Burrard Peninsula Area Transport Plan

Final Report

March 2026

TRANSLINK

Land Acknowledgement

TransLink respects the First Nations for their stewardship of this region from time immemorial and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience as active members of the community for generations to come. We recognize that in planning and managing the region's transportation system we have a role to play in supporting reconciliation.

Transport 2050, the Regional Transportation Strategy, outlines specific actions to improve transportation access to on-reserve communities over the next 30 years. A key priority is to initiate partnerships with First Nations, federal, provincial, and municipal governments, and transportation partners to explore and implement innovative multimodal transportation solutions to provide more equitable access to on-reserve communities.

ABOUT TRANSLINK

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing, and operating a transportation system that moves people and goods around the region. Here's what TransLink does:

- Operates bus, rapid rail (SkyTrain), SeaBus, paratransit (HandyDART), and commuter rail (West Coast Express);
- Owns and maintains the BC Parkway and five bridges in the region; and
- Works with local government partners to plan, fund, and manage major roads, walking paths, and bikeways.

Table of Contents

Table of Contents *continued*

Table of Contents *continued*

List of Maps and Tables

Maps

Tables

Executive Summary

Vision

The Burrard Peninsula Area Transport Plan (BP ATP) will help us move towards the future outlined in *Transport 2050* – the region's 30-year transportation strategy – where every person in Metro Vancouver can easily connect to the people, places, and opportunities that they need to thrive. To get there, we will need convenient transportation choices that are reliable, affordable, safe, and comfortable.

Background

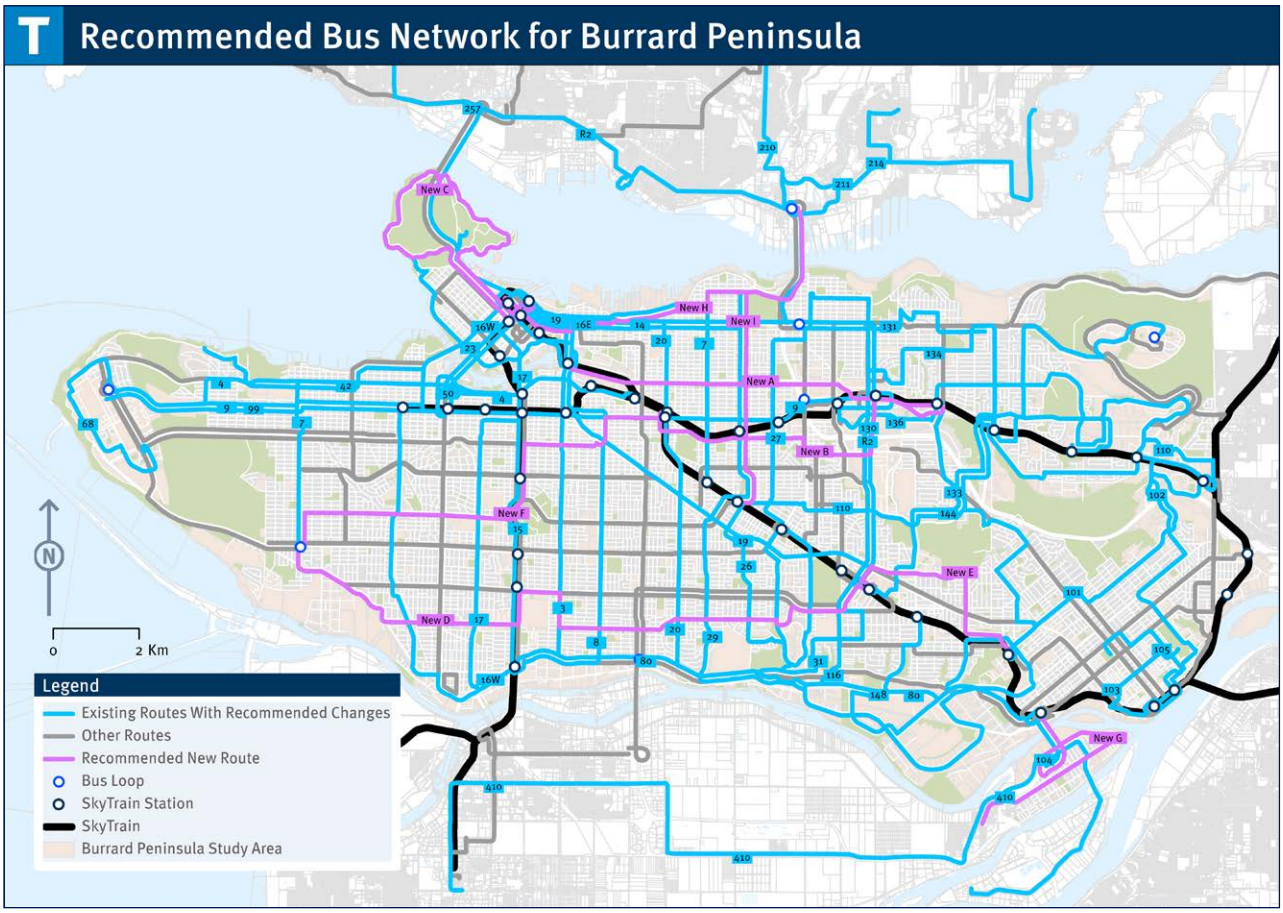
The BP ATP is a 15-year multi-modal plan with a focus on bus service, cycling, walking and rolling, and goods movement within the cities of Burnaby, New Westminster, and Vancouver. It also covers part of Electoral Area A, specifically the University of British Columbia (UBC) and the University Endowment Lands (UEL). The Burrard Peninsula area also lies within the traditional and unceded Traditional Territories of several First Nations including kʷikʷəƛ̓əm (Kwikwetlem First Nation), q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen First Nation), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh Úxwumixw (Squamish Nation), səlilwətaɬ (Tsleil-Waututh First Nation), and qiqéyt (Qayqayt First Nation).

Highlights of Recommended Actions

BUS SERVICE

- Improve the bus network through recommended changes to 59 bus routes that would:
  - > **Enable more people to use transit for their daily needs** by making sure the bus network serves areas where the residential and/or employment population is growing (now and in the future) and provides connections to future new major transit services
  - > **Help people get to where they need to go more quickly** by building a bus network with fast, direct connections
  - > Ensure that areas with more **people who have fewer transportation options** due to economic or other barriers **have improved access to opportunities** using transit

- Make sure the transit network is easy to use, safe, accessible, and comfortable through actions that:
  - > **Make bus service more reliable** through transit priority measures that reduce delay and make trip times more consistent
  - > **Make longer trips faster** by introducing new limited-stop, overlay routes
  - > **Address overcrowding and increase convenience** by increasing the frequency of bus routes, particularly in areas/corridors where there is a greater proportion of people from communities that are often underrepresented in transportation processes
  - > **Make transit available for more hours of the day** by extending the span of service on bus routes, particularly those that serve important places like hospitals, schools, or jobs, and where there are not many early or late services



ACTIVE TRANSPORTATION

- **Help make walking and rolling a more attractive option to get to rapid transit stations and bus exchanges** by making the sidewalks and street crossings around these areas safer and more accessible
- **Help make cycling a more convenient way of getting around** by advancing a cycling network that is comfortable for most, prioritizing key gaps identified in the Major Bikeway Network and Urban Centres Action Plan, which will be completed in spring 2026

GOODS MOVEMENT

- **Make goods movement safer and more reliable** through actions such as:
  - > Working with local governments to ensure the Major Road Network is in a state of good repair, and prioritizing investments that improve the safety of pedestrians and cyclists
  - > Exploring opportunities to implement freight priority measures
- **Reduce emissions resulting from goods movement** by working with local governments on actions such as:
  - > Aligning TransLink's cost-share funding programs and best practices to support the use of cargo/delivery bikes
  - > Working with local government partners to explore street, curb, and loading area design that can better accommodate compact human-powered and automated vehicles

How This Plan was Developed

The development of the BP ATP was a multi-year planning process that involved technical analysis of the recent performance of the transportation network, collaboration with different teams at TransLink and Coast Mountain Bus Company, as well as working closely with TransLink's local, regional, and provincial partners throughout. The study also included two phases of extensive engagement with interest holders, the public, and First Nations, with a focus on reaching out to communities that are often under-represented in transportation planning processes.

Implementation

There are many ways by which recommendations contained in this plan will be implemented. For example, minor changes to bus routing that can be implemented by reallocating existing resources may be advanced through TransLink's quarterly service changes. More significant actions, such as the introduction of a new bus route, that require additional funding or more detailed planning and design will be considered for inclusion in a future Investment Plan.

In terms of timing, a group of complementary recommendations may be implemented all at once or individually over time. Some actions in the plan, depending on the location and the nature of the recommendation, will require further collaboration with local government partners and, in some instances, the Ministry of Transportation and Transit.

Note: A number of the recommendations included in this plan, such as the new route around Stanley Park, have been funded by the 2025 Investment Plan.

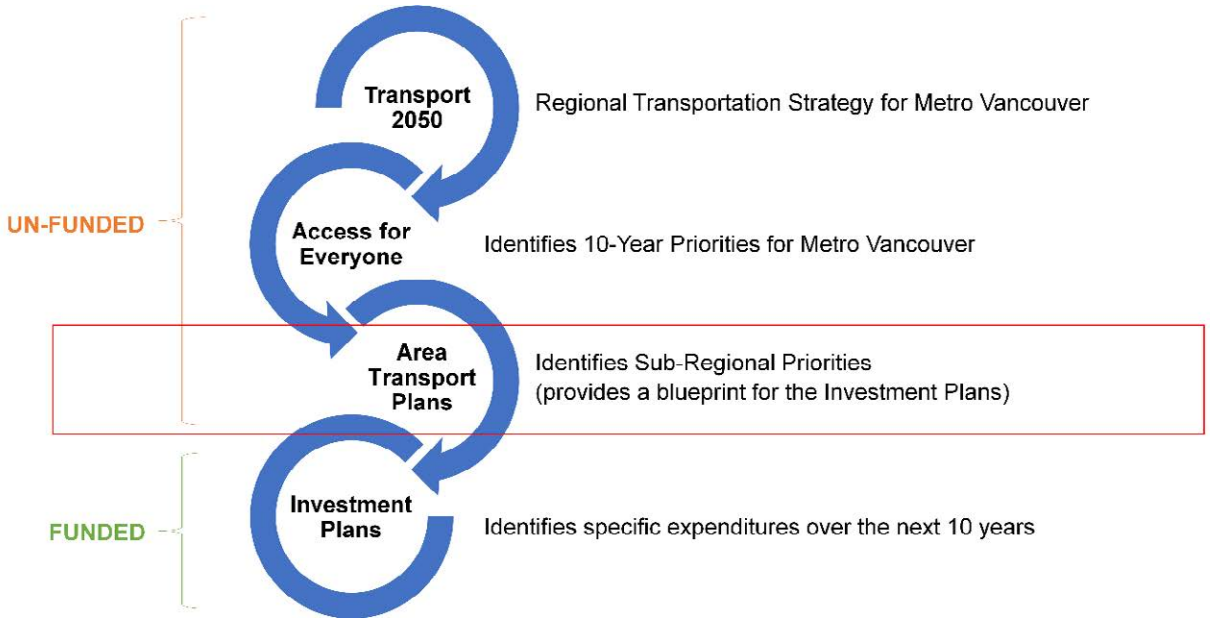
Introduction

About Area Transport Plans

Recognizing that Metro Vancouver is large and diverse, TransLink divides the region into sub-regions to ensure local context and needs are understood and reflected in our planning. Throughout the Area Transport Plan (ATP) planning process, TransLink works with local, regional, and provincial partners, First Nations, the public, and transportation interest holders to find out what is most important in different sub-regions throughout Metro Vancouver. This collaborative process ensures that local needs and priorities are included with other regional priorities when planning future investments in the regional transportation network.

ATPs identify transportation improvements within a specific sub-region to prioritize for implementation over the next 15 years. They primarily focus on the local bus network in each sub-region, like local routes that provide connections from residential areas to destinations like nearby schools, hospitals, commercial areas, or transit stations. They do not identify new rapid transit services, such as new Bus Rapid Transit routes, nor do they consider region-wide transit services like HandyDART. Planning for these types of projects and services happens through other planning processes at TransLink.

ATPs identify local needs and priorities and provide a connection between big-picture plans, like our regional transportation strategy, ***Transport 2050***, and ***Access for Everyone***, our 10-year priorities plan, to TransLink's Investment Plans. Unlike Transport 2050, Access for Everyone, and ATPs, Investment Plans are fully funded, which means that the identified projects and improvements can be implemented in the near-term.



About the Burrard Peninsula Area Transport Plan

The Burrard Peninsula Area Transport Plan (BP ATP) is a multi-modal plan with a focus on bus service, cycling, walking and rolling, and goods movement within this sub-region. The ultimate goal is to make it easier for everyone who lives in or visits the Burrard Peninsula to connect with the people, places, and opportunities they care about. The BP ATP will support the *Transport 2050* vision of "Access for Everyone" by helping to create a transportation system that is easy to use, affordable, equitable, and welcoming to all, particularly in the Burrard Peninsula area.

STUDY AREA

The BP ATP study area includes the cities of Burnaby, New Westminster, and Vancouver. It also covers part of Electoral Area A, specifically the University of British Columbia (UBC) and the University Endowment Lands (UEL), and important connections to the North Shore and other nearby areas.

Map 1: Burrard Peninsula Area Transport Plan Study Area

The Burrard Peninsula area also lies within the traditional and unceded Traditional Territories of several First Nations including kʷikʷəƛ̓əm (Kwikwetlem First Nation), q̓ʷɑ:ńƛ̓əń (Kwantlen First Nation), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh Úxwumixw (Squamish Nation), and səlilwətaɬ (Tsleil-Waututh First Nation), and qiqéyt (Qayqayt First Nation).

The last ATPs for Vancouver and UBC were completed in 2005, and for Burnaby and New Westminster in 2003. Since then, these municipalities and communities have grown and the way people travel within them has changed. Since many bus routes in the area now cross municipal boundaries, we decided to combine the areas of Burnaby, New Westminster, Vancouver, UBC, and UEL into one larger study area. This helps us better understand the unique needs of the transportation network within this sub-region.

STUDY SCOPE

TransLink's work goes beyond just buses and trains – we're responsible for planning and managing the regional transportation system for all of Metro Vancouver. While the BP ATP focuses primarily on the local bus network, it also looks at active and safe streets for walking, cycling, and other small-wheeled modes of transportation, like scooters. Additionally, the plan considers how goods are moved around the sub-region and includes ideas for improving the safety and reliability of the Major Road Network, which features busy roads like Broadway, Kingsway, and Willingdon. The BP ATP also includes actions that are aimed at reducing the amount of greenhouse gas emissions produced through goods movement.

RAPIDBUS

While identifying candidates for future RapidBus routes is within the scope of an Area Transport Plan, *Access for Everyone* has already identified a number of new RapidBus routes to be implemented throughout the region, many of which are located within the BP ATP study area. Since these new RapidBus routes have already been identified, the focus in the BP ATP was on the local bus network, improving service, and building towards the future implementation of those new RapidBus routes.

Transport 2050 and Access For Everyone

TRANSPORT 2050

Transport 2050, the Regional Transportation Strategy for Metro Vancouver, envisions a future where everyone in the region can easily reach the places that matter the most – regardless of who they are, where they live, or how they travel. Whether you walk, bike, roll, take transit, or drive, *Transport 2050* will help shape how you get around. The strategy also lays out a path for goods movement so we can keep building a sustainable economy in a growing region.

Designed to be flexible in an era of rapid change, *Transport 2050* is our roadmap for the future of transportation in the region. It identifies projects, services, and policies to make transportation better for everyone.

Transport 2050 was developed in collaboration with residents, local governments, Metro Vancouver, the Province of British Columbia, and other interest holders, and through engagement with First Nations and Indigenous groups.

Alongside Metro Vancouver's Regional Growth Strategy, ***Metro 2050***, *Transport 2050* is one plan among a suite of interconnected strategic plans that are intended to help guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services.

ACCESS FOR EVERYONE: 10 YEAR PRIORITIES

The *Access for Everyone* plan looked at the more than 100 actions put forward in *Transport 2050* and identified which projects, services, investments, and policies TransLink will prioritize over the course of the next ten years to advance the region's goals and targets.

Access for Everyone commitments include doubling local bus service throughout the region, 11 new RapidBus routes, the introduction of Bus Rapid Transit (BRT), the Burnaby Mountain Gondola, and an extension of the Millennium Line to UBC. New to the region, BRT vehicles will travel in dedicated bus lanes through the majority of the proposed corridors and will be supported by other transit priority measures such as transit signal priority. The BRT program also aims to include enhanced customer amenities such as weather-proof stations with real-time information displays and near-level, all-door boarding.

Specific to the Burrard Peninsula, commitments include a number of new or enhanced transit services such as the proposed Burnaby Mountain Gondola and new RapidBus routes between Marine Drive Station and 22nd Street Station in New Westminster, between Downtown Vancouver and Lynn Valley on the North Shore, and between Brentwood Station in Burnaby and New Westminster Station. It also includes the introduction of a new proposed BRT route on Hastings Street that would replace the existing R5 RapidBus that connects Downtown Vancouver and the Simon Fraser University Burnaby Mountain campus, as well as a traffic-separated rapid transit connection between Park Royal and Metrotown as soon as possible.

Also included in *Access for Everyone* are goals and objectives relating to active transportation, including commitments to complete two-thirds of the missing sidewalks in areas near transit stations and exchanges, and 75 per cent of the 2050 Major Bikeway Network, which includes more than 450 km of new, comfortable-for-most cycling paths.

Subject to the availability of funding, TransLink will deliver on the commitments outlined in *Access for Everyone* through several Investment Plans, including the recent 2025 Investment Plan, which is delivering the largest bus service expansion since 2018.

Developing the Plan

The planning process for the Burrard Peninsula Area Transport Plan involved two phases of work, with interest holder, public, and First Nations engagement occurring throughout.

PHASE 1

In Phase 1 of the planning process, we looked at how people use the transportation system and how that might change as the Burrard Peninsula continues to develop. We reviewed our ***Transit Service Guidelines*** and examined data collected by TransLink and Coast Mountain Bus Company including our annual ***Transit Service Performance Review***, to identify key elements like:

- Recent trends in how people use transit and how many people are riding buses;
- How the network is set up and where it could be improved (e.g., where bus routes could be more direct);
- How buses are doing in terms of speed and reliability (i.e., where delays are happening); and
- Customer feedback we've received over the past few years.

We also worked with First Nations and local, regional, and provincial government partners to better understand where future development is expected to occur. This helps us plan for future transportation needs, like creating a new bus route to serve a new neighbourhood in an area where transit service is not available today.

Phase 1 also included extensive public engagement and we made additional efforts to reach out to equity-deserving communities that typically face challenges to participating in transportation planning processes, whether due to language barriers, economic status, or other challenges. Please see the Public Engagement section below for a more detailed summary of Phase 1 engagement.

Transit Service Guidelines

TransLink's *Transit Service Guidelines* (2018) bring clarity and consistency to the process of adjusting and improving transit services to meet changing customer needs and community expectations in an accountable, equitable, and efficient manner. They also communicate expectations for service delivery to the public and partner agencies and help local governments make decisions about land use, which has a significant impact on the success of transit services. The guidelines are used by TransLink to:

- Determine where transit service should be provided;
- Design service characteristics;
- Determine appropriate service levels; and
- Measure and establish minimum levels of service performance (e.g., overcrowding).

One of the primary goals of the BP ATP is to improve the experience of using transit and includes Implementation Principles on when, where, and how service could be improved to address overcrowding (see **Action 3.1**).

PHASE 2

The feedback we received in Phase 1 – alongside further input from our local government partners, community groups, other transportation interest holders, and various subject matter experts within TransLink – was used to create draft proposals for improvements to bus service, active transportation (walking, rolling, and cycling), and goods movement.

We then shared those draft proposals with the public and asked for their feedback. For example, we asked if the proposed bus route changes would be an improvement over the existing routes, and how the proposed changes would impact the convenience of using transit. We also asked how any of the proposed bus route recommendations could be adjusted.

We did not seek feedback on the walking, cycling, or goods movement actions during Phase 2 engagement. This is because during Phase 1 engagement we received sufficient feedback on these modes and clear direction to advance those actions in the final plan.

The feedback we received during Phase 2 was carefully considered, and adjustments were made to several bus route proposals to respond to the feedback. Of the 59 proposals that were shared with the public for existing and new bus routes, changes were made to 17 routes based on the feedback gathered and these changes are reflected in the final network.

PUBLIC ENGAGEMENT

The engagement approach for the BP ATP aimed to support TransLink's equity goals, and meaningfully advance the equity, diversity, and inclusion commitments of *Transport 2050*. Throughout the planning process we actively sought to reach disproportionately impacted populations so that the process and outcomes would better meet the needs of all, particularly those whose voices have historically been marginalized from transportation planning decisions. This approach helped to focus our engagement activities to ensure that:

- Long-term relationships were centred over short-term engagement on specific projects;
- An equity lens was embedded in our activities and tactics; and
- We engaged with communities in places and ways that were accessible for them.

Through this social equity lens and utilizing census and TransLink market research data, we identified a number of equity-deserving communities with whom we prioritized engagement, including older adults, youth, persons living with a disability, persons with low income, non-English speakers, and urban Indigenous communities.

What Are Equity-Deserving Communities?

Equity-deserving communities are groups of people who face discrimination, disadvantage, or barriers that make it harder for them to access jobs, education, healthcare, and other important resources. These barriers can come from factors like age, ethnicity, disability, economic status, gender, race, sexual orientation, and more. The goal is to ensure these communities have equal opportunities and support. The equity-deserving groups focused on in the BP ATP are the demographics that align with the strategic lenses that were applied to *Transport 2050*: low-income households, low-income older adults, low-income women, those with Indigenous identities, and renters.

These groups were engaged either directly or through the non-governmental organizations that support them. To reduce language barriers for the largest non-English speaking demographic groups within the study area, key communication materials were translated to Punjabi, Spanish, and Simplified Chinese and Traditional Chinese.

To get the word out more broadly we shared information on the BP ATP through:

- Physical advertisements on bus and SkyTrain interiors and a video about the project that was shown at various SkyTrain stations
- Social media promotion across TransLink's various platforms including Facebook, Instagram, and X (formerly Twitter)
- A social media kit for relevant community organizations, municipalities, and elected officials to share
- Buzzer Blog posts, Info Bulletins, media releases, interviews, and statements made by TransLink staff that led to web articles;
- A mix of Meta, Google display and Google Performance advertising that generated over 29,000 clicks on the project landing page

Public Engagement Participation and Outcomes

PHASE 1

> **Focus of engagement:** to better understand current issues and opportunities within the transportation network, and the factors that would be most influential in people's travel choices.

> **How we gathered feedback:**

- **38 engagement events** with over 1,800 participants
- **Online survey**, which was completed by more than 5,100 participants, that was shared both broadly to the public and with the TransLink Listens Panel. This online survey included two parts:
  1. A map-based survey where participants were invited to provide location-specific comments and feedback; and
  2. A more traditional survey with series of multiple choice and open-ended questions.

> **How feedback was used:** draft recommended actions were developed based on this feedback gathered, alongside the input received from local, regional, and provincial partners and our technical analysis results.

PHASE 2

> **Focus of engagement:** to gather feedback on the proposed route changes to the local bus network and the priority gaps in the active transportation network.

> **How we gathered feedback:**

- **24 in-person engagement events** where we spoke to more than 1,600 people
- **Six virtual presentations** to various community and interest holder groups
- **Partnered with *CityHive*** and their Urban ReVision program to deliver six in-person youth-led engagement events throughout the study area.
- **Online survey**, which received more than 4,200 validated responses

> **How feedback was used:** adjustments were made to several bus route proposals to respond to the feedback received.

- Of the 59 proposals that were shared with the public for existing and new bus routes, changes were made to 17 routes based on the feedback gathered and these changes are reflected in the final network.

WHAT WE LEARNED IN PHASE 1

Overall, people were generally happy with the different transit options that are available within the Burrard Peninsula, and they felt that transit was usually efficient, reliable, and accessible. However, we also learned that there are areas where the system could be better. Some main ideas for improving transit included:

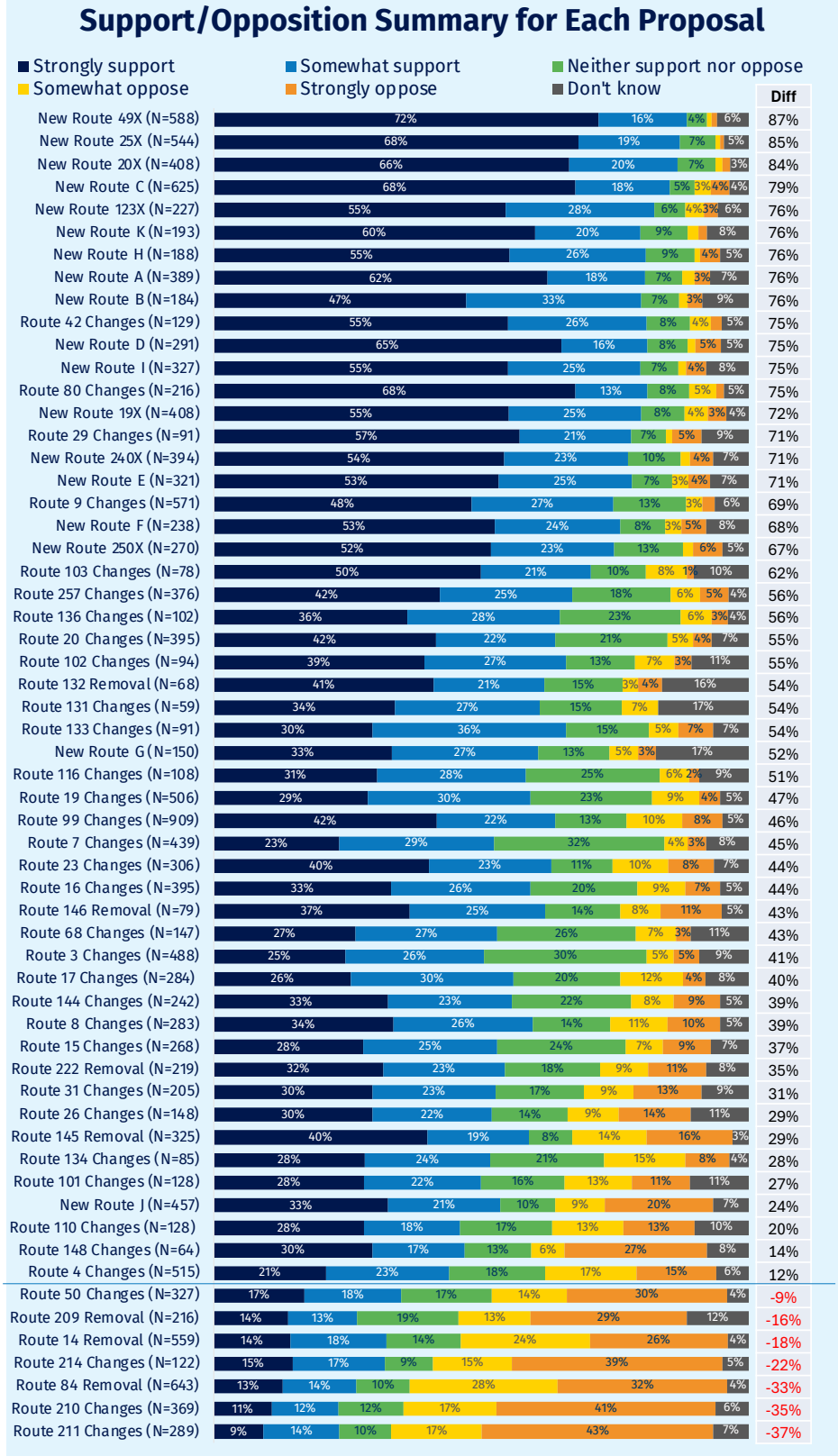
- Having buses run more often and on time;
- Making bus routes more direct and improving connections to other transit services (e.g., SkyTrain);
- Making bus trips faster by giving buses more priority on the road; and
- Offering transit service for longer hours.

