

Municipality/Local Government	2021 Municipal Funding Program: Cost-Share Projects	TransLink Funding Contribution
Anmore	MRN MUP Upgrades	\$187,000
Construction of 2.4km of 3.0m wide MUP along the MRN corridor. The facility will ultimately connect into Ioco Road and provide the first step in providing a safe Ped and Bike facility from Bunzen lake and Inlet sky train station.		
Belcarra	Bedwell Bay Cats Eyes	\$19,875
To grind 4" strips in the center of the road and install recessed Cats Eyes along the full length of Bedwell Bay Road. This will be done over a 3-year period (2020 to 2022 inclusive) in order to improve safety - orientation for drivers during limited visibility conditions.		
Belcarra	Bedwell Bay Road, Path	\$129,625
To Construct a multi use path along Bedwell Bay Road, from the Midden Rd. crosswalk at 4400 Block Bedwell Bay rd. to the Village entrance at 3200 Block Bedwell Bay Rd.		
Belcarra	Bedwell Bay Safety Barriers	\$37,500
To install guard rails at five locations on MRN roads (Bedwell Bay), over a 3 year period (2020 to 2022 inclusive) in order to improve safety.		
Bowen Island	Multi-Use Path: Phase 3	\$187,000
Multi-Use Path: Phase 3 will complete a 1.4-km continuous connection for all ages and abilities from Snug Cove ferry terminal to Bowen Island Community School to Artisan Square. Phase 3 is part of the proposed Multi-Use Path, the cornerstone of the Transportation Plan, with the aim to provide much needed active transportation infrastructure on the island.		
Burnaby	BC Parkway Central Boulevard Trail	\$224,500
Currently BC Parkway in Metrotown RCC has a gap of about 100m where it becomes a narrow sidewalk. Given the significant volume of cyclists and pedestrians and increased pandemic-related demands, we are proposing to replace the aged and narrow sidewalk with a paved pathway 3.6 to 4.5m wide.		
Burnaby	CVG Paving for Year-Round Commuter Cycling	\$900,000
This project provides a Class 1 walking / cycling facility. The existing gravel surface is rough and unsuitable to use in winter/ fall months and difficult to maintain. Some sections will require minor widening to meet the 4.5 m desired standard.		
Burnaby	BC Parkway - Southpoint Dr walking and cycling improvements	\$124,000
Walking and Cycling access Improvement by providing dedicated bike lanes to BC Parkway. Phase 1 for 2021 includes an RRFB crosswalk at Station Hill Drive and cycle tracks between Station Hill Drive and 20th Street. Phase 2 to complete cycle tracks to Griffiths Drive.		
Burnaby	Imperial@Boundary	\$60,185
Based on the recommendations of an earlier Hot Spots Program Development Study, eastbound curb lane on Imperial Street to be converted to a 24/7 bus only lane from Boundary Road to east of Mandy Avenue. This will facilitate movement of Route #49 buses and align with priority measures in City of Vancouver.		
Burnaby	Lougheed@Boundary	\$48,173
Based on the recommendations from a Hot Spots Program Development Study completed earlier, conversion of a general purpose westbound curb lane is proposed on Lougheed hwy. It will become a right turn and bus only lane to facilitate bus movements and to reduce bus delay at intersection.		
Burnaby	Kingsway@Willingdon	\$531,821
Based on the recommendations from the earlier Hot Spots Study (program Development), a northbound bus queue jump lane is proposed on Willingdon by utilizing and modifying the existing northbound right turn lane at the intersection of Kingsway / Willingdon Ave. Depending on feasibility, it may be continued through to Grange with a transit phase at Grange.		
Burnaby	Lougheed@Willingdon	\$37,846
Based on the recommendations of the earlier Transit Hot Spots Study, conversion of the existing general purpose northbound curb lane on Willingdon Ave into a right turn and bus only lane is proposed. This will facilitate FTN bus movements and reduce bus delay at the intersection. In addition, a northbound right turn phase will be added to expedite buses making this movement. In addition, a right turn signal phase will be added.		
Burnaby	Edmonds - Griffiths WB bus queue jump lane	\$160,000
Conversion of general-purpose curb lanes into bus-only lane on Edmonds Street to facilitate bus movements and to reduce bus delay at the intersection. This is first of a two-phase approach to this project. A second phase to look at signal improvements will be a submission for consideration under the 2022 BSR Program.		
Burnaby	Imperial St - Nelson Ave Safety Improvements	\$177,000
Intersection Safety and Mobility Improvement (reduce collisions, delay, increase efficiency, reduce MRN travel time) by providing separate left turn lanes on all four legs, left turn signal and new cycling facilities		
Burnaby	10th Ave - Canada Way Safety Improvements	\$256,000
Intersection safety and capacity improvement (reduce crash frequency and severity, reduce delay, reduce MRN travel time) by providing separate left turn lanes on all four legs.		
Burnaby	Gilmore Urban Trail	\$213,180
Construction of a separated walking and cycling facility to is proposed with an additional southbound travel lane on Gilmore between Lougheed Highway and Halifax Street (to connect to existing facilities at each end).		
Burnaby	Hasting St - Inlet Dr Improvements	\$660,000
Intersection Safety and urban trail Improvement including reduce collision risk, delay, increased reliability for RapidBus #5, reduced MRN travel time, enhanced walking and cycling facilities.		
