



Your **Cycling** Connection



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**Subject:** Recommendations for the Burrard Peninsula Area Transport Plan (ATP)

HUB strongly supports the vision of the Burrard Peninsula Area Transport Plan (ATP). The plan represents a significant step forward in aligning with the objectives laid out in Transport 2050 and places a commendable emphasis on active transportation and micromobility, two crucial components for a people-focused future of our regional transportation network.



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### HUB's recommendations regarding the Burrard Peninsula Area Transport Plan:

**Multi-Modal Integration & Theft Reduction:** Considering how various transportation modes can seamlessly work together is essential. We encourage prioritizing multi-modal integration by implementing a comprehensive strategy that addresses the diverse needs of all our communities. First and foremost, invest in building a connected and safe active transportation infrastructure network that is comfortable for people of all ages, abilities and socio-economic backgrounds. This network should support walking, rolling and cycling, including cargo bikes and recumbent bicycles.

Measures should also be included to address theft concerns for bikes and other micromobility devices. These can include enhancing the security at end-of-trip facilities and public awareness campaigns on bike theft prevention. Providing adequate, safe and accessible end-of-trip facilities is crucial for encouraging nearly half of Metro Vancouverites (41%) who want to cycle more often, to adopt active transportation. These end-of-trip facilities must also include plans to accommodate future active transportation needs like charging stations and ample space for various micromobility devices, including cargo bikes, scooters and trailers.

To enable a more seamless connection between modes, TransLink should expand their 2019 pilot to the public, integrating various bike, scooter and car share services with the Compass Card to offer first and last-mile connectivity options. The integration of smart technologies used by businesses offering ride-share services, like mobile apps for trip planning and real-time updates, can enhance the user experience and make multi-modal transportation more attractive. This integration will also offer people the most efficient and environmentally friendly way to travel across Metro Vancouver.

These actions can incentivize and make it easier for more people to incorporate transit into their daily commutes, reducing congestion and environmental impacts. In particular, combining cycling with transit can [increase the catchment area of a transit station by nine times](#), underscoring the importance of accommodating cycling infrastructure in and around transit hubs.



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**Cycle Highways:** The inclusion of long-distance cycle routes, "cycle highways," which can provide safe and efficient cycling routes for both commuters and recreational cyclists, should be emphasized in the plan.

TransLink's Major Bikeway Network (MBN), an 850-kilometre network of safe and comfortable cycling facilities connecting Urban Centres and major destinations across Metro Vancouver, provides an example of how this type of route could connect the region. Funding should be prioritized for these types of high-quality, regionally-significant routes.

**Active Transportation Promotion and Enabling:** Transport 2050 plans include policy directions to promote walking and cycling as fun, practical, healthy and convenient choices for most shorter trips. Creating strategic promotions and enabling a plan that is an integral part of the Burrard Peninsula ATP will help maximize the usage of our active transportation network. As more people are seen walking or travelling by bicycle, scooters and other mobility devices, it helps to normalize the behaviour, encouraging others to try it.

**Transportation Equity:** We urge TransLink to include equity considerations to ensure that the transportation benefits of the plan are accessible to all members of the community, regardless of their physical abilities or socioeconomic status. Prioritizing affordability and accessibility, TransLink should work to ensure that public transportation remains an affordable and convenient choice for all income groups.

TransLink should incorporate HUB Cycling's following six recommendations from the [Pedaling Towards Equity: Analyzing Transportation Access in Metro Vancouver's Cycling Network Report](#) in their planning process:

1. Adopt an Equity-Informed Design.
2. Define Equity Scores and Prioritize Underserved Areas.
3. Develop and build a safe, comfortable, and equitable regional cycling network while improving access to transit for underserved areas.
4. Engage and Empower Vulnerable Populations, including racialized communities, low-income individuals, and women, to understand their specific transportation needs and address the barriers they face.
5. Incorporate UNDRIP (The United Nations Declaration on the Rights of Indigenous Peoples) in Active Transportation Planning.
6. Monitor and Evaluate Equity Outcomes.



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**First Nation Engagement:** The Burrard Peninsula Area Transport Plan must consider the viewpoints and considerations of the local First Nations, including Kwantlen First Nation, Kwikwetlem First Nation, Musqueam, Squamish Nation, Tsleil-Waututh Nation and Qayqayt First Nation.

Incorporating First Nation engagement in future transportation plans is not only a matter of respect for Indigenous communities' rights, sovereignty and reconciliation, but also a crucial step toward creating more equitable and sustainable transportation systems. First Nations hold a wealth of traditional knowledge about the land and environment, which can be invaluable in ensuring that transportation projects are harmoniously integrated into the local ecosystem.

Moreover, considering Indigenous perspectives and priorities in transportation planning can help rectify historical injustices, empower local communities and promote economic development in Indigenous regions. By actively involving First Nations in the decision-making process, TransLink can pave the way for transportation initiatives that are not only efficient but also socially responsible, environmentally friendly and culturally inclusive.

We commend TransLink for the vision and direction outlined in the Burrard Peninsula Area Transport Plan. By focusing on these key recommendations, TransLink can foster a culture of multi-modal transportation that benefits the environment, eases traffic congestion, enhances the quality of life for Metro Vancouver residents and paves the way for reconciliation with Indigenous peoples. HUB Cycling is eager to support and collaborate with you to ensure the plan becomes a sustainable, efficient and inclusive transportation model in our region.

Sincerely,

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## About HUB Cycling

HUB Cycling is a charitable non-profit organisation that has spent 25 years removing barriers to cycling in Metro Vancouver while cultivating active transportation's health, environmental, and economic benefits. HUB has educated thousands of people, motivated thousands more, and championed improvements such as #UnGapTheMap to create a connected cycling network.