

BURNABY BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: BC PARKWAY IMPROVEMENT COMMITTEE

RECOMMENDATIONS:

1. **THAT** Council approve the appointment of Mike Peel as a member on the BC Parkway Improvement Committee and Emmanuele Fuldauer as an alternate member.
2. **THAT** Council support the BC Parkway Improvement Committee in improving the BC Parkway to better facilitate use of the Parkway for all users, and convert the existing abandoned railroad within the right of way as a commuter cycling facility.

REPORT

The Burnaby Bicycle Advisory Committee, at its meeting held on 1999 March 30, received the attached report to advise the Burnaby Bicycle Advisory Committee on the proceedings of a recent start up meeting of the BC Parkway Improvement Committee.

The Committee in reviewing the report requested that Council approve the appointment of Bicycle Committee members, Mike Peel as a member on the BC Parkway Improvement Committee and Emmanuele Fuldauer as an alternate member.

Respectfully submitted,

Mayor D. Drummond
Chair

Councillor D. Lawson
Vice Chair

:COPY - CITY MANAGER
- DIRECTOR PLANNING AND BUILDING
- DIRECTOR ENGINEERING
- DIRECTOR PARKS, RECREATION AND CULTURAL SERVICES

TO: **CHAIR AND MEMBERS
BICYCLE ADVISORY COMMITTEE**

1999 MARCH 23

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **BC PARKWAY IMPROVEMENT COMMITTEE**

PURPOSE: To advise the Burnaby Bicycle Advisory Committee on the proceedings of a recent start up meeting of the BC Parkway Improvement Committee.

RECOMMENDATION:

1. THAT the Burnaby Bicycle Advisory Committee support the BC Parkway Improvement Committee in improving the BC Parkway to better facilitate use of the Parkway for all users, and convert the existing abandoned railroad within the right of way as a commuter cycling facility.

R E P O R T

At the 1999 January 28 regular meeting of the Burnaby Bicycle Advisory Committee (BBAC), correspondence was received from the Vancouver Area Cycling Coalition regarding a start-up meeting of the BC Parkway Improvement Committee (BCPIC). Staff were requested by the BBAC to attend the meeting and provide a report at the following BBAC meeting. This report serves to briefly inform the BBAC about the BCPIC meeting held on 1999 February 18, include the Minutes of that meeting (*see attached* Minutes), and make recommendations for support and representation from the BBAC.

1.0 Background

The BC Parkway was constructed as part of SkyTrain development and is generally considered to be made up of two trail systems associated with the current SkyTrain alignment, the John Molson Trail (gravel) and the 7-11 Trail (paved asphalt). Initially, the paved trail was intended for cycle use and the gravel trail was provided for pedestrians. Over the years the gravel trail has proven to be unpopular with pedestrians resulting in the paved trail becoming a heavily used mixed-use facility.

This, combined with the narrowness of the trail, has resulted in congestion and conflicts between users. The right-of-way that the BC Parkway utilizes presents complex ownership and underground services issues.

2.0 BC Parkway Improvement Committee Goals

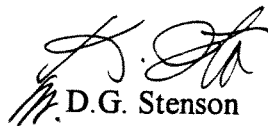
The 1999 February 18 meeting represented a brainstorming session as to the issues and direction of the Committee. Two goals arose from this discussion, the first being to generally improve the BC Parkway so as to better facilitate use of the Parkway for all users including pedestrians, recreational cyclists, commuter cyclists, and those using scooters or wheelchairs. The second goal represents a longer term vision of converting the existing abandoned railroad within the right of way as a commuter cycling facility. The Committee developed a Mission Statement to reflect these goals (see attached Minutes).

3.0 BCPIC Membership

It is intended that the Committee be made up of staff from the Greater Vancouver Regional District (GVRD), BC Transit (soon to be GVTA), BC Hydro, each of the three jurisdictions that the BC Parkway passes through (Vancouver, Burnaby, New Westminister), representatives from each jurisdiction's Bicycle Advisory Committee, and executive members of the Vancouver Area Cycling Coalition (VACC). The 1999 February 18 meeting had representation from each of these parties with the exception of BC Hydro and the Burnaby Bicycle Advisory Committee. It is hoped that future meetings will have full representation in order to have effective roundtable discussions.

