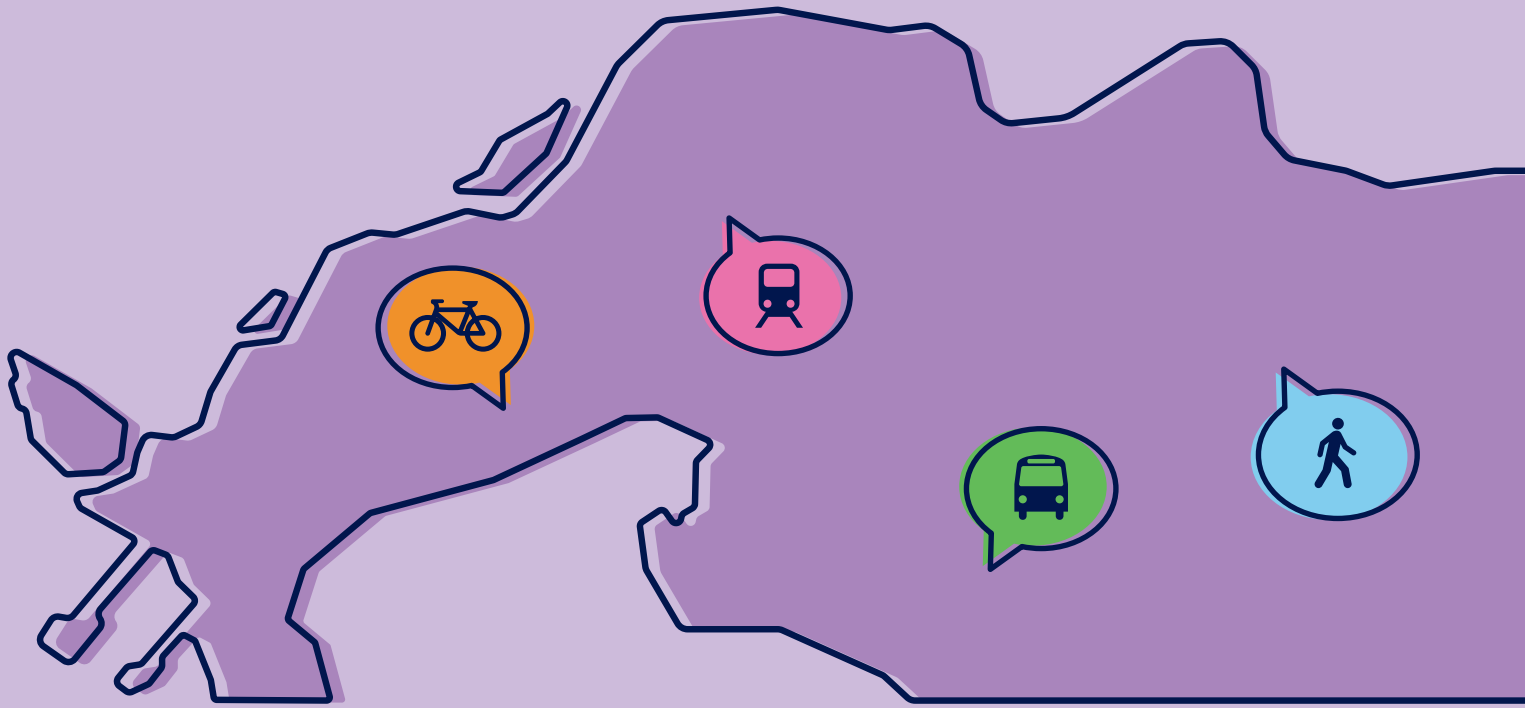




South of Fraser East Area Transport Plan Phase 1 Summary Report

July 2026



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 this Phase 1 Summary Report

This report provides an overview of the South of Fraser East Area Transport Plan (ATP) and a summary of Phase 1 of the planning process, which took place over the course of late 2025 and early 2026. This included:

1. Assessing recent transportation network performance;
2. Taking into consideration local government and First Nations land use and transportation plans, to ensure the local transit network supports existing and expected land use development and travel demands;
3. Identifying equity-deserving groups and assessing existing social equity conditions within the study area; and
4. Developing a better understanding of people's experiences while travelling to, from and within the communities southeast of the Fraser.

The key findings outlined in this report are an important input into Phase 2 of the South of Fraser East ATP planning process, which will focus on developing different strategies and actions to be included in the final plan. Additional inputs for the final plan will include further feedback from impacted First Nations, the general public, local, regional, and provincial partners (e.g., Metro Vancouver and the Ministry of Transportation and Transit), and other transportation stakeholders.

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Executive Summary

Background

The South of Fraser East Area Transport Plan (ATP) is a multi-modal plan with a focus on bus service, cycling, walking and rolling, and goods movement within the cities of Surrey, White Rock, and Langley, the Township of Langley, and North Delta (including Annacis Island). When complete, the South of Fraser East ATP will help guide transportation investments in the South of Fraser East sub-region over the next 15 years.

The study area also includes the traditional and unceded territories of several Indigenous Nations including q'ícəy' (Katzie First Nation), q'wɑ:nłəŋ' (Kwantlen First Nation), máthxwi (Matsqui First Nation), and se'mya'me (Semiahmoo First Nation).

Phase 1 of the Planning Process

In Phase 1, which took place over the course of late 2025 and into early 2026, we looked at how people use the transportation system and how that might change as communities southeast of the Fraser continue to develop. We also looked at how the current transit network is performing, including:

- Recent trends in how people are using transit
- 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)
- Customer feedback we've received over the past few years



Municipal Land Use and Transportation Plans

Together, local municipal plans show a consistent shift toward more compact and transit-supportive growth. Across the sub-region, local governments are responding to sustained population and employment growth, housing affordability pressures, climate and emissions objectives, and major transit investments, most notably the Surrey Langley SkyTrain extension currently under construction and the two future Bus Rapid Transit (BRT) routes on 200 St between Langley and Maple Ridge and King George Boulevard between Surrey and White Rock.

KEY TAKEAWAYS

- **City of Langley:** The Surrey Langley SkyTrain (SLS) extension is expected to significantly influence future growth and travel patterns. Guided by the Official Community Plan, most growth is focused on higher-density residential and mixed-use development within a pedestrian-oriented core.
- **City of Surrey:** Surrey's land use and transportation plans support substantial long-term population and employment growth while shifting toward more compact, transit-oriented development. Key growth areas include City Centre, Guildford, Fleetwood, Newton, and the Scott Road corridor.
- **City of White Rock:** Population growth in White Rock is expected to be more modest than elsewhere in the sub-region. Because the city is largely built out, most growth will happen through redevelopment in the Town Centre and along established corridors.
- **North Delta (City of Delta):** Land use and transportation planning in North Delta is guided by the North Delta Area Plan, which focuses growth on key corridors and activity hubs rather than widespread redevelopment.
- **Township of Langley:** The Township is planning for significant population and employment growth through its Official Community Plan and a series of community and neighbourhood plans including Brookwood–Fernridge, Willoughby, and Willowbrook, as well as other designated growth areas including along major transit corridors such as 200 Street and Fraser Highway.

INDIGENOUS-LED DEVELOPMENTS

Within the South of Fraser East sub-region there are several Indigenous-led development projects currently underway or being planned for the future, including projects that are being led or supported by Sacred Waters Developments, an economic development corporation co-owned and operated by the q̓wɑ:níłən (Kwantlen), q̓ícəy (Katzie), and se'mya'me (Semiahmoo) First Nations.

Transportation Analysis

To better understand how the transportation system is currently performing and where there are potential areas for improvement, TransLink conducted an extensive analysis of the existing bus network, as well as an assessment of current walking and cycling conditions around major transit stations and bus exchanges. The following describes the findings of this analysis.

KEY TAKEAWAYS

Bus Service

- Most travel in the South of Fraser East sub-region is dominated by the car, but bus ridership has doubled since 2017.
- The local transit network was primarily designed to move people to the Expo Line, so there are many north-south routes leading to Surrey Central Station but fewer east-west routes; this makes it more difficult to travel between town centres within the sub-region, or beyond to other parts of Metro Vancouver.
- Many areas that aren't well served by transit also have high concentrations of equity-deserving communities.
- There are areas of this sub-region where bus service has limited hours and days of operation.
- The current transit network can be difficult to understand. There are many routes in the sub-region that have long and circuitous routing, including some that operate on different corridors, or start or end at different locations, at different times of the day.
- Customers have been, and continue to be, affected by bus delays primarily due to traffic congestion on busy corridors.

Active Transportation

- Pedestrian infrastructure near existing and future major transit stations and bus exchanges needs significant improvements. Only two future SLS stations and one existing bus exchange have more than half of their surrounding sidewalk network complete.
- New cycling infrastructure will be required to better connect the local bike network to future SkyTrain and BRT stations. While existing Expo Line SkyTrain stations are already well connected to both the Major Bikeway Network and the local cycling network, most of the new stations will require the construction of new cycling infrastructure to provide safe and comfortable connections.

Goods Movement

- The South of Fraser East sub-region is a critical component of the larger regional goods movement network, with many of the goods that ultimately reach markets throughout Metro Vancouver first passing through the road and rail network South of the Fraser.
- The jurisdictional context of goods movement South of the Fraser is complicated. There are different levels of government involved, as well as a range of different industry stakeholders and transportation operators, each with their own unique interests and priorities.

Phase 1 Engagement

The focus of the first phase of engagement on the South of Fraser East ATP was to develop a better understanding of current issues and opportunities within the transportation network, what's working and what could be improved, and the factors that are most influential in people's travel choices.

PUBLIC AND FIRST NATION ENGAGEMENT ACTIVITIES

Engagement activities included online and in-person meetings and presentations, pop-up events, a engagement survey that was made available both online and as a printed version, as well as an interactive mapping tool in which people could drop pins on the map and leave comments about those locations.

In total, TransLink met with the public, First Nations, and key interest holders at 31 events to gather feedback on what was working well and what could be improved. Close to 950 participants were individually engaged through these events. In addition, nearly 2,430 completed surveys were submitted.

WHAT WE LEARNED, AT A GLANCE

Overall, most participants provided feedback that was highly supportive of improved transit and active transportation access, as well as increased investment in the South of Fraser East sub-region. The following summarizes the main findings from the engagement survey, in-person events, and the online mapping tool.

KEY TAKEAWAYS

Transit Service

- Almost one-half (46%) of respondents reported wanting to take bus routes that were not available at certain times, most often in the evenings, early mornings, and weekends.
- More than 60% of respondents reported that they experienced buses that they perceived as overcrowded or were passed over for pick ups, particularly on high demand routes.
- Respondents often described certain bus routes as slow, unreliable, and difficult to navigate, especially for trips involving transfers, off-peak travel, and connections to major hubs.
- The lack of east-west connectivity in the bus network makes travel within the sub-region more challenging.

Active Transportation

- Most participants in the survey identified safe crossings (82%), feeling safe (81%), and more frequent transit service (81%) as important factors in helping them choose to walk or roll to access transit.
- Participants described active transportation networks with missing links, poor connectivity, and paths that end abruptly, making it hard to travel safely and directly between neighbourhoods and key destinations.
- Safety concerns are a significant barrier. Participants frequently pointed to safety risks, particularly near major corridors and busy roadways, that discourage walking, cycling, or rolling.

Next Steps

Over the remainder of 2026, and into 2027, we will consider feedback from Phase 1 engagement – alongside further input from our local government partners and various subject matter experts within TransLink – and develop draft proposals for improvements to bus service, active transportation (walking, rolling, and cycling), and goods movement.

We will then – as part of Phase 2 – share those draft proposals with the public, transportation interest holders, and First Nations, and ask for feedback during a second round of engagement in early 2027.



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. For each sub-region, TransLink develops an Area Transport Plan (ATP), which is a multi-modal plan that identifies transportation improvements for the sub-region to prioritize for implementation over the next 15 years. While ATPs primarily focus on the local bus network, they also include recommendations relating to walking, rolling, cycling, and goods movement. The ultimate goal of an ATP is to make it easier for everyone to connect with the people, places, and opportunities they care about.

Throughout the planning process for ATPs, TransLink works with local, regional, and provincial partners, First Nations, the public, and transportation interest holders to find out what is most important in these different areas. This collaborative process ensures that local needs and priorities are included with other regional priorities when planning future investments in the regional transportation network.

