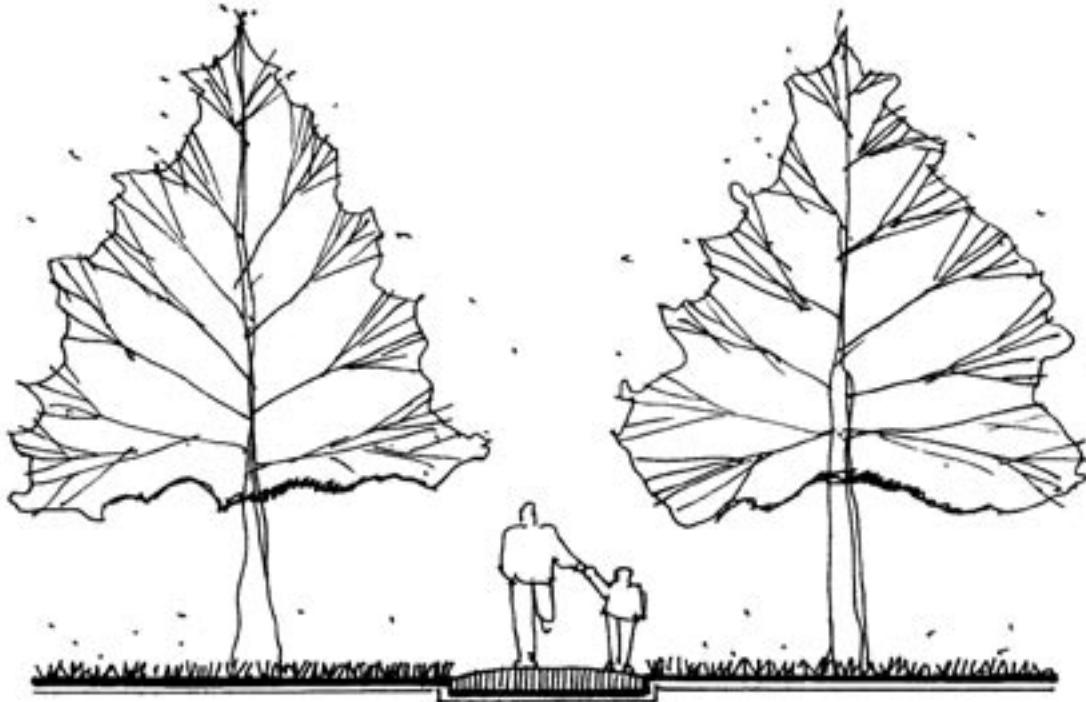


Appendix

Appendix 1

Trail and Greenway Cross-sections



Typical Park Pathway Section

- typically perimeter paths in a park
- in a park, where a trail is a major connector, it can be as wide as 3.0m to accommodate cyclists and pedestrians, e.g. Steveston Park