See the ***Phase 1 Public Engagement Summary Report*** for the full summary of what we learned during this phase of public engagement.

WHAT WE LEARNED IN PHASE 2

Phase 2 engagement feedback on proposed route changes was for the most part positive, with **only seven of 59** originally proposed having more opposition than support. Proposals that received the lowest levels of support were either modified or abandoned completely.

Table 1: Summary of Support and Opposition for Each Proposed Route Change



New Routes identified in this table may have been refined after public engagement in Phase 2. For more information, please refer to the **Phase 2 Discussion Guide**.

Respondents were generally supportive of proposals that made routes more direct, increased the number of available connections to other transit services, or improved access to goods, services, or other important destinations within the Burrard Peninsula. Conversely, common concerns expressed in the feedback primarily related to the loss of transit access along a particular corridor or in a specific area and changes that would create additional transfers. There were also concerns about the potential for increased overcrowding on routes with existing high ridership or longer travel times when routes were proposed to be extended or shifted to corridors where congestion is perceived to be worse.

See the ***Phase 2 Public Engagement Summary Report*** for more details on the feedback we received on the proposed route changes during this phase of public engagement.

Goals and Recommended Actions for Bus Service

Based on Phase 1 feedback and other information we gathered, we identified the following three transit goals for the BP ATP:

GOAL 1: CONNECT LOCAL BUSES TO FUTURE MAJOR TRANSIT SERVICES AND AREAS THAT ARE GROWING

GOAL 2: BUILD A BUS NETWORK WITH FAST, DIRECT CONNECTIONS

GOAL 3: MAKE SURE TRANSIT IS EASY TO USE, COMFORTABLE, RELIABLE, ACCESSIBLE, AND SAFE

ROUTE CHANGE ACTIONS

Under each of these three transit goals, related bus route changes are grouped together into "actions." Each action includes changes where routes are:

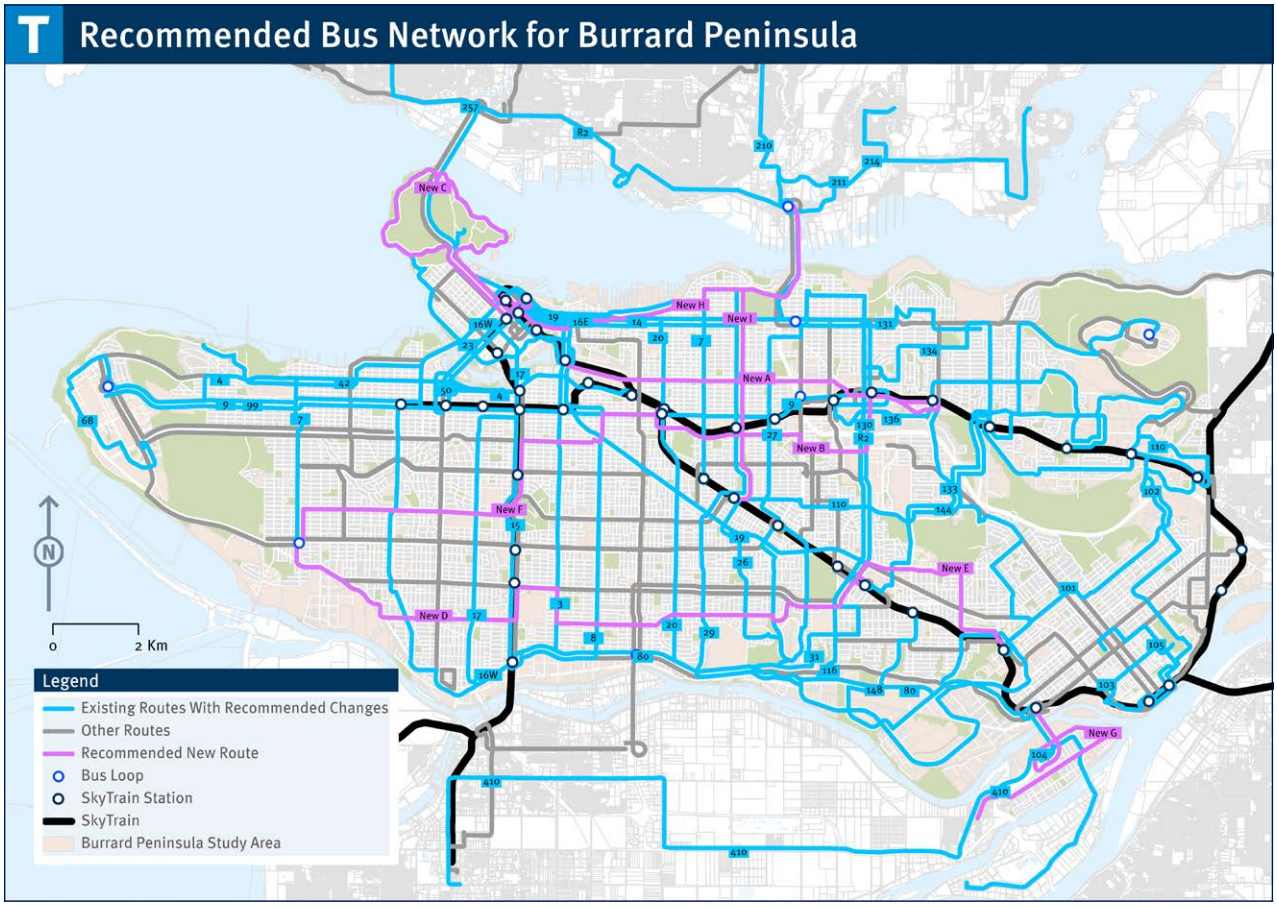
- Interconnected and would need to happen at the same time;
- In the same general geographic area; or
- Would be implemented as demand for transit changes – for example, changing trip patterns resulting from the opening of a new SkyTrain line.

For each action, we have provided:

- A network map showing the new alignment for each route included within that action (i.e., which roads the bus would travel along);
- The rationale for making that change; and
- A description of the new destinations or areas the route change would provide access to.

See Map 2 for a full map of the recommended network in the future and **Appendix A** for the existing network. To see the new routing for each individual route, please refer to **Appendix B**.

Map 2: Recommended Bus Network for Burrard Peninsula



Infrastructure and Facility Upgrades

Many of the recommended bus network changes in this plan – including new routes – will require infrastructure improvements, such as increasing capacity at bus exchanges, purchasing more buses, or expanding bus depot space to store and maintain them. In order for these types of upgrades and expansions to be implemented, they will need to be identified as a regional priority and be funded through future Investment Plans.

Depending on the specific nature of these infrastructure improvements, TransLink will also require support and assistance from other interest holders (e.g., local governments or the Ministry of Transportation and Transit). For example, some route changes would also require space for buses to stop or turn around at the end of their trip. These on-street bus facilities are usually managed by the road authority of that jurisdiction.

GOAL 1: CONNECT LOCAL BUSES TO FUTURE MAJOR TRANSIT SERVICES AND AREAS THAT ARE GROWING

Much like the rest of Metro Vancouver, the Burrard Peninsula, and where people live, work, and play within it, is changing. With these changes come new trends in ridership and demand on different corridors and in different areas. There are areas of the Burrard Peninsula that are expected to grow considerably over the next 15 years. This includes the Broadway corridor, Heather Lands, and the Rupert-Renfrew area in Vancouver, the Bainbridge and Lochdale areas in Burnaby, and the Uptown and Sapperton areas in New Westminster. Focused growth areas like these will create more demand for transit service and will require thoughtful integration with the existing bus network.

At the same time, there are areas of the Burrard Peninsula that are experiencing changing demographics or a decline in population resulting in lower demand for transit. Actions included in this goal are intended to respond to the changing growth patterns that are underway today and are anticipated in the future.

As part of this expected growth, the Province of British Columbia has introduced Transit-Oriented Area legislation that will help to create dense, diverse, mixed-use communities around rapid transit stations and major bus exchanges throughout the region. More people living in close proximity to rapid transit will require additional bus service to ensure that connections are convenient and make transit an attractive option for daily transportation needs.

There are also numerous major transit network lines under construction or are planned or proposed in this area of Metro Vancouver including the Broadway Subway extension of the Millennium Line, the Burnaby Mountain Gondola, and the R2 RapidBus extension connecting the North Shore to Metrotown. Several of the actions included within this goal are intended to help integrate the local bus network with these new major transit services.

Action 1.1 – Prepare the Local Bus Network for the Opening of the Broadway Subway Extension of the Millennium Line in Vancouver

The Broadway Subway extension of the Millennium Line to Arbutus Street is set to open in 2027. This extension will provide a connection to the Expo and Canada lines and improve regional access to the Broadway area, which is British Columbia's second largest job centre and is expected to be one of the region's largest growth areas over the next 15 years and beyond. With trips between VCC-Clark and Arbutus stations taking just 11 minutes, this extension will make travel faster along the Broadway corridor, saving the average commuter almost 30 minutes per day.

The bus route changes described in this action would happen near opening day in 2027 in order to better connect the local bus network with the new Broadway Subway extension. Additional route changes related to this subway extension are included in **Action 2.2** and would be made as funding becomes available, when the required infrastructure is ready, and as demand for those changes grows.

Map 3: Recommended Bus Network to Prepare for the Opening of the Broadway Subway Extension of the Millennium Line in Vancouver

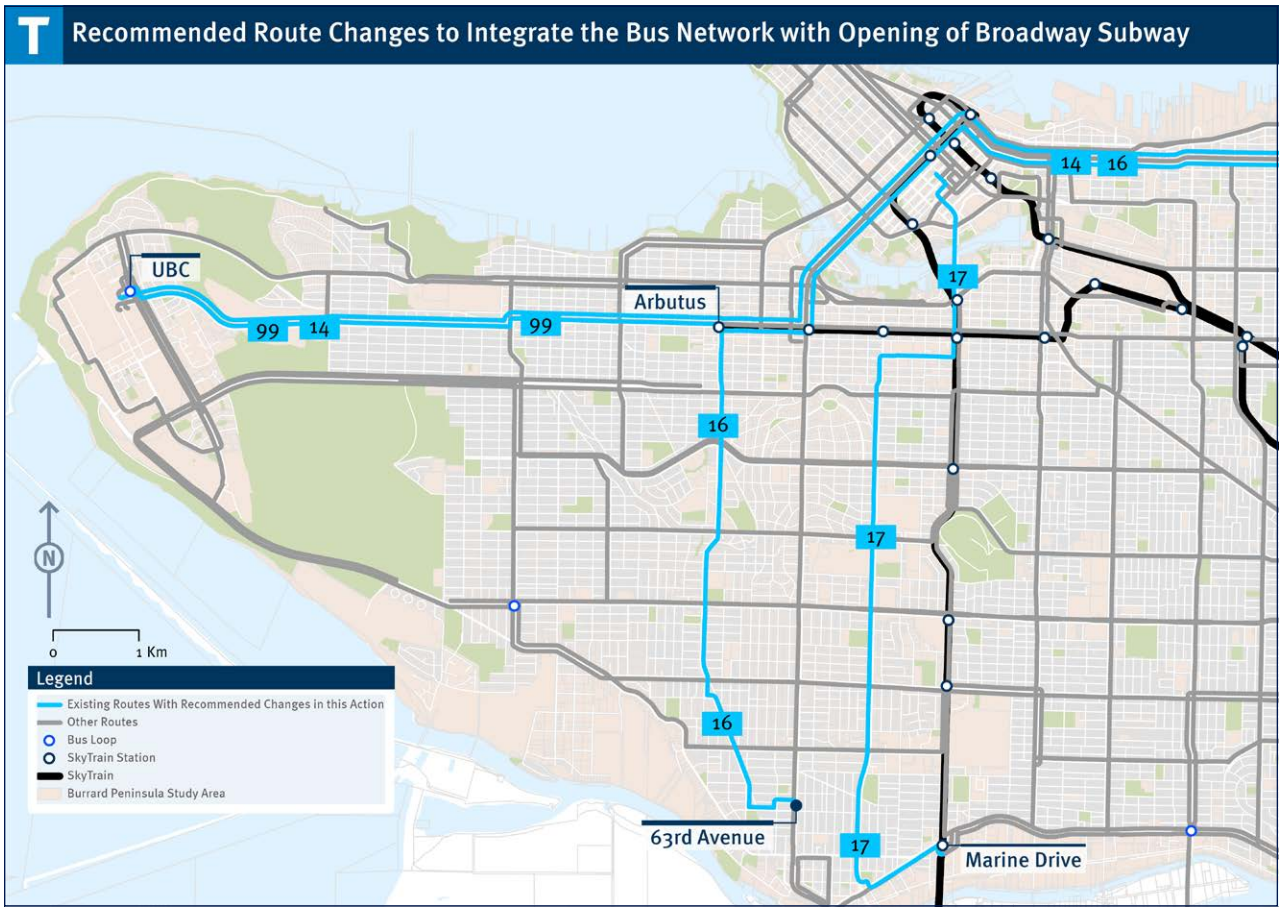


Table 2: Summary of Recommended Network Changes to Prepare for the Opening of the Broadway Subway Extension of the Millennium Line in Vancouver

ROUTE(S)	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
14	• Return to the previous routing along West Broadway (instead of West 4th Avenue) between Macdonald Street and Granville Street **Note:** Recommended longer term changes for route 14 can be found in **Action 1.2**	• Provides local transit service between UBC, the Broadway Subway extension of the Millennium Line, and Downtown Vancouver
16	• Return this route to the previous routing along West Broadway (instead of West 12th Avenue) between Arbutus Street and Granville Street **Note:** Recommended longer term changes for route 16 can be found in **Action 1.2**	• Improves connectivity to destinations and Broadway Subway stations along West Broadway
17	• Adopt the current temporary routing on West 12th Avenue between Cambie Street and Oak Street as new permanent routing **Note:** Recommended longer term changes for route 17 can be found in **Action 2.6**	• Provides easier access to main entrances of Vancouver General Hospital and City Hall
99	• Change the eastern end point to Arbutus Station, discontinuing service between Arbutus Street and Commercial-Broadway Station • Discontinue the limited, extended trips to Boundary Road	• The Broadway Subway will replace 99 B-Line service between Commercial-Broadway Station and Arbutus Street **Notes:** Enhanced service on route 9 would mean that bus service on Broadway to UBC remains frequent. See **Action 1.2** for more information Recommended longer-term changes for route 99 can be found in **Action 1.7**

Action 1.2 – Additional Future Route Changes to Integrate the Local Bus Network with the Broadway Subway Extension of the Millennium Line in Vancouver

The recommended route changes included in this action would better connect the local bus network with the Broadway Subway extension and would be rolled out gradually after it opens. As the Broadway area is one of the largest growth areas in Metro Vancouver – and will continue to be over the next 15 years – these changes will also help address growing transit demand along the corridor. The timing of implementing these changes would depend on available funding, necessary infrastructure, and how and when future growth occurs.

Map 4: Recommended Bus Network Changes to Further Integrate Buses with the Broadway Subway

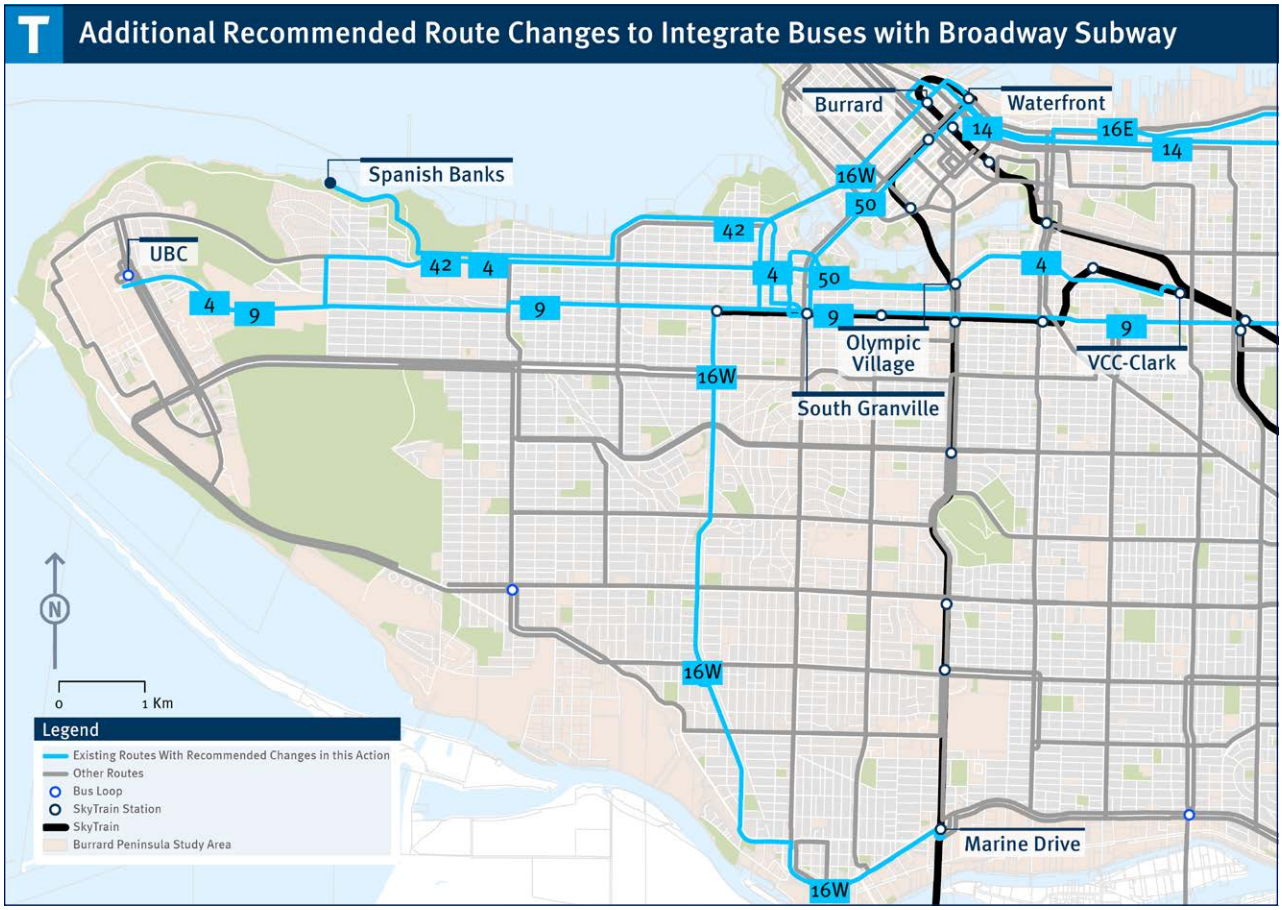


Table 3: Summary of Recommended Network Changes to Further Integrate the Local Bus Network with the Broadway Subway

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
4	• Change the route to run between UBC and VCC-Clark Station **Note:** Service on the east side of Downtown would be maintained by routes 7 and 16E; more information about route 16E can be found below and in **Action 2.6**	• Improves reliability and provides local service along the 4th Avenue/6th Avenue/Great Northern Way corridor • Reduces route duplication between Kitsilano and east Vancouver, creating a simpler, easier to understand transit network
9	• Extend the western end of the route to UBC **Note:** Recommended changes for changes for the eastern end of the route can be found in **Action 1.5**	• Maintains local bus service along West Broadway and West 10th Avenue between Alma Street and UBC • Makes the bus network easier to understand with one local service route spanning the entirety of the Broadway/ West 10th corridor

14	• Shorten the route to only run along Hastings Street between Downtown Vancouver and Kootenay Loop and reinvest the service hours from the west side into other routes along the UBC to West Broadway and Downtown Vancouver corridors **Note:** Recommended near-term changes for route 14 (i.e., before the change described above is implemented) can be found in **Action 1.1**	• Makes the bus network easier to understand by reducing the number of different local bus routes along the same corridor, which can cause confusion **Note:** Frequency and service levels would be improved on other routes that connect Downtown, Kitsilano, West Broadway, and UBC such as routes 7, 9, and 44
16E	• Split route 16 into two segments: an eastern route (16E) and a western route (16W)[1] • Change the path of the eastern route to provide service between Downtown Vancouver and northeast Vancouver via Powell, Dundas, Nanaimo, McGill, and Renfrew streets **Note:** More near-term changes recommended for route 16 (before it is split) can be found in **Action 1.1**	• Maintains access to local bus service between Downtown Vancouver and northeast Vancouver via Nanaimo Street, McGill Street, and Renfrew Street • Introduces a connection between northeast Vancouver and the Millennium Line
16W	• Split route 16 into two sides: an eastern route (16E) and a western route (16W)[1] • Change path of western route to provide north-south service on Burrard Street between Downtown Vancouver and West Broadway **Note:** More near-term changes recommended for route 16 (before it is split) can be found in **Action 1.1**, while recommended changes to the southern end of route 16W can be found in **Action 1.4**	• Introduces transit service on Burrard Street between West 4th Avenue and West Broadway • Improves access to rapid transit from major growth areas, including the Broadway Plan area and Sen̓áḵw • Improves reliability of service on Arbutus and Burrard streets by turning the route around in Downtown Vancouver
42	• Extend the eastern end point of the route to the future South Granville Station with service to Kitsilano Beach	• Improves access to nature and recreation at the beaches in Vancouver for transit riders
50	• Change the route path to serve South Granville Station; service between West 4th Avenue and West Broadway would be provided northbound on Fir Street (from South Granville toward Granville Island) and southbound on Hemlock Street (from Granville Island toward South Granville) **Note:** Other recommendations for this route can be found in **Action 2.6**	• Provides better connections between rapid transit and Granville Island

[1]The actual numbers of the new routes will be determined closer to implementation.

Action 1.3 – Integrate the Local Bus Network with the R2 RapidBus Extension to Metrotown Station

As part of TransLink's ongoing commitment to improving bus speed and reliability across the region, work has begun to extend the R2 Marine Drive RapidBus from its current terminus at Phibbs Exchange in North Vancouver to Metrotown Station in central Burnaby. This extension will provide a faster, more direct connection between Burnaby and the North Shore, improving travel times along an often-congested corridor and providing increased service to address growing demand.

Map 5: Recommended Bus Network Changes to Support the R2 Extension to Metrotown

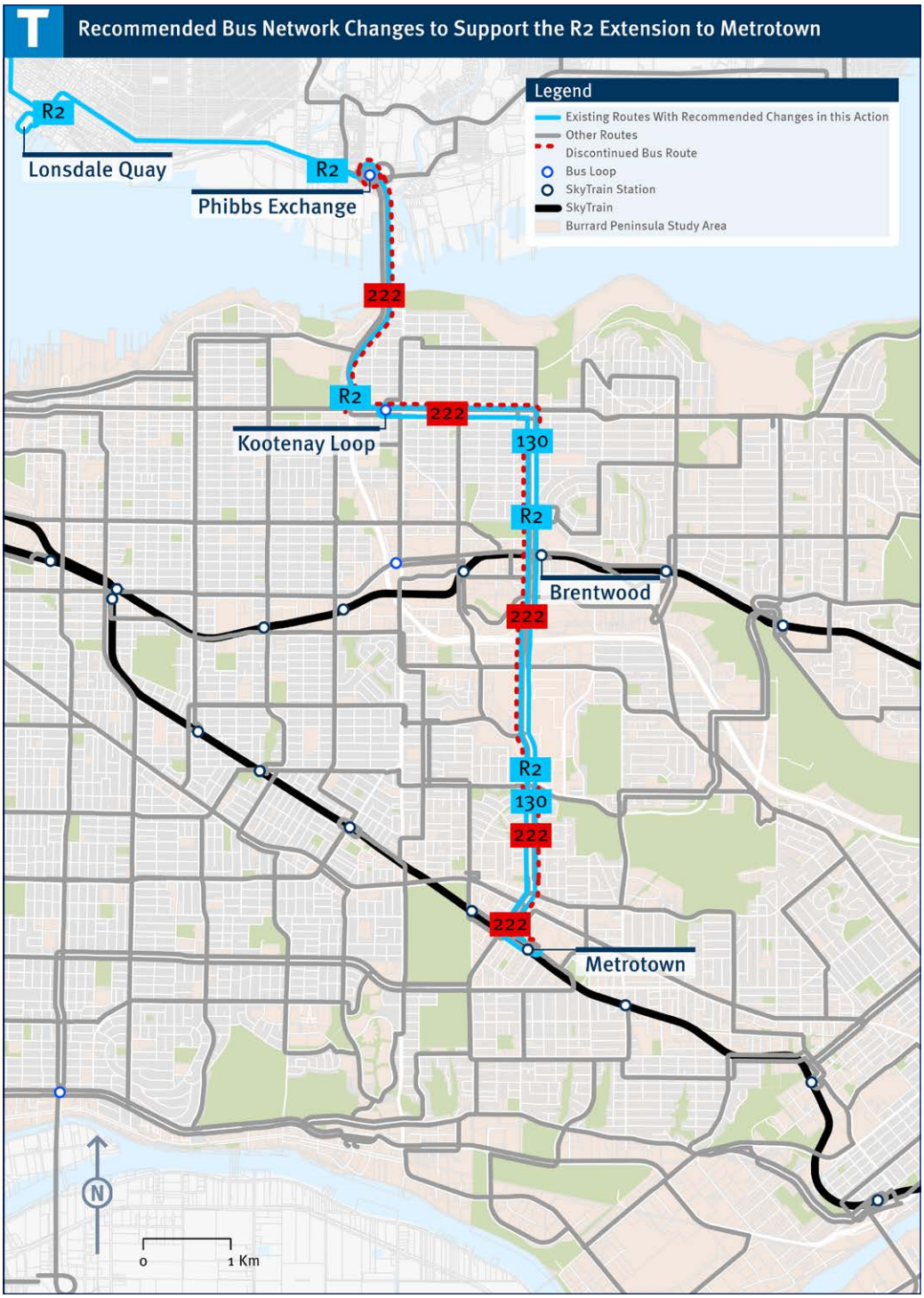


Table 4: Summary of Recommended Network Changes to Support the R2 Extension to Metrotown

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
130	• Start and end most trips at Kootenay Loop, except select trips during peak hours that will continue to serve Phibbs Exchange	• Improves the reliability of local bus service along the Hastings Street and Willingdon Avenue corridors
222	• Discontinue this route	• This route is a peak-hour only, limited-stop service and duplicates the R2 RapidBus extension
R2	• Extend the route from its current end point at Phibbs Exchange to Metrotown Station in Burnaby via Hastings Street and Willingdon Avenue	• This route is identified as a regional priority in the 2025 Investment Plan and is expected to be completed in 2027 in advance of a future major rapid transit connection along this corridor

Action 1.4 – Provide More Bus Connections to the Canada Line and Key Destinations in South Vancouver

There are opportunities to make bus service in South Vancouver better and more convenient. Several routes, such as route 8 (Fraser Street at Marine Drive), route 16 (63rd Avenue Loop), and route 20 (Harrison Loop), end in areas where few people get on or off. Some areas have no bus service at all. There are also opportunities to simplify some of the routes in southeast Vancouver that have complicated routes that can be hard for riders to understand.

