**Municipality/Local Government** | **2021 Municipal Funding Program: Cost-Share Projects** | **TransLink Funding Contribution**
---|---|---
Anmore | MINN MUP Upgrades | $187,000

**Construction of 2.4km of 3.0m wide MUP along the MINN corridor. The facility will ultimately connect into loco Road and provide the first step in providing a safe Ped and Bike facility from Bunzen lake and inlet dry train station.**

Belcarra | Bedwell Bay Cats Eyes | $18,875

**To groom 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 behind 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 | $57,500

**To install guard rails at five locations on MINN 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 2.4km continuous connection for all ages and abilities from Squamish County School to Bowen Island Community School to Atrium Avenue. 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 RIC 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 4.5m 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 30th Street. Phase 2 is complete cycle tracks to Griffiths Drive.**

Burnaby | Imperial/Boundary | $60,185

**Based on the recommendations of an earlier Hot Spots Project Development Study, eastbound curb lane on Imperial Street to be converted to a 24/7 bus only lane from Boundary Road to east of Mandeville Avenue. This will facilitate movement of Route #90 busses and align with priority measures in City of Vancouver.**

Burnaby | Lougheed/boundary | $48,173

**Based on the recommendations from a Hot Spots Project 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 | $351,821

**Based on the recommendations from 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 #770 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 | Imperial St - Nelston 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 | $323,180

**Construction of a separated walking and cycling facility to be positioned with an additional southbound travel lane on Gilmore between Lougheed Highway and Halifax Street (to connect to existing facilities at each end).**

Burnaby | Hastings St - Inlet Dr Improvements | $660,000

**Intersection Safety and urban trail improvement including reduce collision risk, delay, increased reliability for Republic Ave, 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 Rosier. 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 north of the Hastings St MINN. Willingdon Avenue is part of MINN that could be connected to Transcanada Trail that leads to Vancouver. The completed trail will a walking and cycling facility that is currently missing and extend the previously funded Linear Park Trail (MINN) to the Trans Canada Trail at Percival 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 MINN Lighting Improvement | $260,000

**This project is proposed in response to numerous pedestrian complaints in the Regional City Centre area. Replacement of sub-standard cycloidal light lease lights with proper energy efficient LED street light infrastructure along Imperial Street.**

City of North Vancouver | Expladane Complete Street | $1,795,000

**The City is redesigning Expladane 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

**Signalled intersection on Lansdowne Avenue at 15th Street, and Chesterfield Avenue at West 15th Street.**

Coutrol | City Centre Ped Improvements – Final | $305,000

**Pedestrian improvement projects in Coutrol City Centre area. The application comprises 4 projects in the City Centre, of 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.**

Coutrol | Coquitlam Bus Loop | $100,000

**Study to investigate traffic operations (e.g., signal timing optimisation) and infrastructure (e.g., queue jumper lane) improvements to reduce bus delay along Barnet/Lougheed/Pinetree Way corridors and intersecting streets, with a focus on access/egress at Coquitlam Central transit exchange.**

Coutrol | Gatensbury St MUP | $1,161,000

**Construction of a 3.4 mile 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).**

Coutrol | Harborsview Sidewalks | $183,000

**This project involves the construction of sidewalks in the Harbourside Neighborhood. These sidewalks provide pedestrian and bicycle access to a number of highly used bus stops along Comox Lake Avenue. These sidewalks also provide accessible pedestrian (AAP) connection within Harbourside 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.**

Coutrol | Left Turn Bays | $150,000

**This Project consists of two left turn projects on MINN 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.**

Coutrol | Lighting on Marine Way | $400,000

**The project involves upgrading streetlighting along Marine Way from Comox 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.**

