

# AGENDA

## *COUNCIL WORKSHOP*

**Tuesday, November 14, 2017**

**5:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER  
DISTRICT

[www.dnv.org](http://www.dnv.org)

THIS PAGE LEFT BLANK INTENTIONALLY

## COUNCIL WORKSHOP

5:00 p.m.  
Tuesday, November 14, 2017  
Committee Room, Municipal Hall,  
355 West Queens Road, North Vancouver

### AGENDA

#### 1. ADOPTION OF THE AGENDA

##### 1.1. November 14, 2017 Council Workshop Agenda

*Recommendation:*

THAT the agenda for the November 14, 2017 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

#### 2. ADOPTION OF MINUTES

#### 3. REPORTS FROM COUNCIL OR STAFF

##### 3.1. Sportsfield Program – Inter River Park, Argyle School & Kirkstone Park p. 7-12 File No. 12.5810.01/000.000

Attachments to the report are missing and will be circulated by agenda addendum.

*Recommendation:*

THAT staff is directed to proceed with one artificial turf field plus warm-up area in Inter River Park;

AND THAT staff is directed to continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School;

AND THAT the program to convert gravel all-weather fields to artificial turf field surfaces, where feasible, is supported.

##### 3.2. Mobility Pricing Independent Commission p. 13-24 File No. 16.8620.01/018.000

*Recommendation:*

THAT the November 7, 2017 report of the Transportation Planner entitled Mobility Pricing Independent Commission is received for information.

#### 4. PUBLIC INPUT

(maximum of ten minutes total)

**5. ADJOURNMENT**

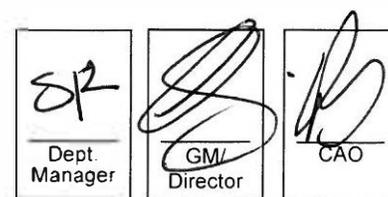
*Recommendation:*

THAT the November 14, 2017 Council Workshop is adjourned.

## REPORTS

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input type="checkbox"/> Council Workshop	Date: _____
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

November 3, 2017

**AUTHOR:** Douglas Rose, Section Manager Park Planning, Design & Development

**SUBJECT:** Sportsfield Program- Inter River Park, Argyle School & Kirkstone Park

### RECOMMENDATION:

THAT Council direct staff:

1. to proceed with one artificial turf field plus warm-up area in Inter River Park (Option A),
2. to continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School,
3. and to support the program to convert an additional gravel all-weather field to an artificial turf field,

### REASON FOR REPORT:

#### Introduction

To update Council on the feasibility study, public consultation, and conceptual design options completed as part of the Inter River Park South Sports Field Study, specifically Option D which includes two lit tournament sized ATF fields and associated site improvements. The study included development of four options for construction of a new lit synthetic field facility including associated parking, an access road, pathways, potential new fieldhouse, environmental remediation and related infrastructure work. Assessment of the geotechnical, environmental, park forest, transportation, existing park amenity and neighbourhood impacts of the proposed facility were also a key part of the study.

To update Council on the Kirkstone ATF conversion project and the status of the Argyle School ATF Partnership with School District 44.

#### Inter River Park Background

The intent of the Inter River Park study was to prepare conceptual design options for the provision of increasing the sports field inventory in the District and to build two new fields to support a tournament centre.

The study area is located in the southern portion of Inter River Park, with the potential location for one or more lit synthetic turf fields being the existing grass field (field #1) and the forested areas to the immediate south and east. Traffic, environmental and tree assessment investigations

extended beyond the immediate potential sports field areas, with the respective study boundaries based on overall impact to the surrounding area and proposed project.

As part of the initial public consultation process in 2016, three design options were explored including:

**Option A** - One single lit synthetic field with practice area within the existing grass field/ municipal solid waste landfill footprint.

**Option B** - Two side by side lit synthetic fields.

**Option C** - Renovation of the existing grass field.

After consideration of the technical implications, lifecycle costs, settlement induced maintenance risks, outcomes of the first public information session, stakeholder feedback and Council Workshop (October 2016), staff were asked to investigate an alternate to the two lit synthetic field option ( Option B) in further detail. Through this process, Option D was developed.

**Option D** combines all the features of Option A (one lit synthetic field plus practice area) with the addition of a second lit synthetic field located in the forested area to the south-east of the existing field.

Due to costs, geotechnical challenges and impacts on existing subsurface infrastructure, Option B is no longer being considered. Option C (grass field) is also no longer being considered.

## **Discussion**

Some of the key features, advantages and disadvantages of Option D include:

### **Pros:**

- Additional field inventory and increased opportunity for larger tournaments is provided with two lit synthetic fields enabling evening use.
- Option D has several advantages over Option B (two side by side lit synthetic fields) including minimization of differential settlement, reduced construction cost, reduced impacts to underground services and no requirement to relocate the internal access road.
- Construction could be staged allowing the preloading of Field 1 to proceed, followed by construction of Field 2 later (or vice versa). In addition, either field could be constructed independently of the other, or a second field could be deferred indefinitely if funding is unavailable or demand for a second field at Inter River Park is reduced.

