

Burrard Peninsula Area Transport Plan Engagement Summary Report Phase 2

Appendix D – Engagement Collateral



Display Boards

Welcome to Phase 2 of the Burrard Peninsula Area Transport Planning Process!

Listening to Your Needs


During Phase 1 of the Burrard Peninsula Area Transport planning process, we looked at how people are currently using the transportation network, and where there are opportunities for improvement and expansion.

This information was gathered through extensive technical analysis, and engagement with local, regional, and provincial partners, local First Nations, transportation groups, and the public.

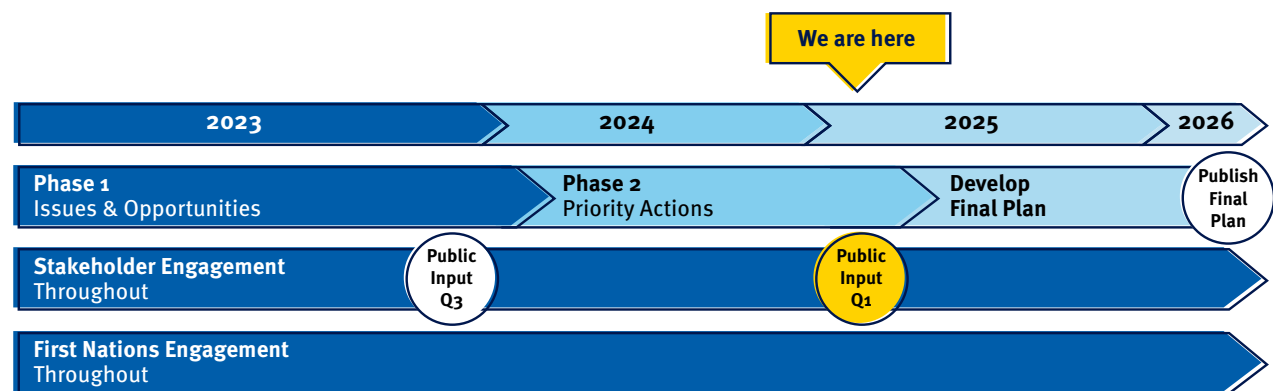
Based on this information, we've developed draft recommendations for transit, active transportation (walking/rolling and cycling/scootering), and goods movement.

Help Shape the Final Plan!

Now, in Phase 2 we're asking how you feel about these draft recommendations and which ones should move forward to be included as part of the final plan.

Remember, these are just ideas for now. Your feedback will help decide which changes will go into the final plan. Some changes might not require new funding, but others will need more funding and could take longer to happen and would need to be included in TransLink's future investment plans. Look for this icon wherever we are seeking your feedback. 

For more information about the draft recommendations, please refer to our online Discussion Guide.



Wallet Cards





Display Board 2

What is an Area Transport Plan and What is the Burrard Peninsula Area?

What is an Area Transport Plan?

Area Transport Plans (ATPs) are unfunded plans that connect big-picture plans, like *Transport 2050* and *Access for Everyone*, to TransLink's Investment Plans. These investment plans outline what projects are funded and will be implemented soon.

ATPs focus on a sub-region and identify key improvements related to bus service, cycling, walking, and goods movement to make over the next 15 years. Improvements usually include:

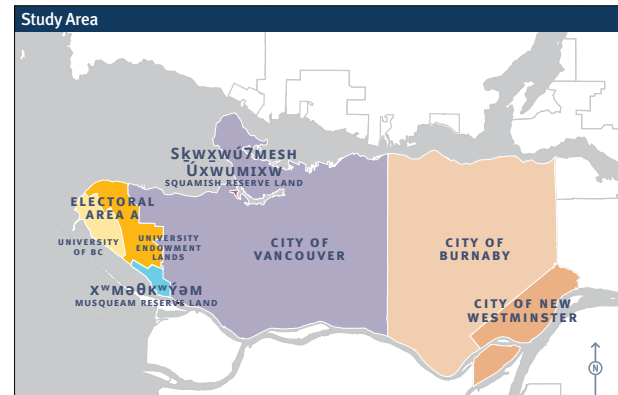
-  • Changing routes for existing bus routes
-  • Adding new bus routes
-  • Changing service level (e.g. increasing frequency and extending hours of operation)
-  • Improving walking and cycling infrastructure

Other topics that are more regional in nature such as fare policy, new SkyTrain or Bus Rapid Transit stations or corridors are decided in bigger plans, not ATPs.

What is the Burrard Peninsula Area?

The Burrard Peninsula includes Burnaby, New Westminster, Vancouver, the University of British Columbia (UBC) and the nearby University Endowment Lands (UEL). It also lies within the traditional, unceded territories of several Indigenous Nations, including:

- ǫʷɑ:ńłəń (Kwantlen First Nation)
- kʷikʷəłəm (Kwkwetlem First Nation)
- xʷməθkʷəyəm (Musqueam)
- Skwxwú7mesh úxwumixw (Squamish Nation)
- səliłwətał (Tsleil-Waututh Nation)
- qiqéyt (Qayqayt First Nation)



Display Board 3

Transit – What We Learned in Phase 1 and Transit Goals

What We Learned in Phase 1

In Phase 1, people shared their thoughts about the transit system, like buses and trains. Most of the feedback was good! They liked having different ways to travel and found the system to be efficient, reliable, and easy to use.

Areas for Improvement

Even though the feedback was mostly positive, there were still some things that could be better. People pointed out areas where the transit system can improve to make it even more helpful for everyone.

Here are some ideas to make the transit system better:



- **More Buses:** People want buses to come more often and be more reliable.



- **Better Routes:** It would help if bus routes were more direct and connected better.



- **Faster Travel:** Making trips quicker and giving buses priority on the road would be great.



- **Longer Hours:** People would like transit services to be available for more hours each day.

Transit Goals

Based on what we learned in Phase 1, we've developed the following transit goals to guide the development of the draft actions described in the next few boards.

Goal 1: Build a transit system with fast, direct connections;

Goal 2: Connect local buses to future major transit services and areas that are growing; and

Goal 3: Make sure transit is easy to use, comfortable, reliable, accessible, and safe for everyone.



Display Board 4

How the Transit Network Changes are Organized

Packaging the Changes

The draft actions for Goals 1 and 2 are organized into “packages.” These packages are groups of actions that are connected because of one or more of these reasons:



- **Timing:** They need to happen at the same time.



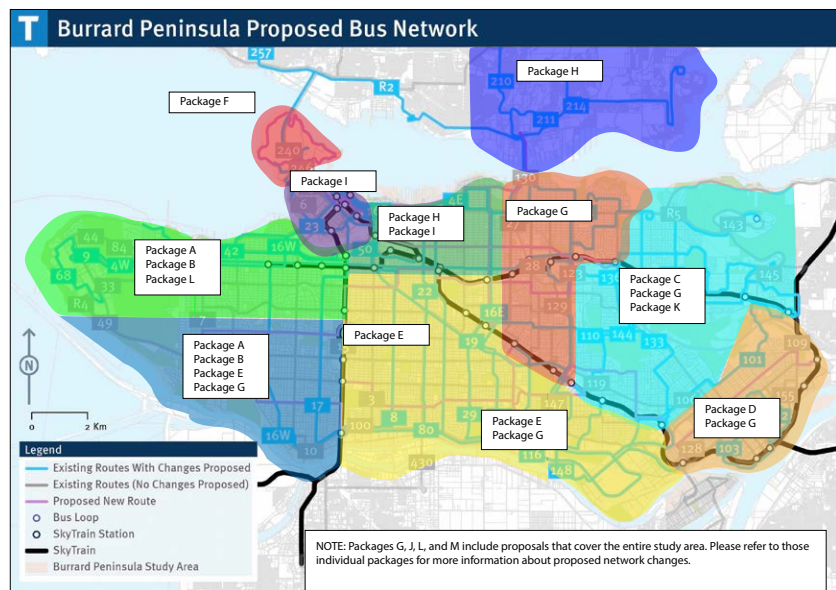
- **Location:** They are in the same geographical area.



- **Demand:** They would be implemented as demand changes or grows in different parts of the Burrard Peninsula.

The map to the right shows which areas each package covers.

Most of these proposed network changes would be made when funding is available and as new infrastructure is built or when more people use the transit system. However, the changes in Package A, which connect the local bus network with the new Broadway Subway extension to Arbutus Street in Vancouver in 2027, would need to happen by the time the subway opens.



Display Board 5

How the Transit Network Changes would be Implemented

The way people travel changes over time, due to population growth, new buildings and neighbourhoods, and new transit projects. As a result, the number of people using transit can go up or down, even on the same route.

To keep up with these changing needs, TransLink adjusts bus routes and service levels regularly. Some changes happen quickly, while others are planned during a yearly review process.

