

TO: Mayors’ Council on Regional Transportation and TransLink Board of Directors

FROM: Sarah Ross, Vice President, Transportation Planning and Policy
Daniel Freeman, Project Director, Bus Rapid Transit (BRT)

DATE: October 22, 2023

SUBJECT: **LATE ITEM 3.1 – Bus Rapid Transit (BRT) Action Plan: Tier 1 Corridors**
[to insert at page 42 of the October 25, 2023 In-camera meeting agenda sent on Oct. 20]

RECOMMENDATIONS:

That the Mayors’ Council on Regional Transportation:

1. Proceed with the following Tier 1 priority corridors for implementation of BRT and RapidBus:
 - King George Boulevard (BRT Corridor)
 - Langley to Haney (BRT Corridor)
 - Metrotown to Park Royal (RapidBus extension and upgrades while BRT planning continues through the Burrard Inlet Rapid Transit planning process)
 2. Request that TransLink undertake project development for Tier 1 corridors, that will include: project scope, concept design, cost estimation, supportive policies agreements (that lay out specific commitments on how Transit Oriented Communities related commitments will be implemented and monitored) and final approval and funding by the Board and Mayors’ Council as part of the 2025 Investment Plan process;
 3. Request that TransLink provide ongoing quarterly status updates on the BRT program, including reporting on path forward for Tier 1 & Tier 2/3 corridors in Q1 of 2023.
 4. Receive this report.
-

PURPOSE

The purpose of this report is to seek endorsement on the Tier 1 Bus Rapid Transit (BRT) and RapidBus corridors, to advance to concept design in 2024 to be ready for implementation in a 2025 Investment Plan and listed as “asks” in the budget submissions.

Recommended Tier 1 corridors are based on TransLink staff assessment of corridor performance against the endorsed BRT objectives and direction from the TransLink Board of Directors Mayors’ Council and Mayors’ Council and Board feedback following the Joint Workshop on October 19, 2023.

This report is presented to both bodies for consideration because both the Board of Directors and the Mayors’ Council are responsible for approving TransLink’s investment plans. The Mayors’ Council has indicated an intention to seek senior government funding commitments in its 2024 Budget Submission for urgent expansion priorities. Formal budget submissions need to be confirmed by late October. Although funding to implement BRT lines is not required until 2025, the Mayors’ Council has indicated an interest in seeking in-principle commitments from senior governments for these corridors.

BACKGROUND

In June 2022, the Mayors' Council and the TransLink Board approved the T2050: 10-Year Priorities (Access for Everyone) plan, which identified up to nine corridors for BRT and RapidBus investment. The Bus Rapid Transit and RapidBus Action Plan (BRT Action Plan) was established to identify how corridors would be prioritized and implemented across the region. In July, the Mayors' Council endorsed BRT Action Plan's objectives and MAE to prioritize the implementation of the nine corridors.

DISCUSSION

At the Mayors' Council and Board Joint Workshop held on October 19, TransLink staff received direction to proceed with the following Tier 1 corridors, which perform well across MAE accounts, including local government support.

- King George Boulevard (BRT Corridor)
- Langley to Haney (BRT Corridor)
- Metrotown to Park Royal (RapidBus extension and upgrades while BRT planning continues through the Burrard Inlet Rapid Transit planning process)

Both the King George Boulevard and Langley to Haney corridors have large rights-of-way and require minimal reallocation of travel lanes or parking to achieve continuously dedicated bus lanes to immediately implement BRT.

The Metrotown to Park Royal corridor is already a high priority corridor, with the region committed (10 Year Priorities: Access for Everyone) to immediately begin the required planning work to advance a BRT option so that construction of rapid transit can be quickly and in parallel advance business case development to confirm whether the ultimate technology will be Bus Rapid Transit, Light Rail Transit, or SkyTrain (or a combination), and to confirm the associated alignment, terminus locations, and degree of grade separation including options for a dedicated transit crossing of Burrard Inlet. Given the complexities of this corridor in the North Shore as well as in Vancouver and Burnaby, the Access for Everyone Plan also commits to increasing bus service and transit priority measures, as feasible, between Park Royal and Metrotown to improve bus travel times, operating costs, and grow ridership in advance of more permanent rapid transit investment. Given this direction, supported by feedback at the October 19, 2023 workshop, TransLink staff recommendation is to extend and upgrade the R2 as quickly as possible to improve transit service to the North Shore. At the same time, TransLink will continue to advance the work on how to achieve full scale BRT (and other rapid transit options) would look like through the Burrard Inlet Rapid Transit study.

