

TO: CITY MANAGER

1997 SEPTEMBER 30

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: TRANS CANADA TRAIL

PURPOSE: To inform Council of the Trans Canada Trail initiative and to seek approval to work with Trails B.C. in the implementation of this initiative.

RECOMMENDATIONS:

1. **THAT** staff be authorized to work with Trails B.C. in the preparation of a phased implementation program for the Trans Canada Trail on the understanding that the process will include the scheduling of two Open Houses this fall informing the public of the Trans Canada Trail project and affording the public, including residents, an opportunity to comment on the project, and that a further report will be submitted on the proposed implementation program.
2. **THAT** a copy of this report be sent to the Parks and Recreation Commission for information.

REPORT

1.0 Introduction

At the 1997 March 24 meeting, Council received a letter from the Trails Society of British Columbia (Trails B.C.), a non-profit society formed in 1994 to develop the Trans Canada Trail in the Province of British Columbia. The letter introduced the Trans Canada Trail and asked for Council support of the initiative. At that time Council requested staff to continue discussions with this organization to determine more particulars about the Trans Canada Trail as it might relate to Burnaby.

2.0 Trans Canada Trail Concept

As Council may recall, the Trans Canada Trail is a national project to celebrate the Millennium. The inauguration of the Lower Mainland link was held in Central Park in 1992. When complete by July 1st, 2000, the Trail will provide a symbolic and physical link across Canada from Victoria on the Pacific to St. John's on the Atlantic and to Tuktoyaktuk on the Arctic Ocean (see **attached** Sketch #1). It is intended to be a celebration of Canada's history as a nation of trail builders and the magnificence of our environment while offering an opportunity to participate in their preservation and enhanced enjoyment. The Trail is to be managed by the Trans Canada Trail Foundation, a non-profit registered charitable organization founded in 1992 in celebration of the 125th anniversary of Confederation, in conjunction with the municipalities and landowners involved.

The Trans Canada Trail is a shared use recreational corridor providing a continuous "green" link away from heavy motorized traffic. Where possible it uses existing and historic trails and abandoned railway beds, dikes and forest roads that would receive additional signage. At approximately 16,000 kilometres in length, winding through every Province and Territory, the Trail will be the longest such link in the world. Across Canada, over 1,200 kilometres of Trail are planned for 1997, with over 800 kilometres already in place, including the Galloping Goose Trail out of Victoria, Myra Canyon along the old Kettle Valley Railway right-of-way recently acquired by the Province for this purpose and the Bow Valley corridor. The Trail is ideally intended to accommodate five modes of transportation: walking, cycling, horseback riding, cross country skiing and snowmobiling. A minimum of two modes, however, are required in any given location. Since the provision of a trail to accommodate horseback riding, cross country skiing and snowmobiling is not thought attainable west of the Fraser Valley municipalities, the primary focus for the route through to Horseshoe Bay is walking and cycling. Ideally the Trans Canada Trail route criteria seek to have these uses accommodated side by side unless physical barriers, such as extreme slopes, or areas of environmental sensitivity require an alternate route for cyclists. It is understood, however, that more siting flexibility is required in urban areas.

3.0 Financing

Financing for various segments of the Trail comes from different sources. In some cases where existing trails in good condition are being used, funding for the addition of Trans Canada Trail signs comes from the organization while maintenance continues to be covered by the agency originally responsible for the trails. The Trans Canada Trail Foundation, supported by major corporate sponsors, is raising funds by managing a campaign to sell metres of the Trail to individual donors for \$36 per metre. Each donor's name is to be inscribed in a Trail Marker Pavilion along the Trail route. With every donation of 10 metres (\$360) donors may also inscribe a permanent message in the pavilion. Some of these monies raised are available to municipalities as seed money for the upgrading of existing trails or for building connections to existing trails. Projects are prioritized according to criteria such as profile of the project, cost, and community interest.

In addition, various groups such as corporate sponsors or volunteer organizations are taking responsibility for construction of portions of the Trail. The role of such groups in the Burnaby section will need to be determined. Finally, municipalities and land owners are incorporating a portion of the costs into various recreation and alternate transportation mode budgets as well as setting aside funds for the Trail as a portion of their Millennium project budgets. In Burnaby's case, given the small budget for trail development and maintenance in parks, alternate financing needs to be identified as discussed below in Section 6.0.