### **Cons:**

- There will be environmental, health, visual and habitat impacts arising from Option D, which is located within the forested area, resulting in the removal of approximately 130 trees, and the requirement for 1025 replacement trees.
- Field lights, increased traffic and noise would be a concern for nearby residents.
- The cost for environmental restoration to the park is estimated as 1.2 million dollars, in addition to field costs.

### **Site Programming Opportunities**

The addition of two lit synthetic fields is anticipated to increase opportunities to accommodate a variety of field sports, including soccer, field hockey, football and baseball. It is anticipated that two fields could accommodate between 7,000 and 8,000 hours of annual play.

### **Park Access and Transportation Impacts**

The existing access to the park off Premier Street is proposed to be permanently closed with a cul-de-sac to provide turnaround opportunities. It is estimated that the field development will generate 58 new vehicle trips during the weekend peak hour, with 28 vehicles entering and 30 vehicles exiting. Parking demand in the southern portion of the park is estimated to be 162 vehicles for the two field option and 112 vehicles for a one field option. New parking will be provided, including bus parking, to meet the parking demand. Based on the traffic analysis conducted, the two study intersections are expected to operate at acceptable levels during the weekend peak periods.

### **Inter River Park Public Consultation**

Community and stakeholder consultation was carried out during key stages of the project, and includes the following:

- Sportsfield User Group Meeting – October 2015
- NV Community Sport Council Presentation – November 2015
- Presentation #1: DNV Parks and Natural Environment Advisory Committee – January 2016
- Council Workshop #1 – January 2016
- Sportsfield User Group Meeting – July 2016
- Public Information Session #1 was held on August 31, 2016 to present and gather feedback on three preliminary options - one synthetic turf field and warm-up area (Option A), two side by side synthetic turf fields (Option B), and one natural grass field (Option C). Online consultation period August 31-Sept 14, 2016
- Presentation #2: DNV Parks and Natural Environment Advisory Committee – September 2016
- NV Community Sport Council Presentation – September 2016
- Council Workshop #2 was held on October 24, 2016 to present the findings of the feasibility study and public outreach concerning Options A, B and C to Council. Council directed staff to start planning to implement the single turf field option (Option A), and to continue to pursue other options for creating a second synthetic turf field adjacent to the proposed synthetic field at Inter River Park.
- Council Workshop #3 was held on February 6, 2017 to update Council on the District's long-term sports field program and funding strategy.
- Public Information Session #2 was held on June 21, 2017 to present Option D and gather feedback from residents. Online consultation period June 21 to July 12, 2017

### **Public Information Session #2 (Key themes from public feedback)**

The majority of respondents for public information session #2 were from the broader community, whereas the first information session (August 2016) was mostly attended by adjacent park

neighbours. For Option D, the key themes within comments from nearby residents were concerns related to the environment, forest removal, loss of passive park space, perceived negative health implications of synthetic turf, increased traffic and noise, and a preference for this project to be proposed in a different location. Key themes within comments from the broader community were generally in support of Option D as they consider it an opportunity to meet current and future field use demand and host larger tournaments which they feel is lacking on the North Shore.

**Future Consultation to Include**

- Council Workshop #4 – November 2017
- Presentation #3: DNV Parks and Natural Environment Advisory Committee – November 2017
- NV Community Sport Council Presentation – November 2017

**Order of Magnitude Costs**

Preliminary cost estimates for the following options:

Option A – One Synthetic Field Plus Warm-up Area	\$6.2M
Option D – Two Separated Synthetic Fields	\$8.7M
– Environmental Compensation (Option D)	<u>\$1.3M</u>
Total	\$10.0M

**Kirkstone ATF Conversion & Argyle School ATF Status Update**

Kirkstone ATF Conversion is nearing completion with an estimated final development cost of \$1,250,000. The field is expected to be available for play by the end of the year. The Parks Department continues to collaborate on the design and partnership framework for a new ATF at Argyle School anticipated to be constructed in 2020. With the completion of these two fields, it is anticipated that an additional 5,800 hours of multi-use play would be available for community use. Fen Burdett in the City of North Vancouver is also anticipated to provide in the range of 3000 hrs of play.

**Sport Field Funding Strategies**

With limited funding available for capital improvements outside of town centres and field user registration relatively flat over the last five years, addressing the proposed change in current service levels as well as meeting the needs of future growth requires a creative approach. Recent research suggests that sport field subsidy levels, especially for adults, are relatively high in North Vancouver in comparison to national standards. Staff will continue to collaborate with sport groups to develop a user fee framework supporting up to 50% cost recovery for the overall program. Funding strategies noted in the table below include: grants, development charges and tax growth for population growth, new user fee rate structure, and sport user partnerships.

