

# City of Burnaby - February 1, 2024

## Fall 2022 ETF Bike Trail Survey Report:



### Executive Summary

Over half on this great section of trail runs along the Burnaby Foreshore Trail where the trail quality is of the highest two ratings. The trail then transits through the gravel trails of the Burnaby Fraser Foreshore park and onto a wide asphalt paved route through a commercial district ending at Marine Way. The trail then crosses Marine Way onto quiet roads climbing a hill towards the Sky Train Station on Seventh Avenue. Crossing improvements and potential bike lanes, along with signage requirements, are identified by this report and the associated maps.

### Trail Quality Assessment Methodology

- Trail quality is both objective and subjective. Attributes such as trail width and surface type are easily measured, but rider comfort or scenic quality are harder to measure. Primarily the trail was developed to be beside or in view of the Fraser River and allow for a contiguous route from the mouth of the Fraser River to Hope.
- The trail route was developed from a number of sources including; GIS data from the Regional District's 2010 planning projects, Community meetings over 2021, Published Community Cycling Maps, Open Street Map, Google Maps, and the Fall Bike Route Survey (1238 Data Locations and 2000+ Photos captured).
- Trail Quality Classification Methodology

<b>Ideal Trail:</b> scenic, paved, wide, separate from walkers and cars (includes bike lanes separated from road traffic by a barrier)	10	<b>Ideal Road:</b> scenic, well-marked bike lanes, room to bike, minor road	5
Poor Scenic Characteristics	-1	Poor Scenic Characteristics	-1
Gravel	-1	No Bike Lane Lines/markers	-1
Narrow, not enough for two bikes	-1	No Shoulder	-1
Speed limitations, pedestrian area	-1	Major Road/Heavy Traffic	-1

### Trail Survey: General Recommendations and Conclusions

- As a general rule place trail signs before intersections or viewable from a far enough distance for a bike rider to see before turning.
- In most cases use of a larger pole mounted 22x34 cm sign with a directional arrow is recommended. Smaller wood post mounted signs 12.7x19.7 cm and signs without directional arrows should only be used for confidence markers where the route is obvious
- Route Maps should be developed at key locations such as bridge crossings and major shifts in the complexity of the trail. The route maps will likely require their own pole/post installations.

### Summary of Current Trail: City of Burnaby

- Section Length **7.6 km**
- 18** Sign Locations: 37 signs recommended
- 7** Potential Enhancement Projects Identified, **1** Map Site recommended
- Length of Trail (km) by Class

TRAIL	km	ROAD	km
<b>Ideal Trail 10</b>	3.2	<b>Ideal Road 5</b>	0
<b>Class 9</b>	3.0	<b>Class 4</b>	0
<b>Class 8</b>	0	<b>Class 3</b>	.5
<b>Class 7</b>	.03	<b>Class 2</b>	.9
<b>Class 6</b>	0	<b>Class 1</b>	0



## Map Linked Signage Details

- Sign types recommended at each location are shown on the map and labelled numerically. Some sign locations require detailed explanations. Those sign details are listed here.
- **Sign Location 2,3, 5, 6:** The trail should follow the upper paved route. These signs are aimed at keeping people on the upper trail.
- **Sign Location 4:** This turn is critical going east since it takes people off the paved trail. A pole will need to be added here.
- **Sign Location 8:** Pole or Kiosk for signs, note graffiti could be removed as it is discouraging to trail users.
- **Route Map Sign:** Burnaby Foreshore park has an open intersection that would require a pole to be placed for direction so would also be a good place for a detailed map showing the trail in both directions.
- **Sign Location 9:** Markers can be attached to wooden bridge
- **Sign Location 10:** Multiple directions here easy to get lost, pole needed.
- **Sign Location 11:** Direction signs can be attached to wooden kiosk to reassure riders.
- **Sign Location 12:** This turn is a little confusing some signage would help. Painted on trail?
- **Sign Location 13:** Very easy to miss this turn going east. Critical to add a pole here for signs.
- **Sign Location 14:** Would need to install a pole here.
- **Sign Location 15 16:** Signs either side of Marine way so users don't go onto road bike lane.
- **Sign Location 17:** This is a critical sign on 10<sup>th</sup> travelling both east and west.th navigation.
- **Sign Location 18:** There is a pole her on Fenwick street at the top of the hill good for signs.



