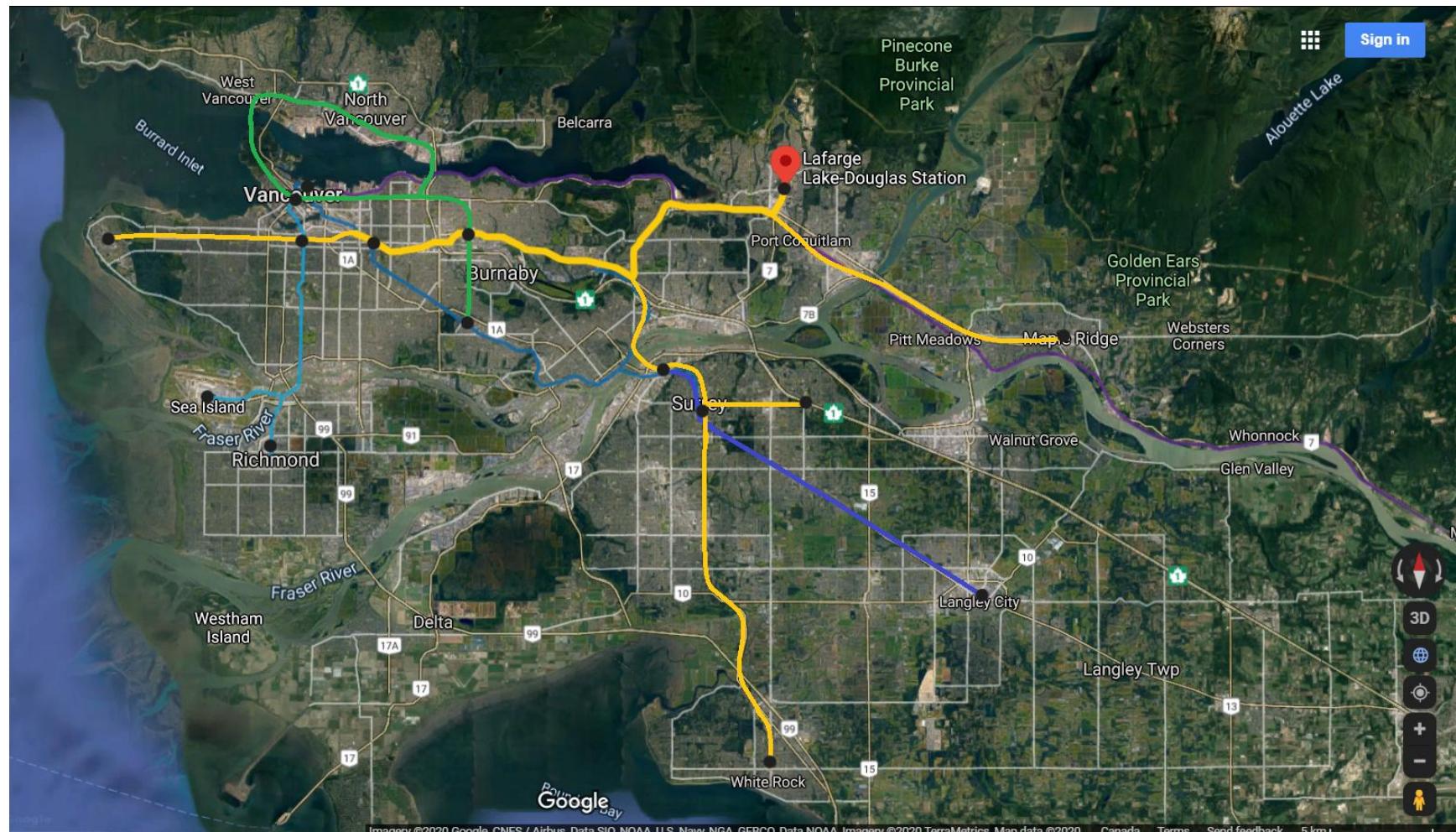


Lower Mainland Skytrain

Written by Gwyer Webber (1993 – 2026)

January 2026

Skytrain expansion would be built in sections when funding is available.



