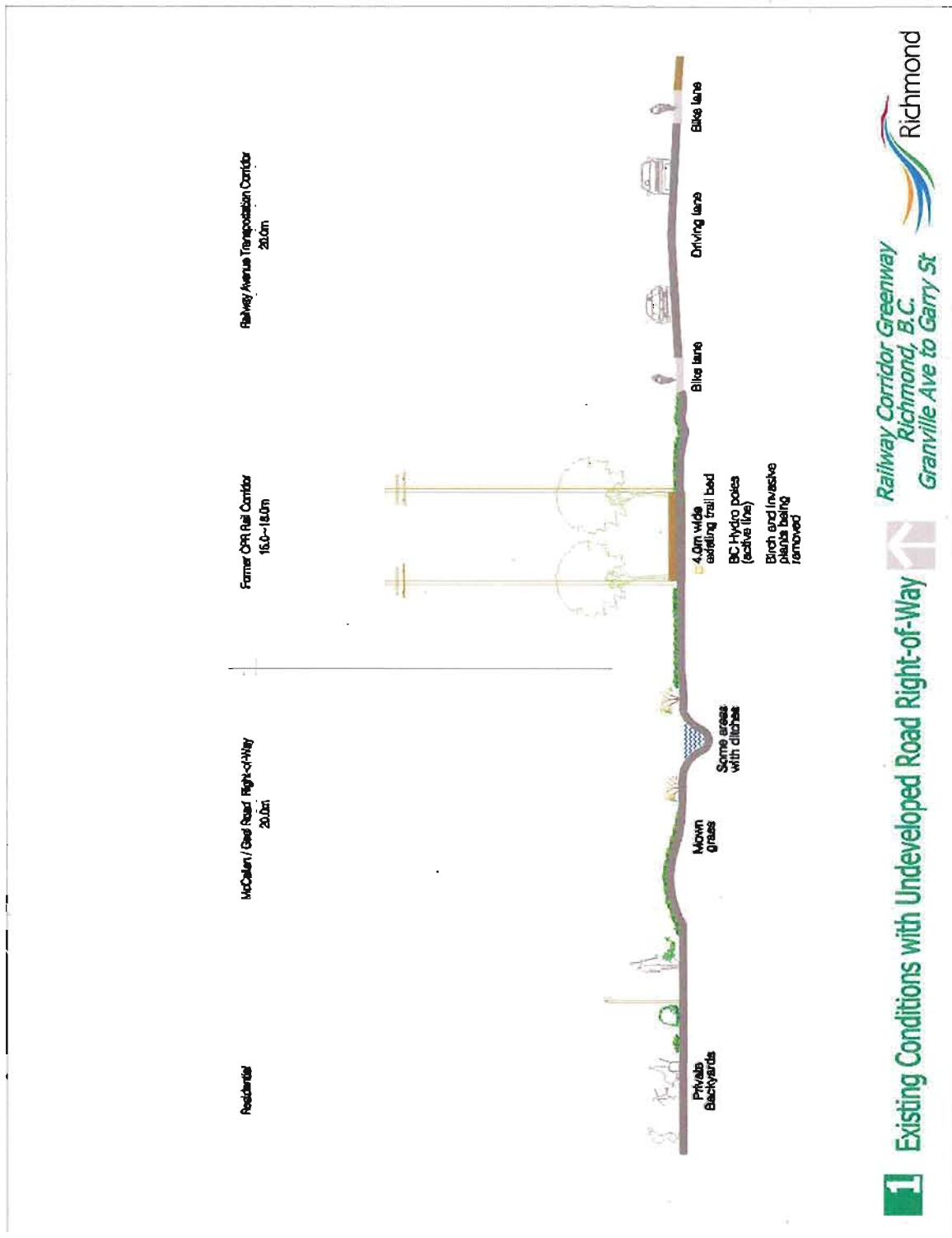
1. City-wide Connections: Connect the existing regional Middle Arm Dyke and Stoverson/South Dyke Greenways with this new major north-south greenways. Complete a loop system that would include the regional West Dyke Trail.
2. Neighborhood Connections: Improve or build new connections and gateways into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