<b>Five Year Capital Plan</b>					
		Capital Cost m\$	Field Hours	DNV Share	Sport User Share
Option A	Inter River - Field 1	\$6.2	3,000	60% of costs \$5.8m	40% of costs \$3.9m
	Argyle Field	\$3.5	2,800		
		\$9.7	5,800		
Option D	Inter River - Field 1	\$6.2	4,000	60% of costs, \$8.1m	40% of costs \$5.4m
	Inter River - Field 2	\$3.8	4,000		
	Argyle Field	\$3.5	2,800		
		\$13.5	10,800		

**Cost shares**  
 DNV: 100% site prep and environmental and 50% fields  
 Sport User: 50% fields

**Funding**  
 DNV: Grants, DCC's, local area CAC's, utilities, tax growth  
 Sport User: user fees (e.g. 75% subsidy youth, 25% subsidy adult), capital contribution, other

**Timelines**

The sport field funding strategy anticipates a new user fee rate structure to be phased in over a 3 year period starting in the fall 2018. Once a user agreement is reached the Long Term Financial Plan can be updated to include construction costs for the option selected by Council.

The conversion of existing grass field #1 to an ATF field (Option A) is anticipated to commence in 2018 with the placement of sand pre-load material. A budget request has been submitted for the preload placement and associated on-going monitoring and site survey. The site will remain in a preload state for approximately two years until construction of the field could commence. The earliest the field would be available for play is anticipated to be 2020.

**Additional Option:**

THAT Council:

1. direct staff to proceed with two separated synthetic fields in Inter River Park (Option D),
2. continue to formalize a partnership with the School District 44 to develop an ATF at Argyle School,
3. and to support the program to convert an additional gravel all-weather field to an artificial turf field.

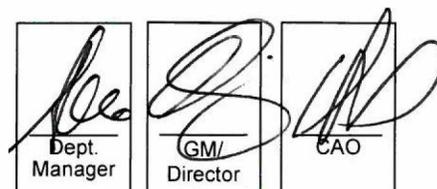
Respectfully submitted,

Attachments:

- Inter River Park South Sports Field Feasibility Study and Conceptual Design Report- Binnie, September 28, 2017
- Inter River Park South Sports Field Feasibility Study and Conceptual Design Report- Public Information Session #2- Binnie, September 28, 2017

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev.	_____	
<input type="checkbox"/> Development Services	_____	
<input type="checkbox"/> Utilities	_____	
<input type="checkbox"/> Engineering Operations	_____	
<input type="checkbox"/> Parks	_____	
<input type="checkbox"/> Environment	_____	
<input type="checkbox"/> Facilities	_____	
<input type="checkbox"/> Human Resources	_____	
<input type="checkbox"/> Clerk's Office	_____	
<input type="checkbox"/> Communications	_____	
<input checked="" type="checkbox"/> Finance	_____ <i>AW</i>	
<input type="checkbox"/> Fire Services	_____	
<input type="checkbox"/> ITS	_____	
<input type="checkbox"/> Solicitor	_____	
<input type="checkbox"/> GIS	_____	
<input type="checkbox"/> Real Estate	_____	
		External Agencies:
		<input type="checkbox"/> Library Board _____
		<input type="checkbox"/> NS Health _____
		<input type="checkbox"/> RCMP _____
		<input type="checkbox"/> NVRC _____
		<input type="checkbox"/> Museum & Arch. _____
		<input type="checkbox"/> Other: _____

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>November 14, 2017</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

November 7, 2017  
File: 16.8620.01/018.000

**AUTHOR:** Ingrid Weisenbach, Transportation Planning

**SUBJECT:** **Mobility Pricing Independent Commission**

### RECOMMENDATION:

THAT Staff recommend to Council:

THAT the November 7<sup>th</sup> Mobility Pricing Independent Commission report is received for information.

### REASON FOR REPORT:

This report provides context for the Mobility Pricing Independent Commission's (Independent Commission) exploration of the new approaches to reducing congestion.

### SUMMARY:

The Independent Commission has been established to undertake research, extensive consultation, and to ultimately make recommendations on a coordinated approach to pricing transportation in the Metro Vancouver region. The Independent Commission is the result of commitments outlined in the 10-Year Vision for Metro Vancouver Transportation to use mobility pricing in order to better reduce congestion, promote fairness, and support urgently needed investment in the transportation system. The Mayors' Council and the TransLink Board have launched the Independent Commission. The Independent Commission begins its research and public consultation work, which will result in a report delivered to the TransLink Board of Directors and the Mayors' Council in spring 2018.

### BACKGROUND:

Mobility pricing refers to the suite of fees and charges for using everyday transportation services. These include things like transit fares, bridge tolls, road usage charges, and fees for any other services involved in the movement of people and goods.

The Mobility Pricing Independent Commission is tasked with:

- making recommendations on ways to improve our current approach to pricing roads and bridges

- providing advice on how to better coordinate pricing of all transportation modes and services in the region

TransLink, the Mayors' Council on Regional Transportation, and the Province will consider the recommendations of the Mobility Pricing Independent Commission as key advice in deciding how to move forward with any changes to the way we price transportation in this region.

Appendix A is a summary document which provides identifies goals and objectives of the Independent Commission.

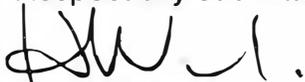
**EXISTING POLICY:**

Metro Vancouver residents are already paying for mobility in different ways, such as transit fares, gas taxes, parking charges, and taxi fares. Furthermore, with declining revenues from the gas tax, and the removal of tolls, the region needs other sources of revenue to ensure there is adequate funding to build and maintain transportation infrastructure. The Mayor's Council has identified mobility pricing as a component to fund the Mayor's 10 Year Vision.

