

ITEM
MANAGER'S REPORT NO. 15
COUNCIL MEETING 89/10/30 70

RE: CONCEPTUAL ALIGNMENTS
BURNABY NORTH-SOUTH - URBAN TRAIL SYSTEM

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1989 OCTOBER 25

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: **CONCEPTUAL ALIGNMENTS**
BURNABY NORTH-SOUTH - URBAN TRAIL SYSTEM

PURPOSE: To outline conceptual alignments for a north-south urban trail system through Burnaby.

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RECOMMENDATION:

1. THAT the preliminary concept for a primary north-south urban trail system, as outlined on Sketch 1 and Appendices 2 and 3, be approved in principle as the basis for further detailed examination.

R E P O R T

1.0 BACKGROUND

A resolution was passed by Council in the summer of 1988, requesting the setting up of an interdepartmental staff committee to report on the desirability and feasibility of constructing a system of separated urban walkways which would traverse Burnaby in a north-south direction connecting Burrard Inlet with the Fraser Foreshore and which will provide access between various parks, community facilities and commercial areas within Burnaby. Reporting was requested on the potential alignment, all associated costs, and possible sources of funding. It was considered appropriate to advance at this time for Council's consideration proposed conceptual alignments for the proposed urban walkway, some of the implications of the alignment, and the general development character of the proposed urban walkway. Once the urban walkway program and general alignments are approved in principle, further refinement of the detailed alignments, the associated costs, and sources of funding would be pursued. The discussion of the conceptual alignment does address some development issues such as the level of urban walkway development, and the accommodation of cyclists. The notice of motion on the Council Agenda of 1988 August 22 is attached as Appendix 1 for information.

While Burnaby has had pedestrian trails in certain areas for a considerable number of years, the initiative for a continuous trail system for the entire municipality dates from 1970, and was pursued in various preliminary forms over the years culminating in the "Burnaby Trail Study", a planning report adopted by the Parks and Recreation Commission and subsequently by Council in 1980 January. The "Burnaby Trail Study" while providing primarily for pedestrians also outlined numerous trails suitable for cyclists. Sketch #2 attached indicates the primary trail system outlined in the study.

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Also, at the time of the development of SkyTrain, staff also pursued in the fall of 1983 a concept for a pedestrian walkway and a cycle path within a landscaped B.C. Hydro right-of-way corridor under the SkyTrain. This eventually came to fruition in the establishment of B.C. Parkway including the Highland Park Line off-shoot.

Based on the 1980 Trail Study, a Parks report was completed in 1986 September entitled "Burnaby Trail Inventory and Development Program". This inventory study modified the previous 1980 trail system and provided for prioritized trail development. Sketch #3 attached indicates the primary trail system outlined in the inventory study.

The proposed north-south urban trail is largely based on these previous studies while providing refinements in light of the most current development circumstances and planning for cyclists to a greater extent than previously contemplated.

2.0 NORTH-SOUTH URBAN TRAIL CONCEPT

A committee composed of representatives of the Engineering, Parks, and Planning staff have been working towards the development of a key north-south urban trail alignment which would be in line with Council's motion.

The preliminary design guidelines for this trail alignment are outlined in Appendix 2 attached. As described, the urban trail is intended to accommodate both pedestrians and cyclists preferably within a separately dedicated trail right-of-way with a separate but parallel walkway and cycle-way. However, in many cases a separately dedicated trail right-of-way is not available, as it is, for example, for B.C. Parkway which utilizes the continuous B.C. Hydro right-of-way; and, consequently, the trail must utilize existing road rights-of-way with pedestrians using enhanced sidewalks and cyclists sharing the street. Where wider boulevards and park/trail strips can be obtained along the street alignments, in some cases through further property acquisitions, a more distinct trail environment can be created.

The proposed concept alignment for the north-south urban trail is outlined on the attached Sketch 1. An appropriate conceptual urban trail alignment has been determined which is considered to be feasible although some limitations of the proposed urban trail are acknowledged due to the absence of an urban trail right-of-way fully separate from street rights-of-way. A primary trail alignment is indicated from Barnett Beach on the Burrard Inlet, to the Burnaby Lake Sports Complex area, on to Deer Lake and Metrotown, then to Byrne Creek, and finishing at the Fraser River Foreshore Park. This alignment generally follows a central route through Burnaby serving a number of residential neighbourhoods and connecting into major park and public-use attractions. Two desirable secondary trail alignments are also indicated, one extending north-west from the Kensington Overpass area and the other extending directly south of Metrotown.

