



How

Should



We

Get



There?

Burrard Peninsula Area Transport Plan Phase 1 Summary

Land Acknowledgement

TransLink respects the Indigenous Nations within Metro Vancouver and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience, sustainable stewardship, and as active members of the community for generations to come.

We recognize that in planning and managing the region's transportation system we have a role to play in supporting reconciliation with Indigenous Peoples.

ABOUT THIS PHASE 1 SUMMARY REPORT

This report provides an overview of the Burrard Peninsula Area Transport Plan (BP ATP) and a summary of Phase 1 of the planning process, which took place over the course of 2023 and early 2024. This included:

- (1) Assessing recent transportation network performance;
- (2) Taking into consideration local government and First Nations land use and transportation plans, to ensure the local transit network supports existing and expected land use development and travel demands;
- (3) Identifying equity-denied groups and assessing existing social equity conditions within the study area; and
- (4) Developing a better understanding of people's experiences while travelling to/from and within the Burrard Peninsula.

The key findings outlined in this report are an important input into Phase 2 of the BP ATP planning process, which focuses on identifying different strategies and actions to include in the final plan as well as their level of priority. Additional inputs for the final plan include feedback from impacted First Nations, local, regional, and provincial partners (e.g., Metro Vancouver and the Ministry of Transportation), other interested parties, and the general public.

Table of Contents

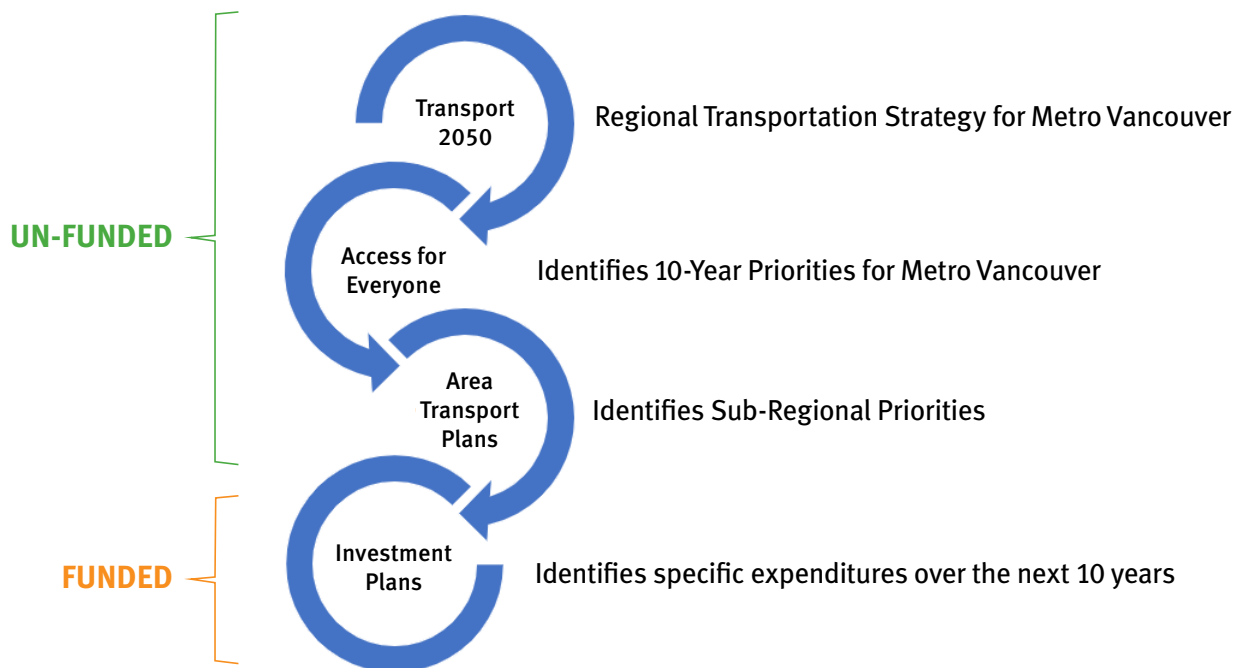
1. Burrard Peninsula Area Transport Plan Overview	4
a. What is an Area Transport Plan?	5
2. Present and Future Travel Needs in the Burrard Peninsula	6
a. Current Demographics and Projected Growth	6
b. Key Land Use and Transportation Plans	6
c. Major Transit Growth Corridors	7
d. Provincial Legislative Change	9
e. Indigenous-Led Development	9
3. Transit Network Analysis – Key Findings	11
4. Active Transportation – Key Findings	15
5. Summary of Phase 1 Public Engagement	18
6. Next Steps	21

1 Burrard Peninsula Area Transport Plan Overview

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing, and operating a transportation system that moves people and goods around the region. Recognizing that Metro Vancouver is large and diverse, TransLink focuses on smaller sub-regions through Area Transport Plans to ensure local context and needs are understood and reflected in our planning.

To do this, TransLink works closely with Indigenous Nations, local, regional, and provincial government partners, transportation and mobility-focused organizations, and the public to develop sub-regional plans that provide a blueprint for enhancing transit service and infrastructure, while also addressing aspects of cycling, walking, driving, and goods movement.

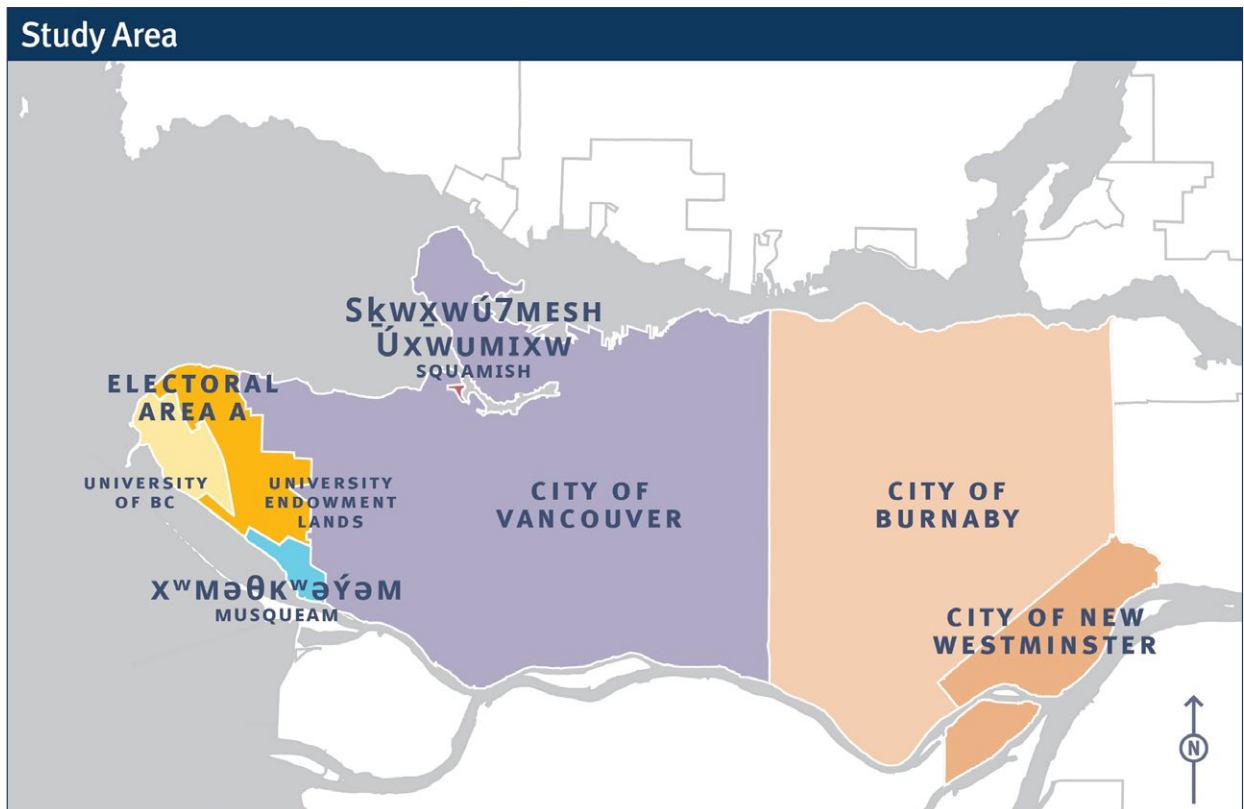
AREA TRANSPORT PLANS AND HOW THEY RELATE TO OTHER TRANSLINK PLANS



Area Transport Plans support and inform key planning processes like TransLink’s Regional Transportation Strategy *Transport 2050* and *Transport 2050: 10-Year Priorities* (recently rebranded as *Access for Everyone*). Together these plans help set the long-term transportation vision, goals, targets, policies, and investment priorities for the region. Recommendations from the Burrard Peninsula ATP, along with other regional plans, will be put into action through future investment plans depending on funding availability.

WHAT IS THE BURRARD PENINSULA AREA TRANSPORT PLAN?

The Burrard Peninsula Area Transport Plan includes Vancouver, Burnaby, New Westminister, and the University of British Columbia (UBC) and University Endowment Lands (UEL) in Electoral Area A. The study area also involves the traditional and unceded territories of several Indigenous Nations, including q̓wɑ:n̓ʕ̓ ʔn̓ (Kwantlen First Nation), k̓w̓ik̓w̓ə́łəm (Kwkwetlem First Nation), x̓m̓əθk̓w̓ə́y̓əm (Musqueam), Sk̓w̓x̓w̓ú7mesh Úxwumixw (Squamish Nation), sə́l̓ilw̓ətaʔt (Tsleil-Waututh Nation), and q̓iq̓éy̓t (Qayqayt First Nation). In addition, it includes Sk̓w̓x̓w̓ú7mesh Úxwumixw (Squamish Nation) reserve Kitsilano 6 and x̓m̓əθk̓w̓ə́y̓əm (Musqueam) reserve Musqueam 2.



The Burrard Peninsula has seen a lot of growth since the last area transportation plans were completed (Vancouver/UBC/UEL in 2005, Burnaby/New Westminister in 2003). Today, many of the transit routes that serve the Burrard Peninsula travel across local government boundaries. To better understand the needs of our growing transportation network and how we can improve transportation options within the Burrard Peninsula, TransLink decided to combine the sub-regions of Burnaby and New Westminister with Vancouver, UBC, and UEL.

Once finished, the BP ATP will highlight priority transit service and infrastructure projects, ways to enhance walking and biking paths, and other strategies to encourage people to walk, cycle, and use transit, as well as considerations to make it easier to reliably move goods.

2 Present and Future Travel Needs in the Burrard Peninsula

How people move around the region is determined by where they live, and when and where they want to travel to. It is also influenced by their age, income, and ability, as well as the different transportation options that are available to them. That's why it's crucial to consider both present and future population projections in the Burrard Peninsula, as well as the land use and transportation plans set by both the region and local municipalities as well as Indigenous Nations, where available, when creating the Burrard Peninsula Area Transport Plan.

CURRENT DEMOGRAPHICS

To better understand the needs of our diverse communities within the Burrard Peninsula, we looked at various demographic characteristics such as age, income level, employment, housing tenure, languages spoken, and Indigenous identity. Some of the key findings included the following:

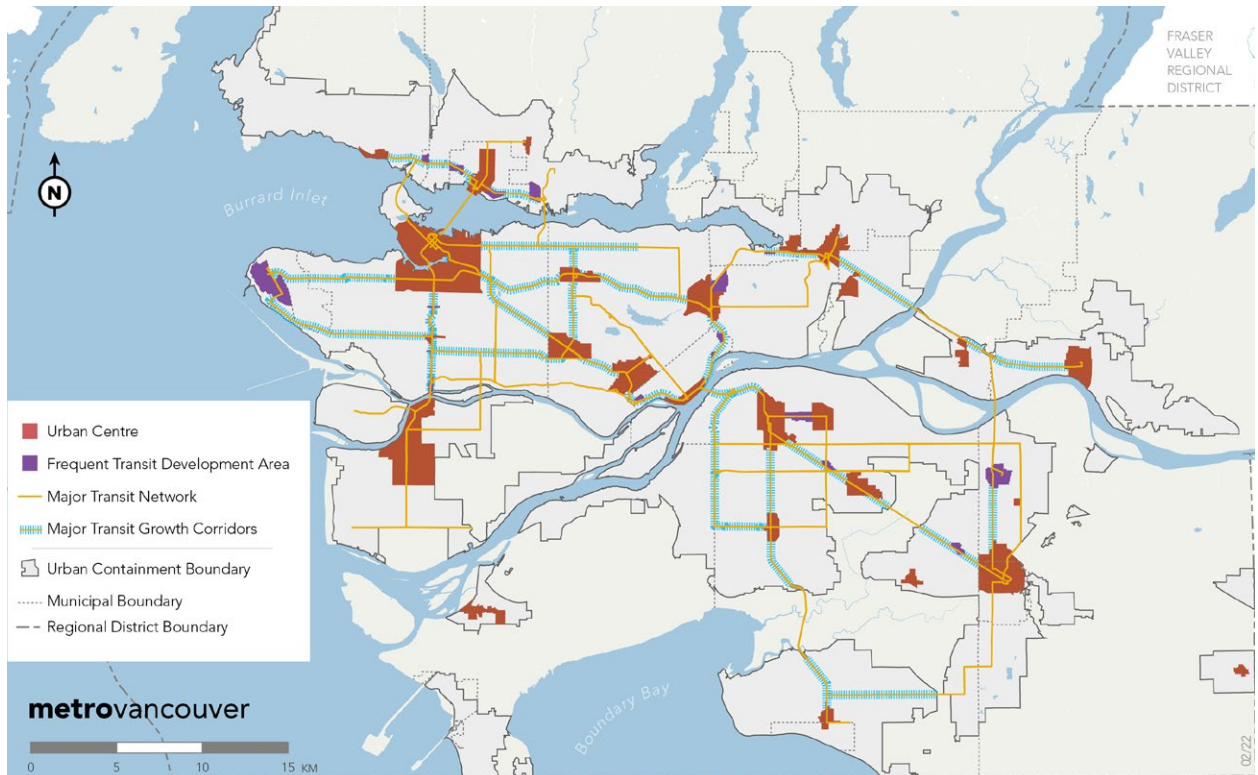
- Within the BP ATP study area, 17% of the population is in the 65+ age group, and this is in line with the Metro Vancouver average. This number is projected to reach 22% by 2050.
- In the Burrard Peninsula sub-region, 34% of residents speak a language other than English at home.
- Metro Vancouver has the third largest Urban Indigenous (including First Nation, Inuit, and Métis Peoples) population in Canada. Within the Burrard Peninsula study area, 2.2% of the population identified as Indigenous in the 2021 census.

