



## ADMINISTRATIVE REPORT

Report Date: March 23, 2016  
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Meeting Date: April 6, 2016

TO: Standing Committee on Policy and Strategic Priorities

FROM: Director of Finance in consultation with General Manager of Engineering Services

SUBJECT: Funding Applications for Active Transportation Projects

### **RECOMMENDATION**

- A. THAT Council approve grant applications to the Bike BC Program for each of the following active transportation projects:
- the bikeway improvement components of the Southwest Marine Drive Streets Rehabilitation Project; and
  - the cycling components of the Burrard Bridge Renewal and Transportation Improvement Project.
- B. THAT Council approve an application to the Federation of Canadian Municipalities' Green Municipal Fund for a loan of up to \$10 million and a grant of up to \$1.5 million toward the Burrard Bridge Renewal and Transportation Improvement Project.

### **REPORT SUMMARY**

The successful implementation of the City's 2015-2018 Capital Plan requires senior government and partnership funding. This report seeks Council approval for the following:

- grant applications to the Bike BC Program for two active transportation projects; and
- an application to FCM's Green Municipal Fund for a combined loan and grant of up to \$11.5 million toward the Burrard Bridge Renewal and Transportation Improvement Project. As the combined FCM loan and grant would be in place of the City's external debenture borrowing, the City's capital financing cost will be reduced.

Receiving GMF funding would also give national recognition to the Burrard Bridge Renewal and Transportation Improvement Project.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Federal and Provincial funding programs typically require a resolution of Council as part of the application package.

### ***CITY MANAGER'S/GENERAL MANAGER'S COMMENTS***

The Director of Finance recommends approval of the foregoing.

### ***REPORT***

#### ***Background/Context***

##### [Bike BC](#)

The Bike BC Program is an ongoing funding program managed by Provincial Ministry of Transportation and Infrastructure. This cost-sharing program assists local governments in developing cycling infrastructure. In 2015 the City received \$175,000 of funding towards improvements to the Adanac Bikeway including bicycle-actuated signals. At the time of this report, the project is over 90% complete.

A total of \$6 million of grants are available for the 2016-17 fiscal year for all of British Columbia. The maximum contribution is 50% of a project's eligible costs net of third party contributions. The deadline for submitting an application is April 8, 2016 with results expected to be announced end of Summer 2016.

##### [FCM's Green Municipal Fund](#)

FCM's Green Municipal Fund currently provides low-interest loans, usually in combination with grants, to implement capital projects that demonstrate innovative solutions or approaches to municipal environmental issues and that generate lessons and models for municipalities of all sizes across Canada. Funding is available for active transportation infrastructure near walking and cycling networks that promote accessibility and safety to reduce energy consumption through modal shift. The City submitted an initial review of the Burrard Bridge Renewal and Transportation Improvement Project last month and has been invited to complete an application by April 15, 2016, that will be considered in a competitive process for approval in September 2016.

#### ***Strategic Analysis***

The Active Transportation program is an important component of the City's 2015-2018 Capital Plan, with a total of \$26 million of investments contemplated over the four-year Plan. In December 2015, staff presented an [Active Transportation Update](#) to Council including a detailed 2016 Active Transportation Look Ahead, with information on major active transportation corridor projects anticipated for implementation in 2016-17 and an updated 5-Year Cycling Network Additions and Upgrades map, identifying major cycling network projects anticipated for 2016-2020.

With respect to the Bike BC Program, the City can only apply for Active Transportation projects that are ready for construction and that can be completed within one year of funding approval. The City can apply for additional projects in 2017 and beyond, including future bike components of the Burrard Bridge Renewal and Transportation Improvement Project.

For this year, staff recommend that the City submits two grant applications to Bike BC for the following projects that are ready for implementation:

- Bikeway improvements along Southwest Marine Drive from Granville to Camosun as part of the streets rehabilitation project; and
- Cycling components of the Burrard Bridge Renewal and Transportation Improvement Project

In addition, staff recommend that the City apply to FCM's Green Municipal Fund for a combined loan and grant for the Burrard Bridge Renewal and Transportation Improvement Project. As the combined loan and grant would be in place of the City's debenture borrowing, the City's capital financing cost will be reduced.