Burnaby	Lougheed Bike Safety Improvements Phase 1	\$801,000
This project provides a Class 1 separated walking / cycling facility along Lougheed Highway through Brentwood town Centre. The sections identified for initial implementation are where currently there are street level bike lanes and there is no near term redevelopment potential. This include both sides of Lougheed between Beta and Delta and Madison and Rosser. Corner wheelchair ramps will also be enhanced and crosswalks realigned to improve pedestrian safety.		
Burnaby	Willingdon Linear Park Trail	\$894,820
This project will provide a Class 1 separated walking / cycling facility along Willingdon Avenue shortly north of the Hastings St MRN. Willingdon Avenue is part of MBN that could be connected to TransCanada Trail that leads to Vancouver. The completed trail will a walking and cycling facility that are currently missing and extend the previously funded Linear Park Trail (MBN) to the Trans Canada Trail at Penzance Drive. It will provide safe access to community amenities including Eileen Daily Pool, McGill library, Confederation Community Centre and Park. Also the completes a multi-modal connection between the Trans Canada Trail and the Rapid Bus 5 on Hastings Street.		
Burnaby	Imperial Street MRN Lighting Improvement	\$260,000
This project is proposed in response to numerous pedestrian complaints in the Regional City Centre area. Replacement of sub-standard hydro lease lights with proper energy efficient LED street light infrastructure along Imperial Street.		
City of North Vancouver	Esplanade Complete Street	\$1,795,000
The City is redesigning Esplanade to create a safer, more comfortable experience for pedestrians and cyclists, while maintaining the existing road capacity for transit, trucks and passenger vehicles. We're taking a Complete Street approach to ensure that we consider people of all ages and abilities, support all modes of transportation, maintain access to local businesses and create a new experience that feels vibrant and welcoming.		
City of North Vancouver	Transit Corridor Traffic Signal Detection Upgrades	\$45,000
Signalized intersection on Lonsdale Avenue at 15th Street, and Chesterfield Avenue at West 15th Street.		
Coquitlam	City Centre Ped Improvements - Final	\$305,000
Pedestrian improvement projects in Coquitlam City Centre area. The application comprises 4 projects in the City Centre, all of which are within 800 m of a rapid transit station and highly used by a large volume of pedestrians. These projects improve pedestrian realm and safety in the City Centre.		
Coquitlam	Coquitlam Bus Loop	\$100,000
Study to investigate traffic operations (e.g., signal timing optimization) and infrastructure (e.g., queue jumper lane) improvements to reduce bus delay along Barnet/Lougheed Hwy/Pinetree Way corridors and intersecting streets, with a focus on access/egress at Coquitlam Central transit exchange.		
Coquitlam	Gatensbury St MUP	\$1,161,000
Construction of a 3 m wide MUP on the west side of Gatensbury Street from Port Moody border (continuation of constructed MUP in Port Moody) to Regan Avenue (Como Lake Park).		
Coquitlam	Harbourview Sidewalks	\$183,000
This project involves the construction of sidewalks in the Harbourview Neighborhood. These sidewalks provide pedestrian/wheelchair access to a number of highly used bus Stops along Como Lake Avenue. These sidewalks also provide accessible pedestrian (AAA) connection within Harbourview Elementary School catchment area connecting directly to the school and Chineside Park. Currently there are missing gaps/entire sidewalks along the mentioned roads; the area is frequented by parents and students.		
Coquitlam	Left Turn Bays	\$150,000
This Project consists of two left turn projects on MRN roads. The first one improves safety for left turning vehicles from EB David Ave onto Pipeline Rd. The second one adds a left turn bay and increases capacity on Pinetree Way hence reducing delays on Pinetree Way.		
Coquitlam	Lighting on Mariner Way	\$600,000
This project involves upgrading streetlighting along Mariner Way from Como Lake Ave to Dewdney Trunk Rd such that it meets the City's current lighting standards and guidelines. Upgrading lighting along this corridor will improve safety at low visibility conditions and at night.		
Coquitlam	Lougheed Ped Bridge	\$120,000
Lougheed Hwy Pedestrian Bridge Seismic Upgrade		
Coquitlam	Mariner Way Como Lake Intersection	\$250,000
The scope of this project entails Como Lake Ave and Mariner Way intersection Improvements to increase safety at this intersection by implementing a number of changes to the intersection. These changes and measures will improve the safety and operation of the intersection.		
Coquitlam	United Blvd MUP	\$200,000
Construction of approximately 265 metres of multi-use pathway (3.0m width) along the north side of United Boulevard from King Edward Overpass to 999 United Boulevard to tie into existing infrastructure.		

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Delta	<b>44 Avenue (50 Street to Arthur Drive) Multi-Use Pathway</b>	<b>\$658,500</b>
New 3.5m wide asphalt multi-use pathway along the south side of 44 Avenue from 50 Street to Arthur Drive to tie-in to the existing bike lanes along Arthur Drive (MBN). The project will include a new 1.5m wide grassed boulevard between the curb and multi-use pathway including street trees and new LED lighting along the south side of 44 Avenue.		
Delta	<b>72 Avenue Roadway Improvement (BNSF Overpass to 115 St)</b>	<b>\$681,000</b>
Project includes widening 72 Avenue to provide four travel lanes to improve capacity and traffic flow. The project also includes a new median barrier, signalized U-turns at select intersections, new traffic signals, LED lighting, and streetscape improvements. Improvements are necessary along this corridor to improve traffic flow, improve pavement condition, roadway operation, and enhance pedestrian safety.		
