



# PUBLIC MEETING AGENDA

**Version:** July 21, 2023

**July 27, 9:00AM to 9:50AM**

Via Videoconference\* (live streamed to the [Mayors' Council YouTube Channel](#))

**Chair:** Mayor Brad West                      **Vice-Chair:** Mayor Mike Hurley

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards at the [Mayors' Council's YouTube Channel](#).

<b>9:00AM</b>	<b>1. PRELIMINARY MATTERS</b> 1.1. Adoption of agenda ..... Page <b>1</b> 1.2. <a href="#">Approval of Public Meeting Minutes (June 29, 2022)</a> ..... <b>2</b>
<b>9:05AM</b>	<b>2. <a href="#">PUBLIC DELEGATES</a></b> ..... <b>8</b>
<b>9:25AM</b>	<b>3. REPORT OF THE CHAIR</b> ..... <b>ORAL</b>
<b>9:30AM</b>	<b>4. REPORT OF THE PLANNING &amp; PRIORITIES COMMITTEE</b> 4.1. <a href="#">Update on 2023 Bus Speed &amp; Reliability Report</a> ..... <b>9</b> • Annex 2: <a href="#">TransLink 2023 Bus Speed &amp; Reliability Report</a>
<b>9:45AM</b>	<b>5. OTHER BUSINESS</b> 5.1. Next Meeting – September 28, 2023 (Metro Vancouver Boardroom, 28 <sup>th</sup> Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC)
<b>9:50AM</b>	<b>6. ADJOURN</b> to closed session

*\* Note that Mayors' Council members and Public Delegates will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.*

## MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION DRAFT PUBLIC MEETING MINUTES

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Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, June 29, 2023, at 9:00 a.m. in the Metro Vancouver Boardroom, 28<sup>th</sup> Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via videoconference.

### PRESENT:

Mayor Brad West, Port Coquitlam, Chair  
Councillor Brent Asmundson, Coquitlam  
(alternate)  
Mayor Ken Berry, Lions Bay  
Mayor Malcolm Brodie, Richmond  
Mayor Linda Buchanan, North Vancouver City  
Mayor Patrick Johnstone, New Westminster  
Councillor Joe Keithley, Burnaby (alternate)  
Councillor Sarah Kirby-Yung, Vancouver  
(alternate) (arrived at 9:22 a.m.)  
Mayor Megan Knight, White Rock  
Councillor Dylan Kruger, Delta (alternate)  
Mayor Meghan Lahti, Port Moody

Mayor Brenda Locke, Surrey  
Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
Councillor Alison Morse, Bowen Island  
(alternate)  
Mayor Nathan Pachal, Langley City  
Mayor Jamie Ross, Belcarra  
Mayor Dan Ruimy, Maple Ridge  
Mayor Mark Sager, West Vancouver  
Councillor Bryce Williams, Tsawwassen First  
Nation (alternate)  
Mayor Eric Woodward, Langley Township

### REGRETS:

Mayor Mike Little, North Vancouver District  
Mayor Nicole MacDonald, Pitt Meadows

### ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat  
Jeffrey Busby, Vice-President, Engineering, TransLink  
Ralf Nielsen, Director, Enterprise Sustainability, TransLink  
Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink

### PREPARATION OF MINUTES:

Carol Lee, Mosaic Writing Group

### CALL TO ORDER

Chair Brad West declared that a quorum was present and called the meeting to order at 9:01 a.m.

Chair West acknowledged, with respect, that the meeting is taking place on the traditional and unceded territories of the Indigenous people upon which we are fortunate to live, work and operate.

### 1. PRELIMINARY MATTERS

#### 1.1. Adoption of the Agenda

*Draft agenda for the June 29, 2023 Public Meeting of the Mayors' Council on Regional Transportation, version dated June 22, 2023, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the agenda of the June 29, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2. Approval of Minutes (June 1, 2023)**

*Draft minutes of the June 1, 2023 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.*

**It was MOVED and SECONDED**

That the minutes of the June 1, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**2. PUBLIC DELEGATIONS**

*The following documents were provided with the agenda material:*

- *Report titled "Item 2 – Public Delegate Presentations", dated June 20, 2023*
- *Report titled "Item 2 – Presentations from Public Delegates", dated June 29, 2023.*

**2.1. Nathan Davidowicz**

Mr. Davidowicz suggested that TransLink:

- Pool its bus purchases with BC Transit
- Invite Transport for London to conduct an audit on its operations and recommend improvements.

**2.2. William Dawson**

Mr. Dawson suggested that the overhead trolley network be expanded to increase the number of zero emission vehicles operated by TransLink.

**3. REPORT OF CHAIR**

Chair West commented that the focus of the Mayors' Council will continue to be on advocating with the federal and provincial governments for the support necessary to return TransLink to financial sustainability and begin rolling out the Access for Everyone 10-year priorities.

Chair West congratulated Olivia Chow on her election as the mayor of Toronto.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report.

**CARRIED**

#### **4. REPORT OF THE PLANNING AND PRIORITIES COMMITTEE**

##### **4.1. Report on Zero Emission Transit Fleet**

*Report titled "Item 4.1 – Zero Emissions Bus Fleet Technology Update", dated May 29, 2023, was provided with the agenda material.*

Sarah Ross, Vice-President, Transportation Planning and Policy, and Ralf Nielsen, Director, Enterprise Sustainability, TransLink, jointly led the review of the presentation provided with the agenda material and highlighted:

- Key takeaways
- All levels of government have set greenhouse gas (GHG) reduction targets
- Transportation is the largest source of GHG emissions in the region, but TransLink only accounts for 1%:
  - The region is committed to ambitious climate targets for transportations
  - The need for multiple strategies to reach climate targets and service goals
  - It does not take many people shifting from driving gas cars to taking transit to create net reductions in GHG
  - The Climate Action Strategy and Plan sets a target of a 45% reduction in corporate GHG emissions from 2010 baseline on the path to net-zero emissions by 2050
- Key factors:
  - All depots are at 100% capacity
  - More land and new depots are required to meet expansion goals and serve the growing region
  - Potential purchasing and fleet stock requirements under the provincial Public Transit Zero Emission Vehicle regulations.

##### **Member Arrived**

Councillor Sarah Kirby Yung joined the meeting at 9:22 a.m.