4.0 Lower Mainland Context

In the Lower Mainland, Trails B.C. has held two public meetings on the project. In addition, with the assistance of the Greater Vancouver Regional District, Trails B.C. recently held a workshop

attended by staff to identify and seek consensus on the most desirable route(s) for the Trans Canada Trail through the Greater Vancouver Area. The route through the Lower Mainland is anticipated to branch into separate links south and north to provide access to both the Horseshoe Bay and Tsawwassen ferry terminals. The favoured route alignment to Horseshoe Bay follows the north side of the Fraser River from Fort Langley to pass through Coquitlam, Port Moody, Burnaby, Vancouver, North Vancouver via the Seabus and on to West Vancouver. Burnaby, by virtue of its central location in the Lower Mainland, its natural features and its existing trail system, including the Urban Trail, is a key participant in this route.

The option of using the existing B.C. Parkway was examined, but not favoured given an overall lack of visual interest and natural amenities along it as well as being problematic through its Vancouver section. A route along Burrard Inlet was also examined and, while scenic, posed logistical problems and lacked connections to existing trails and abutting sites of interest and amenities. In addition, since Burnaby Mountain is a major natural feature, tourist destination and the only high elevation viewpoint along the Greater Vancouver segment of the Trail, incorporating it into the route was identified as a priority. It is also seen as a possible location for a small pavilion explaining the significance of the Trail and honouring donors.

5.0 Burnaby Routing

Based on consultation with Parks Department staff in Burnaby, the Trail route that best offers a variety of natural and urban scenes and sounds, makes the most of existing trails already used by local residents for walking, cycling and dog walking, minimizes road crossings, protects privacy, and provides access to transit is proposed to run along the north portion of the City (see **attached Sketch #2**). It falls into six distinct segments with differing conditions, constraints and benefits. In all cases, where cycling would not initially be feasible along the pedestrian portion of the Trans Canada Trail, alternate links for cyclists would need to be found as an interim measure.

At the east end of Burnaby, the proposed Trail alignment enters Burnaby from Port Moody near the end of North Road. It then follows what is known as Joe's Trail over Burnaby Mountain to the Hastings Street right-of-way. In general, the west portion is fairly narrow even for pedestrians but the eastern portion of this trail is in very good condition, although some repairs are needed and a link around the Centennial Pavilion area. As mentioned above, this area is also being considered as a site for a small integrated node or pavilion explaining the significance of the Trail to locals and tourists. This existing trail is well used by both pedestrians and cyclists, although cycling is not currently permitted on trails in Burnaby Mountain. The Trail, however, is geared to touring cycling rather than mountain biking. The recently initiated Burnaby Mountain Management Plan Review is presently studying, among other issues, the role of mountain biking on the Mountain. If necessary, as an interim step, cyclists could be brought up Gaglardi Way to the scenic viewpoint atop Burnaby Mountain.

The proposed Trail alignment then continues along Hastings Street to the start of the "Scenic Trail" across from Kensington Park. Since this portion of the route mainly relies on City sidewalks, the intent is to take cyclists down Burnwood Avenue south to Curtis and then up north to the Urban Trail west of Cliff. There then appears to be sufficient land parallel to Hastings Street in front of Shell to allow for the construction of a separate trail.

The Scenic Trail is a 2.2 kilometre stretch around the east and north sides of Capitol Hill. It is also generally in very good condition and well used by pedestrians and cyclists. A portion however uses a road end and back lane. In such cases sufficient abutting City land is available for development of a continuous separate trail; in particular, adjacent to the back lane behind Fell, a scrub area that has in the past been used for illegal dumping could be cleared for a trail portion that would run below the level of the lane, protecting the privacy of the rear yards, most of which are used primarily for driveways and parking.

Beyond the Scenic Trail, a connection to and through Confederation Park is needed to reach Willingdon Avenue, including a clear crossing of Penzance Drive. The clearest option, given the wide grassed verge of the street, is to build a separate path adjacent to the north edge of Penzance Drive. This would continue along the north end of Willingdon Avenue adjacent to Confederation Park along the route proposed for the Urban Trail.

At Willingdon, the proposed Trail alignment would follow the existing, well used informal trail along the edge of the Chevron buffer. This portion of the Trail would require widening and some input from Chevron.

Finally, the Trail would continue west to the City of Vancouver boundary, as discussed with Vancouver, along the well established path in Montrose Park which offers several viewpoints to the water and mountains. Once again, this path would have to be officially designated for use by cyclists.

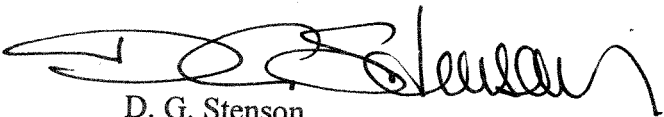
The details of each portion of the Trail would, of course, be the subject of detailed study to accommodate the needs of users, most of whom are anticipated to be local, and neighbouring communities.