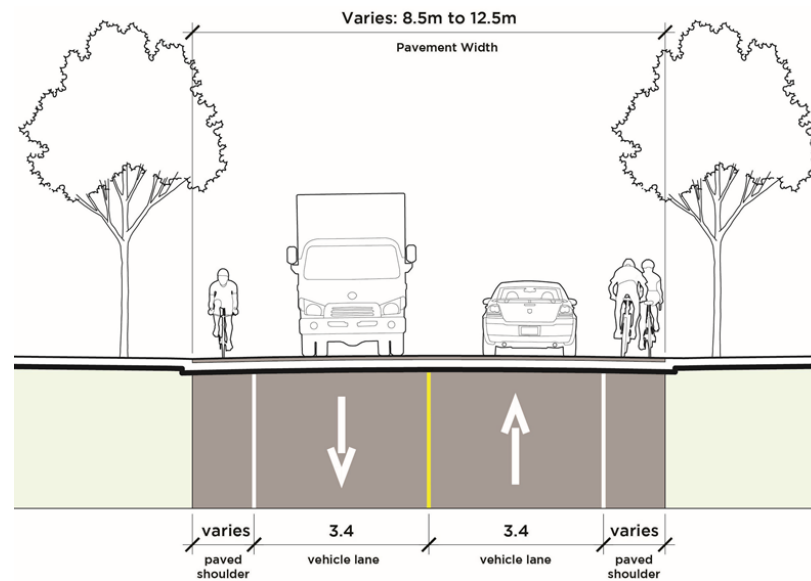
### **Southwest Marine Drive Bikeway Improvement**

The Southwest Marine Drive corridor is a designated bike route (since 1997) that provides an important connection between UBC/UEL and Marpole, and is also a popular road cyclist training route with approximately 300 people cycling daily mid-week and approximately 450 cyclists on weekends (12-hour summer period).

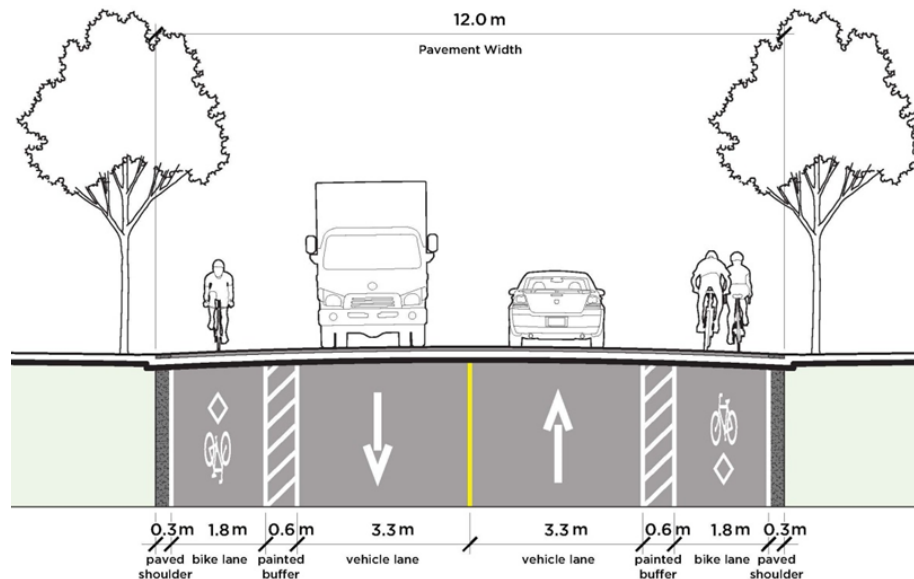
Planned road rehabilitation to upgrade Southwest Marine Drive provides an opportunity to upgrade the bikeway as well as other transportation and utility services along the corridor.

Overall, current paving and cycling conditions on Southwest Marine Drive do not meet guidelines for minimum bike lane widths and have inconsistent conditions for people cycling and driving. The bikeway improvements would enhance existing conditions by providing a consistent and safer on-street bike lane with a painted buffer.