Connection to Transport 2050 & Access for Everyone

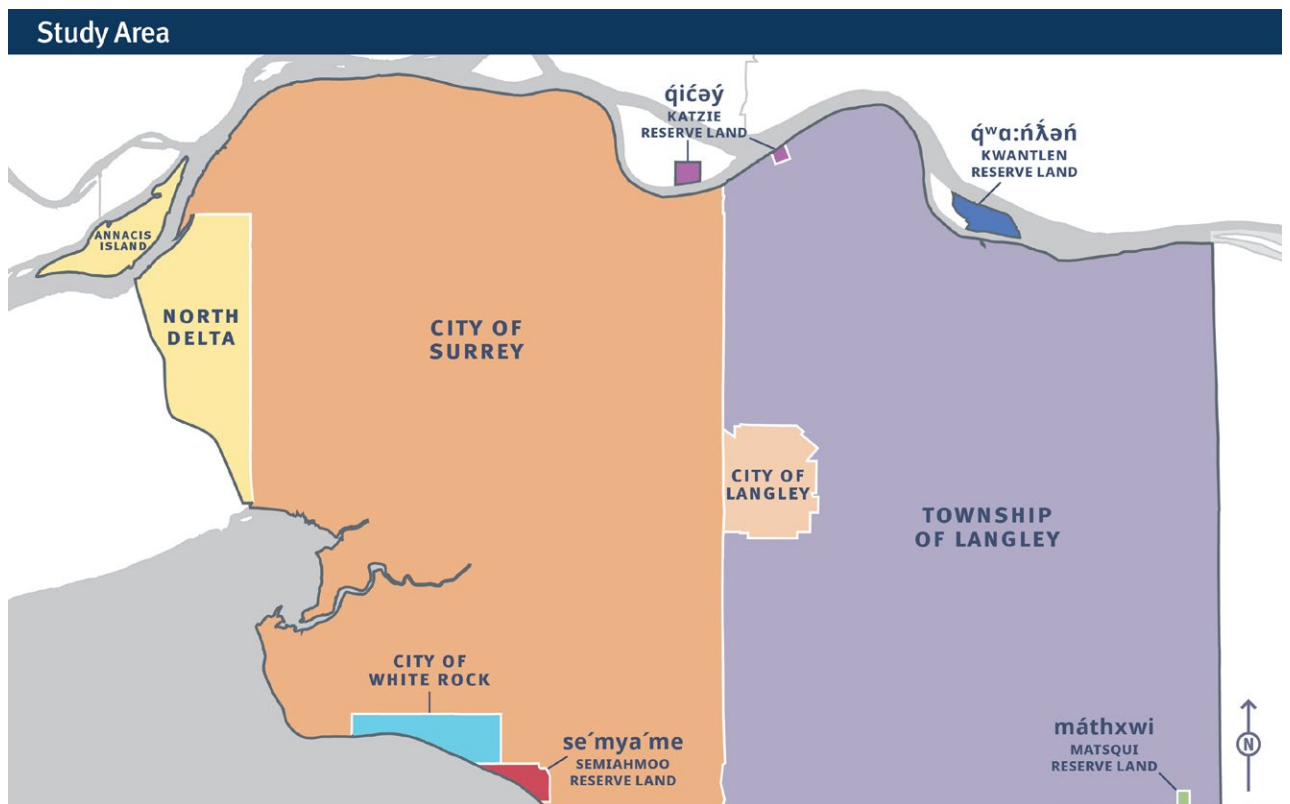
ATPs identify local needs and priorities and provide a connection between TransLink's big-picture plans, like our regional transportation strategy, [Transport 2050](#) and [Access for Everyone](#), our 10-year priorities plan, to TransLink's Investment Plans. Alongside *Transport 2050* and *Access for Everyone*, ATPs are an important input into TransLink's Investment Plans, which are fully funded and identify projects and improvements which will be implemented in the near-term. The South of Fraser East ATP will support the *Transport 2050* vision of "Access for Everyone" by helping create a transportation system that is easy to use, affordable, equitable, and welcoming to all.

The South of Fraser East Sub-Region

The South of Fraser East sub-region includes the cities of Surrey, White Rock, and Langley, the Township of Langley, and North Delta (including Annacis Island).

The study area also includes the traditional and unceded territories of several Indigenous Nations including qíćəy (Katzie First Nation), qʷɑ:ńłəń (Kwantlen First Nation), máthxwi (Matsqui First Nation), and se'mya'me (Semiahmoo First Nation).

These communities have seen a lot of growth since the last South of Fraser Area Transit Plan was completed in 2007. Today, many of the bus routes that serve this area travel across municipal boundaries, including important destinations nearby, such as regional employment areas or post-secondary institutions.



Map i: South of Fraser East ATP Study Area

Plan 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. The South of Fraser East ATP will focus primarily on the local bus network and connections from residential areas to destinations like nearby schools, hospitals, commercial areas, or transit hubs.

This ATP will also include recommendations relating to cycling and walking, including work with local governments to improve accessibility around SkyTrain and BRT stations and bus exchanges so that people using wheelchairs, mobility devices, or strollers can safely access transit.

The plan will also consider how goods are moved around the sub-region, including ideas for improving the safety and reliability of the Major Road Network, as well as other important goods movement corridors including several highways under the jurisdiction of the Ministry of Transportation & Transit. While included in the South of Fraser East ATP, goods movement has not been included in this summary report. However, TransLink will continue to work with industry interest holders, local government partners, including the Province, and other interest holders to develop goals and actions that will make goods movement in communities southeast of the Fraser safer and more reliable.

The South of Fraser East ATP will not identify new rapid transit services, such as new BRT routes, nor will it consider region-wide transit services like HandyDART. Planning for these types of projects and services happens through other planning processes at TransLink.



The Planning Process

The planning process for the South of Fraser East ATP will involve three phases of work, with interest holder, public, and First Nations engagement occurring throughout.

In Phase 1, which has now been completed, we looked at how people use the transportation system and how that might change as communities southeast of the Fraser continue 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.

In Phase 2, we will consider feedback from Phase 1 engagement – alongside further input from our local government partners and various subject matter experts within TransLink – and develop draft proposals for improvements to bus service, active transportation (walking, rolling, and cycling), and goods movement.

We will then share those draft proposals with the public, transportation interest holders, and First Nations, and ask for feedback during a second round of engagement in early 2027. For example, we will ask if the proposed bus route changes would be an improvement over the existing routes, how useful potential new routes would be, and how the proposed changes would impact the overall convenience of using transit. We will also ask how any of the proposed bus route recommendations could be adjusted to make them better.

SOUTH OF FRASER EAST ATP PROCESS AND TIMELINE



Present and Future Travel Needs

Understanding how communities in the South of Fraser East sub-region are expected to grow is essential for planning future transportation needs. As part of Phase 1 analysis, TransLink reviewed key land use and transportation plans for Surrey, Langley City, the Township of Langley, North Delta, and White Rock, and engaged with First Nations to understand their land use plans

This analysis also considered Major Transit Growth Corridors, as identified in [Metro 2050](#), the Regional Growth Strategy, where significant future growth is anticipated, as well as Indigenous-led developments that are under development or planned for the future within the South of Fraser East area.

Municipal Land Use and Transportation Plans and Developments

Together, local municipal plans indicate a consistent shift toward more compact, transit-supportive growth. Across the sub-region, local governments are responding to sustained population and employment growth, housing affordability pressures, climate and emissions objectives, and major transit investments, most notably the Surrey Langley SkyTrain extension currently under construction and the two future (but currently unfunded) BRT on 200 St and King George Boulevard. While plans vary in age and detail, they anticipate significant growth over the next 20 to 40 years.

Growth is generally directed to designated areas of anticipated growth, including town centres, SkyTrain station areas, and major transit corridors such as Fraser Highway, King George Boulevard, Scott Road, and 200 Street. Within these areas, plans provide for more intensive forms of development, including mid- and high-rise mixed-use buildings. Mixed-use village centres and employment areas with access to healthcare, education, logistics, and innovation are also identified as key growth locations.

Outside of these areas, municipal policies generally support additional housing through lower-rise and ground-oriented forms, including duplexes, triplexes, fourplexes, townhouses, and low-rise apartment buildings. These forms are typically accommodated through incremental infill within established neighbourhoods. This results in a combination of more intensive growth in centres and corridors, alongside broader, lower-density infill across other urban areas.

New provincial housing legislation introduced in 2023 enables small-scale, multi-unit housing (SSMUH) across most urban areas. The legislation requires municipalities to permit three to four homes on lots traditionally zoned for single-family or duplex housing, and up to six homes on larger lots near frequent transit.

Many local plans in the South of Fraser East sub-region are generally consistent with these directions. The legislation is expected to support additional infill and housing diversity, while also introducing more dispersed patterns of small-scale growth across urban areas.

CITY OF LANGLEY

Langley City's land use and transportation plans support its role as a regional transport hub while maintaining a compact urban centre. Guided by the **Official Community Plan**, growth is focused on higher density residential and mixed-use development within a pedestrian oriented core. The Surrey Langley SkyTrain extension is expected to be a defining influence on future growth and travel patterns.

Transit-oriented development is prioritized around future SkyTrain stations and along Fraser Highway, supported by policies that promote walkability, cycling, and improved transit integration. Transportation planning emphasizes safer streets, improved east-west connectivity, and better access to regional transit services.

CITY OF SURREY

Surrey's land use and transportation plans support substantial long-term population and employment growth while shifting toward more compact, transit-oriented development. Future growth is guided by their **Official Community Plan** alongside a wide range of town centre, corridor, and neighbourhood plans, many of which are being updated to reflect recent transit investments and provincial housing policy. Key growth areas include City Centre, Guildford, Fleetwood, Newton, and the Scott Road corridor.

Higher density residential and mixed-use development is directed to areas near existing and planned rapid transit and frequent bus corridors, supported by improvements to walking, cycling, and transit infrastructure. Transportation plans emphasize better connectivity between town centres, increased transit priority on major corridors, and safer streets through Vision Zero road safety principles. Continued employment growth in industrial and mixed employment areas such as Campbell Heights and South Westminster reinforces the need for reliable goods movement and strong regional connections.

CITY OF WHITE ROCK

White Rock's land use and transportation direction is guided by its **Official Community Plan**, the **Town Centre Plan**, and the **Integrated Transportation and Infrastructure Master Plan**. Because the city is largely built out, most growth will happen through redevelopment in the Town Centre and along established corridors. Population growth in White Rock is expected to be more modest than elsewhere in the sub-region.

Plans emphasize compact development, housing diversity, and high-quality public spaces to support a walkable, pedestrian-focused environment. Transportation planning prioritizes improved pedestrian and cycling safety, upgraded streetscapes, and enhanced transit access within the Town Centre. Improving local bus service and amenities is seen as key to supporting future redevelopment and reducing reliance on single-occupancy vehicle travel.

NORTH DELTA (CITY OF DELTA)

Land use and transportation planning in North Delta is guided by the **Delta Official Community Plan** which focuses growth on key corridors and activity hubs rather than widespread redevelopment. Growth is directed along the R6 Scott Road RapidBus Corridor and neighbouring lands to the west, within the provincially designated Transit-Oriented Area surrounding the Scottsdale Exchange in Surrey, within the Nordel Social Heart and along the 84 Avenue and 72 Avenue corridors.

Housing policies support increased density in mixed-use centres alongside incremental small-scale redevelopment within established neighbourhoods. Transportation planning emphasizes improving transit reliability and accessibility along major corridors, particularly Scott Road, which serves an important regional function for travel, employment access, and goods movement. Enhancing walkability, cycling connections, and safety across all modes is a consistent objective of the plan.

More recently, the City has advanced complementary transportation initiatives that reinforce these objectives. In 2024, Delta Council endorsed a **Vision Zero Strategy**, which adopts a Safe Systems approach to eliminate traffic-related fatalities and serious injuries and prioritizes safer road design, lower speeds, and improved protection for vulnerable road users. At the same time, the City has developed a **Cycling Master Plan** that establishes a long-term vision for a connected, All Ages and Abilities cycling network, with investments in infrastructure, policies, and programming to support cycling as a safe and practical travel option across the municipality.

TOWNSHIP OF LANGLEY

The Township of Langley is planning for significant population and employment growth through its **Official Community Plan** and a series of community and neighbourhood plans including **Brookwood–Fernridge, Willoughby**, and Willowbrook, as well as other designated growth areas. Development will be directed toward creating complete communities that integrate housing, services, and employment, while preserving agricultural land and managing growth at the urban edge. The different land use plans emphasize higher densities and mixed-use development in town centres, neighbourhood hubs, and along major transit corridors such as 200 Street and Fraser Highway.