Meanwhile, the River District and the area around Marine Drive Station on the Canada Line have high and growing demand for transit service that will require new and better connections to other transit services and destinations across the region.

The recommended changes aim to:

- Add more bus connections to busy areas like the River District and to the Canada Line at Marine Drive Station;
- Provide more direct connections with improved reliability and a network that is easier to use; and
- Introduce new service to the 57th and 54th Avenue corridors, and along Boundary Road south of the Expo Line.

Map 6: Recommended Bus Network Changes in South Vancouver

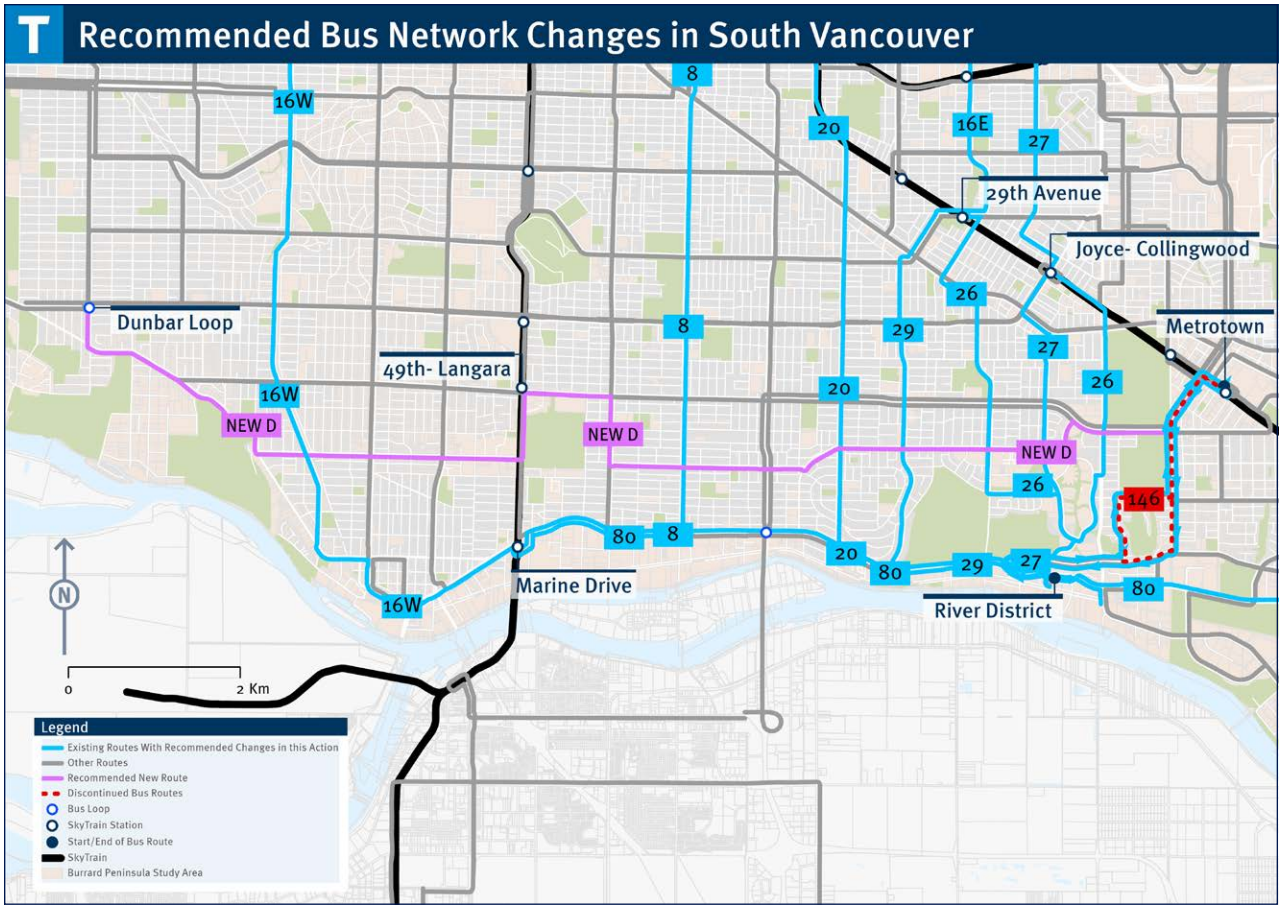


Table 5: Summary of Recommended Network Changes in South Vancouver

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
8	• Extend the southern end point of the route from Fraser Street at Marine Drive to Marine Drive Station on the Canada Line	• Provides more connections to rapid transit within southeast Vancouver • Improves access to goods and services around Marine Drive Station and along Marine Drive corridor
16W	• Change the southern end point of the route from the loop at 63rd Avenue and Granville Street to Marine Drive Station **Note:** More near-term changes recommended for route 16 (before it is split) can be found in **Action 1.1**, and other recommended changes for route 16W can be found in **Action 1.2**	• Introduces transit service on Angus Drive south of West 64th Avenue • Provides more connections to rapid transit from southwest Vancouver • Improves access to goods and services around Marine Drive Station
20	• Extend the southern end point of the route from Harrison Loop to River District	• Improves access to goods and services in the River District

26	• Change the route between Joyce-Collingwood Station and Champlain Heights from Tyne Street to Boundary Road south of the Expo Line	• Introduces transit on Boundary Road south of the Expo Line • Improves access to the western side of Central Park **Note:** Transit service on Tyne Street would be maintained by a recommended extension of route 27 to the River District
27	• Extend the route south along Tyne Street from Joyce-Collingwood Station to the River District	• Addresses high demand for more transit to and from the River District where there are many shops and services • Improves access to rapid transit (Expo Line) from the River District
29	• Change the southern end of the route from Muirfield Drive at Scarboro Avenue to the River District	• Improves access to goods and services in the River District for transit riders along the Elliott and Clarendon Street corridor • Improves access to rapid transit (Expo Line) from the River District
31	• Combine the route with route 146, providing northbound service between the River District and Metrotown via Joffre Avenue and Rumble Street, and southbound service from Metrotown to the River District via Patterson Avenue and Marine Drive	• Removes overlap with existing route 146, which has low ridership **Notes:** More information on this recommended change can be found in **Action 2.3** Service on Matheson Crescent would be maintained by a recommended route change to route 26
80	• Extend the eastern end of the route from the River District along Marine Way through Burnaby to 22nd Street Station in New Westminster	• Introduces faster, limited-stop service between 22nd Street Station, Market Crossing, the River District and Marine Drive Station
NEW D	• Introduce a new route on 57th Avenue and East 54th Avenue between Dunbar Loop and Metrotown Station	• Introduces east-west transit service between 49th Avenue and Marine Drive • Offers south Vancouver residents, many of whom belong to equity-deserving communities, better access to employment opportunities, goods, and services

Action 1.5 – Integrate the Bus Network with Planned Future Growth Areas

Many new neighbourhoods and major developments are being built or planned for in the Burrard Peninsula in the near future. These developments, alongside continued growth in already established urban areas, will create new and stronger demand for transit service across the Burrard Peninsula. Some examples include:

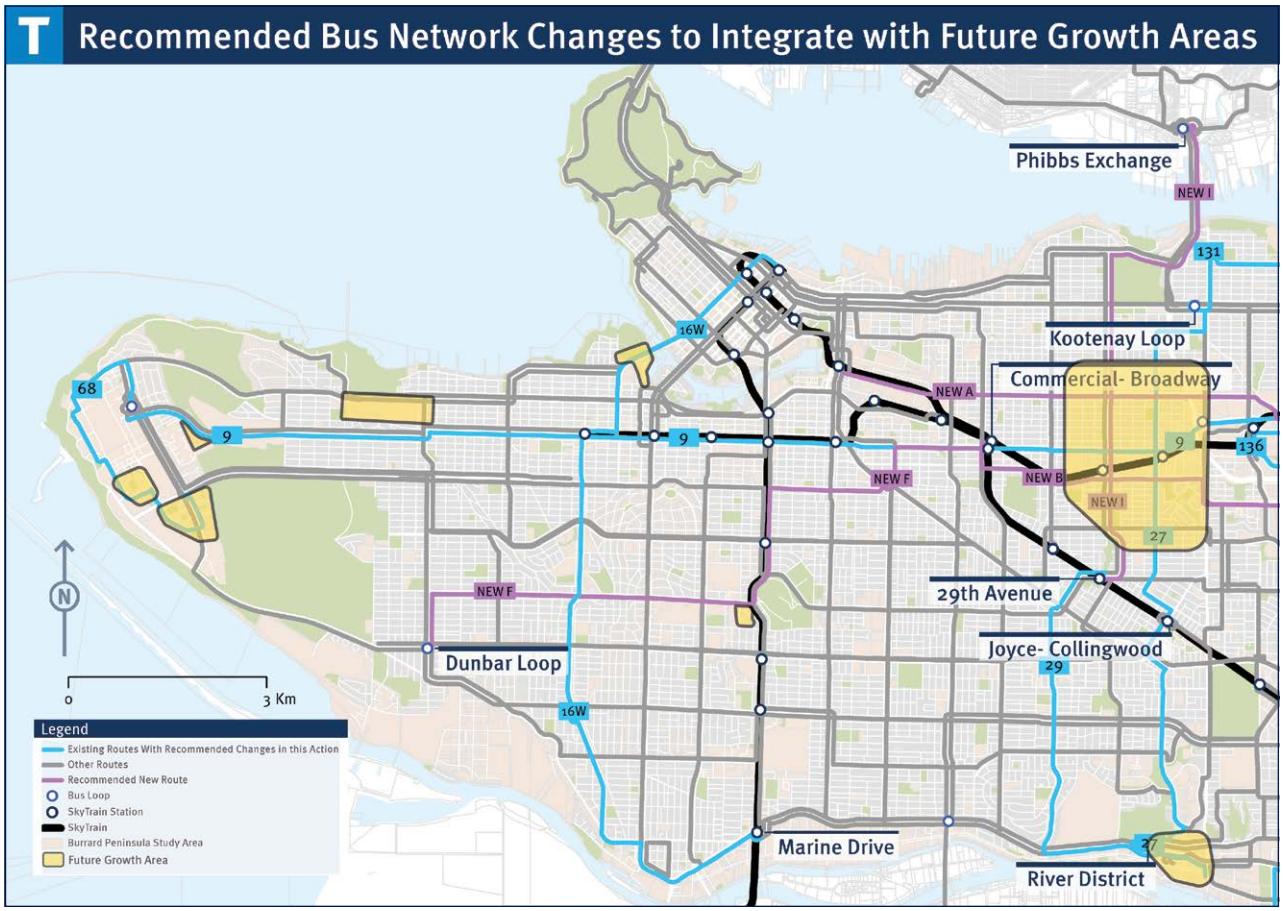
- Lochdale, Bainbridge, and kʷasən Village in Burnaby;
- Sapperton Green and 22nd Street Station in New Westminster;
- New neighbourhoods at UBC in Point Grey; and
- The Jericho Lands, the Heather Lands, Sen̓áḵw, and the Rupert-Renfrew Area in Vancouver.

This action recommends changes to make it easier to get to and from these future growth areas in the Burrard Peninsula. This includes both new bus routes and changes to existing routes.

Note: These maps do not include areas surrounding SkyTrain stations and most major bus exchanges within the study area that have been identified as areas of future growth through recent Provincial legislation.

Also not shown on these maps is the Broadway corridor in Vancouver. Service improvements and route changes to better serve this corridor are included in **Actions 1.1, 1.2,** and **1.7**.

Map 7A: Future Growth Areas – Vancouver and UBC



Map 7B: Future Growth Areas – Burnaby and New Westminster

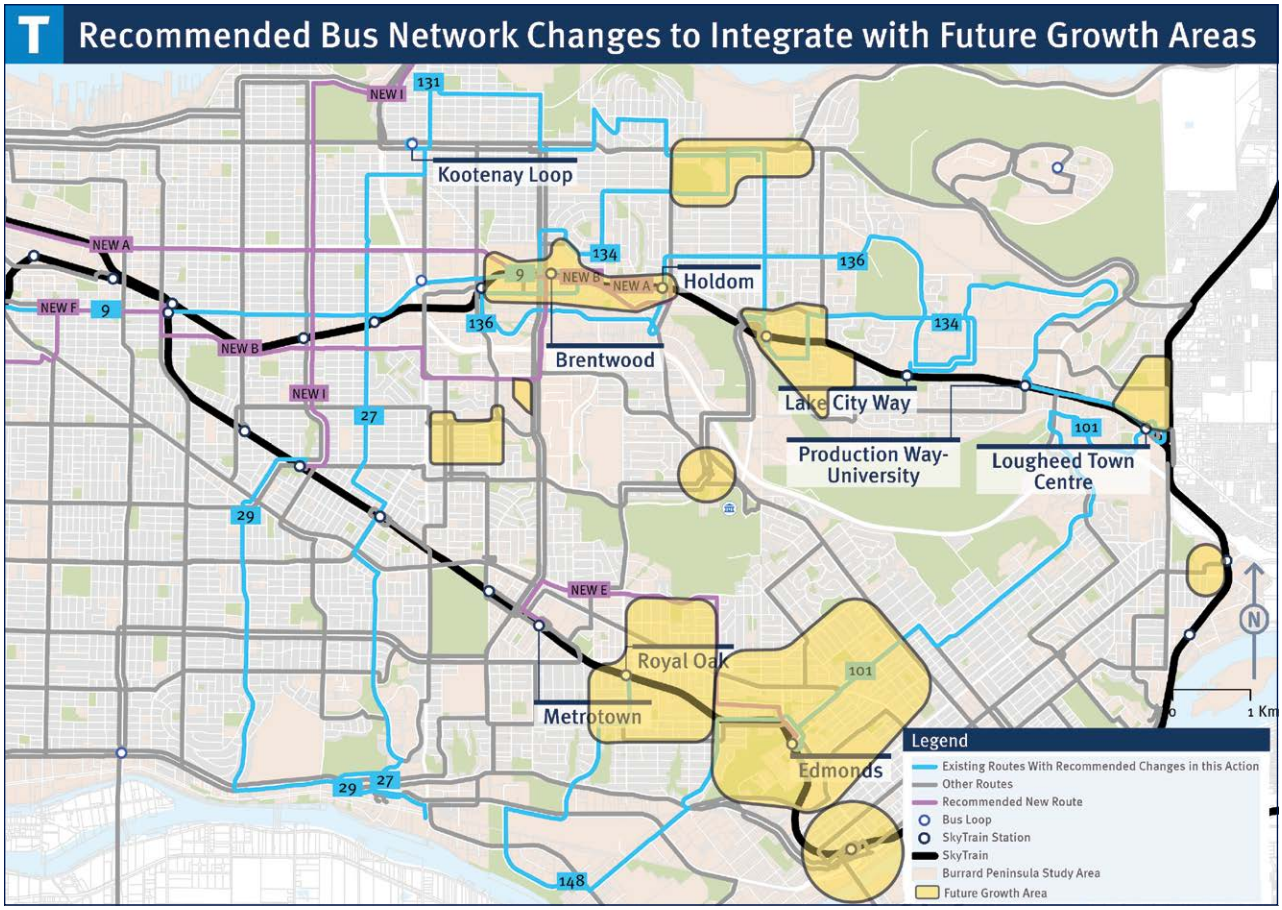


Table 6: Summary of Recommended Network Changes to Integrate with Future Growth Areas

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
9	• Extend the eastern end of the route to Brentwood Town Centre Station **Note:** Recommended changes for the western end of the route can be found in **Action 1.2**	• Addresses the significant growth over the past two decades, as well as continued growth, in the Brentwood Urban Centre
16W	• Change the routing between Downtown Vancouver and West Broadway from Granville Street to Burrard Street **Note:** More recommended near-term changes for route 16 (before it is split) can be found in **Action 1.1** and recommended changes to the southern end of the route can be found in **Action 1.4**	• Provides a transit connection from Sen̓áḵw and developments in the western part of the City of Vancouver's *Broadway Plan* area to the SkyTrain network

27	• Extend the route south of Joyce Station to the River District **Note:** More information about this recommended change can be found in **Action 1.4**	• Addresses high demand for more transit to and from the River District • Improves access to rapid transit from the River District
29	• Extend the route from Muirfield Drive at Scarboro Avenue to the River District **Note:** More information about this recommended change can be found in **Action 1.4**	• Improves access to goods and services in the River District for transit riders along the Elliott and Clarendon Street corridor • Improves access to rapid transit from the River District
68	• Remove the complicated routing around Totem Park for northbound trips • Change the routing between Totem Park and Wesbrook Village from Thunderbird Boulevard and East Mall to West Mall, Stadium Road, and East Mall	• Makes it easier to understand the bus network on the west side of UBC campus, and provides more service to higher demand areas (there is limited demand on Stadium Road west of West Mall, and on NW Marine Drive between Stadium Road and Agronomy Road) •Aligns with future neighbourhood growth areas at UBC
101	• Change the western end of the route to Edmonds Station and provide continuous east-west service across 16th Avenue and Edmonds Street	• Improves access between Edmonds Town Centre and Lougheed Town Centre • Makes the route more direct and helps to establish a simpler grid pattern for the transit network in this area that is easier to understand
131/132	• Combine these routes and extend the eastern end of the route to Kensington Square in Lochdale • Discontinue service to Hastings at Gilmore in Burnaby Heights, where both of these routes currently end	• Improves access to goods and services from Capitol Hill • Helps to address the significant growth and development being planned for the Lochdale neighbourhood • Helps to address the limited demand on both routes **Note:** Multiple other routes to goods and services along Hastings Street in Burnaby Heights (129, 130, 160, and R5) are available to connect transit riders to Hastings at Gilmore
134	• Change the routing to operate between Sperling-Burnaby Lake Station and Bainbridge Avenue via Greenwood Street	• Supports the significant growth being planned for Bainbridge area around Sperling-Burnaby Lake Station • Provides better service to new developments around Greenwood Street

136	• Change the routing to provide service on Underhill Street, Enterprise Way, and Lake City Way to improve access to the Millennium Line area around Lake City Way Station • Change the routing to provide service between the Millennium Line, Brentwood Urban Centre, and Still Creek Industrial Area and business parks	• Improves access to employment areas around Lake City Way Station • Improves access to the Millennium Line from the Forest Grove and Lochdale neighbourhoods • Introduces transit service along Still Creek Avenue, providing improved access to employment areas • Improves local bus service in the Brentwood Urban Centre with new service on Dawson Street
148	• Extend the route south to Glenlyon Parkway and the Big Bend Industrial Area	• Improves access from future growth areas around Royal Oak and Edmonds stations to employment in the Big Bend Industrial Area and business parks
NEW A	• Introduce a new route on East 1st Avenue between Main Street-Science World and Holdom stations **Note:** This route would replace the limited trips on Terminal Avenue currently provided by route 22	• Addresses a gap in east-west transit service between East Hastings Street and East Broadway • Supports the significant growth outlined in the City of Vancouver's *Rupert-Renfrew Station Area Plan*
NEW B	• Introduce a new route on Canada Way and Grandview Highway between Holdom Station and Commercial-Broadway Station	• Improves access to transit in several growth areas in Burnaby including Cascade Heights, kʷasən Village, and Brentwood Urban Centre • Improves access to jobs in the Rupert-Renfrew employment lands
NEW E	• Introduce a new route between Edmonds Station and Metrotown Station via Gilley Avenue, Oakland Street, and Grange Street	• Enhances transit service in the Royal Oak area to provide improved access to employment lands • Enhances transit service to support the future growth and development identified in the City of Burnaby's *Royal Oak Community Plan*
NEW F	• Introduce a new route on West 33rd Avenue and East 16th Avenue between Dunbar Loop and Commercial-Broadway Station	• Provides a transit connection between the Heather Lands development area and the SkyTrain network • Provides more transit service between planned growth areas around Dunbar Loop, King Edward Station, and Commercial-Broadway Station

NEW I	• Introduce a new limited-stop route between 29th Avenue Station and Phibbs Exchange in North Vancouver along Renfrew Street	• Supports the significant growth being planned along the Renfrew corridor, and around bus exchanges and SkyTrain stations through the *Vancouver Plan*, the City of Vancouver's *Rupert-Renfrew Station Area Plan*, and the Provincial Transit-Oriented Area legislation that will add transit demand to this corridor • Provides faster bus service along the Renfrew corridor, enabling better access to employment lands in East Vancouver and to regional parks on the North Shore with transfers to other routes at Phibbs Exchange

Action 1.6 – Improve Regional Network Reliability and Connections with the Burnaby Mountain Gondola

The Burnaby Mountain Gondola is included in the *Access for Everyone* plan, and funding will be requested in a future Investment Plan. TransLink has completed the first phase of business casing for the project. TransLink has also included the project in its Integrated Regional Plan submission to seek federal government funding for implementation.

With a capacity of 3,000 people per hour per direction on opening day, the proposed gondola will provide fast, frequent, and reliable service between Production Way-University Station and the Simon Fraser University campus/UniverCity community. The gondola is projected to reduce greenhouse gas emissions by 99 per cent compared to current diesel fuel buses. More information about the Burnaby Mountain Gondola can be found ***here***.

The recommendations included in this action will help to integrate the local bus network in the future when the Burnaby Mountain Gondola has been completed. These ideas would be further defined and developed as part of a future local bus integration plan.

Map 8: Recommended Bus Network Changes to Integrate with the Burnaby Mountain Gondola

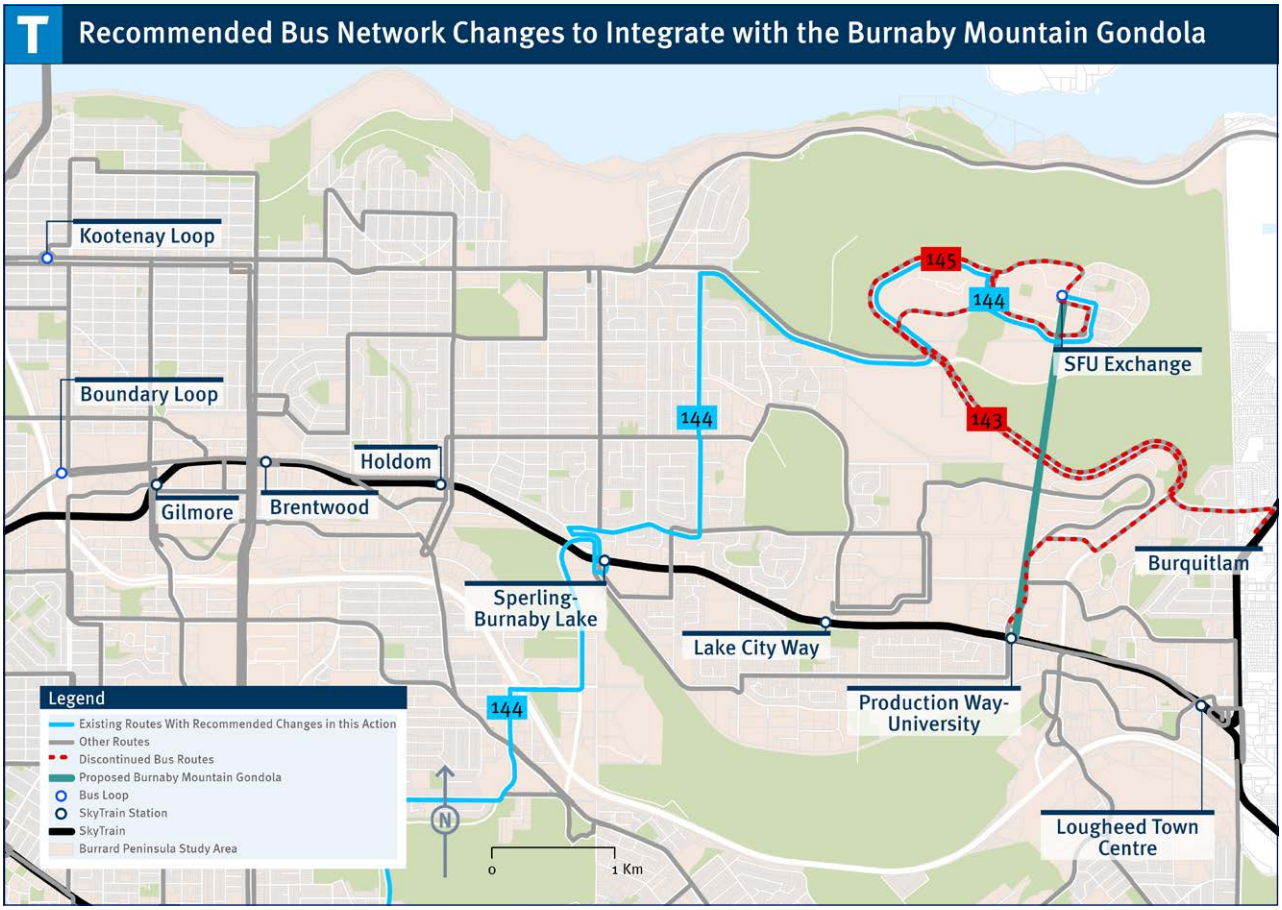


Table 7: Summary of Recommended Network Changes to integrate with the Burnaby Mountain Gondola

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
143	• Discontinue this route	• Supports the Burnaby Mountain Gondola Business Case, where route 143 is proposed to be removed, as a more reliable and frequent connection from Burquitlam Station to the top of Burnaby Mountain would be available on the Millennium Line and Burnaby Mountain Gondola **Note:** The future of this route will ultimately be determined through a bus integration plan for the Burnaby Mountain Gondola

144	• Change the routing on Burnaby Mountain to serve University Dr W in both directions; this would remove service from Gaglardi Way between University Dr W and S Campus Rd **Note:** Recommended changes for route 144 between Metrotown and Central Burnaby can be found in **Action 2.1**	• Maintains local bus service in North Burnaby • Improves connections on top of Burnaby Mountain and to the Burnaby Mountain Gondola
145	• Discontinue this route	• Removes duplication of service with the proposed Burnaby Mountain Gondola **Note:** Backup bus service would be instituted when the gondola is not in operation, similar to bus bridges put in place along the SkyTrain network when trains are not operating along certain segments due to incidents and emergencies, or at certain times of the day
R5	• No changes recommended	

Action 1.7 – Integrate the Bus Network with the Millennium Line UBC Extension

The Province of British Columbia, in collaboration with TransLink and other local partners, is advancing work on an extension of the Millennium Line to UBC. This extension would improve access to UBC from across the region and help to meet strong existing demand for transit that is expected to continue to grow over the next 15 years. Projected major growth and development along the Broadway corridor will contribute to this increasing demand. The Mayors' Council endorsed station locations in 2022, and the extension is a priority in the *Access for Everyone* plan. The Province will create a full business case in partnership with TransLink and other local interested parties, including First Nations.