Millennium Line

- The line would extend west from the existing Millennium Line and run underground along the Broadway corridor to UBC.
- The line would extend east from Coquitlam Central Station and run along the CPR, Kingsway Ave, Lougheed Hwy, and 226th St to the Haney Place Exchange.
- The Lougheed to Columbia section would return to the Millennium Line and extend over the Fraser River and along King George Hwy and 152nd St to the White Rock Transit Centre.
- The existing section east of Columbia Station would become a Maintenance Link for trains to access the OMCs on both lines.
- The line would extend along 104th in Surrey to 156th St and Hwy 1.
- New stations in Surrey at Scott Rd, 132nd St, Central Ave, 96th Ave, 88th Ave, 80th Ave, 72nd Ave, 64th Ave, Hwy 10, Hwy 99, 148th St, 24th Ave, and 16th Ave.
- New stations east of Coquitlam at Westwood St, Port Coquitlam, Broadway St, Harris Rd, 203rd St, 210th St, 218th St, Haney Pl.

North Shore-Hastings Line

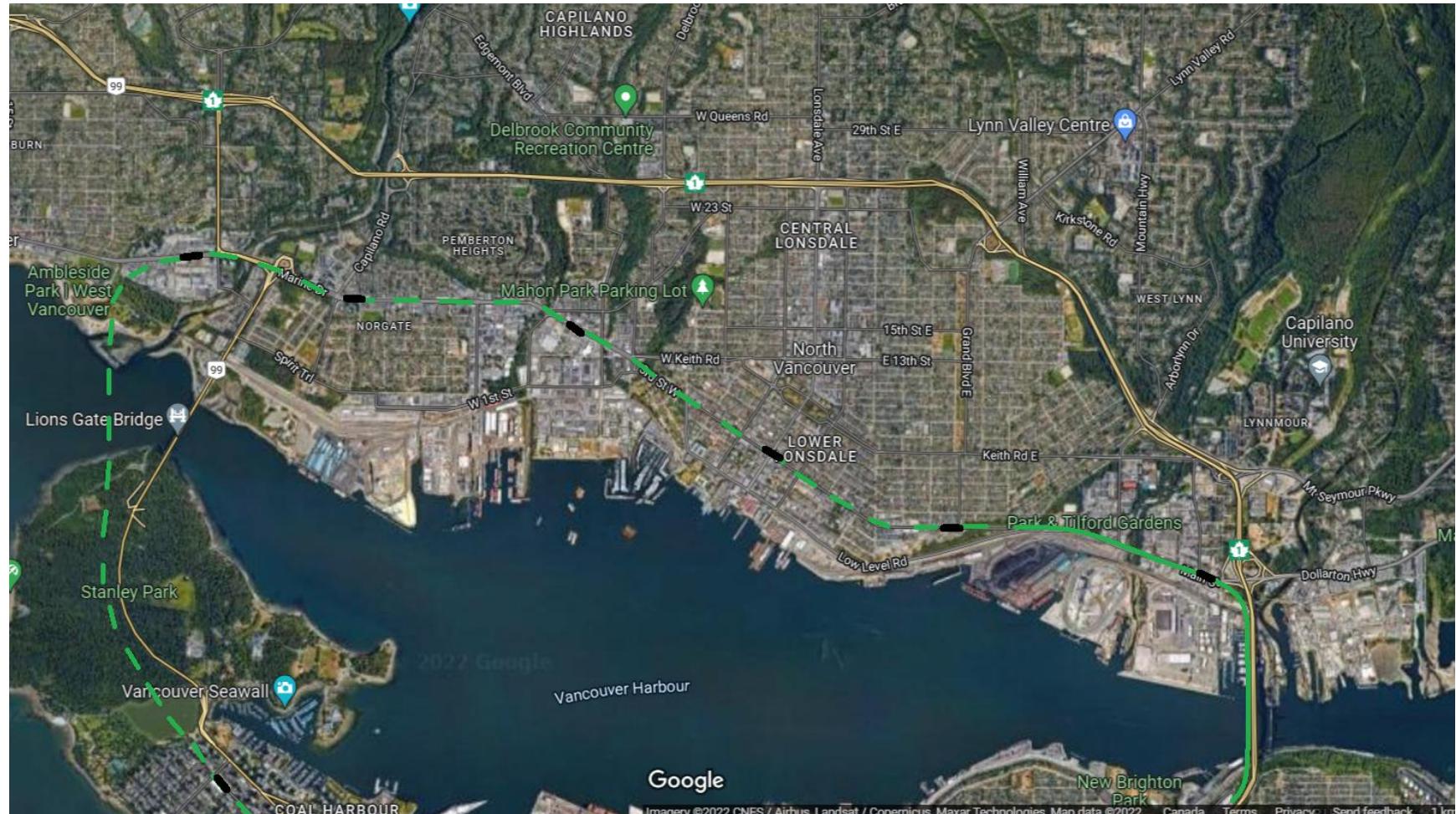
- The line would extend east from Park Royal along Marine Dr, 3rd ST, Cotton Rd, Main St, across the Burrard Inlet (5B West Parallel, double decker road/rail stay bridge), Hwy 1, Hastings St, Willingdon Ave, and Central Blvd to the Metrotown Station. The tail tracks would merge into the existing Expo Line to allow rail vehicles to access the other OMCs.
- The line would extend west from Park Royal under the Burrard Inlet (2A Mid), Robson St, Georgia St, and Hastings St and merge with the line from the North Shore at Second Narrows.
- Stations at Metrotown, BCIT, Brentwood, Willingdon, Kootenay, PNE, Phibbs, Queensbury, Lonsdale, Capilano Mall, Capilano Rd, Park Royal, Denman, Granville, Columbia, Heatley, Commercial, Nanaimo, and Renfrew.
- The OMC would be at PNE Hastings Park under the proposed Entertainment District.

