

**TO: CITY MANAGER**

1999 October 13

**FROM: DIRECTOR PLANNING AND BUILDING**

**SUBJECT: APPLICATION FOR COST SHARING  
2000/2001 CYCLING NETWORK PROGRAM**

**PURPOSE:** To seek Council authority to make a submission to the Ministry of Transportation and Highways under the 2000/2001 Cycling Network Program.

**RECOMMENDATIONS:**

1. **THAT** staff be authorized to apply to the Ministry of Transportation and Highways for cost sharing assistance under the 2000/2001 Cycling Network Program to implement the three cycling projects described in this report.
2. **THAT** a copy of this report be forwarded to the Bicycle Advisory Committee for information.

**R E P O R T**

**1.0 BACKGROUND**

The Cycling Network Program (CNP) is a capital cost sharing program funded by the province and administered by the Ministry of Transportation and Highways (MOTH). The purpose of the program is to provide up to 50% funding assistance to local governments in constructing new transportation cycling infrastructure. In 1997/1998 Burnaby was successful in receiving substantial grants under this program.

The deadline for applications to the Ministry for assistance under the upcoming 2000/2001 CNP is 1999 November 01. The Ministry requires that all projects be "shelf ready", that is, once funding is made available the project can start immediately and be completed by 2001 March 31. Projects that have a total cost of \$100,000 or more must submit completed design drawings to verify that the project is "shelf ready". The following projects are suitable for this grant application in that they support transportation cycling and make for safer cycling.

**2.0 PROPOSED APPLICATION**

The following three projects are a possible submission to the Ministry for the 2000/2001 CNP funding application:

- 1. Northwest Central Park Urban Trail**
- 2. Rumble Street Paved Shoulders, Patterson to Nelson**
- 3. Kensington Avenue Paved Shoulders, Parkcrest to Halifax**

**2.1 Northwest Central Park Urban Trail (200m)**

Arising from the Bicycle Advisory Committee (BAC) meeting of 1998 November 26, was a request to pursue extending Vancouver's on-street "Ridgeway" cycle route around Central Park to connect to the BC Parkway as well as Imperial Street. The Vancouver Ridgeway terminates at Boundary and 45th Avenue and is scheduled to open in the spring of 2000 and generate increased recreational and commuter bicycle traffic to the Central Park area. A logical first phase of this request is to connect the BC Parkway and Vancouver's Ridgeway around the northwest perimeter of Central Park (see attached Figure 1). Such an alignment would:

- discourage commuter cyclists from using the internal park trail network and alleviate concerns of off-trail damage to the forest understory, tree root compaction, and speeding cyclists;
- be a three metre wide asphalt trail where possible;
- begin opposite the signalized pedestrian signal and bicycle crossing at Boundary and 45th Avenue, proceed eastwards until it could turn northwards and parallel an existing service and parking roadway, continue outside the west fence of Swangard Stadium by joining an existing 4.0 metre wide paved trail recently constructed to provide access to a concourse ticket booth, cross an existing asphalt service road, and meander down a lawn slope and intersect with the BC Parkway.
- require temporary signage for bicyclists to dismount for the 4.0m wide segment outside the Swangard concourse area due to crowds and ticket line ups during major events.
- Signage would include two map boards with regulatory information at the Ridgeway and BC Parkway junctions as well as directional signage. No lighting would be provided which is standard practice for Urban and parks trails.

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The alternative of routing the trail along the roadside of Boundary north of 45th avenue is unacceptable due to mature coniferous trees directly impacted and the adjacency to very heavy traffic areas approaching the Kingsway intersection. The use of existing internal service roads as opposed to creating a new path was examined by staff, but was deemed inappropriate as these roads receive considerable vehicle use and are of insufficient width to safely support both vehicles and recreational users.

Staff advises that the proposed route is important to expedite so that commuter cycle patterns from Vancouver do not become established through other trails in Central Park.

Other Urban Trail segments around Central Park requested by the BAC will be pursued in more detail at a later date and must first meet Parks and Recreation Commission approval before proceeding.

The BAC supported the Northwest Central Park Urban Trail project at its 1999 September 23 meeting, and the same proposal was approved by the Parks & Recreation Commission at its meeting of 1999 October 06. Staff from Parks, Engineering and Planning support the proposal.

An application will be made seeking cost sharing for funding for the Northwest Central Park Urban Trail, pavement markings, and signage. Cost for the 200 metres of proposed work is estimated to be \$65,000 (including GST). "Shelf ready" drawings are not required as the project is less than \$100,000.

