

Alternative Transportation Study

Part I: Access Inventory

August 2020

Updated December 2021 to reflect current information provided by Bowen Island Municipality

1. Executive Summary

Part I of the *Alternative Transportation Study* is an inventory of how accessible regional parks and greenways are by transit and bikeways. Cycling access ratings are based on bikeway comfort and neighbourhood connectivity, while transit access ratings are evaluated on service frequency.

This analysis found a wide range of transit and bikeway access. Some parks and greenways have similar ratings for both modes while others are rated higher in one mode than the other.

37% of parks and greenways were found to have excellent or very good cycling access, while 26% rated as poor cycling access. 26% of parks and greenways rated as excellent or very good transit access while 33% of parks and greenways were found to have no transit access.

Part II of this study will identify opportunities to improve transit and bike access, and to better support park visitors arriving by transit and active transportation.

2. Introduction

The Metro Vancouver *Board Strategic Plan 2019 to 2022* directs the Regional Parks Service to investigate opportunities to increase regional parks access through public transit and active transportation. Part one of this work is an inventory and analysis identifying how easily each regional park and greenway can be accessed without arriving by personal car. Part II will look at options to help increase the proportion of people who arrive by bus or bike to a park or a greenway by identifying opportunities to enhance in-park facilities and to improve cycling and transit accessibility of regional parks and greenways. This work will also include policy research and case studies of other jurisdictions, including incentives and other means of encouraging travel behavior change.

Parking Lot Capacity

Overall, 74% of park visitors come to parks by private vehicle (2019 Visitor Survey), and this number increases for some of the parks less well served by transit, such as Aldergrove or Kanaka Creek Regional Parks. This high percentage of users arriving by car means that demand for parking spaces exceeds what's available at many of the regional parks parking lots at peak times. While parking lots have been added to and expanded over time, it's not feasible in many places to continue expanding parking due to geographic constraints and traffic impacts on roads and neighbourhoods leading to the parks.

While parking lot capacity has been a challenge for many years at the busiest regional parks, dramatic increases in visitor use during spring and summer 2020 with the COVID-19 pandemic has intensified traffic and parking lot capacity concerns. Improving and encouraging alternative park access by transit and active transportation is one strategy for easing parking capacity challenges. This could be especially helpful at the busiest regional parks.

Equitable Access

Improving access to regional parks helps support the *Regional Parks Plan* goal of providing opportunities for people to connect with, enjoy, be active and learn about the environment. By focusing not only on personal vehicle access, but also transit and active transportation, the Regional Parks service can support choice in travel mode and provide access for those who don't drive and/or can't afford a personal vehicle.

Environmental Impacts

Promoting the use of transit and active transportation as an alternative to personal vehicle travel can help reduce fossil fuel usage and greenhouse emissions along with associated air quality impacts.

Methodology

To assess how well regional parks are served by transit and active transportation, staff created an atlas showing bikeways and nearby bus stops for each regional park and greenway. In addition, rating systems were developed to estimate how well each regional park is served by bikeways and transit. Both rating systems were developed internally by staff.

Each map in the atlas identifies park entrances, along with the 400 metre distance around an entrance representing a 5-minute walk and the 800 metre distance around an entrance representing a 10-minute walk. If a transit stop or bikeway was within 800 metres of an entrance, it was consider to provide some access to the park or greenway. For bikeways, direct connections were weighted higher than routes within 800 metres of the park that didn't connect directly to the park.

Limitations

This study provides an assessment of neighbourhood connectivity by bikeway or transit to a regional park or greenway. It does not include a network analysis of connections to nearby communities and regional centres, nor does it consider multi-modal transportation (i.e. bike and skytrain travel). Further, the quality of walking routes, especially those connecting bus stops with regional parks was not considered. Analysis of these components may be completed in support of Part II of this study.

In-park amenities and infrastructure for transit users and cyclists were also not considered and will be reviewed during Part II of this study.

Thwaytes Landing Regional Park was not included in this analysis as the park is only accessible by water. Regional Park Reserves and Ecological Conservancies Areas were not included as they are not accessible by the public. While Widgeon Marsh Regional Park is not currently open to the public, it was included as the park has an anticipated opening of 2023.

3. Cycling

Quality and extent of bikeways leading to park entrances was used to determine how easily a park can be accessed by bike.

Methodology

Cycling access to each park and greenway was evaluated based on 2020 regional bikeway GIS data developed by Hub Cycling and TransLink in collaboration with local government staff as part of the *Benchmarking the State of Cycling Metro Vancouver (2019)* report. Metro Vancouver staff made minor adjustments to this GIS data within and adjacent to regional parks and greenways to better align with the Bikeway Comfort classification ratings (see figure 2) where appropriate.

Rankings of how accessible a park or greenway is by bikeway are based on quality of the bikeways connected to the park or greenway, how well connected the park or greenway is by bikeway to surrounding communities and whether cyclists can reach a main day-use area within the park or greenway by bikeway.

The quality rating relies on comfort ratings developed by Translink and HUB Cycling, a not-for-profit organization that promotes and supports cycling in Metro Vancouver. This comfort rating system is based on type of bikeway (i.e. separated bike path, bike lane, etc.) as well as traffic volumes and speeds (see Figure 1 for more details). HUB and Translink are updating comfort assessments and will release an updated dataset this fall.

