

Bus Rapid Transit in Metro Vancouver

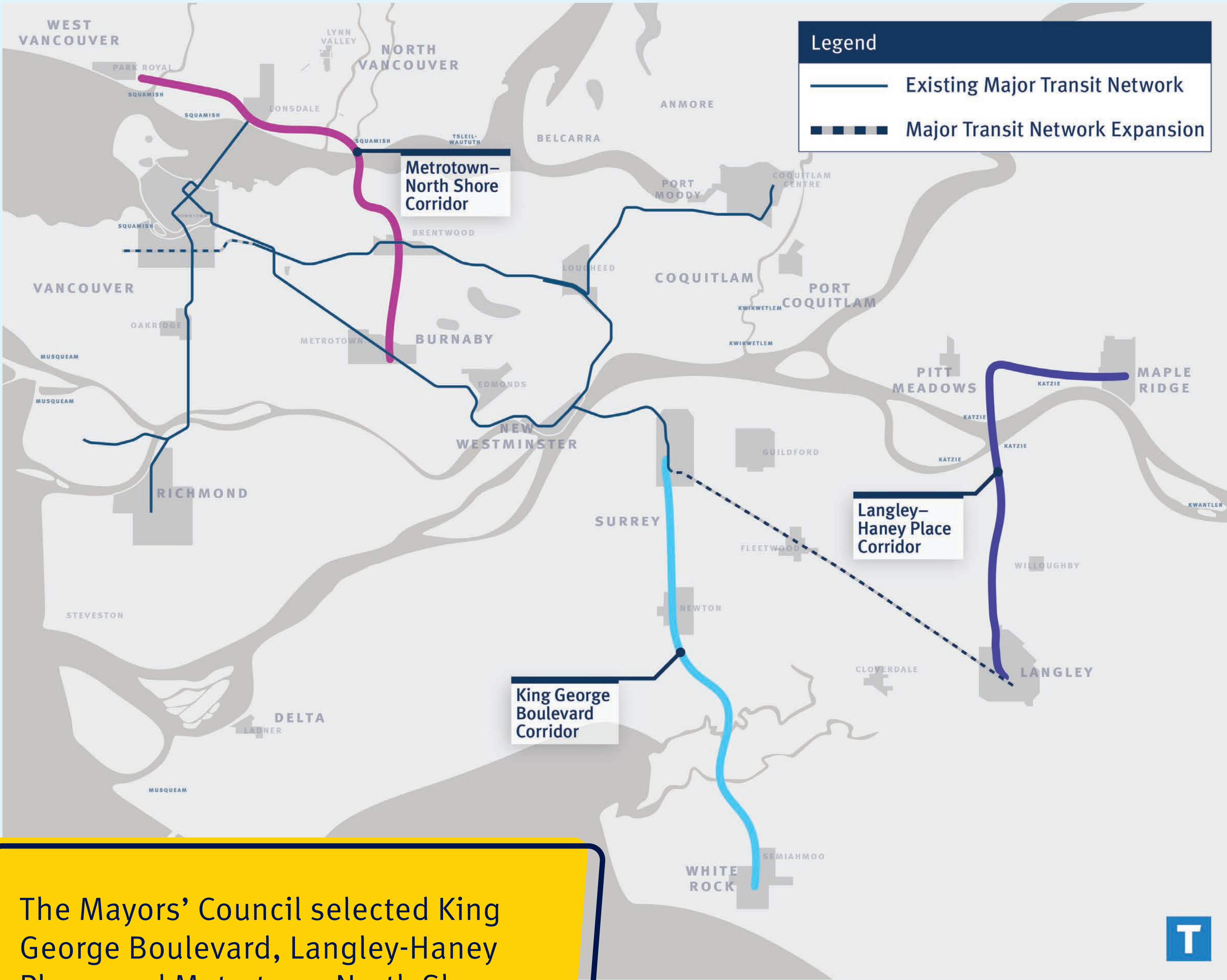


Phase 3 Public Engagement
January 13 to February 8, 2026

translink.ca/brt



Planning for Bus Rapid Transit (BRT) in Surrey



King George Boulevard BRT is a planned rapid transit project that will connect Surrey City Centre and Semiahmoo Town Centre with fast, frequent, and reliable service.

With dedicated lanes, transit signal priority at intersections, and weather-protected stations, BRT gets you where you need to go faster and more comfortably.

Delivering fast and reliable rapid transit service

Experience seamless travel between Surrey City Centre and Semiahmoo Town Centre on BRT, with speeds that rival the Canada Line.

Connecting more people with more opportunities

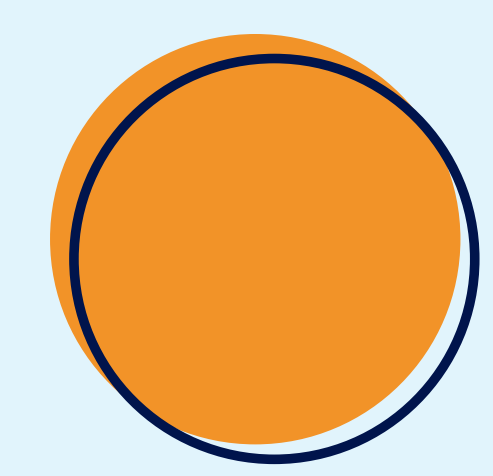
King George Boulevard BRT will provide rapid transit access to more than **130,000 residents** and **60,000 jobs** within walking distance of stations.

Building vibrant communities

BRT will help build stronger communities by supporting new homes, jobs, and making it easier for people to live, work, and play locally.

The Mayors' Council selected King George Boulevard, Langley-Haney Place, and Metrotown-North Shore as the region's first BRT corridors.

Where will BRT take you?



Place dots on the map to show your key destinations along the future King George Boulevard and Langley-Hanley Place BRT.

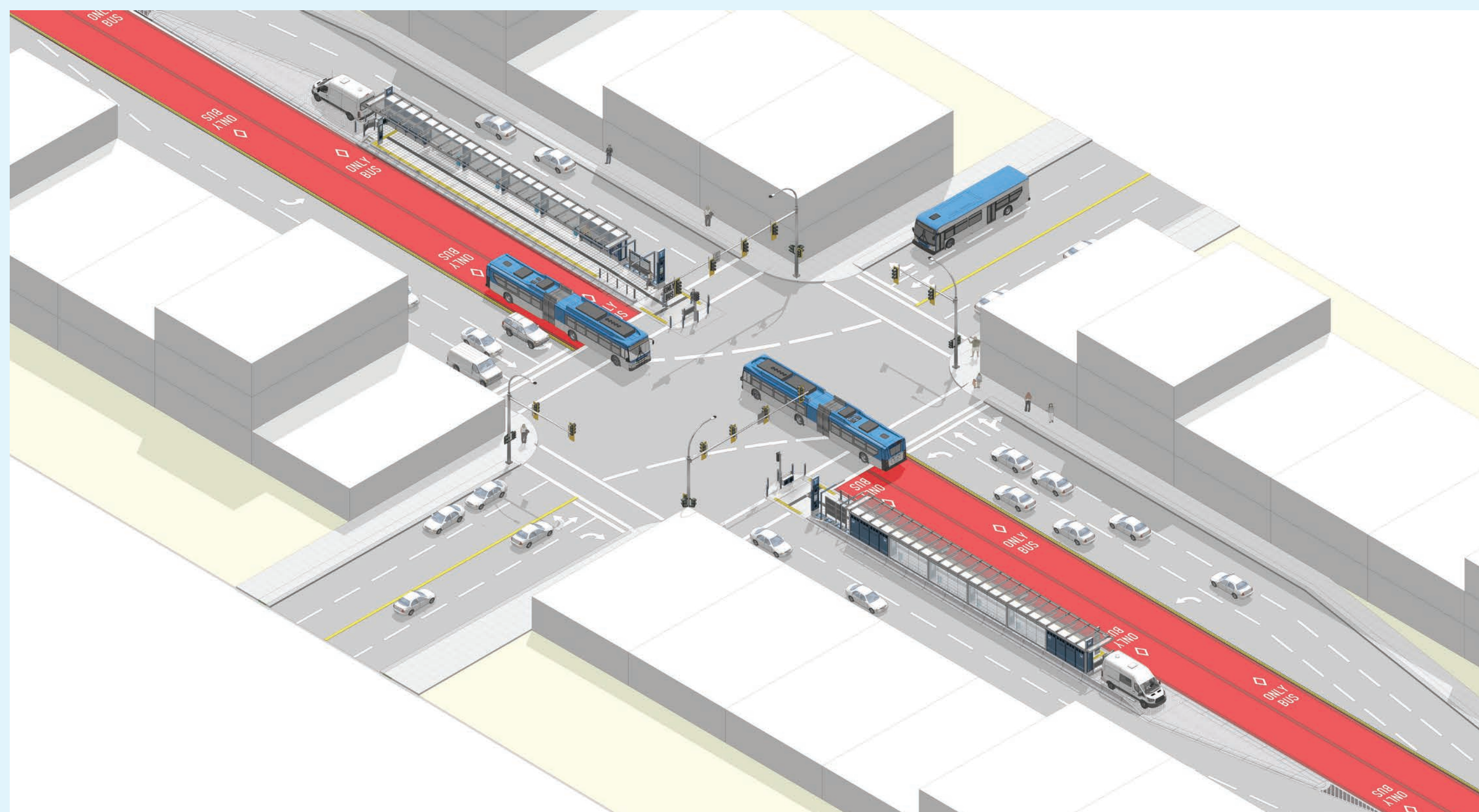


Dedicated lanes make BRT fast and reliable.

DID YOU KNOW?

