

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: May 13, 2024
TO: Mayor and Council
FROM: Corrine Haer, P. Eng., Manager, Engineering
SUBJECT: TransLink 2024 Cost-Share Funding Agreements

RECOMMENDATIONS

THAT Council receive the corporate report dated May 13, 2024, from the Manager of Engineering, titled “TransLink 2024 Cost-Share Funding Agreements;” and

1. Endorse that the 2024 Consolidated Five-Year Financial Plan be updated accordingly to reflect the grant contributions for Buena Vista – Johnston to Best Bike Path and the Oxford/Russell Crosswalk; and
 2. Authorize the Director of Engineering and Municipal Operations to execute the funding agreement for the Buena Vista – Johnston to Best Bike Path.
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EXECUTIVE SUMMARY

Each year, municipalities are invited to submit road, pedestrian and bicycle related projects for funding consideration from TransLink’s cost-share funding programs. This corporate report provides an update to Council on those submissions and seeks Council’s approval to execute the funding agreement for the Buena Vista – Johnston to Best Bike Path.

INTRODUCTION/BACKGROUND

TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities for multi-modal infrastructure projects via the following suite of programs:

- Major Road Network and Bike (MRNB) Upgrade Program: Allocated funding for capital improvements to roads that comprise the Major Road Network (MRN) and the construction of bicycle facilities both on and off the MRN.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: Allocated and competitive funding for the construction of bicycle facilities.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Recovery Program: Competitive funding for the construction of bicycle facilities that can be completed within one year.
- Walking Infrastructure to Transit (WITT) Program: Allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent stops, stations, and exchange to promote the seamless integration of walking and cycling with transit.

- **Bus Speed and Reliability (BSR) Program:** Competitive funding for feasibility studies and capital projects that support improved bus speed reliability.

The call for applications related to the above noted programs commenced on September 15, 2023 with a deadline of October 31, 2023. Staff prepared two applications and submitted them to TransLink by the deadline.

The projects that received funding from TransLink through the 2024 cost-share program are identified in Table 1 and further described below.

Table 1 – 2024 Municipal Funding Program White Rock

Project	MRNB Allocated	BICSS Allocated	WITT Allocated	BICCS Competitive	Total Translink Contribution
Buena Vista – Johnston to Best Bike Path	\$125,000	\$83,000		\$350,000	\$558,000
Oxford & Russell crosswalk			\$52,000		\$52,000

Buena Vista – Johnston to Best Bike Path

Buena Vista – Johnston to Best Bike Path is a comprehensive initiative that includes the construction of a two-way bike lane along Buena Vista Avenue, stretching from Johnston Road to Best Street and was approved by Council through the 2024 Financial Plan. This project is also a high priority in the City's Integrated Transportation & Infrastructure Management Plan (ITIMP) and coincides with significant sanitary and drainage improvements in the area. The project is divided into three key segments:

1. A 200-meter long, two-way protected bike lane between Fir Street and Best Street.
2. A 100-meter long, two-way shared-use bike lane west of Fir Street.
3. A 100-meter long, multi-use pathway east of Johnston Road.

These segments are designed to connect seamlessly, providing continuous two-way cycling access within the larger network of the City. In addition to the construction of the bike path, the project includes associated road and utility upgrades ensuring a comprehensive upgrade to the city's transportation and utility networks.

This project is currently in the conceptual design phase and will require full public engagement before moving forward to detailed design and construction. TransLink requires a portion of funding to be spent on promotion for walking, cycling, and transit integration, which supports TransLink's mandate to create "complete" (active transportation and transit-friendly) communities. This is also in alignment with the City's ITIMP. Staff anticipate, with Council's support, that this project could proceed to public engagement in 2025, detailed design in 2026 and construction in 2027. This aligns with TransLink's requirement to construct the project by December 31, 2027.

Staff are seeking Council's approval to enter into the funding agreements with TransLink for this project.

Oxford/Russell Crosswalk

The Oxford/Russell Crosswalk project is a crucial safety initiative aimed at enhancing pedestrian safety at the intersection of Russell Avenue and Oxford Street as identified in the corporate report “Speed and Traffic Calming Update,” dated February 12, 2024.

Currently, there is no marked crosswalk on Oxford Street, which has raised public concerns. A traffic warrant was conducted and recommended a pedestrian activated crosswalk supplemented with a zebra crosswalk. This project reflects the city's commitment to improving infrastructure for the safety and well-being of its residents.

In alignment with the City’s purchasing policy, staff have signed the funding agreement with TransLink for this project and have moved forward to detailed design. Construction is anticipated later this year.

FINANCIAL IMPLICATIONS

The Buena Vista – Johnston to Best Bike Path and the Oxford/Russell Crosswalk both have approved funding in the 2024 Consolidated Financial Plan. Staff are seeking Council’s endorsement to update the 2024 Consolidated Five-Year Financial Plan accordingly to reflect the grant contributions.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Buena Vista – Johnston to Best Bike Path is currently in the conceptual design phase and will require full public engagement before moving forward to detailed design and construction.

TransLink requires a portion of funding to be spent on promotion for walking, cycling, and transit integration, which supports TransLink’s mandate to create “complete” (active transportation and transit-friendly) communities. This is also in alignment with the City’s ITIMP. Staff anticipate, with Council’s support, that this project could proceed to public engagement in 2025.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

Staff will ensure existing trees within the project areas are protected, thereby enhancing and ensuring the sustainability of the City’s urban forest and recognizing the environmental and esthetic benefits trees provide. Typical city tree management will follow the City’s Tree Protection Bylaw No. 2407.

ALIGNMENT WITH STRATEGIC PRIORITIES

This project is in alignment with the Infrastructure Strategic Priority that identifies that the City plan, build and maintain infrastructure to enhance quality of life and civic service delivery while mitigating and adapting to environmental impacts. Specifically, this project ensures future infrastructure resiliency by making decisions through a long-term lens.

OPTIONS / RISKS / ALTERNATIVES

The following option is available for Council’s consideration:

1. Not authorize staff to enter into the funding agreement with TransLink for the Buena Vista – Johnston to Best project. This in turn would delay the project and impact the overall project timeline.

CONCLUSION

The City has received funding from TransLink through the 2024 cost-share program reflecting the City's commitment to improving infrastructure for the safety and well-being of its residents. Staff is seeking Council's approval to enter into the funding agreements with TransLink for the Buena Vista – Johnston to Best Bike Path as outlined in this corporate report and supported by the City's Integrated Transportation & Infrastructure Management Plan.

Respectfully submitted,



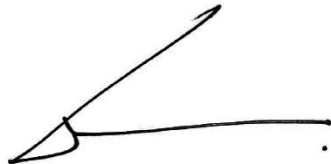
Corrine Haer, P.Eng.
Manager, Engineering



Jim Gordon, P.Eng.
Director, Engineering & Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer