

AGENDA

COMMITTEE OF THE WHOLE

Tuesday, March 31, 2015

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

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COMMITTEE OF THE WHOLE

5:00 p.m.
Tuesday, March 31, 2015
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. March 31, 2015 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the March 31, 2015 Committee of the Whole be 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. Tax Distribution

File No.

Presentation: Nicole Deveaux, General Manager – Finance & Technology

3.2. North Shore Priorities for Transportation Investments

p. 9-24

File No. 16.8620.01/000.001

Recommendation:

THAT it be recommended to Council:

THAT District of North Vancouver staff continue to engage in integrated transportation planning with North Shore municipalities, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, Transport Canada, Port Metro Vancouver, First Nations and other partners;

AND THAT staff report back to Council after on-line public input is collected about North Shore transportation issues and after the transportation plebiscite results are finalized to confirm the next steps in strategic collaboration with the North Shore municipalities, TransLink and other partners.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the March 31, 2015 Committee of the Whole rise and report.

REPORTS

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Tax Distribution

Presentation: Nicole Deveaux, General Manager – Finance & Technology

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The District of North Vancouver REPORT TO COUNCIL

March 18, 2015

File: 16.8620.01/000.001

AUTHOR: Tegan Smith, Transportation Planner

SUBJECT: North Shore Priorities for Transportation Investments

RECOMMENDATION

1. THAT District of North Vancouver staff continue to engage in integrated transportation planning with North Shore municipalities, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, Transport Canada, Port Metro Vancouver, First Nations and other partners.
2. THAT staff report back to Council after on-line public input is collected about North Shore transportation issues and after the transportation plebiscite results are finalized to confirm the next steps in strategic collaboration with the North Shore municipalities, TransLink, and other partners.

REASON FOR REPORT

This report provides Council with an update on issues related to the North Shore transportation system. It provides an overview of some key initiatives aimed at addressing the situation. Staff's understanding of ten of the North Shore transportation network deficiencies follows.

1. **Three different municipalities, a regional government and the Province are making decisions about the North Shore Transportation system**, even though the North Shore transportation system functions as a single network.
2. **Expansion of the road network is unlikely.** Given constraints ranging from topography and rivers/streams to land prices, enhancements to the transportation network will generally need to be focussed on upgrades to the existing infrastructure.
3. **Congestion on Highway 1 occurs regularly.** The BC Ministry of Transportation and Infrastructure is currently undertaking an operations review to determine why this is happening.
4. **Highway interchange configuration and limited number of east-west roads** means that getting across Highway 1 can be difficult when the highway is congested. Funding for Lower Lynn Interchange improvements is not yet finalized.

5. **Bus service improvements cannot be implemented without funding.** Residents regularly request improved transit service, especially east-west connections within the North Shore and longer service hours. Some neighbourhoods have had bus service reallocated from less-used routes to more-used routes such as the routes that service Marine Drive, Lonsdale Avenue and Capilano University.
6. **Bridge congestion could increase without more transit service.** Because of transit service investments made in the past, nearly 30 percent of the people travelling daily over the Lions Gate Bridge are being moved on transit in 2 percent of the vehicles; traffic volumes have been declining steadily over the past decade. This trend is at risk.
7. **The North Shore will remain largely car-oriented in the immediate future.** North Shore residents live primarily in single family neighbourhoods and will continue to rely on cars for most of their trips. Land use transitions in the town and village centres from the municipal Official Community Plan (OCP) will take time. This makes it challenging to reallocate precious road space from drivers to transit or bikes.
8. **Better alternatives to driving are sought by seniors, youth** and other members of the community, e.g. improved transit as well as infrastructure for walking and cycling.
9. **Construction activities impede traffic flow.** Because the housing stock and municipal infrastructure is aging across the North Shore, there is an increasing amount of renewal underway. This is resulting in more road use for public and private construction activities. Better construction traffic management planning required by the District is helping to manage negative consequences of this activity.
10. **Gaps in the pedestrian and bicycle networks will take years of capital investment to retrofit.** Much of the North Shore was built in years when the focus was on moving cars. People of all ages have said they would like better pedestrian and bike access to schools and other key destinations.