**Conclusion:**

The Executive Director of the Independent Commission will provide an overview of the Independent Commission's work plan, goals and objectives to Council at the November 14<sup>th</sup> workshop.

Respectfully submitted,



Ingrid Weisenbach  
Transportation Planner

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev.	<input type="checkbox"/> Clerk's Office	External Agencies:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Communications	<input type="checkbox"/> Library Board
<input type="checkbox"/> Utilities	<input type="checkbox"/> Finance	<input type="checkbox"/> NS Health
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Fire Services	<input type="checkbox"/> RCMP
<input type="checkbox"/> Parks	<input type="checkbox"/> ITS	<input type="checkbox"/> NVRC
<input type="checkbox"/> Environment	<input type="checkbox"/> Solicitor	<input type="checkbox"/> Museum & Arch.
<input type="checkbox"/> Facilities	<input type="checkbox"/> GIS	<input type="checkbox"/> Other:
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Real Estate	



# IT'S TIME TO ADDRESS CONGESTION IN METRO VANCOUVER



*It's Time* is a research and public engagement project led by the Mobility Pricing Independent Commission to study how decongestion charging – a tool used in many cities around the world to combat congestion – could work here in Metro Vancouver. The project will also examine ways to promote fairness and support investment in the region's transportation infrastructure.

## Metro Vancouver residents are already paying for mobility in different ways...



such as transit fares, gas taxes, parking charges, and taxi fares. The current approach to pricing, however, is not helping to reduce traffic congestion, and previous approaches to road-use charging – where some bridges were tolled and not others – may have created an unfair burden on residents in certain areas of the region. Plus, with declining revenues from the fuel tax, and the removal of tolls, the region needs other sources of revenue to ensure there is adequate funding to build and maintain transportation infrastructure. *It's Time* for a new approach to mobility pricing.

The *It's Time* project will gather public feedback and undertake extensive research and analysis to inform a series of recommendations to be made by the Mobility Pricing Independent Commission in spring 2018. These recommendations – to the Mayors' Council and TransLink Board of Directors – will focus on three objectives:



**Reduce traffic congestion** on roads and bridges across the Metro Vancouver region, so people and goods can keep moving, and businesses can thrive



**Promote fairness** to address concerns around the previous approach to tolling some roads and bridges but not others, as well as providing affordable transportation choices



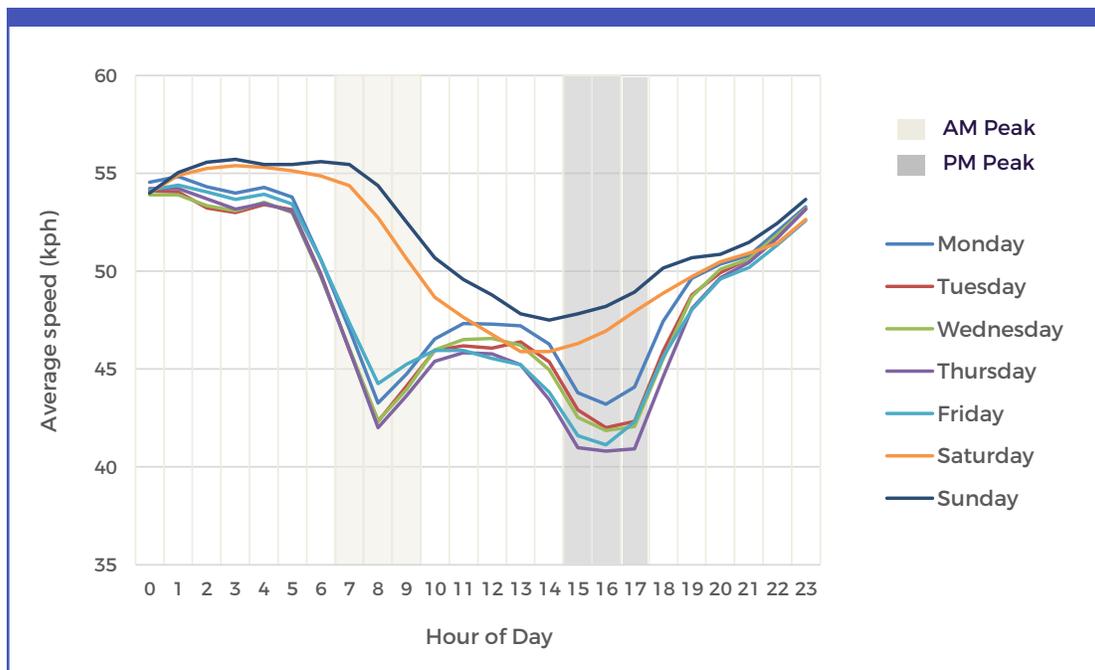
**Support transportation investment** to improve the current transportation system in Metro Vancouver for all users