Delta	<b>120 Street- 7100 Block Traffic Signal</b>	<b>\$122,000</b>
120 Street is classified as an arterial roadway which marks the Delta/Surrey municipal boundary. Intersection improvements and new traffic signal installation at 7100 Block of 120 Street (Scottsdale Centre) are required to enhance intersection safety for both pedestrians and motorists and address increasing vehicle and pedestrian volumes along the corridor.		
Delta	<b>Cliveden Avenue Sidewalk (Eaton Way to 1405 Cliveden Ave)</b>	<b>\$150,000</b>
Sidewalk installation along Cliveden Avenue includes 2.2 metre concrete sidewalk along the north side of Cliveden Avenue from Eaton Way to existing sidewalk at 1450 Cliveden Avenue. The sidewalk requires retaining walls at some sections. The project also includes 2 streetlight relocations.		
Delta	<b>Harvest Drive and Ladner Trunk Road Concept Study</b>	<b>\$70,000</b>
Concept study of the intersection of Harvest Drive and Ladner Trunk Road to review possible improvements, their cost, and their benefit to bus speed and reliability.		
Delta	<b>MRN Bridge Seismic Upgrade Feasibility Study</b>	<b>\$55,000</b>
Study to determine the scope and cost of seismic upgrades for the 64 Avenue, 72 Avenue, and Nordel Way BNSF Overpasses to withstand a 475-year return period seismic event.		
Delta	<b>Nordel Way BNR Overpass</b>	<b>\$137,500</b>
Design and construction of an expansion joint replacement for the north abutment of the Nordel Way BNSF Overpass.		
Delta	<b>Nordel Way Multi-Use Pathway</b>	<b>\$123,500</b>
New 3.5m wide concrete multi-use pathway along the east side of Nordel Way between Weigh Scale Road and River Road. Improvements also include pedestrian lighting, related signage and bus stop improvements.		
District of North Vancouver	<b>Mtn Hwy Cycling Link</b>	<b>\$750,000</b>
Mountain Hwy Cycling Link, between Arbor Lynn Dr and Hwy 1 WB Ramp, will be a continuous and fully separated multiuse path on both sides of Mountain Hwy connecting the newly constructed Mountain Hwy overpass.		
District of North Vancouver	<b>Spirit Trail Ph I</b>	<b>\$50,000</b>
This project will address the northern route of the Spirit Trail, connecting Maplewood Village to Deep Cove.		
District of North Vancouver	<b>Spirit Trail Ph II</b>	<b>\$112,000</b>
This project will address the southern route of the Spirit Trail, connecting Maplewood Village to Deep Cove.		
District of North Vancouver	<b>Welch St Safety Improvements</b>	<b>\$60,000</b>
The proposed section is designated bicycle route that connects Lions Gate Bridge in the west and Lions Gate Town Centre. This important link will improve circulation to and from schools, parks, shopping, community centre and residential areas in the vicinity by providing separated facilities to cyclists.		
District of North Vancouver	<b>Hotspot Analysis</b>	<b>\$50,000</b>
The proposed project will identify the locations requiring improvements using TransLink bus speed data, together with bus alighting and boarding information. This project will then evaluate the locations that require improvements, suggest solutions to the issues, and prioritise the locations to be take forward to phase 2.		
District of North Vancouver	<b>Dempsey Rd SW</b>	<b>\$113,000</b>
The project consists of a sidewalk segment along Dempsey Road between Underwood Avenue and Lynn Valley Road along north side of the street.		
Lions Bay	<b>Lions Bay Avenue Connector</b>	<b>\$206,000</b>
The Lions Bay Avenue Connector project provides for a multi-use protected path connecting the Park and Ride/Bus Stop at Hwy.99 with the Lions Bay Beach Park. It will also provide a protected multi-use path to the Kelvin Grove Trail linking that neighbourhood to central Lions Bay.		
Langley City	<b>208 Street Cycling Improvement Project</b>	<b>\$841,590</b>
The 208 St bike route currently has a 'gap' between Fraser Hwy and 52A Ave where no bike lanes or off street paths exists. This project would connect this gap by providing off street paths as well as bridge modifications to accommodate the MUP's over the Nicomekl River near Fraser Hwy.		
Langley City	<b>Fraser Highway Upgrades</b>	<b>\$447,000</b>
Fraser Highway between 204 Street and 206 Street is a commercial district within the City of Langley. This corridor is a one-way road with a high amount of pedestrian traffic. The goal of this project is to make the area more pedestrian friendly. To do this, diagonal parking on one side of the road will be removed and replaced with parallel parking, sidewalks will be widened, streetlighting will be improved, and new pedestrian amenities and furniture will be installed.		
Langley City	<b>City of Langley Bus Speed &amp; Reliability Study (as Part of Master Transportation Plan)</b>	<b>\$97,000</b>
The purpose of this study is to identify bus network improvements and develop conceptual plans and cost estimates for the recommended improvements along major transit corridors within the City of Langley.		
Maple Ridge	<b>Abernathy Way Widening (230 St-232 St) &amp; 232 St MUP (Dewdney Trunk Rd-Abernathy Way)</b>	<b>\$274,895</b>
The project is to widen Abernathy Way between 230 St. and 232 St from 2 to 4 lanes; and install MUP on 232 St between Dewdney Trunk Rd and Abernathy Way including intersection upgrades at 232 St. and Dewdney Trunk Rd, and 232 St and Abernathy Way.		
