

TO: CITY MANAGER

2002 APRIL 10

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 01.215.5.1.2

SUBJECT: **TRANSLINK 2002 MUNICIPAL BICYCLE INFRASTRUCTURE PROGRAM**

PURPOSE: To seek Council approval for projects to be submitted for funding under the TransLink 2002 Municipal Bicycle Infrastructure Program.

RECOMMENDATIONS:

1. **THAT** Council approve the two projects identified in Section 2 of this report for submission to TransLink for funding under the 2002 Municipal Bicycle Infrastructure Program on the understanding that funding from Better Environmentally Sound Transportation (BEST) of \$78,200 will be provided towards the capital costs of the Boundary to Gilmore section of the Central Valley GreenWay Project.
2. **THAT** a copy of this report be forwarded to the Bicycle Advisory Committee.
3. **THAT** a copy of this report be forwarded to Helen Cook, Program Manager, Alternative Transportation, TransLink. and to Keith Ross, Project Manager, Central Valley GreenWay Project, Better Environmentally Sound Transportation (BEST).

REPORT

1. INTRODUCTION

The TransLink Municipal Bicycle Infrastructure Program provides funding to municipalities for projects that develop and improve cycling routes that perform a regional cycling function. Applications for funding under this program are being received by TransLink for review and submission to the TransLink Major Roads and Transportation Advisory Committee (MRTAC) for approval and submission to the TransLink Board in April.

For 2002, a total of \$750,000 in funding is available region-wide and municipalities have been invited to submit cycling projects for inclusion in the program. Funding is allocated to each municipality based on the proportion of the population of the municipality relative to the regional population. Based on this formula, the City of Burnaby would be eligible for a maximum of \$73,400 under the program for all submitted projects with a maximum of 50% funding for any single project.

This report seeks Council approval to submit two projects for funding in 2002 under the TransLink Municipal Bicycle Infrastructure Program.

2. PROPOSED CYCLING PROJECTS

2.1 Bicycle Stenciling and Signing Project

2.1.1 Project Scope

The scope of work for the Bicycle Signing and Stencilling Project involves stencilling and signing the emergency stopping lanes as bike lanes on the former Provincial Highways in Burnaby including the Lougheed Highway (North Road to Boundary), Gaglardi Way (Broadway to Lougheed) and Barnet Highway (St. Johns to Inlet Drive). In the recent reconstruction of sections of the Lougheed Highway and Gaglardi Way, additional width has been provided to accommodate cycling lanes along the shoulders.

Providing marked bike lanes on former Provincial highways in Burnaby will enhance the safety of these roads for the many cyclists that currently use them to provide mobility to work, school, shopping and personal business. Especially in the case of the Lougheed Highway, this project will encourage more multi modal cycling/transit trips using the SkyTrain Millennium Line. Lougheed Highway serves the Lougheed Town Centre, the Brentwood Town Centre, future urban village and business centres around stations and also provides connections to the cities of Vancouver and Coquitlam. Gaglardi Way is a key access point to SFU; the Barnet Highway provides connections between Coquitlam and the Francis Union BikeWay in North Burnaby.

2.1.2 Project Funding

The Bicycle Program Component of the 2002 Capital Program includes the signing and stencilling project. A Capital Expenditure Bylaw of \$50,000 for this project was approved by Council at its regular meeting of 2002 March 11. This report requests Council approval to apply for TransLink cost sharing on this project. The submission to TransLink would request the maximum of 50% funding or \$25,000 for this project.

2.1.3 Project Timing

The City would undertake the project in Spring 2002 upon completion by RTP 2000 of the last Lougheed Highway Reconstruction project currently underway in the Brentwood section of the Lougheed Highway. Based on this timing, the signing and stencilling along the Lougheed Highway bicycle route would be in place for the opening of the Millennium SkyTrain Line in 2002 September.

2.2 Central Valley GreenWay

2.2.1 *Project Justification*

For some years, the Central Valley GreenWay (CVG) has been identified as a regionally significant east-west commuter and recreational bike/pedestrian corridor. Linking the Cities of Vancouver, Burnaby and New Westminster, the 25-kilometre CVG is planned to extend from False Creek at Science World to the Fraser River Foreshore Park in New Westminster. The project has received substantial support from both public and private agencies and Better Environmentally Sound Transportation (BEST) was recently awarded \$1 M by VanCity Savings Credit Union to facilitate the development of the CVG.