## Map Linked Potential Project Details

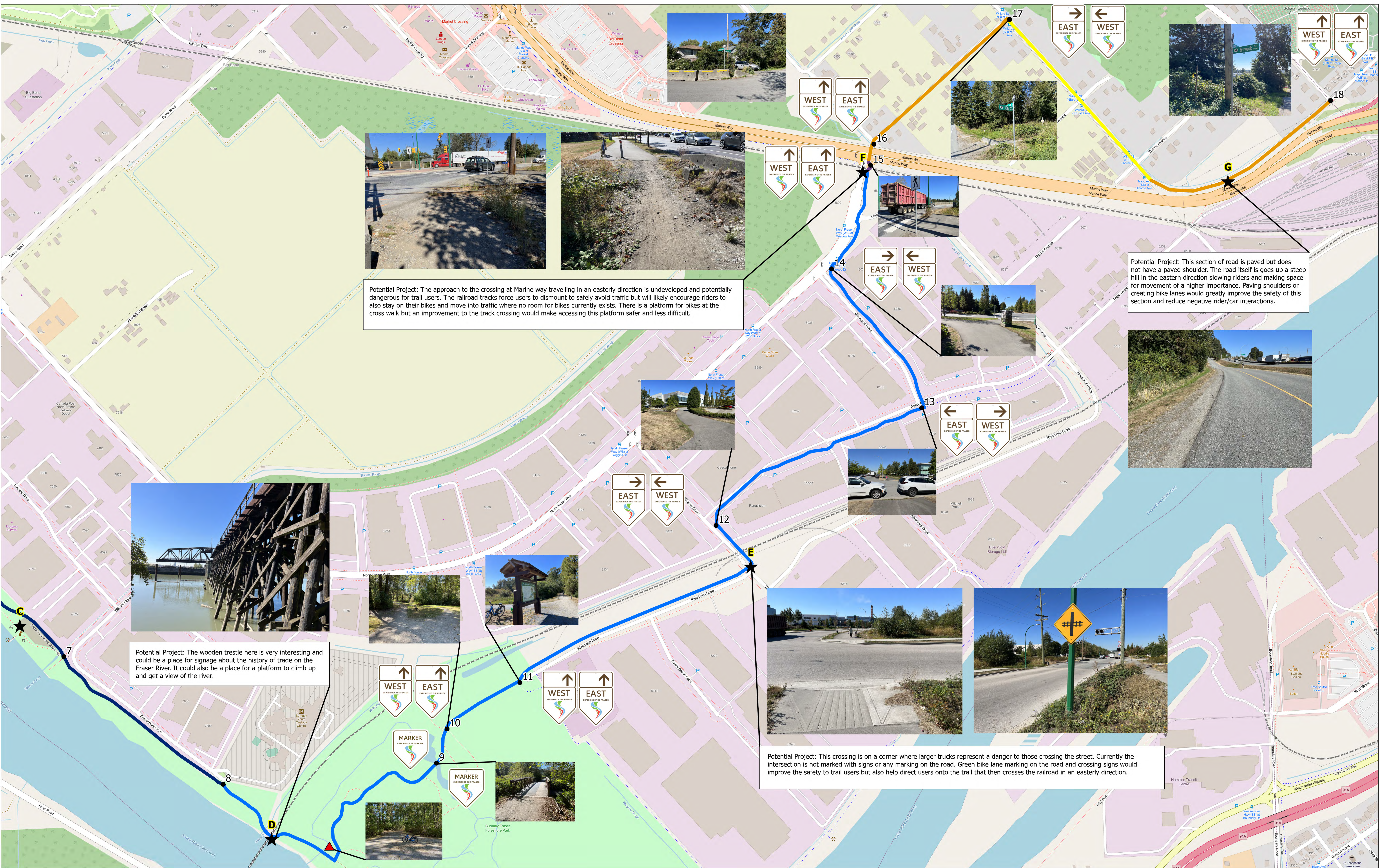
- Potential projects were identified while riding on the trail and are mainly focused on improvements to the route but also include some areas for interpretive/history type projects.
- **Potential Project A:** A great location for interpretive signs with a view of the Fraser River.
- **Potential Project B:** A Kiosk here is empty and could be used for interpretive or informative signs about the Fraser River. Signs should also be added to this Kiosk. To send people on the upper route.
- **Potential Project C:** This bathroom project is underway but could be a staging ground for interpretive information about the Fraser or Indigenous peoples.
- **Potential Project D:** Potential Project: The wooden trestle here is very interesting and could be a place for signage about the history of trade on the Fraser River. It could also be a place for a platform to climb up and get a view of the river.
- **Potential Project E:** Potential Project: This crossing is on a corner where larger trucks represent a danger to those crossing the street. Currently the intersection is not marked with signs or any marking on the road. Green bike lane marking on the road and crossing signs would improve the safety to trail users but also help direct users onto the trail that then crosses the railroad in an easterly direction.
- **Potential Project F:** The approach to the crossing at Marine way travelling in an easterly direction is undeveloped and potentially dangerous for trail users. The railroad tracks force users to dismount to safely avoid traffic but will likely encourage riders to also stay on their bikes and move into traffic where no room for bikes currently exists. There is a platform for bikes at the cross walk but an improvement to the track crossing would make accessing this platform safer and less difficult.
- **Potential Project G:** Potential Project: This section of road is paved but does not have a paved shoulder. The road itself is goes up a steep hill in the eastern direction slowing riders and making space for movement of a higher importance. Paving shoulders or creating bike lanes would greatly improve the safety of this section and reduce negative rider/car interactions.











### Experience The Fraser Fall 2022 Bike Trail Survey Map

### Signs and Potential Projects

### City of Burnaby: Map 2 of 2

Potential Site for Detailed Map

Potential Project Site

Sign Type

SignNeeded

Route Class

10 Trail

9 Trail

7 Trail

2 Road

3 Road

East and West on Signs indicate general direction of travel

0 25 50 100 150 200

Metres

The Map Data may contain inaccurate or incomplete information due to the passage of time, changing circumstances, sources used and the nature of collecting comprehensive geographic data, any of which may lead to incorrect results. This Map Data is provided to client "as is," and client agrees to use it at its own risk. This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering or surveying purposes.

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Date Exported: 2023-02-06 2:22 PM

Path: C:\GIS\ETP\Burnaby\Burnaby.aprx