Figure 1: Bikeway Comfort Classification

Comfortable for Most People

(green segments): These bikeways are either fully protected from motor vehicle traffic or are on shared roadways with low posted speed limits (i.e. 30 km/h or less) and low motor vehicle traffic volumes (i.e. less than 2,000 vehicles per day).

Comfortable for Some People

(yellow segments): Most of these bikeways are shared roadways where posted speed limits are higher (i.e. up to 50 km/h) and there is more motor vehicle traffic (i.e. up to 3,000 vehicles per day). Some painted bike lanes and bike accessible shoulders also fall into this category, as well as a small portion of bikeways that are protected from motor vehicle traffic but are narrower in width than is recommended by current design standards.

Comfortable for Few People

(orange segments): The majority of these bikeways are painted bike lanes or bike accessible shoulders on roadways with higher posted speed limits (i.e. 50 km/h or greater) and more traffic (i.e. more than 4,000 vehicles per day). Some shared roadways with higher posted speed limits and higher volumes of motor vehicle traffic also fall into this category.

Comfortable for Very Few People

(red segments): Many of these bikeways are shared roadways where posted speed limits are higher (i.e. greater than 50 km/h) and there are higher traffic volumes (i.e. 6,000 or more vehicles per day). Some painted bike lanes and bike accessible shoulders also fall into this category, including those with adjacent curbside parking and higher speed limits (i.e. greater than 50km/h).

Source: HUB Cycling and Translink, *Benchmarking the State of Cycling in Metro Vancouver 2019* https://bikehub.ca/research/the-state-of-cycling-in-metro-vancouver

The connectivity rating is based on how well a park or greenway is connected to nearby residential neighbourhoods through the bikeway network that serves the park or greenway. In addition to connectivity between the park or greenway and nearby neighbourhoods, parks and greenways were also evaluated based on whether cyclists could directly reach a main day use area by bike, rather than parking their bike at a park entrance and walking to a main day use area. A summary of the rating scores is in the table below.

Table 1: Summary of Cycling Access Scoring System

Quality (up to 3 points)	**Connectivity** (up to 3 points)	**In-Park Connectivity** (up to 1 point)
- 3 points for direct connections to two or more bikeways rated as *Comfortable for Most People* - 2 points for a direct connection to one bikeway rated as *Comfortable for Most People* - 1 point for an indirect connection within 800 metres of a park entrance to a bikeway rated as *Comfortable for Most* or *Some* **Points of 2 or 3 only given if connecting to Comfortable for Most Routes are longer than 800m; where there are multiple comfort ratings within the first 800m, the lowest rating for that bikeway is taken.*	- 3 points for a park or greenway connected to a bikeway network that leads to most nearby residential neighbourhoods - 2 points for a park or greenway connected to a bikeway network that leads to some nearby residential neighbourhoods - 1 point for park or greenway that is connected by bikeway to only one small nearby residential neighbourhood. **Connectivity points consider bikeways of all comfort ratings.*	- 1 point for connecting to a park day use area (either directly, or via a bikeway that is *Comfortable for Most or Some People)*

Each park and greenway received up to 7 points based on the criteria. The total points were then translated into rankings of cycling access by park.

Table 2: Translation of Points to Ranks for Cycling Access

Rankings based on total points	
7	Excellent
6	Very Good
5	Good
4	Fair
≤3	Poor

Results

Figure 2: Map showing ratings of how well each Regional Park and Greenway is served by bikeways

