



REPORT

ENGINEERING SERVICES DEPARTMENT AND OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER

To: Mayor J. Coté and Members of Council Date: February 02, 2015
in Committee of the Whole

From: Jim Lowrie File: 13.2510.10
Director of Engineering Services

Lisa Spitale Doc# 652582
Chief Administrative Officer

Subject: Q2Q Pedestrian/Bicycle Bridge Process, Design and Funding Update

RECOMMENDATION

THAT Council receive this report for information.

PURPOSE

The purpose of this report is to provide Council with an update on the “Q2Q” Bridge, the proposed pedestrian and cyclist Greenway connection between the Queensborough and Quayside neighbourhoods.

ANALYSIS

A pedestrian and bicycle Greenway connection between Quayside and Queensborough has long been a City objective and the Greenway connection is one of five Development Assistance Compensation (DAC) priorities. The City has until 2017 to use available DAC funds on approved projects and it is estimated that it would take approximately 2 to 3 years to complete the regulatory review, design and construction phases of the project.

The City has previously studied a number of high level options in order to provide required clearances above the river and address the desire for a structure that would not be disrupted by rail or train traffic. Unfortunately, the high level options were much more costly than City resources could support, required users to travel longer distances and climb high heights, and were physically and visually intrusive on surrounding neighbourhoods, and therefore were not pursued.

A low-level bridge option was previously considered not to be viable due to the operating constraints imposed by rail and river traffic, resulting in the crossing not being available for extended periods of the day. However, the City was approached in late 2013 by the Southern Railway of BC (SRY), which indicated that it would consider adapting its operating procedures to allow a low-level crossing. Two options were developed by SRY, both with a raised causeway from boardwalks on each side of the river leading to a movable centre span, with one span option being connected to the existing rail swing bridge and the other span option being a separate “bascule bridge” i.e., a draw bridge.



After community consultation and technical analysis, the clearly preferred option is the bascule bridge, which is attached as Appendix 1. The cost of the bridge is estimated at \$10.5 million, with approximately \$6.2 million expected to be available for the project from casino Development Assistance Compensation (DAC) funds. The funding shortfall that will need to be addressed through fundraising, grants or a new capital program is approximately \$4.0 - \$4.5 million. In addition to community consultations, meetings have

been held with stakeholders, including SRY, Port Metro Vancouver, Metro Vancouver, Transport Canada and the Council of Marine Carriers.

Initial survey work and drawings for regulatory approvals have been completed and concepts have been developed for connecting the bridge with local and regional bicycle, pedestrian and Greenway networks on both sides of the river. It has also been confirmed that the bridge would be capable of supporting a police car or ambulance, providing an alternative access route to Royal Columbian Hospital in the event of a blockage of the Queensborough Bridge.

Discussions are ongoing with SRY to develop a Memorandum of Understanding regarding construction protocols and the ultimate operation of the bridge by SRY staff. This MOU is an integral part of the process in order to confirm the resources needed for ongoing operation of the bridge and ensure that the bridge meets the needs of users.

Discussions are also underway with marine carriers to ensure that all operational and safety concerns have been addressed before finalizing the bridge alignment and design. At a workshop in late January with representatives of SRY, Port Metro Vancouver and the tugboat and barge operators, a bridge alignment was identified that addresses these concerns and this alignment will be the basis for detailed design and seeking necessary approvals from regulatory agencies.

In parallel with the community consultation and technical work, fundraising efforts are underway, which include grant applications and investigating potential corporate and individual sponsors.

OPTIONS

Several options are presented for Council's consideration:

1. Receive this report for information; or
2. Provide staff with other direction.

Staff recommends Option 1.

INTERDEPARTMENTAL LIAISON

The Development Services and Engineering Departments have been working together with the Office of the CAO office on design, consultation, project management and fundraising activities.

CONCLUSION

Community consultation and initial technical work has been completed for the Q2Q Pedestrian/Bicycle Bridge and the clear preference is for a bascule bridge. The focus now is on completing an MOU with SRY for the construction and operation of the bridge, finalizing a design in consultation with SRY and marine carriers, and fundraising to fill the current gap between the estimated cost of the project and available DAC funds.

Report Author,

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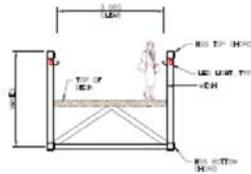
Approved for Presentation to Council

Jim Lowrie
Director of Engineering Services

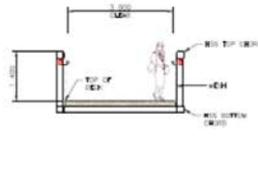
Lisa Spitale
Chief Administrative Officer

Appendix 1:

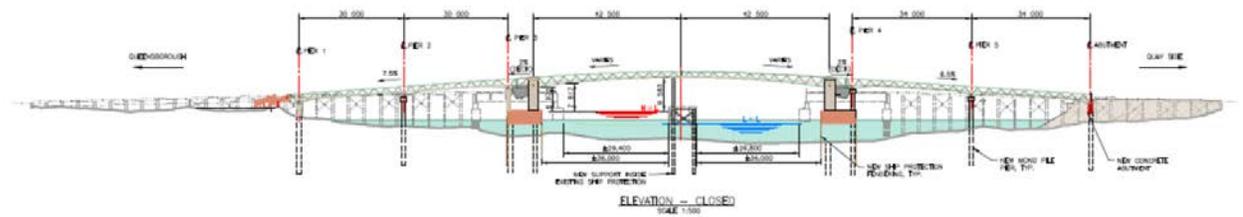
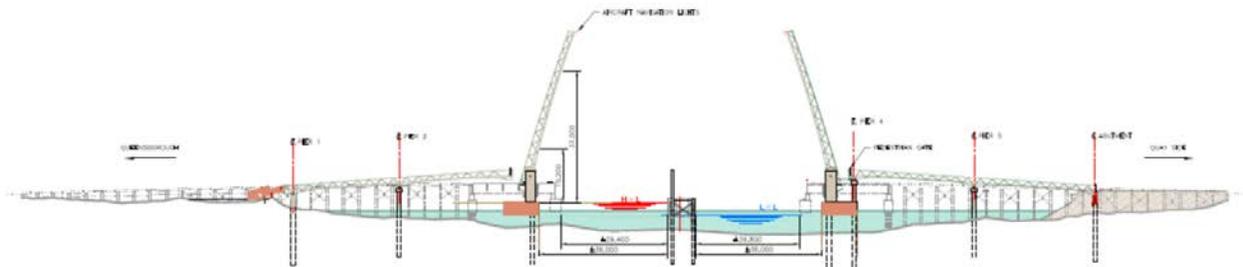
Conceptual Design – Q2Q Pedestrian/Bicycle Bridge



SECTION AT BASQUE SPAN
SCALE 1/8"=1'-0"



SECTION AT APPROACHES
SCALE 1/8"=1'-0"



ELEVATION - CLOSED
SCALE 1/8"=1'-0"