

REPORT
1997 January 20

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: BURNABY TRANSPORTATION PLAN - MAJOR COLLECTOR - GREENWAY

RECOMMENDATION:

1. **THAT** Council approve the attached amendments (Attachment A) to the Burnaby Transportation Plan to include a new road classification entitled Major Collector - Greenway.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1997 January 08, adopted the attached report recommending amendments to the Burnaby Transportation Plan to include a classification entitled "Major Collector - Greenway".

MEMBERS:

Mrs. Y. Coveney-Boyd
Ms. L. Tatangelo
Mr. W.B. Roxburgh
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chair

Councillor J. Young
Vice Chair

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1996 DECEMBER 16

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.115.6
(Burnaby Transp. Plan)

SUBJECT: BURNABY TRANSPORTATION PLAN - MAJOR COLLECTOR - GREENWAY

PURPOSE: To recommend an amendments to the Burnaby Transportation Plan to include a classification entitled "Major Collector - Greenway".

RECOMMENDATION:

1. THAT the Traffic and Transportation Committee approve the attached amendments (Attachment A) to the Burnaby Transportation Plan to include a new road classification entitled Major Collector - Greenway.

REPORT

1.0 BACKGROUND

At its regular meeting on 1996 February 14, the Traffic and Transportation Committee approved a recommendation to add a new road classification to the Burnaby Transportation Plan entitled "Major Collector - Greenway". The Major Collector - Greenway classification would provide an enhanced standard of road design through the inclusion of a landscaped median, boulevards, and greater provision for cycling and pedestrian movements. This report provides more detailed information regarding the new classification, including appropriate amendments to road network classifications in the Burnaby Transportation Plan.

2.0 MAJOR COLLECTOR - GREENWAY

The Major Collector - Greenway road classification provides an enhanced standard of road design for application in the City of Burnaby in the following areas:

1. As an "entranceway" street leading to major town centres and civic facilities.
2. On major roads leading from the City boundaries into Burnaby from other municipalities.
3. As a means of better integrating major roads into residential areas through which they pass.

As discussed in the earlier report to the 1996 February meeting of the Traffic and Transportation Committee, the following are some items which may be included in the standard for a Major Collector - Greenway:

- Traffic & Parking:** One lane in each direction with parking on both sides
- Cycle Provision:** Cycle roads are identified in the Burnaby Transportation Plan. As with other major roads, additional pavement width will be provided to accommodate cyclists on the roadway.
- Urban Trail:** In addition to cycling provision on the roadway, separated urban trails could be provided within the right of way.
- Sidewalks:** Separated sidewalks with tree-lined boulevards would be provided where circumstances permit.
- Median:** The main feature of this new roadway classification is the landscaped median. The median would accomplish the dual objectives of beautifying the street by incorporating landscaping and enhancing safety by limiting left turn movements.
- Turning Lanes:** Left turning lanes would be provided at major intersections to safely accommodate turning vehicles.

Figure 1 contrasts the typical cross-section of a Major Collector-Secondary and a Major Collector-Greenway. The new standard would enhance the overall appearance of the street and accommodate cyclists, while maintaining the capacity of a Major Collector.

3.0 STREETS CONSIDERED FOR RECLASSIFICATION AS GREENWAYS

Subject to Committee approval of the Burnaby Transportation Plan to accommodate a Major Collector - Greenway classification, staff will assess roads appropriate for a change in classification. Roads will be considered for classification as Major Collector - Greenway only after completion of design studies.

Designs have been completed for both Edmonds Street between Kingsway and 19th Street, and Moscrop Street between Boundary Road and Willingdon Avenue to investigate the feasibility of constructing these two sections of roadway to a Major Collector-Greenway standard.

4.0 CONCLUSION

In a report to the 1996 February meeting of the Traffic and Transportation Committee, a new category of street was approved in principle for the Burnaby Transportation Plan entitled Major Collector - Greenway. This new roadway design would provide an enhanced standard of street design for "entranceway" applications where appropriate within the City of Burnaby, and for better integrating Major Collector roads into residential areas. If this new classification is approved, staff will bring forward for consideration by the Committee at a future meeting roads appropriate for classification as Major Collector - Greenway.



