



To: Public Works and Transportation Committee **Date:** April 1, 2021
From: Lloyd Bie, P.Eng.
Director, Transportation **File:** 01-0154-04/2021-Vol
01
Re: **TransLink 2021 Cost-Share Programs - Supplemental Application**

Staff Recommendation

That as described in the report titled “TransLink 2021 Cost-Share Programs – Supplemental Application” dated April 1, 2021 from the Director, Transportation:

- (a) the cycling-related project recommended for cost-sharing as part of the TransLink 2021 BICCS Recovery Program be endorsed;
- (b) should the above project receive final approval from TransLink, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the Consolidated 5 Year Financial Plan (2021-2025) be updated accordingly; and
- (c) staff be directed to implement the project approved by TransLink and report back as part of the City’s proposed applications to TransLink’s 2022 Cost-Share Programs.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)
Att. 1

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

Staff Report

Origin

In January 2021, Council endorsed the submission of several road, bicycle and transit-related improvement projects for funding consideration from TransLink's 2021 capital cost-share programs. In March 2021, TransLink announced a new municipal cost-share program for cycling infrastructure geared towards the rapid implementation of regional Major Bikeway Network corridors and Urban Centre bikeway networks for implementation between July and December 2021. This report seeks Council's endorsement of a project application and authorization to execute the anticipated funding agreement.

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

TransLink 2021 BICCS Recovery Program

The Bicycle Infrastructure Capital Cost-Share (BICCS) Recovery Program will fund new or significantly improved bicycle facilities that provide a high level of comfort for cyclists. Projects must be located within an Urban Centre or along TransLink's regional Major Bikeway Network (see Attachment 1 for Richmond's portion). Projects must be completed by December 2021. Given the compressed timeline, TransLink anticipates that projects will primarily be delivered using a "lighter, quicker, cheaper" approach to infrastructure and that these may be interim designs that could be upgraded in the future to achieve an ultimate design.

One application per municipality is permitted with funding allocated based on a competitive score up to a maximum award of \$1.0 million and up to 100% funding. The total funding available has not been finalized but is estimated to be \$1.5-\$3.0 million.

Upgrade of Existing Bike Lane Infrastructure to include Protection

Based on TransLink's criteria of project eligibility, completion deadline and evaluation metrics, staff have identified the addition of physical protection between an existing painted bike lane and

the adjacent vehicle lane as a feasible project. Such a project will support the following Official Community Plan policies that recognize the importance of protected cycling facilities on major streets to enhance the safety and comfort of cyclists:

selected arterial roads and collectors with higher traffic volumes and speeds have “major street bike routes” that comprise, either on-street bike lanes with physical separation from motor vehicles where possible, or off-street bikeways parallel to the roadway;

*continue to update the existing major street bike network to:
where feasible, upgrade key segments by providing a physical separation between cyclists and motorists;*

The upgrade of existing cycling facilities to include continuous and permanent protection is being implemented as part of the annual capital plan process (Table 1). Note that projects in Table 1 are sample of projects and do not represent the full list of bike lane improvement projects.

Table 1: Recently Completed and Planned Upgrades of Existing Bike Lanes to Provide Protection

Road	Year	Before	Form of Protection	Length
Westminster Hwy (south side): Gilley Road-Smith Cr	2014	Painted Shoulder	Extruded Curb	0.60 km
Westminster Hwy (south side): Nelson Road-McMillan Way	2015	Painted Shoulder	Concrete Barrier	1.65 km
Garden City Road (east side): Alderbridge Way-Alexandra Road (northbound)	2016	Painted Shoulder	One-Way Off-Street Bike Path with Barrier Curb	0.14 km
Westminster Hwy (south side): No. 8 Road-Nelson Road	2018	Painted Shoulder	Concrete Barrier	0.80 km
No. 3 Road: various locations • west side Alderbridge Way-Lansdowne Rd • both sides Sea Island Way-Capstan Way • west side at Richmond Centre frontage	Planned: 2021+	Rollover Curb	One-Way Off-Street Bike Path with Barrier Curb	0.37 km 0.25 km 0.47 km
Garden City Road (west side): Lansdowne Road-Westminster Hwy	Planned: 2021	Painted Shoulder	Extruded Curb	0.40 km
Westminster Hwy (south side): No. 6 Road-No. 7 Road	Planned: 2021	Gravel Shoulder	Extruded Curb and Wooden Bollards	1.50 km

Granville Avenue (Garden City Road-Railway Avenue)