PROJECTED GROWTH

Metro 2050, the Regional Growth Strategy, forecasts that over the next 30 years Metro Vancouver will need to accommodate approximately one million more residents. 30% of that growth will occur within the Burrard Peninsula area, which is the region's largest sub-area and, in 2020, accounted for 38% of the region's population and 47% of the region's jobs. This significant growth and the resulting growth in travel demand will be an important consideration in the development of the Burrard Peninsula ATP.

KEY LAND USE AND TRANSPORTATION PLANS

At the regional level, working closely with the *Metro 2050* strategies is crucial to managing the growing population's needs for housing, employment, and transportation. The aim to create more compact urban spaces, as identified in *Metro 2050*, will involve concentrating growth in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.

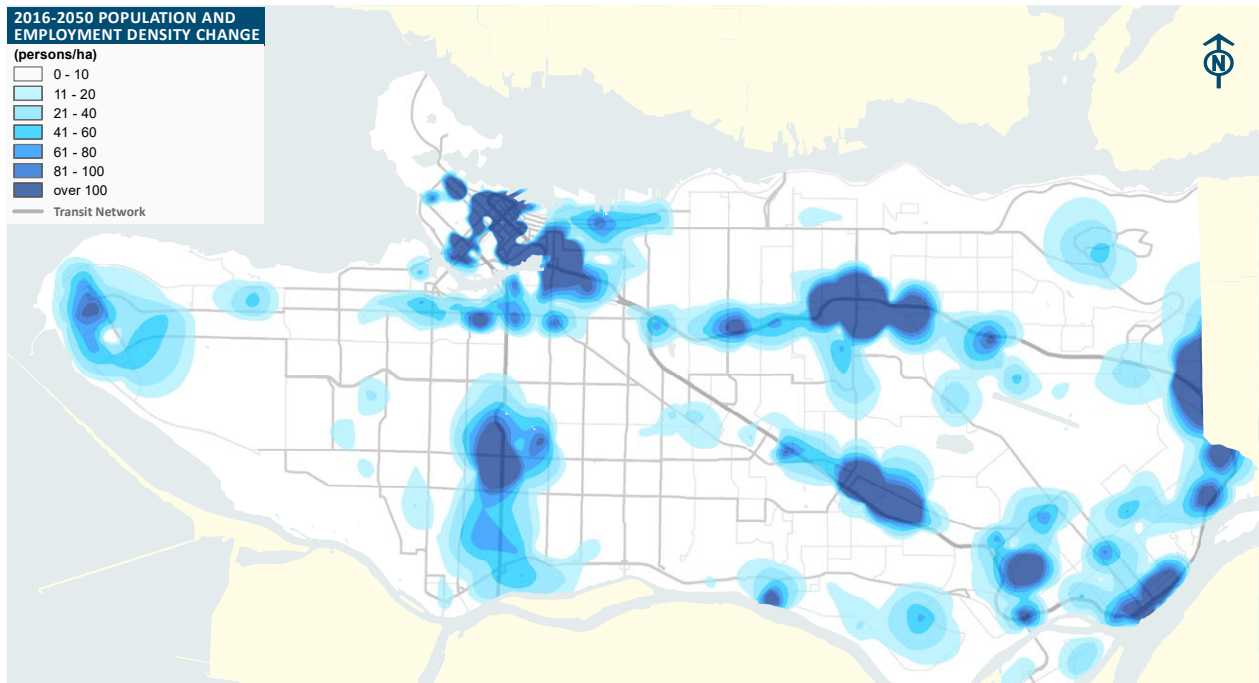


Major Transit Growth Corridors (Metro 2050)

At a more local level, Indigenous and municipal policy and strategies guiding land use and transportation decisions in the Burrard Peninsula study area are found in Official Community Plans, neighbourhood and area plans, Regional Context Statements, and other supporting plans and strategies.

[xʷməθkʷəy̓əm \(Musqueam\)](#) land use plan is one component of the comprehensive community plan called 'We Speak With One Heart and Mind,' or *nəcəmat tə səwqʷələwən ct.* The plan outlines a strategic vision for future land use development and applies to all Musqueam lands, including reserves and fee simple properties. This includes the development of new community housing within Musqueam Village (IR #2), including Block K, also known as the "Triangle Lands", adjacent to West 41st Avenue, which will require safe and reliable transit services and connections to the Major Bikeway Network.

For [Skwxwú7mesh Úxwumixw \(Squamish Nation\)](#), the 2026 Strategic Plan outlines a range of near-term priorities, including the development of community housing so that within 25 years all Skwxwú7mesh Úxwumixw members are safely and adequately housed. In addition to the Sen'ákw development at the south end of the Burrard Bridge, there are several additional Skwxwú7mesh Úxwumixw community housing developments planned within the study area that will require convenient access to transit service and connections to safe and accessible active transportation infrastructure.



2016-2050 Population and Employment Change

For the [City of Vancouver](#), key plans include the *Vancouver Plan* (2022) and a number of area and corridor plans (e.g., Broadway Area, Cambie Corridor, False Creek Flats, Central Waterfront Hub). These plans indicate there will be more housing density and job space throughout Vancouver in order to accommodate 260,000 more residents (for a total of 920,000 people) and 210,000 more jobs (for a total of 638,000) by 2050. In particular, significant population and job growth is planned for the Metro Core/Broadway, Oakridge Municipal Town Centre, Rapid Transit Areas, and Neighbourhood Centres. The ATP will aim to support these plans, as well as the transportation goals and mode-shift targets outlined in the city’s *Transportation 2040* (2012) plan and *Climate Emergency Action Plan* (2020), the latter of which aims to have two-thirds of all trips be made by foot, bike, or transit by 2030.

For the [University Endowment Lands \(UEL\)](#) and [University of British Columbia \(UBC\)](#), the ATP will be aligned with UBC’s Board-approved *Campus Vision 2050* and updated *Land Use Plan* (currently pending adoption by the Province), which outline the significant population and employment growth that is expected on the Point Grey campus, as well as the University Endowment Lands’ *2005 Official Community Plan* (updated in 2022). The UEL expects significant development over the next 25 years through the implementation of the Area D plan and incorporation of housing legislation allowing for Small Scale Multi-Unit Housing. It is expected that by 2050 there will be more than 50,000 people housed on campus, more than half of which will be in below-market rental housing. These new residents will add to the already strong transit demand at UBC and the 130,000 trips that are made to and from the campus each day. Additionally, the ATP will support the targets outlined in the *UBC Transportation Plan* (2014), which includes having two-thirds of all trips to and from UBC be made by walking, cycling, or transit by 2040.

The **City of Burnaby**, which is projected to have 109,000 more residents by 2050, is currently updating its *Official Community Plan*, as well as developing area plans for Edmonds Town Centre, Royal Oak, and Cascade Heights Urban Villages. These are in addition to the already completed Urban Village plans for the Bainbridge and Lochdale areas, which will provide additional housing and employment options. The ATP will support these land use plans as well as the goals and targets outlined in the *Burnaby Transportation Plan* (2021), which includes having three-quarters of all trips be made by public transit and active transportation by 2050.

For the **City of New Westminster**, which is expected to have an additional 30,000 residents and 13,000 jobs by 2050, the ATP will align with the directions outlined in the *Our City 2041: Official Community Plan* (2017). It will also support the area plans for Queensborough and Downtown, as well as the 22nd Street Station Neighbourhood visioning study currently underway. These areas, alongside the Frequent Transit Development Areas around the remaining SkyTrain stations, will likely absorb a significant share of the City's residential development. For transportation, there will be coordination between the ATP and the *Master Transportation Plan* (2015), *All Ages and Abilities Active Transportation Network Plan* (2022) and other transportation plans, which aim to reduce overall demand for vehicle travel and create a network of active transportation corridors that are comfortable for people of all ages and abilities.



