

# Hastings Street Bus Speed & Reliability Improvements

Burnaby Council Presentation

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# Purpose

To seek City Council endorsement of project to implement curbside bus lanes on Hastings St between Willingdon Ave & Duthie Ave

Advance to implementation by 2026.







**Congestion in the region  
costs TransLink \$80 million/year  
for bus service alone**

# Bus Priority Improves Efficiency and Benefits Customers

The 2024 Investment Plan allocated \$17M to improving corridors of high delay through the Bus Speed & Reliability (BSR) program

To keep buses running every ...



On a route that takes ...



TransLink needs to provide ...



What is the effect of service that is **10 minutes slower because of traffic?**

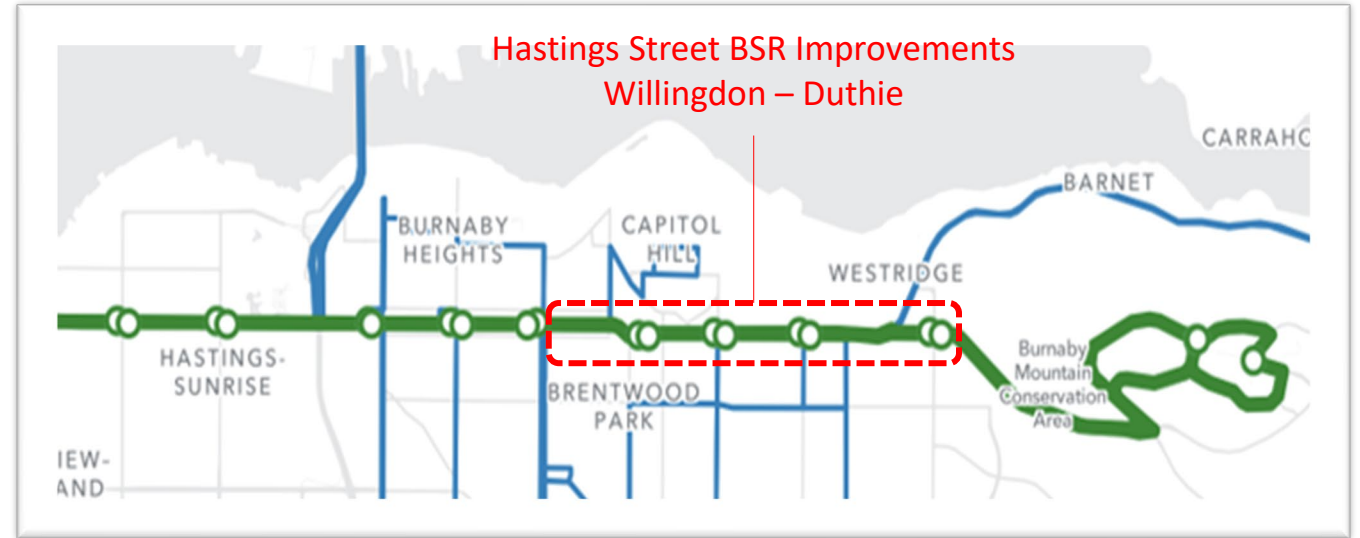


**+20%**  
time penalty for riders

**+1**  
bus to purchase and maintain, and new driver to hire



# Transit Provides Access for Burnaby



## Corridor Investment:

R5-Hastings did not receive transit priority treatments when launched in 2020.

## Transit Need:

High ridership bus corridor with high levels of transit delay.

- 5.3 million bus trips are made by Burnaby residents in the Hastings corridor each year.
- Top 5 corridor for person hours of bus delay in the region.
- Today, the R5 RapidBus can take between 16 and 22 minutes to travel this segment.

## Access:

Thousands ride transit every day to access daily needs and destinations in Burnaby

- 40% of transit riders are Burnaby residents.
- 7,000 people disembark a bus every day in commercial areas of Burnaby Heights and Kensington.

TransLink and Burnaby staff partnered to study opportunities for the street and have a solution.