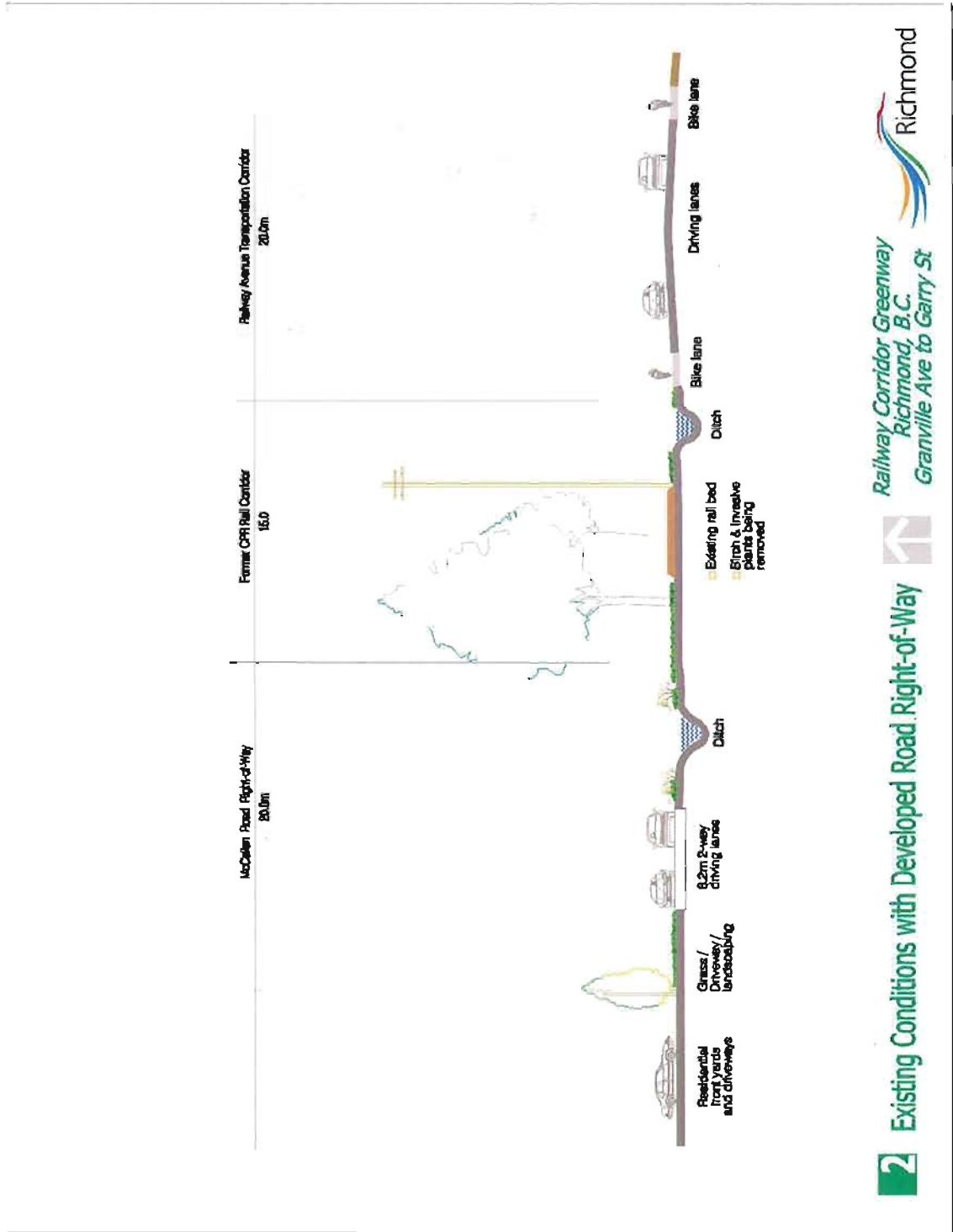
**2012 Goal**

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 Corridor Greenway**  
 Richmond, B.C.  
 Granville Ave to Garry St  
**CONTEXT MAP**