**Figure 1: Existing Road Conditions - Southwest Marine Drive**



**Figure 2: Proposed Road Design - Southwest Marine Drive**



The proposed width for Southwest Marine Drive represents the greatest widening possible for increased safety and comfort while minimizing impacts. Any widening beyond the proposed bikeway improvements would have significant impacts on costs, trees, and utility relocations as well as introduce substantial delays to project implementation.

The Bike BC grant could provide a significant contribution up to 50% of the estimated \$3.1 million cost of the bikeway improvements along Southwest Marine Drive which include:

- \$2.4 million for roadway widening / bike lane improvements
- \$0.5 million for a new traffic signal at West 49th Ave
- \$0.2 million for incremental measures such as green paint and/or concrete separators

## Burrard Bridge Renewal and Transportation Improvement Project

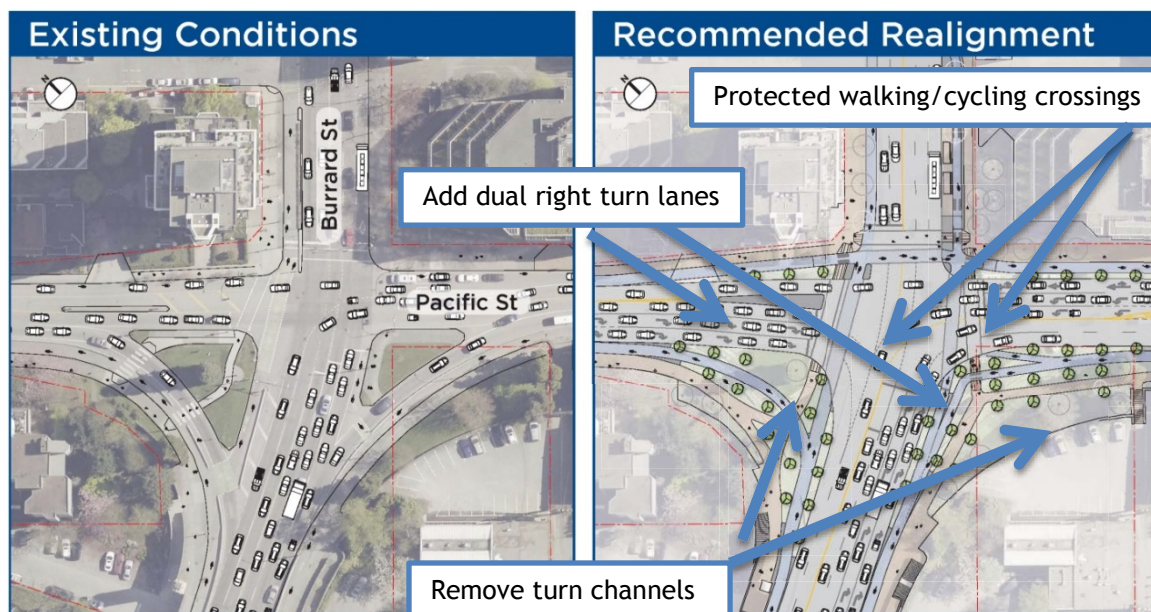
The Burrard Bridge is one of the busiest active transportation corridors in the city, with 10,000 walking and cycling trips on a busy summer day. It also carries approximately 55,000 motor vehicles, 13,000 transit passengers, and 500 trucks on a typical day. Opened in 1932, the bridge is one of the City's most important heritage structures significant for its Art Deco design and sculptural embellishments.

As part of ongoing maintenance of the Burrard Bridge, the rehabilitation work provides an opportunity to coordinate safety improvements both at the north end of the bridge and on the bridge, reinstate walking on the east sidewalk by converting a travel lane to a bicycle lane, and make active transportation network improvements at the north end of the bridge.

This Burrard Bridge Renewal and Transportation Improvement Project encompasses a series of modifications to the Burrard Bridge and nearby streets including rehabilitating and upgrading aging bridge elements, installing means prevention fencing, reconstructing the Burrard-Pacific intersection to improve safety, widening the north bridge approach, replacing existing concrete barriers with architecturally-enhanced concrete barriers, and converting a northbound motor vehicle lane to a protected bike lane to allow the return of pedestrians to the east sidewalk.