# TRAFFIC TRENDS

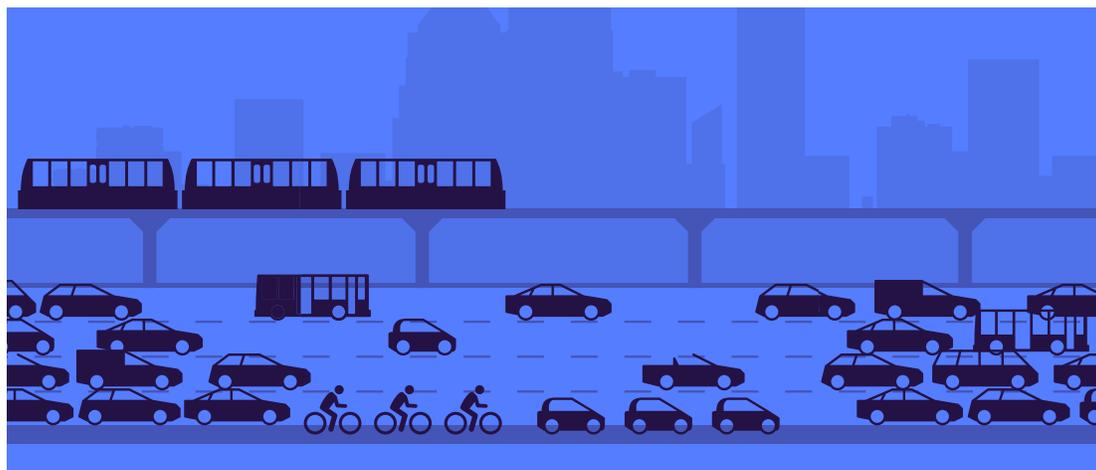
## When does congestion occur and how long does it last?

People who live in Metro Vancouver know all too well the frustration of getting around the region during rush hour. But what can we learn from taking a closer look at traffic data, and how can this help inform conversations about introducing decongestion charging as part of a new approach to mobility pricing?

*It's Time* research shows that congestion hot spots are spread across the region, and traffic tends to be worse in the afternoon rush compared to the morning rush. On average, vehicle speeds are lower during the evening rush hour than the morning rush hour, and the duration of these lower speeds is more prolonged than in the morning. This graph illustrates those peak periods for each day of the week. The difference between a Monday afternoon and other weekdays shows how a relatively small change in the number of vehicles on the road can have an impact on vehicle speeds.



Source: TransLink analysis of Google Maps API data (Fall, 2017)



## Traffic hot spots are occurring throughout the region.

The following list shows some of the region's worst congestion problems, in no particular order. It's also important to keep in mind that people are likely experiencing other congestion issues that are not included in this list.

- 1 Bridges and tunnels crossing the Fraser River
- 2 Bridges between Richmond, YVR and Vancouver
- 3 Major arterials in Vancouver and western parts of Burnaby
- 4 Urban centres – for example New Westminster, Metrotown, Surrey City Centre and Richmond City Centre
- 5 Various points across the North Shore
- 6 The northeast part of the region – for example Coquitlam, Port Coquitlam and Port Moody
- 7 Regional highways – for example Highway 1 and Highway 91
- 8 Metropolitan core of downtown Vancouver



A new public opinion survey shows that households in all parts of the region are losing time to congestion.



**89%**

are frustrated with traffic delays caused by high volumes.



**62%**

think it's a good idea to study ways to change mobility pricing in this region.



**80%**

are frustrated with the unpredictability of travel times.



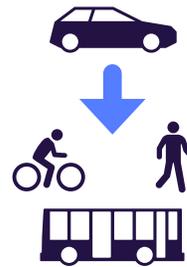
**60%**

of residents would like to know and be able to track how much they are spending on transportation.



**81%**

say transportation delays cause them lost time every week.



**46%**

would change the way they move around the region if a system was in place where drivers paid directly for road use.

Source: Ipsos survey, 1,002 Metro Vancouver residents, conducted September 12-19, 2017.