Canada Line

- The single-track section on No. 3 Rd would be upgraded to double track with a new station on columns in the centre of the road.
- The station would have an island platform.

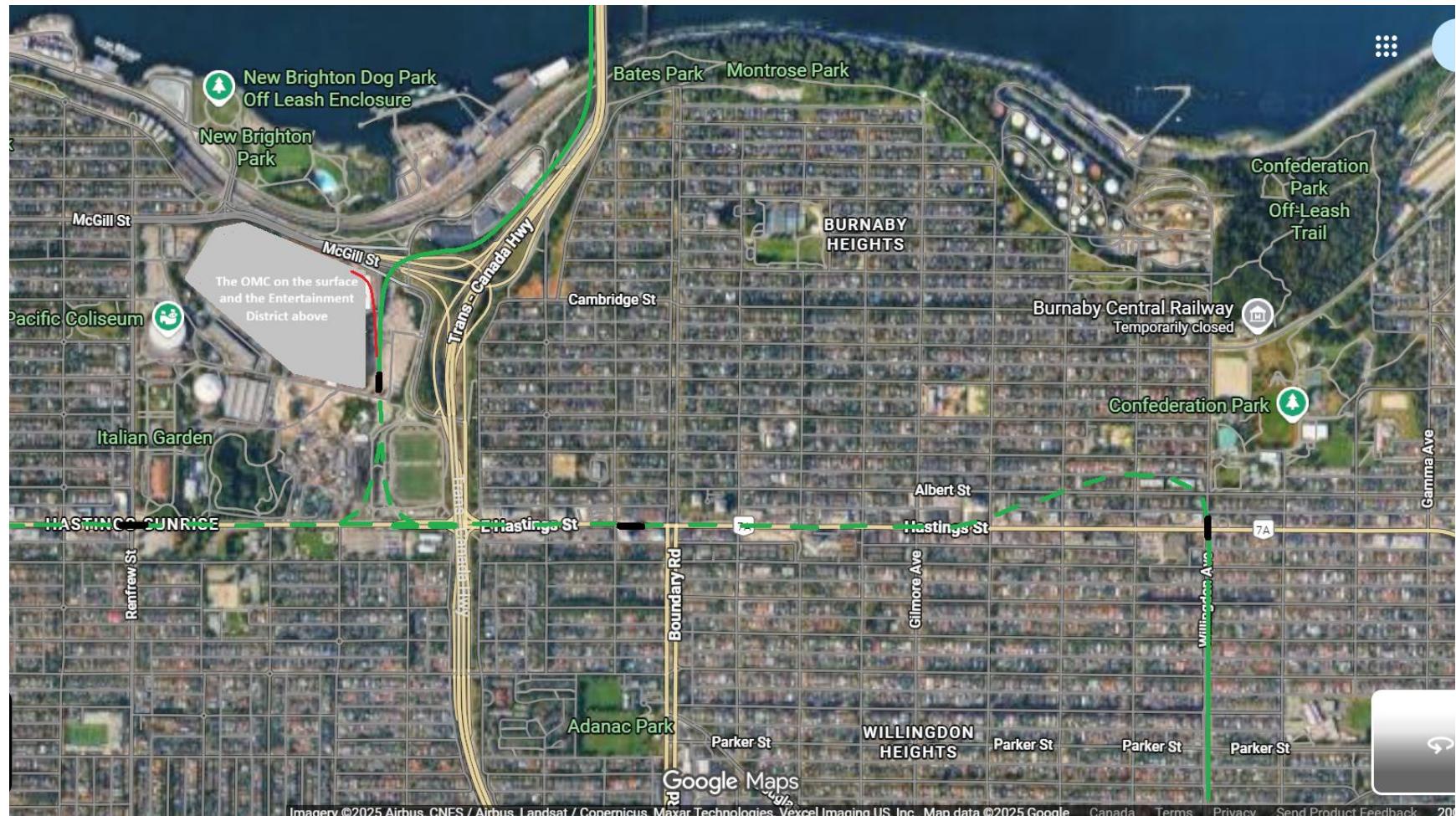
North Shore

- The alignments are per the Burrard Inlet Study 2A Mid at the First Narrows and 5B West Parallel bridge crossing at the Second Narrows.



