

TO: CITY MANAGER

2003 December 02

FROM: DIRECTOR PLANNING AND BUILDING
DIRECTOR ENGINEERING

OUR FILE: PL 2100-50
TransLink MRN Capital Program

**SUBJECT: 2004 TRANSLINK MRN CAPITAL (MINOR ROADS) PROGRAM:
FUNDING APPLICATION**

PURPOSE: To recommend approval of the projects submitted for cost sharing under the 2004 TransLink MRN Capital (Minor Roads) Program.

RECOMMENDATIONS:

1. **THAT** Council approve the projects outlined in Section 2.2 for funding under the 2004 TransLink MRN Capital (Minor Roads) Program.
2. **THAT** a copy of this report be forwarded to M. Lai, Program Manager, Major Roads Network Planning, TransLink, 4330 Kingsway, Burnaby, B.C., V5H 4G8.

REPORT

1.0 BACKGROUND

In 2003, the City of Burnaby applied for total funding of \$2,306,000 under the block allocation portion of the TransLink 2003 MRN Capital (Minor Roads) Program for Southridge Drive (between Southpoint and Griffiths Drive), three special crossing projects and the Willingdon Avenue HOV Project (design only) between Lougheed and Hastings Street. Applications for funding under the 2004 MRN Capital (Minor Roads) Program were submitted in draft form to TransLink staff in mid-September this year to meet the deadlines for consideration in the program but are subject to Council approval.

These applications, if approved by Council, will be reviewed by the Major Roads Technical Advisory Committee (MRTAC) and ultimately by the TransLink Board in 2004, January. The purpose of this report is to bring these projects forward for Council consideration as Burnaby's submission for funding under the 2004 MRN Capital Program.

2.0 PROPOSED 2004 MRN CAPITAL (MINOR ROADS) PROJECTS

2.1 Available Funding

The TransLink Three Year Plan identifies a total of \$20 Million to be available each year in the 2004-2006 period to municipalities for projects submitted under the block

allocation funding formula. Any “unallocated” funds remaining after municipal project submissions have been approved can be assigned to other projects on the MRN based on need, i.e., “needs based” projects.

The maximum funding available to the City of Burnaby in 2004 under the MRN Capital (Minor Roads) Program will be \$2,307,000. However, as the City is allowed to carry over unspent 2004 TransLink funds to the end of 2005, the City can budget its portion of 2004 TransLink funds over 2004 and 2005.

2.2 Proposed 2004 MRN Capital Projects

The projects proposed for submission under the 2004 MRN Capital - Minor Roads - Program include the following:

2.2.1 Marine Way at Byrne Road (Phases 1 and 2)

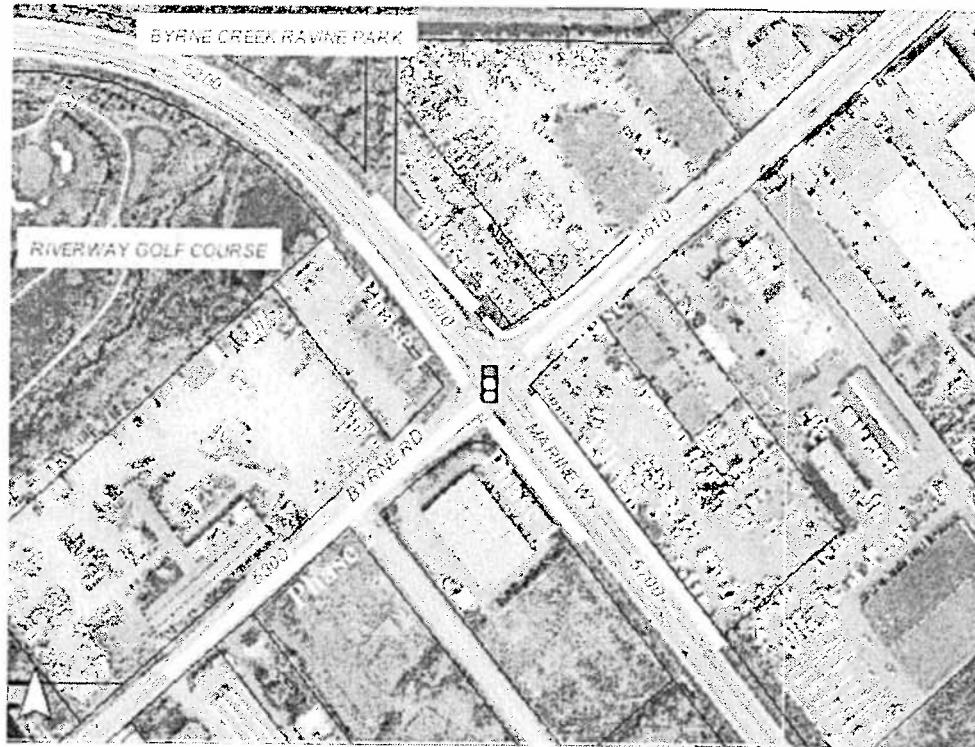
Upgrading the intersection of Marine Way and Byrne Road is necessary to accommodate travel to/from development in the vicinity of the intersection expected over the next ten years beginning in 2005 with the development of a service commercial centre in the southeast quadrant of the intersection. The City, with cost sharing from TransLink, would be responsible for upgrading the intersection to accommodate traffic growth on Marine Way and on Byrne Road, while adjacent developers will be responsible for the provision of any new roads, widening and traffic signals required to serve their development as well as urban treatments adjacent to developments including curbs, Urban Trails, sidewalks, landscaping and street lighting.

