

District of West Vancouver Council Bus Rapid Transit Update

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Today's Meeting

Agenda

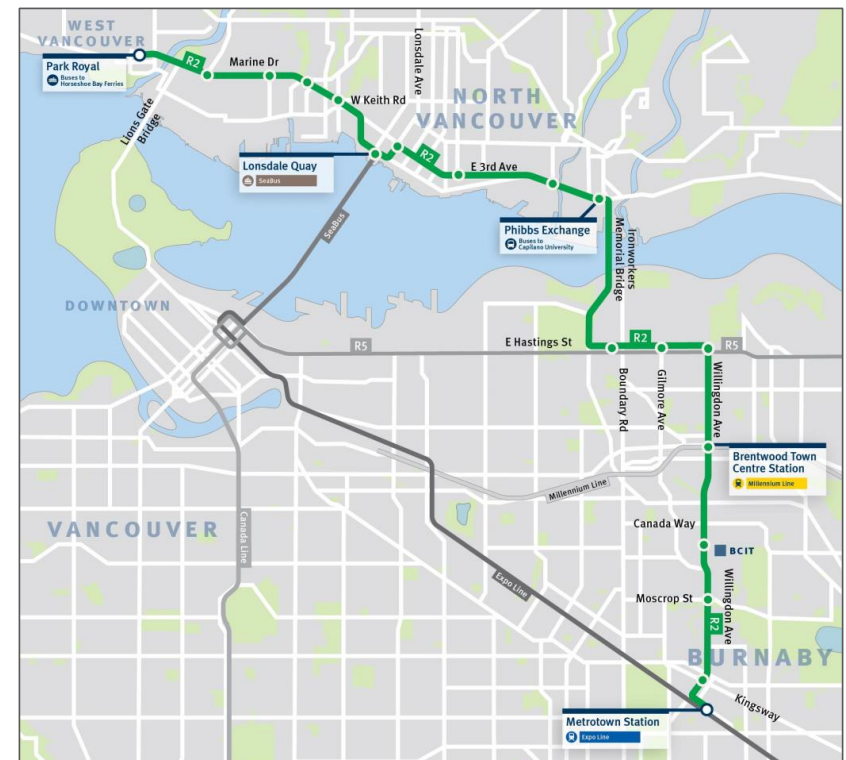
1. R2 RapidBus Extension
2. Metrotown to North Shore (MNS) Bus Rapid Transit (BRT):
 - a) September 2025 Public Engagement Results
 - b) BRT Progress Update
3. Next Steps



The R2 RapidBus Extension is set to begin service in September

Known as the 'Marine–Willingdon' RapidBus, the R2 Extension will:

- Create a new direct connection between Park Royal and Metrotown, eliminating the need to transfer at Phibbs Exchange
- Reduce wait times, with service every 6-7 minutes during peak periods
- Use 60-foot buses across the corridor to add capacity and improve comfort
- Strengthen connections to the Expo and Millennium SkyTrain lines
- Expediting construction in West Vancouver, City of Vancouver, and City of Burnaby



September 2025 Public Engagement Results: Key Findings



Key Metrics



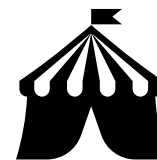
12,551

Survey Responses



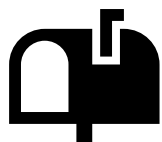
1670

In-person Interactions



17

Events



56,000

Postcards to Residences and
Businesses



~40,000

Digital Ad Click Throughs



Demographics

89%

Live in a corridor municipality

36%

From North Shore municipalities

334

Respondents in the
District of West Vancouver

1332

Respondents in the
City of North Vancouver

1455

Respondents in the
District of North Vancouver



Six Core Themes

- Theme 1:** High level of support for Metrotown to North Shore BRT
- Theme 2:** Improving service frequency and reliability on this corridor is a key service priority
- Theme 3:** Respondents support prioritizing transit improvements over maintaining existing vehicle access across the corridor
- Theme 4:** Weather protection and improved lighting are key station features
- Theme 5:** Regionally, Hastings/Willingdon is the preferred route option
- Theme 6:** Support for route options and direct connections depends on age, mode, municipality and neighbourhood



The MNS BRT will deliver...