6.0 Next Steps

With Council's support, staff would seek to work with Trails B.C. in the preparation of a phased implementation program for the Trans Canada Trail. A draft report detailing this would then be submitted to Council for consideration prior to presentation to the public at two Open Houses this fall, one for the western portion and one for the east. The purpose of these meetings would be to inform the public of the details of the proposed alignment and development character of the Trans Canada Trail and to seek input on integrating the Trail into the community as a recreational amenity.

Key issues include Trail siting, including adequate provisions for both pedestrians and cyclists, timing and funding within the context of an incremental approach. With regard to siting, the first step is to identify which segments of the proposed route are ready for use, which require some upgrading and which portions need to be built. In addition, interim alternatives for cyclists need to be established. The timing of required construction and upgrading then needs to be determined in the context of other civic priorities, bearing in mind that as a Millennium project, as much as possible is hoped to be accomplished by 2000, July 01. Finally, a detailed exploration on funding alternatives, which may include a need to provide some City funding through a future Capital Program, is required.

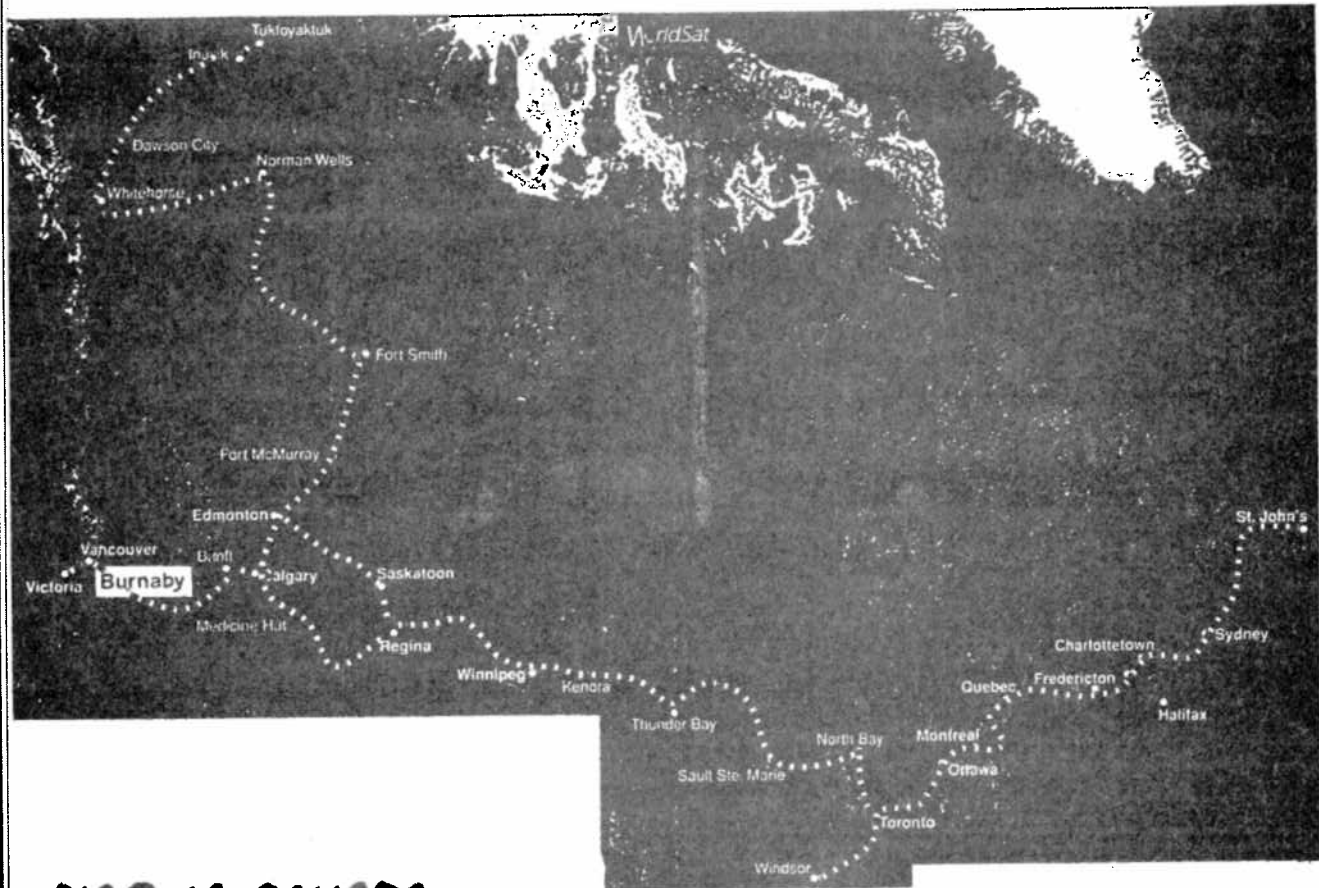
A further report will be submitted to Council in due course providing particulars and leading to achievement of this link in the Trans Canada trail.



