

TO: CITY MANAGER

1997 December 10

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: 16TH AVENUE URBAN TRAIL

PURPOSE: To report to Council on issues and alternate routes raised through the consultation process.

RECOMMENDATIONS:

1. **THAT** this report be received for the information of Council.

1.0 BACKGROUND:

During the Council meeting held 1997 November 17, Council tabled a report (Item No. 02, Manager's Report No.29, 1997 November 17) that addressed public comment on the 16th Avenue route, and that sought authorization to proceed with construction of the urban trail. At that meeting, Council received a delegation that raised several issues in opposition to the 16th Avenue urban trail, and that proposed alternate routes. Subsequently, that delegation forwarded a letter to Council proposing other alternate routes. As directed by Council, staff have investigated the issues that were raised and the proposed alternate routes.

2.0 ISSUES:

The following issues were raised in opposition to the proposed 16th Avenue urban trail:

2.1 Safety and Security Concerns

Safety and security concerns were expressed with respect to increased criminal activity associated with trail development, and potential for vehicles hitting pedestrians and cyclists. Regarding the former, there is no indication that urban trail developments have an impact on criminal activity in Burnaby. Research in other areas, found no increase in criminal activity, and found that the development of the route enhanced the local community, as reflected by increased property values. These reports are:

- a) Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime (Seattle, Washington, May 1987)

- b) The Effect of Greenways on Property Values and Public Safety (Denver, Colorado, March, 1995)

Regarding the potential for cyclists and pedestrians to be hit by vehicles, the 1997 November 17 Manager's Report acknowledged that measures such as traffic calming, traffic signalization, signage, and driveway marking are necessary components of the urban trail development to increase safety and safety awareness.

2.2 Insurance Coverage

This issue of insurance coverage was raised at the meeting of Council with respect to a resident hitting an urban trail user with a vehicle. In response to a staff enquiry, the Insurance Corporation of B.C. stated that the presence of an urban trail has no impact on insurance coverage. The delegation's subsequent letter to Council clarified that the issue pertains to a bicycle hitting a car. Staff are not aware of lawsuits arising from cyclists hitting cars along the urban trail network.

2.3 Traffic Volume

Concerns were raised with regard to increased traffic volume. The Manager's Report indicated that traffic volume will likely be reduced, as traffic calming measures and the road width of 8.5 metres (28 feet) will discourage commuter use of 16th Avenue.

2.4 Noise

With reduced traffic volume on 16th Avenue, noise should be reduced, except at intersections with major routes, such as Canada Way. Urban trails do not have an impact on neighbourhood noise.

3.0 ROUTE OPTIONS:

The proposed 16th Avenue route, as incorporated in the adopted Edmonds Town Centre Development Plan, was proposed as it offers a fairly flat connection from the Edmonds Town Centre, northeast to Cariboo Road. The route is fairly direct and serves to connect a number of community facilities, such as several schools, parks and the George Derby Long Term Care Centre. Also, unlike other streets in the area, 16th Avenue has not yet been developed with curbs. There is, therefore, an opportunity to develop an urban trail without the costly demolition and reconstruction of existing curbs.

Other route alternatives presented by the delegation to Council and through letters to Council are as follows (illustrated by attached Sketch #1):

A. B.C. Hydro Right of Way

This route follows the Hydro right-of-way, along Imperial Street, from Kingsway/ Sperling to Robert Burnaby Park, and beyond to the Cariboo Road area. This is a potential urban trail, in that it does provide a fairly direct route along a green space corridor currently used by cyclists and pedestrians. This route could be considered as an addition to the urban trails network.

This route differs from the 16th Avenue alignment in that it is at a somewhat lower position on the north facing slope, and it is approximately nine blocks away from the proposed trail. This route would require the approval of B. C. Hydro and also traverses the northern part of Robert Burnaby Park within the right-of-way. It also has a more remote conservation corridor orientation and has less utility to the neighbourhoods being served.

B. Wedgewood / 19th Avenue

This route option uses 19th Avenue, connecting through to Edmonds School. The route crosses Canada Way at Edmonds, and heads along Wedgewood to Robert Burnaby Park, and beyond to the Cariboo Road area. As with the proposed 16th Avenue urban trail, this route uses streets not yet developed with concrete curbs. Also, this route is more comparable to the proposed 16th Avenue urban trail in that the alignment is within a similar geographic location and similar position at the crest of the north facing slope.

This proposed route option is considered to be more circuitous than the 16th Avenue alignment with additional routing decisions needing to be made east of 4th Avenue to avoid traversing Robert Burnaby Park. Along 19th Avenue, the route would need to jog around Edmonds School and to use Edmonds Street to access the intersection at Canada Way. Based on experience with other schools, the urban trail should not traverse the school property.

C. Richmond Park / Elwell

This proposal ties into the Hydro right-of-way or Wedgewood route options. The route jogs northwest away from the 16th Avenue alignment, and then proceeds northeast, along Elwell, parallel to 16th Avenue. Elwell is developed with curbs west of Canada Way. To the east, there are no curbs along Elwell.

This route is not comparable to the 16th Avenue alignment, as it is less direct, and it encompasses a section already developed with concrete curbs with limited existing boulevard space. It would need to skirt around Robert Burnaby Park at its intersection with 4th Street.