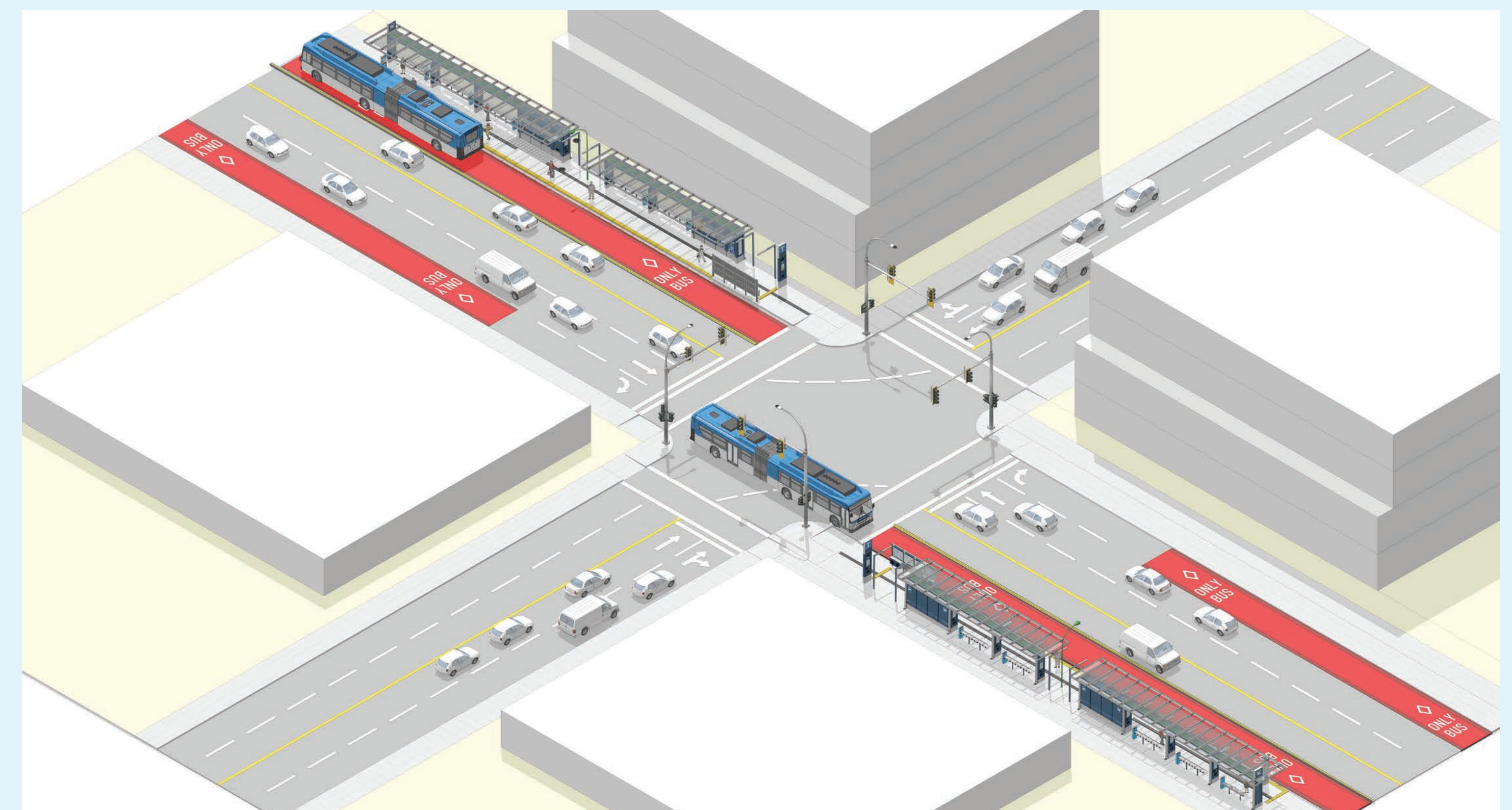
Dedicated lanes allow buses to run separate from traffic to travel quickly and reliably. They can be placed in the centre or curbside depending on how the roads have been designed.

Centre Lane BRT



Centre bus lanes help BRT systems run smoothly by avoiding issues like curbside parking and right-turning traffic.

Curbside Lane BRT



Curbside BRT lanes help BRT systems fit on narrower roads with stations on the sidewalk instead of the roadway. Road signage could allow vehicles to use the curbside lane for turns.

BRT Stations

Stations are an essential part of delivering a comfortable and rapid BRT service. They offer a safe, welcoming place to wait and include features that make boarding more efficient and accessible.

BRT stations will be adaptable to suit each location along the corridor. They may be smaller or larger depending on the local context, with a range of features and amenities, but all are designed to be easily recognizable and provide a comfortable experience for customers.

Centre Lane BRT Station



Concept Only — Final designs will vary based on local context and constraints

BRT Station Features

BRT stations can provide a range of features and amenities, including:

- **Weather protection** from rain, snow, wind, and sun with overhead roofs and windscreens
- **Real-time displays and wayfinding maps** with NextBus service updates and system information
- **Comfortable waiting** with seating and leaning rails
- **Rapid boarding** through all-door boarding
- **Enhanced accessibility** with ramps, accessible platforms, and tactile strips (textured tiles that help people with low or no vision identify the platform edge)
- **Safety and security features** including enhanced lighting

Curbside BRT Station



Concept Only — Final designs will vary based on local context and constraints

Bus Rapid Transit will deliver more rapid transit across the region.

As our region grows, we'll need transit that keeps pace—supporting new housing, connecting people to jobs, and linking expanding communities. BRT helps meet that need quickly and effectively.

Faster to Plan, Design, and Build

With shorter planning, design, and construction timelines, BRT projects move from concept to service much faster than traditional rail projects.

BRT also doesn't require costly guideways, tracks, or new train fleets. It uses proven, reliable buses running on existing streets.

Rapid Transit Experience

BRT can deliver travel times that rival the average speed of the Canada Line, powered by features like dedicated bus lanes and transit signal priority at intersections.

Cost-Effective Rapid Transit Expansion

BRT is scalable and ready to support the region's needs. And because it's more cost-effective than rail projects, we can bring the benefits of rapid transit to more people, sooner.

King George Boulevard BRT

Faster travel times to get you where you need to go

- Speeds similar to the Canada Line, enabled by dedicated bus lanes along most of the corridor.
- A fast, frequent and reliable rapid transit connection for over 25,000 daily riders in 2035.
- At least 30% faster than local service today during afternoon peak hours, with an end-to-end trip of about 40 minutes – as fast or faster than driving at the busiest time of day.
- Connection to the R6 Scott Rd RapidBus and the Surrey Langley SkyTrain. With BRT, travel from Newton to Surrey Central in under 15 minutes during rush hour.

Frequency you can trust

- BRT is expected to arrive every 5 minutes during peak times, twice as often as service today.
- BRT lanes improve reliability, so buses arrive on schedule.

Space for you and everyone on the road

- Frequent service and high-capacity buses mean more room and less crowding on board.
- Traffic impacts are being assessed to ensure the road works for everyone – drivers, transit riders, pedestrians, and cyclists – while supporting emergency services, goods movement, and access to local businesses.

Rapid transit between Surrey Central and Semiahmoo Town Centre

- 19 km of rapid transit service
- 12 BRT stations
- Serving key destinations like Surrey Memorial Hospital, Bear Creek Park, Newton Town Centre, and South Surrey Park and Ride



King George Boulevard BRT

Segment Summary	
Segment 1 KGB: Surrey Central to 96 Ave	• Centre BRT lanes in each direction, or • Northbound curbside BRT lane and Southbound centre BRT lane
Segment 2 KGB: 96 Ave to Hwy 10	• Centre BRT lanes in each direction
Segment 3 KGB: Hwy 10 to Crescent Rd	• No changes to the roadway (in Agricultural Land Reserve)
Segment 4 KGB: Crescent Rd to 152 St	• Centre BRT lanes in each direction
Segment 5 152 St: King George Blvd to 16 Ave	• Two traffic lanes in each direction and a centre BRT lane in one direction • One traffic lane in each direction and curbside BRT lanes in each direction

- BRT lanes can be delivered on over 90% of the corridor outside of Segment 3 (the Agricultural Land Reserve).
- The remaining 10% of the corridor may require alternative solutions for how BRT shares the road with cars and trucks.
- Where road widening is required, impacts on trees will be minimized. Trees will only be removed when necessary, and any that are removed will be replaced at a 2:1 ratio.





King George Boulevard BRT Terminus at Surrey Central Station

King George Boulevard BRT will start and end at Surrey Central Station, connecting to SkyTrain, the bus exchange, and key City Centre destinations.