**2.2 Rumble Street Paved Shoulders, Patterson to Nelson (1250m)**

The Engineering Department advises that a portion of Rumble Street between Patterson and Nelson (see *attached* Figure 2) is included in its 2000 Pavement Rehabilitation Program. This program replaces the asphalt surface and maintains the roadway to an interim standard. For roads identified in the Burnaby Transportation Plan as a Cycle Network Road yet currently having insufficient width to safely accommodate cyclists, the Pavement Rehabilitation Program represents an ideal opportunity to increase the pavement width so as to better accommodate on-street cycling. Paving of shoulders is considered to be the most cost-effective means of increasing cycling transportation infrastructure.

This portion of Rumble Street is identified as a Cycle Road in the Burnaby Transportation Plan, and its current width is insufficient to safely accommodate cycle transportation. It is proposed that a CNP application be made to cost share paving an additional 1.3 metres of roadway on each side of Rumble between Patterson and Nelson in order to increase the effective roadway width and make provision for on-street cycling as identified in the Burnaby Transportation Plan.

The adopted Royal Oak Community Plan indicates installation of an Urban Trail along Rumble Street between Nelson and Gilley, and there is merit for extending an Urban Trail along the length of Rumble west of the Royal Oak Plan to Boundary Road. Such a facility, to accommodate off-street cycling, would require reconstruction of Rumble to a final standard, a project anticipated to be undertaken over the longer term. The proposal included in this report provides for on-street cycling on Rumble as an interim standard road, does not preclude future Urban Trail construction, and is an effective use of funds when considering the anticipated time frame for reconstructing Rumble to a final standard.

An application will be made seeking cost sharing funding for this 1.25 km project. Cost is estimated to be \$170,000 (including GST). Standard pavement rehabilitation engineering drawings have been completed and will be required in the submission package as this project is estimated to be more than \$100,000.

**2.3 Kensington Avenue Paved Shoulders, Parkcrest to Halifax (200m)**

The Engineering Department advises that a portion of Kensington Avenue between Parkcrest and Halifax (see *attached* Figure 3) is included in the 2000 Pavement Rehabilitation Program. This program replaces the asphalt surface and maintains the roadway to an interim standard. For roads identified in the Burnaby Transportation Plan as a Cycle Network Road yet currently having insufficient width to safely accommodate cyclists, the Pavement Rehabilitation Program represents an ideal opportunity to increase the pavement width so as to better accommodate on-street cycling. Paving of shoulders is considered to be the most cost effective means of increasing cycling transportation infrastructure.

This portion of Kensington Avenue is identified as a Cycle Road in the Burnaby Transportation Plan, and its current width is insufficient to safely accommodate cycle transportation. It is proposed that a CNP application be made to cost share paving an additional 1.3 metres of roadway on each side of Kensington between Parkcrest and Halifax in order to increase the effective roadway width and make provision for on-street cycling as identified in the Burnaby Transportation Plan.

Kensington Avenue is also identified in the Burnaby Transportation Plan as having an Urban Trail. The Urban Trail would likely be constructed when Kensington is reconstructed to a final standard, a project considered to be longer term. The proposal included in this report would not preclude future Urban Trail construction, and is an effective use of funds when considering the anticipated time frame for reconstructing Kensington to a final standard.

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An application will be made seeking cost sharing funding for this 200 metre project. Cost is estimated to be \$33,000 (including GST). Detailed design drawings are not required as this project is estimated to cost less than \$100,000.

**3.0 FUTURE ACTION**


Upon Council approval, staff will prepare the required CNP applications for 50% cost sharing for the projects outlined in this report. If the grant application is successful, the CNP grant would reimburse the City for 50% of the total construction costs. The projects listed here are included for consideration in the 2000-2004 Provisional Capital Program.

All projects included in this report are considered shelf ready in that they have received necessary approvals from relevant departments and the Parks and Recreation Commission where required, are either under \$100,000 and thus do not require detailed design drawings, or over \$100,000 and detailed design drawings have been prepared.

Notice of approved grants is expected from the Ministry in March 2000. Further details of project planning, design, costs and implementation schedules will be provided to Council at a later date for consideration and to seek specific approvals and funding as required.

Funding assistance provided through the 2000/2001 Cycling Network Program must be expended by 2001 March 31. Subject to Provincial approval of specific projects, any necessary adjustments to the Provisional Capital Program will be addressed and referred to Council in a further report.

It is requested that Council authorize staff to pursue application to the Ministry of Transportation and Highways for cost sharing assistance to implement the three cycling projects described in this report.

