Regional Cycling Investments

Bicycle Infrastructure Capital Cost Share

(BICCS Program)

2027 Program Guidelines

Together all the way

Version updated: October 2026

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1. INTRODUCTION

1.1 BICYCLE INFRASTRUCTURE CAPITAL COST SHARING PROGRAM

Regional investments in cycling are made by TransLink through funding programs which includes the Bicycle Infrastructure Capital Cost Sharing (BICCS) funding program and the Major Road Network and Bicycle (MRNB) funding program. The MRNB program provides funding for roadway improvements on the Major Road Network (MRN), as well as cycling facilities on or off of the MRN. These programs provide funding to local governments to implement regionally significant cycling investments, in a way that is consistent with and advances implementation of the region's 30-Year Regional Transportation Strategy (i.e. Transport 2050) and 10-Year Priorities (i.e. Mayors' Council 10-Year Vision and recently approved Transport 2050: 10-Year Priorities).

Both the 30-Year Strategy and 10-Year Priorities prioritize early and significant investment in regionally significant cycling infrastructure. Accordingly, the BICCS and MRNB funding programs are intended to fund cycling infrastructure that improves regional cycling connections, including establishing a Major Bikeway Network and implementing Urban Centre bikeway networks.

This document is the guide to how TransLink will invest in regional cycling infrastructure through the BICCS and MRNB funding programs.

Note: This document is subject to periodic changes or enhancements as required.

2. PROGRAM OVERVIEW

To implement the 30-Year Strategy and 10-Year Priorities, the key objective of bicycle-related infrastructure funding is to improve the regional cycling network and bicycle-related facilities through a cost sharing partnership with local governments.

The funding framework for cycling infrastructure includes the BICCS funding program as well as the Major Road Network and Bike (MRNB) Program, as illustrated in **Table 1**. The detailed funding frameworks for the various sources of cycling infrastructure can be found in the section below.

Note that all references to the MRNB Funding Program within this BICCS Guidelines are intended for MRNB projects which are applying for cycling infrastructure improvements. For MRNB projects that are only road improvements (with no cycling infrastructure component), refer to the MRNB Guidelines.

Table 1: TransLink Road Funding Framework for Regional Cycling Investments

Program	Fund	Purpose	TransLink Budget
MRNB	MRNB Upgrade (allocated)	Manage and improve the capacity, efficiency and safety of the Major Road Network (MRN). The program also encourages investment in cycling infrastructure. Minor capital road projects on MRN **OR** bike infrastructure on/off MRN	Capital – See Separate Program Guide
BICCS	BICCS Allocated	Catalyze investment in regional cycling infrastructure. Bike projects on/off the MRN	Capital
	BICCS Competitive		
	BICCS Rapid Implementation		

BICCS eligible projects include new or significantly improved bicycle facilities including, but not limited to, on-street bicycle facilities, multi-use pathways, enhanced crossings, and other cycling safety improvements that meet Program Eligibility requirements outlined in **Section 4.0**.

Table 2 provides an overview of the program that will be outlined in more detail in the sections below:

Table 2: BICCS / MRNB Program Overview

Program Components	Description
Program Objectives	Catalyze investment in regional cycling infrastructure, consistent with Mayors' Vision
Program Eligibility	**<u>BICCS Allocated</u>** New or significantly improved facilities that are categorized as Comfortable for Most (refer to **Table 3A**): • Located within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) or FTDAs (from Regional Growth Strategy) • Contribute to the Major Bikeway Network (from Transport 2050) • New or improved bikeshare infrastructure • Located in areas of "high cycling potential" (top 20% region-wide, plus top 20% in each local government; see online eligibility map) • Projects developed collaboratively by TransLink and local government partner (local governments are to contact TransLink prior to project application submission) • For projects using a Rapid Implementation-style approach, BICCS Allocated projects can be combined with MRNB Allocated projects and is required to be completed by Dec. 31, 2028. **<u>BICCS Competitive and Rapid Implementation</u>**

	New or significantly improved bikeways that are categorized as Comfortable for Most (refer to **Tables 3B and 3C**) and located in the following areas: • Major Bikeway Network: Rapid deployment of new or upgraded bikeways to strategically fill gaps on the MBN that will result in complete corridors (i.e. segments of the MBN that connect to other MBN segments or connect one Urban Centre to another Urban Centre). • Urban Centres: Rapid deployment of a bikeway network that is "Comfortable for Most people" and bike parking within an Urban Centre. For example, this could include 3-4 corridors (or about 7-8 km) of bikeways that are connected to one another and provide people with access to many destinations throughout the Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas). Timing for Completion: • BICCS Allocated and BICCS Competitive projects are required to be completed within 4 years. For more information, refer to Table 6. • BICCS Rapid Implementation projects or project components for the 2027 Funding Program are required to be completed by Dec. 31, 2028.
Allocation & Evaluation	**BICCS Allocated** Allocation by population & employment (2/3 annual program funding) Minimum local government allocation of $100,000 **BICCS Competitive Funding Streams (1/3 of annual program funding):** BICCS Competitive (60% of the competitive funding allocation) • Maximum 1 project application per local government, up to cost-share request of $600,000 per project. • Funding allocation per application is based on a competitive score. Tier 1: All projects must meet basic program eligibility requirements Tier 2: Competitive projects evaluated to determine which projects receive competitive funding BICCS Rapid Implementation (40% of the competitive funding allocation) • Maximum 1 project application per local government, up to $1 million maximum award per project. • Funding allocation per application is based on a competitive score. Tier 1: All projects must meet basic program eligibility requirements Tier 2: Competitive projects evaluated to determine which projects receive competitive funding
TransLink Cost Share	**BICCS Allocated** • Up to 50% for projects meeting program eligibility • Up to 75% for Comfortable for Most facilities on MBN or within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) • Up to 100% for Comfortable for Most bikeways delivered by Rapid Implementation style on MBN or within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) (projects <$500k/km) **BICCS Competitive** • Up to 75% for Comfortable for Most facilities on MBN or within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) **BICCS Rapid Implementation** • Up to 100% for Comfortable for Most bikeway on MBN or within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas)

3. FUNDING FRAMEWORK

3.1 FUNDING DISTRIBUTION

The BICCS Program budget is approved by the TransLink Board on a year-by-year basis. Although budget amounts for future years may be 'recommended', such amounts are for planning purposes only and may not actually materialize, depending on future funding availability and TransLink priorities.

Funding for the BICCS Program is distributed through three streams: BICCS Allocated, BICCS Competitive and BICCS Rapid Implementation.

Applications for either BICCS Allocated or BICCS Competitive funding can be either stand-alone projects or projects that are combined with another funding program (e.g. a multi-use path that is also requesting WITT funding).

It is also important to note that local governments can apply allocated and competitive funding to the same project.

Funding for BICCS Rapid Implementation is distributed through a **separate** competitive application process.

Project funding for BICCS Rapid Implementation provided through the competitive process is limited to one project application per local government, with a maximum funding request of $1 million based on available funds. Applications cannot be combined with other funding programs (i.e., MRNB, BICCS Allocated, BICCS Competitive, or WITT) and can only be a stand-alone project. Rapid Implementation projects are evaluated and shortlisted based on the evaluation criteria (see **Section 5.0**).

For projects using a Rapid Implementation-style approach, BICCS Allocated projects can be combined with MRNB Allocated projects and are required to be completed by Dec. 31, 2028.

3.1.2 MRNB (ALLOCATED)

MRNB Upgrade funding is an annual allocation of TransLink capital funds dedicated to managing and improving the capacity, efficiency, and safety of the MRN network as well as to encouraging the construction of more bicycle routes or related facilities to remove barriers to cyclists across the region. The MRNB Upgrade fund is intended to fund smaller scale projects that are ready for implementation, can be completed within a short time frame, and will forestall the need for larger capital investments in the network.

Local governments may use their allocated MRNB funding for cycling infrastructure projects which are either on or off the MRN. Note that all references to the MRNB Funding Program within this BICCS Guidelines are intended for MRNB projects which are applying for cycling infrastructure improvements. For MRNB projects that are only road improvements (with no bicycle infrastructure component), refer to the MRNB Guidelines. If applying with MRNB Funding, cycling infrastructure on the MRN is not required to meet the location requirements of the BICCS Program Eligibility (i.e. Cycling infrastructure on the MRN does not need to be within an urban centre, etc.). MRNB Projects with cycling infrastructure off the MRN must meet all the same BICCS Program Eligibility requirements as BICCS projects.

A funding allocation formula is used to allocate MRNB Upgrade funding. The calculation is based on the average regional population and employment growth contribution ratio between 2006 and 2026. Land use data for future land use projections are based on the Metro Vancouver Regional Growth Strategy. Please see the MRNB Capital Program Description and Guidelines for further details on the MRNB funding program.

3.1.3 BICCS ALLOCATED (2/3 OF BICCS ANNUAL FUNDING)

Two thirds of the available annual BICCS program funding is distributed through a funding allocation formula. The calculation is based on a combined measure of population and employment for each local government, based on the most recent data available from an accepted data source, such as Statistics Canada, Metro Vancouver, or other sources as agreed on by local governments.

The amount of allocated funding that each community receives will be dependent on the amount of program funding available for any given program year. In 2026, local governments will receive a minimum allocation of

$100,000. The amount of the available allocated funding for each local government will be updated and provided to local governments each program year.

Starting in 2026, local governments with population less than 15,000 may combine BICCS Allocated and WITT Allocated funds for a mode-specific project (e.g., use BICCS Allocated *and* WITT Allocated funds for a bike-specific or pedestrian-specific upgrade).

There is no limit to the number of projects that a local government can apply to within the allocated fund, so long as the total value of the projects are within the maximum allocated amount and contribution to each project does not exceed the cost share percentage identified in the Contribution Agreements. Allocated funding that is not used by local governments will be forfeited for the program year. The MRNB and BICCS allocated funding may be combined with the BICCS Competitive and/or Rapid Implementation for that program year.

