Welcome!

We are reviewing the Burnaby Transportation Plan. This will include the creation of a new vision, themes, goals, policies, networks, and actions to guide Burnaby’s transportation system into the future.

Phasing

The development of the renewed Burnaby Transportation Plan will be a multi-year process, divided into three phases:

- **PHASE 1 – SETTING A DIRECTION:** Identify transportation issues and opportunities and determine the vision, themes, and goals to establish an overall direction for the Plan.

- **PHASE 2 – BUILDING THE PLAN:** Define the main body of the Plan, including policies, networks, and actions.

- **PHASE 3 – IMPLEMENTATION STRATEGY:** Prepare an Implementation Strategy after the Burnaby Transportation Plan is adopted by Council.

WHAT ARE WE CONSULTING ON IN PHASE 1?

For Phase 1, the City is consulting on the Draft Vision, Themes, and Goals.

We want to know what you think!

Tell us what the issues and opportunities are for Burnaby’s transportation system.
Why Do We Need A New Plan?

Why do we Need a New Plan?

The City needs a renewed Transportation Plan to address the following key shifts:

1. **ACCOMMODATING GROWTH AND LIFESTYLE SHIFTS**
   - 125,000 more people and 60,000 more jobs by 2040
   - People’s lives are busier and today’s lifestyles mean more daily trips

2. **ECONOMIC AND AFFORDABILITY SHIFTS**
   - Housing and transportation are more expensive
   - Travel costs impact where people live and how they travel
   - The “sharing economy” (car or bike share) is growing
   - The movement of people, goods, and services influences Burnaby’s economy

3. **PLANNING AND POLICY SHIFTS**
   - Burnaby’s policy framework has expanded to include sustainability: Economic Development Strategy, Social Sustainability Strategy, and Environmental Sustainability Strategy
   - Burnaby is more urban, and development is focused in Town Centres and Urban Villages
   - Community Plans continue to be renewed to enhance the City’s livability

4. **TECHNOLOGY SHIFTS**
   - Access to information has changed travel patterns
   - Technology is changing available travel options
   - New technologies mean more collection and monitoring of transportation data, allowing for better information and services for citizens

**The Space Challenge**

The City and its transportation system face a fundamental space challenge. Land and streets are finite City resources that require careful management. Approximately 20% of the City’s land area is dedicated rights-of-way for the transportation system. Given the growing population and its increasing demand for transportation services, as well as the limited land and street supply, the City needs to strategically plan for how to move people and goods efficiently into the future. The ability to expand or add streets will be limited. However, existing streets can be reorganized or redesigned to accommodate different modes and volumes of movement, improved to make the public realm more enjoyable, and enhanced to advance the quality of life within Burnaby.

A balanced multi-modal system provides people with more choices to get around. If more people walk, cycle and take transit, it will free up road space and the transportation system will work better for everyone, including drivers.
Draft Vision:

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet, linger, and participate in city life. It is a balanced and comprehensive system that offers accessible and safe mobility in support of a healthy, prosperous, green, and connected community.

What could Burnaby’s Transportation System Look Like in the Future?

The following narrative is an expansion of the vision to imagine what the City’s transportation system could look like in the future:

In Burnaby, the transportation system is an important part of the public realm. The streets not only move people between daily activities but provide places for people to meet, linger, and participate in all that the City has to offer.

Burnaby provides:

- a walking environment that makes it easy and delightful to get from place to place;
- a cycling environment that is comfortable and well-connected throughout the City;
- a transit environment that is efficient and pleasant;
- a driving environment that is predictable and reliable; and
- a safe environment for all users.

Burnaby’s streets form an important gathering space within neighbourhoods and communities. A place where people greet their neighbours, enjoy shopping and dining, and are entertained and active. The system shapes where people live, work, play, learn, and shop, making it possible for citizens to carry-out their daily activities locally.