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In the absence of a major historic north-south right-of-way such as the east-west right-of-way for B.C. Parkway, the proposed north-south urban trail tends to be somewhat circuitous although every effort was made to select an easily recognizable and usable route. Further extensions could also have been proposed, particularly into east Burnaby; however, it was considered that a primary trail alignment should be emphasized at this time. The overall Burnaby Trail system which will continue to be pursued will provide for further trail linkages into the various sub-areas of the Municipality.

3.0 NEXT STEPS

Council consideration and approval in principle to the outlined Burnaby North-South Urban Trail Concept will permit staff to examine the conceptual alignment in greater detail, to refine the alignment, and to determine a finalized alignment for Council's further consideration. These refinement studies will enable staff to determine the extent of property acquisitions and/or easements required to achieve the desired trail standard, and to pursue a budgeting analysis of capital and maintenance costs related to the proposed urban trail.

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A. L. Parr
A. L. Parr
Director Planning &
Building Inspection

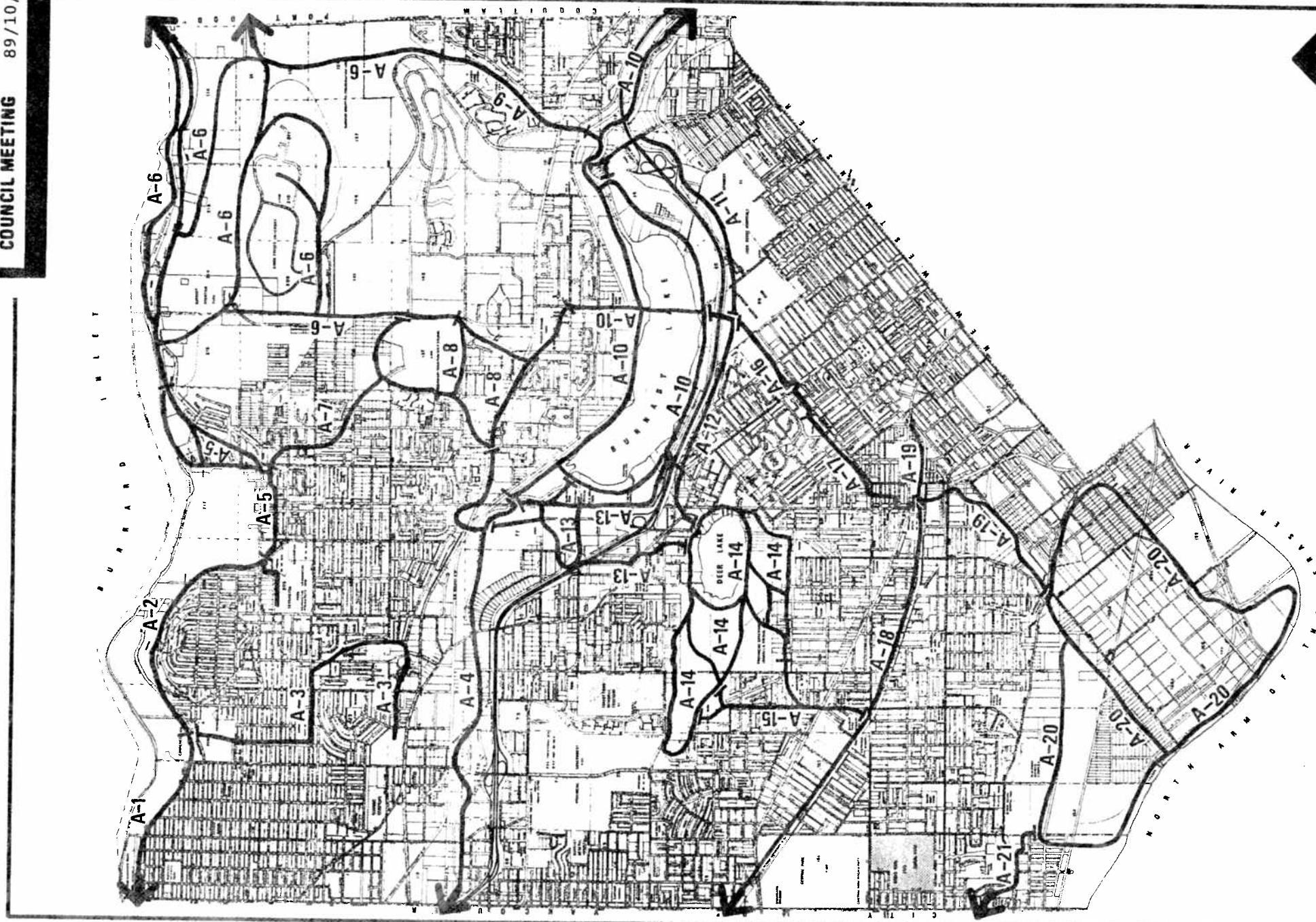
Attachments: Sketches 1, 2 & 3
Appendices 1, 2 & 3