3.1.4 BICCS Competitive Process (1/3 of BICCS Annual Funding)

One third of the available annual BICCS program funding is distributed through a competitive application process. Local governments have two streams through the BICCS Program to receive competitive funding: BICCS Competitive and BICCS Rapid Implementation.

3.1.4.1 BICCS Competitive (60% of the Competitive Funding Allocation)

Project funding provided through the competitive process is limited to one project application per local government, with a maximum funding request of $600,000. Application can be either a stand-alone project or a project that is combined with another funding program (e.g. a multi-use path that is also requesting WITT funding). Competitive projects are evaluated and shortlisted based on the evaluation criteria and funding allocation methodology. The amount of funding each project would receive is determined through this process which is outlined in **Section 3.3**.

3.1.4.2 BICCS Rapid Implementation (40% of the Competitive Funding Allocation)

Funding for BICCS Rapid Implementation is distributed through a competitive application process. Project funding provided through the competitive process is limited to one project application per local government, with a maximum funding request of $1 million based on available funds. Applications cannot be combined with other funding programs (i.e., MRNB, BICCS Allocated, BICCS Competitive, or WITT) and can only be a stand-alone project. The amount of funding each project would receive is determined through this process which is outlined in **Section 3.3**.

3.2 Cost Sharing

3.2.2 Cost Sharing for projects funded through BICCS Allocated

TransLink will fund up to 50% of eligible costs for projects meeting Program Eligibility, and up to 75% for Comfortable for Most facilities on MBN or within Urban Centres. **Please refer to Appendix C that outlines Comfortable for Most facilities**. For more details on Program Eligibility see **Section 4.0**.

Note: - TransLink will be the final arbitrator in determining Comfortable for Most facilities
- The list of facilities is not a comprehensive list and local governments may work with TransLink to determine Level of Comfort with the proposed facility

3.2.3 Cost Sharing for projects funded through BICCS Competitive

TransLink will fund up to 75% for Comfortable for Most facilities on MBN or within Urban Centres. **Please refer to Appendix C that outlines Comfortable for Most facilities.** For more details on Program Eligibility see **Section 4.0**.

Note: - TransLink will be the final arbitrator in determining Comfortable for Most facilities.
- The list of facilities is not a comprehensive list and local governments may work with TransLink to determine Level of Comfort with the proposed facility

3.2.4 Cost Sharing for projects funded through BICCS Rapid Implementation

TransLink will fund up to 100% of eligible costs for projects meeting Program Eligibility. Please refer to Appendix C that outlines Comfortable for Most facilities as well as TransLink's 2022 Rapid Implementation Design Guide. For more details on Program Eligibility see **Section 4.0**.

Note: - TransLink will be the final arbitrator in determining Comfortable for Most facilities.
- The list of facilities is not a comprehensive list and local governments may work with TransLink to determine Level of Comfort with the proposed facility

3.2.5 Cost-sharing for Small Local Governments

Local governments with population less than 15,000 are eligible for up to 80% cost share for any projects that meet basic program eligibility criteria or TransLink/local government collaborative project. This includes the opportunity to accumulate their allocated funds over several years towards a single project which can be cost shared up to 80% (see **section 7.11**).

3.2.6 Cost-sharing for Projects Providing Improved Access for First Nation Reserves and Treaty Lands

Local governments are eligible for up to 80% cost-share for projects that directly improve access to/on First Nations communities and their lands (including reserves) and treaty lands. In order to be eligible for up to 80% cost-share funding, projects must meet basic program eligibility or be agreed upon as a TransLink/local government collaborative project and provide proof of support from First Nation leadership (e.g. letter of support).

3.2.7 External / Third Party Funding

External / Third Party Funding is defined as secured funding by provincial or federal governments or external agencies (e.g., ICBC, Province's B.C. Active Transportation Infrastructure Grants Program). For additional information about third-party active transportation infrastructure cost-sharing grants, please email ipme@translink.ca or visit https://www.translink.ca/-/media/translink/documents/plans-and-projects/roads-bridges-and-goods-movement/2025-additional-at-and-transit-grant-info.pdf

Funding contributions from local sources, such as development cost charges, development levies, agreements with private developers, for example, may be considered part of the local government share of project costs. Tables 4, 5A and 5B outline funding distribution with respect to External /Third Party Contributions.

Table 4: Projects which qualify for 50% Cost Share:

External Funding Contribution (% of Total Eligible Project Costs)	TransLink Contribution (% of Total Eligible Project Costs)	Local Government Contribution (% of Total Eligible Project Costs)
< 50%	Up to 50%	Minimum of 25%
≥ 50%	Equal to Local Government Contribution	Equal to TransLink Contribution

Table 5A: Projects which qualify for 75% Cost Share:

External Funding Contribution (% of Total Eligible Project Costs)	TransLink Contribution (% of Total Eligible Project Costs)	Local Government Contribution (% of Total Eligible Project Costs)
< 50%	Up to 75% of the remaining Eligible Project Costs	Minimum of 25%
≥ 50%[1]	Equal to Local Government Contribution	Equal to TransLink Contribution

[1] Subject to funding availability, TransLink may consider cost-sharing up to 75% of the remaining Eligible Project Costs.

Table 5B: Projects which qualify for 80% Cost Share:

External Funding Contribution (% of Total Eligible Project Costs)	TransLink Contribution (% of Total Eligible Project Costs)	Local Government Contribution (% of Total Eligible Project Costs)
< 60%	Up to 80% of the remaining Eligible Project Costs	Minimum of 20%
≥ 60%[2]	Equal to Local Government Contribution	Equal to TransLink Contribution

[2] Subject to funding availability, TransLink may consider cost-sharing up to 80% of the remaining Eligible Project Costs.

3.3 Funding Distribution Model (Competitive Funding)

Funding will be distributed to competitive funding projects based on each project's score. Funding will be distributed to the top ranked projects until all available funds are distributed, the top ranked projects will receive full funding ask. In an event where the remaining funding can only partially fund a project, TransLink staff will start a discussion with the local government about this partial funding. If the local government declines the partial funding, the project next on the list will be offered this partial funding. The process of offering this partial funding will continue until it is fully used up.

4 PROGRAM ELIGIBILITY

4.1 PROGRAM ELIGIBILITY FOR BICCS ALLOCATED AND BICCS COMPETITIVE

This section provides guidance on the types of bicycle projects that are eligible for MRNB, BICCS Allocated and BICCS Competitive funding.

TransLink funding is focused on facilities that are comfortable for all or most people and support utilitarian trips by bicycle such as commuting to work or school, shopping, and personal errands.

Further and more specifically, consistent with guidance provided by the 30-Year Strategy and 10-Year Priorities the focus of regional cycling investments is on new or significantly improved facilities that are categorized as Comfortable for Most (as seen in **Appendix C)** and:

- Located within or providing direct connections to designated Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) or FTDAs (from Regional Growth Strategy); or
- Contributes to the Major Bikeway Network (from Transport 2050); or
- Located in areas of "high cycling potential" (top 20% region-wide, plus top 20% in each local government; see online eligibility map).

Projects that do not meet the eligibility criteria listed above may also be considered in collaborative partnership between TransLink and a local government partner. These are known as TransLink/Local Government Collaborative Projects and must be identified as such in the application.

Each year, supporting documentation is made available to assist local governments in identifying eligible cycling projects. Dynamic eligibility maps are available for the BICCS and WITT Programs. The maps can be accessed with the link below:

https://regionalroads.com/biccswitteligibility.php

TransLink understands that local governments are working to develop a network of bicycle routes, designated streets, and connecting paths within their jurisdiction. Thus, the BICCS program focuses funding eligibility to a target market of utilitarian cycling more generally rather than to a specific engineering solution such as bike lanes. The list below provides a non-exhaustive example of cycling / cycling supportive infrastructure projects that are eligible for funding under the MRNB and BICCS programs.

- New or enhanced on-street bicycle facilities;
- New or enhanced multi-use pathways;
- New or improved bicycle crossings;
- New or improved bikeshare infrastructure, provided the infrastructure remains in service for a minimum of five years following project completion (BICCS Allocated stream only);
- Grade-separated active transportation crossings;
- Wayfinding (refer to TransLink's Wayfinding Guidelines for Utility Cycling in Metro Vancouver https://www.translink.ca/resources/translink/cycling/regional%20cycling%20strategy/wayfinding_guidelines_for_utility_cycling_in_metro_vancouver);
- Bicycle parking;
- Bike counters;
- Marketing and cycling promotion materials; or
- New or enhanced lighting.

4.1.1 PHASED PROJECTS

Project submissions are to be made for "complete" projects that demonstrate facility design. Phased projects can be considered so that it is possible to apply for funding for the same project for multiple consecutive years, so long as the project completes within a four-year period of initial funding award. Project phasing is only eligible when considering different segments of roadway, not when phasing individual project activities, as illustrated in **Table 6**.

Table 6: Eligible and Ineligible Approaches to Project Phasing

Sample Project: Cycling Improvements from 140 Street to 156 Street			
Program Year	Eligible Phasing (Example 1: Project Segments)	Eligible Phasing (Example 2: Multi-Year Funding)	Ineligible Phasing
Year 1 2025	Apply for funding for Phase 1: 140 St to 144 St (4 years to construct – Jan 1, 2026 to Dec 31, 2029)	Apply for funding for whole corridor from 140 St to 156 St Project application (4 years to construct – Jan 1, 2026, to Dec 31, 2029)	Apply for funding for Property Acquisition as Phase 1 of the project.
Year 2 2026	Apply for funding for Phase 2: 144 St to 148 St (4 years to construct – Jan 1, 2027 to Dec 31, 2030)	Same application as Year 1 to obtain additional funding needed (3 years to construct – Jan 1, 2027, to Dec 31, 2029)	Apply for funding for Functional Design as Phase 2 of the project.
Year 3 2027	Apply for funding for Phase 3: 148 St to 152 St (4 years to construct – Jan 1, 2028 to Dec 31, 2031)	Same application as year 1 to obtain additional funding needed (2 years to construct – Jan 1, 2028, to Dec 31, 2029)	Apply for funding for Detailed Design as Phase 3 of the project.
Year 4 2028	Apply for funding for Phase 4: 152 St to 156 St (4 years to construct – Jan 1, 2029 to Dec 31, 2032)	Same application as year 1 to obtain last of additional funding (1 year to construct – Jan 1, 2029, to Dec 31, 2029)	Apply for funding for Construction as Phase 4 of the project.

