



ADMINISTRATIVE REPORT

Report Date: May 1, 2015
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Meeting Date: May 12, 2015

TO: Vancouver City Council

FROM: General Manager of Financial Services in consultation with the General Manager of Engineering Services

SUBJECT: Grant Application for Active Transportation Project

RECOMMENDATION

THAT Council approve a grant application to the Bike BC Program for \$175,000 toward the installation of a pedestrian-cyclist actuated traffic signal and associated street improvements at Renfrew Street along the Adanac Bikeway.

REPORT SUMMARY

The successful implementation of the City's 2015-2018 Capital Plan requires the securing of external funding. This report seeks Council's approval for submitting a grant application to the Provincial government in support of upgrading one of Vancouver's primary bikeways, by installing a new traffic signal and associated street improvements at Renfrew Street along the Adanac Bikeway.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

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

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The General Manager of Financial Services recommends approval of the report.

Background/Context

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. The program can fund transportation projects as

well as tourism/recreational projects. A total of \$6 million is available for the 2015-2016 fiscal year for all of British Columbia. The maximum contribution is 50% of a project's eligible costs. Projects must be 'shelf ready' for implementation, not in the planning/design stage. The deadline for submitting an application is May 15, 2015. A resolution of Council supporting the grant application is required.

Strategic Analysis

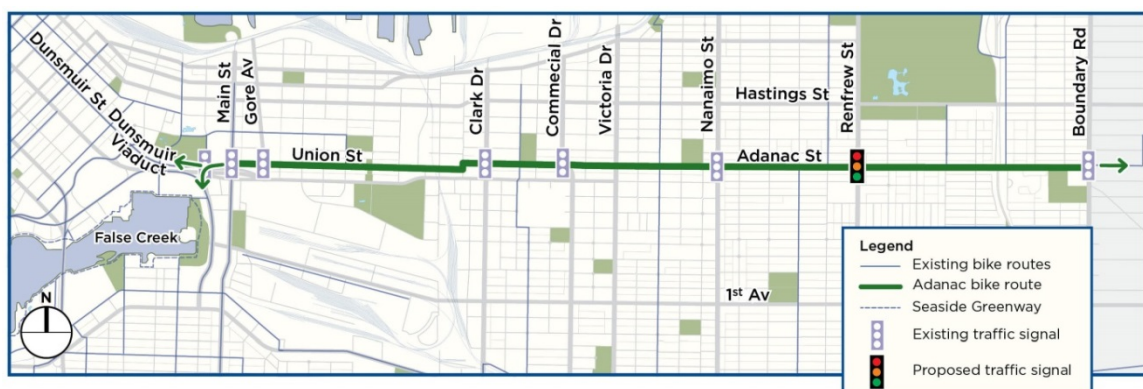
The Active Transportation program is an important component of the City's 2015-2018 Capital Plan, with a total of \$26 million earmarked for this program over the next four years. Major projects include the upgrading of the False Creek Bridges, the completion of the Seaside (Pt. Grey Road) Greenway, and upgrading Adanac, Ontario and 10th Avenue bikeways to "all ages and abilities" (AAA) guidelines. A smaller portion of the funding will be allocated to 'spot improvements' to existing bikeways, either by enhancing safety/comfort or removing/reducing a barrier.

The City cannot apply for the larger scale Active Transportation projects contemplated in the 2015-2018 Capital Plan for this year's Bike BC intake, as these projects are either in the planning/design phase or scheduled for implementation in the second half of the Capital Plan period. The City can apply for these projects in 2016 and beyond.

For this year, staff are recommending to submit a grant application for a 'spot improvement' project that is ready for implementation: the installation of a pedestrian-cyclist actuated traffic signal and associated street improvements at Renfrew Street along the Adanac Bikeway.

The Adanac Bikeway is 6 km route connecting False Creek to Boundary Road along Union and Adanac Streets. It is one of Vancouver's most popular bikeways, with approximately 4,000 cyclists per day during summer months and 2,000 cyclists per day in winter months.

The Adanac Bikeway was Vancouver's first on-street bikeway, opening in 1993. At the time, signals to cross arterial streets already existed at Quebec Street, Main Street, Nanaimo Street and Boundary Road. A signal was added at Clark Drive in 1993. As the bikeway became more popular, signals were added at Gore Avenue (2011) and Commercial Drive (2013).



There are currently two crossings that are not signalized along the Adanac Bikeway: Victoria Drive and Renfrew Street. Staff are recommending that a signal be installed at Renfrew Street, as it is a 4-lane arterial crossing and removes an important barrier along the Adanac Bikeway. As the signal is installed, other street improvements are recommended, including modifications to the existing concrete median and new pedestrian curb ramps to meet accessibility guidelines.



The cost estimate is \$300,000 for the traffic signal and \$50,000 for the associated street improvements, for a total project budget of \$350,000. Staff are recommending that the City apply to Bike BC for 50% of the project (\$175,000). The signal and associated street improvements are planned to be installed in the second half of 2015.

Implications/Related Issues/Risk (if applicable)

Financial

The City's share of the project (\$175,000) will be partially funded by the New Pedestrian-Bicycle Signal program (\$150,000) and partially by the Active Transportation program (\$25,000). The 2015 Capital Budget includes \$875,000 for the former program and \$2,000,000 for the latter program.

The value of the grant application is \$175,000. If the application is successful, staff will account for the provincial funding in an upcoming Quarterly Budget Adjustment report, either in September (Q2) and November (Q3).

CONCLUSION

By applying to the Bike BC funding program, the City has the opportunity to access up to \$175,000 in external funding to support an important spot improvement along a key Active Transportation corridor.

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