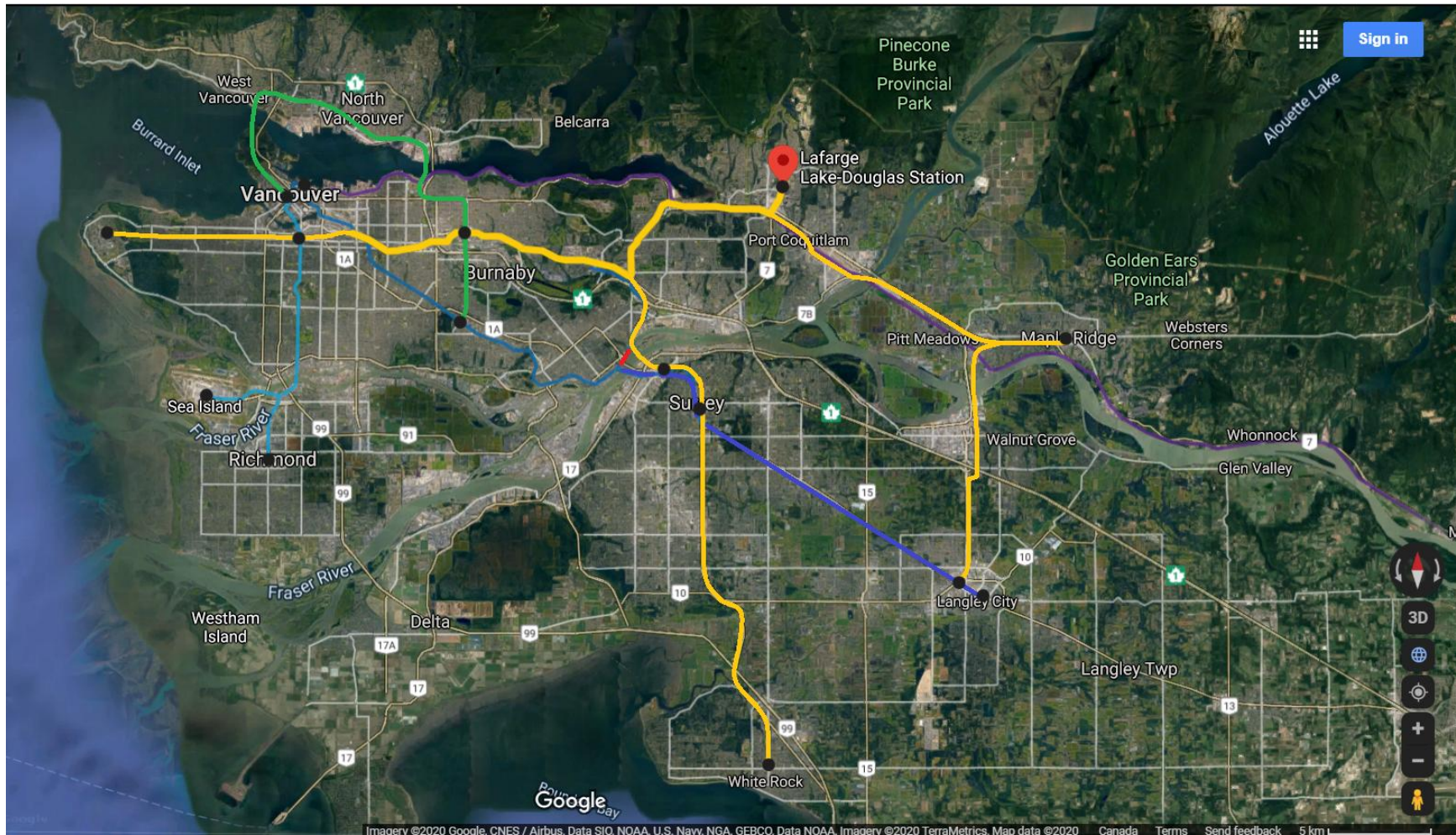


Lower Mainland Skytrain

Written by Gwyer Webber (1993 – 2026)