- Benefits and constraints of available options:
  - Electric trolley buses
  - Battery electric buses (BEBs)
  - Renewable natural gas (RNG)
  - Hydrogen fuel cell electric bus (HFCEB)
  - Renewable diesel (HDRD)
- Next steps.

Discussion ensued on:

- Confirmation that there are no plans to change the existing trolley overhead network
- Concern regarding the impact of the limited range of BEBs on the goal of doubling bus service by 2035
- The need to be cognizant of the potential impact of the proposed Public Transit Zero Emission Vehicle regulations.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation (Mayors' Council):

1. Direct staff to ensure the Zero Emission Fleet Transition Plan does not impede TransLink's ability to deliver the transit service expansion proposed in Transport 2050;
2. Direct staff to draft a letter from the Chair of the Mayors' Council to the Government of British Columbia to request amendments to B.C.'s Public Transit Zero Emission Vehicle regulations to ensure the regulations are consistent with the climate action outcomes around regional GHG emission reductions, mode share and vehicle kilometers travelled already mandated on TransLink in the BC Climate Action Plan; and
3. Receive this report.

**CARRIED**

**4.2. Update on Transit Depot Planning**

*Report titled "Item 4.2 – Municipal Support for Bus Depot Design and Construction", dated May 31, 2023, was provided with the agenda material.*

Jeffrey Busby, Vice-President, Engineering, TransLink, reviewed the report provided with the agenda material and highlighted:

- The need to significantly expand TransLink's transit centre capacity to support the 10-Year Priorities (10YP) plan to double bus service by 2035
- Transit centres will run out of capacity in 2026 or 2027
- Municipalities can assist in improving the timeline to deliver new transit centres
- Areas where municipal support is required:
  - Improved alignment
  - Streamline approvals.

Discussion ensued on:

- The need for mutual cooperation and partnerships between TransLink and municipal and Indigenous governments
- Suggestion to improve TransLink's planning processes to identify areas where transit centres will be required and potential locations.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report for information.

**CARRIED**

**4.3. Update on Transit Depot Planning**

*Report titled "Item 4.3 – Discounted Transit for Youth", dated June 14, 2023, was provided with the agenda material.*

Ms. Ross reviewed the report and highlighted:

- Making transit completely fare-free for youth up to age 18 would result in lost revenue in the range of \$30 million per year and would not be consistent with the established regional policy direction that transportation fares and fees should be linked to a person's ability to pay
- Transit has long been discounted, based on age.

Discussion ensued on:

- Offering free transit for youth will result in the culture shift required for the region and the Province to achieve its mode shift goal:
  - The best way to attract youth to transit is to improve transit infrastructure
- Other cities have experienced a reduction in walking, cycling and carpooling modes after free transit was introduced
- Suggestion that the free transit for youth under 18 should not be means-tested
- Suggestion that the Province be required to provide the \$30 million of annual funding to provide free transit for youth under 18.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

1. Support the Centre for Family Equity in their Transit for Teens campaign;
2. Express that support to the Ministers of Transportation and Infrastructure, Social Development and Poverty Reduction, and Children and Family Development;
3. Ask the provincial government to partner with TransLink by committing to long-term funding of the 13 and under free transit program; and
4. Request further partnership to extend the program to include youth 13 – 18 years old as part of the Clean BC Plan.

**DEFEATED**

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report for information.

**CARRIED**

**5. REPORT OF THE JOINT TASK FORCE ON GOVERNANCE**

*Report titled "Item 5 – Implementation Plan to Operationalize Governance Changes", dated June 6, 2023, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation (Mayors' Council):

1. Approve the Implementation Plan and its recommended committee structures, scope, protocols and processes to establish three new Joint Committees of the TransLink Board of Directors (TransLink Board) and Mayors' Council, as proposed below in this report;
2. Approve the creation of three new Joint Committees:
  - Joint Finance;
  - Joint Planning; and
  - Joint Executive Compensation and Director Recruitment;
3. Approve the Terms of Reference for each of the three new Joint Committees, as attached to this report as Annex 1;
4. Communicate these changes to the Provincial Government;

5. Review the new joint committee structure and Joint Committee Terms of Reference by the Chairs of the TransLink Board and Mayors' Council, together with the Co-Chairs of each joint committee, a maximum of six to 12 months after the implementation of Joint Committees; and
6. Receive this report.

**CARRIED**

**6. OTHER BUSINESS**

**6.1. Next Meeting**

The next Public Meeting of the Mayors' Council will be held on July 27, 2023 via videoconference.

**7. ADJOURNMENT**

There being no further business, the June 29, 2023 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 10:28 a.m.

Certified Correct:

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Mayor Brad West, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat  
**DATE:** July 21, 2023  
**SUBJECT:** **ITEM 2 – Public Delegate Presentations**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation receive this report.

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**PURPOSE:**

To introduce the objectives and process for hearing from public delegates.

**BACKGROUND:**

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to [mayorscouncil@translink.ca](mailto:mayorscouncil@translink.ca).

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

**DISCUSSION:**

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).



**TO:** Mayors' Council Planning and Priorities Committee

**FROM:** Sarah Ross, VP Transportation Planning & Policy  
Stephen Newhouse, Manager Bus Priority Planning and Monitoring

**DATE:** July 7, 2023

**SUBJECT:** **ITEM 4.1 – Publication of the 2023 Bus Speed & Reliability Report**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation receive the second part of the 2023 Bus Speed and Reliability Report: "Bus Priority Infrastructure & Gaps"

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**PURPOSE:**

To share the second part of the 2023 Bus Speed & Reliability Report (BSR Report) – titled "Bus Priority Infrastructure & Gaps" – which highlights both the progress made via recent bus priority investments and the remaining gaps for future investment. The report will be released to the public for the July 27 Mayors' Council meeting.

**BACKGROUND:**

TransLink's first Bus Speed & Reliability Report, published in 2019, highlighted the issue of bus-delay, its impacts on customers, and its operational costs. It also identified hotspots for future bus priority investment, establishing a foundation for the new Bus Speed & Reliability Municipal Funding Program.

The 2023 BSR Report is an update to, and expansion of, the 2019 Report. The first part – "Bus Delay" – was published for the Mayors' Council meeting in March. ([See link here.](#)) It refreshed data and reiterated that bus delay remains costly for our region. This second part – "Bus Priority Infrastructure and Gaps" – finds that recent investments in transit priority have been effective. But we must increase the scale and pace of investments in order to achieve the goals established in Transport 2050 and its 10-Year-Priorities.