This action includes ideas for recommended changes to local bus routes that could connect to the Millennium Line UBC Extension in the future as part of a local bus integration plan. The implementation of that plan and recommended bus route and service changes would be put into place by the time that the extension opens to the public.

Map 9: Recommended Bus Network Changes to Integrate with the Millennium Line UBC Extension

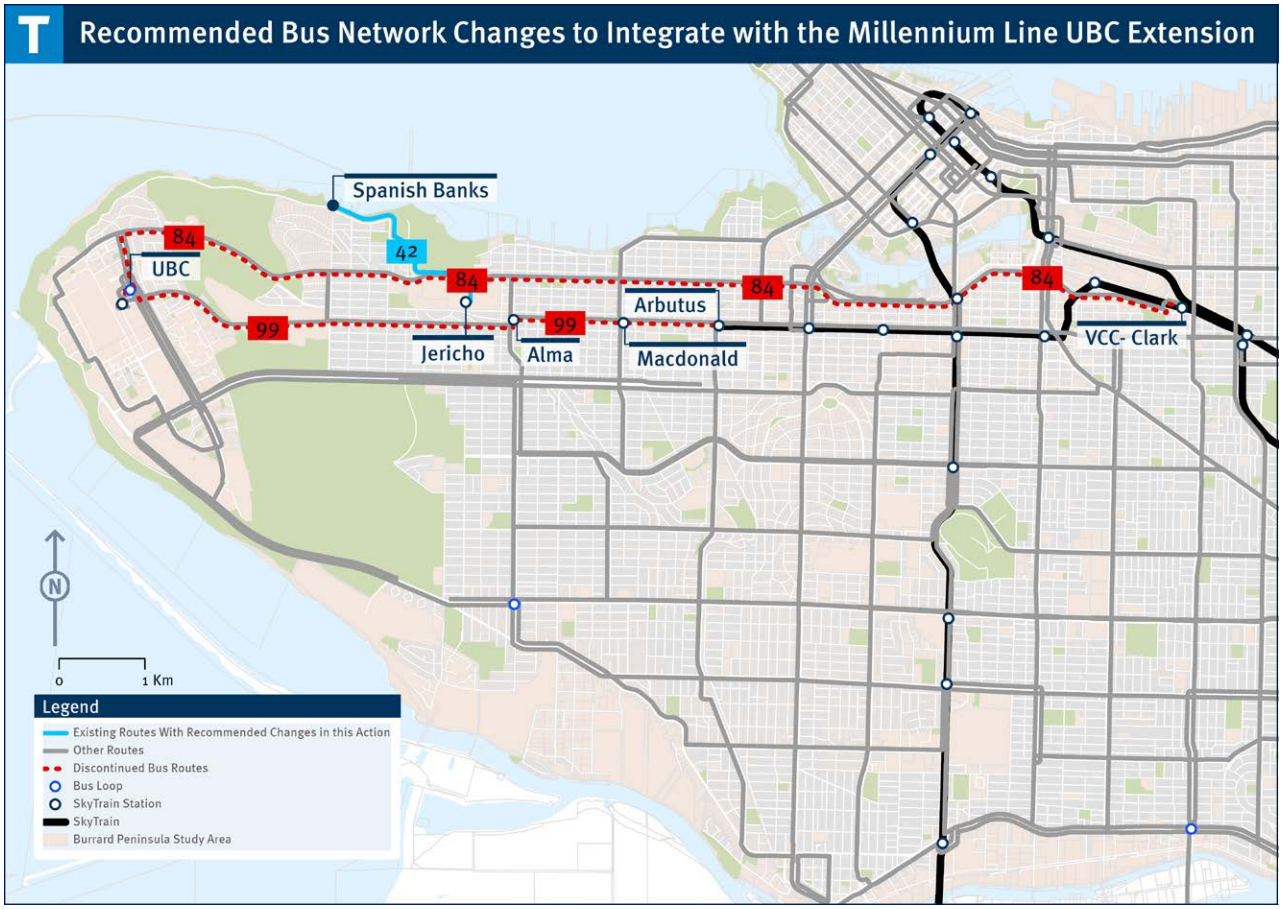


Table 8: Summary of Recommended Network Changes to Integrate with the Millennium Line UBC Extension

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
42	• Move the eastern end point of the route to a future Millennium Line UBC Extension station at either Jericho Station or Alma Station	• Improves access to Spanish Banks with a close and direct connection to the Millennium Line
84	• Consider discontinuing the route or making it more of a limited-stop service than today	• Duplicates service provided by a future Millennium Line UBC Extension, which would be a more reliable and faster service between UBC and VCC-Clark Station **Note:** Population growth and development could potentially still warrant a parallel limited-stop route on the 4th Avenue/6th Avenue/Great Northern Way corridor. The future of the route will ultimately be determined through a bus integration plan for the Millennium Line UBC Extension.

99	• Remove this route and reinvest service hours to other routes and areas as required (to be determined later through a bus integration plan) **Note:** Recommended near-term changes for route 99 (i.e., before the change described above is implemented) can be found in **Action 1.1**	• Duplicates service provided by a future extension of the Millennium Line, which would be a more reliable and faster service between UBC and Arbutus Station

GOAL 2 – BUILD A BUS NETWORK WITH FAST, DIRECT CONNECTIONS

Bus transit service is typically designed and adjusted to meet the demand of a given area or corridor. A transit network will create higher ridership when areas of existing and potential future demand are well served and interconnected. Based on our analysis during Phase 1, feedback from our local government partners and the public, and informed by TransLink's transit service design guidelines, we have strived to create a network that has:

- Limited to no duplication and competition between transit services;
- Fewer gaps in service that could limit access for community members who rely on or could benefit from more or new transit service; and
- Faster, more direct connections.

The following actions will help provide more direct and efficient connections within the Burrard Peninsula sub-region.

Action 2.1 – Create a Simpler and More Direct Bus Network in Central Burnaby

The current bus network in central Burnaby, which connects the Expo and Millennium lines to the Deer Lake and Royal Oak areas, has several long and complicated bus routes. Some of these routes even change their paths at different times of the day. The recommended redesign of the bus network in this area aims to make these routes more direct and easier to understand. These changes would also reduce travel times for people traveling to or from Deer Lake and improve transit service in the central Royal Oak area.

Map 10: Recommended Bus Network Changes in Central Burnaby

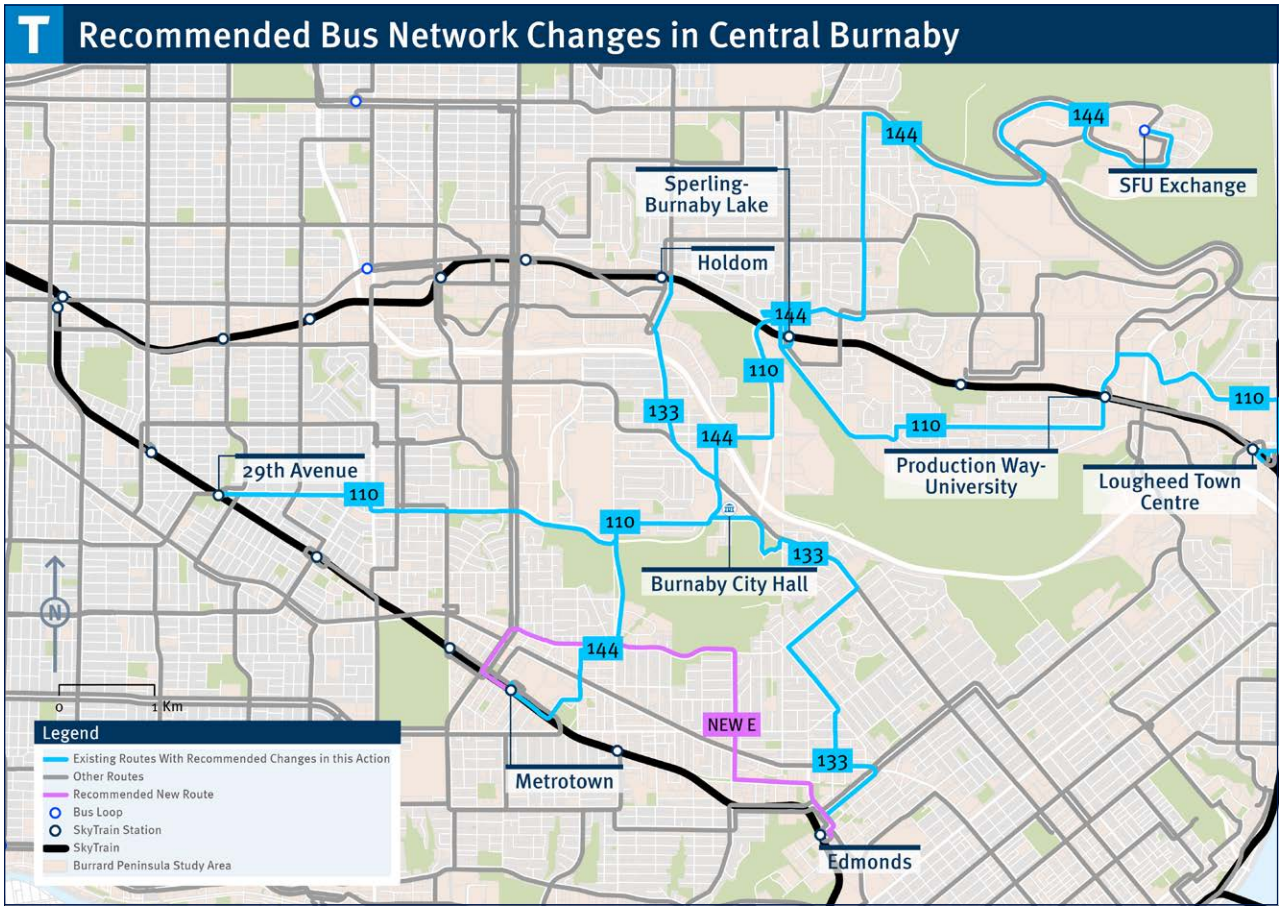


Table 9: Summary of Recommended Network Changes in Central Burnaby

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
110	• Change the western end point of the route from Metrotown Station to 29th Avenue Station, with service added on Moscrop Street and East 29th Avenue	• Makes the transit network easier to understand with a continuous and direct east-west route through central Burnaby • Provides more connections to the Expo Line in east Vancouver, where more growth is also expected
133	• Change the routing near Deer Lake to provide service on Deer Lake Avenue • Remove the route deviation from Walker Avenue to Sperling Avenue and Stanley Street in Buckingham Heights	• Maintains transit access to cultural sites along Deer Lake Avenue like the Burnaby Village Museum, Shadbolt Theatre, and Burnaby Art Gallery, and Deer Lake Park • Makes the transit network easier to understand in Buckingham Heights with more direct service

144	• Change the routing between City Hall/ Deer Lake and Metrotown from Deer Lake Avenue, Canada Way, Burris Street, and Oakland Street to provide service on Royal Oak Avenue and Gilpin Street **Note:** Recommended changes for route 144 on Burnaby Mountain can found in **Action 1.6**	• Reduces travel time between Metrotown and City Hall/Deer Lake, and Metrotown and Simon Fraser University **Note:** Access to transit on Deer Lake Avenue, Canada Way, Burris Street and Oakland Street would still be maintained by routes 123, 133, and New Route E
NEW E	• Introduce a new route between Edmonds Station and Metrotown Station via Gilley Avenue, Oakland Street, and Grange Street	• Maintains transit service on Oakland Street • Improves local bus connections in the Metrotown and Royal Oak areas

Action 2.2 – Improve and Simplify Local Bus Connections in Southeast Burnaby and New Westminster

The recommended route changes in this action aim to create better transit connections in growing areas and along key corridors like McBride Boulevard and East 10th Avenue. They also improve links between neighbourhoods in New Westminster, make the network easier to understand and improve service for equity-deserving communities. Improvements are also included for the Queensborough neighbourhood in New Westminster and Hamilton area of Richmond. Changes to route 101 would make it easier to travel east-west between Edmonds and Lougheed Town Centre stations in Burnaby.

Map 11: Recommended Bus Network Changes in Southeast Burnaby and New Westminster

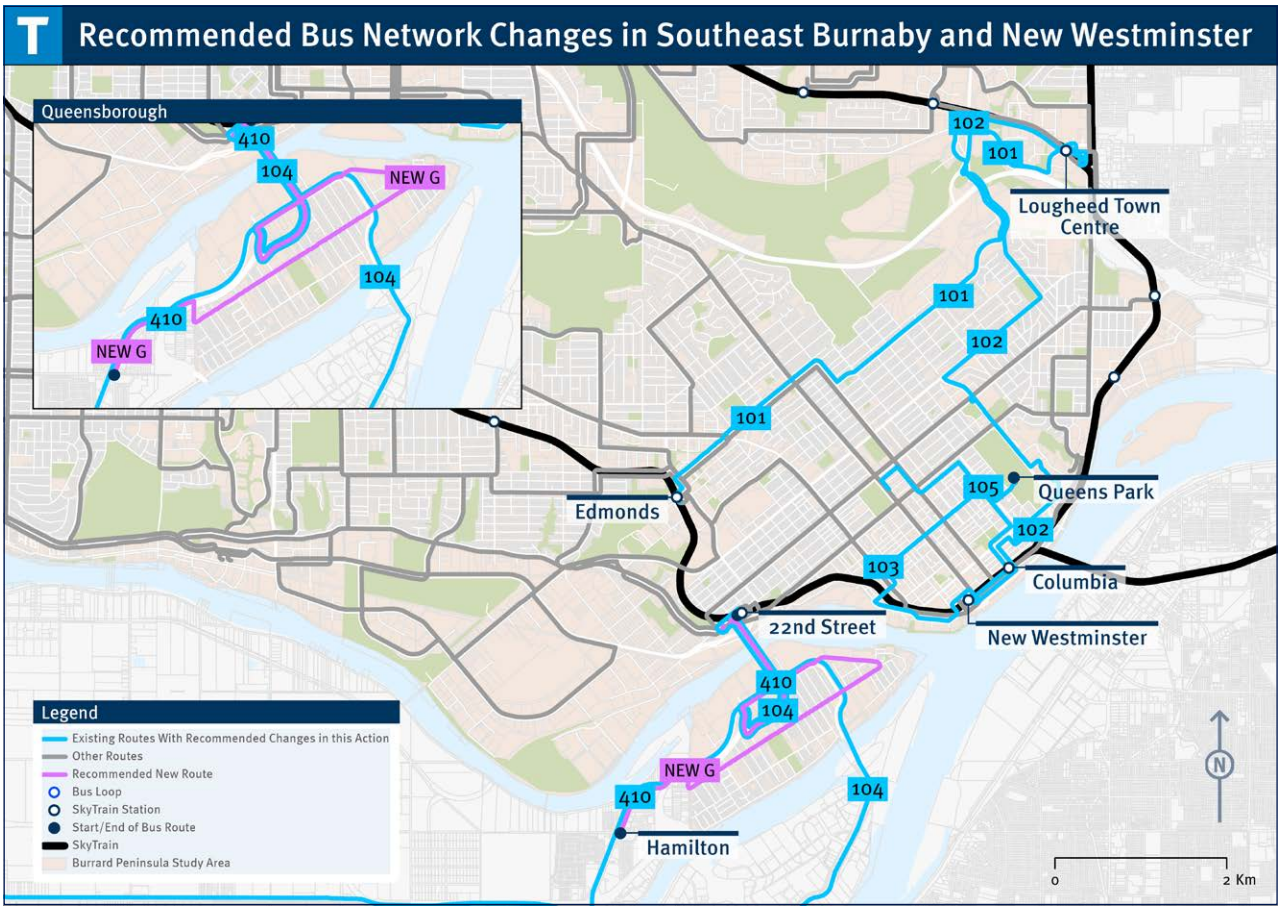


Table 10: Summary of Recommended Network Changes in Southeast Burnaby and New Westminster

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
101	• Change the western end point of the route to Edmonds Station and provide continuous east-west service across 16th Avenue and Edmonds Street	• Makes the route more direct and helps to create a simpler grid pattern for the transit network in this area • Provides improved bus service between growth areas in Edmonds and Lougheed Town Centre
102	• Extend the route from Victoria Hill to Lougheed Town Centre via McBride Boulevard, Tenth Avenue, and Cariboo Road	• Introduces bus service on McBride Boulevard and East Tenth Avenue • Provides improved transit service to təməsewtxʷ Aquatic and Community Centre
103	• Extend the route from Quayside to Queens Park via Fourth Avenue	• Introduces east-west service between the Expo Line and Sixth Avenue • Improves access to nature, greenspace and recreation at Queens Park
104	• Change the route to serve Boyd Street near Queensborough Landing and Derwent Way in Queensborough before reaching Annacis Island; this route would no longer serve Duncan Street and Ewen Avenue	• Provides a more direct link between 22nd Street Station and Annacis Island employment area **Note:** Transit service on Duncan Street and Ewen Avenue and throughout the Queensborough area would be maintained and enhanced by New Route G
105	• Change the route to serve Sixth Avenue between Eighth Street and Second Street instead of Sixth Avenue, Cumberland Street, and Eighth Avenue	• Provides faster connections between Uptown, Second Street, and Downtown New Westminster, and helps to create a simpler grid pattern for the transit network
410	• Change the route to provide service on Boyd Street between Boundary Road and Howes Street instead of Ewen Avenue • Change the route of all trips between Richmond-Brighouse Station and 22nd Street Station to travel via Westminster Highway; this route would no longer travel on the East-West Connector (Highway 91)	• Makes the network simpler and easier to understand • Supports analysis and recommended changes from the ***Southwest Area Transport Plan*** **Note:** New Route G would maintain and enhance transit service on Ewen Avenue, in the Queensborough area of New Westminster, and in the Hamilton area of Richmond
NEW G	• Introduce a new route between 22nd Street Station and the Queensborough and Hamilton neighbourhoods	• Improves access to transit service in the Queensborough and Hamilton neighbourhoods • Improves access to goods and services at Queensborough Landing

Action 2.3 – Improve and Provide More Transit Connections in Southwest Burnaby

Many routes in southwest Burnaby have complicated routing that can be hard for riders to understand. Together, the recommended changes in this action would make it easier for riders to navigate the transit network by:

- Adding more connections to employment areas (e.g. the Big Bend Industrial Area and business parks); and
- Simplifying the routes to be more direct and improve reliability.

Map 12: Recommended Bus Network Changes in Southwest Burnaby

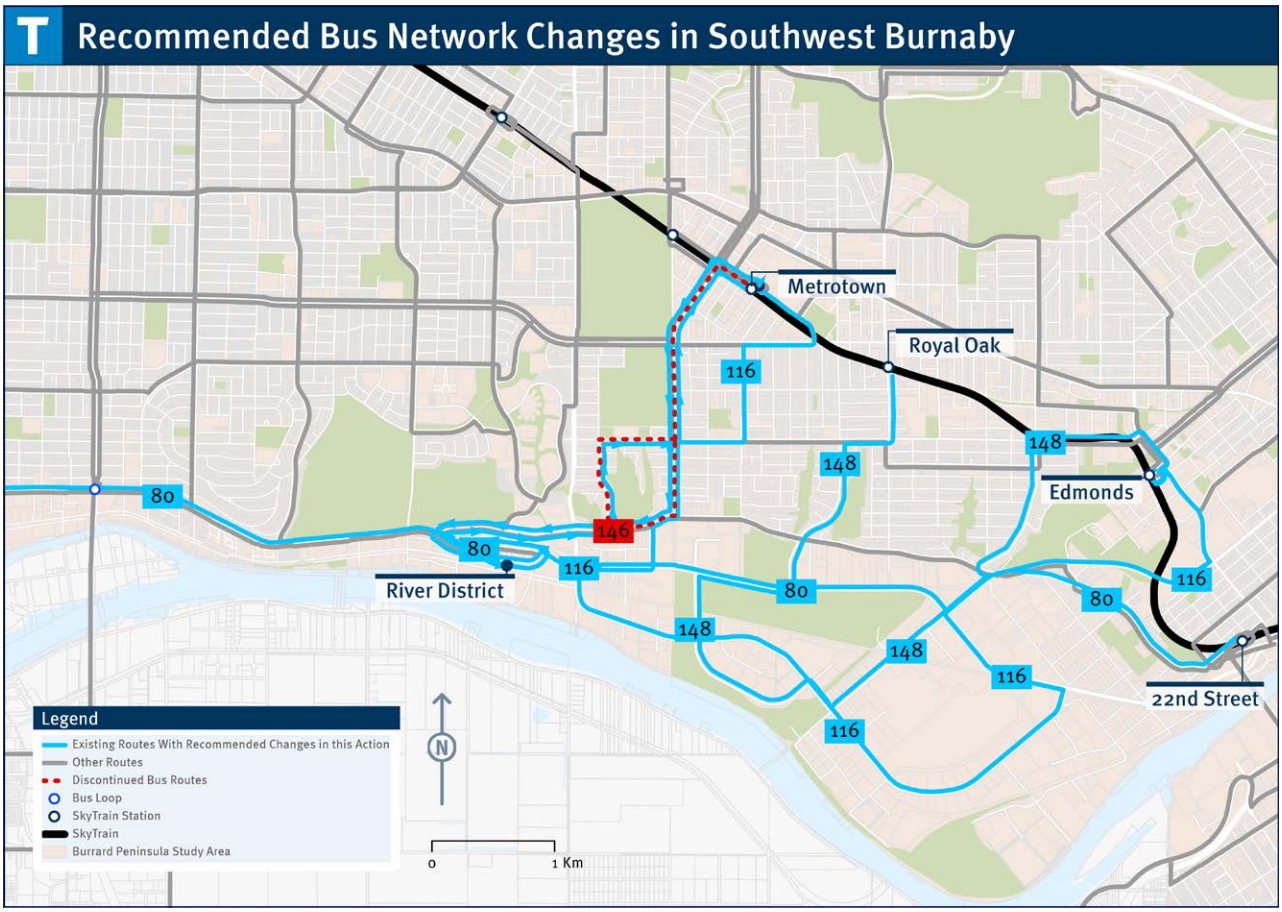


Table 11: Summary of Recommended Network Changes in Southwest Burnaby

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
31	• Combine this route with route 146, providing northbound service between the River District in Vancouver and Metrotown via Joffre Avenue and Rumble Street, and southbound service from Metrotown to the River District via Patterson Avenue and Marine Drive	• Overlaps with route 146, which has low ridership • Maintains northbound service on Joffre Avenue, which is a steep hill that might be difficult for people to walk on foot • Improves access to goods and services, healthcare, and other opportunities in the River District from southwest Burnaby
80	• Extend the eastern end point from the River District to 22nd Street Station along Marine Way through Burnaby to 22nd Street Station in New Westminster	• Improves access to businesses along the Marine Way corridor • Provides a limited-stop overlay alternative to route 100 in advance of RapidBus/Bus Rapid Transit service being introduced in the future on this corridor, as identified in *Access for Everyone*
116	• Simplify the routing in southwest Burnaby with two-way service between Sussex Avenue and Marine Drive via Patterson Avenue and Rumble Street, eliminating detours to Joffre Avenue (northbound) and Portland Street (southbound)	• Provides more direct connection between southwest Burnaby neighbourhoods and Big Bend employment area • Simplifies service and the bus network in south Burnaby
146	• Combine this route with route 31, providing northbound service between the River District and Metrotown via Joffre Avenue and Rumble Street, and southbound service from Metrotown to the River District via Patterson Avenue and Marine Drive	• Removes a route with low ridership and that overlaps with the proposed change to route 31 and other routes, while maintaining northbound service on Joffre Avenue, which is a steep hill that might be difficult for people to climb on foot
148	• Extend this route south to Glenlyon Parkway and the Big Bend Industrial Area	• Introduces service along Glenlyon Parkway, providing more transit connections between the Big Bend employment area and rapid transit • Improves access to goods and services at Market Crossing for people in the Royal Oak area

Action 2.4 – Improve Connections to Stanley Park

Stanley Park is an important destination for both visitors and residents of the region, and *Access for Everyone* highlighted the need for better transit service to and within the park. The recommendations included in this action would help visitors and locals enjoy easier and more convenient access to Stanley Park by:

- Improving connections between rapid transit and Stanley Park; and
- Adding a new route around the outside edge of the park, making it easier to reach popular sites within the park.

Map 13: Recommended Bus Network Changes at Stanley Park

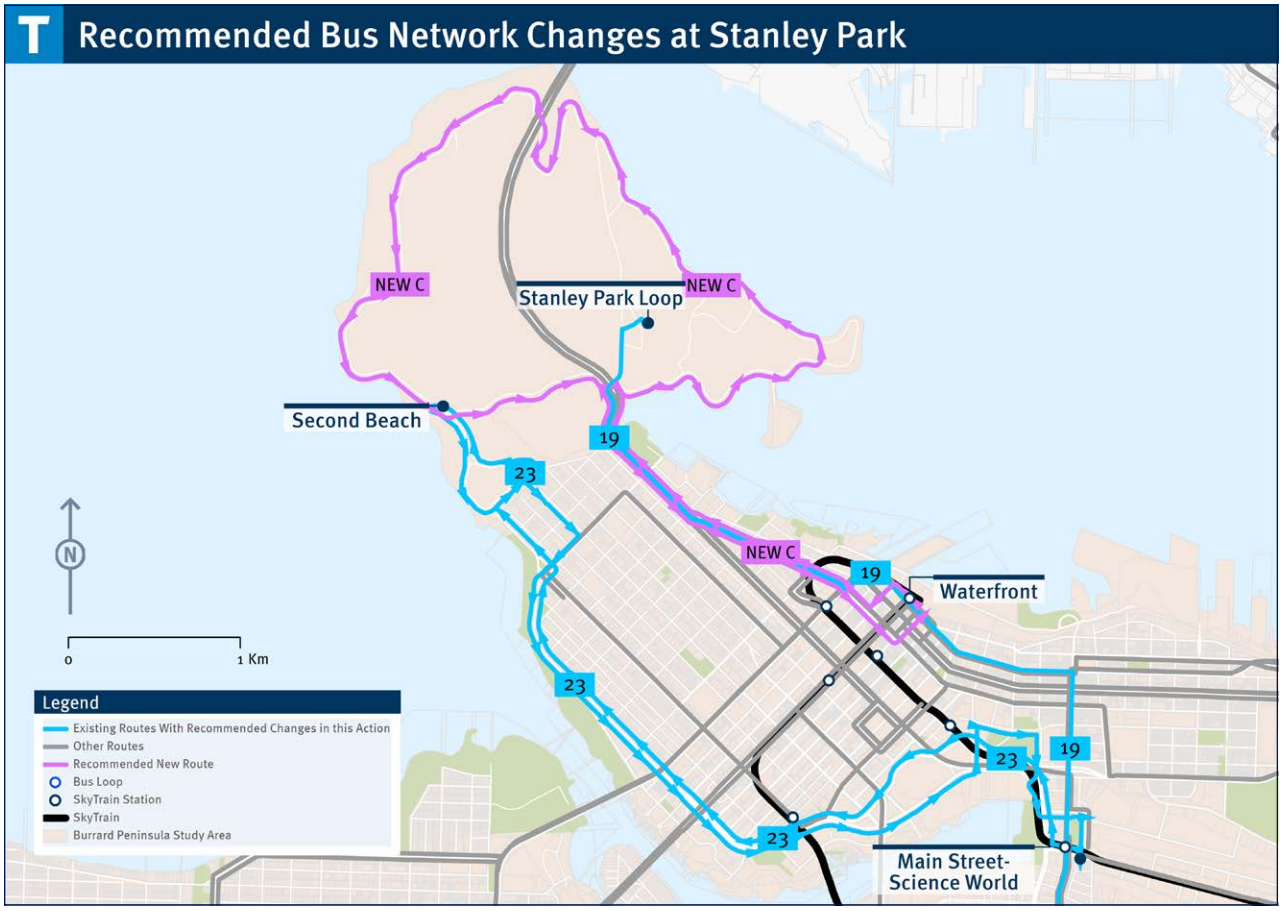


Table 12: Summary of Recommended Network Changes at Stanley Park

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
19	• Change the route to connect with Waterfront Station via West Cordova Street[2,3]	• Improves the connection between Stanley Park and the SeaBus, Expo Line, Canada Line, and West Coast Express
23	• Extend the western end of the route to Second Beach • Remove the detour from Pacific Street to Beach Avenue on westbound trips	• Improves access to destinations in Stanley Park
NEW C	• Introduce a new route from Waterfront Station to Stanley Park via West Pender Street and West Georgia Street which would provide service around the park	• Improves transit access to destinations in Stanley Park

Action 2.5 – Improve Service Reliability between Downtown Vancouver and Phibbs Exchange, and in North Vancouver

Today, four bus routes travel between Phibbs Exchange in North Vancouver and Burrard Station in Downtown Vancouver:

- Route 209 (Upper Lynn Valley)
- Route 210 (Upper Lynn Valley)
- Route 211 (Seymour)
- Route 214 (Blueridge)

These buses all travel along McGill, Dundas, and Powell streets, which carry a lot of traffic and can be very congested at peak commuting times. These bus routes run at different times during the day, and some trips do not go past Phibbs Exchange further into North Vancouver. This makes it difficult to understand which buses are running between the North Shore and Downtown Vancouver along the Downtown to Second Narrows corridor, and can make it hard to figure out what the best or correct route is to get to a destination.