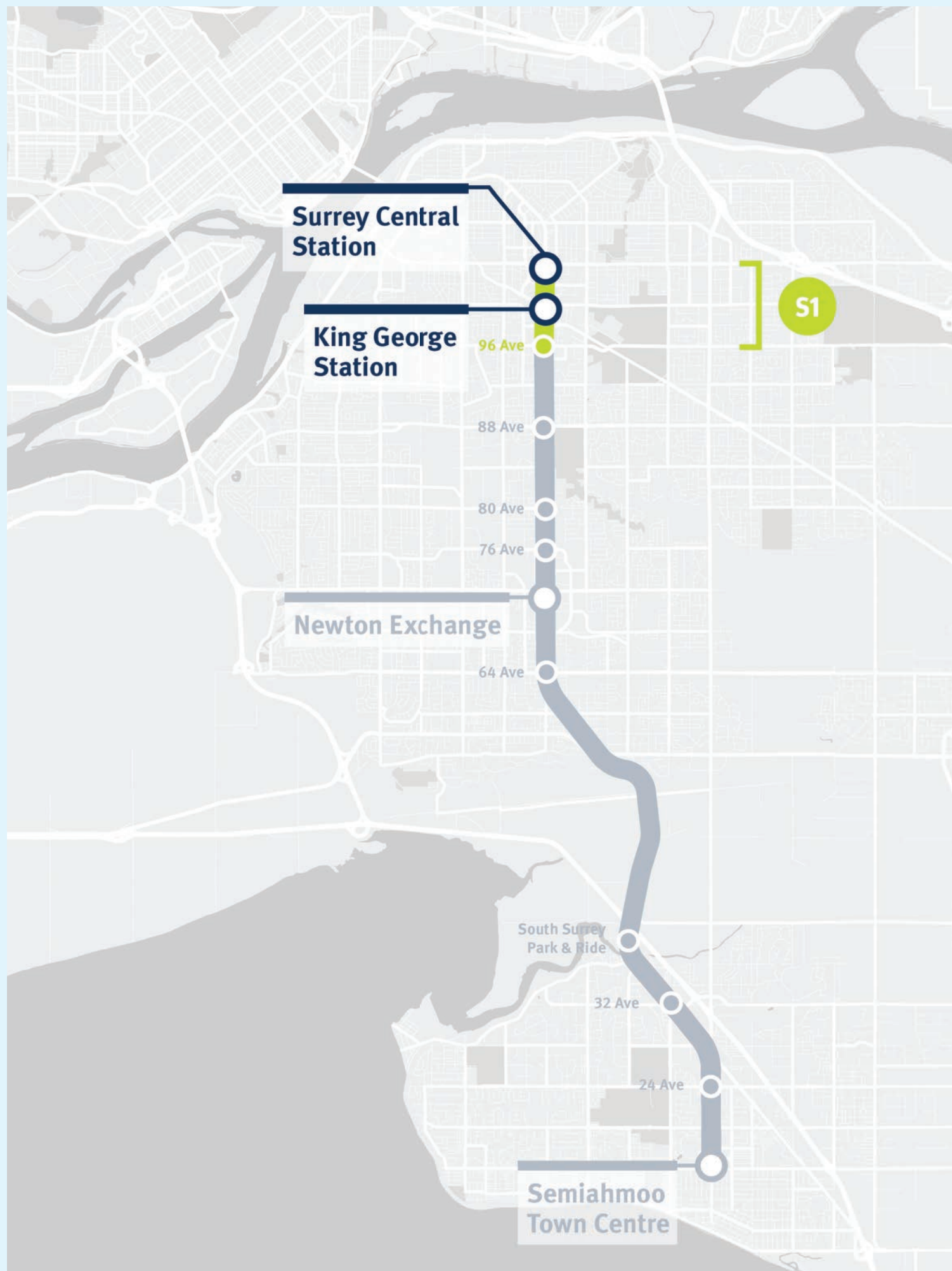
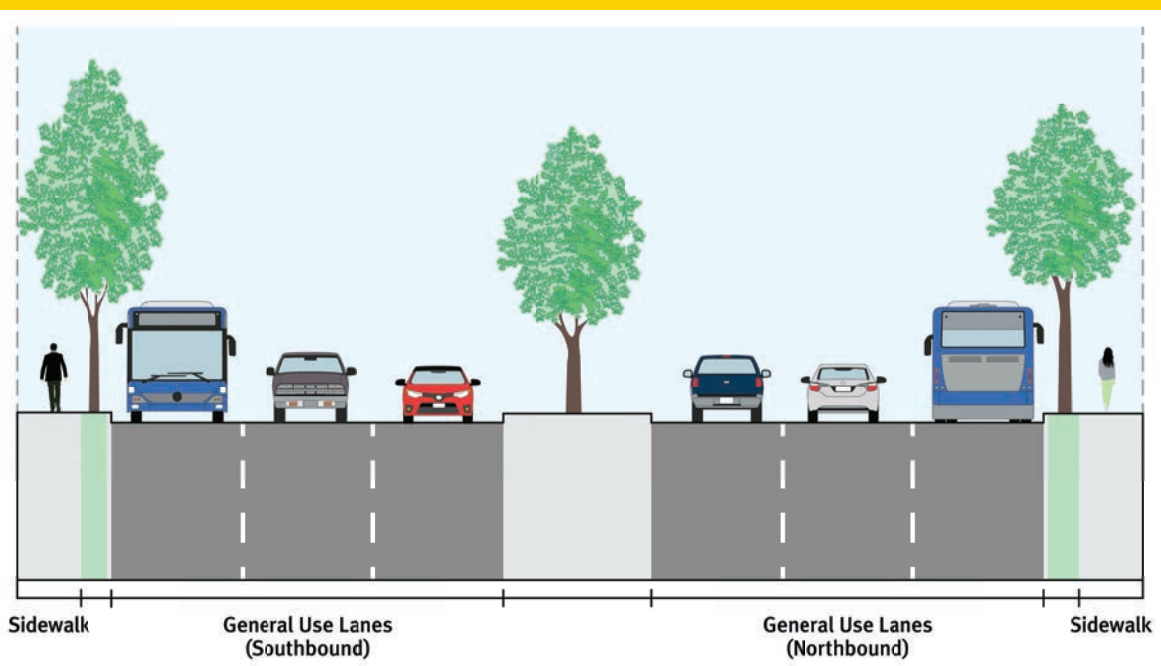
Customers will be dropped off directly beside the Surrey Central SkyTrain station to facilitate easy transfers.

King George Boulevard BRT

Segment 1 – King George Blvd: Surrey Central Station to 96 Ave

Existing Configuration:

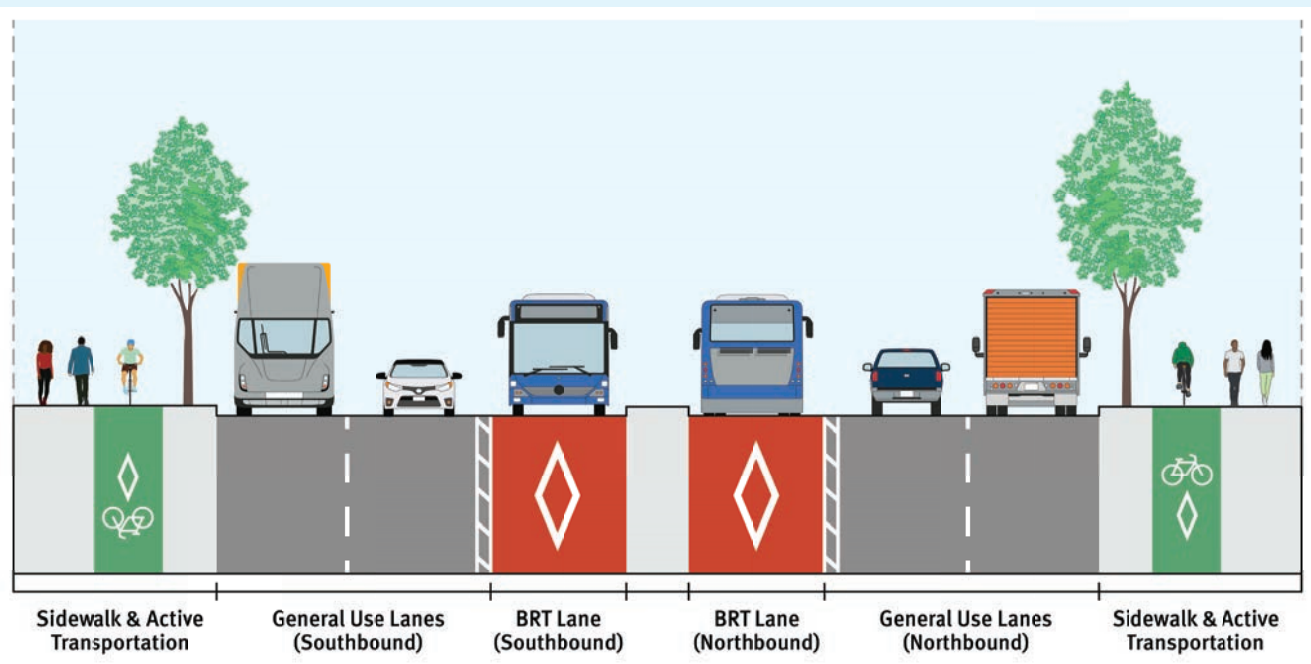
A typical section of this segment includes up to three traffic lanes in each direction, with a centre turn lane at intersections and a barrier median in some areas.



We’re considering two configurations for BRT on this segment

Configuration 1: Centre BRT lanes in each direction

- Buses would run in the centre lanes, using the space where the centre turn lane and median are today, providing the most reliable travel times.
- Left turns provided at intersections to support safe traffic flow, with U-turn opportunities at select locations.
- Maintain right-turn lanes at major intersections.

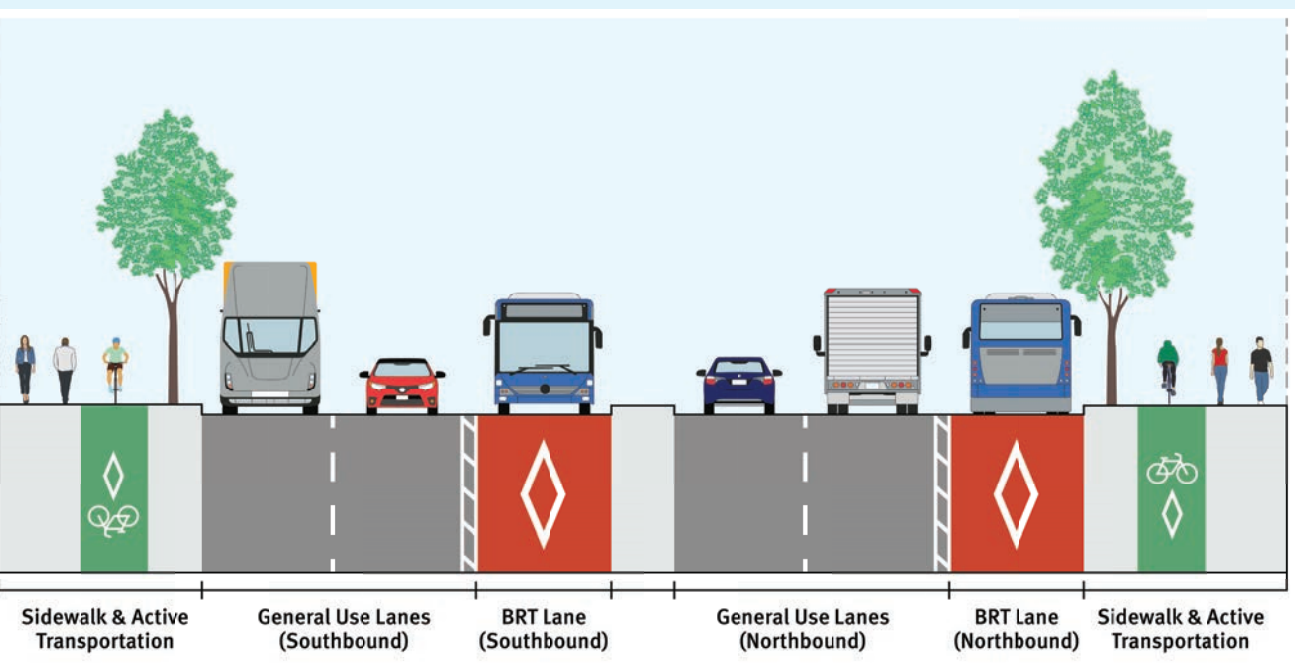


Customer Experience Considerations

For access to King George Station, customers would get off the BRT and cross the street to access the SkyTrain station.