**DISCUSSION:**

**The first section of the 2023 BSR Report – "Bus Delay" – demonstrates the ongoing costs of delay.** It finds that:

- **Road congestion has real impacts on TransLink operations and customers.** When traffic was reduced during the peak of pandemic restrictions, bus speeds improved by 14% system-wide and more than 25% in some places. This demonstrates that buses can be much faster when protected from traffic with bus priority measures like bus lanes.
- **Unfortunately, overall bus delay exceeds pre-pandemic levels.** About 15% of annual service hours for buses—or about \$80 million per year—are attributable to time spent delayed by traffic congestion, uncoordinated signals, etc.

- **Over 60% of person-delay occurs on our Frequent Transit Network (FTN).** Strategic investments in bus priority can dramatically reduce delay for our customers.
- **Bus passengers make up 30-60% of road users on many of these corridors during peak hours.** These are places where transit priority measures would be most warranted.

**The second section – “Bus Priority Infrastructure & Gaps” – demonstrates the value of continued investment in bus priority.**

- **We have made historic investments in transit priority in recent years.** TransLink has invested almost \$40 million in bus priority. Since 2019, the region has added about 70 km of bus priority, increasing the amount of bus priority by more than 40%.
- **Transit priority projects have been effective.** RapidBus projects hit targeted 20% savings. Other transit priority investments reduced bus delay by up to 35%. These help us save money by supporting more efficient schedules and reducing the need to add resources in the future due to increasing traffic. There is a return-on-investment within 10 years, some of which are realized in only 1 to 2 years. Even after payback period, speed and reliability savings continue to accrue.
- **Transit priority works best at scale.** Customers and TransLink accrue the most benefits when priority measures are focused along a corridor. Projects along high-frequency corridors pay back faster because they benefit many trips.
- **Future bus priority investments should focus along corridors.** Customers and TransLink accrue the most benefits when priority measures are focused along a corridor. Bus Rapid Transit corridors will be a key component of these investments.

**Looking ahead, TransLink will provide guidance for our partners for future bus priority investments.**

- **We must increase the pace and scale of investments to meet regional goals,** in particular, the goal to implement bus priority across *the full Frequent Transit Network*. The nine Bus Rapid Transit corridors in the Transport 2050 10 Year Priorities cover only about 1/4<sup>th</sup> of the FTN. More than 75% of the FTN has no bus priority infrastructure. More than 90% does not fully protect buses from traffic.
- **We will develop a bus priority vision to help TransLink and our partners focus on corridors.** A BRT Action Plan will provide priorities for future BRT routes. In parallel, an over-arching bus priority vision will support investments across the full FTN. This will build off the work done for the 2023 BSR Report, including the 20 Profile Areas.
- **We will propose options for the expansion of the BSR Program.** This will support the 2024/2025 Investment Plans.
- **TransLink will continue to provide funding and technical support to our partners.** This fall \$8 million will be available from the Bus Speed & Reliability Municipal Funding Program for studies, pilot, and capital projects along the FTN. Our staff will also continue to provide technical support, including project planning, design, and engagement.
- **Municipal leaders can support the program by encouraging staff to apply for ambitious projects.**

## **CONCLUSION:**

Bus delays due to road congestion are an ongoing and costly challenge for TransLink and our customers across the region. We have made historic investments in bus speed & reliability since 2019, and these

have been cost-effective. However, in order to achieve regional goals that require using our road network more efficiently, we must increase the pace and scale of bus priority investments. TransLink will provide guidance for future investments, which will focus on the most impactful, corridor-level investments. This will be an input for the 2024/2025 Investment Plans.

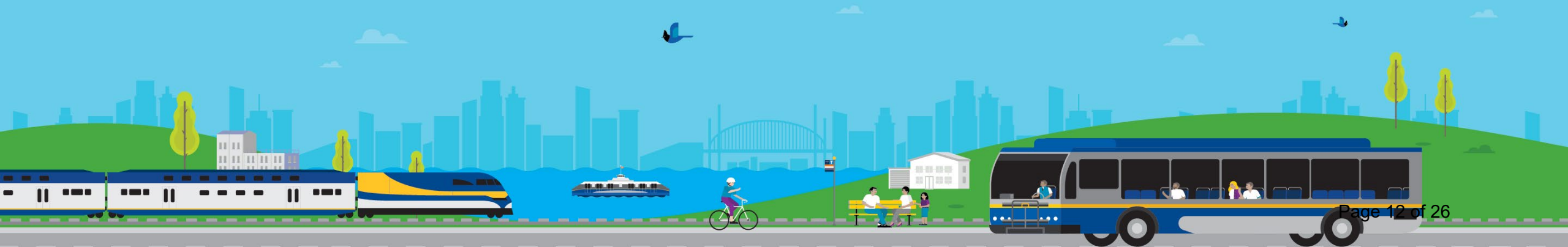
**ATTACHMENTS:**

- Annex 1 – Staff presentation slides
- Annex 2 – [TransLink's 2023 Bus Speed & Reliability Report](#)

TransLink

# 2023 Bus Speed & Reliability Report

*Mayors' Council  
July 27, 2023*



# Agenda



## Purpose:

To share the second part of the 2023 Bus Speed & Reliability Report: “Bus Priority Infrastructure and Gaps”

## Contents:

- Context
- Recent bus priority infrastructure
- Gaps in the network
- Next steps for future investments
- Resource slides

# Overview of 2023 Bus Speed & Reliability Report

Publication Date	2023 Report	Supporting Analysis
Mar 2023 	<b>Part 1: Bus Delay</b>	<ul style="list-style-type: none"> <li>Refresh BSR stats using 2021 data</li> <li><b>NEW</b> - Analyze trends during COVID</li> <li><b>NEW</b> - Sub-regional trends</li> </ul>
Jul 2023 	<b>Part 2: Bus Priority Infrastructure and Gaps</b>	<ul style="list-style-type: none"> <li>Corridor and sub-regional profiles</li> <li><b>NEW</b> - Inventory of BPP projects (overview + select case studies)</li> <li><b>NEW</b> - Analysis of infrastructure compared with service network</li> </ul>