September 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. New stations east of Coquitlam at Westwood St, Port Coquitlam, Broadway St, Harris Rd, 203rd St, 210th St, 218th St, Haney Pl.
- 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. 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.
- The existing section east of Columbia Station would become a Maintenance Link for trains to access the OMCs on both lines.
- The line would also extend from Maple Ridge south across the Fraser River along Golden Ears Way, 201 St, 202 St, 86 Ave, 200 St, Willowbrook Dr, to the Expo Line Station on Fraser Hwy. Connection at the Carvolth Exchange.

North Shore 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, and end at Seymour St.
- Stations at Metrotown, BCIT, Brentwood, Willingdon, Kootenay, PNE, Phibbs, Queensbury, Lonsdale, Capilano Mall, Capilano Rd, Park Royal, Denman, and Granville-City Centre.
- 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 and an island platform station.
- The single-track section at YVR would be upgraded to double track with an island platform station.

Canada Line Capacity

- The line would be upgraded to double track at the Richmond-Brighthouse end with a centre platform station.
- The line would need to be upgraded to double track at the Airport end if the frequency was under 6 minutes.
- All 40m platforms would be upgraded to 50m.

Pattern (Airport)	Train Capacity	Waterfront Frequency	Waterfront Trains/hr	Waterfront pphpd	Airport pphpd	Airport Frequency	Airport Track	Richmond pphpd	Richmond Frequency	Richmond Track
1 out of 2 trains	342	2 min	30	10,260	5,130	4 min	Double	5,130	4 min	Double
1 out of 2 trains	342A /500 R-B	2 min	30	12,630	5,130	4 min	Double	7,500	4 min	Double
1 out of 2 trains	342	90 sec	40	13,680	6,840	3 min	Double	6,840	3 min	Double
1 out of 2 trains	500	90 sec	40	20,000	10,000	3 min	Double	10,000	3 min	Double
1 out of 3 trains	500	2 min	30	15,000	5,000	6 min	Single	10,000	2-4 min	Double
1 out of 4 trains	500	90 sec	40	20,000	5,000	6 min	Single	15,000	90-180sec	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		pphpd
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	Toronto LRT	Canceled Surrey LRT	Waterloo Ontario	Vancouver Skytrain	Vancouver Skytrain	Montreal
Line	Tram 501	Finch West	Eglinton	SNG	ION	Canada Line	Expo Line	REM
Average Speed	14.5km/hr	15km/hr	23km/hr	24km/hr	26km/hr	36km/hr	45km/hr	50km/hr
Average Distance Between Stations	275m	605m	800m	1050m	1266m	1250m	1500m	2000m