4.1.2 Maintenance and Rehabilitation Costs

Through the Operations Maintenance and Rehabilitation (OMR) Program (referenced in the Operation, Maintenance, and Rehabilitation Program Description and Guidelines), TransLink provides local governments with an annual allowance for the operation, maintenance and rehabilitation of MRN roads within their jurisdiction, which is independent of the MRNB Upgrade, MRN-S, BICCS, and WITT funds. However, to minimize both costs and traffic disruptions, local governments may choose to undertake maintenance or rehabilitation works on existing road infrastructure concurrently with construction of new infrastructure funded under the MRNB, BICCS, or WITT.

Components of a MRNB Upgrade, BICCS, or WITT project that comprise maintenance / rehabilitation of existing infrastructure must be identified as such in the application process. The costs for maintenance / rehabilitation components are covered by OMR and MRN-S funds are not eligible for cost sharing under the MRNB Upgrade, BICCS, or WITT funds.

4.2 Program Eligibility for BICCS Rapid Implementation Funding

This section provides guidance on the types of bicycle projects that are eligible for BICCS Rapid Implementation. TransLink funding is focused on facilities that are comfortable for all or most people and support utilitarian trips by bicycle such as commuting to work or school, shopping, and personal errands. Consistent with guidance provided by the report endorsed by the Mayors' Council on October 1, 2020, the focus of regional cycling investments for BICCS Rapid Implementation is on new or significantly improved facilities that are categorized as Comfortable for Most (as seen in **Appendix C** and TransLink's 2022 Rapid Implementation Design Guide https://www.translink.ca/-/media/translink/documents/cycling/regional-cycling-strategy/rapid_implementation_design_guide_for_bikeways_in_metro_vancouver.pdf), and located in the following areas:

- **Major Bikeway Network**: Rapid deployment of new or significantly upgraded bikeways to strategically fill gaps on the MBN that will result in complete corridors (i.e. segments of the MBN that connect to other MBN segments or connect one Urban Centre to another Urban Centre); or

- **Urban Centres**: Rapid deployment of a bikeway network that is "Comfortable for Most people" and bike parking within an Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas to better recognize and accommodate projects that serve UC trips). For example, this could include 3-4 corridors (or about 7-8 km) of bikeways that are connected to one another and provide people with access to many destinations throughout the Urban Centre and its adjacent Cycling Catchment Areas.

A dynamic eligibility map is available for BICCS Rapid Implementation. The map can be accessed with the link below:

https://regionalroads.com/biccswitteligibility.php

4.2.1 BICCS Rapid Implementation Project Characteristics

TransLink understands that local governments are working to develop a network of bikeways and connecting paths within their jurisdiction. Thus, the BICCS program focuses funding eligibility to a target market of utilitarian cycling more generally rather than to a specific engineering solution such as bike lanes.

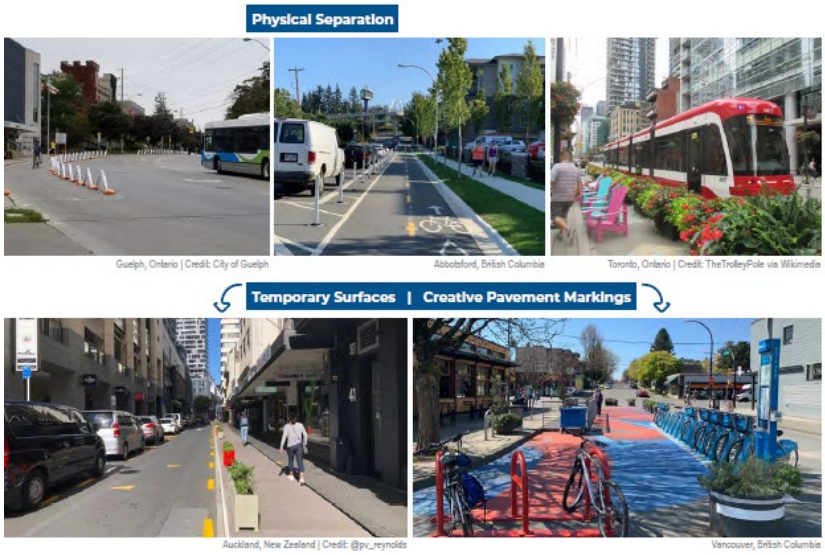
BICCS Rapid Implementation project characteristics recommended in TransLink's 2022 Rapid Implementation Design Guide, including:

- **Quick implementation**: projects that are easily implementable over a short period of time
- **Use of inexpensive, low impact materials** allows for quick implementation and easy modification if changes are needed.
- More permanent construction materials are also eligible for funding if they are still characterized by **quick implementation**.

Materials include semi-permanent materials that may be physically attached to the ground and require additional design, construction, and costs, but do not require full street reconstruction and remain lower cost than permanent materials. Materials that provide physical separation include curbs, installed delineator posts, landscaped planters, or concrete barriers. Surfaces and creative pavement markings can also be used to add to aesthetics with an eye to placemaking.

The bullets below are non-exhaustive examples of cycling / cycling supportive infrastructure projects and materials that are eligible for funding under BICCS Rapid Implementation. The images illustrate some of the cycling/ cycling supportive infrastructure in use.

- Pavement markings (for parking protecting bikeways)
- Bicycle parking, wayfinding, bike counters
- Marketing and cycling promotion materials
- Flexible delineator posts/bollards
- Concrete barriers
- Landscape planters
- Parking block stops



4.2.2 PUBLIC ART ELIGIBILITY

Public art is included as an eligible expense up to 1% for projects over $1 million, as per TransLink's Public Art Policy. Local governments are responsible for selecting and implementing artwork on their projects. The following steps should be taken when including public art on your project:

1) Calculate your public art budget following TransLink's Public Art Policy. For BICCS projects including public art, the public art allocation should be up to 1% of construction costs, excluding land acquisition,
2) Work with your local government's public art lead to identify and determine:
    a. The right public art opportunity for your budget and site conditions. The artist/artwork selection process.
    b. For BICCS projects including public art, the artist/artwork should be selected through a competitive process, which can include open calls or juried invitational calls.
3) Please contact ipme@translink.ca and include the following details:
    a. Estimated public art budget for your project
    b. What type of art will it be, if applicable at this stage (in some cases the artist will determine)
    c. Where it will be located
    d. How will you select artist(s)
    e. What is the artist(s) scope of work
    f. Any other information or considerations
    g. List the name of the public art lead on your project

5 EVALUATION FRAMEWORK

5.1 PROJECT EVALUATION CRITERIA

Projects applying for the BICCS and/or MRNB funding programs will be evaluated by TransLink staff using a two-tier evaluation approach. The following sections outline TransLink's evaluation criteria.

All projects, including projects applying for allocated funds and competitive funds, must meet basic eligibility criteria in Tier 1 demonstrating their Program Eligibility based the following categories:

Project Eligibility

Project Readiness

Project Design

Project Priority

Only competitive projects will be scored based on additional criteria in Tier 2.

5.1.1 TIER 1 – PROGRAM ELIGIBILITY

Tier 1 Evaluation is applied to all allocated fund and competitive process projects. Tier 1 Evaluation is based on the following criteria shown in **Table 7**.

Table 7: Tier 1 Evaluation

Category	Criteria	Scoring
Project Eligibility	**BICCS Allocated** New or significantly improved facilities that are categorized as Comfortable for Most: • Located within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) or FTDAs (from Regional Growth Strategy) • Contributes to the Major Bikeway Network (from Transport 2050) • Located in areas of "high cycling potential" (top 20% region-wide, plus top 20% in each local government) • Projects developed collaboratively by TransLink and a local government partner (local governments are to contact TransLink prior to project application submission) **BICCS Competitive and BICCS Rapid Implementation** New or significantly improved bikeways that are categorized as Comfortable for Most and located in either of the following areas: **Major Bikeway Network**: Rapid deployment of new or upgraded bikeways to strategically fill gaps on the MBN that will result in complete corridors (i.e. segments of the MBN that connect to other MBN segments or connect one Urban Centre to another Urban Centre). **Urban Centres**: Rapid deployment of a bikeway network that is "Comfortable for Most people" and bike parking within an Urban Centre (or its adjacent Cycling Catchment Areas to better recognize and accommodate projects that serve UC trips). For example, this could include 3-4 corridors (or about 7-8 km) of bikeways that are connected to one another and provide people with access to many destinations throughout the Urban Centre and its adjacent Cycling Catchment Areas. For projects that are only partially located within identified eligibility areas, points associated with location-based criteria may be awarded on a prorated basis, reflecting the proportion of the project located within the eligible area.	Pass / Fail
Project Readiness	**BICCS Allocated & BICCS Competitive** The project is ready to move forward and can be completed within the 4-year timeframe. The project demonstrates that feasibility issues have been considered and there are no major obstacles to complete the project by the completion deadline. **BICCS Rapid Implementation** The project is ready to move forward and will be completed by Dec. 31, 2028. The project demonstrates that feasibility issues have been considered and there are no major obstacles to complete the project by the completion deadline.	Pass / Fail
Project Design	The project improves cycling safety and the design conforms to the latest TAC Guidelines or other recognized bicycle facility design guidelines (if not covered in TAC Guidelines).	Pass / Fail

Project Priority	The project demonstrates a high priority among the bicycle projects in the local government.	Pass / Fail

Tier 1 is a pass-fail evaluation with the understanding should a project fail in any of the above four criteria, the project will not receive funding. All project applications will need to outline explicitly how the project meets the four criteria listed above.

