

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: 2010 TRANSLINK MAJOR ROAD NETWORK CAPITAL FUNDING
APPLICATION**

RECOMMENDATIONS:

1. THAT Council approve the City's application to TransLink for Major Road Network capital funding, as described in this report.
2. THAT Council authorize an expenditure of \$110,000 from Gaming Reserves for design and construction of the Lougheed Bike Lane project, as described in this report.

REPORT

The Transportation Committee, at its meeting held on 2010 March 10, received and adopted the *attached* report seeking approval for Major Road Network capital projects to be submitted to TransLink for cost-sharing.

The four proposed projects discussed in this report are:

- Kingsway from Smith to Patterson – widening of Kingsway to accommodate three lanes eastbound as well as three lanes westbound to bring it into conformity with other sections of Kingsway;
- Marine Way to Byrne Road – extension of a third lane westbound from Market Crossing to the far side of Byrne Road;
- Gaglardi Way BNSF Overpass – proposed rehabilitation and seismic retrofit of the overpass; and
- Lougheed Highway Bike Lane – extending the westbound bike lane on Lougheed Highway from Beta Avenue to Alpha Avenue.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor R. Chang
Member

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

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2010 March 04

FROM: DIRECTOR PLANNING AND BUILDING
DIRECTOR ENGINEERING

FILE: PL 2156-01
Reference: TransLink MRN Capital

SUBJECT: 2010 TRANSLINK MAJOR ROAD NETWORK CAPITAL FUNDING APPLICATION

PURPOSE: To seek Council approval for Major Road Network capital projects to be submitted to TransLink for cost-sharing.

RECOMMENDATIONS:

1. **THAT** Council be requested to approve the City's application to TransLink for Major Road Network capital funding, as described in this report.
2. **THAT** Council be requested to authorize an expenditure of \$110,000 from Gaming Reserves for design and construction of the Lougheed Bike Lane project, as described in this report.

REPORT**1.0 INTRODUCTION**

TransLink's Major Road Network (MRN) is a network of regionally-significant roads agreed upon between TransLink and the various municipalities. In Burnaby, the MRN includes most Primary Arterial roads and some Secondary Arterials. The roads are the City's jurisdiction, with TransLink providing financial contributions to annual operating, maintenance, and rehabilitation costs. In addition, up to 50% cost-sharing for capital improvements is available upon application. For 2010, based on population, TransLink has allocated up to \$2,358,500 for cost-sharing on City of Burnaby MRN projects.

This report seeks Council approval for the City's 2010 application for MRN capital funds, and spending authorization for one of them: the Lougheed Highway Bike Lane project.

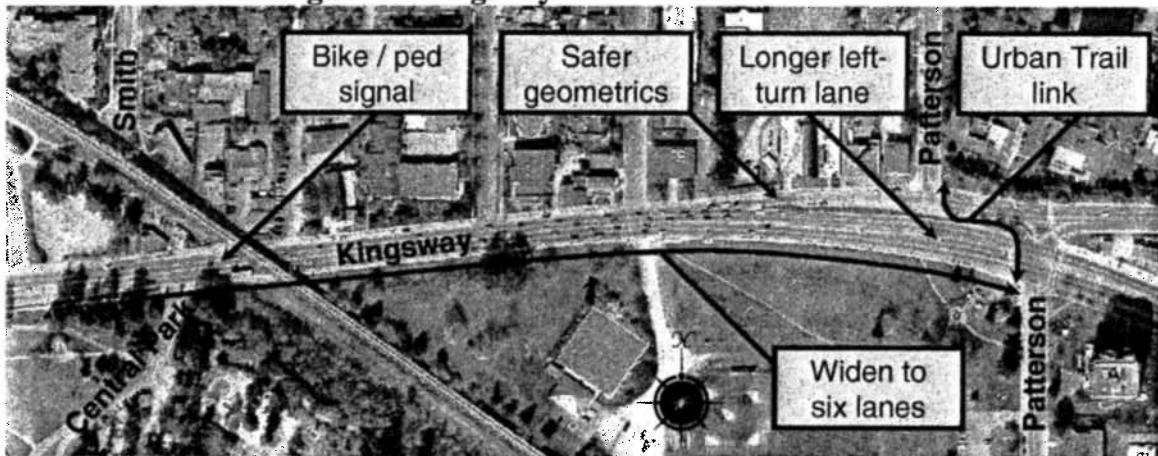
2.0 PROPOSED PROJECTS

Staff propose to submit applications to TransLink for the following MRN capital improvement projects.

2.1 Kingsway from Smith to Patterson

Kingsway is largely constructed to a six-lane standard from Boundary Road to Edmonds Street, except for the segment from Smith Avenue to Patterson Avenue, shown in *Figure 1*. This segment currently has two travel lanes in either direction plus a parking lane on the north side. On 2009 January 19, Council approved the award of the design contract to widen Kingsway to accommodate three eastbound and three westbound travel lanes, reconstruct the Kingsway/Patterson Avenue intersection, and develop bike and pedestrian crossings of Kingsway.

