TRANSIT OPERATIONS SUPPLEMENT

One-Way Network and Rail Grade-Separation Concept

Port Coquitlam Station Transit Integration and Service-Capacity Screening

PURPOSE OF THIS SUPPLEMENT

Tests how the proposed downtown one-way network, station-side rail overpass and bus-priority treatments could integrate with existing service. It is a planning supplement prepared for PoCo Forward, not a TransLink service plan or professional engineering design.

Executive Summary

Transit is already a major user of the Wilson/Shaughnessy corridor. TransLink's 2023 Bus Speed and Reliability work, using 2021 operating data, identified routes 159, 160, 173 and 174 as the primary corridor services and reported a published maximum of 35 buses per peak hour in one direction. [2] Current September 2026 timetables confirm that these routes still interact with the proposed one-way network, but not in the same way. [3]

- Use the existing southbound Shaughnessy-to-Wilson path as the principal inbound route to Port Coquitlam Station where it remains direct, with queue-jump and signal priority where warranted.
- Test the new overpass as the principal outbound/northbound path for 160, 173 and 174, and for the Coquitlam-Central-bound direction of 159, because those movements conflict with the proposed north-of-Wilson one-way operation. [3]
- Keep 170 and 175 largely on their current south/east or south-of-rail patterns rather than forcing them onto the new crossing. Route 188 uses Shaughnessy only south of Wilson, not the rail underpass; its outbound station movement requires a south/east adjustment if Wilson becomes eastbound. [3]
- Test a three-lane one-way bridge option with two general-purpose lanes plus one flexible bus/HOV/shared priority lane, and test a compatible priority lane through the downtown one-way pair.
- Explore, but do not promise, a fare-free counterclockwise downtown circulator using the new loop. A pilot would need a separate operating and fare arrangement.

BOTTOM LINE

The roadway concept can create faster, more reliable paths and physical capacity for additional service. It does not itself create buses, operators, route authority or operating funding. Those remain TransLink and funding-partner decisions.

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1. Route-by-Route Operating Screen

The route plan must follow passenger destinations and actual timetable geometry, not the bridge. The table below describes the proposed treatment in plain language rather than presenting a conceptual route map. Route 170 is included because it serves the station area but is fundamentally a south/east route and is not an overpass candidate by default. Route 188 does use Shaughnessy today, but only south of Wilson Avenue, so it is not an existing Shaughnessy-underpass route. [3]

