

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: 2004 TRANSLINK BICYCLE INFRASTRUCTURE CAPITAL COST
SHARING PROGRAM (BICCS): BURNABY APPLICATION**

RECOMMENDATIONS:

1. **THAT** Council approve the projects outlined in Section 2.0 and 3.0 of this report for application to TransLink for cost-sharing under the 2004 Bicycle Infrastructure Capital Cost Sharing program.
2. **THAT** copies of this report be forwarded to the City's Bicycle Advisory Group and to H. Cook, Program Manager Alternative Transportation, TransLink, 1700 - 4720 Kingsway, Burnaby, B.C., V5H 4N2.

REPORT

The Transportation Committee, at its meeting held on 2003 October 08, received and adopted the attached report requesting approval to submit bicycle infrastructure projects for cost sharing as part of the 2004 TransLink Bicycle Infrastructure Capital Cost Sharing Program (BICCS).

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
DIRECTOR PLANNING AND BUILDING

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

2003 October 2

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.626

SUBJECT: 2004 TRANSLINK BICYCLE INFRASTRUCTURE CAPITAL COST SHARING PROGRAM (BICCS): BURNABY APPLICATION

PURPOSE: To seek approval to submit bicycle infrastructure projects for cost sharing as part of the 2004 TransLink Bicycle Infrastructure Capital Cost Sharing Program (BICCS).

RECOMMENDATIONS:

1. **THAT** the Transportation Committee request Council to approve the projects outlined in Sections 2.0 and 3.0 of this report for application to TransLink for cost-sharing under the 2004 Bicycle Infrastructure Capital Cost Sharing program.
2. **THAT** copies of this report be forwarded to the City's Bicycle Advisory Group and to H. Cook, Program Manager Alternative Transportation, TransLink, 1700 - 4720 Kingsway, Burnaby, B.C. V5H 4N2.

REPORT

1.0 BACKGROUND

The City is continuing its provision of cycling infrastructure as identified in the Urban Trail, Cycle Road, and Bikeway plans approved by Council. These networks have been coordinated with each other to ensure that a complete system of widened streets, sidewalks and multi-use paths will eventually encompass the entire City to facilitate alternative forms of transportation and recreation.

To encourage the development of municipal cycling infrastructure, TransLink provides up to 50% cost-sharing for eligible projects under their Bicycle Infrastructure Capital Cost Sharing (BICCS) program. The program has two components:

- **Block Allocation** - funding distributed to municipalities in proportion to their population. Of the \$1.65 million available region-wide for 2004, Burnaby's share is \$161,600.
- **Regional Priority** - a common pool of funding that is assigned to projects anywhere in the region, on the basis of project merit. The total Regional Priority fund for 2004 is \$850,000.

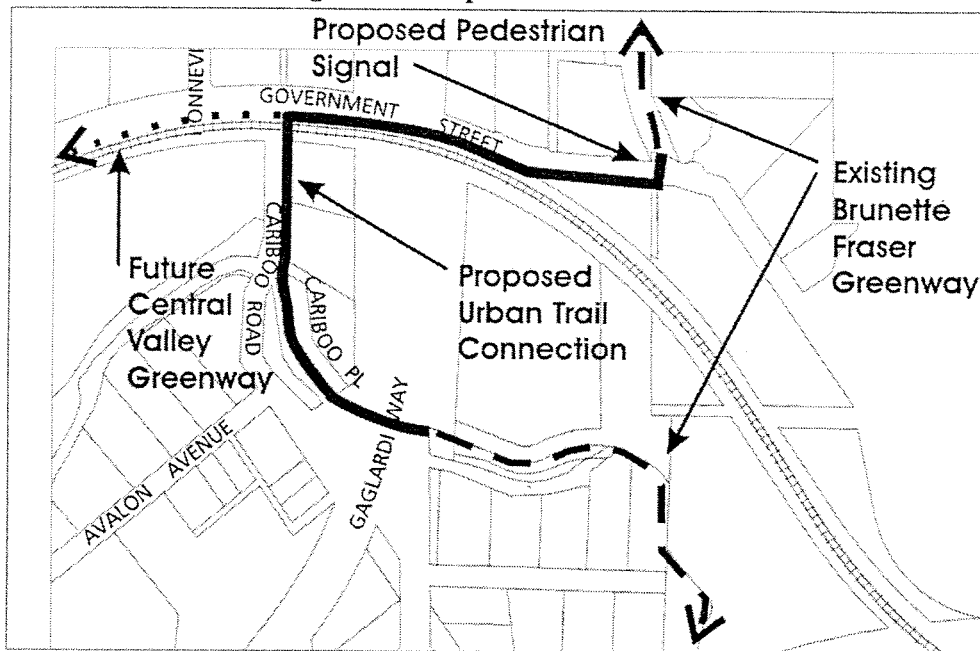
It is necessary for staff to make application now to allow sufficient time for review by the various TransLink committees and consideration by the TransLink Board in December. This report describes Block Allocation and Regional Priority projects proposed for submission to TransLink for 2004 BICCS funding.

