

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: 2006 APPLICATION TO TRANSLINK'S BICYCLE INFRASTRUCTURE
CAPITAL COST SHARING (BICCS) PROGRAM**

RECOMMENDATION:

1. THAT Council approve the projects outlined in Sections 2.0 and 3.0 of this report for application to TransLink for cost-sharing under its 2006 Bicycle Infrastructure Capital Cost Sharing program.

REPORT

The Transportation Committee, at its meeting held on 2005 October 12, received and adopted the *attached* report requesting approval to submit applications to TransLink for bicycle infrastructure cost-sharing. The projects would result in a total funding of \$678,900 available from the TransLink BICCS program to fund bike route projects in Burnaby.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

Copied to: City Manager Director Engineering Director Finance Director Planning and Building

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2005 October 07

FROM: DIRECTOR PLANNING AND BUILDING

FILE: PL 90400-01

SUBJECT: 2006 APPLICATION TO TRANSLINK'S BICYCLE INFRASTRUCTURE
CAPITAL COST SHARING (BICCS) PROGRAM

PURPOSE: To request approval to submit applications to TransLink for bicycle infrastructure cost-sharing

RECOMMENDATION:

1. **THAT** the Committee recommend that Council approve the projects outlined in *Sections 2.0* and *3.0* of this report for application to TransLink for cost sharing under its 2006 Bicycle Infrastructure Capital Cost Sharing program.

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 in the Burnaby Transportation Plan. These networks are coordinated with each other to ensure that a complete system of widened streets, local roads and multi-use paths will ultimately encompass the entire City to facilitate alternative forms of transportation and provide recreational opportunities.

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 \$1.7 million available region-wide, Burnaby's allotted share is \$170,000.
- **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 is \$850,000. Burnaby has been very successful in this category in the past, securing funding for

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projects, such as the Sea-to-River Bikeway, Cariboo Bikeway, and bike signals on 10th Avenue.

The proposed BICCS application for 2006 funding consists of the following projects, as described in more detail below:

- Victory Bikeway: on-going construction of an approved bikeway project.
- Annual Bike Route Enhancement Program: route and junction signage.
- Design of Moscrop Street as a Major Collector – Greenway.
- Lakes Bikeway: a proposed new north-south bikeway through the central part of the city.

2.0 APPLICATION FOR BLOCK ALLOCATION FUNDS

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

1. **Victory Bikeway – Phase 2.** Construction of the Victory Bikeway was approved by Council on 2005 March 14, based on the route shown in *Figure 1*. Construction was scheduled for 2005 and 2006. BICCS cost-sharing for the 2005 portion (in the amount of \$84,500) has already been obtained through a prior BICCS application. Work done in 2005 consists primarily of installation of a bike/ped signal at the intersection of Rumble Street and Buller Avenue. The current application would be for the 2006 work, consisting primarily of traffic calming measures and signage. *Total Phase 2 cost: \$101,800; TransLink share \$50,900; Burnaby share \$50,900.*
2. **Annual Bike Route Enhancement Program.** Each year, the City makes improvements to existing bike routes. For this year, it is proposed to improve bike route signage, in two ways:
 - a. Signage for Painted Bike Lanes. The City's design guidelines for bike routes specify that routes consisting of painted bike lanes should have route signage and street name signage as illustrated in *Figure 2*. However, certain bike routes did not receive this signage at the time of implementation. The current proposal is therefore to add this type of signage on the following routes: Barnet Road, Burnaby Mountain Parkway, Gaglardi Way, Broadway (east of Gaglardi Way), Lougheed Highway, and Marine Way. The work includes about 70 street name signs and 150 route signs covering 29 kilometres of bike routes.
 - b. Signage at Bike Route Junctions. The City has a growing network of long-distance bike routes consisting of Bikeways, Cycle Roads, and Urban Trails (a dozen major routes in all). However, implementation of these routes often omitted signage for the junction points where the routes intersect, leaving the

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traveller unaware of the junction or where it might lead. The current proposal is to provide signage at these junction points.

Total cost for Bike Route Enhancement Program: \$96,000; TransLink share \$48,000; Burnaby share \$48,000.