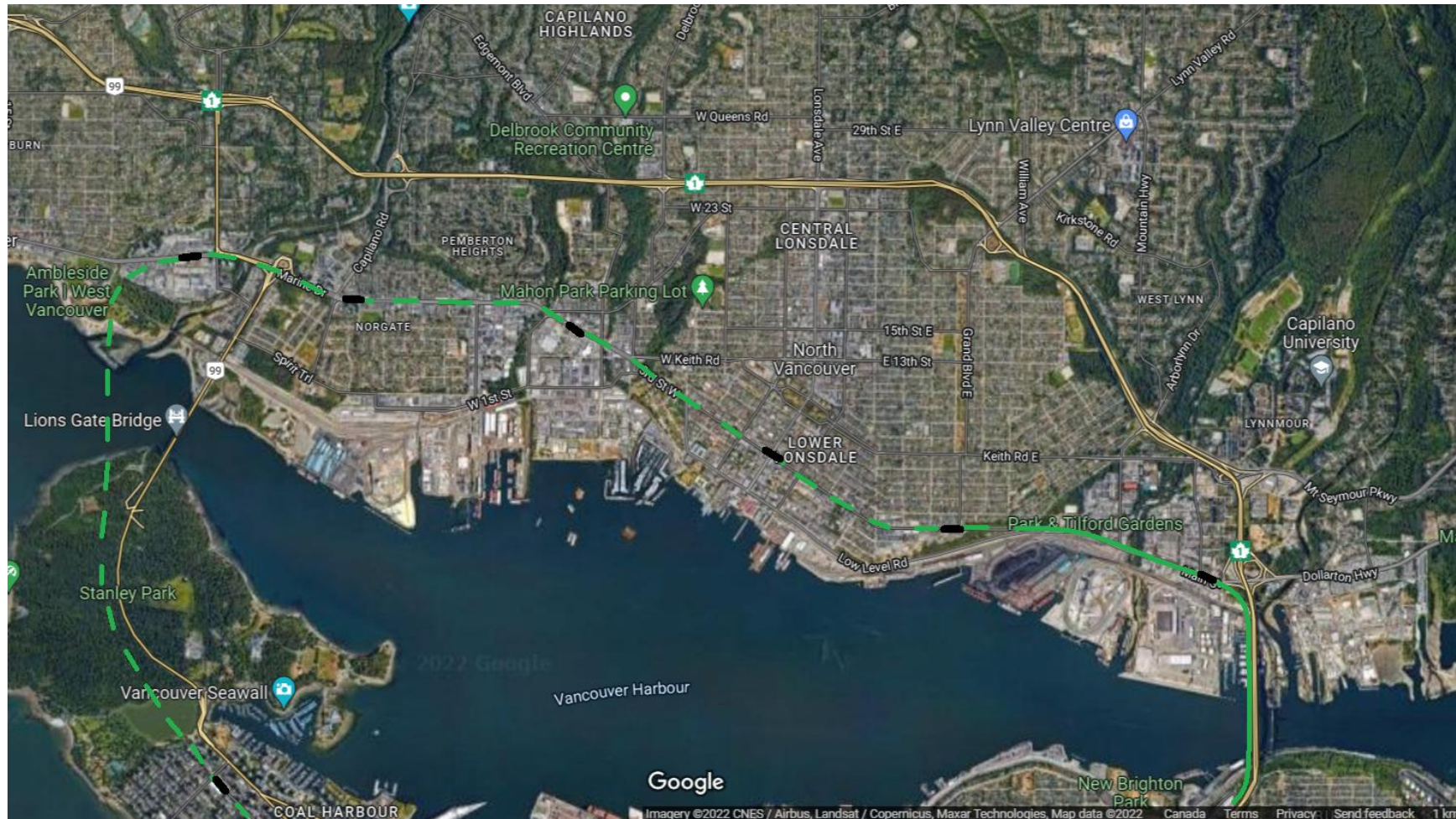
Note: The average speed is calculated using the distance of the line and the time it takes to travel that distance including the station stops.

Travel Times

- **Park Royal to Phibbs** would be around **12** minutes for Skytrain and around **22** minutes for an at grade LRT.
- **Park Royal to Metrotown** would be around **27** minutes for Skytrain and around **50** minutes for an at grade LRT.
- **Surrey Central to White Rock Centre** would be around **27** minutes for Skytrain and around **50** minutes for an at grade LRT.