1.8m asphalt path

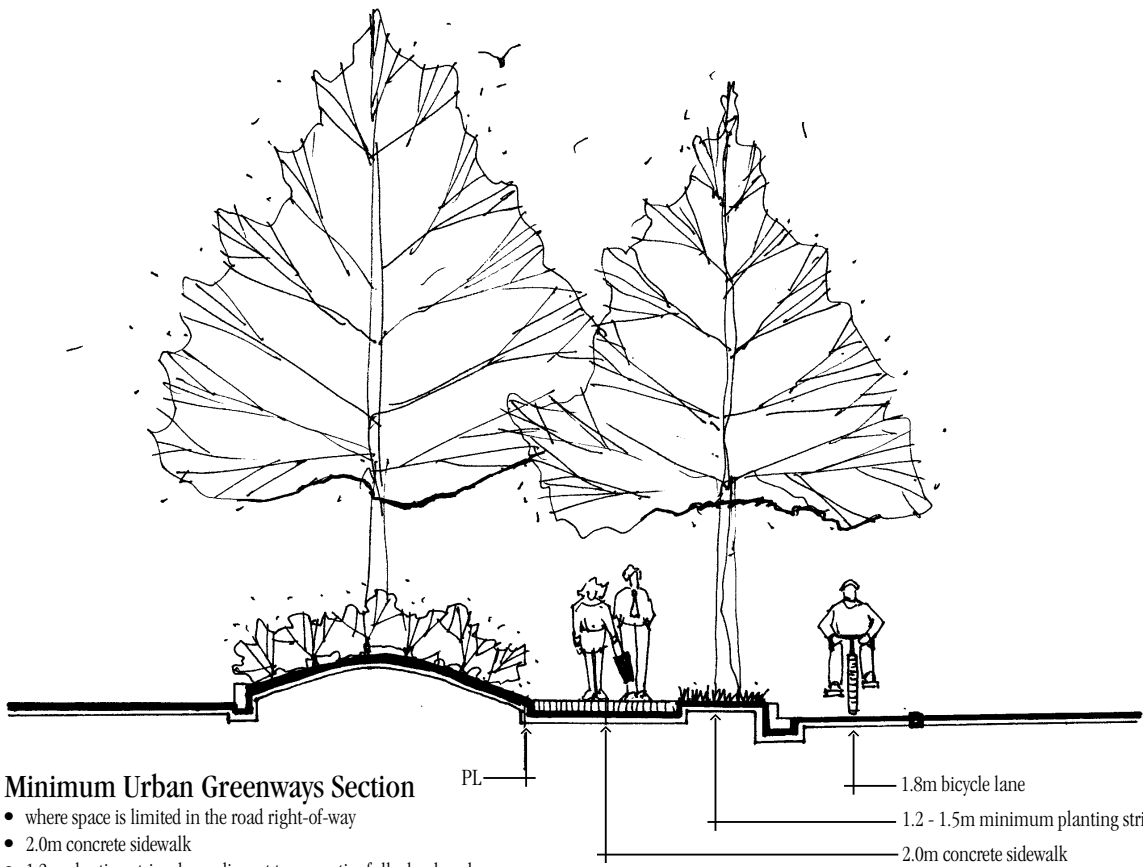


Rustic Trail Section

- typical trail in natural areas e.g. Terra Nova Natural Area
- 3.0m mixed asphalt blend surface
- 2.0 metre side clearance - mowed 3x/year

