



# PUBLIC MEETING AGENDA

**Version:** April 19, 2024

**April 25, 2024, 10:20AM to 11:15AM**

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via Videoconference (live streamed to the [TransLink 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 [TransLink's YouTube Channel](#).

<b>10:20AM</b>	<b>1. PRELIMINARY MATTERS</b>	
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	1.2. <a href="#">Approval of Public Meeting Minutes (November 23, 2023)</a> .....	2
	1.3. <a href="#">Approval of Public Meeting Minutes (February 29, 2024)</a> .....	8
<b>10:25AM</b>	<b>2. <a href="#">PUBLIC DELEGATES</a></b> .....	<b>11</b>
<b>10:40AM</b>	<b>3. REPORT OF THE CHAIR</b> .....	<b>ORAL</b>
<b>10:45AM</b>	<b>4. REPORT OF THE PLANNING &amp; PRIORITIES COMMITTEE</b>	
	4.1. <a href="#">Bus Speed &amp; Reliability Report: Bus Priority Vision</a> .....	<b>12</b>
	• Annex A: 2023 Bus Speed & Reliability Report .....	<a href="#">DOWNLOAD HERE</a>
	4.2. <a href="#">Bus Speed &amp; Reliability Program: Investing in High-Delay Corridors</a> .....	<b>31</b>
<b>11:15AM</b>	<b>5. OTHER BUSINESS</b>	
	5.1. Next Meeting – May 30, 2024 at 9AM (Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via videoconference)	
<b>11:15AM</b>	<b>6. ADJOURN</b> to closed session	

*Note that Mayors' Council members may participate in-person or via Zoom videoconferencing. Zoom connection information sent separately via e-mail. Members of the public are welcome to observe via the live stream on the [TransLink's YouTube Channel](#) or in-person. Public Delegates will be required to appear in person in order to present to the Mayors' Council at this meeting.*

## 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 November 23, 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  
Mayor Mike Hurley, Burnaby, Vice-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 Sarah Kirby-Yung, Vancouver  
(alternate) (arrived at 9:18 a.m.)  
Mayor Megan Knight, White Rock  
Councillor Dylan Kruger, Delta (alternate)  
(arrived at 9:18 a.m.)  
Mayor Meghan Lahti, Port Moody

Mayor Andrew Leonard, Bowen Island  
Mayor Mike Little, North Vancouver District  
Mayor Brenda Locke, Surrey  
Mayor Nicole MacDonald, Pitt Meadows  
Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
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

### ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat

### 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 9:02 a.m.

The Chair acknowledged, with respect and celebration, 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 November 23, 2023 Public Meeting of the Mayors' Council on Regional Transportation, version dated November 16, 2023, was provided with the agenda material.*

#### **It was MOVED and SECONDED**

That the agenda of the November 23, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2. Approval of Minutes (October 25, 2023)**

*Draft minutes of the October 25, 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 October 25, 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 November 15, 2023*
- *Report titled "Item 2 (On-Table) – Public Delegates: names, topics and presentations", dated November 21, 2023.*

**2.1. Isabel Kolic**

This delegation was not present.

**2.2. Nathan Davidowicz**

Mr. Davidowicz requested that the Mayors' Council table the proposed amendments to *Rules of Procedure for the Conduct of Meetings*, pending the receipt of additional public input.

**2.3. Michelle Scarr**

Ms. Scarr advocated for the Park Royal to Metrotown bus rapid transit (BRT) corridor to be routed along Hastings Street to Willingdon Avenue to improve pedestrian safety.

**2.4. Michael Hall**

Mr. Hall requested the Mayors' Council to route the Park Royal to Metrotown BRT corridor through Willingdon Heights to Willingdon Avenue and requested the City of Burnaby implement all-day bus lanes to accommodate and support the intense bus investment in the area.

**2.5. Denis Agar**

Mr. Agar encouraged the Mayors' Council to reject the option of aligning the Park Royal to Metrotown BRT corridor along Boundary Road and to develop options through Burnaby Heights that balance resident and business concerns.

**2.6. Joel Gibbs**

Mr. Gibbs requested that the Mayors' Council support the Park Royal to Metrotown BRT line on the Hastings Street to Willingdon Avenue alignment to provide better access to the Burnaby Heights area.

**Members Arrived**

Councillors Sarah Kirby-Yung and Dylan Kruger joined the meeting at 9:18 a.m.

**2.7. Thierry Haddad**

Mr. Haddad requested that the Mayors' Council proceed with the BRT corridor along the Hastings Street to Willingdon Avenue route.

**2.8. Aaron Ritchie**

Mr. Ritchie urged the Mayors' Council to support the Park Royal to Metrotown BRT line on the Hastings Street to Willingdon Avenue alignment.

**2.9. Sunil Singal**

Mr. Singal requested the Mayors' Council to endorse the Park Royal to Metrotown BRT corridor on the Hastings Street to Willingdon Avenue route.

**3. REPORT OF CHAIR**

Chair West commented on the challenges arising from a growing population and government changes to the delivery of high-quality transit options in the region. The Mayors' Council requires the support of the federal government, to augment the provincial funding provided, to return TransLink to a position of financial sustainability.

**It was MOVED and SECONDED**

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

**CARRIED**

**4. REPORT OF THE PUBLIC AFFAIRS AND GOVERNANCE COMMITTEE**

**4.1. Amendments to Rules of Procedure for the Conduct of Meetings**

*Report titled "Item 6.1 – Amendments to the Rules of Procedure for the Conduct of Meetings", dated November 8, 2023, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

1. Approve the revised *Rules of Procedure for the Conduct of Meetings*, as shown in Annex A of this report, effectively immediately;
2. Apply the revised *Rules of Procedure for the Conduct of Meetings*, as proposed in Annex A to govern the Election of Chair, Vice-Chair and Board Designate at the November 23, 2023 meeting of the Mayors' Council; and
3. Receive this report.

**CARRIED**

**5. REPORT OF THE JOINT PLANNING COMMITTEE**

**5.1. Broadway Subway Supportive Policies Agreement 2023 Annual Report**

*Report titled "Item 5.1 – Broadway Subway Supportive Policies Agreement – 2023 Annual Report", dated October 23, 2023, was provided with the agenda material.*

**It was MOVED and SECONDED**

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

**CARRIED**

**6. REPORT OF THE EXECUTIVE DIRECTOR**

**6.1. 2024–25 Federal Pre-Budget Submission**

*Report titled "LATE ITEM 6.1 – Key Elements of the 2024 Federal Budget Submission", dated November 22, 2023, was provided with the agenda material.*

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, reviewed the presentation titled "Presentation on Federal Budget Submission" and noted:

- The Access for Everyone campaign was launched in May 2023 to support the fast roll-out of Transport 2050: 10-Year Priorities
- Population and ridership growth is resulting in overcrowding and pass-ups by fully loaded buses:
  - Without investment in more transit, overcrowding will increase significantly in Vancouver and Surrey
- TransLink's \$600 million structural deficit is attributable to lower fare revenues than projected, inflation and declining fuel tax revenues
- Recommendations in the federal budget submission:
  - Support the building of three new BRT projects in the region
  - Commit new capital funding by mid-2024 from the Permanent Transit Fund (PTF) to support the immediate delivery of the first phase of the Access for Everyone Plan
  - Work with TransLink and BC to return TransLink to long-term financial sustainability.

Discussion ensued on:

- Concern regarding the lack transit investment included in the federal government's fall 2023 economic statement
- The recommendations reflect the need for the federal government to expedite the implementation of its previous commitments
- The need for sustained pressure from local and regional governments and residents for the federal government to release the PTF funds.

**It was MOVED and SECONDED**

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

1. Approve its 2024-25 Federal Pre-Budget Submission, as presented in Annex 1;
2. Ask the Chair to transmit the submission to the Honourable Chrystia Freeland, Deputy Prime Minister and Minister of Finance and the Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities;
3. Ask members travelling to Ottawa on November 28–30, 2023 to share the submission with Members of Parliament they are meeting with; and
4. Receive this report.

**CARRIED**

**Change in Chair**

Mayor West relinquished the chair and Carol Lee assumed the chair to conduct the election of the 2024 Chair, Vice-Chair and Mayors' Council Designate to the TransLink Board of Directors.