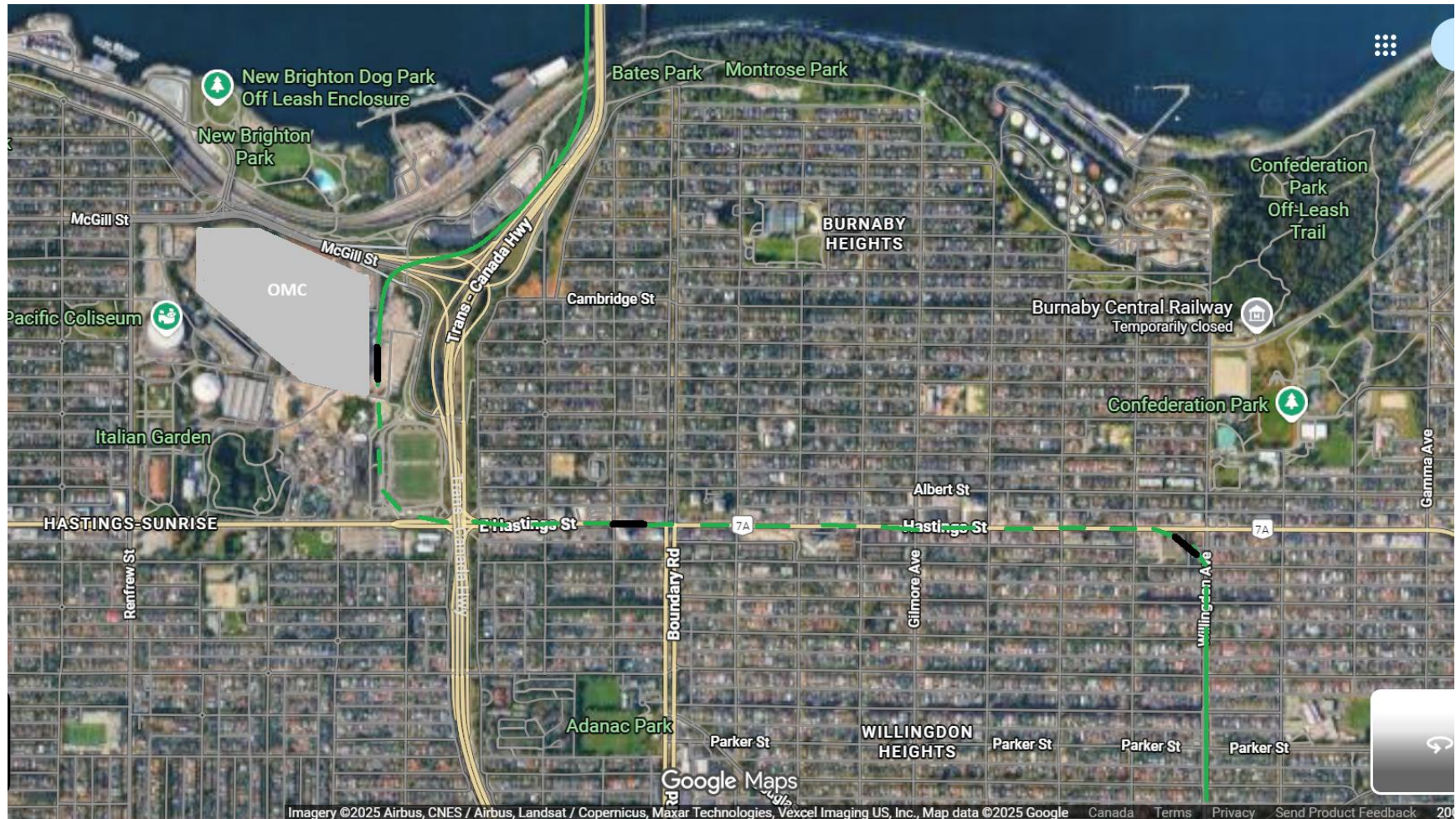
North Shore

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



