

Southeast Bikeway Upgrade Project

Creating a safer and more complete cycling network for everyone

What We Heard Report

Phase 2 | Public Engagement

March 2026



Territorial Acknowledgement

We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the xʷməθkʷəy̓əm (musqueam), skwx wú7mesh (squamish), səlilwətał (tsleil-waututh), and kʷikwə́λ̓ əm (kwikwetlem) Peoples. Each Nation has distinct histories and distinct traditional territories that fully or partially encompass the city.

We encourage you to learn more about the Host Nations whose ancestors have occupied and used these lands, including parts of present-day Burnaby, for thousands of years.

Purpose of the Document

The purpose of the document is to report back on what we heard from Phase 2 of public engagement. In our first phase, we gathered your input to help shape the design concept for the bikeway in the Southeast and Big Bend areas.

During the second phase of engagement, we presented initial conceptual designs and asked for your feedback. This report summarizes the responses we received.



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Executive Summary

Engagement overview

This report highlights key findings from Phase 2 of public engagement of the Southeast Bikeway Upgrade Project. The project team engaged residents and users of these cycling routes to gather feedback on proposed concept designs to improve the cycling network in the Southeast and Big Bend areas and create cycling connections that are attractive, comfortable and safe for people of all ages and abilities.

The project team thanks everyone who participated in the online survey and pop-up events!

Public engagement

The project team carried out various engagement activities, including:

- » **Community survey** | An online survey was open to the public from September 15 to October 5, 2025. The community was asked to provide feedback on their preferences and level of support for design options. A total of 260 people participated in the online survey.
- » **Three pop-up events** | The project team hosted in-person pop-up events (one at Fraser Foreshore Park and two at the Edmonds Community Centre) to inform people about the project and seek feedback. We had a total of 76 conversations with community members at pop-up events.
- » **Communication through various channels** | The City promoted the survey and pop-up events through social media posts, lawn signs, postcards hand-delivered to residents, the project website, a City newsletter and digital advertisements. The most popular way people heard about the project was through social media.

Engagement highlights



260

survey participants



~76

community conversations



2,267

website visitors



115

social media engagements

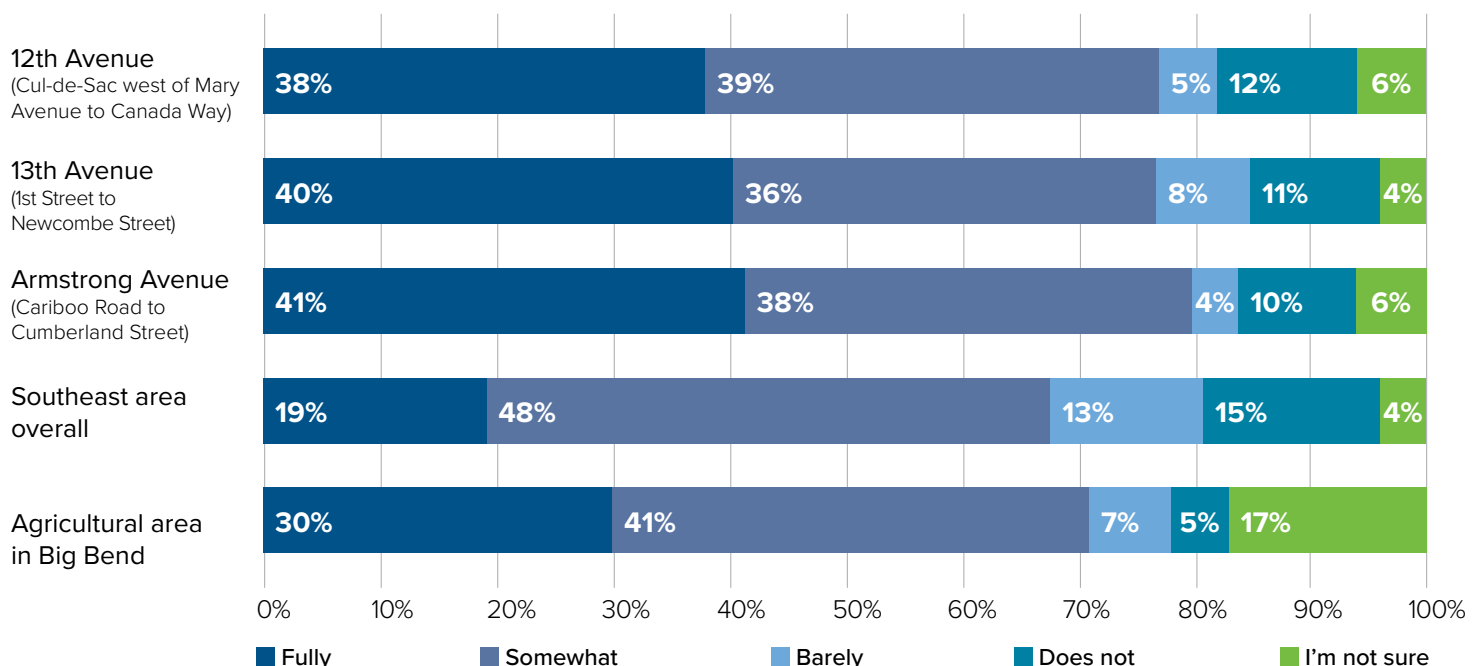
What We Heard - at a glance

While the following presents a high-level summary of some key findings, we encourage readers to delve deeper into subsequent sections.

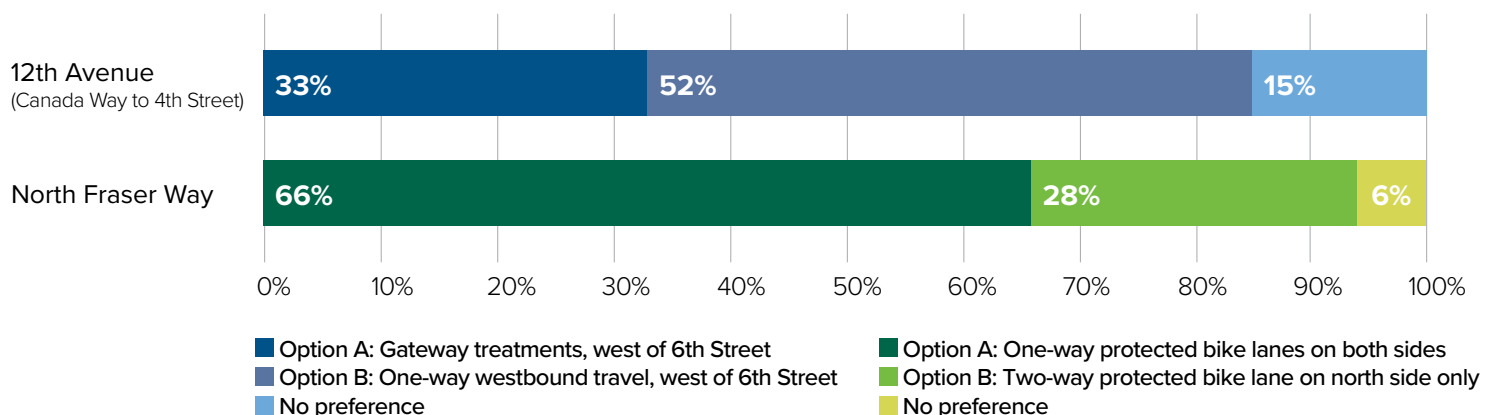
Level of support for the proposed design options

Many participants were supportive of the proposed design options, while others were concerned about the types of cycling facilities proposed and their overall continuity.

To what extent do you think this design meets the needs of people who cycle along the specified corridor segment?



Which option do you prefer?



Introduction

About the study

We're aiming to make the Southeast Bikeway safer and better connected for everyone, creating a continuous route from the Cariboo Heights neighbourhood to the Edmonds Town Centre area and onward to the Big Bend area via the BC Parkway. It will offer a safe and accessible route to residential neighbourhoods, schools, parks and businesses. These key cycling routes form part of the City's Priority Cycle Network as identified within [Connecting Burnaby, Burnaby's Transportation Plan](#).