PROVINCIAL LEGISLATIVE CHANGES

In the Fall 2023 legislative session, the Province introduced a suite of housing legislation to deliver more homes for people faster in every part of British Columbia, including:

- Bill 44 – Housing Statutes (Residential Development) Amendment Act: The regulations outline requirements to update zoning bylaws to allow on all properties, depending on the size and location of the community or area, either a minimum of one secondary suite or detached accessory dwelling unit, a minimum of three to four dwelling units, or a minimum of six dwelling units in selected areas near bus stops with frequent transit service.
- Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act: Through this bill, transit-oriented areas have now been defined, and many are located around SkyTrain stations and major bus exchanges in the Burrard Peninsula.

Together, these two legislative changes will lead to significant residential development near transit stations and hubs, increasing demand on the regional transit network.

INDIGENOUS-LED DEVELOPMENT

The following are some of the major developments and projects that are either Indigenous-led and within municipal jurisdiction, or those that are Indigenous-led and on reserve lands within the study area.

Sen'ákw: Located on the south end of the Burrard Street Bridge in Vancouver, this Skwxwú7mesh Úxwumixw (Squamish Nation) development is the largest Indigenous Nations economic development project in Canadian history as well as the largest net zero carbon residential project in Canada. When complete Sen'ákw will provide over 6,000 homes, including 1,200 affordable housing units.

ʔəy'alməxw/ly' álməxw/Jericho Lands: The Jericho Lands is a 90-acre site in Vancouver's West Point Grey neighbourhood being jointly developed by xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish Nation), and sə́lílwətaʔt (Tsleil-Waututh Nation). The site concept plan calls for about 13,000 homes, towers of up to 49-storeys, and a total of 12.6 million square feet of residential floor area. The policy statement was unanimously approved by Vancouver City Council in January 2024.

χews tə n' a xʷəlməxw / X_aws Uxwumixw / Heather Lands: The Heather Lands is a 21-acre site that will become χews tə n' a xʷəlməxw / X_aws Uxwumixw / a new neighbourhood, with 2,600 homes, shops, parks, daycare, and an MST (Musqueam, Squamish, Tsleil-Waututh) Cultural Centre.

Former Liquor Distribution Branch: Currently in the early stages of planning, this 9.2-acre community will feature easy access to the Rupert SkyTrain Station. It is co-owned by xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish), and sə́lílwətaʔt (Tsleil-Waututh) Nations and Aquilini Development.

Kʷasən Village / Willingdon Lands: Kʷasən Village is a 40-acre site jointly owned by xʷməθkʷəy̓əm (Musqueam), sə́lílwətaʔt (Tsleil-Waututh) Nation and Aquilini Development. When complete the Village will provide more than 5,000 residential housing units of various sizes and tenure types.

3 Transit Network Analysis – Key Findings

A key strategy in *Transport 2050* is to make transit the most convenient choice for longer trips – that is, those not well suited for walking, rolling, or cycling. Transit becomes a convenient option when most homes, jobs, and major destinations are located near stops and stations served by frequent transit, as outlined in the regional growth management goals and strategies of *Metro 2050*. In addition to focusing growth near major transit stops and stations, expanding the reach, speed, frequency, and reliability of the transit system is key to providing convenient travel alternatives to driving.

The bus network in the ATP study area is extensive at almost 1,000 km and makes up approximately 28% of Metro Vancouver’s entire bus network in terms of route-kilometres. We know that access to transit within the Burrard Peninsula is not equitably distributed. To identify and address these inequities, a thorough review of the transit network was conducted.

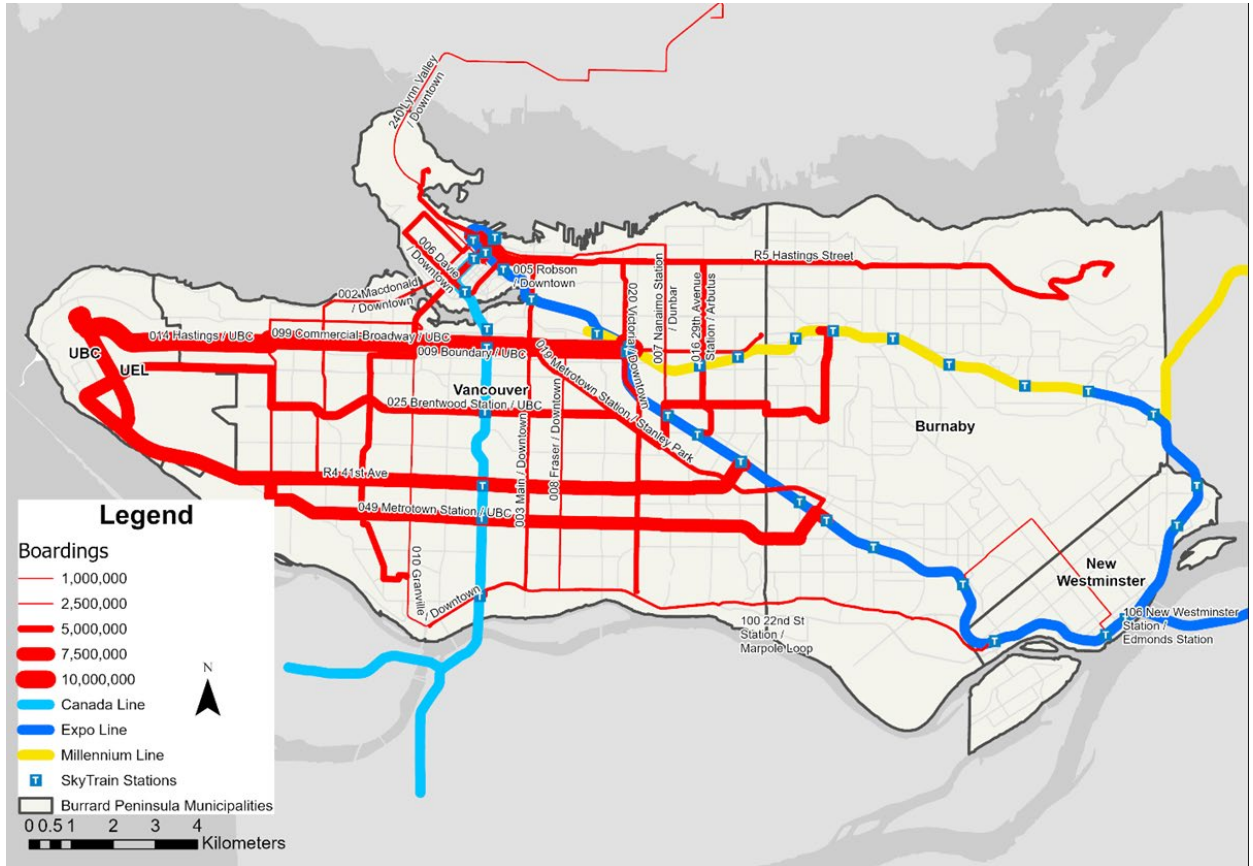
Focusing on the local bus network, 88 bus routes with 54% of the region’s annual bus service hours were included in this analysis, though some operate in other parts of Metro Vancouver or have limited stops and/or trips into the Burrard Peninsula. In order to capture a full year’s worth of information, most of the data used in the analysis was from 2022. However, we know that ridership in the Burrard Peninsula has recovered more significantly since the COVID-19 pandemic and will be accounted for in the development of ATP strategies and actions.

