

TRANSIT *future*

► **actionplan**

CENTRAL FRASER VALLEY

2025



Territorial Acknowledgement

We acknowledge with respect that BC Transit delivers our mission on the ancestral territories of Indigenous Peoples across British Columbia, and their historical relationships with the land continue to this day.

We are grateful to live, work, and play on their traditional lands.

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01 Transit Vision

Transit is the preferred choice for residents and visitors, attracting passengers through comfortable, safe, accessible and convenient service.

This Transit Future Action Plan upholds community goals and objectives contained in the Abbotsford and Mission Official Community Plans, and works to strengthen the link between transportation and land-use in support of sustainable growth. The Plan also serves to inform any future local or regional transportation plans.



Emissions and congestion are reduced through increased transit use



Coordinated approach to make transit the preferred choice



Transit-supportive land use policies



Development of transit to integrate with active modes



Transit links to areas of demand, and appropriate facilities are provided at stops

Transit Vision

The Central Fraser Valley transit vision encapsulates key themes from local plans, including Official Community Plans (OCPs) for Abbotsford and Mission, Mission Mobility 2050 and Abbotsford's Transportation and Transit Master Plan.

The 2016 Abbotsford Official Community Plan (OCP) calls for aligning land use and transportation. This is an essential component in continuing to grow a transit system that responds to the local context. Further to this goal, the OCP identifies four mixed-use urban centres that are distributed along the South Fraser Way and McCallum corridors, both of which are part of the primary transit corridor. The plan additionally outlines neighbourhood centres, new neighbourhoods and infill areas across the city, which will help guide growth in a targeted, sustainable way. BC Transit has also collaborated with the City of Abbotsford on Abbotsford 2050, the forthcoming update to the 2016 OCP.

The 2018 Mission Official Community Plan outlines an intent to create a compact and complete community within Mission, establishing downtown and the waterfront area, as well as other residential nodes, as mixed-use areas with walkable streets and good transit. Priority, according to the OCP, is to be placed on infill, redevelopment, densification and mixed use; these are key characteristics of development patterns that can encourage and enable transit use. BC Transit has also collaborated with the City of Mission on the 2025 update to their 2018 OCP, which will continue to promote growth patterns that facilitate transit use.

The 2018 Abbotsford Transportation and Transit Master Plan acts as a guide for the City's transportation-related decisions. Like the City's OCP, the Transportation and Transit Master Plan (TTMP) is constructed around a key milestone of 200,000 residents, rather than a specific year. Completed shortly before the 2018 Transit Future Action Plan, the TTMP affirms the transit network developed in the 2013 Transit Future Plan, while also incorporating other transportation-related action items that impact transit operations, such as incorporating complete streets concepts into road designs, introducing traffic calming and making updates to the major street network. The TTMP further identifies a goal of achieving a 25 per cent sustainable mode share once the city reaches 200,000 people; the majority of this is expected to be achieved through increased transit ridership.

Mission Mobility 2050 is Mission's 2022 transportation master plan and is intended to guide growth from the present until 2050. The aim of this plan is to provide an integrated framework for investing in transportation over the long term, identifying opportunities to increase sustainable mode share, align land use and transit, and address the transportation pressures that areas of new growth place on Mission's transportation network. The plan outlines several transit-related goals and associated objectives, all of which have accompanying key performance indicators so that progress towards these goals can be tracked. Mission Mobility 2050 also identifies a target sustainable mode share of 12 per cent by 2030, 18 per cent by 2040 and 27 per cent by 2050. Specifically for transit, a 5 per cent mode share by 2040 is identified as a goal.

02 BC Transit Corporate Priorities

Equity, Diversity and Inclusion

BC Transit is committed to building an inclusive work environment that reflects the diversity of the communities we serve. Every day, we aim to ensure our communities thrive by providing the safest, highest-quality, most accessible public transit – this means listening to and meeting the transportation needs of British Columbians.

Future plans include furthering engagement with Indigenous communities and using Gender-Based Analysis+ (GBA+) to integrate multiple perspectives in transit planning, and guide decisions that provide the best experience for all riders.

Low Carbon Fleet Program

The first deployment of electric buses will happen in the Victoria Regional Transit System in 2025.

BC Hydro will help determine the readiness of the electricity infrastructure to support electric fleets across the province.

BC Transit will work with the Ministry of Transportation and Transit to refine the anticipated funding requirements, for buses and new operation and maintenance facilities.

Electronic Fare Strategy

Smart ticketing providing new ways to pay. With UMO, BC Transit is working to not only improve rider convenience but also enable mobility partnerships and create new data collection opportunities.

Systems can accommodate a mix of fare products, including cash fares. The system also operates in areas with low-cell phone coverage/service.

OnDemand

OnDemand is an initiative that uses technology to dynamically dispatch a bus or fleet of vehicles to locations dictated by customers using an app or phone-in service.

BC Transit is currently piloting this in the Kelowna Regional Transit System, with a view to add more communities in the coming years, based on the success of this initial phase.

Next Ride

Door to door journey planning. Provides bus location information to customers via transit apps, enhances operations control and route information for the operator.



Development Referral Program

Local governments or developers can send any referrals and supporting information to BC Transit to review and provide comments about how the proposal may affect current or future transit service and infrastructure, and how the application or plan could be changed to be more transit-supportive.

03 Transit Today

Central Fraser Valley transit ridership is growing

Since its inception in 1995, the Central Fraser Valley transit system has seen ridership grow to 3.1 million riders in 2024/25. The system is delivered through BC Transit's innovative cost sharing model and in coordination with the Cities of Abbotsford and Mission, who make the final decisions on fares, routes, and service levels. Funding is jointly provided by the local municipalities and the Provincial government.

Recent changes to the Conventional transit system include:

- January 2020: In Abbotsford, additional service introduced on routes 1, 2, 3 and 7. As part of this change, all Sunday route 2 trips were extended to the Abbotsford Rec Centre instead of ending at Bourquin Exchange. In Mission, route 40 East Mission Night was discontinued and replaced with improved evening service on routes 33 and 34. Sunday service was also introduced on routes 35 and 39.
- September 2024: Significant improvements to Sunday service on local Mission routes, bringing service levels more in line with Saturdays.
- January 2025: Weekday frequency improvements on routes 1 and 2 in Abbotsford, and the extension of route 39 to Mission's Silver Creek Industrial Park.

3.1 M

Annual Ridership
(Conventional system)

132,000

Annual Service Hours

137%

Average COVID recovery
percentage for weekday
boardings



03 Transit Today

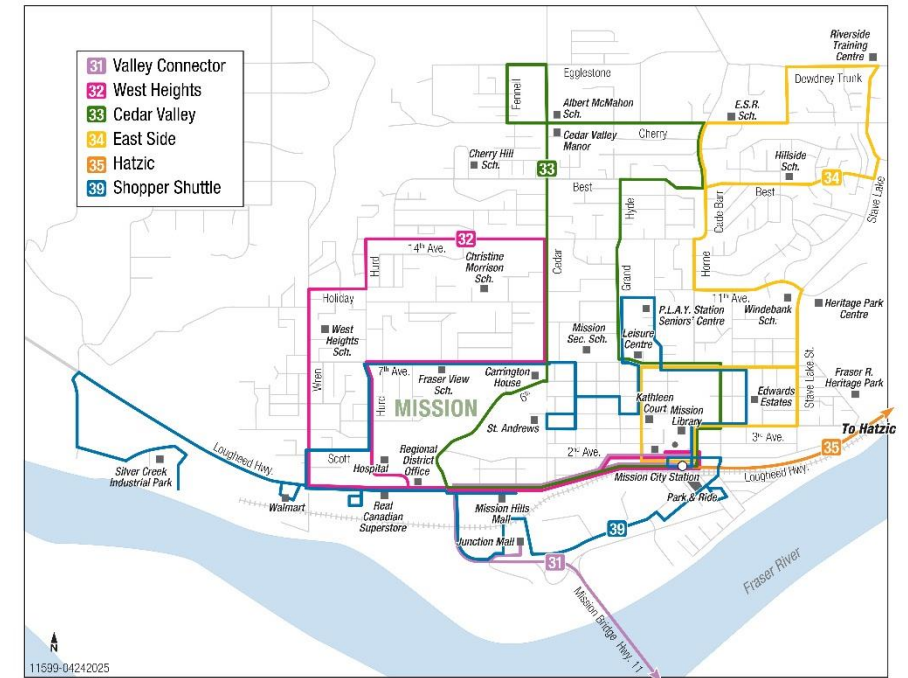
Central Fraser Valley Transit Network

The Central Fraser Valley transit system can be broadly divided into two categories: local Abbotsford routes, and local Mission routes.

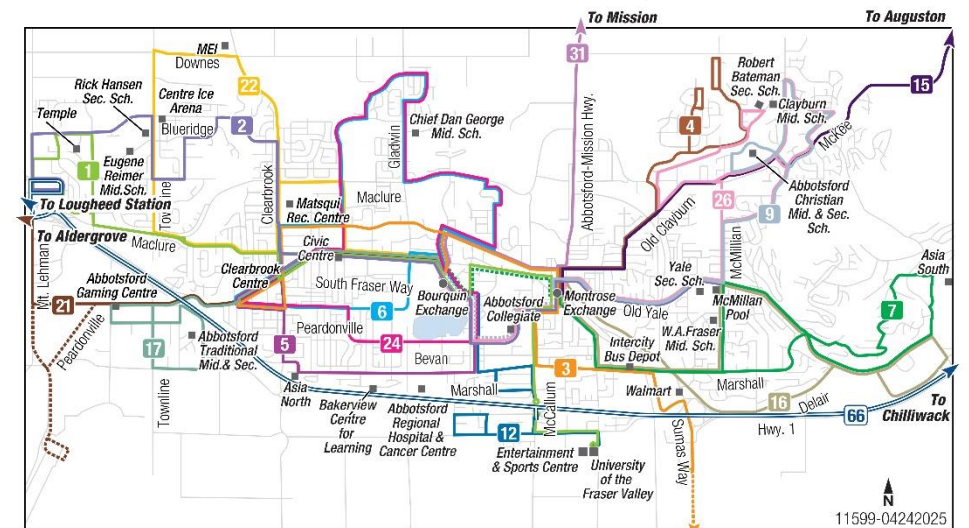
In Abbotsford, service operates in a hub and spoke configuration, with routes converging on key areas around the city, allowing for transfers either en route on shared corridors or at exchanges. The existing system in Abbotsford is a mix of bidirectional routes operating on major roads and more coverage-based services that operate one-way loops for either all or part of the route.

In Mission, service radiates out from the downtown exchange area and the network is more coverage-oriented. Routes are generally made up of loops that provide one-way service, meaning trips are more circuitous but also that much of Mission has some level of transit service.

The two communities are connected by route 31, which operates between the Mission Library exchange and Abbotsford's Bourquin Exchange. Route 21 is another important service, extending from Abbotsford into Aldergrove and providing connections to TransLink service.



Valley Connector to Abbotsford



- | | | |
|-------------------------|-----------------------------|--------------------------|
| 1 Highstreet/UFV | 7 Sumas Mountain/Downtown | 21 Aldergrove/Abbotsford |
| 2 Highstreet/McMillan | 9 McKee/Downtown | 22 East Townline |
| 3 Clearbrook/Huntingdon | 12 UFV/Bourquin (peak) | 24 Centre Loop |
| 4 Saddle/Downtown | 15 Auguston/Downtown | 26 Sandy Hill/Bourquin |
| 5 Clearbrook/Bourquin | 16 McMillan/Downtown (peak) | 31 Abbotsford/Mission |
| 6 Gladwin | 17 Industrial/Bourquin | 66 FVX |

04 Transit Need

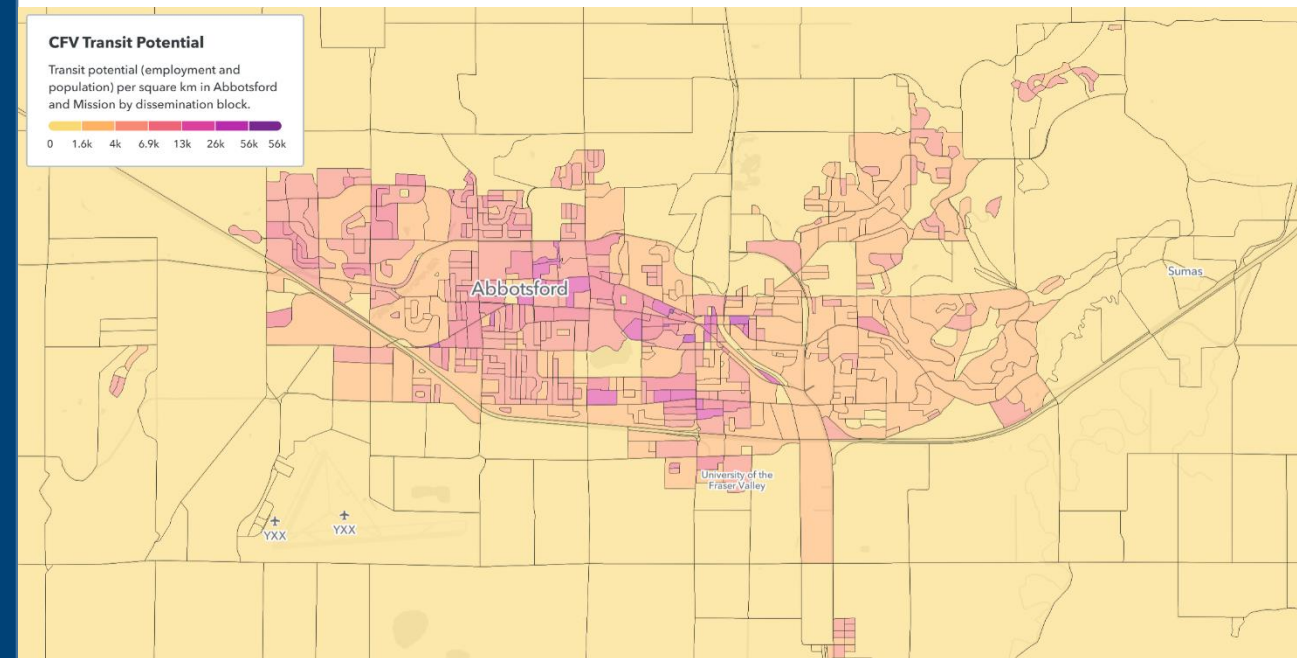
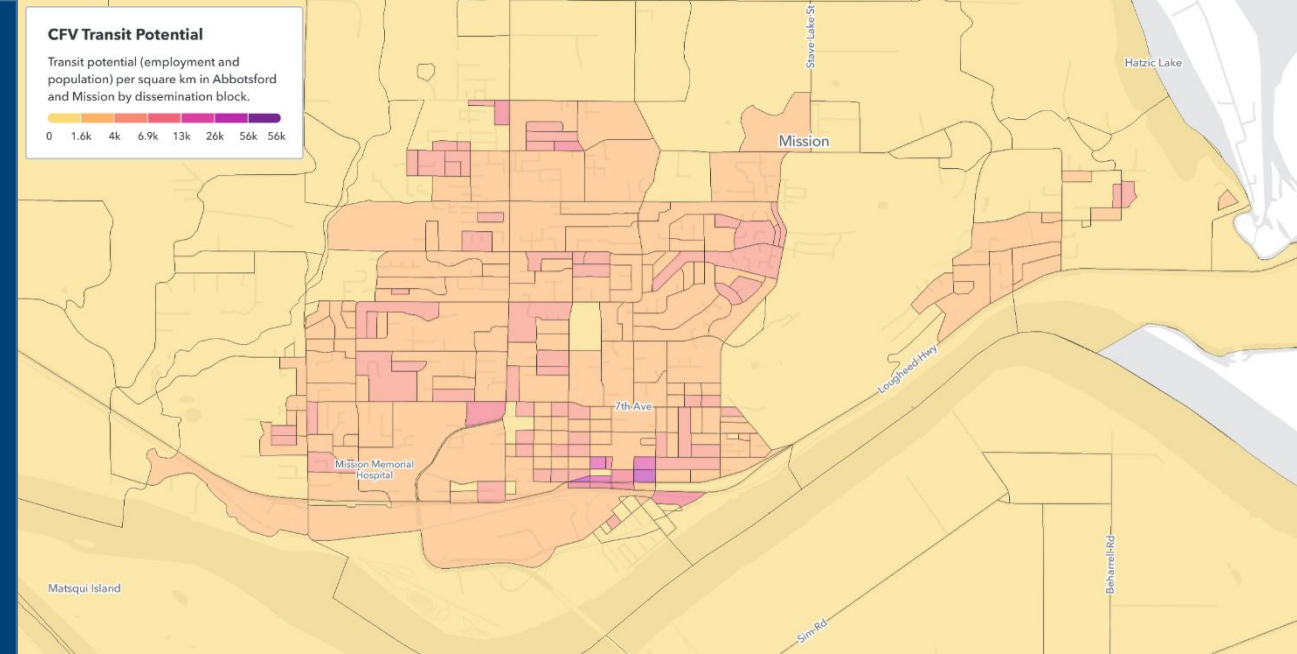
Central Fraser Valley Transit Potential

The population in the Abbotsford-Mission census metropolitan area (CMA) grew 8.4 per cent between 2016 and 2021. The maps on the right outline the transit potential within Abbotsford and Mission. This is measured based on the employment and population density of each city, using 2021 Census data. Darker blocks indicate a higher potential for transit ridership.