In addition to the eligible projects noted above, TransLink may also consider projects developed collaboratively by TransLink and local governments. If projects are initiated by a local government, and don't meet the above criteria, then they would be advanced through for consideration to receive allocated funding if agreed to by TransLink. Collaborative projects are not eligible for competitive funding and local governments are to contact TransLink prior to project application submission (ipme@translink.ca).

5.1.2 Tier 2 – Regional Priorities for Competitive Projects

Projects applying for BICCS Competitive and BICCS Rapid Implementation funding will be evaluated by TransLink staff using a two-tier evaluation approach. All projects must meet basic eligibility criteria in Tier 1 demonstrating their Program Eligibility. If deemed eligible, projects will be scored based on additional criteria in Tier 2.

The following sections outline TransLink's evaluation criteria.

5.1.2.1 Tier 2 Evaluation for BICCS Competitive

The competitive process projects that make it through the Tier 1 evaluation will be scored in Tier 2.

The Tier 2 evaluation criteria are shown in **Table 8A**. Based on this Tier 2 evaluation process, each project is eligible to receive up to a maximum of 100 points.

Further details about the evaluation criteria are provided in **Appendix A**.

Table 8A: Tier 2 Evaluation Criteria for BICCS Competitive

Category	Criteria	MBN Corridor	Urban Centre Bikeway Network
Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas) or MBN (Pass/Fail)	Located within an Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas) or on the Major Bike Network. For projects that are only partially located within identified eligibility areas, points associated with location-based criteria may be awarded on a prorated basis, reflecting the proportion of the project located within the eligible area.		
Type of Cycling Infrastructure (Pass/Fail)	Comfortable for Most Refer to Appendix C		
Project Design (up to 10 pts)	Scoring recognizes the design of the infrastructure to safety and comfort.	**Lighting along cycling pathway** • Pathway will have lighting: 5 points • Pathway will not have lighting: 0 points **Width of the cycling infrastructure** • Project falls within TAC practical upper limit: 5 points • Project falls within TAC recommended upper limit: 3 points • Project is within TAC recommended lower limit: 0 points	

Extent of new network (up to 50 pts)	Scoring recognizes the length of new/upgraded bikeways provided directly by the project, as well as contribution to completing MBN corridors or expanding on existing bikeways in Urban Centres.	**Length of MBN gap(s) filled/upgraded** • 0 – 0.5 km: 5 points • 0.51 – 1 km: 10 points • 1.01 – 2 km: 15 points • 2.01 – 3 km: 20 points • 3.01+ km: 25 points **Length of MBN corridor completed** • 0 – 1 km: 5 points • 1.01 – 2 km: 10 points • 2.01 – 3 km: 15 points • 3.01 – 4 km: 20 points • 5+ km: 25 points	**Length of new/upgraded bikeways in Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas)** • 0 – 0.5 km: 0 points • 0.51 – 1 km: 5 points • 1.01 – 3 km: 10 points • 3.01 – 5 km: 15 points • 5.01 - 7 km: 20 points • 7+ km: 25 points **Length of other existing Class 1 bikeways that new/upgraded bikeways connect to** • 0 – 0.5 km: 0 points • 0.51 – 1 km: 5 points • 1.01 – 3 km: 10 points • 3.01 – 5 km: 15 points • 5.01 - 7 km: 20 points • 7+ km: 25 points
Cost effectiveness (up to 15 pts)	Prioritize projects that provide Comfortable for Most bikeways using less expensive methods so that more km of bikeways can be achieved with limited funding	**Cost per km of new bikeway** $1,000,000+: 0 points $601,000-$1,000,000: 5 points $301,000-$600,000: 10 points Under $300,000: 15 points	
Timing for delivery (up to 10 pts)	A sufficient level of design or sufficient justification will be required to ensure timely delivery of project	**Demonstrating readiness to support delivery** • Preliminary design and tendered for construction within 3 years and completed within 4 years: 0 points • 25% design or sufficient justification that the project will be tendered for construction within 2 years and completed within 3 years: 5 points • 70% design or sufficient justification that the project will be tendered for construction within 1 year and completed within 2 years: 10 points	
Potential Community benefit (up to 15 pts)	• Latent demand is measured for the region by comparing Cycling Potential with Cycling Rates and creating a 1 (low) to 5 (high) index. • Social Equity will be measured through a combined score that considers various categories from the 2016 or 2021 Canadian Census of Population, at the census tract level, such as: Seniors (people aged 65+), Indigenous people, visible minorities, single-parent households, people with limited knowledge of English, rent-burdened households, median household income, recent immigrants, and youth. • The provision of bike parking to accompany new bike networks in Urban Centres is encouraged to support cycling. • Projects that improve cycling access to schools, including elementary, secondary, and post-secondary institutions, may receive additional evaluation points where they support safe and convenient cycling connections.	**Latent demand** • 1-2: 1 point • 3 - 4: 2 points • 5: 3 points **Social Equity** • 5: 10 pts • 4: 8 pts • 3: 6 pts • 2: 3 pts • 1: 0 pts Note: For Latent Demand and Social Equity, an average score will be calculated based on KMs of the completed MBN corridor – i.e., new facility and portions of MBN that it connects to which are also Comfortable for Most. **Bike parking** • None: 0 pts • 1-5 bike racks: 1 pts • 5+ bike racks: 2 pts	**Latent demand** Same as MBN **Social Equity** Same as MBN **Bike parking** • None: 0 pts • 1-10 bike racks: 1 pts • 11+ bike racks: 2 pts

5.1.2.2 Tier 2 Evaluation for BICCS Rapid Implementation

The projects that make it through the Tier 1 evaluation will be scored in Tier 2 and will receive points for projects that strategically fill gaps on the MBN that will result in complete corridors or create a bikeway network and bike parking within an Urban Centre.

The Tier 2 evaluation criteria are shown in **Table 8B**. Based on this Tier 2 evaluation process, each project is eligible to receive up to a maximum of 280 points.

Further details about the evaluation criteria are provided in **Appendix B**.

Table 8B: Tier 2 Evaluation Criteria for BICCS Rapid Implementation

Category	Criteria	MBN Corridor	Urban Centre Bikeway Network
Extent of new network (up to 100 pts)	Scoring recognizes the length of new/upgraded bikeways provided directly by the project, as well as contribution to completing MBN corridors or expanding on existing bikeways in Urban Centres or within an Urban Centre and its adjacent Cycling Catchment Areas.	**Length of MBN gap(s) filled/upgraded** • 0-0.5 km: 10 pts • 0.5-1 km: 20 pts • 1-2 km: 30 pts • 2-3 km: 40 pts • 3-4 km: 50 pts • 4-5 km: 60 pts • 5+ km: 70 pts **Length of MBN corridor completed** • 0-2.5 km: 15 pts • 2.5-5 km: 20 pts • 5-7.5 km: 25 pts • 7.5+ km: 30 pts	**Length of new/upgraded bikeways in Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas)** • 0-2 km: 0 pts • 2-4 km: 20 pts • 4-6 km: 40 pts • 6-8 km: 60 pts • More than 8 km: 70 pts **Length of other existing Comfortable for Most bikeways that new/upgraded bikeways connect to** • 0-1 km: 0 pts • 1-4 km: 15 pts • 4-6 km: 20 pts • 6-8 km: 25 pts • More than 8 km: 30 pts
Cost effectiveness (up to 50 pts)	Prioritize projects that provide Comfortable for Most bikeways using less expensive methods so that more km of bikeways can be achieved with limited funding for BICCS Rapid Implementation stream	**Cost per km of new bikeway** • Less than $100k/km: 50 pts • $100-200k/km: 40 pts • $200-300k/km: 30 pts • $300-400k/km: 20 pts • $400-500k/km: 10 pts • More than $500k/km: 0 pts	Same as MBN
Local cost share (up to 25 pts)	Projects eligible for up to 100% project funding from TransLink, but local funding contributions are recognized.	**Local funding share of total project cost** • 0%: 0 pts • 1-10%: 5 pts • 11-20%: 10 pts • 21-30%: 15 pts • 31-50%: 20 pts • 50% +: 25 pts	Same as MBN
Timing for delivery (up to 40 pts)	Projects must be implemented by Dec. 31, 2028. **Extensions will not be permitted once BICCS Rapid Implementation Agreement has been executed**	**Date when new bikeways are available for public use** By Dec 31, 2028 (0 points)	Same as MBN
Potential Community benefit (up to 65 pts)	• Latent demand is measured for the region by comparing Cycling Potential with Cycling Rates and creating a 1 (low) to 5 (high) index. • Social Equity is measured through a combined score considering low-income, youth, seniors, recent immigrants, and	**Latent demand** • 5: 35 pts • 4: 27 pts • 3: 17.5 pts • 2: 9 pts • 1: 0 pts **Social Equity** • 5: 30 pts • 4: 23 pts • 3: 15 pts	**Latent demand** • 5: 25 pts • 4: 18 pts • 3: 12.5 pts • 2: 6 pts • 1: 0 pts **Social Equity** • 5: 25 pts • 4: 18 pts • 3: 12.5 pts

	indigenous populations and creating a 1 (low) to 5 (high) index. •The provision of bike parking to accompany new bike networks in Urban Centres is encouraged to support cycling. • Projects that improve cycling access to schools, including elementary, secondary, and post-secondary institutions, may receive additional evaluation points where they support safe and convenient cycling connections.	• 2: 7 pts • 1: 0 pts Note: For Latent Demand and Social Equity, an average score will be calculated based on KMs of the completed MBN corridor – i.e. new facility and portions of MBN that it connects to which are also Comfortable for Most.	• 2: 6 pts • 1: 0 pts **Bike parking** • None: 0 pts • 0-50 bike racks: 5 pts • 51-100 bike racks 10 pts • 100+ bike racks: 15 pts

6 COST ELIGIBILITY

Project components that are considered essential to the successful delivery of the project (e.g. planning, design, consultation, and construction) are generally eligible for cost share. This includes costs incurred by local governments when funding is offered to First Nations to support their ability to provide feedback on projects that will have direct benefits to improving access for First Nation communities and their lands (including reserves) or treaty lands.

