

**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2007 TRANSLINK MRN MINOR CAPITAL PROGRAM: FUNDING  
APPLICATION**

**RECOMMENDATIONS:**

1. THAT Council approve the projects identified in Section 2.2 for funding under the 2007 TransLink MRN Minor Capital Program.
2. THAT a copy of this report be forwarded to Mr. G. Vleig, Manager, Road and Infrastructure Planning, TransLink, 4330 Kingsway, Burnaby, B.C., V5H 4G8.

**REPORT**

The Transportation Committee, at its meeting held on 2006 December 13, received and adopted the *attached* report seeking Council approval of the roads projects recommended for submission to TransLink for funding under the 2007 MRN Minor Capital Program.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor L. Rankin  
Member

Copied to:	City Manager Director Finance Director Planning and Building Director Engineering
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## COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2006 December 05

**FROM:** DIRECTOR PLANNING AND BUILDING  
DIRECTOR ENGINEERING

**FILE:** PL 2156-01  
*Ref: TransLink MRN Capital*

**SUBJECT: 2007 TRANSLINK MRN MINOR CAPITAL PROGRAM:  
FUNDING APPLICATION**

**PURPOSE:** To seek Committee and Council approval of the roads projects recommended for submission to TransLink for funding under the 2007 MRN Minor Capital Program.

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**RECOMMENDATIONS:**

1. **THAT** the Transportation Committee recommend that Council approve the projects identified in *Section 2.2* for funding under the 2007 TransLink MRN Minor Capital Program.
2. **THAT** a copy of this report be forwarded to Mr. G. Vleig, Manager, Road and Infrastructure Planning, TransLink, 4330 Kingsway, Burnaby, B.C., V5H 4G8.

**REPORT****1.0 BACKGROUND**

In 2006, the City of Burnaby applied for and received the maximum available funding from a total of \$2,307,000 in cost sharing available to the City under the block allocation portion of the TransLink 2006 Major Road Network (MRN) Minor Capital Program. The 2006 projects included the intersection of Marine Way and Nelson and major upgrading of Marine Way near Byrne Road in conjunction with development in the area.

The purpose of this report is to bring forward for Committee and Council consideration projects to be included in Burnaby's 2007 submission for funding under the Program. The 2007 projects, if approved by Council, will be reviewed by the TransLink Major Roads and Transportation Advisory Committee (MRTAC) prior to submission for approval by the TransLink Board in early 2007.

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## 2.0 PROPOSED 2007 MRN CAPITAL PROJECTS

### 2.1 Available Funding

A total of \$20 million is available region-wide each year to municipalities for projects submitted under the “block allocation” portion of the MRN Capital Program. Any “unallocated” funds remaining after municipal project submissions have been approved can be assigned to other MRN projects based on need. Approved projects are cost-shared by TransLink up to a maximum of 50% for any single project.

The maximum “block allocation” funding available to the City of Burnaby in the 2007 MRN Capital Program is currently \$2,371,000. According to the guidelines governing the Program, the City has until the end of 2008 to complete the projects applied for in the 2007 MRN Capital Program. Therefore, the City can budget for these projects in either or both of the 2007 and 2008 years of the City’s 2007 - 2011 Financial Plan.