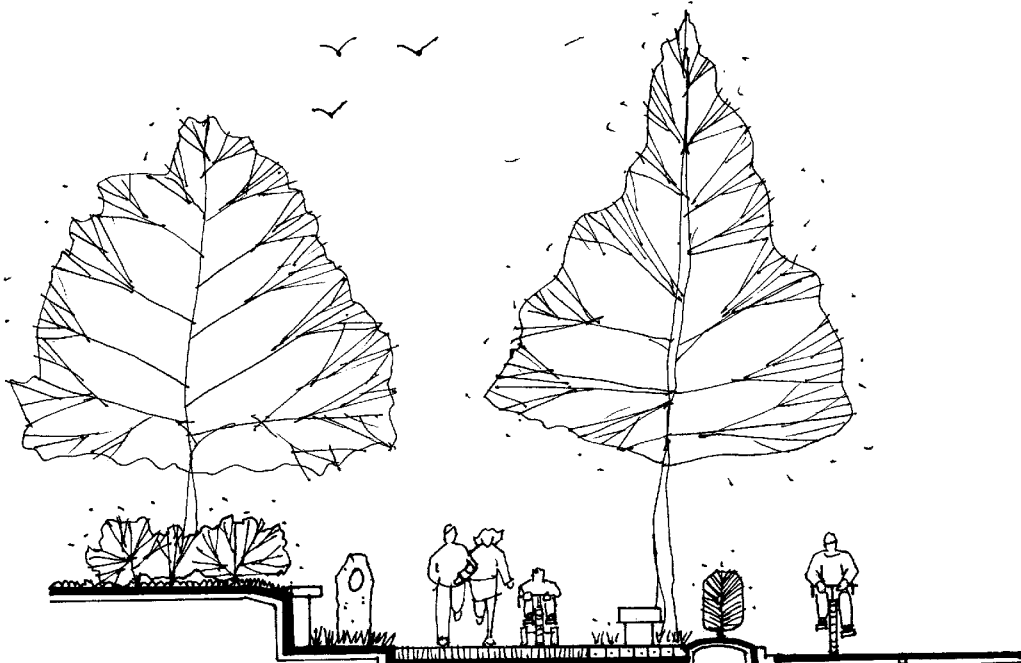
2.0m mowed strip

3.0m asphalt blend surface



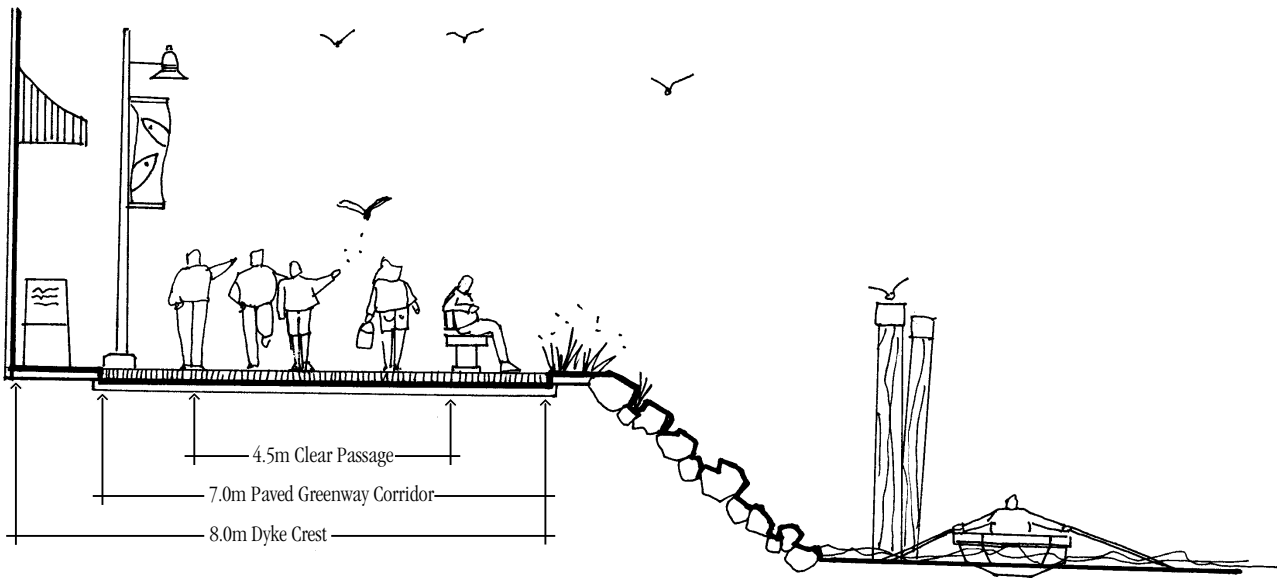
Minimum Urban Greenways Section

- where space is limited in the road right-of-way
- 2.0m concrete sidewalk
- 1.2m planting strip when adjacent to properties fully developed
- 1.5m planting strip with 0.3m negotiated through a public rights-of-passage right-of-way when adjacent property redevelops
- example: Seafair West / Francis Road



