
TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: AMENDMENT TO A 2010 TRANSLINK MAJOR ROAD NETWORK
CAPITAL PROJECT – KINGSWAY AT PATTERSON**

RECOMMENDATIONS:

1. **THAT** Council approve an amendment to the City's application to TransLink's 2010 Major Road Network capital funding as described in this report.
2. **THAT** a copy of this report be sent to Mr. Darren Woodworth, Translink, 1600 – 4720 Kingsway, Burnaby, BC, V5H 4N2.

REPORT

The Transportation Committee, at its meeting held on 2010 June 09, received and adopted the *attached* report seeking approval for an amendment to a 2010 Major Road Network capital project previously submitted to TransLink for cost-sharing.

The reduction in scope was necessitated by the project completion time limits as part of TransLink's funding criteria. The reduced Kingsway project focuses on the intersection of Kingsway and Patterson Avenue, to maximize the benefits of the project.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor R. Chang
Member

Copied to:	City Manager Director Finance Director Parks, Recreation & Cultural Services
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TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2010 June 8

FROM: DIRECTOR PLANNING AND BUILDING
DIRECTOR ENGINEERING

FILE: PL 2156-01
Ref: TransLink MRN Capital

SUBJECT: AMENDMENT TO A 2010 TRANSLINK MAJOR ROAD NETWORK
CAPITAL PROJECT – KINGSWAY AT PATTERSON

PURPOSE: To seek Council approval for an amendment to a 2010 Major Road Network capital project previously submitted to TransLink for cost-sharing

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council an amendment to the City's application to TransLink's 2010 Major Road Network capital funding as described in this report.
2. **THAT** the Committee recommend to Council that a copy of this report be forwarded to Mr. Darren Woodworth, TransLink, 1600 – 4720 Kingsway, Burnaby, BC, V5H 4N2.

REPORT**1.0 INTRODUCTION**

TransLink provides financial contributions for capital improvements to the region's Major Road Network (MRN). In Burnaby, the MRN includes most Primary Arterial roads and some Secondary Arterial roads. The financial contributions are made to a maximum 50% cost-shared basis, based on applications from municipalities. On 2010 March 15, Council approved the following four projects for submission to TransLink for 2010 MRN capital funding:

1. Widening of Kingsway from Smith Avenue to Patterson Avenue to be consistent with the sections to the east and west of there;
2. Extension of a westbound traffic lane on Marine Way from Market Crossing to Byrne Road;
3. Rehabilitation and retrofit of the Gaglardi Way overpass across the tracks of the Burlington Northern Santa Fe Railway; and
4. Construction of a bike lane on westbound Lougheed Highway between Beta Ave and Alpha Avenue.

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Director Engineering
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That application has been approved by TransLink staff, with endorsement by the TransLink Board anticipated in June.

This report presents a proposed scope amendment for the first of those projects: the widening of Kingsway between Smith and Patterson Avenues. The 2010 MRN application requested \$953,500 for that project. Coupled with prior applications, TransLink’s total contribution to the project is \$2,091,000. This represents 37% of a total project cost of \$5.6 million. A design contract for this project was approved by Council on 2009 January 19, and is currently in progress.

2.0 PROPOSED AMENDMENT

Upon review of the detailed design and the construction period required for the project, it is necessary to modify the scope of the project to avoid impact of the road widening work on the park and to complete the project in accordance with the allotted time frame allowed under the TransLink MRN funding criteria. In order to receive TransLink’s funding, construction must be completed by 2011 December 31.

A recent review of the project schedule revealed that the right-of-way negotiation with BC Hydro to accommodate the widening work beneath the SkyTrain Expo Line may require additional time to complete. In view of the potential park impact, right-of-way negotiations and project schedule issues, it is therefore proposed to delete the sections west of Inman Avenue and east of Barker Avenue from the current scope. The revised project scope would focus on improving the intersection of Kingsway, Grange Street and Patterson Avenue. The original and proposed project limits are shown in *Figure 1*.

Figure 1: Original and Proposed Project Limits



The revised project is estimated at \$4.2 M, bringing TransLink’s \$2,091,000 share to 50% of the total cost. Project elements in the amended scope are expected to include:

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- Accommodate three traffic lanes in either direction at the Kingsway / Patterson Avenue (east) intersection, to reduce congestion and delays during peak periods;
- Lengthen the existing left turn bay from eastbound Kingsway to eastbound Grange Street¹;
- Provide an Urban Trail link in the median that separates Kingsway from Grange Street, between the eastern and western Patterson intersections, for enhanced bike and pedestrian connectivity;
- Reconfigure how westbound Grange Street intersects Kingsway, to improve safety; and
- Improve access to Inman Avenue by removing the existing right-turn prohibition from westbound Kingsway to northbound Inman Avenue, made possible by the aforementioned geometric change at the Grange Street intersection.

3.0 FINANCIAL

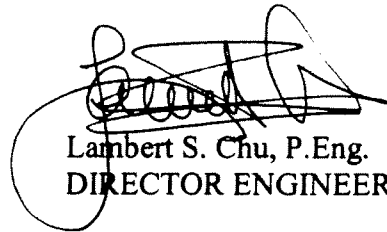
Cost-share funding of \$2.1 million has been approved by TransLink for the original scope of the Kingsway project. Upon completion of the reduced scope of the Kingsway project, there may be unspent TransLink funding available. If so, these funds would be reallocated to another approved TransLink MRN project that may require additional funds.

4.0 CONCLUSION

This report recommends a reduction of the scope of the Kingsway project submitted to TransLink as part of their 2010 MRN capital funding program. The reduction in scope was necessitated by the project completion time limits as part of TransLink's funding criteria, and the inability to quickly secure the necessary rights-of-way for the entire project. The reduced Kingsway project focuses on the intersection of Kingsway and Patterson Avenue, to maximize the benefits of the project. Any remaining TransLink funding at the end of the project will be reallocated to another project where possible.



B. Luksun
DIRECTOR PLANNING AND BUILDING



Lambert S. Chu, P.Eng.
DIRECTOR ENGINEERING

DL/SR:jc

Copied to: City Manager
Director Finance
Director Parks, Recreation & Cultural Services

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¹ This is an arterial-to-arterial connection that currently has over 400 vehicles during the afternoon peak hour.