### 2.2 Proposed 2007 MRN Capital Projects

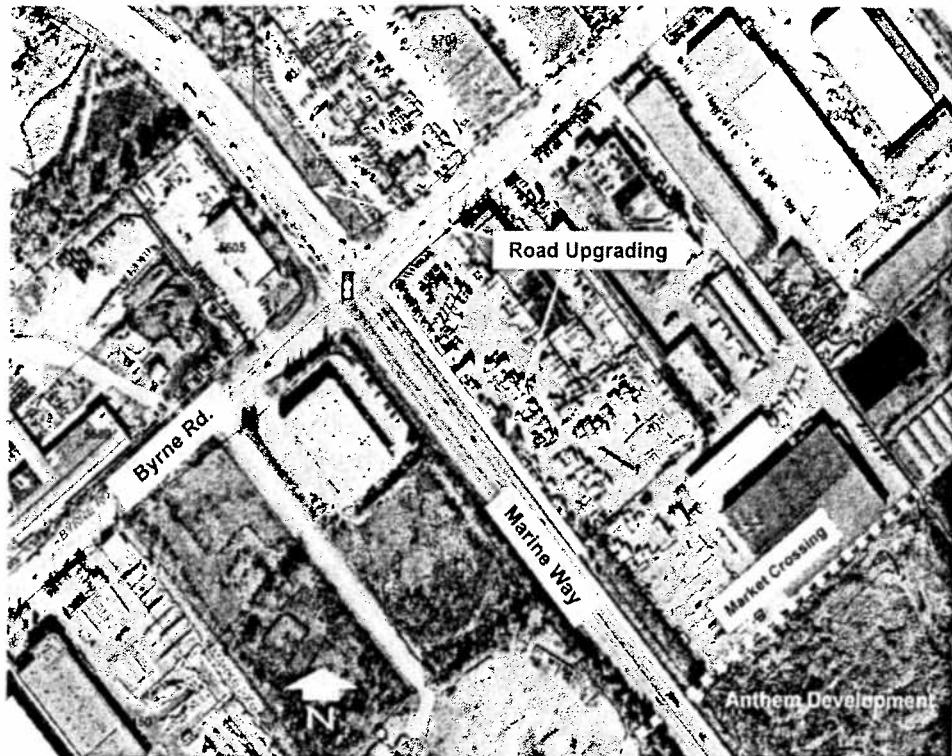
The following projects are proposed for funding under the 2007 MRN Minor Capital Program:

#### 2.2.1 Marine Way (North Side - West of Market Crossing to West of Byrne Road)

This project continues the process of upgrading Marine way near Byrne Road to meet traffic demands in the area and in the Big Bend in general. As shown in *Figure 1*, this project provides for construction of a third westbound lane from west of Market Crossing to west of Byrne Road. This will be the west extension of the third through lane to be constructed across the frontage of the Anthem development (Rezoning Reference #04-10) – a project which was included in the 2006 MRN Minor Capital Program application. This project is planned for construction in 2007 / 2008.

This project will also tie in to the proposed Byrne Road upgrading project from Marine Way to Marine Drive applied for under the 2005 MRN Minor Capital Program. The Byrne Road project is currently under design and proposed for construction in 2007.

**Figure 1 Marine Way (West of Market Crossing to West of Byrne Road)**



The estimated budget allocation for the Marine Way project is:

<b>Marine Way (West of Market Crossing To West of Byrne Road)</b>	<b>\$1,500,000</b>
Translink Share	\$ 750,000
City of Burnaby Share	\$ 750,000

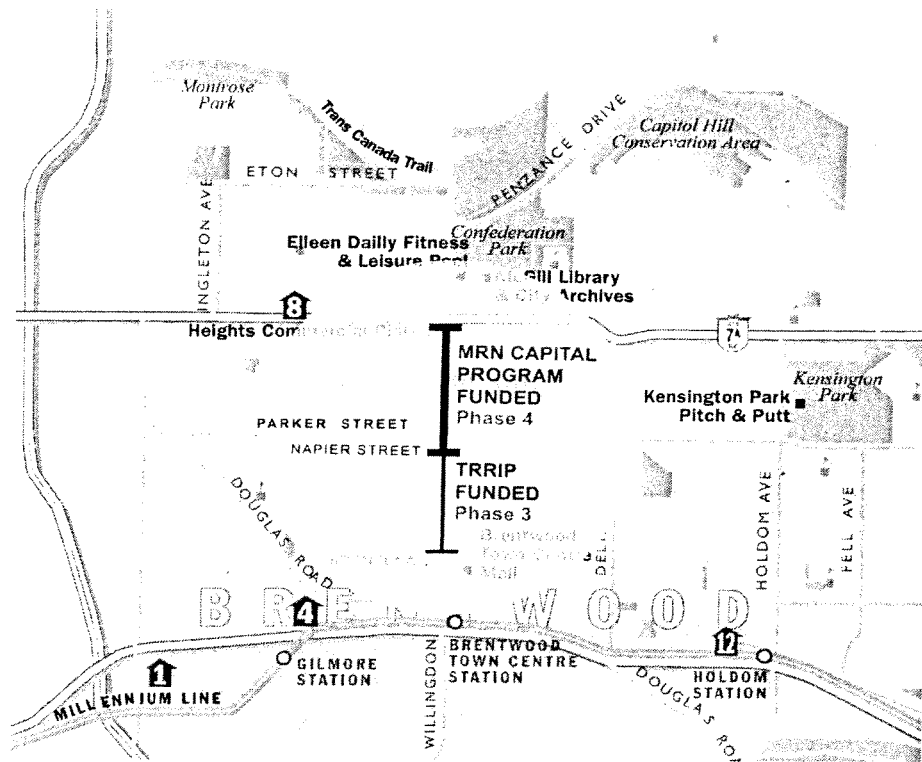
**2.2.2 Willingdon Avenue Phases 3 and 4 (Design Only)**