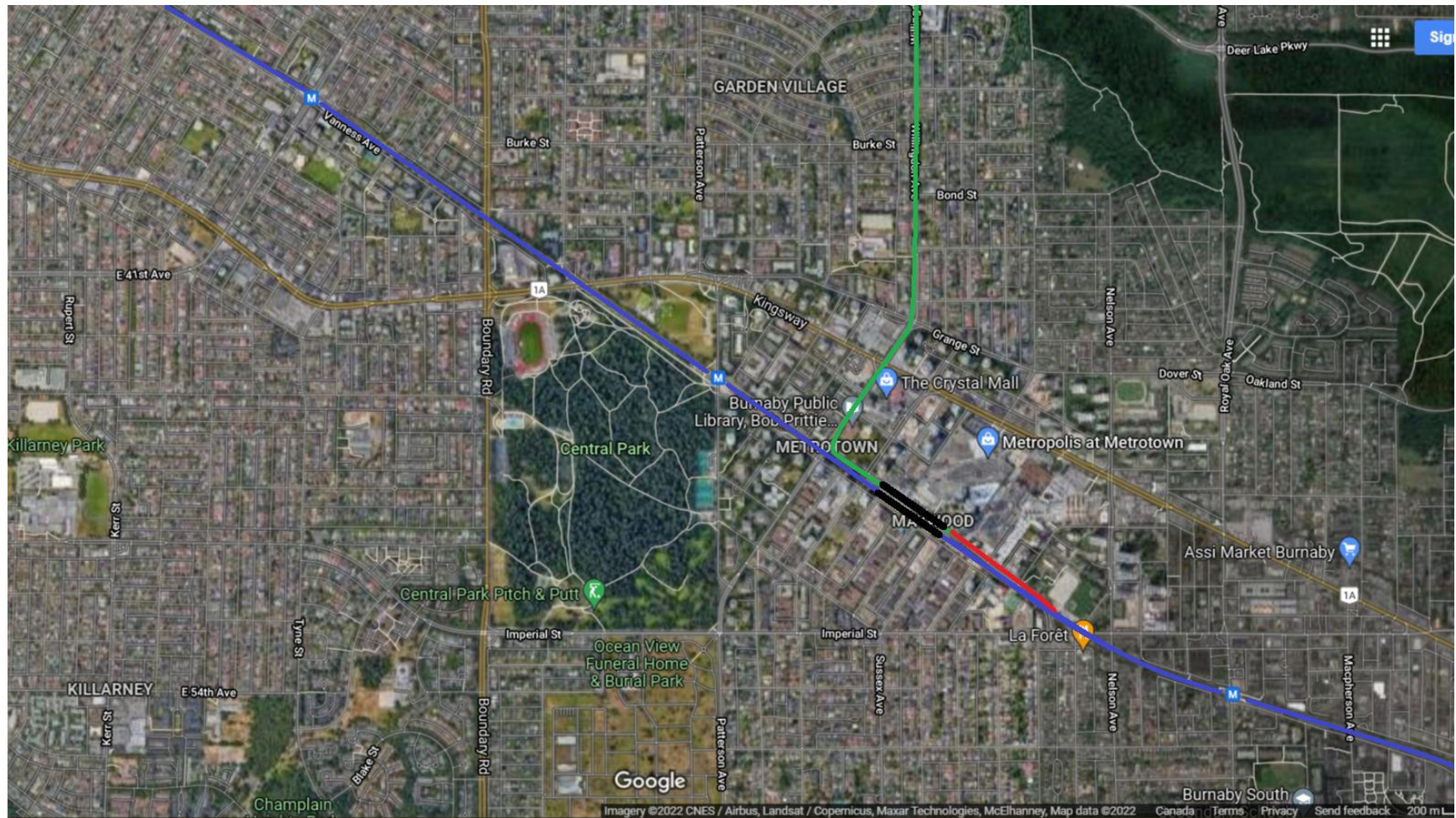
Burnaby

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