To make some of the proposed bus route changes, TransLink would need help from local governments. The chart to the right shows how TransLink and local governments work together to make transit improvements.

Upgrades for New Routes

When new bus routes or changes are made, some things need to be improved. This includes:



- **Building Sidewalks:** We need safe places for people to walk.



- **Easier Bus Stops:** We want to make it simple for everyone to get to and from bus stops.



- **New Bus Exchanges:** We may need to build or improve places where buses can pick up and drop off passengers.

Who Helps with These Changes?

- **Local Governments:** They usually take care of bus stops on the street.
- **The Provincial Ministry of Transportation and Transit:** This is the provincial government department that focuses on transportation.

To build or improve off-street bus exchanges, we also often need funding from the provincial or federal government.

Working Together

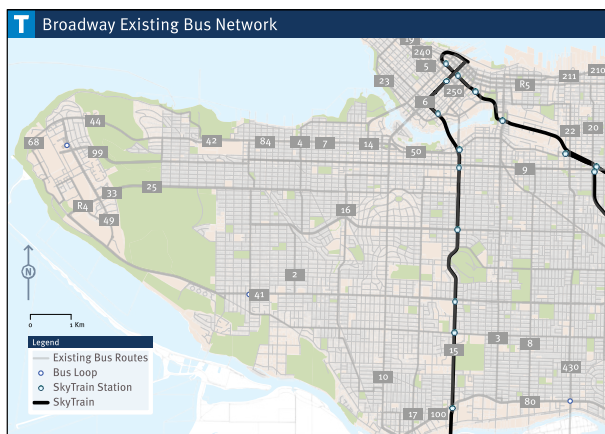
TransLink would team up with these partners and ask for funding to help make these upgrades happen. This teamwork is important to make our transit system better for everyone!

TransLink control	TransLink and municipality control	Municipality and MOTT control	Municipality and Property Owner Control	
Operations	Bus Stops	Travel Lanes	Intersections	Public Realm
Boarding policy (e.g., all-door boarding)	Stop relocation or consolidation	Bus lanes	Turn and movement restrictions	Street patios
Route design	Bus platform design	Transit approach lane	Transit signal priority	Connecting shuttles or bike share
Bus fleet size and type	Bus bulbs	Queue jump	Turn lanes and pockets	
Frequency and hours of service	Boarding islands	Roadway channelization		
		Parking restrictions		



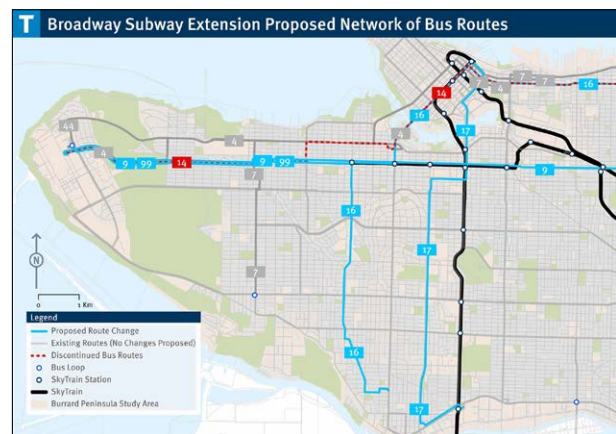
Display Board 6

Package A: Prepare Local Bus Network for Opening of Broadway Subway



Some local bus routes would be changed before the Broadway Subway opens in 2027. These changes would help connect local buses with the new subway line by opening day.

- **Routes 4 & 7:** Improve service levels to maintain local service between UBC and Downtown.
- **Route 9:** Extend more westbound trips to UBC and start more eastbound trips at UBC.
- **Route 14:** Discontinue route to help create a transit network that's easier to understand and put those service hours in other routes along W. Broadway, East Hastings or those connecting UBC and Downtown Vancouver.
- **Route 16:** Restore previous routing from W. 12th Ave. to W. Broadway between Arbutus St. and Granville St.
- **Route 17:** To provide easier access to Vancouver General Hospital, keep current routing on W. 12th Ave. between Cambie St. and Oak St.
- **Route 99 B-Line:** Change eastern end of route to Arbutus Station instead of Commercial-Broadway Station or Boundary Rd., as Broadway Subway would duplicate service east of Arbutus Station.



*The lighter blue, grey and pink lines are routes that serve this geographical area but are not part of this package.

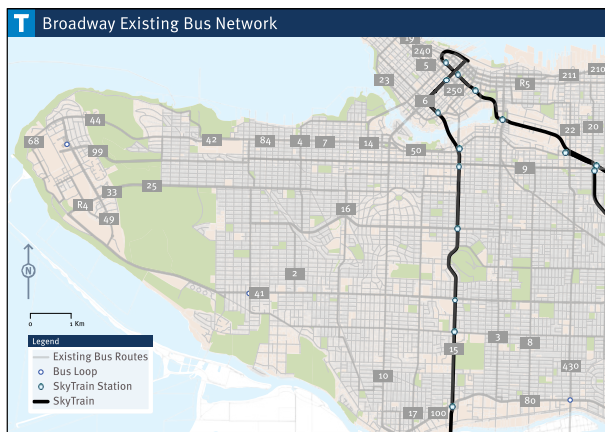
Tell Us What You Think!

Is there anything in these proposals you really like? Is there anything you are concerned about? Share your thoughts using a sticky note.

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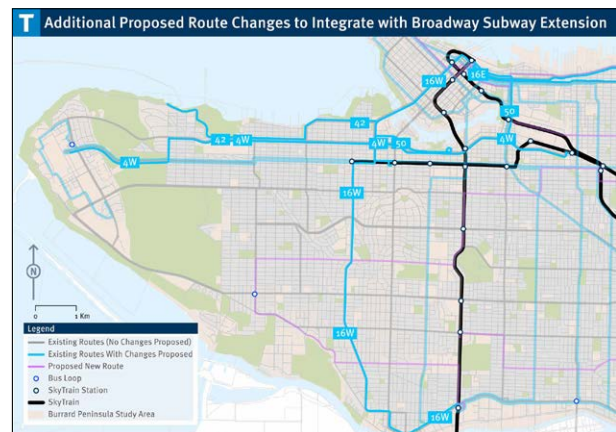
Display Board 7

Package B: Additional Route Changes to Integrate Local Bus Network with Broadway Subway



These proposed route changes to further connect the local bus network with the Broadway Subway would be rolled out gradually after the subway opens. The timing of changes would depend on available funding, necessary infrastructure, and growing demand:

- **Route 4W:** To improve reliability, split route 4 into an eastern route and a western route and change eastern end of 4W to VCC-Clark Station to provide local service along 2nd/4th/6th/Great Northern Way.
- **Route 16W:** To improve reliability and address transit gap on Burrard St., split route into an eastern route and western route and change path of western route to provide service on Burrard St. between Downtown and W. Broadway.
- **Route 42 (seasonal):** Extend eastern end of route to South Granville Station with service to Kitsilano Beach.
- **Route 50:** To provide better connections to important destinations, change end points to Waterfront Station and South Granville Station and change route path to serve Chinatown and Olympic Village.



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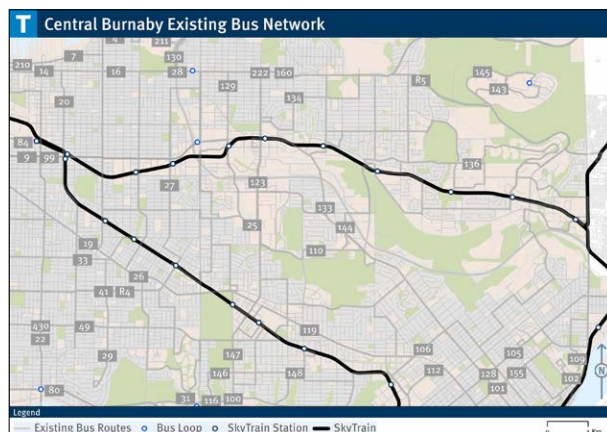
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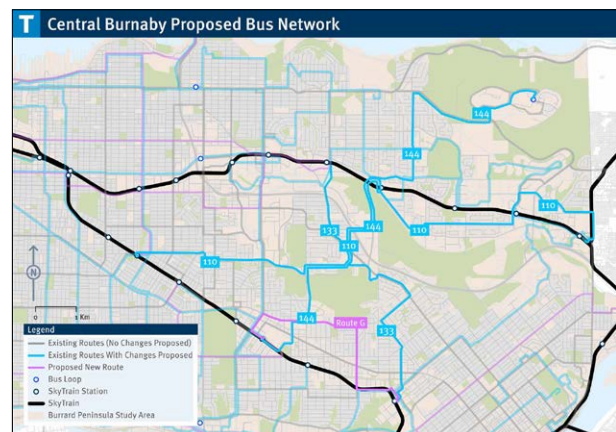
Display Board 8

Package C: Create a Simpler and Easier to Understand Bus Network in Central Burnaby



We have some ideas to make traveling easier in Central Burnaby to reduce travel times, simplify the routes, and improve access to transit service. Here's what we want to do:

- **Route 110:** To provide more transit connections to the Expo Line in East Vancouver, change western end of route from Metrotown Station to 29th Ave. Station and bring back two-way service on Winston St. near Sperling-Burnaby Lake Station.
- **Route 133:** To make routing easier to understand, change routing near Deer Lake to provide service on Deer Lake Ave. and remove route deviation from Walker Ave. to Sperling Ave. and Stanley St. in Buckingham Heights.
- **Route 144:** To reduce travel time between Metrotown and City Hall/Deer Lake, change routing between City Hall/Deer Lake and Metrotown from Deer Lake Ave., Canada Way, Burris St., and Oakland St. to provide service on Royal Oak Ave.
- **New Route G:** To improve access to rapid transit and the Central Royal Oak area, introduce a new route between Edmonds Station and Metrotown Station via Gilley Ave. and Oakland St./Grange St.