**7. ELECTION OF 2024 CHAIR, VICE-CHAIR AND MAYORS' COUNCIL DESIGNATE TO THE TRANSLINK BOARD OF DIRECTORS**

**7.1. Election for Office of Chair**

Carol Lee, Recording Secretary, called for nominations for the office of Chair of the Mayors' Council.

Mayor Brad West was nominated for the office of Chair of the Mayors' Council. Mayor West consented to the nomination.

Ms. Lee called a second and third time for nominations for the office of Chair of the Mayors' Council.

There being no further nominations, Ms. Lee requested a motion to close nominations.

**It was MOVED and SECONDED**

That nominations for the office of Chair of the Mayors' Council on Regional Transportation be now closed.

**CARRIED**

There being no further nominations, Ms. Lee declared Mayor West elected to the office of Chair of the Mayors' Council by acclamation.

**7.2. Election for Office of Vice-Chair**

Ms. Lee called for nominations for the office of Vice-Chair.

Mayor Mike Hurley was nominated for the office of Vice-Chair of the Mayors' Council. Mayor Hurley consented to the nomination.

Ms. Lee called a second and third time for nominations for the office of Vice-Chair of the Mayors' Council.

There being no further nominations, Ms. Lee requested a motion to close nominations.

**It was MOVED and SECONDED**

That nominations for the office of Vice-Chair of the Mayors' Council on Regional Transportation be now closed.

**CARRIED**

There being no further nominations, Ms. Lee declared Mayor Hurley elected to the office of Vice-Chair of the Mayors' Council by acclamation.

**7.3. Election for Mayors' Council Designate to the TransLink Board of Directors**

Ms. Lee called for nominations for the Mayors' Council Designate to the TransLink Board of Directors (TransLink Board).

Mayor Malcolm Brodie was nominated for the position of Mayors' Council Designate to the TransLink Board. Mayor Brodie consented to the nomination.

Ms. Lee called a second and third time for nominations for the Mayors' Council Designate to the TransLink Board.

There being no further nominations, Ms. Lee requested a motion to close nominations.

**It was MOVED and SECONDED**

That nominations for the Mayors' Council on Regional Transportation Designate to the TransLink Board of Directors be now closed.

**CARRIED**

Ms. Lee declared Mayor Brodie elected as the Mayors' Council Designate to the TransLink Board by acclamation.

**Change in Chair**

Mayor West reassumed the chair.

**8. OTHER BUSINESS**

**8.1. Next Meeting**

The next Public Meeting of the Mayors' Council will be held on December 14, 2023 in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC.

**9. ADJOURNMENT**

There being no further business, the November 23, 2023 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 9:57 a.m.

Certified Correct:

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Mayor Brad West, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

## 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 February 29, 2024, 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  
Mayor Mike Hurley, Burnaby, Vice-Chair  
Councillor Brent Asmundson, Coquitlam  
(alternate)  
Mayor Ken Berry, Lions Bay  
Mayor Malcolm Brodie, Richmond  
Mayor Linda Buchanan, North Vancouver City  
Councillor Tracey Elke, Pitt Meadows (alternate)  
Mayor George Harvie, Delta  
Mayor Patrick Johnstone, New Westminster  
Councillor Sarah Kirby-Yung, Vancouver  
(alternate)  
Mayor Megan Knight, White Rock

Mayor Meghan Lahti, Port Moody  
Mayor Andrew Leonard, Bowen Island  
Mayor Mike Little, North Vancouver District  
Mayor Brenda Locke, Surrey  
Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
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

### ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat

### 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.

The Chair acknowledged, with respect and celebration, 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 February 29, 2024 Public Meeting of the Mayors' Council on Regional Transportation, version dated February 23, 2024, was provided with the agenda material.*

#### **It was MOVED and SECONDED**

That the agenda of the February 29, 2024 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**



## **2. PUBLIC DELEGATIONS**

*The following documents were provided:*

- *Report titled "ITEM 2 – Public Delegate Presentations", dated February 23, 2023, was provided with the agenda material*
- *Report titled "ITEM 2 (ON-TABLE) – Public Delegates: names, topics and presentations", dated February 28, 2024, was provided on-table.*

### **2.1. Isabel Kolic**

Ms. Kolic, Heights Merchants Association Business Improvement Area, requested the Mayors' Council reroute the proposed bus rapid transit (BRT) route to connect the North Shore with Metrotown, along Boundary Road rather than Hastings Street.

### **2.2. Sandro Massulo**

Mr. Massulo expressed concern about the impact of a BRT route on Hastings Street to his and similar small local businesses.

### **2.3. Denis Agar**

Mr. Agar requested that the Mayors' Council provide exceptional transit service.

### **2.4. James De Bruyne**

This delegation was not present.

### **2.5. Bernice Lam**

Ms. Lam expressed concern with the possible impact of a BRT line routed on Hastings Street to businesses' customers and patients.

### **2.6. Michelle Kyrtos**

Ms. Kyrtos requested the Mayors' Council select a BRT route along Boundary Road, rather than Hastings Street.

### **2.7. Nathan Davidowicz**

Mr. Davidowicz requested the Mayors' Council improve Transport 2050 and 10-year plans.

### **2.8. Jack Dasilva**

Mr. Dasilva requested the Mayors' Council align the prospective BRT route along Hastings Street, to Boundary Road.

### **2.9. Sean Sallis-Lyon**

Mr. Sallis-Lyon expressed support for a BRT line along Hastings Street and offered options to mitigate the impact to businesses.

### **2.10. Balbir Mann**

Mr. Mann, Unifor Local 111, expressed concern regarding bus overcrowding and the impact to customers and bus driver safety.

### **2.11. Spencer Powell**

Mr. Powell expressed support for a prospective BRT route along Hastings Street.

**2.12. Rachel Klippenstein**

Ms. Klippenstein requested that the BRT line to connect the North Shore to Metrotown be routed along Hastings Street to Willingdon Avenue.

**3. REPORT OF CHAIR**

This item was not discussed.

**4. OTHER BUSINESS**

**4.1. Next Meeting**

The next Public Meeting of the Mayors' Council will be held on April 4, 2024 in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC and via videoconference.

**5. ADJOURNMENT**

There being no further business, the February 29, 2024 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 9:37 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:** April 8, 2024  
**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 on Regional Transportation

**FROM:** Sarah Ross, VP Transportation Planning & Policy  
Matt Craig, Director System Planning

**DATE:** April 18, 2024

**SUBJECT:** **ITEM 4.1 – Bus Speed and Reliability Report: Bus Priority Vision**

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#### **RECOMMENDATIONS:**

The Joint Planning Committee recommends that the Mayors' Council receive this report.

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#### **PURPOSE**

To share for information at the same time as the BSR Report attached as Annex A is released publicly.

#### **BACKGROUND**

Last year, TransLink released the first two sections of the [2023 Bus Speed & Reliability Report](#). These sections verified that delay is impacting travel time, reliability, and operating costs; described recent bus priority infrastructure and its benefits; and identified gaps in the bus priority network.

We brought the first section and findings, "The Delay", to the Board and Mayors Council in February 2023. We then shared the second part and findings, "Bus Priority Infrastructure and Gaps", with Mayors' Council and Board in July 2023. The Regional Transportation Advisory Committee (RTAC) has provided invaluable input at every stage of the 2023 Bus Speed & Reliability Report's development and has been instrumental over the past year in helping to shape the Bus Priority Vision with local knowledge of conditions that might shape future projects.

#### **DISCUSSION**

The 2023 Bus Speed & Reliability Report concludes with a final section (see Annex A) – a conceptual vision that prioritizes where and how to invest in bus priority that will help guide TransLink, and government partners to determine where and how to address our region's growing bus delay most effectively.

The Bus Priority Vision provides guidance for future bus priority investments to achieve the region's goals of implementing bus priority on the entire frequent transit network in service of better Access For Everyone. Developing bus priority solutions will require close collaboration with and the support of local government staff, leaders, and Councils, who can help support projects with local knowledge of conditions and relationships with key stakeholders. The Bus Priority Vision is achievable but will require the key support of municipalities to implement it.

**The 2023 Bus Speed & Reliability Report has already demonstrated significant opportunities to reduce the impacts of bus delay on the region.** Road congestion continues to have real costs for TransLink operations and customers. Each year, TransLink adds over \$2 million of service to offset the impacts of

traffic and roadway congestion, with over \$80 million of operating cost per year attributable to roadway delay. But this is a solvable problem and we have made investments in transit priority in recent years that have proven effective.