Configuration 2: Centre BRT lane southbound and curbside BRT lane northbound

- Buses heading south remain in the centre, while northbound buses would run next to the curb.
- Left turns provided at intersections to support safe traffic flow, with U-turn opportunities at select locations.
- Maintain right-turn lanes at major intersections.
- Northbound vehicles can use the BRT lane to make right turns into businesses and residences.



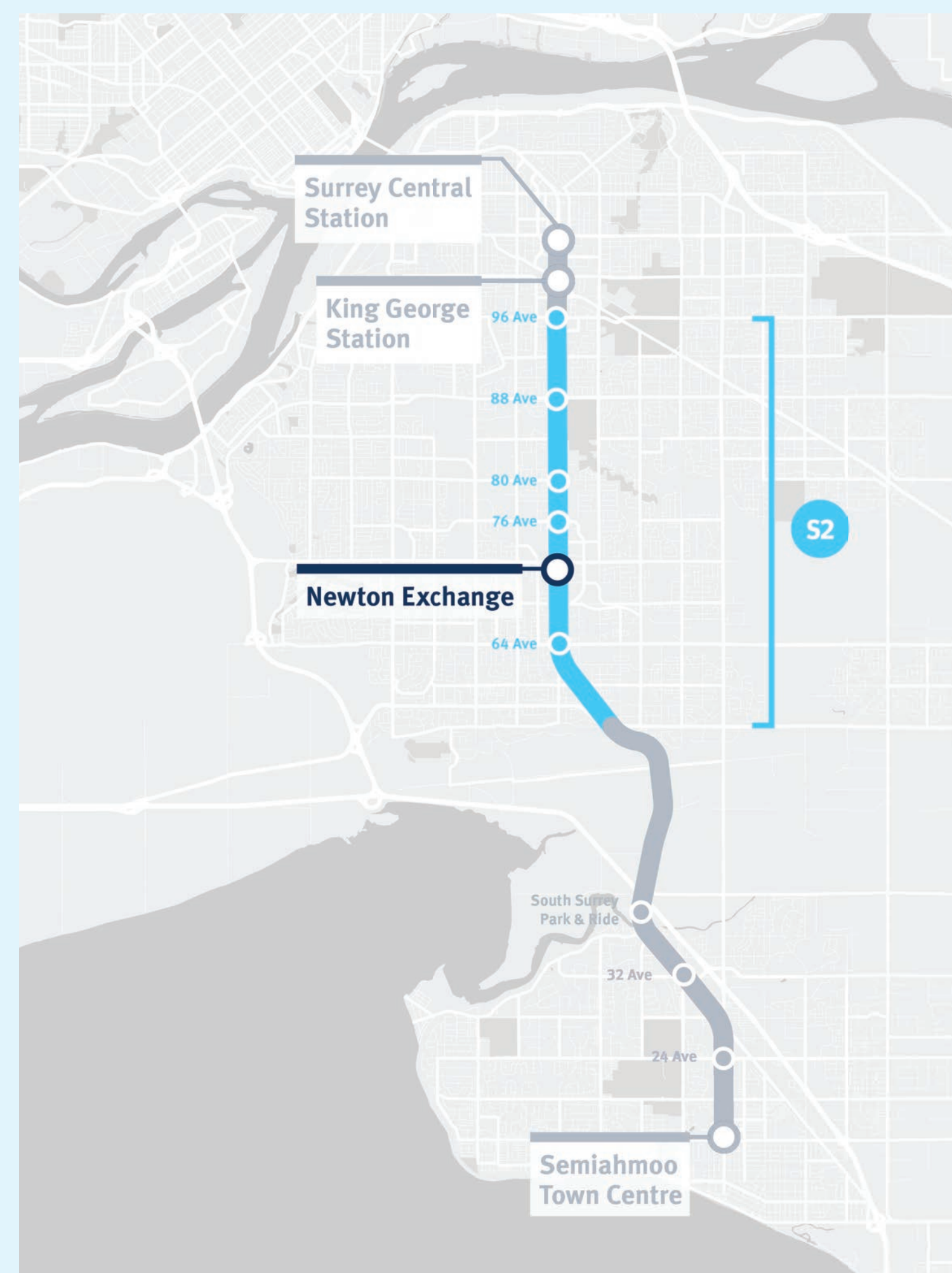
For access to King George Station, northbound customers would be dropped off on the closest sidewalk, with easier access to the SkyTrain station.

King George Boulevard BRT

Segment 2 – King George Blvd: 96 Ave to Hwy 10

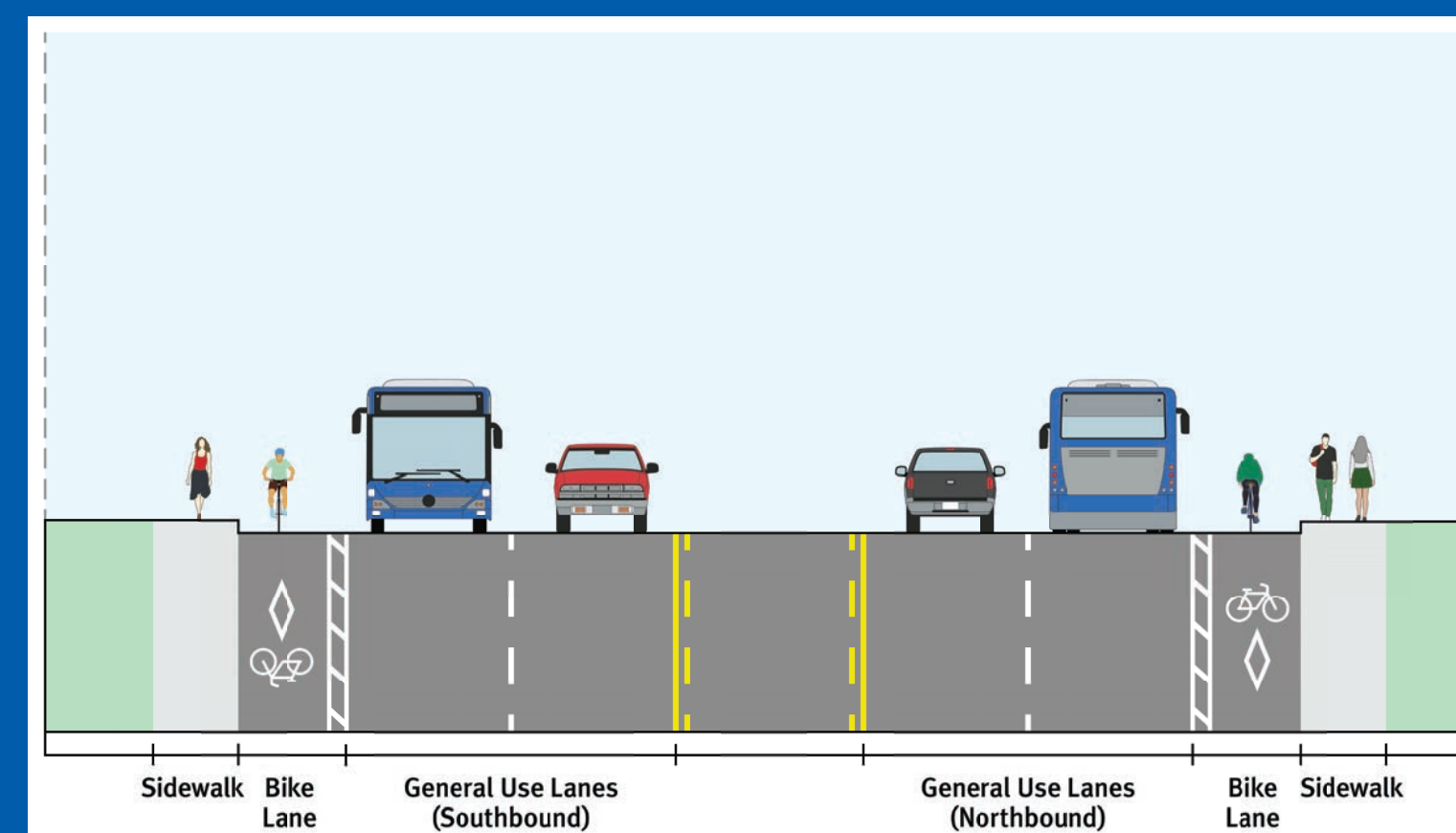
Why are changes being considered?

- This segment often experiences traffic delays during peak hours, affecting both bus speed and reliability and traffic.
- Adding dedicated BRT lanes will make trips about 7 minutes faster, roughly a 30% improvement over today's local service, while keeping two traffic lanes in each direction.