Aligned with the goals of Connecting Burnaby, we are working to make these routes more attractive, comfortable and safe by providing:

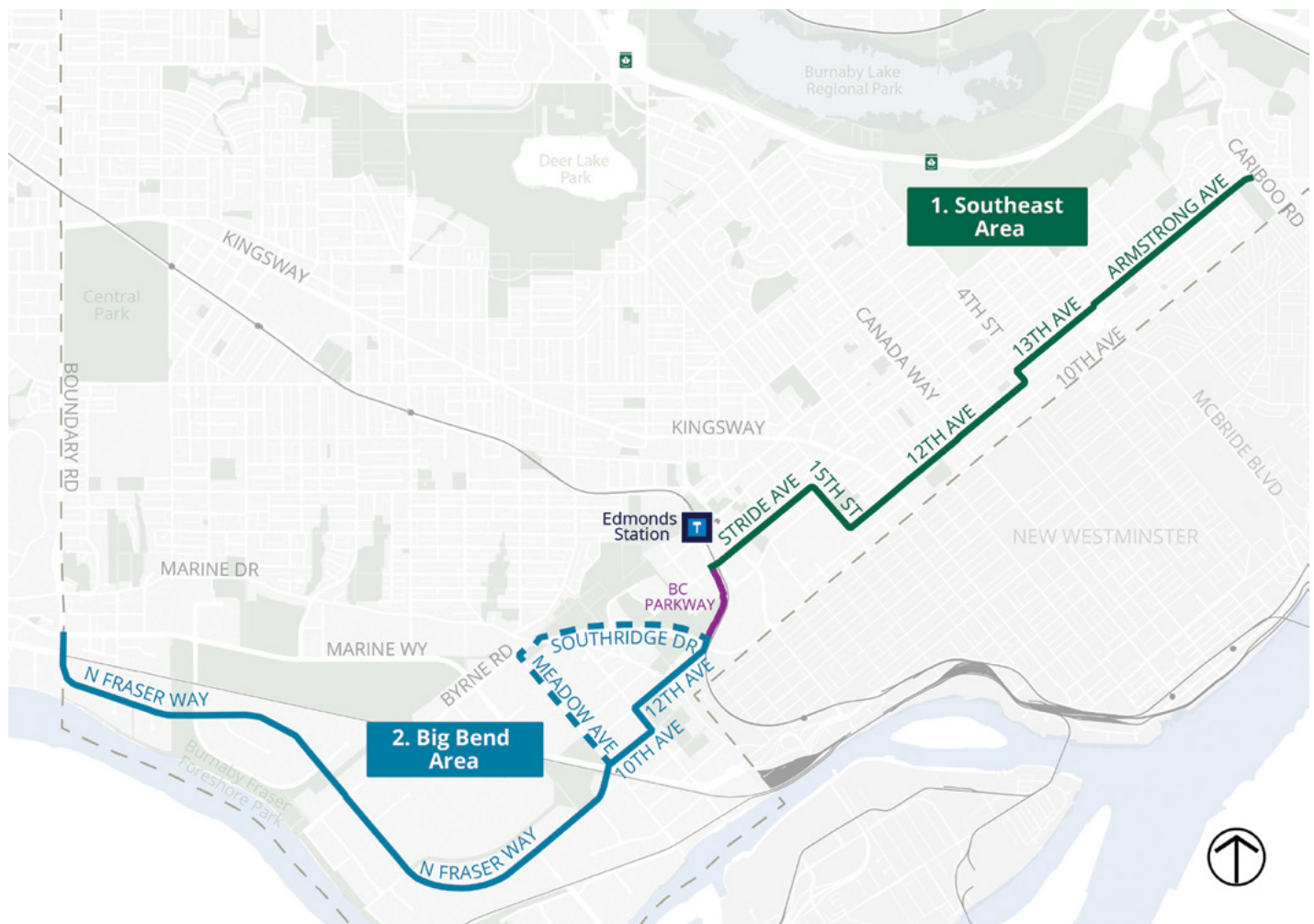
- » diverse transportation choices so people can choose how they want to get around
- » better transportation facilities so people can safely and comfortably walk, cycle and roll
- » streets built to serve people of all ages and abilities
- » zero-emission transportation facilities

As part of this project, we are gathering feedback from the community to develop designs for the corridor.



Current cycling conditions

Segment 1 through the Southeast area largely consists of neighbourhood bikeways with limited traffic calming measures. There is a multi-use facility on 15th Street, and protected bike lanes along Southpoint Drive. Segment 2 through the Big Bend area does not have any formal cycling facilities, except for a short section of multi-use facility on North Fraser Way.



Types of improvements

We are considering the following cycling improvements to help get residents where they need to go:

- » Implement traffic calming measures to reduce traffic volumes and speeds along the project corridor and create a more comfortable and safe experience for cyclists to share the road.
- » Create multi-use facilities to physically separate cyclists from vehicle traffic while preserving curbside access and accommodating people walking and rolling.
- » Create protected cycling facilities to physically separate cyclists from vehicle traffic where appropriate.
- » Improve crossings at conflict points and intersections to enhance connectivity and safety for cyclists of all ages and abilities.

How are project decisions made?

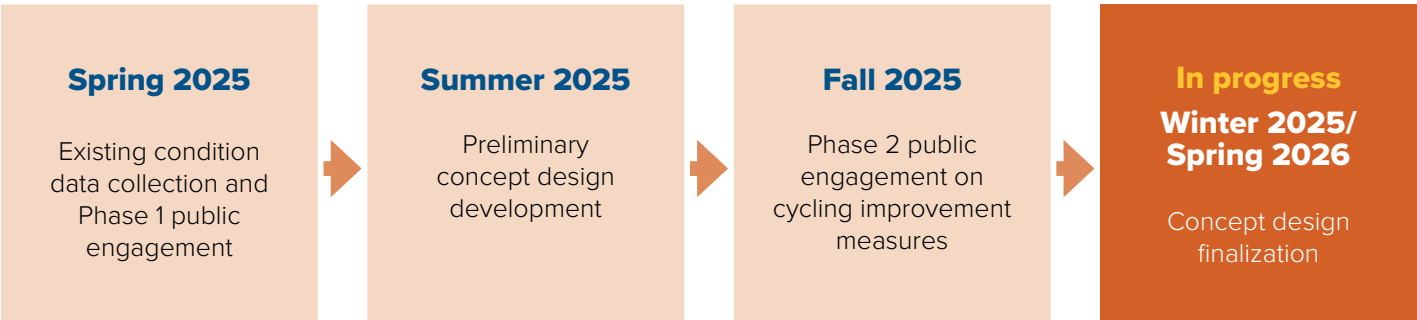
Project decisions are shaped by City policy, design guidelines, site context and public feedback. The Burnaby Transportation Plan outlines the City's long-term vision for transportation planning and decision-making. The plan's goals, targets and policies provide the foundation for our project, guiding us towards our goal of creating an accessible and connected cycling network for all.

To develop and select potential cycling improvements, the project team references the BC Active Transportation Design Guide and the Geometric Design Guide for Canadian Roads from the Transportation Association of Canada. The project team considers the existing road widths, utilities, mature trees/landscaping, and other public elements to understand what improvements are possible along the project corridor. Local knowledge and community feedback will help shape the project team's understanding of how the project corridor is used today and how it may be improved in the future.

What we will do with Phase 2 feedback

During the initial stage of engagement, we collected suggestions for enhancing the Southeast and Big Bend areas. This input was complemented by traffic data collection and analysis to help shape the design concepts.

We’ve finished the second phase of engagement and have gathered community input on preliminary design options. This feedback will help inform the final conceptual design.



Public engagement | Phase 2

How we engaged

In September and October 2025, the project team engaged with residents and people who cycle along the corridor in the following ways:

Online engagement	Pop-up events
An online survey was available to the public from September 15 to October 5, 2025. We asked participants the following questions: » Will these designs meet the needs of people who cycle on these routes? » Are there any features missing from the designs that could improve their cycling experience along these routes? » What design options do people prefer along select segments, and why?	Pop-up events took place on: » Wednesday, October 1, 2025, from 10 am-2 pm at the Fraser Foreshore Park » Thursday, October 2, 2025, from 4-7 pm at the Edmonds Community Centre » Saturday, October 4, 2025, from 11 am-2 pm at the Edmonds Community Centre At these events, the project team engaged with the community to: » share the QR code for people to access the online community survey » present the concept designs and gather feedback

How we communicated



207,000+

impressions



53,000+

people reached



2,798

project website
visits



12

social media
posts



3

CityConnect
eNewsletters



500

due to the postal strike, postcards
were hand delivered to residents
living near the corridor



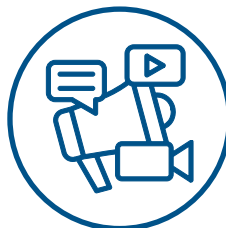
425

letters to businesses
along North Fraser Way



25

lawn signs placed
along the corridor



1

media release

Primary ways people heard about the survey

% = participants who heard about
the survey through this source

59%

social media

20%

word of mouth

13%

City eNewsletter

6%

City of Burnaby's
webpage

Other responses via
email, phone calls, online
local news, industry
officials and community
groups (HUB Cycling,
Vision Zero and other
advocacy groups)

