

## Item I - Burnaby Mountain Area Trails

The Commission has directed that staff report on the question of regulating trail use to prevent conflict amongst users. Council has asked the Commission for advice in this regard. Attached is correspondence from Council referring to copies of letters from Mrs. W. D'Altroy of the Burnaby Horsemen's Association; Mr. D. Lawrence, Secretary, Royal City Rockets Motorcycle Club; Mr. David Penzer, District Referee, American Motorcycle Association; and Theodore Bielski, Secretary, Greater Vancouver Motorcycle Club. These letters express the points of view of the two major interest groups using the trails. Pedestrians using the trails are not organized as are the other user groups; thus, their opinions have not been presented in this clear summarized way.

It is apparent to your Administrator that a conflict of interest is developing in the area, and that the situation will worsen until some adequate controls are implemented. In a situation of this sort, the opinions of the groups involved invariably assume greater importance than the physical problem itself. More specifically, it is pointless to consider the possibility of reconciling co-existence of the two groups on the same trails, when the individually involved, because of their widely different interests, are unable to accept the possibility of co-existence.

The Parks Regulation By-law states the following:

7. It shall be lawful for the Corporation and it is hereby empowered by resolution:
  - (b) to provide accommodation for any and all kinds of sports and games, either indoor or outdoor and to set aside and reserve portions of any parks or pleasure-grounds for particular kinds of sports and games.
8. It shall be lawful for the Corporation and it is hereby empowered to make by resolution such regulations for the use, control, management, protection and government of parks, buildings, and other property connected therewith as it may deem necessary or expedient from time to time in addition to the General Regulations herein contained.
15. No person shall play at any game whatsoever in or on any portion of any park except upon or in such portions thereof as may be especially allotted, designated and provided, respectively, for any such purpose, and under such rules and regulations and at such times as shall be prescribed by the Corporation; and no procession, march, drill, performance, ceremonies, concerts, gatherings or meetings shall be held in or on any park or driveway without the express permission of the Corporation first had and obtained.
29. No person shall ride or drive any horse or other animal or drive or propel, or permit to be driven or propelled, any vehicle or other mode of conveyance on any boulevard, grass plot or other area within any park other than on the respective driveway made and provided for such purpose; or to drive any animal on any path or other roadway allotted for pedestrian traffic only; provided, however, that invalids' chairs and children's carriages may be allowed on the footwalks to such an extent and in such manner as shall not interfere with the free use of such walks by pedestrians.
30. Subject to the provisions herein contained, it shall be unlawful for any person:
  - (a) to ride or drive any horse or other animal or drive or propel any vehicle in, upon or along any driveway in a manner or at a rate of speed not consistent with safety, having due regard to all other traffic;

30. (b) to drive any vehicle with the muffler disconnected, or commonly called "cut-out", or in such other manner as shall constitute a nuisance or danger either to pedestrians or animals or the property within any park; and without limiting the generality of the foregoing, no person shall drive any such vehicle at a greater rate of speed than 15 miles per hour on any driveway.

(c) to fail to bring his horse, animal or vehicle to a stop upon the request or signal from any person lawfully directing any traffic within any park, or from any person in charge of any horse or other animal; or to stop whenever any horse or other animal shows signs of fright or getting out of control.

This clearly imposes on the Commission the responsibility of determining and controlling use of facilities with the parks system.

Unfortunately, the situation existing with trails in the Burnaby Mountain Area is complicated by the multiplicity of authorities having jurisdiction over portions of the system.

In total, there are some 14,998 yards (8.52 miles) of trails in the area north of Broadway, east of Phillips, suitable for walking, horseback riding, and motorcycling. These break down into the following categories:

- (1) Trails on parkland - 3715 yards
- (2) Trails on unimproved road allowances - 2013 yards
- (3) Trails on Hydro rights-of-way - 2000 yards
- (4) Parallel rights-of-way, B.A. Oil, Imperial Oil and Greater Vancouver Water and Sewage District - 1570 yards
- (5) Trails on Water and Sewer District rights-of-way - 2700 yards
- (6) Trails on Simon Fraser University property - 3000 yards

Of the 3715 yards within the Parks system, only 689 yards are in use by the Burnaby Horsemen's Association. The balance of the yardage comprises trails within the developed portion of Burnaby Mountain Park, and a link trail between this Park and the Golf Course.

In order to impose effective controls over this system, it will be necessary to obtain the approval of the various jurisdictional agencies.

There appears to be little or no conflict between walkers and equestrians. Equestrian activity is discouraged in the developed portions of Burnaby Mountain Park, most frequented by walkers. In other areas the two activities have been reasonably compatible.

As the Commission is aware, a considerable amount of garbage and refuse dumping takes place in the area. Obviously this material is transported by truck and automobile. This has been reasonably well controlled on park properties, but goes on with little hindrance in the balance of the area. The placing of public access control under the jurisdiction of a single agency such as the Parks and Recreation Commission, would aid in the resolution of this problem.

In the opinion of your Administrator it is not practical to consider allocation of some trails to the equestrians, some to the pedestrians, and some to the motorcyclists, except to the extent that this is necessitated by intensive development. While the area is significant, it is not large when considered from the viewpoint of the equestrians, the motorcyclists, or the serious hikers. Restriction of activities to parts of the trail system would, in my opinion, be unreasonable, impractical, and unenforceable.

A better solution to the problem would appear to lie in the suggestion made by the Chairman, wherein the Motorcycle Clubs would be encouraged and assisted to obtain an allocation of suitable property, whereon a facility to meet their special needs could be developed. Such a facility could be developed on an appropriate tract of Provincial land; or possibly as a part of the Regional Parks System.

A precedent exists for development of this sort. Some years ago the Sports Car enthusiasts experienced problems similar to those now being experienced by the motorcyclists. They had nowhere to race or otherwise pursue their chosen sport without conflict with the general public. The Clubs organized and with the help of the Provincial Department of Recreation and Conservation, were allocated the

site of the "Westwood" facility in Coquitlam. The success of this endeavour is now well known. It should be possible for those motorcyclists interested in trail riding, scrambling", and similar activities to proceed on the same basis. Financial and direct assistance with development should be available, with reasonable promotion, from a variety of interested parties.

A plan of the area, showing the various categories of trails, will be available at the meeting.

It must be noted that the statistics shown in this report cover the Burnaby Mountain area only.

The following statistics relate to the trail system throughout Burnaby including the area previously shown:

<u>Walking &amp; Riding Trails (in miles) for:</u>	<u>Existing</u>	<u>Proposed</u>	<u>Total</u>
Parkland	2.6	6.4	9.0
Private land and University	1.7	2.7	4.4
Easements	6.7	1.0	7.7
Road allowances	2.4	0.6	3.0
Corporation land	0.5	-	0.5
Total Miles	13.9	10.7	24.6