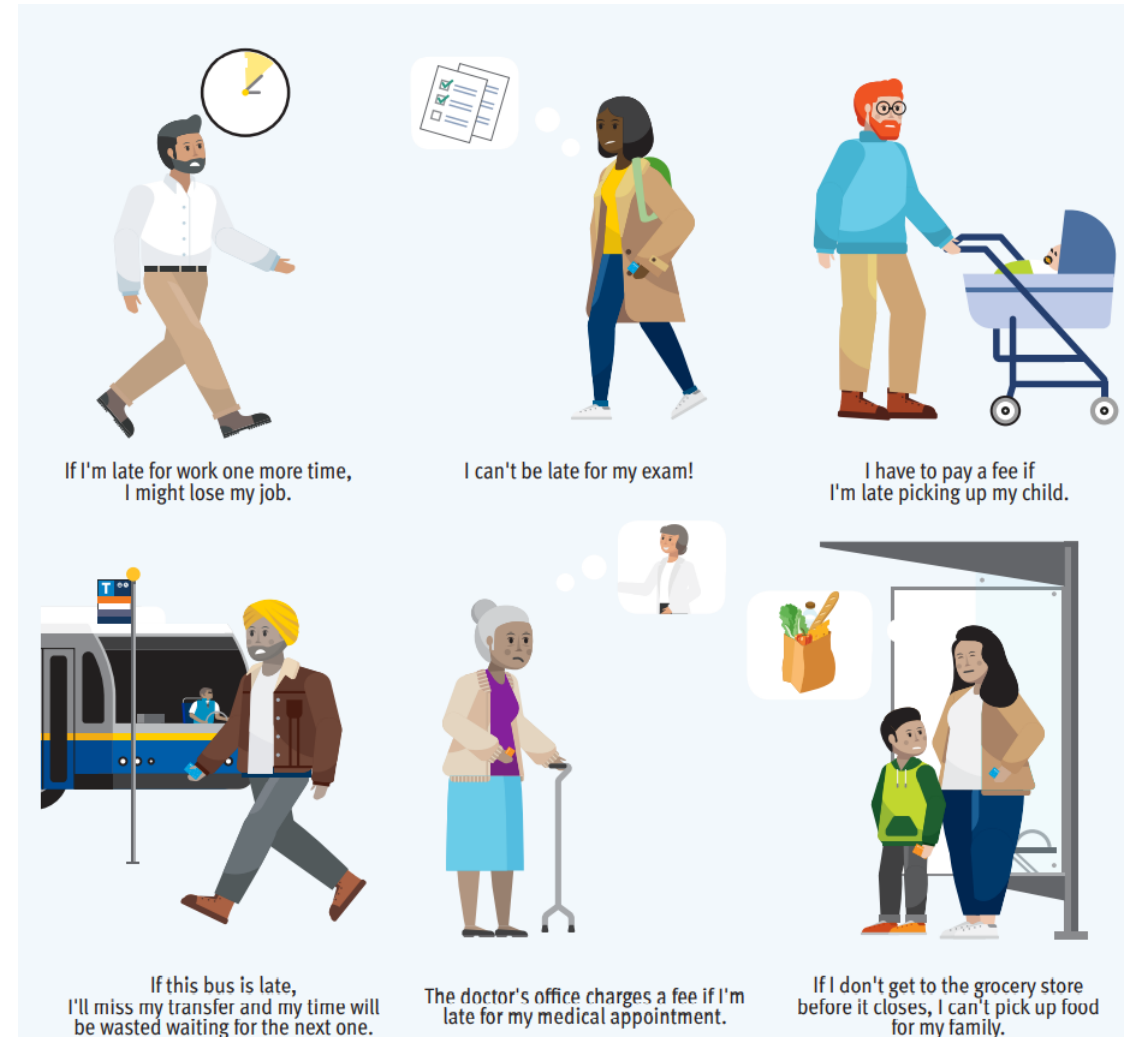
This is the **first time** we are reporting the results of all the bus priority projects across the region.

# Context | Delay affects our customers and operating costs

## Delay has direct impacts on peoples' lives.

Slow or unpredictable service forces people to plan their lives around transit trips.

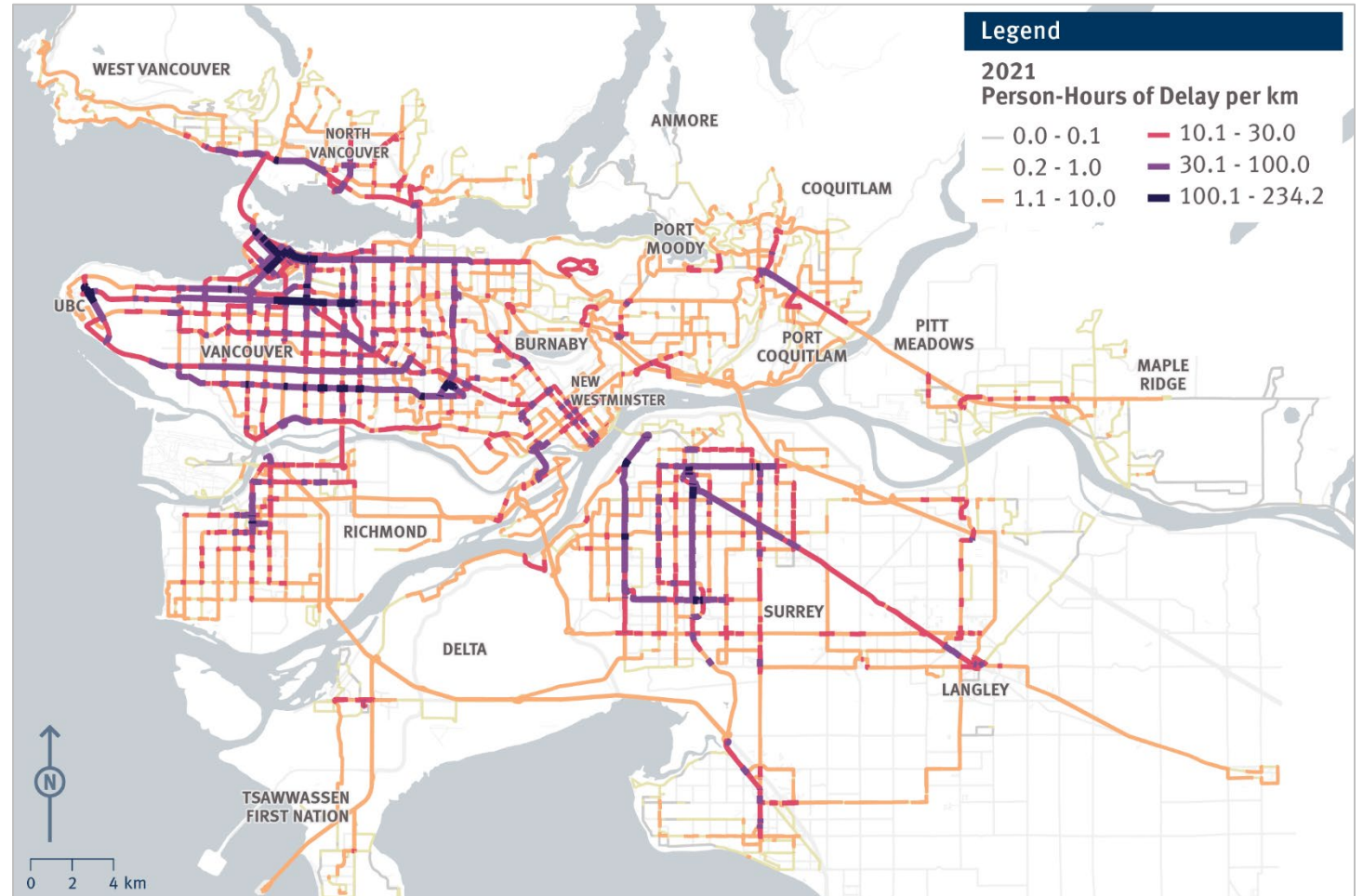
**Road congestion has real impacts on TransLink operations.** About **15% of annual service hours** for buses—or about **\$80 million per year**—are attributable to delay cause by traffic congestion, uncoordinated signals, etc..