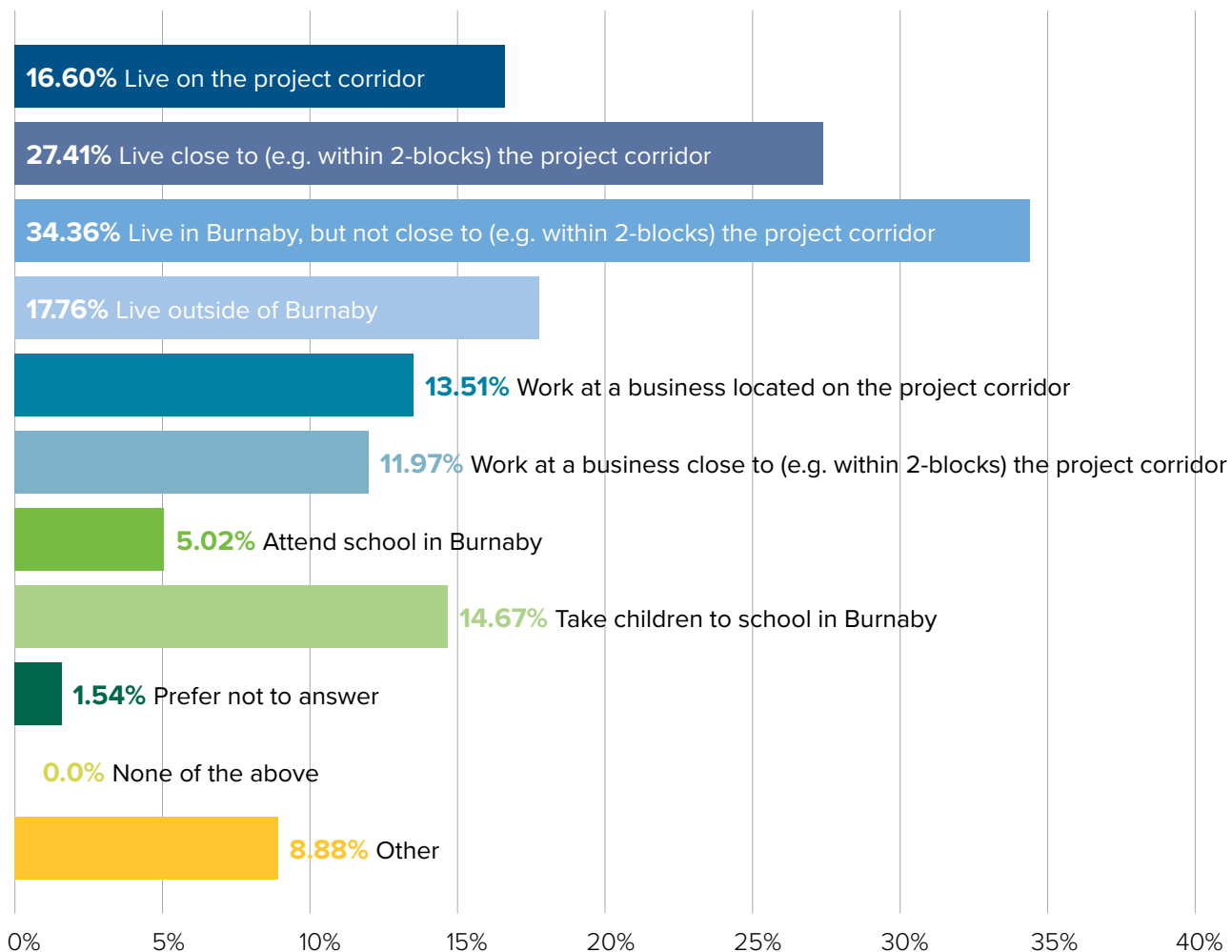
Who We Heard From

We asked survey participants to tell us more about themselves if they felt comfortable. A “prefer not to answer” option was available for each question if they did not feel comfortable answering any of these questions. Our intention was to see if we were hearing from diverse voices who live around these routes and use them.

Demographic groups we heard from

First, we asked participants whether or not they live near the corridor and how they are connected to Burnaby.

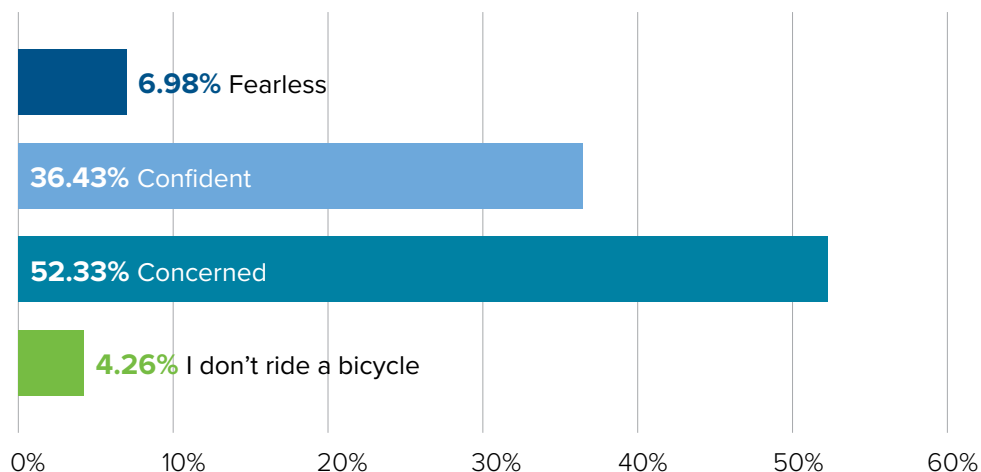
- » 44% of participants live on (e.g. within two blocks) or close to, the project corridor.
- » 34% of participants live in Burnaby, but not within two blocks of the project corridor.
- » 26% of participants work along, or near the corridor.
- » 19% of participants attend, or take their children to school in Burnaby.



Note: Respondents were able to select more than one option.

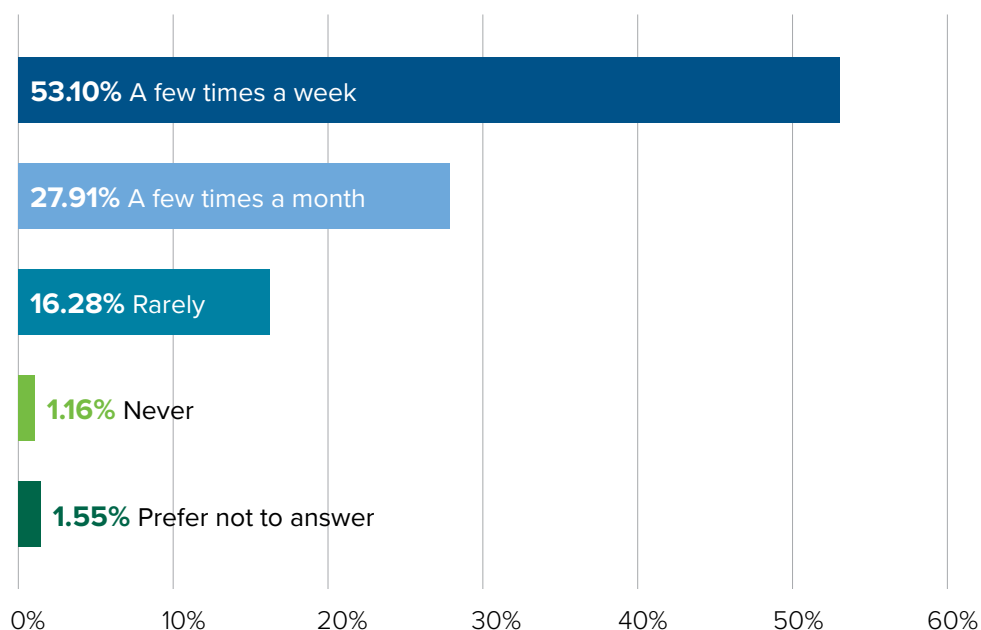
Level of confidence when biking near traffic

Only 7% of participants consider themselves fearless cycling in traffic. Thirty-six percent (36%) of participants feel confident, meaning they would tolerate riding in traffic but prefer separated facilities. Most participants (52%) are concerned about their safety and will only ride where they feel safe from traffic.