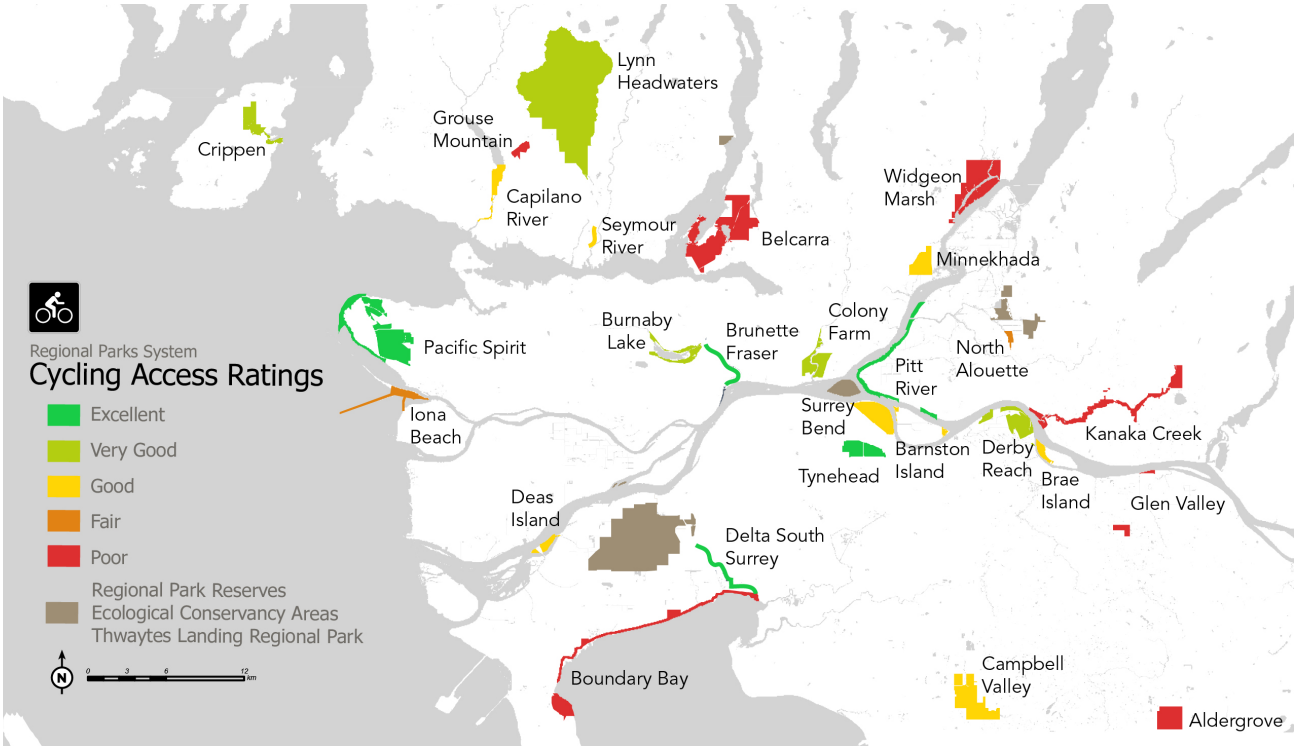


Table 3: Cycling Access Results for Regional Parks and Greenways

Rating	# of parks + greenways	Regional Parks	Regional Greenways
Excellent	**5**	Pacific Spirit, Tynehead	Brunette Fraser, Delta South Surrey, Pitt River
Very Good	**5**	Burnaby Lake, Colony Farm, Crippen, Derby Reach, Lynn Headwaters	
Good	**8**	Barnston Island, Brae Island, Campbell Valley, Capilano River, Deas Island, Minnekhada, Surrey Bend	Seymour River
Fair	**2**	Iona Beach	North Alouette
Poor	**7**	Aldergrove, Belcarra, Boundary Bay, Glen Valley, Grouse Mountain, Kanaka Creek, Widgeon Marsh	
Total	**27**		

This methodology resulted in Pacific Spirit and Tynehead Regional Parks, as well as Brunette Fraser, Delta South Surrey and Pitt River Greenways being classed as having excellent cycling access, with another five regional parks a receiving a ranking of very good. Combined, this is over a third of regional parks and greenways ranked as having very good or excellent access.

Thirty percent of parks and greenways hit the middle ranking of good access, while one regional park and one regional greenway had a ranking of fair access. The last twenty-six percent of the regional parks and greenways were found to have poor access.

This is a relative rating system and even those parks and greenways rated as excellent and very good could benefit from improved cycling access.

4. Transit

Bus and skytrain frequency to park and greenway entrances was used to determine how easily a park can be accessed by public transit.

Methodology

Transit access to each park and greenway was evaluated based on transit stop GIS data as well as bus and rapid transit route frequency that was provided by TransLink.

Rating of transit service to each park is based on peak weekend transit frequency in summer 2020. The summer season and weekends were selected as overall park visitation peaks in summer months and be higher on weekends then weekdays.

Access was defined as a transit stop (rapid transit or bus) within 800 metres, about a 10-minute walk of a park entrance. Transit access further than a 10-minute walk from a park entrance was not considered as providing access. The quality of pedestrian amenities at the bus stop, as well as from the bus stop to the park were not incorporated into this methodology, but may be important to considered in future work.

Rapid Transit, known locally as SkyTrain, access to a park entrance was given the highest rating as this transit service is quite frequent, not impacted by vehicular congestion and tends to provide short trip times. Skytrain lines that serve regional parks, the Expo and Millennium lines are quite frequent with Expo line daytime weekend frequency of 3 to 8 minutes depending on location and time of day, and with Millennium Line daytime weekend frequency ranges from 6 to 10 minutes. There are no regional parks located along the Canada line.

After proximity to a rapid transit station, the remainder of transit access ratings were based on how frequently transit buses serviced a park entrance(s). Bus stops were only considered as providing service if they were within 800m of a park or greenway entrance.

Table 4: Summary of Transit Access Rating System

Park Entrances	**Peak Weekend Transit Frequency**				
	Rapid Transit 10 mins or better	15 mins or better*	15 to 30 mins	30 to 60 mins	Limited (>60 mins)
An entrance within 800m (10 min walk)	Excellent	Very Good	Good	Fair	Poor
No stops within 800m of a park entrance	No access				

*This includes routes on the frequent transit network, which are routes that run at least every 15 minutes in both directions throughout the most of the day, every day of the week.

Results

Figure 3: Map showing ratings of how well each Regional Park and Greenway is served by transit



Table 5: Transit Access rating results for Regional Parks and Greenways

Rating	# of parks + greenways	Regional Parks	Regional Greenways
Excellent	**2**	Burnaby Lake	Brunette Fraser
Very Good	**5**	Capilano River, Grouse Mountain, Pacific Spirit	Pitt River, Seymour River
Good	**6**	Belcarra, Colony Farm, Deas Island, Lynn Headwaters, Tynehead	Delta South Surrey
Fair	**4**	Boundary Bay, Brae Island, Campbell Valley, Crippen	
Poor	**1**	Kanaka Creek	
No access	**9**	Aldergrove, Barnston Island, Derby Reach, Glen Valley, Iona Beach, Minnekhada, Surrey Bend, Widgeon Marsh	North Alouette
Total	**27**		

This methodology resulted in Burnaby Lake Regional Park and the Brunette Fraser Greenway being classed as having excellent transit access, as the two regional park locations are accessible by Skytrain. Capilano River, Grouse Mountain and Pacific Spirit Regional Parks, along with Pitt River and Seymour River Regional Greenways also have very good ratings with peak weekend frequency being every 15 minutes or better. This frequency provides flexibility for park visitors to be more spontaneous than longer wait times.