# Context | Delay is concentrated on the network

This delay is concentrated on key corridors. Over 80% of person-delay occurs on our **Frequent Transit Network**. This is where investments in bus priority are most impactful.

Person-Hours of Delay in the Region, Fall 2021



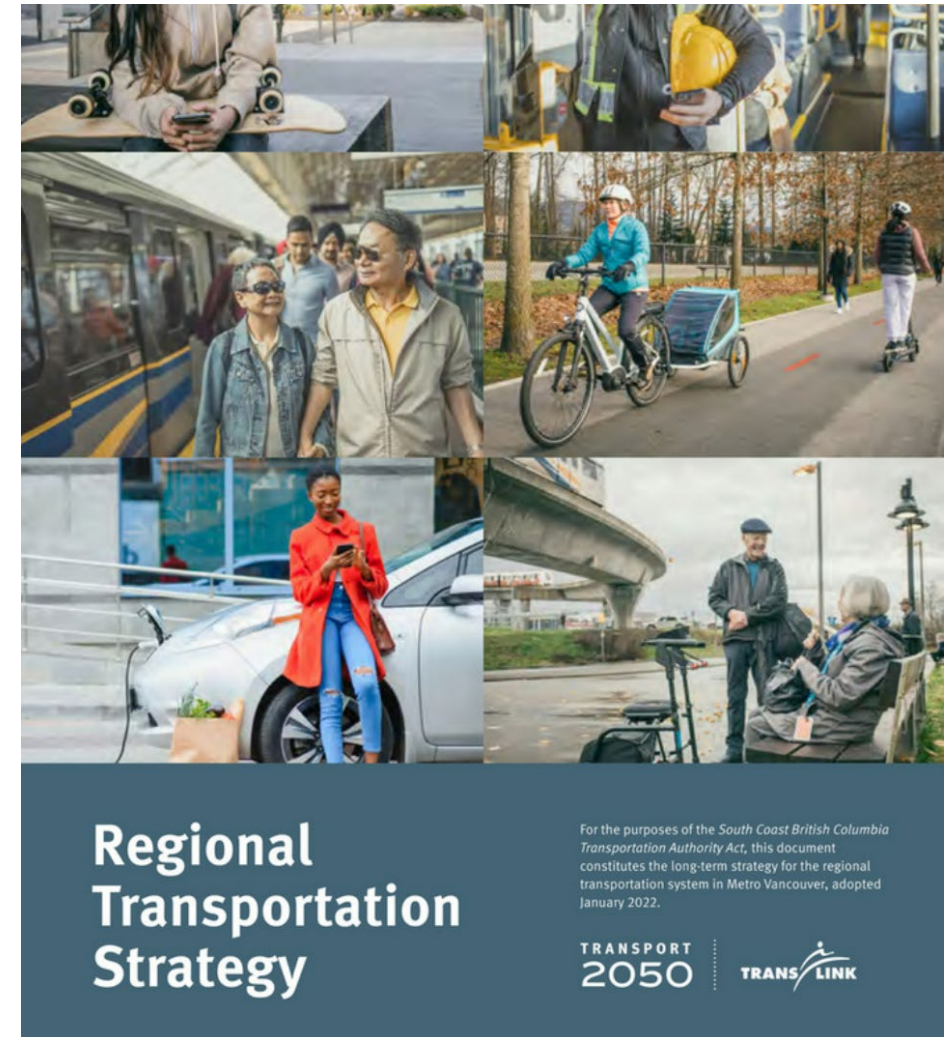


# Context | Bus priority is key to achieving regional goals

Faster and more reliable buses support each of Transport 2050's Five Goals to improve access for everyone by making transportation more:

- Convenient
- Reliable
- Affordable
- Safe & Comfortable
- Carbon-free

Transport 2050's 10-Year Priorities aims to expand bus priority to the full Frequent Transit Network. By prioritizing the movement of transit on roads, we can more quickly expand the network of reliable and fast transit service, including new Bus Rapid Transit routes. This improves the cost effectiveness and efficiency of our fleet.