The most significant safety improvements would be achieved by normalizing the Burrard/Pacific intersection (Figure 3). With the exception of a low-volume westbound to northbound right turn, all movements would be signalized to eliminate conflict between vehicles and people walking and cycling. It is anticipated that this would significantly reduce collisions.

**Figure 3: Proposed realignment of Burrard-Pacific Intersection**

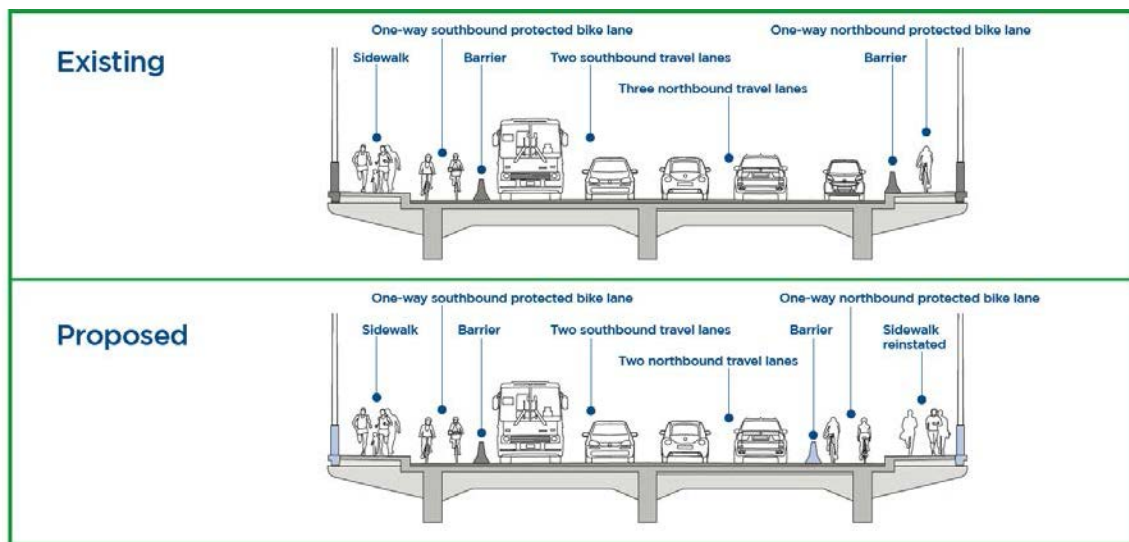


Prior to 2009, people walking and cycling shared the sidewalks on both sides of the bridge. As the number of people crossing the bridge using active transportation grew, the shared

sidewalk increasingly became a safety hazard for pedestrians and cyclists. Safety was a particular issue for people cycling. In 2009, the City reallocated a southbound travel lane from general purpose traffic and prohibited pedestrians from using the east sidewalk in order to create a protected bicycle lane in each direction. Since then, walking and cycling volumes have increased significantly with cycling growing by over 30%.

The project proposes to reintroduce pedestrians to the east sidewalk. This will improve walking connectivity, reduce conflicts between cyclist and pedestrians, and increase overall space and public views of False Creek for people walking. This requires reallocation of a travel lane across the mid-span of the bridge (Figure 4) and limited bridge widening near the Burrard-Pacific intersection.