# Partnership to Improve Hastings Street

## Summer 2021

- Council directed Burnaby Staff to partner with TransLink on the Hastings Street Improvement Project



## 2022

- Public Engagement
- Council briefing
- TransLink and Burnaby staff developed & assessed options for Hastings St improvements



## 2023

- Metrotown to North Shore corridor is approved as regional priority
- Evaluation of Hastings St west of Willingdon is moved to ***Metrotown to North Shore BRT Program***.
- Hastings St improvements to the east of Willingdon Ave: ***Hastings St BSR Improvements***



## 2024

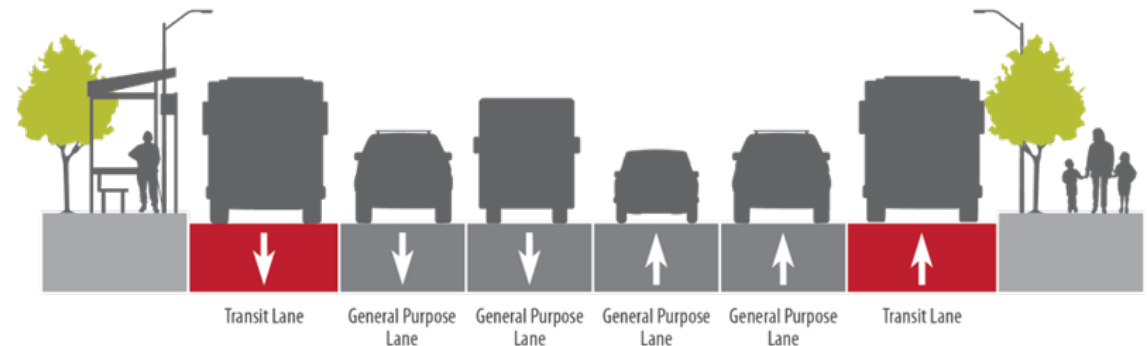
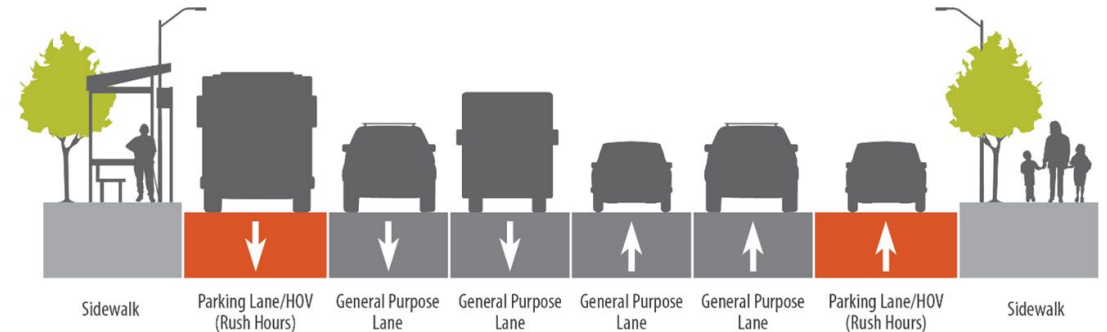
- Regional funding secured for Hastings BSR Improvements
- **TODAY:** Seeking Burnaby City Council's endorsement of recommended approach



# Recommended Approach

Through funding from the TransLink BSR program:

- Dedicate the curbside lanes to buses between Willingdon Ave & Duthie Ave, 7 days a week, from 7am to 7pm.
- Use low-cost & low disturbance approach w/ signal coordination, lining and signage
- Begin design immediately and implement by 2026.







# Benefits



**Improves bus reliability by 50% to 80%**  
for up to 1/3 of corridors' users already on transit.



**Improves access to Burnaby businesses and destinations**  
by making transit faster and more competitive with auto travel.



**Improves bus travel times by up to 13%**  
saving up to 4 minutes off each trip (2500+ hours annually) for those using transit.



**Supports Burnaby's mode share targets**  
by introducing transit priority measures that make transit an efficient and reliable travel choice



**Supports Burnaby's GHG emissions reduction targets**  
by increasing the number of lower emission trips





# Impacts



## Replaces peak HOV lanes with bus lanes

Retains 2 lanes per direction for general purpose vehicles.  
Minimal impact to vehicular capacity



## Removes on-street parking until early evening

Parking demand is low in residential area; off street parking can meet most of demand in commercial area



## Perception of comfort for pedestrians

Pedestrian comfort in sections with narrow sidewalk could be affected until redevelopment provides wider sidewalks.



# Recommendation to Council

**Endorse recommended  
improvements for  
implementation by 2026**







**Thank You**

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# Map: Hastings Street Today

**1** *The Heights*  
Medium density residential and retail



**2** *Capitol Hill*  
Residential



**3** *Lochdale*  
Low density retail, open space

