

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: TransLink 2003 Municipal Bicycle Infrastructure Cost  
Sharing (BICCS) Program: Burnaby Submission

RECOMMENDATIONS:

1. **THAT** Council approve the projects identified in Sections 2 and 3 of this report for submission to TransLink for funding of \$69,500 under the 2003 Bicycle Infrastructure Cost Sharing Program (BICCS).
2. **THAT** copies of this report be forwarded to the Bicycle Advisory Committee, to Helen Cook, Program Manager, Alternative Transportation, TransLink and to Keith Ross, Project Manager, Central Valley Greenway Project, Better Environmentally Sound Transportation (BEST).

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2002 September 11, received and adopted the attached report seeking Council approval for projects to be submitted for funding under the TransLink 2003 Municipal Bicycle Infrastructure Cost Sharing Program.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor D. Evans,  
Vice Chair

Councillor B. Der  
Member

COPY:City Manager  
Director Engineering  
Director Finance  
Director Plng. & Building  
Director Rec. & Cultural  
Services



**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division) 2002 September 05

**FROM:** DIRECTOR PLANNING & BUILDING

**SUBJECT:** **TRANSLINK 2003 MUNICIPAL BICYCLE INFRASTRUCTURE COST SHARING ( BICCS ) PROGRAM: BURNABY SUBMISSION**

**PURPOSE:** To seek Council approval for projects to be submitted for funding under the TransLink 2003 Municipal Bicycle Infrastructure Cost Sharing Program.

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**RECOMMENDATIONS:**

1. **THAT** Council approve the projects identified in Sections 2 and 3 of this report for submission to TransLink for funding of \$69,500 under the 2003 Bicycle Infrastructure Cost Sharing Program (BICCS).
2. **THAT** copies of this report be forwarded to the Bicycle Advisory Committee, 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 Cost Sharing Program (BICCS) 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 February.

For 2003, a total of \$1,500,000 in funding will be available, including \$1 million in block allocation funds to all municipalities based on a population formula. The remaining \$500,000 will be available for 50% cost sharing of "projects of regional significance". Municipalities have been invited to submit cycling projects by the end of September 13 for inclusion in the program and approval by the TransLink Board in 2002 November.

Based on the block funding formula, the City of Burnaby would be eligible for a maximum of \$97,940 under the 2003 program for all submitted block allocation projects, with a maximum of 50% cost sharing for any single project. This amount has been increased from the \$73,500 maximum available to the City of Burnaby under the BICCS program in April 2002. As well, any portion of the block allocation maximum not used in one year can be carried forward and applied for in subsequent years.

This report seeks Council approval to submit two projects for funding under the block allocation of the 2003 TransLink Bicycle Infrastructure Cost Sharing ( BICCS) Program for a total of \$69,500 in funding from TransLink. These two projects are for bicycle stenciling and signing and Phase 2 of the section of the Central Valley Greenway between Boundary and Gilmore.

## 2. PROPOSED 2003 BLOCK ALLOCATION PROJECTS

### 2.1 Bicycle Stenciling and Signing - Program Continuation

#### 2.1.1 Project Scope

In 2002 TransLink approved \$25,000 as 50% cost sharing of the \$50,000 Bicycle Signing and Stencilling Project. This project involved stencilling and signing the emergency stopping lanes for use 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). Most of this work has been completed. Providing marked bike lanes on these former Provincial Highways in Burnaby will improve safety for the many cyclists that currently use these routes to go to work, school, shopping and personal business.

In 2003, it is proposed to include the following projects in the program:

- **Marine Way** - the stencilling of bike lanes on Marine Way from the New Westminster boundary to Boundary Road.

Total Cost: \$20,000

- **BikeWay Signing and Stencilling** - updating the stencilling and signing to regional standards of the City's existing BikeWays including the Francis/Union and North/South BikeWays.

Total Cost: \$30,000

- **Signalized Intersections** - stencilling in loop detector zones of signalized intersections to identify the stopping zone for bikes to actuate the traffic signal.

