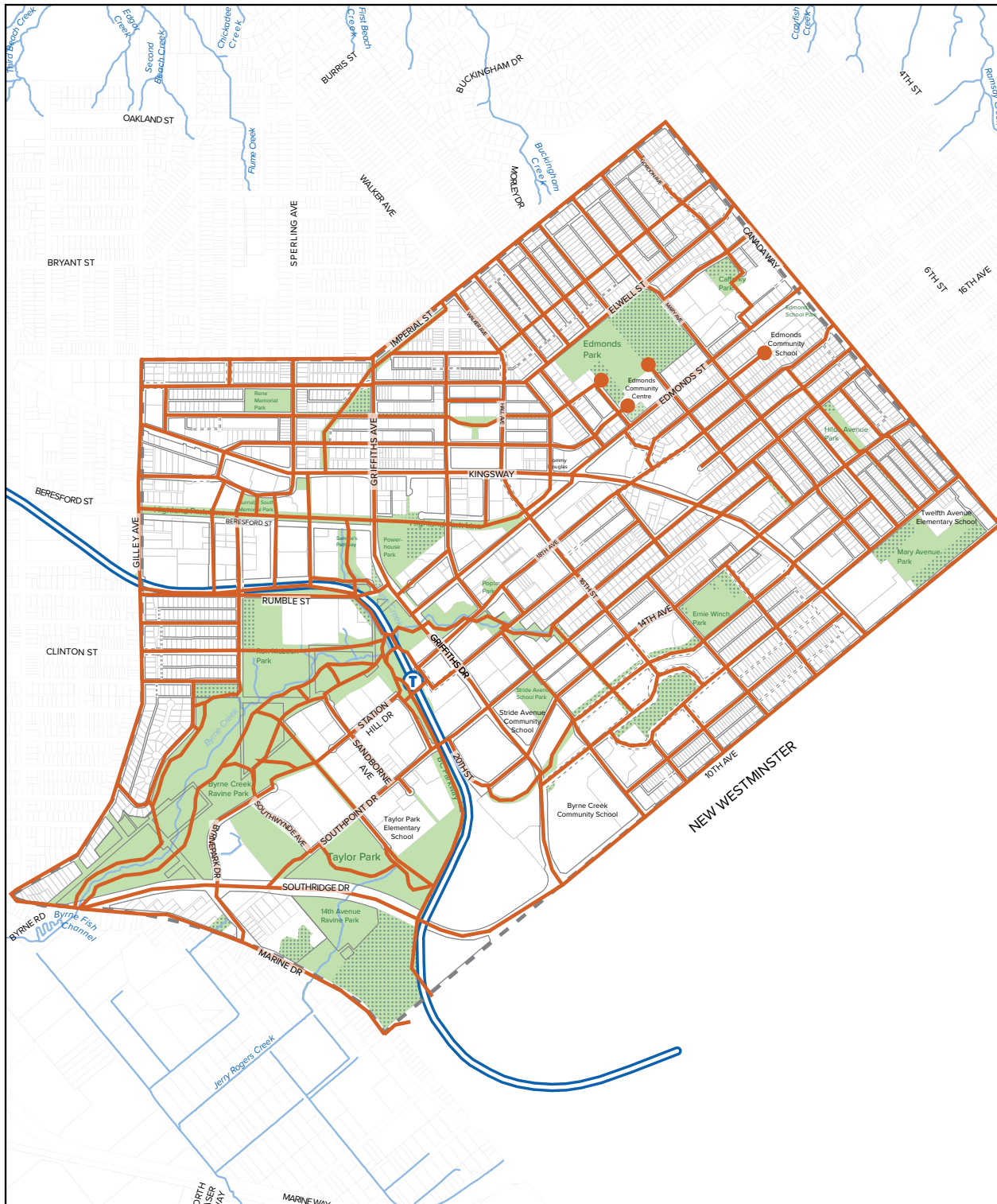


Figure 14. Edmonds Pedestrian Network Map



- Plan Area Boundary
- - - Proposed Street / Lane
- Watercourses
- Ⓣ SkyTrain Station
- Existing Parks, Open Spaces and Natural Areas*
- Proposed Parks, Open Spaces and Natural Areas*
- Proposed Pedestrian Network