**We must increase the pace and scale of bus priority investments to meet regional goals.** Notably, we have a long way to go to achieve the goal to protect buses across the full *Frequent Transit Network* (FTN). More than 75% of the FTN has no bus priority infrastructure. More than 90% does not fully protect buses from traffic. In working toward these goals, we will be considering feasibility and efficacy while we expand the extend of corridors with bus priority.

**Accordingly, we have developed a Bus Priority Vision to guide future investments.** This strategically targets the most impactful locations, based on these considerations:

- *Where is there a strong case for better bus priority measures?* This highlights locations with high-frequency bus service and heavy passenger-weighted delay. We recognize that geographical coverage across the region is an important objective.
- *How compatible is better bus priority with existing right-of-way and active transportation?* This filters out locations where road characteristics, such as limited width or existing bike facilities, make a bus lane infeasible or extra challenging.
- *Where else are there are significant multimodal operational considerations?* These influence how we develop solutions that help to prioritize bus service while considering other needs and mitigating potential conflicts.
- *Where are we making large service investments in the near-term?* This emphasizes planned enhancements to the transit network, namely Bus Rapid Transit routes which are scoped to have near-continuous bus lanes.

**The Bus Priority Vision will provide guidance both (a) region-wide and (b) along 20 Profile Areas.**

- (a) The regional map highlights the intensity of transit priority recommended in each part of the network. The Bus Priority Vision is meant to be context-sensitive, informed by data and policy. The “Very High” and “High” intensities indicate locations where bus lanes (all-day or peak-only, respectively) are warranted. “Medium” intensity indicates areas where other transit priority measures, such as in-lane bus stops, are emphasized. Improvements like bus stop balancing are applicable at all levels.
- (b) The Report includes 20 Profile Areas, which include all proposed near-term Bus Rapid Transit and RapidBus corridors prioritized in the Access for Everyone plan. The causes of delay at key hotspots have been identified along each corridor. This analysis is supplemented with a diagnosis of bus priority solutions, providing a more detailed indication of the scale and types of interventions TransLink aims to fund in the future. We have reviewed drafts of these updated Profile Areas with the relevant municipalities and made revisions based on their feedback.

**This Vision will support corridor-level projects in the future.** Our analysis has found that transit priority works best at larger scales. Both customers and TransLink achieve the most noticeable benefits when priority measures are focused along a corridor. Beginning with the 2024 Investment Plan implementation, TransLink intends to fund more projects at a corridor-scale, and to lead more such projects. Meanwhile funding will still be available for smaller-scale hotspot projects, to be led by municipalities. Bus Rapid Transit routes are expected to see very high levels of bus priority along the entire corridor.

While the Vision will guide these projects and future project decisions, the Bus Speed and Reliability report will continue to be updated in the future with progress and lessons from implemented projects. Valuable

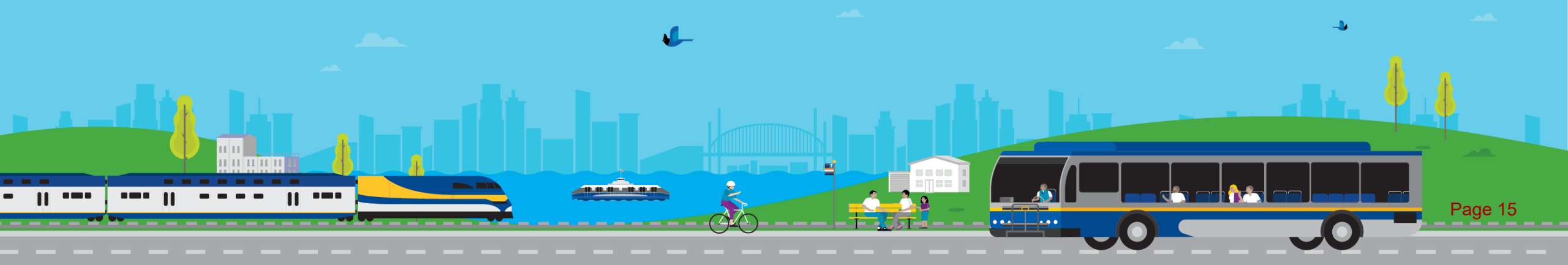
and refined information on benefits including cost savings, from project monitoring and reporting, will continue to inform decisions on future investments. This work will continue in partnership with municipalities, who have provided important input into the Vision. With municipal Council support, we can proceed from vision to implementation.

#### **ATTACHMENTS**

- Attachment 1: Staff presentation
- Annex 1: *2023 Bus Speed & Reliability Report* (download from the [BSR Project page](#))

# TransLink 2023 Bus Speed & Reliability Report – Bus Priority Vision

*Mayors Council  
April 25th, 2024*



# Purpose and Importance

## Purpose:

To share the third part of the 2023 Bus Speed & Reliability Report: “Bus Priority Vision”

## Importance:

- TransLink spends **over \$80 million a year in operational costs** based on roadway delay.
- The Bus Priority Vision has been **developed iteratively over the past year through consultation with municipal and regional staff**; its implementation will continue to be shaped through ongoing dialogues and partnership.
- **Implementing the Bus Priority Vision now requires the thoughtful support of local government leaders and councils**

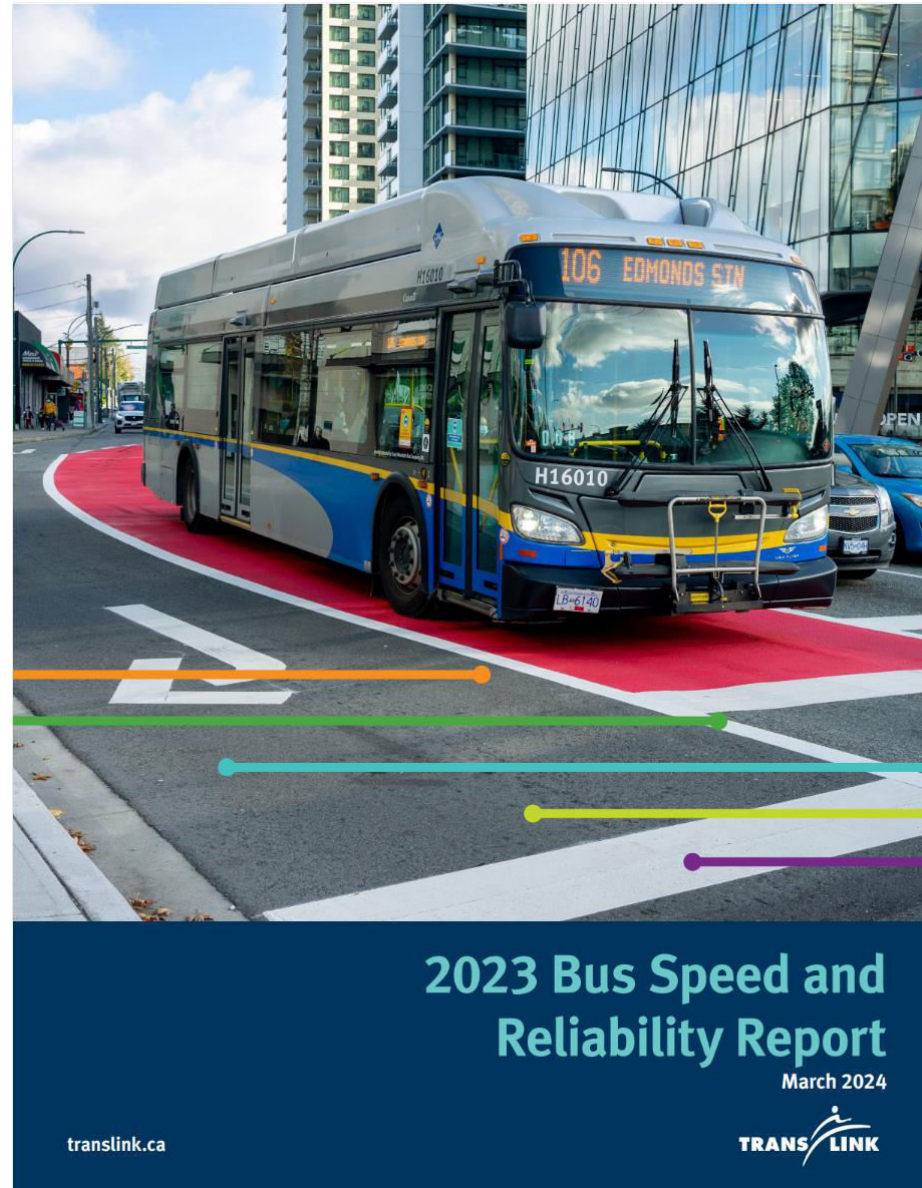


# Background

**Metro Vancouver is growing** and so are its transport needs...

Our Access for Everyone plan established a **goal of providing bus priority across the entire Frequent Transit Network** and up to 25% expansion of this network.