Willingdon Avenue from Moscrop Street to Canada Way (Phase 1) was developed in 2000 as a transit/cycling corridor through the installation of HOV lanes and an urban trail for cyclists. Phase 2 of the Willingdon Project involving the extension of the HOV lanes between Still Creek Avenue and Lougheed is funded 100% by TransLink under the Transit Related Road Infrastructure Program (TRRIP) and should be completed next year.

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As shown in **Figure 2**, Phase 3 from Brentlawn to Napier would involve the reconstruction of this section of Willingdon to a six-lane standard with HOV/bus lanes with transit priority signalization, wider curb lanes for cyclists and an Urban Trail on the east side. This reconstruction would reduce delay for buses and enhance cyclist and pedestrian safety.

**Figure 2 Willingdon Phases 3 and 4**



Phase 4 (**Figure 2**) would develop the segment of Willingdon from Napier Street to Pender Street to a four lane arterial standard through the provision of a raised median and left turn lanes at specific locations. The curb lanes on both sides of Willingdon would be wider to accommodate on-street cyclists while off-street recreational cycling and pedestrians would be accommodated on a 4.0 metre wide Urban Trail to be constructed on the east side of Willingdon

This proposed 2007 MRN Capital Project would be for the design only of both Phase 3 (construction funded by the 2008 TRRIP Program) and Phase 4 (construction funded under the 2007 MRN Capital Program).

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The estimated budget allocation for this design project is:

<b>Willingdon Avenue</b>	
<b>Phases 3 and 4 – Design Only</b>	<b>\$ 190,000</b>
TransLink Share	\$ 95,000
City of Burnaby Share	\$ 95,000

**2.2.3 Willingdon Phase 4 (Napier to Pender) Construction**

The Phase 4 segment of Willingdon Avenue from Napier to Pender is proposed for construction in 2008. This segment would be upgraded to an arterial standard to accommodate the needs of general traffic including cars, trucks, buses and bikes without exclusive priority for transit. Phase 4 would be jointly funded under the 2007 TransLink MRN Capital Program and the City's 2007 - 2011 Provisional Capital Program.

The estimated budget allocation for Phase 4 is as follows:

<b>Willingdon Phase 4 (Napier to Pender)</b>	<b>\$2,000,000</b>
Translink Share	\$1,000,000
City of Burnaby Share	\$1,000,000