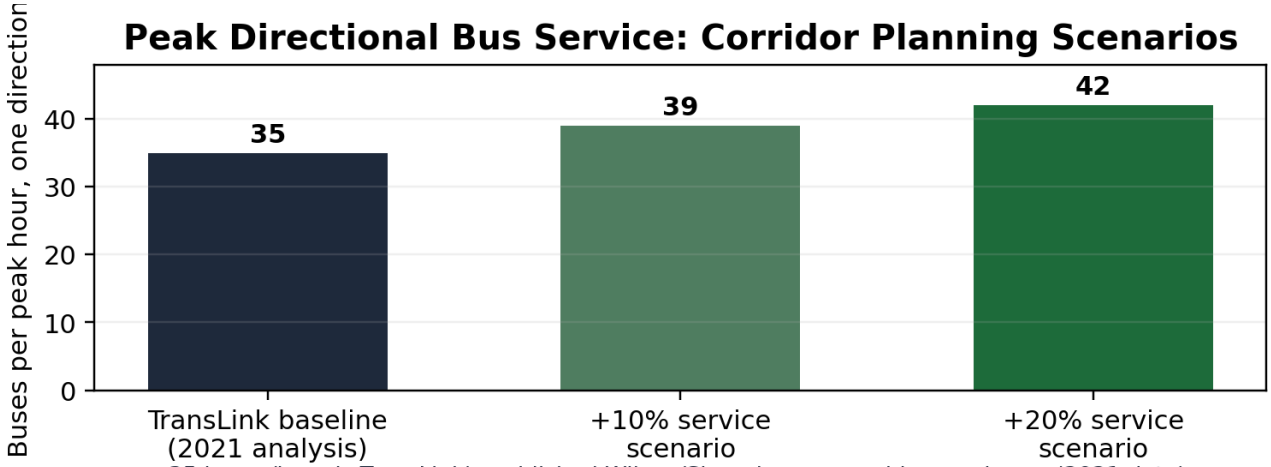
Route	Current role	Relevant downtown pattern	Concept treatment
159	Braid / Coquitlam Central	Direction-dependent. Coquitlam-Central-bound trips use Wilson -> Shaughnessy -> Lougheed after the PoCo area; reverse-direction trips use Shaughnessy -> Wilson, with some trips serving PoCo Station.	Strong overpass candidate outbound; inbound can stay Shaughnessy → Wilson → station or Shaughnessy → Wilson → Mary Hill.
160	Kootenay Loop / PoCo Station	Outbound from PoCo Station uses Wilson -> Shaughnessy -> Lougheed.	Strong overpass candidate outbound; inbound can stay Shaughnessy → Wilson → station.
173	Cedar / Coquitlam Central	Outbound uses Wilson -> Shaughnessy -> Lions Way / station-mall roadways -> Oxford Connector; inbound returns via Lions Way -> Shaughnessy -> Wilson.	Strong overpass candidate outbound, reconnecting near Lions Way/Oxford; inbound keeps paired southbound path.
174	Rocklin / Coquitlam Central	Outbound uses Wilson -> Shaughnessy -> David -> Oxford; inbound returns via David -> Shaughnessy -> Wilson.	Also materially affected; test overpass outbound, then reconnect toward Shaughnessy/David.
170	Port Coquitlam South	Primarily south/east of station via Wilson, Reeve/Shaughnessy, Pitt River and Mary Hill.	Generally preserve the south/east routing. Keep it south of the rail yard unless modelling identifies a specific travel-time or reliability benefit from another path.
175	Meridian / Coquitlam Central	Uses Westwood/Kingsway/Maple/Bury/Wilson and station/Kingsway/Broadway; does not depend on the Shaughnessy underpass.	Largely preserve existing routing; review station/Wilson interface only.
188	Coast Meridian	Inbound uses Pitt River Rd -> Shaughnessy -> Wilson -> station; outbound reverses that segment. Shaughnessy use is south of Wilson.	Do not treat as a bridge route by default. Inbound fits eastbound Wilson; outbound needs a south/east station egress if westbound Wilson is removed.

IMPORTANT CONCESSION

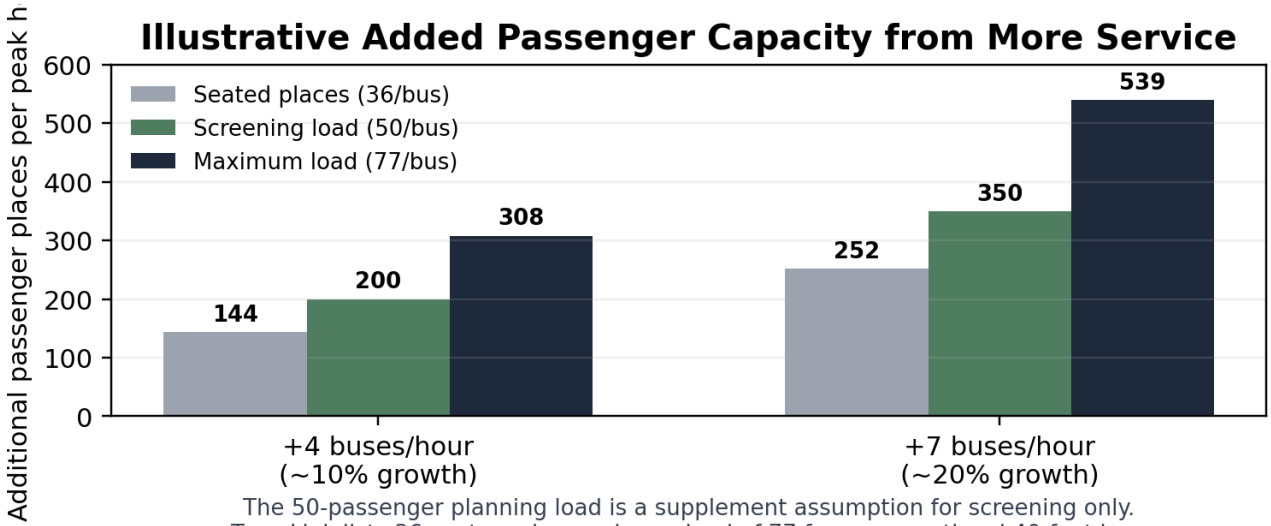
The overpass is not the answer for every route. Route 175 is a clear example of service that can remain largely unchanged, and 188 is a south/east station-access issue rather than a rail-overpass route. Final routing should be selected on measured travel time, reliability, transfers and passenger destinations.