This year we are releasing a **conceptual Bus Priority Vision that establishes a shared understanding** of the extent and types of bus priority solutions across the FTN.

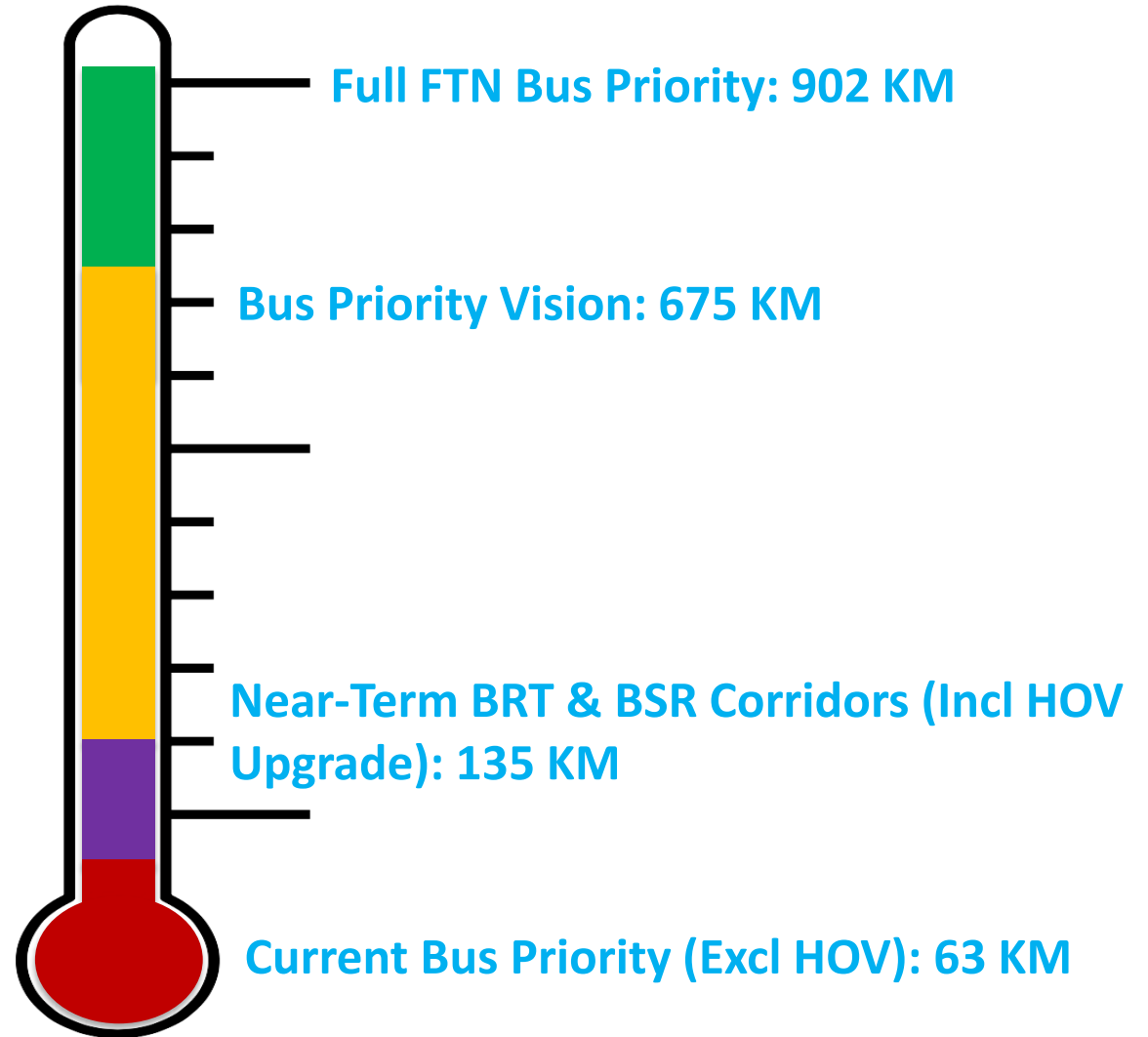


# Background

The Bus Priority Vision proposes **expanding bus priority on the frequent transit network** by 468 kilometres

This would **upgrade bus priority coverage from 23% to 75%** of the FTN

Upcoming projects such as our **three near-term BRT corridors and six Bus Speed and Reliability corridors** are how we can put the **Vision into action**



# Methodology | The Bus Priority Vision is driven by data and policy

Where is there a strong case for better bus priority measures?

Person-hours of transit delay

Bus service levels

How compatible is better bus priority with existing right-of-way and active transportation?

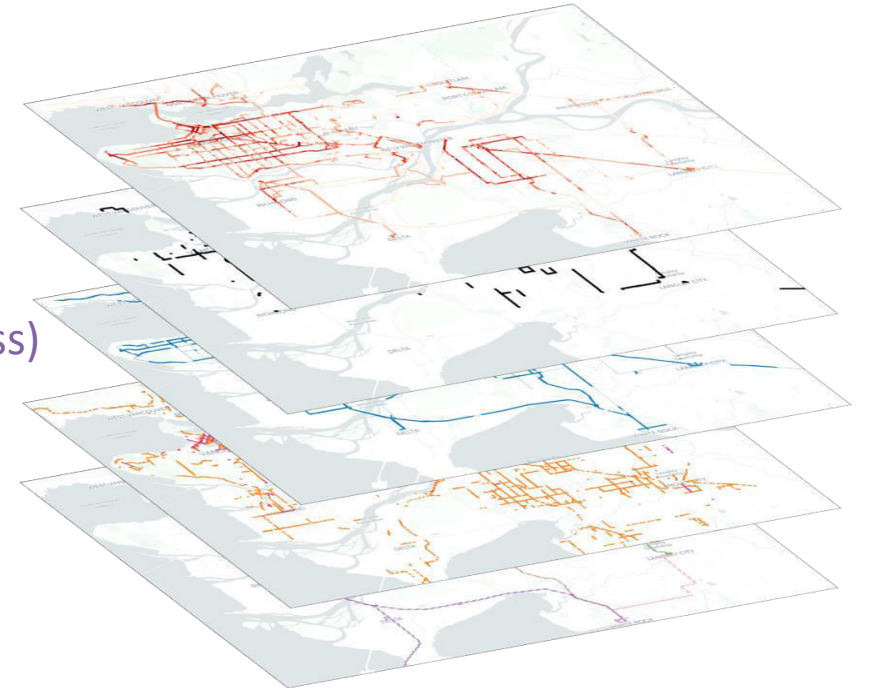
Road characteristics  
(e.g. number of lanes, business access)

Cycling infrastructure  
(dedicated on-street bike lanes)

Where are we making large service investments in the near-term?