Total Cost: \$10,000

### **2.1.2 Project Funding**

If the submission of the Bicycle Stencilling and Signing - Program Continuation to TransLink is approved by Council, \$60,000 would be included in the Bicycle Program Component of the 2003 Capital Program for this project. The submission to TransLink would request the maximum of 50% funding (ie. \$30,000) for this project.

## **2.2 Central Valley Greenway Section**

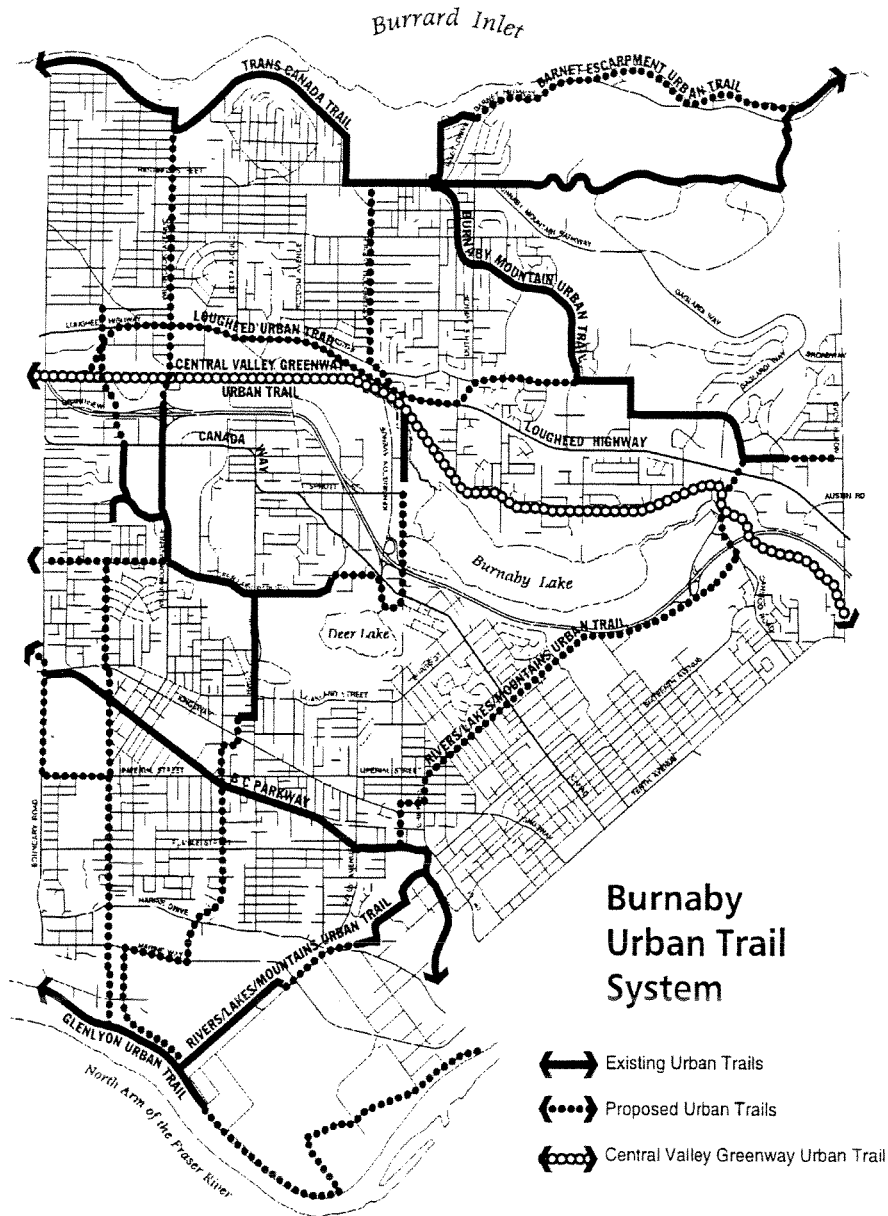
### **2.2.1 Project Scope**

In 2002 the City identified construction of a section of the Central Valley Greenway ( CVG) between Boundary Road and Gilmore Avenue adjacent to the Burlington Northern and Santa Fe (BNSF) railway under the SkyTrain guideway as shown in **Figure 1**. This portion of the CVG will be developed as a multi-use urban trail, accommodating pedestrians and cyclists within a 4.1- 4.5 metre wide multi-use pathway, including a 2.6 m. bicycle trail and 1.5 -1.9 metre wide pedestrian trail.