RIDERSHIP PATTERNS ON THE BUS NETWORK HAVE EVOLVED SINCE THE LAST ATP

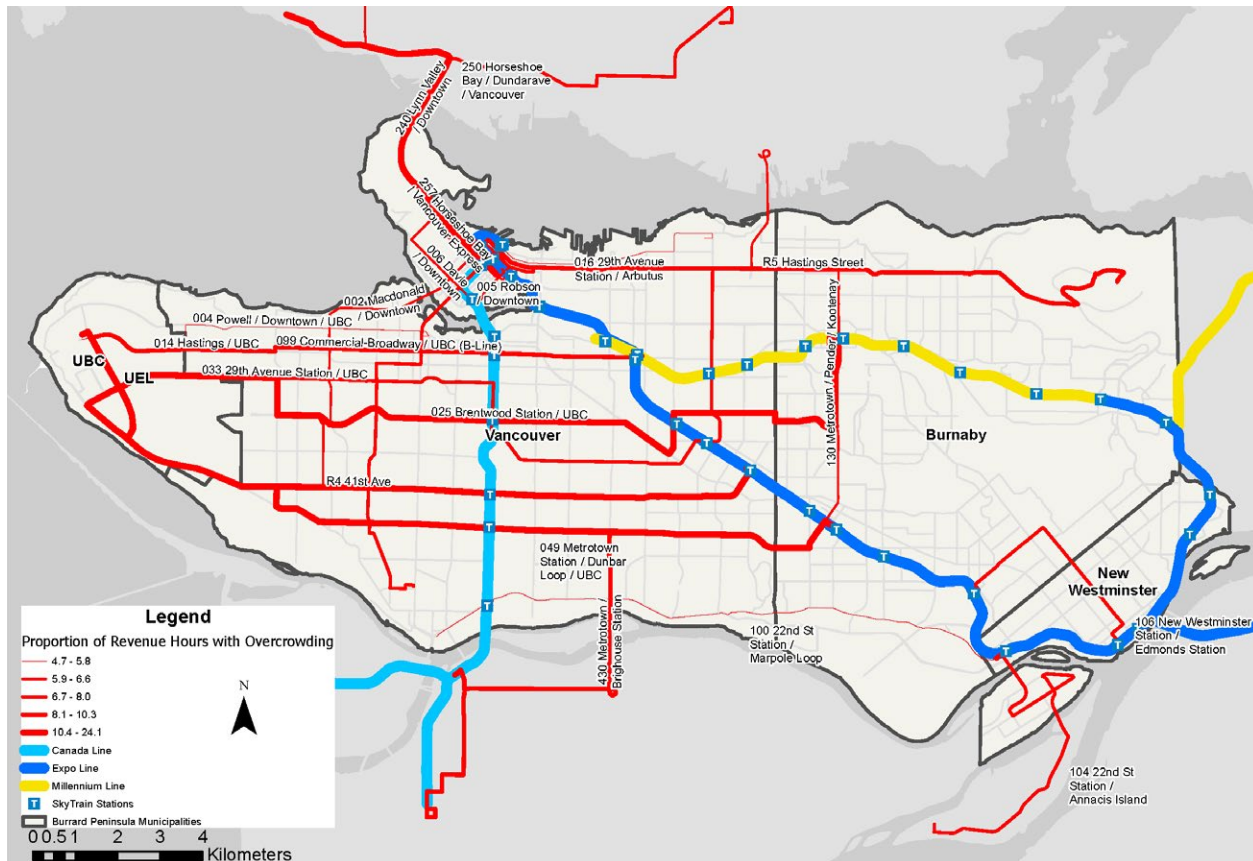
In the past, the majority of bus trips in Vancouver were along routes that travelled north-south. However, ridership on east west routes has grown significantly and many routes are now often overcrowded, impacting people’s ability to access transit. The opening of the Broadway Subway in 2026 will change travel patterns and potentially increase ridership on connecting routes.

Travel patterns in Burnaby and New Westminister have also changed since the previous area transport plan was prepared in 2003. Development in Burnaby’s town centres as well as Downtown and Uptown New Westminister has led to significant population and employment growth, and the bus exchanges at these SkyTrain stations frequently serve high volumes of people traveling to different parts of the Burrard Peninsula and the region.

There has also been steady growth in enrollment at post-secondary institutions, where students have access to the U-Pass BC program of discounted monthly transit passes. The transit ridership patterns in the figures below reflect the growth of these institutions and campuses, especially UBC’s Point Grey Campus and SFU’s Burnaby Mountain Campus, where seven of the 20 routes with the highest number of boardings terminate, as well as eight of the 20 routes with the most overcrowding.



Top 20 Routes by Annual Boardings in 2022



Top 20 Routes by Proportion of Revenue Hours with Overcrowding in Fall 2022

While most of these top 20 routes operate primarily in Vancouver, there are higher levels of demand in other parts of the Burrard Peninsula as well, such as Simon Fraser University and on some of its bus connections, and along corridors like Willingdon Avenue and Canada Way/Eighth Street in Burnaby and New Westminster.

THERE ARE PARTS OF THE BURRARD PENINSULA WHERE IT IS MORE DIFFICULT TO ACCESS PUBLIC TRANSIT AT DIFFERENT TIMES OF THE DAY

Numerous routes in the Burrard Peninsula have a lower service span – that is, the length of time between the first and last trip – or are in service only during limited times such as peak hours. Some routes end service before midnight and do not start service again until later in the morning, especially on weekends. The current NightBus network predominantly serves the City of Vancouver (except for 3 routes) but is Downtown-focused, and there is no overnight service on most routes. There are other areas like hospitals, industrial sites, post-secondary schools, and urban centres that could support, or are in need of, longer service spans to make transit accessible to more people at more times of the day. For some, such as shift-workers, limited span of service can be a significant barrier to using transit more often.

THERE ARE BOTH EXISTING AND NEW OR GROWING RESIDENTIAL AREAS WITH INADEQUATE ACCESS TO TRANSIT SERVICE

A number of residential areas within the study area have no or limited access to transit service. This includes existing residential areas such as the growing River District and the East 1st Avenue corridor, as well as transit-oriented developments that are under construction or planned in the near future such as Seríákw and the Heather Lands in Vancouver, Royal Oak Avenue and the Willingdon Lands in Burnaby, and the Acadia and Stadium neighbourhoods at UBC. It will be important that they are connected to the network as they continue to grow and develop.

Furthermore, as previously described, new provincial legislation targeted to creating transit-oriented communities around existing and future rapid transit stations and bus exchanges will likely see more transit-oriented development and result in higher demand for transit services in these areas. The BP ATP will identify these areas and outline actions aimed at improving access to transit service that is convenient, comfortable, and reliable. This could include increasing the capacity and/or frequency of existing routes, creating new routes, and changing the routing of existing routes.

TRANSIT TRAVEL TIME AND RELIABILITY ARE INCREASING ISSUES

To attract and retain transit riders, buses must arrive on time and get people to where they need to go without unreasonable delays, consistently and reliably from day to day. Unreliable travel times can be a significant barrier to using transit, especially for those deciding to use transit to get to work. Buses carry the majority of transit users in the Burrard Peninsula, but increasing traffic congestion is causing delays to buses and increasing travel time. According to the *2023 Bus Speed and Reliability Report*, of the 20 corridors that were experiencing the most delays in the region, 15 (or three-quarters) are located in the Burrard Peninsula. For each of the routes 25 and 49 in Vancouver, for example, the buses collectively experience over 45 hours of delay on an average weekday.