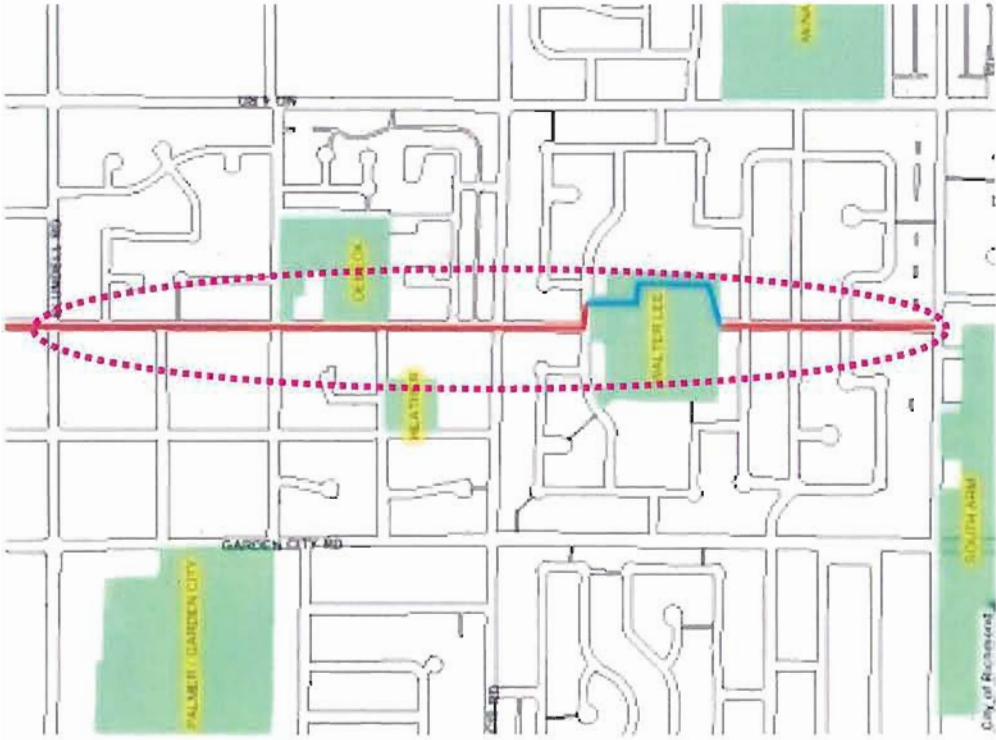
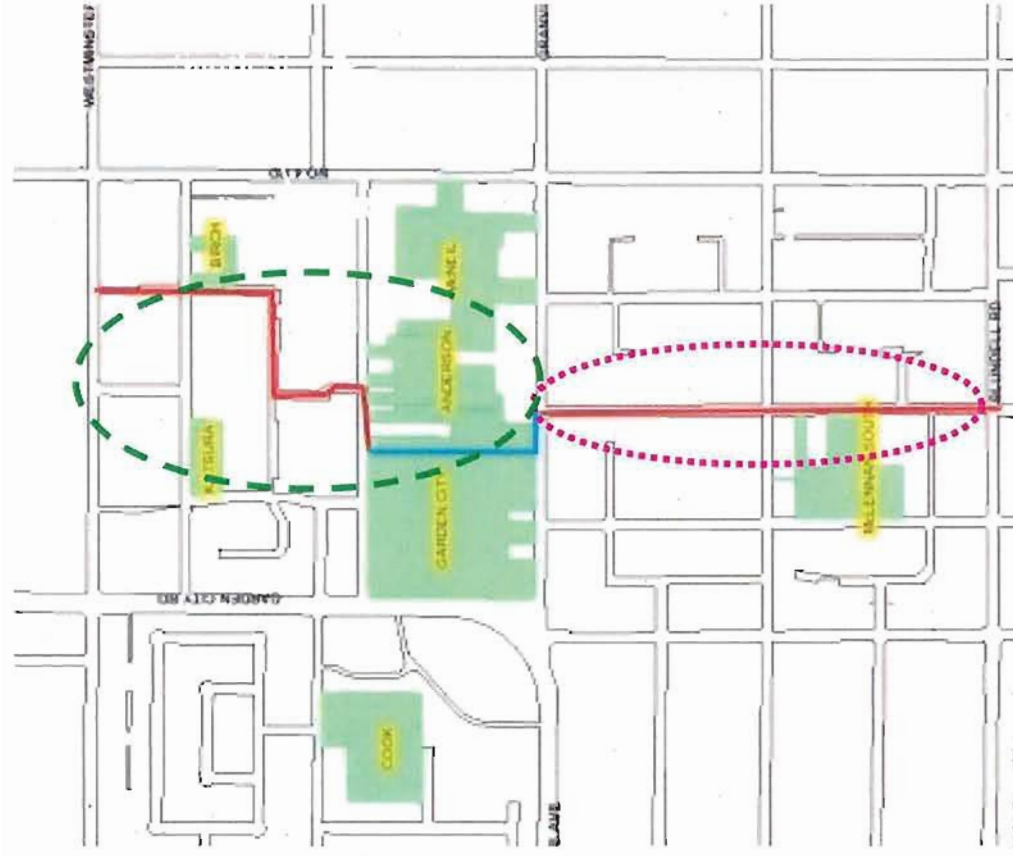


**2** Existing Conditions with Developed Road Right-of-Way

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



# Parkside Neighbourhood Bike Route: Proposed Routing



— Local Street

— Off-Street Pathway

Proposed Phase 1

Proposed Phase 2