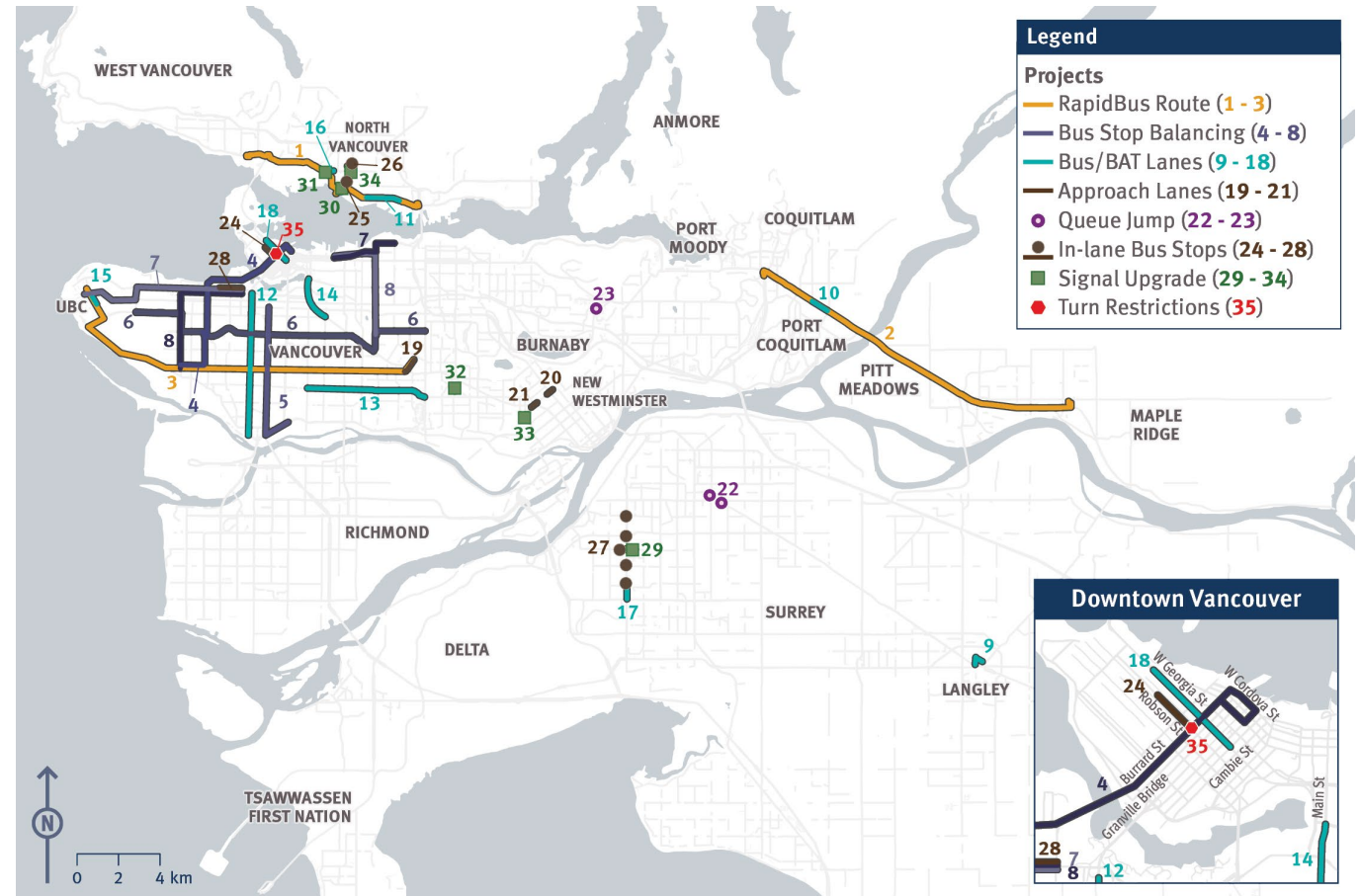
# Infrastructure | Historic expansion of bus priority

We have witnessed a historic expansion of bus priority. Since 2019, TransLink has invested almost **\$40 million** in bus priority, including RapidBus.

As a result, the region has increased the amount of bus priority infrastructure by **more than 40%**.

We evaluated recent 35 projects for this Report.

Map of recent bus priority measures evaluated in the 2023 Bus Speed and Reliability Report



# Infrastructure | Transit priority is cost-effective

Transit priority improved bus performance by reducing delay by **up to 35%**. Faster, more reliable buses are more efficient.

Most projects yield a **return-on-investment within 10 years**. Even after the payback period, these savings continue to accrue.

*Results of bus priority measures. Average weekday travel time savings and return-on-investment*

Project Type	Travel time savings (Weekdays)	Return on Investment <sup>2</sup>
RapidBus route <sup>1</sup>	<b>24 - 35%</b>	N/A <sup>3</sup>
Bus Stop Balancing <sup>1</sup>	<b>5 - 10%</b>	<1 year
Bus/BAT lanes	<b>Up to 15%</b>	0 - 10 years
Approach lanes	<b>Up to 35%</b>	N/A <sup>4</sup>
Queue jump	<b>~15%</b>	<5 years
In-lane bus stops <sup>1</sup>	<b>Up to 15%</b>	0 - 15+ years
Signal upgrade	<b>Up to 20%</b>	0 - 15+ years
Turn restrictions	<b>~10%</b>	N/A <sup>4</sup>

<sup>1</sup> Travel time savings includes change to dwell time.

<sup>2</sup> Costs based on funds awarded through the Bus Speed and Reliability municipal funding program.

<sup>3</sup> RapidBus ROI not calculated because RapidBus included significant investments in service.

<sup>4</sup> Insufficient cost data

# Infrastructure | RapidBus exceeded 20% savings goal

**RapidBus has been successful across the region.**

The three routes with new transit priority are **more than 20% faster** than the previous local service, saving customers **up to 12 – 28 minutes per trip** during the busiest times of day.

**This demonstrates the importance of future rapid transit routes for regional mobility,** including R6 under construction in (Surrey/Delta), and the nine Bus Rapid Transit corridors in the 10-Year Priorities.



Route (Location)	Travel time savings (weekday avg)	
	Minutes	%
R2 (North Shore)	5 – 12	24%
R3 (Maple Ridge/Pitt Meadows)	11 – 28	35%
R4 (Vancouver/UBC)	11 – 19	26%

# Infrastructure | Transit priority works best at scale

**Transit priority works best at scale.** Customers and TransLink accrue the most benefits when priority measures are **focused along a corridor** — like RapidBus and Bus Stop Balancing projects.

**We can reinvest that savings to enhance or expand service.** For example, we reinvested savings from bus stop balancing into service to launch a new peak-hour bus route along Marine Drive.