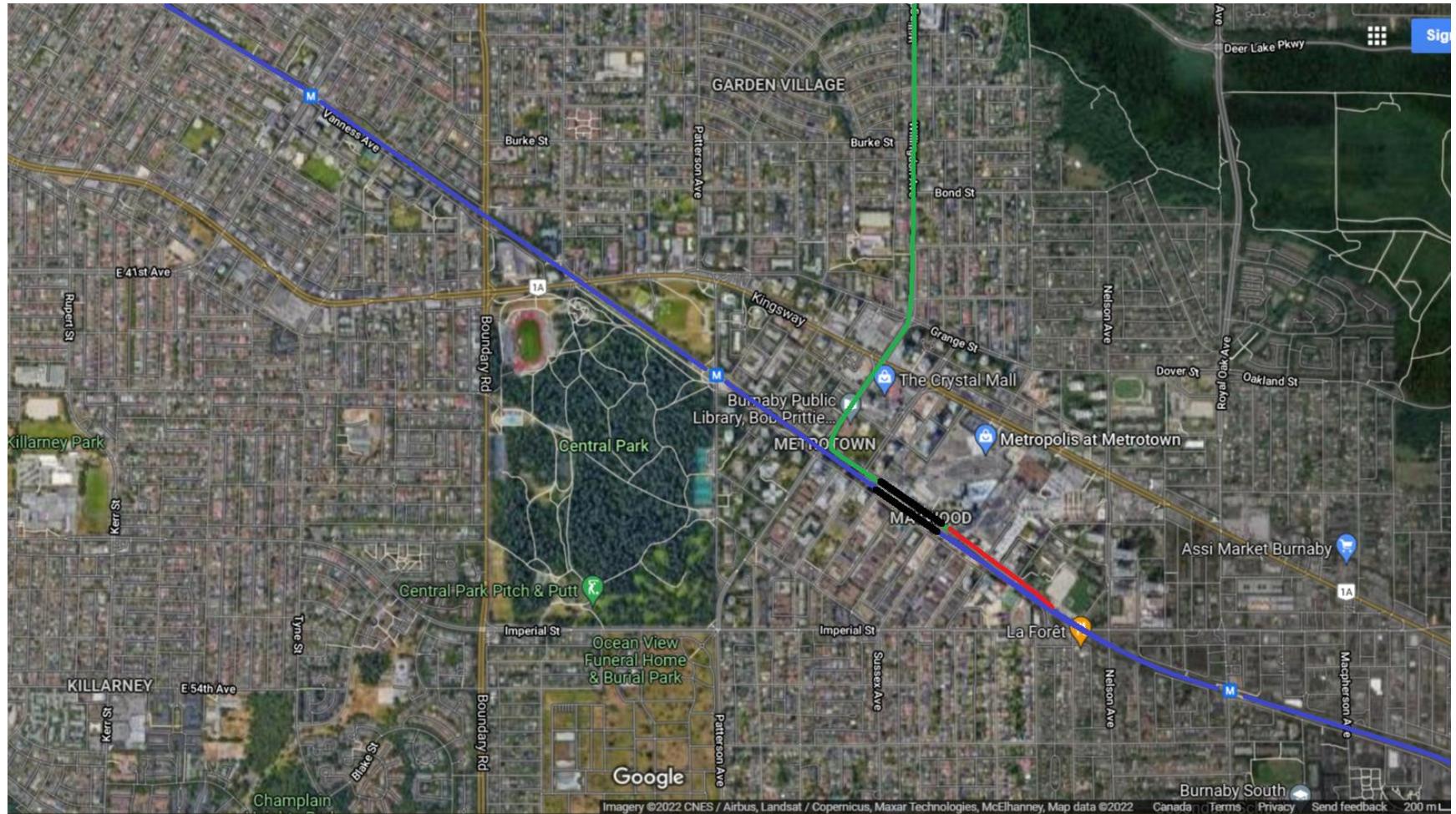
Burnaby

- This follows the Burrard Inlet Study 5b West Parallel bridge alignment on a double decker road and transit bridge proposal.
- A new OMC under the proposed entertainment district at Hastings Park.