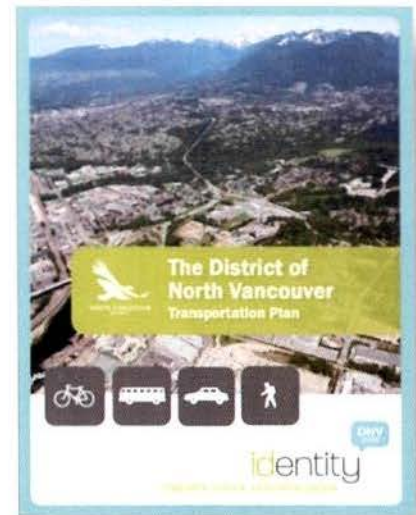
At the January 19, 2015 regular Council meeting, a resolution was passed that the District call on Councils of North Vancouver City and the District of West Vancouver to review North Shore transportation investment priorities by forming a municipal staff working group and convening a North Shore elected officials meeting (see Attachment 1). The City of North Vancouver (see Attachment 2) declined to participate in the working group or the elected official meeting. The District of West Vancouver appointed a staff member to work with District staff (see Attachment 3).

At the March 31, 2015 Committee of the Whole, staff are planning to update Council on integrated transportation planning initiatives for the North Shore aimed at addressing transportation system deficiencies. North Vancouver City and West Vancouver District Councils and staff are invited to attend. The recorded presentation will be available on the District website during and after.

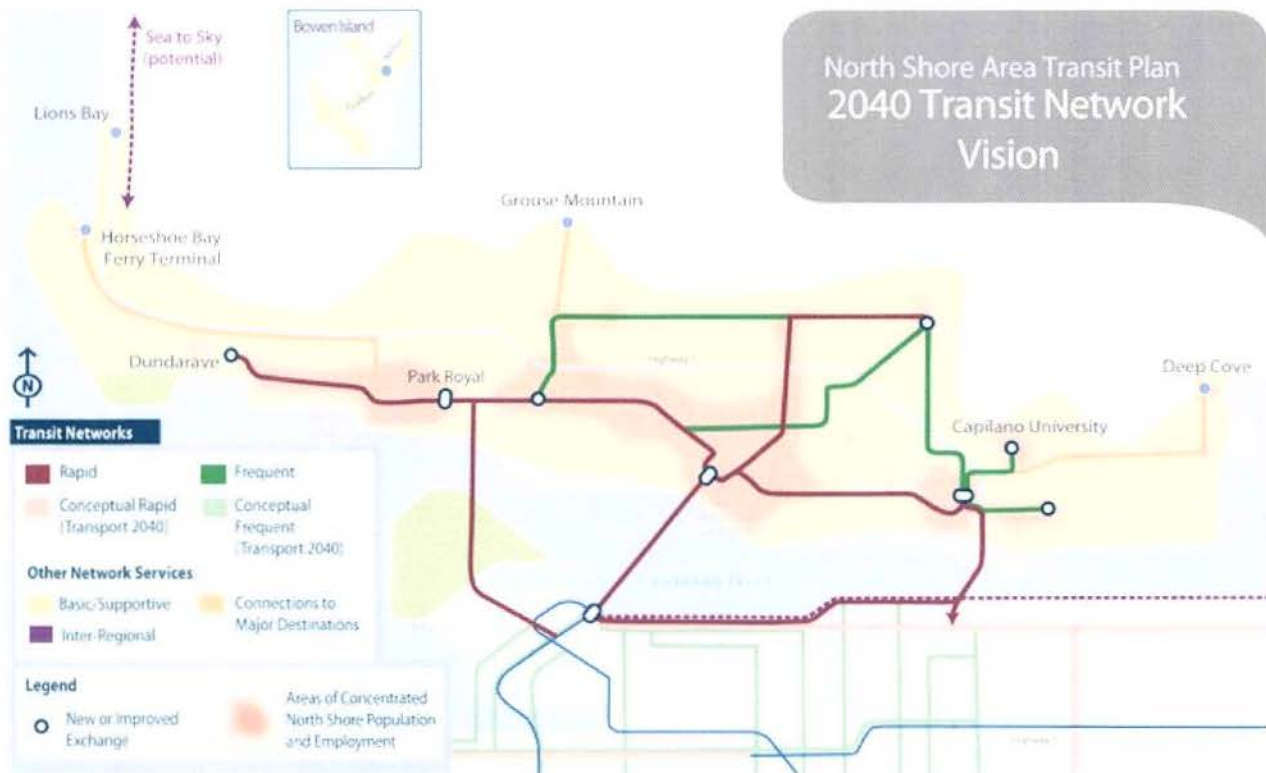
BACKGROUND

Over the past number of years, there has been increasing public frustration about how the transportation network on the North Shore is performing. Deficiencies in the transportation network have become more pronounced. Constituents want information about how the municipalities are working together and with regional and provincial partners to improve the situation.