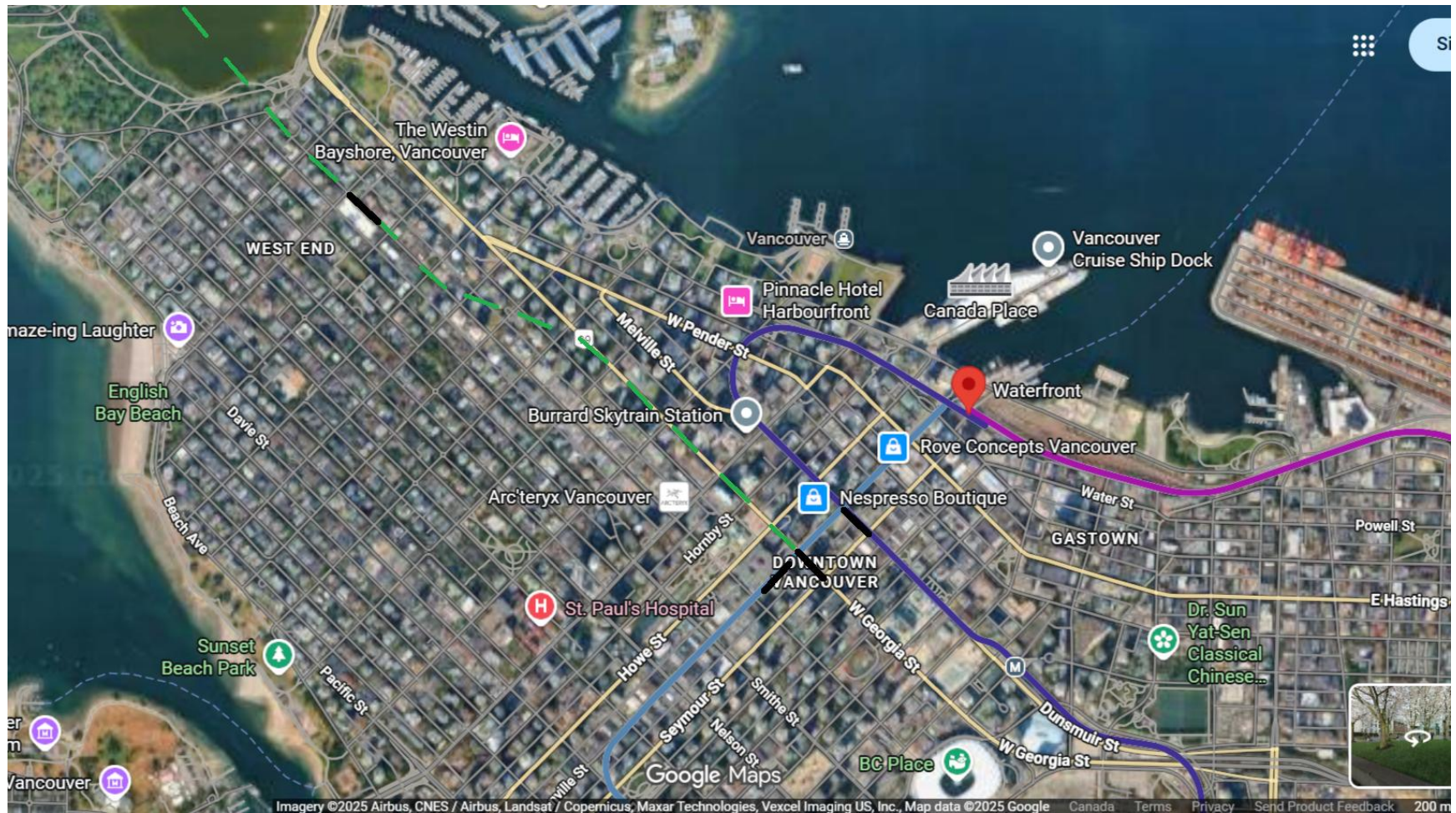


Metrotown

- A maintenance link between the Expo Line and the North Shore Line.