The upgrading of the intersection will provide increased vehicular capacity to accommodate background traffic growth on Marine Way and traffic generated by adjacent development and development in the other parts of the Big Bend. Upgrading of the intersection will also maintain and enhance vehicle and pedestrian safety. The design concept for the intersection is based on a traffic study conducted by the City in 1999.

The project will involve the reconstruction of the intersection in three phases as shown in *Figure 1* and outlined as follows:

- **Phase 1: (2004/2005)** Construction of an additional eastbound traffic lane on the south side of Marine Way (east and west of Byrne Road) to accommodate through and right turning movements. Preload would be installed in 2004 with construction in 2005.

Figure 1
Marine Way/Byrne Road Phasing



- **Phase 2: (2005)** Construction of the north leg of Byrne Road to accommodate four through-traffic lanes, dual left turn lanes and a right turn lane to westbound Marine Way including upgrading of signalization. Acquisition of a 5 metre by 5 metre truncation from the property on the northeast corner of the intersection would be required.

Byrne Road (south of Marine Way) would be upgraded at the same time but, as it is not part of the TransLink Major Roads Network (MRN), would not be eligible for TransLink MRN Capital funding.

- **Phase 3: (2005/2006)** Construction of an additional westbound traffic lane on the north side of Marine Way (east and west of Byrne Road) to accommodate through and right turning movements. Preload would be installed in 2005 with construction in 2006.

Phases 1 - 3 of the project are estimated to cost \$2.8 Million including \$2.1 Million for Phases 1 and 2 and \$0.7 Million for Phase 3. The City's application under the TransLink 2004 MRN Capital Program would provide cost sharing for Phases 1 and 2 as shown below:

Phases 1 and 2 Cost	\$2,100,000
TransLink Share	\$1,050,000
Burnaby Share	\$1,050,000

The City can spread the cost of Phases 1 and 2 of the project (\$2,100,000) over two years and has budgeted \$700,000 in 2004 and \$1,400,000 in 2005 in the 2004-2008 Capital Program. The City has until the end of 2005 to claim the 2004 TransLink cost share of \$1,050,000.