To support this growth, the Township is in the process of developing a new Transportation and Mobility Strategy. The strategy reflects a shift toward a more integrated, multi-modal transportation system that better aligns land use and transportation planning. It emphasizes improving access to transit, including the Surrey Langley SkyTrain extension and planned Bus Rapid Transit on 200 Street, alongside expanded walking, cycling, and micromobility networks. The strategy also supports the safe and efficient movement of people and goods, recognizes the role of community hubs as focal points for growth, and applies a Vision Zero approach to road safety. Together, these land use and transportation directions are intended to provide residents with more travel options as the Township continues to grow.

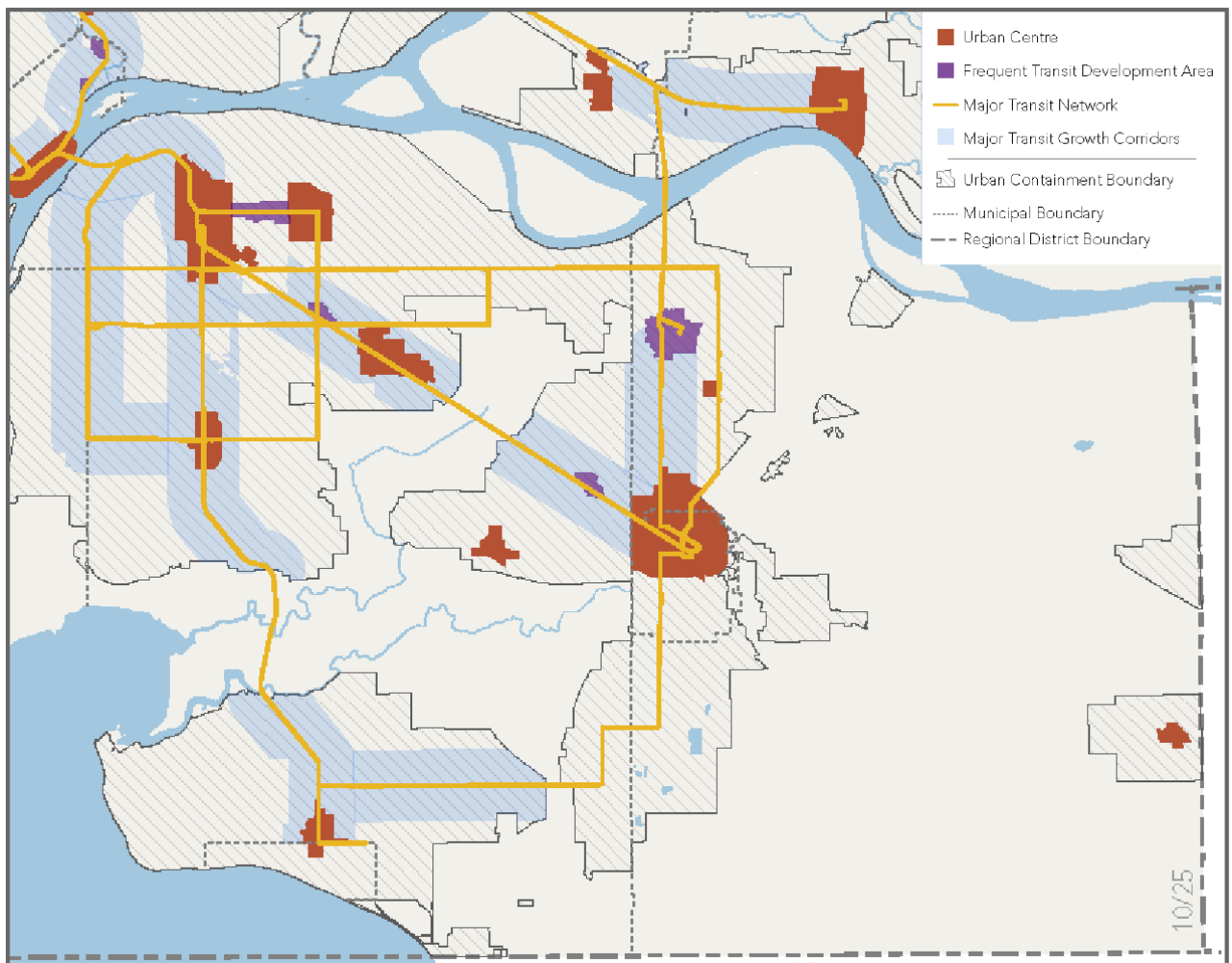
Major Transit Growth Corridors

Identified in [Metro 2050](#), the region's long-term growth strategy, Major Transit Growth Corridors (MTGC) are select areas along TransLink's Major Transit Network (a network of high-capacity, high-frequency, fast, and reliable transit) within which member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs).

The Major Transit Growth Corridors have been identified as potential locations for regionally significant levels of transit-oriented growth based on a consideration of the following principles:

- Anchored by Urban Centres or FTDAs,
- Connected by the Major Transit Network,
- Generally resilient to natural hazards,
- Accessible to jobs and services, and
- Walkable.

Within the South of Fraser East ATP study area, there are several MTGCs, including Scott Road, 200 Street between Langley City and Carvolth Exchange, King George Boulevard, and Fraser Highway. For the latter two, and elsewhere in the region, MTGCs exclude areas within the Agricultural Land Reserve.



Map ii: Major Transit Growth Corridors within the South of Fraser East Study Area (Metro 2050)

To further support the regional planning principle of directing significant proportions of the region's growth towards Urban Centres and areas around high-frequency transit, the Province introduced new legislation in 2023 to establish transit-supportive residential densities adjacent to transit stations and exchanges. These areas, called Transit-Oriented Areas (TOAs), prescribe a higher minimum density than typically is allowed under existing municipal zoning, and are intended to foster vibrant urban environments that act to concentrate amenities and encourage active transportation and increased transit ridership.

Indigenous-Led Developments

Within the South of Fraser East sub-region there are several Indigenous-led developments, including the following developments that are being led or supported by Sacred Waters Developments, an economic development corporation equally owned by the q̓w̓a:n̓k̓ən̓ (Kwantlen), q̓iç̓əy̓ (Katzie), and se'mya'me (Semiahmoo) First Nations:

- At 201 Street & 86 Avenue in Langley, Sacred Waters is proposing a four-tower mixed-use community hub that will deliver approximately 1,600 mixed-tenure housing units, along with commercial space and an Indigenous-led community amenity. The development will focus on culturally rooted design and include 700 family-sized (two- and three-bedroom) homes to help address Langley's urgent and diverse housing needs.
- Sacred Waters provides management support on the Fraser Region Aboriginal Friendship Centre Association (FRAFCA) Residential Development Project. This project aims to create infrastructure improvements including offsite utility systems and onsite civil works to support a new residential development for Indigenous residents in Surrey's Clayton Neighbourhood.

se'mya'me (Semiahmoo) is also planning a new 32-unit BC Housing-funded development at Semiahmoo Reserve No. 1, which is expected to be completed as early as 2028. Once completed, the development will more than double housing on se'mya'me reserve lands and provide more housing for se'mya'me members who want to live, raise families, and remain connected to their community.

A number of other Indigenous-led developments are also underway outside the South of Fraser East sub-region, including the q̓iç̓əy̓ (Katzie) Affordable Housing Project in Katzie 1 and the máthxwi (Matsqui) six-storey apartment development complex in Abbotsford. Where possible, these projects will be considered as part of the planning process for secondary routes connecting the South of Fraser East area to key regional destinations that are outside the study area.



Key Findings of Transportation Analysis

To understand how the transportation system is currently performing and where there are potential areas for improvement, TransLink conducted an extensive analysis of the existing bus network, as well as an assessment of current walking and cycling conditions around major transit stations and bus exchanges. The following sections describe the findings of this analysis.

Bus Transit Network Analysis

Most travel in the South of Fraser East sub-region is dominated by the car, but bus ridership has doubled since 2017.

In the most recent TransLink trip diary, which looks at how Metro Vancouver residents travel around the region, almost 80% of trips made by South of Fraser East residents were taken by private vehicle (60% as the driver and another 20% as the passenger). This is higher than the total of 70% trips by car for the entire Metro Vancouver region.

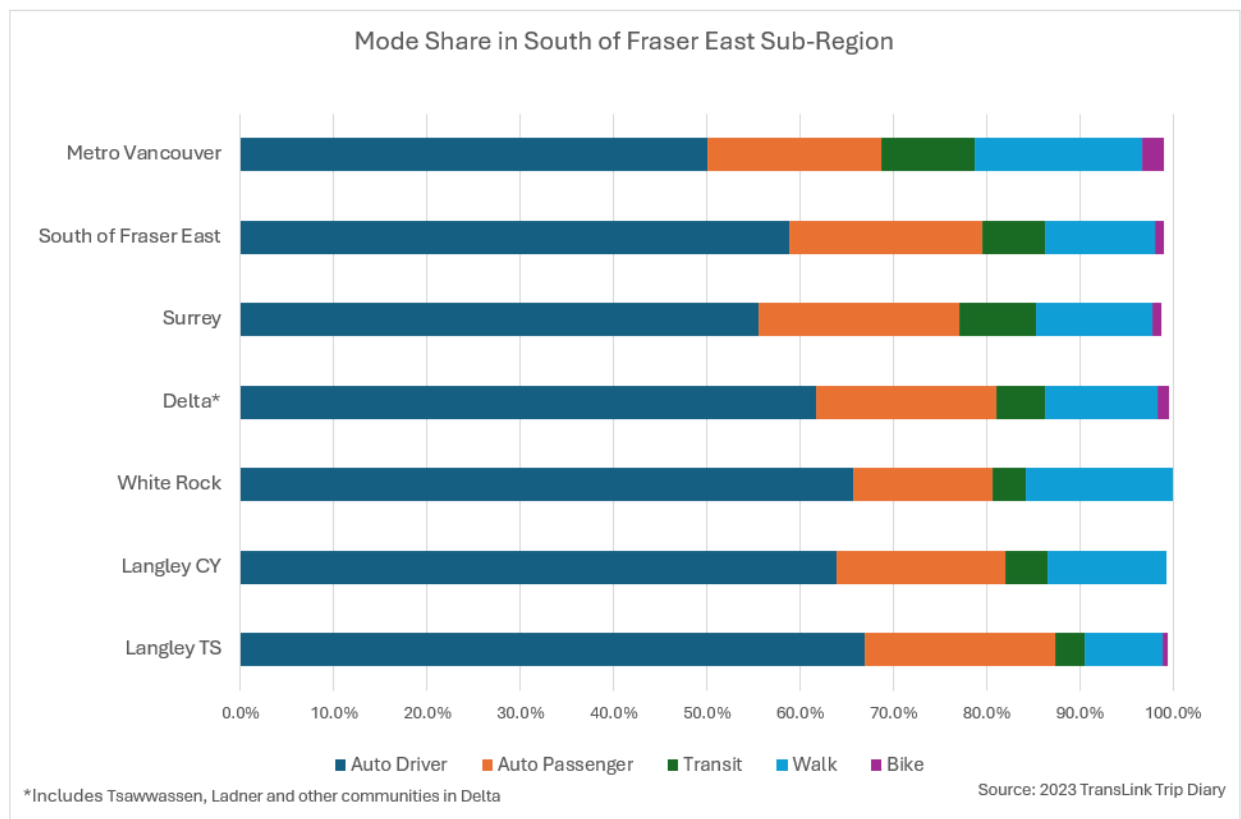


Figure ii: Mode share in South of Fraser East Sub-Region (2023 TransLink Trip Diary)