Figure 1: Kingsway from Smith to Patterson

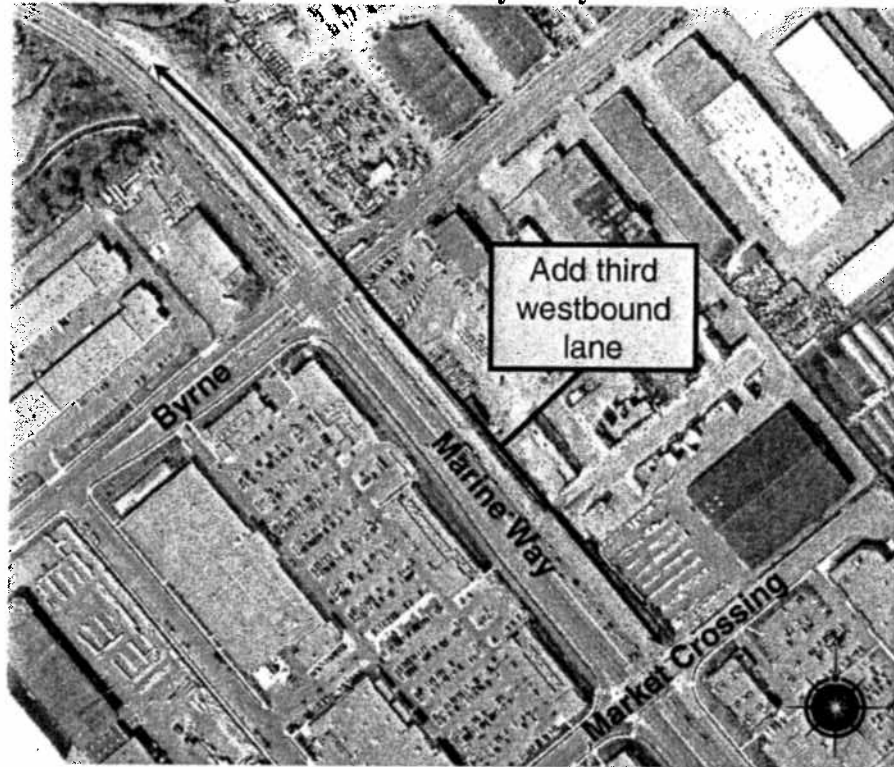


Based on Council-approved applications, this project received MRN funding allocations in both 2008 and 2009, but is still eligible for further funding. The total project budget is estimated at \$5.6 million, of which MRN funding of \$953,500 is currently being sought. Coupled with earlier applications, this will bring TransLink's funding of the project to date, to \$2,091,000. It is proposed, in 2011, to submit a final MRN funding application on this project in the amount of \$709,000. This will bring TransLink's share of cost up to the maximum 50%. As noted, this project is currently being designed. Further Council approvals will be sought for the construction phase, anticipated in 2011 and 2012, once the design process has concluded.

2.2 Marine Way at Byrne Road

The continued strengthening of the road network in the Big Bend area supports on-going development in this area. The intersection of Marine Way at Byrne Road is one of the primary access nodes in this area. Marine Way presently has three westbound lanes to the east of Market Crossing, but only two to the west. As shown in *Figure 2*, this project will extend the third westbound lane from Market Crossing to the far side of Byrne Road. The benefits are improved traffic circulation and support for the development framework of the Big Bend.

Figure 2: Marine Way at Byrne Road



The total project budget is estimated at \$1,100,000, of which TransLink's share would be \$550,000. Design and construction are anticipated to advance in 2010.

2.3 Gaglardi Way BNSF Overpass

The Gaglardi Way BNSF Overpass carries Gaglardi Way across the tracks of the Burlington Northern Santa Fe (BNSF) railway, as shown in **Figure 3**. The structure also spans Government Street which parallels the railway tracks.

An annual inspection conducted in 2008 identified the bridge as being in generally good condition with an anticipated service life in excess of 25 years. However, the deck has deteriorated in several areas, including adjacent to the deck expansion joints. The structure has also been identified for a seismic enhancement as it does not meet current seismic design criteria. Although the bridge remains functionally adequate, the proposed rehabilitation and seismic retrofit are needed to maintain the safety of this City-owned structure and its functionality as an emergency response route. This is of particular importance since Gaglardi Way is a primary access to Simon Fraser University and a major north-south road in the City.