Within Burnaby, the CVG travels from Boundary Road along the Burlington Northern Santa Fe (BNSF) Rail corridor through the Still Creek corridor to Burnaby Lake Regional Nature Park, then along the Brunette River to the Fraser River (see *attached Figure 1*). The Still Creek/Central Valley corridor has long been recognized by the City as a key environmental asset and recreational opportunity. Conceptual alignments for the proposed CVG are found in the City's Official Community Plan and the Burnaby Transportation Plan.

2.2.2 *Project Scope*

This project proposes the construction of a segment of the CVG between Boundary Road and Gilmore Avenue adjacent to the BNSF railway under the SkyTrain guideway as shown in *Figure 1 attached*. This portion of the CVG will be developed as a multi-use urban trail, accommodating pedestrians and cyclists on a statutory right-of-way guaranteeing public access. The Boundary Road to Gilmore Avenue portion of the CVG (approximately 660 metres in length) would be developed as a joint use urban trail according to Burnaby's Urban Trail standards with a 4.1- 4.5 metre wide multi-use pathway including a 2.6 m. north bicycle trail and 1.5-1.9 metre wide south pedestrian trail (*Figure 2 attached*).

2.2.3 *Project Phasing*

Significant planning and design work for this segment of the CVG has occurred in conjunction with the construction of the SkyTrain Millennium Line. Discussions between Burnaby, the Rapid Transit Project 2000, BNSF and the adjacent property owners (Bridge Studios and Home Depot) resulted in a preliminary design for this section of the CVG that accommodates the various stakeholders while developing the corridor for public access as a recreational greenway.

The City is in the process of finalizing the acquisition of the required right-of-way along the north side of the BNR rail line at no cost to the city through RTP 2000 and the rezoning of the adjacent two private parcels. Staff expect this to be completed within the next two months.

Construction of the CVG segment would take advantage of site restoration work, including rough grading and drainage and fencing that is being completed by RTP 2000 this year along the guideway between Boundary Road and Gilmore Avenue. The CVG would be constructed in two phases: the first phase involving the provision of a gravel bike and pedestrian path. The first phase of the project, proposed to be funded in 2002, would include site grading, swales, landscaping, storm water management system, catch basins, lighting, signage, bollards, curb cuts and fencing along the north side against the Bridge Studios/Home Depot and the south side against the BNSF rail line. The second phase involves the provision of a paved surface on the greenway at a later date after natural settlement has occurred. This would be the subject of a future project funding application.

2.3 Funding for the Projects

The Urban Trails component of the 2002 Capital Program includes an amount of \$175,000 for the CVG project. Combined with the \$50,000 cost of the Bicycle Signing and Stenciling Project, the total cost of the submitted projects in the application to TransLink is \$225,000 of which the City would receive a maximum block allocation of \$73,400 from TransLink. As shown in **Table 1 below**, this block allocation of \$73,400 would be divided between the Bicycle Signing and Stenciling Project, \$25,000 and the CVG Project, \$48,400. The submission to TransLink therefore requests funding of \$48,400 as a portion of the total estimated cost of \$175,000 for the first phase of the CVG project between Boundary and Gilmore.

Table 1
2002 Municipal Bike Infrastructure Project Funding

Projects	Total Cost	TransLink Funding	City Funding	BEST Funding
Bike Signing and Stenciling	\$50,000	\$25,000	\$25,000	Not Applicable
Central Valley GreenWay (Phase 1)	\$175,000	\$48,400	\$48,400	\$78,200
Totals Both Projects	\$225,000	\$73,400 Burnaby allocation	\$73,400	\$78,200

The determination of an appropriate contribution portion from BEST, as a sponsor of the CVG Project, is based on the premise that the City's portion of the CVG project would match the \$48,400 funding contribution from TransLink. As shown in **Table 1** this approach would require that BEST make up the difference of \$78,200 between the \$175,000 total cost of the project and the total funding from the City and TransLink of \$96,800 (\$48,400 each). BEST has indicated that capital funds are available for the Central Valley GreenWay project and that an application for funding of this section would be viewed favourably. However, if the desired contribution from BEST is not forthcoming, the City and TransLink could consider proceeding with the first phase of the project at a reduced scope.

The second phase involving the paving of this CVG section at an estimated cost of \$78,500 would not be undertaken until possibly 2004 or 2005 to allow settlement of the underlying soils. Over the next few years other sections of the CVG in Burnaby would be advanced for co-funding with TransLink and BEST.