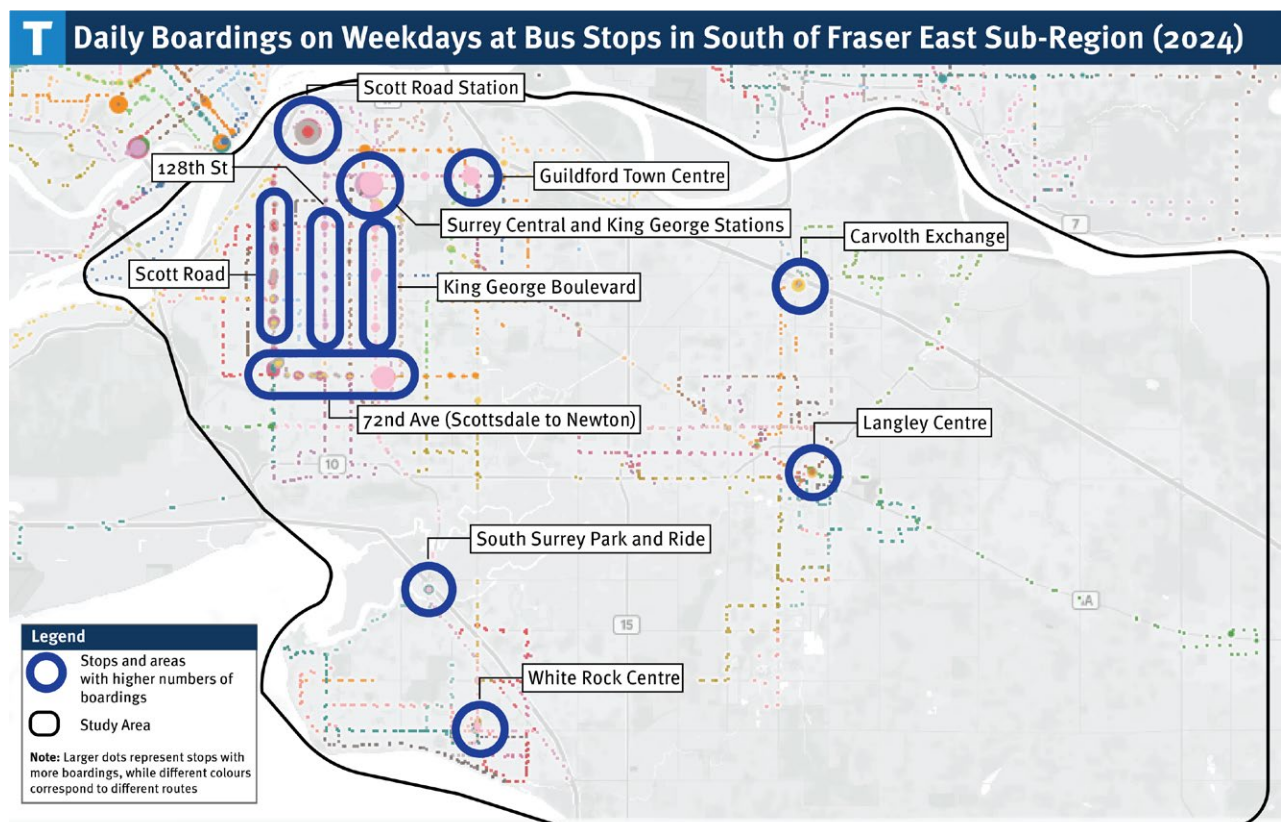
Between 2017 and 2024, continual improvements in transit service – alongside other factors such as population growth and increased urban density – led to a doubling of ridership on the bus system. A slight decrease in ridership was observed (system wide) in 2025 that coincided with lower Federal Government targets for immigration and foreign workers, restrictions on international students, and general economic uncertainty.

TransLink has made significant progress on improving transit service through actions outlined in the last Area Transit Plan (South of Fraser ATP: 2007), including the implementation of frequent transit on numerous corridors, express service on King George Boulevard, Fraser Highway and Highway 1, new service areas and corridors like 64 Avenue and Walnut Grove, and connections to other parts of the region. The 2025 Investment Plan includes improvements like increases in service frequency and span of service on existing routes, as well as new or enhanced service areas like 68 Avenue, 88 Avenue, Campbell Valley Regional Park, and Gloucester.

The routes with the highest ridership and demand serve higher density communities and popular destinations.

Bus stops and areas with higher ridership are located on the Frequent Transit Network, are served by routes that provide connections to multiple town centres or provide service to other parts of Metro Vancouver. Many of these routes travel north-south in the sub-region.

As shown in **Map iii**, most of the corridors and areas are located in Surrey and North Delta, while higher concentrations of boardings are also at major bus exchanges or connection points like White Rock Centre, Langley Centre, Carvolth Exchange, and South Surrey Park and Ride.

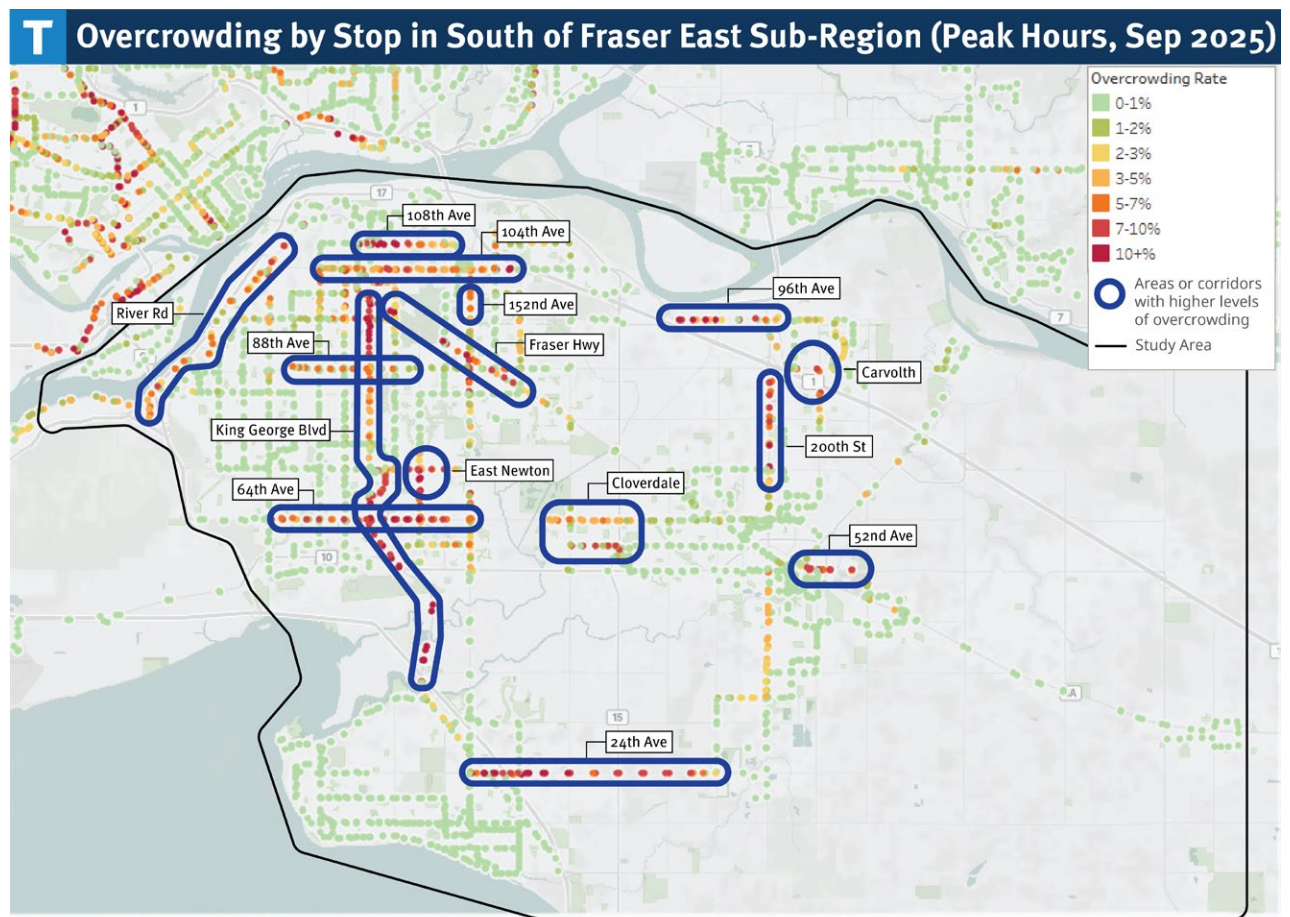


Map iii: Daily Boardings on Weekdays at Bus Stops in South of Fraser East Sub-Region (2024)

Overcrowding occurs mostly on routes that are part of the Frequent Transit Network or serve multiple town centres and destinations

Most overcrowding occurs on routes leading to Newton and Surrey Central in Surrey. However, overcrowding also occurs on routes in North Delta and Langley that serve employment areas, provide connections to routes that serve other parts of Metro Vancouver, or travel between town centres.

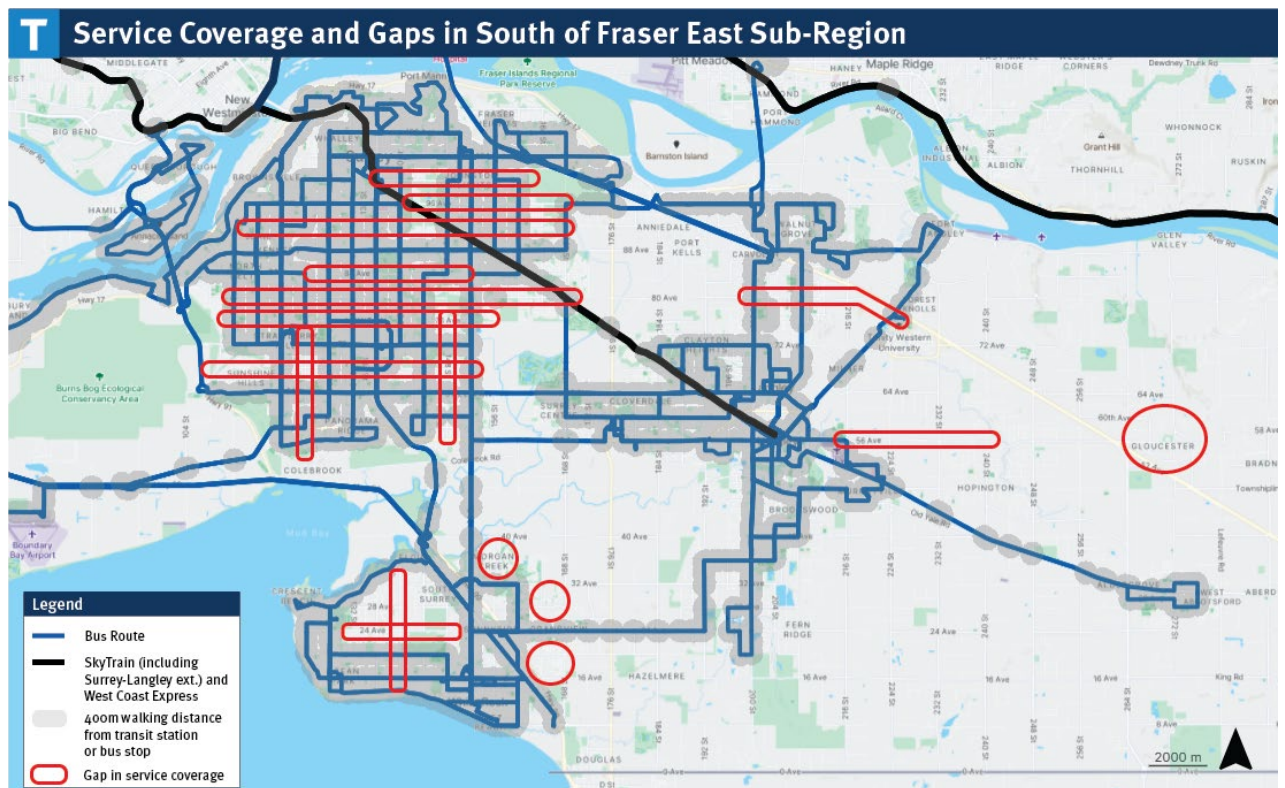
As shown in **Map iv**, corridors with more significant overcrowding include King George Boulevard, Fraser Highway, 108 Avenue, 104 Avenue, 64 Avenue, 24 Avenue, and 200 Street. There are also high rates of overcrowding near bus exchanges and major connection points like Carvolth Exchange, Langley Centre, and Cloverdale.



Map iv: Overcrowding by Stop in South of Fraser East Sub-Region (Peak Hours, September 2025)

The local transit network was designed to move people to the Expo Line and is reflective of historical land use and development patterns, including geographical constraints related to the Agricultural Land Reserve.