In 2012, District Council endorsed the Transportation Plan, which includes specific transportation investment priorities to support the Official Community Plan (OCP). The process of developing the plan involved extensive consultation with the public as well as neighbouring jurisdictions. The strategies consider all modes of transportation with a focus on road infrastructure to ease congestion around the bridgeheads and better connect Seymour with the rest of the District.



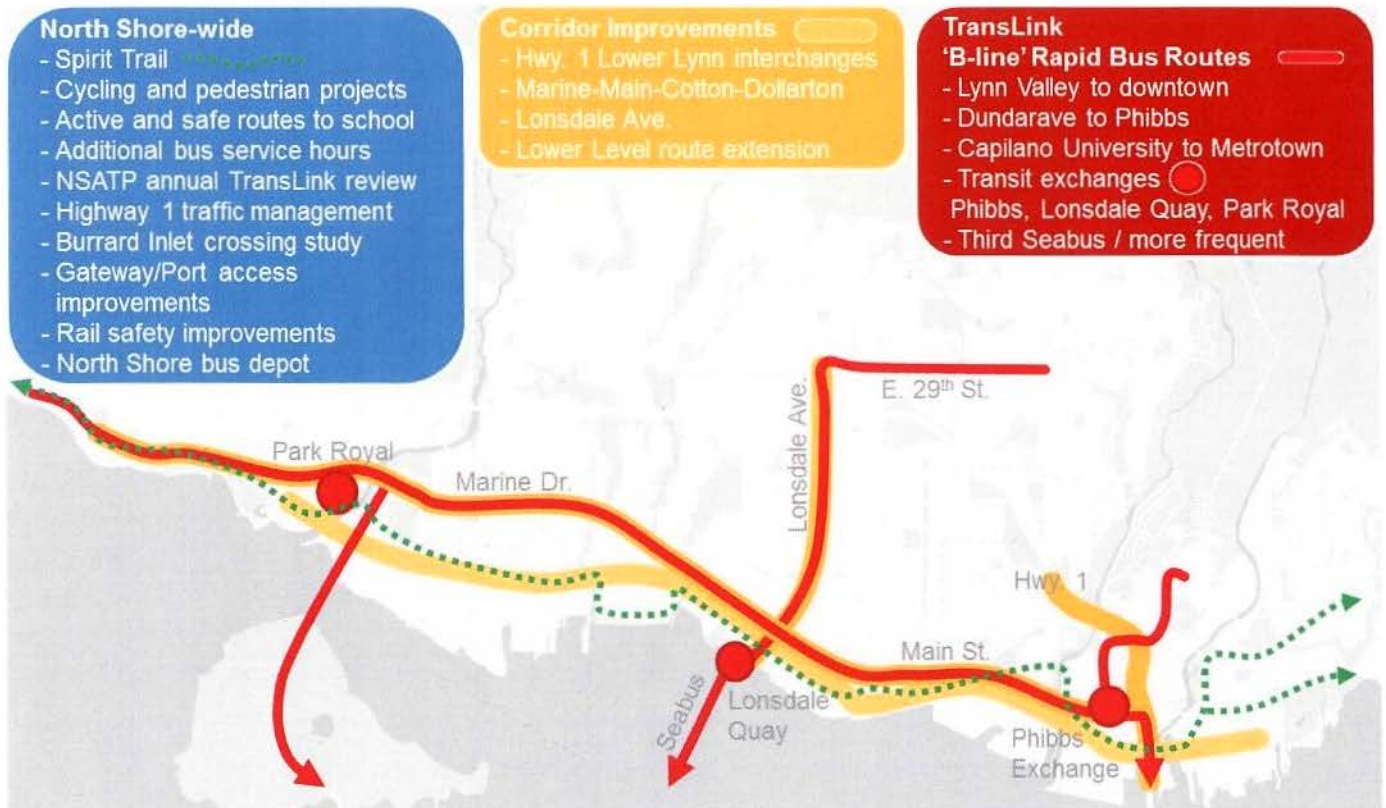
The North Shore Area Transit Plan is largely consistent with the transit priorities outlined in the District's Transportation Plan as the two documents were developed concurrently. Both plans call for more bus service and new east-west bus routes connecting town and village centres, improvements to Phibbs Exchange, new rapid bus ("B-Line") services, et cetera.