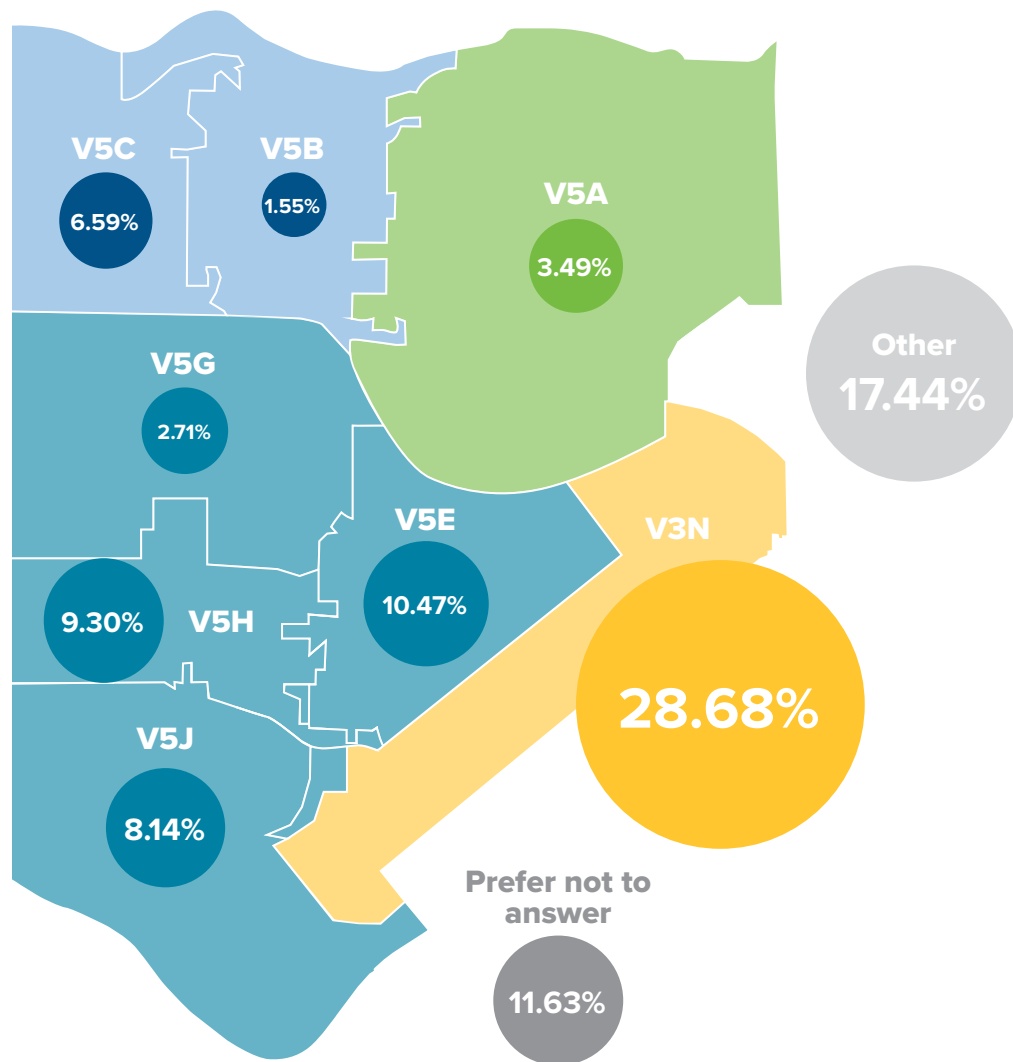
How often participants cycle along the project corridor

Fifty-three percent (53%) of participants cycle along the project corridor a few times a week, followed by 28% cycling a few times a month, and 16% who rarely cycle along the corridor.



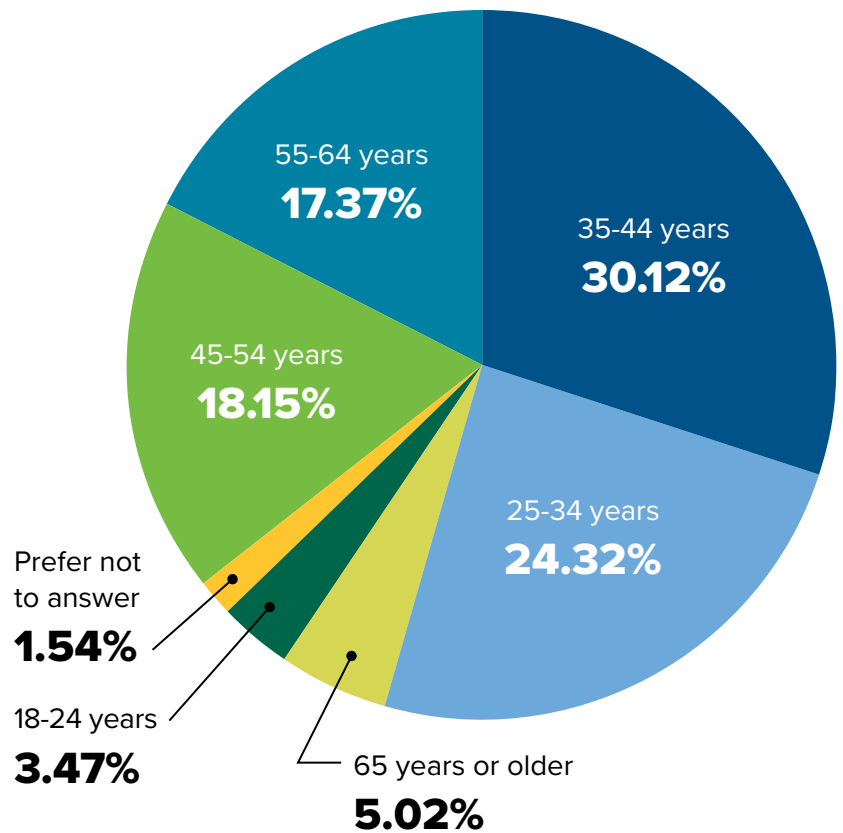
Where participants live

We asked people to provide their postal codes. Most respondents live in postal code area V3N, which encompasses the full Southeast area section of the bikeway corridor. Approximately 17% of respondents live outside of the provided postal codes.



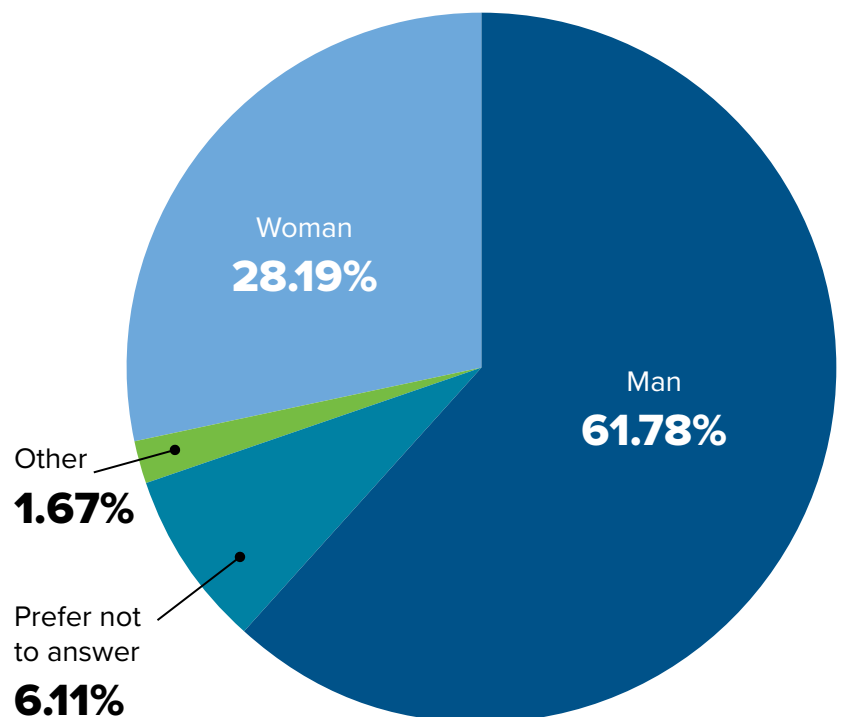
Age

We asked participants about their age, revealing that we had heard from a diverse range of age groups. The most common age groups were 35-44 (30%), 25-34 (24%), and 45-54 (18%).



Gender

We asked participants to share their gender identity. The survey received more responses from those who identified as male, representing nearly two-thirds of responses.



What We Heard

Engaging with residents and people who cycle along the Southeast and Big Bend areas was at the heart of this project's second phase. Participants who live, work, and commute in and around the corridor shared their feedback on the initial concept designs. The designs were developed based on technical analyses and feedback gathered during the first phase of engagement. Participants were invited to choose which corridor designs they wanted to give their opinions on. Out of the 260 respondents, 75% chose to comment on the Southeast area, while 71% provided feedback on the Big Bend area.