  
D.G. Stenson  
Director Planning and Building

MP/ds  
attach.

cc: Director Engineering  
Director Parks Recreation and Cultural Services  
Director Finance

North

Kingsway

Existing BC Parkway

Proposed Sign

WC Variety Playground

Parking

Perimeter Fence

Picnic

Parking

Swangard Stadium

Stadium Seating

Concourse

New Ticket Booth

Boundary Road

Vancouver

Forested Areas

Parking

Hydro Kiosk

Forested Areas

Proposed Sign

Ridgeway Greenway

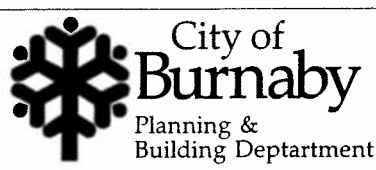
45th Ave

Service Road

Service Road

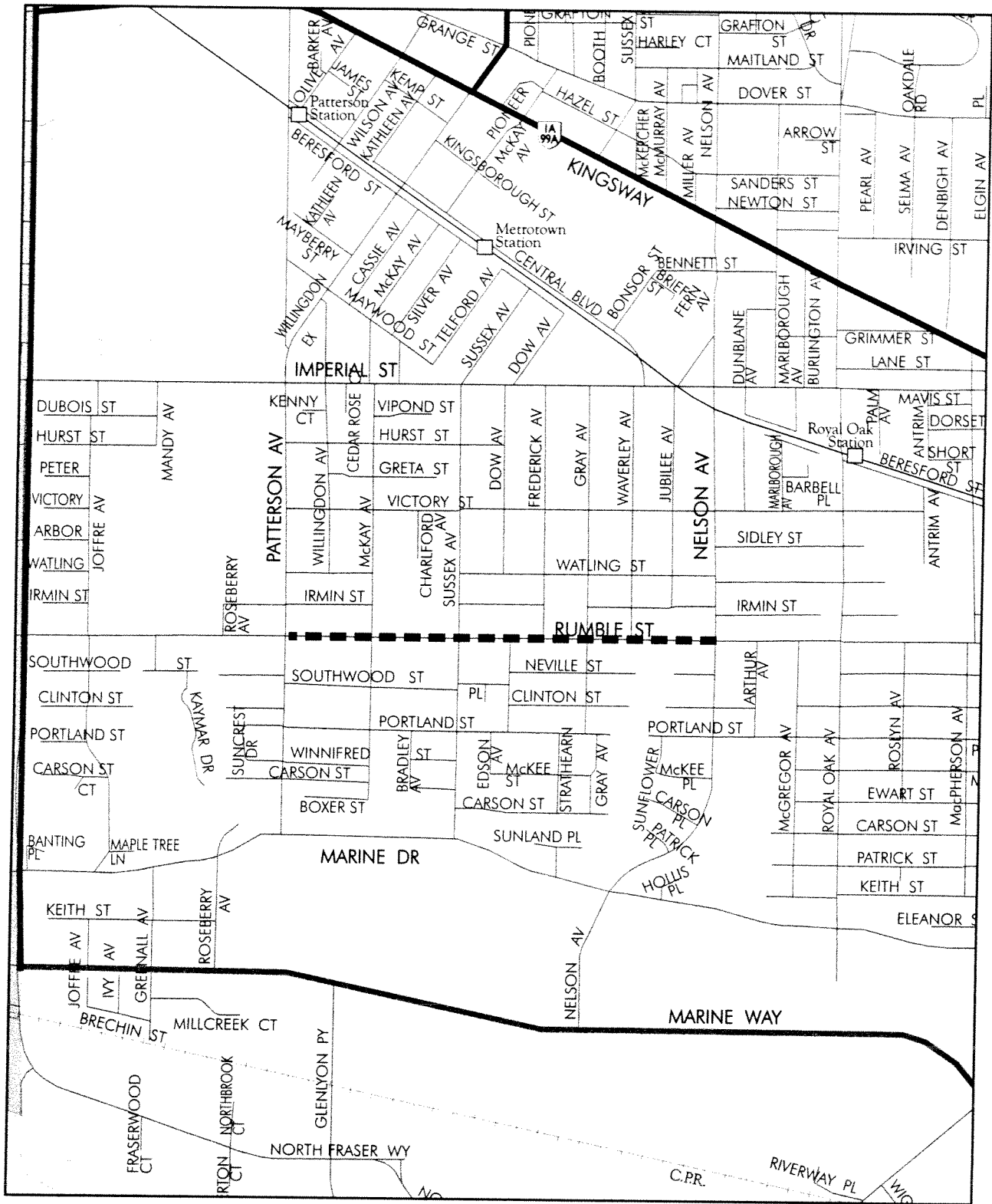
### Key

- ..... Proposed 3m Asphalt Urban Trail
- Existing Asphalt Trails
- Existing Park Trails