4.0 Recommendation

The improvement of the BC Parkway is a worthwhile objective as the Parkway connects several important features of Burnaby, intersects with Urban Trails and Cycle Roads, and fosters inter-municipal recreational links. It is recommended that the Burnaby Bicycle Advisory Committee support the goals of the BCPIC. Additionally, it is recommended that one member of the BBAC be nominated as a representative to the BCPIC and that a second person be nominated as a reserve.



D.G. Stenson

Director Planning and Building

MP:lf

Attachment

cc: Director Engineering

Director Parks, Recreation and Cultural Services

a:\bpic.rpt

BC Parkway Improvement Committee

MINUTES

Thursday February 18th 1999
Burnaby City Hall

Attendance:

Dick Loomer (Past BCPIC Chair), Marion Orser (Vice President VACC), Ken Wuschke (Director VACC), Ken Kuo (GVRD), Pat Ryan (BC Transit), Doug Louie (City of Vancouver), Mark Allison (City of New Westminster), Martin Pardoe (City of Burnaby), Peter Sary (City of Vancouver) Doug Porter (Burnaby resident), Andrew Feltham (NW BAC), Tilo Driessen (Vancouver Parks Board).

Meeting commenced approximately 6:15pm. Meeting took general form of a discussion where topics were visited and sometimes revisited. Brainstorming session might also refer to this meeting. Several areas of discussion were identified, each requiring further investigation. As such format of minutes reflect this. Note action at end of each section.

1.0 BC PARKWAY IMPROVEMENT COMMITTEE (BCPIC) HISTORY

Dick Loomer, as past chair of the committee provided history of Committee and identified several issues which became part of general meeting discussion. Dick noted original goal of committee was to improve the general connectivity issues of the Parkway, however, the Committee ended up focussing on acquisition of the partially abandoned railway line and conversion to a true commuter bicycle facility. In the end it was felt that a stalemate had been reached between the two main players (BC Southern Rail and BC Hydro) and that political will was required to force issue forward. Dick provided valuable insight and knowledge of the previous committees efforts and will likely remain as a resource member of the rejuvenated committee. Ken Wuschke thanked Dick for his insight and previous committee efforts.

2.0 OWNERSHIP/LEASE SITUATION/AVAILABILITY

Ownership patterns on the line are clearly unclear.

- BC Southern Railway (BCSR) has lease from BC Hydro to 2063. Lease is for portion of existing (remaining) track and or sections of removed track.
- BCSR may be US owned.
- BC Transit has lease from BC Hydro.
- Approx. 1995/96 Southlands interested in terminating lease. BC Hydro not interested in taking it back.
- Possibly one customer on the line: Scott paper on Stewardson Way in N. West.
- Don McGregor was property manager for Southern.

ACTION: BC Transit and municipalities to identify ownership.

3.0 LIABILITY/CONTAMINATION

- Soil contamination may be an issue.
- Approx 1995/96 BCSR conducted contamination tests for portion of line removed in Burnaby and soils "ok". Offered to pay for environmental assessment for entire line.
- Likely that if line acquired by municipalities that BC Hydro may go after municipalities for any soil mitigation costs.
- Municipalities probably willing to accept liability at "ground level" (normal everyday occurrences as opposed to underlying contamination).
- Should acquire copy of contamination costs from BCSR.

ACTION: Committee to investigate.

4.0 MAINTENANCE

- Existing path(s) are administered/maintained by BC Transit.
- Maintenance was poor at best.
- Noted that pedestrians were intended to use narrower gravel paths (Molson Way) and bikes wider paved path (7-11 Trail), however pedestrians tend to use paved path because of easy access, more comfortable walking surface, wider so can walk two abreast, don't get shoes as dirt when walking on paved. Gravel path not suitable for baby strollers, wheelchairs and 'scooters', all of whom use bike path. Consequently, the facility is inadequate for cycle commuting and there are conflicts between users.

NO ACTION AT THIS TIME

5.0 PAST SPONSORSHIP

- History behind 7-11 (bike) and John Molson (gravel - peds only) Trails was discussed. Felt that commercial sponsorship had long term maintenance implications.
- May seek private sector sponsorship for future improvements.