Maple Ridge	<b>Fern Cr MUP (232 St-236 St), Balsam St MUP(Fern Cr-Larch Ave), &amp; Intersection Improvements at Fern Cr @ 236 St</b>	<b>\$1,145,000</b>
Upgrades are planned for Fern Crescent from 232 Street to 236 Street. Fern Crescent is an arterial road in the Major Road Network. This project includes a separated multi-use path on 132 Avenue, Fern Crescent, and Balsam Street and intersection improvements at Fern Crescent@ 236 Street. This project is focused on improving safely for all users. This corridor services the growing community of Silver Valley and is access to Golden Ears Provincial Park.		
Maple Ridge	<b>Hammond Rd MUP (West St-203 St)</b>	<b>\$11,105</b>
The proposed bi-directional separated multi-use path on the north side of Hammond Road between 203 Street and West Street will provide a safe walking and cycling facility along the Hammond Road corridor with connectivity to the Maple Meadows West Coast Express Station, Hammond Elementary School, Industrial Park, commercial destinations, the Golden Ears Bridge, and will tie into existing bike routes on both ends of the project limit.		
New Westminster	<b>Agnes Greenway</b>	<b>\$1,520,000</b>
The Agnes Greenway provides a crosstown walking and cycling route through Downtown New Westminster, ultimately connecting the Victoria Hill neighbourhood, Pattullo Bridge and Central Valley Greenway with New Westminster SkyTrain Station. This route will be designed with features to make it comfortable and accessible for people of all ages and abilities. Phase 1 extends from Dufferin St (Pattullo Bridge/Central Valley connection) westward to the intersection of Lorne St and Carnarvon St.		
New Westminster	<b>8th Street</b>	<b>\$97,000</b>
The project scope includes widened sidewalk (min 3m) on the west side of 8th Street, a new mid-block crossing at the SkyTrain entrance, provide boulevard and street trees, improve cycling infrastructure, prioritise walking at the 8th St/ Columbia St intersection, redesign 8th St/ Carnarvon St intersection to prioritize pedestrian movements and cycling facilities, transit priority measures (where suitable), right-size the road for low vehicle volumes.		
New Westminster	<b>Stewardson Way Intersections</b>	<b>\$318,000</b>
Improvements to the 5th Ave and Stewardson Way intersection will improve the safety and convenience for BC Parkway users through this area. The Stewardson Way and 3rd Ave intersection is used by part of a critical MRN corridor with multi-modal users. Improvements to the lighting and pedestrian space will benefit all road users here.		
New Westminster	<b>Transit Priority Program Development</b>	<b>\$49,600</b>
Consultant to complete a review of list of existing bus speed and reliability known locations, prioritize locations/projects, complete at least 3 analyses to identify appropriate transit priority measures for each location, and create conceptual and civil designs for transit priority measures per location for implementation in future capital programs.		
Pitt Meadows	<b>192A Street- RRFB-Crossing</b>	<b>\$12,425</b>
Install Rapid Rectangular Flashing Beacon to existing crossing facility at 192A Street and Davidson Road.		
Pitt Meadows	<b>Airport and Baynes MUP Crossing</b>	<b>\$24,321</b>
There is an existing MUP that runs parallel to Baynes Road; the MUP will be extended to connect to upgraded multi use crossing at the intersection of Airport Way and Baynes which connects to the Pitt River Greenway.		
Pitt Meadows	<b>Bicycle Push Buttons</b>	<b>\$10,800</b>
There are currently two bicycle push-buttons on the Lougheed Highway intersections with Harris Road and Old Dewdney Trunk Road, for bicyclists going southbound. Opportunities exist to install more bicycle pushbuttons along high volume motor vehicle and bicycle traffic corridors, namely along Harris Road and Hammond Road, where the majority of the signalized intersections are located.		
Pitt Meadows	<b>Ford and Baynes MUP Crossing</b>	<b>\$13,616</b>
There is an existing MUP that runs parallel to Baynes Road; the MUP will be extended to connect to an upgraded accessible, multi use crossings at the intersection of Ford and Baynes Road.		
Pitt Meadows	<b>Maclean Park MUP Crossing</b>	<b>\$65,822</b>
Crossing facility at Maclean Park to provide access/connection to the MUP in Maclean park from the McMyn Neighbourhood bikeway		
Pitt Meadows	<b>McMyn and 191 Crossing</b>	<b>\$34,575</b>
Crossing facility at McMyn and 191 Street to fill a gap for a safe and convenient pedestrian connection to transit, local shops and services, along the McMyn corridor.		
Port Coquitlam	<b>Donald MUP</b>	<b>\$600,000</b>
200m of the Donald Street pathway from Wilson Avenue to McAllister Avenue. The Donald Street Path was recently transformed from a vehicular road to a pedestrian use only facility between Wilson and Central Avenues. Extension of the path through the City Hall grounds to McAllister Avenue is planned to have a similar, consistent cross section.		

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Port Coquitlam	Lougheed Hwy	\$566,000
Improvements to a 1km section of Lougheed Highway are proposed in coordination with the CQ River Bridge replacement. This is a critical transportation corridor on the MRN that supports travel through the region. Road design incorporates Lougheed B-Line bus stops, transit priority improvements, road widening, and pedestrian/cycling enhancements from Westwood Street to Shaughnessy Street. Design is planned for 2023 and construction in 2024.		
Port Coquitlam	McAllister MUP	\$79,000
The project scope includes design and rehabilitation of 250m of McAllister Avenue extending from Shaughnessy Street to Mary Hill Road. The proposed scope of work includes a 3m multi-use path, road paving, widened sidewalks, shared commercial space with restaurants, parking, treed boulevards, utility upgrades, and undergrounding of overhead wiring. The MUP on McAllister will connect to the Donald Street MUP which extends through downtown Port Coquitlam from McAllister to Central Avenue.		