TransLink has worked with local government partners in the Burrard Peninsula to implement transit priority measures where possible, but corridors with limited road widths and competing uses often make it difficult to implement them. In Phase 2, TransLink will work with local government partners and the Ministry of Transportation to identify key locations in the Burrard Peninsula where bus priority measures may be required so that transit users can reliably get to their destinations on time.

ACCESS TO THE TRANSIT NETWORK IS NOT EQUITABLE

Many groups face barriers when travelling around the region. These barriers may be related to age, language, gender identity, sexual orientation, socio-economic status, ability, limited transportation options near their homes or workplaces, or other factors. To better understand how these factors hinder people from traveling safely and comfortably, we assessed how various underserved communities access transit to reach important places like work, school, healthcare, and parks.

Our social equity analysis considered Indigenous peoples, racialized communities, older adults, individuals with low-income, people with limited English proficiency, children and youth, single-parent households, persons with disabilities, and renters (while not considered an equity-denied group, it is important to highlight some of the unequal challenges faced by renters when it comes to transportation planning and housing security).

The analysis revealed a number of areas within the Burrard Peninsula where there is a higher concentration of equity-denied groups that have poor access to important destinations such as jobs, schools, health services, and parks when using the transit network. This includes areas in south Burnaby between Metrotown and Marine Drive, uptown New Westminster, and areas in and around Marpole and in the north-east (e.g., Hastings-Sunrise) in Vancouver. By taking steps to better understand where these areas of high need are located, we can develop strategies and actions that will help to make it easier for everyone to access the opportunities they need to thrive.

4 Active Transportation – Key Findings

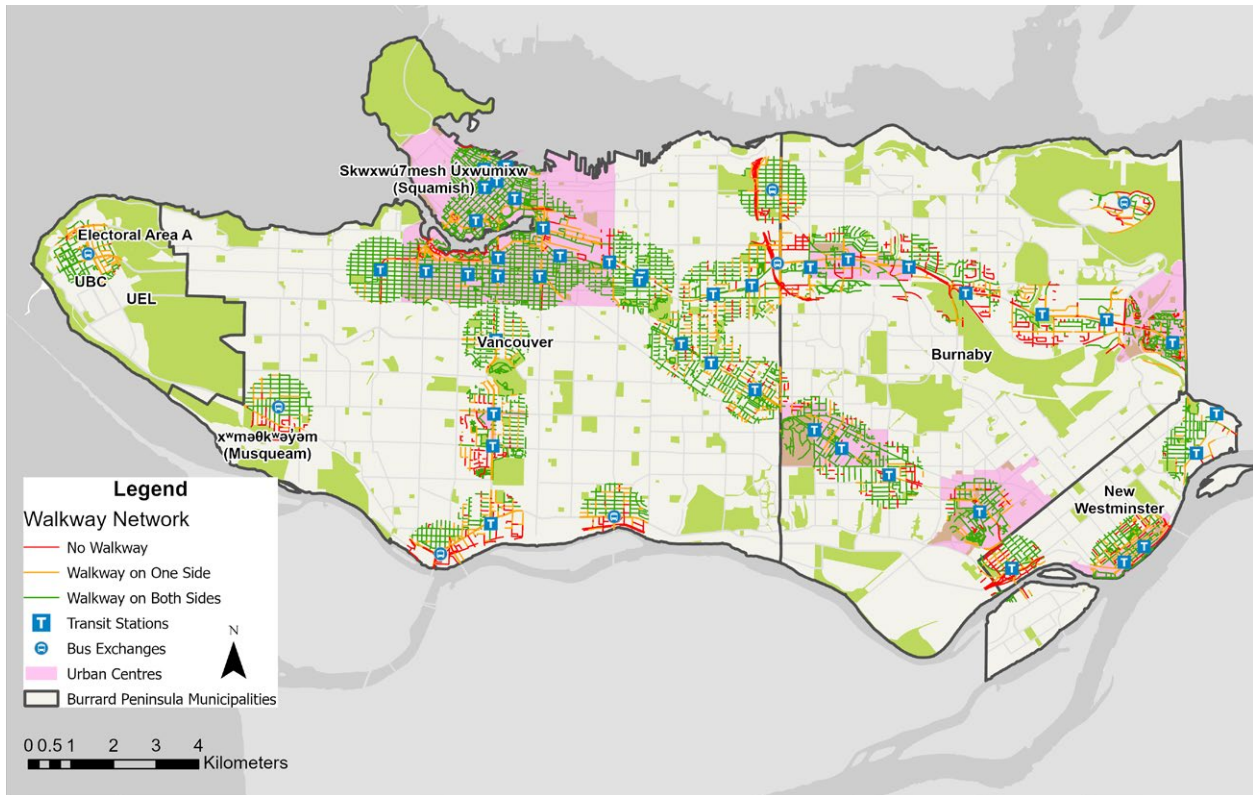
A key strategy in Transport 2050 is to make active transportation the most convenient choice for shorter trips. Active transportation includes all human-powered travel forms and is most commonly associated with walking, cycling, or using a wheelchair or other mobility aid. The term ‘active transportation’ also encompasses the use of scooters, running, inline skating and other forms of human-powered travel. Micromobility is also supported as a form of active transportation, which includes the use of electric bikes, electric scooters, and other forms of small, lightweight government-approved devices so long as they can be safely operated within shared spaces such as off-street pathways and bikeways.

MICROMOBILITY

Shared micromobility services offer numerous benefits including first and last mile connections to and from transit stops, reduced congestion and lower emissions from transportation. In the Burrard Peninsula, the City of Vancouver (Mobi) and University of British Columbia (Mobi, HOPR) have shared micromobility services operating in their jurisdiction with bicycles and e-bikes offered. The Cities of Burnaby and New Westminster have issued requests for proposals for operators to bring shared micromobility services to their municipalities. Throughout public engagement we heard that limited access to shared micromobility services, especially at transit stations and exchanges, was a barrier to accessing transit. Improving first and last mile connections, including greater access to micromobility, will be a key objective of the BP ATP.

WALKING AND ROLLING

According to TransLink’s 2017 Trip Diary, walking to transit is the most popular mode for accessing transit in Metro Vancouver. Yet, the main barrier to being able to walk to transit is the lack of adequate sidewalks for individuals to feel safe on their routes. Between 2022 and 2023, TransLink conducted a sidewalk inventory of streets within Metro Vancouver with sidewalks on both sides of the street, on one side of the street, or no sidewalks at all. This inventory can be seen below, where an 800 m buffer around each rapid transit station and bus exchange in the Burrard Peninsula was created and the sidewalk inventory for the area is displayed.



Walkway Network at Transit Stations and Exchanges

Notably, stations along the Millennium Line in Burnaby and three stations on the Canada Line (Oakridge-41st, Langara-49th and Marine Drive) have a higher number of street segments without walkways on either side.