About the Central Fraser Valley

- Approximately 58 per cent of travelers commute within their census subdivision; a further 12 per cent commute to a different census subdivision within their census division of residence¹. Given that most commutes within the CMA are 30-minutes or less in duration regardless of mode², there is strong potential to convert these trips to transit.
- Notwithstanding commute lengths, the 2021 transit mode share for the Central Fraser Valley was 2.4 per cent³.

^{1, 2, 3} Census 2021



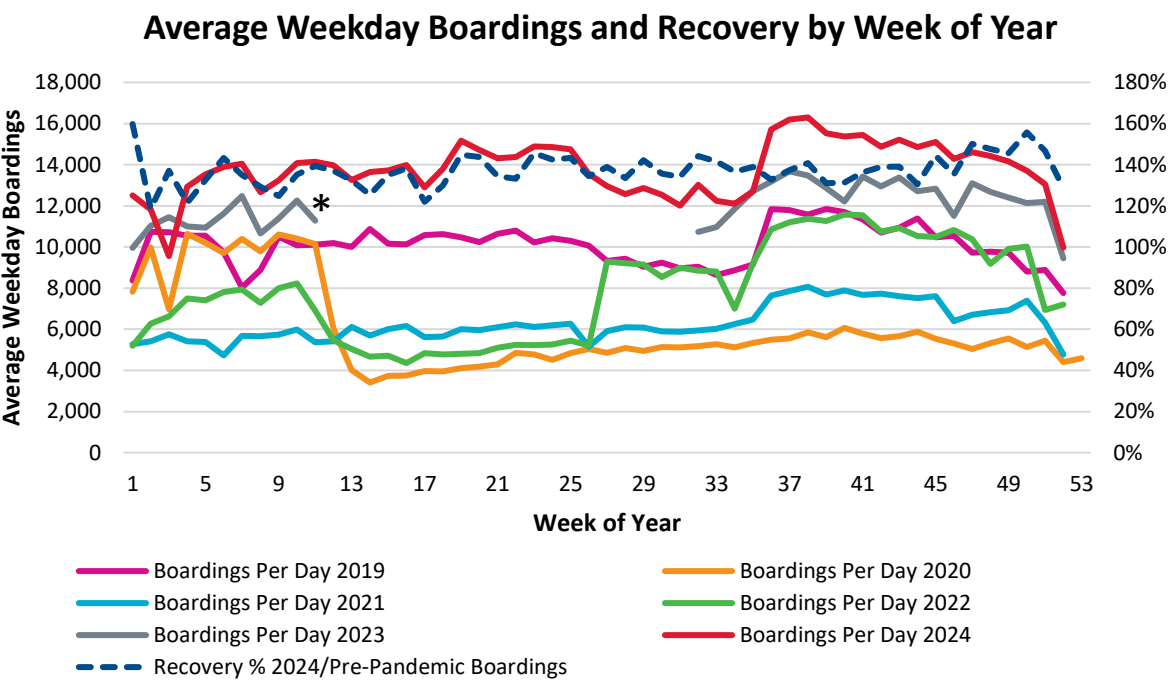
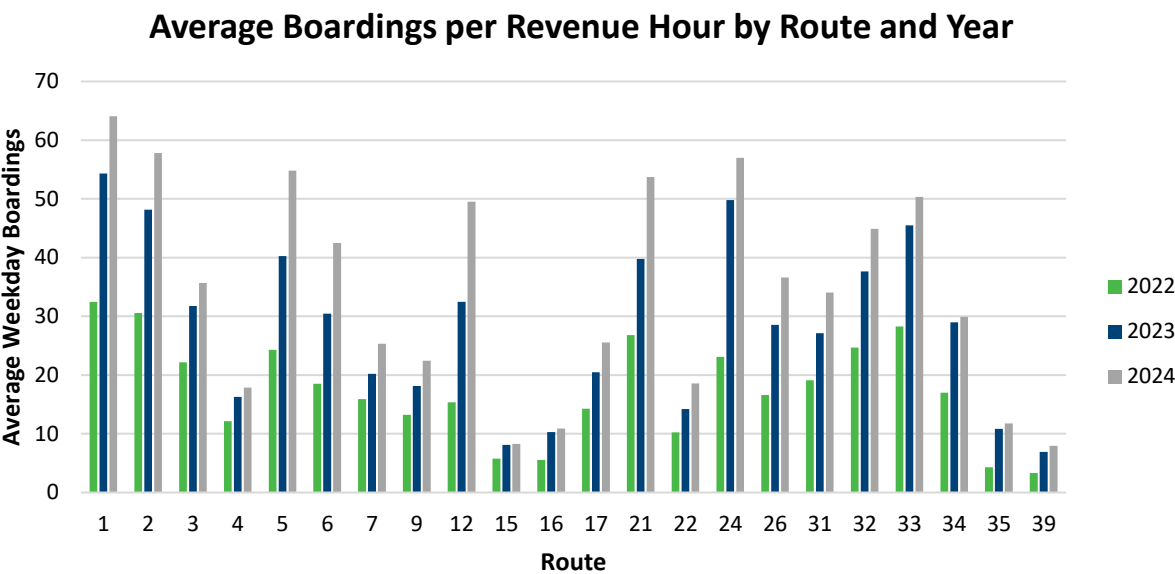
05 System Performance

Weekday Ridership and Boardings per Revenue Hour

Route 1 Highstreet/UFV is the busiest route in the Central Fraser Valley transit system, both in terms of absolute ridership and boardings per revenue hour, which measures performance relative to total investment. As this route connects to multiple key destinations and transfer points, including UFV, Montrose Exchange and Highstreet, its strong performance is to be expected.

Route 33 Cedar Valley is another strong performer, emphasizing the importance of investing in higher service levels on this route as northern Mission continues to develop. Splitting this route into two separate routes is proposed as a short-term priority; consideration should be given to investing in both new routes simultaneously as demand is distributed fairly evenly across the current routing.

Routes 22, 24 and 26 are school special services that are offered from September to June. These routes provide only two trips per day, but see high ridership due to their targeted nature.

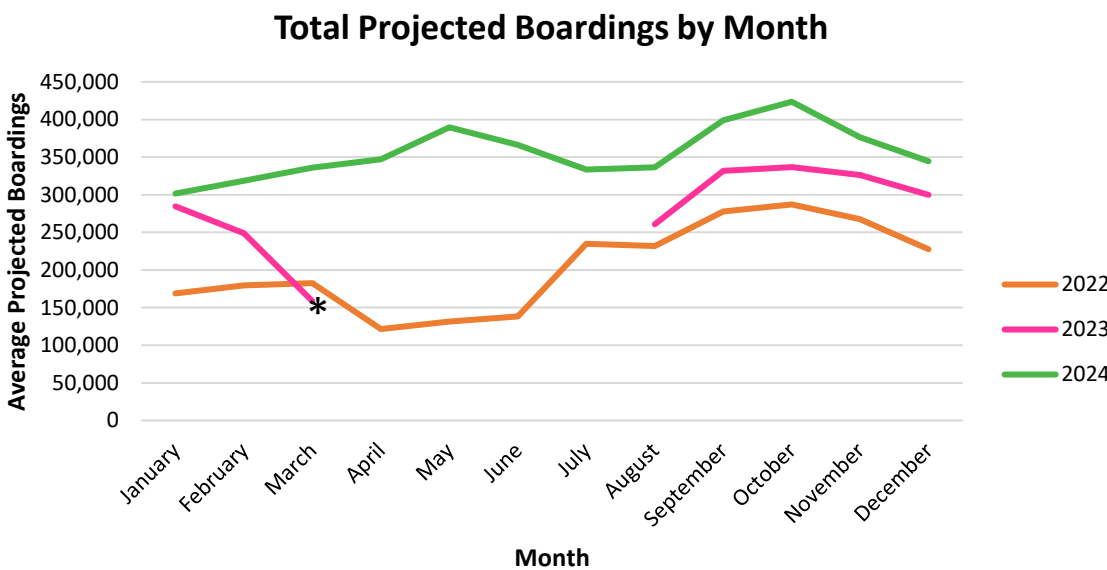
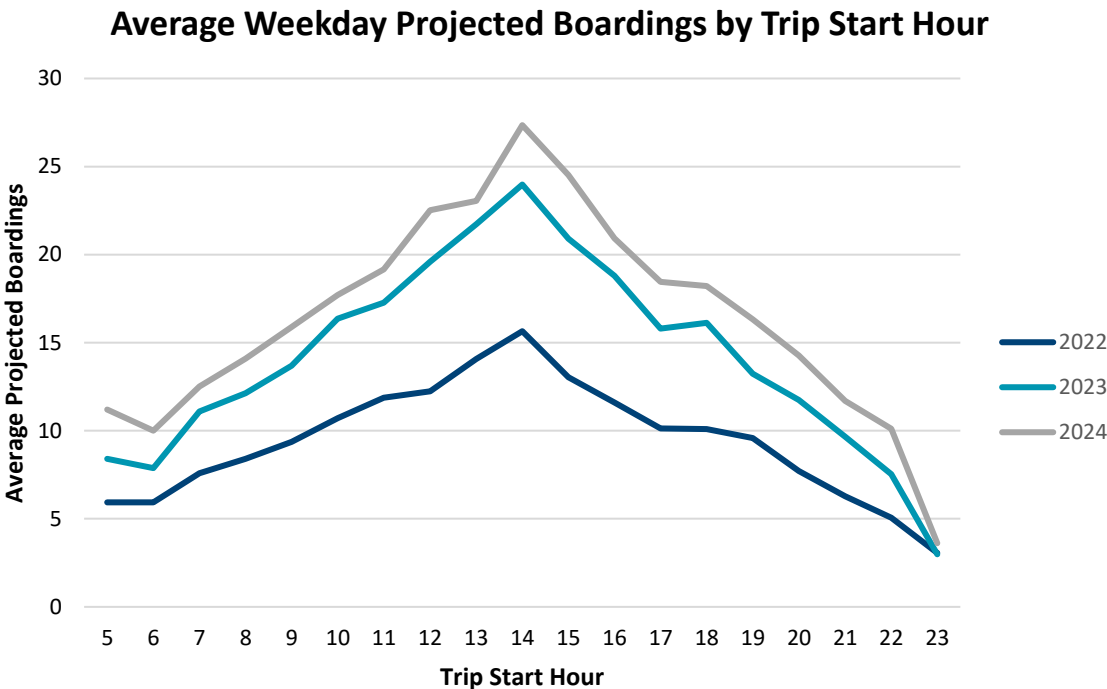


05 System Performance

Ridership by Month and Time of Day

Transit ridership in the Central Fraser Valley follows a consistent pattern year over year – ridership slowly builds over the course of the day, peaking around 2:00 p.m. before slowly decreasing through the evening peak period. The chart on the top right uses weekday data, but weekends follow similar patterns, albeit with the peak occurring slightly later in the day.

Month to month, ridership patterns over the past three years have been somewhat consistent. Ridership has grown substantially between 2022 and 2024, and the last quarter of each year follows a consistent pattern. However, ridership in the second and third quarter of the year is less predictable. The increase in transit immediately following the conclusion of the 2023 transit strike indicates that the service disruption did not have lasting impacts on system ridership.



*Data gap due to the Central Fraser Valley transit strike

06 Engagement

How we engaged with the Central Fraser Valley community

As part of BC Transit's commitment to public engagement, outreach was carried out to identify draft service and infrastructure priorities through workshops, and conversations with key stakeholders.

Public engagement was carried out from November 8-29. The engagement campaign was multi-faceted, consisting of a project website and survey, as well as multiple open houses in Abbotsford and Mission. BC Transit also worked with local staff in Mission to provide paper surveys to those who wanted them.

Marketing to the community was facilitated through a variety of tools including the project website, print, radio and social media advertisements, and posters inside buses.

Prior to the broader public engagement campaign, key stakeholder engagement was carried out in March and April 2024. As part of this, BC Transit engaged with transit operators, local planning staff and groups such as Archway Community Services and the UFV Student Union Society. Feedback provided helped to inform service priorities that were presented during public engagement.

53 key stakeholders
represented the community

133 survey responses



Check out the full engagement summary report:
<https://engage.bctransit.com/cfv2024>

07 Who We Heard From

Key Engagement Findings

A total of 133 survey responses were received during the public engagement period. Key findings are summarized below:

- Most respondents take transit for shopping or errands. Recreational/social activities and work were also often cited reasons for transit use.
- A small number of respondents were not transit users; almost 90 per cent of respondents used transit with varying degrees of frequency. More than 50 per cent of respondents use transit multiple times a week.
- Between 70 and 90 per cent of impacted respondents supported the proposed network changes as presented, without suggesting modifications.

52%

live in Abbotsford

37%

live in Mission

51%

use transit multiple times a week

11%

are not transit users

37%

are aged 25-44

83%

feel safe or very safe using transit

57%

use transit for recreational or social activities

41%

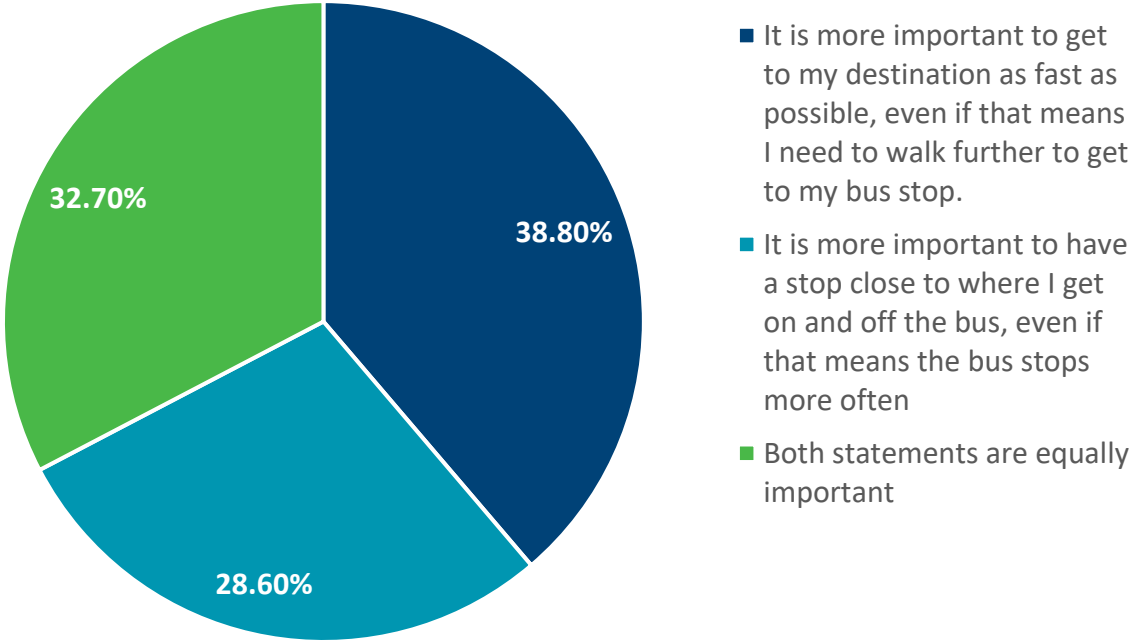
use transit for medical appointments

08 What We Heard

Key Themes from Engagement

- In both Abbotsford and Mission there was strong interest in expanded service coverage, including better connections to TransLink services. BC Transit and TransLink will continue to work together on opportunities for collaboration and coordination.
- In Mission, respondents expressed unanimous support for the introduction of bi-directional service on local routes. The existing network consists of a series of large, one-way loops, which can lengthen travel times and decrease the convenience of taking transit.
- In Abbotsford, respondents placed near equal importance on having RapidBus stops conveniently spaced while maintaining efficient service, as shown in the graph to the right. These two priorities will need to be balanced in order to avoid conflicting design goals. The ultimate stop spacing for the RapidBus corridor will be determined through a future study.

Abbotsford: RapidBus Stop Spacing



09 Ongoing Engagement

Voice of the Rider

BC Transit believes that in order to understand our riders and prospective riders better, we need to make the community a part of important business decisions. Voice of the Rider is an effort to drive community engagement on every project we undertake, understand the satisfaction levels, and take suggestions to improve the overall transit experience.

Engaging with Indigenous Communities

BC Transit is developing a strategy for increasing engagement with First Nations and supporting meaningful reconciliation. We recognize the need to engage with communities in ways that are appropriate for each culture. BC Transit will continue to work with Leq'á:mel, Semá:th, Kwantlen, Sq'éwlets, Máthexwi and Katzie First Nations to understand how we can best serve their communities.