The transportation system moves goods and services efficiently and mindfully throughout the City. It includes the integrated use of multiple modes (walking, cycling, transit, cars, trucks, trains, and ships) to connect consumers with products and services. It supports the full range of goods movement from local delivery to importing and exporting in the international marketplace. It helps businesses of all sizes thrive and is part of building complete communities.

Burnaby’s balanced and comprehensive transportation system is one that enables citizens to walk, cycle, take transit, drive, or any combination thereof to reach their destinations. It makes it possible to transport goods and services within local communities. It is a multi-modal system that provides access and choice, offers safe and secure mobility, encourages healthy and active communities, protects and enhances the natural environment, supports a prosperous and competitive economy, and builds vibrant, connected communities.

In Burnaby, moving in the City is not just an action, but an experience.

Draft Themes:

Accessible:

ACCESS AND CHOICE

Safe:

SAFE AND SECURE MOBILITY

Healthy:

ACTIVE PEOPLE IN HEALTHY, LIVABLE COMMUNITIES

Green:

A PROTECTED AND ENHANCED ENVIRONMENT

Prosperous:

A THRIVING, SUSTAINABLE ECONOMY

Connected Community:

INTEGRATED AND WELL-DESIGNED PLACES
What is this Theme About?
This theme is about providing access and choice to users of Burnaby’s transportation system.

What is Accessible Transportation?
There are three ways to consider access:

1. **Locational Access**
   - refers to whether a person can get to their destination using the transportation system.

2. **Physical Access**
   - refers to the concept that everyone, regardless of age or physical ability, has the mobility they need for their daily activities.

3. **Financial Access**
   - refers to the notion that the transportation system is affordable for the majority of people, and that economic means is not a barrier to mobility.

The draft goals for an accessible transportation system are to:

1. Provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations.

2. Provide travel options that are easy, reliable, and flexible.

3. Provide access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.

How do People Move Around in Burnaby?

- **They Walk:**
  - 50% of the streets in Burnaby have sidewalks on both sides of the street.

- **They Cycle:**
  - Over 170KM of bike routes in Burnaby.

- **They Take Transit:**
  - 2 + 34
    - There are 2 SkyTrain Lines and 34 Bus Routes.

- **They Drive:**
  - Over 950KM of roadway in the City, including lanes.

570,000 trips per day are made by Burnaby residents. That’s over two trips per person.
What is this Theme About?
This theme is about reducing the risk of harm for users of Burnaby’s transportation system.

What is Safe Transportation?
Safe Transportation means different things for different people:

**SAFETY FOR PEDESTRIANS AND CYCLISTS**
means a transportation system that provides wide sidewalks and cycle paths, with separation from cars and other vehicles. It also includes well-lit, clear, and direct routes.

**SAFETY FOR TRANSIT USERS**
means a transportation system that addresses personal safety and security concerns. This includes considering safety when designing transit stations, bus stops, routes and schedules.

**SAFETY FOR DRIVERS**
means a transportation system that manages speeds and aims to mitigate conflict with other vehicles and other modes of travel.

What are the Main Causes of Crashes?
Driver Distraction, such as talking on a cell phone, is now is the most common cause of accidents in the Lower Mainland, accounting for almost one third of all fatal crashes.

**TOP 10 CAUSES OF FATAL CRASHES IN THE LOWER MAINLAND 2011-2016**

<table>
<thead>
<tr>
<th>Cause</th>
<th>Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distraction</td>
<td>125</td>
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<tr>
<td>Impaired Speed</td>
<td>118</td>
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<tr>
<td>Intoxicated</td>
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<tr>
<td>Fatigue</td>
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<td>Weather</td>
<td>51</td>
</tr>
<tr>
<td>Pedestrian Error</td>
<td>44</td>
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<tr>
<td>Sleeping</td>
<td>46</td>
</tr>
<tr>
<td>Road Condition</td>
<td>35</td>
</tr>
<tr>
<td>Other Driver Error</td>
<td>28</td>
</tr>
<tr>
<td>Other Driver Error - Other</td>
<td>21</td>
</tr>
</tbody>
</table>

**CRASHES IN BURNABY (AVERAGE PER YEAR)**
8,600 crashes per year.
3,350 crashes result in injuries or rarely death.
35 crashes involve cyclists.