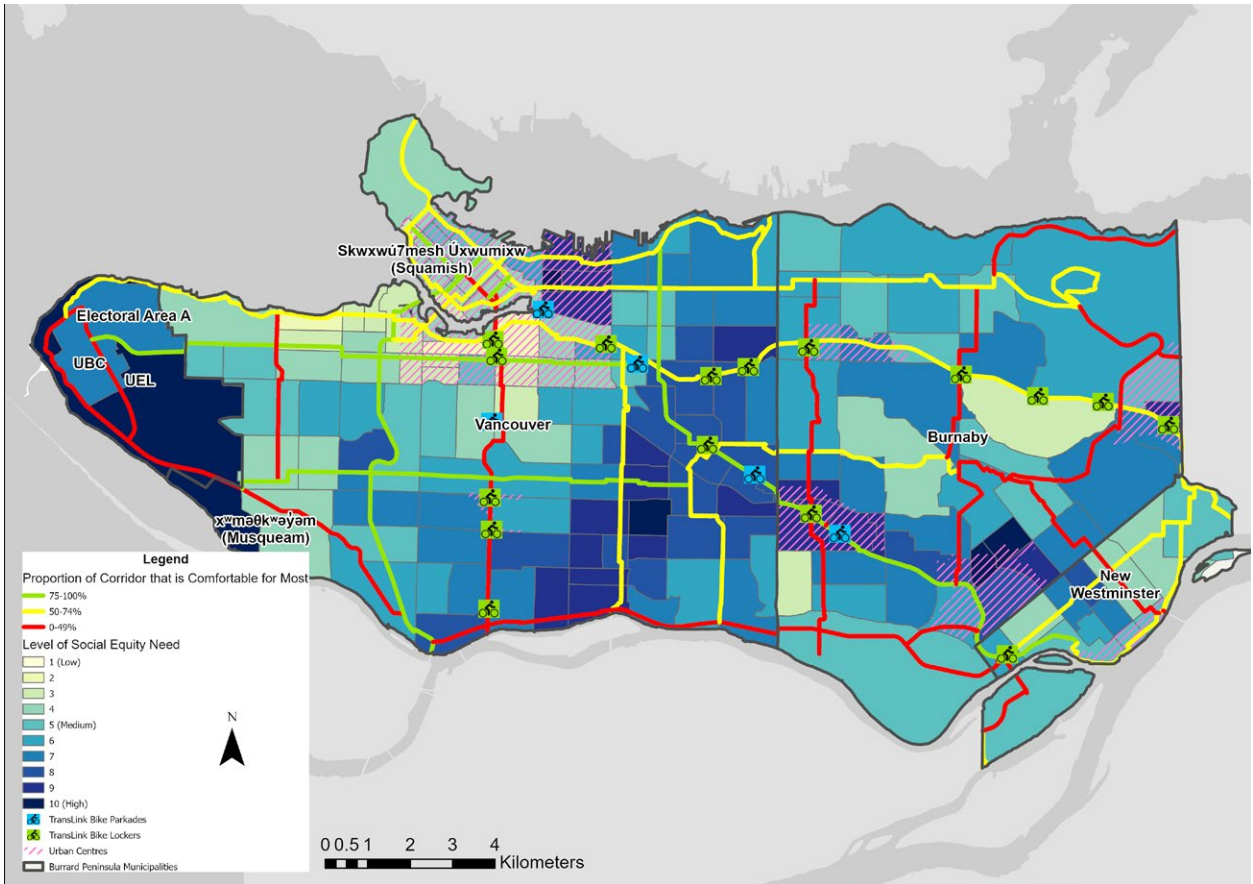
The presence and state of good repair of walking and rolling infrastructure in and around transit stops, stations and exchanges are critical to ensuring that access to transit is safe and accessible – especially for those with limited mobility and people with disabilities.

CYCLING

Through *Transport 2050*, TransLink is proposing an 850 km regional **Major Bikeway Network (MBN)**, made up of traffic-protected and traffic-calmed bikeways connecting Urban Centres and major destinations across Metro Vancouver. The BP ATP study area includes numerous corridors designated as part of the MBN. Improving safety on these corridors is critical to achieving numerous goals within *Transport 2050* and will be an area of focus for the ATP.

The map on the following page shows the TransLink’s MBN within the Burrard Peninsula. The corridors are grouped based on the percentage of the corridor that offers comfortable facilities for most cyclists, based on the quality of infrastructure and overall cycling experience. It also highlights Urban Centres, and TransLink bike parkades and bike lockers to indicate the presence of secure bike parking and the incorporation of bicycles into TransLink facilities.

Further, this map shows “Social Equity Need” with areas that have a higher proportion of equity-denied groups that may be disproportionately impacted by the limited access to the Major Bikeway Network. These groups include youth (ages 0-14), older adults (age 65+), households with low income, those who identify as Indigenous, recent immigrants (2011-16), racialized communities, those with limited knowledge of English or French, rent-burdened households, and single-parent households.



The Major Bikeway Network that is Comfortable for Most

Notably, the MBN is largely incomplete in areas with higher social equity need. This includes UBC, UEL, South Vancouver and Burnaby where infrastructure is mostly rated as “Comfortable for a Few to Very Few”. Equity-denied communities, especially those with lower incomes, would benefit from a more complete major bike network with infrastructure that is “Comfortable for Most” so that cycling or the use of other micromobility devices is available to them.

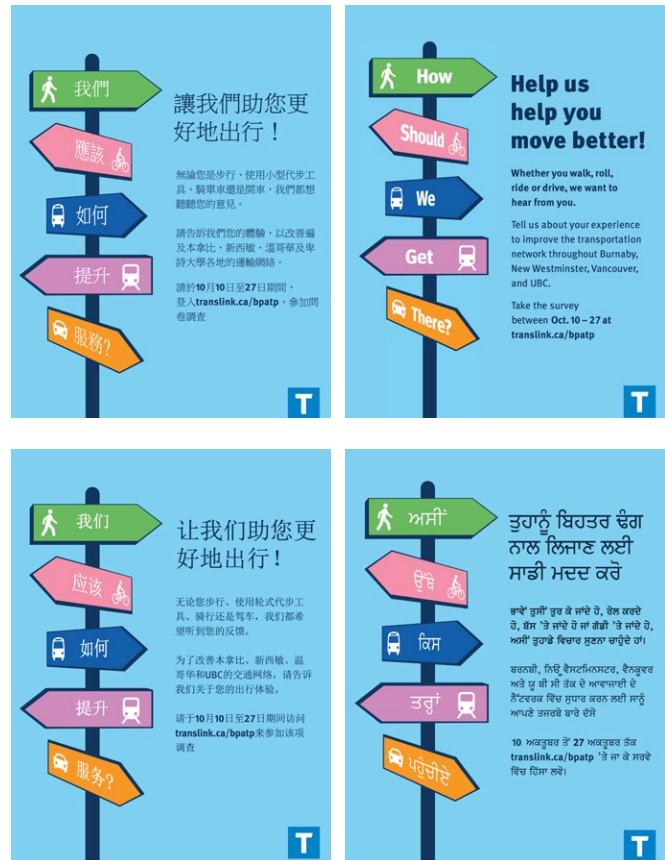
5 Summary of Phase 1 Public Engagement

The first round of BP ATP public engagement was conducted primarily in late 2023, with some additional meetings in early 2024 with interested parties such as local government advisory committees. The focus of this first round of public engagement was to develop a better understanding of current issues and opportunities within the transportation network, what’s working and what could be improved, and the factors that would be most influential in people’s travel choices.

The approach to engagement for the BP ATP was designed to support TransLink’s equity goals, including a commitment to reconciliation, and meaningfully advance the equity, diversity, and inclusion objectives outlined in *Transport 2050*. To do this, the project team actively sought to reach traditionally equity-denied communities so that the process and outcomes better meet the needs of all residents, particularly those who have historically been marginalized, including older adults, youth, persons living with a disability, persons with low income, non-English speakers, and Urban Indigenous communities.

