

CITY OF BURNABY

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2005 CYCLE ROAD PROGRAM

RECOMMENDATIONS:

1. **THAT** Council authorize the Cycle Road improvements as outlined in Section 1.0 of this report.
2. **THAT** Council bring down a Capital Reserves Expenditure Bylaw in the amount of \$181,900 (inclusive of 7% GST) to finance this project.

REPORT

The Transportation Committee, at its Open meeting held on 2005 March 09, received and adopted the *attached* report requesting authorization to proceed with proposed Cycle Road upgrades.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor L. Rankin
Member

COPY:	CITY MANAGER DIRECTOR ENGINEERING DIRECTOR FINANCE DIRECTOR PLANNING AND BUILDING
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TO: CHAIR AND MEMBERS 2005 March 4
TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: PL 90400-30

SUBJECT: 2005 Cycle Road Program

PURPOSE: To request authorization to proceed with proposed Cycle Road upgrades.

RECOMMENDATIONS:

1. **THAT** Council be requested to authorize the Cycle Road improvements as outlined in Section 1.0 of this report.
2. **THAT** Council be requested to bring down a Capital Reserves Expenditure Bylaw in the amount of \$181,900 (inclusive of 7% GST) to finance this project.

REPORT

1.0 PROPOSED PROJECTS

As defined in the Burnaby Transportation Plan, Cycle Roads are Major Collector and Arterial roads that have been provided with wider curb lanes to more safely accommodate cyclists. The additional width is typically provided through new road construction, road reconstruction (widening) projects, or the annual pavement rehabilitation program. The following Cycle Road projects are proposed for 2005:

1. **Burnaby Mountain Parkway.** This is the western access to Simon Fraser University. The older part of this road, east of Centennial Way, has a narrow shoulder that is insufficient for cycling. Additional pavement is available, but is presently being used to support the Jersey barrier that protects road users from the drop-off to the south. The heavy Jersey barrier needs the road surface to support it.

The proposed solution is to replace the Jersey barrier with the older-style corrugated metal railing, that can be mounted back of the pavement. This will free up additional road width, which can be made available to cyclists through re-stripping of the lanes. This will improve the cycling provision on about 550 metres of Burnaby Mountain Parkway. The estimated cost is \$55,000.

2. **Douglas Road.** Pavement rehabilitation of Douglas Road from Manor Street to Norland Avenue was completed in 2003, at which time the opportunity was taken to widen the pavement to a Cycle Road standard. The next section of road northward from there is from Norland Avenue to Goring Street. There are no plans to rehabilitate this section at present. However, a 1.5-metre interim asphalt sidewalk was approved by Council on 2004 September 27 and is scheduled for construction this year along the east side of the road.

The proposed solution for bikes is to widen this asphalt sidewalk to approximately 3.0 metres. However, there would be several pinch-points due to local constraints, such as the GVRD culvert that carries Douglas Road over Still Creek.

While this is not an ideal bicycle linkage, it does provide for a through route across the Central Valley, that could ultimately allow cyclists to continue northward via Goring Street and Holdom Avenue to the Holdom SkyTrain station area. Having this linkage is particularly timely, in view of the construction of the east-west Central Valley Greenway through this area. The proposed 3.0-metre path would provide the only cycling exit to the north between Willingdon Avenue and Kensington Avenue. The estimated cost (over and above the cost of the already-committed 1.5-metre sidewalk) is \$60,000.

3. **Lougheed Highway.** Bike lanes exist for most of the length of Lougheed Highway, and provide the longest single east-west cycling route in the city. However, there are various locations where the current provision for cyclists is in need of improvement. One such location is eastbound on Lougheed Highway at Sperling Avenue, where a curb bulge blocks the bike lane. As part of pavement rehabilitation work being done in the area this year, it is proposed to remove this curb bulge and complete the bike lane with asphalt. The estimated cost is \$5,000.
4. **Signage.** Design guidelines for our Cycle Roads indicate that those with a marked bike lane (as opposed to a wide lane shared with cars) should have bike route signage (the traditional green bike route sign beside the road, illustrated in *Figure 1*) and street name blades that include a bike icon. This identifies them as viable through routes for cyclists. To date, this has not been done on our shoulder-lane Cycle Roads. There are seven such routes at present, including Lougheed Highway, Marine Way, Barnet Road, etc. The total cost to provide signage for all seven roads is \$75,000. Of this, the 2005 budget can accommodate \$50,000. However, it is suggested that the actual expenditure on this item be dependent on the final actual costs for the above three projects, while remaining within our total program budget for 2005. The remaining shoulder-lane routes would then receive their signage in the following year.

Figure 1: Bike Route Sign



2.0 FINANCING

The total project budget is \$170,000. Sufficient Capital Reserves are available to fund this project and it is included under the Bicycle Program of the 2005 Provisional Financial Plan. It is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$181,900 (inclusive of 7% GST) be brought down to finance this work.

3.0 CONCLUSION

This report has outlined proposed improvements in the City's Cycle Road network for 2005. It is recommended that these projects be endorsed, and that a Capital Reserves Expenditure Bylaw in the amount of \$181,900 (inclusive of 7% GST) be brought down to finance this work.

B. Belhouse
for J.S. Belhouse, Director
PLANNING AND BUILDING

SR/jc

cc: City Manager
Director Engineering
Director Finance