cc: Acting Director Engineering
Director Recreation & Cultural Services

Sketch from "Burnaby Trail Study"
Proposed Trail System

Primary Trail Routes

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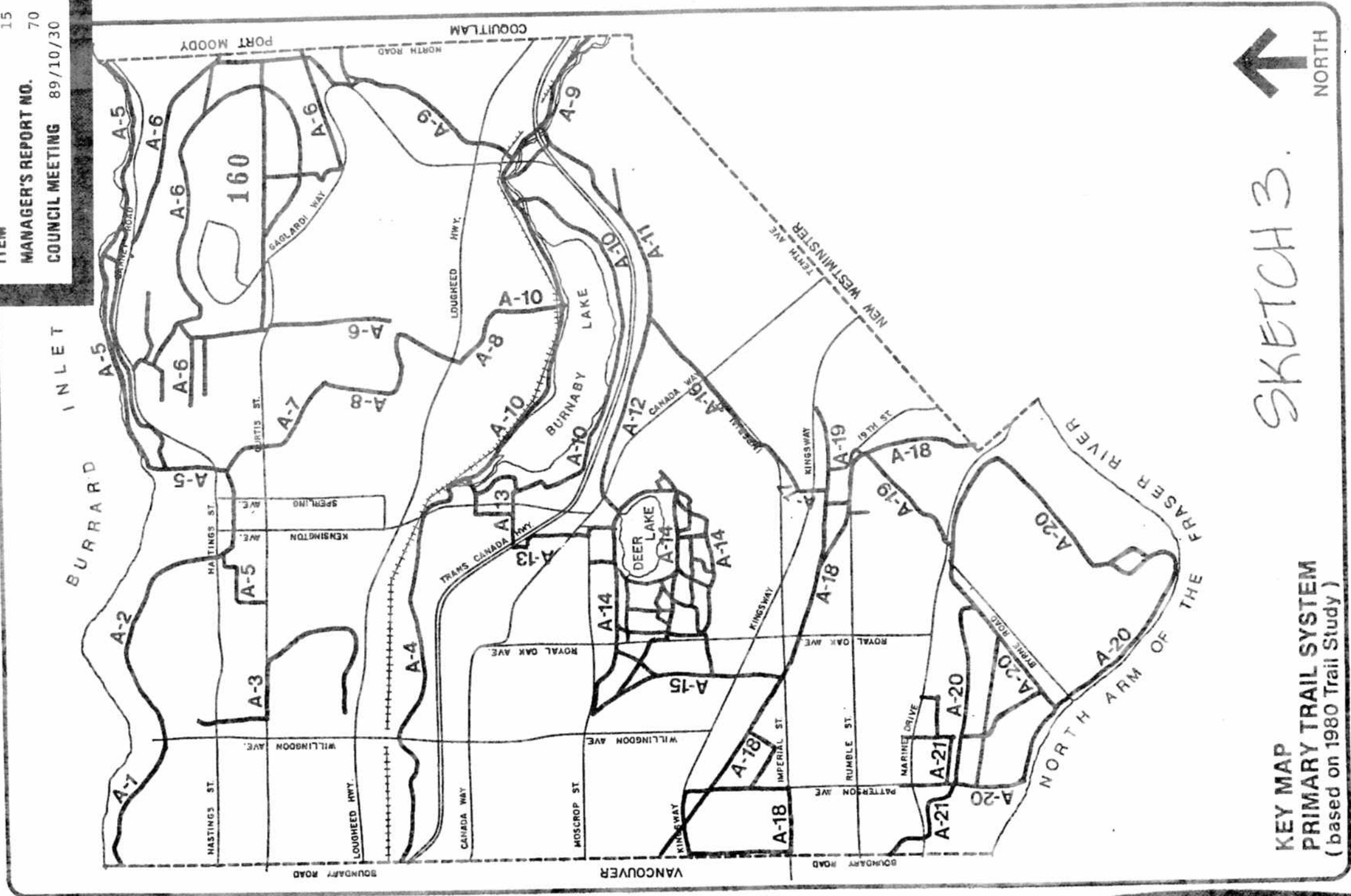


SKETCH 2.