D. G. Stenson
Director Planning and Building

FA:gk
Attach

cc. Director Recreation and Cultural Services
Director Finance
Director Engineering
City Solicitor



MAP OF CANADA

Date:

SEPTEMBER 1997

Scale:

N.T.S.

Drawn By:

J.P.C.

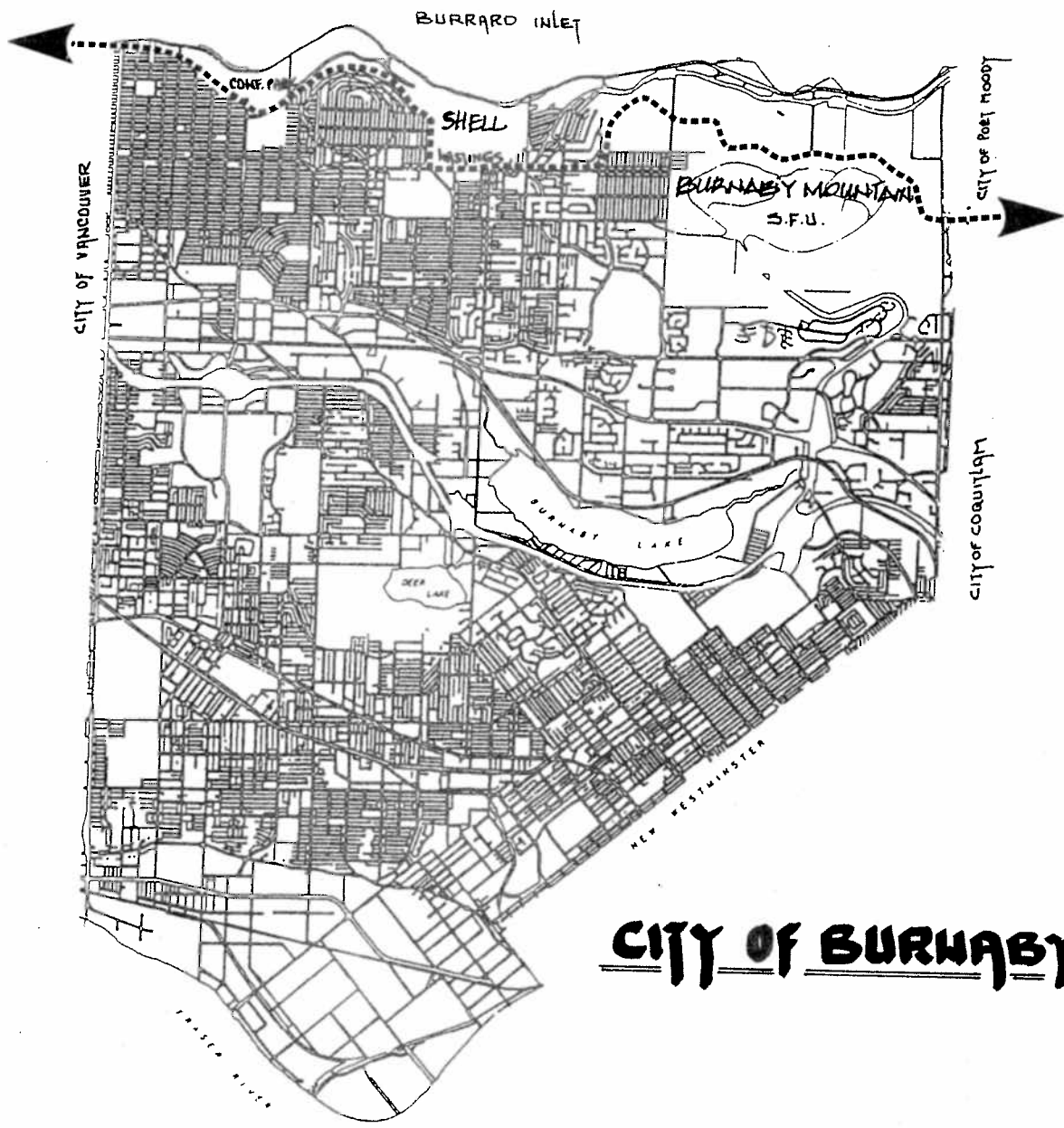


City of
Burnaby

Planning & Building Dept.

TRANS CANADA TRAIL ROUTE

SKETCH #1



CITY OF BURNABY

Date:
SEPTEMBER 1997

Scale:
N.T.S.

Drawn By:
J.P.C.



City of
Burnaby
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PROPOSED TRANS CANADA TRAIL ALIGNMENT

SKETCH #2