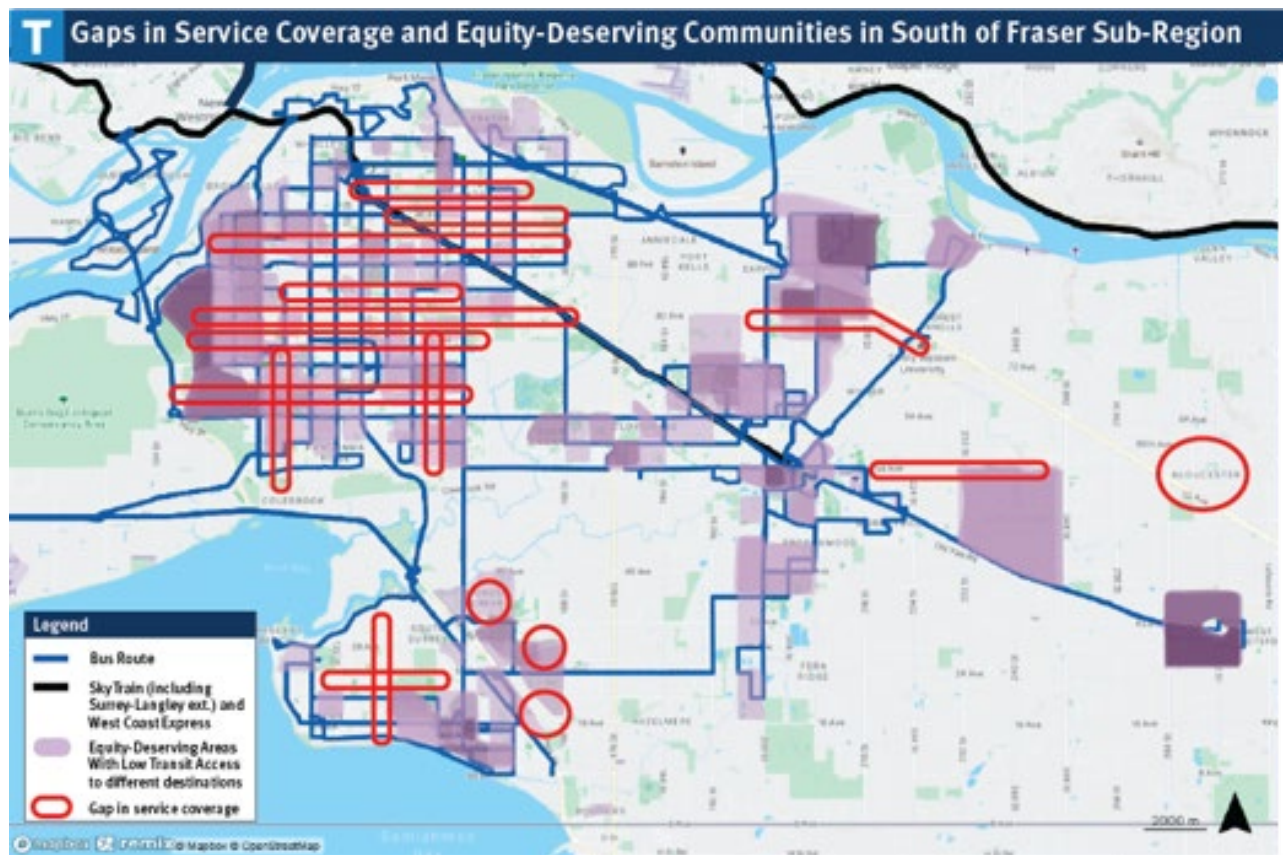
Despite ridership growth and continued investment in service over the past decade, many areas of the South of Fraser East sub-region do not have easy access to transit service. These gaps are shown on Map v. There are three primary reasons for this: (1) most of the transit network in this area was designed to provide service to the Expo Line or other connections to the Burrard Peninsula; (2) historical land use and development patterns spread growth across the sub-region; and (3) the significant amount of Agricultural Land Reserve in and around urbanized areas makes providing internal service difficult. This has resulted in many north-south routes leading to Surrey Central Station and few east-west routes, making it more difficult to reach other town centres in the east and south of the sub-region, or other parts of Metro Vancouver.



Map v: Service Coverage and Gaps in South of the Fraser East Sub-Region

At the same time, many parts of the South of Fraser East sub-region have a grid-like road network that supports more direct north-south and east-west transit service. New routes or modifications to the network may be identified in the South of Fraser East ATP, but fully transitioning to a grid system could take time and will depend on sufficient funding and infrastructure to make transfers between north-south and east-west routes more convenient for customers.

Many areas that aren't well served by transit also have high concentrations of equity-deserving communities that 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. Some communities have existing but lower service, while others do not have any service. The areas shaded in darker purple in **Map vi** are where there is lower access to opportunities and services via transit.



Map vi: Gaps in Service Coverage and Equity-Deserving Communities in South of Fraser East Sub-Region

The current structure of the transit network can be difficult to understand

A grid-like bus network composed of straight routes tends to be easier to understand and helps facilitate convenient transfers between services. This type of network typically allows for more direct trips that are faster and more competitive travel times with driving. In comparison, circuitous alignments can be difficult to remember, slower, and are less convenient for most trips.

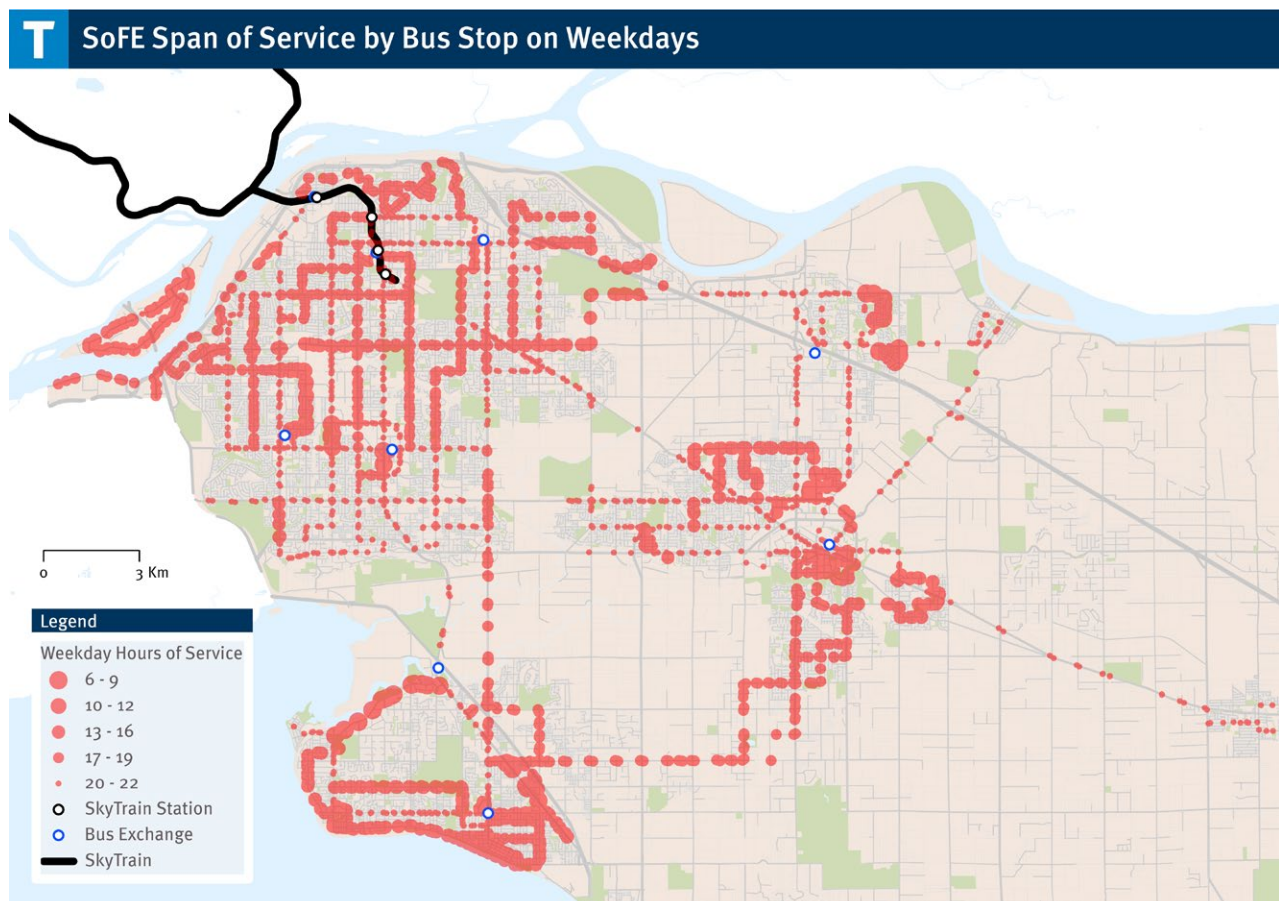
Despite having a relatively strong, grid-like road network, some corridors and routes in the South of Fraser East sub-region are much easier to understand than others. For example, many corridors in central Surrey and North Delta, as well as parts of White Rock and central Langley, are difficult to understand due to their circuitous patterns. In addition, some areas have different route patterns at different times of the day.

There are areas of this sub-region where bus service has limited hours and days of operation

There are some areas within the study area where the bus operates only at peak times or stops earlier in the evening. There are other routes which don't operate on Sundays or holidays. Limited hours of operation and not operating seven days a week makes it harder to access different opportunities, goods and services and transit a less viable alternative.

Map vii shows the span of service by bus stop on weekdays. Many parts of South Surrey, Clayton, and Langley have areas with significantly less service.

Some routes (or parts of them) in the South of Fraser East sub-region still do not have service on Sundays and holidays. This limits the convenience of using the transit system in the area.



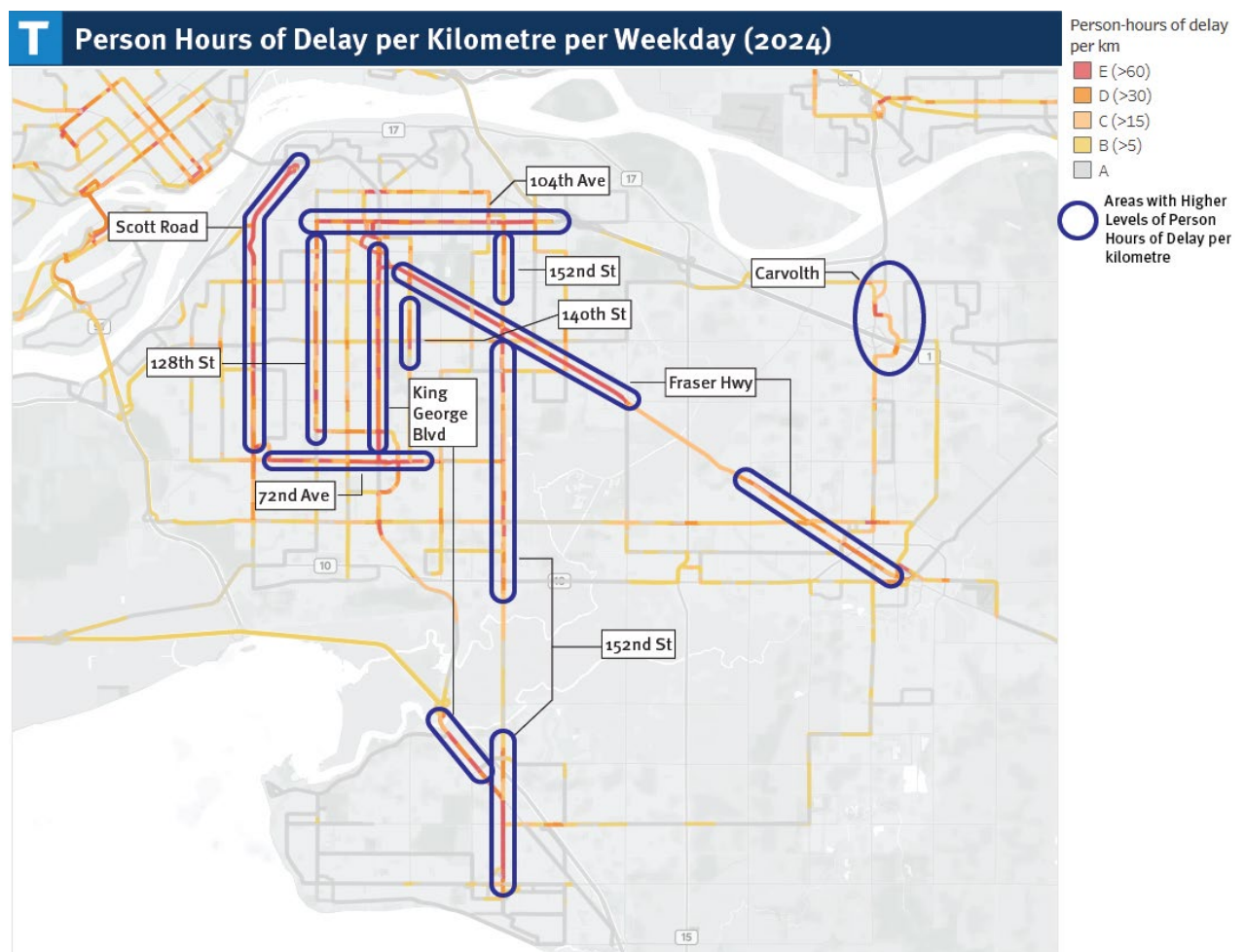
Map vii: SoFE Span of Service by Bus Stop on Weekdays

Customers have been – and continue to be – affected by bus delays

To encourage people to use transit, buses need to be reliable, run on time, and get passengers where they need to go without long delays. Being on schedule also ensures that TransLink is operating a cost-effective system and using operating resources efficiently. There are many factors that can cause bus delays such as traffic, construction, collisions, detours, volume of passengers boarding and exiting the bus, and weather.