Phase 1 of this project, co-funded by TransLink for 2002, involves site grading, swales, storm water management system and catch basins. The City has received approval from BNSF to initiate construction on this section this year.

Phase 2 includes the installation of fencing along the north side against the Bridge Studios/Home Depot and the south side against the BNSF rail line as well as lighting, signage, bollards, curb cuts and final landscaping. Phase 2 is the subject of the 2003 application for BICCS funding and, if granted, would be undertaken next year.

**Figure 1**  
**Central Valley Greenway**



**2.2.2 CVG (Boundary to Gilmore) Project Funding**

The total cost of the Boundary to Gilmore section of the CVG, including both phases of the project, is \$295,000. The City applied for \$46,400 in cost sharing under the 2002 TransLink BICCS Program for the \$175,000 cost of Phase 1 of the project. The City also applied for \$73,200 from Better Environmentally Sound Transportation (BEST). In the Urban Trails component of the 2002 Capital Program the City has budgeted for the total \$175,000 for Phase 1 and can begin construction this year. Staff have been advised that BEST is initiating a capital fund raising campaign and is not in a position to consider approval of funding requests at this time. While the City will not be receiving reimbursement from BEST for this section of the project, the City will be a primary beneficiary, in the coming years, of the funds collected from this campaign for other sections of the CVG.

Phase 2 of the project is estimated to cost \$120,000 of which \$79,000 would be eligible for 50% cost sharing from the 2003 TransLink BICCS Program. The difference of \$41,000 for landscaping is not eligible for cost sharing with TransLink. For Phase 2 of the CVG Project, it is recommended that the City apply to the 2003 BICCS Program for 50% cost sharing of the eligible costs of \$79,000 (ie. \$39,500 from TransLink). If approved, the City would include the \$120,000 cost of Phase 2 in the Urban Trails component of the 2003 Capital Program. The net cost to Burnaby would be \$80,500.

**2.3 Block Allocation Projects Funding Summary**

The total cost of the submitted projects for block allocation funding for 2003 is \$180,000 of which the City would receive \$69,500 from TransLink upon completion of the two projects as shown in *Table 1*.

**Table 1  
 2003 Municipal BICCS Funding  
 Block Allocation Projects**

Projects	Total Cost	TransLink Funding	City Funding
Bike Signing and Stenciling Continuation	\$60,000	\$30,000	\$30,000
Central Valley Greenway	\$120,000*	\$39,500	\$80,500
<b>Total Both Projects</b>	<b>\$180,000</b>	<b>\$69,500</b>	<b>\$110,500</b>

\* \$41,500 landscaping cost ineligible for TransLink funding

4. CONCLUSION

Under the TransLink Bicycle Infrastructure Cost Sharing ( BICCS ) Program for 2003, the City is eligible to receive block allocation funding for bike projects that encourage the construction of regional bike routes and remove existing barriers to cyclists for travel across the region. The City has two projects for submission under this category including additional funding for the Bike Stenciling and Signing Program and for Phase 2 of the Boundary to Gilmore section of the Central Valley Greenway. The former project will involve stenciling of the emergency stopping lanes on Marine Way, Francis-Union and North-South BikeWays and the bike loop detector areas at signalized intersections. The latter project is the completion of the section of the CVG between Boundary Road and Gilmore. The City's portion of the total \$180,000 cost of the two projects is \$110,500. The City is applying for a total of \$69,500 in block allocation funding from TransLink.

Based on these considerations, it is recommended that Council approve the submission of two block allocation projects for cost sharing from the 2003 TransLink Bicycle Infrastructure Cost Sharing Program (BICCS).

  
RG/sa/mw



J.S. Belhouse, Director  
PLANNING AND BUILDING

- cc: City Manager  
Director, Engineering  
Director, Finance  
Director Parks, Recreation and Cultural Services