*Bus stop balancing was implemented at the same time as bus bulbs on W 4<sup>th</sup> Ave in Vancouver. Together, these priority measures helped reduce travel time by 10 – 20% through the corridor.*



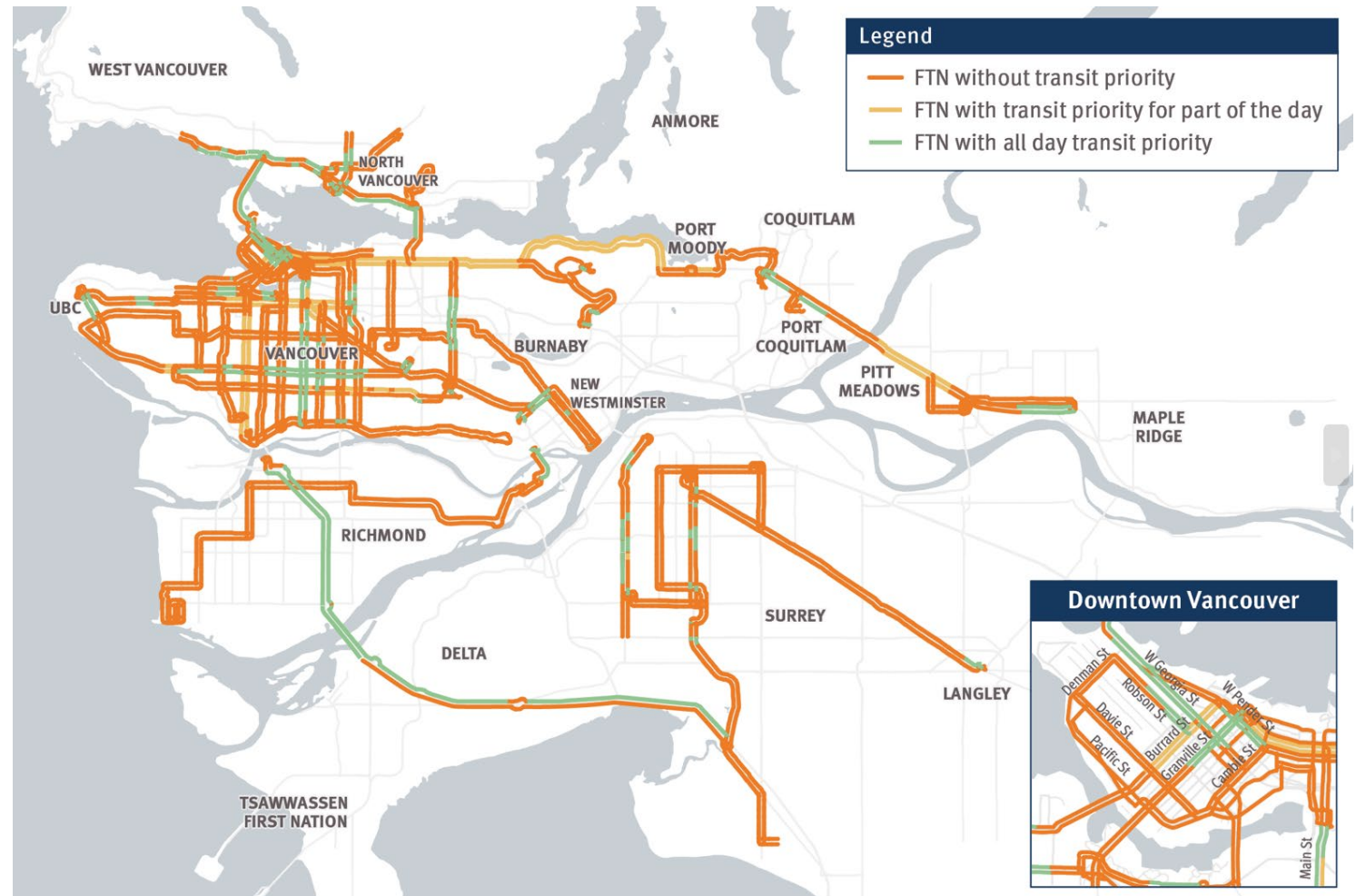
# Gaps | More bus priority needed to meet regional goals

The region must increase the scale and pace of bus priority infrastructure to achieve our regional transportation and climate goals.

Transport 2050's 10-Year Priorities aims to expand bus priority to the full Frequent Transit Network. However,

- **Less than 25%** of the FTN has any bus priority infrastructure
- **About 5%** of the FTN has all day bus priority infrastructure.