D.G. Stenson, Director
PLANNING & BUILDING

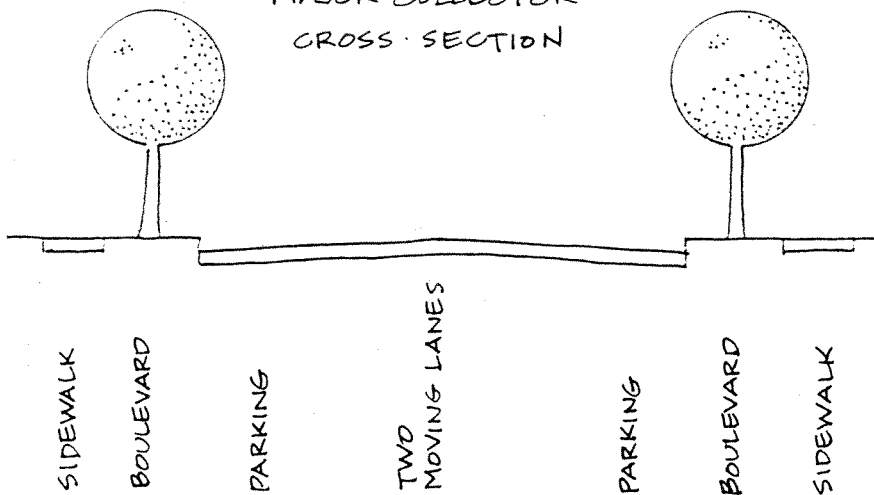
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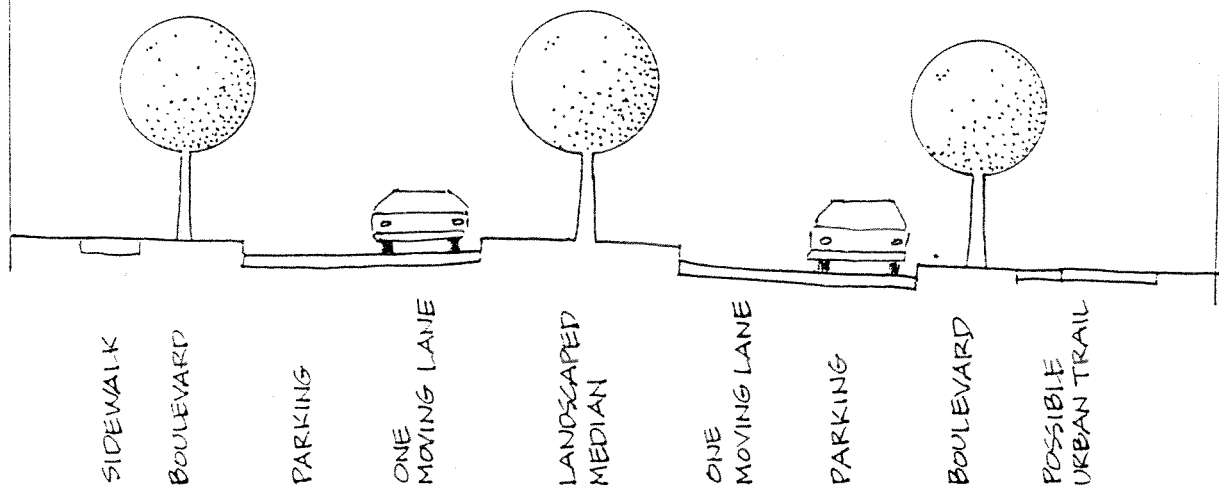
cc: City Manager
Deputy City Manager Corporate Services
Director Engineering
Director Parks and Cultural Services
Director Finance

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MAJOR COLLECTOR
CROSS SECTION



MAJOR COLLECTOR-GREENWAY
CROSS SECTION



Date:
1996 04 03

Scale:

Drawn By:
REN



City of
Burnaby
Planning & Building Dept

FIGURE 1

MAJOR COLLECTOR ~
GREENWAY

TYPICAL CROSS SECTION

- TWO MOVING LANES
- TWO PARKING LANES
- CYCLE PROVISION

A. ROAD SYSTEM

1. Road Network Concept
2. Road Network Classes
3. Burnaby Major Road Network
4. Burnaby Major Road Network - Functional Classification
5. Burnaby Minor Roads - Local Collectors
6. Road Network Design Standards

1. **ROAD NETWORK CONCEPT**

The road network in the City of Burnaby will be based on a hierarchy of streets differing in function, traffic, land access and provision for parking. The following classes of road have been defined including the following:

- Local Residential
- Local Collector
- Major Collector - Primary
- Major Collector - Secondary
- Major Collector - Greenway**
- Arterial - Primary
- Arterial - Secondary
- Freeway

All roads classified as major collector, arterial and freeway are included in the Burnaby Major Roads Network.

2. ROAD NETWORK CLASSIFICATION

1) LOCAL STREET

Local Residential

Function	To provide land access.
Traffic Service	Primarily carries traffic with an origin or destination along its length. Buses sometimes permitted.
Land Access	Direct access permitted to all abutting properties greater than 12m in frontage.
Traffic Volume	Less than 3,000 vehicles per day.
On-Street Parking	Permitted at all times.

Local Collector

Function	To provide land access and some mobility.
Traffic Service	Carries traffic between local residential and major collector streets. Buses sometimes permitted.
Land Access	Direct access permitted to all abutting properties greater than 12m in width.
Traffic Volume	1,000 - 5,000 vehicles per day.
On-Street Parking	Permitted at all times.