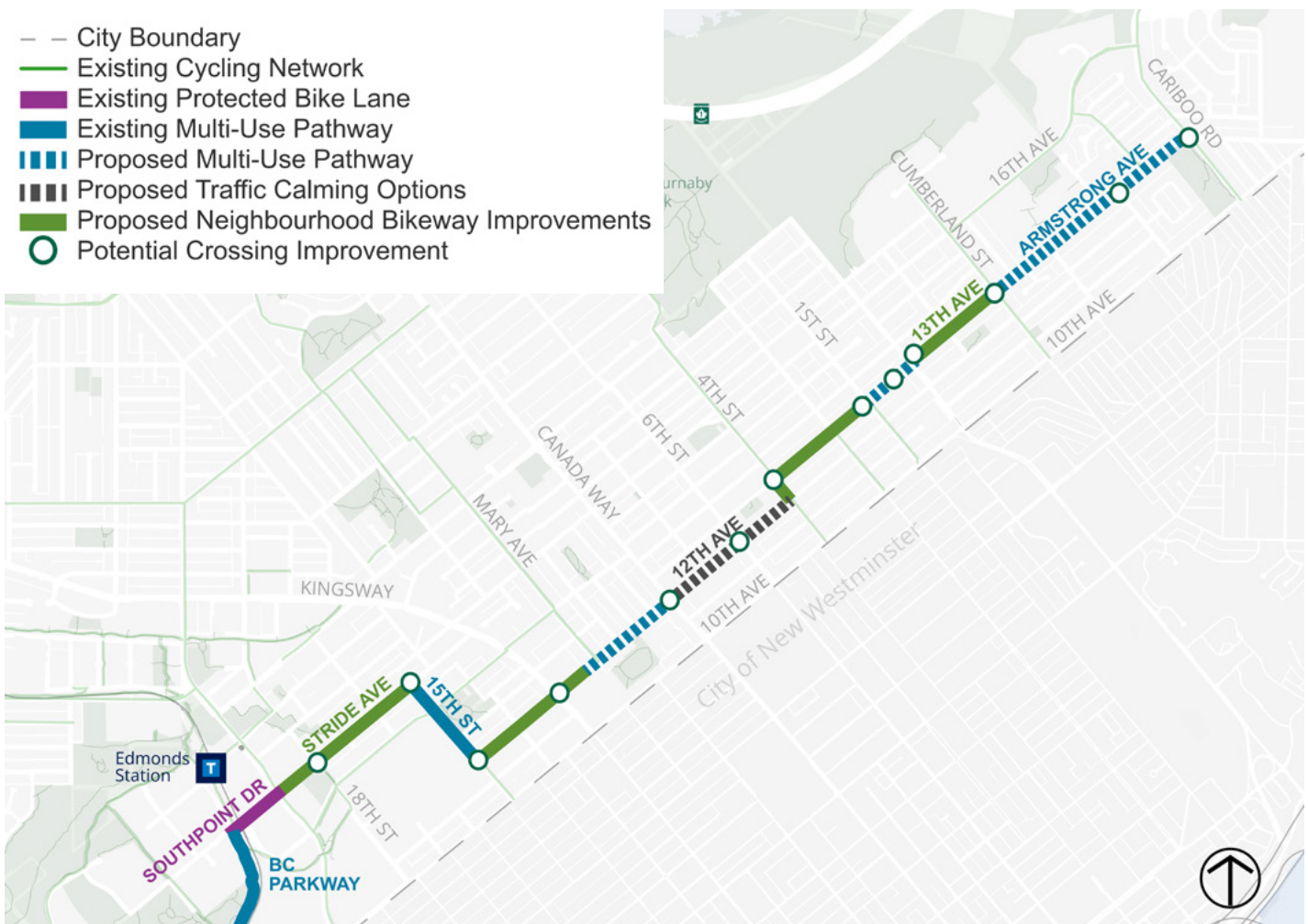
Southeast area Segment 1

The Southeast area is an existing east-west cycling route in Burnaby that connects the Cariboo Heights neighbourhood with Edmonds Town Centre.

During the first phase of engagement, participants expressed safety concerns related to challenging crossings, speeding, unclear signage, and sections where interactions between vehicles and cyclists can feel uncomfortable or unpredictable. In response, the proposed design for the Southeast area incorporated a range of improvements informed by community feedback alongside technical data analysis, including traffic calming options, multi-use facilities, and neighbourhood bikeway treatments.

In phase 2, participants were asked to share their feedback on design options for the following sections:

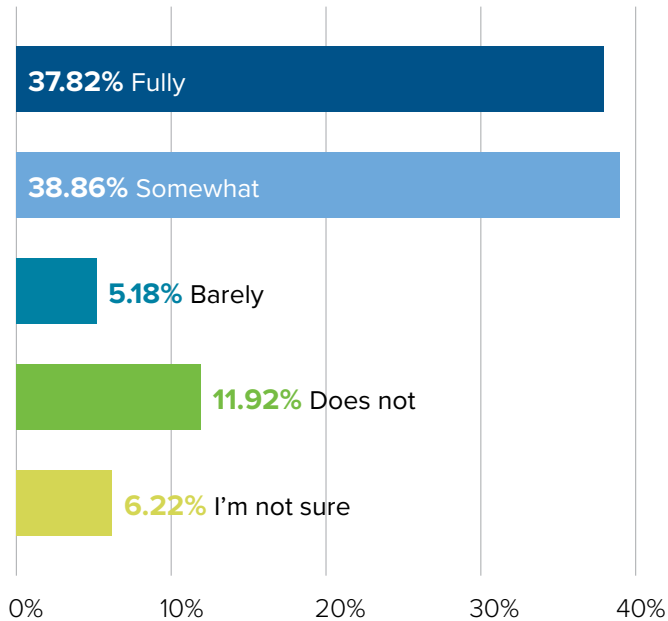
- » 12th Avenue (Cul-de-Sac west of Mary Avenue to Canada Way)
- » 12th Avenue (Canada Way to 4th Street)
- » 13th Avenue (1st Street to Newcombe Street)
- » Armstrong Avenue (Cariboo Road to Cumberland Street)
- » Southeast area overall



12th Avenue (Cul-de-Sac west of Mary Avenue to Canada Way)

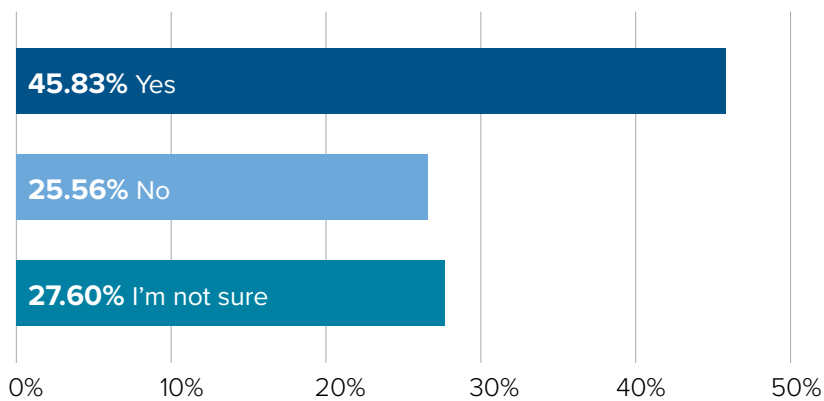
Meeting the needs of cyclists

We asked participants whether the design would meet the needs of cyclists along 12th Avenue between the cul-de-sac west of Mary Avenue and Canada Way. The majority of people (77%) said the design fully (38%) or somewhat (39%) meets the needs of people who cycle.



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience along 12th Avenue between the cul-de-sac west of Mary Avenue and Canada Way. A total of 46% of respondents said “yes”.



The 46% of people who responded “yes” offered a number of additional comments and suggestions, including:

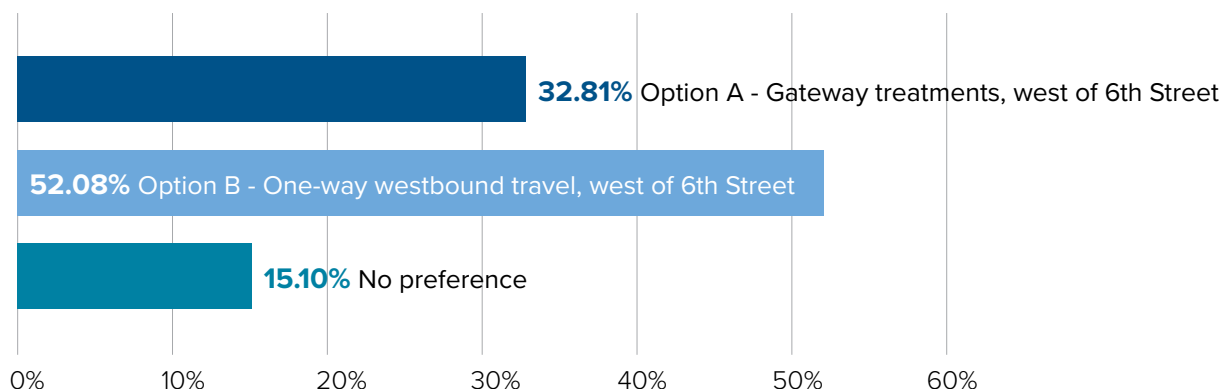
- » A preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Concerns with short sections of multi-use facilities and transitions that require people to switch sides of the street and merge with traffic.
- » Concerns with crossing safety at intersections and driveways—particularly at the Canada Way intersection—including requests for signalized crossings, raised crossings, smoother driveway transitions, traffic calming, and intersection treatments.
- » Requests for clearer separation between people walking and cycling through markings, buffers, dividers, or physical barriers.
- » Concerns about vehicle speeds and potential cut-through traffic, particularly along 12th Avenue.
- » Support for removing some on-street parking to enable protected cycling facilities.
- » Concerns about bikeway and pathway maintenance, including debris buildup and pavement quality.
- » Concerns with preserving mature trees that may be impacted by the project.
- » Requests for broader streetscape improvements, including landscaping, plantings, and shade.