Coutrol | Lougheed Ped Bridge | $120,000

**Lougheed Hwy Pedestrian Bridge Seismic Upgrade**

Coutrol | Marine Way Como Lake Intersection | $200,000

**The scope of this project entails Como Lake Ave and Marine 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.**

Coutrol | United Blvd MUP | $200,000

**Construction of approximately 305 metres of multi-use pathway (3.0m width) along the north side of United Boulevard from King Edward Overpass to SW United Boulevard to tie into existing infrastructure.**
<table>
<thead>
<tr>
<th>Municipality/Local Government</th>
<th>2021 Municipal Funding Program: Cost-Share Projects</th>
<th>TransLink Funding Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delta</td>
<td>44 Avenue (50 Street to Arthur Drive) Multi-Use Pathway</td>
<td>$688,500</td>
</tr>
<tr>
<td>Delta</td>
<td>72 Avenue Roadway Improvement (BNSF Overpass to 115 St)</td>
<td>$481,000</td>
</tr>
<tr>
<td>Delta</td>
<td>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 pedestrian improvements. Improvements are necessary along this corridor to improve traffic flow, improve pavement condition, roadway operation, and enhance pedestrian safety.</td>
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<tr>
<td>Delta</td>
<td>120 Street - 7100 Black Traffic Signal</td>
<td>$122,000</td>
</tr>
<tr>
<td>Delta</td>
<td>120 Street is classified as an arterial road which marks the Delta/Surrey municipal boundary. Intersection improvements and new traffic signal installation at 7100 Block of 120 Street (Scotsdale Centre) are required to enhance intersection safety for both pedestrians and motorists and address increasing vehicle and pedestrian volumes along the corridor.</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>Cliveden Avenue Sidewalk (Eastian Way to 3050 Cliveden Ave)</td>
<td>$150,000</td>
</tr>
<tr>
<td>Delta</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>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 pedestrian use only path through the City Hall grounds to McAllister Avenue is planned to have a similar, consistent cross section.</td>
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</tr>
<tr>
<td>Delta</td>
<td>Harvest Drive and Ladner Trunk Road Concept Study</td>
<td>$70,000</td>
</tr>
<tr>
<td>Delta</td>
<td>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.</td>
<td></td>
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<tr>
<td>Delta</td>
<td>MINR Sewage Upgrade Feasibility Study</td>
<td>$55,000</td>
</tr>
<tr>
<td>Delta</td>
<td>Study to determine the scope and cost of sewer upgrades for the 64 Avenue, 72 Avenue, and Norwel Way BNSF Overpass to withstand a 475-year return period sewer event.</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>Nordel Way BNR Overpass</td>
<td>$137,500</td>
</tr>
<tr>
<td>Delta</td>
<td>Design and construction of an expansion joint replacement for the north abutment of the Nordel Way BNR Overpass.</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>New 3.5m wide concrete multi-use pathway along the east side of Norwel Way between Whig Scale Road and River Road. Improvements also include pedestrian lighting, related signage and bus stop improvements.</td>
<td>$123,500</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>McMyn and 191 Crossing</td>
<td>$750,000</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>Mountain Hwy Cycling Link, between Arbor Lynn Dr and Hwy 1 WV Ramp, will be a continuous and fully separated multiuse path on both sides of Mountain Hwy connecting the newly constructed Mountain Hwy overpass.</td>
<td></td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>Spirit Trail Ph 1</td>
<td>$50,000</td>
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<tr>
<td>District of North Vancouver</td>
<td>This project will address the northern route of the Spirit Trail, connecting Maplewood Village to Deep Cove.</td>
<td></td>
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<tr>
<td>District of North Vancouver</td>
<td>This will address the southern route of the Spirit Trail, connecting Maplewood Village to Deep Cove.</td>
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<tr>
<td>District of North Vancouver</td>
<td>Wash St Safety Improvements</td>
<td>$60,000</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>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 separate facilities for cyclists.</td>
<td></td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>Hotspot Analysis</td>
<td>$50,000</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>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 taken forward to phase 2.</td>
<td></td>
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<tr>
<td>District of North Vancouver</td>
<td>Dempsey Rd SW</td>
<td>$113,000</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>The project consists of a sidewalk segment along Dempsey Road between Underwood Avenue and Lynn Valley Road along north side of the street.</td>
<td></td>
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<tr>
<td>District of North Vancouver</td>
<td>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 Kekion Grove Trail linking that neighbourhood to central Lions Bay.</td>
<td>$206,000</td>
</tr>
<tr>
<td>Langley City</td>
<td>208 Street Cycling Improvement Project</td>
<td>$481,500</td>
</tr>
<tr>
<td>Langley City</td>
<td>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.</td>
<td></td>
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<tr>
<td>Langley City</td>
<td>Fraser Highway Upgrades</td>
<td>$467,000</td>
</tr>
<tr>
<td>Langley City</td>
<td>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.</td>
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<tr>
<td>Langley City</td>
<td>City of Langley Bus Speed &amp; Reliability Study (As Part of Master Transportation Plan)</td>
<td>$97,000</td>
</tr>
<tr>
<td>Langley City</td>
<td>The purpose of this study is to identify bus network improvements and develop cost estimates for the recommended improvements along major transit corridors within the City of Langley.</td>
<td></td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>Abernetty Way Widening (230 St-232 St) &amp; 232 St MUP (Dewdney Trunk Rd-Abernetty Way)</td>
<td>$274,895</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>The project is to widen Abernetty Way between 230 St. and 232 St to from 2 to 4 lanes; and install MUP on 232 St between Dewdney Trunk Rd and Abernetty Way including intersection upgrades at 232 St. and Dewdney Trunk Rd, and 232 St and Abernetty Way.</td>
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<tr>
<td>Maple Ridge</td>
<td>Fern Cr MUP (232 St-230 St), Balsam St MUP (Fern Cr-Larch Ave), &amp; Intersection Improvements at Fern Cr @ 236 St</td>
<td>$1,145,000</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>Upgrades are planned for Fern-Crescent from 232 St to 230 St. and 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 safety for all users. This corridor serves the growing community of Surrey Valley and is access to Golden Ears Provincial Park.</td>
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<tr>
<td>Maple Ridge</td>
<td>Hammond Rd MUP (West to 203 St)</td>
<td>$51,105</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>New Westminster</td>
<td>BNSF Overpass</td>
<td>$1,520,000</td>
</tr>
<tr>
<td>New Westminster</td>
<td>The Agency Greenways provides a continuous 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) westbound to the intersection of Lorne St and Carman St.</td>
<td></td>
</tr>
<tr>
<td>New Westminster</td>
<td>8th Street</td>
<td>$97,000</td>
</tr>
<tr>
<td>New Westminster</td>
<td>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/ Carman St intersection to prioritize pedestrian movements and cycling facilities, transit priority measures (where suitable), right-size the road for low vehicle volumes.</td>
<td></td>
</tr>
<tr>
<td>New Westminster</td>
<td>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 MMN corridor with multi-modal users. Improvements to the lighting and pedestrian space will benefit all road users here.</td>
<td></td>
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<tr>
<td>New Westminster</td>
<td>Transit Priority Program Development</td>
<td>$49,400</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>192A Street: RRFB-Crossing</td>
<td>$12,425</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>Install Rapid Rectangular Flashing Beacon to existing crossing facility at 192A Street and Davidson Road.</td>
<td></td>
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<tr>
<td>Pitt Meadows</td>
<td>Airport and Baynes MUP Crossing</td>
<td>$24,321</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>Bicycle Push Buttons</td>
<td>$30,800</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>There are currently two bicycle push buttons on the Laughed Highway intersections with Harris Road and 202 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 signalised intersections are located.</td>
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<tr>
<td>Pitt Meadows</td>
<td>Ford and Baynes MUP Crossing</td>
<td>$13,616</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>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 Roads.</td>
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<tr>
<td>Pitt Meadows</td>
<td>MacKinnon Park MUP Crossing</td>
<td>$65,822</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>Crossing facility at MacKinnan Park to provide access/connection to the MUP in Mackinnan park from the Mckinnon Neighbourhood bikeway.</td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>McMyn and 191 Crossing</td>
<td>$34,575</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>Donald MUP</td>
<td>$500,000</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>200m of the Donald Street pathway from Wilson Avenue to McMyn 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 McMyn Avenue is planned to have a similar, consistent cross section.</td>
<td></td>
</tr>
</tbody>
</table>
2021 Municipal Funding Program: Cost-Share Projects