**Do you have something to say
about transit in your community?**

VOICE
of the Rider



Learn more at <https://www.bctransit.com/voiceoftherider/>

10 Your Future Network

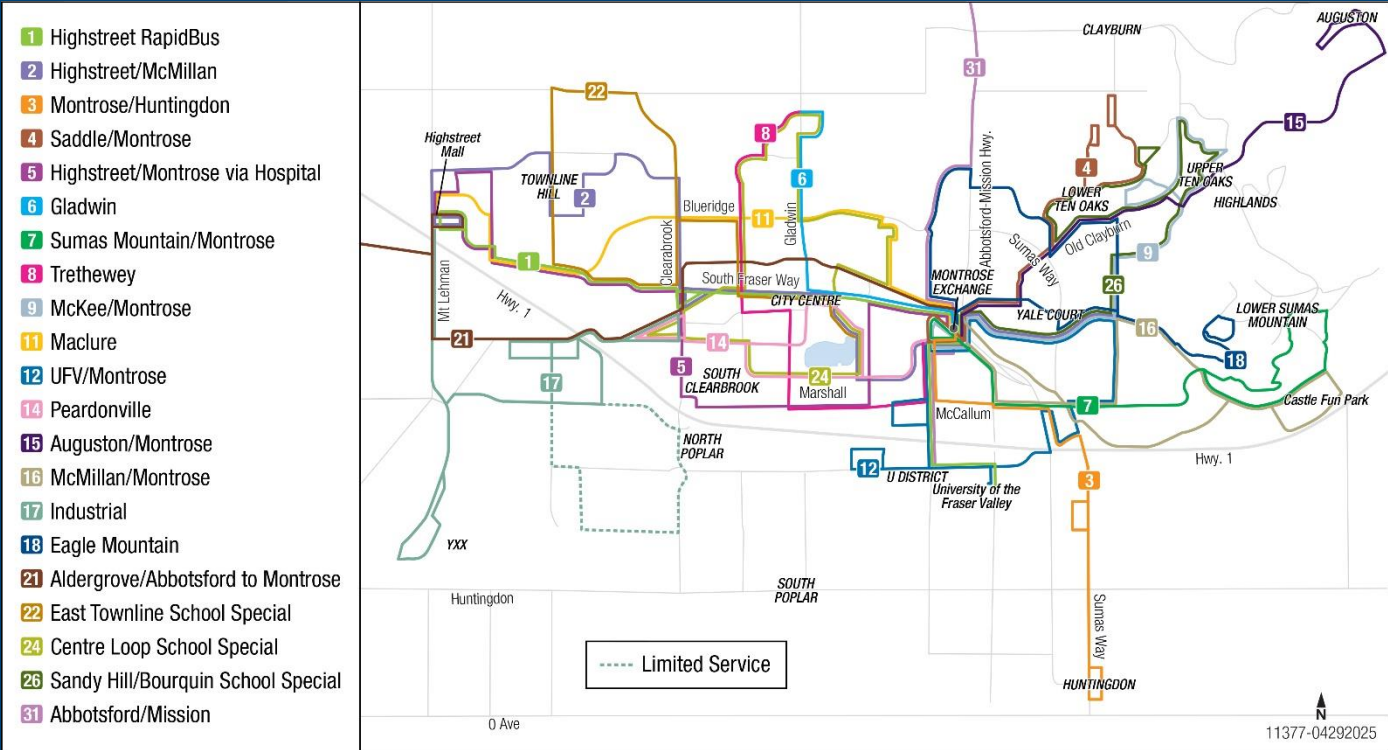
Abbotsford

Shorter-term Service Priorities

These service priorities will help to shape the local Abbotsford transit network in the shorter-term, providing improved transit connections and higher quality service.

This plan proposes significant investments in the transit system over the coming years, and sustained funding is required to achieve this vision. Recommended service improvement packages have been put together to help guide investment efforts.

The map to the right shows the transit network once all the shorter-term priorities have been implemented.



Shorter-term priorities (2026-2030)	
Introduce RapidBus in Abbotsford, streamlining route 1 and improving frequency.	Restructure route 12 to operate between UFV, Abbotsford Rec Centre and Montrose Exchange.
Shorten route 3 to operate between Montrose and Huntingdon.	Introduce new route 14 Peardonville, improving service coverage.
Introduce consistent routing on routes 4, 7 and 9 on all service days.	Extend route 17 to Highstreet, offering service to the Abbotsford Airport and surrounding area on select trips.
Extend route 5 to Highstreet.	Extend route 21 to Highstreet, improving connections to the FVX and other local routes. To the west, extend service to Montrose Exchange and operate along George Ferguson.
Split route 6 into two, providing bidirectional service along Gladwin and Trethewey.	Extend route 31 to McCallum Park and Ride and shift the service to McCallum Road between McCallum and George Ferguson.
Introduce new route 11 Maclure, introducing new service and maintaining coverage.	Introduce new route 18 Eagle Mountain, providing service to new parts of Abbotsford.

10 Your Future Network

Abbotsford

Longer-term Service Priorities

These service priorities will help to shape the local Abbotsford transit network in the shorter-term, providing improved transit connections and higher quality service.

This plan proposes significant investments in the transit system over the coming years, and sustained funding is required to achieve this vision. Recommended service improvement packages have been put together to help guide investment efforts.

The map to the right shows the transit network once all the defined service priorities have been implemented. Service may still be extended to new areas subject to further study and discussion with the City of Abbotsford.

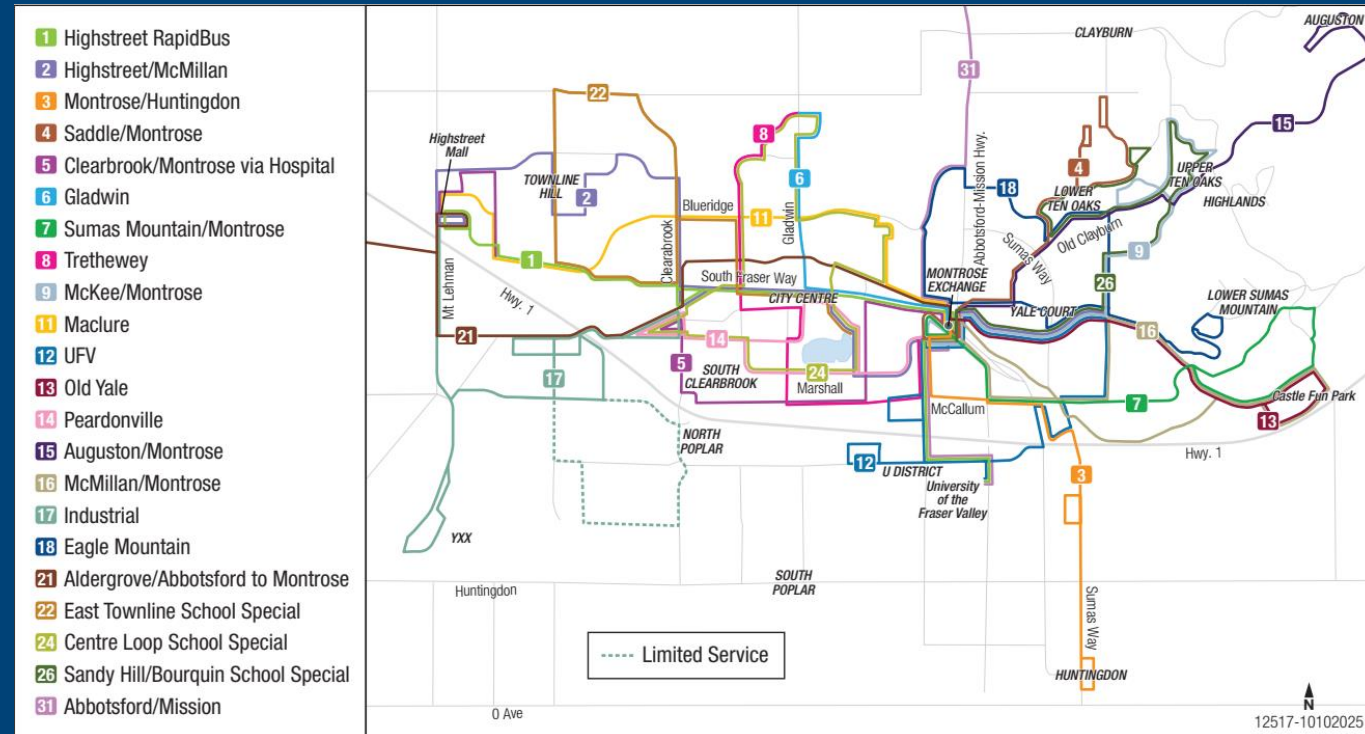
Longer-term priorities (2030-2034+)

Further restructure route 7, separating it into two distinct routes.

Minor adjustments to route 16.

Extend route 31 to UFV Abbotsford.

Span and frequency improvements on local, regional and interregional routes.



11 Abbotsford Service Priorities (2026-2030)

Priority	Description	Expansion Resources
Service Package #1: Invest in high performing, frequent routes.	<p>Route 2 Highstreet/McMillan: Improve frequencies on all service days, providing 15-minute peak weekday service for longer and introducing 20-minute peak service on weekends.</p> <p>Route 3 Montrose/Huntingdon: Shorten route 3 to run between Montrose Exchange and Huntingdon. In conjunction with this adjustment, extend route 21 to Montrose Exchange via George Ferguson, to ensure service coverage is maintained. Remove route 3 service from Bourquin Exchange.</p> <p>Route 17 Industrial: Adjust route 17 to directly serve the Abbotsford International Airport and the surrounding area on select trips. Extend the route to Highstreet to improve connectivity to the FVX and other key routes.</p> <p>Route 21 Abbotsford/Aldergrove via Highstreet: Extend route 21 to Highstreet Exchange to improve connections to the Fraser Valley Express, future RapidBus and other local routes. To the east, extend service to Montrose Exchange. Abbotsford International Airport service will shift to be provided via route 17.</p>	27,000 annual service hours 5 heavy duty vehicles*
Service Package #2: RapidBus initial implementation	<p>Route 1 Highstreet RapidBus: Streamline route 1, providing frequent, limited-stop service along South Fraser Way between Highstreet and UFV.</p> <p>Route 5 Highstreet/Montrose: In conjunction with the introduction of RapidBus, extend route 5 to Highstreet Exchange, maintaining service along Blueridge and Blue Jay once route 1 is streamlined. To the east, extend route 5 to Montrose Exchange.</p>	21,000 annual service hours 3 heavy duty vehicles*

*additional vehicles may be required to ensure proper spare ratios

Route 3 Montrose/Huntingdon

Truncate route 3 at Montrose Exchange

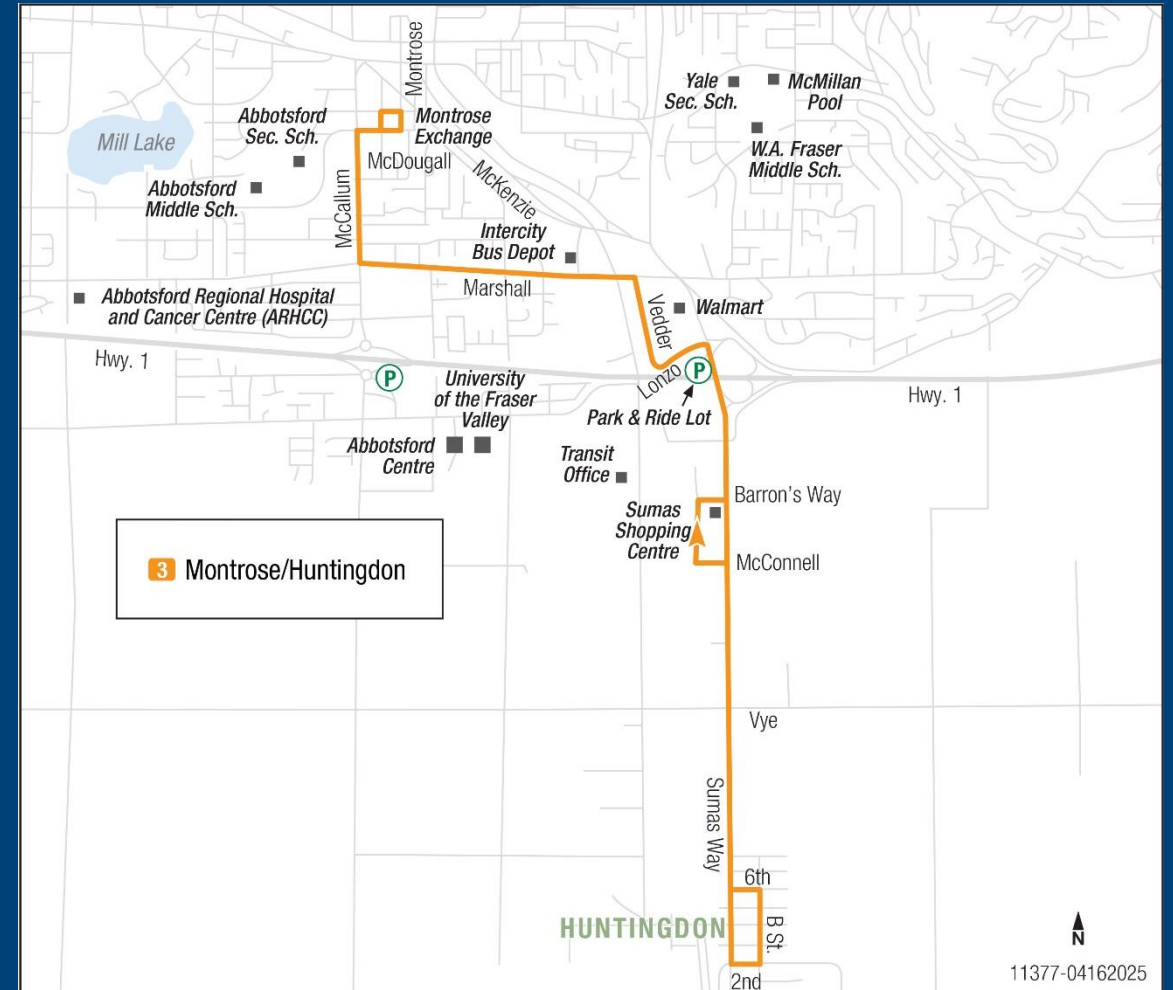
This proposal seeks to shorten route 3 to operate between Montrose Exchange and Huntingdon, focusing service along the portion of the route with the highest daily ridership.

In conjunction with this change, route 21 will be extended to Montrose Exchange via George Ferguson, ensuring service is maintained along this corridor.

Cost savings incurred by shortening route 3 will be directed towards service improvements on route 21 to help offset the cost of the increase.

-2500

Annual service hours



Route 17 Industrial

Introduce service to Abbotsford International Airport

Service to the area around Abbotsford International Airport is currently provided via route 21. With this proposal, route 17 would shift to provide more direct service to the airport, replacing the service currently provided by route 21.

As part of these changes, route 17 would also extend to Highstreet Exchange, improving regional connectivity to the airport by providing easier transfers between the 17, 21 and the Fraser Valley Express. The western terminus of the route would shift from Bourquin Exchange to Clearbrook/South Fraser.

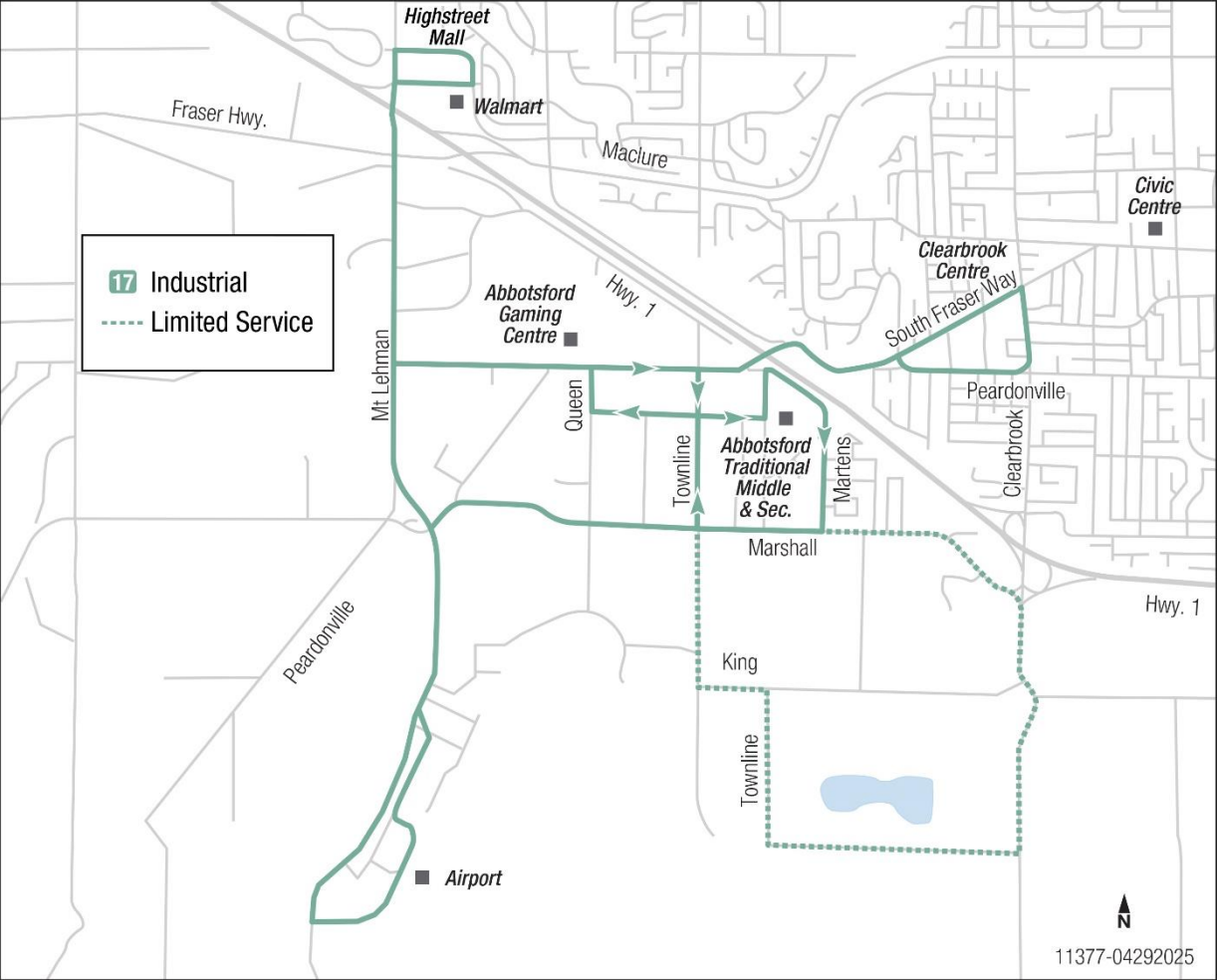
A variant of this modified route would also extend to serve the Walmsley/Clearbrook area.