Port Coquitlam	Prairie Ave MUP	\$320,000
Construction of a multi-use path on Prairie Avenue from Coast Meridian Road to Fremont Street, as part of a corridor road improvement project. The improvements will introduce new cycling facilities to this key arterial road in addition to traffic calming and pedestrian safety improvements.		
Port Moody	Clarke RD and Cecile DR Intersection Study	\$29,200
Complete a intersection safety study and review intersection improvement recommendations to assist and improve CMBC with the left-turn movement from Cecile Drive onto northbound Clarke Road.		
Port Moody	St Johns Street MUP- Phase 1	\$842,000
Phase 1 of a 2 phase project for cycling amenities on St. Johns Street. Phase 1 will provide an off-street mixed-use pathway (MUP) on the south side of St. Johns Street between Moody St. and Barnet Hwy /Albert Street. The MUP will be roughly 2m to 3m south of the existing south curb for blocks between Grant St and Albert St. The Project will include traffic signal crossing treatments at 4 existing located for the MUP and a new traffic signal at St. Johns Street at Elgin St.		
Richmond	Browngate Rd Cycle Tracks	\$300,000
Provision of a two-way on-street cycle track protected by a raised median on the south side of Browngate Road between No. 3 Road and Hazelbridge Way. The project will enhance cycling connectivity in the City Centre by establishing a continuous connection between the western end of the Odlin Neighbourhood Bike Route and the Canada Line Aberdeen Station, River Parkway (protected bike lanes) and the Middle Arm Greenway (off-street MUP).		
Richmond	Cambie Rd- No 4 Rd Intersection Upgrade	\$425,000
Implementation of improvements at the Cambie Road-No. 4 Road intersection to enhance safety at this high collision prone intersection on the MRN as identified via a Network Screening Study comprising: provision of left-turn lanes on all four legs, new boulevard/lighting strip on three legs, upgraded traffic signs, increased size of pedestrian refuge areas, and overhead LED street name signs.		
Richmond	Great Canadian Way SB Bus Only Lane	\$50,000
As part of the 2019 and 2020 BSR Programs, the City examined and developed conceptual designs for a potential long-term improvement of a new southbound bus-only lane (curbside or centre lane) on Great Canadian Way between the Bridgeport Canada Line Station and Bridgeport Road to reduce the delay for buses accessing Highway 99 southbound. The intent of this project is to carry out the functional design of the selected option.		
Richmond	Hot Spot Left-Turns	\$50,000
This project will review and identify bus speed and reliability issues at two "hot spot" intersections identified by TransLink. This project will identify potential traffic signal timing and/or infrastructure modifications to improve traffic flow.		
Richmond	Knight Street NB Access	\$125,000
This project will review transit access to the northbound Knight Street on-ramps, ascertain the issues and develop conceptual and preliminary designs, and/or operational plans to address the identified issues.		
Richmond	Lansdowne Rd MUP	\$150,000
Construction of a 3.0m wide multi-use pathway (MUP) on the north side of Lansdowne Road between Gilbert Road and Pearson Way that will complete an existing gap in cycling facilities along the corridor.		
Richmond	No 2 Road MUP	\$772,500
Provision of two-way multi-use pathway on the east side of No. 2 Road between Steveston Highway and Williams Road. The project will extend an existing MUP on No. 2 Road south of Steveston Hwy to connect with existing cycling facilities on Williams Road. The MUP will also connect with the planned MUP on the south side of Steveston Hwy (Shell Road-No. 2 Road).		
Richmond	No 3 Road (North) Corridor Analysis	\$125,000
The project would review and identify bus speed and reliability issues in the corridor north of Cook Road and develop conceptual designs or operational plans to address the issues.		
Richmond	Granville Ave Bike Route Upgrade: Addition of Protection	\$300,000
Granville Avenue (Garden City Road-Railway Avenue) currently has painted on-street bike lanes with no physical protection between the bike lane and the adjacent travel lane. The corridor is thus currently assessed as Comfortable for Few. This project will add physical protection via creation of a buffer zone with delineators between the bike lane and the adjacent vehicle lane. The typical bike lane width of 2.5m will be maintained and the adjacent vehicle lane width reduced.		
Richmond	Shell Rd MUP Upgrade	\$345,500
Upgrade of off-street multi-use pathway on east side of Shell Road between Alderbridge Way and Highway 99 Overpass.		
Richmond	Steveston Hwy- Gilbert Rd Drainage Upgrades	\$381,000
This project includes the installation of two 1500 mm diameter drainage culverts and associated drainage infrastructure at the intersection of Steveston Highway and Gilbert Road to replace the existing ageing road cross-culvert.		
Richmond	Steveston Hwy MUP- Phase 2	\$1,625,000
As Phase 2, this project is the westward extension of the off-street multi-use pathway on the south side of Steveston Highway between Mortfield Gate and No. 2 Road. This is Year 2 of a 2-year accrual process. Phase 1 (Shell Road-Mortfield Gate) received TransLink funding approval as part of the 2019 MRNB and BICCS programs. A future phase will extend the MUP further west to Railway Avenue to connect to the existing Railway Greenway.		
Richmond	Westminster Hwy- No.2 Road	\$350,000
The City's network screening study of collision-prone intersections ranked this intersection as #3 of the top 20. Based on the recommendations for medium- and long-term improvements, the scope includes modification of the intersection geometry and channelized island at the northwest corner, increased size of the pedestrian refuge areas, improving cycling connectivity, access management, and traffic signal operation enhancements.		