Based on the outcomes of the Mayors' Council and Board Joint Workshop held on October 19, the following endorsements are proposed:

1. Proceed with the following Tier 1 priority corridors for implementation of BRT and RapidBus:
 - King George Boulevard (BRT Corridor)
 - Langley to Haney (BRT Corridor)
 - Metrotown to Park Royal (RapidBus extension and upgrades while BRT planning continues through the Burrard Inlet Rapid Transit planning process)
2. Request that TransLink undertake project development for Tier 1 corridors, that will include: project scope, concept design, cost estimation, supportive policies agreements (that lay out specific commitments on how Transit Oriented Communities related commitments will be

- implemented and monitored) and final approval and funding by the Board and Mayors' Council as part of the 2025 Investment Plan process;
3. The Mayors' Council and the TransLink Board requests that TransLink provide ongoing quarterly status updates on the BRT program, including reporting on path forward for Tier 1 & Tier 2/3 corridors in Q1 of 2023.

ATTACHMENTS

Attachment 1: Staff Presentation Slides

ATTACHMENT #1



Corridor Prioritization Objectives & Evaluation Criteria *(Endorsed in July)*

Objectives	Account	Description
A. Maximize Outcomes for the Region	1. Ridership potential	Total forecast ridership; incremental ridership; future new residents and jobs served
	2. Access to jobs	Improvements in access to jobs for general population, residents, visible minority residents, indigenous residents, senior, and youth
B. Delivery of high-quality BRT infrastructure	3. Available right-of-way (ROW)	Available space to accommodate BRT infrastructure
C. Quick and easy implementation	4. Degree of changes required	Scale of changes and challenges required to implement (e.g., utilities, parking, access management)
	5. Ease of operational implementation	Changes to near-term fleet, depot and layover requirements
	6. Local Govt Support	Council commitment to support BRT implementation of BRT

Corridor Prioritization Recommendations



**Tier 1
Corridors**

	Ridership Potential	Access to Jobs	Avail. ROW	Changes Required	Op. Readiness	Muni Gov't Support
King George Blvd ^(BRT)	3	5	4	5	3	5
Metrotown to Park Royal (RapidBus Upgrades & Extension)	5	4	2	3	2	4
Langley to Haney ^(BRT)	1	2	4	5	2	5

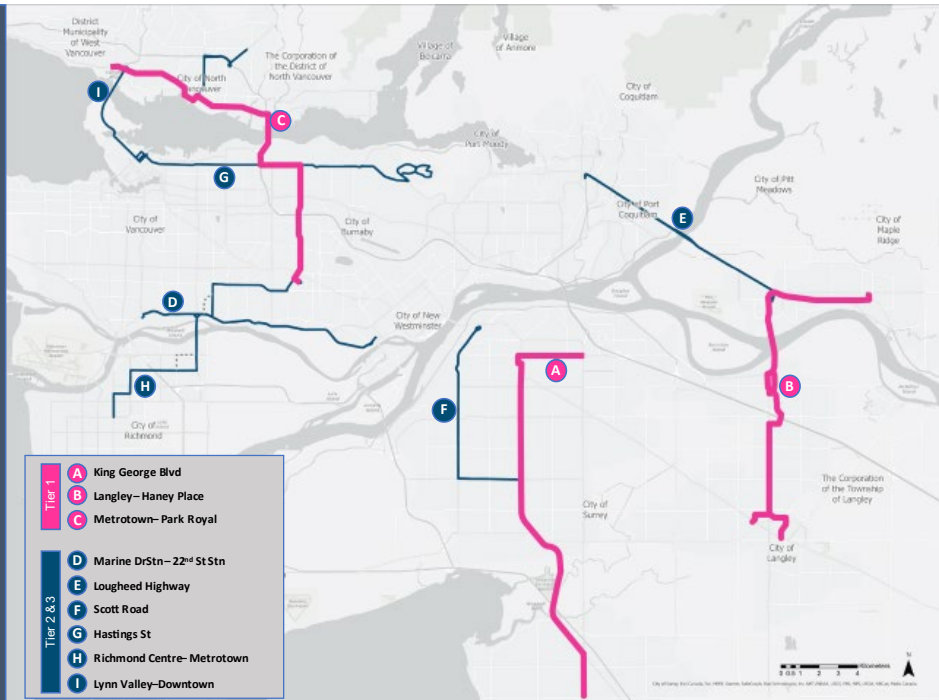
**Tier 2 & 3
Corridors**

Lougheed Hwy	2	1	5	5	3	4
Marine Dr Stn - 22nd Stn	3	2	4	4	2	3
Scott Road	3	3	3	2	4	2
Hastings St	3	2	3	1	5	1
Richmond to Metrotown	4	3	1	1	2	2
Lynn Valley to Downtown	4	2	3	2	1	1