3. CONCLUSION

Under the TransLink Bicycle Municipal Infrastructure Program for 2002, the City is eligible to receive a total of \$73,400 for bike projects that encourage the construction of regional bike routes and remove existing barriers to cyclists for travel across the region. The signing and stenciling of the emergency stopping lanes of the Lougheed, Gaglardi and Barnet highways and the construction of a section of the Central Valley GreenWay between Boundary and Gilmore are clearly eligible under this program and their construction would significantly benefit regional cycling.

The City's portion of the total cost of the two projects is \$73,400 which matches the maximum block allocation available from TransLink to the City of Burnaby under the 2002 Municipal Bicycle Infrastructure Program. For the Central Valley GreenWay Project, the City would be applying to Better Environmentally Sound Transportation to make up the difference of \$78,200 between the total Phase 1 cost of \$175,000 and the \$96,800 funding available from both TransLink and the City of Burnaby.

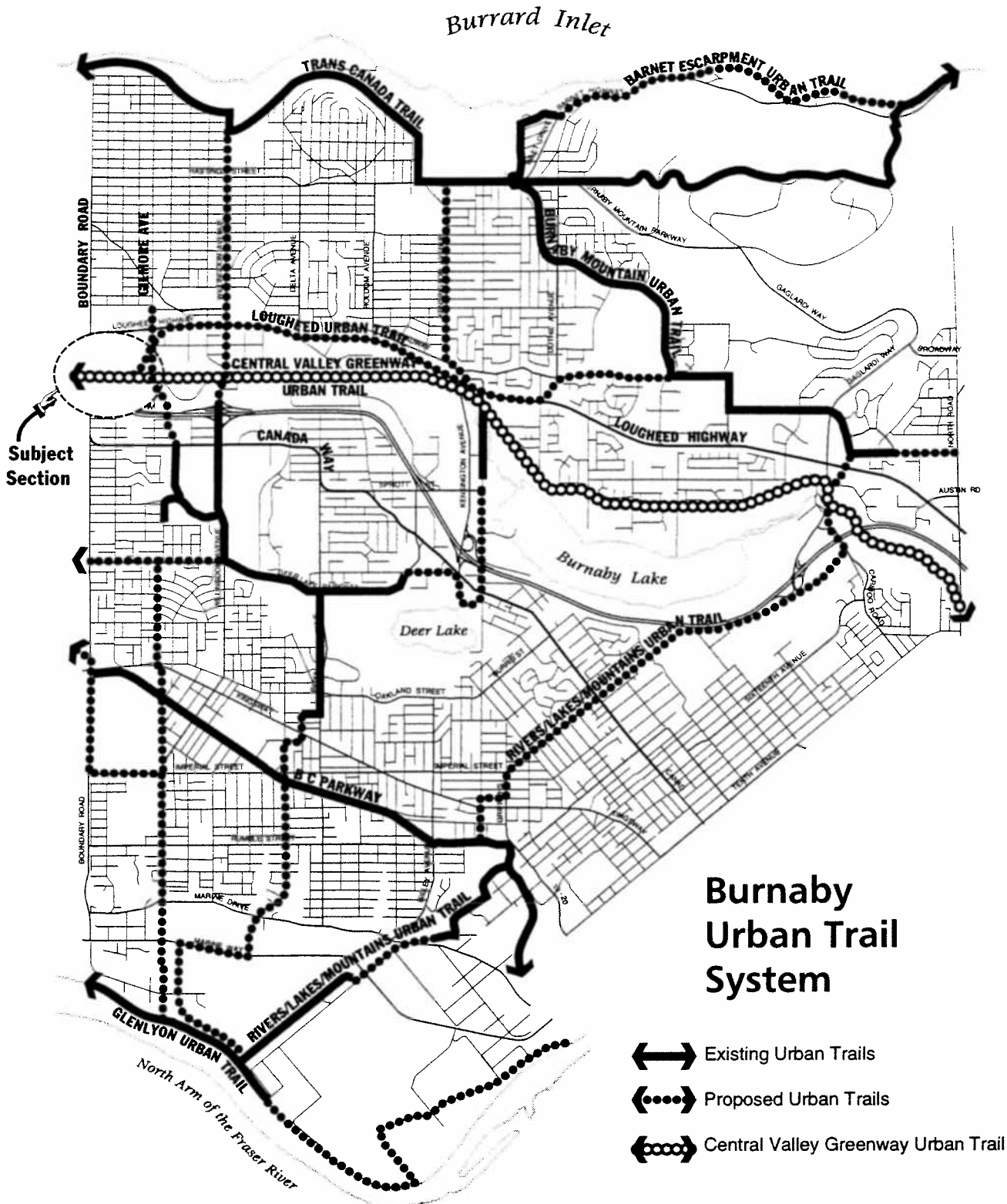
Based on these considerations, it is recommended that Council approve these projects for submission for funding under the 2002 TransLink Municipal Bicycle Infrastructure Program.






