

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 *Cycling Infrastructure Partnership Program (CIPP)*, which has a total funding envelope of \$500,000 for 2014 and is intended to support smaller scale projects up to a maximum contribution of \$100,000 per municipality. This report presents the proposed submission from the City for consideration of cost-share funding under this program.

Analysis

1. Crosstown Neighbourhood Bike Route: Multi-Use Pathway Upgrade

Building on the Crabapple Ridge and Parkside neighbourhood bike routes, both of which run north-south, the Crosstown bike route would be the first east-west neighbourhood bikeway that would be aligned between Blundell Road and Francis Road (see Attachment 1). Consistent with Section 3.5 Connected Neighbourhoods within the Official Community Plan (see Attachment 2), the route is part of the overall neighbourhood links network that connects to the Railway Greenway in the west and the Parkside bikeway in the east, and ultimately will provide walking, cycling and rolling access to several elementary and secondary schools, parks and neighbourhood shopping centres.

The overall project will include the upgrade of existing crossings at arterial roads complete with intersection improvements (e.g., wider sidewalks, ramps), repaving and widening of several existing off-street public pathways, adding new ramps where the pathways connect to roadways, and the installation of wayfinding signage and pavement markings. Given the contribution cap for the 2013-2014 CIPP of \$100,000, the City's proposed application is limited to the upgrade of an existing off-street pathway 370 m in length that connects Dorval Road and Lucas Road (see Attachment 3). The upgrade would widen (from 1.5 m to 3.0 m) and repave the pathway to safely accommodate two-way cycling, rolling and walking.

Council has previously approved the Crosstown Bikeway as part of the 2014 Capital Budget (at the December 9, 2013 regular Council meeting) as well as other components of the overall project for submission to TransLink for consideration of cost-share funding as part of its 2014 *Major Road Network & Bike Program* (at the October 28, 2013 regular Council meeting).

2. Requested External Funding and Estimated Project Costs

Table 1 below summarizes the estimated project cost, the previously approved City funding as part of the 2013 and 2014 Capital Budgets and the requested external funding source. Should the submission be 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 agreements. The 2014 Capital Plan and the 5-Year Financial Plan (2014-2018) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Should the submission not be successful, the project may still proceed provided that a complete drainage upgrade at an estimated cost of \$106,000 is not required, which will not be known until the detailed design phase in early 2014. Otherwise, the project would be deferred to 2015.

Table 1: Project to be Submitted to 2013-2014 CIPP

Proposed Project	Estimated Total Cost	Source of City Funds (As approved by Council)	Requested External Funding ⁽¹⁾
Crosstown Neighbourhood Bike Route: Pathway Upgrade	\$300,000	\$130,000 2013 Active Transportation Program \$70,000 2014 Active Transportation Program	\$100,000 2013-2014 CIPP

(1) The amount shown represents the maximum 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

The funding source 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. The 2014 Capital Plan and the 5-Year Financial Plan (2014-2018) 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 the project would provide a key east-west off-street pathway for active transportation users across the urban part of the city. It would also 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.

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Proposed Crosstown Neighbourhood Bikeway

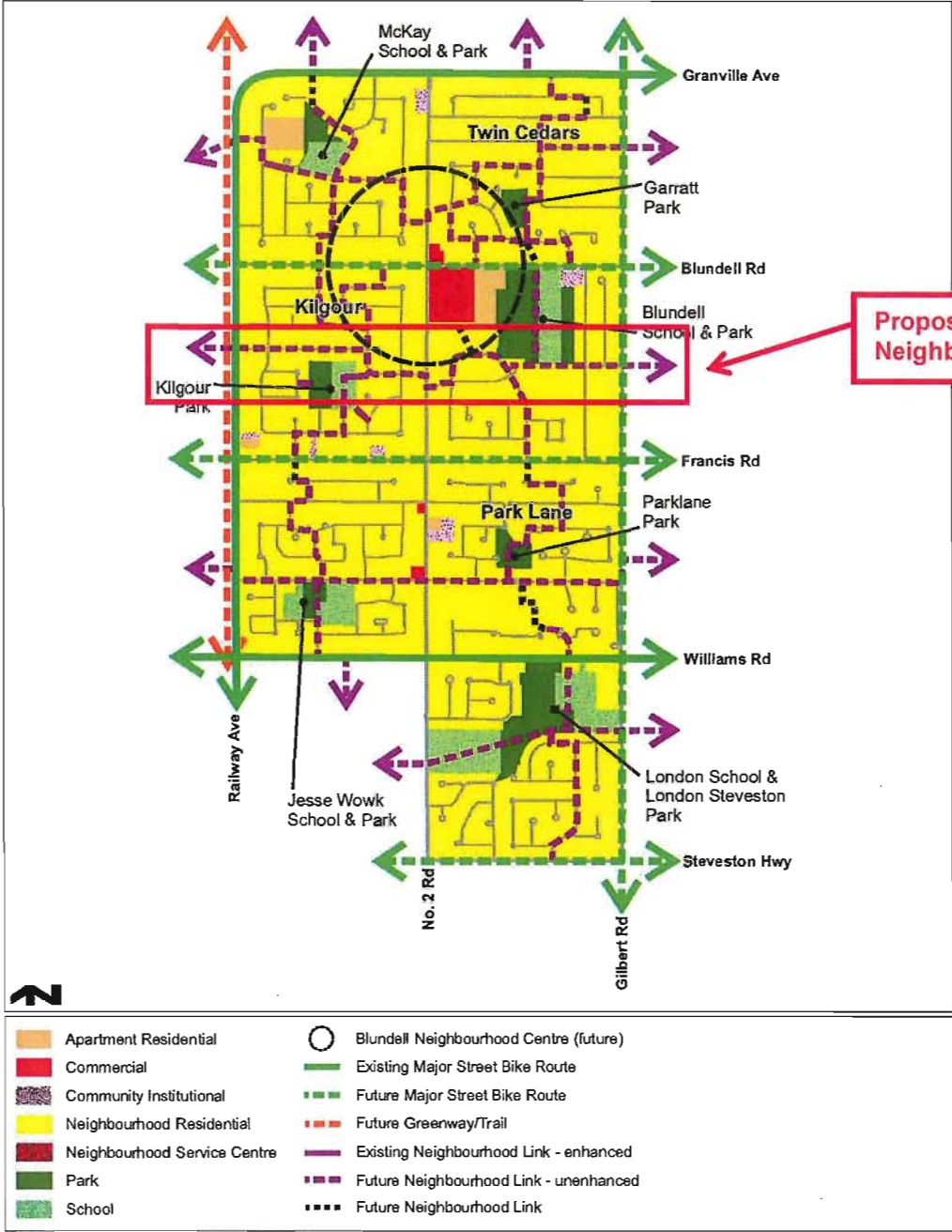


Official Community Plan
Section 3.5: Specific Richmond Neighbourhoods – Blundell

Connected Neighbourhoods With Special Places



5. Blundell



Scope of 2013-2014 CIPP Application