4

**Corridor
Prioritization
Recommendations**



Next Steps: Corridor Projects

Confirm scope, workplan & governance for concept design & engagement

This will include commitments from all partners to work together:

- BRT Action Plan Commitment Framework to partner with TransLink to expeditiously achieve a high quality BRT corridor
- BRT council champion and dedicated senior staff and support team at municipality to facilitate implementation
- Co-lead and champion public engagement activities, expedite reviews and approvals

Commitment to work towards confirming supportive policies & infrastructure required for funding.

Agreements and policies are needed in principle to advance these from all partners:

- Supportive Policies Agreement: commitments on how TOD related commitments will be implemented and monitored.
- Contribution agreements: defines expectations around BRT projects elements that will require contributions
- Future Memorandum of Understandings (MOU's): refined and codified in future project partnership agreements at key project milestones prior to and during project development and implementation.
- Commitment to enhance supportive infrastructure including completion of sidewalks, cycling network, station areas, etc.

6

Next Steps: BRT Program

• Mid-November Access for Everyone media event

- Public announcement of Tier 1 corridors

• Quarterly Reporting to Mayors' Council & Board

- Status update on BRT program, incl reporting on path forward for Tier 1 & Tier 2/3 corridors



7

BRT Corridor Prioritization

Staff Presentation to the Mayors' Council meeting

Sarah Ross, Vice President, Transportation Planning and Policy
Daniel Freeman, Project Director, BRT

October 23, 2023



Corridor Prioritization Objectives & Evaluation Criteria (*Endorsed in July*)

Objectives	Account	Description
A. Maximize Outcomes for the Region	1. Ridership potential	Total forecast ridership; incremental ridership; future new residents and jobs served
	2. Access to jobs	Improvements in access to jobs for general pop, low-income residents, visible minority residents, indigenous residents, senior, and youth
B. Delivery of high-quality BRT infrastructure	3. Available right-of-way (ROW)	Available space to accommodate BRT infrastructure
C. Quick and easy implementation	4. Degree of changes required	Scale of changes and challenges required to implement BRT (e.g., utilities, parking, access management)
	5. Ease of operational implementation	Changes to near-term fleet, depot and layover requirements
	6. Local Gvt Support	<i>Council commitment to support BRT implementation of BRT</i>