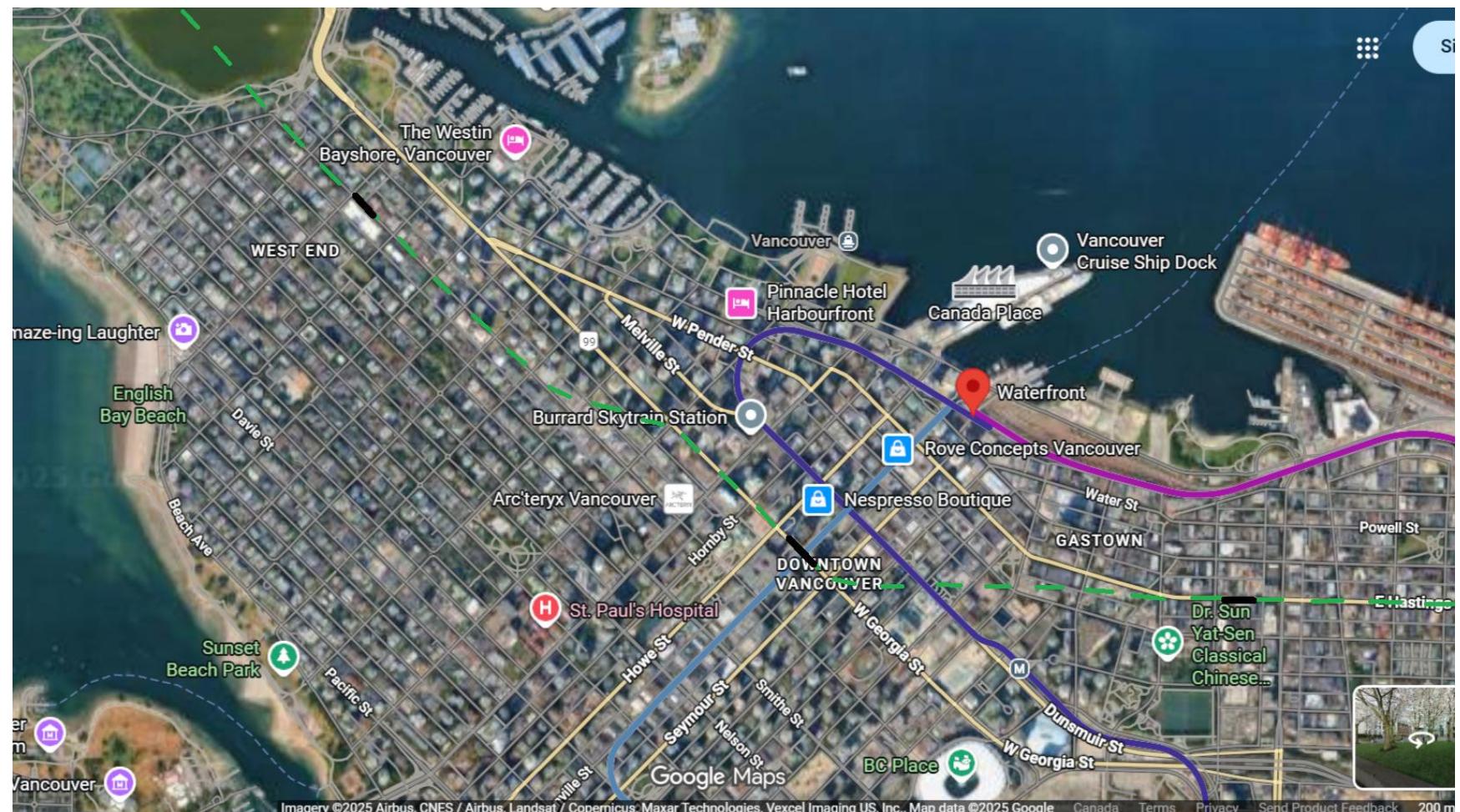


Metrotown

- A maintenance link to the Expo Line if the North Shore-Hastings Line uses Alstom Mk IV vehicles.