Engagement activities included online presentations, in-person engagement meetings and community events, a public survey which included a separate complementary online mapping exercise, and a companion research survey conducted through TransLink Listens, TransLink’s customer-insights panel that includes thousands of regional residents who provide regular feedback on transportation in the region. Survey information was shared directly with Indigenous communities and through Indigenous Nations’ community social media channels and newsletters to enhance reach to Indigenous peoples.

TransLink met with the public and key interested parties at more than 40 events to gather feedback on what was working well and what could be improved. More than 1,800 participants were individually engaged through these events (refer to the *Phase 1 Engagement Summary Report* for a complete listing of in-person engagement events).

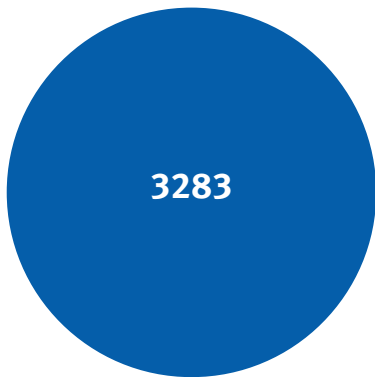


Posters in Simplified and Traditional Chinese, English, and Punjabi.



Primary Online Survey

Online Mapping Exercise



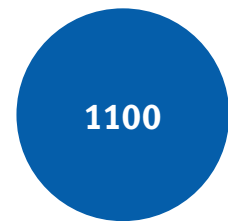
Public Survey
Oct 10 – Nov 17, 2023



TransLink Listens
Panel Survey
Oct 13 – 30, 2023



Participants



Pins/Comments

Through the online mapping exercise respondents identified locations throughout the Burrard Peninsula where there are opportunities to make improvements to the transportation network. For transit, many of these locations were at or near the Burrard Peninsula’s busiest transit stations and exchanges (e.g., Commercial-Broadway SkyTrain station, the bus exchange at UBC) with comments focused on frequency and span of service, especially as it related to connections and transferring from bus to SkyTrain or from SkyTrain to bus.

For walking and rolling, many of the locations identified by respondents were within Urban Centres in proximity to transit stations and exchanges, including Metrotown and Brentwood in Burnaby. Some of the key concerns identified by respondents were related to safety (e.g., poorly lit crosswalks, sidewalks in close proximity to fast moving traffic) or accessibility (e.g., lack of sidewalks and curb cuts, sidewalks in poor condition).

For cycling, the majority of comments were located along key cycling corridors (e.g., the Central Valley Greenway) and related primarily to safety (e.g., separation from traffic). Respondents also identified the need for additional bike lockers at transit stations and bus exchanges.

In summary, the feedback received through Phase 1 public engagement was generally positive about the variety of transit options available and their efficiency, reliability, safety, and accessibility. There were also areas for improvement identified for the transit system and the broader transportation network.

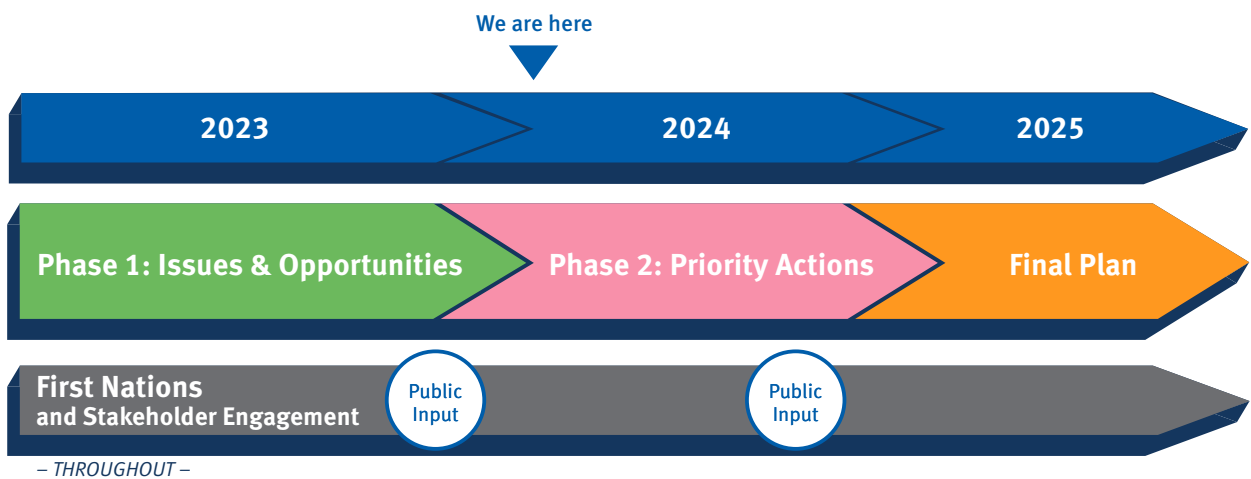
Key themes for improvements included the following:

- Increasing bus frequency and reliability (e.g., consistent travel times, buses arriving on time).
- Faster transit travel times and additional bus priority throughout the bus network.
- Longer span of transit service (service desired earlier in mornings and later into the evening).
- More security measures on transit, as well as at and around transit stops and stations.
- Greater accessibility at and around transit stops and stations, including elevators at stations, wider sidewalks that are in a state of good repair, safer pedestrian crossings, and better snow clearance.
- Additional amenities at and around transit stops and stations, such as public washrooms, bus shelters, and real-time arrival information.
- Increasing the comfort and cleanliness on transit vehicles, including requests for air conditioning, heating, and increased seating capacity.
- The need for more cultural sensitivity and equity-related education and training (e.g., the needs of older adults, people with disabilities, Indigenous culture).
- Greater affordability, with some suggesting reducing transit fares for people with low incomes.
- More complete bikeway network and improved connections between Urban Centres.
- Additional bike parking at transit hubs and improved active transportation signage and wayfinding.
- Greater access to bike share and other shared mobility options.

It should be noted that not all the issues or opportunities identified through the public engagement process are actionable with the scope of the Burrard Peninsula ATP. Some would need to be addressed through other TransLink planning processes or initiatives.

6 Next Steps

The second phase of the BP ATP planning process will occur over the course of 2024 and will involve the development of various strategies and actions. There will be a second round of public engagement towards the end of 2024 where we will ask for feedback on draft strategies and actions and how best to prioritize them for future implementation. With that feedback we will then work with Indigenous Nations and our provincial, regional, and local government partners and other interested parties to finalize the ATP. We expect this to happen early in 2025.



How to Stay Connected

PHASE 2 PUBLIC ENGAGEMENT

Towards the end of 2024 we will launch the second round of public engagement to get feedback on draft ATP strategies and actions. Please visit the TransLink BP ATP project website (translink.ca/bpatp) for more information about the timing of this engagement and how to access the online survey.

TRANSLINK LISTENS

Join the thousands of TransLink Listens Insights Panel members and provide your feedback on transportation in the region, including the BP ATP planning process. These consultations are voluntary, and you may decline to participate or leave the panel at any time. Please visit the TransLink website (translinklistens.ca) to sign up.

E-NEWSLETTER SUBSCRIPTION

Stay up to date on the BP ATP and other TransLink plans and projects through the TransLink eNewsletter. Please visit the TransLink website to sign up (translink.ca/rider-guide/translink-newsletters).

BURRARD PENINSULA ATP PROJECT EMAIL

Email us directly through the BP ATP project email (areatransportplanning@translink.ca) to share any feedback/suggestions you may have regarding the BP ATP and or the planning process.