

TO: ACTING MUNICIPAL MANAGER 1992 April 15
FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.640
SUBJECT: CLIFF AVENUE ISSUES AND OPTIONS:
CORRESPONDENCE FROM MS. HANNE SYME,
416 NORTHCLIFFE CRESCENT, BURNABY, B.C.

PURPOSE: To address the concerns expressed in a resident petition regarding improvement of North Cliff Avenue.

RECOMMENDATION:

1. THAT staff be directed to prepare a further report detailing a design and costs for the upgrading of Cliff Avenue, north of Ridge Drive, as outlined in this report.
1. THAT a copy of this report be forwarded to Ms. Hanne Syme, 416 Northcliffe Crescent, Burnaby, B.C. V5A 1A1

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1992 April 13, Council received correspondence from a Ms. Hanne Syme of 416 Northcliffe Crescent with a petition attached regarding the upgrading of Cliff Avenue. The correspondence notes that as a result of the Barnet/Hastings People Moving Project and the closure of all local streets intersecting with Inlet Drive, Cliff Avenue will become the only access to/from the Westridge area. Residents are concerned that Cliff Avenue is not developed to an acceptable standard to accommodate the additional vehicular traffic and maintain safety for pedestrians.

This report outlines an approach to address the concerns of these residents of the Westridge area. This approach is based on previous proposals generated by staff and discussed with representatives of the Barnet/Hastings People Moving Project.

2.0 CLIFF AVENUE ISSUES

2.1 Differing Standards

Currently Cliff Avenue provides an interim pavement cap of 6.5m with gravel shoulders without curb and gutter, side-walks or street lighting to current standards.

As part of the Barnet/Hastings project, the Ministry of Transportation and Highways will be extending Cliff Avenue from its southern point at Ridge Drive to connect to the intersection of Hastings Street at Inlet Drive. (Figure 1 attached).

This new section of Cliff Avenue will be developed to a full standard including an 11m pavement surface, curb and gutter on both sides. An Urban Trail on the east side for cyclists and pedestrians will also be provided by the Ministry of Transportation and Highways.

Completion of the Cliff Avenue extension will result in two contrasting levels of street development between the full standard local street south of Ridge Drive and the standard interim pavement north of Ridge Drive.

2.2 Local Access

Completion of the Inlet Drive section of the Barnet/Hastings People Moving Project will involve the closure of Ridge Drive, Belcarra Drive, Sierra Drive and Malibu Drive. Consequently, Cliff Avenue will replace these streets as the sole access to the Westridge area. Currently a relatively unused local street providing access to the Northcliffe Crescent area, Cliff Avenue will accommodate access to the entire Westridge area resulting in an increase in traffic volumes.

Upgrading of Cliff Avenue north of Ridge Drive to 8.5m pavement surface would be appropriate to accommodate increased usage. This standard could provide two travel lanes and a single parking lane on the east side.

2.3 Pedestrian Usage

As noted by the correspondent, Cliff Avenue north of Ridge Drive presently has no sidewalks and limited street lighting and therefore could pose a greater safety hazard for pedestrians with increased use by vehicular traffic. Currently most pedestrians on Cliff Avenue are school children walking to and from Westridge Elementary School via the Hastings/Inlet intersection. Without sidewalks, pedestrians must walk on either the gravel shoulder on the pavement edge and with increased traffic on Cliff Avenue, pedestrian safety would be compromised.

Pedestrian movements on Cliff Avenue could be accommodated by providing a sidewalk on the west side next to the houses or the east side adjacent to the park.

2.4 Urban Trail

Cliff Avenue north of Hastings Street is part of the designated North-South Urban Trail extending to the waterfront north of the Westridge area and eastward through the Barnet/Marine Park as shown in Figure 2 attached. The design for the Cliff Avenue extension to be constructed by the Ministry of Transportation and Highways incorporates an Urban Trail on the east side adjacent to the developed part of Westridge Park and terminating at Ridge Drive. North of Ridge Drive pedestrians and cyclists will be required to use the substandard section of Cliff Avenue.