Figure 1: Victory Bikeway (under construction)

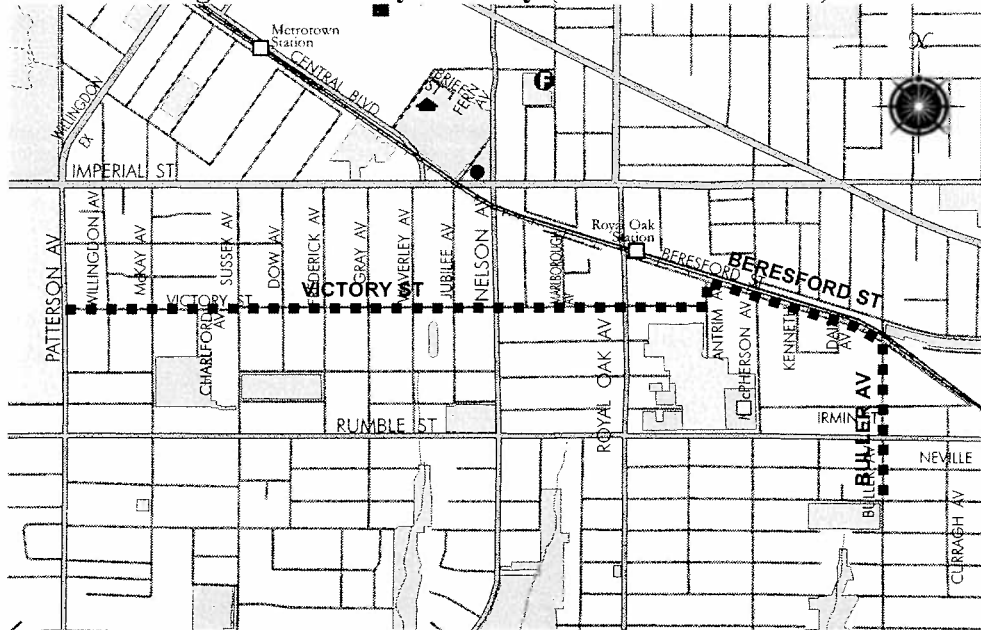


Figure 2: Bike Route Signage



- 3. Design of Moscrop Street as a Major Collector – Greenway.** Moscrop Street is identified in the Burnaby Transportation Plan as a Major Collector – Greenway. This project is scheduled for design in 2006 and construction in 2007. The portion of the project intended for cyclists, namely wider lanes and an Urban Trail, are eligible for BICCS funding. The application for this year would cover that portion of the total design cost which is cycling-related. *Total cycling-related design cost: \$10,000; TransLink share \$5,000; Burnaby share \$5,000.*

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3.0 APPLICATION FOR REGIONAL PRIORITY FUNDS

The proposal for the major bikeway project for 2006 is the Lakes Bikeway. The bikeway alignment will be more specifically defined within the corridor illustrated conceptually in *Figure 3*. This continues the City's work to overcome the primary cycling barrier identified by Burnaby cyclists, namely Highway 1. Work in previous years has created a route in the western part of the City (Sea-to-River Bikeway, crossing the highway at Gilmore) and construction is now underway on a route in the eastern part of the City (Cariboo Bikeway, crossing the highway at Cariboo Road).

The proposed Lakes Bikeway, identified in the Burnaby Transportation Plan, will fill the gap that the network presently has in the central part of the City. In so doing, it will directly serve the Hastings / Kensington commercial area, Winston industrial area, Burnaby Lake Regional Nature Park and Sports Complex, City Hall Civic Precinct, Deer Lake Park, and Edmonds Town Centre. Through connections with eight other bike routes, it also provides enhanced access to other destinations throughout the City and Region.

Details of the route, including the specific alignment and the individual design elements, will be developed through a public consultation process early in 2006. A subsequent report to the Transportation Committee, with additional project details, will seek approval to begin that process.

Total estimated cost: \$1,150,000; TransLink share \$575,000; Burnaby share \$575,000.