J.S. Belhouse, Director
PLANNING AND BUILDING

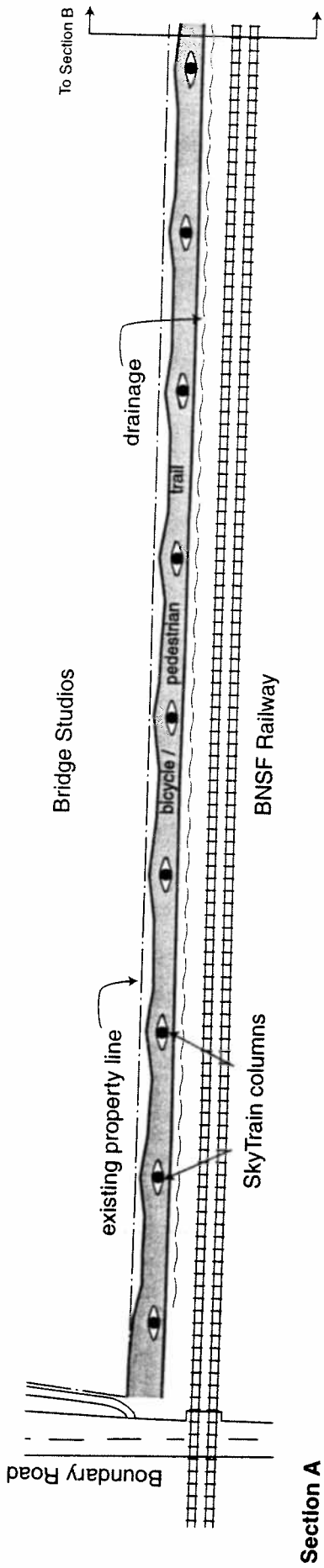
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Attachments(2)

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

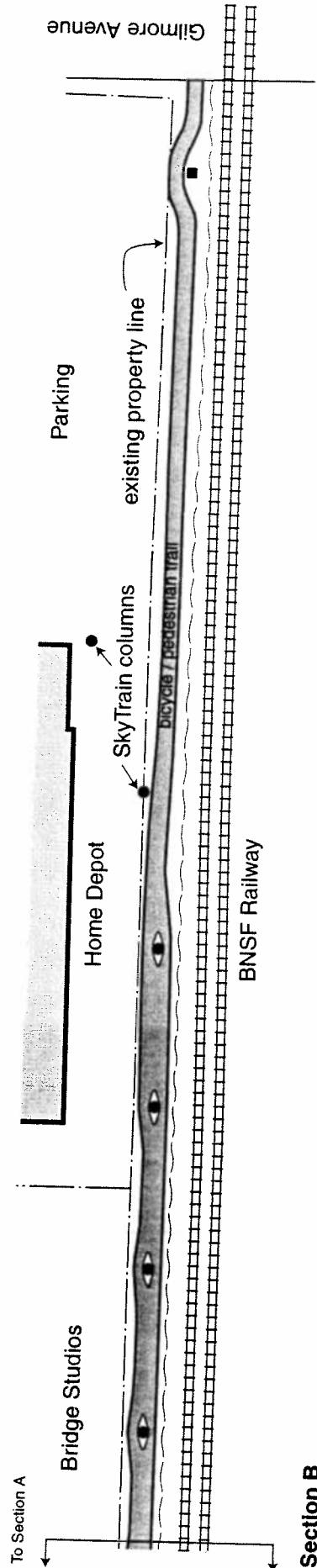


Burnaby Urban Trail System

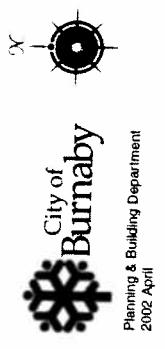
-  Existing Urban Trails
-  Proposed Urban Trails
-  Central Valley Greenway Urban Trail



Section A



Section B



Central Valley Greenway
 Boundary Road to Gilmore Avenue
 2001 12 04

Figure 2