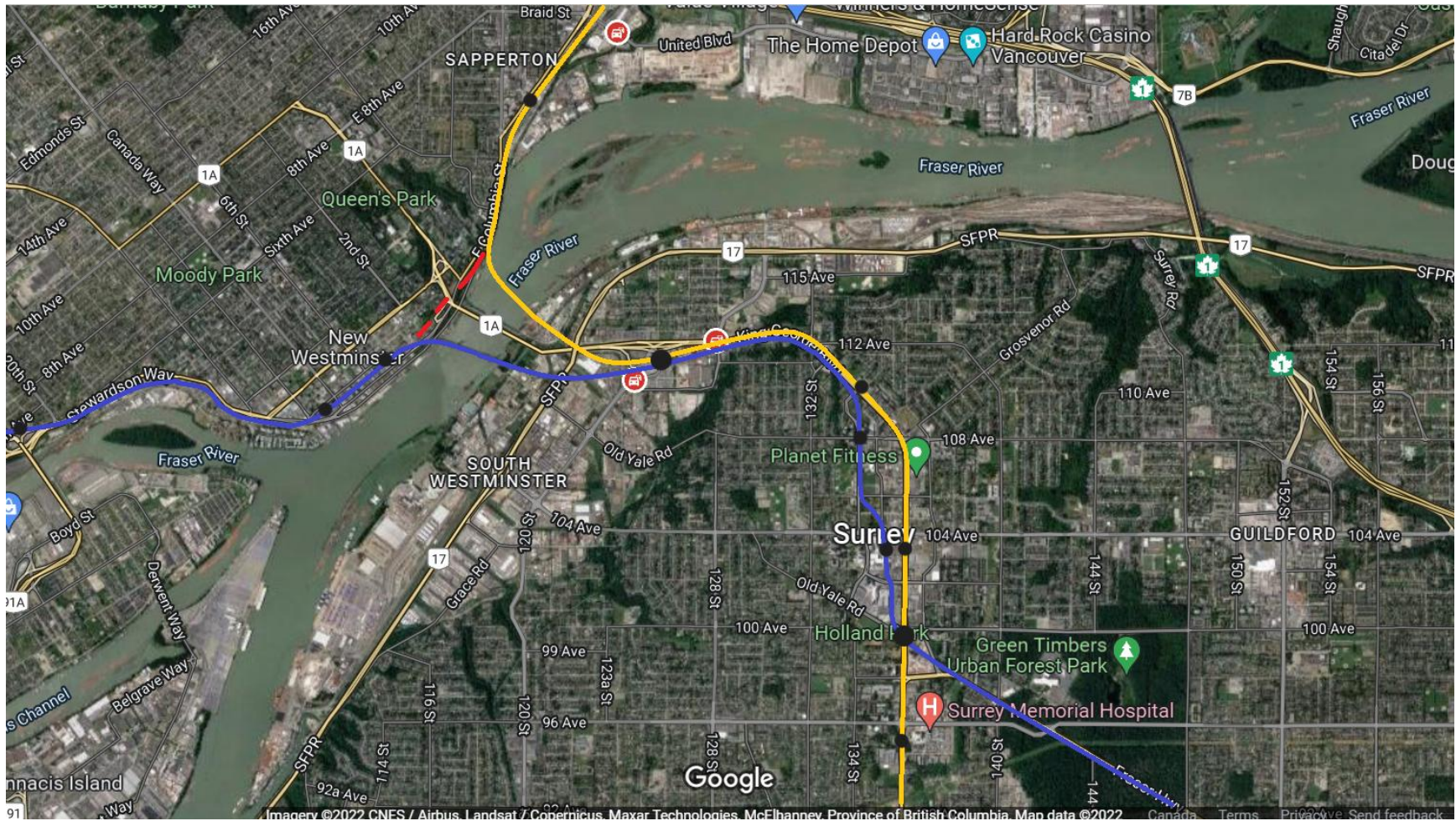


Downtown Vancouver



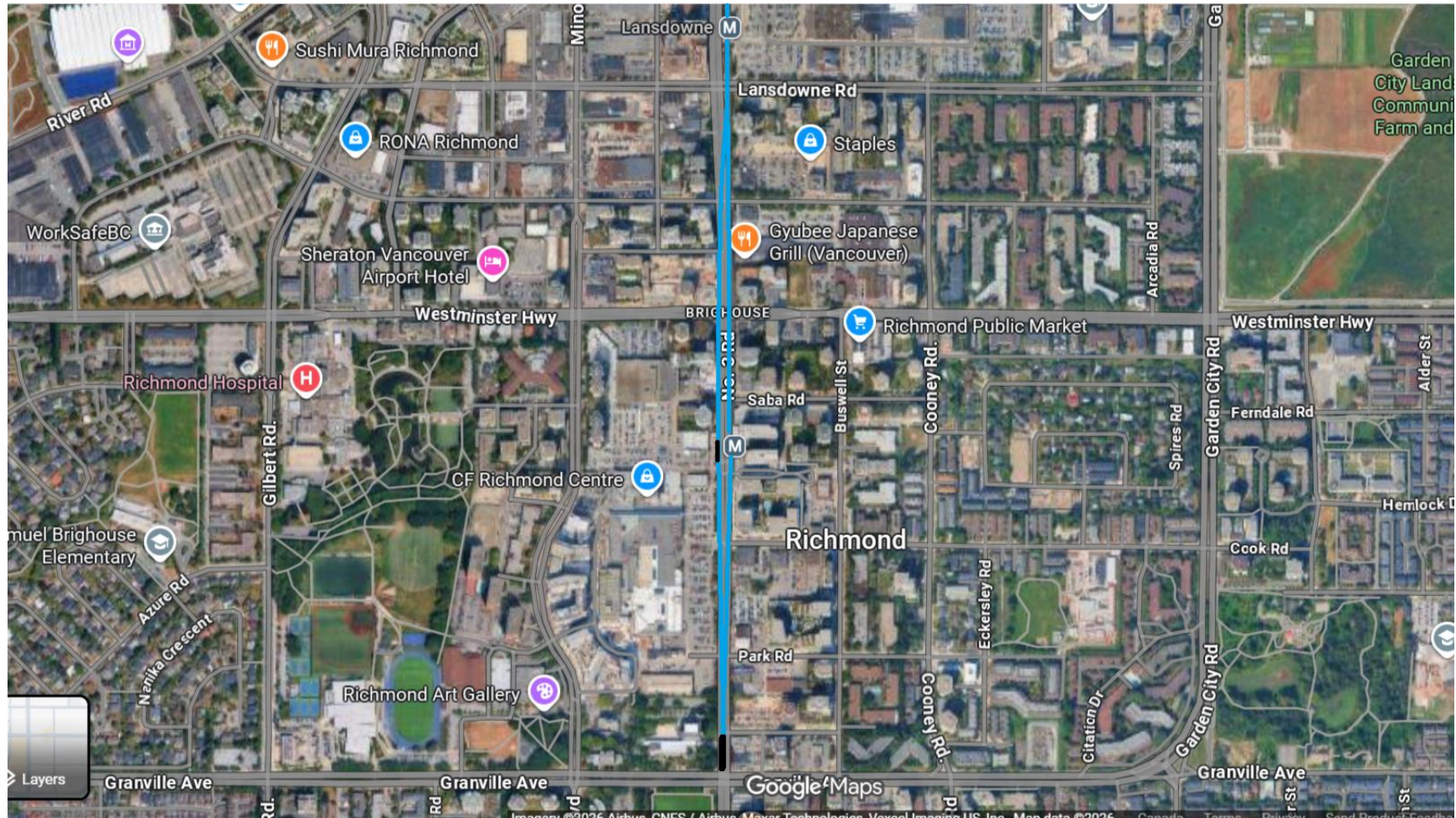
Millennium Line Reconfiguration

- 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 City Centre

- The line along No. 3 Rd would be upgraded to double track with an additional station at Granville Ave with a centre platform.



Disclaimer

The author is not a professional planner or consultant. The options are an idea for Skytrain in Metro Vancouver.