Traffic delays toward the Second Narrows Bridge can cause problems for bus riders on both sides of the bridge. For example, if a bus heading to Upper Lynn Valley gets stuck in traffic on Powell Street, it will be delayed or potentially be cancelled and, as a result, riders waiting north of Phibbs Exchange must wait longer for their bus. This can cause confusion, frustration, and delays for everyone.

[2] At the time of the publication of this report, the permanent conversion of West Cordova to be two-way for vehicle traffic is under further study by the City of Vancouver.
[3] Introducing service to West Cordova Street on this route should consider bus priority infrastructure to mitigate traffic impacts to buses.

This action recommends operating routes 210, 211, and 214 all day and into the late evening, and keeping them entirely within North Vancouver by ending them at Phibbs Exchange. At the same time, route 209 would be discontinued if service span on other local service routes operating between Downtown and the Second Narrows Bridge is increased. A new limited-stop bus (New Route H) would provide more frequent and consistent service between Phibbs Exchange and Downtown Vancouver. Together, these changes would make transit more reliable on both sides of the Second Narrows Bridge.

Acknowledging that many transit riders using these routes ride through Phibbs Exchange today, these recommended changes would be made and if **only after the following conditions have been met:**

- Transit priority improvements to make buses more reliable are provided on key corridors leading to and from the Second Narrows Bridge on both sides of Burrard Inlet;
- Buses on all routes (210, 211, and 214) come more often throughout the day, and later in the evening, with improved service;
- Service between Downtown and the Second Narrows Bridge on routes 7 and 16E is provided later into the evening; and
- New Route H is established as a high-quality, limited-stop service that comes frequently and has comfortable, high-capacity buses.

Map 14: Recommended Bus Network Changes Between Downtown and Eastern North Vancouver

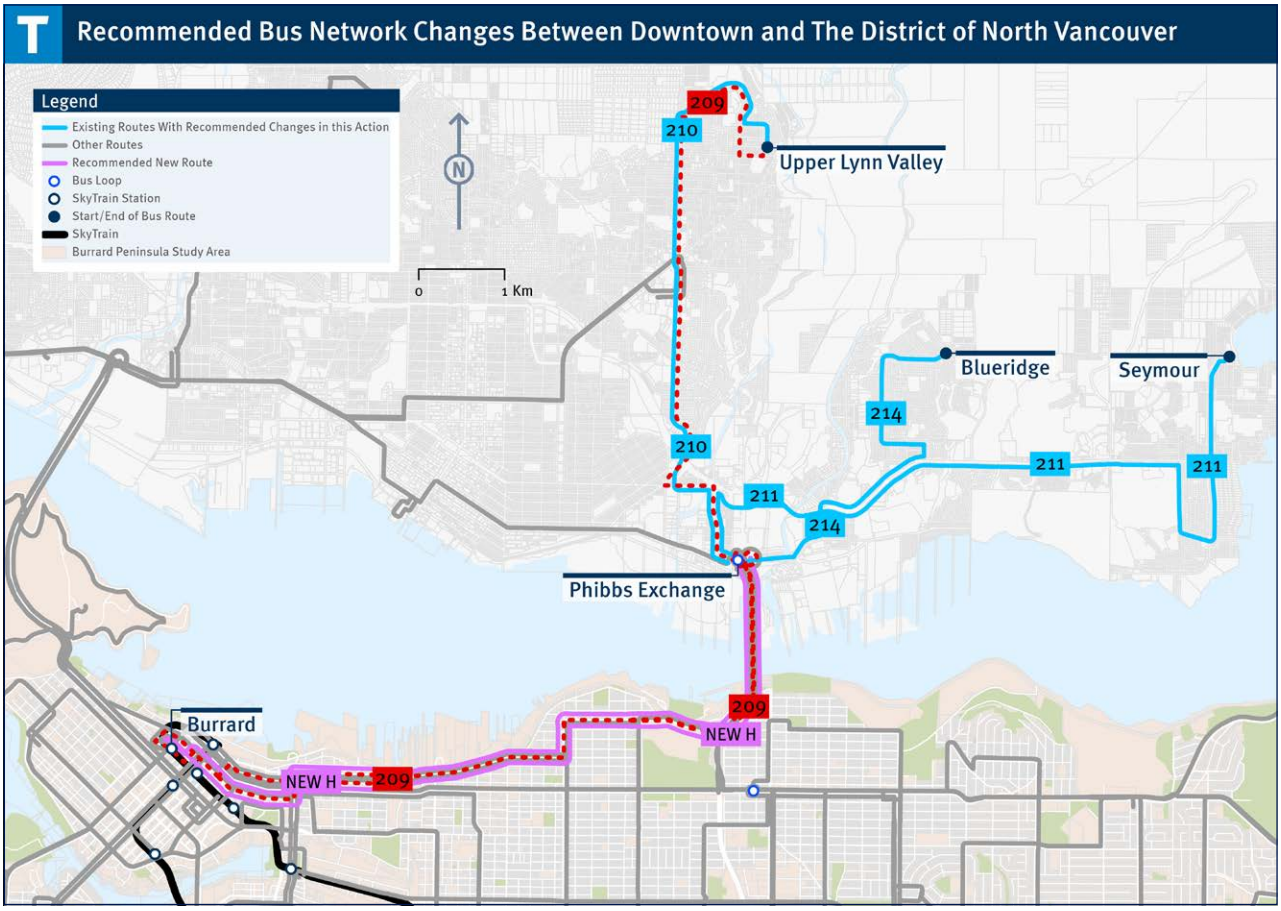


Table 13: Summary of Recommended Network Changes Between Downtown and Eastern North Vancouver

ROUTE	SUMMARY OF RECOMMENDED CHANGES	WHY ARE WE RECOMMENDING THIS?
209	• Discontinue this route, which currently runs only in late evenings. This would be subject to introducing all-day service on routes 16E (see Action 2.6), 210, and recommended New Route H	• Makes the transit network easier to understand • Allows for more evenly distributed service (e.g. a bus every 10 minutes instead of two buses every 20 minutes) • Improves reliability for transit on the North Shore and along the Downtown to Second Narrows corridor by reducing delays that could be experienced on either side of the Second Narrows Bridge • There are currently only a limited number of route 214 trips to/from Burrard Station in morning and afternoon peak periods, and the route has low demand
210 **211** **214**	• Change these routes so that all trips either begin or end at Phibbs Exchange	
NEW H	• Introduce a new, dedicated route to provide limited-stop, overlay service between Phibbs Exchange and Downtown Vancouver using the same stopping pattern as routes 210, 211, and 214 today[4]	

Action 2.6 – Improve Service and Reliability on Routes to, from and through Downtown Vancouver

To make bus service more reliable and easier to understand, the number of bus routes that travel through Downtown Vancouver can be reduced by ending them at SkyTrain stations in or near Downtown. This may require creating more places for buses to stop, and for some route changes, providing facilities for bus drivers to take breaks or use the washroom between trips. In some cases, these changes will require expanding existing bus exchanges or building new ones at the SkyTrain stations listed in the following table. To do this TransLink will require coordination with partners such as the City of Vancouver and local property owners to identify sites either at or near the stations where these improvements may be feasible.

[4] At the time of the publication of this report, the conversion of Cordova Street, which would be used by new route H, to become permanently two-way for vehicle traffic is under further study.

Map 15: Recommended Bus Network Changes in Downtown Vancouver

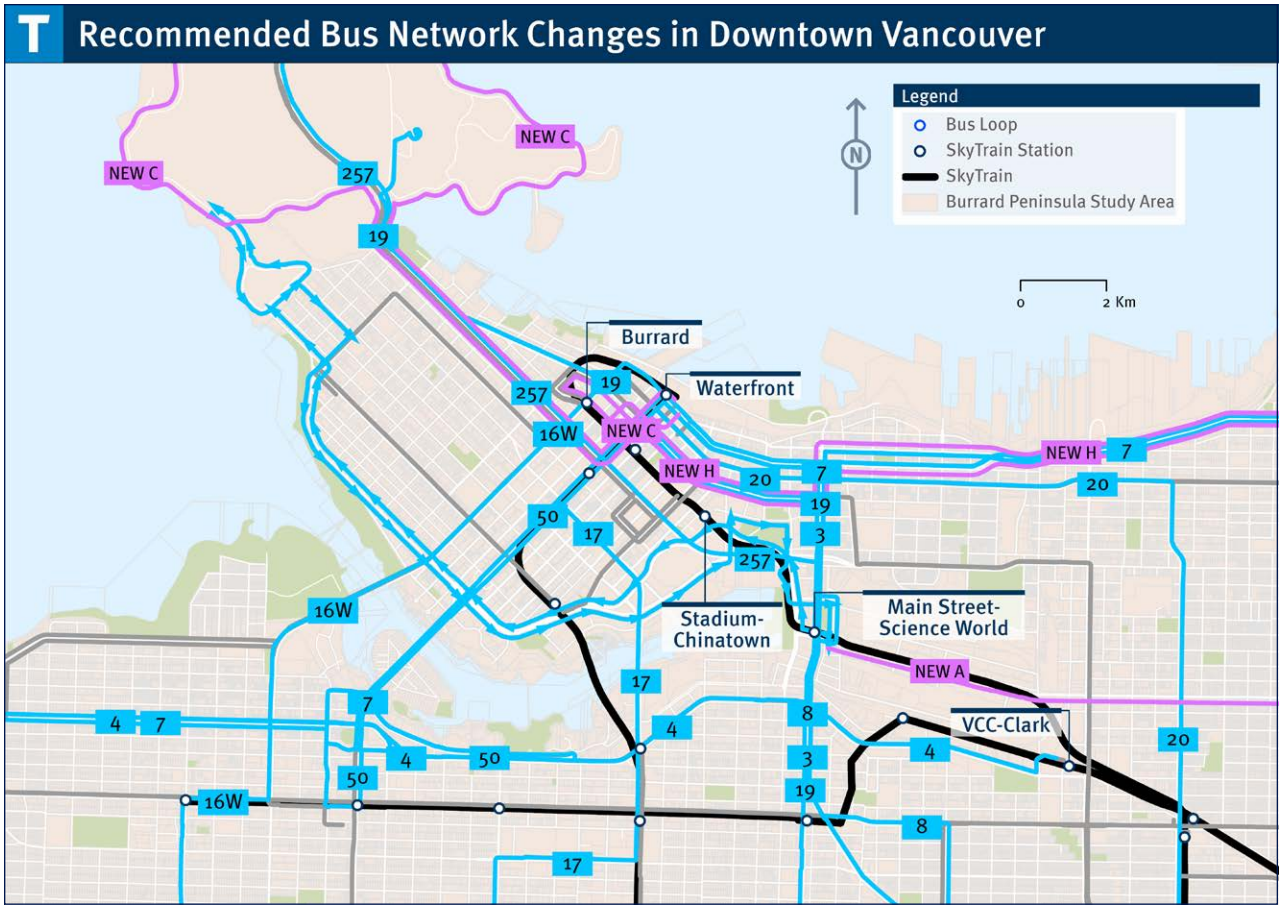


Table 14: Summary of Recommended Network Changes in Downtown Vancouver

ROUTE	EXISTING ROUTING	SUMMARY OF RECOMMENDED CHANGES
Routes Ending at or Serving Waterfront Station		
3	• The route ends at Waterfront Station and runs westbound along Hastings and eastbound along West Cordova	• Continue ending the route at Waterfront Station and provide two-way service on West Cordova Street if a new exchange is built at Waterfront Station[5,6]
7	• The route passes through Waterfront Station in the eastbound direction on West Cordova Street, and serves West Pender Street on westbound trips	• Discontinue service to Waterfront Station and instead provide two-way service on West Pender Street between Granville Street and Main Street to make the transit network in Downtown Vancouver easier to understand, and maintain high access to transit in Chinatown
10	• The route ends at Waterfront Station	• No changes recommended

[5] At the time of the publication of this report, the conversion of West Cordova to be two-way traffic permanently is under further study.
[6] Such a change should include consideration for bus priority infrastructure on Cordova to mitigate traffic impacts to buses.

16E and 16W	• Route 16 currently runs between the west side of Vancouver on Arbutus Street and West Broadway in Kitsilano, and Strathcona on East Hastings Street in east Vancouver with service through Downtown. Transit riders on either side of the route can be left waiting for long periods of time when there are delays caused by congestion or traffic incidents on the other side	• Improve reliability on both sides of Downtown Vancouver by splitting the route into an east route (16E) that connects Downtown Vancouver to 29th Avenue Station along Powell, Dundas, Nanaimo, McGill, and Renfrew streets in east Vancouver, and a west route (16W) that connects Downtown Vancouver to South Vancouver and Marine Drive Station along Burrard and Arbutus streets[7] This would be contingent on a new bus exchange being built at or near Waterfront Station as well as sufficient capacity at Marine Drive Station **Note:** Near-term changes recommended for route 16 (before it is split) can be found in **Action 1.1**
17	• The route ends in the middle of Downtown Vancouver at Robson Street and Hamilton Street, and has a long, complicated route pattern through Downtown	• Begin and end the route at Waterfront Station if a new exchange is built, and operate northbound on Smithe and Granville streets and southbound on Granville and Nelson streets[8] **Note:** Recommended near-term changes for route 17 (i.e., before the change described above is implemented) can be found in **Action 1.1**
19	• The route does not connect to any rapid transit stations within Downtown Vancouver	• Change routing to connect with Waterfront Station to improve access to Stanley Park from all modes of transit (bus, SeaBus, SkyTrain, and West Coast Express)[7]
20	• The route ends at Richards Street and Dunsmuir Street with a complicated route pattern through Downtown	• End this route at Waterfront Station to simplify routing and bus network in Downtown Vancouver if a new exchange is built
44	• The route ends at Waterfront Station	• No changes recommended
50	• The route passes through Waterfront Station and ends in Chinatown	• End this route at Waterfront Station if a new exchange is built **Note:** Other recommendations for route 50 can be found in **Action 1.2**
NEW C	• The route does not currently exist	• End at Waterfront Station in Downtown Vancouver

[7] Introducing service to West Cordova Street (if it is permanently converted to two-way) on this route should consider bus priority infrastructure to mitigate traffic impacts to buses.

[8] In the event that transit vehicles are removed from Granville Street in the future, the alternative routing would be Seymour/Smithe northbound and Howe/Nelson southbound

Routes Ending at or Serving Burrard Station		
2	• The route ends at this station	• No changes recommended
14	• The route operates between Kootenay Loop and UBC through Downtown	• Shorten the route to end at Burrard Station and to provide service only between Kootenay Loop and Downtown. **Note:** More recommended near-term changes for route 14 can be found in Action 1.1. Longer term route changes can be found in **Action 1.2**
22	• The route ends at this station	• No changes recommended
NEW H	• The route does not currently exist	• This route would replace all 209, 210, 211, and 214 trips to Burrard Station from Phibbs Exchange **Note:** More information about this route and other recommended changes to routes serving North Vancouver via Second Narrows can be found in **Action 2.5**
Routes Ending at or Serving Stadium-Chinatown Station		
5 **6**	• The routes end on Cambie Street near Stadium-Chinatown Station	• End these routes at Stadium-Chinatown Station if a new exchange is built
240 **241** **246** **247** **250** **253** **254**	• The routes end at West Georgia Street and Homer Street near Stadium-Chinatown Station	
Routes Ending at or Serving Main Street-Science World Station		
3	• The route passes through this station	• No changes recommended
8	• The route passes through this station	• End the route at this station to improve reliability along the remaining route. Other route changes are recommended in **Action 1.4**
19	• The route passes through this station	• No changes recommended
23	• The route ends at this station	• No changes recommended

257	• The route ends at Stadium-Chinatown Station	• Extend this route so that it ends at this station. This will improve connections between Horseshoe Bay Ferry Terminal and long-distance rail and bus services at Pacific Central Station across the street from Main Street-Science World Station
NEW A	• The route does not currently exist	• Introduce this route to serve Terminal Avenue and East 1st Avenue and end at this station
Routes Ending at or Serving VCC-Clark Station		
4	• The route passes through Downtown Vancouver and ends at UBC and at Eton and Renfrew in east Vancouver	• Change the routing to run between UBC and VCC-Clark Station instead. **Note:** Routes 7 and 16E would maintain service east of Downtown Vancouver. More information about route 16E can be found in **Action 1.2**

Action 2.7 – Future Study Areas

Areas identified in the BP ATP as requiring further study are, for the most part, locations impacted by existing infrastructure constraints or other local conditions that make it difficult to provide comfortable and convenient transit service. This includes areas with unique customer markets that have specific needs for transit service. For example, Mitchell Island is an important employment area that is primarily accessed by people working there who need fast and direct connections from the Canada and Expo lines not currently provided by the existing network. In addition, there are other parts of the Burrard Peninsula where the road network may change as neighbourhoods become further developed that could warrant a review of transit service in those areas.

Addressing these challenges will require further study and additional collaboration with local partners and interest holders. TransLink and its subsidiaries will continue to work with local government partners to study potential improvements to transit service in these areas and conduct public consultation with local communities when appropriate.

Map 16: Future Study Areas

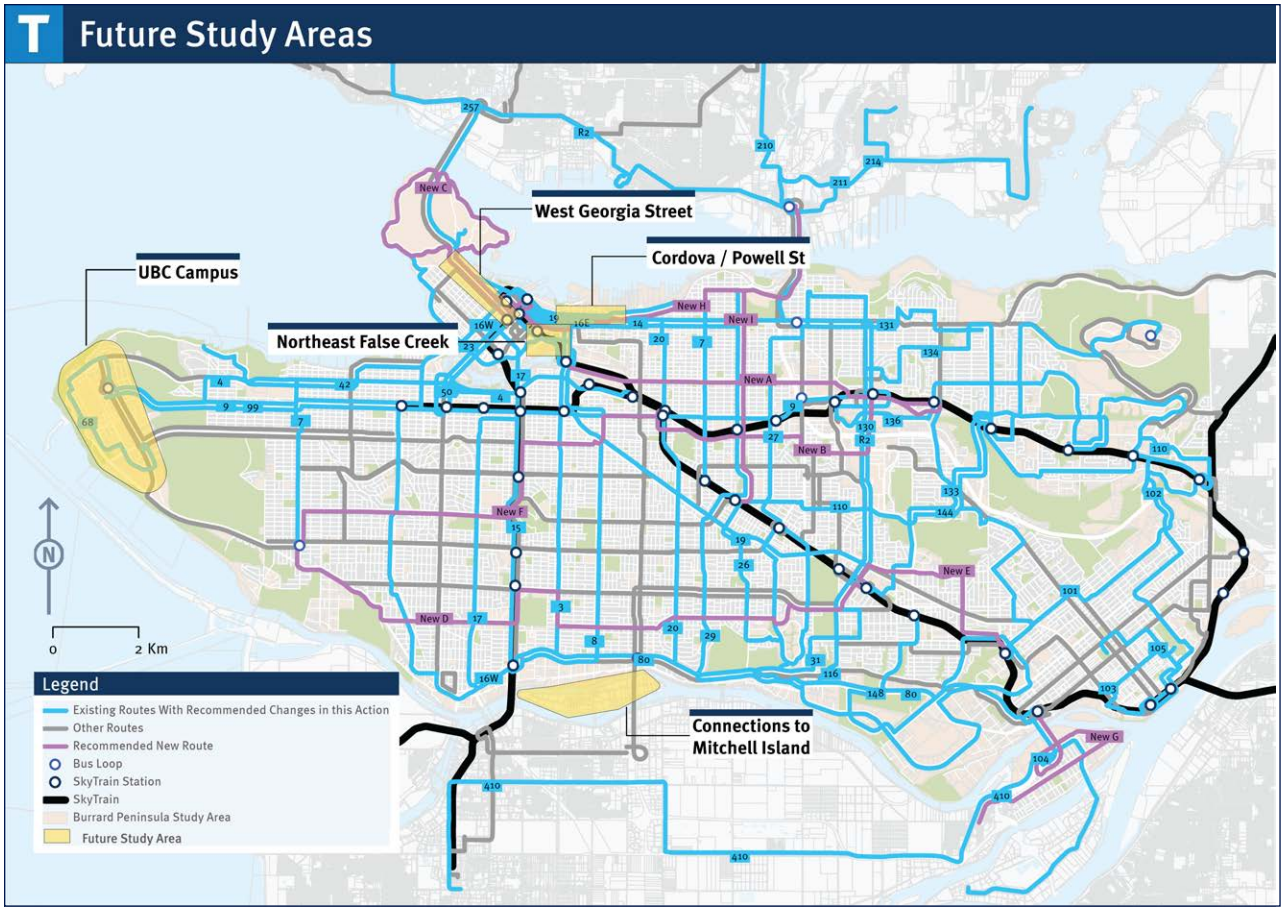


Table 15: Summary of Recommended Future Study Areas

RECOMMENDED FUTURE STUDY AREA	WHY ARE WE RECOMMENDING THIS?
UBC Campus	• Significant growth and development are planned in both existing and new neighbourhoods on UBC Campus. Notably, UBC's Acadia neighbourhood may be developed in the near future. TransLink will commit to working with staff from UBC, the University Endowment Lands, and Ministry of Transportation and Transit to better understand how this growth and the introduction of SkyTrain will impact transit use and respond to demand with improvements to local transit service accordingly.

West Georgia Street	• There is significant demand for local bus service along this corridor in Downtown Vancouver that is currently served by many routes that continue onto the North Shore, as well as route 19 between Stanley Park and West Pender Street. • In addition, a new route is recommended from Waterfront Station to Stanley Park via West Pender Street and West Georgia Street (New Route C). • Due to high demand on all of these existing routes, transit riders traveling between Downtown and the West End may impact the ability of riders bound for the North Shore to board the bus (this is known as a "pass up"). Similarly, transit riders traveling to the North Shore may impact the ability of other riders bound for the West End to board the bus. • Further analysis and collaboration with local government partners in the Burrard Peninsula and the North Shore sub-regions, as well as the Ministry of Transportation and Transit, are required to determine which routes and route patterns may best fit the high demand for different services on West Georgia Street.
Cordova / Powell Street	• The City of Vancouver recently opened West Cordova Street between Richards Street and Gore Ave to two-way traffic on a temporary basis, and the City is conducting further studies to determine the feasibility of making the conversion permanent. • The City also plans to study more potential traffic changes on East Cordova Street and Powell Street between Main Street and Lakewood Drive. • Additional traffic changes on these corridors between Richards Street and the rail overpass could provide opportunities to improve bus service in the area. TransLink will continue working with the City of Vancouver and other local interested parties to assess the benefits or impacts of any changes to the bus network.
Northeast False Creek	• The replacement of the Georgia and Dunsmuir viaducts has been identified in the City of Vancouver's *Northeast False Creek Plan*. TransLink will work with the City to make any necessary changes to the bus network once the replacement of the viaducts is confirmed.
Connections to Mitchell Island	• Public engagement has identified the need for new or improved service to Mitchell Island from both the Burrard Peninsula and other areas of Metro Vancouver. TransLink is currently conducting additional analysis to identify a suitable route or service. • In the near term, TransLink's Transportation Demand Management team is leading a project that could bring a flexible TransLink-funded shuttle service to employees of Mitchell Island. The service would operate using smaller, dedicated vehicles to meet forecasted travel demand. Supplemental trips could be provided using non-dedicated vehicles in a similar style to HandyDART. This shuttle may operate Monday to Friday from 5:00 a.m. to 10:00 a.m. in the morning, and from 3:00 p.m. to 8:00 p.m. in the evening.

GOAL 3 – MAKE SURE TRANSIT IS EASY TO USE, COMFORTABLE, RELIABLE, ACCESSIBLE, AND SAFE

To make *Transport 2050* and *Access for Everyone* a reality, we need to understand that people who use transit come from many different backgrounds, ages, and abilities, and because of this may face different challenges that can make it harder to get around. While everyone's travel needs and routines are unique, they share one thing in common: they want transit that is easy to use, comfortable, reliable, accessible, and safe.

The following actions would help improve the experience of using transit and support the goals in TransLink's ***2026-2030 Customer Experience Action Plan*** by helping to make transportation in the region safer and more inclusive for all. The timing and implementation of some of these improvements – like many other actions included in the BP ATP – is dependent on the availability of funding and having the necessary infrastructure in place to support.

Customer Experience Action Plan (2026-2030)

The *2026-2030 Customer Experience Action Plan* is a reflection and realization of TransLink's core commitment to listening, learning, and delivering on what is most important to our customers. Through continued research and ongoing listening and learning, the Action Plan identifies five key customer priorities: (1) Operational Reliability, (2) Communication, (3) Frequency and Convenience, (4) Safety and Security, and (5) Comfort and Cleanliness.