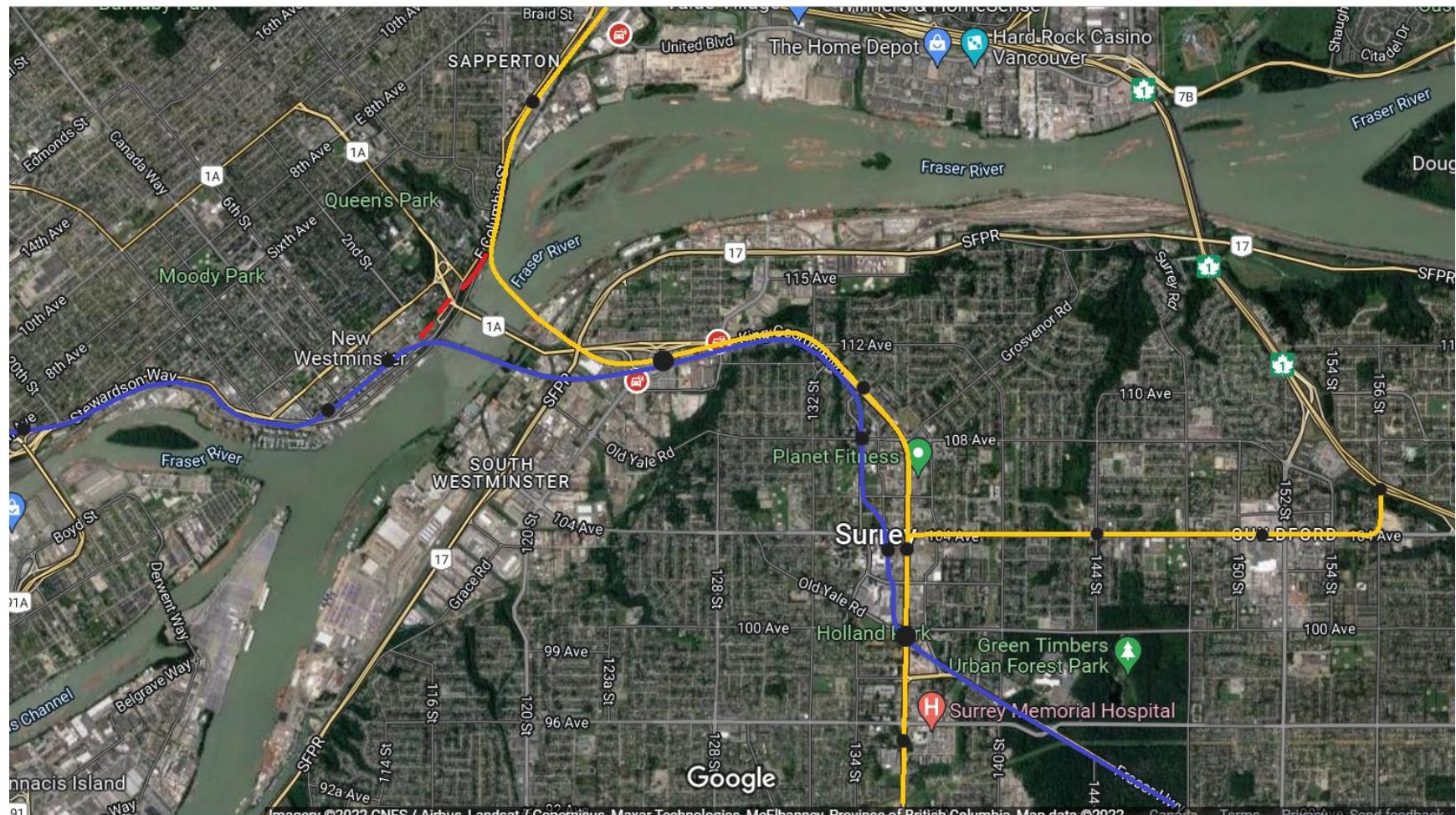


Downtown Vancouver



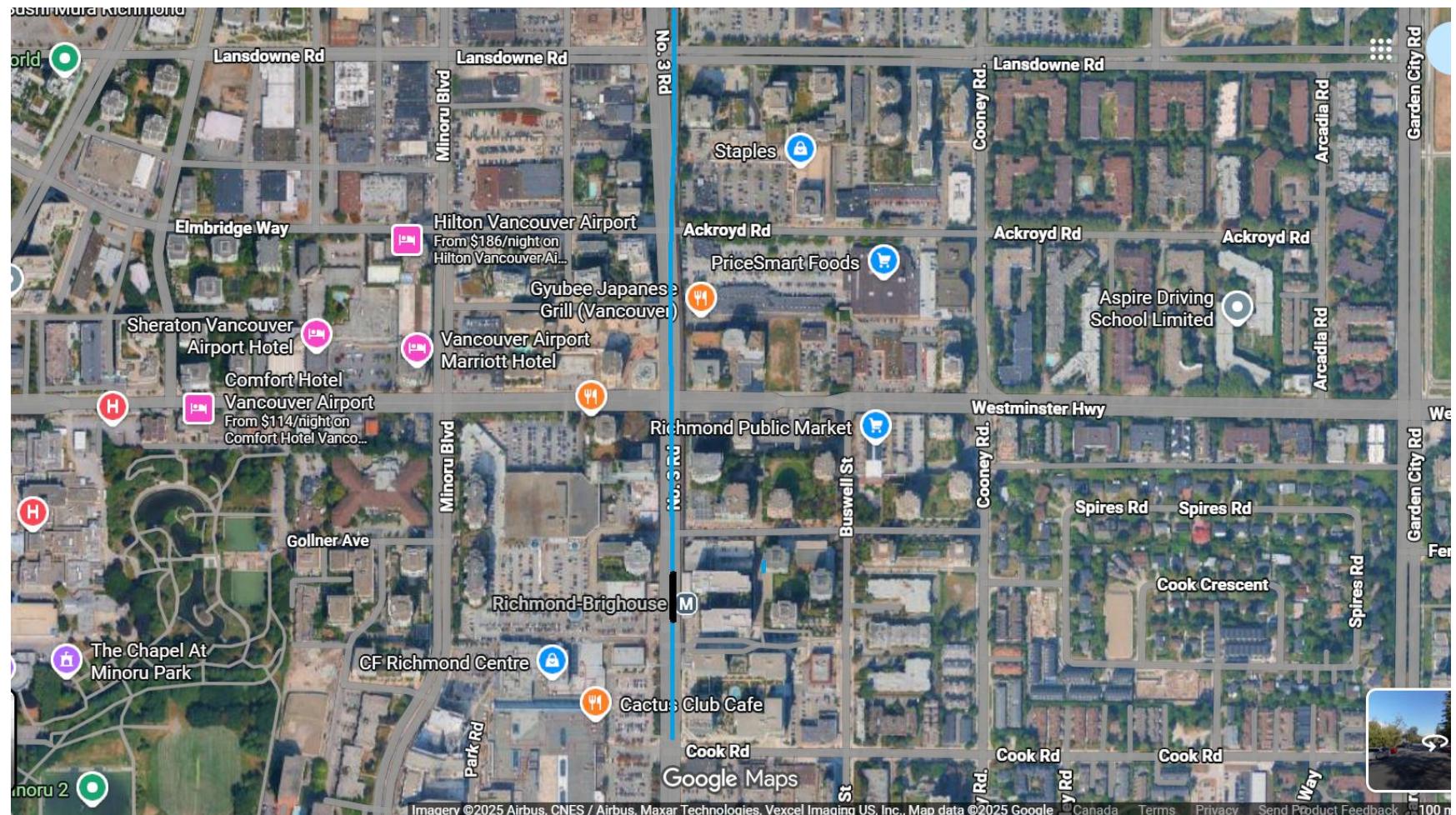
Millennium Line Reconfiguration

- The existing track in New West becomes a Maintenance Link with an additional Maintenance Link at Fraser Hwy (Red line).
- The distance between stations at Surrey Centre is less than between Commercial and Broadway and the Sea Bus and Waterfront.



Richmond-Brighouse

- The line along No. 3 Rd would be upgraded to double track with a new Richmond-Brighouse Station with a wide centre platform.
- The station would be similar to the new Green Timbers Station on the Expo Line at 140 St in Surrey.



Canada Line Capacity

- The line would be upgraded to double track at the Richmond-Brighouse end with a new centre platform station.
- All of the 40m platforms would be upgraded to 50m.

Pattern (Airport)	Train Capacity	Waterfront Frequency	Waterfront Trains/hr	Waterfront pphpds	Airport pphpds	Airport Frequency	Richmond pphpds	Richmond Track
1 out of 2 trains	342	3 min	20	6,840	3,420	6 min	3,420	Single
1 out of 2 trains	342 A/500 R-B	3 min	20	8,420	3,420	6 min	5,000	Single