TransLink has worked with its local government partners in the South of Fraser East region to implement transit priority measures where feasible, but some corridors are constrained by limited rights of way. This makes it difficult to implement infrastructure like bus lanes and queue jumps.

Map viii shows areas and corridors where delays are affecting the most transit customers on the bus network in the South of Fraser East sub-region. Notable corridors include but are not limited to Fraser Highway, King George Boulevard, Scott Road, 104 Ave, and 152 St.

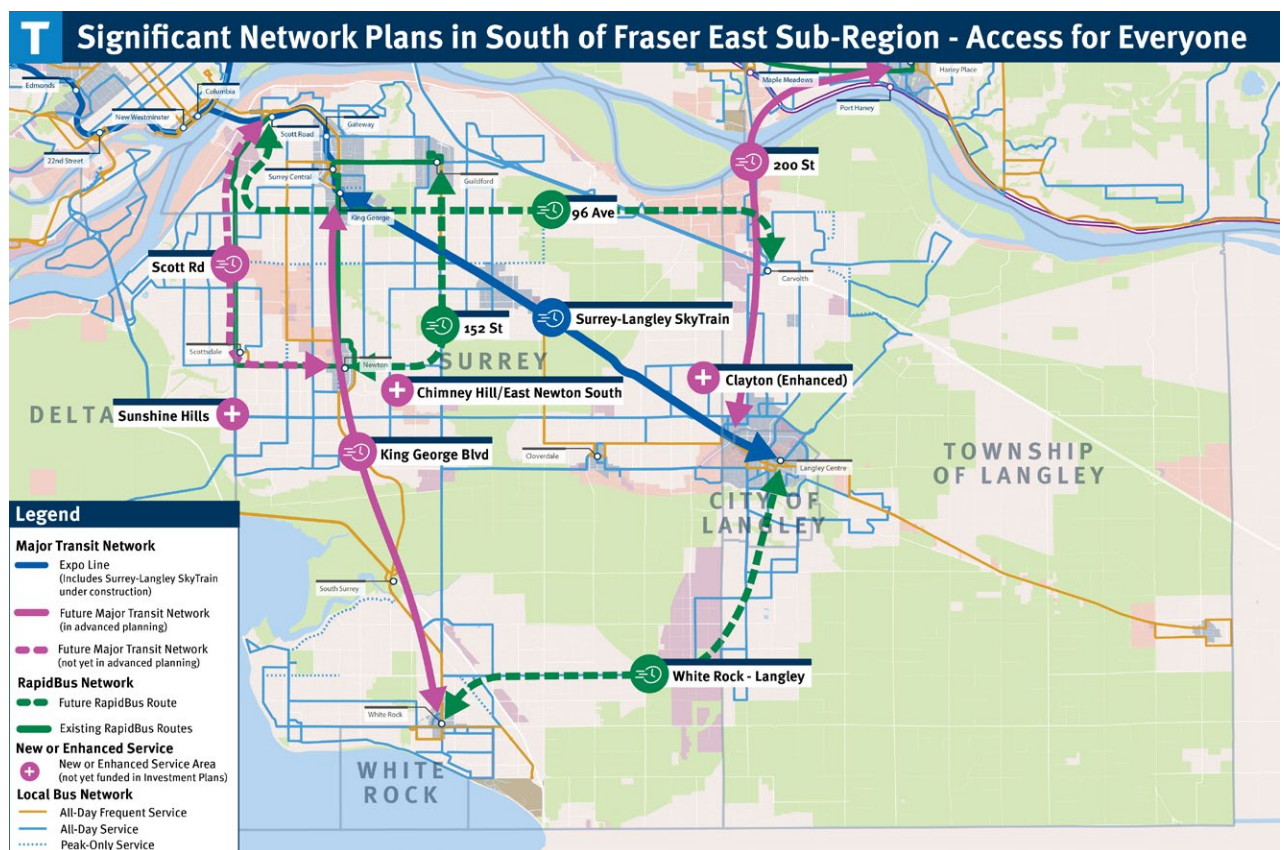


Map viii: Person Hours of Delay per Kilometre per Weekday (2024)

A significant amount of change is planned for the transit network in the South of Fraser East sub-region

Numerous corridors in the South of Fraser East area are expected to have transit service upgrades that are either already under construction, in planning and development stages, or are included in TransLink's *Access for Everyone* plan (see **Map ix**). These upgrades will require consideration of how the transit network is designed and how new services will be integrated.

The Surrey Langley SkyTrain extension of the Expo Line is expected to be completed in 2029, and a bus integration plan will be developed in conjunction with the South of Fraser East ATP. Two Bus Rapid Transit routes, on King George Boulevard and from Langley to Haney Place, are also being planned and will require additional bus integration planning.



Map ix: Significant Network Plans in South of Fraser East Sub-Region – Access for Everyone Plan

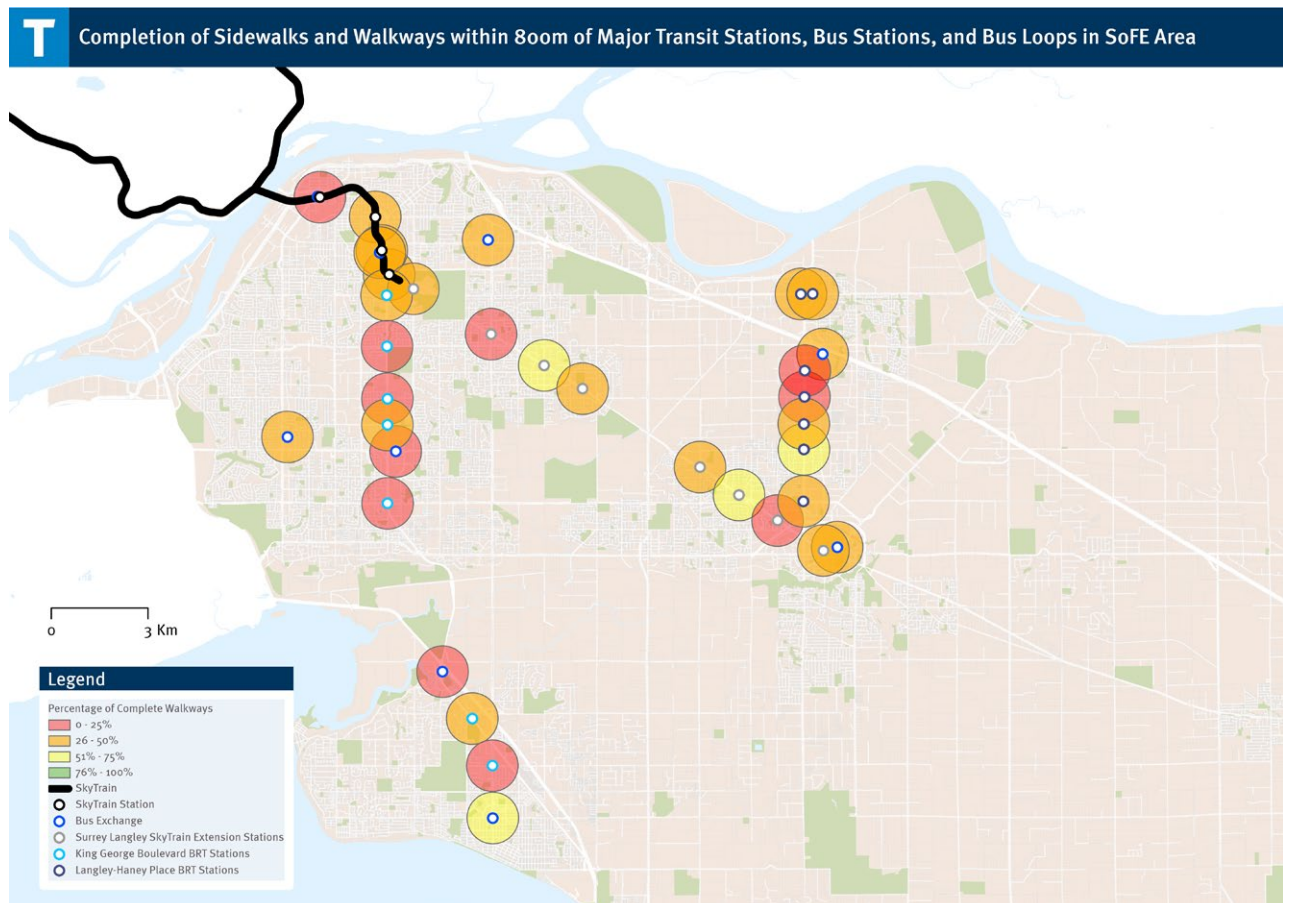
There are also other future Major Transit Network and RapidBus corridors identified in *Transport 2050* that will create new travel patterns and require further changes to the local bus network. Some of these new services will involve other supportive actions and strategies to build ridership ahead of implementation, such as increased frequency or extended hours of operation.

Active Transportation Analysis

Connected walking and cycling networks enhance the overall effectiveness of a transit system, as they provide the critical “first and last kilometre” links that enable people to access transit services safely, conveniently, and reliably. Expanding safe and direct access through walking and cycling can significantly increase the effective catchment area of stations, improving ridership and system performance. Connected active transportation networks address equity gaps by improving access to transit for those without reliable vehicle options and those with accessibility issues. Active transportation provides a cost-effective way to increase transit access in areas that do not have frequent feeder transit. When designed as safe, connected, and intuitive networks with supporting amenities such as secure bike parking and wayfinding, these systems not only increase transit ridership but also contribute to broader outcomes including affordability, congestion reduction, public health, air quality, and more resilient, people-focused communities.

Pedestrian infrastructure near most existing and future major transit stations and bus exchanges needs improvements

As seen in **Map x** below, which is showing sidewalk completion (on both sides of the street) within 800 metres of key transit access points (e.g., SkyTrain stations and major bus exchanges), only two future Surrey Langley SkyTrain stations and one existing exchange have more than half of their surrounding sidewalk network complete. The remaining existing and future stations and bus exchanges have less than half of their pedestrian network complete.