2) MAJOR COLLECTOR

Major Collector - Secondary / Major Collector - Greenway

Function	To provide mobility and land access.
Traffic Service	Carries traffic from local streets to arterial streets. Accommodates up to 50% non-local traffic

Land Access	Right turn only access except at intersections Direct access should not be permitted except in circumstances where rear access is not available. Buses permitted.
Traffic Volume	5,000 - 12,000 vehicles per day.
On-Street Parking	Permitted on both sides of the street at all times.

Major Collector - Primary

Function	To provide mobility and land access.
Traffic Service	Carries traffic from local streets to arterial streets. Accommodates up to 50% non-local traffic.
Land Access	Primarily serves commercial, industrial and high density residential areas. Direct access can be permitted but should be consolidated. Buses permitted. Large trucks usually permitted.
Traffic Volumes	5,000 - 20,000 vehicles per day.
On-Street Parking	May be prohibited during peak periods.

3) ARTERIAL

Arterial - Secondary

Function	To provide mobility and some land access.
Traffic Service	Carries inter-municipal and local traffic from major collector streets to freeways. Primarily accommodates non-local traffic. Large trucks and buses permitted.
Land Access	No direct access to abutting land uses except where consolidated to large sites. Right turn only access where permitted.

3. BURNABY MAJOR ROADS NETWORK FUNCTIONAL CLASSIFICATION

- (i) **Freeway and Primary Arterials** - Designed to accommodate major regional traffic movements, freeways and primary arterials include the major and east-west provincial highways and major municipal arterial roads such as Highway 1, the Lougheed Highway and Barnet Highway. These facilities are designed to carry traffic around the established residential areas of the municipality.
- (ii) **Secondary Arterials** - These facilities are intended to augment the primary arterial system but play a larger role in providing access to major centres in the municipality. Willingdon Avenue and the 19th/Griffiths Connector are examples of secondary arterials.
- (iii) **Major Collectors (Primary)** - These emphasize accessibility to major industrial and commercial and high density residential areas of the municipality over continuity for through traffic. Examples of major collector (primary) roads include Edmonds between Kingsway and Sixth Street, Gilmore from Douglas Road to Lougheed Highway.
- (iv) **Major Collectors (Secondary)** - These provide accessibility to and from residential areas and major activity centres in the municipality. The major residential collector network has been developed to discourage through traffic movements and provide a more localized land use service function. Examples include Sperling Avenue and Cariboo Road.
- (v) **Major Collectors (Greenway)** - These serve a similar function to a Major Collector (Secondary), but provide an enhanced standard of design including a landscaped median and special facilities for cyclists and pedestrians.

5. CYCLE ROAD DESIGN STANDARDS

CYCLE ROAD CLASS	ADDITIONAL CURB TO CURB PAVEMENT WIDTH	MINIMUM CURB LANE WIDTH
MAJOR COLLECTOR Greenway	1.2M	Not applicable.
MAJOR COLLECTOR Secondary	1.2M	Not applicable
MAJOR COLLECTOR Primary	1.2M	4.3M
ARTERIAL Secondary	1.2M	4.3M
ARTERIAL Primary	1.2M	5.5M

6. ROAD NETWORK DESIGN STANDARDS

Classification	Minimum Right of Way Width	Maximum Pavement Width	Minimum Travel Lanes	Maximum Grade	Design Speed (KPH)
LOCAL Residential	20M	8.5M	1	12%	Up to 50
Collector	20M	11M	2	12%	50
MAJOR COLLECTOR Greenway	26.2M	11M	2	12%	50
Secondary	20M	11M	2	12%	50
Primary	23.2M	14M	4	12%	50
ARTERIAL Secondary	27.5M	18.3M	4	10%	60
Primary	35M	25.6M	6	8%	70
FREEWAY	Varies according to design.			8%	90 minimum

1. **PEDESTRIAN CONCEPT**

Pedestrian facilities in the City include sidewalks within road rights-of-way and the pedestrian component of the Urban Trail Network which usually accommodates pedestrians on a separate right of way.

2. **SIDEWALK STANDARDS**

ROAD CLASS	SIDEWALK TYPE	SIDEWALK WIDTH	FRONT BOULEVARD WIDTH	REAR BOULEVARD WIDTH
LOCAL Residential	Separated	1.5M	1.8M	1.2M
Collector	Separated	1.5M	1.8M	1.2M
MAJOR COLLECTOR Greenway	Separated	1.5M	1.8M	1.2M
Secondary	Separated	1.5M	1.8M	1.2M
Primary	Separated	1.5M	1.8M	1.2M
ARTERIAL Secondary	Separated	1.5M	1.8M	1.2M
Primary	Separated	1.5M	1.8M	1.2M