Crime and Property Damage
Every year in the Lower Mainland there are on average:

**HIT-AND-RUN**
34,000 hit-and-runs per year causing 1,600 injuries and 5 fatalities.

**VEHICLES STOLEN OR BROKEN INTO**
5,900 vehicles stolen and 10,000 vehicle break and enters.

**BICYCLE THEFT**
17% of cyclists in Burnaby had a bike stolen within a 5 year period.

GOALS
The draft goals for a safe transportation system are to:

1. Reduce deaths, injuries, and conflicts for all modes.
2. Reduce frequency and severity of crashes for all modes.
3. Reduce concerns about personal safety and security.
4. Reduce opportunities for crime and damage to property.
5. Promote safe and respectful behavior for and by all mode users.
What is this Theme About?
This theme is about supporting active transportation (walking, cycling, and transit use) to improve personal and community health and well-being.

What is a Healthy Transportation System?
A healthy transportation system makes it enjoyable, comfortable and easier to choose active modes and supports any way of getting around that involves physical activity. Today, more sedentary lifestyles are making it harder to meet the recommended levels of daily physical activity. To this end, using active transportation modes is like taking preventative medicine.

Active Transportation in Burnaby
More people are switching to active transportation modes for their daily trips.

Transportation and Enjoyment
People are more likely to use active transportation if their routes are pleasant and convenient. The design of public spaces, streets and trails that feel safe and interesting improves neighbourhood walkability and encourages people to walk, bike or take transit.

GOALS
The draft goals for a healthy transportation system are to:

1. Increase the mode-split of active transportation modes (walking, cycling, and transit).
2. Increase the enjoyment of moving in the City.
3. Increase the social opportunities for people to interact with each other and their community.

WALKING AND CYCLING MAKES US HAPPY!
People who bike and walk are more likely to enjoy their trip than those who drive.

WALK SCORE OF 64
Burnaby has a Walk Score of 64/100, placing 7th of 69 cities in BC ranked according to their walkability. Walk Score measures the walkability of an address by analyzing walking routes to nearby amenities and awarding points based on the distance.

TRANSIT SCORE OF 64
Burnaby has a Transit Score of 64/100, placing 3rd of 69 cities in BC ranked according to their access to transit. Transit Score measures how well a location is served by public transit by summing the relative "usability" of nearby routes based on distance, frequency, and type.

ONLY 15% of Canadian adults are achieving the recommended 2.5 hours of moderate to vigorous physical activity per week.
What is this Theme About?
This theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

What is a Green Transportation System?
A Green Transportation system is one which supports the shift to more sustainable transportation options such as active transportation modes, car-share programs, and more energy efficient vehicles. It provides environmental benefits such as enhancing biodiversity (street trees and other landscaping) and supporting natural systems (rain gardens).

Greenhouse Gas Emissions
35% of Burnaby’s greenhouse gas emissions were from on-road transportation in 2010.

GHG EMISSIONS: CARBON DIOXIDE EQUIVALENT TONNES IN 2010

GREENHOUSE GAS EMISSIONS FROM ON-Road TRANSPORTATION IN 2010 (TONNES)

- 35% of Burnaby's greenhouse gas emissions were from on-road transportation in 2010.

“Regional GHG emissions were projected to be 14.9 million tonnes in 2015, a 9% reduction from the 2007 baseline. At the current pace of change, it is unlikely we will meet the 2020 target, so significant action by all levels of government are needed to meet the 2050 target.”
—Metro Vancouver

Goals
The draft goals for a green transportation system are to:

1. Increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.
2. Increase biodiversity and support for natural systems within street infrastructure.
3. Reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise).
4. Reduce the distances driven by providing local options for residents and businesses.

Sustainable Transportation Options
Sustainable transportation options improve our health, improve air quality and help to reduce carbon emissions.

- **WALKING**
In Metro Vancouver, people walk an average of 1.1km per trip.