2. Service Capacity - What the Roadway Can Realistically Enable

A roadway project creates operating capacity; it does not automatically create transit service. TransLink controls route design, fleet, frequency and service hours. The scenarios below test whether the corridor could accommodate modest future growth; they are not service commitments. [2][7]



35 buses/hour is TransLink's published Wilson/Shaughnessy corridor maximum (2021 data). 39 and 42 are screening scenarios, not service commitments.



The 50-passenger planning load is a supplement assumption for screening only. TransLink lists 36 seats and a maximum load of 77 for a conventional 40-foot bus.

Screening interpretation: the 35-bus/hour baseline comes from TransLink's 2021 corridor analysis, not a 2026 count. A +10% test case is about 39 buses/hour and +20% about 42. At the supplement's illustrative 50-passenger planning load, that corresponds to roughly 200 and 350 additional passenger places per peak hour, respectively. Current AVL/APC data must replace the historical baseline during feasibility. [2][6][7]

CAPACITY IS NOT A FORECAST

The physical roadway may be able to accommodate more buses, but actual service growth depends on ridership, fleet availability, operator hours, station-bay capacity and TransLink service planning.

3. Bus Priority Operating Concept and Funding Pathways

3.1 Directional transit pair

- Inbound / southbound: preserve Shaughnessy -> Wilson -> Port Coquitlam Station where direct, with queue-jump or early-release priority at northern control points.
- Outbound / northbound: test 160, 173 and 174 on the new overpass; test the Coquitlam-Central-bound 159 movement there as well. [3]
- Bridge cross-section: compare two lanes with a three-lane option consisting of two general-purpose lanes plus one flexible bus/HOV/shared priority lane.
- Downtown core: test a bus-priority/HOV/shared lane on part of the one-way Wilson/Shaughnessy pair, especially where bus delay is highest. Port Coquitlam's MTP already identifies bus-lane and queue-jump opportunities on these corridors. [4]

3.2 Funding and procurement screen

Funding should be packaged by component. A program that can fund a queue-jump or signal system may not fund the general-purpose portion of a bridge, so no outside contribution should be treated as guaranteed.

Program / partner	Potential fit	Constraint / caution
TransLink BSR 2026	Studies, pilots, queue jumps, transit approach lanes, signals and other capital bus-priority measures. High-priority projects may receive up to 100% TransLink funding. [8]	Does not mean the whole bridge is 100% eligible; ordinary added roadway capacity is generally outside BSR unless it serves a specific transit-priority function.
TransLink Local Government programs	MRN road/structure, BSR, walking-to-transit and cycling programs; nearly $174M allocated region-wide in 2026. [9]	Eligibility depends on final scope, network designation and competitive/program rules.
Canada Public Transit Fund - Baseline	TransLink allocation of more than $663M over 10 years from 2026 for eligible transit/active-transportation infrastructure. [10]	Regional TransLink envelope, not a direct municipal cheque.
CPTF Metro-Region Agreement	Up to $1.529B over 10 years for Metro Vancouver, including major transit investments. [11]	Project must earn inclusion through the regional business case and applicable funding agreement.
Province of B.C.	Negotiated regional/TransLink capital and operating partnership; Province provided $312M operating support to the 2025 Investment Plan. [12]	Evidence of partnership capacity, not project-specific funding.

PROCUREMENT RULE

Settle the operating concept, CPKC interface, route treatment and funding responsibilities before tendering the bridge. Funding eligibility should shape how scopes are packaged, not force an inferior transportation design.

4. Explored Fare-Free Downtown Loop

The counterclockwise one-way network creates a simple potential circulator: Port Coquitlam Station -> proposed overpass -> Lions Way/Shaughnessy -> downtown -> Wilson Avenue -> Port Coquitlam Station. It could support short downtown trips, station transfers and access to civic/commercial destinations. It is an explored pilot option, not a promised TransLink route.

