

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2004 CYCLE ROAD AND BIKEWAY SIGNAGE PROGRAM

RECOMMENDATION:

1. **THAT** Council bring down a Capital Reserves Expenditure Bylaw in the amount of \$61,810 (inclusive of 7% GST) to finance the 2004 Cycle Road and Bikeway Signage Program as described in this report.

REPORT

The Transportation Committee, at its meeting held on 2004 April 14, received and adopted the *attached* report seeking Council approval for a Capital Reserves Expenditure Bylaw, to implement improvements to the city's Cycle Roads and Bikeways.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
DIRECTOR PLNG. & BLDG.

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

2004 April 7

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: PL 90400 - 30

SUBJECT: 2004 CYCLE ROAD AND BIKEWAY SIGNAGE PROGRAM

PURPOSE: To seek Council approval for a Capital Reserves Expenditure Bylaw, to implement improvements to the city's Cycle Roads and Bikeways.

RECOMMENDATIONS:

1. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$61,810 (inclusive of 7% GST) be brought down to finance the 2004 Cycle Road and Bikeway Signage Program as described in this report.

REPORT

1.0 BACKGROUND

The City's on-street bike routes are provided in the form of Cycle Roads and Bikeways. A Cycle Road is a road with a wide curb lane or paved shoulder. A Bikeway is a designated bike route operating in mixed traffic, typically on quieter residential streets.

Our existing Cycle Roads and Bikeways have been implemented over a number of years, to varying standards. To gradually bring the entire network up to a higher level of quality, we have an annual program of localized improvements to Cycle Roads and Bikeways.

2.0 THIS YEAR'S PROGRAM

Improvements proposed for this year are:

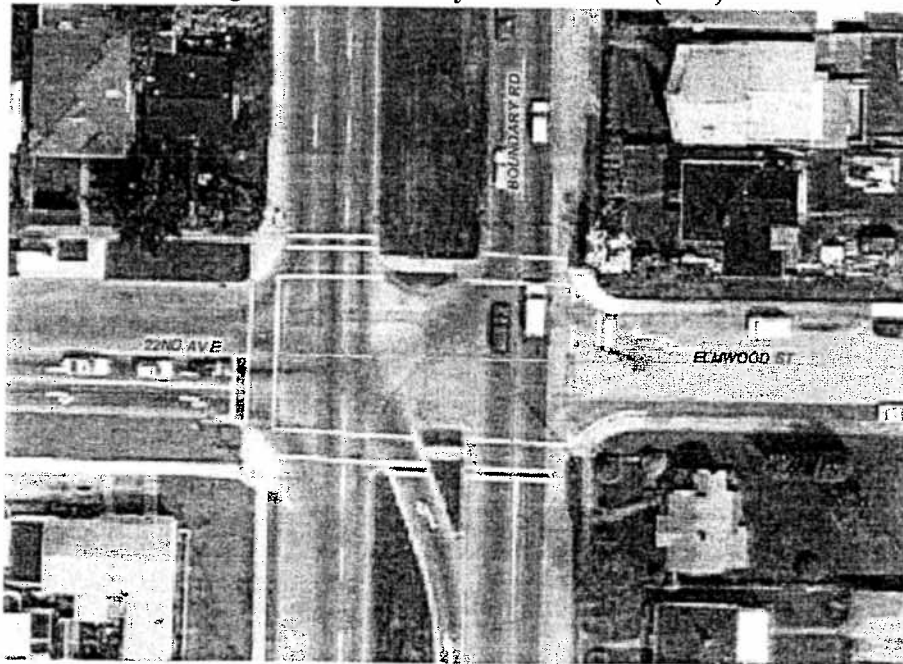
1. **Bike Buttons.** Install buttons for cyclist activation of existing signals at:
 - a. Canada Way & Gilmore Avenue,
 - b. Canada Way & Wayburne Drive,
 - c. Cariboo Road & Armstrong/Holmes Street,
 - d. Boundary Road & 45th Avenue,
 - e. Duthie Avenue & Hastings Street,

- f. Hazel Street & MacKay Avenue (westbound),
- g. Hazel Street & Nelson Avenue,
- h. Kingsway & MacKay Avenue,
- i. Kingsway & Nelson Avenue,
- j. Kingsway & Patterson Avenue (southbound), and
- k. Mary Avenue & Edmonds Street.

This work is cost-shared with TransLink under their Bicycle Infrastructure Capital Cost Sharing (BICCS) program. The total estimated cost is \$50,000, of which the City's share is \$25,000 and TransLink's share is \$25,000.

- 2. **Boundary Road at Elmwood Street.** This is a unique intersection in that most of it is signalized, but the westbound Elmwood Street approach is controlled by stop signs. This has not been a problem for cars since, as shown in *Figure 1*, car traffic is restricted by a delta island to right-in/right-out at Elmwood. However, cyclists are allowed to go straight through westbound. To the west of Boundary Road, Elmwood Street becomes 22nd Avenue, which is a popular cycling route in Vancouver. This project will see the installation of signal heads for westbound cyclists, as well as buttons for cyclists to activate the signal. There will also be some curb work, to facilitate the westbound through movement for cyclists while still restricting cars to right turns.

Figure 1: Boundary at Elmwood (22nd)



This project is cost-shared with TransLink and the City of Vancouver. The total estimated cost of this project is \$30,000, of which the City's share is \$7,500. Under our Boundary Road maintenance agreement with the City of Vancouver, this work will be performed by their crews.

3. **Other Improvements.** Minor improvements at selected locations (e.g., additional directional signage), at a total estimated cost of \$2,000 with no cost-sharing.

3.0 FINANCING

The total estimated cost for the above work is \$61,810, inclusive of 7% GST. (Note that the estimates for the individual tasks are based on 3% net GST, reflecting the 4% municipal GST rebate.) This includes the full cost of Tasks 1 and 3, but only our 25% share of Task 2, since it will be performed by Vancouver. Sufficient Capital Reserves are available and this project is included under the Bicycle Program of the 2004 - 2008 Provisional Financial Plan. In order to implement this project, it is recommended that a Capital Reserves Expenditure Bylaw in the amount of \$61,810 (inclusive of 7% GST) be brought forward. Of this amount, \$25,000 will ultimately be reimbursed by TransLink for the bike button installation program.

4.0 CONCLUSIONS

Higher-quality facilities enhance the safety, desirability, and visibility of the City's bike routes, leading to increased bicycle use. This, in turn, produces benefits, such as greater fitness and reduced greenhouse gas emissions. This year's Cycle Road and Bikeways Signage Program will allow for improvements to various locations throughout the City. It is recommended that Council approve a Capital Reserves Expenditure Bylaw in the amount of \$61,810 to finance this work.



J. S. Belhouse, Director
PLANNING AND BUILDING

SR/jc

cc: City Manager
Director Engineering
Director Finance