- **CYCLING**
Less than 1% of daily trips made in Burnaby are on a bike.

- **CAR-SHARE**
13% of adults in Metro Vancouver used car-sharing as a way to get around in 2015.

- **TRANSIT**
1 in 5 of daily trips in Burnaby are made on transit.

- **ELECTRIC VEHICLES**
There are now over 1,000 electric vehicle charging stations in BC.
Theme #5 – Prosperous

What is this Theme About?

This theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

What is a Prosperous Transportation System?

A prosperous transportation system is managed in a manner that makes efficient use of existing infrastructure, minimizes life-cycle costs, and prioritizes future investments to be cost effective and maximize benefits.

How Much do we Spend on the Transportation System?

Transportation is expensive. One way of measuring costs is to look at how much it costs the City each year to operate, maintain, refurbish, and improve the transportation system.

- **$10 MILLION** per year on operation and maintenance.
- **$34 MILLION** per year on refurbishments and improvements.

How does Transportation Support Burnaby’s Economy?

The transportation system supports Burnaby businesses and employees by ensuring:

- A network for trucks and rail for businesses to both deliver and receive goods.
- Driving, transit, cycling, and pedestrian networks that enable people to get to work and customers to get to businesses.
- Parking and loading to support businesses.

Congestion

Studies on the cost of congestion in Metro Vancouver estimate that it costs the region between **$500 MILLION** and **$1.2 BILLION** per year. However, it is not something that we can build our way out of. The “Theory of Induced Demand” states that when increasing the supply of something (like roads) it makes people want that item (like driving) even more, resulting in the roads continuing to fill up with more cars. This means that to make the transportation system work for everyone, including drivers, we need a balanced system that provides choices for how people move in the City.

GOALS

The draft goals for a prosperous transportation system are to:

1. Increase the convenience, cost-effectiveness, and reliability of all modes.
2. Increase the modal options for goods movement and other commercial services.
3. Improve transportation operations and functions for all modes.
4. Make investments to increase multi-modal accessibility.
5. Increase the efficiency of finite road space.

Infrastructure Efficiency

New infrastructure is expensive and land is finite, so it makes sense to use our existing infrastructure as efficiently as possible. This can be done by allocating road space based on people-carrying capacity.

**DIFFERENT STREET CONFIGURATIONS CARRY DIFFERENT VOLUMES OF PEOPLE**

- **SINGLE OCCUPANT VEHICLES**
  - **600–1,600/PEOPLE PER HOUR**
- **MIXED TRAFFIC WITH FREQUENT BUSES**
  - **1,000–2,800/PEOPLE PER HOUR**
- **TWO-WAY PROTECTED BIKEWAY**
  - **7,500/PEOPLE PER HOUR**
- **DEDICATED TRANSIT LANES**
  - **4,000–8,000/PEOPLE PER HOUR**
- **SIDEWALK**
  - **9,000/PEOPLE PER HOUR**
- **ON-STREET BUS OR RAIL**
  - **10,000–25,000/PEOPLE PER HOUR**

The capacity of a single 10-foot (3-metre) lane (or equivalent width) by mode at peak conditions with normal operations.
Theme #6 – Connected

INTEGRATED AND WELL-DESIGNED PLACES

What is this Theme About?
This theme is about integrating transportation with land use to create well-designed places and complete communities.

What is a Connected Community?
A Connected Community is one that is compact and brings people closer to their destinations (live, work, play, learn and shop locally). It is strengthened by an attractive public realm with well-designed buildings, wide sidewalks, and welcoming plazas, creating places where people gather and connect with their neighbours.

GOALS
The draft goals for a connected transportation system are to:

1. Increase the integration of land use and transportation planning
2. Increase north-south connectivity in the City
3. Reduce the impacts of through-traffic within neighbourhoods
4. Provide integrated transportation networks that connect the City's neighbourhoods and surrounding communities
5. Provide well-designed and high quality streets and public realm
6. Provide a balanced transportation system that works for all users

Land Use and Transportation
Integrated land use and transportation planning can lead to better transport options. By directing new growth to designated Town Centres and Urban Villages, Burnaby is building well-designed, high quality urban neighbourhoods where people can easily walk to their destinations, as well as building a critical mass which supports higher levels of transit service and more efficient transportation networks.