Policies for network expansion  
(10 Year Priorities)

**Bus Priority Vision**



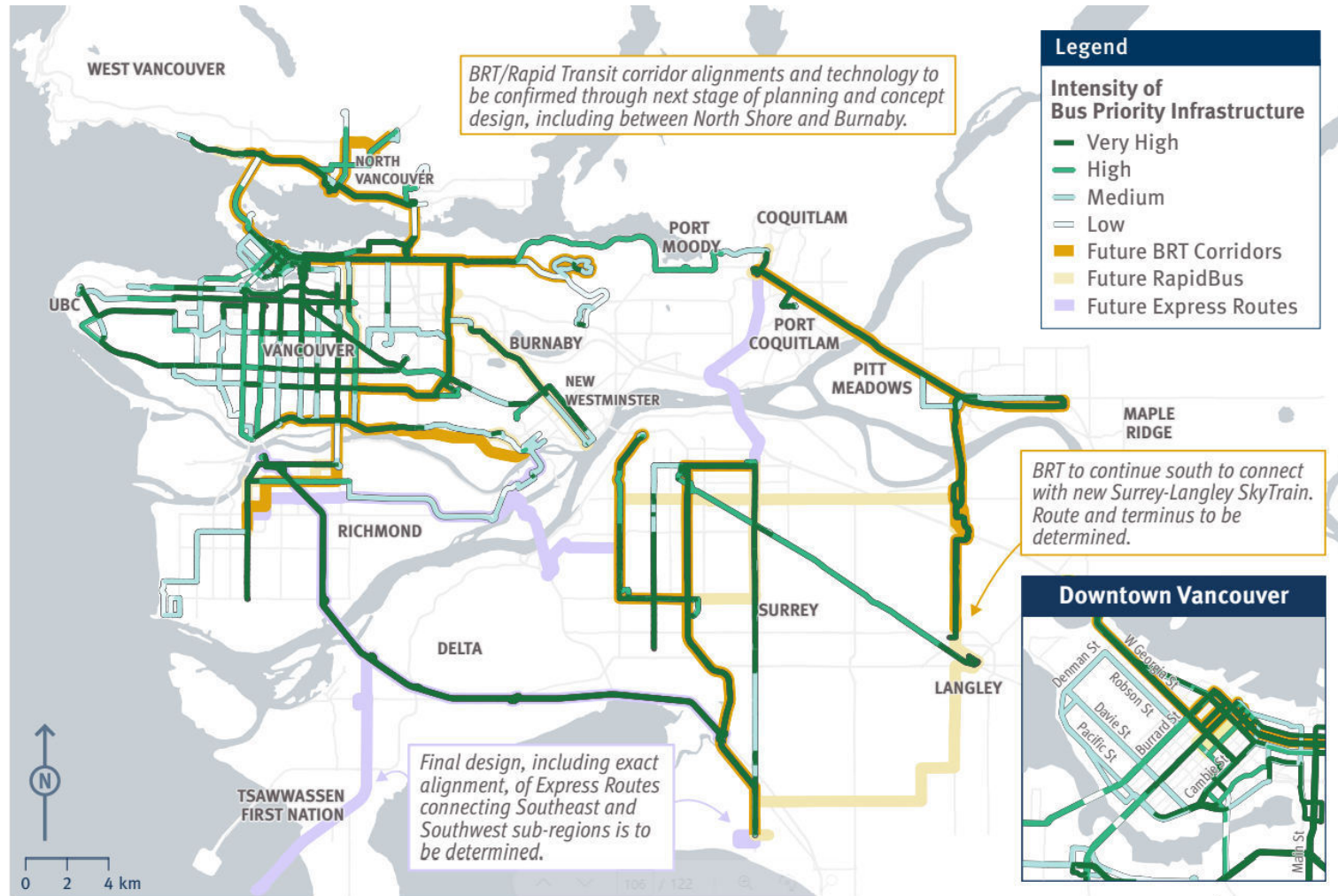
*Does not account for existing traffic volumes or goods movement, also considered*

# Bus Priority Vision

Investing in bus priority provides **near-term impacts to speed and reliability, while also helping to save operating expenses** in the medium-long term

Collaboration between **TransLink and government partners helps work towards identifying specific solutions** in different parts of the network.

The **Bus Priority Vision is achievable, but we will need your staff and Council's support** to make it a reality.



# RESOURCES



# Overview | Range of Solutions

We have defined general “levels” of bus priority that are **context-sensitive** and driven by **data** and **policy**

The “levels” of bus priority are based on existing service and near-term plans. The Bus Priority Vision maps will need to be updated periodically when service levels or plans change in the future.

**It does not account for existing traffic volumes or goods movement.** That evaluation will be part of specific project analysis.

Types of Solutions that are Generally Applicable for Each Category of Bus Priority

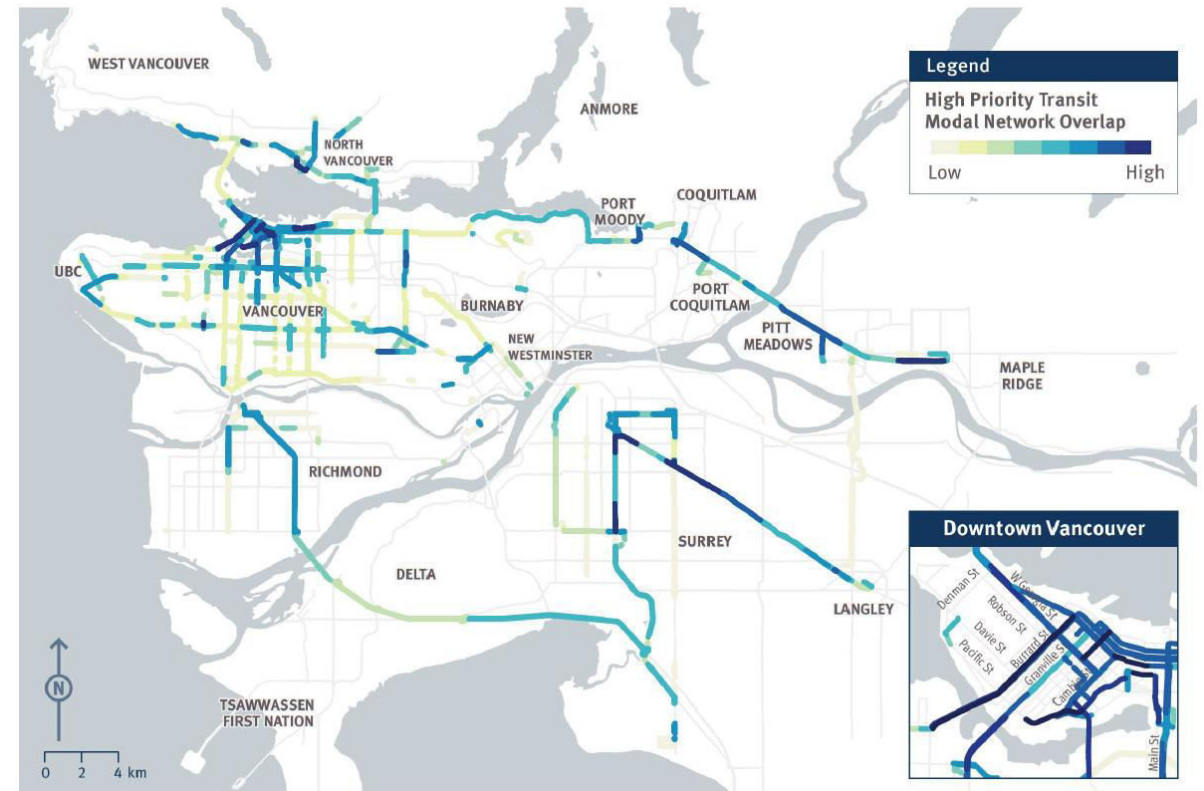
INTENSITY OF BUS PRIORITY	Potential Solutions			
	BUS LANES	INTERSECTION IMPROVEMENTS	IN-LANE BUS STOPS	BUS STOP BALANCING
Very High	All Day	Yes	Maybe	Yes
High	Peak Hour	Yes	Maybe	Yes
Medium	No	Maybe	Yes	Yes
Low	No	No	Maybe	Yes

# Overview | Network Integration

## Overview

Highlight streets that are high priorities for two or more modes to be transparent about challenges. Considers transit, cycling, walking and commercial streets, and goods movement.

*Map of Transit and Other Network Priorities: Overlap between Transit (FTN and streets identified for peak or all-day bus lanes) and all other networks (Cycling, Goods Movement, Commercial Streets)*



# Overview | Subregional Profiles

Applies the **Bus Priority Vision** to each subregion. The subregional profiles build on previous information about locations and intensity of bus delay, existing bus priority infrastructure. Provides **statistics** and **descriptive text** about the importance of bus priority and the opportunities.

## Burnaby/New Westminster, continued

### Bus Priority Vision

In the Burnaby/New Westminster sub-region:

- BRT or Rapid Transit is planned along 3 corridors.
- Approximately 55% of the FTN could benefit from High-Very High intensity bus priority.
- Approximately 35% of the FTN—over 40 km—could be considered for new full-time or part-time bus lanes after accounting for existing bus/HOV lanes.
- 10-15% of bus stops on the FTN are below TransLink's minimum spacing guideline of 300m.
- There are 85 signalized intersections on the FTN, which could see benefits from signal priority or optimization.