D. 18th Avenue

This route follows 18th Avenue, parallel to the proposed 16th Avenue urban trail. This route is comparable to 16th Avenue in its geographic location and position at the crest of the slope. The route is not comparable in that it requires a jog at the Canada Way intersection and is too close to the Canada Way/Edmonds Street intersection to justify a pedestrian/cyclist signal at Canada Way and 18th Avenue. Also, 18th Avenue is already developed with concrete curbs.

E. Other options


While other route options were not given in the letter to Council, staff reviewed alternates to 16th Avenue. Other streets in the same general area of this alignment were found to either be developed with concrete curbs or not be direct connections from the Edmonds Town Centre to the Cariboo Road area.

4.0 CONCLUSION:

The route options presented through communications to Council have potential in linking community facilities, and merit consideration as additions to the Urban Trail Network. However, the 16th Avenue route, as contained in the adopted Edmonds Town Centre Development Plan is considered to be preferable with respect to:

- serving the main East Burnaby neighbourhoods in this area in the optimum manner;
- providing a relatively flat, direct connection northeast from Edmonds Town Centre to the Cariboo Road area;
- incorporating route development into a street improvement rather than redeveloping existing, improved road conditions;
- providing an urban trail at the typical standard set for the City's Urban Trail Network.

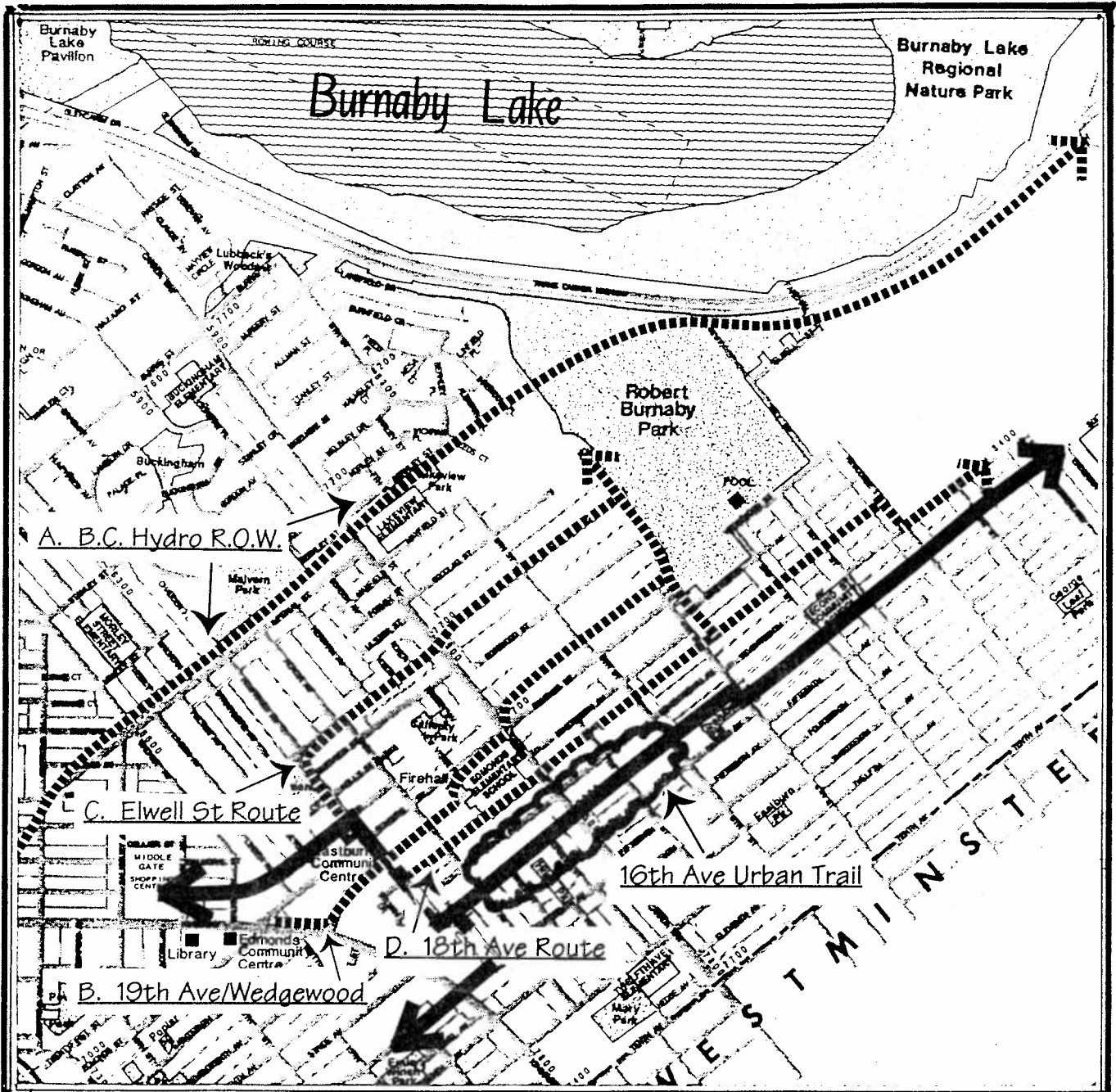
Therefore, the 16th Avenue alignment is recommended as part of the network of urban trails, and to best serve the residents of the City.


D. G. Stenson,
Director Planning and Building

KMc/ds
Attach.

cc: Director Engineering
Director Recreation and Cultural Services
City Clerk

Map #1 - 16th Ave. Urban Trail & Alternate Routes



Date: Dec. 1997

Scale: N.T.S.

Drawn By: PSF




City of Burnaby

Planning & Building Dept



 City Proposed Route

 Residents' Proposed Routes