Overall, two thirds of the parks have some level of transit accessibility, while one third of the parks and greenways are not accessible by public transit.

5. Conclusions

There is a wide range of bikeway and transit access to regional parks and greenways, with some parks and greenways having excellent bikeway and transit accessibility while others are more difficult to access without a person vehicle. Some parks and greenways rank highly in both bikeway and transit access, such as Burnaby Lake and Pacific Regional Parks, while a few parks and greenways rank highly in one mode and low in another, such as Grouse Mountain and Derby Reach Regional Parks. There are also parks and greenways that have no transit access as well as poor cycling access, such as Aldergrove, Glen Valley and Widgeon Marsh Regional Parks.

Part II of this study will identify opportunities to improve cycling and transit access to arrive at regional parks and greenways. Prioritization of these improvements will need to consider where investments will be most beneficial, including places where short extensions of transit or bikeways could make a big improvement to access. Part II will also consider in-park infrastructure needs to enhance the desirability of using transit or cycling to access a regional park or greenway. Collaboration with TransLink and member municipalities will be key for identifying opportunities for these improvements.

Policy and best practice research will be included to support this work, including opportunities for incentives and education to encourage transportation behaviour change.

6. Appendix A: Transportation Atlas

Appendix A shows cycling, transit, and parking access for each regional park and regional greenway.

Aldergrove Regional Park

Transportation Atlas

264 St

272 St

TOWNSHIP OF LANGLEY

CITY OF ABBOTSFORD

Lefeuvre Road

8 Ave

0 Ave

South Langley Regional Trail

CANADA

UNITED STATES

Lynden–Aldergrove Border Crossing

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.175 0.35 0.7 Km

N

Parking Stalls: 359

Park Accessibility Ratings

Transit: No Access

Cycling: Poor

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Pitt Meadows Airport

CITY OF PITT MEADOWS

Pitt River Regional Greenway

Fraser River

Surrey Bend Regional Park

Barnston Island ELECTORAL AREA A

Barnston Island Ferry

176 St

South Fraser Perimeter Road

Highway 1

CITY OF SURREY

Dyke Road

Golden Ears Way

TOWNSHIP OF LANGLEY

Bus Stop

Park Entrance

Regional Park

Regional Greenway

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 225 450 900 Meters

N

Parking Stalls: 0

Park Accessibility Ratings

Transit: No Access

Cycling: Good

Contains information licensed under the Open Government Licence - TransLink.

Belcarra Regional Park

Transportation Atlas

Indian Arm

Buntzen Lake

Deep Cove

VILLAGE OF BELCARRA

Bedwell Bay Rd.

Route: 182

Route: 150

Route: 182

Routes: 150, 182

VILLAGE OF ANMORE

East Rd.

CITY OF PORT MOODY

Admiralty Point Lands (Parks Canada)

Burrard Inlet

David Ave

Ioco Road

CITY OF COQUITLAM

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.25 0.5 1 Km

N

Parking Stalls: 629

Park Accessibility Ratings

Transit: Good

Cycling: Poor

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Lougheed Highway

Route: 110

Route: 101

Burnaby Lake
Regional Park

Highway 1

Canada Way

CITY OF
BURNABY

CITY OF NEW
WESTMINSTER

CITY OF
COQUITLAM

Highway 1

Lougheed Highway

Routes: 128, 153, 156,
159, 169

Route: 109

Route: 109

Fraser River

Pattullo
Bridge

CITY OF
SURREY

Bus Stop

Frequent Transit Network

Park Entrance

SkyTrain Station

Regional Park

Regional Greenway

400, 800
meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.375 0.75 1.5 Km

N

Parking Stalls: 15

Park Accessibility Ratings

Transit: Excellent

Cycling: Excellent

Contains information licensed under the
Open Government Licence - TransLink.

Boundary Bay Regional Park

Transportation Atlas

Arthur Drive

South Fraser Perimeter Road

Boundary Bay Dyke Trail

TSAWWASSEN FIRST NATION

Route: 614

Boundary Bay

Routes: 614, 619

Highway 17 to Tsawwassen Ferry Terminal

12 Ave

TSAWWASSEN (CITY OF DELTA)

56 St.

Boundary Bay Rd.

Route: 619

English Bluff Rd.

1 Ave

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.3 0.6 1.2 Km

N

Parking Stalls: 765

Park Accessibility Ratings

Transit: Fair

Cycling: Poor

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Brae Island Regional Park

Transportation Atlas

Fraser River

CITY OF MAPLE RIDGE
TOWNSHIP OF LANGLEY

Fort-to-Fort Trail

Glover Road

McMillan Island

96 Ave

Route: 562

Fort
Langley

Glover Road

Bedford Channel

River Road

Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Bikeway Classification System
Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 150 300 600 Meters

N

Parking Stalls: 55

Park Accessibility Ratings

Transit: Fair

Cycling: Good

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Open Government Licence - TransLink.