Figure 3: Gaglardi BNSF Overpass



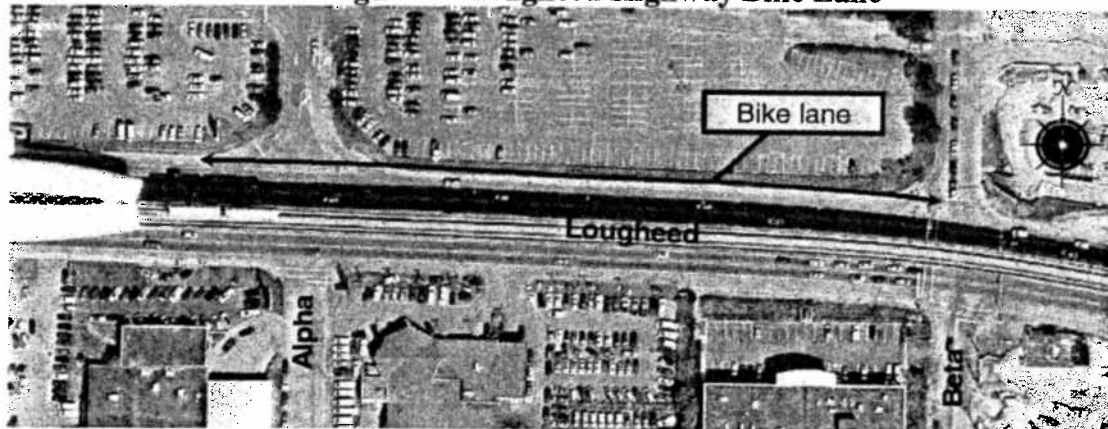
The project benefits are increased service life and enhanced structural integrity following an earthquake. The current project is for design, rehabilitation and seismic retrofit.

Total project cost is estimated at \$1,600,000. The proposed application to TransLink's for cost share funding is for \$800,000. The project would be initiated in 2010 and anticipated to complete in 2011.

2.4 Lougheed Highway Bike Lane

Lougheed Highway is the longest bike lane route in Burnaby, extending ten kilometres across the City from Vancouver to Coquitlam. However, there is a 220-metre section, from Beta Avenue to Alpha Avenue, where the westbound bike lane is missing. As shown in *Figure 4*, this project will provide for construction of that missing section.

Figure 4: Lougheed Highway Bike Lane



To: Transportation Committee
 From: Director Planning and Building
 Director Engineering
 Re: 2010 TransLink Major Road Network Capital
 Funding Application

2010 March 04..... Page 5

This project will shift the existing westbound auto lanes southward by 1.5 metres, into the centre median, to create space for a curb-side 1.5-metre bike lane. In addition, two existing delta islands (at Alpha and at Beta) will be modified to remove them from the proposed bike lane alignment.

Project benefits are enhanced safety and comfort for cyclists, and smoother traffic flow. Pedestrians on the abutting sidewalk will benefit from greater separation from motorized traffic, as the bike lane will create a buffer area.

The total project budget is estimated at \$110,000 of which TransLink's share would be \$55,000. With Council approval, design and construction are anticipated to be completed in 2010 / 2011.

Being a bike route, this project is also eligible for TransLink's Bicycle Infrastructure Capital Cost Sharing (BICCS) program, which is similar to MRN funding but applied only to bike routes. It is staff's intention to apply for both MRN and BICCS funding. If accepted, TransLink funding would provide for 50% of the total project cost.

3.0 FINANCIAL

Table 1 summarizes the financial aspects of the above projects. The City is proposing to apply for a total of \$2.358 million in 2010 MRN funding. Coupled with prior applications, MRN funding will cover 50% of costs for the four subject projects.

All four projects are included in the *2010 – 2014 Provisional Financial Plan*. However, the current report only seeks spending authorization for one of them: the Lougheed Highway Bike Lane project, budgeted at \$110,000 from Gaming Reserves. Future funding reports for the other three projects would be advanced for Council approval, as appropriate.

Table 1: Financial Summary

Project	Total Project Cost	2010 MRN Share
Kingsway from Smith to Patterson	\$5,600,000	\$953,500 ¹
Marine Way at Byrne Road	\$1,100,000	\$550,000
Gaglardi Way BNSF overpass	\$1,600,000	\$800,000
Lougheed Highway bike lane	\$110,000	\$55,000
Total	\$8,410,000	2,358,500

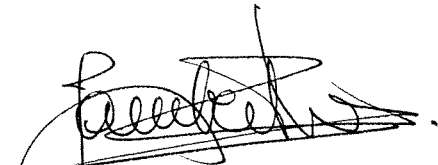
¹ \$1,137,500 in MRN cost share funding was approved for the Kingsway project as part of previous applications. \$709,000 would be sought in MRN funding in 2011.

To: Transportation Committee
From: Director Planning and Building
Director Engineering
Re: 2010 TransLink Major Road Network Capital
Funding Application
2010 March 04 Page 6

4.0 CONCLUSION

This report has proposed four projects as the basis for the City's 2010 application to TransLink for capital funding on the Major Road Network. It is recommended that Council approve submission of the MRN application for these projects. It is further recommended that Council approve an expenditure of \$110,000 from Gaming Reserves for design and construction of the Loughheed Highway Bike Lane project.


B. Luksun
DIRECTOR PLANNING AND BUILDING


L. Chu
DIRECTOR ENGINEERING

SR:sa:jc

cc: City Manager
Director Finance

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