*Includes trails, green corridors and other components of the blue-green space network

Cycling Network

The proposed cycling network in Edmonds prioritizes connecting the community with major citywide cycling routes, as well as to destinations within Edmonds through a safe local cycling network. Like the proposed pedestrian improvements, designated cycling pathways will be provided on both sides of most streets to encourage a safe and convenient riding experience. On some high streets and character streets, there will

be limited designated cycling infrastructure, encouraging slower cycling speeds. Alternative dedicated cycling routes will be provided on parallel streets to make it easier and comfortable for riders to travel to and from key destinations. Safe and accessible bike parking will be provided in the public realm at key destinations within Edmonds and will be required for both residents and visitors with each development.



Figure 15. Edmonds Cycling Network Map

*Includes trails, green corridors and other components of the blue-green space network

Public Transit Network

The Edmonds SkyTrain station and bus exchange are central points for public transit in Edmonds, with connections to Burnaby and neighbouring municipalities. The plan provides opportunities for enhanced access to services along key streets and to the station, as well as improved bus speed and reliability along Kingsway and Edmonds Street. It also offers alternative bus routes to help facilitate street closures for community events. Street designs will also support expanded curb-side bus service and the potential for enhanced TransLink facilities, including weather protected waiting areas.

The existing bus exchange is envisioned to transition to on-street pickup/drop off, with a new street providing access to and from the SkyTrain Station. However, the potential for an underground bus exchange could also be explored as part of an integrated mixed/use development near the station.

Figure 16 shows existing and potential future transit routes in Edmonds. Transit routes and the timing of any potential future changes to bus services are determined by TransLink in engagement with the City.