In general, the costs of project components acquired or completed prior to January 1st of that program year of the MRNB or BICCS projects are not eligible for "retroactive" cost sharing under this program. In other words, only those costs incurred as of January 1st, 2026, will be eligible for cost sharing.

Any project-related property acquisitions are eligible for cost share at its original purchase price (e.g., not current market value). Such costs are eligible only for property required to complete an approved MRNB or BICCS project (e.g., property required for a proposed "ultimate" alignment is not eligible if the current project involves construction to an "interim" standard) and are only reimbursed when the approved project is completed.

Project components that are <u>not</u> eligible for cost sharing under the BICCS/MRNB Programs include:

- project components acquired or completed prior to approval of the project (with the exception of preliminary planning & design work and certain property costs);
- project costs associated with additional roadway capacity (if not on the MRN) (e.g. an additional travel lane)
- local government overhead (e.g., senior management time, general office support, or other non-direct staff costs);
- utility costs (including regular, long-distance or cellular phone charges);
- financing (e.g., internal or external costs of borrowing TransLink's contribution, from the date of actual expenditure to the date of receipt of TransLink's contribution following completion of the project);
- assets such as small tools that are normally charged against income;
- equipment, furnishings and fittings used for normal administrative purposes (e.g., office furniture, personal computers);
- vehicles;
- gifts in kind;
- auditing or accounting fees, incurred in the normal course of local government operations;
- legal services (excluding property acquisition which is eligible);
- operations;
- maintenance; and
- repair, rehabilitation or replacement of existing infrastructure, except for rehabilitation of major MRN structures (e.g., bridges)

7 ADMINISTRATIVE PROCEDURES AND REQUIREMENTS

7.1 PROJECT APPLICATION

Local governments are required to submit project applications to TransLink – by the deadline indicated on the application form – for proposed projects to be considered under the following calendar year's BICCS Program.

Local governments may apply for multiple projects to use all their BICCS allocated funding. Allocated funds may be used toward Rapid Implementation-style projects located within Urban Centres (or within an Urban Centre and its adjacent Cycling Catchment Areas) or on the Major Bikeway Network in combination with competitive and MRNB funds, if the funds are designated for a separate part of the project and Comfortable for Most bike facilities criteria are met. Projects applying for BICCS allocated funding may also be combined with other funding programs such as MRNB and WITT if the scope of their project is eligible for funding under the respective program guidelines. If this is the intention, then local governments should indicate this on the application form. Local governments are to apply for one project per application form.

For projects that directly improve access to First Nations communities on their lands (including reserves) and/or Tsawwassen Treaty Lands, local governments are required to attach a Letter of Support with the application form. Local governments may designate BICCS funds for use by First Nations to support their ability to effectively engage with local governments as part of the project's development and construction.

Local governments may also submit applications for multiple program year funding. In this case, the project must apply for the funding program each year and separate contribution agreements would be issued for each funding program year. Note that the subsequent applications will all have the same deadline for completion as the first approved application.

Applications shall include a summary of anticipated funding sources for the project. Any previously approved and anticipated amount of funds from each source shall be noted, with the total amount equaling the project cost estimate. Possible sources of funding may include (but are not limited to):

- local government sources (e.g. local government general revenues, development cost charges, development levies, work agreements with private developers);
- requested amount of TransLink funding (e.g., MRNB Upgrade funding, MRN Minor Capital funding, BICCS funding, MRN Major Capital funding, WITT Funding);
- OMR funding (only for rehabilitation components of the project).

For additional information about third-party active transportation infrastructure cost-sharing grants, please email ipme@translink.ca or visit https://www.translink.ca/-/media/translink/documents/plans-and-projects/roads-bridges-and-goods-movement/2025-additional-at-and-transit-grant-info.pdf.

The application form will consist of all TransLink funding programs (e.g. MRNB Upgrade funding, BICCS funding, WITT funding, MRN-S funding). When filling out the form, please check all the funding programs that the local government is applying for so the associated questions related to the program will appear in the form.

Note that BICCS Rapid Implementation Competitive funding cannot be combined with other funding programs (i.e., MRNB, BICCS Allocated, BICCS Competitive, or WITT) and can only be a stand-alone project.

7.2 PROJECT PHOTOS

For all BICCS project applications, "Before" and "After" photos of the project need to be submitted to TransLink to demonstrate the value of the project prior to funding disbursement. The "Before" photo will be requested at

the project application stage, and the "After" project photo will be requested at the Payment Request stage after the project has been completed.

7.3 Project Presentations

For BICCS applications, local governments can meet with TransLink staff to present additional project details. These project presentations are optional. Please indicate on your application form if you would like to present your project to TransLink.

7.4 Project Evaluation and Approval

TransLink staff will review all BICCS/MRNB project applications. Incomplete applications will be returned to the local government for completion within a reasonable time as deemed by TransLink. Additional information or clarification may be requested during the review process.

Projects requesting competitive funding will be reviewed and scored by TransLink staff according to evaluation criteria previously described in **Section 5**. Subsequently, the endorsed projects are submitted to TransLink's Capital Management Committee (CMC) for funding approval. Once approved, TransLink will draft project specific contribution agreements and administer the funding.

7.4.1 Projects along the Major Road Network (MRN) and/or Truck Route Network (TRN)

Local Governments must provide additional supporting documents for any project that impacts the people-moving capacity along the Major Road Network (MRN). All projects that have the potential of reducing the people-moving capacity along the MRN must be communicated to TransLink and TransLink will determine if the Major Road Network Capacity Change process would apply. Where applicable, the applicant may be required to obtain a Letter of Approval signed by TransLink's Director, Infrastructure Program Management, per the South Coast British Columbia Transportation Authority Act.

Furthermore, per the SCBCTA Act, TransLink must review and approve proposed truck prohibitions, including the removal of truck routes.

7.4.2 Projects on or crossing Jurisdictional Boundaries

Local governments are required to submit letters of support from adjacent jurisdictions for any project on or crossing jurisdictional boundaries. The letter of support is required at the time of submitting a funding application.

7.4.3 PROJECTS THAT REQUIRE MOTT INVOLVEMENT

Early engagement with MOTT should be undertaken for projects impacting MOTT infrastructure. Contact DevelopmentServices.MetroVancouver@gov.bc.ca to confirm requirements, timelines, and any approvals that may be required (e.g., permits, design review, etc.). For proposed planning work (e.g., studies), contact SCR.Planning@gov.bc.ca.

7.5 Project Implementation and Funding Deadline

Local governments are solely responsible for the implementation of approved BICCS/MRNB projects in accordance with a project-specific contribution agreement. Local government responsibilities include, for example, project management, permitting, design, construction and inspection. TransLink responsibility is limited to the provision of funding per the contribution agreement.

Projects generally must be completed within four years to be eligible for BICCS funding (the Program year from which the funding was first awarded is considered Year 1). For example, a 2027 BICCS Program project is to be completed by December 31, 2030. The BICCS Rapid Implementation stream is an exception in the BICCS

Program, where projects have one year and five months to complete. A BICCS Rapid Implementation project (or project component using allocated funds) funded through the 2026 Program is required to be completed by Dec. 31, 2028.

For all completed BICCS projects, local governments must submit a Payment Request within 60 days of the project completion. All proof of cost expended dated on or before the required completion deadline identified in the contribution agreement or the approved scope change would be considered eligible. Only costs incurred during the period specified in the contribution agreement are eligible. This period begins on January 1st of the initial agreement year and ends at the required completion date (or per approved scope change).

7.6 Monitoring and Evaluation

A Monitoring and Evaluation Plan is required as part of the application process to demonstrate the success of individual projects and the program. TransLink will work with partner agency staff to determine how this will be conducted. This could include pre- and post-counts, surveys, and other methods.

Permanent bicycle counters may be required for larger projects that contribute to the Major Bikeway Network or Urban Centre bikeway networks. TransLink will work with local governments to determine where this requirement applies. Bicycle counters are encouraged for other eligible projects and may also be funded as standalone applications.

7.7 Promotion and Education

Promotion and education related to new bicycle infrastructure is important to supporting maximum benefit and utilization of these investments. Promotion and/or education are typically done once construction of the project is complete and the facility is available for public use. To support project uptake and awareness, eligible promotion and education activities may be delivered for up to six months following substantial project completion. The greater of 1%-5% of project funding received from TransLink or $1,000 per project is required to be identified for promotion and/or education that is in some way related to the new or improved bicycle infrastructure. Promotional and educational material is required to include TransLink's logo (refer to Section 7.8 Communication Materials and Project Signage). Local governments will also need to provide pictures of the event(s) or a copy of the promotional material(s) as proof when submitting a payment request for the project. Promotion and education costs incurred within the six-month post-launch period remain eligible for reimbursement.

Examples of promotion and education include:

- Events – Ribbon cutting, community celebration, community ride (e.g. Go By Bike Week or Bike to Shop events)
- Awareness – Advertisements in local paper, at transit station, or on social media, or distribution of brochures, postcards, or posters (e.g. door drop, community centre, library, schools) describing improvements, including (if relevant) how they are intended to be used to improve safety and comfort
- Education – Urban cycling skills course(s) offered to nearby residents (e.g. children/youth courses, family courses, adult courses)

TransLink has created a resource for Local Government staff which includes examples, costs, and contacts for programming through the Active Transportation Promotion and Education Toolkit 2025 https://www.translink.ca/-/media/translink/documents/cycling/regional-cycling-strategy/active-transportation-promotion-and-education-toolkit.pdf.

Options for delivering promotion and/or education materials, activities or events include:

1. Directly by local government
2. Partner with TransLink and/or with third-party partners (e.g., HUB Cycling, B.E.S.T.)
    a. For guidance on what kind of tactics would be best suited for the project, please reach out to: activetransportation@translink.ca

7.8 Communication Materials and Project Signage

Recognition of TransLink as a partner in the project, via use of TransLink's name and/or logo, should be included in all materials produced and shared publicly, including, but not limited to, project-related signage, webpage, posters, videos, media releases, and online/social media promotion. Local governments will notify TransLink when preparing any communication materials on TransLink-funded projects so that TransLink staff has an opportunity to provide input and approval prior to the release of information (activetransportation@translink.ca). Specific requirements regarding project recognition signage are included under **Section 3.5.6** of the **project funding agreement**. Refer to the project funding agreements for additional details.