North Shore municipal transportation staff recognize mutual benefits of an integrated transportation network and work together towards this end. Transportation staff of North Vancouver District, North Vancouver City, and West Vancouver District meet about three times per year to discuss matters for joint consideration. District staff's view is that there is a general consensus on the North Shore transportation priorities.

ANALYSIS

Based on the Council endorsed Transportation Plan, the North Shore Area Transit Plan (NSATP), and joint work with our municipal partners and the Province, a number of North Shore priority projects have emerged. The following map provides a working illustration of District staff's understanding of North Shore-wide transportation priorities (not approved by Council). North Shore municipal transportation staff are working jointly towards implementation.



NORTH SHORE PRIORITIES

Corridor improvements include pedestrian and safety improvements and transit priority. 'B-line' bus rapid transit is all day, frequent, limited-stop service.

Many of these priorities are reflected in the Mayors' Council Transportation Plan (Attachment 4) that is being voted on through the transportation plebiscite. A "yes" vote supports provision of a new stream of funding for transportation through a new 0.5 per cent Congestion Improvement Tax (CIT). Transportation funding would help implementation of

the North Shore Area Transit Plan, as well as road and cycling projects. In addition, staff have provided feedback that these priorities should be included in the 10-Year Provincial Transportation Plan (published March 2015).

The transportation plebiscite requires 50 percent plus one in support for the new sales tax within the Metro Vancouver region and it is estimated that the new tax will raise \$250-million ever year. It is to help fund \$7.5-billion worth of new and improved transportation infrastructure in the region. More information about the plebiscite is available at mayorscouncil.ca and at elections.bc.ca.

PUBLIC INPUT

In conjunction with gaining a technical understanding of major transportation issues, it is important to also understand the on-the-ground experience that our residents, businesses and visitors have as they travel into and out of, as well as across, the North Shore.

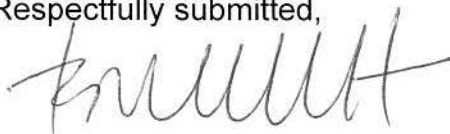
Staff recommend that the District post a recording of the March 31 Committee of the Whole presentation and other relevant background information to a transportation feedback webpage on dnv.org. Communications would develop an online transportation feedback tool that allows people to pinpoint where they are experiencing transportation challenges by dropping a pin onto a map of the North Shore, share anecdotal information relating to their pin drops, and suggest possible improvements. The online tool would be live for approximately eight weeks, after which staff would collate the results and report back to Council.

CONCLUSION

Ten deficiencies in the North Shore transportation network have been identified. Staff recommend addressing these issues and others needs through continued collaboration between the District of North Vancouver and North Shore municipalities, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, Transport Canada, Port Metro Vancouver, First Nations and other partners.

Staff recommend collecting public input to confirm the District's understanding of transportation issues. Then, staff would report back to Council after the transportation plebiscite results are finalized to confirm next steps in strategic collaboration with North Shore municipalities, TransLink, and other partners.

Respectfully submitted,



Tegan Smith, MCIP, RPP
Transportation Planner

REVIEWED WITH:		
<input checked="" type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input checked="" type="checkbox"/> Communications <i>MM</i> _____	<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 & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

Attachment 1 – Council of Councils Meeting Report

AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Workshop (open to public)	Date: _____

9.7		
_____ Dept Manager	_____ GM/ Director	_____ CAO

The District of North Vancouver REPORT TO COUNCIL

January 12, 2015
File:

AUTHOR: Councillor Doug MacKay-Dunn

SUBJECT: Council of Councils Meeting: North Shore Transportation Issues

RECOMMENDATION:

1. THAT the District of North Vancouver Council call on the Councils of North Vancouver City and West Vancouver to agree to form a tri-municipal Transportation Working Group to review the current North Shore Area Transit Plan; the proposed TransLink 10 Year Investment Plan; and any other relevant transportation plans to determine where gaps exist to meet North Shore public transportation needs, and
2. THAT the District of North Vancouver Council request the convening of a North Vancouver Council of Councils meeting at the earliest opportunity, and well before the referendum, to review the finding of the working group and clarify and communicate the public transportation needs and demands of the North Shore to the TransLink and the Province as they relate to the existing and proposed plans.