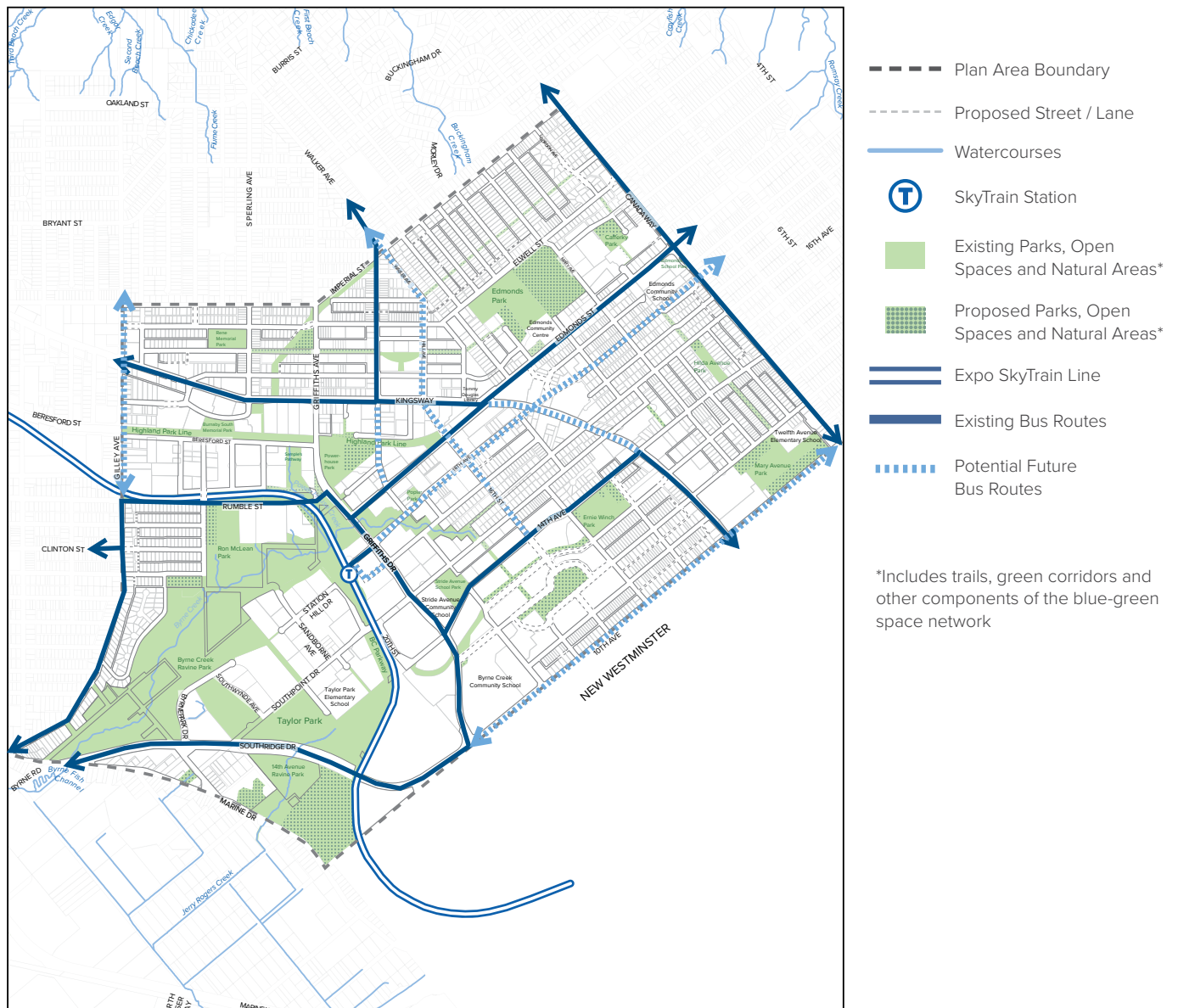


Figure 16. Edmonds Public Transit Network Map

Street Network

The proposed vehicle network provides greater connectivity for vehicles, while ensuring a safe and comfortable experience for pedestrians and cyclists. Various new street connections are proposed across Edmonds to reduce congestion, improve connectivity and provide equitable access to parking, loading, delivery, ride-sharing and other vehicle-dependent services.

A key step to improve east-west connectivity and reduce the traffic burden on the Edmonds character street is the proposed 18th Avenue connection across Kingsway. This connection plays an important role in supporting Edmonds Street as a place designed for people, rather than its existing vehicle-orientated character. The plan also envisions 16th Street as an important north-south link, connecting Southgate Village through to the Edmonds Street and Kingsway core, and beyond to Imperial Street.

Kingsway remains the predominant street within Edmonds, but is instead envisioned as a grand boulevard, providing important multi-modal connections between New Westminster, Metrotown and beyond. The street will be lined with a double row of street trees, rain gardens, wide sidewalks and dedicated cycling facilities, as well as active building edges that frame and engage the street.