NO ACTION AT THIS TIME

PART II - GOING FORWARD

1.0 WHY AN IMPORTANT PROJECT

- The most important transit corridor in the GVRD
- Represents first trail between New Westminster and Burrard Peninsula
- Inter-urban tramway/railway route
- Skytrain connections
- Easy grades
- Viable alternative to Kingsway
- Links three largest town centres of the Lower Mainland, as well as three largest population centres
- Part of Regional Greenway

2.0 VISIONS

- Connect N. West Quay to downtown Vancouver
- Notion of a "bicycle street", a small scale road intended for bikes only. Adjacent sidewalk a visual clue.
- Clear cycling alternative to Kingsway
- Upgrade intersections of Parkway with roads - align crossings to stop lights
- Concept of feeder trails which access Skytrain stops as well as Parkway.
- Use old RR for true commuter cycling facility and existing paved path for pedestrians.
- Potential long term connections to Surrey
- New West be kilometre zero as historical beginnings of Tram line.
- Original company name Westminister Tramway Company.
- Mission Statement
- Secondary Trans Canada Trail route.

3.0 FEASIBILITY/SUPPORT/POTENTIAL PARTNERSHIPS

- Clr. Derek Corrigan (Bby, former chair BC Transit) supported Parkway as bike path
- BC Hydro (Parks/recreation section) may be interested.
- Rails to Trails Society
- Trainspotters group
- Andrew Petter involved with Galloping Goose
- Michael Farnsworth Minister responsible for BC HYDRO
- Michael Costello CEO BC Hydro
- Tom Thompson (ICBC)
- Paul Skydt GVRD Parks
- BC Parks - opportunity to have first BC Parks Heritage site in GVRD

ACTION: Committee to develop strategy to get partners at meeting table.

4.0 FINANCING

- What kind of costs/ budgets are we looking at?
- Attractive to finance by government agencies as this project effectively buys a transportation mode shift.
- \$750,000 identified in GVTA's Regular Bike Network. Considered a mini CNP. GVTA funding will become more evident after April 1.
- Heart Smart, Canadian Heart and Stroke Foundation kilometre marking program. No additional money except for kilometre marking programs.
- Real Estate Foundation of BC
- Canada Trust
- BC 2000 Heritage Funding - Historical aspect a good funding source

ACTION: Municipalities/partners to begin identifying costs; Committee to develop funding plan

5.0 IMPROVEMENT PROJECTS

- Boundary Road crossing. Potential to use old footings.
- Lost at Stewartson Way
- Improve cycling opportunities by improving roads next to alignment.
- Region wide consistent signage.

ACTION: Committee to continue to identify.

6.0 PRECEDENTS

- Galloping Goose Trail on Vancouver Island. Very successful Intra municipal route with some similarities.
- Capital Regional District (CRD) input. Andrew Petter.

NO ACTION

PART III - BC PARKWAY IMPROVEMENT COMMITTEE 1999

1.0 POLITICS OF BCPIC

- Move to GVTA or remain as a subcommittee of each member Bicycle Advisory Committees?
- Suggested and agreed to remaining as a BAC subcommittee working in a partnership capacity with other BAC's and stakeholders (BC Transit, GVTA, BC Hydro, GRVD Parks, BCSR).
- Ken W. nominated by Doug Louie as Chair of BCPIC. Seconded by Peter Stary.
- Marin Pardoe nominated by Marion Orser as Secretary of BCPIC. Seconded by Mark Allison.

2.0 GOALS ETC.

- Improve BC Parkway to better facilitate use of Parkway for all users including pedestrian, recreational cyclists, commuter cyclists, and those using scooters or wheelchairs.
 - Develop a Long Term Goal of converting existing abandoned RR as a commuter cycling facility.
 - Develop Short Term visions to enhance existing alignment, crossings, signage etc.
 - Conduct a review of potential improvements, rate as an A-F quality of service, costs of each, benefits, etc
- ACTION: Committee to review and revise.

3.0 DRAFT MISSION STATEMENT

Whereas the BC Parkway represents a historic trail between New Westminster and Vancouver;
and whereas the parkway directly links three major town centres;

and whereas the Parkway is a critical component of the region's greenway plan;

and whereas the Parkway contributes to intermodal public transportation;

and whereas sections of the Parkway are key components to a neighbourhood's local mobility;

and whereas the Parkway suffers from site specific connectivity issues;

The BC Parkway Improvement Committee seeks to examine the Parkway and associated properties and recommend redevelopment of the Parkway for the benefit of all users.

ACTION: Committee to review and revise.

4.0 MEETING SCHEDULE

- Propose to hold in even months of February, April June etc and take third Thursday of each, this overlaps with GVRD-MBC regular meetings in odd months of January, March etc.
- NEXT MEETING TUESDAY APRIL 27 1999, 6:00pm, METROTOWN LIBRARY

Adjourned at 8pm.