2.0 APPLICATION FOR 2004 BLOCK ALLOCATION FUNDS

Proposed projects for the 2004 Block Allocation portion of the BICCS program are:

1. **Signalized Intersection Improvements.** Enhance cycling mobility and safety by installing bike buttons at selected signalized intersections, along with road stencils that direct cyclists to the buttons. It is anticipated that the following 11 intersections will be upgraded: Canada Way at Gilmore and at Wayburne; Cariboo at Armstrong/Holmes; Hastings at Carleton and at Duthie; Hazel at MacKay and at Nelson; Mary at Edmonds; and Kingsway at MacKay, Nelson, and Patterson. **Total cost \$50,000 (Burnaby share \$25,000).**
2. **Burnaby Mountain Urban Trail - Lake City.** The City of Burnaby has agreed to construct the final phase of the Burnaby Mountain Urban Trail in 2004 as part of the Lake City Interceptor Sewer Line Agreement with the GVRD. The Burnaby Mountain Urban Trail circles around the base of Burnaby Mountain from Hastings Street to Cameron Street connecting to the Barnet Escarpment Urban Trail, Trans-Canada Trail, Francis-Union Bikeway and the Lougheed Loop Urban Trail. This would be the final phase of the Burnaby Mountain Urban Trail providing a connection between the trail built by the GVRD from the end of the existing Urban Trail on Eastlake Road to Government Street and the trail built by the GVRD from Cariboo Place to the North Road crossing of the Brunette River. The proposed trail, shown in Figure 1, includes a pedestrian activated signal on Government, a 4.0-metre wide mixed-use asphalt Urban Trail on the south side of Government Street to Cariboo Road and the same on the east side of Cariboo Road to Cariboo Place, and a widening of the Cariboo BNSF rail crossing to accommodate the urban trail. At Cariboo Place cyclists would be on the street and pedestrians on the existing sidewalk. This trail will also link directly to the future Central Valley Greenway Urban Trail. **Total cost \$311,250 (Burnaby share \$174,650, which is higher than 50% due to full usage of our Block Allocation).**

Figure 1: Proposed Urban Trail



3.0 APPLICATION FOR 2004 REGIONAL PRIORITY FUNDS

Proposed projects for the 2004 Regional Priority portion of the BICCS program are:

1. **Tenth Avenue Signals.** Tenth Avenue is a significant barrier to bicycle travel between Burnaby and New Westminister. This project would entail the installation of pedestrian and bike-activated signals on 10th Avenue at two locations: 2nd Street and 15th Street. These would provide linkages between the City's Southeast Bikeway and similar bike routes in New Westminister. The project is a joint submission, with Burnaby and New Westminister sharing the 50% municipal cost of the project. **Total cost \$160,000 (Burnaby share \$40,000).**

2. **Boundary Road at Elmwood Signal.** The intersection of Boundary Road with Elmwood Street (22nd Avenue in Vancouver) is signalized on three legs (north, south, and west) but unsignalized on the east (Burnaby) leg. Westbound through movements are prohibited by car, but are permitted by cyclist and pedestrian. A button and signal head are provided for the pedestrians, but there is no way for bikes to activate this signal. Bike traffic is expected to increase, as Vancouver is planning to upgrade this route for cyclists. This project will see the installation of an enhanced right-turn diverter and cyclist push-button, to facilitate westbound cycling movements while still prohibiting cars. The 50% municipal share of this project would be split with the City of Vancouver. **Total cost \$30,000 (Burnaby share \$7,500).**

3. **Gilmore Crossing Bikeway.** This is a proposed bikeway running generally parallel to Gilmore Avenue in the north and Patterson Avenue in the south. As reported to Council on September 15 (at which time Council authorized staff to undertake a review of the alignment), it would extend almost completely across the city, from Trans-Canada Trail in the north to Marine Drive in the south. In the central section, where parallel local roads are unavailable, the bikeway would be off-street on a 4-metre wide asphalt Urban Trail. Implementation would span two years: approximately two-thirds in 2004 and one-third in 2005. **Total 2004 cost: \$740,000 (Burnaby share \$370,000).**

Staff will be providing a further report to Council detailing the Regional Priorities cost sharing available for these projects prior to requesting approval of a Capital Reserves Expenditure Bylaw for implementation of these projects.

4.0 FINANCE

The following tables summarize the proposed application under the 2004 Block Allocation and Regional Priority Funds, respectively.

Table 1: Application for 2004 Block Allocation Funds

Project	Total Amount	Burnaby Share
Signalized intersection improvements	50,000	25,000
Burnaby Mountain Urban Trail	311,250	174,650
Total	361,250	199,650

Table 2: Application for 2004 Regional Priority Funds

Project	Total Amount	Burnaby Share
Tenth Avenue signals	160,000	40,000
Boundary Road at Elmwood	30,000	7,500
Gilmore Crossing Bikeway (2004 costs)	740,000	370,000
Total	930,000	417,500

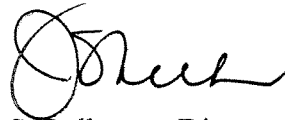
It is anticipated that the application for the Block Allocation Funds will likely be approved as applied for. As such, the appropriate amount will be included in the Planning and Building Department's 2004 Capital Budget submission for consideration.

We expect that TransLink's technical review of the Regional Priority Funds applications will occur prior to the forwarding of our Capital Budget submission. An appropriate amount will be included in our submission based on the results of that review.

While the 2004 Capital Budget has yet to be finalized, the expected amounts will fall within the anticipated Capital Reserve limitations for this department's Urban Trails and Bicycle Program components.

5.0 CONCLUSION

This report has identified projects for submission to TransLink for cost-sharing under the 2004 BICCS program. It is recommended that the Transportation Committee request Council to endorse the application.



J.S. Belhouse, Director
PLANNING AND BUILDING

SR/sa

cc: City Manager
Director Engineering
Director Finance

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