4.0 FINANCE

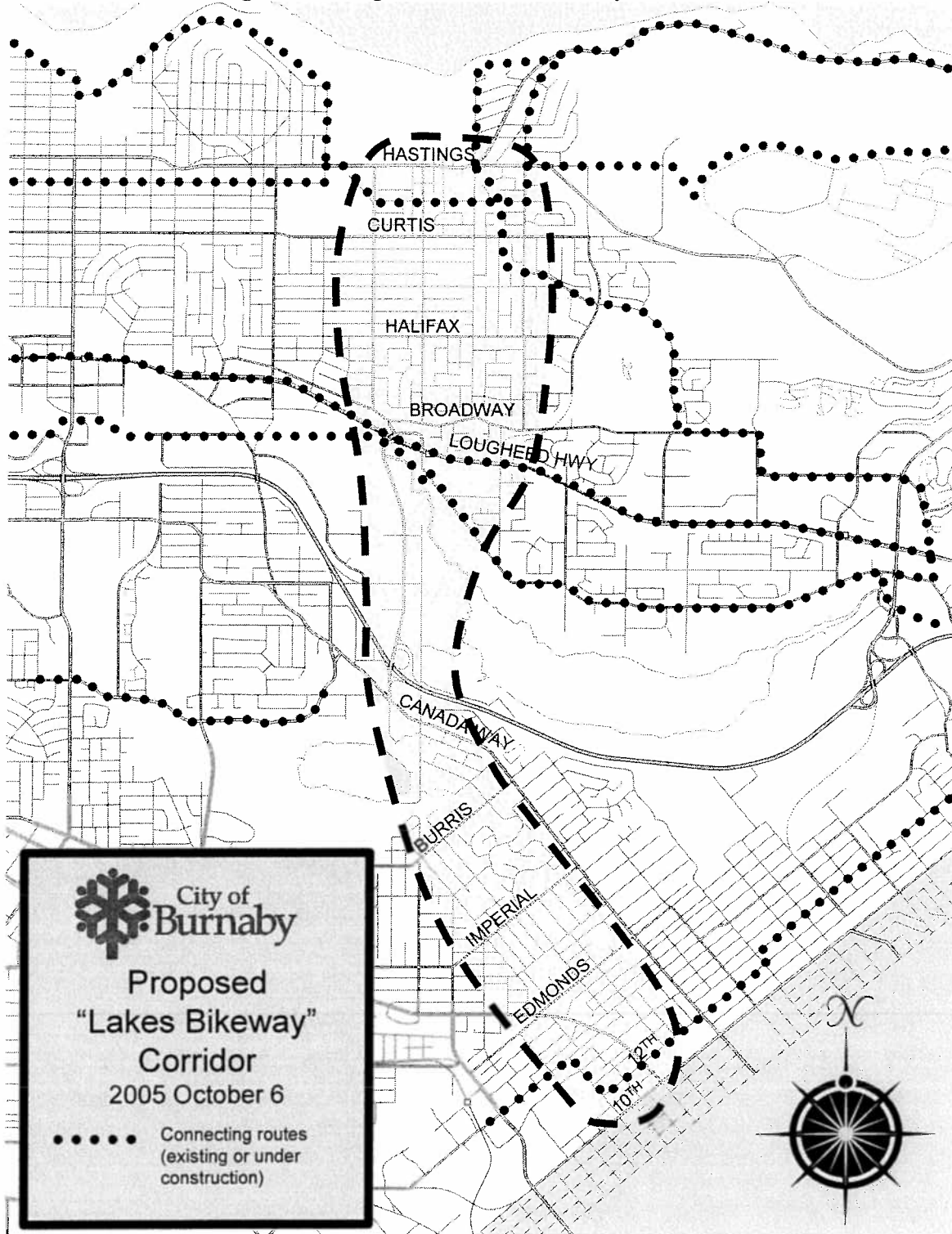
Table 1 summarizes the proposed application under the BICCS program.

Table 1: Financial Summary

Project	TransLink	Burnaby	Total
Victory Bikeway, Phase 2	50,900	50,900	101,800
Route Enhancement	48,000	48,000	96,000
Moscrop Street Design	5,000	5,000	10,000
Lakes Bikeway	575,000	575,000	1,150,000
Total	\$678,900	\$678,900	\$1,357,800

These proposed projects are generally consistent with the City's current Capital Program, and will be advanced for consideration in the upcoming 2006 to 2011 Provisional Capital Program. Confirmation of anticipated cost-share funding from TransLink is expected prior to finalization of the 2006 to 2011 Annual Capital Program.

Figure 3: Proposed "Lakes Bikeway" Corridor



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5.0 CONCLUSION

This report has identified projects for submission to TransLink for cost-sharing under their BICCS program. The projects advanced for Council approval and submission to TransLink would result in a total funding of \$678,900 available from the TransLink BICCS program to fund bike route projects in Burnaby. It is recommended that Council approve the submission of these projects as the City's application to TransLink for BICCS funding.



JB Jack Belhouse
DIRECTOR PLANNING AND BUILDING

SR:jc

Copied to: City Manager
Director Engineering
Director Finance