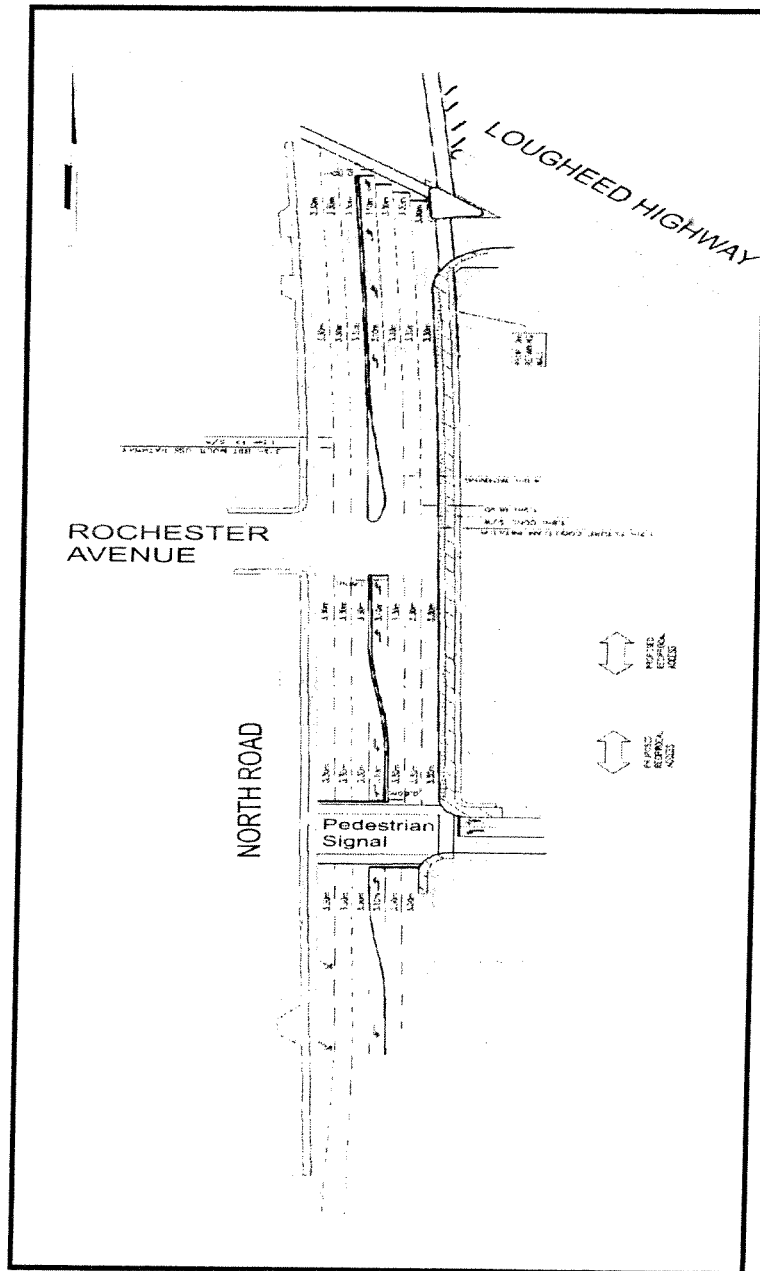
**2.2.4 North Road (Lougheed Highway to South of Rochester)**

Under this project, Burnaby would partner with the City of Coquitlam on the upgrading of North Road south of Lougheed Highway as shown in *Figure 3*. North Road south of Lougheed Highway is in need of upgrading to address issues of traffic congestion, pedestrian safety, access to adjacent developments and provision for cyclists.

The proposed project would involve reconstruction on the Coquitlam side of North Road to provide a third lane northbound through the intersection with Lougheed Highway for through and right turning vehicles. More left turn storage would also be provided for north to west left turns from North Road to Lougheed Highway into Burnaby. More importantly for Burnaby, the work on the Coquitlam side would allow the left turn lane to be moved one metre east of its current location to provide room on the Burnaby side for construction of a third south bound lane on North Road from Lougheed Highway to a point south of Rochester. A pedestrian signal would be provided at the existing driveways into the two major shopping areas on the Burnaby and Coquitlam sides.

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Figure 3 North Road (Lougheed Highway to South of Rochester)



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The City of Coquitlam would administer the project with cost sharing from the City of Burnaby. The budget allocation for the project (including property acquisition) is \$1.5 million of which the City of Coquitlam and Burnaby would share equally. The City of Coquitlam received approval from TransLink for \$750,000 under the 2006 MRN Capital Program for their half of the project costs.