Gaps in transit priority along the Frequent Transit Network

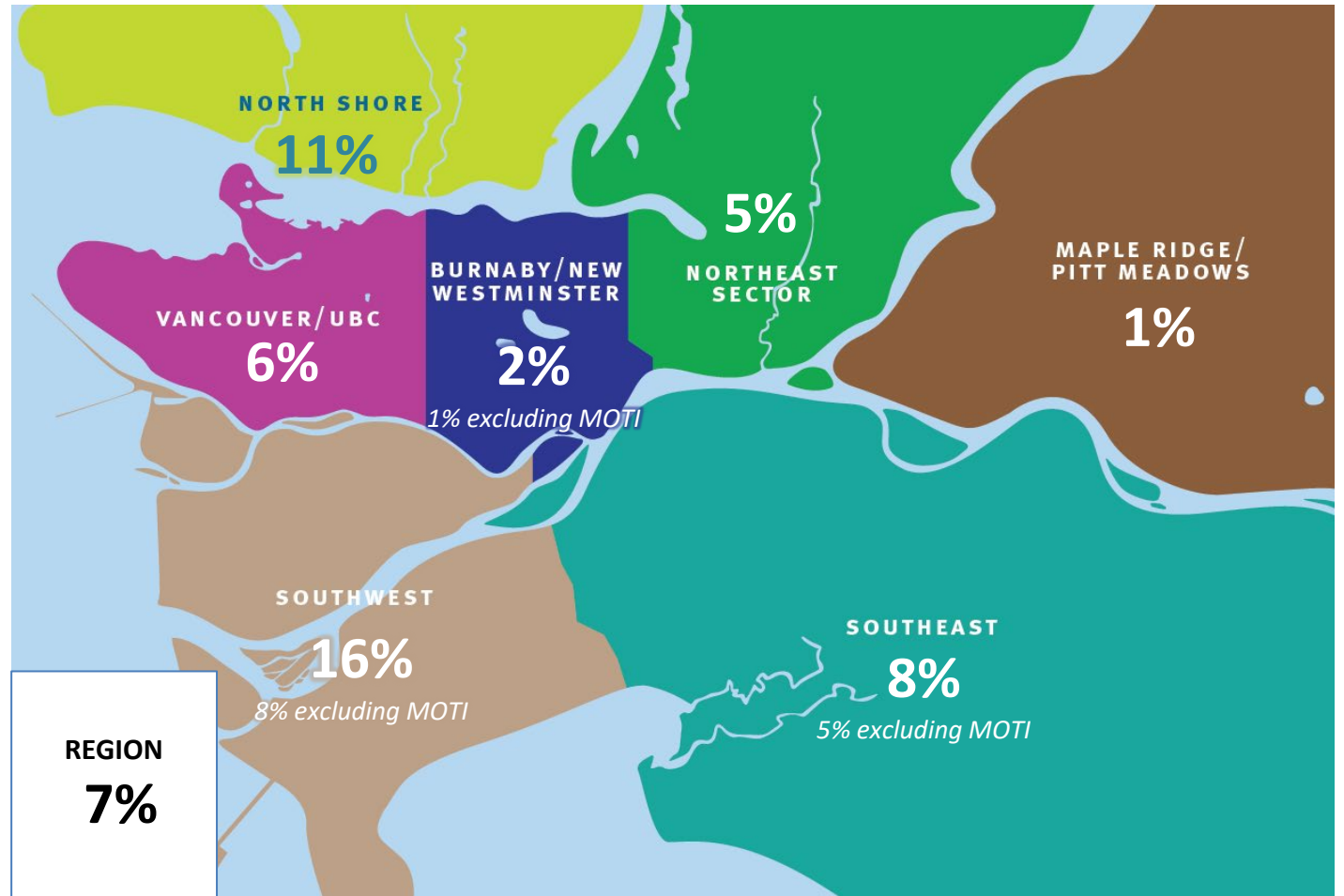


# Gaps | There are opportunities in all sub-regions

**There is opportunity for more bus priority in every sub-region.**

Transit priority measures are not distributed evenly across the FTN. In some sub-regions, half of the existing bus priority is on Ministry rights-of-way (e.g. Hwy 99).

Map of existing transit priority (all-day bus-only) as % of FTN, by sub-region



# Next Steps | Future bus priority should focus on corridors

**Our analysis demonstrates the effectiveness of corridor-level bus priority.** These investments achieve the most significant travel time and cost savings, which can be reinvested into better service.

**Future BRT corridors are key.** These account for about 30% of the person-delay and cover about a 1/4 of the FTN.

**Frequent local bus corridors remain important.** These account for 70% of person-delay and cover 3/4 of the FTN.

Map of the FTN and future Bus Rapid Transit routes\*



\*BRT alignments are indicative and subject to revision during concept planning.



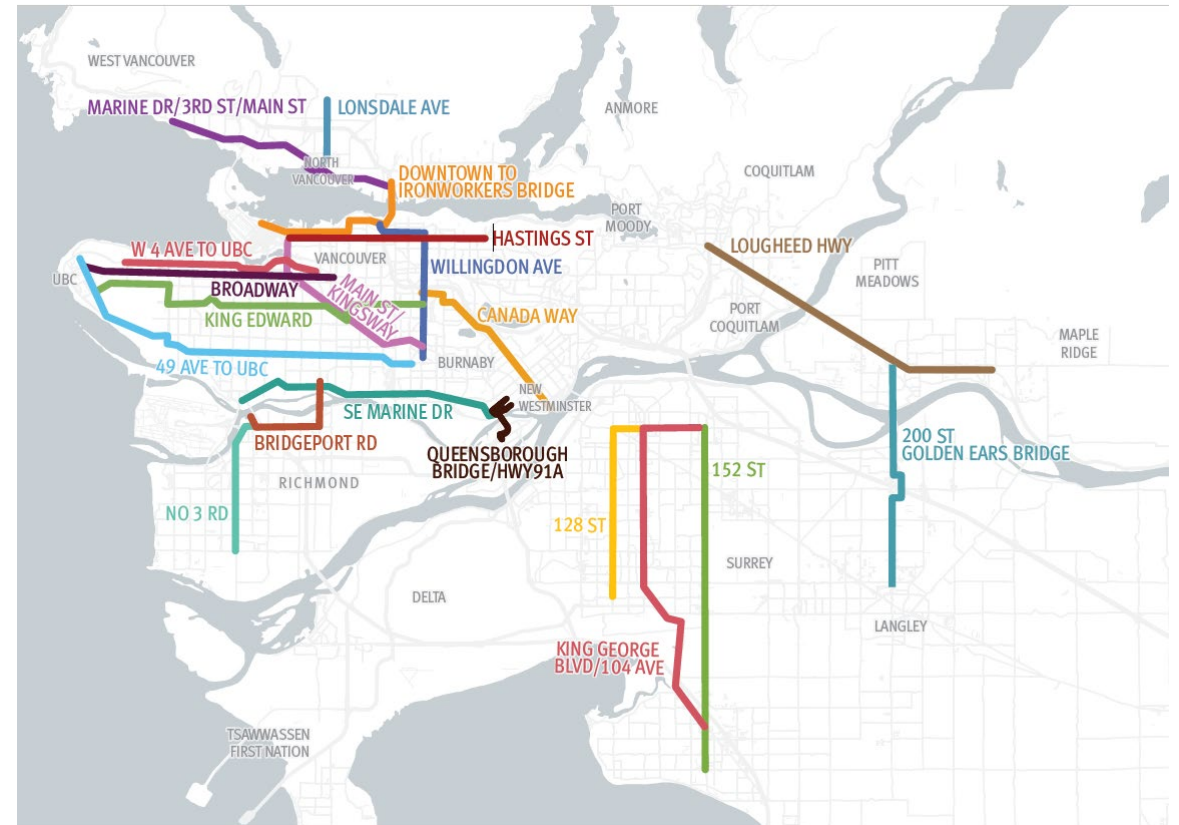
# Next Steps | We will support larger-scale projects

The region must increase the scale and pace of bus priority infrastructure to achieve our regional transportation and climate goals.

To help our partners focus on corridors, we will

- **Develop a bus priority vision** to confirm priority corridors and level of investment needed.
- **Propose options for the expansion of the BSR Program** for consideration as part of the 2024/2025 Investment Plans.

20 Profile Areas in the BSR Report are a basis for corridor-specific recommendations



# Next Steps | We will continue to support our partners

**The existing Bus Speed & Reliability program supports municipal proposals.** This fall we have more than **\$8 million** available for bus priority projects on the frequent transit network.

**Our staff will continue to provide technical support,** including project planning, design, and engagement.

**Municipal leaders can support the program by encouraging staff to apply for ambitious projects.**