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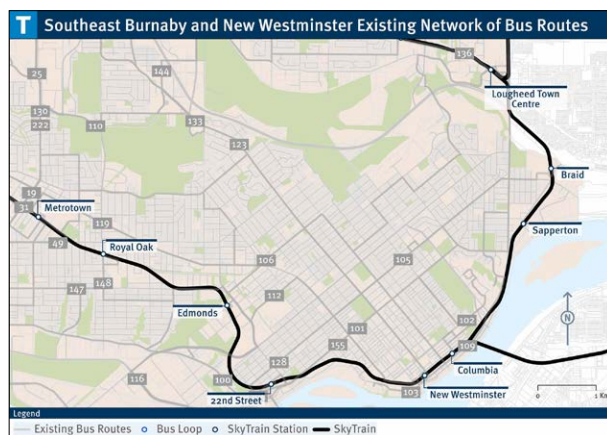
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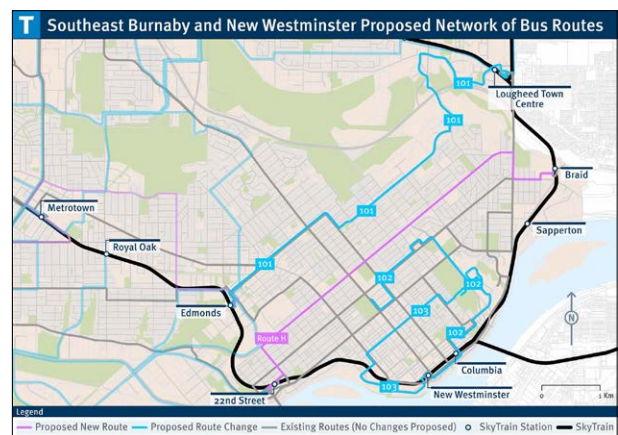
Display Board 9

Package D: Improve Local Bus Connections in Southeast Burnaby and New Westminster



We have some ideas to create new transit connections in New Westminster and Southeast Burnaby to make it easier for people to travel by transit. Here's what we want to do:

- **Route 101:** To make route more direct and to provide more transit service between Edmonds Town Centre and Lougheed Town Centre, change western end of route to Edmonds Station and provide east-west service across 16th Ave. and Edmonds St.
- **Route 102:** To provide transit service on McBride Blvd. and to *tamasewtx* Aquatic and Community Centre, extend route from Victoria Hill to Uptown.
- **Route 103:** To introduce east-west service between Expo Line and 6th Ave., and to improve access to Queens Park, extend route from Quayside to Queens Park via 4th Ave.
- **New Route H:** To serve future growth, introduce a new route between Braid Station and 22nd St. Station via 10th Ave.



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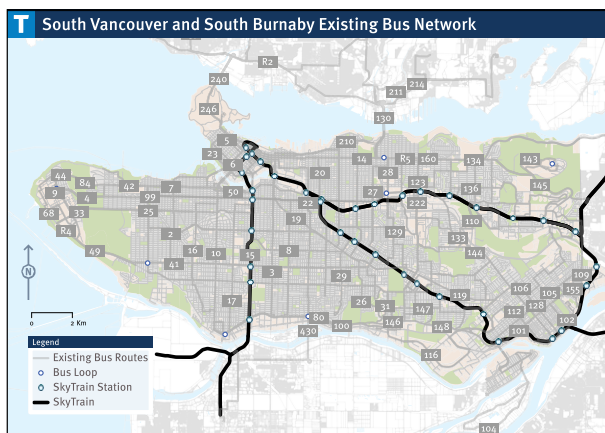
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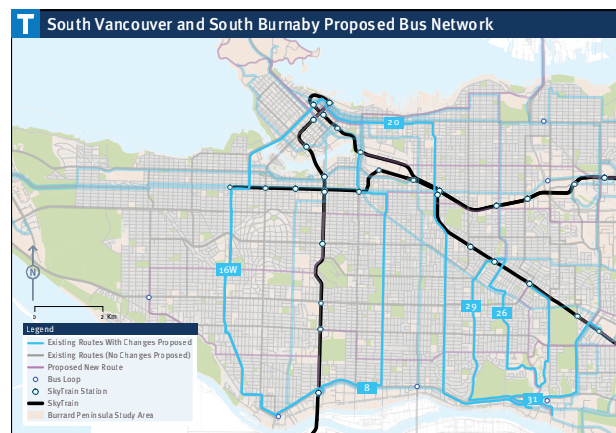
Display Board 10

Package E (Part 1): Provide More Transit Connections in South Vancouver and South Burnaby



We have some ideas to increase transit connections, simplify the transit network, and fix important gaps in South Vancouver and South Burnaby to make traveling easier and better for everyone. Here's what we want to do:

- **Routes 8 and 16W:** Extend southern ends of the routes to Marine Dr. Station.
- **Routes 20 and 29:** Extend southern ends of the routes to the River District.
- **Route 26:** Change route between Joyce Station and Champlain Heights from Tyne St. to Boundary Rd. south of Expo Line.
- **Routes 31 and 146:** Combine the two routes, providing northbound service on Joffre Ave. and Rumble St., and southbound service from Metrotown to River District via Patterson Ave. and Marine Dr.



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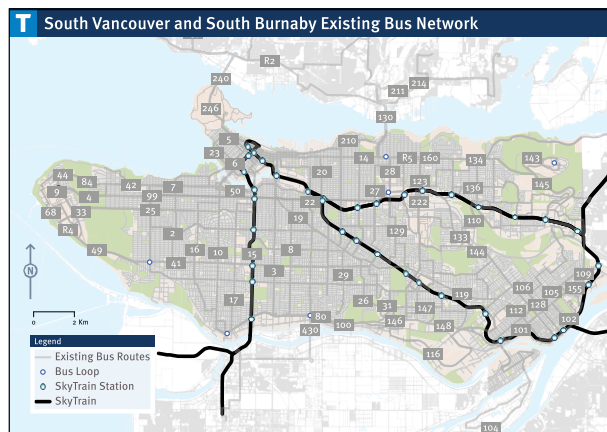
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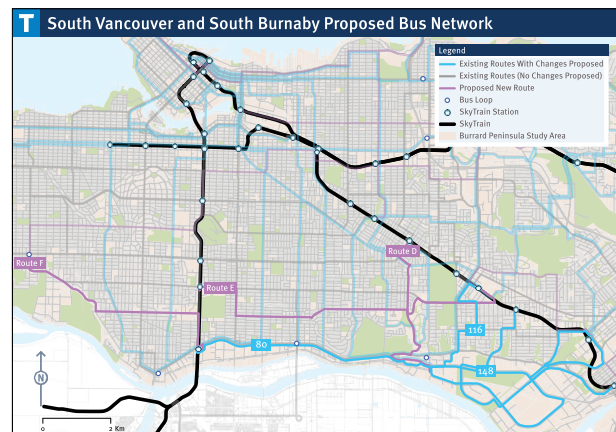
Display Board 11

Package E (Part 2): Provide More Transit Connections in South Vancouver and South Burnaby



Here are more proposed changes to make traveling easier and better for everyone in South Vancouver and South Burnaby:

- **Route 80:** Extend eastern end of route from River District to 22nd St. Station via Marine Way.
- **Route 116:** Simplify routing in Southwest Burnaby with two-way service between Sussex Ave. and Marine Dr. via Patterson Ave. and Rumble St.
- **Route 148:** Extend route south to Glenlyon Parkway.
- **New Route D:** Create a new route on Tyne St. between Joyce Station and River District.
- **New Route E:** Create a new route on E. 57th / E. 54th Ave. between Langara-49th Station and Metrotown Station.
- **New Route F:** Create a new route on E. 57th Ave. between Marine Drive Station and Dunbar Loop.