KEY MAP
PRIMARY TRAIL SYSTEM

Sketch from "Burnaby Trail Inventory"
Proposed Trail System

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SKETCH 3.

KEY MAP
 PRIMARY TRAIL SYSTEM
 (based on 1980 Trail Study)

APPENDIX 1

NOTICE OF MOTION
Regular Council Meeting
1988 August 12

NOTICE OF MOTION

ALDERMAN DRUMMOND

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RE: SEPARATED URBAN WALKWAYS

WHEREAS it is a priority of both elected representatives and staff members to improve the livability of residents of the Municipality of Burnaby; and

WHEREAS Burnaby is blessed with a number of natural features, such as; the Fraser River, the ravines of the South Slope, Central Park, Burnaby Lake, Deer Lake, Still Creek, Stoney Creek, Brunette River System, Burnaby Mountain, North side of Capitol Hill and Burrard Inlet; and

WHEREAS on any given day in our Community, you can observe a great number and variety of residents (senior citizens, children, the handicapped, families, couples, passive walkers, joggers, cyclists, naturalists, etc.) using municipal sidewalks, rights-of-way and trails for their enjoyment; and

WHEREAS a system of urban walkways could not only provide access to these natural areas and trail systems but also provide an alternative transportation corridor within the Municipality of Burnaby; and

WHEREAS walkways and trail systems encourage Burnaby residents to become actively involved in the natural environment experience as well as fostering physical fitness; and

WHEREAS walkways with provision for cycling could provide alternate transportation routes and thus provide variety in the urban landscape; and

WHEREAS the B.C. Parkway which was conceived by Burnaby staff and developed by the Provincial Government has been a resounding success;

THEREFORE BE IT RESOLVED that a committee of municipal staff including representatives from Engineering, Parks and Recreation and Planning & Building Inspection Departments be convened to report to the Municipal Council on the desirability and feasibility of constructing a system of separated urban walkways which would traverse Burnaby in a north-south direction connecting Burrard Inlet with the Fraser Foreshore and which will provide access between various parks, community facilities and commercial areas within the Municipality of Burnaby, such report to include information on:

- 1) potential alignment
- 2) all associated costs
- 3) possible sources of funding.

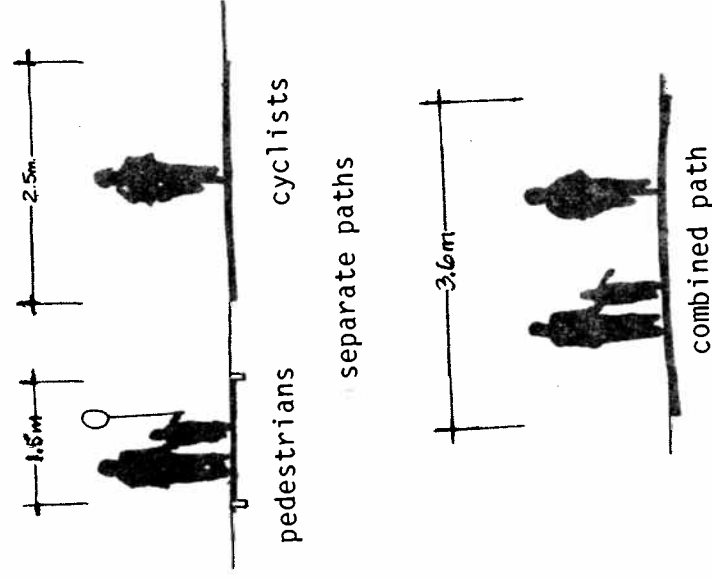
BURNABY NORTH-SOUTH URBAN TRAIL

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PRELIMINARY DESIGN GUIDELINES FOR URBAN TRAIL

The path layout should be appropriate to expected uses; that is, pedestrians, joggers, cyclists, handicapped, roller skaters, etc.; should provide a variety of experience and should "fit" the site. The path layout may be limited by site constraints. Detailed examination, for example, of path widths, desirable path right-of-way widths and path grades would be pursued.

Class I Examples



Where there is adequate room, a Class I (see sketch) path should be provided with a separate path for pedestrians and cyclists. Pedestrian paths should be approximately 1.5 metres (5 ft.) wide and constructed of crushed limestone. Concrete walkways and interlocking paver treatments will be provided where a higher walkway standard is desirable. Asphalt cycle trails should be approximately 2.5 metres (8 ft.) wide.