Surrey	City Centre Protected Cycling Network	\$992,000
Surrey is developing City Centre as the new downtown in the South of Fraser and will be home to almost 85,000 people by 2046. Over the next 5 years, Surrey will build approximately 10 km of protected cycling facilities in and around City Centre to complement the existing 9 km already in place. This project will rapidly enhance the protected cycling network with 6.0 km of "quick-build" measures on 132 St, Whalley Blvd, 100 Ave and City Parkway to reduce significant gaps in the network.		
Surrey	64 Avenue Widening Project (177B St-184 St)	\$2,024,000
64 Avenue from 177B Street to 184 Street is an arterial road and part of the major road network in Surrey. The widening of 64 Avenue will improve MRN GP capacity, construct new and/or improved multi-modal infrastructure, and improve operations and safety along corridor.		
Surrey	70 Avenue (134-KGB)	\$775,807
New collector road will be provided at 70 Avenue between 134 Street and King George Blvd. as part of Newton Town Centre Plan. The new collector road will provide new pedestrian facilities providing residents in Newton, west of King George Boulevard, with safe walking access to community amenities at the Newton Community Centre.		
Surrey	70 Avenue (KGB-138 St) & 136B St (Newton Exchange-70 Ave)	\$1,096,000
New collector road will be constructed along 70 Avenue between King George Blvd. and 136B Street as part of Newton Town Centre Plan. As part of the project, cycle track will be provided on 70 Avenue between 136B Street and 138 Street and on 136B Street between Newton Exchange and 70 Avenue. The project will provide new Cycling facilities providing residents in Newton, East of King George Boulevard, with safe cycling access to community amenities at the Newton Community Centre.		
Surrey	80 Avenue Widening Project (122 St-128 St)-WITT	\$297,193
This project is the construction of approximately 1.23 km of road widening from 2 lanes to 4 lanes along with multi-modal improvement on 80 Avenue between 122 Street to 128 Street. Currently, sidewalk along 80 Avenue between 101A Street to 124 Street is temporary narrow asphalt sidewalk and there are some section where there is no sidewalk at all. The 1.8m concrete sidewalk from 121A Street to 124 Street which is within 800m of the future R6 will be deliver as part of the projects.		
Surrey	80 Avenue Widening Project (122 St-128 St)-BICCS	\$1,142,000
This project is the construction of approximately 1.23 km of road widening from 2 lanes to 4 lanes along with multi-modal improvement on 80 Avenue between 122 Street to 128 Street. Currently, sidewalk along 80 Avenue between 101A Street to 124 Street is temporary narrow asphalt sidewalk and there are some section where there is no sidewalk at all. The 1.8m concrete sidewalk from 121A Street to 124 Street which is within 800m of the future R6 will be deliver as part of the projects.		
Surrey	80 Avenue Widening Project (132 St-KGB)	\$232,000
This project is the construction of approximately 820m of road widening from 2 lanes to 4 lanes along with multi-modal improvement on 80 Avenue between 132 Street to King George Boulevard. Included in the project is the addition of MUP on both sides with protected intersection design at 128 Street.		
Surrey	160 Street Widening Project (88 Ave-Fraser Hwy)	\$3,764,000
160 Street between Fraser Hwy and 88 Ave is an arterial road and part of the major road network in Surrey. The widening of 160 Street will improve MRN GP capacity, construct new and/or improved multi-modal infrastructure, and improve operations and safety along corridor.		
Surrey	Bridge Rehabilitation at 16 Avenue and Campbell River	\$133,590
This project includes construction work of improvements to the bridge structure at 16 Avenue and Campbell River, which includes pedestrian/cyclists facilities as well as the addressing the approaches settlement and realignment.		
Surrey	Bridge Rehabilitation at King George Blvd and Colebrook Road	\$50,630
This project includes construction work of improvements to the bridge structure at King George Blvd and Colebrook Road, which includes cyclists facilities as well as the addressing the approaches settlement and realignment.		
Surrey	Culvert Replacement at King Creek and Fraser Hwy	\$200,000
The culvert replacement was identified as part of the Surrey-Langley Skytrain project. The project is currently under design and expected to be constructed by the end of 2024.		

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Surrey	<b>Culvert Replacement at Quibble Creek and Fraser Hwy</b>	\$750,000
The culvert replacement was identified as a major scope of work for the 4 lane widening along Fraser Hwy which City envision to deliver as part of the Surrey-Langley Skytrain project. The project is currently under design.		
Surrey	<b>Culvert Replacement at Unnamed Creek and Fraser Hwy</b>	\$200,000
The culvert replacement was identified as a major scope of work for the 4 lane widening along Fraser Hwy which City envision to deliver as part of the Surrey-Langley Skytrain project. The project is currently under design.		
Surrey	<b>Hot Spot Analysis</b>	\$120,000
the project is to identify the top 20 points of delay for buses and passengers in Surrey that are not otherwise being addressed through previous studies or current RapidBus projects and develop conceptual designs to improve bus speed and reliability for the locations identified.		
Surrey	<b>King George Blvd/72 Av Transit Improvements</b>	\$750,000
The City of Surrey is planning to reconstruct the intersection of King George Boulevard and 72 Avenue to improve pavement conditions and traffic management. As part of this project Surrey would like to implement transit priority measures to improve bus speed and reliability. These transit priority improvements will compliment the planned BAT lane westbound on 72 Avenue between 137 Street and King George Boulevard (see application from 2019). The transit priority improvements are planned to include BAT lanes, queue jumpers and a new bus only signal at the KGB/72 Avenue intersection.		