5000

Annual service hours

2

Heavy duty vehicles



Route 21 Abbotsford/Aldergrove via Highstreet

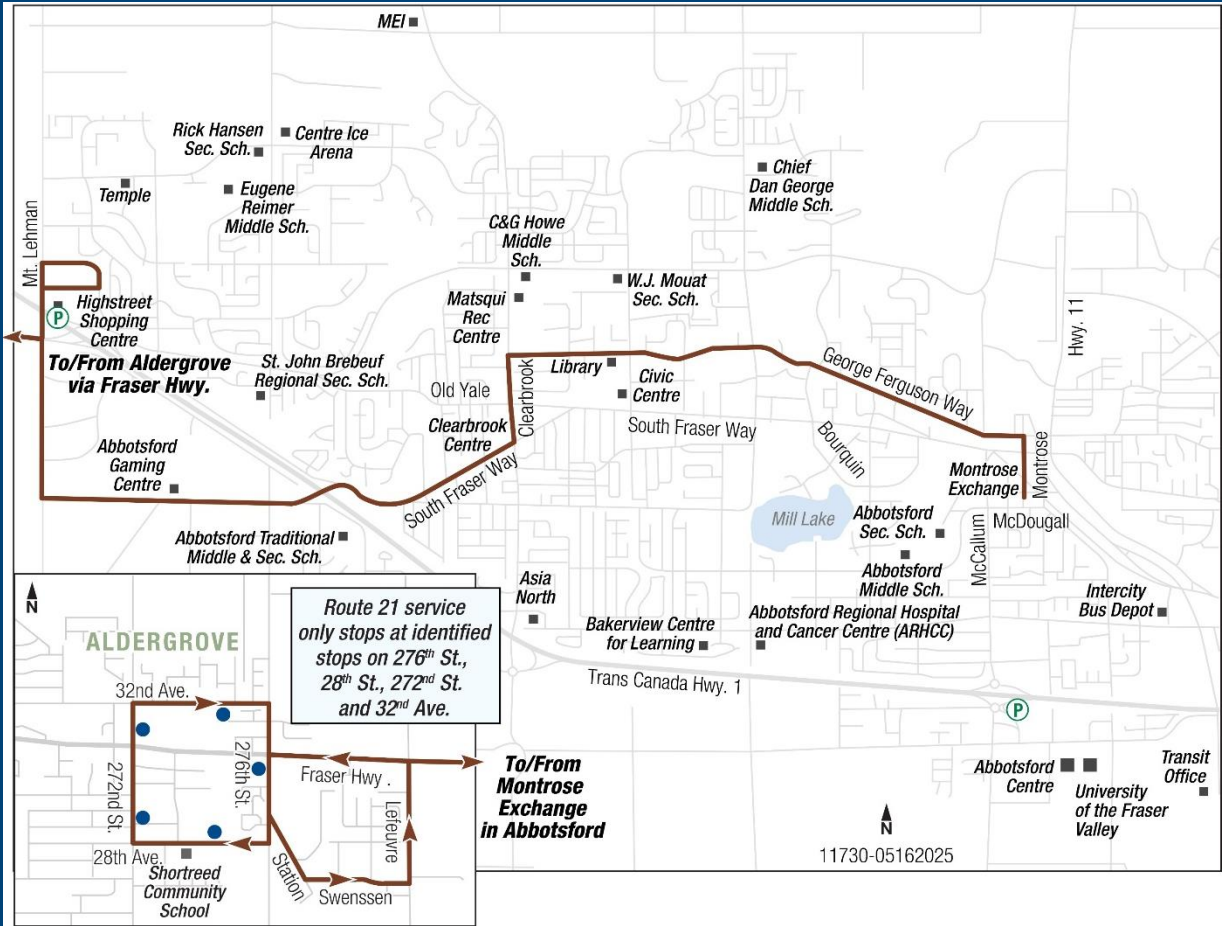
Extend service to Montrose Exchange

In conjunction with the shortening of route 3 to operate between Montrose Exchange and Huntingdon, route 21 will be extended further east to Montrose Exchange.

Route 21 will also extend north to Highstreet Exchange, improving connections to the Fraser Valley Express, future RapidBus and other local routes. Service to Abbotsford International Airport would be provided via route 17 instead of route 21A.

This change will allow route 3 to provide service along the higher ridership portions of its route, while ensuring that service is maintained along George Ferguson. With this change, passengers will have a one-seat ride from downtown Abbotsford to Aldergrove.

11,000	3
Annual service hours	Heavy duty vehicles



Route 1 Highstreet RapidBus

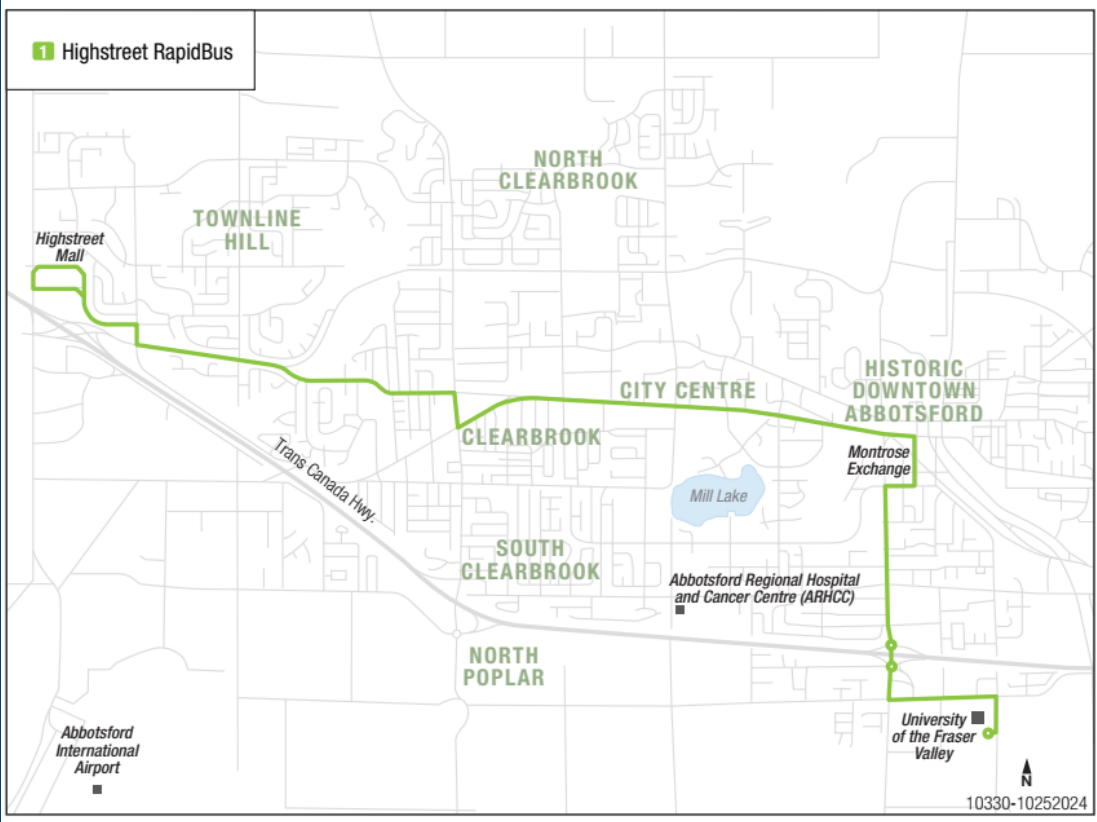
Introduce RapidBus to the Central Fraser Valley

This proposal looks to implement RapidBus to the Central Fraser Valley. This limited stop service will provide frequent, reliable service along South Fraser Way between Montrose and Highstreet Exchanges. Frequency will be improved over time until service operates every 10-minutes during peak periods, seven days a week. With this initial investment, 15-minute service will be provided during weekday peak periods, with 20-minute service provided outside of peaks and on weekends.

As part of the transition to RapidBus, route 1 will shift to serving the area around Bourquin Exchange via stops on South Fraser at Bourquin Crescent. Further work will be done to determine additional station locations. It is recommended that high-capacity vehicles be considered for this route in the future.

11,000

Annual service hours



Route 5 Highstreet/Montrose via Hospital

Extend route 5 to Highstreet and Montrose Exchanges

In conjunction with the introduction of RapidBus, extend route 5 to Highstreet Exchange, maintaining service along Blueridge and Blue Jay once route 1 is streamlined. On the eastern end of the route, service will be extended to Montrose Exchange.

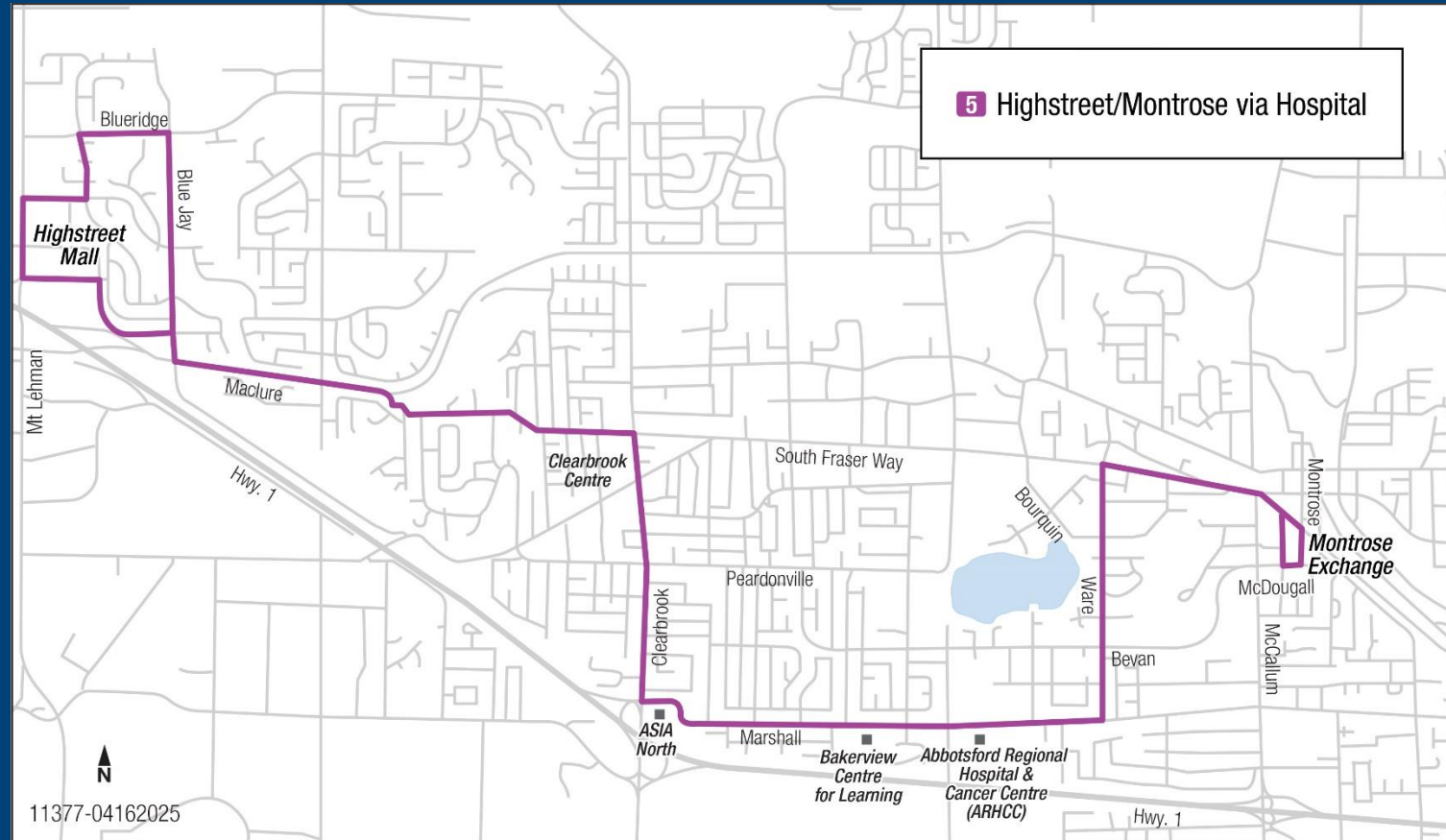
With this extension, regional connections to the Abbotsford Hospital will be improved, and service coverage to neighborhoods around Highstreet will be maintained once RapidBus is implemented.

10,000

Annual service hours

3

Heavy duty vehicles



11 Abbotsford Service Priorities (2026-2030)

Priority	Description	Expansion Resources
Service Package #3: Improve connections to key destinations.	<p>Route 12 UFV:</p> <p>Restructure route 12 to provide improved service between UFV Abbotsford and key destinations such as the Abbotsford Rec Centre. Extend route 12 to Montrose, and phase out Bourquin Exchange service.</p> <p>Route 31 Abbotsford/Mission:</p> <p>Extend route 31 to McCallum Park and Ride, facilitating easier connections to and from the UFV Abbotsford campus and to the Fraser Valley Express. Adjust route 31 to travel via McCallum Road between McCallum and George Ferguson, and increase peak frequencies on all service days.</p>	16,000 annual service hours 4 heavy duty vehicles*
Service Package #4: Improve service on existing routes, and extend service to new areas.	<p>Routes 4 Saddle, 7 Sumas Mountain and 9 McKee:</p> <p>Introduce consistent routing on all service days, removing weekend variants that extend to Bourquin Exchange. Improve service on route 7.</p> <p>Route 6 Gladwin and 8 Trethewey:</p> <p>Split route 6 into two, providing bi-directional service via modified route 6 Gladwin and new route 8 Trethewey.</p> <p>Route 11 Maclure:</p> <p>In conjunction with the adjustments to route 6 and introduction of new route 8, introduce new route 11 Maclure to ensure service coverage is maintained.</p> <p>Route 14 Peardonville:</p> <p>Introduce all-day service along Bevan, and improve existing service on Peardonville via new route 14.</p> <p>Route 18 Eagle Mountain:</p> <p>Introduce new route 18 Eagle Mountain, providing service coverage to the Eagle Mountain Drive area, as well as to the area around Hazelwood and Highway 11.</p>	21,000 annual service hours 7 heavy duty vehicles*

*additional vehicles may be required to ensure proper spare ratios

Route 12 UFV/Montrose

Restructure route 12 to provide service to the Abbotsford Rec Centre

A key priority heard during stakeholder engagement was the desire for improved service between UFV Abbotsford, the Abbotsford Rec Centre and businesses around Marshall/Highway 11.

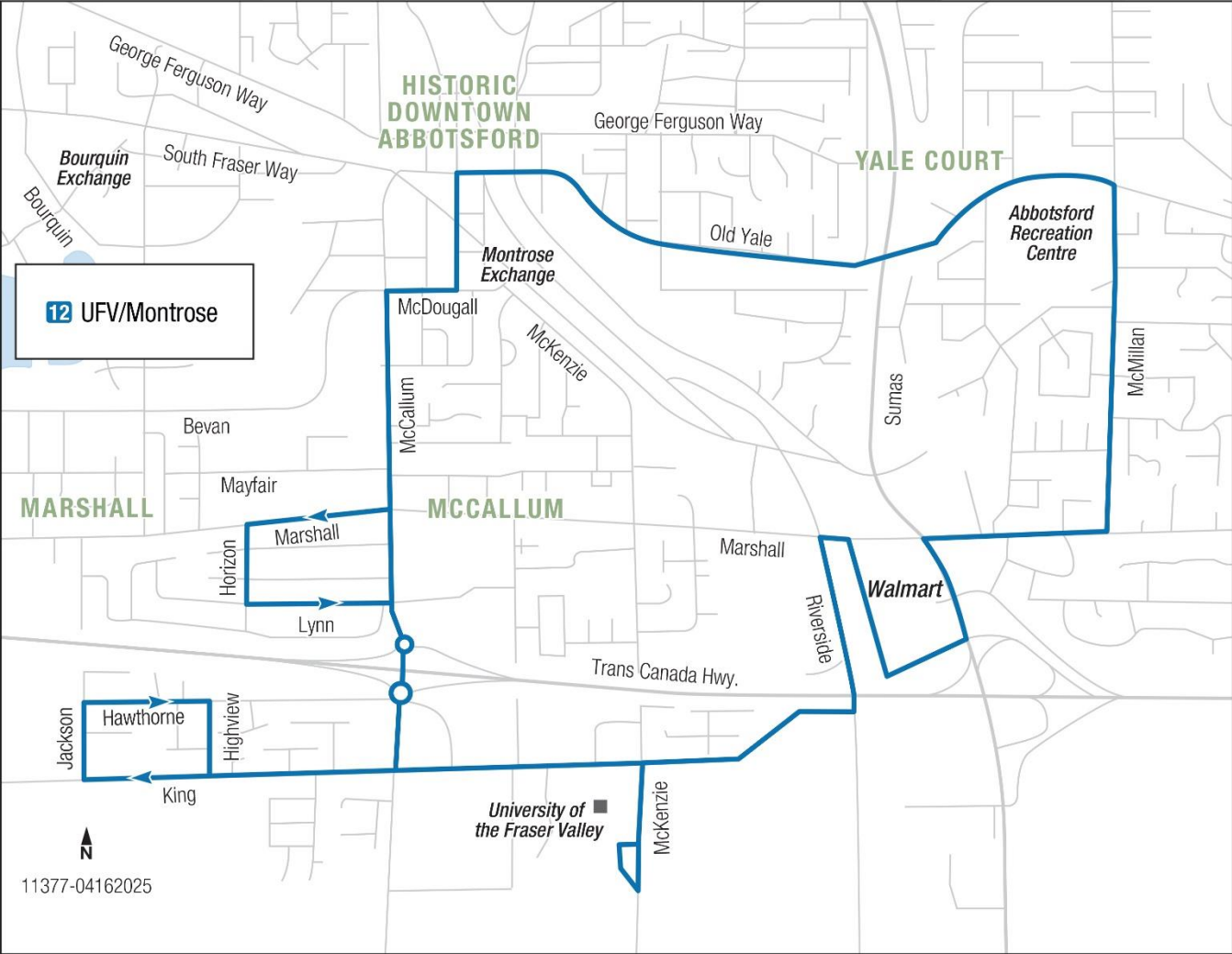
Adjustments to route 12 will see the route adopt a bi-directional structure, travelling between UFV, the Rec Centre and Montrose Exchange, before returning to campus. Service alternates between travelling in clockwise and counterclockwise loop.