BACKGROUND:

The transportation referendum debate opens the door for improvements to the North Shore transportation network. The Community of the North Shore is crying out for improvements to transportation across the North Shore. It is tired of traffic congestion causing delays and would welcome dependable and consistent alternatives to using private vehicles.

While it is important to look at transportation from a regional perspective, local and sub-regional needs should not be forgotten. The facts are that it is very difficult to get around the North Shore using public transit. Specifically seniors and youth are the most affected by the current program of rationalizing routes based on usage and the impact on them is not given the attention they deserve. There are numerous examples across

SUBJECT: Council of Councils Meeting: North Shore Transportation Issues

January 12, 2015

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the North Shore, some local examples include:

1. The cancelling of the C:15 Deep Cove to Parkgate route used by seniors to access the Parkgate Community Centre programs
2. Line-ups of Capilano students being left at Phibbs Exchange causing them to be late for class because the incoming buses are already full
3. Pass-bys on stops close to Capilano on Marine Drive, again because the buses are already full

Gridlock is a daily occurrence and it is taking longer to travel across the North Shore. Much of the gridlock is directly attributable to limited capacity on the three transportation routes south of the North Shore (Second Narrows Bridge, SeaBus and Lions Gate Bridge); woefully inadequate and unsafe interchanges with Highway 1; and a lack of east to west routes that are independent of the Provincial transportation system. It is time for the North Shore communities, through a North Shore Council of Councils, to understand the transportation concerns of all three communities, to ensure that they will be addressed as a result of either a positive referendum vote or direct action by the Provincial Government in partnership with the North Shore municipalities.

The working group should:

1. Review the North Shore Area Transit Plan; the TransLink Mayors Council Long Term Vision; the proposed 10 Year Implementation Plan; and any other relevant municipal or provincial plans
2. Compare the potential impact of these plans with respect to addressing the transportation concerns and priorities on the North Shore; identify concerns which will not be addressed and prepare a prioritized North Shore Transportation Needs Report for presentation to and discussion with the Council of Councils

The Council of Councils is likely the most effective way to capture and document the transportation concerns and issues on the North Shore and convey our demands in one voice to the Province and TransLink. Transportation improvements promised to the North Shore, for in some case, for decades have not been delivered. This has resulted in severe congestion at certain times of day; compromises to the delivery of emergency services; economic loss; reduced confidence in TransLink; push back on development included in our respective Official Community Plans; and a general questioning of whether or not the North Shore, which pays significant fees and charges to TransLink, is receiving the requisite benefits. This is especially important as North Shore citizens are called upon to vote in the upcoming Referendum, which if successful, will result in them paying .5% more in sales tax for transportation improvements.

SUBJECT: Council of Councils Meeting: North Shore Transportation Issues

January 12, 2015

Page 3

Conclusion:

The Transportation referendum will ask the people for more money to fund transportation infrastructure and old unfulfilled promises will be re-promised. It is up to the political leadership of the North Shore to be clear on what is needed and communicate this to TransLink and the Province. We must speak with one voice. If we do not, as has happened in the past, we run the risk of being ignored in favour of the transportation needs of other communities and yet will pay for those improvements. The effect of one voice clearly enunciating our Communities' concerns is powerful and will enable us to hold TransLink and the Province accountable for delivering on their promises.

Finally, as any student of politics will remember the famous observation of the defeated American Congressman who later, once re-elected, went on to become the Speaker of the House of Representatives, when he said on the night of his defeat that he had been spending too much of his time away from his district. "Tip" O'Neil said that night, "All politics is local!" Let us not forget the advice of this "icon" and focus our efforts on local transportation issues.