Burnaby Lake Regional Park

Transportation Atlas

Burnaby Mountain

Lougheed Highway

Routes: 110, 144

Route: 110

Route: 101

Burnaby Lake

Deer Lake

Highway 1

Brunette Fraser Regional Greenway

16 Ave

Canada Way

CITY OF BURNABY

CITY OF NEW WESTMINISTER

Bus Stop

Frequent Transit Network

Park Entrance

SkyTrain Station

Regional Park

Regional Greenway

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.25 0.5 1 Km

N

Parking Stalls: 78

Park Accessibility Ratings

Transit: Excellent

Cycling: Very Good

Contains information licensed under the Open Government Licence - TransLink.

Campbell Valley Regional Park

Transportation Atlas

Brookswood / Fernridge

192 St

208 St

216 St

Route: 563

16 Ave

200 St

8 Ave

CITY OF SURREY

TOWNSHIP OF LANGLEY

4 Ave

High Point Estates

South Langley Regional Trail

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.25 0.5 1 Km

N

Parking Stalls: 272

Park Accessibility Ratings

Transit: Fair

Cycling: Good

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Capilano Lake

Grouse Mountain Regional Park

Route: 254

Routes: 232, 236

Routes: 232, 236

Groveland Dr

Stevens Dr

DISTRICT OF WEST VANCOUVER

Capilano Road

DISTRICT OF NORTH VANCOUVER

15 St

Route: 256

Trans Canada Highway

Routes: 251, 252, 253, 250a, 250, 255, 256, 257

Route: 254

Marine Drive

Lonsdale Ave

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 212.5 425 850 Meters

N

Parking Stalls: 203

Park Accessibility Ratings

Transit: Very Good

Cycling: Good

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Mundy Park

CITY OF COQUITLAM

CITY OF PORT COQUITLAM

240 St

Lougheed Highway

Highway 1

Fraser River

Port Mann Bridge

Route: 169

Route: 169

Route: 170

Route: 159

Douglas Island (Regional Park Reserve)

Pitt River Regional Greenway

Bus Stop

Frequent Transit Network

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.25 0.5 1 Km

N

Parking Stalls: 83

Park Accessibility Ratings

Transit: Good

Cycling: Very Good

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Revision Sept 29, 2020
Bus frequency is >60 mins
Multi-use path connects directly to Horseshoe Bay.

Mt. Gardner Rd.

BOWEN ISLAND MUNICIPALITY

Eagle Cliff Rd.

Howe Sound

Killarney Lake

Route: 282

Route: 281

Ferry Terminal

Route: 281, 282

Grafton Lake

Grafton Rd.

Routes to Horseshoe Bay: 250, 257, 262

Horseshoe Bay to Bowen Island Ferry frequency: 70 minutes

Bus Stop

Park Entrance

Regional Park

400, 800 meter buffers

Bikeway Classification System
Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 175 350 700 Meters

N

Parking Stalls: 39

Park Accessibility Ratings

Transit: Fair

Cycling: Very Good

Contains information licensed under the Open Government Licence - TransLink.

Deas Island Regional Park

Transportation Atlas

CITY OF RICHMOND

Fraser River

Steveston Highway

River Rd.