Surrey	<b>Scott Road BAT Lane</b>	\$64,500
Implement business access and transit lane on Scott Road between 72 Avenue and 75a Avenue in the northbound direction.		
Surrey	<b>Scott Road Bus Pullout Infill</b>	\$427,000
To promote bus speed and reliability on Scott Road, both for current services and the future R6 RapidBus, fill in bus pullouts along the corridor at the following locations: Northbound on Surrey side - 75A, 80, 82, 84, 86, Holt Road (92) and 96 Avenue Southbound on Delta side - 75A, 80, 84, 88 and 92 Avenue The bus stop in-fill will be temporary, using asphalt and other cheaper, materials, so that the in-fill can be removed, if required, to allow for the introduction of transit priority measures.		
Township of Langley	<b>96 Ave Connector</b>	\$469,000
The 96 Ave Connector will construct a MUP on 96 Ave from Telegraph Trail to 201 St, further linking to the existing MUP on Golden Ears Way in Surrey via existing bike lanes on Telegraph Trail. The completion of both 201 St Connector and 96 Ave Connector will provide an all ages and abilities cycling connection to the Golden Ears Bridge, Trans-Canada Trail, Derby Reach Regional Park, Fort Langley and Surrey. It will provide a safer and more comfortable cycling network for not only Langley residents, but also the people in the region to access the other side of the Fraser River.		
Township of Langley	<b>96 Ave Sidewalk Phase 2</b>	\$169,000
The 96 Ave Sidewalk Phase 2 project is to construct new sidewalks on both sides of 96 Ave between Trattle St and Edal St. The new sidewalks will connect to existing sidewalks on 96 Ave from Edal St to Glover Rd, which was constructed as Phase 1 of the 96 Ave Sidewalk project. The new sidewalks will provide walking infrastructure to a busy commercial area in Fort Langley, a famous historic town with multiple tourist attractions.		
Township of Langley	<b>Fraser Hwy Widening and Intersection Improvements (24600-25000 Blk)</b>	\$2,345,650
The widening project will alleviate congestion by adding additional capacity. The intersection improvements at 248 St/Fraser hwy will improve the intersection and corridor safety and improve the signal operation efficiency. The separated multi-use path will be safer for pedestrians and cyclists.		
Township of Langley	<b>Pedestrian Bridge at 56 Avenue and 216 Street</b>	\$13,250
Replacement of bridge decking, installation of fastening connections and replace & re-setting of lock-block retaining/support structures for the pedestrian bridge at the southwest corner of 56 Avenue and 216 Street.		
Township of Langley	<b>200 Street Pedestrian Overpass</b>	\$261,725
The 200 St pedestrian overpass is a main pedestrian/cyclist overpass that is a safe connection across 200 St. The existing coating is failing and compromising the steel structure. A recoating of the structure is required to increase it life span.		
Tsawwassen First Nation	<b>28 Avenue-52 Street Multi-Use Pathway</b>	\$705,000
TFN's seeks to construct a multi-use pathway along 28 Avenue between 48 Street and 52 Street. This MUP project application concerns the first phase of a three phase project (yellow portion on the attached project description map), seeking to connect Salish Sea Drive to Fisherman Way (i.e.,TFN's Town Centre Area).		
Electoral Area A (UBC)	<b>Wesbrook Mall- Phase 3</b>	\$148,000
This project is the third phase of the Wesbrook Mall Redesign Project which started in January 2019. The objective of this Phase 3 project is to continue the improvements to Wesbrook Mall from Student Union Boulevard to Chancellor Boulevard that includes enhancements to existing bike and pedestrian infrastructure.		
Vancouver	<b>10th Ave Health Precinct Phase 2</b>	\$1,000,000
10th Ave between Oak and Cambie Streets serves as a critical access point for Vancouver General Hospital, emergency, and other health institutions. For this segment of 10th Ave, this project aims to improve the comfort and accessibility for people walking and cycling, address safety concerns for all road users, accommodate loading and access needs of adjacent businesses and institutions, and help drivers get to their destinations along 10th Avenue safely and comfortably.		
Vancouver	<b>14th Ave Bikeway Extension</b>	\$250,000
14th Avenue is a local street bikeway that will extend between Trafalgar St and Woodland Dr when all sections are complete. This important east-west cycling connector fills a gap between the 10th Avenue and 29th Avenue/Nanton bikeways, with the majority of the route within the existing service area of Vancouver's public bike share system. The planned extension will connect the Arbutus Greenway to this existing local street bikeway, currently ending at Alder St.		
Vancouver	<b>41st Ave (Balaclava to Carnarvon) Sidewalk Extension</b>	\$150,000
The project aims to improve the comfort and accessibility for people walking along the north side of W 41st Ave between Carnarvon St and Balaclava St. This segment of 41st Ave provides an important pedestrian connection between the surrounding neighbourhood, particularly nearby institutions (Knox United Church, Crofton House School, as well as Kerrisdale Elementary School and Kerrisdale Annex) and the new R4 RapidBus stops at the Carnarvon intersection.		
Vancouver	<b>Cambie Rehab and Seismic Upgrade- Phase 2A</b>	\$5,000,000
Phase 2a of a multi-phase program to seismically upgrade and rehabilitate Cambie St bridge.		
Vancouver	<b>Clark Drive Bridge Railing Upgrade</b>	\$28,000
Extend height of existing railing on northeast segment of Clark bridge to increase safety for cyclists and pedestrians as it is currently below code requirements.		