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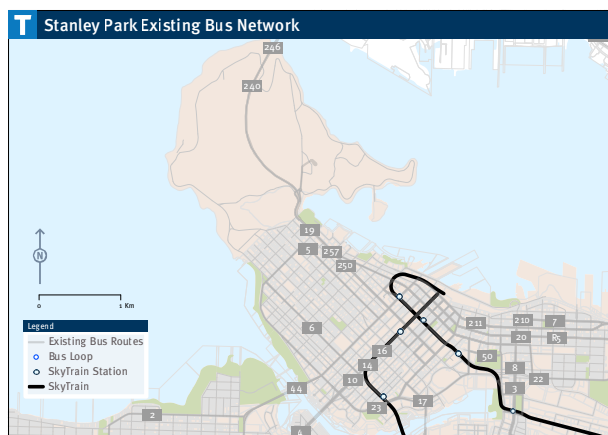
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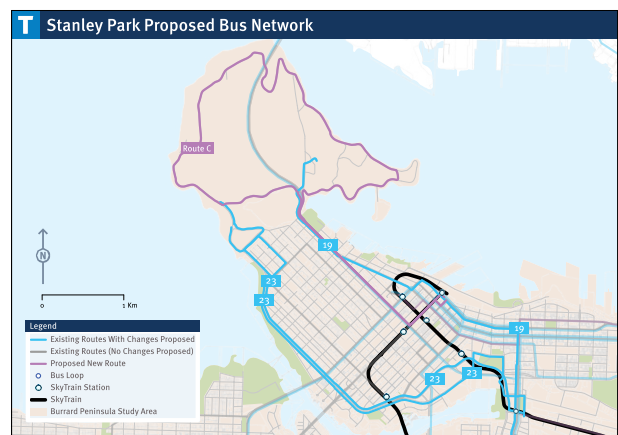
Display Board 12

Package F: Improve Connections to Stanley Park



We have some ideas to make it easier for people to get to Stanley Park. Here's what we want to do:

- **Stronger Connections:** We want to make better links between fast transit and Stanley Park.
 - **Route 19:** Improve connections between Stanley Park and the SeaBus, Expo Line, Canada Line, and West Coast Express by including a stop at Waterfront Station.
 - **Route 23:** Improve access to destinations within Stanley Park and to make the route easier to understand by extending the western end of the route to Second Beach and removing deviations to Keefer St. and Beach Ave. on westbound trips.
- **New Route C:** We would create a new bus route around the edges of the park, starting at Waterfront Station and running along Granville St. and Georgia St. to Stanley Park. This would help people reach different locations around Stanley Park more easily.



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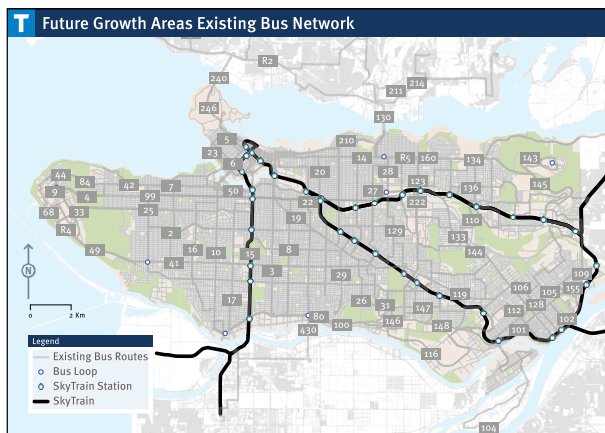
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Display Board 13

Package G (Part 1): Integrate Local Bus Network with Planned Future Growth Areas



We have some ideas to support growing areas, like Seánákw, k^ʷasən Village, the Jericho Lands, new neighbourhoods at UBC, and places near SkyTrain stations and bus loops. Here's what we want to do:

- **Route 9:** Extend eastern end of route to Brentwood Town Centre.
- **Route 16:** Split up route into an eastern route and western route and change path of western route to serve Burrard St. between Downtown and W. Broadway.
- **Route 68:** Simplify routing with service to growing neighbourhoods on UBC's campus.
- **Route 101:** Change western end of route to Edmonds Station and provide continuous east-west service across 16th Ave. and Edmonds St.
- **Routes 131 and 132:** Combine routes and extend eastern end of route to Kensington Square in the Lochdale area. The routes would no longer provide service to Hastings at Gilmore.
- **Routes 134, 136, and 148:** Change routings to provide more transit connections to areas of growth, including Kensington Ave., the Bainbridge area, and employment areas around Lake City Way Station, Still Creek, and Big Bend Industrial Area.



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Future growth areas not shown on this map include areas surrounding SkyTrain stations and most major bus exchanges within the study area.

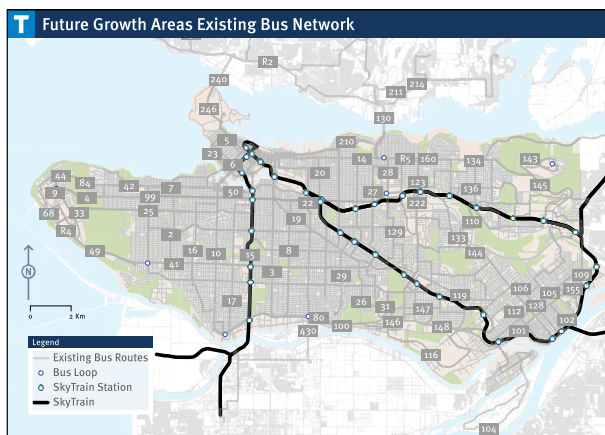
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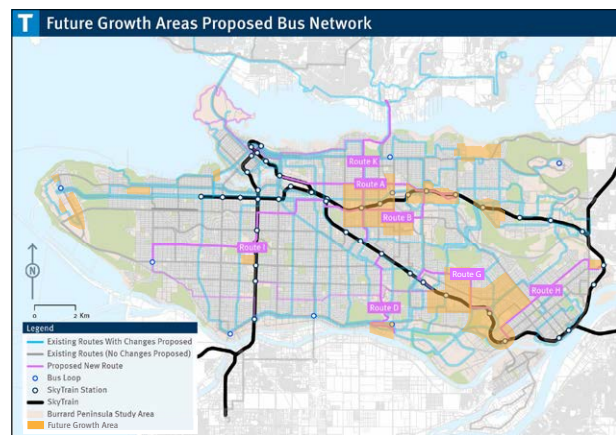
Display Board 14

Package G (Part 2): Integrate Local Bus Network with Planned Future Growth Areas



Here are some more ideas to support future growth areas:

- **New Route A:** Create new route on E. 1st Ave. between Main St.–Science World Station and Holdom Station.
- **New Route B:** Create new route on Canada Way and Grandview Hwy between Holdom Station and Commercial-Broadway Station.
- **New Route D:** Create new route on Tyne St. between Joyce Station and River District.
- **New Route G:** Create new route between Edmonds Station and Metrotown Station via Gilley Ave., Oakland St., and Grange St.
- **New Route H:** Create new route on 10th Ave. between 22nd St. Station and Braid Station.
- **New Route I:** Create new route on W. 33rd Ave. and E. 16th Ave. between Dunbar Loop and Commercial-Broadway Station.
- **New Route K:** Create new express route along Renfrew St. between 29th Ave. Station and Phibbs Exchange in North Vancouver.



The lighter blue, grey and pink lines are routes that serve this geographical area but are not part of this package.

Future growth areas not shown on this map include areas surrounding SkyTrain stations and most major bus exchanges within the study area.

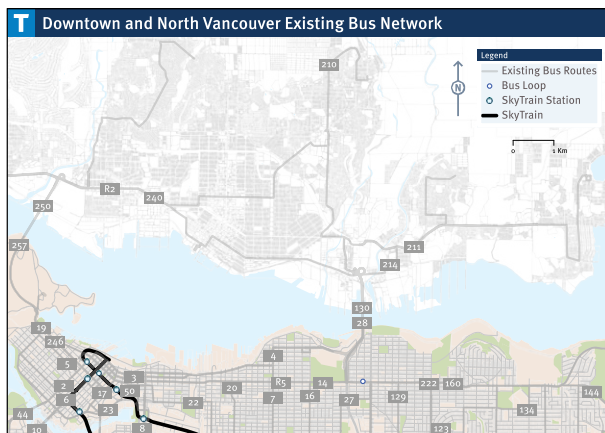
Tell Us What You Think!