Standard Urban Greenways Section

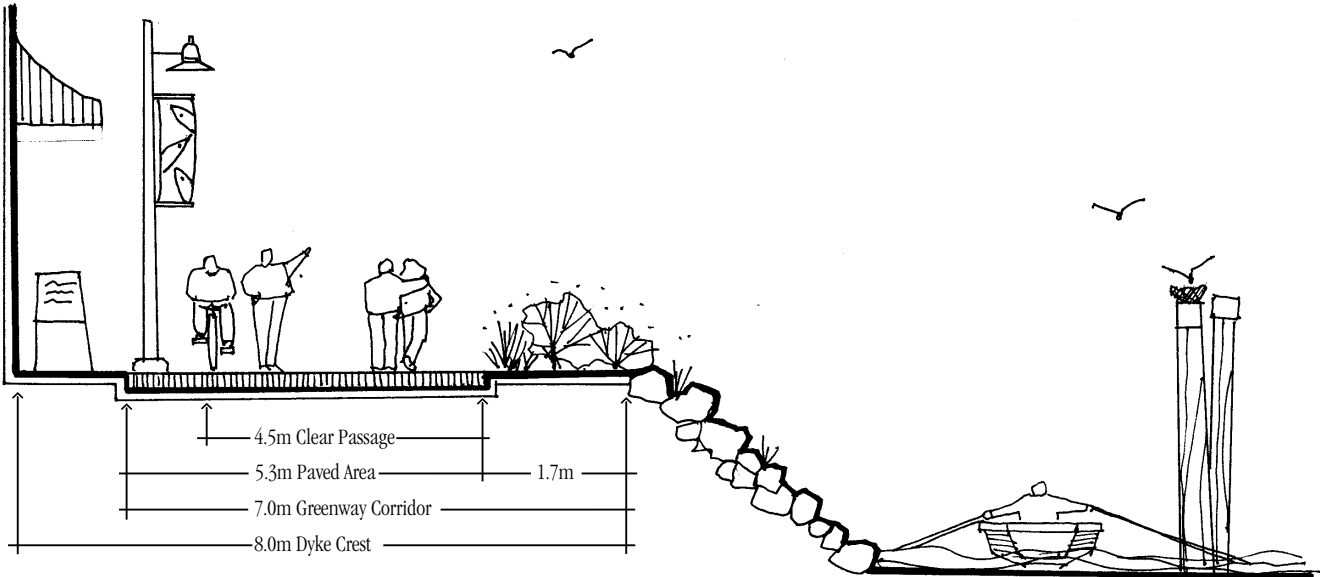
- links to multiple destinations
- typically adjacent to higher density residential areas
- can be used by young children on bikes
- contains public art and resting areas
- contains unique paving patterns especially at intersections and resting areas
- where space allows, increase boulevard widths while maintaining 3.0m sidewalk
- example: Garden City Road (see Kit of Parts for more detail)