Vancouver	<b>Downtown Bike Network Expansion</b>	\$500,000
The City of Vancouver is expanding its All Ages and Abilities cycling network as part of the Climate Emergency Action plan. The 2021 Downtown Cycling Network Expansion project will address a significant gap in the City's cycling network by providing an east west protected cycling facility connecting Cambie Bridge to Hornby St and into the West End.		
Vancouver	<b>Grandview Viaduct Coating Renewal Misc. Repairs</b>	\$1,732,774
The City would like to engage a consultant to provide design drawings for coating renewal and other miscellaneous repairs to the bridge structure as well as to conduct a seismic assessment and a life cycle analysis on the bridge structure.		
Vancouver	<b>Granville Bridge Coating Renewal- Phase 2A</b>	\$5,000,000
The City is embarking on a multi-phase full coating renewal program for Granville bridge, as this work can no longer be deferred and is essential to the structural integrity of the bridge. Phase 2a will include removal of existing coating and application of a new coating system on the steel elements of the bridge on the north end of the bridge.		
Vancouver	<b>Granville Bridge Connector</b>	\$5,276,000
The Granville Bridge Connector project aims to improve the safety, accessibility and comfort for people walking, rolling and cycling across the bridge through the reallocation of excess road space on the bridge to address a major gap in the city's active transportation network and serve some of the dense areas of the city.		
Vancouver	<b>Granville Bridge North Abutments Repair</b>	\$1,125,000
Project includes implementing rehabilitation measures to ensure the stability of the structure due to the fractured reinforcement at the top corner of the Seymour and Howe north abutments, compromising the safety of the structure.		
Vancouver	<b>Haro Street Upgrades</b>	\$50,000
The project aims to construct new curb bulges and raised crosswalks at key intersections to enhance safety, and upgrade the existing bikeway to a low-stress neighbourhood street by lowering motor vehicle speeds and targeting reduced vehicle volumes to less than 500 vehicles per day through traffic calming and diversion		
Vancouver	<b>Hastings Viaduct Exp Jt Replacement</b>	\$230,000
The existing expansion joints of the Hastings Viaduct are in poor condition and need to be replaced.		
Vancouver	<b>Kamloops, Windermere, Lillooet Sidewalk Improvements</b>	\$350,000
This project will improve walking access to transit in the Renfrew-Collingwood neighbourhood through the construction of 1 kilometre of sidewalks to fill in gaps in the City's sidewalk network. This project provides new sidewalks and accessible curb ramps providing improved pedestrian connections to Renfrew Station and surrounding land uses.		
Vancouver	<b>Retaining Wall Replacement Clark Williams</b>	\$360,000
Replace a deteriorated timber retaining wall at 1285 Williams St (along the West side of Clark Drive) which supports Clark Drive and its sidewalk (used both by pedestrians and cyclists). Project includes consulting services and construction.		
Vancouver	<b>Robson Bus Bulges</b>	\$530,750
Up to three temporary asphalt bus bulges on Robson St will be converted to permanent concrete bulges with bus shelters to reduce delays associated with buses pulling in and out of stops and to improve bus stop waiting areas on this key commercial corridor. The final design of the bulges will be informed by data collection, public engagement and the lengthening of up to two temporary bus bulges on Robson St.		
Vancouver	<b>TDM Minor Signage Modifications</b>	\$80,000
This program/funding will be used to address transit friction spots using minor signage improvements.		
Vancouver	<b>TDM Minor Signal Timing Modifications</b>	\$80,000
This program/funding will be used to address transit friction spots using minor signal timing improvements.		

Municipality/Local Government	2021 Municipal Funding Program: Cost-Share Projects	TransLink Funding Contribution
Vancouver	Central Valley Greenway and Connections Improvement Project	\$650,000
The City of Vancouver would like to improve a gap in the Central Valley Greenway, a major regional greenway linking Vancouver, Burnaby and New Westminster. The interim improvements, including car-free space, a new signalized crossing, and a new protected bike lane connection, will complete the Central Valley Greenway as an all ages and abilities facility through the City.		
Vancouver	Victoria 10th Crossing Improvement	\$200,000
10th Ave is one of Vancouver's busiest and most direct east-west bike route, providing a connection between Central Broadway, the second largest employment centre in the Province, and the regional Central Valley Greenway. The project will improve the safety and comfort for people walking and cycling along 10th by constructing a signalized crossing at Victoria Dr and E 10th Ave.		
Vancouver	Bus Stop Balancing	\$468,925
TransLink is embarking on a programmatic effort to balancing bus stops throughout the region to improve speed, reliability, and cost-effectiveness of bus service. The City of Vancouver will support this effort by providing staff resources for planning, stakeholder engagement, and removal or relocation of bus shelters, where necessary.		
White Rock	Johnston Road Phase 2	\$47,000
This capital project includes reconstruction of Johnston Road from Russell Avenue to Thrift Avenue. The work includes widening sidewalks, new curb bulges, street trees, and concrete letdowns with tactile pads to provide a safer pedestrian crossing.		
West Vancouver	4400 Block Marine Drive Sidewalk	\$62,000
The 4400 block of Marine Drive currently has no sidewalk or shoulder to walk on, severely limiting walking access for surrounding neighbourhoods to the two major waterfront parks - Caulfield Park and Lighthouse Park. A 1.8m sidewalk will be installed between Keith Road and Piccadilly South, in addition to an uphill bike lane if space permits.		