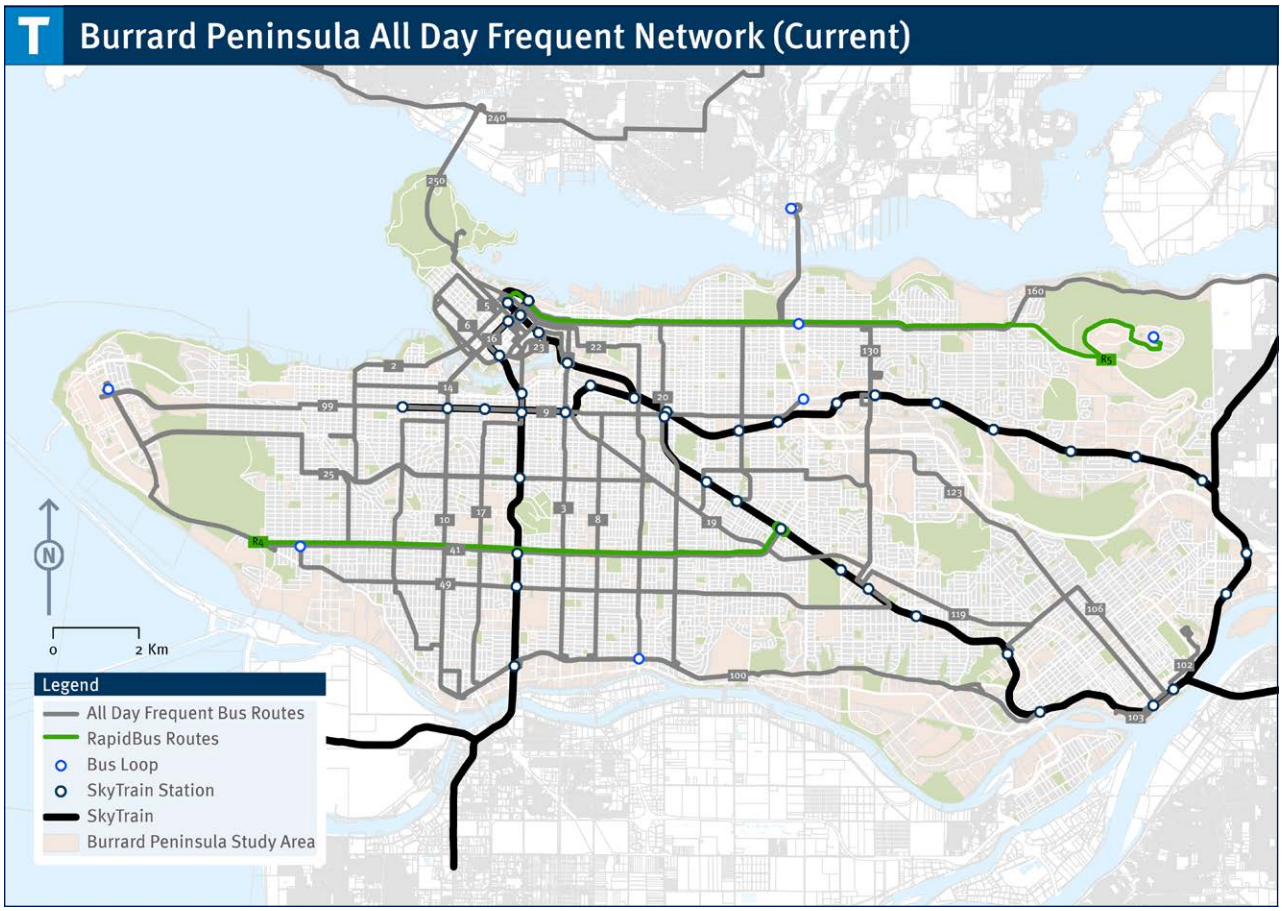
Building on the previous 2022-2027 Action Plan, the new Action Plan will provide guidance on how best to prioritize our projects, initiatives, and investments that directly address our customers' wants and needs. Like the BP ATP, the *2026-2030 Action Plan* will be implemented over time and will advance customer experience objectives outlined in *Transport 2050* aimed at improving the experience of using transit.

Action 3.1 – Increase Frequency or Introduce Service to Reduce Overcrowding, Advance Equity Goals, or Increase Convenience

There are areas within the Burrard Peninsula where more bus service is needed. There can be many reasons for this but for transit to be an attractive transportation option, it needs to be available, comfortable, and convenient. This means that the bus comes frequently enough that you don't need to plan around a schedule, and when it does arrive there's room to sit or stand comfortably.

Transit service improvements, such as increased frequency during the morning peak period when people are travelling to work, will be prioritized according to the Implementation Principles outlined below.

Map 17: Burrard Peninsula All Day Frequent Network (Current)



IMPLEMENTATION PRINCIPLES

For the Burrard Peninsula area, we will focus on increasing frequency on routes that:

- Are overcrowded and cause long waits for passengers;
- Serve areas with more people who have fewer transportation options due to economic or other barriers;
- Serve areas where there is not as much service on the Frequent Transit Network, which is a network of corridors where there is a bus at least every 15 minutes, seven days a week; and/or
- Do not meet the standards outlined in the *Transit Service Guidelines*, for example, routes that operate on Frequent Transit Network corridors but don't fully meet Frequent Transit Network frequencies or hours of operation.

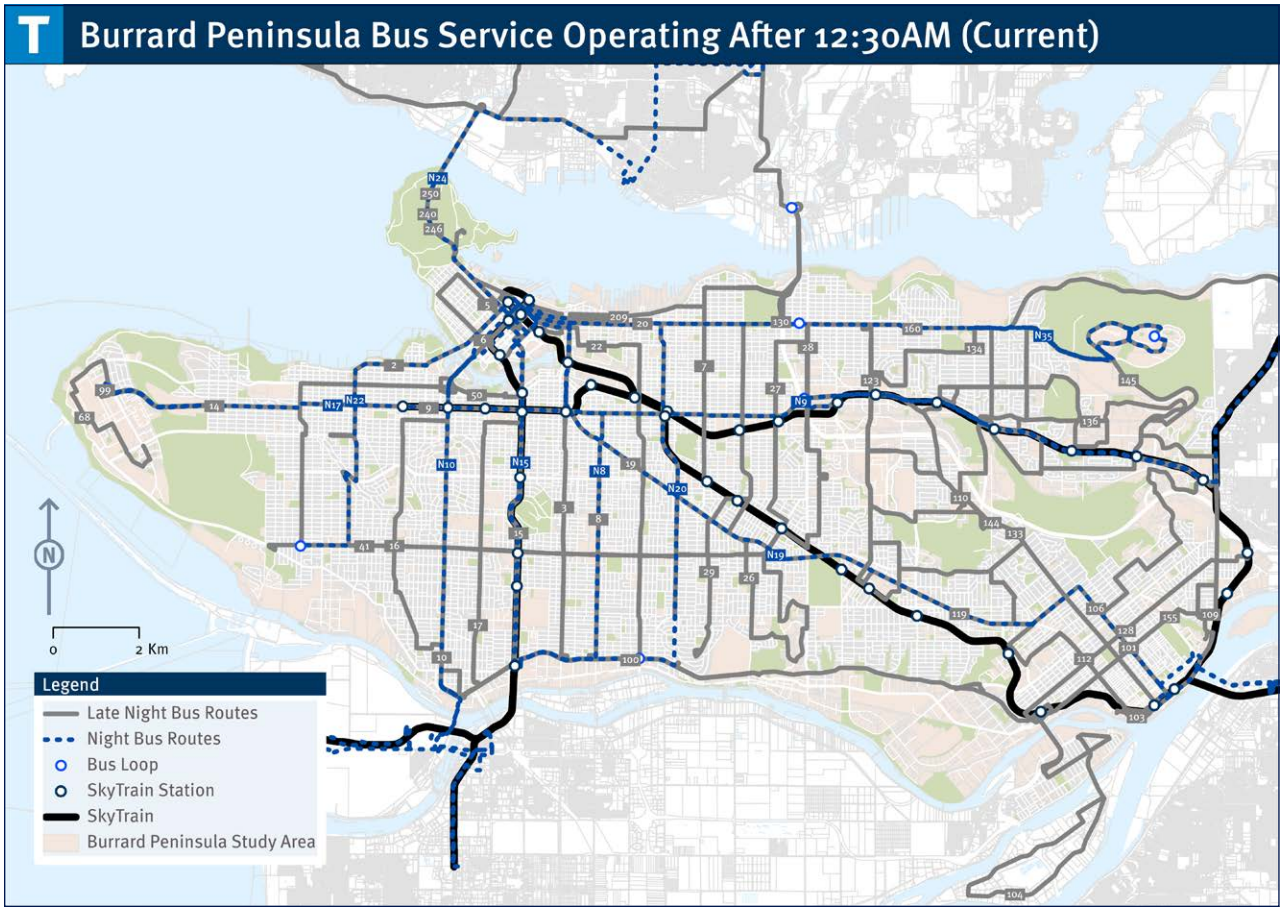
The Frequent Transit Network

TransLink and Metro Vancouver have used the concept of a ***Frequent Transit Network*** to help make transit a highly convenient option for people to choose for their daily travel. Along the Frequent Transit Network, transit vehicles (buses or trains) arrive at stops and stations every 15 minutes or more frequently throughout the day, from morning to evening, every day of the week. This gives customers the convenience of being able to step out of their door and walk up to a transit stop without needing to consult a schedule because they know they will never have to wait long. One of the key actions in *Transport 2050* is to deliver frequent local bus service to within a five-minute walk of nearly all communities within the urban areas of the region, which includes almost the entire BP ATP study area.

Action 3.2 – Extend Hours of Operation

There are parts of the Burrard Peninsula where it is more difficult to access transit at different times of the day, such as early in the morning or late at night. This includes certain areas, corridors, or destinations that have a need for extended hours of operation, such as hospitals or employment areas with shift workers who need to get to work early in the morning or home later in the night. The following implementation principles are recommended to help prioritize service improvements on routes where riders would benefit significantly from longer hours of operation.

Map 18: Burrard Peninsula Late Night Bus Service (Current)



Note: This map is showing routes that provide service after 12:30 a.m. Monday through Friday. Some of these routes end service shortly after 12:30 a.m. while others operate longer and, in some instances, the last trip may overlap with the start of NightBus service.

IMPLEMENTATION PRINCIPLES

For the Burrard Peninsula area, we will focus on extending hours of operation on routes that:

- Currently have high ridership in the early morning or late at night;
- Serve important places like hospitals, schools, or jobs, especially where there are not many early or late services;
- Provide bus service to areas or corridors that don't have NightBus service or early-morning service; and/or
- Serve areas with more people who have fewer transportation options due to economic or other barriers.

Early Morning and Late-Night Bus Service

NightBus is TransLink's late-night bus service, providing safe rides home from Downtown Vancouver to cities across the region. Starting around 1:30 a.m., NightBus routes depart from the NightBus District (located at the intersection of West Georgia Street and Granville Street), every 20 to 30 minutes, seven nights a week. These 10 routes provide safe, convenient late-night connections to the North Shore, both the University of British Columbia and Simon Fraser University, Richmond, communities south of the Fraser River, as well as neighbourhoods within the Burrard Peninsula.

Transport 2050 includes direction to extend span of service throughout the region, particularly in areas with all-day demand or specific needs for early morning and/or late-night service not served by the existing NightBus network. This includes select employment hubs, post-secondary institutions, and healthcare centres across the Burrard Peninsula and a focus on equity-deserving communities and other specific user groups, such as shift workers.

Action 3.3 – Improve Bus Speed and Reliability

Within the Burrard Peninsula most transit customers travel by bus, relying on fast, reliable, and convenient service to reach their destinations. To attract and retain riders, it's important that the buses stay on schedule and trip times are consistent. To do this, buses need to be able to move efficiently through growing congestion. However, increasing traffic volumes in this dense sub-region and fine-grained stop spacing that don't meet our current service standards are contributing to longer travel times and declining reliability.

TransLink's 2023 ***Bus Priority Vision*** provides a region-wide framework for where and how to improve bus speed and reliability, and guides our work to address these challenges. In support of *Transport 2050* and the objective of making transit fast and reliable, the *Vision* prioritizes corridors based on need such as person-hours of delay, current reliability, and feasibility of implementation, ensuring resources are directed where they can make the greatest impact. There is a regional high-level vision of transit priority for each segment of the Frequent Transit Network, supported by more detailed corridor-level Profile Areas for the most-congested corridors.

Working in partnership with local governments, TransLink advances projects that deliver the right type and scale of transit priority for each corridor—whether through bus lanes, intersection improvements, in-lane stops, or bus stop balancing. Implementing these measures in constrained rights-of-way can be challenging, so treatments are applied strategically to use the limited space and resources as efficiently as possible.

In addition to the *Bus Priority Vision*, expanded layover facilities in Downtown Vancouver and increased capacity at bus exchanges throughout the Burrard Peninsula are also needed to support reliable operations and accommodate future growth in service. Together, these investments will enable TransLink to maintain and expand service levels, improve reliability for customers, and make more efficient use of operating resources.

Map 19 and Table 16 highlight corridors where transit priority is most needed and feasible. Tier 1 corridors generally experience the most severe passenger delays, highest traffic congestion, and or have strong local government support for implementation. Tiers 2 and 3 indicate corridors that still experience delay and where improvements are beneficial but are less urgent or may be more challenging to deliver.

Bus Speed and Reliability

TransLink's **Bus Speed and Reliability (BSR) Program** helps to develop and deliver transit priority measures to improve bus speed and reliability across the Frequent Transit Network. Through the BSR program, TransLink funds studies, pilots, and permanent capital projects like bus lanes, queue jumps, bus bulbs, and dedicated signals that all help to support transit priority and getting riders where they need to go faster and more reliably. TransLink's *2023 Bus Speed and Reliability* report was focused on the *Bus Priority Vision*, aligning the BSR program with goals outlined in TransLink's 10-year priority plan, *Access for Everyone*. It also demonstrates how TransLink and our local government partners have successfully reduced delays through significant investments in bus priority measures in recent years.

BSR Project Spotlight: Burnaby – Gaglardi Way Queue Jump

The Gaglardi Way and Broadway intersection in Burnaby is a key point of delay for route 145, which is an essential connection between the SkyTrain at Production Way-University Station and Simon Fraser University. The BSR program funded the construction of a queue jump lane at this intersection, allowing left-turning buses to get ahead of traffic. This reduced travel time by 15 per cent in this segment, saving the bus potentially over a minute per trip. In other locations queue jumps have achieved up to 35 per cent travel time reduction.

Action 3.3.1: Implement infrastructure to improve transit speed and reliability

Map 19: Priority Corridors to Implement Transit Priority Infrastructure

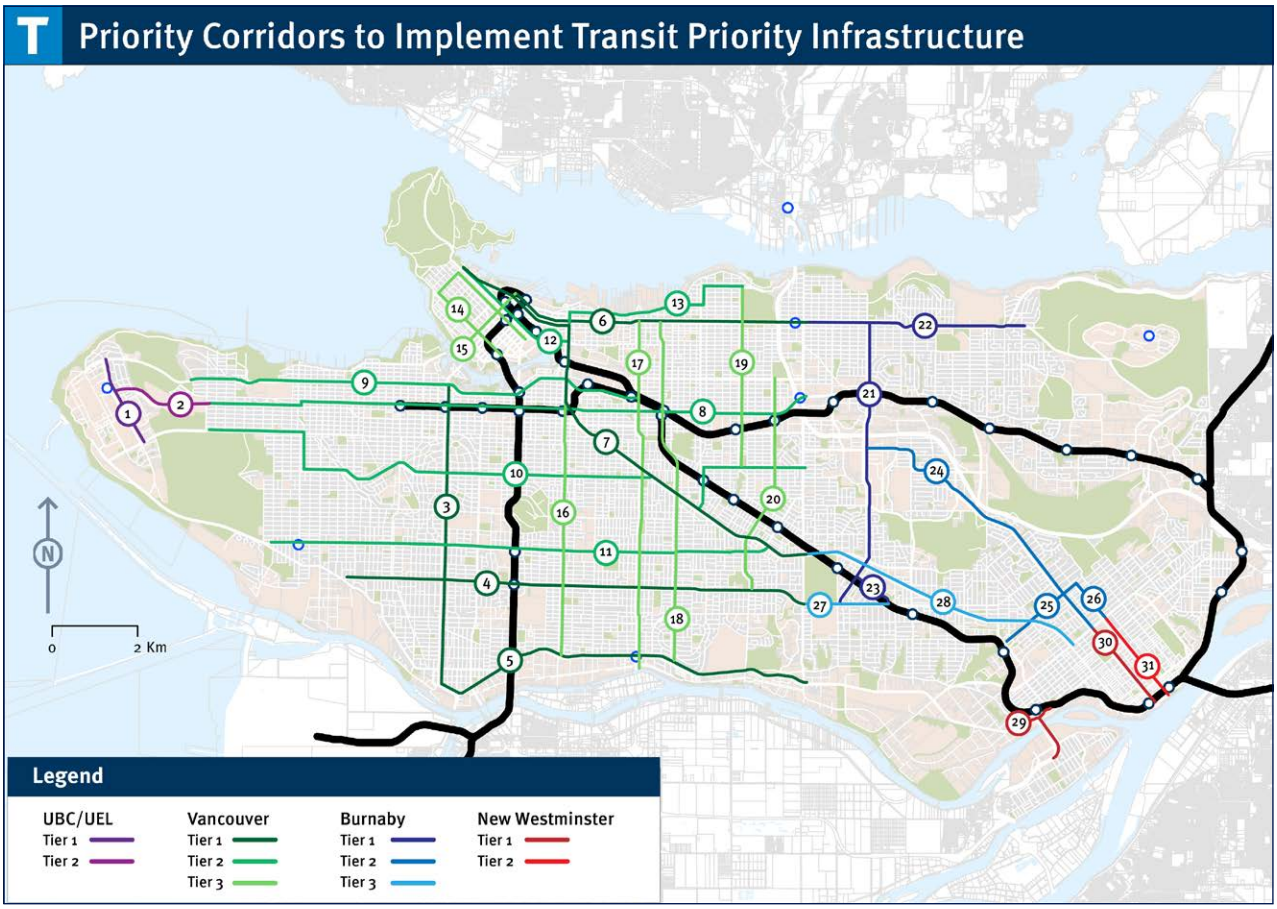


Table 16: Priority Corridors to Implement Transit Priority Infrastructure

MUNICIPALILTY	TIER 1	TIER 2	TIER 3
Burnaby	(21) Willingdon Avenue (22) Hastings Street (23) Central Boulevard	(24) Canada Way (25) Edmonds Street (26) 6th Street	(27) Imperial Street (28) Kingsway
New Westminster	(29) Queensborough Bridge (30) 8th Street	(31) 6th Street	–
Vancouver	(3) Granville Street (4) 49th Avenue (5) Marine Drive (6) Hastings Street (7) Kingsway	(8) Broadway (10) King Edward (13) Downtown to Second Narrows (9) W 4th / W 6th/ W 2nd / Great Northern Way (11) 41st Avenue (12) West Georgia	(10) East 22nd Ave (14) Robson/Denman/ Davie Street (15) Burrard Street (16) Main Street (17) Commercial Drive/ Victoria Drive (18) Knight Street (19) Renfrew Street (20) Rupert Street
UBC	(1) Wesbrook Mall	(2) University Boulevard	–

Action 3.3.2: Introduce new limited-stop, overlay routes

The BP ATP recommends several new limited-stop, overlay bus routes on corridors where there is strong existing ridership and ongoing challenges with bus speed and reliability. Most of these corridors were identified in *Access for Everyone* as future RapidBus and Bus Rapid Transit routes as priorities to be implemented in the near-term (within the next 10 years). This includes a new RapidBus route between Marine Drive Station and 22nd Street Station in New Westminster, and two from Downtown to the North Shore via the Lions Gate Bridge, one to Ambleside and the other to Lynn Valley.

With fewer stops, these overlay services would make longer trips faster and more reliable, making it possible to access more places by transit within a shorter amount of time. Some routes would follow the same path as current underlying local buses, while others might take a slightly different route to serve more areas and improve connections. These limited-stop routes would work alongside (or "overtop") local bus services, some of which may see reduced service frequencies. In many cases, these limited-stop routes will encourage more people to start using transit, helping to grow ridership in advance of larger investments such as the implementation of RapidBus.

Map 20: Recommended New Limited-Stop Bus Network

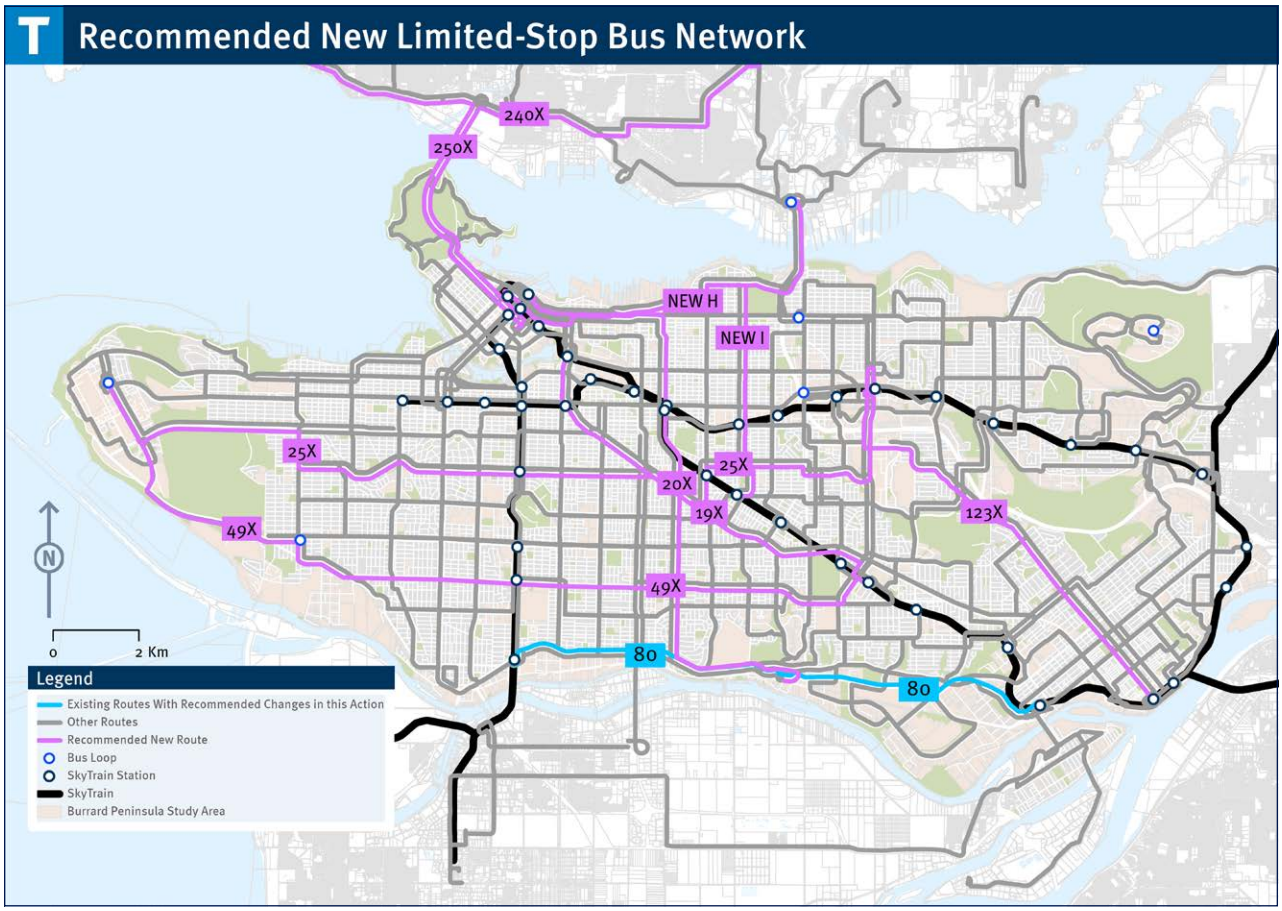


Table 17: Summary of Recommended New Limited-Stop Bus Network

RECOMMENDED NEW LIMITED-STOP ROUTE	ROUTING
Route 19X (Metrotown Station/Stanley Park)	New limited-stop service along Kingsway between Main Street-Science World Station and Metrotown Station
Route 20X (Victoria/Downtown)	New limited-stop service on Commercial Drive/Victoria Drive between Downtown Vancouver and the River District
Route 25X (Brentwood Station/UBC)	New limited-stop service between Brentwood Town Centre Station and UBC along King Edward Avenue/East 22nd Avenue
Route 49X (Metrotown/UBC)	New limited-stop service between Metrotown and UBC along 49th Avenue
Route 80 (Marine Drive Station/ 22nd Street Station)	Extend the eastern end of the existing limited-stop route 80 from the River District along Marine Way to 22nd Street Station
Route 123X (New West Station/ Brentwood Station)	New limited-stop service between New Westminster Station and Brentwood Town Centre Station along Canada Way
Route 240X (Lynn Valley/Downtown)	New limited-stop service between Downtown Vancouver and Lynn Valley over the Lions Gate Bridge, and along Marine Drive and 15th Street
Route 250X (Horseshoe Bay/Vancouver)	New limited-stop service between Downtown Vancouver and Ambleside over the Lions Gate Bridge and along Marine Drive
New Route H	Introduce a new, dedicated route to provide limited-stop service between Phibbs Exchange and Downtown Vancouver. For more information, see **Action 2.5**
New Route I	New limited-stop service between 29th Avenue Station and Phibbs Exchange in North Vancouver along Renfrew Street and the Second Narrows Bridge. For more information, see **Action 1.5**

Action 3.4 – Make Transit Easier to Use

For transit to be an attractive transportation option, it needs to be easy to use. The sub-actions below aim to make the transit system easier to connect to and to understand. For additional improvements to make it safer and more comfortable to walk to transit, see **Goal 4**.

SUB-ACTIONS

3.4.1 Provide accurate, timely, and accessible real-time transit information at key bus stops, bus exchanges, and SkyTrain stations.

3.4.2 Upgrade and maintain wayfinding throughout the Burrard Peninsula to make it easier to navigate the transit network.

3.4.3 Explore opportunities to provide wayfinding in multiple languages.

3.4.4 Work with local government partners to explore incorporating transit wayfinding into significant transit-oriented developments and/or public spaces near bus exchanges and SkyTrain stations.

3.4.5 Explore opportunities to provide more convenient access to TransLink bike parkades and lockers; explore integration with other public bike locker programs.

3.4.6 Work to improve first and last mile connections to transit, including more convenient access to shared mobility providers (e.g., carshare, bike share).

Action 3.5 – Ensure that Using Transit is Safe, Accessible, and Comfortable

Feeling unsafe, uncomfortable, or unwelcome can be a barrier to using transit that limits individual freedom and the ability to access opportunities within the Burrard Peninsula and beyond. The sub-actions below would help TransLink meet the different infrastructure and operational needs of people of all abilities and ensure that everyone, including marginalized or disadvantaged individuals and groups, feels welcome and secure when getting around.

SUB-ACTIONS

3.5.1 Advance actions outlined in TransLink's ***Accessibility Plan***, including upgrades to SkyTrain stations and SeaBus terminals to meet updated accessibility and amenity designs, prioritizing urgent accessibility needs in the near-term.

3.5.2 Improve bus passenger amenities at bus exchanges and work with local governments to improve amenities at on-street bus stops, including additional lighting, shelters, seating, and accessibility design features.

3.5.3 Identify, prioritize, and increase visibility of safety and other supportive personnel on specific transit corridors and routes.