# OUR REGION

## Metro Vancouver's population has grown rapidly and is set to keep growing.

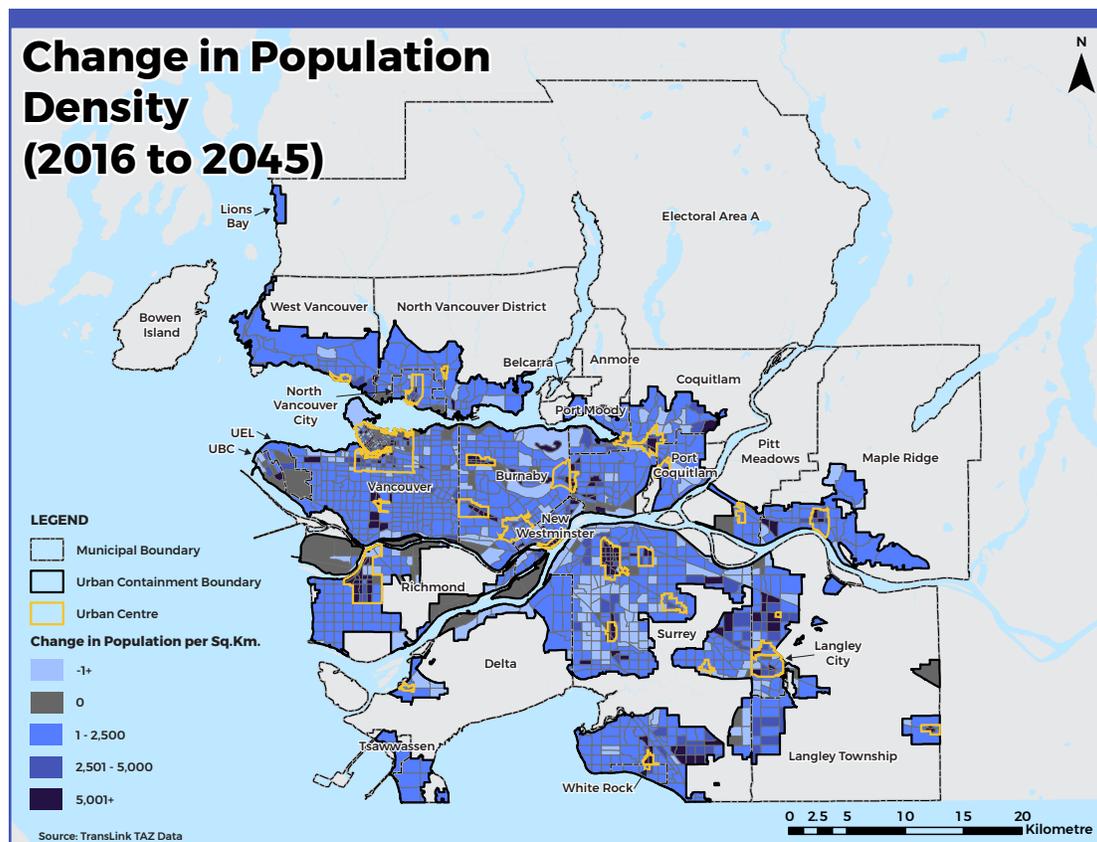
In 2016 there were approximately 2.5 million people living in Metro Vancouver. That's an increase of around half a million people since 2001. Forecasts for Metro Vancouver estimate the region's population will grow by more than 1 million new residents over the next 30 years. That's the equivalent of the population of the City of Edmonton - or to put it another way, one packed city bus every day from now until 2045.

## Multiple urban centres are shaping the region.

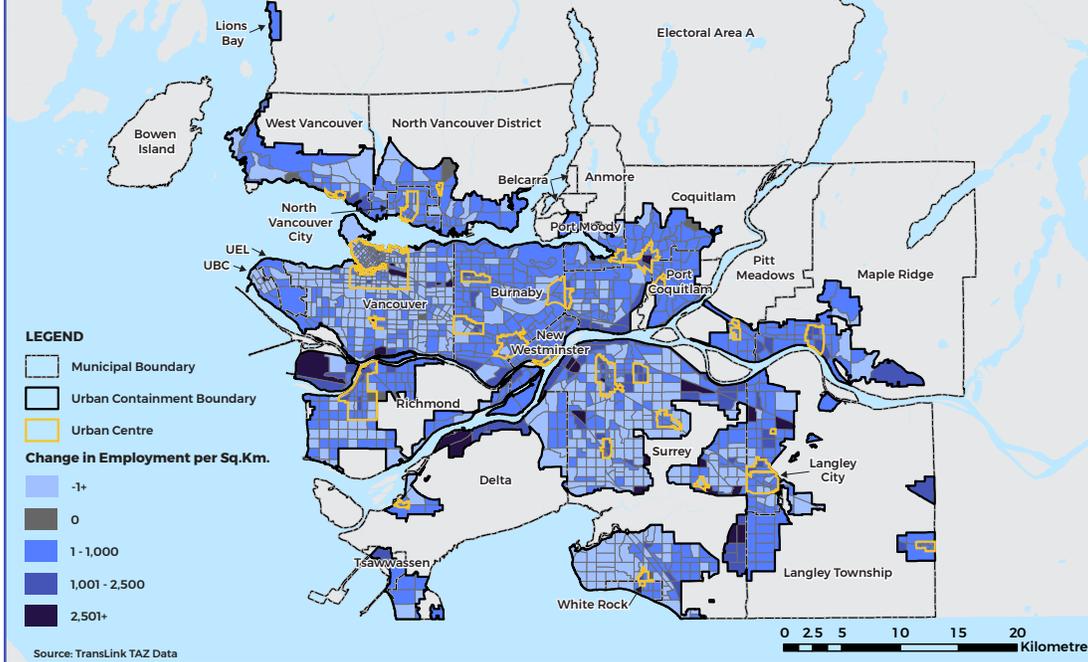
Urban centres are continuing to emerge and grow within Metro Vancouver. Although the City of Vancouver continues to grow in terms of population and employment, other areas such as Surrey, Burnaby and Richmond are absorbing more growth, creating multiple regional centres and a need for efficient linkages between them.