7.9 Project Status Update

For the purposes of cash flow forecasting and budgeting, TransLink requires project updates four times a year for all active projects until the Project is completed. This will provide TransLink with an overview of the progress of the work in relation to the project milestones. Project updates must be submitted through the Local Government Funding Program Web Application [https://regionalroads.com/] with the following deadlines in each year:

- End of February;
- End of April;
- End of August; and,
- End of November.

7.10 Request for Change to Approved Projects

7.10.1 Scope of Work Changes

If a local government plans to change the scope of work of an approved project, the local government can request the scope change through the Local Government Funding Program Web Application [https://regionalroads.com/], along with supporting documentation, to TransLink for consideration. The request will be subject to approval by TransLink's Director, Infrastructure Program Management. Approval of all changes must be signed by TransLink's Director, Infrastructure Program Management.

7.10.2 Extension of Completion Deadlines

The project completion deadlines for approved BICCS Program projects may be extended for projects that have received documented commitments demonstrating any third-party funding which has allowed for additional time to complete the project. Projects may also be granted extension if they can demonstrate delays caused by third parties which are outside of the control of the project. Contractor retainment, staffing challenges, project priority, cost escalations or supply chain issues are not considered issues caused by third parties as it is expected that these risks have been considered prior to application submission.

The maximum extension that can be provided is one year.

Requests for extension of completion date can be submitted through the Local Government Funding Program Web Application [https://regionalroads.com/], along with supporting documentation, to TransLink for consideration. Approval of all changes must be signed by TransLink's Director, Infrastructure Program Management.

7.10.3 Funding Transfers (TransLink Contribution Amount)

If a local government submits a Payment Request showing the agreed-upon scope of work was completed under budget, the local government can also request on the Payment Request to transfer the remaining

TransLink funding to **one** still-open[1] project within the same program and program year (e.g. A project from BICCS 2026 transferred into another BICCS 2026). Also, if a project is canceled the local government can request through a scope change on the Web Application to transfer the TransLink funding to **one** still-open[2] project within the same program and program year.

Once funds are transferred into a project, no further funds can be transferred into or out of that project. Transferring of funds from one program year to another year is not permitted. It should be noted that funding transfer is only available for projects which have received allocated funding. Projects which have received competitive funding will not be allowed to transfer funds to any other projects regardless of whether the project was cancelled, under budget or reduced in scope.

Under no circumstances shall the transferring of funds between projects result in the TransLink contribution to a project exceeding the cost share percentage identified in the Contribution Agreements of the total eligible costs.

Requests for transfers can be submitted through the Local Government Funding Program Web Application [https://regionalroads.com/] to TransLink for consideration.

7.11 Multiple Program Year Funding (not applicable to BICCS Rapid Implementation projects)

A local government may apply for funding in multiple program years for the same project. In this instance, funding approved to supplement a previously approved project will automatically obtain the same timeline as the original approved funding (e.g., A project approved in 2026 can receive funding in years 2027, 2028, and 2029 but all funding must be used by December 31, 2029). This allows local governments to apply for up to four years' worth of funding to a single project; however, funds from a future year are provisional and subject to TransLink's annual budget review and approval process, and therefore cannot be guaranteed.

Under no circumstances shall the total funding from multiple Program years result in the TransLink contribution to a project exceeding the cost share percentage identified in the Contribution Agreements of the total eligible costs. Should a project be granted an extension, this project is no longer eligible to request additional funding.

7.12 Multiple Program Funding (not applicable to BICCS Rapid Implementation projects)

A local government may apply for funding from multiple funding programs (e.g. MRNB, WITT, and MRN-S) for the same project if the project meets each funding programs' eligibility criteria. In this instance, the project may apply for funding from both allocated and competitive portion of the funding programs; however, funds from the competitive portion are not guaranteed and will be dependent on the project evaluation score. Applicants must use all their allocated funding before qualifying for the competitive fund. For more details on the competitive portion of the funding programs, please refer to the respective program guidelines (MRNB, WITT).

If the project is eligible for multiple funding programs, the project may also apply for funding in multiple program years for the respective funding program (e.g., applying for MRNB Upgrade for consecutive years). In this instance, funding approved to supplement a previously approved project will automatically obtain the same timeline as the original approved funding (e.g., A project approved in 2026 can receive funding in years 2027, 2028, and 2029 but all funding must be used by December 31, 2029). This allows local governments to apply

[1] This is a project that is either still under construction or is complete but a request for payment of TransLink's contribution has not yet been submitted. Funding cannot be transferred to projects for which TransLink has already paid its contribution.

[2] This is a project that is either still under construction or is complete but a request for payment of TransLink's contribution has not yet been submitted. Funding cannot be transferred to projects for which TransLink has already paid its contribution.

for up to four years' worth of funding to a single project; however, funds from a future year are provisional and subject to TransLink's annual budget review and approval process, and therefore cannot be guaranteed.

Under no circumstances shall the total funding from multiple funding programs and in multiple program years result in the TransLink contribution to a project exceeding the cost share percentage identified in the Contribution Agreements of the total eligible costs.

7.13 Trading or Combining of Local Government Allocations

Trading of MRNB or BICCS allocations between local governments is not permitted. However, local governments may combine their funding allocations for projects that cross local government boundaries or that otherwise benefit both local governments. Combining allocations would only be done with the consent of each affected local government, as confirmed by an appropriate resolution of each Council or letter of agreement from senior local government staff, and approval of TransLink.

7.14 Requests for Payment

TransLink will reimburse local governments the eligible costs for a MRNB Upgrade or BICCS project up to the amount identified on the Contribution Agreement (or the total of all project Contribution Agreements).

TransLink will pay its share of costs directly to the local government once:

- the contribution agreement for the project has been properly executed by both TransLink and the local government; and
- the project is complete; or
- if the Project is not complete by the required completion date, but construction is greater than 50% complete, TransLink will reimburse the local government for Eligible Costs incurred up to that deadline, provided that:
  - the construction is over 50% complete; and
  - the completed work aligns with the design standards detailed in Table 7 of Section 5.1.1.

  TransLink will reimburse whichever is less: actual Eligible Costs incurred by the required completion deadline multiplied by the cost share percentage identified in the Contribution Agreement(s) or the total approved TransLink contribution(s) for the project. Requests can be submitted through the Local Government Funding Program Web Application [https://regionalroads.com/] to TransLink for consideration.

In addition, TransLink does not provide progress payments. For projects that have multiple TransLink contribution agreements, all funding from TransLink will be paid at the same time.

As defined in the contribution agreement, a project is deemed to be complete when:

- the work is ready for use, or is being used, for its intended purpose; and
- the total value of all incomplete, defective and/or deficient work does not exceed 3% of the maximum project budget set out in the contribution agreement.

Requests for payment of TransLink contributions shall be submitted to TransLink within 60 days after completion of the project. Requests which are submitted late may not be processed and funding may be forfeited.

Requests for payment of TransLink funds must be submitted on the Local Government Funding Program Web Application [https://regionalroads.com/] with the following information:

- description of the actual work completed and any scope change from the original application;
- breakdown of the project costs net of any HST or provincial or federal tax rebate;
- disclosure of any contributions made by provincial or federal governments or agencies. All External / Third Party Funding must be identified in the Payment Request. Please refer to Section 3.2.6 for details on the funding distribution;

- Attachments:
  - Photos of completed Project
  - Copy of scope change (if applicable)
  - Summary of Cost listing (or referencing) items covered under each project cost items.
  - All **proof of costs**[3,4] (for cost items that exceed $10,000) expended by the project deadline.
  - For projects with added vehicle travel lane-km to the MRN, supporting information that clearly depicts landmark reference points that show the new lanes. Examples are PDF maps of recent aerial photos or spatial data with as-built lane configurations (if applicable).
- certification by the City Engineer (or equivalent) that the project is complete, as defined in the agreement, and that the project meets or exceeds specifications and standards set out in the contribution agreement, if any, and those standards or specifications set by the local government. Alternatively, Record Drawings, Issued for Construction Drawings, As-Built Drawings, Certificate of Completion, Project Completion Report or Stamped Study (as applicable) may be submitted;
- certification by the Chief Financial Officer (or equivalent) that the Eligible Costs as stated have been incurred by the local government, are attributable to this Project, are correct, and are net of any provincial or federal tax rebate; and
- Record Drawings, Issued for Construction Drawings, As-Built Drawings, Certificate of Completion, Project Completion Report or Stamped Study (as applicable).

7.15 UNUSED ALLOCATED FUNDS

Allocated BICCS funding that is not used by local governments will be forfeited for the program year. The allocated funding may be combined with the BICCS Competitive funding program but is dependent on the approval of the transfer.

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[3] This includes invoices for cost items that exceed $10,000 from consultants, progress payments from contractors and accounting spreadsheets for internal work that show enough detail to identify that costs are eligible under the program guidelines.

[4] Projects that directly benefit First Nations communities and their lands (including reserves) and/or treaty lands and provide funding towards capacity building will require to submit related invoices.