Did You Know?
- 51% of daily trips start or end in Burnaby / New Westminster.
- 32% of daily trips stay entirely within the Burnaby / New Westminster City limits.
- 17% of daily trips pass through Burnaby / New Westminster without stopping.

Public Realm
Burnaby’s new Public Realm Design Standards for Town Centre Streets include wider, accessible sidewalks, separated cycle lanes, rain gardens and double rows of street trees, which contribute to a higher quality public realm. Examples can be seen in the City’s four Town Centres.
**About Transportation in Burnaby**

**Population**

- **232,755** People (2016)
- **143,000** Jobs (2011)
- **345,000** Total of People by 2041
- **203,000** Total of Jobs by 2041

The population has increased by 30% since the 1995 Burnaby Transportation Plan was adopted.

**DAILY TRIPS**

People make about 6.7 million trips in the region every day. Of these, about 1.4 million (21%) are made at least partly within Burnaby.

**Burnaby / New Westminster All-Day Travel Mode for All Types of Trips**

- 1994: 10% by transit, 12% by car, 78% by other modes
- 2011: 10% by transit, 21% by car, 69% by other modes

**BURNABY / NEW WESTMINSTER ALL-DAY TRAVEL MODE FOR ALL TYPES OF TRIPS**

- From: 26% 354,600
- Through: 17% 232,000
- To: 25% 353,400
- Internal: 32% 448,600

One third of trips in Burnaby / New Westminster are taken within the cities.

**WHO IS USING WHICH MODE?**

**AGE PROFILES BY MODE IN METRO VANCOUVER**

- **Pedestrians 2011**
- **Cyclists 2011**
- **Transit Users 2011**
- **Auto Drivers 2011**

**COST OF TRANSPORTATION**

- **10%** of trips are made by walking or cycling
  - **Nominal Cost Per Year**: $2,000

- **21%** of trips are made by transit
  - **Cost Per Year**: $1,100 - $2,000

- **69%** of trips are made by private vehicle
  - **Cost Per Year**: $8,000 - $12,000

**Costs and Travel Modes**

- **Walking**: $0.10/trip
- **Cycling**: $0.93/trip
- **Transit**: $4.10/trip
- **Car Share**: $4.48/trip
- **Driving**: $5.60/trip
**ACCESSIBLE**

**HOW ACCESSIBLE IS OUR NETWORK?**

15% of people in BC have a physical disability that makes it harder to get around.

- 63% of bus stops in Burnaby are accessible and 35% have benches for resting.
- 87% of signalized pedestrian crossings in Burnaby have audible equipment and 100% have countdown timers.
- 49% of street corners in Burnaby have pedestrian ramps.

**HOW MUCH DOES IT COST TO GET AROUND?**

Transportation is the 2nd highest cost for most households, after housing.

Burnaby / New Westminster households spend an average of $11,000 / year on transportation.

**SAFE**

**CRASHES IN BURNABY: (AVERAGE PER YEAR)**

- 8,600 crashes per year.
- 3,350 crashes result in injuries or rarely death.
- 35 crashes involve cyclists.

The above noted crashes result in an average of 6 deaths per year and 9 injuries per day.

**CRIME AND PROPERTY DAMAGE IN THE LOWER MAINLAND:**

- 34,000 hit-and-runs per year causing 1,600 injuries and 5 fatalities.
- 5,900 vehicles stolen and 10,000 vehicle break and enters.
- 17% of cyclists in Burnaby had a bike stolen within a 5 year period.

**HEALTHY**

**HOW MANY PEOPLE USE ACTIVE TRANSPORTATION?**

More people are switching to active transportation for their daily trips.

- 31% of trips in Burnaby / New Westminster were made using active transportation modes in 2011, compared to 22% in 1994.