Highway 99

George Massey Tunnel

Route: 640

Milennium Trail

68 St

CITY OF DELTA

Ladner

60 Ave

Burns Bog Ecological Conservancy Area

Bus Stop

Frequent Transit Network

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 150 300 600 Meters

N

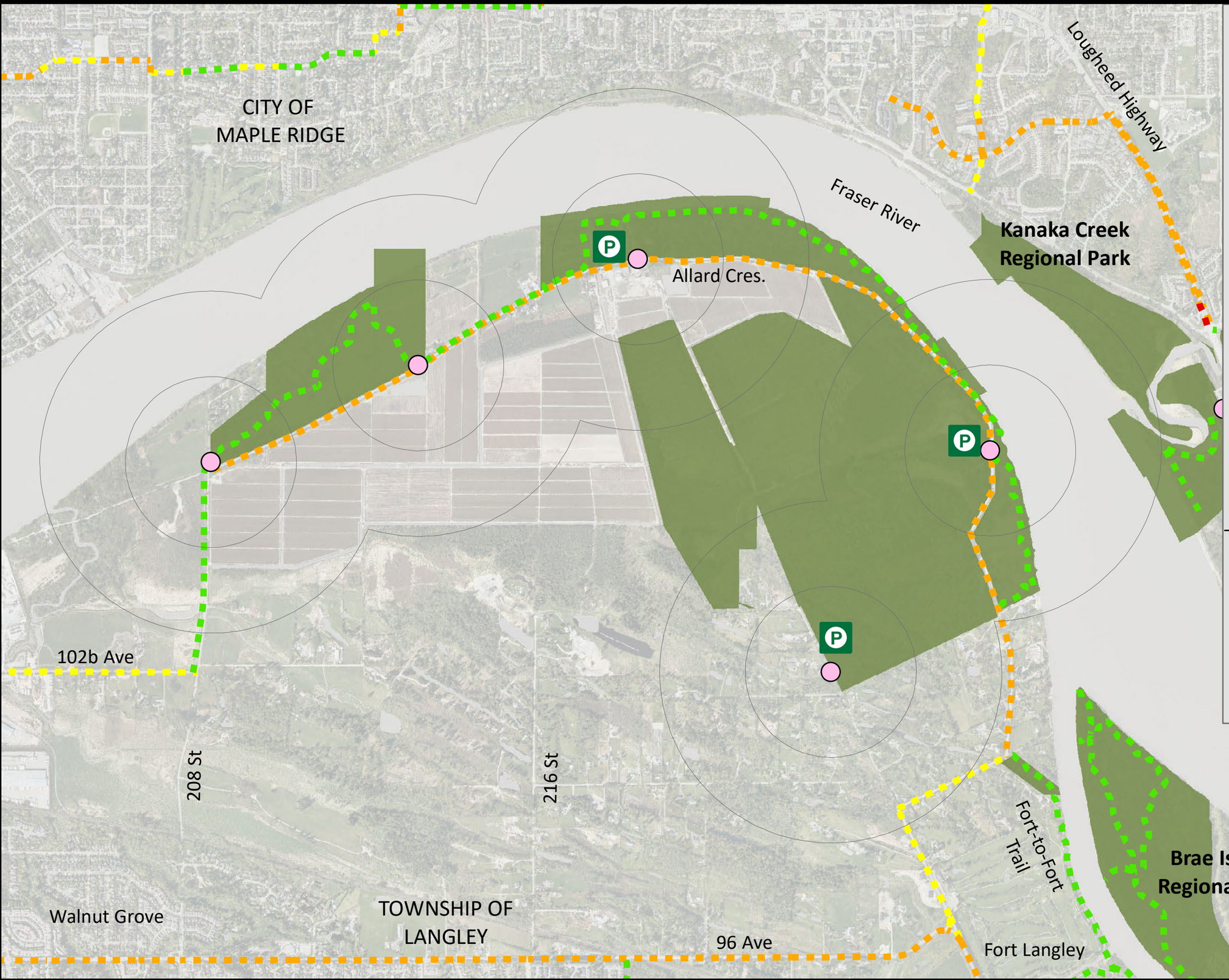
Parking Stalls: 161

Park Accessibility Ratings

Transit: Good

Cycling: Good

Contains information licensed under the Open Government Licence - TransLink.



Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.25 0.5 1 Km

N

Parking Stalls: 129

Park Accessibility Ratings

Transit: No Access

Cycling: Very Good

Contains information licensed under the Open Government Licence - TransLink.

Delta South Surrey Regional Greenway

Transportation Atlas

Burns Bog Ecological Conservancy Area

CITY OF DELTA

CITY OF SURREY

Route: 340

Watershed Park

Highway 91

56 Ave

Routes: 310, 322

Ladner Trunk Road

Highway 99

Boundary Bay Regional Park

Boundary Bay Dyke Trail

Boundary Bay

Bus Stop

Frequent Transit Network

Park Entrance

Regional Park

Regional Greenway

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.3 0.6 1.2 Km

N

Parking Stalls: 0

Park Accessibility Ratings

Transit: Good

Cycling: Excellent

Contains information licensed under the Open Government Licence - TransLink.

CITY OF
MAPLE RIDGE

Lougheed Highway

Fraser River

River Road

88 Ave

Trans-Canada Trail

272 St

TOWNSHIP OF LANGLEY

CITY OF ABBOTSFORD

Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Bikeway Classification System
Comfortable for:

Most People

Some People

Few People

Very Few People

0 125 250 500 Meters

N

Parking Stalls: 37

Park Accessibility Ratings

Transit: No Access

Cycling: Poor

Contains information licensed under the Open Government Licence - TransLink.

Grouse Mountain

Capilano Lake

Routes: 232, 236

Capilano Road

DISTRICT OF WEST VANCOUVER

Capilano River Regional Park

DISTRICT OF NORTH VANCOUVER

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 125 250 500 Meters

N

Parking Stalls: 249

Park Accessibility Ratings

Transit: Very Good

Cycling: Poor

Contains information licensed under the Open Government Licence - TransLink.

Iona Beach Regional Park

Transportation Atlas

Pacific Spirit Regional Park

SW Marine Dr.

W 41 Ave

Fraser River

Salish Sea

Ferguson Road

Vancouver International Airport

Bus Stop

Frequent Transit Network

Regional Park

Park Entrance

SkyTrain Station

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.3 0.6 1.2 Km

N

Parking Stalls: 103

Park Accessibility Ratings

Transit: No Access

Cycling: Fair

Contains information licensed under the Open Government Licence - TransLink.