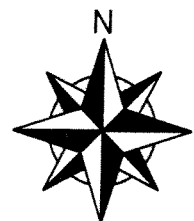


## Central Park: Proposed Northwest Urban Trail

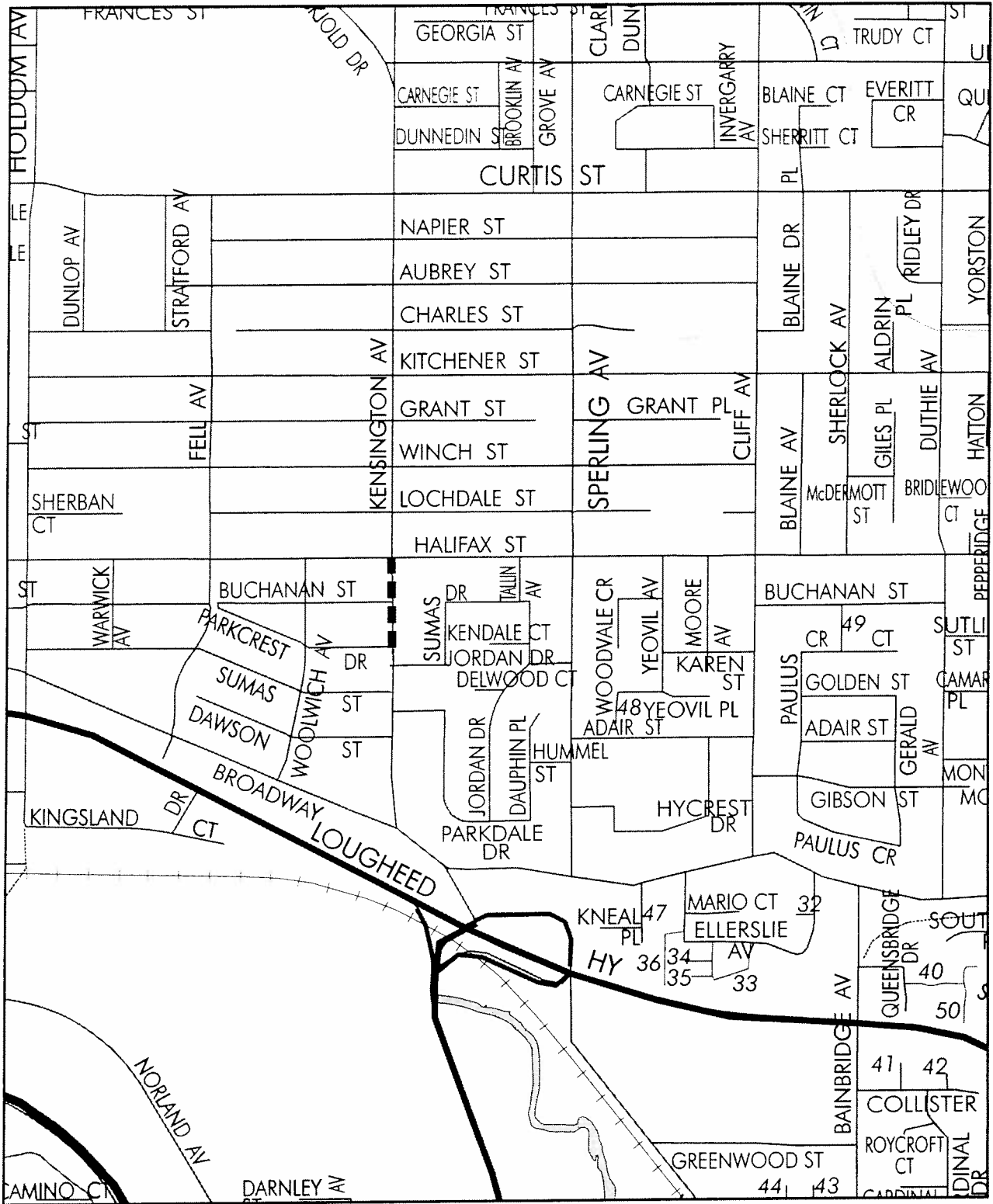
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Date: Sept 28, 1999  
Scale: nts  
Prepared By: HD



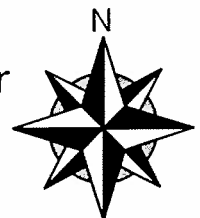
Rumble Street Paved Shoulder  
Patterson Ave. To Nelson Ave.



Attachment #2



Kensington Avenue Paved Shoulder  
Parkcrest Dr. To Halifax St.



Attachment #3