TransLink Funding Contribution

Port Coquitlam

Lougheed Hwy

$566,000

Improvements to a 3.5m section of Lougheed Highway are proposed in coordination with the QL 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 Drive to Shaughnessy Way. 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 pathway, road paving, widened sidewalks, shared commercial space with restaurants, parking, tree boulevards, utility upgrades, and undergrounding of overhead wiring. The MUP will be extended from McAllister to connect to the Donald Street MUP which extends through downtown Port Coquitlam to Central Avenue.

Port Coquitlam

Prairie Ave MUP

$329,000

Construction of a multi-use path on Prairie Avenue from Coquitlam Metrotown 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

$29,200

Complete a intersection safety study and review intersection improvement recommendations to assist and improve CMTC 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 improvements on St. Johns Street. Phase 1 will provide an off-street multi-use pathway (MUP) on the south side of St. Johns Street between Moody St. and Barnett Hwy /Albert Street. The MUP will be roughly 3m south of the existing south curb for blocks between Grant St and Albert St. The Project will include traffic signal crossings treatments at 4 existing located for the MUP and a new traffic signal at St. John’s Street and 5th Stn.

Richmond

Broadmoor Rd Cycle Tracks

$300,000

Provision of a two-way on-street cycle track protected by a raised median on the south side of Broadmoor Road between No. 3 Road and Hueston Bridge Way. The project will enhance cycling connectivity in the City Centre by establishing a continuous connection between the western end of the DfN Neighbourhood Bike Route and the Canada Line Aberdeen Station, River Parks (protected bike lanes) and the Middle Arm Greenway (off-street MUP).