### Key Opportunities in Sub-Region

 <b>85</b> Signalized intersections (along FTN)	 <b>12%</b> Bus stops below spacing guidelines (along FTN)	 <b>42 km</b> New bus lanes* (directional)
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### Bus Priority Vision by Level of Intensity

Intensity	Kilometres	Percent of FTN
Very High	49	40%
High	18	15%
Medium	42	34%
Low	14	11%

Notes: \* Opportunities for 'new bus lanes' statistic is based on sections of the FTN identified for High or Very High intensity bus priority, subtracting existing bus or HOV lanes in place through end of 2023.



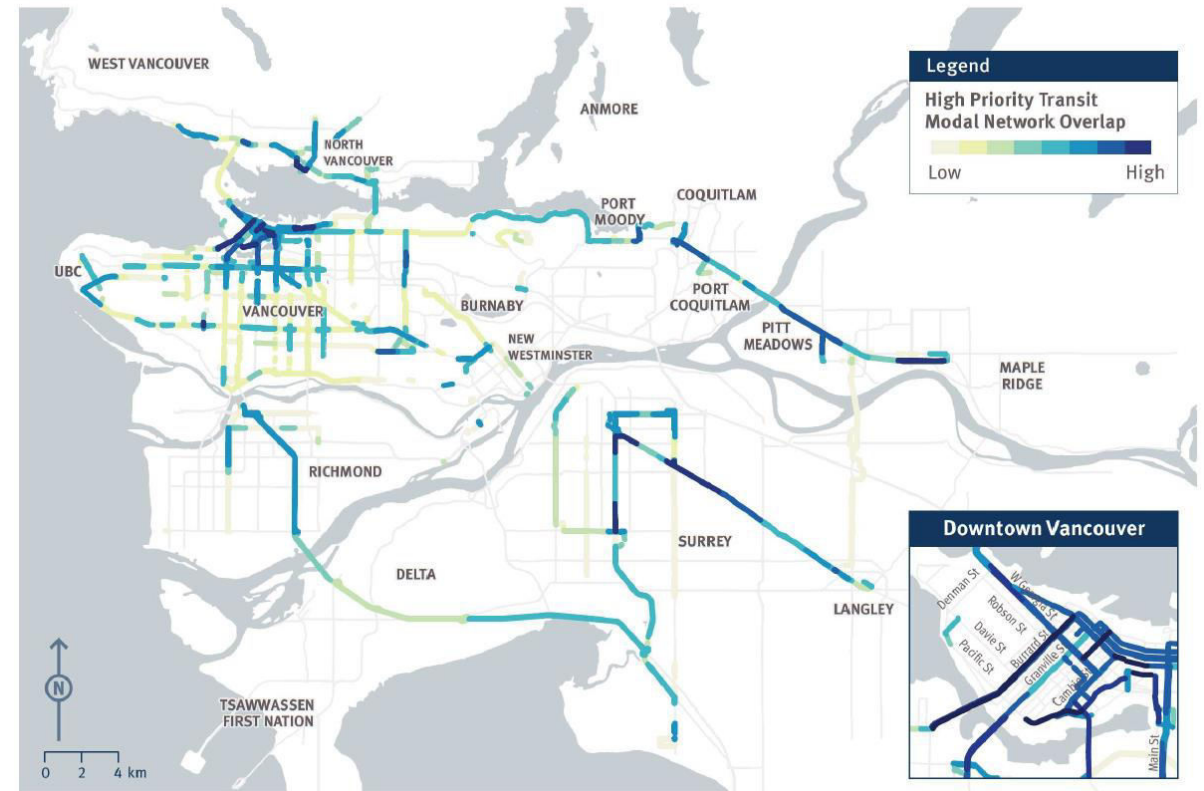


# Overview | Network Integration

## Overview

Highlight streets that are high priorities for two or more modes to be transparent about challenges. Considers transit, cycling, walking and commercial streets, and goods movement.

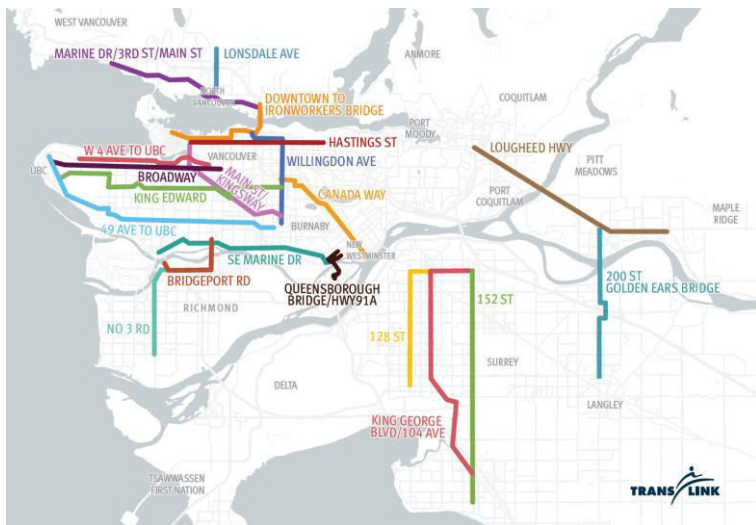
*Map of Transit and Other Network Priorities: Overlap between Transit (FTN and streets identified for peak or all-day bus lanes) and all other networks (Cycling, Goods Movement, Commercial Streets)*



# Overview | Corridor Profiles

Applies the Bus Priority Vision to Twenty Corridors, previously profiled in the BSR Report. We previously identified the **locations, causes, and amounts of delay**.

We now provide an indication of the scale and **types of bus priority interventions** that could effectively reduce delay.



## King Edward, continued



### Key Opportunities



20

Signalized intersections along corridor



40+

Bus stops below spacing guidelines (<math>\leq 1/3</math> of total)



20 km

New bus lanes (directional)

### Map Callouts

- 1 Extend on-street parking restrictions.
- 2 Extend left-turn lane and left turn signal.
- 3 Create floating bus stops between Quesnel Dr & Angus Dr.
- 4 Add EB queue jump between approximately Gladstone St and Nainaimo St to allow buses to merge across traffic into left-turn lane. Extending the left-turn phase also helps buses turn onto Nainaimo St.
- 5 New left-turn signal for buses turning left from Boundary Rd to Kincaid St.

### Corridor-Wide Opportunities

- At the 20 signalized intersections, solutions such as signal priority, signal coordination, or timing/phasing adjustments can help reduce delay.
- At the approximately 40 bus stops that are below spacing guidelines (300m) thoughtful removal or relocation could achieve more consistent spacing while maintaining access.
- Up to 20 km of new bus lanes could be added. Different types of lanes are appropriate in different contexts.

Further analysis is needed for all opportunities.



# Overview

To accompany the Bus Priority Vision, we added a chapter and appendices to the 2023 BSR Report.

