

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: URBAN TRAILS: RESPONSE TO PRESENTATION FROM S.
PANKRATZ AND STUDENTS FROM BURNABY CENTRAL
SECONDARY SCHOOL**

RECOMMENDATIONS:

1. **THAT** Council forward a copy of this report to Ms. S. Pankratz, Burnaby Central Secondary School and the Burnaby Bicycle Advisory Committee.
2. **THAT** Council express appreciation to Ms. Pankratz and the students of Burnaby Central Secondary School for their proposals relating to Burnaby Bike Routes.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2003 January 08, received and adopted the attached report responding to the presentation by S. Pankratz and students from the Burnaby Central Secondary School regarding the Urban Trail network in Burnaby.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor D. Evans
Vice Chair

COPY: - CITY MANAGER
- DIR. ENGINEERING
- DIR. PLNG. & BLDG.
- DIR. PARKS, REC. & CULT SERV.

TO: CHAIR AND MEMBERS 2002 December 30
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

FROM: DIRECTOR PLANNING AND BUILDING Our File: 10.225.5

SUBJECT: **URBAN TRAILS: RESPONSE TO PRESENTATION
FROM S. PANKRATZ AND STUDENTS FROM
BURNABY CENTRAL SECONDARY SCHOOL**

PURPOSE: To respond to the presentation by S. Pankratz and students from the Burnaby Central Secondary School regarding the Urban Trail network in Burnaby.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee forward a copy of this report to Ms. S. Pankratz, Burnaby Central Secondary School and the Burnaby Bicycle Advisory Committee.
2. **THAT** the Traffic and Transportation Committee express its appreciation to Ms. Pankratz and the students of Burnaby Central Secondary School for their proposals relating to Burnaby Bike Routes.

REPORT

1.0 INTRODUCTION

At its regular meeting of 2002 June, the Traffic and Transportation Committee received a delegation from Ms. S. Pankratz and the students at Burnaby Central Secondary School who gave a presentation on cycling in Burnaby. The delegation reported on the results of a questionnaire survey of 1,800 residents in the City of Burnaby undertaken by the students from Burnaby Central Secondary School which supported the need for major expansion of the Urban Trail network in Burnaby.

Arising from consideration of the delegation's presentation, the Committee referred the matter to staff for a report.

2.0 ISSUES RAISED BY THE DELEGATION

2.1 The Needs of Recreational Cyclists

The delegation cited the results of a questionnaire survey of 1,800 respondents in Burnaby to support the conclusion that most cyclists in Burnaby prefer off-street cycling facilities. The responses from the questionnaire indicated that 68% of respondents would not cycle on an arterial road like Lougheed Highway or Willingdon and 48% would not cycle on a Major Collector road like Imperial or Rumble. The delegation concluded that Cycle Roads which provide wider curb lanes to accommodate on-road cyclists would not be appropriate for most cyclists in Burnaby and that the City should devote most of its resources to the provision of more off-street Bike Routes such as Urban Trails.

Response The delegation noted only two types of Bike Routes in Burnaby: Cycle Roads and Urban Trails. However, the Bike Route network in Burnaby comprises three types of facilities including Cycle Roads, Urban Trails and BikeWays. A **Cycle Road** provides an additional width in the curb lane of major roads for the more experienced cyclist while an **Urban Trail** is an off-street pedestrian and cycling path which primarily serves the recreational cyclist. **BikeWays** are an intermediate level cycling facility which uses traffic-calmed local streets similar in concept and design to the existing Francis-Union route. Francis-Union provides an alternate bike route paralleling Hastings Street, since Hastings is not cycle-friendly especially during peak periods when the HOV lane is in operation.