It should be noted that in conjunction with the Barnet/Hastings Project, Cliff Avenue becomes more significant as a safe route for cyclists destined to and from the Barnet Highway. The Barnet Highway upgrading will accommodate cyclists on the combined emergency stopping/cycling lanes in both directions on the highway. Inlet Drive however, currently makes no provision for cyclists on the road due to the necessity to minimize the widening of the pavement surface adjacent to homes. Therefore it would be prudent to encourage cyclists to divert from the Barnet Highway via Bayview Drive and Cliff Avenue on an Urban Trail which bypasses Inlet Drive and connects with the North/South Urban Trail under development south of Hastings Street as shown on Figure 1.

Extension of the Urban Trail north of Ridge Drive would be appropriately located on the west side of Cliff Avenue adjacent to the park.

3.0 OPTIONS FOR CLIFF AVENUE

Prior to the receipt of the correspondence from the residents, staff had been discussing options for improvements to the section of Cliff Avenue north of Ridge Drive incorporating an urban Trail. As Cliff Avenue north of Ridge Drive is a municipal street, measures to address the issues raised in the preceding section would be the responsibility of the Municipality. Possible measures which were considered in discussions with Ministry of Transportation and Highways staff included the following:

(i) Urban Trail Development

The development of the North/South Urban Trail north of Hastings Street would address the issues regarding pedestrian safety raised by the residents. The development of the Urban Trail along Cliff Avenue north of Ridge Drive to Inlet Drive as shown on Figure 1 would accommodate school children along Cliff Avenue to the traffic signals at Hastings Street and Inlet Drive. It would also provide a safer alternate route for cyclists using the Barnet Highway as a cycle route to bypass the Inlet Drive section. Extension of this cycle trail further east is planned to connect with a proposed overpass of the CP Rail mainline as shown in Figure 2. As part of an agreement with respect to the Barnet Highway upgrading, the Ministry of Transportation and Highways is contributing \$400,000 towards the cost of this overpass.

(ii) Cliff Avenue Reconstruction

Construction of the Urban Trail would greatly enhance pedestrian safety which was a major concern of area residents. It would not however address their other concerns regarding local access via Cliff Avenue and the need for improved street lighting. Reconstruction of Cliff Avenue north of Ridge Drive would be required including a 8.5m pavement surface with curb and gutter with an Urban Trail on the east side and sidewalks on the west side. Street lighting would also be provided.


4.0 FUNDING

As previously noted, funding for either of these options would be the responsibility of the Municipality. The reconstruction of Cliff Avenue north of Ridge Drive however, could be undertaken by the Ministry coincidentally with the construction of the Cliff Avenue extension. Costs for this project would be added to the Municipality's share of the costs of the Inlet Drive and Hastings/Gagliardi sections of the Barnet/Hastings Project. A report defining these costs and the acquisition of municipal land by the Ministry is proposed to be submitted to Council in the near future.

5.0 CONCLUSION

Improvements to Cliff Avenue are required to address the concerns raised by the residents of the Westridge area in the correspondence and petition presented to Council. These concerns can be partly addressed by the development of an Urban Trail on Cliff Avenue or fully accommodated through reconstruction of the road. Staff are seeking authorization from Council to bring forward a further report on design details and estimated costs.