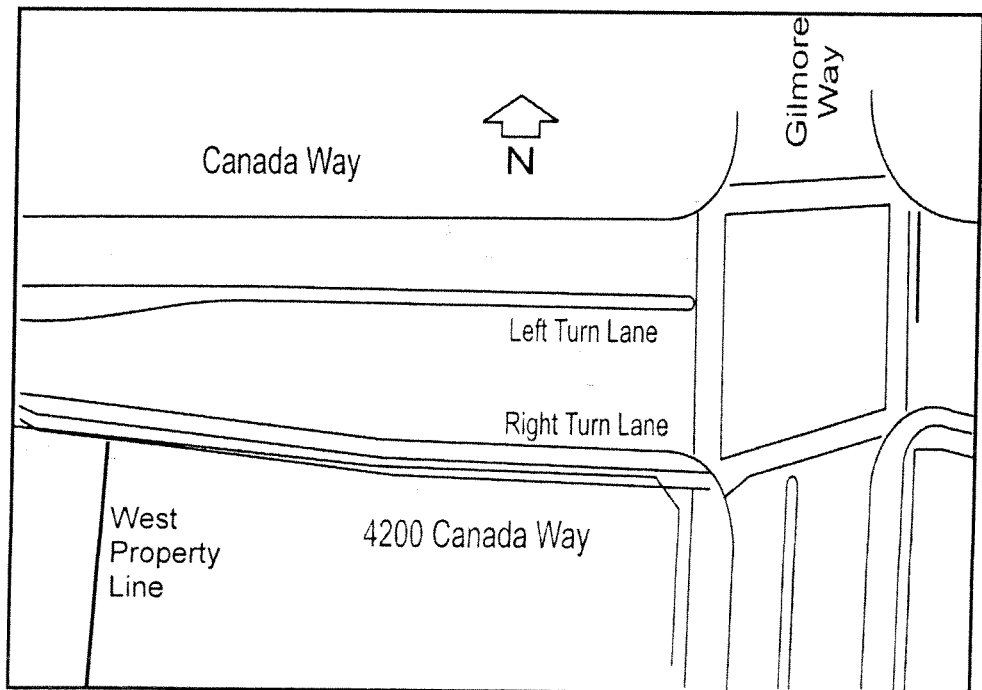
This 2007 MRN application is for TransLink cost sharing of the \$750,000 Burnaby share of the estimated project cost. Coquitlam have indicated their concurrence with this funding approach.

<b>North Road (Lougheed Highway to South of Rochester)</b>	<b>\$ 750,000</b>
TransLink Share	\$ 375,000
City of Burnaby Share	\$ 375,000

**2.2.5 Canada Way at Gilmore Way**

Discovery Place Inc. (DPI) is the developer of an office development at 4200 Canada Way in the southwest corner of the intersection as shown in *Figure 4*.

**Figure 4 Canada Way at Gilmore Way**





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A traffic study undertaken by the developer indicated the need for a right turn lane from Canada Way eastbound to Gilmore Way southbound to accommodate traffic to and from the Discovery Place business centre.

The proposed project would upgrade Canada Way from west of the proposed office development at 4200 Canada Way up to Gilmore Way. The developer is responsible for construction of a right turn lane on Canada Way eastbound to Gilmore Way southbound, extension of the left turn lane, provision of a separated sidewalk with boulevard landscaping adjacent to the development and a pavement overlay on Canada Way. The City would fund the estimated \$200,000 cost of median and curb works undertaken west of the west property line of the development at 4200 Canada Way.

Under the 2007 MRN Capital Program, the City portion of these road works would be cost shared with TransLink as follows:

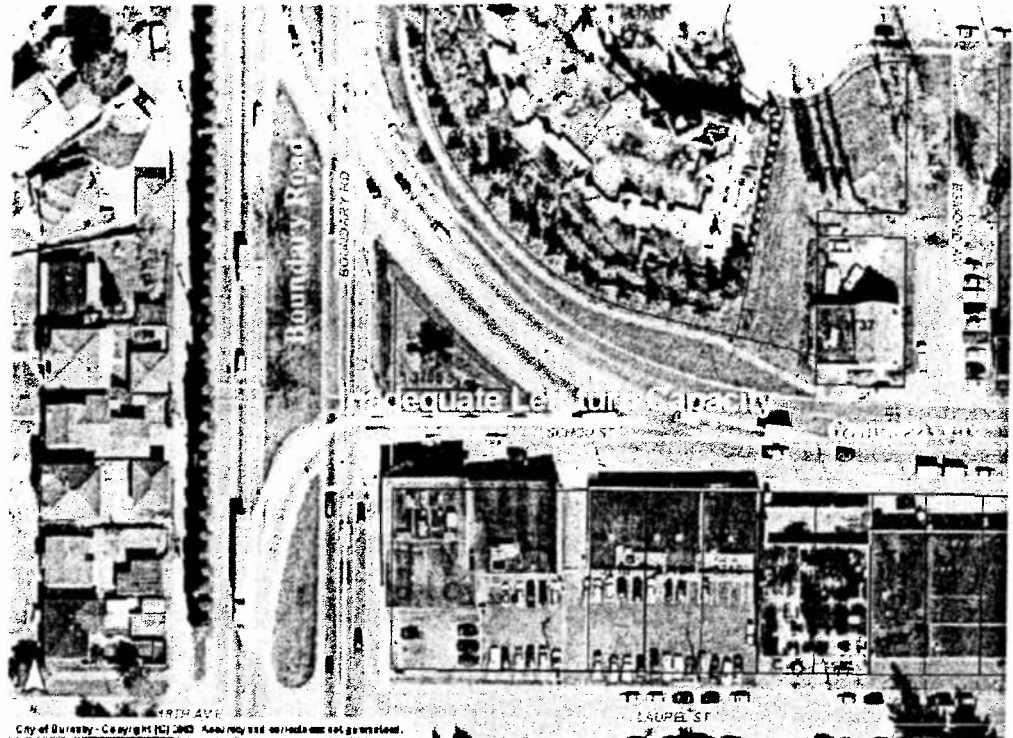
<b>Canada Way at Gilmore Way</b>	<b>\$200,000</b>
TransLink Share	\$100,000
Burnaby Share	\$100,000