BIKE ROUTES

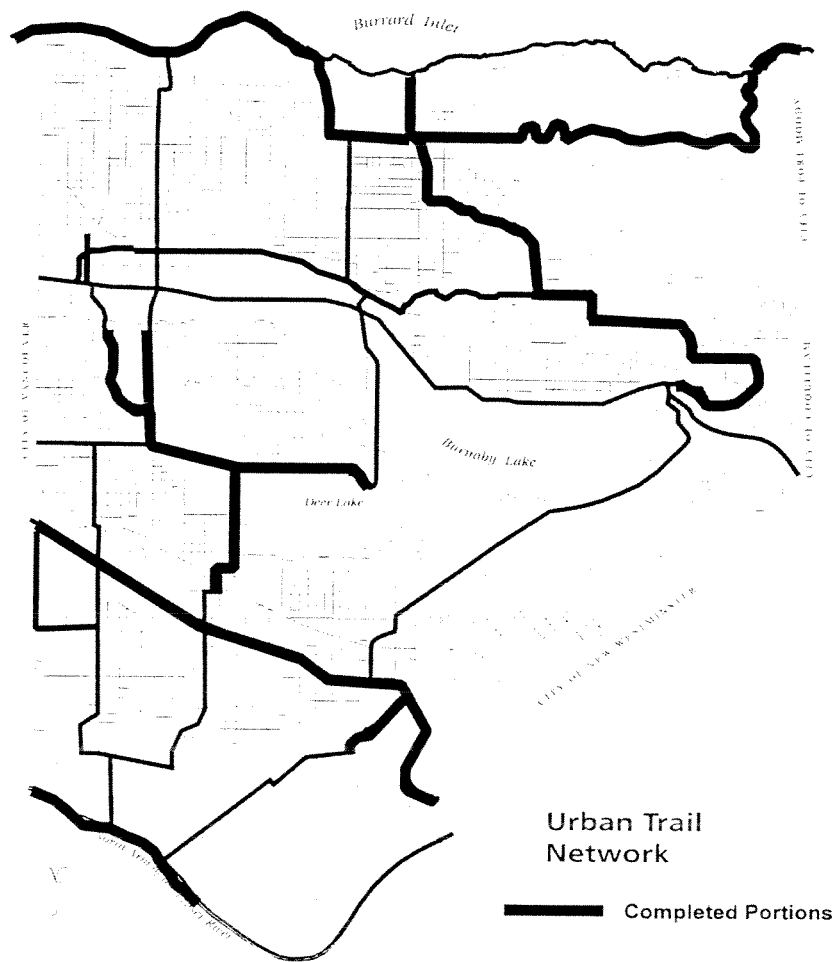
Cycle Road

Urban Trail

BikeWay

Urban Trails were the first cycling facilities to be developed in Burnaby and substantial effort and resources have been expended over the past ten years to develop a network of Urban Trails. While the Urban Trail network in Burnaby is not yet complete, more than half of the Urban Trail network as shown in Figure 1 has been implemented.

Figure 1
Completed Portions of the Urban Trail Network



The City's Capital Program for 2003 - 2007 has budgeted \$5.5 M for Urban Trails, however, as Urban Trails are the most costly type of Bike Route often requiring additional right of way, the continuous network of Urban Trails suggested by the delegation may not be achievable for many years. Partly for this reason, the City, in 2001, introduced the concept of BikeWays as a quicker way to achieve a continuous network of Bike Routes for the primarily recreational cyclist.