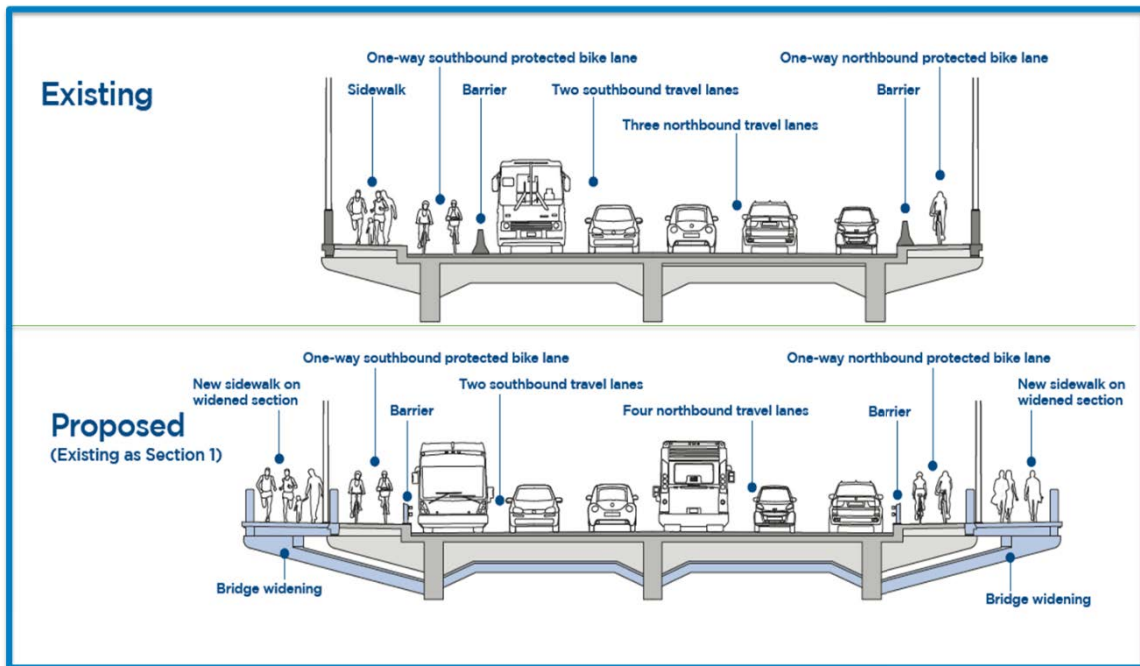
**Figure 4: Burrard Bridge Lane Re-allocation**



Reducing the number of general traffic lanes from three to two in each direction on the mid-span of the bridge is not anticipated to significantly impact motor vehicle traffic. Reallocating the lane over the mid-span will better utilize the width of the bridge by providing additional space for pedestrians where the additional lane is not required to accommodate motor vehicle demand.

To maintain current motor vehicle capacity through the Burrard-Pacific intersection, dual right turn lanes onto and off of the bridge are needed. On the bridge this would be accomplished by widening the structure by cantilevering the sidewalks on the outside of the existing structure on the concrete approach (Figure 5).

**Figure 5: Burrard Bridge Lane Re-allocation**



The project includes unidirectional protected bike lanes in all directions for intersection legs approaching the bridge to provide all ages and abilities cycling connections to and from the bridge in all directions. This includes bike lanes on Pacific between Thurlow and Howe and on Burrard to Drake (Figure 6).

**Figure 6: Burrard Bridge Lane Re-allocation**

The Bike BC grant and the combined FCM loan and grant could provide an important contribution towards the cycling component of the estimated \$35 million Burrard Bridge Renewal and Transportation Improvement Project.

***Implications/Related Issues/Risk (if applicable)***

***Financial***

**Bike BC Program**

Staff recommend that the City applies for grants of an approximately \$0.8 million toward the \$3.1 million Southwest Marine Drive Bikeway Improvement Project and approximately \$0.5 million toward the cycling components of the \$35 million Burrard Bridge Renewal and Transportation Improvement Project. The final grant application amounts will be refined based on detailed analysis of eligible costs to be completed as part of the application process.

Should the City be successful in its applications to the Bike BC Program, staff will incorporate the provincial funding as part of the quarterly capital budget adjustments.



### **FCM's Green Municipal Fund**

Staff recommend that the City applies for the maximum \$10 million loan and \$1.5 million grant for the Burrard Bridge Renewal and Transportation Improvement Project. Based on FCM's indicative rate of 3.3%, the effective borrowing rate for the combined loan and grant would be ~0.53%, well below the City's borrowing rate of 2.90% on its most recent 10-year debenture issue. As the combined loan and grant will be in place of the City's debenture program, the City's capital financing cost will be reduced.

Should the City be successful in its application to the FCM's Green Municipal Fund, staff will seek Council approval for the loan agreement with FCM and incorporate the FCM financing and grant as part of the quarterly capital budget adjustments.

### ***CONCLUSION***

By applying to the Bike BC and FCM's Green Municipal Fund programs, the City has the opportunity to access senior government funding to support important improvements along key Active Transportation corridors.

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