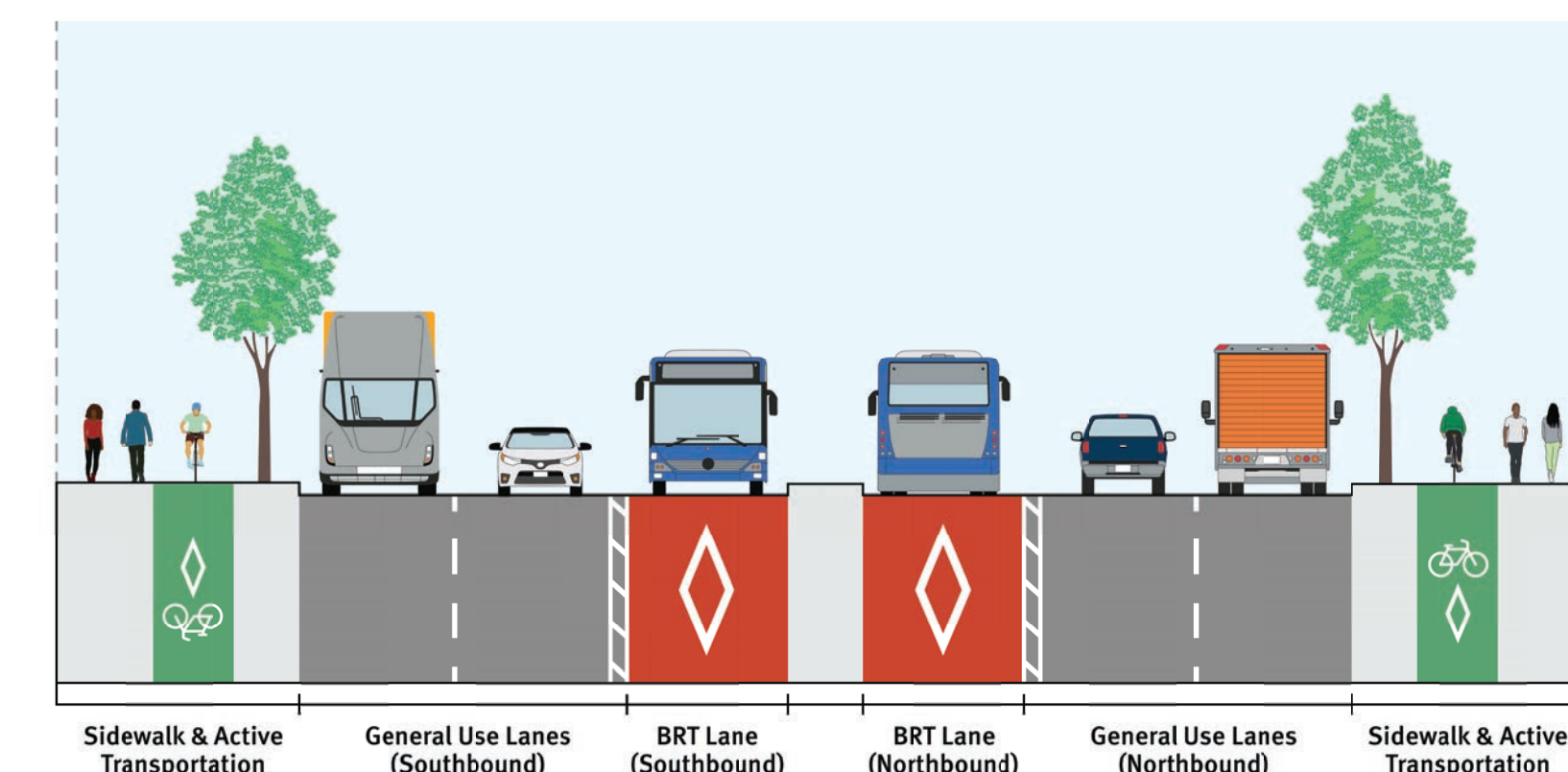
Existing configuration:

- Two traffic lanes in each direction, with left-turn lanes and a centre median in some areas.
- Existing bus priority lanes already in place in certain areas.
- Serves Newton, one of Surrey's busiest commercial and transit hubs.



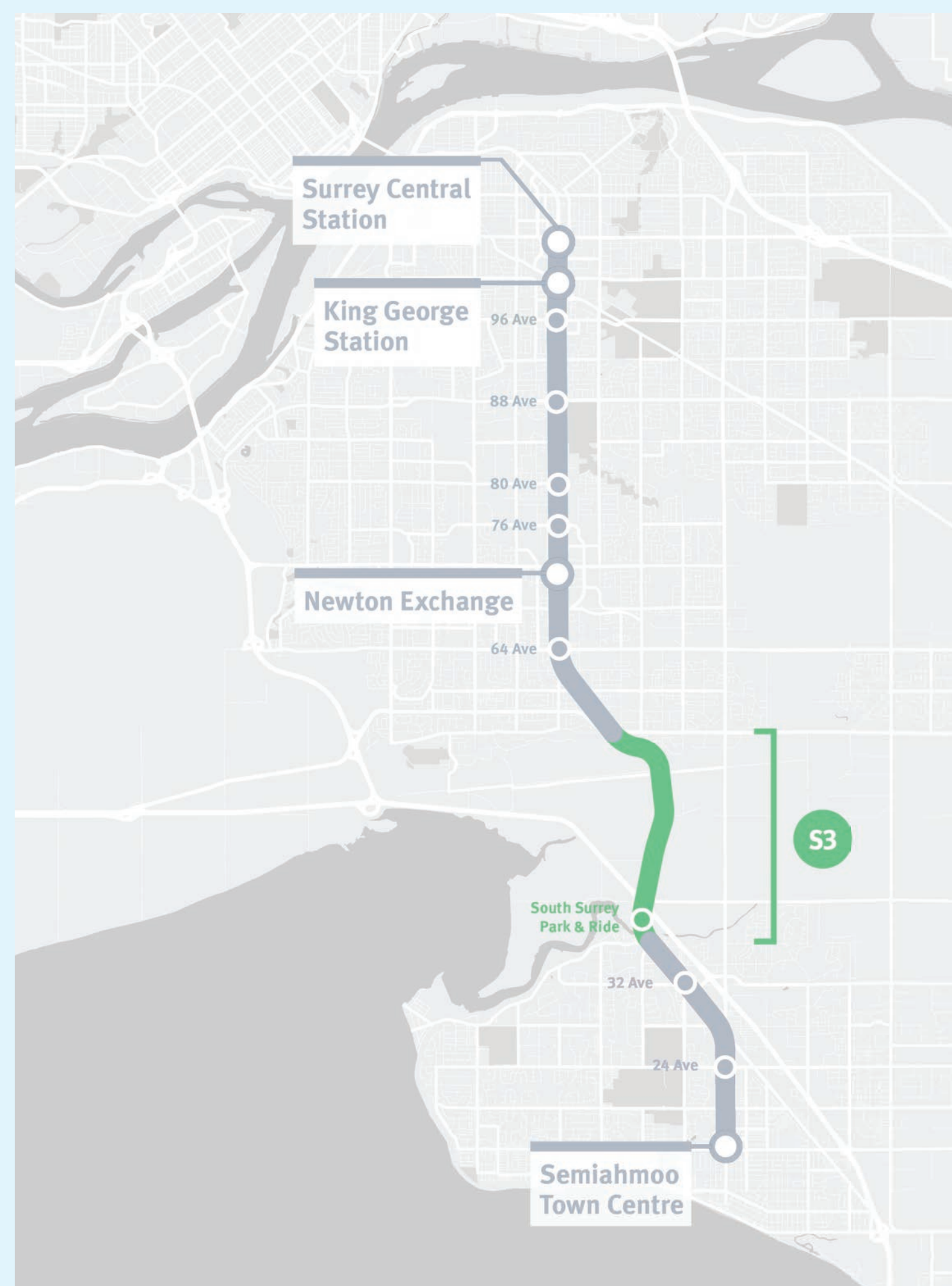
Centre lane BRT configuration:

- Add centre BRT lanes while keeping two traffic lanes in each direction. Dedicated BRT lanes deliver faster, more reliable service for customers along the corridor.
- Left turns provided at intersections to support safe traffic flow, with U-turn opportunities at select locations.
- Maintain right-turn lanes at major intersections.



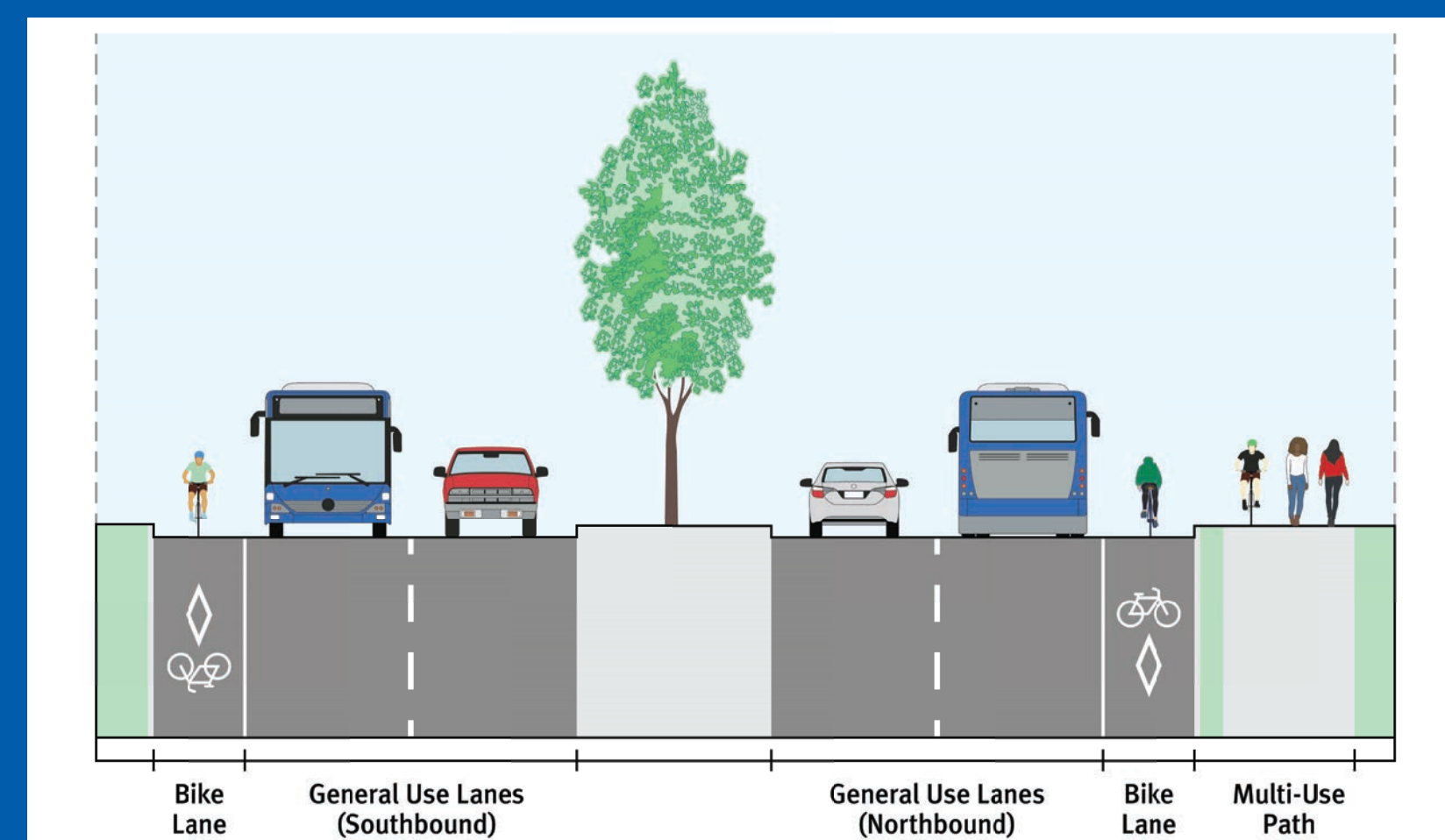
King George Boulevard BRT

Segment 3 – King George Blvd: Hwy 10 to Crescent Rd



Existing configuration:

- Runs through Agricultural Land Reserve (ALR).
- A typical section of this segment includes two traffic lanes in each direction, with left turn lanes and a median.
- Includes connections to South Surrey Park & Ride and crosses the Nicomekl Bridge.



No changes planned:

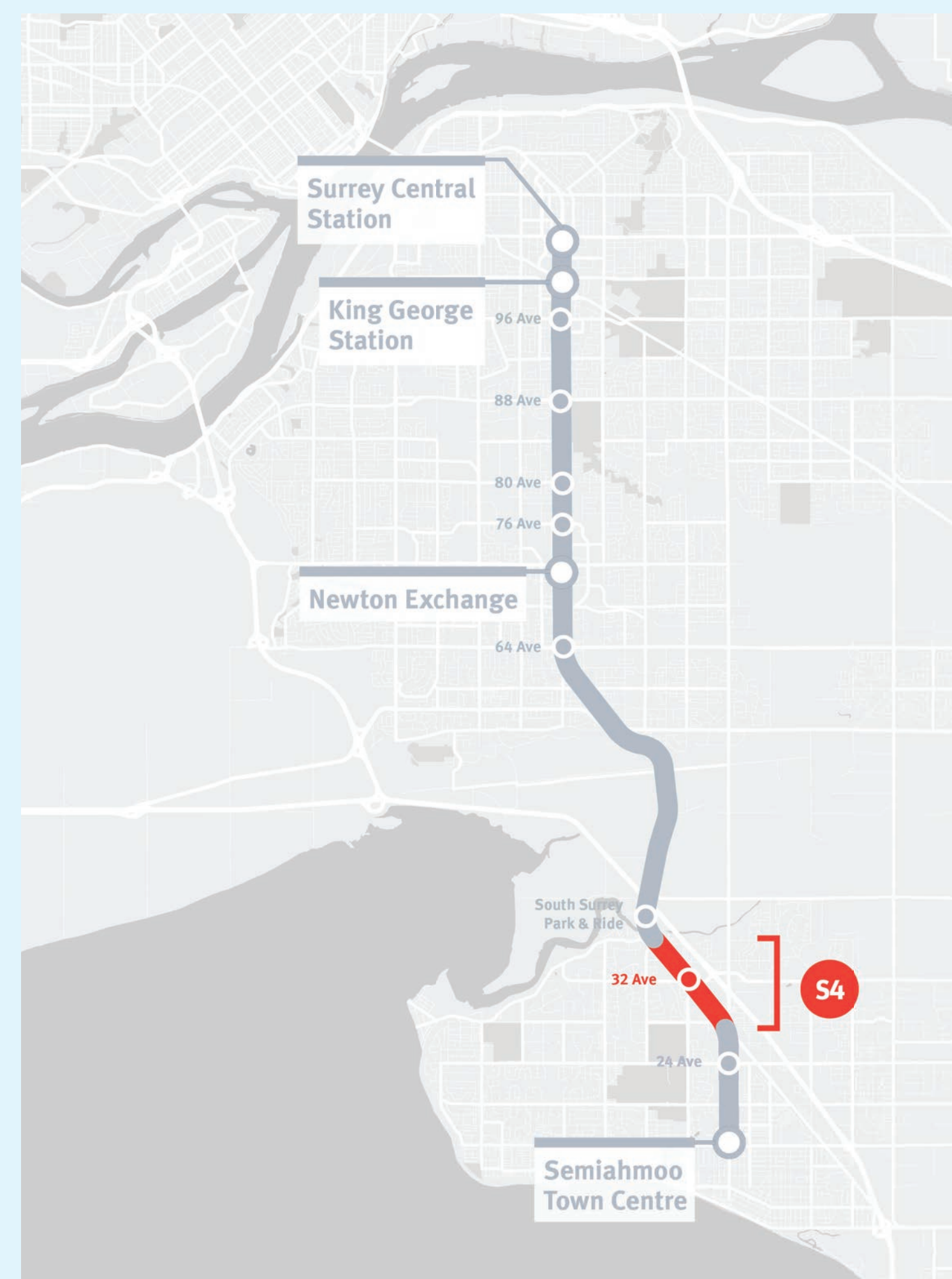
- No changes planned to existing traffic lanes.
- A BRT station will be added near South Surrey Park & Ride to support convenient transfers between BRT, local bus service, and the parking lot.
- Buses will share existing lanes with minimal impact to BRT service reliability.

King George Boulevard BRT

Segment 4 – King George Blvd: Crescent Rd to 152 St

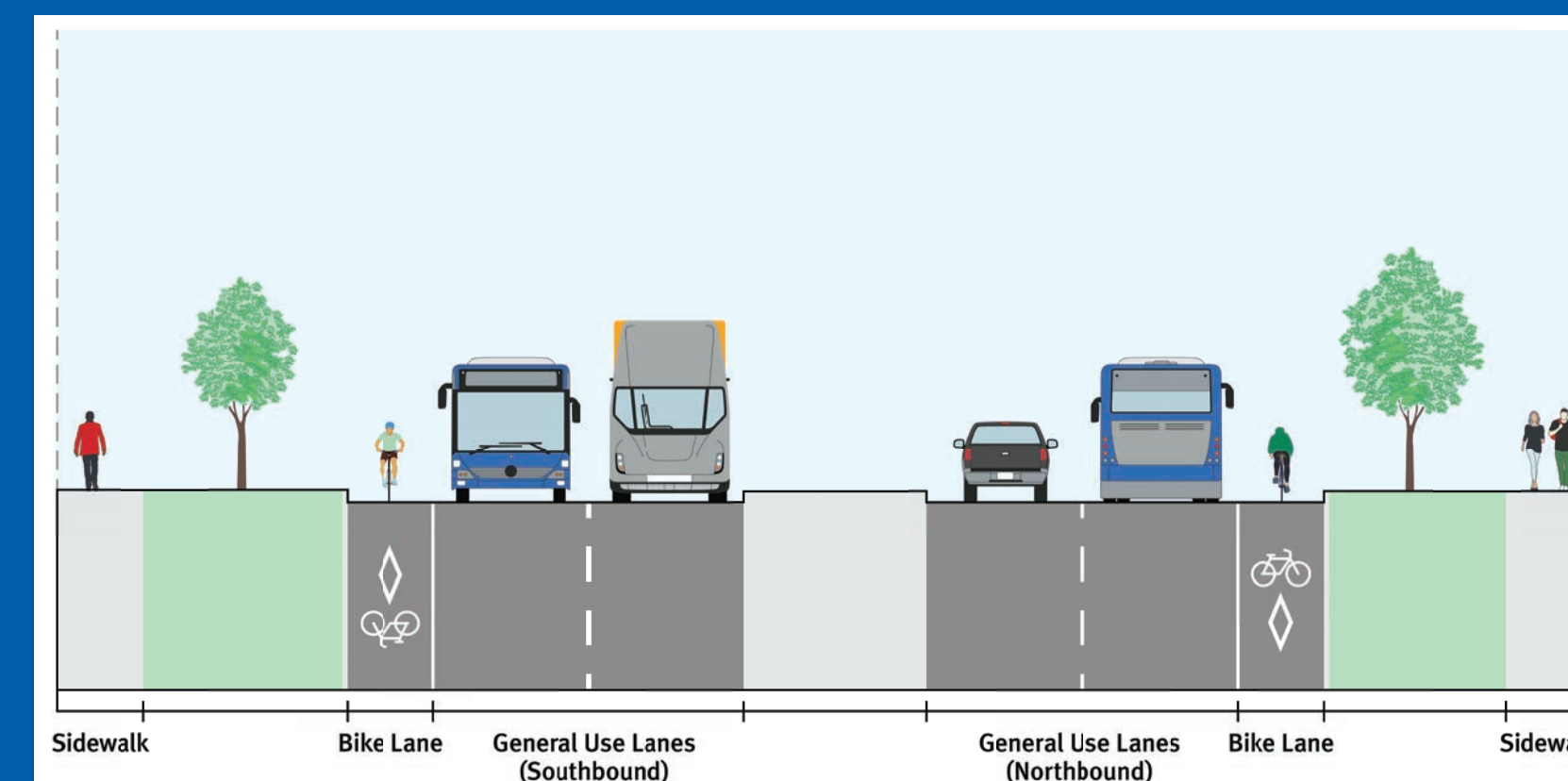
Why are changes being considered?

- This section often experiences congestion during peak hours, causing delays for both buses and traffic.
- By adding dedicated BRT lanes, travel times will improve by about 40% compared to local service today, without reducing traffic capacity.