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Display Board 15

Package H: Improve Service Reliability between Downtown Vancouver and Phibbs Exchange



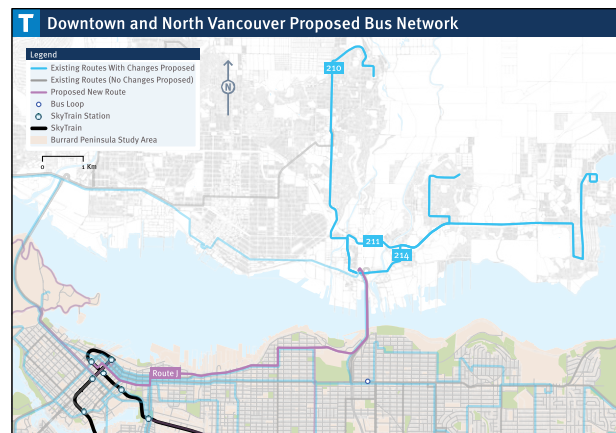
Today, three routes (210, 211, and 214) travel from Phibbs Exchange in North Vancouver to Burrard Station in Downtown Vancouver. These routes all travel along McGill, Dundas, and Powell streets.

The Problem:

- Buses run at different times during the day
- Some buses don't extend beyond Phibbs Exchange
- Traffic on the Second Narrows Bridge can cause delays
- This can create confusion and long travel times for passengers

We want to make the services more reliable by:

- Ending routes 210, 211, and 214 at Phibbs Exchange instead of Downtown Vancouver.
- Creating a new, separate express bus (New Route J) between Phibbs Exchange and Burrard Station using same stopping pattern as routes 210, 211, and 214 today.



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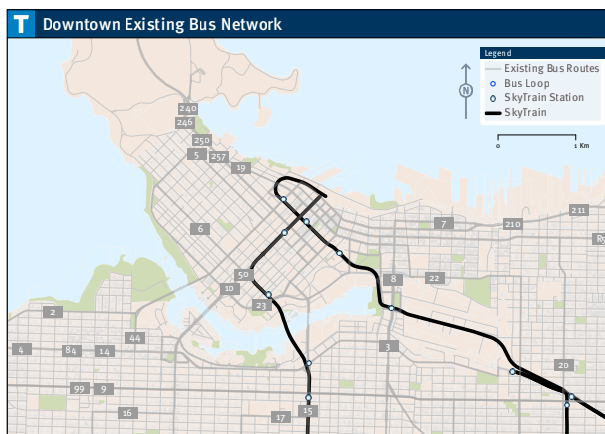
Tell Us What You Think!

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Display Board 16

Package I: Improve Service and Reliability on Routes to/from/through Downtown Vancouver



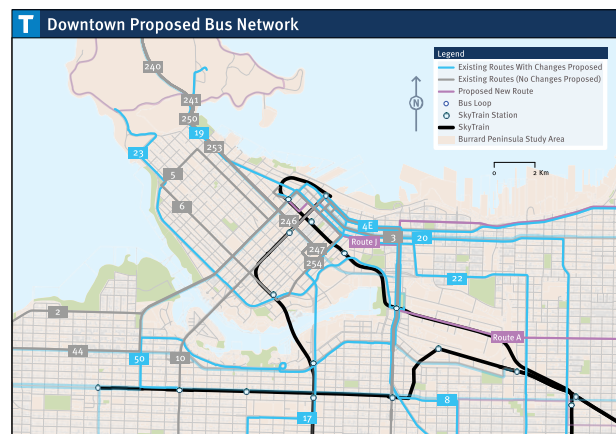
The Problem

Many bus routes going to and from Downtown Vancouver are long and complicated, making it hard for people to know how to use the bus network. Some routes, like the 4 and 16, also go through Downtown. If there are delays on one side of the route, it can cause problems on the other side too.

Proposed Changes

To make bus service better and easier to understand, we want to:

- **Simplify Stops:** Make it clearer where buses stop and how they travel through Downtown.
- **More Bus Stops:** Create more places for buses to stop.
- **Driver Breaks:** Set up spots for drivers to take breaks between trips.
- **New Bus Exchanges:** In some cases, we may need to build new bus exchanges at certain SkyTrain stations:
 - **Waterfront Station:** Routes 3, 4E, 10, 16E, 16W, 17, 19, 20, 44, 50
 - **Burrard Station:** Routes 2, 22, New Route J
 - **Stadium-Chinatown Station:** Routes 5, 6, 240, 241, 246, 247, 250, 253, 254
 - **Main Street-Science World Station:** Routes 3, 8, 19, 23, 50, 257, New Route A



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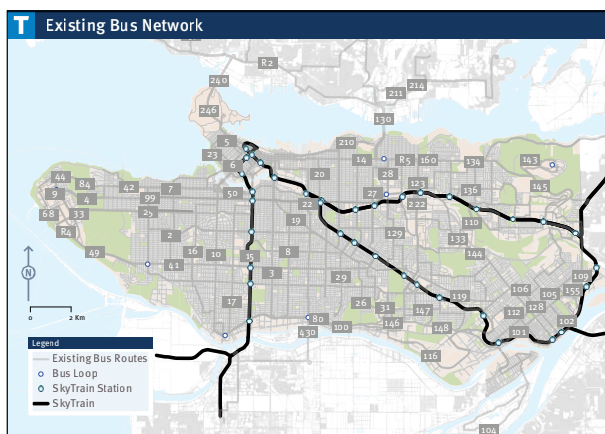
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Display Board 17

Package J: Make Longer Trips Faster with New Express Routes

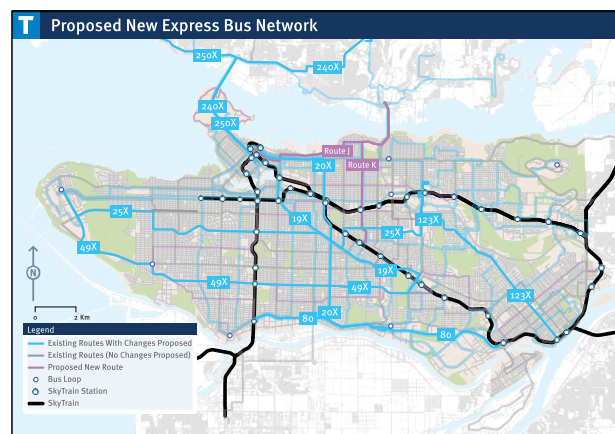


We are planning new express bus routes with fewer stops along busy roads. These routes would be part of the future RapidBus and Bus Rapid Transit routes identified in Transport 2050 and Access for Everyone. With fewer local stops, these express services would make longer trips faster, more reliable, more direct, and make it possible for people to access more places by transit in a shorter amount of time.

What to Expect

- **Same Path as Local Buses:** Some express routes would follow the same path as the existing local bus routes.
- **Adjustments to Local Buses:** With the new express routes, the existing local bus routes may see reduced service frequency.
- **New Routes:** Other express routes might take a slightly different path to reach more areas and improve connections.
- **Working Together:** These express buses would work alongside local bus services. They would help more people start using transit before we add RapidBus or other faster options in these areas.

These changes would make it easier and quicker for everyone to travel!



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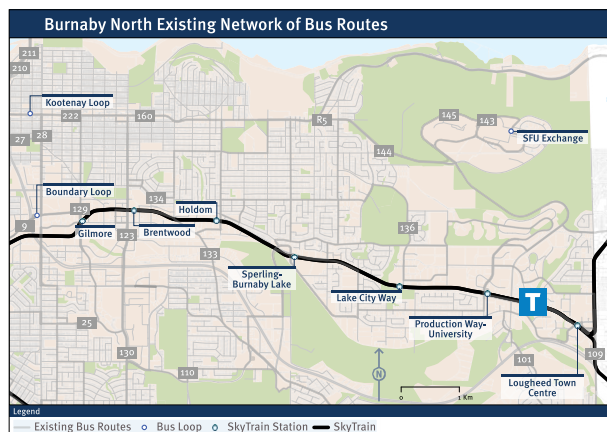
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Display Board 18

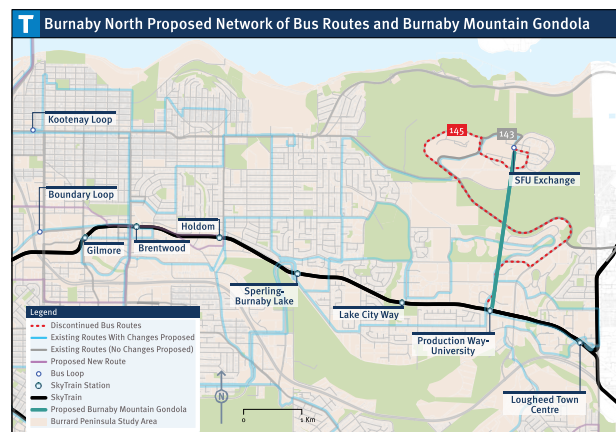
Package K: Integrate Local Bus Network with Burnaby Mountain Gondola



The Burnaby Mountain Gondola would provide quick, frequent, and reliable service between Production Way–University Station and Burnaby Mountain. Part of the Access for Everyone plan, TransLink will continue studying it and share updates as we work on the business case. This package includes ideas for changes to local bus routes that might happen in the future to work alongside the Burnaby Mountain Gondola as part of a local bus integration plan.