**2.2.6 Canada Way and Boundary Road (Design Only)**

As one of the busiest intersections in Burnaby, the intersection of Canada Way and Boundary Road carries approximately 50,000 vehicles a day. The current intersection, as shown in *Figure 5*, however, does not adequately accommodate left-turning traffic volumes from Canada Way to Boundary Road. Left turning traffic from Canada Way westbound onto Boundary southbound is queued along Canada Way during peak periods. This queuing often obstructs traffic from Boundary Road southbound to Canada Way eastbound into Burnaby.

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**Figure 5 Canada Way and Boundary Road**



It is proposed that design for this project be undertaken in 2007 with cost sharing from 2007 MRN Capital Program and the City of Vancouver. The cost share for this design component is as follows:

<b>Canada Way Boundary–Design Only</b>	<b>\$100,000</b>
TransLink Share	\$ 50,000
City of Burnaby Share	\$ 25,000
City of Vancouver Share	\$ 25,000

City of Vancouver staff have indicated their concurrence with the cost sharing approach for the design for this project. Construction could follow in 2008 and be cost shared with Translink and the City of Vancouver under the 2008 MRN Capital Program.

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### 3.0 CONCLUSION

For 2007, the funding available from the TransLink MRN Capital Program is \$20 million region-wide with the City of Burnaby share of this funding up to a maximum of \$2,371,000. It is proposed that the City apply to TransLink for 50% funding for the following projects:


#### 2007 MRN Capital Program

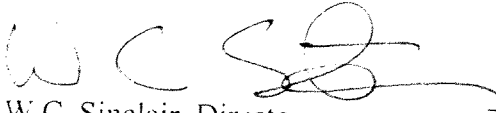
Marine Way (Market Crossing to Byrne)	\$ 1,500,000
Willingdon Phases 3 and 4 (Design Only)	\$ 190,000
Willingdon Phase 4 (Construction)	\$ 2,000,000
North Road (Lougheed to south of Rochester)	\$ 750,000
Canada Way Gilmore Way	\$ 200,000
Canada Way Boundary (Design Only)	\$ 100,000
<b>TOTAL</b>	<b>\$ 4,740,000</b>
TransLink Share	\$ 2,370,000
City of Burnaby Share	\$ 2,370,000

All of these projects have been advanced for consideration in the Major Roads component of the 2007 - 2011 Provisional Capital Budget.

The total cost of the projects applied for in the 2007 TransLink MRN Capital Program is estimated at \$4,740,000 with the 50% TransLink share of the program estimated at \$2,370,000. The City of Burnaby share would be \$2,370,000 with \$25,000 recoverable from the City of Vancouver as their portion of the Canada Way-Boundary detailed design costs.

This report seeks Council approval to submit these projects for cost sharing with TransLink under the 2007 MRN Minor Roads Capital Program. As required, staff would bring forward specific reports in 2007 to seek bylaw authority from Council for financing of the individual projects.

  
B. Luksun, Director  
PLANNING AND BUILDING

  
W.C. Sinclair, Director  
ENGINEERING

RG jcs/a

cc: City Manager  
Director Finance