Respectfully submitted,


Councillor Doug MacKay-Dunn

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 & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

Attachment 2 – Letter from City of North Vancouver

The City of North Vancouver
OFFICE OF MAYOR DARRELL MUSSATTO



February 4, 2015

Mayor and Council
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Mayor Walton and Council:

Thank you for your letter of January 23, 2015 with North Vancouver District Council's resolution in support of the establishment of a tri-municipal Transportation Working Group to review transportation on the North Shore.

City Council considered a similar motion at our regular Council meeting of January 26, 2015, which was defeated. I have attached an excerpt from the minutes of this meeting for your information.

Yours sincerely,

Darrell Mussatto
Mayor

Encl.

cc: North Vancouver City Council

Excerpt from the Regular Council Meeting Minutes of January 26, 2015:

Moved by Councillor Bell, seconded by Councillor Bookham

THAT the City of North Vancouver agree to participate in a tri-municipal Transportation Working Group of staff to review the current North Shore Area Transit Plan; the proposed TransLink 10 Year Investment Plan; and any other relevant transportation plans to determine where gaps exist to meet North Shore public transportation needs;

THAT this review include public transit, SeaBus service, location of a new North Vancouver bus depot site, automobile traffic movement and congestion, commercial movement of goods and services, plus possible future improvements to the Upper Levels Highway system and bridges connecting the North Shore to Vancouver;

THAT City Council support the convening of a North Shore Council of Councils meeting, prior to the TransLink Plan referendum, to review the findings of the working group and clarify and communicate the public transportation needs and demands of the North Shore to TransLink and the Province as they relate to the existing and proposed plans;

AND FURTHER THAT the proposed future benefits to the North Shore included in the Proposed Transportation Referendum be clearly identified and communicated to residents for their information

A recorded vote was taken on the motion.

Voting in favour: Councillor Bell

Voting against: Councillor Back
Councillor Bookham
Councillor Buchanan
Councillor Clark
Councillor Keating
Mayor Mussatto

The motion was **DEFEATED** by a vote of 6 to 1.

355 West Queens Road
North Vancouver BC
V7N 4N5

www.dnv.org



Mayor Richard Walton
Phone 604 990 2208
Fax 604 990 2403
rwalton@dnv.org

January 23, 2015

Mayor and Council
City of North Vancouver
141 W 14th Street
North Vancouver, BC V1M 1H9

Dear Mayor Mussatto and Council:

Council of Councils - North Shore Transportation Issues

On January 19, 2015 North Vancouver District Council passed the following resolution:

***THAT** the District of North Vancouver Council call on the Councils of North Vancouver City and West Vancouver to agree to form a tri-municipal Transportation Working Group of staff to review the current North Shore Area Transit Plan; the proposed TransLink 10 Year Investment Plan; and any other relevant transportation plans to determine where gaps exist to meet North Shore public transportation needs;*

***AND THAT** the District of North Vancouver Council request the convening of a North Shore Council of Councils meeting at the earliest opportunity, and well before the referendum, to review the finding of the working group and clarify and communicate the public transportation needs and demands of the North Shore to TransLink and the Province as they relate to the existing and proposed plans.*

Please forward comments and suggestions to our Municipal Clerk @ 604-990-2207 or gordonja@dnv.org.

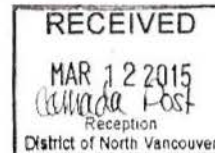
Sincerely,

Richard Walton, FCA
Mayor

Document: 2530364

Attachment 3 – Letter from District of West Vancouver

ENGINEERING & TRANSPORTATION
750 17th Street West Vancouver BC V7V 3T3
t: 604-925-7020 f: 604-925-5968



March 5, 2015

File: 0190-07

James Gordon, Municipal Clerk
District of North Vancouver
355 West Queens Road
North Vancouver BC V7N 4N5

Dear Mr. Gordon:

RE: Council of Councils - North Shore Transportation Issues

I am in receipt of the correspondence from Mayor Richard Walton dated January 23, 2015. It was referenced during the District of West Vancouver's February 23, 2015 Council Meeting and referred to staff for a reply.

In response to the District of North Vancouver's request, the District of West Vancouver would be pleased to participate in a tri-municipal Transportation Working Group of staff. The District has nominated me to act as the municipal representative on such a Working Group. I look forward to receiving information with respect to scheduling an initial meeting of this staff group.