**WALKING AND CYCLING MAKES US HAPPY!**

People who bike and walk are more likely to enjoy their trip than those who drive.

**PROSPEROUS**

**HOW DOES TRANSPORTATION SUPPORT BURNABY’S ECONOMY?**

In the same way that the City ensures there is a land supply available for Burnaby businesses, it also maintains and manages the transportation system so that people, services, and goods can move efficiently. The system supports Burnaby’s economy by ensuring:

- A network for trucks and rail for Burnaby businesses to both deliver and receive goods and services.
- Driving, transit, cycling, and pedestrian networks that enable people to get to work and customers to get to businesses.
- Parking and loading to support businesses.

34% of Burnaby residents take transit, cycle, or walk to work.

The Rapid Transit Office Index shows that demand for office space near rapid transit stations is higher than locations away from transit stations.

**GREEN**

**GREENHOUSE GAS (GHG) EMISSIONS**

35% of Burnaby’s greenhouse gas emissions were from on-road transportation in 2010.

**GHG EMISSIONS:**

**CARBON DIOXIDE EQUIVALENT TONNES IN 2010**

- Commercial
- Industrial
- Houses
- Other vehicle
- Buses
- Trucks
- Cars

<table>
<thead>
<tr>
<th>GHG emissions, tonnes, 2010</th>
<th>Commercial</th>
<th>Industrial</th>
<th>Houses</th>
<th>Other vehicle</th>
<th>Buses</th>
<th>Trucks</th>
<th>Cars</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>300,000</td>
<td>150,000</td>
<td>200,000</td>
<td>100,000</td>
<td>50,000</td>
<td>10,000</td>
<td>5,000</td>
</tr>
</tbody>
</table>

**CONNECTED**

**LAND USE AND TRANSPORTATION**

Integrated land use and transportation planning can lead to better transport options. By directing new growth to designated Town Centres and Urban Villages, Burnaby is building well-designed, high quality urban neighbourhoods where people can easily walk or cycle to their destinations, as well as building a critical mass which supports higher levels of transit service and more efficient transportation networks.

- 13% of Burnaby’s land area is within the Town Centres
- 33% of the City’s population and jobs are located within the Town Centres
- Town Centres are ideal for walking, cycling, and transit because of the proximity of daily destinations
What are the Issues and Opportunities for Burnaby’s Transportation System?

<table>
<thead>
<tr>
<th>Issues</th>
<th>Opportunities</th>
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<tbody>
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</tbody>
</table>
Thank You for Attending Our Event!

PLEASE VISIT US AT

WWW.BURNABY.CA/TRANSPORTATIONPLAN
For the most up-to-date information and resources on the Plan update and to obtain further information on the public consultation process.

HAVE YOUR SAY

You can submit your comments, questions, and ideas as a part of the Phase 1 Public Consultation Process before NOVEMBER 30, 2017. Please fill out the questionnaire or provide a written submission:

MAIL: Planning Department
3rd Floor, Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2

PHONE: 604-294-7061
FAX: 604-570-3680
EMAIL: transportation@burnaby.ca
ONLINE: www.burnaby.ca/transportationplan
FACEBOOK: www.facebook.com/cityofburnaby
TWITTER: @cityofburnaby

You can also join our subscriber list and we will send occasional updates as the process proceeds.
Burnaby’s Transportation Timeline

Burnaby’s Transportation History

Burnaby’s transportation system has helped to shape and define the City as seen today. The oldest streets, such as Kingsway, North Road, Marine Drive, and Douglas Road, began as footpaths linking key destinations. Early tramlines along the Kingsway Ridge and in the Central Valley connected the City to Vancouver and New Westminster. The completion of major public transportation infrastructure projects such as the Expo Line, Millennium Line, and the Evergreen Extension has enabled the City to continue to focus growth in the Town Centres and Urban Villages. Major streets and highways, such as Willingdon Avenue, Hastings Street, Lougheed Highway, and the Trans-Canada Highway, have provided connections across the City. Multi-use pathways and trails, such as the BC Parkway and the Central Valley Greenway, have linked neighbourhoods within the City, as well as neighbouring municipalities, for pedestrians and cyclists. The City has grown up around these multi-modal networks, setting the stage for how to build, organize, access, enjoy, and use the City.