3.5.4 Build on current safety initiatives such as the text reporting service and the introduction of Community Safety Officers to further prevent and respond to victimization on transit, especially violence that is gender-based, against transit employees, and against people experiencing homelessness and other equity-deserving groups.

3.5.5 Provide frontline staff with increased training and support for helping customers experiencing mental health or addictions related crises.

3.5.6 Improve overall maintenance and cleanliness throughout the transit system, including at stations and exchanges as well as on transit vehicles.

3.5.7 Enhance the customer experience creatively and authentically through art and performance on transit.

3.5.8 Explore opportunities to advance the goals outlined in TransLink's *2026-2030 Customer Experience Action Plan* and ensure alignment with future updates to the action plan and other emerging policy direction as it relates to customer experience.

TransLink's Accessibility Plan

TransLink is committed to making transit accessible for people of all abilities. In line with the *Accessible British Columbia Act* (ABCA), our ***Accessibility Plan*** provides actions to identify, remove, and prevent barriers to individuals in or interacting with TransLink and its subsidiaries across our services. These actions will help further our commitment to make our organization accessible and welcoming to people of all ages and abilities.

The plan includes actions in four areas:

- Service design and delivery;
- Built environment;
- Information and communications; and
- Transportation.

The first Accessibility Plan was published in 2023, and the plan will be updated on a three-year cycle.

In addition to the plan, we also work closely with two accessibility advisory committees to guide our efforts: The Access Transit Users' Advisory Committee, and the HandyDART Users' Advisory Committee (see more info below).

Access Transit Users' Advisory Committee and HandyDART Users' Advisory Committee

Access Transit Users' Advisory Committee

The purpose of the Access Transit Users' Advisory Committee is to advise TransLink on improvements to the accessibility of our conventional transit services (bus, SkyTrain, SeaBus, and West Coast Express). The Committee provides accessibility-related advice on TransLink plans, programs, and other initiatives and is comprised of persons with disabilities, older adults, and those who support people with disabilities and/or older adults.

HandyDART Users' Advisory Committee

The HandyDART Users' Advisory Committee (HDUAC) was formed to allow HandyDART customers to provide direct advice and guidance on HandyDART plans, programs, and other initiatives, and to advise TransLink on matters to improve HandyDART service for customers. HDUAC members use HandyDART or support people who use HandyDART.

Action 3.6 – Advance a More Inclusive Transit Network

Advancing a more inclusive transit network requires targeted actions to address the needs of equity-deserving groups. The sub-actions below would help ensure TransLink continues working with local partners and equity-deserving groups through meaningful participation in planning processes.

SUB-ACTIONS

3.6.1 Continue to work with equity-deserving communities to ensure that under-represented groups in our communities are adequately represented and fairly compensated for participating in TransLink planning processes and initiatives.

3.6.2 Work with First Nations and urban Indigenous organizations to ensure that transit is safe and comfortable for First Nations communities. This includes working with First Nations and urban Indigenous organizations to develop Indigenous cultural training for frontline staff.

3.6.3 Explore opportunities to provide transit service to First Nations reserve land within TransLink's service area and support improvements to transportation-related infrastructure (e.g., sidewalks, bus stops, shelters, and multi-use pathways) to provide connections to the transit network from First Nations reserve communities.

3.6.4 Further develop TransLink's Indigenous Cultural Recognition program and work to include art, language, place naming, and cultural recognition pieces from all of TransLink's host Nations throughout the transit network.

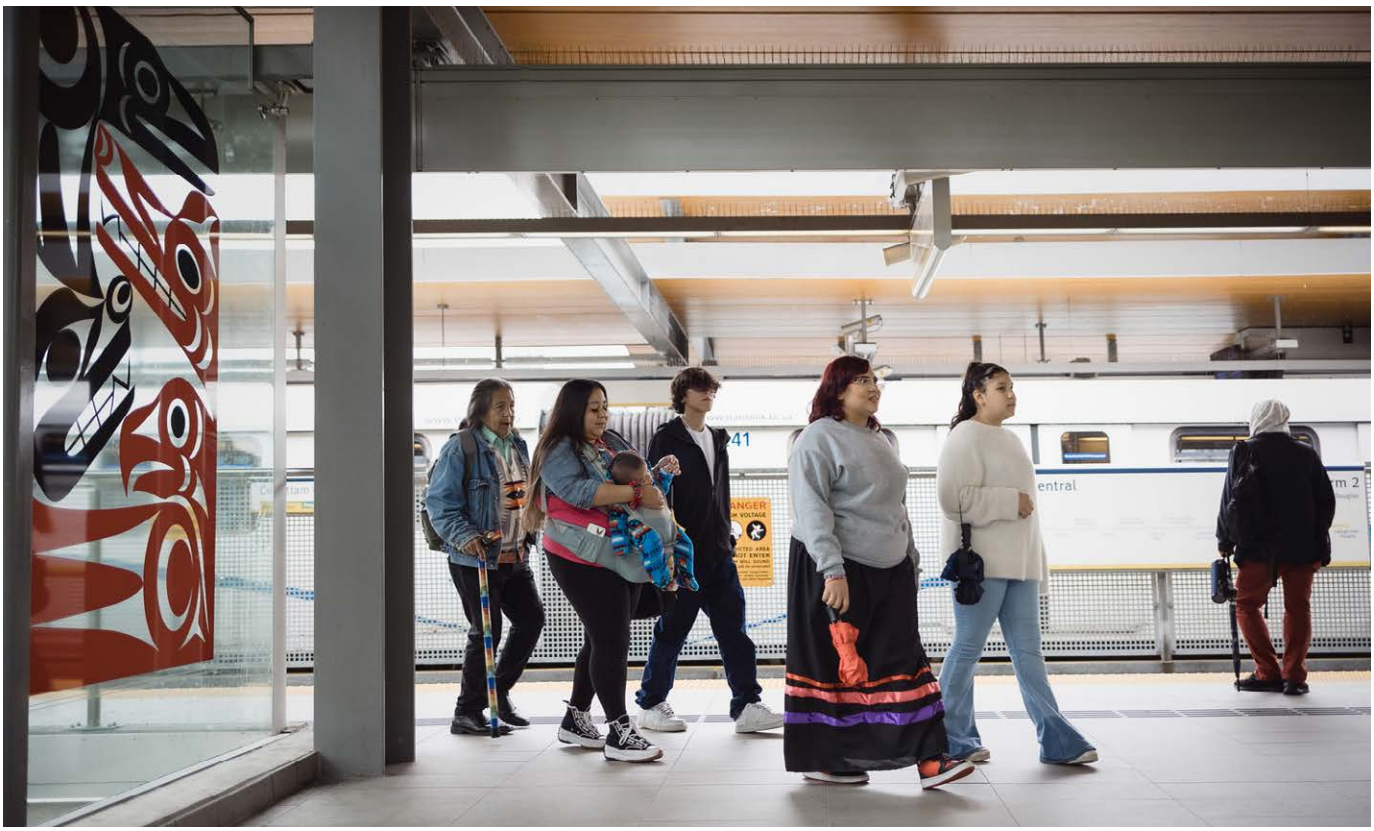
3.6.5 Continue to explore opportunities to increase the number of publicly accessible washrooms on the transit system.

3.6.6 Consider partnering with community-based peer programs to monitor public washrooms at transit stations and exchanges, to provide a safe presence and prevent overdoses.

Indigenous Cultural Recognition Projects

TransLink understands that cultural recognition and language revitalization play a crucial role in restoring connections to Indigenous communities, creating a safe and welcoming environment, and supporting reconciliation.

Over the last few years, multiple cultural recognition projects were showcased in partnership with local First Nations and Indigenous organizations. The projects are designed to acknowledge and respect the cultural presence of Indigenous Peoples across the transit system, such as incorporating Indigenous languages and artwork into transit spaces and recognizing Indigenous territories in signage and announcements.

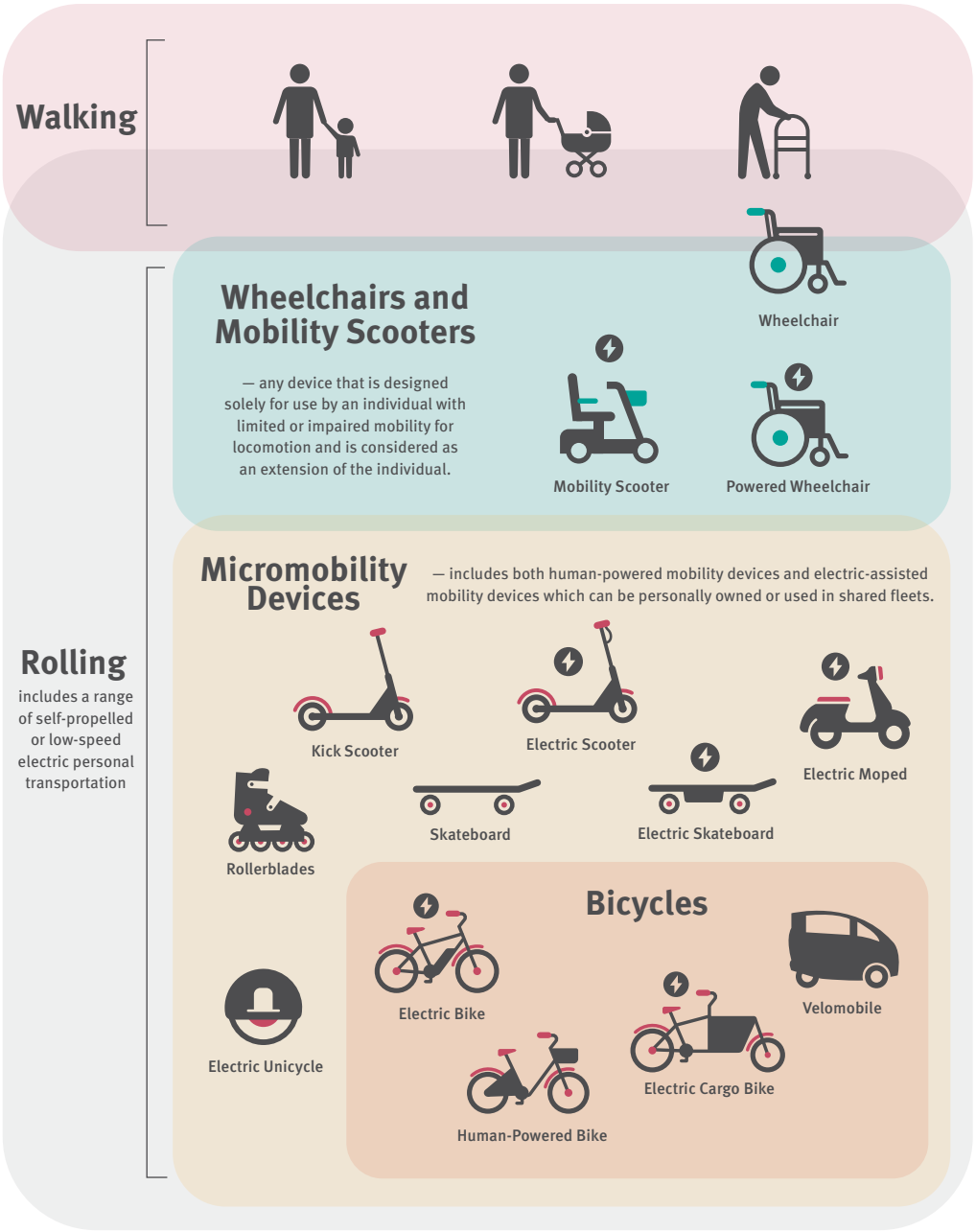


TransLink's First Nations Transportation Program

TransLink's **First Nations Transportation Program** represents our commitment to introducing transportation options to First Nations reserve lands and improving service to treaty lands under a shared understanding of reconciliation. It involves collaboration with First Nations governments to identify transportation needs and develop solutions that enhance mobility and connectivity for Indigenous communities, particularly those in more remote or underserved areas.

Goals and Recommended Actions for Active Transportation

One of the main goals of *Transport 2050* is to make it easier for people to choose walking, cycling, or other types of active transportation for shorter trips. Active transportation means moving around using your own energy (which we think of as human-powered), or with the help of an electric-assisted device (such as an electric bike). Currently, the most common types of active transportation are walking or cycling, but it also includes other mobility devices such as wheelchairs, scooters (e.g., mobility scooter, e-scooter, push scooter), rollerblades, and skateboards.



Note:
The provincial government is currently exploring expanding the range of micromobility devices that are allowed to operate on streets to include e-scooters. As of 2025, e-scooters are being piloted in Vancouver and Burnaby but are not legal in other areas of the Burrard Peninsula. Electric unicycles, electric skateboards, and e-bikes that don't meet certain safety criteria (e.g., speed and power limits) are not considered street legal in any area.

During BP ATP engagement we learned from many respondents that they rely on active transportation for accessibility or affordability reasons, and many others expressed a desire to use active transportation more frequently. We also learned that the safety risk (real or perceived) of being near higher-speed traffic is a major barrier to walking, cycling, and/or rolling more often. The following goals and actions would help make active transportation in the Burrard Peninsula safer and more accessible so that walking, rolling, and cycling is a convenient transportation option to access transit.

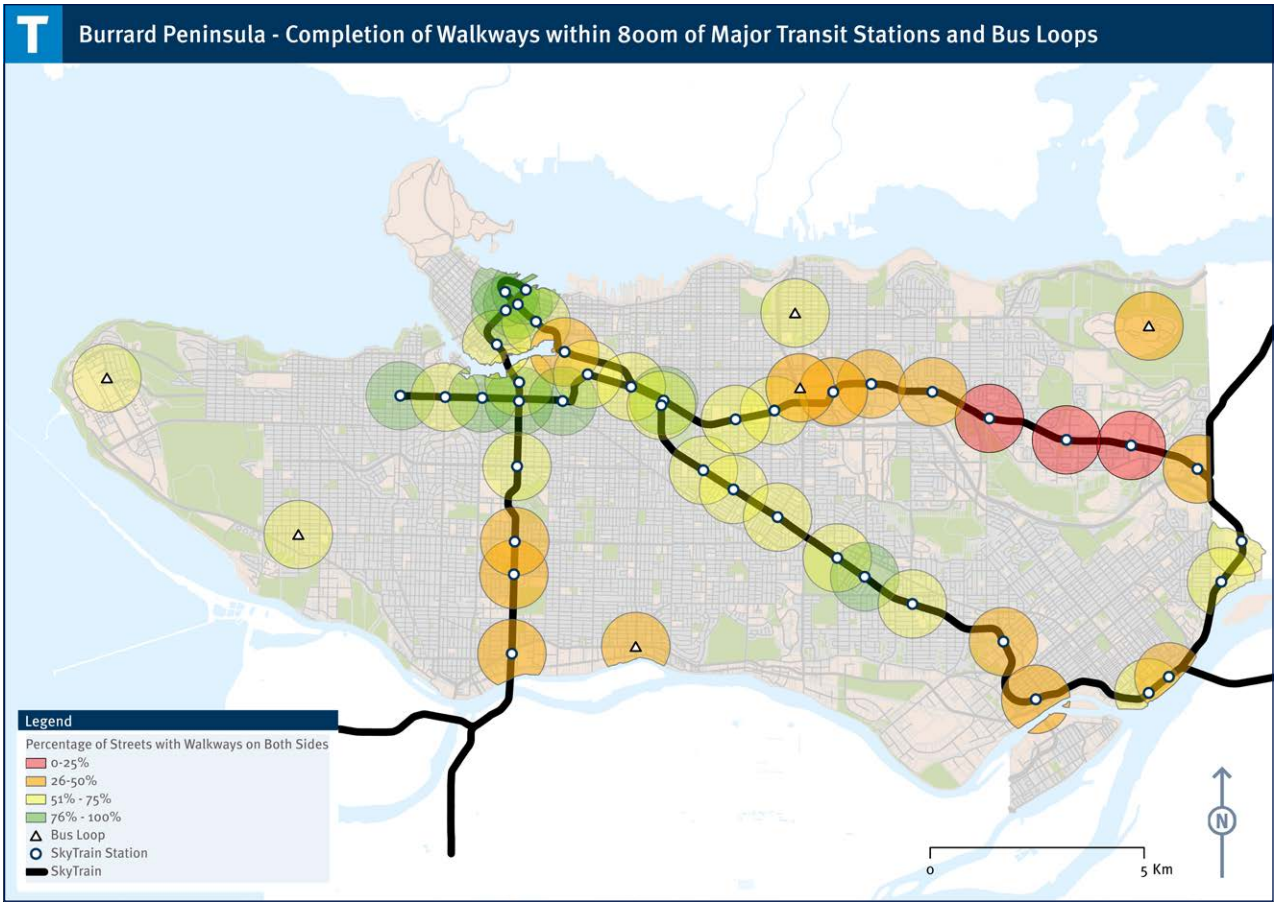
There are several ways that active transportation improvements could be made within the Burrard Peninsula. Local governments can fund and implement improvements themselves, without the support of TransLink, or they can obtain cost-share funding through TransLink's ***Local Government Funding Programs*** where TransLink provides a portion of the funding to implement a project. As most of this infrastructure is the responsibility of local governments, there are different considerations that may impact the timing of implementation such as feasibility of design, ease of construction, and availability of funding.

GOAL 4 – HELP MAKE WALKING AND ROLLING SAFER AND MORE ACCESSIBLE, ESPECIALLY WITHIN 800M OF THE MAJOR TRANSIT NETWORK

It's important that safe, comfortable, and accessible walkways and crossings are provided throughout the Burrard Peninsula, especially within urban areas and Frequent Transit Development Areas (areas identified for high-density, mixed-use growth centred around frequent transit services) where they enable access to frequent transit. This means ensuring there are complete and connected sidewalks on both sides of the street, along with safe crossings, that are accessible to people using a wheelchair or pushing a stroller.

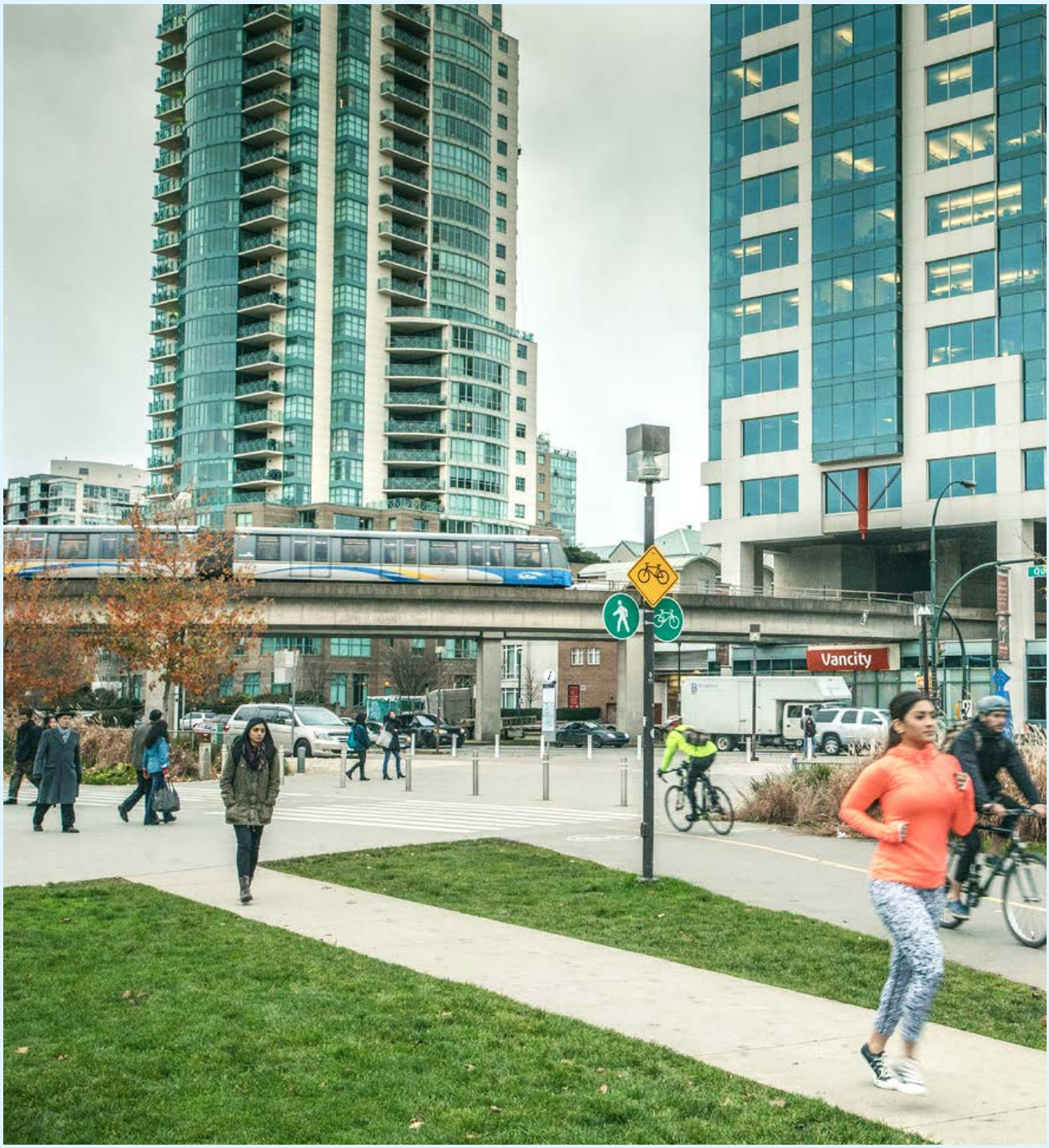
Action 4.1: Work with local governments to complete the sidewalks and provide safe street crossings within 800m of major transit routes and hubs

Map 21: Completion of Walkways within 800m of Major Transit Stations and Bus Loops (Current)



WITT Cost-Share Funding Program

TransLink's **Walking Infrastructure to Transit (WITT)** capital cost-share funding program is intended to fund walking infrastructure for local governments that provide new and/or improved pedestrian connections to transit infrastructure across Metro Vancouver. It aligns with regional goals in *Transport 2050* and *Access for Everyone* by funding infrastructure like sidewalks, pedestrian crossings, and pathways, especially connecting to the Frequent Transit Network. It prioritizes greater regional equity by incentivizing participation from smaller local governments and Indigenous communities within TransLink's service area.



WITT Program Project Spotlight: Electoral Area A (UBC) – Improved Pedestrian Crossing and Traffic Calming on East Mall

To provide a safer pedestrian crossing connecting neighborhoods to frequent transit and schools, a new pedestrian crossing was constructed at East Mall and Eagles Drive. Measures to help prioritize a safer crossing for pedestrians included installing Rectangular Rapid Flashing Beacons, shortening the crossing distance, and reducing vehicle speeds by adding speed humps on the roadway.

WITT Program Project Spotlight: New Westminster – 9th Avenue (20th Street – 23rd Street) and 21st Street (London Street – 9th Avenue) Sidewalk and Lighting

This project involved a new two-metre-wide sidewalk on 9th Avenue, from 20th Street to 21st Street, and on 21st Street, from London Street to 9th Avenue. The project also included street lighting upgrades, pedestrian crossing treatments, and accessible curb ramps, making walking in this area safer and more accessible, while improving access to transit.

GOAL 5 – ADVANCE A SAFER, MORE COMPLETE REGIONAL CYCLING NETWORK

TransLink's 2024 ***State of Cycling in Metro Vancouver*** report provides an updated picture of cycling in Metro Vancouver and shows the development of the cycling network and progress made on building out the Major Bikeway Network and bikeway networks in Metro Vancouver's 26 Urban Centres. Using data from 2020 to 2023, it highlights growth in kilometres of bikeways in the region, increased interest in cycling, and efforts to make cycling more comfortable through supportive policies and practices across local governments. The report also reflects how travel patterns shifted during the pandemic and emphasizes the need to keep improving safety, accessibility, and equity.

Unlike transit, where TransLink is responsible for all aspects of planning, funding, development, and implementation, active transportation infrastructure, such as cycling paths, is largely the jurisdiction of local governments (and in some instances the Ministry of Transportation and Transit). TransLink works with these partners to plan and help fund priority active transportation improvements in key locations such as on the ***Major Bikeway Network*** and within Urban Centres. Final decisions on specific projects and investments (i.e., when and what gets built) however remain the responsibility of those partners.

Action 5.1: Work with local governments to create a connected cycling network that is comfortable for most people, prioritizing key gaps identified through TransLink's Major Bikeway Network and Urban Centre Bikeways Action Plan

As part of Phase 2 engagement, we asked the public for feedback on which gaps in the Major Bikeway Network were their top priorities. In Map 22, the grey lines represent the future Major Bikeway Network, and the highlighted segments are gaps in the current network. The top priority gaps identified by the public for each local jurisdiction are shown in dark blue (UBC/UEL), light blue (Vancouver), yellow (New Westminster), and green (Burnaby). The numbers shown on the map correspond to the numbers in Table 18, which describes where these gaps are specifically located within the study area.