Richmond

Cambie Rd - No. 4 Rd Intersection Uplift

$425,000

Implementation of improvements at the Cambie Rd-No. 4 Rd Intersection to enhance safety at this high collision prone intersection on the MUN 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 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 Mount Pleasant Canada Line Station and Bridgeport City Station to allow access to bus stops on both sides of the road. The project is intended 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

LadnerTown Rd MUP

$150,000

Construction of a 3.0m wide multi-use pathway (MUP) on the north side of LadnerTown Road between Gilmore Aid Road and Pacific 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 [St.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

Shill Rd MUP Upgrade

$345,500

Upgrade of off-street multi-use pathway on east side of Shill 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 1 of a 2-year acrasual process. Phase 1 (Road -MUP) received TransLink funding approval as part of the 2019 MRSNs and BICCS programs. A future phase will further west to Railway Avenue to connect to the existing Railway Greenway.

Richmond

Westminster Hwy - No 2 Road

$500,000

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 northeast corner, increased size of the pedestrian refuge areas, improving cycling connectivity, access management, and traffic signal operation enhancements.

Survey

City Centre Protected Cycling Network

$992,000

Survey 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, Survey 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.

Survey

64 Avenue Widening Project (177B St-184 St)

$2,034,000

64 Avenue from 177th Street to 184 Street is an arterial road and part of the major road network in Surrey. The widening of 64 Avenue will improve MUN GP capacity, construct new and/or improved multi-modal infrastructure, and improve operations and safety along corridor.

Survey

70 Avenue (134A-288)

$775,887

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.

Survey

70 Avenue (98B-138 St & 166 St (Newton-Exchange-70 Ave)

$1,099,000

New collector road will be constructed along 70 Avenue between King George Blvd and 138 Street as part of Newton Town Centre Plan. As part of the project, cycle track will be provided on 70 Avenue between 138 Street and 136 Street and on 136 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.

Survey

80 Avenue Widening Project (122 St-128 St) -WITT

$297,183

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 project.

Survey

80 Avenue Widening Project (122 St-128 St) -BECCS

$1,342,000

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 project.

Survey

80 Avenue Widening Project (132 St-280)

$322,000

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 St.

Survey

160 Street Widening Project (88 Ave-Avraser 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 MUN GP capacity, construct new and/or improved multi-modal infrastructure, and improve operations and safety along corridor.

Survey

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.

Survey

Bridge Rehabilitation at King George Blvd and Colbran Road

$50,630

This project includes construction work of improvements to the bridge structure at King George Blvd and Colbran Road, which includes cyclists facilities as well as the addressing the approaches settlement and realignment.

Survey

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.
2021 Municipal Funding Program: Cost-Share Projects

Municipality/Local Government | 2021 Municipal Funding Program: Cost-Share Projects | TransLink Funding Contribution
--- | --- | ---
TDP | Culvert Replacement at Quibble Creek and Fraser Hwy | $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 | Culvert Replacement at Unnamed Creek and Fraser Hwy | $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 | Hot Spot Analysis | $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 | King George Blvd/72 Av Transit Improvements | $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 complement the planned 72 Av lane widening on 72 Avenue between 137 Street and King George Boulevard (see application from 2020). The transit priority improvements are to include bus lanes, queue jumpers and a new bus only signal at the KGR/72 Avenue intersection.

Surrey | Implement business access and transit lane on Scott Rd between 72 Avenue and 75A Avenue in the north/bound direction. | $64,500

To promote bus speed and reliability on Scott Road, both for current services and the future R5 Rapidbus, fill-in bus pullouts along the corridor at the following locations: Northbound on Surrey side - T5A, B6, B7, B8, B9; and 96 Avenue Southbound on Delta side - T5A, B6, B7, B8 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 | 96 Ave Connector | $490,000

The 96-Ave Connector will construct a MUP on 96 Ave from Telegraph Rd to 201 St, further linking to the existing MUP on Golden Ears Way in Surrey via existing bike lanes on Telegraph Rd. 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 | 96 Ave Sidewalk Phase 2 | $169,000

The 96 Ave Sidewalk Phase 2 project is to construct new sidewalks on both sides of 96 Ave between Tranftle St and Edal Dr. 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 | Fraser Hwy Widening and Intersection Improvements | $2,345,650

The widening project will alleviate congestion by adding additional capacity. The intersection improvements at 248 St/tranftle way 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 | Pedestrian Bridge at 56 Avenue and 216 Street | $13,250

Replacement of bridge deck, 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 | 200 Street Pedestrian Overpass | $261,725

The 200 St pedestrian overpass is a main pedestrian/cyclist overpass that is a safe connection across 200 St. The existing crossing is fast and compromising the steel structure. A remodeling of the structure is required to increase its life span.