Yours truly,

A handwritten signature in blue ink that appears to read 'Raymond Fung'.

Raymond Fung, M.Eng., P.Eng.
Director, Engineering & Transportation

RF/sr

cc: Mayor and Council
Norm Wong, Manager, Roads and Transportation (Acting)

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Attachment 4 – Mayors’ Transportation Plan for the North Shore



Mayors’ Transportation and Transit Plan: What’s in it for the North Shore? 8 reasons to vote “yes” in the North Shore

1. **Keep North Shore residents and businesses moving.** The North Shore will welcome 65,000 more residents and 45,000 new jobs in the next 30 years. Voting “yes” will mean 5 out of 10 North Shore residents and 7 out of 10 North Shore jobs will be within walking distance of a B-Line rapid bus route, compared to zero today.
2. **B-Lines have limited stops, which mean you’ll arrive at your destination faster.** Voting “yes” will add a network of B-Line rapid bus routes throughout the North Shore, with fast, frequent limited-stop service at least every 15 minutes, throughout the whole day—making transit a real option for many more households. Three B-Lines will be added: along Marine Drive and 3rd Street B-Line, connecting Dundarave and Phibbs Exchange; from Capilano University to Metrotown via the Ironworkers Memorial Bridge; and Lynn Valley to downtown Vancouver. Arrive at your destination faster than you do today, with direct and convenient connections to the SeaBus, SkyTrain stations and local bus routes.
3. **50% more SeaBus, for more frequent, less crowded trips.** The Mayors’ Plan will increase SeaBus service by 50%, with a sailing every 10 minutes during morning and afternoon commute hours and a SeaBus every 15 minutes at all other times, giving you more time and space to enjoy your ride.
4. **Kick your biking and walking into high gear.** A “yes” vote means “yes” to cycling and walking investments, including safe and secure bike parking at transit stations and safer walking and cycling access at transit stops and stations. The Mayors’ Plan will also make bikeway investments such as funding for the completion of the North Shore Spirit Trail – a 35-km multi-use trail from Horseshoe Bay to Deep Cove, connecting North Shore urban centres.
5. **Better roads for drivers, goods movers and bus riders.** Road upgrades will ensure people, goods and services move more freely, efficiently and safely, while also addressing critical bottlenecks on the North Shore. The Mayors’ Plan will unlock a \$750 million investment in maintaining and upgrading the major roads over 10 years – quadrupling investment in upgrading and maintaining the Metro Vancouver’s Major Road Network.
6. **Additional bus service to get you to more places in less time.** A “yes” vote will provide the North Shore with significant and much needed additional bus service. Beginning in 2016, there will be more bus service in the evening, during weekends and overnight in North Shore communities and on busy corridors. By 2018, new buses will be rolling throughout Metro Vancouver, providing even more service and easing crowding on popular routes.
7. **Stay out later and get home safely.** A great reason to vote “yes” for night owls—North Shore residents will feel more comfortable staying out late, whether from a late shift at work hard or a well-deserved night out. The Mayors’ Plan will deliver more frequent NightBus service, including the N24 connecting the North Shore to downtown Vancouver.
8. **Feel safer and more comfortable waiting for your ride.** The Mayors’ Plan will deliver upgrades to transit facilities and exchanges such as Lonsdale Quay and Phibbs Exchange. Connections between routes will be smooth, convenient and comfortable.

To pledge your support for “yes”, please visit www.bettertransit.info.

For more information on the Mayors’ Plan, visit www.mayorscouncil.ca.