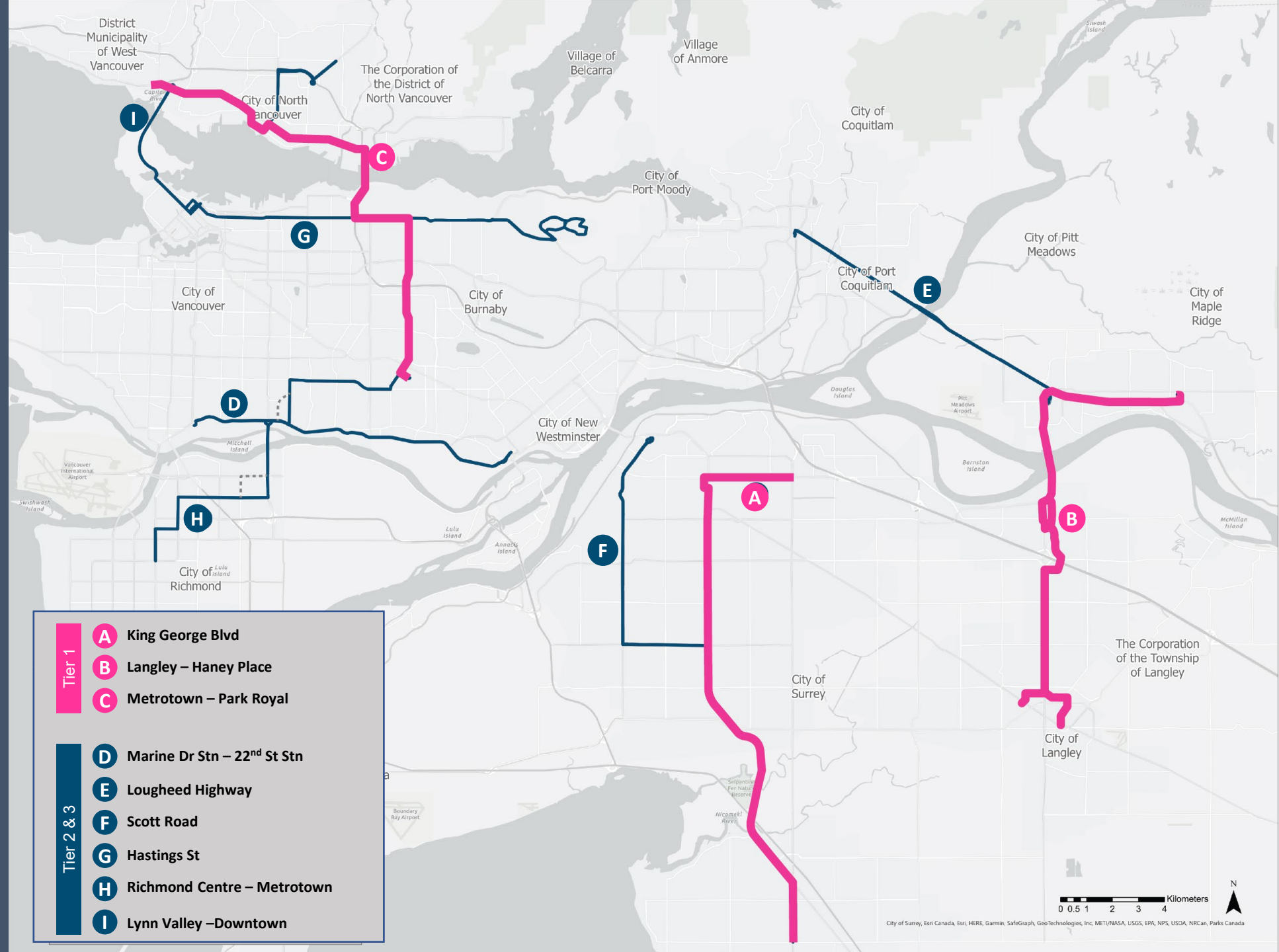
Corridor Prioritization Recommendations



	Ridership Potential	Access to Jobs	Avail. ROW	Changes Required	Op. Readiness	Muni Gov't Support
Tier 1 Corridors						
King George Blvd (BRT)	3	5	4	5	3	5
Metrotown to Park Royal (RapidBus Upgrades & Extension)	5	4	2	3	2	4
Langley to Haney (BRT)	1	2	4	5	2	5
Tier 2 & 3 Corridors						
Lougheed Hwy	2	1	5	5	3	4
Marine Dr Stn - 22nd Stn	3	2	4	4	2	3
Scott Road	3	3	3	2	4	2
Hastings St	3	2	3	1	5	1
Richmond to Metrotown	4	3	1	1	2	2
Lynn Valley to Downtown	4	2	3	2	1	1



Corridor Prioritization Recommendations



- | | | |
|------------|----------|---|
| Tier 1 | A | King George Blvd |
| | B | Langley – Haney Place |
| | C | Metrotown – Park Royal |
| Tier 2 & 3 | D | Marine Dr Stn – 22nd St Stn |
| | E | Lougheed Highway |
| | F | Scott Road |
| | G | Hastings St |
| | H | Richmond Centre – Metrotown |
| | I | Lynn Valley –Downtown |



City of Surrey, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada

Next Steps: Corridor Projects

Confirm scope, workplan & governance for concept design & engagement

This will include commitments from all partners to work together:

- BRT Action Plan Commitment Framework to partner with TransLink to expeditiously achieve a high-quality BRT corridor
- BRT council champion and dedicated senior staff and support team at municipality to facilitate implementation
- Co-lead and champion public engagement activities, expedite reviews and approvals

Commitment to work towards confirming supportive policies & infrastructure required for funding.

Agreements and policies are needed in principle to advance these from all partners:

- Supportive Policies Agreement: commitments on how TOD related commitments will be implemented and monitored.
- Contribution agreements: defines expectations around BRT projects elements that will require contributions
- Future Memorandum of Understandings (MOU's): refined and codified in future project partnership agreements at key project milestones prior to and during project development and implementation.
- Commitment to enhance supportive infrastructure including completion of sidewalks, cycling network, station areas, etc.

Next Steps: BRT Program

- **Mid-November Access for Everyone media event**
 - Public announcement of Tier 1 corridors
- **Quarterly Reporting to Mayors' Council & Board**
 - Status update on BRT program, incl reporting on path forward for Tier 1 & Tier 2/3 corridors