1800s
Local First Nations create and use a foot path between False Creek and Burnaby Lake.

1859
“North Road”, the oldest road in the Lower Mainland, is surveyed and constructed by the Royal Engineers connecting New Westminster and Burrard Inlet.

1861
The False Creek Trail, later named Vancouver Road, is built connecting New Westminster to English Bay. (Now Kingsway)

1865
Douglas Road is completed connecting New Westminster with the Hastings Townsite. (Now Canada Way / Douglas Road)

1866
The Canadian Pacific Railway is built on Burnaby’s Burrard Inlet foreshore connecting Port Moody to the terminus at Vancouver.

1891
The Westminster and Vancouver Tramway Company begins operations via the Central Park Line as the first electric interurban railway in Canada. (Now the SkyTrain Expo Line route)
1892
The Municipality of Burnaby is incorporated and the first road bylaws are approved to build and improve local roads.

1908
The Marpole interurban line is built in South Burnaby connecting New Westminster and Marpole.

1911
The Burnaby Lake Interurban Line is built in Central Burnaby connecting Sapperton with East Vancouver.

1913
Kingsway is officially opened as British Columbia’s first paved highway.

1920
The Pacific Highway system is completed connecting California to Vancouver via Kingsway.

1922
British Columbia rule of the road is officially changed to North American standards. (Switched from driving on the left to driving on the right)

1923
The first public bus company begins regularly scheduled operation through Burnaby.

1925
The Edmonds - Sixth Street Car Line is closed and replaced by bus service.

1938
BC Electric Railway Company begins its “Rails-to-Rubber” conversion program.

1939
Closure of the Burnaby Lake line and the stretch of the Central Park line in Burnaby and New Westminster.

1948
Closure of the Burnaby Lake line and the Pattullo Bridge.

1953
The closure of the interurban system is completed.

1955
Closure of the Marpole-New Westminster interurban line.

1958
Lougheed Highway was moved to its modern alignment between Vancouver and Coquitlam. (Also known as Highway 7)

BURNABY’S TRANSPORTATION TIMELINE CONTINUED ON NEXT PAGE...
1964 Trans-Canada Highway opened.

1979 The first edition of the Burnaby Transportation Plan is adopted.

1986 The SkyTrain Expo Line opened from Vancouver to New Westminster. (4 stations in Burnaby)

1986 The BC Parkway multi-use path opened.

1988 Alex Fraser Bridge opened providing a new connection to south of the Fraser River.

1989 The GVRD and the Province release the Transport 2021 Plan proposing the integration of land use and transportation planning, and major service improvements.

1990 The Urban Trail System is adopted by Council.

1993 The second edition of the Burnaby Transportation Plan is adopted.

1995 Willingdon HOV lanes opened for bus and 6+ person vehicles.

1995 The SkyTrain Millennium Line opened from Vancouver to New Westminster. (7 stations in Burnaby)

1999 TransLink becomes Metro Vancouver’s regional transportation authority.

1999 Council adopts Public Realm Standards for Town Centre Streets to provide additional amenities within the streetscape. (Town Centre Standards)

2002 The SkyTrain Millennium Line opened from Vancouver to New Westminster. (7 stations in Burnaby)

2009 Central Valley Greenway opened.

2012 New Port Mann Bridge opened.

2015 TransLink becomes Metro Vancouver’s regional transportation authority.

2015 Council adopts Public Realm Standards for Town Centre Streets to provide additional amenities within the streetscape. (Town Centre Standards)

2016 The SkyTrain Evergreen Line extension opened from Burnaby to Coquitlam. (1 station in Burnaby)


2017 The SkyTrain Evergreen Line extension opened from Burnaby to Coquitlam. (1 station in Burnaby)