For the TransLink program application, staff propose the installation of delineators along both sides of Granville Avenue between Garden City Road and Railway Avenue (approximate length of 3.4 km in each direction). The Granville Avenue cycling corridor meets TransLink’s location criteria (i.e., is partially within the City Centre and is part of TransLink’s Major Bikeway Network) and was also chosen for the following additional reasons:

- Key east-west bike route that connects the Railway Greenway with the City Centre, as well as two main north-south bike routes – Railway Avenue and Garden City Road.
- Observed history of motorists illegally parking in the bike lanes.
- Relatively wide vehicle lanes where road dieting can be implemented to narrow the vehicle lane adjacent to the bike lane to discourage speeding as well as create a buffer zone (0.5m wide) that can safely accommodate a protective device between the bike and vehicle lanes.

- Relatively fewer driveways, particularly on the north side, that enables greater continuity of the protection.

Preliminary discussion with TransLink has confirmed that the project is eligible. The form of protection will comprise plastic delineators similar to those used for the protected bike lanes on River Parkway as these devices:

- Can be easily sourced and installed to fulfil TransLink’s program completion requirements.
- Are an industry recommended measure to deter motorists from encroaching into a bike lane.
- Allow provision of an extensive length of protection (3.4 km in each direction) that maximizes funding availability.
- Enable ease of a future upgrade to an ultimate design.

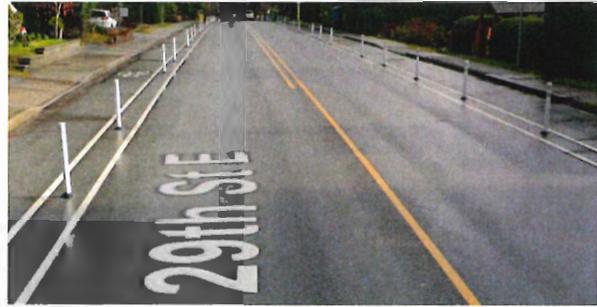


Figure 1: Example of Buffered Bike Lane with Delineator Posts (29th St E, North Vancouver)

The delineators will be centred in a painted buffer zone that will be established by adding another lane line parallel to the existing bike lane line, thereby slightly narrowing the adjacent travel lane (Figure 1). Gaps will remain at driveways and bus stops.

Full width road maintenance on Granville Avenue between Minoru Blvd and Railway Avenue is planned over the next three years starting in 2022; the delineators and line markings will be removed and reinstated as part of this work.

Requested Funding and Estimated Project Cost

The requested City funding for the application to TransLink’s 2021 BICCS Recovery cost-share program is \$100,000, which will support the project estimated cost of \$400,000 (Table 2). While a municipality can apply for up to 100% TransLink funding, the City’s proposed provision of 25% of the costs will increase the project’s competitive score and improve the chances of receiving the full requested funding. Historically, TransLink’s competitive-based cost-share programs have been significantly oversubscribed and based on municipal interest expressed to date, staff believe this new program will be similarly oversubscribed.

Table 2: Estimated Project Cost and Funding Sources

Project	TransLink Funding ⁽¹⁾	Estimated City Funding & Source	Estimated Project Cost
Granville Avenue (Garden City Road-Railway Avenue): Delineator Protection	\$300,000	\$100,000 (2020 Active Transportation Improvement Program)	\$400,000

(1) The amount shown represents 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.

Should the submission be successful, the City would enter into a funding agreement with TransLink. The agreement is a standard form agreement provided by TransLink and includes 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

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agreement and the Consolidated 5 Year Financial Plan (2021-2025) be updated accordingly. Should TransLink not provide full funding, the project scope will be reduced to meet the available funding.

Financial Impact

The City's proposed total funding share of \$100,000 can be accommodated within the approved 2020 Active Transportation Improvement Program.

Conclusion

The bike route improvement project proposed for submission to TransLink's BICCS Recovery cost-share program for 2021 will support the goals of a number of City plans and strategies including the Official Community Plan, the Community Energy and Emissions Plan and the Community Wellness Strategy. This report highlights the project to be submitted to TransLink's BICCS Recovery Program and does not represent the full suite of bike lane improvement projects that the City is pursuing.

In addition to maximizing external funding in implementing local cycling improvements, significant benefits for those using sustainable travel modes in terms of upgraded infrastructure that provides safety enhancements will also be achieved should the project be approved by TransLink and Council.



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Att. 1: TransLink Major Bikeway Network: Richmond Section

TransLink Major Bikeway Network: Richmond Section