5000

Annual service hours

1

Heavy duty vehicle



Route 6 Gladwin and Route 8 Trethewey

Convert route 6 into two separate bi-directional services

This proposal would see existing route 6 split into two separate routes: route 6 Gladwin and route 8 Trethewey. In its current configuration, route 6 operates as a large one-way loop. With this change, two separate routes would operate bi-directional service covering much of the same service area.

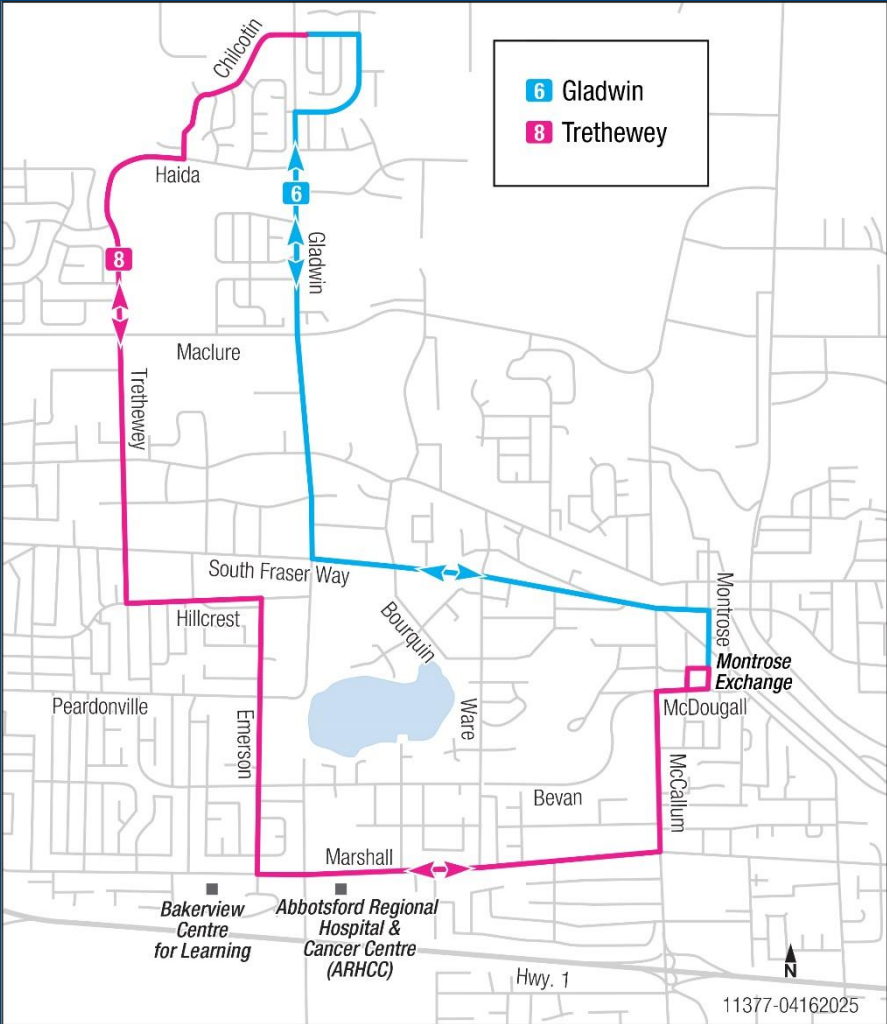
By interlining these two routes on most trips, a one-seat ride will be maintained for passengers wishing to access Trethewey Street from Gladwin, and vice versa.

5700

Annual service hours

2

Heavy duty vehicles



Route 11 Maclure

Introduce a new route and improve service coverage

Simultaneous to the splitting of route 6 into two separate routes, introduce new route 11 Maclure. This route will maintain coverage to the area around Babich and Maclure which will no longer be served by route 6.

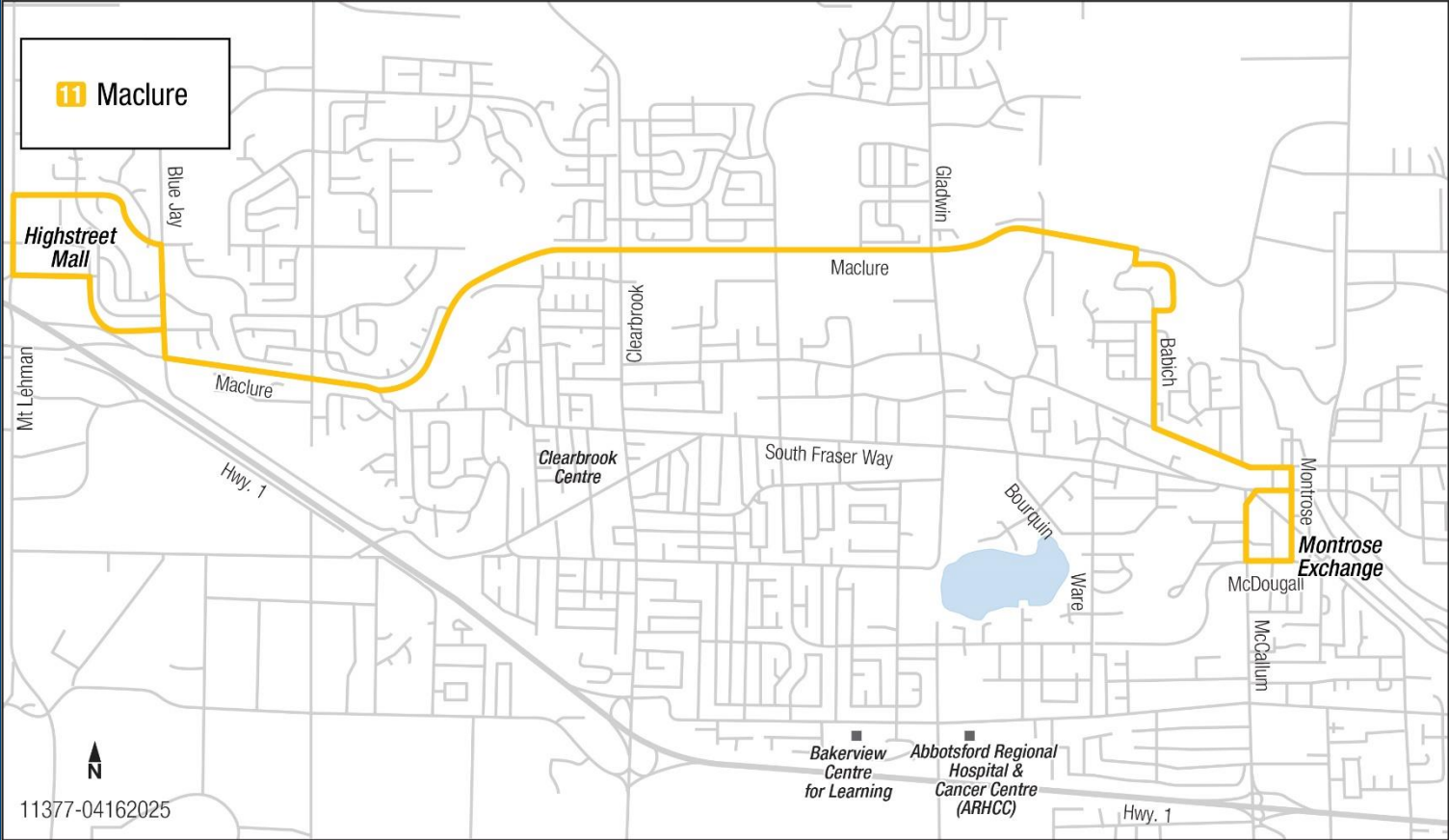
This route will operate between Highstreet and Montrose Exchanges, introducing new service along Maclure and improving east-west travel opportunities.

7200

Annual service hours

2

Heavy duty vehicles



Route 14 Peardonville

Introduce a new route along Peardonville and Bevan

Service along Peardonville and Bevan is currently provided in a limited capacity via route 6 (Peardonville only) and route 24, a school special route that operates twice a day.

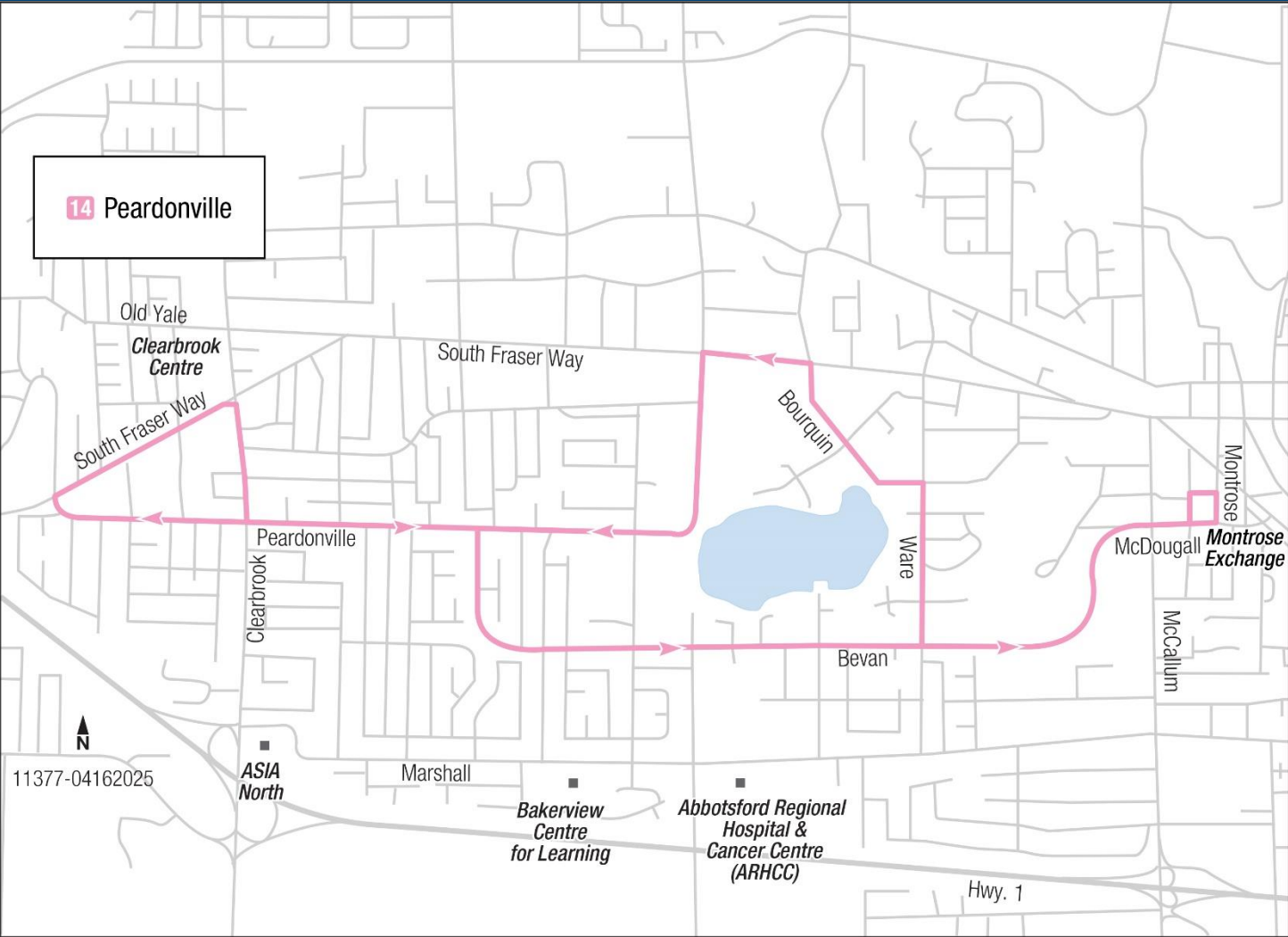
With new route 14, service would operate throughout the day on all days of the week, providing new coverage to this part of Abbotsford.

3600

Annual service hours

1

Heavy duty vehicle



Route 18 Eagle Mountain

Introduce a new route and improve service coverage

Eagle Mountain is an existing gap in the Central Fraser Valley transit network. This new route would close that gap while also extending service further north to the area around Hazelwood and Highway 11, closing another gap in the network.

Given the lower density nature of these areas, service will operate in a one-way loop for much of the route. Over time, opportunities to streamline routing will be evaluated.

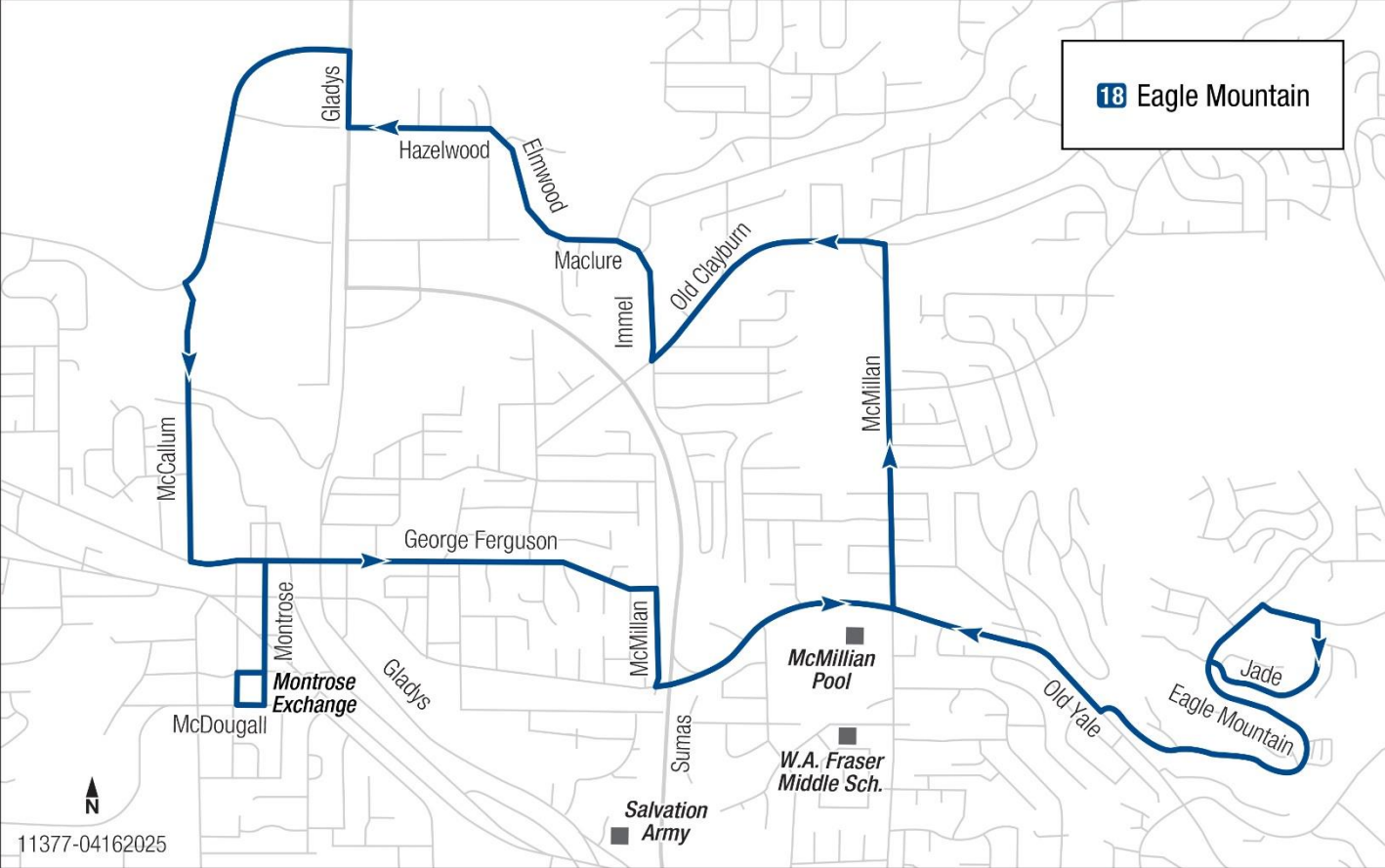
This new route would be implemented at introductory service levels, with span and frequency layered on over time as ridership develops.