Screening fleet	One or two vehicles. Two conventional buses are used only as an upper screening case.
Illustrative headway	About 12-15 minutes if the measured loop cycle permits it; otherwise a lower-frequency/community-shuttle pilot.
Capacity screen	At four to five buses/hour past a point and a 50-passenger planning load: roughly 200-250 passenger places/hour in the loop direction.
Operating-cost screen	Two buses x 10 service hours/day = 7,300 annual bus-hours. TransLink's Transport 2050 high-level estimate used about $110/local-bus service hour in 2022 dollars, or about $803,000/year before 2026 escalation, fleet/fare treatment and other costs. [14]

Port Coquitlam and TransLink have used temporary complimentary shuttles for special events, including a free hourly shuttle between Coquitlam Central and the Port Coquitlam Community Centre in March 2025. That is evidence that a temporary free shuttle can be operated locally, not evidence that permanent daily service is funded. [13]

5. Reliability Target and Concessions

TransLink's bus-priority reporting indicates that completed measures can reduce travel time materially, but best-case results should not be assumed. A reasonable feasibility target is a 5%-15% reduction in bus travel time through the affected downtown segment, validated using current AVL data and microsimulation. [5]

Concession / risk	What it means
Shared priority can fail	If the priority lane queues like ordinary traffic, buses gain little. Signal priority and enforcement matter.
Bridge can add distance	Routes should stay on existing streets if the overpass does not produce a measured reliability benefit.
Service hours are not municipal	A faster route may save cycle time, but only TransLink determines whether savings become added frequency, recovery time or lower operating cost.
Free loop has recurring cost	Capital grants do not automatically fund daily service hours or fare subsidy.
Station can remain the bottleneck	Bus-bay occupancy, loading, turning radii and future fleet requirements must be checked.

6. Recommended Feasibility Work and Performance Measures

- Obtain current 2026 AVL and passenger-count data for 159, 160, 170, 173, 174, 175 and 188 in the station/Wilson/Shaughnessy area.
- Model the existing network, surface one-way option, one-way + two-lane overpass, and one-way + three-lane/flexible-priority overpass.
- Test current service plus +10% and +20% peak-frequency scenarios as capacity tests, not service promises.
- Measure median and 95th-percentile bus travel time, on-time performance, queue delay, bay occupancy, person throughput, missed transfers and general-traffic spillback.
- Test the optional fare-free loop separately: one- and two-vehicle cases, measured cycle time, 12-30 minute headways, annual service hours, fare treatment, transfer value and ridership.
- Coordinate route decisions with West Coast Express transfer windows, CPKC constraints, station operations and future bus-fleet geometry.

WHAT SUCCESS LOOKS LIKE

A successful transit design would provide a clear outbound path across the rail yard, preserve direct inbound station access, improve reliability, accommodate modest service growth without creating a mandatory bus-only road, and leave TransLink flexibility to adjust routes. A successful optional downtown circulator would also demonstrate useful local ridership at a recurring operating cost that partners can sustain.

Sources and References

[1] PoCo Forward, One-Way Network and Rail Grade-Separation Concept, Sept. 2026. *Parent policy concept.*
[2] TransLink, 2023 Bus Speed and Reliability Report - Part 3: Planning and Delivering Projects. Source
[3] TransLink, Coquitlam / Port Coquitlam / Port Moody public timetable, effective Sept. 7, 2026. Source
[4] City of Port Coquitlam, Master Transportation Plan, Nov. 2024. Source
[5] TransLink, Bus Speed and Reliability program / recent project performance reporting. Source
[6] TransLink, Charter Bus Services - conventional bus capacity guidance. Source
[7] TransLink, service increases led to fewer pass-ups, June 24, 2026. Source
[8] TransLink, 2026 Bus Speed & Reliability Funding Program Guidelines. Source
[9] TransLink, 2026 Local Government Funding Programs. Source
[10] Government of Canada, CPTF Baseline Funding for TransLink: $663.67M over 10 years from 2026. Source
[11] Government of Canada, CPTF Metro-Region Agreement: $1.529B for Metro Vancouver over 10 years. Source
[12] Province of B.C., April 10, 2025: $312M operating contribution to TransLink 2025 Investment Plan. Source
[13] City of Port Coquitlam, March 2025: temporary free shuttle between Coquitlam Central and PoCo Community Centre. Source
[14] TransLink, Transport 2050 10-Year Priorities High-Level Cost Estimates (2022-dollar local-bus service-hour screen). Source

Technical disclaimer. This supplement is a campaign policy and screening document prepared for PoCo Forward. It is not a TransLink service plan, traffic model, professional engineering design, ridership forecast or funding commitment. All route changes, fares, frequencies, fleet assignments, bridge geometry, signal timing, capacity estimates and funding assumptions require validation by TransLink, the City of Port Coquitlam, CPKC, funding partners and qualified transportation professionals.