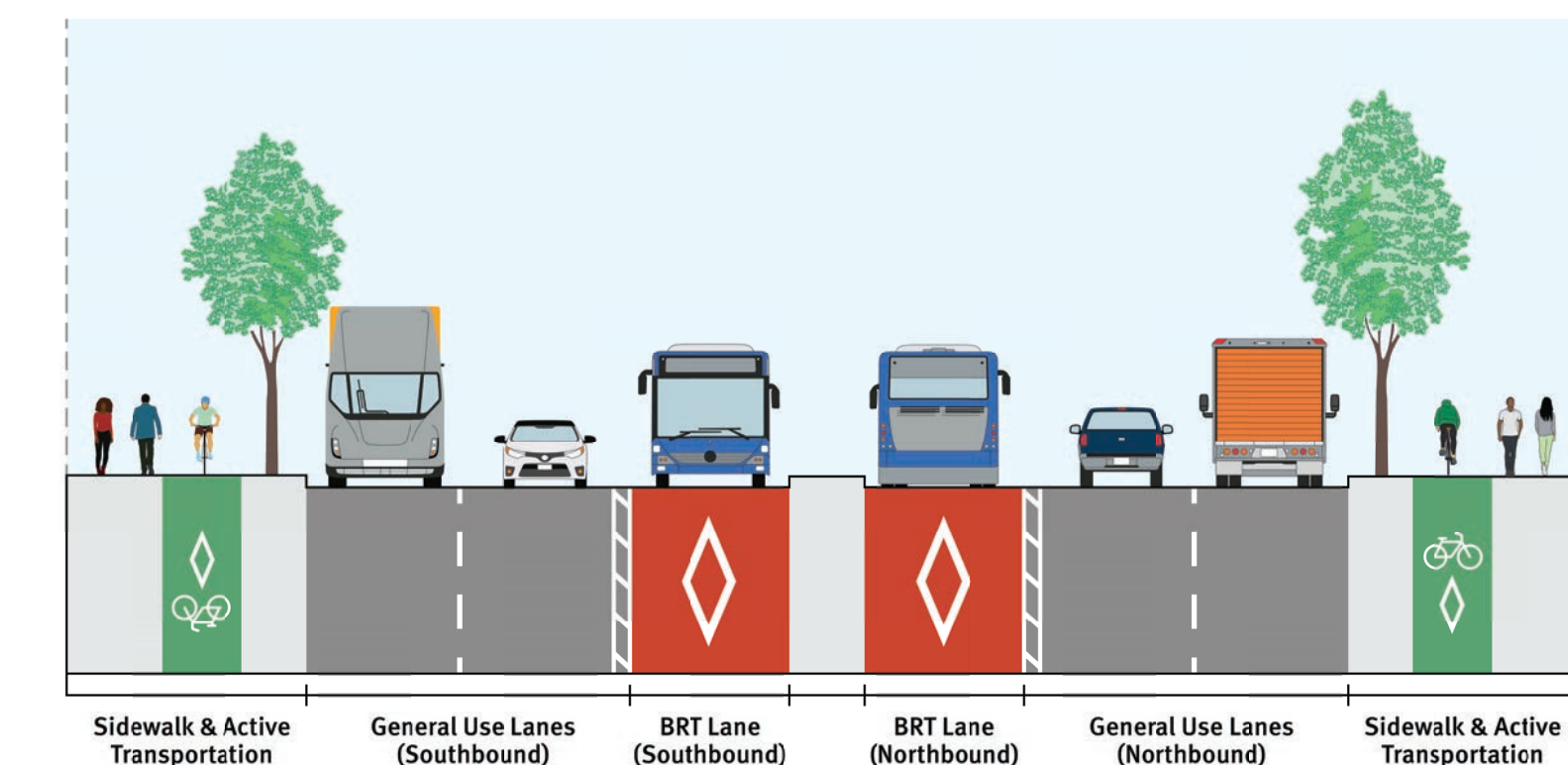
Existing configuration:

- Two traffic lanes in each direction.
- Includes left-turn lanes and a centre median.



Centre lane BRT configuration:

- Enough space to add two centre BRT lanes while keeping two traffic lanes in each direction.
- Adjust the centre median, with left turns provided at intersections.
- Maintain right-turn lanes at major intersections.
- At intersections on this segment, approximately 7 of the corridor's 132 heritage trees may be impacted. An arborist review will confirm details, and we will work to minimize impacts.

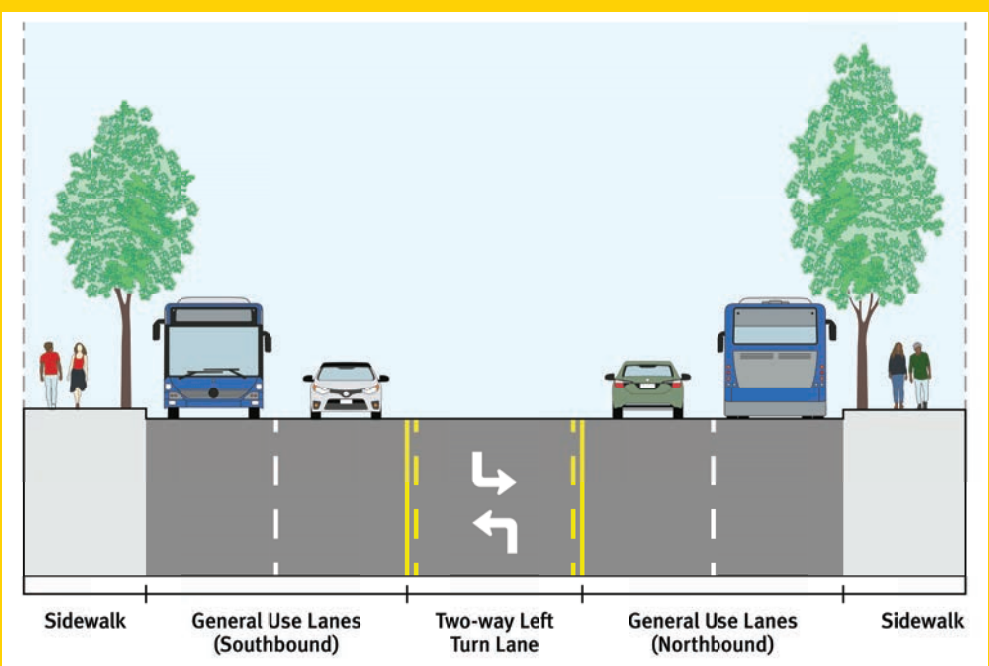


King George Boulevard BRT

Segment 5 – 152 St: King George Blvd to 16 Ave

Existing Configuration:

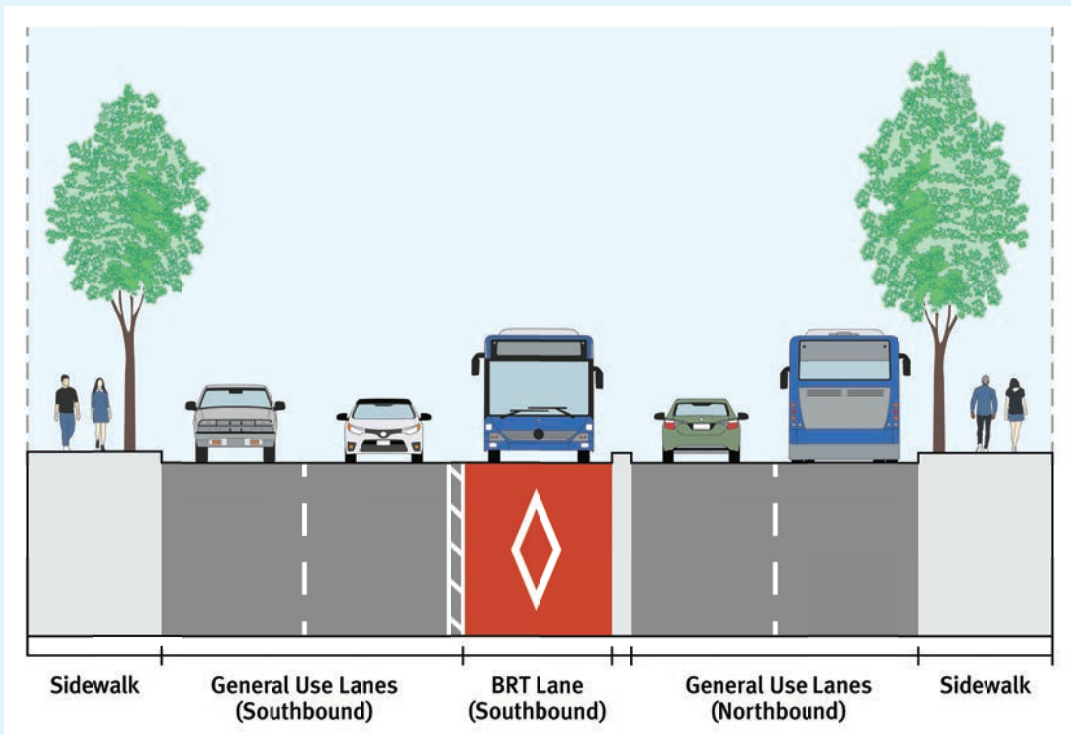
A typical section of this segment currently has two traffic lanes in each direction, with a centre turn lane and raised median.



We’re considering two configurations for BRT on this segment

Configuration 1: One centre BRT lane

- Southbound buses run in the centre lane, using space from the centre turn lane and median. Northbound buses run in mixed traffic.
- Maintain two traffic lanes in each direction.
- Remove centre left-turn lane, with left turns provided at intersections.