3000

Annual service hours

1

Heavy duty vehicle



12 Abbotsford Service Priorities (2030-2034)

Priority	Description	Expansion Resources
Service Package #5: RapidBus and FTN continuous improvements.	<p>Route 1 Highstreet RapidBus: Over time, continue to add service on route 1 until consistent 15-minute service is provided all service periods on all days of the week.</p> <p>Route 2 Highstreet/McMillan: Continue improving service levels so that 15-minute peak service is provided for longer on all service days.</p> <p>Route 3 Montrose/Huntingdon and 5 Clearbrook/Hospital: Continue improving service levels so more frequent peak service is provided for longer on all service days.</p>	<p>22,000 annual service hours</p> <p>1 heavy duty vehicle*</p>
Service Package #6: Continuous service improvements on interregional routes.	<p>Route 21 Abbotsford/Aldergrove via Highstreet In conjunction with the completion of the Surrey-Langley SkyTrain extension, improve service levels on route 21 and 21A.</p> <p>Route 31 Abbotsford/Mission: Continue improving service levels so more frequent peak service is provided for longer on all service days. Once additional layover capacity has been secured at UFV Abbotsford, extend route 31 directly to the campus. Exact resource requirements for this extension will be determined closer to implementation.</p>	<p>18,500 annual service hours</p> <p>3 heavy duty vehicles*</p>

12 Abbotsford Service Priorities (2030-2034)

Priority	Description	Expansion Resources
Service Package #7: Continuous service improvements on local routes, plus introduction of service to new areas.	<p>Route 4 Saddle/Montrose and 8 Trethewey</p> <p>Improvements on all service days, providing more frequent service during peak periods.</p> <p>Route 6 Gladwin:</p> <p>Weekend service level improvements.</p> <p>Route 7 Sumas Mountain and 13 Old Yale:</p> <p>Eliminate variants on route 7 by splitting it into two separate routes that provide consistent service on their respective corridors. Route 7 will travel via Marshall, and new route 13 will travel via Old Yale.</p> <p>Route 12 UFV:</p> <p>Introduce weekend service.</p> <p>Route 16 McMillan:</p> <p>Adjust route 16 to travel via West Railway Street on trips to the Rec Center, providing coverage to a new area while removing underused bus stops.</p>	<p>18,000 annual service hours</p> <p>4 heavy duty vehicles*</p>

Route 7 Sumas Mountain and Route 13 Old Yale

Convert route 7 into two separate bi-directional services

Route 7 currently operates as two variants, one that travels back to Montrose Exchange via Old Yale, and another that travels back via Marshall.

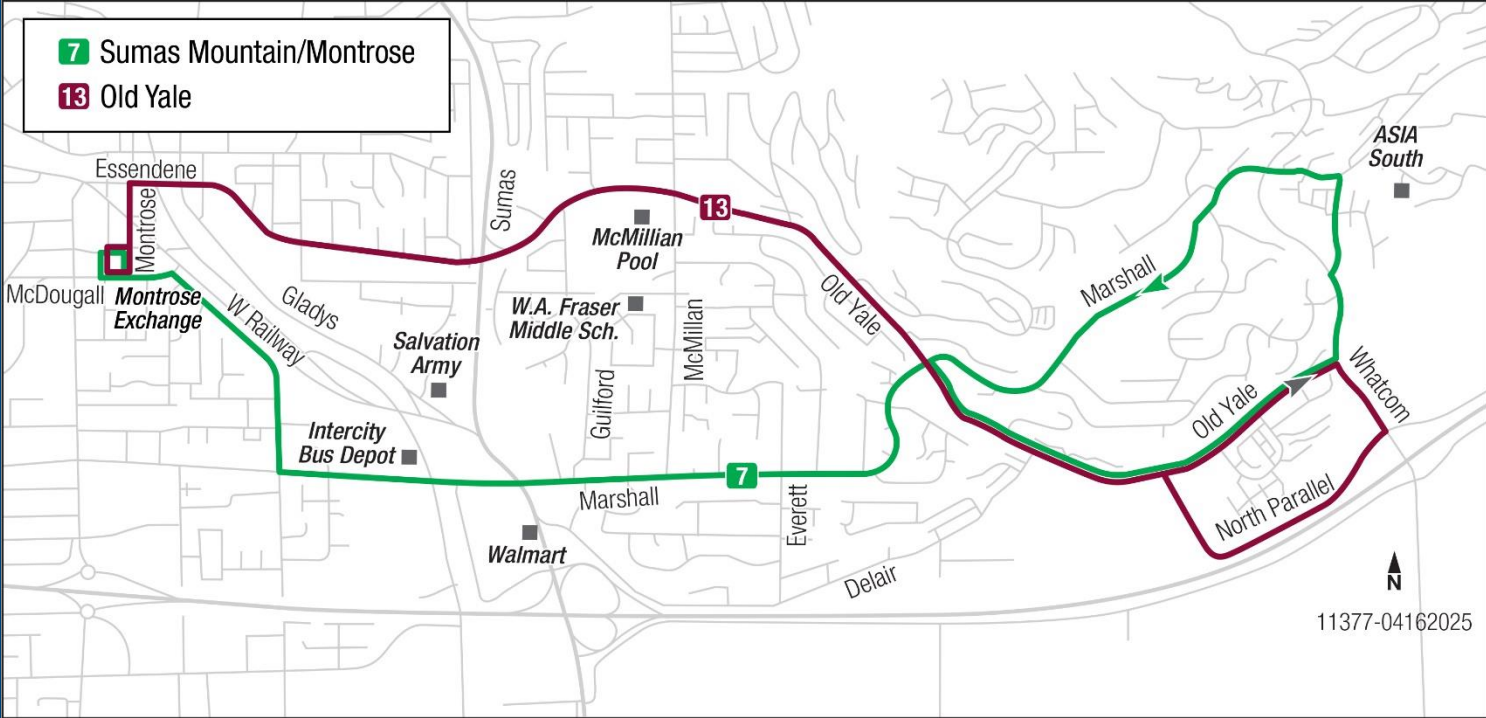
This proposal seeks to split route 7 into separate, bi-directional services, reducing passenger confusion by providing consistent routing while also improving frequency. A larger loop will remain on revised route 7 Sumas Mountain, providing coverage in less dense areas with a more constrained road network.

7000

Annual service hours

3

Heavy duty vehicles



13 Abbotsford Service Priorities (2034 and beyond)

Priority	Description	Expansion Resources
Service Package #8: RapidBus and FTN continuous improvements.	<p>Route 1 Highstreet RapidBus: Over time, continue to add service on route 1 until 10-minute service is provided across all service periods of the day, seven days a week.</p> <p>Route 2 Highstreet/McMillan, 3 Montrose/Huntingdon, 31 Abbotsford/Mission Continue improving service levels so that 15-minute peak service is provided across all service periods of the day, seven days a week.</p>	<p>30,000+ hours**</p> <p>10 heavy duty vehicles*</p>
Service Package #9: Continuous service improvements on local and interregional routes.	<p>Route 6 Gladwin: Improvements on all service days, providing more frequent service during peak periods.</p> <p>Route 8 Trethewey Improvements on all service days, providing more frequent service during peak periods.</p> <p>Route 21 Abbotsford/Aldergrove via Highstreet Following the opening of the Surrey-Langley SkyTrain extension, continue improving service on route 21 to provide more frequent connections into Metro Vancouver.</p>	<p>11,000+ hours**</p> <p>4 heavy duty vehicles*</p>

*additional vehicles may be required to ensure proper spare ratios

**resource requirements to be revisited closer to implementation to ensure accuracy.

14 Your Future Network

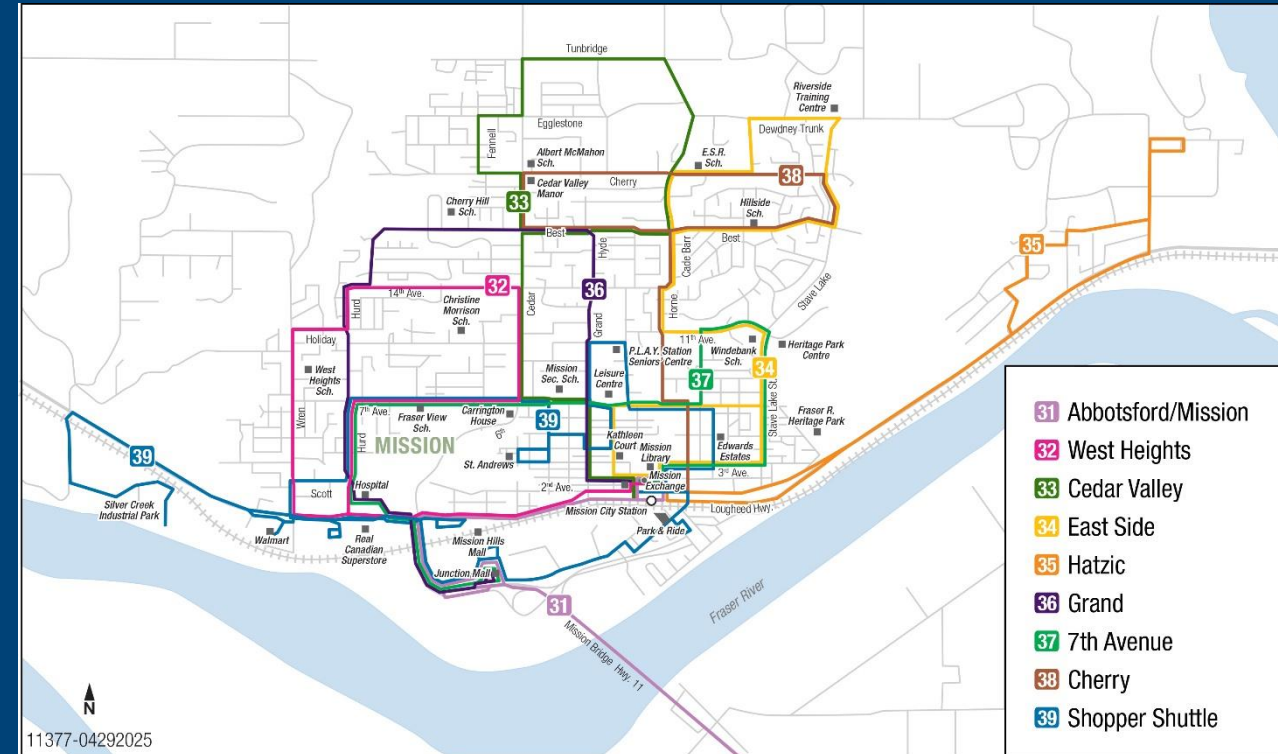
Mission

Shorter-term Service Priorities

These service priorities will help to shape the local Mission transit network in the shorter-term, providing improved transit connections and higher quality service. This plan proposes significant investments in the transit system over the coming years, and sustained funding is required to achieve this vision.

It should be noted that most of the resources required to implement this plan are related to span and frequency improvements. Route restructures can generally be implemented without these service increases, with span and frequency layered in over time.

The map to the right shows the transit network once all the shorter-term priorities have been implemented.



Shorter-term priorities (2026-2030)

Extend route 31 to McCallum Park and Ride and shift the service to McCallum Road between McCallum and George Ferguson.

Streamline route 33 while maintaining coverage in key areas.

Introduce new route 36 Grand.

Introduce new route 37 7th Avenue.

Introduce new route 38 Cherry.

14 Your Future Network

Mission

Longer-term Service Priorities

These service priorities will help to shape the local Mission transit network in the longer-term, building on the foundation established through shorter-term changes. This plan proposes significant investments in the transit system over the coming years, and sustained funding is required to achieve this vision.

The map to the right shows the transit network once all the defined service change proposals have been implemented. Service may still be extended new areas, including western Mission, depending on how the city continues to develop.

Longer-term priorities (2030-2034+)

Extend route 31 to UFV Abbotsford.

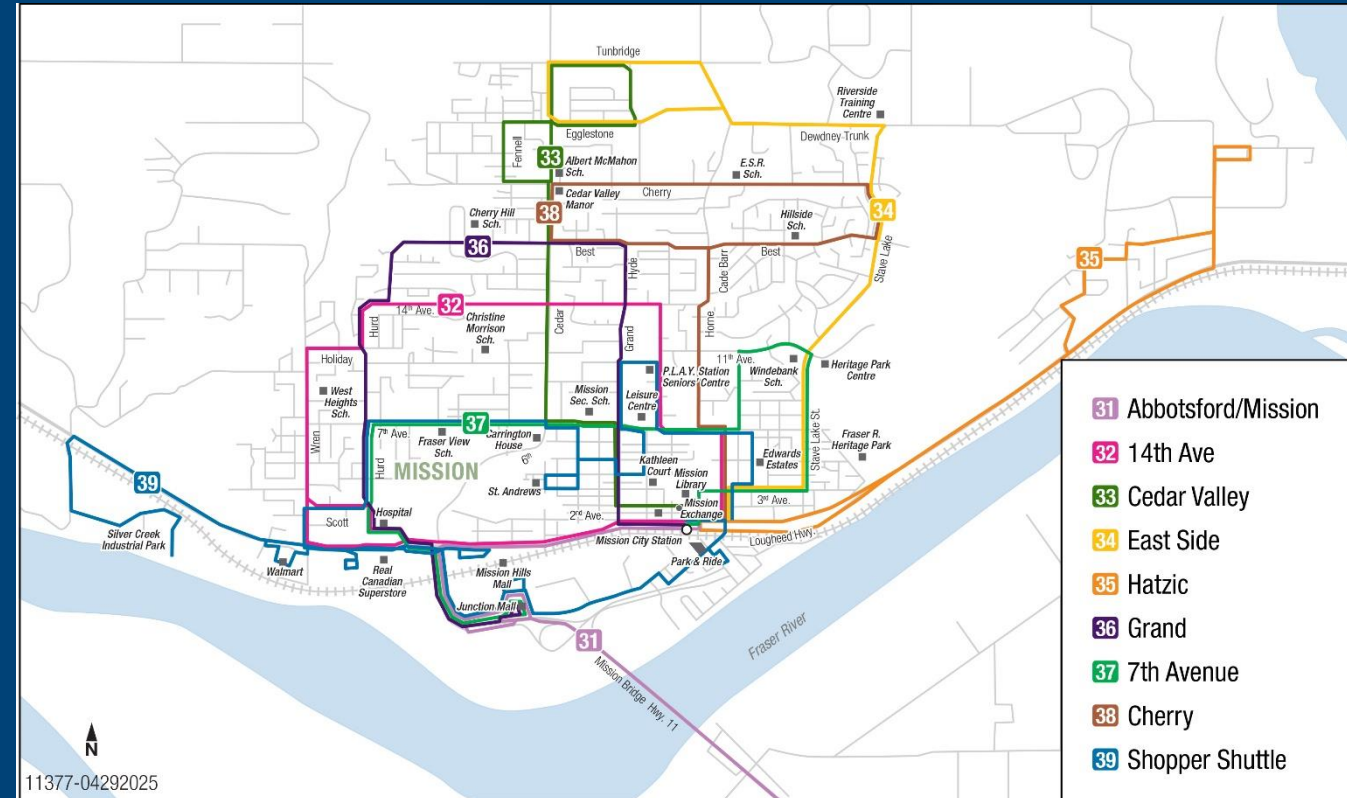
Restructure route 32 to offer bi-directional service along 14th Avenue.

Further streamline route 33 as Cedar Valley continues to develop.

Streamline route 34 to provide more efficient service.

Explore routing optimization opportunities for route 39.

Introduce service to developing areas.



15 Mission Service Priorities (2026-2030)

Priority	Description	Expansion Resources
Route 31 Abbotsford/Mission: Route extensions and adjustments.	<p>Extend route 31 to McCallum Park and Ride, facilitating easier connections to and from the UFV Abbotsford campus and to the Fraser Valley Express.</p> <p>Additionally, adjust route 31 to travel via McCallum Road between McCallum and George Ferguson and increase peak frequencies on all service days.</p>	<p>11,000 annual service hours</p> <p>1 heavy duty vehicle*</p>
Route 33 Cedar Valley: Streamline routing while maintaining coverage in key areas.	<p>Adjust route 33 by introduce bi-directional service along higher density parts of the route, while maintaining coverage in still developing areas.</p> <p>It is recommended that this change be implemented alongside the introduction of route 36 Grand so service along Hyde Street is maintained.</p>	<p>7000 annual service hours</p> <p>2 heavy duty vehicles*</p>
Route 36 Grand: Introduce a new route and improve service coverage.	<p>Introduce new route 36, adding service to new areas and closing existing service gaps.</p>	<p>11,000 annual service hours</p> <p>2 heavy duty vehicles*</p>
Route 37 7th Avenue: Introduce a new route and improve service coverage.	<p>Introduce new route 37, adding bi-directional service connecting the west side of Mission to downtown via 7th and 11th Avenues.</p>	<p>11,000 annual service hours</p> <p>2 heavy duty vehicles*</p>
Route 38 Cherry: Introduce a new route and improve service coverage.	<p>Introduce new route 38, providing bi-directional service along Horne Street and adding new service to Cade Barr Street.</p> <p>It is recommended that this be introduced prior to changes to route 33 and introduction of route 36, to ensure service is maintained along Cherry Avenue.</p>	<p>7000 annual service hours</p> <p>1 heavy duty vehicle*</p>

*additional vehicles may be required to ensure proper spare ratios

Route 33 Cedar Valley

Streamline routing while maintaining coverage in key areas

Route 33 currently operates as a large loop running from the downtown Mission exchange up to Cedar Valley.