12th Avenue (Canada Way to 4th Street)

Option preferences

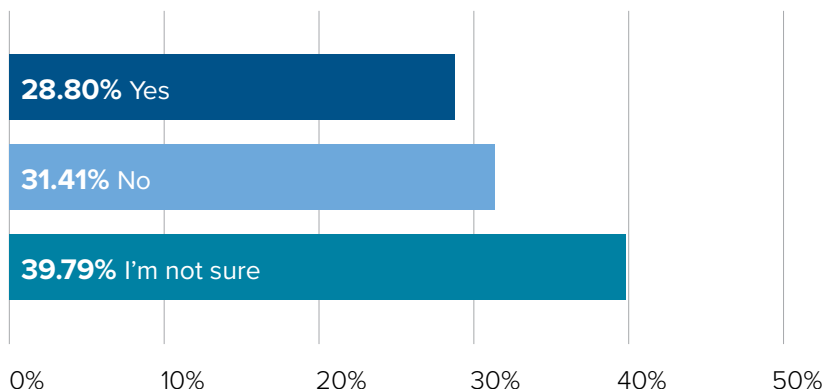
On 12th Avenue between Canada Way and 4th Street, we asked participants for their feedback on two design options. Fifty-two percent (52%) preferred Option B, which would convert the street to one-way westbound travel, west of 6th Street. Of those who preferred Option B, the top reasons were: increasing the comfort for biking (78%), reducing speeding and traffic volumes (76%), and improving road safety (65%).

Thirty-three percent (33%) of participants preferred Option A, which features gateway treatments west of 6th Street. Of those who preferred Option A, the top reasons were: reducing speeding and traffic volumes (65%), maintains local access (60%), and improves road safety (49%).



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience along 12th Avenue between Canada Way and 4th Street. Twenty-nine percent (29%) responded “yes”, while most participants (40%) said they weren’t sure.



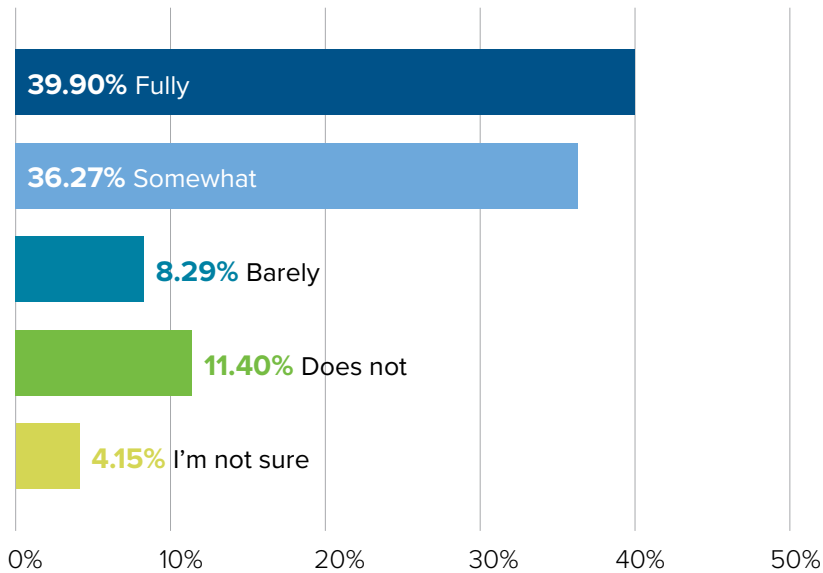
The 29% of people who responded “yes” also noted the following:

- » A preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Concerns with short sections of multi-use facilities and transitions that require people to switch sides of the street and merge with traffic.
- » Concerns with crossing safety, and suggestions for safer crossings, cyclist-activated signals, raised crossings, and improved visibility at alleys and intersections, especially near Canada Way.
- » Concerns about high vehicle speeds, volumes, and shortcutting, particularly between 4th Street and 6th Street, with suggestions for additional traffic calming, including diverters, bollards, speed cushions, raised crossings, and chicanes.
- » Some participants noted that Option A provides minimal safety improvements. They stated that gateway treatments function similarly to existing parked cars, and that shared streets do not provide a comfortable experience for people of all ages and abilities.
- » A general preference for Option B, but with some concerns about insufficient reductions in vehicle speeds and shortcutting, unclear contra-flow cycling design, and the need for protected cycling facilities or parking removal to improve safety.
- » Suggestions to remove or reduce parking, or alternate the parking side, to create a safer and more comfortable space for cycling.
- » Requests for wider cycling facilities to accommodate different speeds, e-bikes, e-scooters, and safe passing.
- » Concerns with street maintenance, debris accumulation, pavement quality and smooth surfaces.
- » Desire for broader streetscape improvements including greenery, planters, trees and shade.

13th Avenue (1st Street to Newcombe Street)

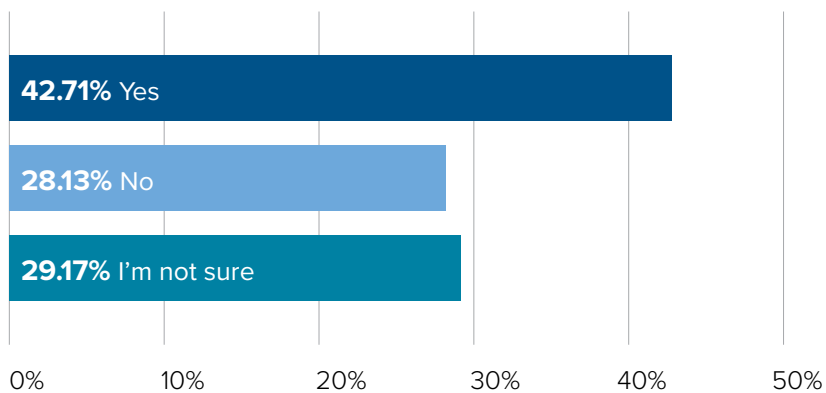
Meeting the needs of cyclists

We asked participants whether the design would meet the needs of cyclists along 13th Avenue between 1st Street and Newcombe Street. The majority of people (76%) said the design fully (40%) or somewhat (36%) meets the needs of people who cycle.



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience along this section of 13th Avenue and 43% responded “yes”.



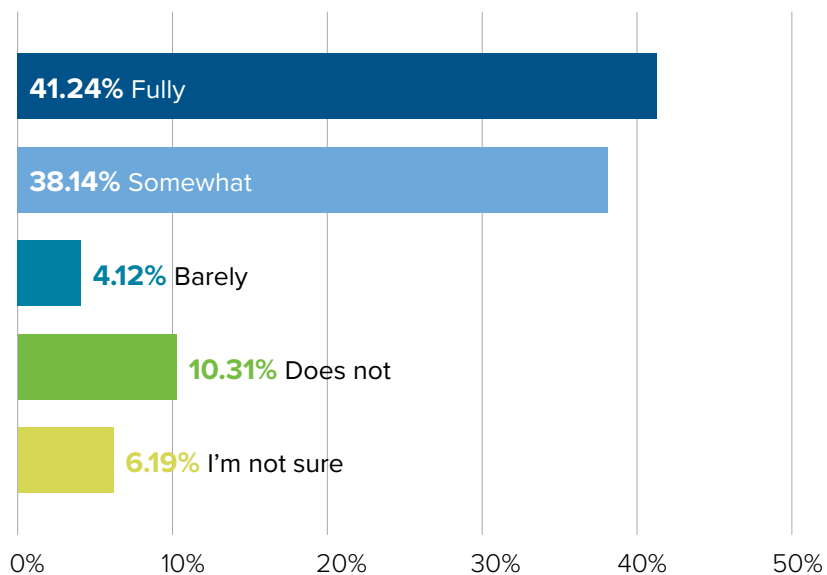
The 43% of people who responded “yes” also noted the following:

- » A preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Concerns with short multi-use facility segments and transitions between facilities that require people to switch sides of the street and merge with traffic.
- » Concerns with crossing safety at driveways, at the school and intersections, especially at Newcombe Street and 1st Street. Suggestions included creating a safer crossing near John Knox School and implementing all-way stop control or roundabouts.
- » Concerns with pedestrian-cycling conflicts on the multi-use facility, particularly in front of John Knox School. Suggestions included enhanced separation through markings, curbs, or other treatments.
- » Support for removing on-street parking on one or both sides of the street to create protected cycling facilities.
- » Concerns with vehicle speeds and requests for traffic calming, including diverters and speed cushions for cyclists.
- » Concerns about congestion during school pick-up and drop-off periods, including limited visibility around queued vehicles. Suggestions included making 13th Avenue eastbound during peak school hours and introducing right-turn-only movements into school parking lots.

Armstrong Avenue (Cariboo Road to Cumberland Street)

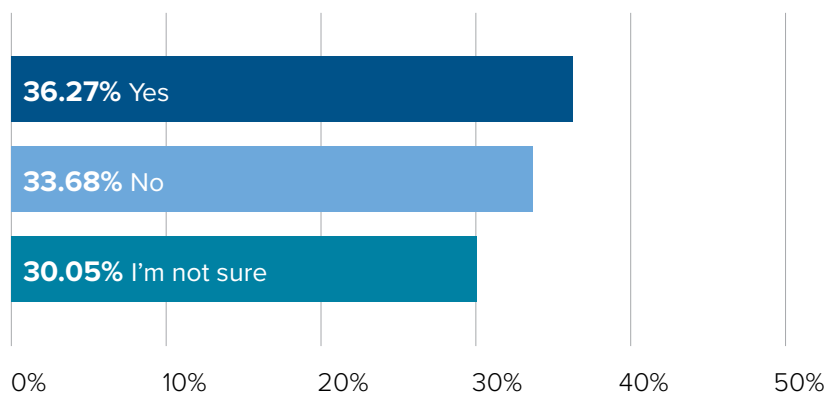
Meeting the needs of cyclists

We asked participants whether the design would meet the needs of cyclists along Armstrong Avenue between Cariboo Road and Cumberland Street. The majority of people (79%) said the design fully (41%) or somewhat (38%) meets the needs of people who cycle.