## Outline of Chapter

- **Purpose** of the Bus Priority Vision
- **Methodology** to develop Bus Priority Vision
- **Solutions** that are context-sensitive
- **Network integration** to contemplate other modal priorities

## Appendices

- **Sub-regional maps** of the Bus Priority Vision
- **Corridor maps** with the Bus Priority Vision applied

# Overview | Network Integration

## Transit and Cycling

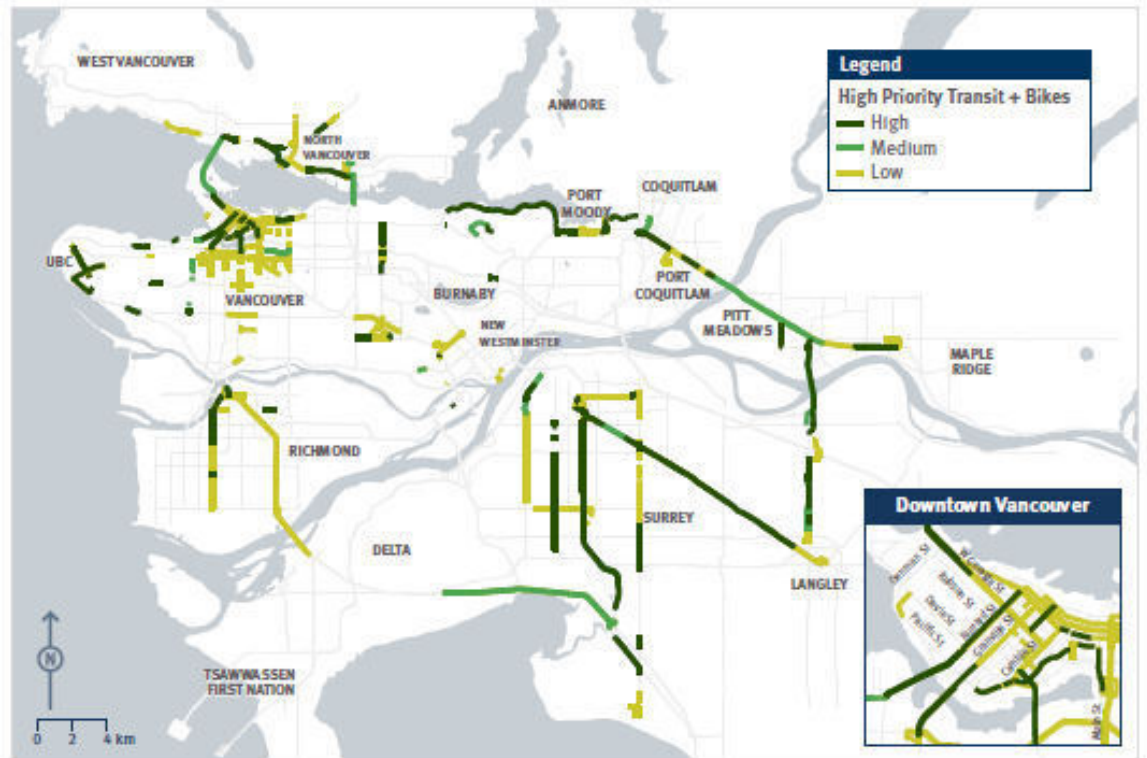
Highlight streets with existing, funded, or potential interaction between transit and on-street cycling facilities.

Describe importance of each modal network.

Provide examples of design solutions and brief description of considerations, e.g.

- *Floating bus stops*
- *Shared bus-bike lanes*
- *Prioritizing each on parallel corridors*

*Map of Transit and Cycling: Overlap between Transit (streets identified for peak or all-day bus lanes) and Cycling. “High” includes overlap with on-street bicycle facilities and in-progress or completed facilities as part of the Municipal Funding Program. “Medium” includes overlap with the existing Major Bike Network. “Low” includes overlap with proposed Major Bike Network, Frequent Transit Development Areas, or Urban Centres.*





# Overview | Network Integration

## Transit, Walking, and Commercial Streets

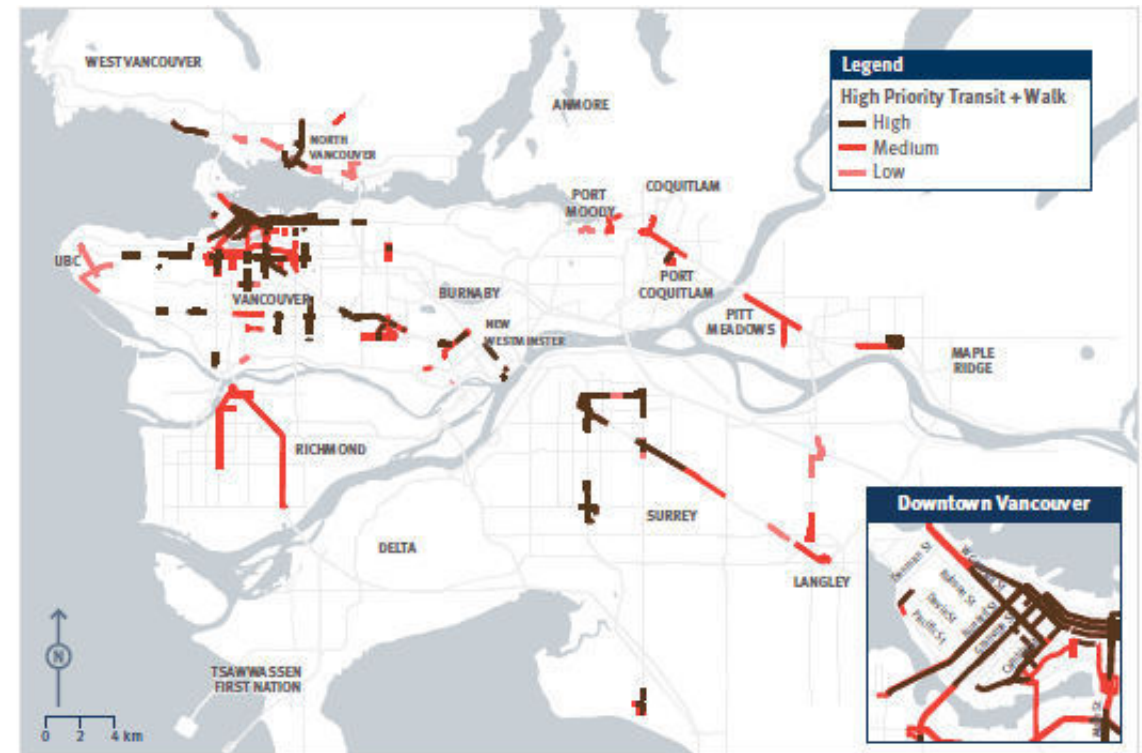
Highlight streets with degrees of interaction between transit and commercial streets.

Describe importance of each, e.g. safety and comfort walking, loading.

Provide examples of design solutions and brief description of considerations, e.g.

- *Bus and pedestrian bulbs*
- *Off-set bus lanes*
- *Dedicated or off-street loading zones*

*Map of Transit and Commercial Streets: Overlap between Transit (streets identified for peak or all-day bus lanes) and Commercial Streets (approximated by Business Improvement Associations and/or presence of metered on-street parking) that are important for walking and access to businesses. “High” includes overlap with Business Improvement Areas or commercial parking (including paid parking). “Medium” includes overlap with Urban Centres. “Low” includes overlap with Frequent Transit Development Areas.*



# Overview | Network Integration

## Transit and Goods Movement

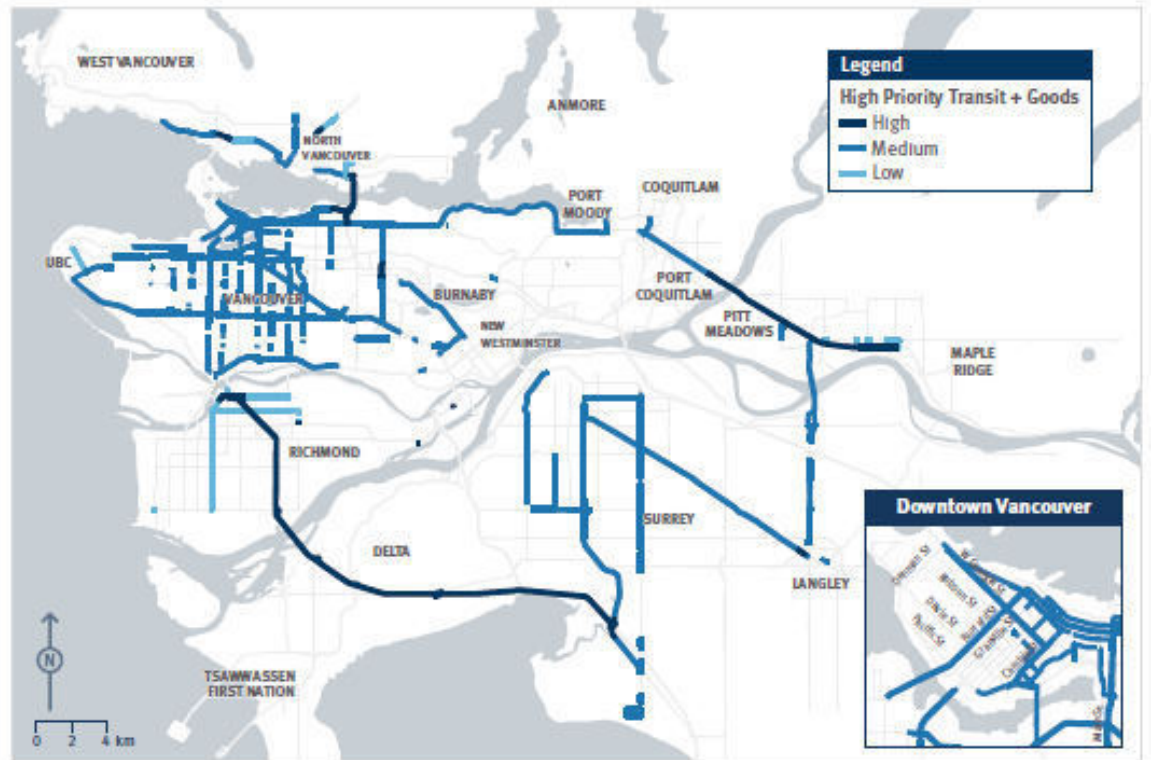
Highlight streets with degrees of interaction between transit and goods movement.