APPENDIX A: BICCS COMPETITIVE TIER 2 EVALUATION AND SCORING

TIER 2 EVALUATION
Location of the Project (Pass/Fail)
High Priority Location: Within Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas) Major Bike Network (MBN) (Conceptual). Scoring: *Pass: High Priority Location* *Fail: Project located outside of an Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas) or the MBN*
Bike Infrastructure Types (Pass/Fail)
Eligible for Competitive Funding- Comfortable for Most Bike Infrastructure: Please refer to Appendix C **Not Eligible for Competitive Funding- Comfortable for Some, Few, and Very Few** Please refer to Appendix C Scoring: *Pass: Comfortable for Most facility* *Fail: Comfortable for Some to Very Few facility*
Project Design (Max 10 points)
1. Will there be lighting along the bicycle pathway to increase safety, security, and visibility? (Max 5 points): Lighting is provided along the pathway No lighting will be provided along the pathway Scoring: *0 points: No Lighting* *5 points: Pathway will have lighting* 2. Will the design width of the bike infrastructure exceed the minimum recommended width noted in TAC? (Max 5 points): Scoring: *0 points: within recommended lower limit* *3 points: within recommended upper limit* *5 points: within practical upper limit*
Extent of new network (Max 50 points)

MBN Corridor	**Urban Centre Bikeway Network**
1. Length of MBN gap(s) filled/upgraded (Max 25 points) Scoring: *0 – 0.5 km: 5 points* *0.51 – 1 km: 10 points* *1.01 – 2 km: 15 points* *2.01 – 3 km: 20 points* *3.01+ km: 25 points* 2. Length of MBN corridor completed (Max 25 points) Scoring: *0 – 1 km: 5 points* *1.01 – 2 km: 10 points* *2.01 – 3 km: 15 points* *3.01 – .99 km: 20 points* *5+ km: 25 points*	1. Length of new/upgraded bikeways in Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas). For projects partially within an eligibility area, eligible location-based scoring may be applied on a prorated basis. (Max 25 points) Scoring: *0 – 0.5 km: 0 points* *0.51 – 1 km: 5 points* *1.01 – 3 km: 10 points* *3.01 – 5 km: 15 points* *5.01 - 7 km: 20 points* *7+ km: 25 points* 2. Length of other existing Comfortable for Most bikeways that new/upgraded bikeways connect to (Max 25 points) Scoring: *0 – 0.5 km: 0 points* *0.51 – 1 km: 5 points* *1.01 – 3 km: 10 points* *3.01 – 5 km: 15 points* *5.01 - 7 km: 20 points* *7+ km: 25 points*

Potential Community benefit (Max 15 points)	
MBN Corridor 1. Latent Demand (Max 3 points) Scoring: *5: 3 points* *3-4: 2 points* *1-2: 1 point* *1: 0 points* 2. Social Equity (Max 10 points) Scoring: *5: 10 points* *4: 8 points* *3: 6 points* *2: 3 points* *1: 0 points* 3. Bike Parking (Max 2 points) Scoring: *None: 0 pts* *1-5 bike racks: 1 point* *5+ bike racks: 2 points*	**Urban Centre Bikeway Network** 1. Latent Demand (Max 3 points) Scoring: *Same as MBN* 2. Social Equity (Max 10 points) Scoring: *Same as MBN* 3. Bike Parking (Max 2 points) Scoring: *None: 0 pts* *0-10 bike racks: 1 point* *11+ bike racks: 2 points* *Projects that improve cycling access to schools, including elementary, secondary, and post-secondary institutions, may receive additional evaluation points where they support safe and convenient cycling connections.*

Cost effectiveness (Max 15 points)
1. Cost per kilometer of new bikeway (Max 15 points) Scoring: *$1,000,000+: 0 points* *$601,000-$1,000,000: 5 points* *$301,000-$600,000: 10 points* *Under $300,000: 15 points*
Timing for Delivery (Max 10 points)
1. Based on the work completed to date, when is the expected completion of this project? (Max 10 points) Scoring: - *Preliminary design and tendered for construction within 3 years and completed within 4 years: 0 points* - *25% design or sufficient justification that the project will be tendered for construction within 2 years and completed within 3 years: 5 points* - *70% design or sufficient justification that the project will be tendered for construction within 1 year and completed within 2 years: 10 points*

APPENDIX B: BICCS RAPID IMPLEMENTATION TIER 2 EVALUATION AND SCORING

Comfortable for Most (CfM) Please refer to Appendix C: Bikeway Classification System.

TIER 2 EVALUATION	
Extent of new network (Max 100 points)	
MBN Corridor 1. Length of MBN gap(s) filled/upgraded (Max 70 points) Scoring: *0-0.5 km: 10 points* *0.5-1 km: 20 points* *1-2 km: 30 points* *km: 40 points* *3-4 km: 50 points* *4-5 km: 60 points* *5+ km: 70 points* 2. Length of MBN corridor completed (Max 30 points) Scoring: *0-2.5 km: 15 points* *2.5-5 km: 20 points* *5-7.5 km: 25 points* *7.5+ km: 30 points*	**Urban Centre Bikeway Network** 1. Length of new/upgraded bikeways in Urban Centre (or within an Urban Centre and its adjacent Cycling Catchment Areas) (Max 70 points) Scoring: *0-2 km: 0 points* *2-4 km: 20 points* *4-6 km: 40 points* *6-8 km: 60 points* *More than 8 km: 70 points* 2. Length of other existing Comfortable for Most bikeways that new/upgraded bikeways connect to (Max 30 points) Scoring: *0-1 km: 0 points* *1-4 km: 15 points* *4-6 km: 20 points* *6-8 km: 25 points* *More than 8 km: 30 points*
Potential Community benefit (Max 65 points)	
MBN Corridor 1. Latent Demand (Max 35 points) Scoring: *5: 35 points* *4: 27 points* *3: 17.5 points* *2: 9 points* *1: 0 points* 2. Social Equity (Max 30 points) Scoring: *5: 30 points* *4: 23 points* *3: 15 points* *2: 7 points* *1: 0 points*	**Urban Centre Bikeway Network** 1. Latent Demand (Max 25 points) Scoring: *5: 25 points* *4: 18 points* *3: 12.5 points* *2: 6 points* *1: 0 points* 2. Social Equity (Max 25 points) Scoring: *5: 25 points* *4: 18 points* *3: 12.5 points* *2: 6 points* *1: 0 points* 3. Bike Parking (Max 15 points)

	Scoring: *None: 0 points* *0-50 bike racks: 5 points* *51-100 bike racks 10 points* *100+ bike racks: 15 points* *Projects that improve cycling access to schools, including elementary, secondary, and post-secondary institutions, may receive additional evaluation points where they support safe and convenient cycling connections.*
Cost effectiveness (Max 50 points)	
1. Cost per kilometer of new bikeway (Max 50 points) Scoring: *Less than $100k/km: 50 points* *$100-200k/km: 40 points* *$200-300k/km: 30 points* *$300-400k/km: 20 points* *$400-500k/km: 10 points* *More than $500k/km: 0 points*	
Local cost share (Max 25 points)	
1. Local funding share of total project cost (Max 25 points) Scoring: *0%: 0 points* *1-10%: 5 points* *11-20%: 10 points* *21-30%: 15 points* *31-50%: 20 points* *50% +: 25 points*	

Timing for delivery (Max 40 points)
1. Date when new bikeways are available for public use (Max 40 points) Scoring: *By Dec 31, 2028: 0 points* **Extensions will not be permitted once BICCS Rapid Implementation Agreement has been executed.**

APPENDIX C: 2023 STATE OF CYCLING – BIKEWAY CLASSIFICATION SYSTEM

The Bikeway Classification System (BCS) has been carefully and collaboratively developed by TransLink, together with local stakeholders, and the Class A details/criteria included meet or exceed comparable best practice standards set out in the Transportation Association of Canada's 2017 Geometric Design Guide and Ministry of Transportation and Infrastructure's 2019 BC Active Transportation Design Guide. The BCS is intended to serve as a guide to assist practitioners. TransLink may use the BCS as part of TransLink's eligibility criteria for certain TransLink funding programs; however, the BCS does not establish mandatory standards or requirements of any kind. Transportation design professionals implementing active transportation projects in their communities are solely responsible for all design decisions and will need to make their own decisions/determinations by applying sound professional judgement and considering the unique context of each project.

In August 2026, Class A Comfortable for Most facilities were bolded within the BCS to re-emphasize that they are the desired vision for new and/or upgraded bike infrastructure along the Major Bikeway Network and within Urban Centres.

Bikeway Classification System (2023)