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience along this section of Armstrong Avenue and 36% responded “yes”.



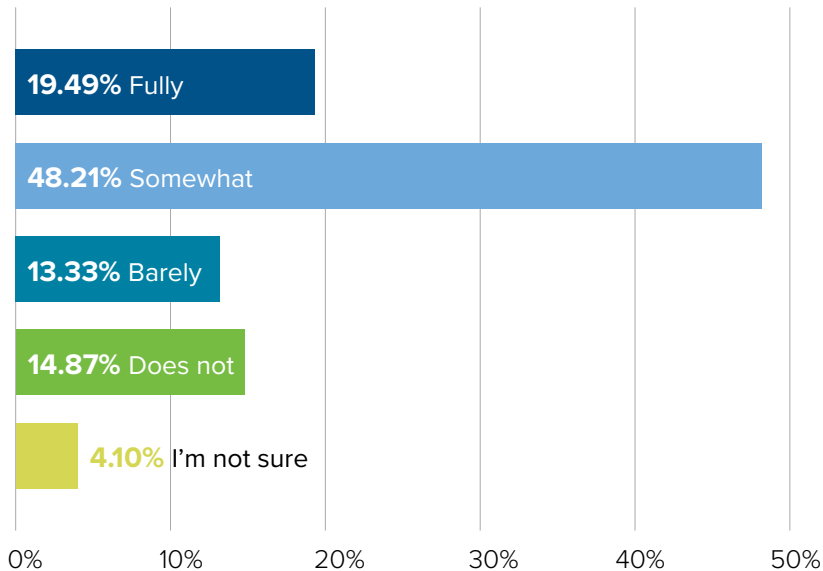
The 36% of people who responded “yes” also noted the following:

- » Concerns with crossing safety at driveways, schools and intersections. This included intersections with Cumberland Street, Cariboo Road and Coquitlam Street. Suggestions included safer crossings, turn restrictions, all-way stop control, roundabouts and raised crossings.
- » Concerns with short multi-use facility segments and transitions between facilities that require people to switch sides of the street and merge with traffic.
- » Concerns with pedestrian-cycling conflicts on the multi-use facility, particularly in high-activity areas such as Armstrong Elementary School. Suggestions included enhanced separation through painted lines, curbs, or other methods.
- » Preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Desire to remove on-street parking on one or both sides to create space for protected cycling facilities.
- » Concerns about congestion and conflicts during school pick-up and drop-off, and general vehicle volumes. Suggestions included traffic calming measures such as eastbound-only restrictions during school peak times and turn restrictions.
- » Requests for greater bike connectivity or additional bike routes, including Cariboo Road, Cumberland Street, and 10th Avenue.
- » Desire for broader streetscape improvements including greenery, planters, trees and shade.
- » Suggestions for providing a multi-use facility on both sides of the street.
- » Suggestions for using alternate routes through nearby green spaces to reduce conflicts and congestion near schools.

Southeast area overall

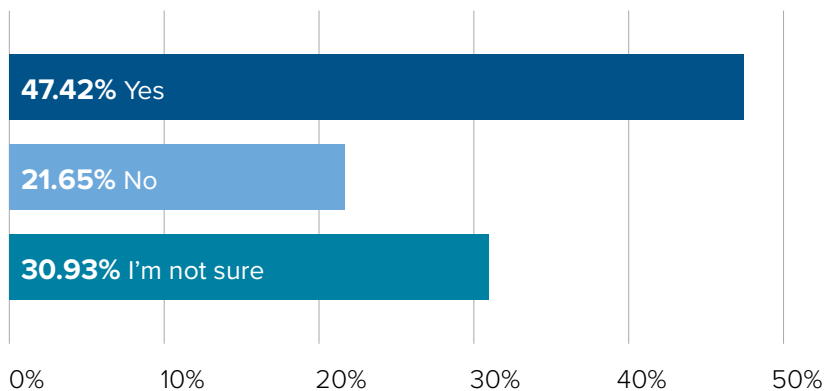
Meeting the needs of cyclists

Participants were asked about the overall design of the Southeast area, including the remaining bikeways, and whether it would meet the needs of cyclists. Overall, 67% indicated that the design fully (19%) or somewhat (48%) meets cyclists' needs, while 13% said it barely meets cyclists' needs and 15% felt it does not meet those needs.



Improving the design

We asked participants if there was anything missing from the overall design to improve the cycling experience along the Southeast area with 47% of people responding "yes".



The 47% of people who responded “yes” also noted the following:

- » A preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Concerns with short multi-use facility segments and frequent transitions between facility types, which may impact the comfort of less confident riders.
- » Concerns with crossing safety at driveways, schools, and intersections. Key locations mentioned included 12th Avenue and 1st Street; Stride Avenue and 16th Street; Stride Avenue and 15th Street; and 15th Street and 14th Avenue. Requests for improvements like raised crossings and cyclist-activated signals were noted.
- » Concerns about potential pedestrian-cycling conflicts on multi-use facilities, particularly near schools or areas with higher foot traffic.
- » Concerns with high vehicle speeds and aggressive passing, with suggested measures including lower speed limits, speed cushions and increased enforcement.
- » Concerns about vehicle volumes and shortcutting, with requests for stronger traffic calming measures including reduced speed limits, chicanes, curb extensions, roundabouts, modal filters and raised treatments.
- » Support for removing on-street parking on one or both sides to create space for protected cycling facilities.
- » Requests for improved connections to other cycling routes, including Cariboo Road, Cumberland Street, 10th Avenue, Southridge Drive, Edmonds Station and the BC Parkway.
- » Requests for clearer and more consistent wayfinding, signage, and pavement markings to improve navigation.
- » Concerns about street and pathway maintenance, including debris accumulation and pavement quality.
- » Requests for improved lighting along the route and at intersections.
- » Requests for additional streetscape improvements, such as landscaping, plantings, and shade.
- » Suggestions to use alternate routes through green spaces or side streets to reduce conflicts and congestion near schools.

Additional comments

Participants were asked if they had any additional comments on the Southeast area design overall. In addition to recurring themes from earlier responses, additional comments and suggestions included:

- » Concerns that some of the proposed facilities may not be suitable for people of all ages and abilities.
- » Concerns that parking retains priority over cycling in some locations, particularly near schools and residential areas.
- » Requests to connect the bikeway to 6th Street, Edmonds Street, Elwell Street, the BC Parkway, Robert Burnaby Park, Burnaby Lake and New Westminster.
- » Concerns about snow removal and maintenance of multi-use facilities.
- » Requests for safer crossings and intersection upgrades, including:
 - 12th Avenue and 2nd Street
 - 12th Avenue and 10th Street
 - 12th Avenue and Mary Avenue
 - 12th Avenue and Canada Way
 - 13th Avenue and 1st Street
 - Edmonds Station area

Big Bend Segment 2

Segment 2 is a proposed cycling route that travels through the Agricultural area and into the Big Bend area, connecting the Edmonds Town Centre with south Vancouver.

During the first round of engagement, safety concerns were shared about vehicle speeds, large trucks, and a lack of protected cycling facilities along North Fraser Way. Participants also raised concerns about steep sections of the existing Southeast Bikeway corridor within the Agricultural area that are difficult to ride on. Preliminary design options were informed by community feedback and technical data analysis, including input on protected bike lane options on North Fraser Way and a realigned route through the Agricultural area to mitigate steep grades.

In phase 2, participants were asked to share their feedback on design options for the following sections:

- » North Fraser Way
- » Agricultural area
- » Big Bend area overall

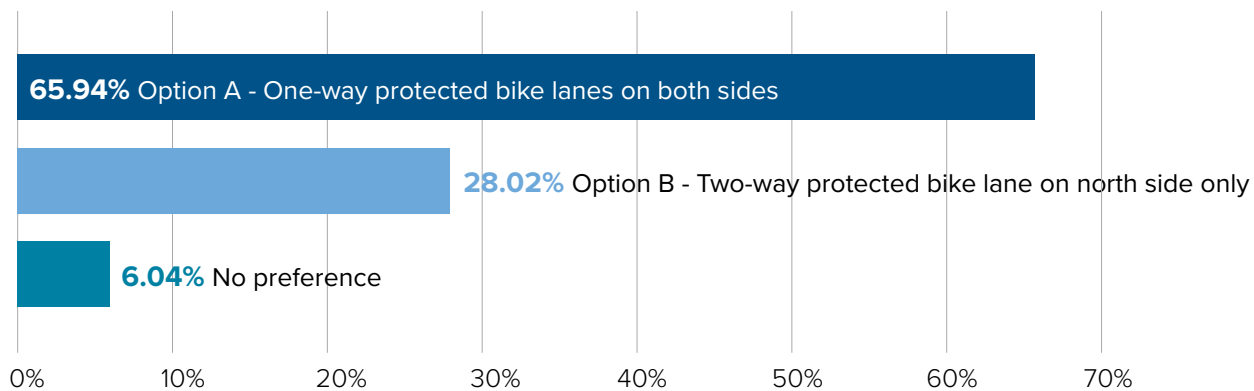


North Fraser Way

Option preferences

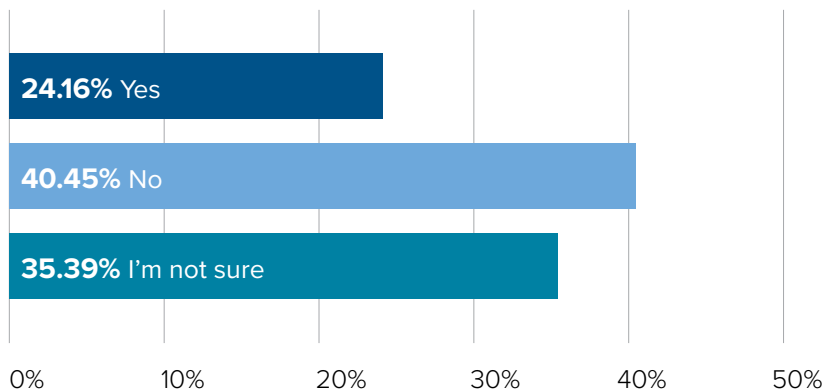
We asked participants for their feedback on two design options for North Fraser Way. Sixty-six percent (66%) preferred Option A, which would introduce one-way protected bike lanes on both sides of the street. Of those who preferred Option A, the top reasons were: people biking travel in the same direction as vehicle traffic (80%), increasing the comfort for biking (73%), and improves road safety (71%).

Twenty-eight percent (28%) preferred Option B, which featured two-way protected bike lanes on the north side of the street. Of those who preferred Option B, the top reasons were: increasing the comfort for biking (82%), improves road safety (57%), and less impact to parking (33%).



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience along North Fraser Way with 24% of people responding “yes”, while most participants (40%) said no.



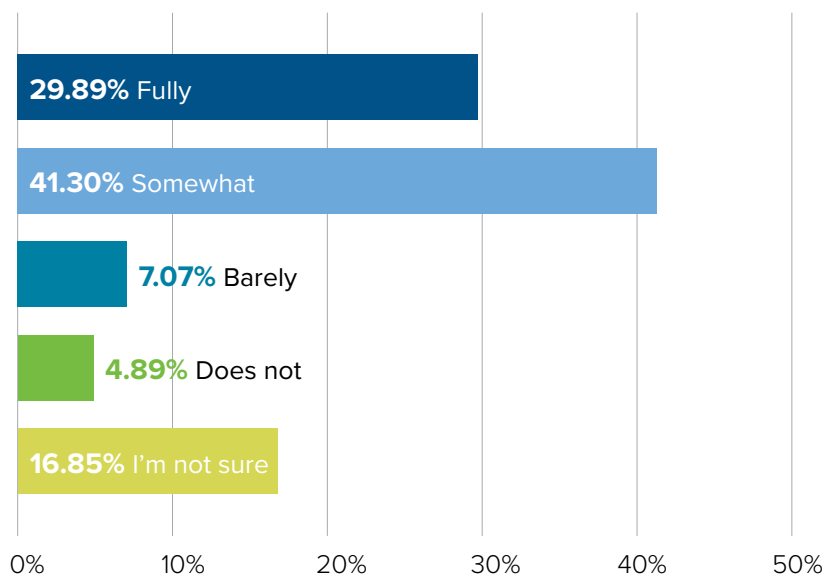
The 24% who responded “yes” also noted:

- » A need for safer intersections and crossings, particularly at Boundary Road, Glenlyon Parkway, Byrne Road, Meadow Avenue, and 10th Avenue. Suggestions included protected intersections, more intuitive crossing layouts, and prohibiting right-turn-on-red movements.
- » Requests to improve and expand cycling connections to Kent Avenue, Fraser Foreshore Trail, Glenlyon Urban Trail, Market Crossing, Stewartson Way, Byrne Creek Trail, Boundary Road and Marine Drive.
- » Concerns with crossing safety at commercial driveways and intersections. There were requests for better sightlines, daylighting, green conflict markings, clear signage, and truck-oriented safety features such as mirrors and larger refuge areas.
- » Desire for wider cycling facilities and stronger physical protection, including concrete separation, improved lighting, and safety measures suited to heavy-vehicle activity.
- » Concerns with high vehicle speeds, with requests for traffic calming, raised crossings, and stronger speed enforcement.
- » Requests for broader streetscape enhancements including trees and shade, improved lighting, rest areas, and amenities such as water fountains.
- » Concerns with street maintenance, debris accumulation, pavement quality, railway tracks and smooth surfaces.
- » Requests for clearer and consistent wayfinding and design across the corridor.
- » A preference from some for shifting the two-way cycling facility to the south side to better connect with riverside trails.
- » Concerns with alternating between multi-use facilities, protected bike lanes, and on-street segments across the Big Bend area.
- » Concerns about new cycling facilities in an industrial context, including interactions with large vehicles and effects on employee and on-street parking.

Agricultural area

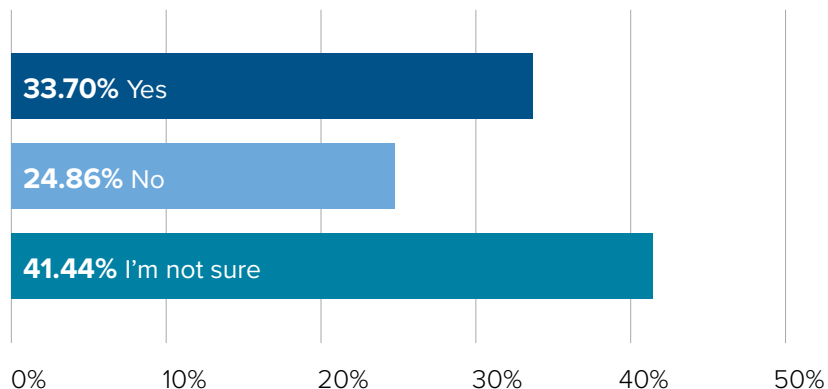
Meeting the needs of cyclists

We asked participants whether the design would meet the needs of cyclists through the Agricultural area. Overall, 71% indicated that the design fully (30%) or somewhat (41%) meets cyclists' needs, while 17% were not sure.



Improving the design

We asked participants if there was anything missing from the design to improve the cycling experience through the Agricultural area and 34% of people responded "yes".



The 34% of people who responded “yes” also noted:

- » A preference for continuous protected cycling facilities along the entire corridor, and concerns with the safety of people cycling on shared streets.
- » Concerns with high vehicle speeds and requests for traffic calming. Suggestions included speed cushions, increased enforcement, lowering the speed limit to 30 km/h, roundabouts, staggered parking and horizontal deflection.
- » Safety concerns at intersections, driveways and crossings, including Marine Drive, Marine Way, Byrne Road and Southridge Drive. Requests included signalized crossings, protected crossings, all-way stop control and grade-separated crossings.
- » Requests for clearer and more consistent wayfinding and signage.
- » Concerns for vulnerable road users, including children, seniors and people new to cycling.
- » Suggestions for enhanced parking management to reduce conflicts with people cycling, including staggered parking or planters to support traffic calming.
- » Requests for additional lighting at intersections and along the route.
- » Requests for smoother surfaces, repaving, and improved maintenance of existing cycling infrastructure.
- » Desire for direct and continuous routing without detours or complex transitions.

Big Bend area overall

Additional comments and suggestions for the Big Bend area include:

- » Requests for continuous, protected cycling facilities across the Big Bend area, including Byrne Road, Marine Way, Southridge Drive and North Fraser Way.
- » Concerns with crossing safety at intersections and driveways. Suggested improvements included signalized crossings, protected intersections, bicycle signals and daylighting.
- » Concerns with high vehicle speeds and conflicts with large vehicles. Suggested treatments included speed cushions, rumble strips, reduced speed limits, staggered parking, physical barriers and traffic enforcement.
- » Requests for using alternate and more direct connections. This includes Byrne Creek Urban Trail, Marine Drive, Willard Street, and improved connections to the BC Parkway, Queensborough Bridge and nearby commercial areas.
- » Requests for enhanced separation between people cycling and vehicles, noting that painted infrastructure and posts may be insufficient.
- » Requests for consistent signage, wayfinding, and pavement markings, especially at transitions.
- » Concerns with steep grades, particularly along Southridge Drive and Byrne Creek, and requests for alternate routing with gentler slopes.
- » Concerns with street maintenance, including requests for repaving and smoother surfaces for improved comfort.

Next Steps

Based on the feedback received and summarized in this report, the bikeway's design will be advanced into a final concept that will guide future delivery of the project. We are committed to balancing needs, concerns and priorities to create a safe cycling route for people of all ages and abilities.

We appreciate everyone's input, which will help us finalize the conceptual design.



North Fraser Way in Big Bend