CITY OF MAPLE RIDGE

228 St

240 St

256 St

Dewdney Trunk Road

Route: 749

Whonnock Lake

112 Ave

Trans Canada Trail

Route: 745

Route: 745

Route: 748

Grant Hill

100 Ave

272 St

280 St

Brae Island Regional Park

Fraser River

Lougheed Highway

Silvermere Lake

Bus Stop

Frequent Transit Network

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 0.5 1 2 Km

N

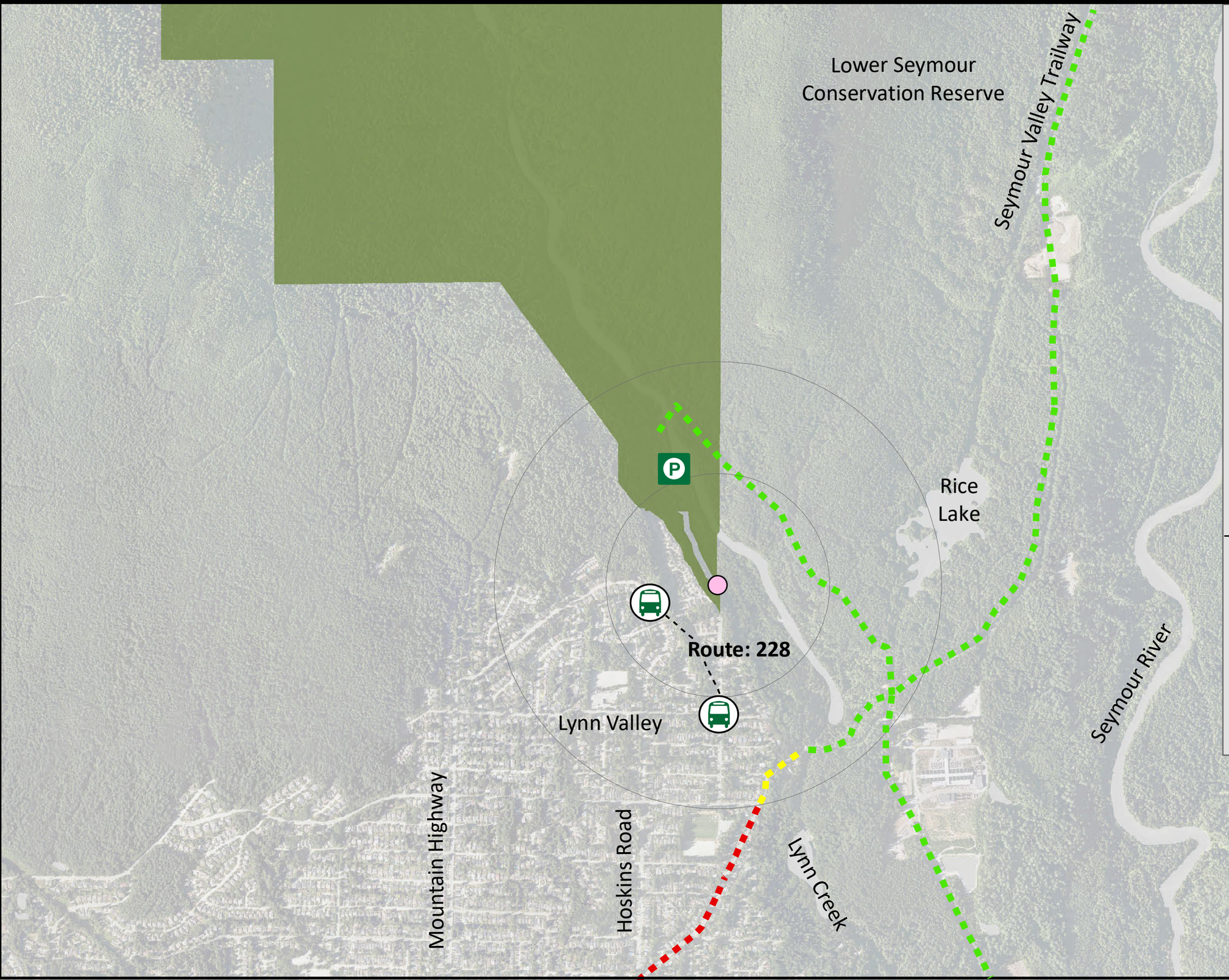
Parking Stalls: 97

Park Accessibility Ratings

Transit: Poor

Cycling: Poor

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Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 150 300 600 Meters

N

P Parking Stalls: 81

Roadside Parking: 95

Park Accessibility Ratings

Transit: Good

Cycling: Very Good

Contains information licensed under the Open Government Licence - TransLink.