**Mayors' Transportation and Transit Plan: What's in it for Capilano University?
6 reasons to vote "yes"**

1. **New B-Line service to take you directly to school.** Voting "yes" will add a network of B-Line rapid bus routes throughout the North Shore, with fast, frequent limited-stop service at least every 15 minutes, throughout the whole day—making transit more convenient for more students, faculty and staff. Three B-Lines will be added on the North Shore. A new B-Line will link Capilano University to Metrotown via the Ironworkers Memorial Bridge, with the new routing providing service to Phibbs Exchange, the Millennium Line and the Expo Line. Other B-Lines on the North Shore will connect Phibbs Exchange to West Vancouver via 3rd Street and Marine, as well as provide service to downtown Vancouver via the Lions Gate Bridge.
2. **Waiting for your ride will be more comfortable.** The Mayors' Plan will deliver upgrades to transit facilities and exchanges including Lonsdale Quay and Phibbs Exchange. Connections between routes will be smooth, convenient and comfortable.
3. **Feel safer on the road if driving is the way to go.** The North Shore will receive road upgrades ensuring that people, goods and services move more freely, efficiently and safely, while also addressing critical bottlenecks. The Mayors' Plan will unlock a \$750-million investment in maintaining and upgrading major roads over 10 years—quadrupling investment in Metro Vancouver's Major Road Network. By reducing traffic congestion, the Mayor's Plan will improve speeds and reliability on the roads – saving 10 minutes on the daily car commute to Capilano University from Downtown Vancouver or from Brentwood Town Centre in Burnaby, for example.
4. **50% more SeaBus, for more frequent, less crowded trips.** The Mayors' Plan will increase SeaBus service by 50%, with a sailing every 10 minutes during morning and afternoon commute hours and a SeaBus every 15 minutes at other times. Students, faculty and staff will have more time and space to prepare for a busy school day.
5. **More buses for less time travelling and more time doing other things.** A "yes" vote will provide Capilano University students, faculty and staff with expanded bus service, to cut travel time by transit. Beginning in 2016, there will be more bus service in the evening, during weekends and overnight in North Shore communities and on busy corridors. More service will be delivered in coming years as new buses roll on the road. By providing faster and more frequent service, the Mayors' Plan will save Capilano University transit commuters 30 minutes from Brentwood Town Centre, 15 minutes from Downtown and 10 minutes from Lonsdale.
6. **Get your biking gear and/or walking shoes on.** A "yes" vote means "yes" to cycling and walking investments, including safe and secure bike parking at transit stations and safer walking and cycling access at transit stops and stations. The Mayors' Plan will also make bikeway investments such as funding to support the completion of the Spirit Trail, a 35-km walking and cycling path from Horseshoe Bay to Deep Cove that connects urban centres on the North Shore; another great excuse to get some fresh air in the midst of studying for exams.

To pledge your support for "yes", please visit www.bettertransit.info.

For more information on the Mayors' Plan, visit www.mayorscouncil.ca.



Mayors' Transportation and Transit Plan: Making the system accessible for everyone
4 reasons to vote "yes" for accessible transit

1. **HandyDART riders will get 30% more service.** The Mayors' Plan ensures that people with disabilities get more door-to-door HandyDART service for a safe ride to doctor appointments, to run errands, and to get around the community. For many seniors and people with mobility needs, HandyDART is a lifeline that helps them make trips they are unable to make otherwise. The Mayors' Plan will provide 30% more HandyDART service hours than today and 100 new custom transit vehicles to serve residents all across the region.
2. **Seniors will be safer and have more mobility.** The Mayors' Plan takes into account our aging population. The number of citizens over 65 years old is expected to more than double between now and 2045. The Mayors' Plan will give seniors the mobility and freedom they need by making the conventional transit system easier to access. Stations and bus exchanges will be upgraded with accessibility features such as: more entrances and exits; additional elevators and escalators; ramps and loading spaces to make it easier to make transfers and connections; and new amenities such as lighting, seating, wayfinding, and weather protection. This will make everyone feel safer and more comfortable during their travels.
3. **More transit service on 100% accessible buses and trains.** About 13% of HandyDART customers also use the conventional transit system. The Mayors' Plan will increase accessibility and service levels on conventional transit, including 25% more bus service, 220 new SkyTrain vehicles, a subway on Broadway in Vancouver, and new Light Rail in Surrey and Langley. This means shorter waits, easier transfers, and faster trips.
4. **Taking transit will be easier for everyone.** The Mayors' Plan will improve crosswalks and sidewalks near transit stops, add more elevators and escalators in transit stations, and run more frequent bus and train service. This makes it easier for everyone to take transit, whether you use a mobility device such as a wheelchair or cane, have a stroller or are carrying a child, or are headed to the airport with your luggage.

To pledge your support for "yes", please visit www.bettertransit.info.

For more information on the Mayors' Plan, visit www.mayorscouncil.ca.