

TO: CHAIR AND MEMBERS
FINANCIAL MANAGEMENT COMMITTEE

DATE: 2015 May 21

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 90400 20/68000 20
*Reference: Burnaby Mtn. Parkway
Sperling Urban Trail*

**SUBJECT: BURNABY MOUNTAIN PARKWAY CYCLING SAFETY
IMPROVEMENTS AND JOE SAKIC WAY URBAN TRAIL**

PURPOSE: To request Council expenditure approval for safety improvements on Burnaby Mountain Parkway and construction of a section of the Urban Trail on Joe Sakic Way.

RECOMMENDATIONS:

1. **THAT** Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for the construction of specific works on Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report.
2. **THAT** Council forward this report to the Transportation Committee for their information.

REPORT**1.0 INTRODUCTION**

Each year, the City undertakes rehabilitation works under the Major Roads Network Infrastructure Rehabilitation and the Local Roads Network Pavement Rehabilitation Programs. These works provide opportunities to address active transportation projects in the same locations, thus benefiting from economies of scale. The following two candidate projects have been identified for potential inclusion within the 2015 Programs:

- Burnaby Mountain Parkway Cycling Safety Improvements; and
- Joe Sakic Way Urban Trail.

1.1 Burnaby Mountain Parkway Cycling Safety Improvements

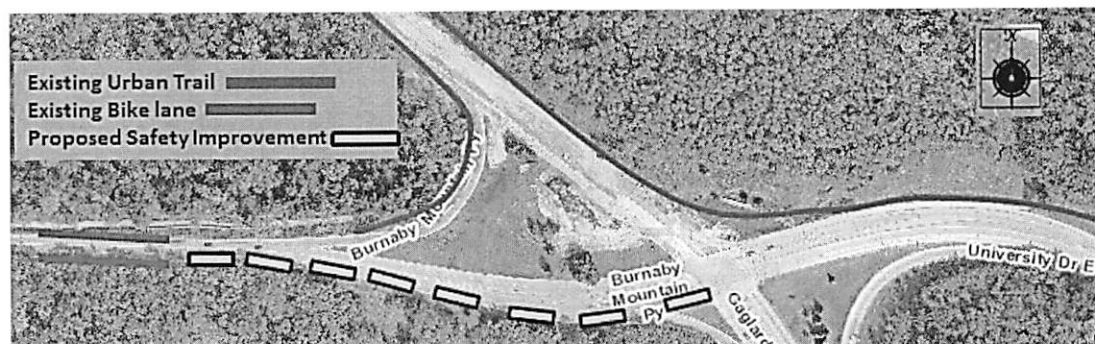
In 2005, Council authorized the implementation of improvements to more safely accommodate cyclists on Burnaby Mountain Parkway. As the western access to Simon Fraser University, the Parkway is well utilized by all modes, including transit and cyclists. Cycling accommodation is provided through shoulder bike lanes for both directions, supported by signage and pavement markings.

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Recent improvements on SFU owned roadways have continued the trend to provide safer accommodation of both pedestrians and cyclists. Specifically, above the Burnaby Mountain Parkway / Gaglardi Way intersection, an Urban Trail now provides access to the campus. However, the west approach of Burnaby Mountain Parkway at Gaglardi Way presents safety concerns for eastbound cyclists. Currently, the eastbound shoulder bike lane ends about, 300 metres in advance of the intersection, forcing slow moving uphill cyclists to merge into through traffic. The speed of traffic, the significant approach grades and proximity to the right-turn lane to Gaglardi Way present a safety concern for both cyclists and drivers. The City regularly receives concerns from cyclists and drivers at this location. This project will remedy the safety concerns and bring this section up to the same standard as the balance of Burnaby Mountain Parkway.

The 2015 Major Roads Network Infrastructure Rehabilitation Program will include the rehabilitation and re-pavement of Burnaby Mountain Parkway between Centennial Way and Gaglardi Way. This provides an opportunity to address the safety concern for eastbound cyclists, by improving the bike lane through to the intersection at Gaglardi Way, as shown in **Figure 1**. The proposed solution will include adjusting the curbs and relocating the median. Engineering cost estimates for this work are \$57,000 (exclusive of GST). As a safety project, funding for these works is eligible to be provided through Gaming Funds. Staff recommend that these safety improvements be included in the 2015 Major Roads Network Infrastructure Rehabilitation Program for Burnaby Mountain Parkway.

Figure 1: Burnaby Mountain Parkway Cycling Safety Improvements



1.2 Joe Sakic Way Urban Trail

This section of Urban Trail, previously approved by Council in 1990, is a 150m east-west section of the urban trail network that connects the Kensington and Sperling Urban Trails and park trail on Joe Sakic Way west of Kensington Avenue (**Figure 2**).

Figure 2: Joe Sakic Way Urban Trail



The trail provides local community access and connection to the Bill Copeland Sports Centre, CG Brown Memorial Pool, Burnaby Lake, Burnaby Lake Sports Complex, Deer Lake Park and Civic Complex, Central Valley Greenway, Sperling / Burnaby Lake SkyTrain Station and bus stops. This short section is the missing pedestrian and cyclist link in existing Urban Trails extending from Canada Way to the Lougheed Highway (**Figure 3**), and would provide safe means for users to connect east-west.

Figure 3: Burnaby Lake Urban Trails



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The 2015 Local Roads Network Pavement Rehabilitation Program includes the reconstruction of Joe Sakic Way between Kensington Avenue and Sperling Street, and provides an opportunity to advance the construction of this section of the approved urban trail network. Engineering cost estimates for this work are \$91,000 (exclusive of GST). Staff recommend that this safety improvement project be included in the 2015 Local Roads Network Pavement Rehabilitation Program for Joe Sakic Way.

2.0 FINANCING

Engineering cost estimates indicate an anticipated total budget for construction of these two safety improvement projects of approximately \$148,000 (exclusive of GST). A capital allocation for these projects is provided in the 2015 – 2019 Financial Plan within the 2016 Capital Program, through the use of Gaming Funds. With approval of this report, a request will also be made to ICBC for matching funds for safety improvements to the Burnaby Mountain Parkway and Gaglardi Way intersection. If received, the matching funds could off-set 50% of the City's costs for the improvement of Burnaby Mountain Parkway.

3.0 CONCLUSION

The 2015 Local Roads Network Pavement Rehabilitation and Major Roads Infrastructure Rehabilitation offer an opportunity to construct these two sections of active transportation infrastructure at the same time as other planned works, and this report seeks Council funding approval.

As such, it is recommended that Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for construction of specific works for Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report. It is also recommended that a copy of this report be sent to the Transportation Committee for their information. With approval of this report, construction and paving of these two sections will be completed in 2015.


Lou Pelletier, Director
PLANNING AND BUILDING

LL:sla

cc: City Manager
Director Engineering
Director Finance
City Clerk