1 out of 2 trains	342	2.5 min	24	8,208	4,104	5 min	4,104	Double
1 out of 2 trains	342 A/500 R-B	2.5 min	24	10,104	4,104	5 min	6,000	Double
1 out of 2 trains	342	2 min	30	10,260	5,130	4 min	5,130	Double
1 out of 2 trains	342A /500 R-B	2 min	30	12,630	5,130	4 min	7,500	Double
1 out of 3 trains	500	2.5 min	24	12,000	4,000	7.5 min	8,000	Double
1 out of 3 trains	342	2 min	30	10,260	3,420	6 min	6,840	Double
1 out of 3 trains	342 A/500 R-B	2 min	30	13,420	3,420	6 min	10,000	Double
1 out of 3 trains	500	2 min	30	15,000	5,000	6 min	10,000	Double
1 out of 3 trains	500	92 sec	39	19,500	6,500	4.5 min	13,000	Double
1 out of 4 trains	342	90 sec	40	13,680	3,420	6 min	10,260	Double
1 out of 4 trains	342 A/500 R-B	90 sec	40	18,420	3,420	6 min	15,000	Double
1 out of 4 trains	500	90 sec	40	20,000	5,000	6 min	15,000	Double

Expo Line Capacity

- The line from New West to Lougheed would be taken off the Expo Line.

Expo Line (5 car 672 passengers/train)				
Frequency		Trains/hr		pphpds
120 sec		30		20,160
100 sec		36		24,192
90 sec		40		26,880
80 sec		45		30,240
75 sec		48		32,256

Average Speed

The table below shows the average speed of rail transit systems in Canada.

City	Toronto Streetcar	Toronto LRT	Cancelled Surry LRT	Mississauga LRT	Vancouver Skytrain	Vancouver Skytrain	Montreal REM
Line	Tram 501	Finch West	SNG	Hurontario	Canada Line	Expo Line	Deux-Montagnes to Gare Central
Average Speed	15km/hr	20km/hr	24km/hr	27km/hr	36km/hr	45km/hr	49km/hr
Average Distance Between Stations	275m	650m	1050m	1260m	1250m	1500m	2000m

Note: The average speed is calculated using the distance of the line and the time it takes to travel that distance including the station stops.

Travel Times

- **Park Royal to Phibbs** would be around **13** minutes.
- **Park Royal to Metrotown** would be around **27** minutes.
- **Surrey Central to White Rock Transit Centre** would be around **26** minutes.
- **Waterfront to Ladner Exchange** would be around **45** minutes.

Disclaimer

The author is not a professional planner, consultant, or a member of any group. The options are an idea for Skytrain in Metro Vancouver. The calculations are as accurate as possible based on information available on the internet.