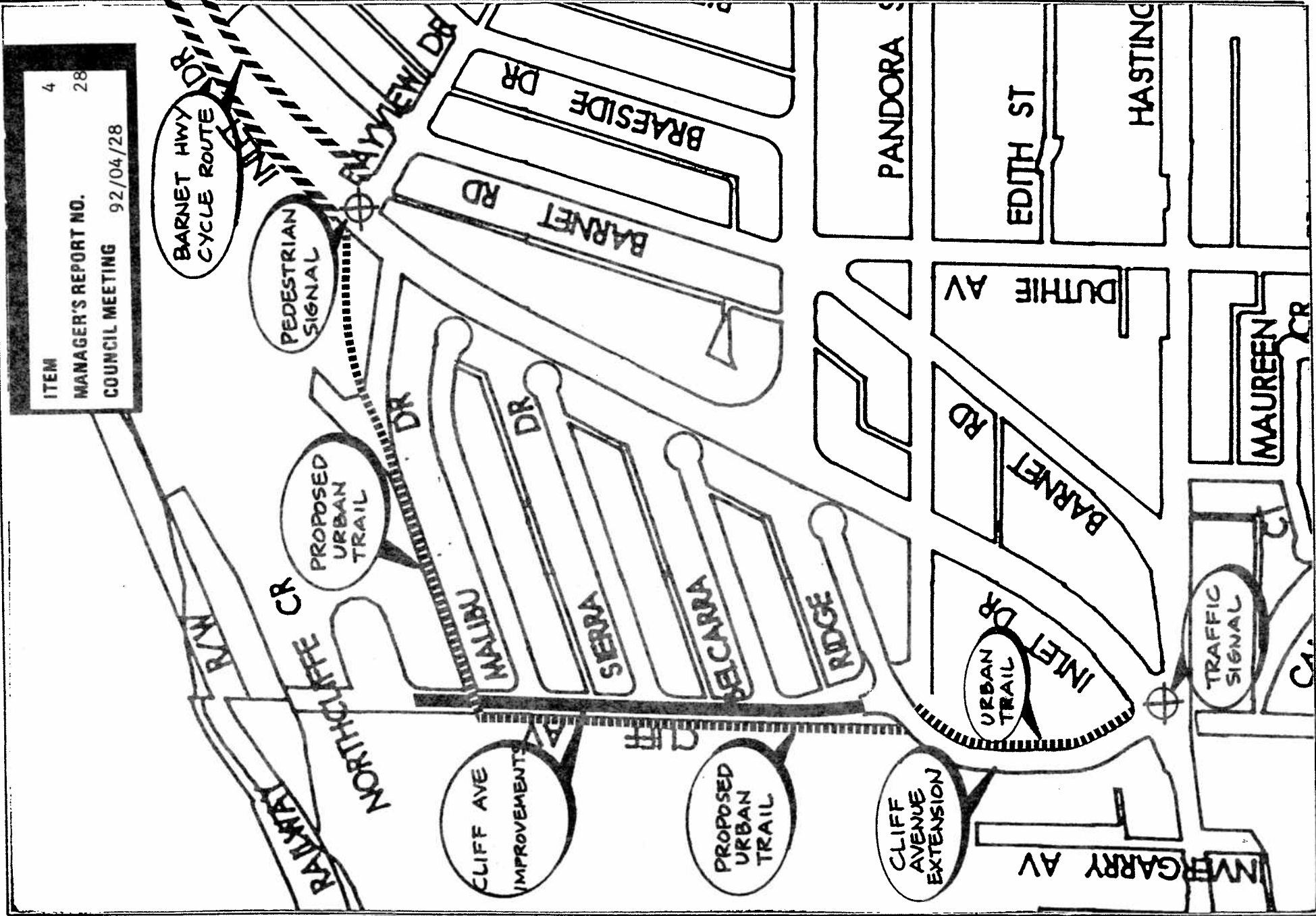
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A.L. Parr, Director
PLANNING AND BUILDING

RG/mm

Attachs:

cc: Director Engineering
Director Administrative & Community Services
Director Finance
Director Recreation & Cultural Services