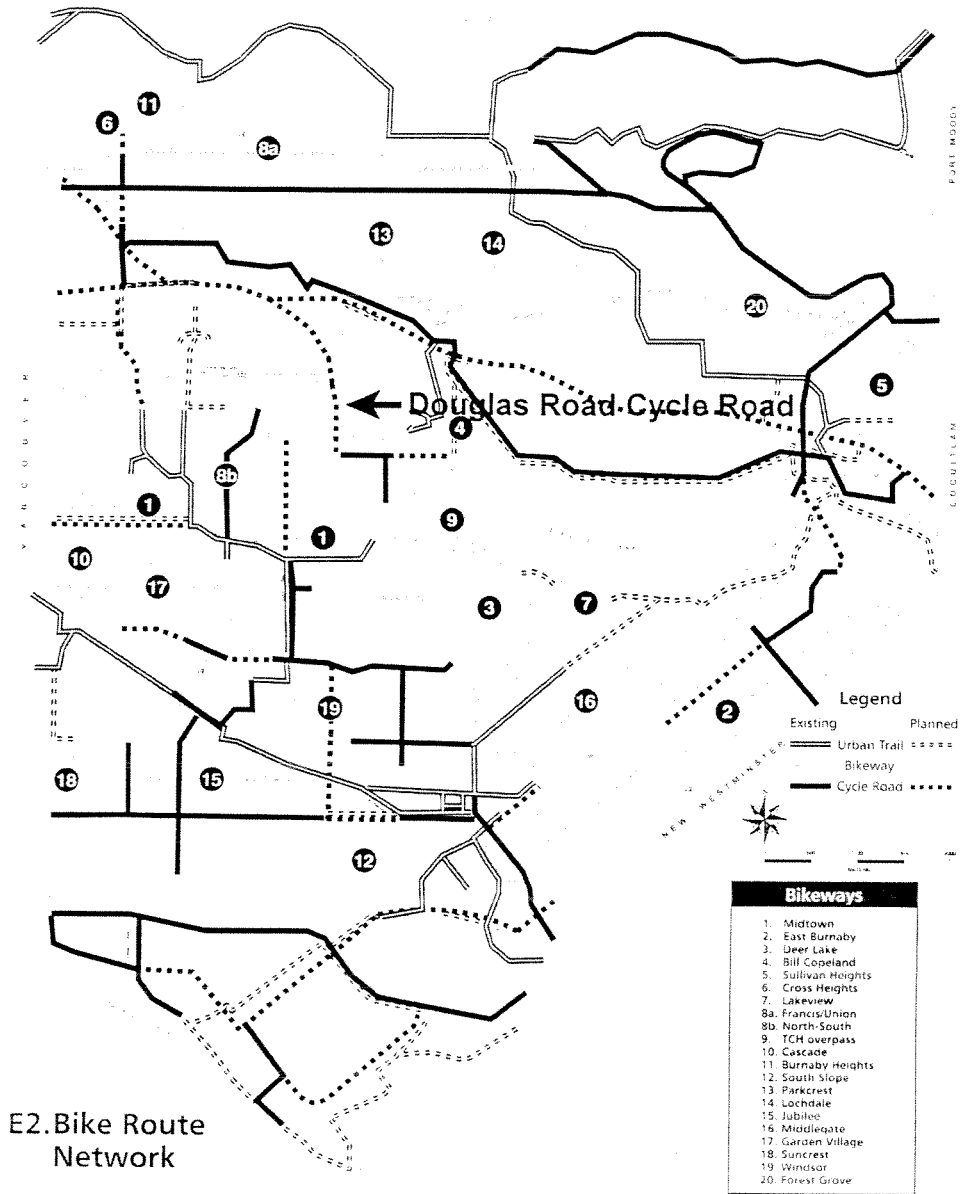
2.2 Provision of a Continuous Network of Bike Routes for the Recreational Cyclist

The delegation noted the safety issues associated with a discontinuous network of Urban Trails for recreational cyclists. Ms. Pankratz cited the example of an Urban Trail terminating at a Cycle Road which would put the recreational cyclist in the difficult and possibly dangerous position of negotiating an on-street bike facility suitable for the more advanced regular cyclist.

Response The Burnaby Transportation Plan has recognized the discontinuities in the Bike Route network between the Urban Trail and the Cycle Road components through the development of BikeWays as a third level of Bike Route. BikeWays provide an on-street alternative to Cycle Roads which would appeal to the intermediate recreational cyclist and would be easier and quicker to implement than Urban Trails. In 2001 September, Council approved a conceptual network of BikeWays (Figure 2) for inclusion in the Burnaby Transportation Plan Bike Route network after an extensive process of public consultation which included stakeholder meetings, public open houses, and surveys.

The Bike Routes shown in Figure 2 seek to provide a consistent level of service across Burnaby in a continuous network which provides access to major origin and destination points, connects to neighbouring municipalities, and accommodates bike travel between north and south Burnaby across Highway 1. By augmenting the Urban Trail network with BikeWays over time, the objective of a Bike Route network with minimal discontinuities for recreational cyclists can be achieved more readily.