Where there is less than adequate room, both paths could be combined into an asphalt surface, approximately 3.6 m (12 ft.) wide.

The urban trail could also be enhanced with formal rows of trees, additional natural landscaping, benches and special feature areas.

BICYCLE TRAIL CLASSIFICATIONS

The proposed pedestrian/bicycle trail running in a north-south direction through the centre of Burnaby will fall into three classifications of bike paths - Class I, Class II and Class III.

A Class I path is separate from the roadway, with the exception of where the path crosses a street or meets at road intersections. Such a path allows for a relatively uninterrupted and safe riding and walking environment.

Class II paths run alongside existing roadways, either next to the sidewalk (without any parked cars to interfere), on the street side of the parking lane. Class II paths are separated by a curb or a wide painted line in a colour other than typical street lines.

Class III paths share the roadway with cars. Such paths are not as desirable as Class I and Class II paths due to the inherent conflict with vehicles; however, in many cases, Class III paths may be the only way in which cyclists can be accommodated within a community-wide pedestrian/cyclist urban trail.

APPENDIX 3

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DESCRIPTION OF NORTH-SOUTH URBAN TRAIL ALIGNMENT

A. PRIMARY URBAN TRAIL

ROUTE DESCRIPTION	COMMENTS	TYPE OF ALIGNMENT				POSSIBLE SPECIAL FEATURES
		INTEGRATED WITH STREET	SEPARATE TRAIL RIGHT-OF-WAY	POSSIBILITY OF TRAIL WIDENING		
1. Burrard Inlet Marine Park	Barnet Beach & Burnaby Mountain escarpment		x			x
2. Cliff Avenue	Westridge Park	x				x
3. Greystone Drive alignment		x	x			x
4. Phillips Avenue	Montecito District Centre, Squid Lake Park, & Burnaby Mountain Golf Course	x			x	x
5. Broadway	Kensington Overpass (cyclist bridge)	x		x		
6. Sperling Avenue	Burnaby Lake, Burnaby Lake Sports Complex, Swimming Pool & Ice Rink	x		x		x
7. Kensington Avenue	Kensington inter-change of Trans-Canada Highway	x				
8. Deer Lake Park	Park, Cowan Centre, Art Gallery, Village Museum, Municipal Hall, RCMP, Law Courts & Deer Lake	x		x		x
9. Royal Oak Avenue	Accommodation of cyclists on new Royal Oak alignment. Possible separate pedestrian route through Deer Lake Park.	x		x		x
10. Dover Street	Royal Oak/Marlborough School Site	x				x
11. Nelson Avenue	Metrotown, Bonsor Park & Recreation Complex, intersection with B.C. Parkway	x		x		x
12. B.C. Parkway	Royal Oak & Edmonds SkyTrain Stations, Ron McLean Park			x		x
13. Byrne Creek	Edmonds Town Centre, Ravine & relocated Creek, Riverway Golf Course	x		x		x
14. Fraser River Foreshore Park				x		x

APPENDIX 3

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DESCRIPTION OF NORTH-SOUTH URBAN TRAIL ALIGNMENT

B. NORTHERN SECONDARY URBAN TRAIL

ROUTE DESCRIPTION	COMMENTS	TYPE OF ALIGNMENT			POSSIBLE SPECIAL FEATURES
		INTE-GRATED WITH STREET	SEPARATE TRAIL RIGHT-OF-WAY	POSSI-BILITY OF TRAIL WIDENING	
1. Willingdon Avenue	Confederation Park Library, Seniors Centre, and future pool.	x			x
2. Pender Street		x			
3. Alpha Avenue		x			
4. Parker Avenue	Brentwood area	x			
5. Nation Way			x		x
6. Broadway	Kensington Overpass	x			

C. SOUTHERN SECONDARY URBAN TRAIL

ROUTE DESCRIPTION	COMMENTS	TYPE OF ALIGNMENT			
		INTE-GRATED WITH STREET	SEPARATE TRAIL RIGHT-OF-WAY	POSSI-BILITY OF TRAIL WIDENING	POSSIBLE SPECIAL FEATURES
1. Nelson Avenue	Bonsor Park, B.C. Parkway, South Slope area, Riverway Sports Complex	x	x		x
2. Marine Way		x		x	
3. Patterson Avenue		x			
4. Fraser River Foreshore Park			x		x