## Growth will be accommodated by increasing density.

These charts show how the growth in population and employment density will be distributed throughout the region by 2045:



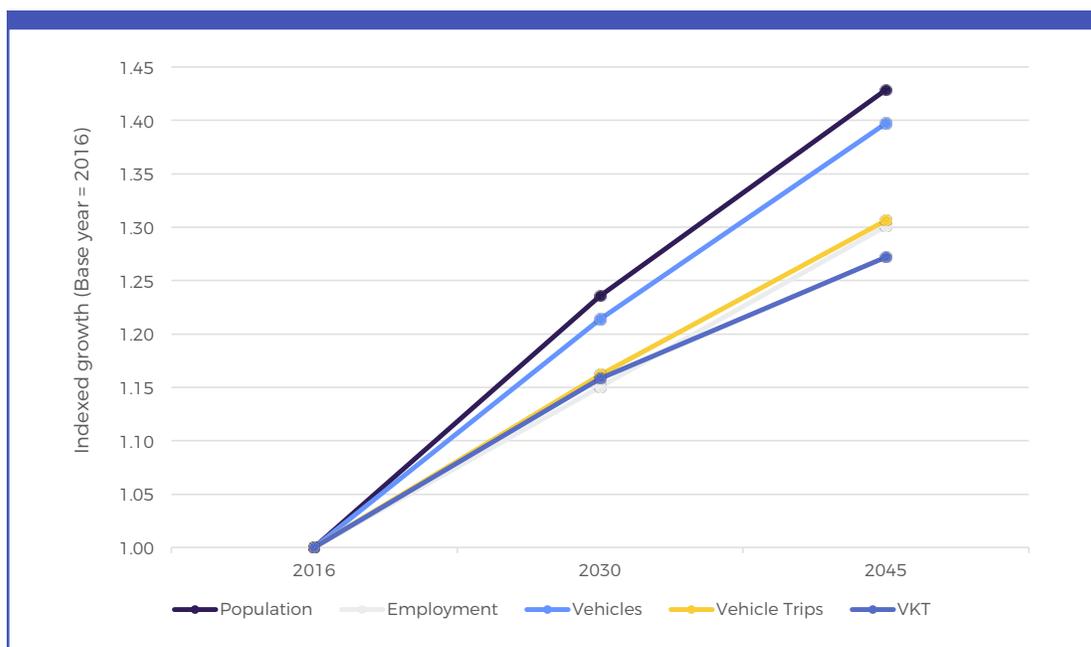
# Change in Employment Density (2016 to 2045)



## Density brings benefits and challenges

Increasing density enables people to live closer to jobs, schools and services. It also facilitates the exchange of ideas, goods and culture. But density also brings challenges, such as congestion and crowding on transportation systems due to high demand at certain times.

Here's how employment, the number of vehicles, vehicle trips, and vehicle kilometres traveled (VKT) are expected to grow alongside our population:



Source: Regional Transportation Model

# PLANNING FOR THE FUTURE

## Even with significant transportation investments, congestion could get worse over the next 30 years.

Metro Vancouver is expected to welcome a million more people and 400,000 new jobs over the next 30 years. Most of this will be in dense, mixed-use areas with good access to frequent transit. Significant investments are planned in new transit, including the Broadway extension of the Millennium Line, new light rail transit (LRT) in Surrey, new B-line bus services across the region, a new SeaBus and new SkyTrain cars, as well as ongoing reviews of transit services in response to demand. Reinvestments are also planned in the major road network, as well as ongoing revisions of traffic management and signals to improve traffic on municipal roads, and improvements for bus priority, walking and cycling. All of these changes will have an impact on congestion.

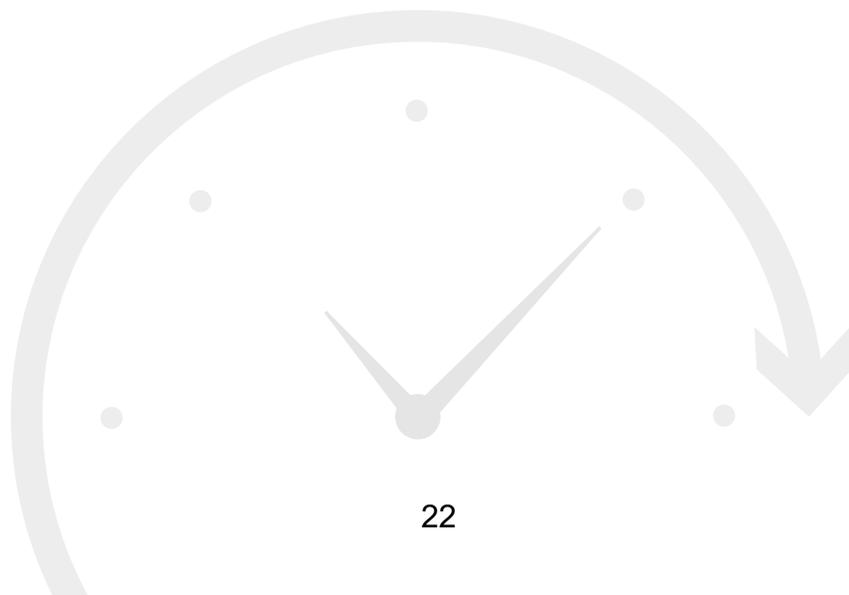


But while new transit and road improvements could lead to decongestion in some locations and at certain times, increasing population could lead to worsening congestion at other locations and times.