	Type *	Class A Recommended on MBN and within Urban Centre Bikeway Networks	Class B	Class C	Class D	Class E	Notes
	Separated from vehicle traffic						
1	**Bike Path:** Off-road facility for the exclusive use of people cycling, may be unidirectional or bidirectional. Separate from both people driving and walking, but designed based on bicycles operating in parallel with pedestrians, especially at intersections.	**Width:** Bidirectional 3.0-4.8m, Unidirectional 2.0-3.0m **Posted Speed:** N/ A **Volume:** N/A	**Width:** Bidirectional 2.4-2.9m, Unidirectional 1.5-1.9m **Posted Speed**: N/A **Volume:** N/A	**Width:** Bidirectional 2.1-2.3m, Unidirectional 1.2-1.4m **Posted Speed:** N/A **Volume:** N/A	**Width:** Bidirectional <2.1m Unidirectional <1.2m **Posted Speed**: N/A **Volume:** N/A	Never	**When in a road right of way (ROW):** A bike path should fall outside of the clear zone (1.2 m on roadways with posted speeds of ≥60 km/h - see Transportation Association of Canada Geometric Design Guide (**TAC GDG**); see **Table 7.3.1** for higher speed roads). Further, designs of **bike paths** should avoid obstacles in the pathway, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards. If cyclist volumes exceed 1,500 per day then *recommended* facility widths should be ≥3.6 m bidirectional, and ≥2.4 m unidirectional. **Bike Path's** are generally appropriate in association with higher speed roads.
2	**Protected Bike Lane:** Exclusive on-road facility delineated by a vertical barrier element/physical separation from motor vehicles, as well as separation from pedestrians. Can be unidirectional or bidirectional.	**Width:** Bidirectional 3.0-4.8m, Unidirectional 2.0-3.0m **Posted Speed**: 0-60 km/h **Volume: N/A**	**Width:** Bidirectional 2.4-2.9m, Unidirectional 1.5-1.9m **Posted Speed:** 0-60 km/h **Volume: N/A**	**Width:** Bidirectional 2.1-2.3m, Unidirectional 1.2-1.4m **Posted Speed:** 70-80 km/h **Volume:** N/A	**Width:** Bidirectional <2.1m Unidirectional <l.2m **OR** **Posted Speed:** 90 km/h **Volume:** N/A	**Width**: Bidirectional <2.1m Unidirectional <1.2m **Posted speed:** 100+ km/h **Volume:** N/A	Separation from vehicles by delineator (curbs, bollards, concrete barriers, etc.) is required. Type of delineator dependent on speed and volume of traffic (see **TAC GDG Chapter 5, section 5.7.5**). At intersections, a protected bike lane should be set back 6 m from the parallel travel lane (see **TAC GDG, Chapter 5, section 5.6.2.3**). Parking may provide additional barrier beyond the delineator. At a minimum, curbstops over 100 mm high are necessary with periodic gaps for drainage and wheelchair access. Width of delineator is 0.30-1.0 m. If adjacent to parking, min. separation is 0.80 m (Class A) 0.60 m (Class B). **Volume:** If motor vehicle ADT is greater than 4,000, this facility is more acceptable than others. If cyclist volumes exceed 1,500 per day then *recommended* facility widths should be 3.6 m bidirectional, and 2.4 m unidirectional.
3	**Multi-Use Path (MUP):** Off-road facility that allows for shared use by people cycling, walking, and rolling.	**Width:** Bidirectional 3.5-6.0m, Unidirectional bikes 3.0-4.0m **Posted Speed:** N/A (ie outside of road ROW) **Volume:** N/A **Paved**	**Width:** Bidirectional 3.0-3.4m, Unidirectional bikes 2.4-2.9m **Posted Speed:** : 0-50 km/h on local roadway **OR** **Posted Speed:** 50-60 km/h on arterial or collector roadway **Lateral buffer or physical barrier:** See Notes field. **Volume:** N/A **Paved**	**Width:** Bidirectional 2.7-2.9m, Unidirectional bikes 2.1-2.3m **Posted Speed:** 70-80 km/h **Physical Barrier** (per TAC Table 5.7.1 and see Notes field) **Paved or Unpaved**	**Width:** Bidirectional <2.7m, Unidirectional bikes <2.1m **Posted Speed:** 70-80 km/h & desired lateral buffer as per TAC Table 7.3.1 **OR** **Posted Speed:** 50-60 km/h & deficient lateral buffer or barrier (see Notes field)	**Posted Speed:** 90+ km/h **OR** **Posted Speed:** 70+ km/h & no lateral buffer or barrier	MUPs are not intended to replace a sidewalk where there is sufficient motor vehicle or pedestrian and bicycle volumes that may lead to high rates of conflict, especially in Urban Centres and/or Areas of High Cycling Potential. As a guide, **MUPs** are *not recommended* when pedestrian and bicycle traffic volumes exceed a total peak hour volume of 200 users. Further, designs of MUPs should avoid obstacles in the pathway, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards. Guidance on lateral buffer (clear zone) and vertical separation A **MUP** should fall outside of the clear zone (desired ≥1.2m lateral buffer on roadways with posted speeds of 50 km/h in urban environments as per **TAC GDG Ch. 7 Section 7.7** and a desired ≥2.0m lateral buffer on roadways with posted speeds of 60 km/h (as per **BC TAC Supplement Ch. 600, pg. 620-14**). Physical barriers to protect MUP users from accidentally falling into the adjacent travel lane are advisable when the minimum lateral buffer cannot be achieved on arterial or collector roadways (see **TAC GDG Ch. 7, pg. 69** and **BCAT F-12** and **Figure F-67**). Also see **BCAT, Section E15 Table E-20** for lateral buffer guidance in constrained environments. Barrier type should follow **TAC GDG Table 5.7.1**, based on type and speed of adjacent motor vehicle travel lane. Note a curb without a minimum lateral offset or physical barrier is not advised (see **TAC Ch. 7, pg. 77**). For lateral buffers on higher speed roads, see **TAC GDG, Ch. 7 Table 7.3.1**.
	Unseparated from vehicle traffic						
4	**Neighbourhood Street Bikeway or Shared Roadway:** Bikes and motor vehicles share the roadway, which provides a continuous corridor of suitable operating conditions for people cycling, including limiting exposure to motor vehicle traffic. Can include a variety of roadways including local roads, alleys and service roads.	**Width:** Varies by road type. See Notes field. **Posted Speed**: 0-30km/h **Volume:** ≤1,000 ADT	**Width:** Varies by road type. See Notes field. **Posted Speed:** 0-30km/h **Volume:** ≤2,000 ADT	**Width:** Varies by road type **Posted Speed:** 0-50 km/h **Volume**: ≤3,000 ADT **OR** **Posted Speed:** 0-30 km/h & Collector	**Width:** Varies by road type **Posted Speed**: 0-50 km/h **Volume:** ≤6000 ADT **OR** **Posted Speed:** 0-30 km/h & Arterial	**Width**: Varies by road type **Posted Speed:** 51+ km/h **OR** **Volume:** >6000	Traffic diversion can include, but not limited to, such treatments as directional and median barriers, raised crossings, and bicycle permeable humps and chicanes. All such, facilities should include shared lane markings to indicate the potential presence and positioning of people cycling. Local governments are *recommended* to limit posted speeds to 30 km/h on all **Neighbourhood Street Bikeways** and **Shared Roadways**. **Widths:** If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan. For recommended road widths for residential street bikeways, see **TAC GDG Ch. 5 S.5.3.2.1** and **BCAT D19 & 20**.
5	**Bike Lane:** On-road facility adjacent to a curb or a parking lane and delineated from motor vehicles with paint markings.	Never	**Width:** 1.7-2.4m **Posted Speed:** 0-50 km/h **Volume:** ≤4,000 ADT Absence of curbside parking.	**Width:** 1.5-l.6m **Posted Speed:** 0-50 km/h **Volume: N/A** Curbside parking permitted.	**Posted Speed:** 51-70 km/h **Volume: N/A** Absence of curbside parking.	**Posted Speed:** 71+ km/h **OR** **Posted Speed:** 51-70 km/h & curbside parking **Volume:** N/A	If parking present or speeds/ volumes might exceed limits or over 1,500 people cycling per day, **separated bikeway** *recommended.* **Widths:** If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan.
6	**Bike Accessible Shoulder:** Signed and marked, paved area with no curb, located to the right of roadway's general purpose travel lanes, and separated from general purpose lanes by white edge line or painted buffer. Usually in rural areas. May be shared with pedestrians.	Never	**Width:** 1.8-2.4m **Posted Speed**: 0-50 km/h **Volume:** ≤4,000 ADT Parking NOT permitted outside shoulder.	**Width:** 1.5-1.7m **Posted Speed:** <60km/h & Parking permitted outside shoulder OR 51-60 km/h & Parking permitted outside shoulder	**Posted Speed:** ≤60 51-90 km/h **Volume:** N/A Parking NOT permitted outside shoulder.	**Posted Speed:** 61-90 km/h & parking permitted outside shoulder **OR** **Posted Speed**: 90+ km/h	Parking not permitted in bikeway. If speeds/ volumes exceed limits, or over 1,500 people cycling per day **separated bikeway** *recommended*. Width for buffered facility: 2.4-3.5 m total, bike lane 1.8-2.4 m

• In all cases pavement markings (bicycle stencils) and signage are necessary at regular intervals and should be placed at a distance of 20 to 30 m in advance of, and following each intersection and other decision points, or every 400 m when intersections are not present.

Notes:

Class A: Recommended for new and upgraded infrastructure along the Major Bikeway Network and within Urban Centre Bikeway Networks. Designed toward the practical and absolute upper limit of the design domain and intended to comfortably accommodate higher volumes of users, including for example passing movements and side-by-side cycling.

Class B: Includes dimensions that sit between lower practical and practical upper limits for the dimensions of bikeways. These facilities may not be intended to accommodate passing movements or side-by-side cycling. Agencies implementing such facilities should check with TAC GDG guidance if passing movements or side by side cycling is intended.

Class C: These facilities are intended to accommodate lower volumes of cyclists and tend toward the lower practical and absolute lower limits of cycling infrastructure. Such facilities will tend to accommodate single file cycling, but are not intended to accommodate passing movements or side-by-side cycling.

Class D: These facilities are intended to accommodate low volumes of cyclists and are at or below absolute lower limits of the design domain. These facilities provide basic accommodation of cyclists operating in single file and exhibit deficiencies including, but not limited to deficient signage and pavement markings, higher speed and higher volume motor vehicle traffic on adjacent facilities, and/or motor vehicle parking permitted in close proximity to cyclists.

Class E: These facilities do not meet the absolute lower limit of the design domain and even experienced cyclists should use such facilities with caution. Such facilities tend to have a combination of deficiencies including for example, a lack of signage and pavement markings, higher speed and higher volume motor vehicle traffic on adjacent facilities, and/or motor vehicle parking permitted in close proximity to cyclists.

Comfort: Green= Comfortable for**"Most"**, Yellow = Comfortable for **"Some"**, Orange= Comfortable for **"Few"**, Red= Comfortable for **"Very Few"**

Volume Assumptions: Local (or equilivant) = 2000, Collector (or equivilant) = 4000, Arterial (or equivilant) = 6000

Disclaimer:

The Bikeway Classification System (BCS) has been carefully and collaboratively developed by TransLink, together with local stakeholders, and the Class A details/criteria included meet or exceed comparable best practice standards set out in the Transportation Association of Canada's 2017 Geometric Design Guide and Ministry of Transportation and Infrastructure's 2019 BC Active Transportation Design Guide. The BCS is intended to serve as a guide to assist practitioners. TransLink may use the BCS as part of TransLink's eligibility criteria for certain TransLink funding programs; however, the BCS does not establish mandatory standards or requirements of any kind. Transportation design professionals implementing active transportation projects in their communities are solely responsible for all design decisions and will need to make their own decisions/determinations by applying sound professional judgement and considering the unique context of each project.