ITEM 4
 MANAGER'S REPORT NO. 28
 COUNCIL MEETING 92/04/28

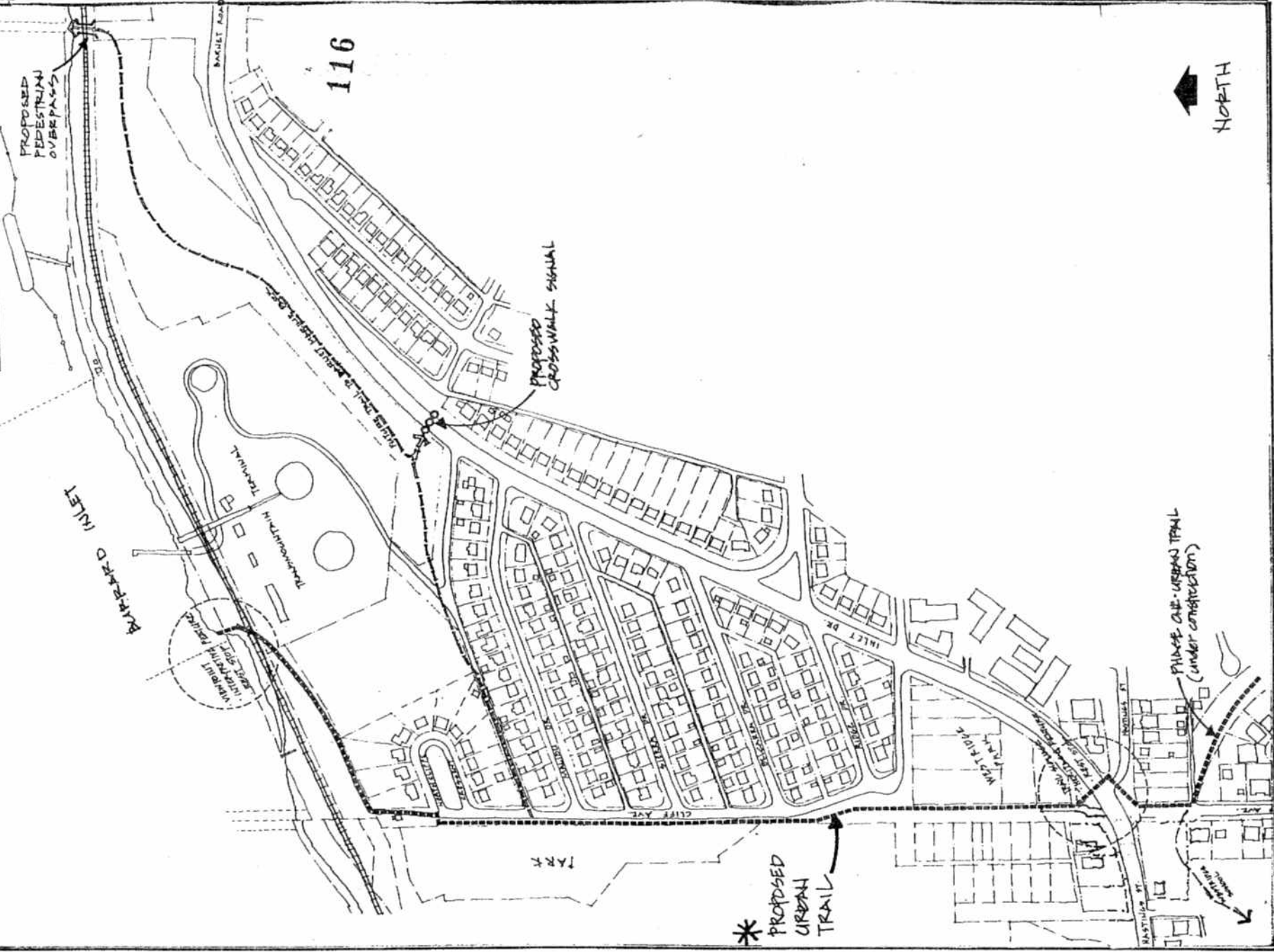
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City of BURNABY
 Planning & Building Inspection Department

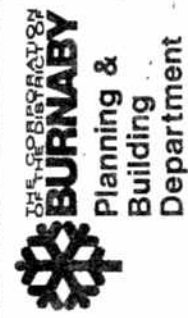
FIGURE 1

CLIFF AVENUE
 STREET IMPROVEMENTS
 AND URBAN TRAIL

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Date: 92.04.17



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**BURNABY MOUNTAIN
 URBAN TRAIL**
 CONCEPTUAL ALIGNMENT
 NORTH OF HASTINGS STREET

Figure #2.