- **Route 143, 144 and R5:** No changes proposed.
- **Route 145:** Discontinue the route as it would duplicate the proposed Burnaby Mountain Gondola.
- **Intra-Campus Bus Service:** Explore new intra-campus local bus service between destinations at the top of Burnaby Mountain.

*A bus integration plan identifies the changes to make to the local bus network e.g. service frequency, hours of operation, stop locations, etc.) to integrate with a new major transit service.



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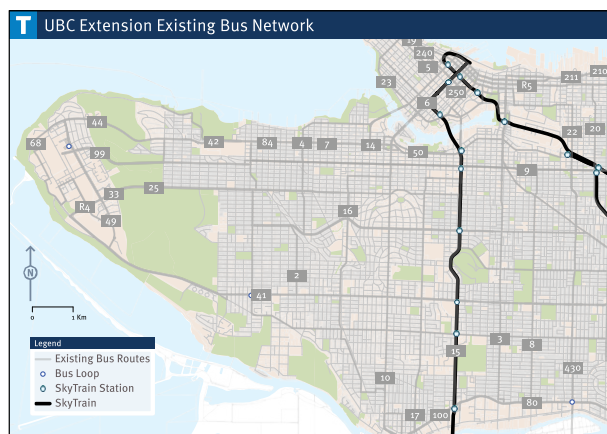
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Display Board 19

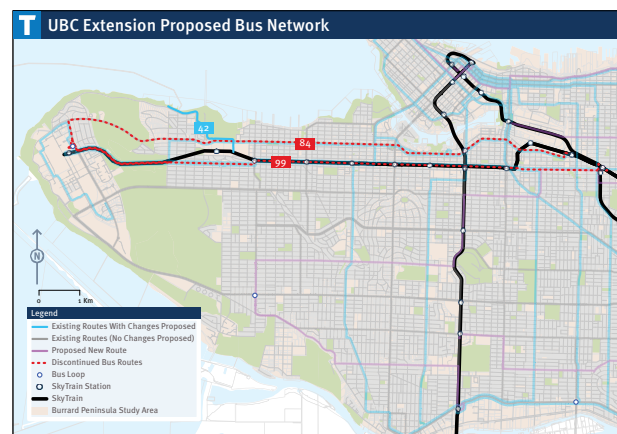
Package L: Integrate Local Bus Network with Millennium Line UBC Extension



TransLink and the Province of British Columbia are studying a potential extension of the Millennium Line to UBC. This project would improve connections across the region and help meet the growing need for transit along the Broadway corridor now and in the future. The next step is to work with senior government and partners to consider the project details.

This package includes ideas for proposed changes to local bus routes that could connect to the UBC Extension in the future as part of a local bus integration plan.

- **Route 42:** To improve access to Spanish Banks, move eastern end of route to the proposed Jericho Station.
- **Route 84:** As faster connections between VCC-Clark and Great Northern Way-Emily Carr stations to UBC would be available on Millennium Line, consider removing route and reinvesting service hours into other north-south routes to connect to Millennium Line.
- **Routes 99:** As route would duplicate extension of Millennium Line, remove route and reinvest service hours to other areas and routes as required.



The lighter blue, grey and pink lines are routes that serve this geographical area but are not part of this package.

Tell Us What You Think!

Is there anything in these proposals you really like? Is there anything you are concerned about? Share your thoughts using a sticky note.

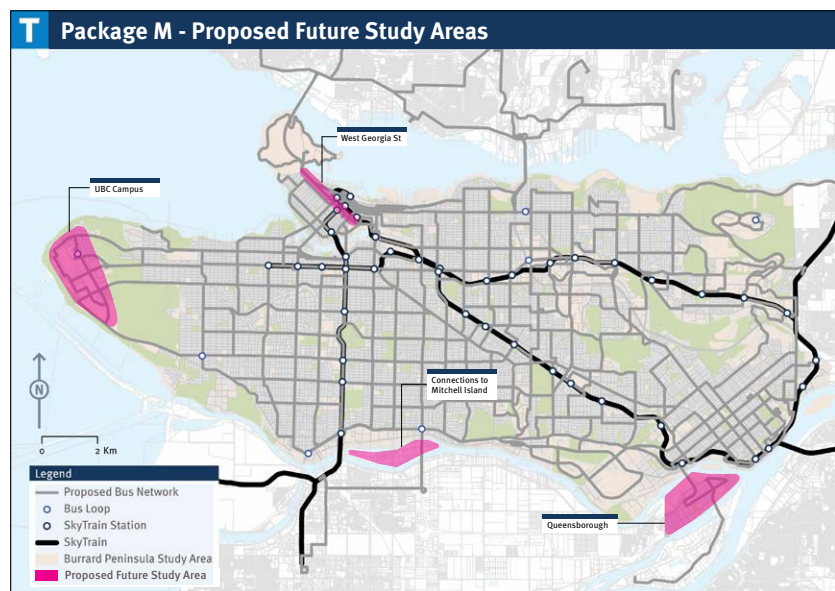


Display Board 20

Package M: Proposed Future Study Areas

Many ideas were considered for the areas listed below and highlighted in pink. While some did not align with current service demands, others are constrained by existing infrastructure. Addressing these challenges will require additional collaboration with local partners and stakeholders. Therefore, we recommend conducting further studies of these areas. These areas include:

- **UBC Campus:** Significant growth and development is planned in both existing and new neighbourhoods on UBC campus. Further study is required to better understand how this growth would impact the demand for transit service.
- **West Georgia St.:** West Georgia is currently served by many buses, and a new route is being proposed on this street to serve Stanley Park. Further analysis is recommended to determine which routes and route patterns may best fit the high demand for different services on this street.
- **Connections to Mitchell Island:** There is demand for a new or improved service to the island from the Burrard Peninsula and other parts of the region, and TransLink is currently conducting additional analysis to identify a suitable route or service.
- **Queensborough:** Enhanced service to Queensborough is identified in Access for Everyone. Numerous proposals were considered to improve internal connectivity within this area, as well as access to other parts of Metro Vancouver. However, there are significant infrastructure challenges to implementing these potential routes or changes. Further coordination and study is recommended between TransLink and the City of New Westminster.



Display Board 21

Actions to Make Sure Transit is Easy to Use, Comfortable, Reliable, Accessible, and Safe

To realize Transport 2050 and the vision of Access for Everyone, we need to understand that our transit riders within the Burrard Peninsula range in age, abilities, and backgrounds.

Despite their many differences, our riders want the same things from transit:

- Convenient travel
- Reliable service
- Affordable trips
- Safe journeys
- Comfortable rides

Based on TransLink's Customer Experience Action Plan (2022–2027) and what we learned in Phase 1, we have created special customer experience-related actions for the Burrard Peninsula ATP:

- **Increase frequency and convenience, and reduce overcrowding**
 - **Example:** Expand the Frequent Transit Network, where transit service runs at least 15 minutes in both directions through the day and evening.
- **Extend hours of operation**
 - **Example:** Introduce new late-night service and extend hours of service during other periods of the day or week (e.g. longer hours of service on weekends).
- **Improve bus speed and reliability**
 - **Example:** Introduce infrastructure such as bus-only lanes on congested corridors and more express bus routes with a limited number of stops on existing bus routes.
- **Make transit easier to use**
 - **Example:** Provide more real-time transit information at key bus stops and stations.
- **Ensure transit is safe, accessible, and comfortable for all**
 - **Example:** Upgrade SkyTrain stations and SeaBus terminals to meet updated accessibility and amenity designs.
- **Advance a more inclusive transit network**
 - **Example:** Continue to explore opportunities to increase the number of publicly accessible washrooms on the transit system.







Display Board 22






Implementing Improvements to Frequency and Hours of Operation

To implement improvements to service frequency and hours of operation, we'll follow a number of principles or rules. These rules are equally important and are not ranked in any specific order, as priorities may shift based on evolving needs. This approach allows us to be flexible in addressing emerging demands effectively.