Describe importance of each modal network.

Provide examples of design solutions and brief description of considerations, e.g.

- *Shared bus-freight lanes*
- *Turn restrictions with exemptions for buses and trucks*
- *Off-street loading zones*
- *Operational solutions such as signal timing adjustments for transit, permitting trucks*

*Map of Transit and Good Movement: Overlap between Transit (streets identified for peak or all-day bus lanes) and Goods Movement. “High” includes overlap with Provincial Highways. “Medium” includes overlap with designated Municipal truck routes (with or without truck travel restrictions) and limited sections of Provincial roads (e.g. UBC). “Low” includes overlap with Municipal roads with no truck travel restrictions.*



**TO:** Mayors' Council on Regional Transportation

**FROM:** Sarah Ross, VP, Transportation Planning & Policy, TransLink  
Matt Craig, Director, System Planning, TransLink

**DATE:** April 18, 2024

**SUBJECT:** **ITEM 4.2 – Bus Speed & Reliability Program: Investing in High-Delay Corridors**

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**RECOMMENDATION:**

The Joint Planning Committee recommends that the Mayors' Council receive this report.

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**PURPOSE**

The purpose of this report is to report back to the Mayors' Council through the Joint Planning Committee on a motion referred to TransLink staff at the October 2023 meeting. TransLink staff were asked to assess provision of funding for bus speed and reliability improvements along corridors of high delay in the City of Vancouver. This report provides an assessment of TransLink's ability to fund corridor projects based on known costs, an assessment of whether projects are supportable based on anticipated regional benefits, and the process for managing costs and ensuring regional benefits. This report is for information purposes.

**BACKGROUND**

Buses serve about two-thirds of transit journeys in Metro Vancouver. Yet, for the most part, buses operate in mixed traffic and are subject to delay due to growing congestion. Annually, TransLink's operational budget in Metro Vancouver grows by at least \$2 million just because of increasing congestion, with over \$80 million of operating cost per year attributable to roadway delay (2023 BSR Report). Bus priority measures (bus lanes, queue jumps, signal improvements, etc.) can help reduce delay for buses and provide transit service to the region more efficiently.

If approved, the 2024 Investment Plan will increase the overall funding for the Bus Speed and Reliability program to include \$17 million targeted for bus priority improvements along corridors of high delay. Targeted investments in bus priority at the corridor-level can make a tangible impact on saving bus service hours, delivering existing bus services at a lower cost, and improving the customer experience.

Using the \$17 million funding allocation for corridor-level bus priority improvements, TransLink plans to improve the following corridors by 2026: Kingsway, Granville St, 49<sup>th</sup> Ave, Marine Dr, Hastings St in Vancouver and Burnaby. For the Burnaby segment of Hastings St, the corridor funding stream will fund the improvements that TransLink and City of Burnaby have already identified for the corridor. Investment in four of the Vancouver corridors was identified in an amendment to the BRT Corridors motion at the October 2023 Mayors' Council meeting:

*“Request that TransLink expand its Bus Speed and Reliability Program as needed to accommodate additional BSR investments in response to City of Vancouver Council’s commitment to support major BSR improvements on 4 High Congestion/High Ridership Regional Bus Corridors in the City*

*that will address the locations of greatest delays with a low- cost goal to improve travel times and service reliability for transit users on these corridors by at least 10% by 2026”.*

The Mayors’ Council referred the amendment to TransLink staff to assess and report back in 2024.

## **DISCUSSION**

TransLink staff have assessed the anticipated benefits and costs of the corridors that are identified for improvements: Kingsway, 49<sup>th</sup> Ave, Granville St, Marine Dr, Hastings St in Vancouver and Burnaby. The scope of improvements along each corridor varies, but all projects use existing road space to prioritize buses during the most congested time periods. Prioritization of buses is achieved through roadway markings and signage, without roadway widening, which allow for projects to be delivered at low cost and more quickly than those requiring construction.

### Assessment of Regional Benefits

The regional benefits of the corridors are determined based on anticipated travel time savings of the planned improvements for each corridor. The key metric in the assessment of regional benefits is potential savings in operating costs. Based on 2023 costs of operating bus services, it is estimated that the planned improvements along the five corridors would save approximately \$2 million in annual operating costs. As roadway congestion is anticipated to worsen year over year, these investments in bus priority can yield higher benefits and help offset financial costs for the region.

### Funding Assessment

Allocation of funding to the corridors is based on return-on-investment. Bus speed and reliability projects are considered strong contenders if investment can be recouped within 10-years through operating cost savings. All five corridors that have been assessed, are expected to achieve return-on-investment within 10-years and can be delivered within the allocated \$17 million funding stream for corridor improvements.

As corridor projects advance through design and through to implementation, TransLink will work closely with municipalities to monitor regional benefits and costs and ensure projects meet return-on-investment targets.

## **NEXT STEPS**

Following approval of the 2024 Investment Plan, TransLink staff will proceed to advance the corridor projects in partnership with Vancouver and Burnaby. Throughout the design process, cost effectiveness of the projects will be monitored to ensure affordability, reporting back to the Mayors’ Council and TransLink Board as needed.

## **ATTACHMENTS**

- Attachment 1 – Staff presentation



# Bus Speed & Reliability Program: Investing in High Delay Corridors

## ITEM 4.2, Attachment 1

Mayors' Council on Regional Transportation  
April 25th, 2024



## Purpose

Report back to the Joint Planning Committee and the Mayors' Council on a motion referred to TransLink staff at Oct 2023 meeting:

- Assess TransLink's ability to fund bus speed & reliability improvements along corridors of high delay

## Context

TransLink spends **over \$80M a year in bus operational costs because of roadway delay.**

- Every year, congestion-related delays for buses increase the cost of operating bus service by at least \$2M

2024 Investment Plan: **target Bus Speed & Reliability (BSR) funds towards improving corridors of high delay**

- More tangible impact on service hour savings
- \$17M is allocated to improving bus priority along corridors of high delay

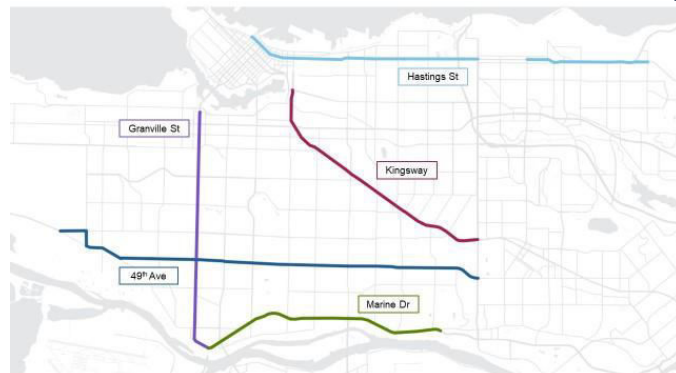
## 5 Corridors for Bus Speed & Reliability Improvements

### Low-cost bus priority improvements

- lines & signs mostly
- bus stop balancing

**Can be delivered within 3-years**

Assessment of corridors indicates **return-on-investment within 10-years.**



## Next Steps

Subject to the approval of 2024 Investment Plan, TransLink staff will:

- **Partner** with municipalities to develop & deliver the corridor improvements.
- **Monitor cost effectiveness** of corridor projects throughout project development
- **Report back** to the Mayors' Council and TransLink Board as needed