Tsawwassen First Nation | 28 Avenue-52 Street Multi-Use Pathway | $705,000

The first phase of this multi-use pathway will accommodate cycling between 28 Avenue and 52 Street. This multi-use pathway project is an extension of the existing bike lanes on this corridor, and the project will accommodate both cycling and walking.

Electoral Area (UBC) | Granville Bridge Coating Renewal - Phase 2A | $148,000

The project is in the first phase of the Granville Bridge Renewal Project which started in January 2022. The objective of the Phase 3 project is to continue the improvements to Granville Bridge from Student Union Boulevard to Chinook Centre Boulevard that includes enhancements to accessing bike and pedestrian lane.

Vancouver | 10th Ave Health Precinct Phase 2 | $1,000,000

12th Avenue is located as a critical access point for Surrey General Hospital, emergency, and other health institutions. For this segment of 12th 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 | 14th Ave Bikeway Extension | $250,000

14th Avenue is a local street bikeway that will extend between Trafalgar St and Woodland Dr to allow for different sections of the City. This project aims to improve the walkability and cycling conditions for people walking and cycling.

Vancouver | 41st Ave (Balsalcan to Cameron) Sidewalk Extension | $150,000

The project aims to improve the comfort and accessibility for people walking along the north side of W 41st Ave between Cameron St and Balsalcan St. This segment of 41st Ave provides an important pedestrian connection between the surrounding neighbourhoods, 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 Cameron intersection.

Vancouver | Cambie Rehab and Seismic Upgrade- Phase 2A | $5,000,000

Phase 2a of a multi-phase program to seismically upgrade and rehabilitate Cambie St bridge.

Vancouver | Clark Drive Bridge Railing Upgrade | $38,000

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 | Downtown Bikeway Network Expansion | $500,000

The City of Vancouver is expanding its 40s Age and Abilities Cycling network as part of the Climate Emergency Action plan. The 2021 Downtown Cycling Network Expansion project will add 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 | Granville/Visvudiet Coating Renewal Misc. Repairs | $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 | Granville Bridge Coating Renewal- Phase 2A | $5,000,000

The City’s 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 | Granville Bridge Connector | $5,276,000

The Granville Bridge Connector project aims to improve the safety, accessibility and comfort for people walking, riding 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 | Granville Bridge North Abutments Repair | $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 abutment. Also 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 abutment.

Vancouver | Hao Street Upgrades | $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 | Hastings Viaduct Exp Jct Replacement | $230,000

The expansion exists as a necessary expansion in the Hastings Viaduct is in poor condition and need to be replaced.

Vancouver | Cambie Bridge Railing Upgrade | $500,000

This project will improve walking access to transit in the Renfrew-Collingwood neighbourhood through the construction of 3 kilometre of sidewalks to fill gaps in the City’s pedestrian network.

Vancouver | Retaining Wall Replacement Clark Williams | $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 | Robson Bus Bulges | $350,750

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 | TDM Minor Signage Modifications | $80,000

This program/funding will be used to address transit & friction spots using minor signage improvements.

Vancouver | TDM Minor Signal Timing Modifications | $80,000

This program/funding will be used to address transit & friction spots using minor signal timing improvements.

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*Page 4 of 5*
## 2021 Municipal Funding Program: Cost-Share Projects

<table>
<thead>
<tr>
<th>Municipality/Local Government</th>
<th>2021 Municipal Funding Program: Cost-Share Projects</th>
<th>TransLink Funding Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>Central Valley Greenway and Connections Improvement Project</td>
<td>$600,000</td>
</tr>
<tr>
<td>White Rock</td>
<td>4400 Block Marine Drive Sidewalk</td>
<td>$62,000</td>
</tr>
<tr>
<td>East Vancouver</td>
<td>Victoria 10th Crossing Improvement</td>
<td>$200,000</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>Bus Stop Balancing</td>
<td>$468,925</td>
</tr>
<tr>
<td>Johnston Road Phase 2</td>
<td></td>
<td>$47,000</td>
</tr>
</tbody>
</table>

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.

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.

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.

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.

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 Pescadilly South, in addition to an uphill bike lane if space permits.