Increase service frequency on routes that:

-  • Have the most or severe instances of overcrowding.
-  • Serve areas with a higher number of people from equity-deserving communities.*
-  • Serve areas where the Frequent Transit Network (FTN)** is less developed but have strong and growing ridership.
-  • Don't fully meet service type standards (e.g. routes that operate on the FTN corridors but don't completely meet FTN frequencies).

Prioritize service hour improvements on routes that:

-  • Currently experience high ridership in the early mornings or late evenings.
-  • Serve key destinations (e.g. health care, post-secondary, employment areas) that have specific needs for early morning / late night service.
-  • Serve areas not served by the existing NightBus network.
-  • Serve areas with a higher number of people from equity-deserving communities.
-  • Serve areas where there are few routes with early morning / late night services.

Terms explained

Equity-deserving communities are communities or social groups that face discrimination, disadvantage, or barriers that prevent them from accessing opportunities and resources such as jobs, education, medical services, etc. These barriers can be based on many factors including age, ethnicity, disability, economic status, gender, race, sexual orientation, etc.

The **Frequent Transit Network is where transit service runs at least 15 minutes in both directions through the day and evening.



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Display Board 23

Active Transportation – What We Learned in Phase 1 and Active Transportation Goals

What We Learned in Phase 1

During the first phase of engagement in fall 2023, we learned that people in the Burrard Peninsula want to use active transportation like walking, rolling, biking, or using a scooter. Often, they are using these modes to access transit and prefer safe and comfortable active transportation infrastructure such as cycling paths separate from vehicles.

For biking or using a scooter, we heard that people would be more likely to use these modes if the following changes were made:

- There were more complete routes within the Urban Centres (typically the most populated areas).
- There were better connections between Urban Centres.

For walking and rolling, the most important changes people want are:

- Safer places to cross the street.
- More complete sidewalk networks.

These findings show that people want safer and more connected ways to get around without using cars.

Active Transportation Goals

Based on the Phase 1 input, we have developed the following active transportation goals for the Burrard Peninsula:

Goal 1: Build a safer, more complete cycling network across the region; and

Goal 2: Make walking/rolling safer and easier to access, especially within 800 metres of main transit routes (like busy bus loops and transit stations).



Introduction to Draft Active Transportation Actions

In the next few boards, the draft actions related Goals 1 and 2 are presented.

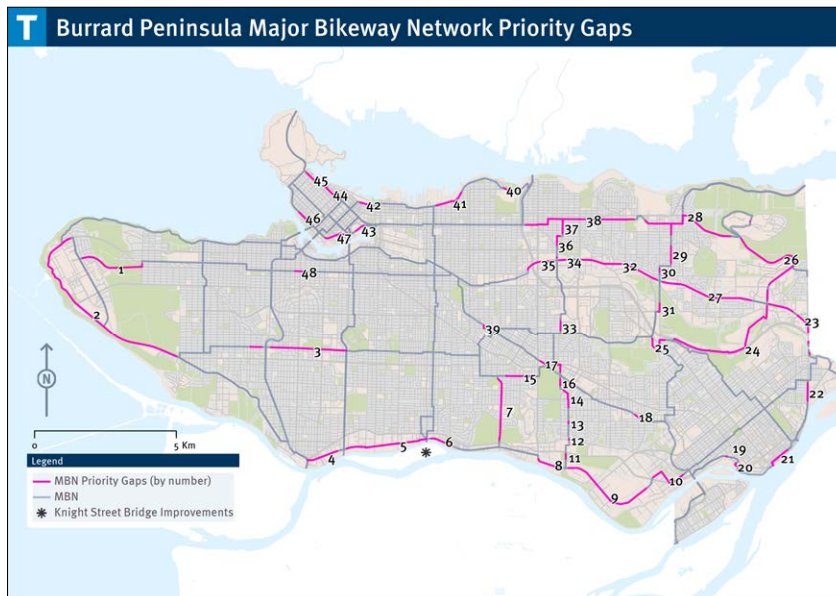
We are only asking for input on the cycling/scooter actions, as we already heard during Phase 1, the importance of improving the walking environment, particularly around major transit stops and station.



Display Board 24

Draft Action for Cycling and Scootering

Work with local governments to create a connected cycling network that is comfortable for most people. We would start with the priority gaps identified through TransLink's Major Bikeway Network (MBN) and Urban Centre Bikeways Action Plan (marked in pink), with the remainder of the Major Bikeway Network (marked in grey) on the map below.



MBN Priority Gaps (pink lines) were established through previous engagement with local government staff. For more information about how these were selected, please visit the Discussion Guide.



Display Board 25

Draft Action for Cycling and Scootering

MBN Priority Gaps

1. University Blvd. from Blanca to Wesbrook Mall
2. SW Marine Dr. W. 41st to Wesbrook Mall
3. 37th Ave. from Larch St. to Cambie St.
4. Kent Ave. from Granville St. to Ash St.
5. Kent Ave. from Yukon St. to Knight St.
6. Kent Ave. from Knight St. to Victoria St.
7. Kerr St. from Marine Dr. to 45th Ave.
8. North Fraser Way from Boundary Rd. to Glenlyon Pkwy.
9. North Fraser Way from Glenlyon Pkwy. to Glenwood Dr.
10. Williard St. from 10th Ave. to 22nd St.
11. Glenlyon Pkwy. from Marine Way to North Fraser Way
12. McKay Ave. at Marine Dr. (Intersection)
13. McKay Ave. from Southwood to Rumble St.
14. McKay Ave. from Victory St. to Willingdon Ave.
15. 45th Ave. from McKinnon St. to Boundary Rd.
16. Patterson Ave. from Mayberry to Beresford St.
17. Vaness Ave. from Boundary Rd. to Kingsway
18. Prenter St. from Buller Ave. to Irmin St.
19. Stewardson Way from Kamloops St. to 5th Ave.
20. Stewardson Way from Rialto Court to 3rd Ave.
21. Columbia St. from Begbie St. to Elliot St.
22. E. Columbia St. from Debeck to Sherbrooke St.
23. North Rd. from Central Valley Greenway to Lougheed Hwy
24. Freeway Trail from Gagliardi Way to approximately Nursery St.

25. Deer Lake Ave. from Kensington Ave. to Sperling Ave.; Sperling Ave. from Deer Lake Way to Claude Ave.; Claude Ave. from Sperling Ave. to Wilton Ave.
26. Gagliardi Way from University Drive East to Lougheed Hwy
27. Lougheed Hwy from Sperling Ave. to North Rd.
28. Burnaby Mountain Pkwy. from Duthie Ave. to Gagliardi Way
29. Cliff Ave. from Adair St. to Kitchener St.
30. Sperling Ave. from Broadway to Adair St.
31. Sperling Ave. from Sprott St. to Joe Sakic Way
32. Lougheed Hwy from Willingdon Ave. to Sperling Ave.
33. Carleton Ave. from Moscrop St. to Forest St.
34. Lougheed Hwy from Gilmore Ave. to Rosser Ave.
35. Lougheed Hwy from Skeena St. to Gilmore Ave.
36. Gilmore Ave. from William St. to Graveley St.
37. Carleton Ave. from William St. to Frances St.
38. Union St. from Boundary Rd. to Fell Ave.
39. Slocan St. from E. 29th Ave. to E. 22nd Ave.
40. Wall St. from McLean Dr. to McGill St.
41. Powell St. from Clark St. to Semlin Dr.
42. Water St. from Richards St. to Carrall St.
43. Pacific Blvd. from Smithe St. to Abbott St.
44. W. Pender St. from Jervis St. to Cardero St.
45. W. Georgia St. to Cardero St. to Chilco St.
46. Pacific St. from Homer St. to Howe St.
47. Pacific Blvd. from Quebec St. to Homer St.
48. West 10th Ave. from Hemlock St. to Fir St.