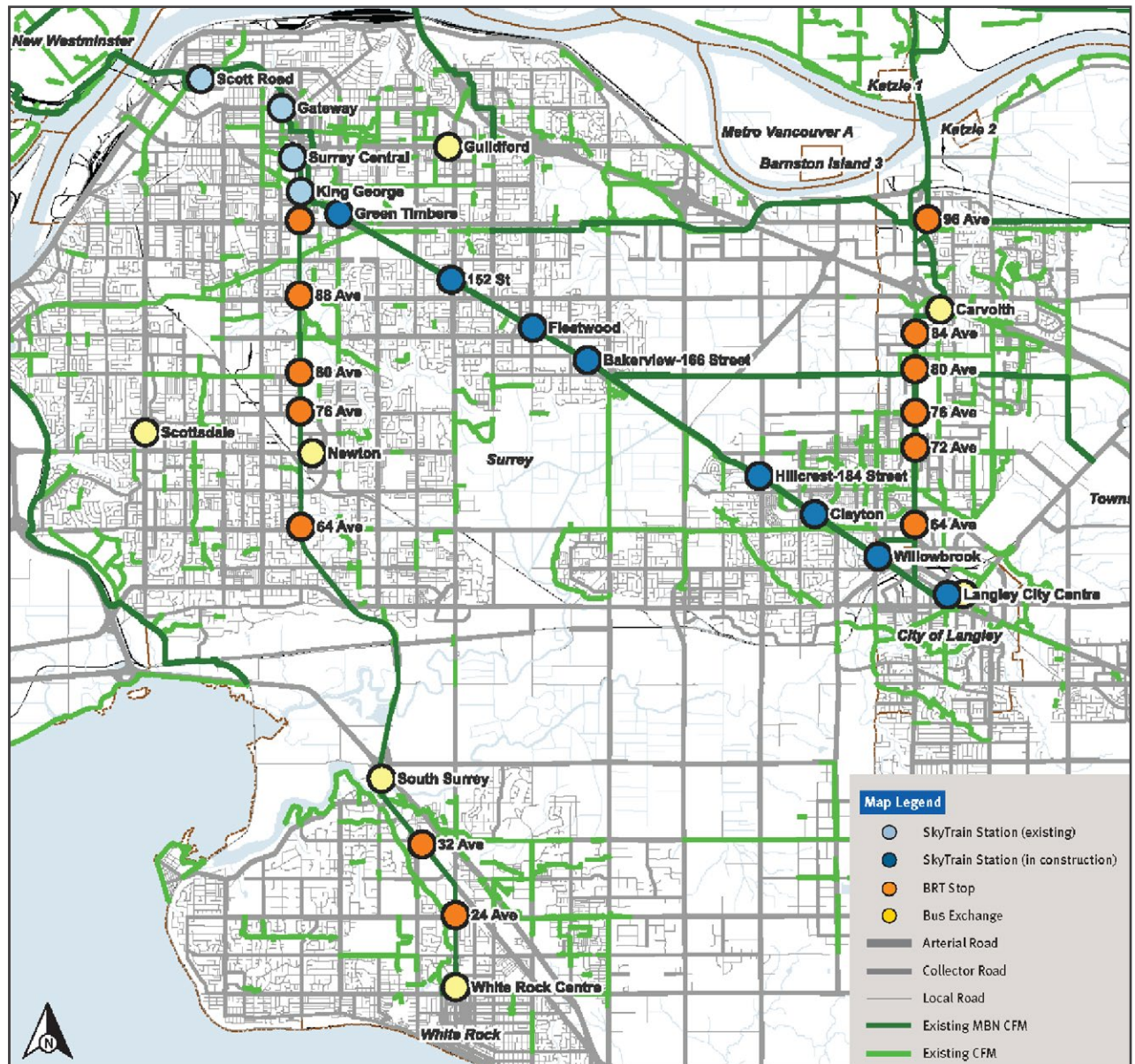
Map x: Completion of Sidewalks and Walkways within 800m of Major Transit Stations and Bus Loops in SoFE Area

More critically, two of these existing locations in urbanized areas – Scott Road Station and Newton Exchange – have less than one quarter of their pedestrian networks complete. This can make it harder for people to safely and conveniently access transit, jobs, services, and other destinations nearby.

New cycling infrastructure will be required to better connect the local bike network to future rapid transit stations.

With the introduction of the Surrey Langley SkyTrain (SLS) in late 2029, and BRT in the future on two main corridors (King George Boulevard and 200 St) within the sub-region, there will need to be new and improved connections between future rapid transit stations and the local cycling network. This also includes ensuring there are safe cycling connections to other higher-frequency services such as R6 Scott Road RapidBus in North Delta and the R1 King George RapidBus in Surrey.

While existing Expo Line SkyTrain stations are already well connected to both the Major Bikeway Network and the existing local cycling network, most of the future SLS and BRT new stations will require the construction of new cycling infrastructure to provide safe and comfortable connections.



Public And First Nations Engagement

Overview of Engagement Approach

The focus of the first phase of engagement on the South of Fraser East ATP was to develop a better understanding of current issues and opportunities within the transportation network, what's working and what could be improved, and the factors that are most influential in people's travel choices.

The engagement approach was designed to support TransLink's equity goals, including a commitment to reconciliation, and meaningfully advance the equity, diversity, and inclusion objectives outlined in [Transport 2050](#). To do this, the project team actively sought to reach traditionally equity-denied communities who have historically been excluded from planning and decision-making processes. In particular, the team prioritized reaching out to local First Nations, urban Indigenous communities, seniors, youth, persons living with a disability, persons with low income, and non-English speakers.

In addition, to make it easier for people to provide feedback, the project team intentionally went to where people gathered, including community centres, libraries, schools, and community events. Paper copies of the survey were sent directly to local First Nations and were made available at the in-person events with seniors and urban Indigenous communities.

Public and First Nation Engagement Activities

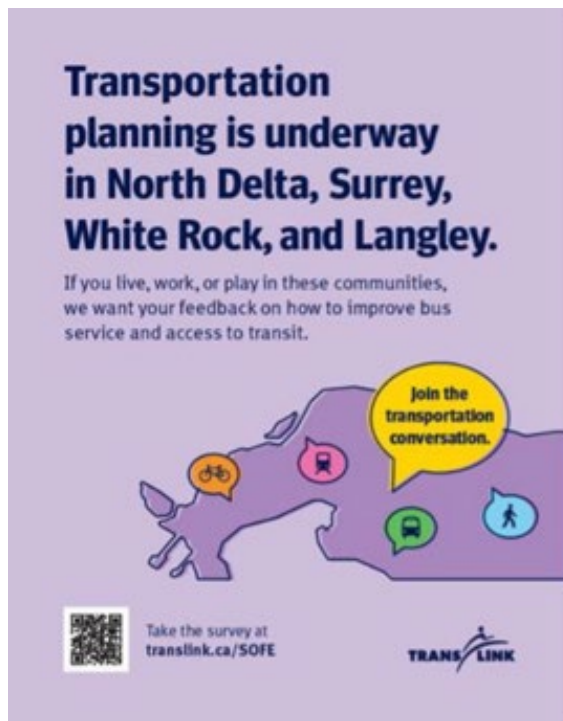
Engagement activities included online and in-person meetings and presentations, pop-up events, an engagement survey that was made available both online and as a printed version, as well as an interactive mapping tool where people could drop pins on the map and leave comments about those locations. Most of the engagement was conducted in February 2026. To help inform the development of the engagement survey and to accommodate the schedules of some interest holders, additional meetings were also held in late 2025, January 2026, and March 2026.

In total, TransLink met with the public, First Nations, and key interest holders at 31 events to gather feedback. Close to 950 participants were individually engaged through these events (refer to Phase 1 Engagement What We Heard Report for a complete listing of in-person engagement events). In addition, nearly 2,430 completed surveys were submitted.

Communication Strategy

A variety of methods were used to help inform the public, First Nations, and interest holders about the ATP planning process and opportunities to take part in engagement events and the engagement survey. These included a physical poster, a wallet card with a QR code to the project website, notification distributed through First Nations communication channels, a media release, a post on The Buzzer blog, digital communication via internal and external websites, and social media.

Advertisements were placed on Facebook, Instagram, and Google, as well as radio ads that were delivered in both in Cantonese and Punjabi.



What We Learned, at a Glance

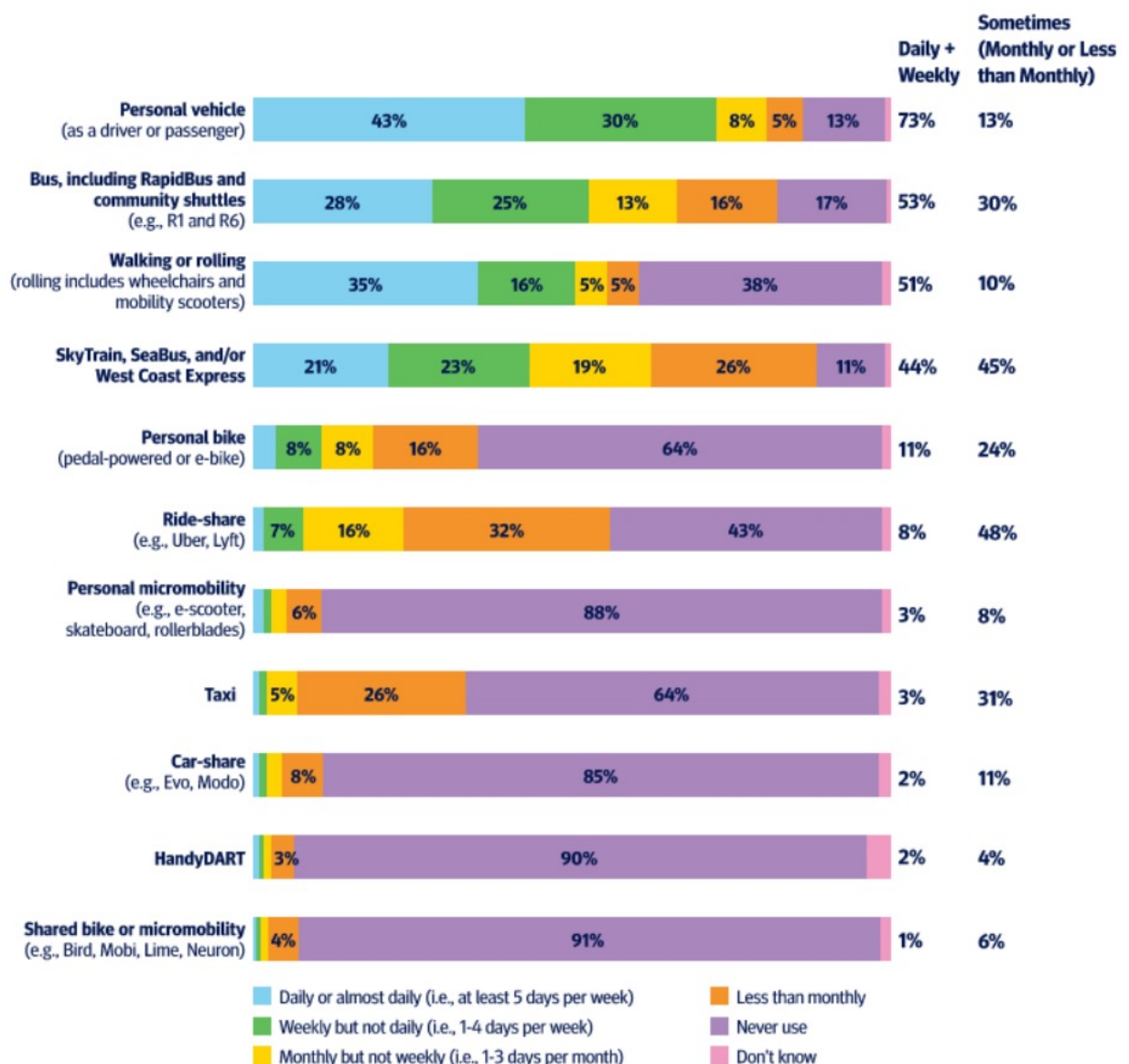
Overall, most participants provided feedback that was highly supportive of improved transit and active transportation infrastructure, as well as increased investment in the South of Fraser East sub-region. The following summarizes the main findings from the engagement survey, in-person events, and the online mapping tool.

While highlights are included below, more detailed findings from the engagement survey, including open ended responses and supporting visuals and charts, as well as feedback gathered during in person meetings and events, can be found in the more detailed [Phase 1 Engagement “What We Heard Report”](#).

BUS TRANSIT

Bus use and how people get around

Survey participants move around the South of Fraser East sub-region using a variety of travel modes, with personal vehicles (73%), buses (53%), and walking or rolling (51%) used most frequently. Bus use is often part of longer, multi-leg trips and supports everyday activities such as commuting, errands, and social trips. Participants shared that improving reliability and frequency as well as reducing travel time would make it easier to use the bus more often.



Bus routes

Survey participants identified service gaps, capacity issues, and travel time challenges on bus routes across the South of Fraser East area.