Waterfront Dyke Greenway Section - Type A

Imperial Landing Mixed Maritime Use

- high pedestrian and cyclist traffic
- close to Steveston Village
- more urban in flavour
- 8.0m crest required for dyke
- 7.0m paved greenway corridor includes all site furnishings and artifacts
- 4.5m minimum paved clear passage required for dyke maintenance vehicles
- no trees planted in dyke right-of-ways



Waterfront Dyke Greenway Section - Type B

Imperial Landing Mixed Maritime Use

- high pedestrian and cyclist traffic
- closer to natural area and park
- introduces variety and a softer landscaped edge
- 8.0m crest required for dyke right-of-way
- 7.0m greenway corridor, including 5.3m paved area with lighting and 1.7m planting strip
- 4.5m minimum paved clear passage required for dyke maintenance vehicles
- no trees planted in dyke right-of-ways

City of Richmond
Kit of Parts

GREENWAYS TREATMENTS

MAJOR GREENWAYS ROUTES:

1. Downtown Parkway Loop

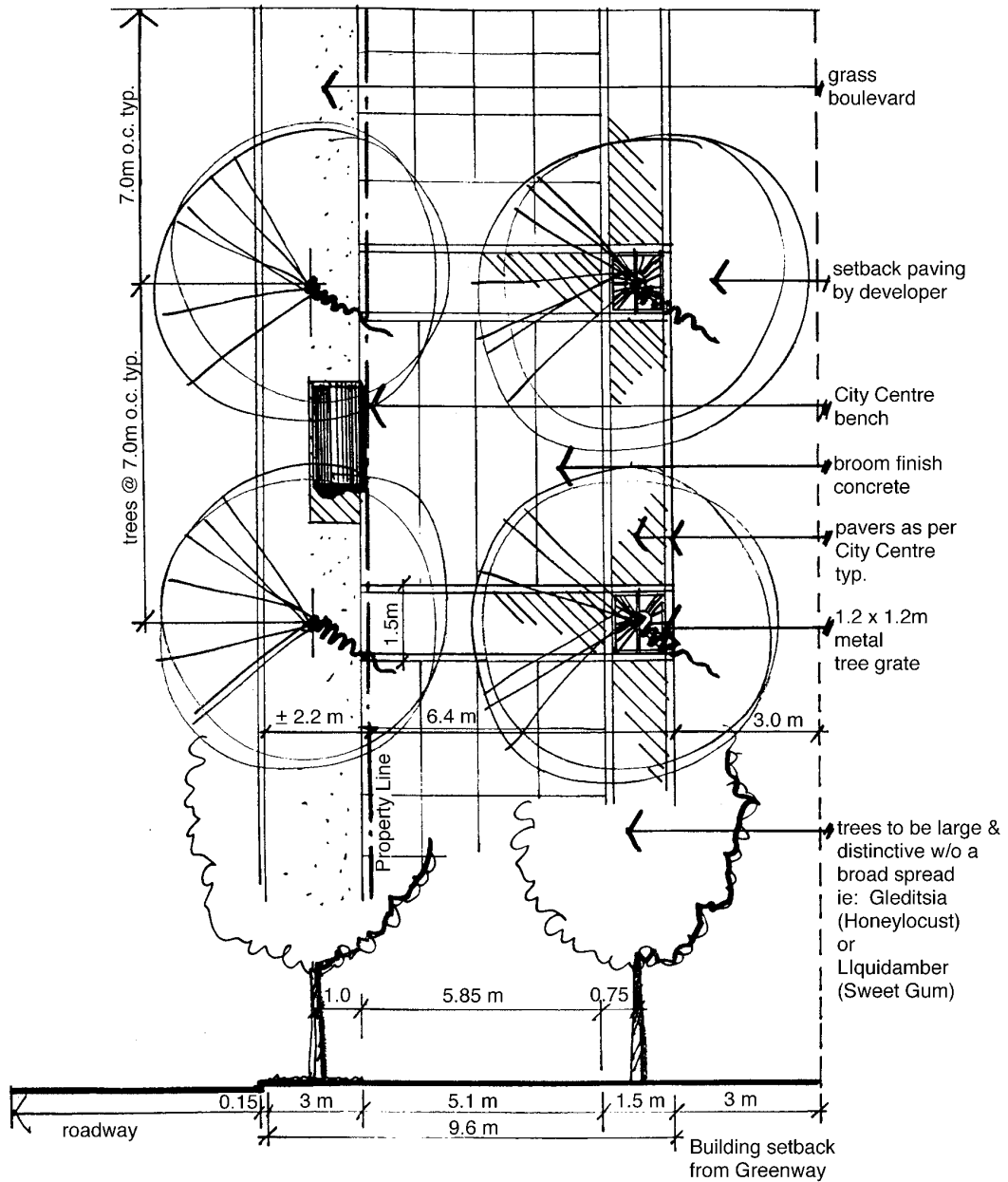
A. General design

- Grid pattern theme for Greenways identity
- Pavement pattern: concrete with decorative bands of pavers
- Surface materials:
 - Concrete
 - scored concrete (12" x 12" squares)
 - Pavers
 - eg: Roman paver bands
 - change colours and sizes of pavers for variety & effect
 - pavers to be set on concrete base with mortar joints

B. Special design notes

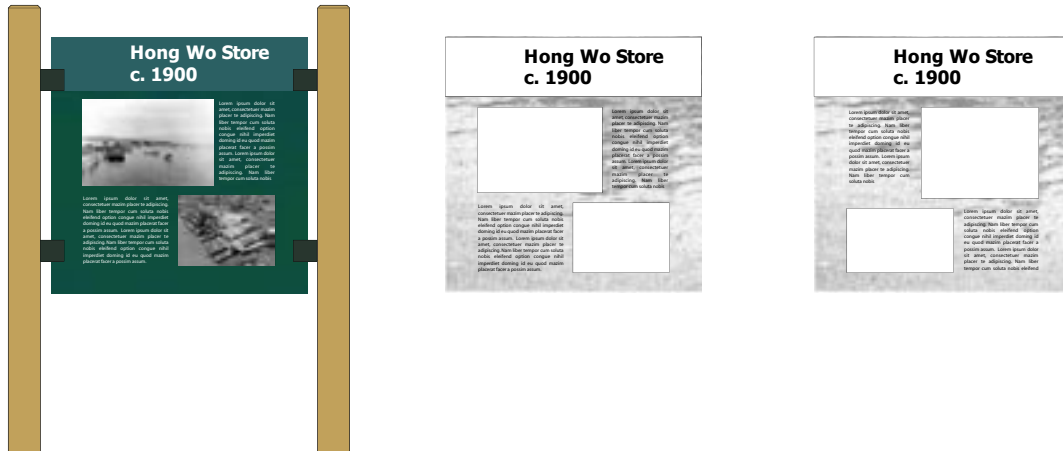
- Recreational pedestrian / bike path on one side of street only
- Landscaped medians and consistent scale and character of trees, planting, paving, furnishings, etc.
- Weave pedestrian path where possible along Garden City Road portion of loop
- Uplights in median along Gilbert Road between Westminster Highway and Granville Avenue
- Gateway treatment on both sides of Gilbert Road between Westminster Highway and Lansdowne Road
-
- Public Art to be incorporated where possible