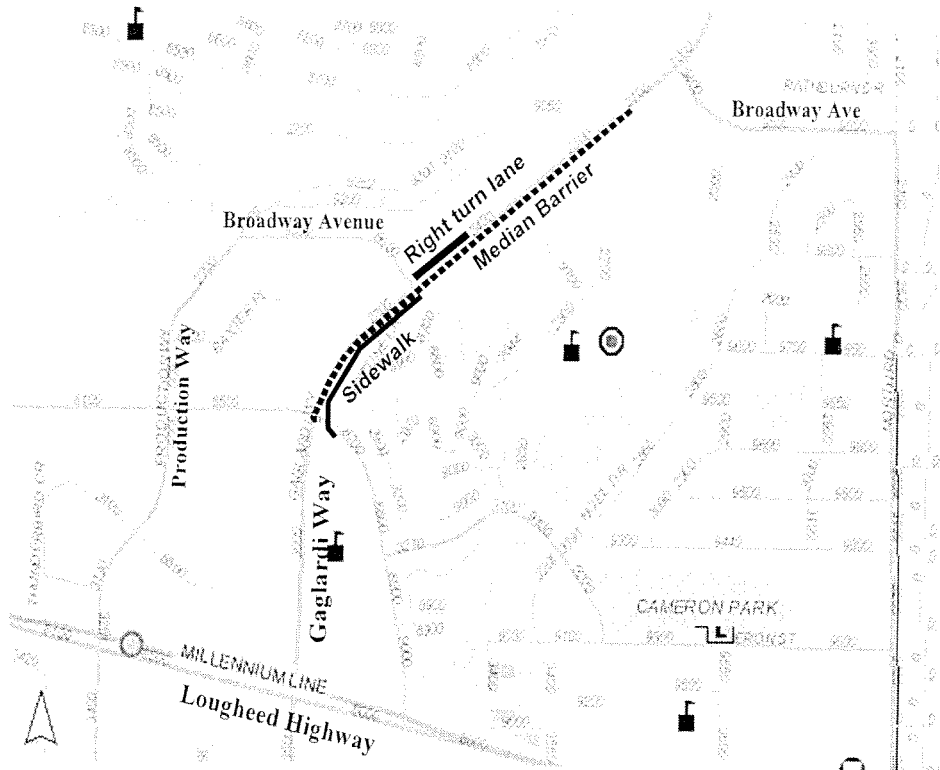
Phase 3 of the project at a cost of \$700,000 could then be included in the City's 2005 MRN Capital Program funding application with \$350,000 in cost sharing available from TransLink for this project.

2.2.2 Gaglardi Way Safety Improvements 2004

The improvements to Gaglardi Way shown in *Figure 2* are proposed to address vehicle and pedestrian safety issues. Extension of the median barrier on Gaglardi Way to south of Broadway Avenue, provision of a southbound to westbound right turn lane at Broadway and enclosing the existing pedestrian overpass would improve driver safety. Since the development of the Burnaby Mountain Secondary School, a sidewalk on the east side of Gaglardi Way from Broadway to the overpass of Eastlake Drive has been needed to accommodate students walking to and from the school.

Total Cost	\$840,000
TransLink Share	\$420,000
Burnaby Share	\$420,000

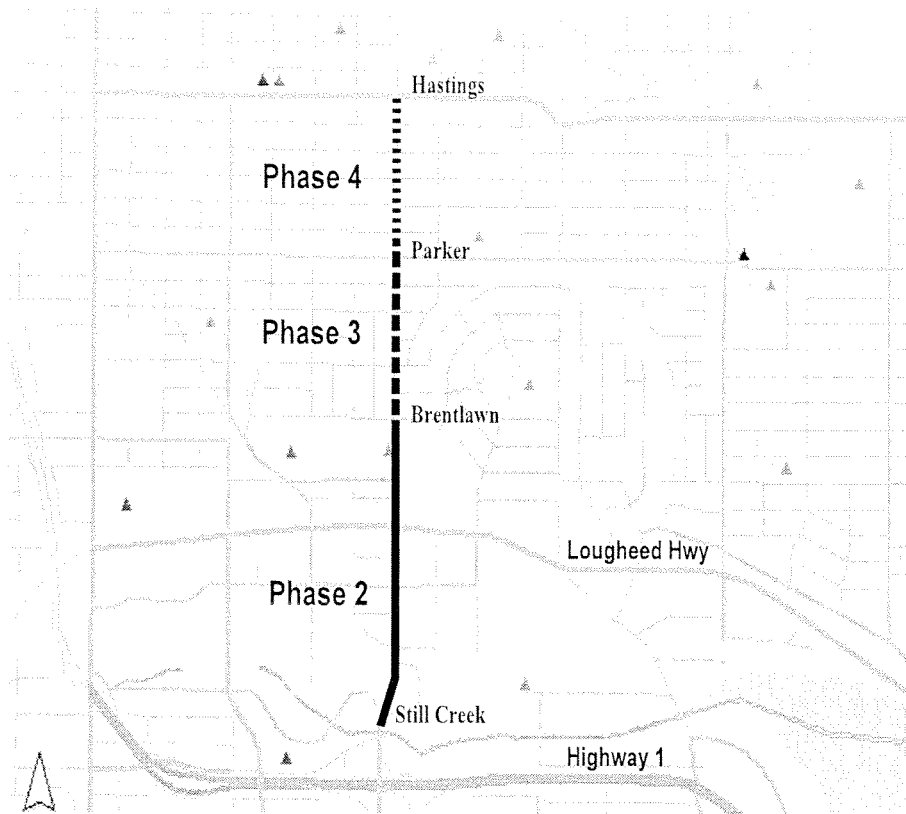
Figure 2
Gaglardi Way Safety Improvements