Pinecone Burke
Provincial Park

Quarry Road

Route: 174

CITY OF
COQUITLAM

Deboville Slough

Pitt River

CITY OF
PITT MEADOWS

Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 175 350 700 Meters

N

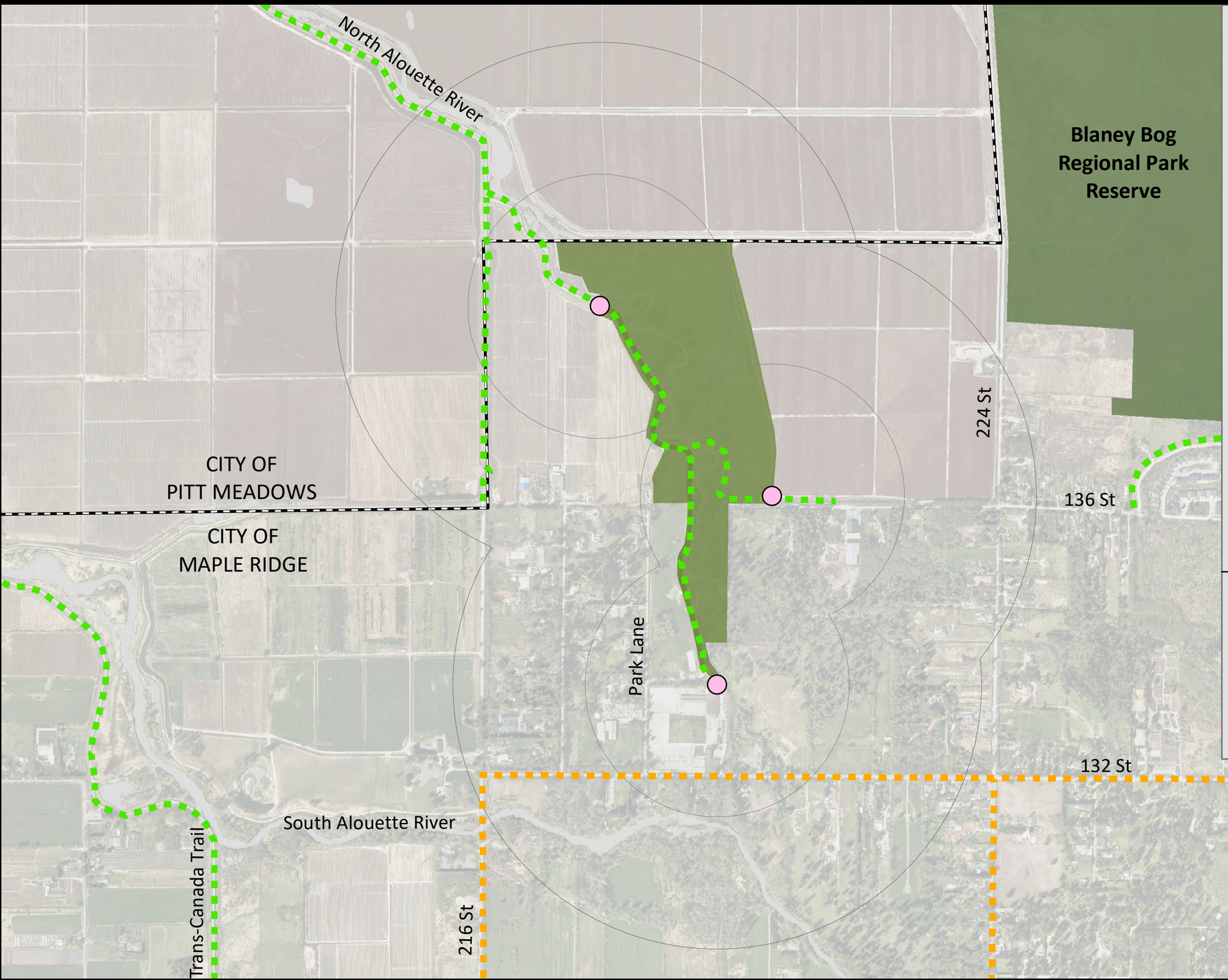
Parking Stalls: 68

Park Accessibility Ratings

Transit: No Access

Cycling: Good

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Bus Stop

Regional Park

Park Entrance

400, 800
meter buffers

Regional Greenway

Bikeway Classification System
Comfortable for:

Most People

Some People

Few People

Very Few People

0 125 250 500 Meters

N

Parking Stalls: 0

Park Accessibility Ratings

Transit: No Access

Cycling: Fair

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Bus Stop

Frequent Transit Network

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.3 0.6 1.2 Km

N

Parking Stalls: 138

Park Accessibility Ratings

Transit: Very Good

Cycling: Excellent

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Bus Stop

Frequent Transit Network

Park Entrance

Regional Park

Regional Greenway

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.375 0.75 1.5 Km

N

Parking Stalls: Roadside only

Park Accessibility Ratings

Transit: Very Good

Cycling: Excellent

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Lower Seymour
Conservation Reserve

Seymour River

Lynn Creek

Hoskins Rd.

Lillooet Rd.

Highway 1

Capilano
University

Routes: 245, 255

Routes: 245, 255

DISTRICT OF
NORTH VANCOUVER

CITY OF
NORTH VANCOUVER

Mount Seymour Pkwy

Dollarton Highway

Main Street

Burrard Inlet

Bus Stop

Frequent Transit Network

Park Entrance

Regional Park

Regional Greenway

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 150 300 600 Meters

N

Parking Stalls: 18

Park Accessibility Ratings

Transit: Very Good

Cycling: Good

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Surrey Bend Regional Park

Transportation Atlas

Fraser River

South Fraser Perimeter Road

Fraser Heights

168 St

Barnston Island
Regional Park

Barnston Island
ELECTORAL AREA A

104 Ave

Barnston
Island
Ferry

176 St

Highway 1

Tynehead
Regional Park

Bus Stop

Park Entrance

Regional Park

400, 800
meter buffers

Bikeway Classification System
Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 195 390 780 Meters

N

Parking Stalls: 105

Park Accessibility Ratings

Transit: No Access

Cycling: Good

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Surrey Bend Regional Park

South Fraser Perimeter Road

Highway 1

Route: 337

104 Ave

Route: 335

96 Ave

Golden Ears Way

CITY OF SURREY

160 St

168 St

176 St

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

Most People

Some People

Few People

Very Few People

0 200 400 800 Meters

N

Parking Stalls: 220

Park Accessibility Ratings

Transit: Good

Cycling: Excellent

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Widgeon Marsh Regional Park

Transportation Atlas

Park in Development; Opening in 2023

Pinecone Burke Provincial Park

Pitt River

Pitt-Addington Wildlife Management Area

Quarry Road

Neaves Road

CITY OF COQUITLAM

Minnekhada Regional Park

CITY OF PITT MEADOWS

Bus Stop

Regional Park

Park Entrance

400, 800 meter buffers

Bikeway Classification System

Comfortable for:

- Most People
- Some People
- Few People
- Very Few People

0 0.25 0.5 1 Km

N

Future parking

Park Accessibility Ratings

Transit: No Access

Cycling: Poor

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