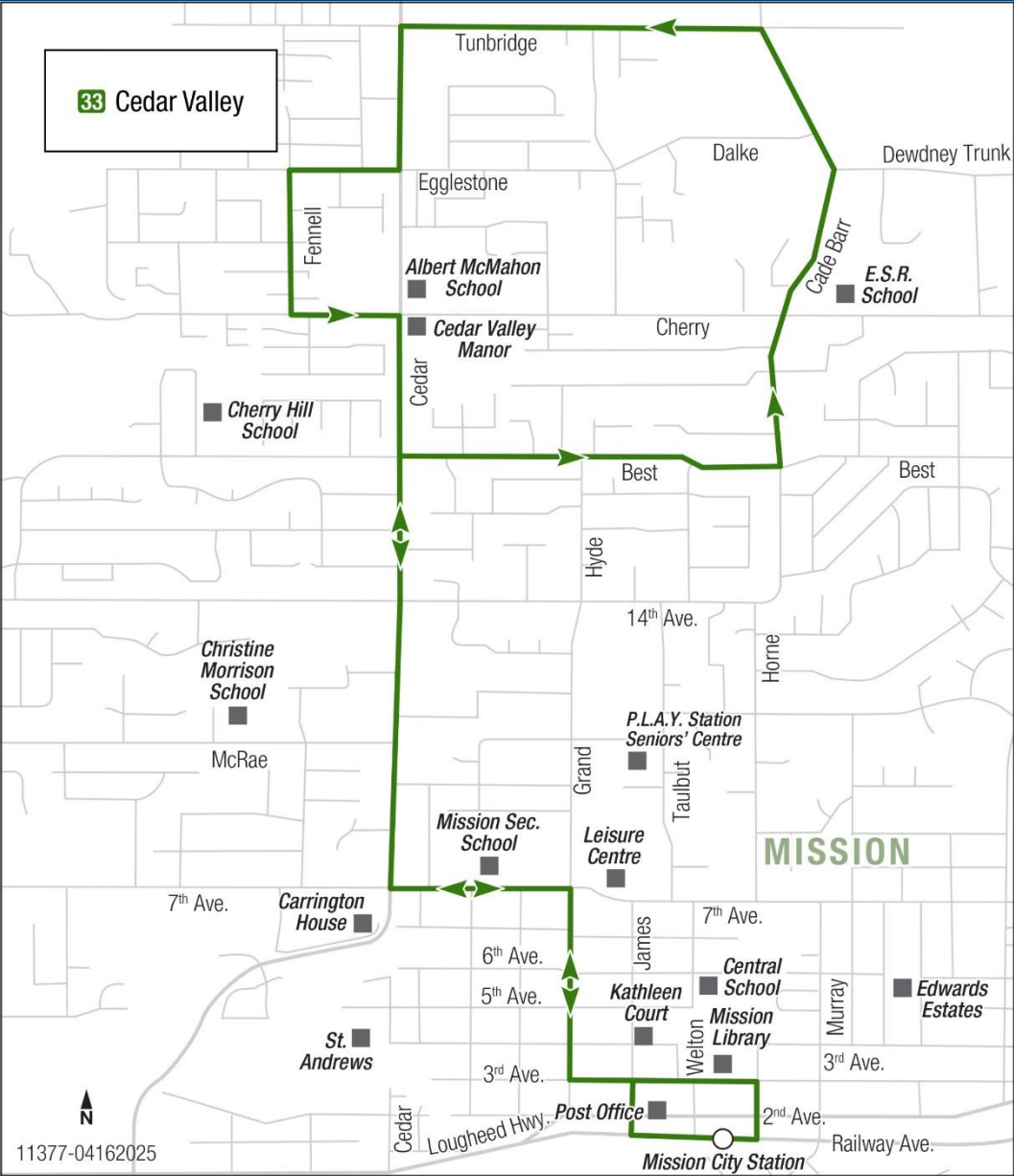
This proposal looks to streamline the route to operate bi-directionally along Cedar Street, while maintaining a larger loop at the north end where the community is still developing. As part of these changes, new service will be added along Tunbridge, Cade Barr and Dewdney Trunk, aligning with growing density in these areas.

7000

Annual service hours

2

Heavy duty vehicles



Route 36 Grand

Introduce a new route and improve service coverage

One of the key goals of this strategic planning process was to streamline local Mission routes while still maintaining coverage across the city.

With that in mind, this proposal looks to introduce bi-directional service along Hurd, Best and Grand, closing existing service gaps and improving upon current service levels.

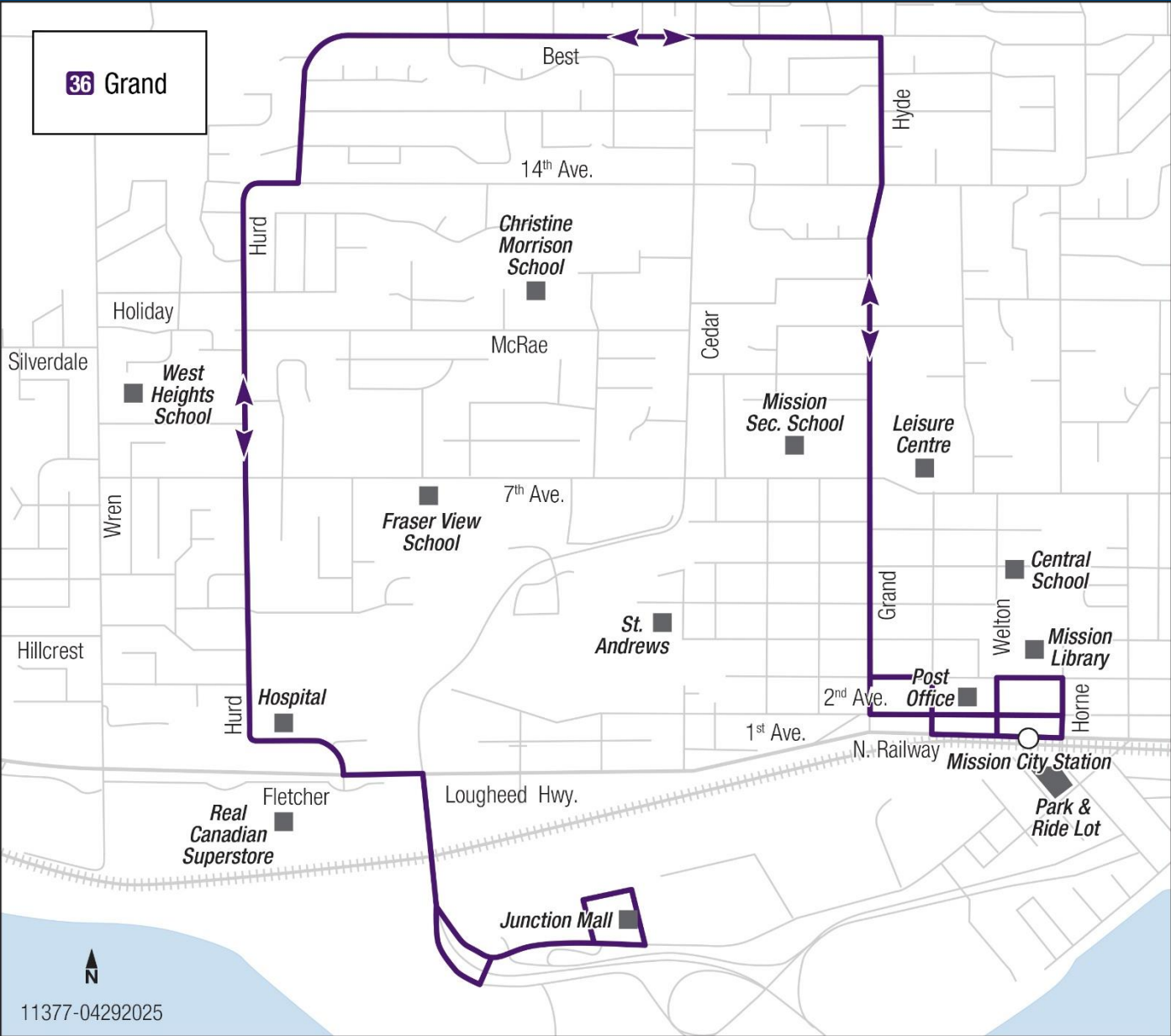
Junction Mall is a key destination in Mission; this service option will provide alternatives to local route 39, which operates limited service throughout the day.

11,000

Annual service hours

2

Heavy duty vehicles



Route 37 7th Avenue

Introduce a new route and improve service coverage

A key priority heard during stakeholder engagement was a desire to see better connectivity between west Mission and schools on the east side of the city.

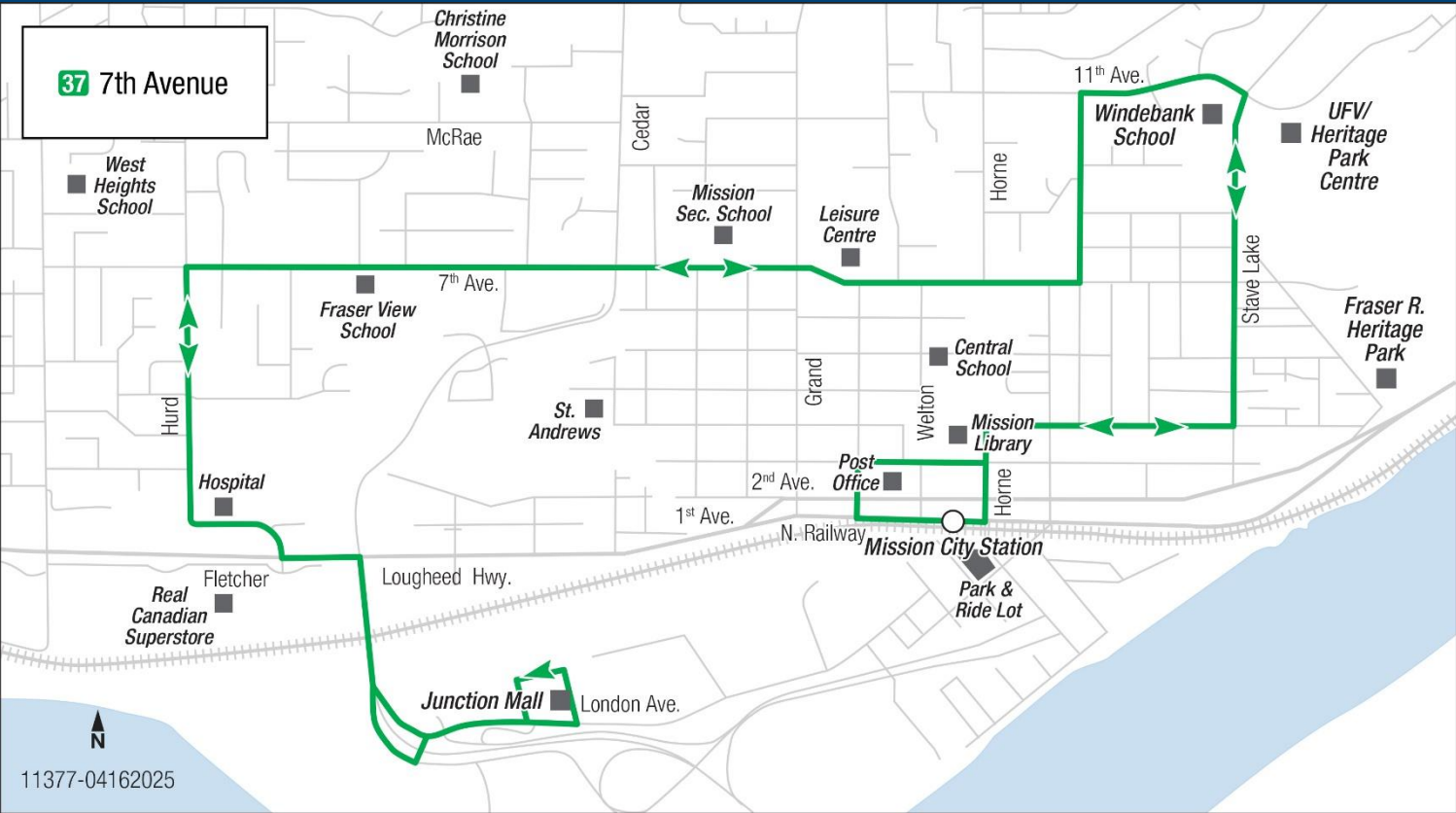
This proposal to introduce new route 37 addresses that by providing a bi-directional route from Hurd Street in the west to Stave Lake Street in the east. This new route combines elements of existing routes 32 West Heights and 34 East Side, offering a one-seat ride for passengers travelling between these two areas.

11,000

Annual service hours

2

Heavy duty vehicles



Route 38 Cherry

Introduce a new route and improve service coverage

Initially identified in the 2018 Transit Future Action Plan, this proposal would see the introduction of new route 38 Cherry.

Bi-directional service would be provided along Horne Street, with a one-way loop keeping the coverage currently provided by routes 33 and 34. This proposal closes the short service gap that exists on Cherry, expanding the coverage area.

7000

Annual service hours

1

Heavy duty vehicle



16 Mission Service Priorities (2030-2034)

Priority	Description	Expansion Resources
Route 32 14th Avenue: Restructure route 32 to offer bi-directional service along 14 th Avenue.	Restructure route 32 to operate as a bi-directional loop, offering service on both sides of the road while also closing the service gap on 14th Avenue. Increase frequency on all service days to provide 15-minute peak service for more of the day.	12,000 annual service hours 3 heavy duty vehicles*
Route 33 Cedar Valley: Further streamline route 33 as Cedar Valley continues to develop.	As Cedar Valley continues to densify, further streamline route 33 to provide more direct service to this neighbourhood hub. It is recommended that this change be implemented alongside the changes to route 34, to ensure service coverage is not lost in the Tunbridge and Egglestone area.	-1000 annual service hours
Route 34 East Side: Streamline route 34 to provide more efficient service.	Introduce consistent routing in both directions, while maintaining coverage on the less dense, northern portion of the route.	1500 annual service hours 1 heavy duty vehicle*
Route 39 Shopper Shuttle: Explore opportunities for route optimization.	Route 39 currently provides coverage in areas that are served by other routes. A more streamlined version of the routing was presented during public engagement and was supported by most respondents, but some concerns were raised around the loss of service to specific areas. Additional, targeted engagement is recommended to ensure this route continues to meet community needs while also reducing the level of service duplication it currently creates.	TBD
Service to developing areas: Explore opportunities to introduce new service to Silverdale and the Mission Waterfront.	As new areas in Mission continue to develop, explore opportunities to introduce service. Key areas for consideration include Silverdale and the Mission Waterfront area.	TBD

*additional vehicles may be required to ensure proper spare ratios

Route 32 14th Avenue

Streamline routing while maintaining coverage in key areas

Route 32 currently operates primarily as a large, one-way loop.

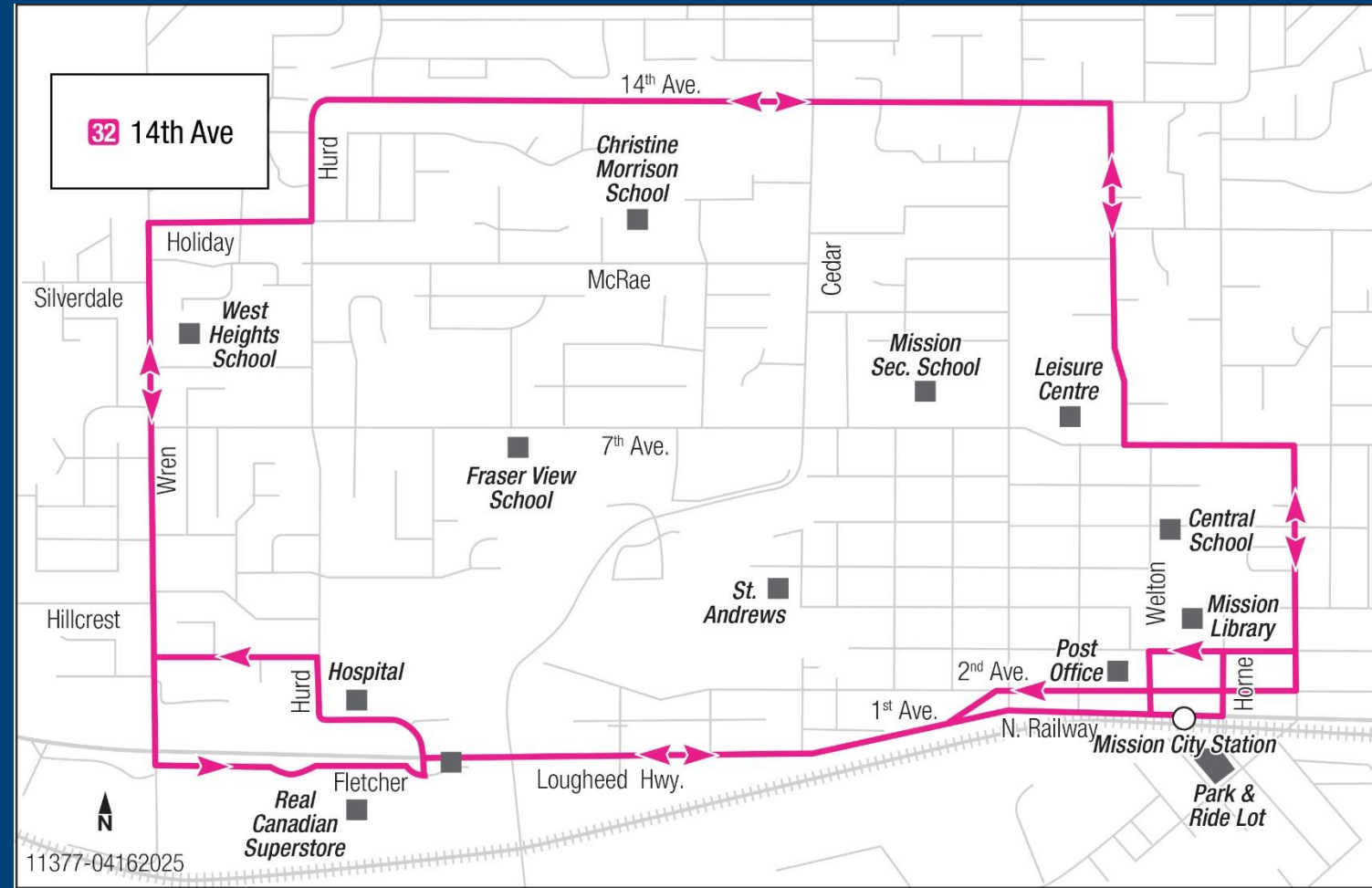
This proposal looks to maintain aspects of this routing, but convert it to a bi-directional loop so service is provided on both sides of the road. Service along 7th Avenue will be maintained via new route 37, a shorter-term priority. The route will extend further to the east, closing the service gap on 14th Avenue from Cedar eastward.