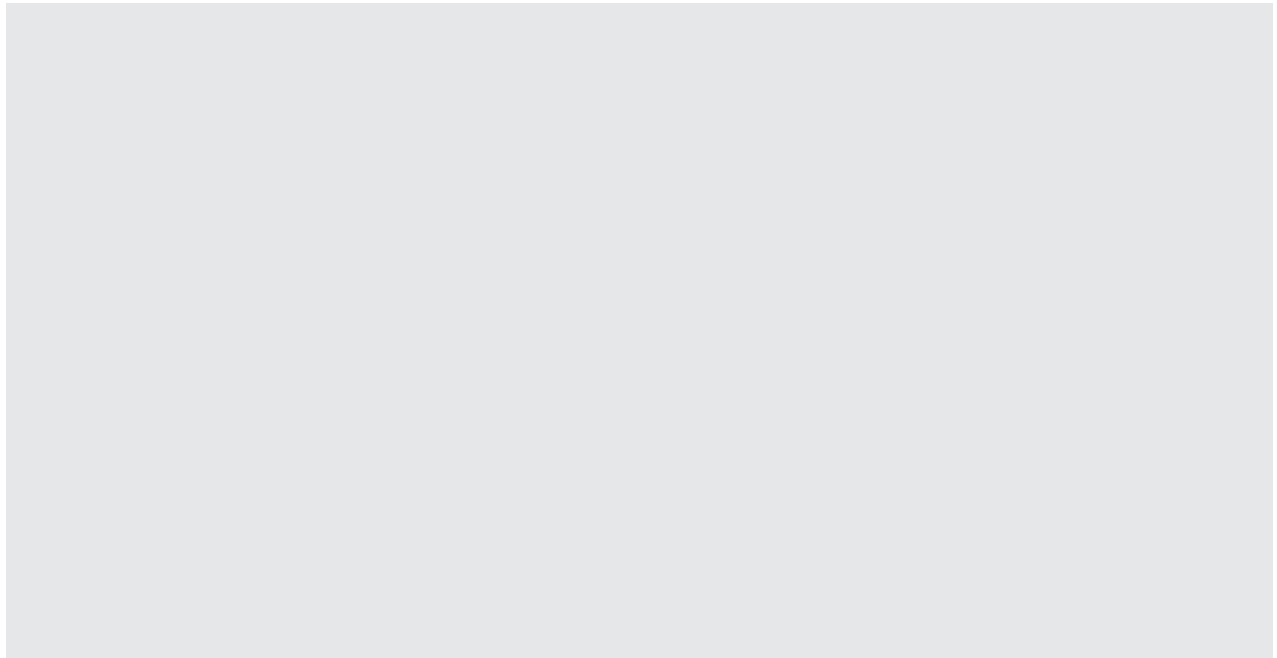
Display Board 26

Tell Us What You Think about the Draft Cycling / Scootering Action!



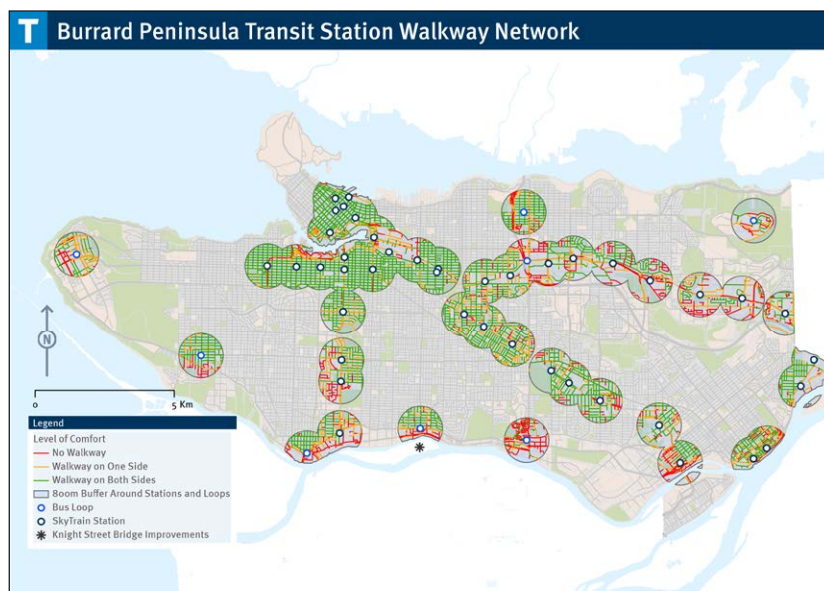
Each of the Major Bikeway Network gaps in the previous board is marked with a number.
Which are your top 5 MBN gaps to fill?

Share your thoughts using a sticky note.

A large, empty grey rectangular area intended for users to place sticky notes with their feedback.

Display Board 27

Draft Action for Walking and Rolling



"The Knight Street Bridge is owned and managed by TransLink and plans for future cycling and walking improvements have been identified."

"The walkway data shown on this map is from 2021. There may have been improvements to the sidewalk network since 2021 that are not shown on this map."

Draft Action to be Included in Final BPATP:

Work with local governments to complete areas with no walkway/sidewalk (marked in red) AND places where there is only a sidewalk on one side of the street (marked in orange). The focus will be on areas within 800 metres of SkyTrain stations and bus loops.

Explanation of Walkway Network Categories and Colours:

- **Walkway on Both Sides (green segments):** There is a paved sidewalk or walkway on both sides of the road surface.
- **Walkway on One Side (orange segments):** There is a paved sidewalk or walkway on one side of the road surface.
- **No Walkway (red segments):** There is no paved sidewalk or walkway on the road surface.



Display Board 28



Burrard Peninsula ATP and Goods Movement

TransLink has an important job that goes beyond just buses and trains. In partnership with municipalities, we plan the region's Major Road Network (MRN) which includes roads that move many people and goods. We also contribute funding for the operation, maintenance, and repair of the MRN and the Regional Truck Network, which is the broader regional network of corridors for goods movement.

TransLink and our partners developed the Regional Goods Movement Strategy, which includes actions for government and other organizations to help move goods more efficiently in this part of the region.

Goods Movement Goals in this ATP

This ATP would seek to advance the goals outlined in the Regional Goods Movement Strategy alongside other local and sub-regional goods movement priorities and focus on:

-  • Road safety and reliability for goods movement within the study area, and
-  • Supporting the transition to zero emission (non-polluting) freight vehicles.

The goods movement actions in the ATP relating to safety and reliability would focus on the overlap between key goods movement networks (e.g., the Major Road Network) and existing or planned active transportation infrastructure (e.g., the Major Bikeway Network). This aims to ensure that both people and goods can move safely and efficiently!



Display Board 29

Goods Movement Goals and Actions

The following goals and actions have been drafted and will be included in the final Burrard Peninsula Area Transport Plan:



Goal 1 – Make goods movement safer for vulnerable road users

- Action 1.1** – Improve the safety of the existing goods movement network.
- Action 1.2** – Identify opportunities to advance a safer goods movement network.
- Action 1.3** – Support the establishment and management of commercial loading zones.



Goal 2 – Make goods movement more reliable

- Action 2.1** – Improve the reliability of the existing goods movement network.
- Action 2.2** – Mitigate the impacts on good movement resulting from changes to the allocation of road space.



Goal 3 – Reduce emissions (i.e., GHG and air contaminants) resulting from goods movement

- Action 3.1** – Explore regulatory, policy, and advocacy actions to encourage the transition to zero emission freight vehicles, including low-speed EVs, cargo and delivery bikes.
- Action 3.2** – Identify opportunities to make goods movement more efficient within Urban Centres and on local streets.



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Next Steps



Take our online survey at
translink.ca/bpatpsurvey or scan the QR code below!



The survey will be open until March 9, 2025.

The feedback we collect from the survey and these in-person events, along with our technical analysis, will help us determine the main transportation priorities for the final Burrard Peninsula Area Transport Plan, which we'll be working on for the remainder of 2025, as shown in the project timeline below.

Where to Find More Information

For more detailed information about the draft recommendations, please refer to our online Discussion Guide.

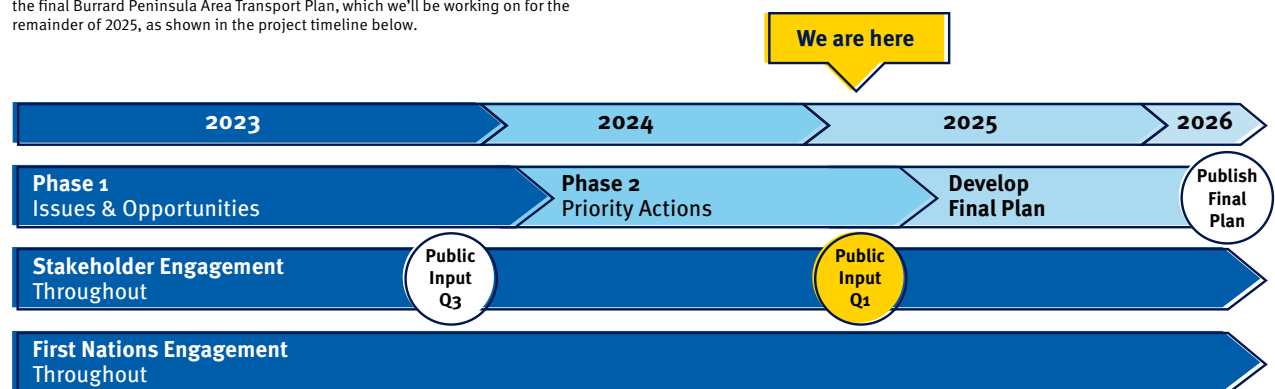
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