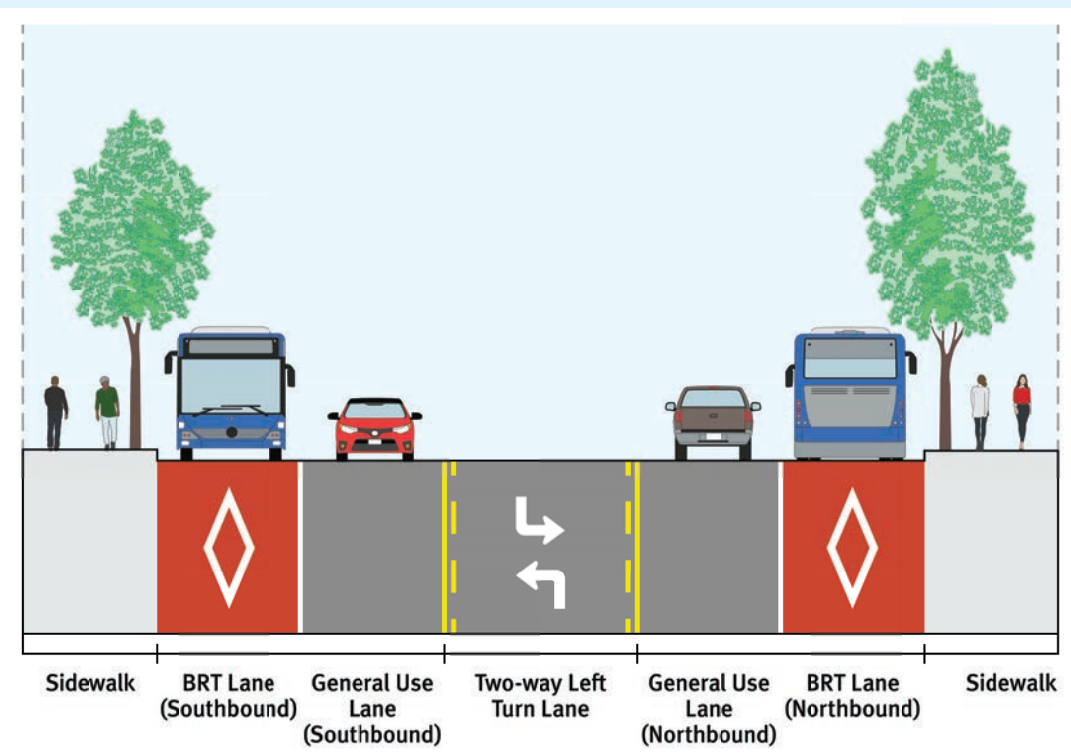


Tradeoffs to consider

While this option maintains two traffic lanes in each direction, it could reduce the speed and reliability of BRT service in the northbound direction, as the BRT would not have its own dedicated lane.

Configuration 2: Curbside BRT lanes in each direction

- Buses operate in the curbside lane, maintaining turn access.
- Reduces the road to one traffic lane in each direction.
- Maintain a centre turn lane for left turns.
- Maintain right turn lanes where they currently exist.
- Vehicles can use the BRT lane to make right turns into businesses and residences.

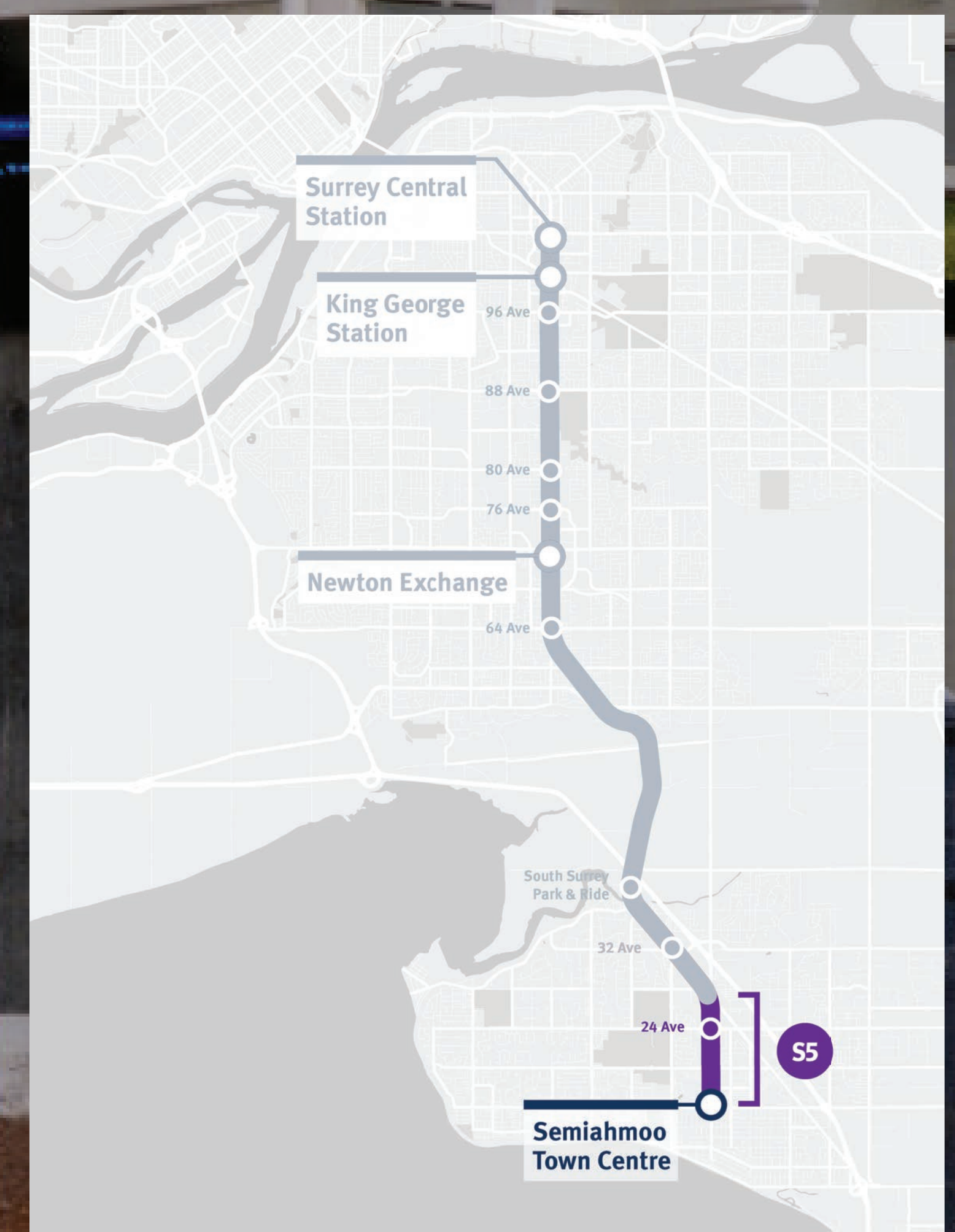


While this option removes a lane for traffic in each direction, it maintains mid-block left turns and ensures speed and reliability by providing BRT with its own lane in each direction.

King George Boulevard BRT Terminus at Semiahmoo Town Centre

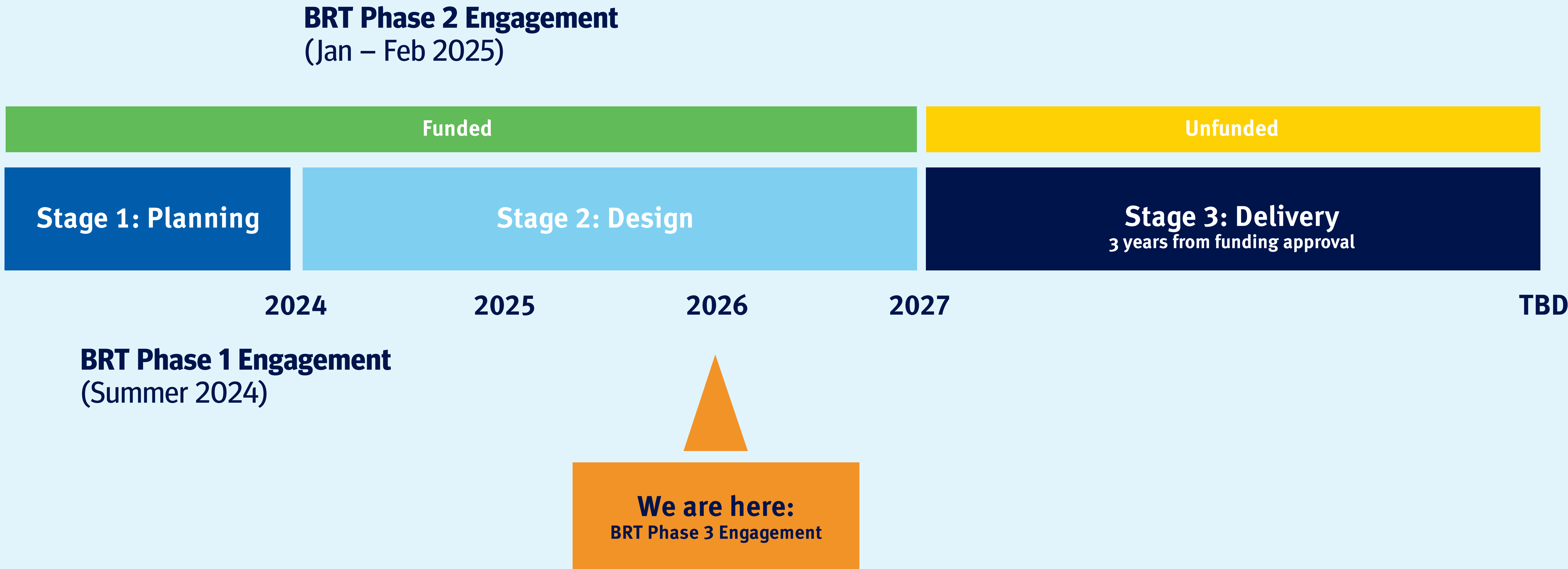
King George Boulevard BRT service will start and end at Semiahmoo Town Centre, connecting to Semiahmoo Mall and local bus routes.

Buses will travel south on 152 St, drop off customers near 16 Ave, then turn west along 16 Ave to pick up customers before looping back north via Martin Dr back onto 152 St.



Program Timeline

DID YOU KNOW?
TransLink is leading the planning and design of Bus Rapid Transit, in consultation with the relevant road authorities on the corridors, including municipalities and the Ministry of Transportation and Transit.



Take the survey today.

Share your feedback by
February 8 at translink.ca/brt.



Questions?

Email the project team at brt@translink.ca or call **778.375.7219**.