Almost one-half (46%) reported wanting to take **bus routes that were not available at certain times, most often in the evenings, early mornings, and weekends**. The routes most consistently mentioned were:

- 388 (22nd St Station / Carvolth Exchange)
- 351 (White Rock Centre / Bridgeport Station)
- 301 (Newton Exchange / Brighthouse Station)

Overcrowding emerged as a major concern for survey participants, with 63% reporting that they experienced buses that they perceived as **overcrowded or were passed over for pick ups**, particularly on high demand routes such as:

- 503 (Aldergrove / Surrey Central Station)
- R1 RapidBus (King George Blvd)
- 502 (Langley Centre / Surrey Central Station)
- 321 (White Rock / Surrey Central Station)
- R6 RapidBus (Scott Road)
- 501 (Langley Centre / Surrey Central Station)
- 335 (Newton / Surrey Central Station)
- 320 (Langley / Surrey Central Station)
- 319 (Scott Station / Scottsdale)
- 555 (Carvolth Exchange / Lougheed Station)

More than one third (34%) of participants also reported **long and unreliable travel times to reach** their stop, most often due to traffic congestion. The key routes identified as being slow included:

- 321 (White Rock / Surrey Central Station)
- 503 (Aldergrove / Surrey Central Station)
- 501 (Langley Centre / Surrey Central Station)
- 351 (White Rock Centre / Bridgeport Station)
- 335 (Newton / Surrey Central Station)
- 320 (Langley / Surrey Central Station)
- 502 (Langley Centre / Surrey Central Station)
- 312 (Scottsdale / Scott Road Station)
- 555 (Carvolth Exchange / Lougheed Station)
- 301 (Newton Exchange / Brighthouse Station)

Heavy traffic (55%) was identified as the primary cause of delay, especially on these routes:

- 312 (Scottsdale / Scott Road Station)
- 501 (Langley Centre / Surrey Central Station)
- 320 (Langley / Surrey Central Station)
- 335 (Newton / Surrey Central Station)

Common Transit Barriers Across Municipalities

Participants also provided location-specific feedback on transit barriers through the online mapping tool and in-person meetings. Respondents from across the study area pointed out that there are several areas that have experienced or are experiencing growth are currently not well served by transit. This could be because there isn't bus service in those areas yet or because bus routing hasn't yet changed to serve that new development. This can limit regional mobility and daily access, especially outside the SkyTrain and rapid transit corridors.

Although concerns differ by location, the issues identified below highlight both local concerns, challenges, and common regional themes.

1. Regional connections are slow, indirect, and in some areas difficult to access

Participants across White Rock, Surrey, Langley, North Delta, and First Nations communities emphasized that transit connections between municipalities can be slow, indirect, or are missing entirely.

- White Rock and the Township of Langley are isolated from rapid transit and lack direct regional connections.
- Residents of North Delta and the City of Langley experience indirect and time consuming connections to SkyTrain.
- Surrey residents face slow regional travel due to congestion and poor connectivity to other transit services.
- First Nations communities, including Katzie, Semiahmoo, and Matsqui, noted that limited or no access to transit to their communities made using the bus extremely difficult, reinforcing equity concerns.

Impact: Transit is not a viable option for many regional trips, reinforcing car dependence which contributes further to traffic congestion.

2. Overcrowding and infrequent service negatively impact the comfort and convenience of using transit

Overcrowding and long wait times were raised across White Rock, Surrey, Langley, and North Delta.

- Local routes are frequently overcrowded, particularly during peak periods and school travel times.
- Infrequent service can lead to missed connections and long waits.
- In White Rock, increased seasonal ridership to beaches in the area can strain local routes.
- Many residential and employment growth areas are not well served by transit.

Impact: Transit is not always reliable for work, school, or appointments.

3. East-west connectivity is a persistent gap

Participants in Surrey, Langley, and North Delta consistently identified east-west mobility as one of the largest gaps in the network.

- Trips often require detours through major exchanges.
- Access to schools, employment areas, and services is indirect and time consuming.

Impact: Short trips feel long, and everyday travel within municipalities by transit is inefficient.

4. Access, safety, and comfort remain key barriers

Across multiple municipalities, participants, as well as First Nations community members, highlighted long or unsafe walks to bus stops, limited first and last kilometre access by walking or cycling, and poor waiting environments.

Impact: Even where transit service exists, conditions make for an uncomfortable experience, especially for Indigenous transit riders, seniors, youth, and people with disabilities.

5. Some areas that have experienced or are experiencing growth are not well served by transit

Participants noted that transit services have not always kept pace with population growth, employment expansion, or school travel demand.

- Industrial and employment areas are underserved.
- Youth and student mobility barriers persist.
- Areas of significant current and future growth lack adequate route coverage.

Impact: Transit does not adequately support current and future travel needs.

Bus routes challenges by municipality

WHITE ROCK

In White Rock, the following routes were identified by respondents to have issues regarding **bus reliability, long wait and travel times, overcrowding, and overlapping route coverage:**

- 321 (White Rock / Surrey Central Station)
- 351 (White Rock Centre / Bridgeport Station)
- 531 (White Rock Centre / Willowbrook)
- 361 (Ocean Park / White Rock Centre)
- 362 (Seaside / White Rock Centre)
- 394 (White Rock / King George Station Express)

There were also many calls for extending existing routes to White Rock Beach.

SURREY

In Surrey, participants shared suggestions relating to **extending bus service (e.g., all-day or all-night express services) and increasing bus frequency for certain routes**, specifically:

- 393 (Newton Exchange / Surrey Central Station)
- N19 (Downtown / Surrey Central Night Bus)
- R1 RapidBus (King George Blvd)
- 335 (Newton / Surrey Central Station)
- 325 (Newton Exchange / Surrey Central Station)
- 555 (Carvolth Exchange / Lougheed Station)
- 337 (Fraser Heights / Guildford / Surrey)
- 338 (East Fraser Heights / Guildford)
- 373 (Guildford / Surrey Central Station)
- 323 (Newton Exchange / Surrey Central Station)
- 352 (Ocean Park / Bridgeport Station)
- 375 (White Rock / White Rock South / Guildford)

Other participants also provided recommendations for improving rider comfort and accessibility. Many also noted that bus services are impacted by traffic congestion and overcrowding.

LANGLEY (CITY & TOWNSHIP)

In Langley, participants called for **expanding coverage for certain routes** and **adjusting routes to meet service gaps or prevent overlapping services**. Routes frequently mentioned included:

- 370 (Cloverdale / Willowbrook)
- 564 (Langley Centre / Willowbrook)
- 501 (Langley Centre / Surrey Central Station)
- 595 (Maple Meadows Station / Langley Centre)
- 562 (Langley Centre / Walnut Grove)
- 364 (Langley Centre / Scottsdale)
- 502 (Langley Centre / Surrey Central Station)
- 503 (Aldergrove / Surrey Central Station)

NORTH DELTA

In North Delta, many participants noted that existing bus service is insufficient, with **calls to expand coverage, extend span of service, and increase frequency throughout the day**. Routes frequently mentioned included:

- 104 (22nd Street Station / Annacis Island)
- 314 (Surrey Central / Sunbury)
- 301 (Newton Exchange / Brighthouse Station)
- 640 (Ladner Exchange / Scott Road Station)
- 388 (22nd St Station / Carvolth Exchange)

ACTIVE TRANSPORTATION

Reasons why people decide to cycle, walk, or roll

Many participants in the engagement survey identified safe crossings (82%), feeling safe (81%), and more frequent transit service (81%) as important factors in helping them choose to walk, roll, or cycle to access transit.

When it comes to cycling, especially getting to SkyTrain stations and bus exchanges, participants stressed the need for separated bike paths, and bike parking at the end of their trip. The top factors were well-maintained cycling infrastructure (51%), bike paths separated from traffic (50%), and secure bike parking at SkyTrain stations and bus exchanges (46%).

Common Active Transportation Challenges Across Municipalities

Participants also provided location-specific feedback on active transportation barriers through the online mapping tool and in-person meetings. Across municipalities, participants consistently described fragmented, discontinuous, and unsafe conditions for walking, cycling, and rolling, especially where people need to access transit and common destinations.

1. Networks feel incomplete and difficult to use end to end

Participants in Surrey, Langley, and North Delta described active transportation networks as having missing links, poor connectivity, and paths that end abruptly, making it hard to travel safely and directly between neighbourhoods and key destinations.

Impact: Trips are indirect or unsafe, making it difficult to rely on walking, cycling, or rolling to reach transit services. Incomplete sidewalk networks surrounding transit stations and exchanges is especially impactful to Indigenous Elders, seniors, and people living with disabilities.

2. Safety concerns are a consistent barrier

Across the sub-region, participants frequently pointed to safety risks, particularly along major corridors and busy roadways, that discourage walking, cycling, or rolling.

Impact: Perceived and real safety risks discourage people from choosing active travel modes, particularly along busy corridors, even when distances are short.

SUMMARY OF QUALITATIVE FEEDBACK

This summary highlights key themes from open ended survey responses, in-person meetings, and comments shared through the online mapping tool during the engagement process. Not all comments were raised by all participants, and so terms such as “some,” “sometimes,” and “often” are used to reflect how frequently certain feedback was shared.

People experience multiple challenges taking the bus

Participants often described certain bus routes as slow, unreliable, and difficult to navigate, especially for trips involving transfers, off-peak travel, and connections to major hubs.

Transfers, exchanges, and indirect routing significantly lengthen trips

Participants often mentioned multiple transfers, misaligned connections, and circuitous routes add to waiting time and uncertainty. Even short trips were sometimes described as long and inefficient, especially when missed connections led to cascading delays.

Unreliable service undermines trip planning and confidence

Late buses, canceled trips, overcrowding, and buses passing by people waiting at a bus stop make it difficult for people to plan their trips or trust they would arrive on time. These issues tend to be more noticeable in the evenings, early mornings, on weekends, and during poor weather.

Service frequency and capacity do not meet demand

Infrequent service and overcrowding, especially during peak periods, school travel times, evenings, and weekends, create long delays, uncomfortable trips, and slow boarding. Some people saw these issues as especially challenging for students, shift workers, and growing communities.

Traffic congestion and construction further erode reliability

Construction zones, road congestion, highway on-ramps and off-ramps and roundabouts, and busy intersections regularly delay buses. Some participants felt the schedules did not reflect real-world conditions, which compound reliability and travel-time issues.

Access to major hubs and the SkyTrain is a key network weakness

Routes serving SkyTrain stations or Park and Ride facilities that have to travel across bridges, through tunnels, or along corridors with longer-term construction (e.g., Fraser Highway) were sometimes described as unreliable. Some participants suggested this was the result of indirect routing, frequent stops or having to travel across bridges or through tunnels.

Limited local connectivity and stop access reduce usability

Long or unsafe walks to bus stops, poor pedestrian access between transfers, and indirect local routing make transit impractical for some everyday trips. Gaps in local connectivity have led some users to rely on car travel for part of their journey.

School-related travel

Crowding during peak hours, lack of coordination between trip times and school bell schedules, and long or indirect routes often make student travel particularly unreliable, especially in rapidly growing areas.

Stop conditions and boarding processes affect comfort and speed

Inadequate shelters, lighting, and boarding inefficiencies frequently contribute to discomfort and longer dwell times for buses at stops, with added challenges particularly for seniors and people with mobility or accessibility needs.



Next Steps

The second phase of the South of the Fraser East ATP planning process will occur over the course of 2026 and into 2027. This will involve the development of various proposals relating to improving bus service, active transportation, and goods movement within the study area.

There will be a second round of engagement in early 2027 where we will ask the public, First Nations, and other transportation interest holders for feedback on draft strategies and actions and how best to prioritize them for future implementation. After we have incorporated that feedback, we will then work with First Nations within the study area and our provincial, regional, and local government partners to finalize the ATP in late 2027.



How to Stay Connected

Phase 2 Public Engagement

In early 2027 we will launch the second round of public engagement to get feedback on draft ATP strategies and actions. Please visit the TransLink South of Fraser East ATP **project website** for more information about the timing of this engagement and how to access the online survey.

TransLink Listens Engagement Hub and Insights Panel

To participate in future public engagement processes, including future South of Fraser East ATP engagement, consider signing up for the engagement hub at **translinklistens.ca**.

Additionally, TransLink operates the TransLink Listens Insights Panel where interested members of the public can share their opinions on all sorts of transit and transportation-related subjects. More information and a sign-up link can be found on **Research and Insight | TransLink**.

All participation in both public engagements and in the Insights Panel are fully voluntary, and you may decline to participate at any time.

E-newsletter Subscription

Stay up to date on the South of Fraser East ATP and other TransLink plans and projects through the TransLink eNewsletter. Please visit the TransLink website to sign up (**translink.ca/rider-guide/translink-newsletters**).

South of Fraser East ATP Project Email

Email us directly through the South of Fraser East ATP project email (**areatransportplanning@translink.ca**) to share any feedback/suggestions you may have regarding the South of Fraser East ATP.