Lansdowne west of No. 3 Road



Existing Trail Standards

Richmond Trails Signage System

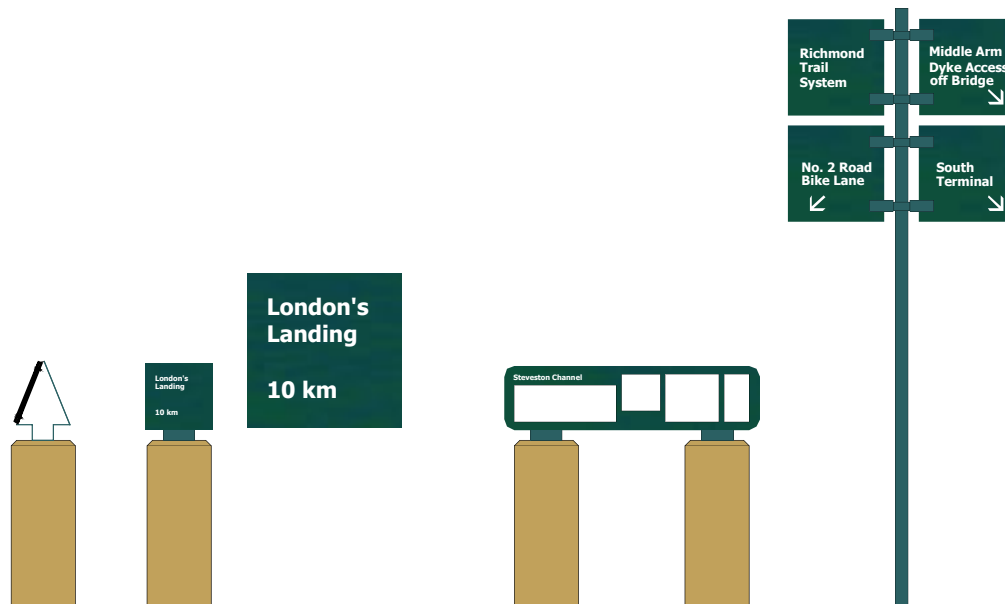


System Maps and Interpretation



For additional signage details, including dimensions, refer to City of Richmond Parks standard drawing SS1.dwg

System Site Identification and Regulations



Distance and Bylaw Marker Bollards

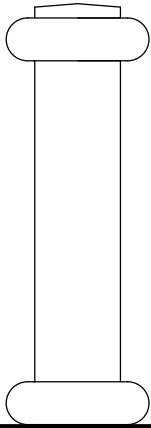
Interpretation Signage

Street Sign Blade

Existing Trail Standards

Trail Bollards

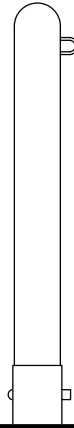
Typical City Centre/Urban Bollards



Blue metal bollard with rings at top and bottom



Simple blue metal bollard with loop detail at top

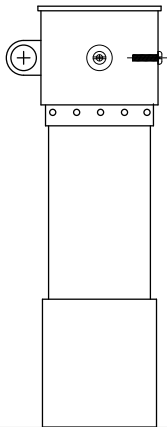


Simple blue metal bollard with loop detail at top, removable

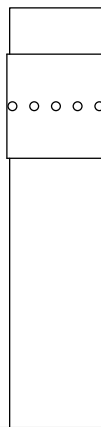


Blue metal bollard with collars and decorative rivets

Typical Trails Bollards



8"x 8" wood bollard with blue metal cap decorative washers and rivets on collar



8"x 8" wood bollard with blue metal collar and decorative rivets

For additional bollard details, refer to City of Richmond Parks trail standards

HELP CHOOSE IMPROVEMENTS TO MAKE WALKING EASIER IN YOUR NEIGHBORHOOD

YOU ARE INVITED TO A WORKSHOP ON THE PEDESTRIAN MASTER PLAN

The Pedestrian Master Plan identifies projects for sidewalks, walkways, and crossing improvements that will be constructed over the next 20 years, as funds become available.

AT THIS WORKSHOP YOU WILL:

- learn about the projects proposed for your neighborhood
- tell us if there are projects that should be added to the list
- identify which projects are most important to you and your neighbors



The workshops in your area will be held:

Monday, February 24, 1997
6:30 to 9:00 PM
Mt. Scott Community Center
5530 SE 72nd (Tri-Met #14)

Wednesday, March 12, 1997
6:30 to 9:00 PM
Warner Pacific College
Theatre-in-the-Round
2219 SE 68th (Tri-Met #4)

QUESTIONS?

For more information, call the City of Portland Pedestrian Transportation Program at 823-4326/TDD 823-6868.

If you are disabled and would like accommodations, please call 823-7211/TDD 823-6868 at least two business days prior to the workshop.

Pedestrian Transportation Program
City of Portland Office of Transportation
Charlie Hales, Commissioner



"Think Globally, Walk Locally"



City of Richmond
Parks, Recreation and
Cultural Services Division
www.city.richmond.bc.ca