2.2.3 Willingdon HOV Project (Phases 3 and 4) - Property Acquisition 2004

Willingdon Avenue from Moscrop Avenue to Still Creek Drive (Phase 1) was developed in 2000 as a transit/cycling corridor through the installation of bus lanes and an urban trail for cyclists with some improved general traffic capacity to accommodate turning movements into BCIT. As shown in *Figure 3*, Phase 2 of this project involving the extension of the HOV lane between Still Creek Drive and Lougheed will be funded 100% by TransLink under the 2002 Transit Related Road Infrastructure Program (TRRIP).

Figure 3
Willingdon HOV Project
Phases Two, Three and Four



The section of Willingdon Avenue from Lougheed to Hastings has four to six general traffic lanes but no provision for transit lanes or cyclists. Phase 3 (Brentlawn to Parker) and Phase 4 (Parker to Pender) would involve the reconstruction to a five to six-lane standard with transit priority, wider curblanes for cyclists and an Urban Trail on the east side. TransLink cost sharing for the design for this project was approved as part of the 2003 MRN Capital Program and will be undertaken by the City in 2004.

For 2004, the City would be applying to TransLink for cost sharing of the acquisition of the last two portions of property on the east side of Willingdon required for the project. The current timing would foresee the design and the completion of property acquisition in 2004, preparatory to possible construction in 2005 and 2006.

Property Acquisition	\$100,000
TransLink Share	\$ 50,000
Burnaby Share	\$ 50,000

3.0 CONCLUSION

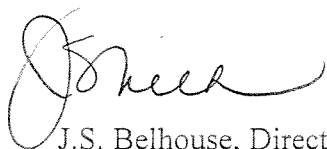
For 2004, the funding available from the TransLink MRN Capital (Minor Roads) Program is \$20 Million region-wide. The City of Burnaby share of this funding for 2004 would be \$2,307,000 for all projects (maximum of 50% funding available for any single project).

In 2004, it is proposed to initiate the reconstruction of the intersection of Marine Way and Byrne Road in three phases over a three-year period, to acquire property for Phase 3 of the Willingdon HOV Lane between Brentlawn and Parker and to undertake safety improvements on Gaglardi Way. These projects applied for under the TransLink 2004 MRN Capital Program are included in the Major Roads component of the 2004-2008 Provisional Capital Program. As shown below, the total cost of these projects is estimated at \$3,040,000 of which the TransLink share would be 50% or \$1,520,000.

Marine/Byrne Intersection (Phases 1 and 2)	\$ 2,100,000 ¹
Gaglardi Way Safety Improvements	\$ 840,000
Willingdon HOV Phase 3 Property	<u>\$ 100,000</u>
TOTAL	\$ 3,040,000

This report is written to seek Council approval to cost share these projects with TransLink under the MRN Capital Program. Staff would be bringing forward specific reports to seek bylaw authority from Council for financing of the individual projects.

¹\$700,000 in 2004 and \$1,400,000 in 2005.



J.S. Belhouse, Director
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W.C. Sinclair, Director
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RG/jc

cc: Director Finance