12,000

Annual service hours

3

Heavy duty vehicles



Route 33 Cedar Valley

Streamline routing while maintaining coverage in key areas

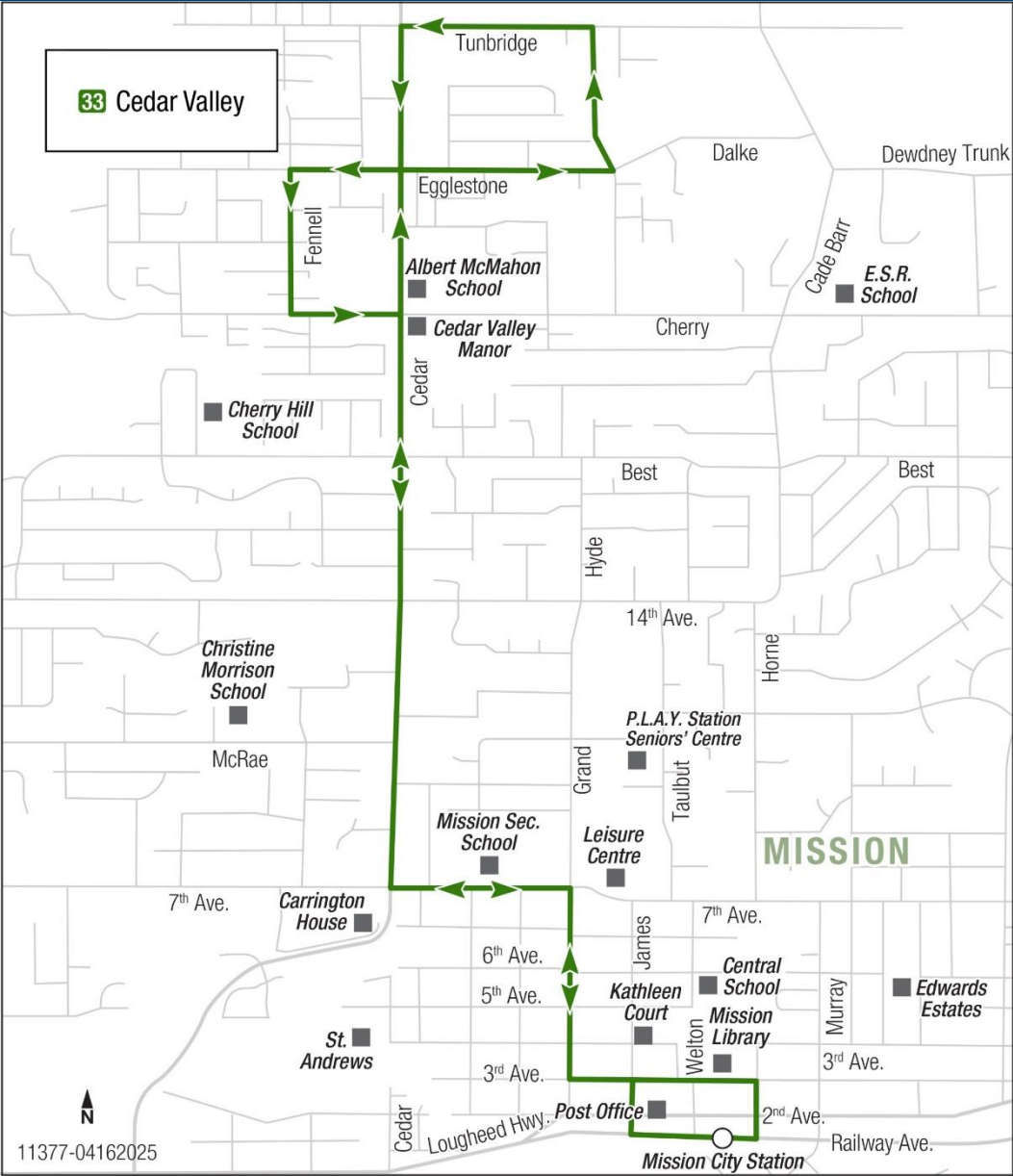
As Cedar Valley continues to develop, route 33 is proposed to become more direct between northern Mission and the downtown core.

With this proposal, the northern loop is shortened; these areas will be covered through modifications to route 34, discussed later in this plan.

Cost savings incurred by shortening route 33 will be directed towards service improvements on route 34 to help offset the cost of the increase.

-1000

Annual service hours



Route 34 East Side

Introduce a new route and improve service coverage

Continuing to build on the priority of providing bi-directional service on local Mission routes, this proposal would see route 34 streamlined.

This proposal would see consistent routing in both directions, while coverage is maintained in the less dense, northern portion of the route.

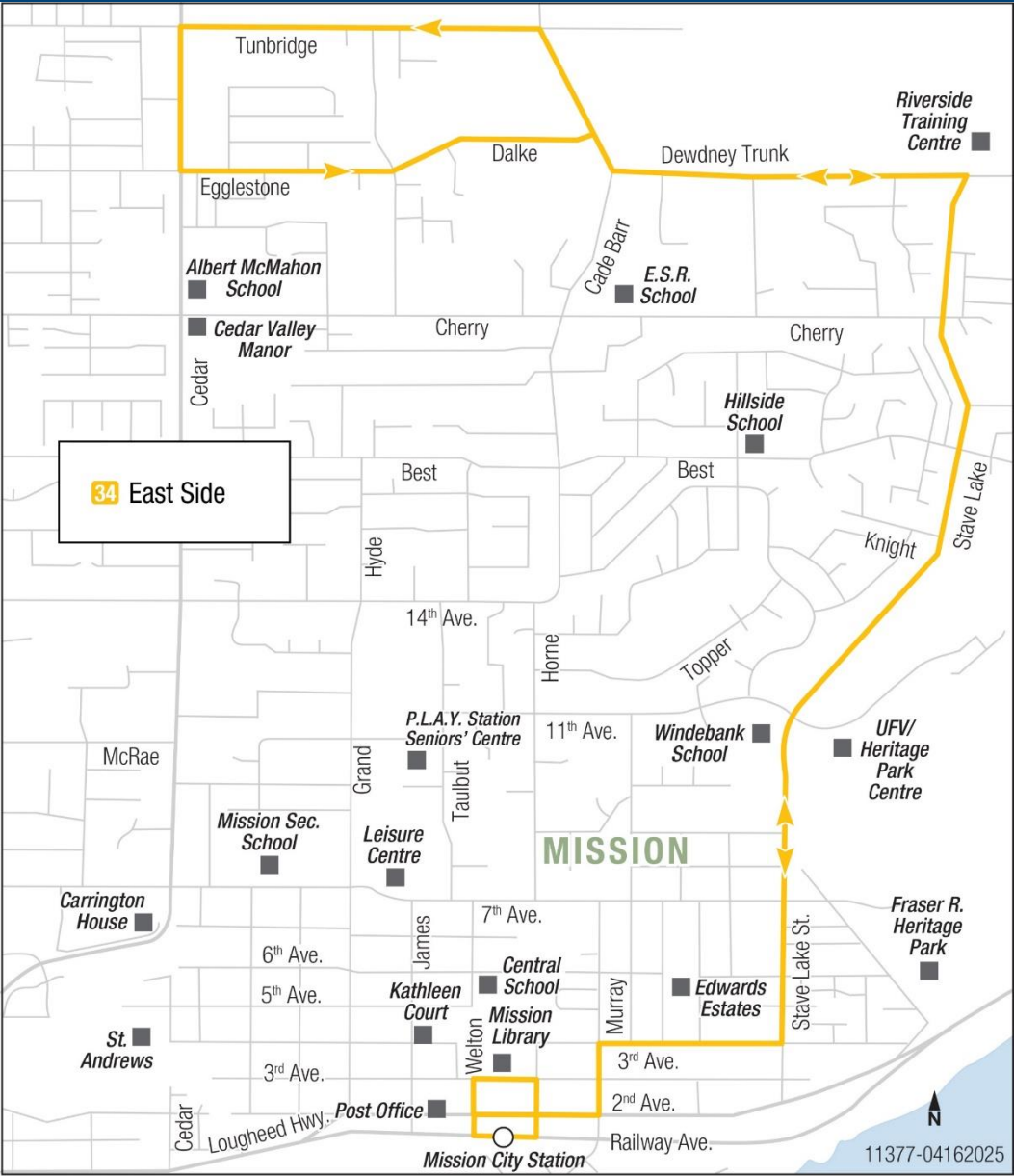
Bi-directional service will be offered along more of Stave Lake Street, and service duplication along Cade Barr would be reduced.

1500

Annual service hours

1

Heavy duty vehicle



17 Mission Service Priorities (2034 and beyond)

Priority	Description	Expansion Resources
Span and frequency improvements on local Mission routes	<p>Over time, increase span and frequency on local Mission routes to align with the system's service standards and performance guidelines.</p> <p>Once fully implemented, service on routes 32, 33, 34, 36, 37 and 38 will run from 6 AM – 12 AM on all service days, with 15-minute service provided during peak periods.</p> <p>Service on coverage routes 35 and 39 will be determined based on performance and further discussion with the City of Mission.</p>	<p>3000+ annual service hours**</p> <p>2 heavy duty vehicles*</p>

*additional vehicles may be required to ensure proper spare ratios

**resource requirements to be revisited closer to implementation to ensure accuracy.

18 Additional Priorities

Priority	Description
Continue investing in service reliability and on-time performance.	<p>Over time, as both congestion and ridership grow, trip lengths increase. Continuing to invest in service reliability and on-time performance will ensure that passengers experience predictable and consistent transit service.</p> <p>As a best practice, it is recommended that at least one per cent of a system's total annual hours be invested each year for regular maintenance and upkeep; more hours are recommended if on-time performance is substantially lower than BC Transit's corporate target of 72.5 per cent. This can be monitored annually, with investment levels proposed through BC Transit's Three-Year Outlook process.</p>
Update the Central Fraser Valley's transit Service Standards and Performance Guidelines to include a performance target for school special service (routes 22, 24 and 26).	<p>Developed as part of the 2013 Transit Future Plan, CFV's Service Standards and Performance Guidelines serve as a way of assessing route performance relative in a context-sensitive way. These standards are used to guide improvements in the quality and quantity of transit service by monitoring performance in a consistent manner, ensuring comparisons are not drawn between routes that perform different roles or have significantly different service levels.</p> <p>No specific performance guideline was identified for targeted service in the 2013 TFP. These routes perform a specialized role; while they offer only a few round trips per day around school bell times, they are strong performers within the CFV transit system.</p> <p>Based on route performance, it is recommended that 25 boardings per revenue hour be adopted for routes 22, 24 and 26.</p>
Identify opportunities to work with area First Nations on transit service.	<p>The Central Fraser Valley transit system includes territory belonging to the Leq'á:mel, Semá:th, Kwantlen, Sq'éwlets, Máthexwi, and Katzie peoples, which have direct jurisdiction over their lands. Extending service to these communities requires collaboration between the Cities of Abbotsford and Mission and the area First Nation, with support from BC Transit.</p> <p>BC Transit will support the Cities of Abbotsford and Mission and interested First Nations on identifying options for transit service in their respective communities.</p>

18 Additional Priorities

Priority	Description
Mission: Explore the feasibility of incorporating TransLink route 701 into the BC Transit portfolio.	<p>TransLink currently operates route 701 Coquitlam Central Station, which provides limited off-peak service between Mission and Maple Ridge when the West Coast Express is not running.</p> <p>In recent months, renewed interest has been shown in BC Transit assuming responsibility for this route.</p> <p>This work is multi-faceted and involves numerous key stakeholders. As a full review of the feasibility of assuming responsibility for this service is outside of the scope of this Transit Future Action Plan, BC Transit will continue to work with the City of Mission and TransLink, as well as any other relevant stakeholders, to determine an appropriate path forward.</p>
Abbotsford: Address operational impacts that arise as a result of the Fraser Valley Highway 1 Corridor Improvements Program.	<p>Work is currently underway to widen Highway 1 between 216th Street in Langley and Yale Road in Chilliwack. As a result of this construction, it is expected that there may be some operational impacts to local Abbotsford service.</p> <p>BC Transit will work with the City of Abbotsford, the Ministry of Transportation and Transit and Transdev to address these impacts as they arise. At a minimum, this is expected to include detours during construction, and may include seeking temporary service hours to offset the cost of necessary detours.</p>

19 Infrastructure Priorities

Priority	Description
Invest in bus stop infrastructure	<p>BC Transit will work with the Cities of Abbotsford and Mission to improve accessibility, safety and provide additional amenities at bus stops. With support from BC Transit, it is recommended that the Cities of Abbotsford and Mission:</p> <ul style="list-style-type: none"> • Seek investment in shelters through the BC Transit bus shelter program • Seek investment through Abbotsford and Mission capital planning budgets. • Pursue Minor Betterments funding where applicable
Abbotsford: Invest in RapidBus stations	<p>During public engagement, participants were asked to provide high level feedback on the placement of RapidBus stations. Specific station locations will be determined through a separate study.</p> <p>RapidBus stations typically have more amenities than standard bus stops, including larger shelters and bicycle storage. Investment in these amenities will help improve the passenger experience.</p> <p>The introduction of RapidBus in the Central Fraser Valley is intended to be phased, beginning with the streamlining of route 1 and service level improvements. Over time and informed by the results of a separate RapidBus infrastructure study, stops will be upgraded and rebalanced.</p>
Introduce transit priority measures	<p>Over time as congestion grows, trip lengths increase. Longer routes are more expensive to operate, but investing in transit priority measures that enable buses to move more swiftly and reliably across the city can help mitigate these costs by reducing the amount of time buses sit in traffic. Transit priority measures can include things like bus priority lanes, signal priority and queue jumper lanes, and should be explored as appropriate within Abbotsford and Mission.</p> <p>As outlined in Abbotsford's Transportation and Transit Master Plan, the RapidBus corridor along South Fraser Way is of particular importance for transit priority measures as it will enable this service to move faster than personal vehicles. The specific measures that are appropriate along this corridor will be determined by BC Transit and the City of Abbotsford as part of the RapidBus infrastructure study.</p>

19 Infrastructure Priorities

Priority	Description
Mission: Improve the downtown exchange, and explore opportunities for secondary exchanges.	<p>The 2018 Transit Future Plan identified a need to conduct a more thorough review of the downtown/West Coast Express exchange and determine future needs in this area. Through the City’s waterfront revitalization process, BC Transit has been engaged on options for a future exchange on the south side of the West Coast Express tracks. Ensuring this future exchange provides connections to regional and local services and is in an area that is a destination in its own right will ensure it aligns with community need.</p> <p>Separately, BC Transit will collaborate with the City of Mission to identify opportunities for a secondary exchange in the Cedar Valley/Tunbridge area, as identified in the 2018 Transit Future Action Plan. This secondary exchange will help provide connections between routes 33 and 34, as well as any future service that may exist in the Cedar area.</p>
Abbotsford: Improve layover capacity at UFV Abbotsford, McCallum Park and Ride and Clearbrook/South Fraser.	<p>This plan proposes extending route 31 to UFV Abbotsford, introducing new service that terminates at Clearbrook/South Fraser, and improving service frequency to McCallum Park and Ride. Ensuring proper layover facilities are available at these locations is key to ensuring that service reliability and passenger safety is maintained.</p> <p>Though adjustments to the Fraser Valley Express are outside the scope of this plan, the capacity needs of this interregional service at McCallum Park and Ride will also need to be considered to ensure future exchange space is sufficient.</p>

20 Moving Forward

Monitoring and Implementation

Service improvements will be integrated into the three-year Transit Improvement Process (TIPs), which is updated on an annual basis and guides how expansions are implemented across BC Transit systems.

Through TIPs, the priorities outlined in this plan will be costed and presented in a Memorandum of Understanding to local government Councils for approval. Once approved, BC Transit will proceed with the request to secure Provincial funding required to implement these priorities. At the start of the annual TIPs process, BC Transit staff will work with local government staff to identify service improvements for implementation. Additional targeted engagement may be conducted as required to ensure that priorities align with community need at that time.

Service improvements will be informed by an annual route performance review, guided by the service standards and performance guidelines embedded in the 2013 Transit Future Plan. Infrastructure improvements will be incorporated into BC Transit's Capital Plan.



21 Acknowledgements

Thank you,

This Transit Future Action Plan provides an overview for the continued development of the Central Fraser Valley transit system.

This plan was made possible by participation from local and regional governments, key stakeholders and the public. BC Transit would like to thank staff and representatives from:

- City of Abbotsford
- City of Mission
- Fraser Valley Regional District
- Transdev Canada
- Archway Community Services
- UFV Student Union Society
- Abbotsford and Mission School Districts
- Fraser Health