Figure 2
 Conceptual Bike Route Network

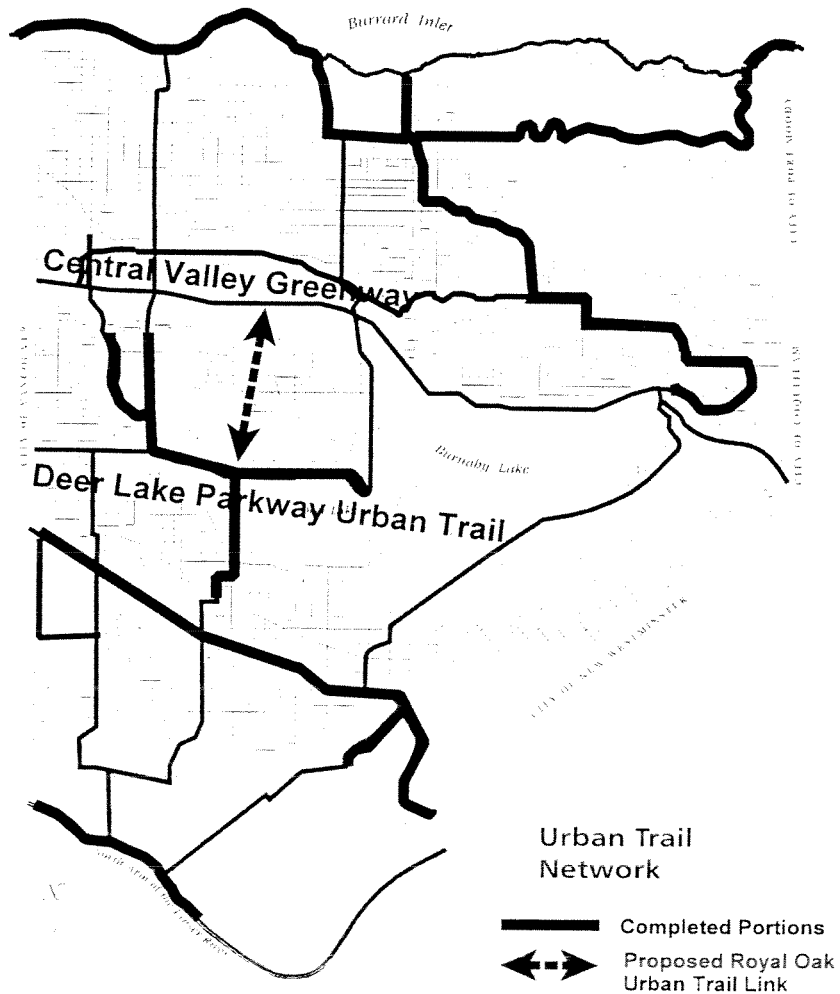


E2. Bike Route Network

2.3 Proposed Royal Oak Urban Trail Connection

The delegation suggested the addition of a new Urban Trail connection as shown in Figure 3 from Royal Oak and Deer Lake Parkway along Royal Oak via Kincaid to Douglas Road and along Douglas Road to Lougheed Highway. As an Urban Trail connection this route takes advantage of the Douglas Overpass to cross Highway 1, a significant barrier to north/south bike travel in Burnaby.

Figure 3
Royal Oak Urban Trail Connection

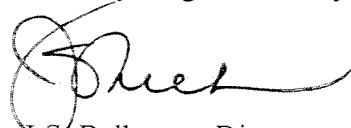


Douglas Road was not designated as an Urban Trail primarily because south of the Douglas overpass it has a steep east-west cross slope. This makes it difficult to accommodate the 4 metre width of an Urban Trail without large retaining walls or the acquisition of substantial right of way. However, as a north/south Urban Trail route via Royal Oak and the Douglas overpass would merit further consideration, staff will review other route options for a new Urban Trail Connection from Deer Lake Parkway via the Douglas Overpass to connect with the Central Valley Greenway as shown in Figure 3.

3.0 CONCLUSION

The delegation from Burnaby Central Secondary School spoke in favour of the City devoting more resources to expand the Urban Trail network to accommodate the needs of the recreational cyclist. While the Urban trail network is not yet complete, the City is a leader amongst cities in the GVRD in developing off-street bike routes. Burnaby has expended substantial time and resources in developing an Urban Trail system for the recreational cyclist and, with \$5.5 M budgeted over the next five years, will continue to work toward the achievement of a more complete network. In the interim, the City will continue to expand the less costly network of BikeWays appealing to the recreational-oriented cyclist.

Burnaby is fortunate to have had the foresight to develop a broad selection of Bike Routes appealing to a wide range of user abilities and cycling needs and to commit significant funding for Urban Trails. However, to address the concerns of the delegation regarding routes for recreational cyclists, Council has approved a direction which emphasizes developing a more balanced and continuous Bike Route Network by directing more resources to constructing less costly and more easily implemented intermediate facilities called BikeWays. However, notwithstanding these efforts on behalf of BikeWays, it is recognized that completing the Urban Trail network will continue to be a focus of the City's efforts to promote safe, comfortable and convenient cycling. In this context, the specific suggestion from the delegation for an Urban Trail from Deer Lake Parkway via Royal Oak and the Douglas Overpass to the Central Valley Greenway merits further review as it would cross Highway 1 - one of the most significant barriers to cycling in Burnaby.



J.S. Belhouse, Director
PLANNING AND BUILDING

RG/jc

- cc: City Manager
Director Engineering
Director Parks, Recreation and Cultural Services
Director Finance

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