## We are in a period of rapid technological change.

While population growth can be forecasted, developments in mobility could make it challenging to predict and plan for the future. Here are some of the key technology trends to consider:

- Purchase prices for **electric vehicles** are dropping, making them more widespread.
- **Autonomous and semi-autonomous driving capabilities** could have the potential to reduce collisions and congestion, as well as enable new infrastructure and on-demand mobility without the need for car ownership. They could equally have rebound effects such as increased vehicle dependency and competition for public transit.
- The **sharing economy**, as well as taxi services and public transit, opens up the possibility of mobility as a service – reducing private vehicle ownership and use.
- **Data analysis capabilities** are delivering new possibilities for parking management and urban congestion relief, as well as enhanced traveler information and incentives.
- **New technologies**, like mobile apps, drones and even 3D printing, can affect freight and goods movement.



# KEY QUESTIONS FOR THE CONVERSATION AHEAD



Research has revealed a range of considerations to think about when planning for changes in mobility pricing:

## THE REGIONAL CONTEXT

- Metro Vancouver is the engine of population growth for the Province – we will welcome another 1 million people over the next three decades.
- Our region no longer has one city centre. Several urban centres within Metro Vancouver will continue to grow and densify.
- Regional population and employment growth is occurring at greater rates outside the City of Vancouver, where people may have to travel further to get where they need to go.

## REDUCING CONGESTION

- Households in all parts of the region are losing time to congestion. And it is set to get worse if we fail to make changes to our transportation system.
- Congestion is a problem for the majority of Metro Vancouverites, impacting quality of life and the regional economy.
- Traffic hot spots exist on various routes across the region – the problem is not focused in any one particular area.
- It's not just drivers who are affected. Congestion on roads impacts the efficient movement of transit, such as buses, which many people use and rely upon.
- Defining what we mean by "congestion" is important. Congestion should be considered as extra travel time based on how 'efficiently' roads are used, as opposed to free-flow travel time. Reliability of travel times also need to be considered.
- Autonomous vehicles and other innovations are a 'wild card' for congestion and mobility pricing.
- The sharing economy is changing expectations and attitudes towards mobility pricing.

## PROMOTING FAIRNESS

- Fairness has many dimensions, and will mean different things to different people... depending on an individual's income level, where they live and work in the region, whether they have children or not, whether they have access to local amenities and affordable transportation choices.
- Basic liberties related to privacy will need to be considered.
- There are some questions about the fairness of the current system of fuel taxes. People with older and/or larger vehicles are paying more than people with smaller and/or newer vehicles.
- People living in households with the lowest incomes drive less than other groups and are less likely to be travelling in peak hours.
- 'Out-of-pocket' travel costs are lower in more urbanized areas.

## SUPPORTING INVESTMENT IN TRANSPORTATION

- Revenue from new sources needs to be identified in order for our region to continue making investments in our road and transit infrastructure.
- Revenues from the fuel tax will continue to decline as vehicles continue to become more fuel efficient.

## ***It's Time* for Metro Vancouver to have a real conversation about reducing congestion.**

*It's Time* for Metro Vancouverites to have their say on how we use and pay for transportation throughout the region, so we can reduce congestion, promote fairness and support investment in our roads and transit system. This initial research serves as a conversation starter and a benchmark for the Mobility Pricing Independent Commission to begin its analysis and engagement with the public, businesses and stakeholders.

### **Here's how to get involved!**



**Learn more on our website:** [itstimemv.ca](http://itstimemv.ca)



**Follow us on Twitter:** [@itstimemv](https://twitter.com/itstimemv)



**Join the conversation on Facebook:** [It's Time, Metro Vancouver](#)

## **ABOUT THIS DOCUMENT**

### **Establishing a baseline understanding of congestion today, and factors influencing the future of transportation in the region**

This document summarizes a regional study conducted in Fall 2017 as part of the first phase of the *It's Time* project. Initial research has revealed the region's worst traffic hot spots, and the factors influencing congestion now and into the future. This information will be used to study how new forms of mobility pricing could help relieve our congestion problem in Metro Vancouver. This research:

- **Provides a starting point for the discussion** that will take place as residents, businesses and other stakeholders in Metro Vancouver participate in the *It's Time* conversation.
- **Explores challenges** the region is facing, focusing on anticipated population growth.
- **Examines evidence** regarding existing and future congestion, fairness, and the need for ongoing investment in our transportation system.

*To read the entire research report, please visit the Media page at [itstimemv.ca](http://itstimemv.ca).*

## **ABOUT THE MOBILITY PRICING INDEPENDENT COMMISSION**

The Commission is an initiative of the Mayors' Council on Regional Transportation and TransLink's Board of Directors. Comprised of 14 community leaders from across Metro Vancouver, the Commission has a mandate to engage with the diverse users of Metro Vancouver's road system in a fair, unbiased and transparent process, and provide recommendations on how to improve the way the region prices transportation – including roads and bridges – to reduce congestion for everyone.