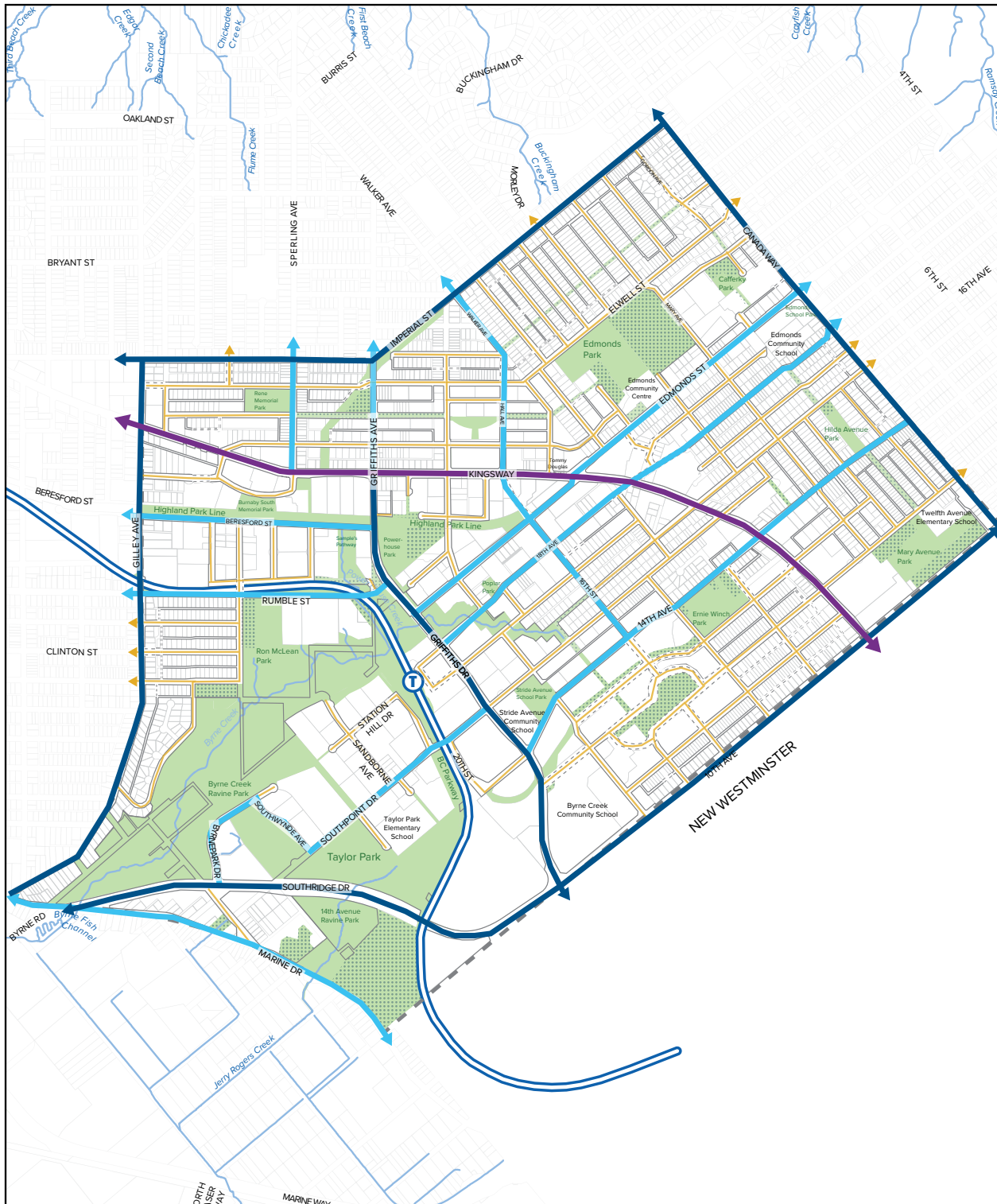
Lanes play an integral role in facilitating access and movement of servicing vehicles (e.g. garbage and recycling collection vehicles) and in providing driveway access to private properties. The plan generally maintains and even expands the network of lanes, with some adjustments to lane configurations to create more defined edges along key streets. Requirements for new lanes, closures and the alignment of new streets, should be further explored through site specific development applications. In cases where access for vehicles is limited on the fronting street, lane widths will be increased to 7.3m and designed to facilitate emergency vehicles.

While recognizing the ongoing role of vehicles in the transportation and mobility network, the plan will focus on creating pedestrian-oriented streets. The emphasis is on active transportation, public transit and reducing single-occupancy vehicle trips, aligning with citywide initiatives such as the Climate Action Framework and the Burnaby Transportation Plan.



Kingsway—facing east towards Edmonds Street

Figure 17. Edmonds Street Network Map



- Plan Area Boundary
- - - Proposed Street / Lane
- Watercourses
- T** SkyTrain Station
- Existing Parks, Open Spaces and Natural Areas*
- Proposed Parks, Open Spaces and Natural Areas*
- Arterial Street (6-lane)
- Collector Street (4-lane)
- Collector Street (2-lane)
- Local Street (2-lane)

*Includes trails, green corridors and other components of the blue-green space network