Up to **60,000** average **daily boardings**



Significant **improvements** in **speed** and **reliability**



An **alternative** to being stuck in **congestion**



Service frequency up to **every 5 minutes**

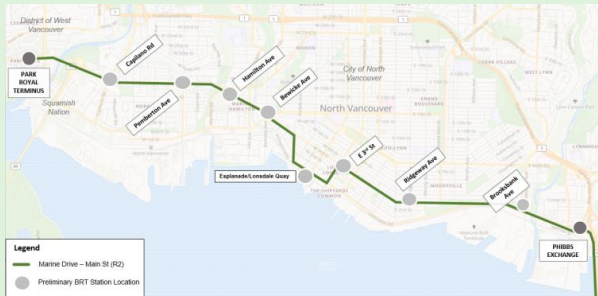


Access to **98,000 jobs** within 800m of the corridor



MNS BRT is nearing the 10% Design Stage Gate

5% Design



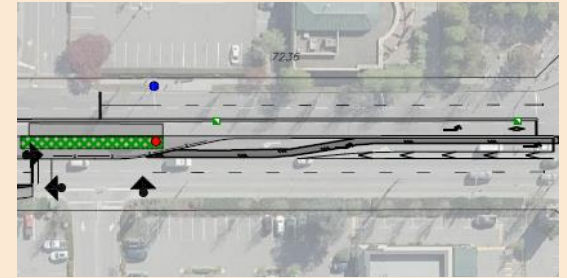
- Confirm **route alignment & station** locations

10% Design



- Identify **lane configuration options** to provide **more bus priority** along the corridor

30% Design

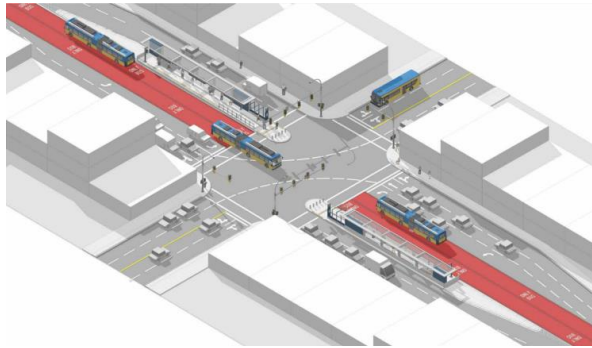


- Refine **lane configuration options**



Centre and Side-Running BRT

Centre-Running BRT (bus lanes in the middle of the road)



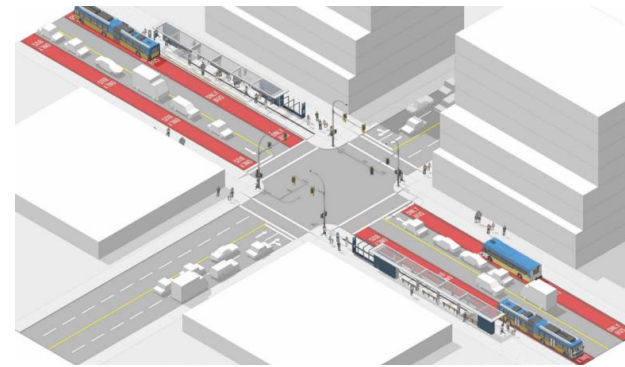
Benefits

- Less affected by traffic
- More reliable travel times
- Faster trips

Tradeoffs

- Requires more changes to the road
- May require some property
- More impact to how the street functions overall

Side-Running BRT (bus lanes along the curb)



Benefits

- Fits more easily within existing streets
- Lower impacts to property
- Changes are mostly limited to stations

Tradeoffs

- BRT buses can be affected by traffic (ex. turning vehicles, local buses)
- May be less reliable in some locations

Different configurations are used depending on corridor constraints and local context



Building Toward a High-Performance BRT Corridor

Design Progress

- 10% design nearing completion
- Significant new transit priority opportunities identified
- Station and lane configuration work underway
- Municipal coordination advancing

Major Service Improvement

- Significant improvement over today's extended R2 RapidBus service
- Faster and more reliable transit trips
- Expanded bus priority in key delay areas

Future Flexibility in Design

- Additional transit priority can be added over time
- Corridor performance improves as priority expands even further



Next Steps & Timeline

- **10% Design** will be completed this summer
- **30% Design** will begin in Q3/Q4
- **We will return to Councils in 2027 for an update**