Map 22: Public Feedback on Major Bikeway Network Priority Gaps within the Burrard Peninsula

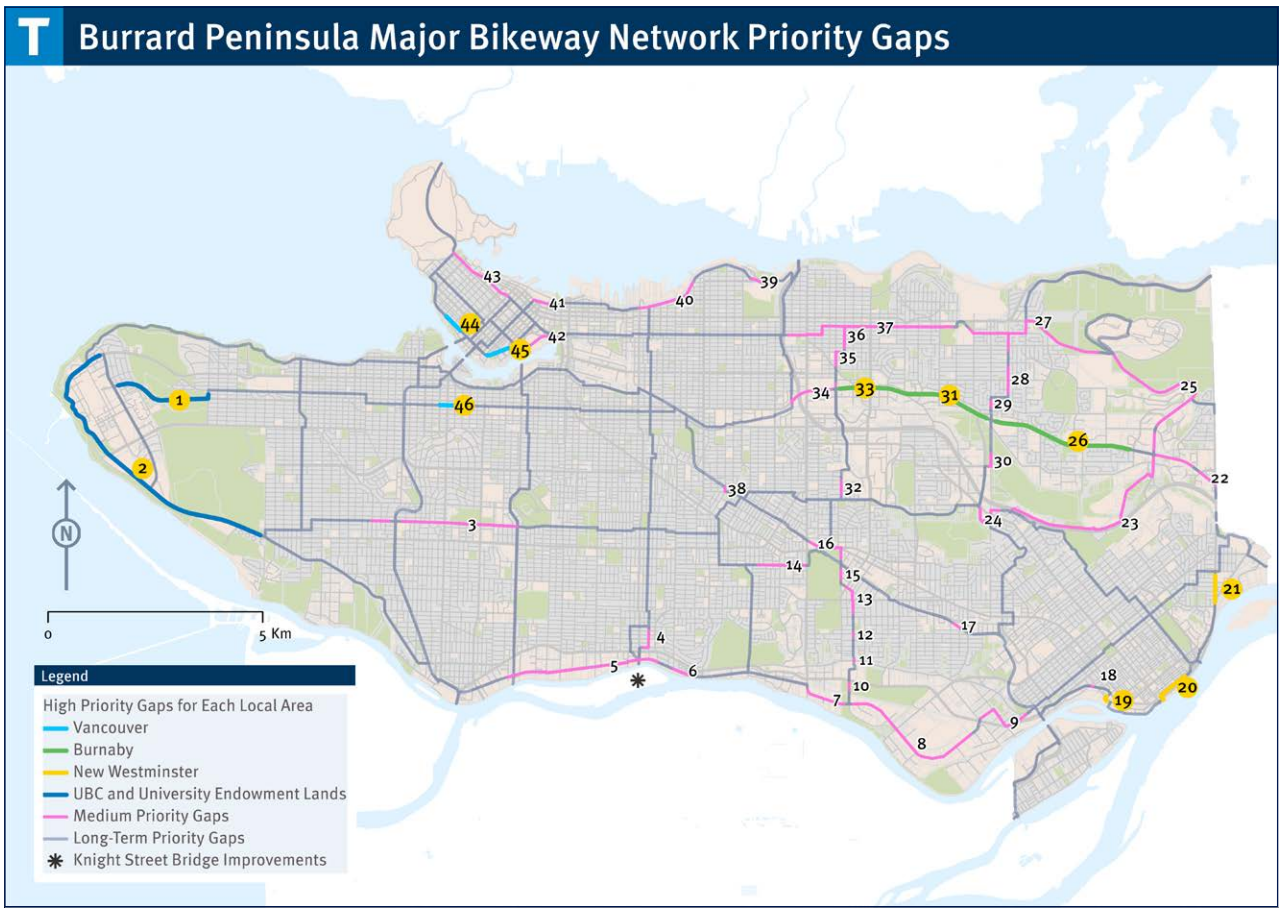


Table 18: Phase 2 Engagement – Prioritizing Gaps in the Major Bikeway Network
(Note: gaps are not listed in ranked order)

NUMBER ON THE MAP	MBN PRIORITY GAP/LOCATION
1	University Blvd. from Blanca St. to Wesbrook Mall
2	SW Marine Dr. W. 41st Ave. to Wesbrook Mall
3	37th Ave. from Larch St. to Cambie St.
4	Borden Ave. from 64th Ave. to 60th Ave.
5	Kent Ave. from Ash St. to Argle St.
6	Kent Ave. from Victoria Dr. to Portside Dr.
7	North Fraser Way from Boundary Rd. to Glenlyon Pkwy.
8	North Fraser Way from Glenlyon Pkwy. to Glenwood Dr.
9	Willard St. from 10th Ave. to 22nd St.
10	Glenlyon Pkwy. from Marine Way to North Fraser Way
11	McKay Ave. at Marine Dr. (Intersection)
12	McKay Ave. from Southwood to Rumble St.
13	McKay Ave. from Vicory St. to Willingdon Ave.
14	45th Ave. from McKinnon St. to Boundary Rd.
15	Patterson Ave. from Mayberry St. to Beresford St.
16	Vanness Ave. from Boundary Rd. to Kingsway
17	Prenter St. from Buller Ave. to Irmin St.
18	Stewardson Way from Kamloops St. to 5th Ave.
19	Stewardson Way from Rialto court to 3rd Ave.
20	Columbia St. from Begbie St. to Elliott St.
21	E. Columbia St. from Debeck St. to Sherbrooke St.
22	North Rd. from Central Valley Greenway to Lougheed Hwy
23	Freeway Trail from Gaglardi Way to approximately Nursery St.
24	Deer Lake Ave. from Kensington Ave. to Sperling Ave.; Sperling Ave. from Deer Lake Way to Claude Ave.; Claude Ave. from Sperling Ave. to Wilton Ave.
25	Gaglardi Way from University Drive East to Lougheed Hwy
26	Lougheed Hwy from Sperling Ave. to North Rd.
27	Burnaby Mountain Pkwy. from Duthie Ave. to Gaglari Way

28	Cliff Ave. from Adair St. to Kitchener St.
29	Sperling Ave. from Broadway to Adair St.
30	Sperling Ave. from Sprott St. to Joe Sakic Way
31	Lougheed Hwy from Willingdon Ave. to Sperlingi Ave.
32	Carleton Ave. from Moscrop St. to Forest St.
33	Lougheed Hwy from Gilmore Ave. to Rosser Ave.
34	Lougheed Hwy from Skeena St. to Gilmore Ave.
35	Gilmore Ave. from William St. to Graveley St.
36	Carleton Ave. from William St. to Frances St.
37	Union St. from Boundary Rd. to Fell Ave.
38	Slocan St. from E.29th Ave. to BC Parkway Trail
39	Wall St. from New Brighton Parking Lot to Commissioner St.
40	Powell St. from Clark St. to Semlin Dr.
41	Water St. from Richards St. to Carrall St.
42	Pacific Blvd. from Smithe St. to Quebec St.*
43	Dunsmuir St., Melville St., W. Pender St., and W. Georgia St., from Hornby St. to Chilco St.
44	Pacific St. from Thurlow St. to Jervis St.
45	Pacific Blvd. from Richards St. to Smithe St.*
46	West 10th Ave. from Hemlock St. to Fir St.

**Since the completion of BP APT Phase 2 engagement, it has been confirmed that the segment of Pacific Blvd. from Richards St. to Quebec St. is a priority gap.*

What is the Major Bikeway Network?

The ***Major Bikeway Network (MBN)*** is a planned 850-kilometre network of safe and comfortable cycling infrastructure connecting Urban Centres and major destinations across Metro Vancouver. It builds on existing regional cycling networks, with approximately 350 kilometres of MBN facilities already in place. The MBN is intended to make it safer, more comfortable, and more convenient to use active transportation, including e-bikes, for longer distance trips between Urban Centres as well as shorter trips to and from Urban Centres and surrounding communities.

The original MBN concept was developed by TransLink in 2011 as part of the Regional Cycling Strategy. The MBN was expanded in 2018 and again in 2022 as part of *Transport 2050*. *Transport 2050's* vision for the MBN is a complete network of direct traffic-protected bikeways and traffic-calmed streets within and connecting every Urban Centre, providing active transportation options that are comfortable for most people to use. The MBN includes the BC Parkway and the Central Valley Greenway, the two regional cycling routes which TransLink is responsible for and is complemented by Metro Vancouver's Regional Greenway Network (RGN), which connects parks, open spaces, natural areas, and scenic pathways. Together, the MBN and RGN form the 2050 Regional Cycling Network.

TransLink is currently working on an action plan for the MBN and Urban Centre Bikeways, which is a strategic initiative led by TransLink to support the rapid implementation of high-quality, safe, and connected cycling infrastructure across the region. The Action Plan aligns with the goals of *Transport 2050* and *Access for Everyone*, aiming to make active transportation the most convenient choice for short trips to transit and facilitating longer trips throughout the region.

BICCS Cost-Share Funding Program

TransLink's **Bicycle Infrastructure Capital Cost Share (BICCS)** funding program supports local governments in implementing regionally significant cycling investments across Metro Vancouver. It aligns with Transport 2050 and Access for Everyone by funding cycling projects, including new or significantly improved bicycle facilities such as protected bike lanes, multi-use pathways, enhanced crossings, and other cycling safety improvements.

BICCS Program Project Spotlight: Burnaby – Edmonds Town Centre Cycling Network

This project established a complete and connected bikeway network in Edmonds Town Centre, directly connecting it to regional transportation infrastructure like the Edmonds SkyTrain Station and the BC Parkway. The eight kilometres of newly constructed protected cycling facilities form part of the 15-kilometre Edmonds Town Centre Bikeway Network designated to be safe and comfortable for people of all ages and abilities.

BICCS Program Project Spotlight: Vancouver-Downtown Bike Network Expansion

This upgrade, as shown in the photo below, closed a major gap in the existing Downtown network by adding a two-way bi-directional protected bike lane on Smithe Street between the West End (Thurlow Street) and towards the Cambie Bridge (Richards Street). Along with a new emphasis on protected intersections, the project shifted the Downtown network from a single, circuitous route to multiple direct options on parallel east-west and north-south corridors.

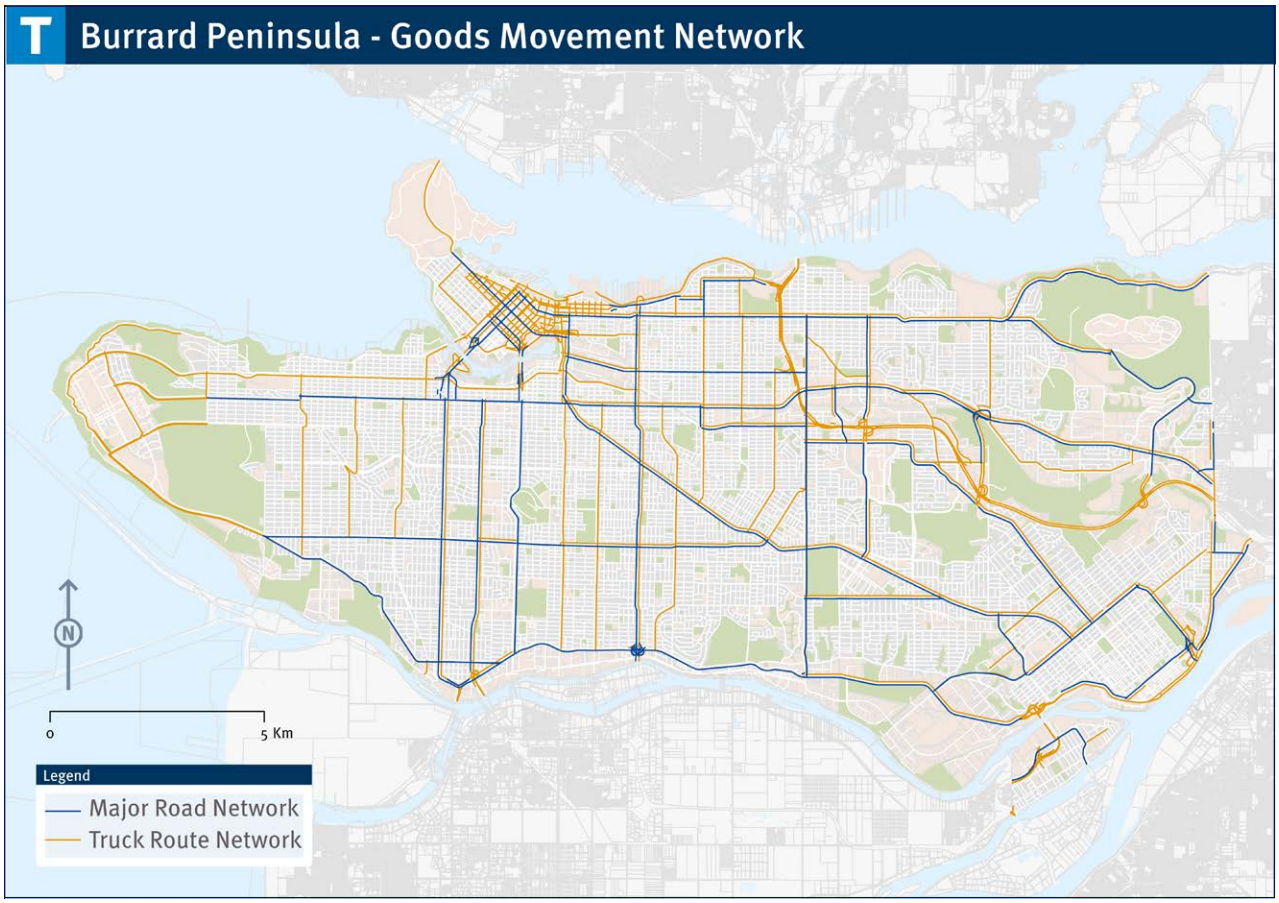
Goals and Recommended Actions for Goods Movement

The region's transportation network is an essential part of our local economy. From food to clothing and other goods, most businesses in Metro Vancouver rely on efficient goods movement to get their products to market.

In partnership with local governments, TransLink plans the region's ***Major Road Network*** (MRN), which supports the safe and efficient movement of people and goods across the region. It includes over 2,600 lane-kilometres of major arterial roads and provides a connection between the Provincial highway system and the local road network. TransLink contributes funding for the on-going operation, maintenance and rehabilitation of the MRN, but ownership and operational responsibility remain with the respective local governments. TransLink also works with our local government partners to co-manage the **Truck Route Network** (TRN) which is the broader road network of goods movement corridors throughout the region.

The actions included in this section, many of which will require collaboration between TransLink and local, regional, and provincial governments, will help make goods movement safer and more reliable, and reduce the emissions generated by goods movement.

Map 23: Burrard Peninsula Major Road Network and Regional Truck Network (Current)



GOAL 6 – MAKE GOODS MOVEMENT SAFER

Action 6.1 – Improve the safety of the existing goods movement network

6.1.1 Document goods movement corridors or locations with safety concerns, prioritizing overlaps with:
(1) Active transportation networks (e.g., the **Major Bikeway Network**);
(2) ***Urban Centres and Frequent Transit Development Areas***; and
(3) The ***Major Transit*** and **Frequent Transit Networks**.

6.1.2 Work with local government partners to ensure that the MRN and the TRN are maintained in a state of good repair, prioritizing investments that improve general road safety for vulnerable road users.

Action 6.2 – Identify opportunities to advance a safer goods movement network

6.2.1 Ensure that TransLink programs and policies align with local and provincial safety goals and strategies as they relate to goods movement.

6.2.2 Prioritize the safety of vulnerable road users in the evaluation of potential new MRN corridors.

6.2.3 Work with local government partners and other interest holders to support the provision of more frequent convenient grade-separated crossings (that minimize elevation change) for people to make walking, biking, or rolling connections across physically separated goods movement corridors (e.g., rail corridors and controlled access highways) passing through urban areas.

Regional Goods Movement Strategy

TransLink and our partners developed the ***Regional Goods Movement Strategy*** to promote a better understanding of goods movement issues and priorities. It draws together actions for governments and agencies at all levels, the private sector, and other organizations. The strategy also represents a major step forward for TransLink to fulfill its mandate of providing a regional transportation system that efficiently moves both people and goods.

Action 6.3 – Support the establishment and management of commercial loading zones

6.3.1 Work with local government partners to explore opportunities to support regional coordination for commercial loading zone permits.

6.3.2 Support local government partners in exploring loading zone and commercial vehicle zone best management practices that optimize access for and the reliability of commercial loading.

6.3.3 Work with local government partners in exploring opportunities for flexible curb access to enable off-peak use for goods movement.

GOAL 7 – MAKE GOODS MOVEMENT MORE RELIABLE

Action 7.1 – Improve the reliability of the existing goods movement network

7.1.1 Explore opportunities to implement freight priority measures on key goods movement corridors, including both physical and demand-management based interventions.

7.1.2 Work with local government partners to make better use of road capacity during off-peak hours for more efficient pickup and delivery.

7.1.3 Work with local government partners to ensure alignment between roadway management and future regional parking strategies as they relate to goods movement corridors, local streets, and curb access prioritization.

7.1.4 Improve the consistency of truck route designations across the region through collaboratively developed design guidance for the TRN, including identifying height clearance restrictions and signage requirements for local government partners and communicating height clearances to industry through the ***Truck Route Planner*** to help avoid overpass strikes.

7.1.5 Work with local government partners to ensure that any improvements to the goods movement network do not:
(1) Negatively impact the safety of vulnerable road users, transit speed and reliability, or community livability;
(2) Have a disproportionate impact on equity-deserving communities; or
(3) Significantly increase general-purpose traffic.

7.1.6 Work with the Province and local government partners to maintain and upgrade transportation infrastructure that reduces congestion on regional goods movement corridors and improves connectivity between key economic zones (e.g., ports, intermodal facilities, etc.).

Truck Route Planner Tool

TransLink and the Province of British Columbia worked together to develop the **Truck Route Planner**, an online tool to help commercial vehicle operators plan safe, viable routes for their trips.

To use the Truck Route Planner, truck operators input the dimensions of their vehicle with their desired destination and starting point to find possible routes for their vehicle. The Truck Route Planner suggests routes based on:

- The operator's vehicle dimensions
- Municipal bylaws
- Height clearances
- Bridge weight load limits
- Major road closures on truck routes

Helping commercial vehicle operators find the best route for their trips helps ensure that commercial vehicles are utilizing roads that are part of the designated regional truck network and not using local roads that weren't designed or built for goods movement, reducing maintenance costs and improving safety for vulnerable road users.

Action 7.2 – Mitigate the impacts on goods movement resulting from changes to the allocation of road space

7.2.1 Work with local government partners and the Province to support the implementation of People-first Streets, prioritizing opportunities that:
(1) Improve the safety of vulnerable road users;
(2) Minimize the impacts on goods movement; and
(3) Support efficient loading and unloading of goods through loading zones.

7.2.2 Explore local government cost-share funding opportunities to support mitigation measures, including:
(1) Road improvements to increase capacity on existing truck routes that also improve general road safety and reliability.
(2) Road improvements to designate alternate/new truck routes to mitigate removal of existing truck routes.

7.2.3 Work with local government partners and the Province to protect and enhance rail rights-of-way to preserve their potential for goods movement (as specified in *Metro 2050*).

GOAL 8 – REDUCE EMISSIONS (I.E., GHG AND AIR CONTAMINANTS) RESULTING FROM GOODS MOVEMENT

Action 8.1 – Explore regulatory, policy, and advocacy actions to encourage the transition to zero-emission freight vehicles, including low-speed electric vehicles, and cargo/delivery bikes

8.1.1 Work with Metro Vancouver, the Province, local governments, industry, and other partners to advance the goals and objectives outlined in Metro Vancouver's ***Climate 2050 Roadmap: Nature and Ecosystems***.

8.1.2 Align TransLink's cost-share funding programs and best practices relating to designing urban bikeways and parking areas to support the use of cargo/delivery bikes, including first- and last-mile connections.

8.1.3 Partner with Metro Vancouver to develop regulatory requirements to reduce emissions from existing (in-service) medium and heavy-duty trucks, initially targeting emissions of health-harming air contaminants.

8.1.4 Partner with Metro Vancouver and the Province to explore the use of regulatory tools, such as regional commercial vehicle loading zone permitting, as a mechanism to:
(1) Incentivize zero-emission freight vehicles
(2) Encourage the transition to vehicles more suitable for operating in dense urban environments.

8.1.5 Work with local government partners to support the development of local and regional policy that provides more safe and secure parking options for cargo/delivery bikes.

Action 8.2 – Identify opportunities to make goods movement more efficient within Urban Centres and on local streets

8.2.1 Work with local government partners to support the development of neighbourhood logistics hubs that enable the consolidation of parcels in central locations for pick up by customers or use of smaller, lighter, zero-emission freight vehicles.

8.2.2 Provide administrative and technical support to local government partners and freight and logistics companies to develop logistics hubs and assist in monitoring and evaluating their efficiency.

8.2.3 Work with local government partners to explore street, curb, and loading area design that can accommodate emerging freight technology, including compact human-powered and automated vehicles more suited to Urban Centres and Frequent Transit Development areas.

8.2.4 Work with local government partners to encourage local street design that includes high provision of bike parking in Urban Centres to support goods movement by bike through efficient and convenient access to locations to lock-up.

Local Government Funding Programs (Roads)

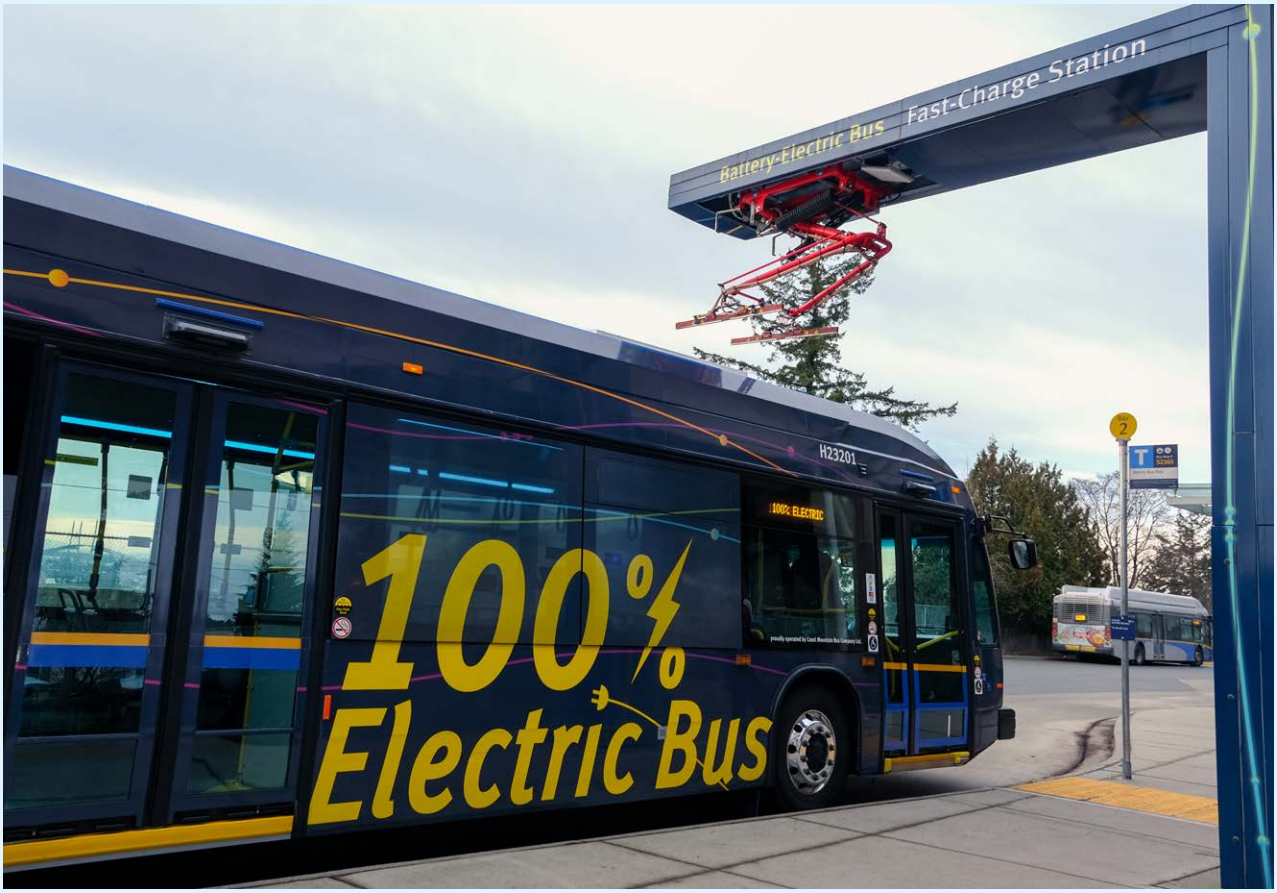
One of the ways TransLink supports goods movement across the region is by investing in local road infrastructure projects that improve walking, cycling, and transit and make all travel safer.

These investments in road infrastructure projects are made through the several local government funding programs, which include:

- **Major Road Network Structures (MRN Structures)**
  - The MRN Structures program provides funding to address the replacement, rehabilitation, and seismic upgrade needs of structures (e.g., overpass bridges, retaining walls, large culverts) to keep the MRN in a state of good repair.
- **Major Road Network Operations, Maintenance and Rehabilitation (MRN OMR)**
  - The MRN Operations, Maintenance, and Rehabilitation (OMR) funding is provided to local governments annually towards operations, maintenance, and rehabilitation of the MRN (as per our legislative requirements). The Program provides funding using formulas based on the lane-kilometre cost to maintain the MRN in a state of good repair.
- **Major Road Network and Bicycle (MRNB)**
  - The Major Road Network and Bicycle (MRNB) funding program aims to improve the capacity, efficiency, and safety of the MRN as well as the safety, comfort, and connectivity of bicycle facilities in the region. Eligible projects include upgrades on MRN road infrastructure and bicycle facilities (located on or off the MRN).

What are Zero-Emission Vehicles (ZEVs)?

TransLink is on an aggressive path to zero greenhouse gas (GHG) emissions by moving towards a fully electrified transit system, with a goal of having a zero-emission bus fleet by 2040 and net zero GHGs across all operations by 2050. A zero-emission vehicle (ZEV) is a vehicle that produces no tailpipe greenhouse gas emissions during operation, such as battery-electric and hydrogen fuel cell vehicles. With road-based transportation, including personal, commercial, industrial, and public transit vehicles, being the largest single source of GHGs in the region, TransLink also supports the regional transition to ZEVs through planning, policy, and infrastructure, including the development of the ***TransLink Climate Action Strategy*** and **Zero Emissions Fleet Transition Plan**.



Next Steps

The Burrard Peninsula Area Transport Plan has identified recommendations related to local bus service, addressing gaps in the Major Bikeway Network, improving walking and rolling access to transit, and making goods movement safer and more reliable. This plan is considered a living document and TransLink will continue to work collaboratively with First Nations, the Province, and local government partners to deliver the recommendations included in the plan.

Implementation

There are a number of ways by which the recommendations contained in this plan could be funded and implemented. For example:

- Recommendations that can be implemented by reallocating existing resources could be advanced through our quarterly transit service changes. These would be smaller changes such as making existing routing more direct.
- Recommendations that require additional funding or further detailed planning and design – such as a new route – will be considered for inclusion in a future Investment Plan based on demand, operational feasibility and readiness, and against other regional transportation priorities.
- Individual recommendations could be implemented all at once or incrementally over time (e.g., steadily improving service frequency until it reaches the level identified in this plan, or phasing in network changes).
- For recommendations that might involve trade-offs or impacts for customers, such as the loss of convenient access to transit in a certain area, further public engagement would take place prior to the implementation.

Some actions in the plan, depending on the location and the nature of the recommendation, will require further collaboration with local government partners and in some instances the Ministry of Transportation and Transit. This is because in most of the region the road, sidewalk, cycling infrastructure, and the land adjacent to the road are owned by the respective local government and they are the decision-makers when it comes to making changes in those areas.

For the active transportation and transit priority recommendations, TransLink is able to support our local government partners by offering planning support and cost-share funding programs. Local governments can apply for this funding to construct new or improved cycling, walking, and/or transit priority infrastructure. As most of this infrastructure is the responsibility of local governments, there are different considerations that may impact the timing of implementation such as feasibility of design, ease of construction, and availability of funding. In some instances, such as improving accessibility around SkyTrain stations and bus exchanges, TransLink would be able to implement based on the availability of funding and inclusion in an Investment Plan.

Note: Some of the recommendations included in this plan, such as the new route around Stanley Park, have been funded by the 2025 Investment Plan.

Tracking progress

This plan will be supported by a separate Monitoring Plan that will establish a process for tracking the implementation of BP ATP recommendations and actions. This monitoring plan will allow us to track how many recommendations have been implemented and how many remain, and to report out on the progress to local government partners and other interest holders. This will include ongoing communication with other teams at TransLink to ensure that progress on the full range of ATP actions that are within TransLink's mandate are monitored. For those actions outside our jurisdiction, such as the implementation of transit priority measures on municipally owned roadways, TransLink will work with our external partners to remain informed on the implementation of those actions.

Thank you

Thank you to everyone who participated in the BP ATP planning process. This includes everyone who provided feedback in person at any of the ATP engagement events or through the different online surveys. This also includes all of the different interest holders who invited us to attend various committee meetings or community events. We also want to thank staff from the First Nations and all of our local government partners, including Metro Vancouver and the Ministry of Transportation and Transit, for their support throughout the planning process.