



September 4, 2020

Brian Patterson, Principal, Urban Systems
Rex Hodgson, Manager, System Plans, Translink

Re: Proposed updates to the Translink Major Bikeway Network (MBN)

Dear Brian and Rex

Thank you for the opportunity to participate in the review of the Translink MBN. We found the meeting on August 18th to be helpful. We committed then to providing written summary comments, which follow here. Some of the following is based on our previous discussions for the prior update to the MBN, in February 2018. We have not had an opportunity to again involve all our Local Committees but are able to incorporate their previous suggestions where appropriate. The following are not exhaustive comments but do provide a quick look at where there appear to be key gaps in the MBN. We note that with multiple discussions taking place, some of the following may have already been addressed.

As an introduction, we strongly support the concept of a Major Bikeway Network. Regional coordination is required to ensure that we have safe and comfortable routes connecting town centres.

We support being cautious in adding new routes to the MBN. We believe that it is important to respect the principles upon which the MBN was based, and not to include routes simply for local convenience. These should be strategic connections. Adding too many routes will dilute the effect, in our opinion. The destinations that should be considered beyond the town centres are significant destinations such as larger universities, ferry terminals, and connection points to destinations outside Metro Vancouver, whether north, east, or south. We would not add regional parks.

We are aware of the plans under discussion to expand the Metro Greenway network. We support this but want to emphasize that we see the Greenways as primarily recreational routes. We see the MBN as primarily a transportation network. While some routes may be represented in both plans, the user requirements are often different. If a Greenway is considered to meet the needs of a specific MBN gap, careful consideration should be given to the variety of users that are likely to be using it, often at different speeds. We envision most Greenways being Multi Use Paths and see challenges with using MUPs for inclusion in the MBN unless they have mode separation for walking and cycling.

With that said, some specific routes to consider for inclusion follow:

Burnaby:

An additional connector on Gaglardi Way, from Lougheed Hwy to SFU

An additional north south connector near to Kensington or Sperling, from Hastings to the Edmunds town centre.

A route along the Barnett Hwy, considering that this is a flat route

Delta:

Hwy 17A as a direct connector to the ferry terminal and Tsawwassen

North Shore

An additional east west connector north of the low-level route, either mid-level or along the Upper Levels Hwy
Additional north south connectors from the low-level route, along Taylor Way, and at points west of Taylor Way
Extension of the route towards Lions Bay

Richmond and YVR

An additional connector along Russ Baker Way

Langley:

An additional connector south from Langley Centre towards the US border

Surrey:

An additional east west connector from the Hwy 91 corridor to Newton

Tri Cities:

An additional connector from the Port Mann Bridge to the Pitt River Bridge, along the Mary Hill Bypass corridor
An additional connector from the Barnett Hwy to Coquitlam

Vancouver:

An additional connector along SW Marine Drive from Granville to UBC
An additional connector along Kent Ave from Granville to Boundary Road
An additional east west connector north of Adanac, eg, the Portside Greenway along Alexander, Powell, and Wall

Thank you for the opportunity to provide input on this process. We remain available to discuss at your convenience.

Sincerely,

Jeff Leigh
Chair, Regional Advisory Committee, HUB Cycling
vancouver@bikehub.ca

cc: Evan Hammer, Infrastructure Manager, HUB Cycling

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.