



# District of North Vancouver Council Orientation Workshop

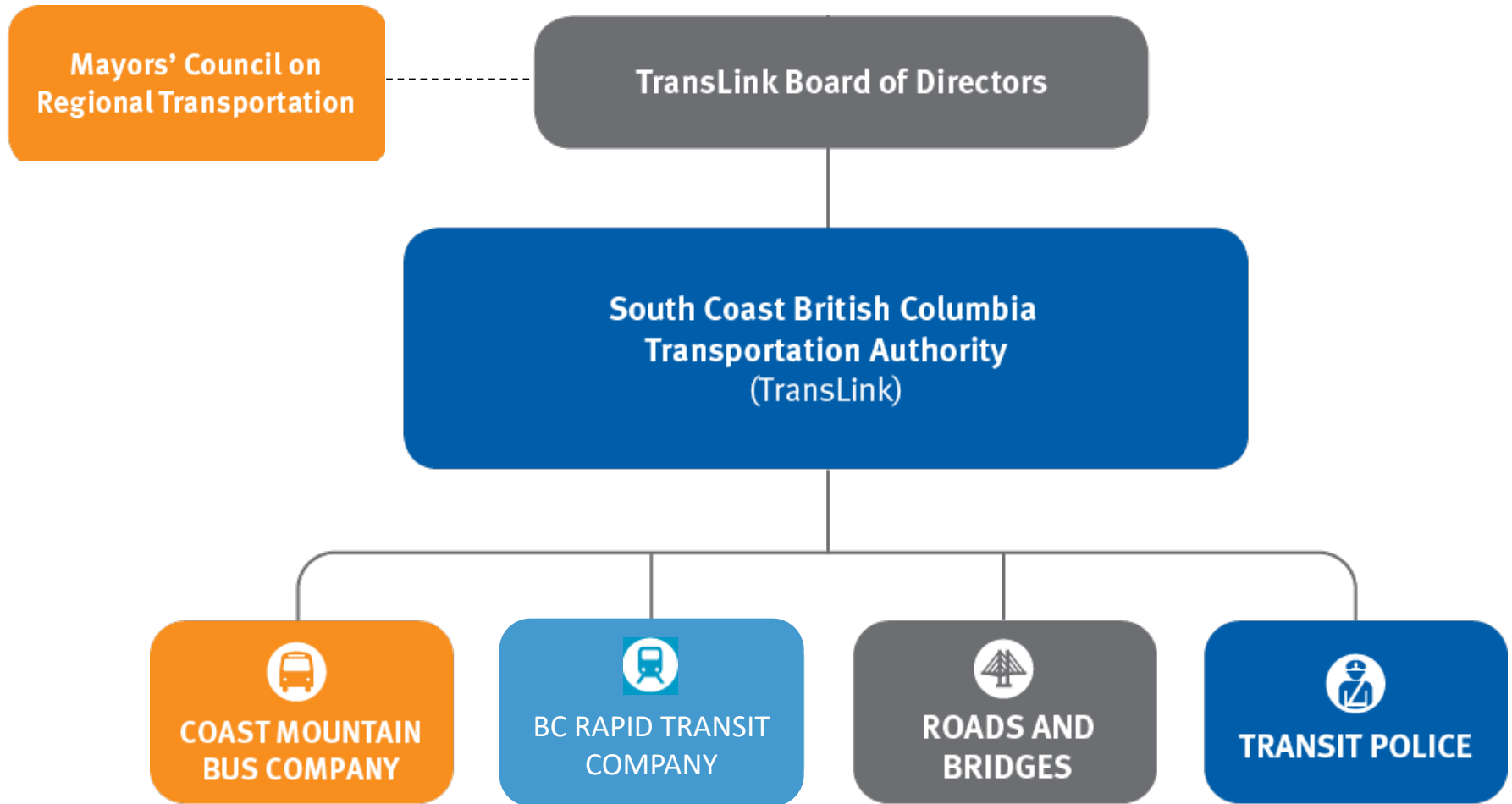
Sarah Ross, Director, System Planning

November 26, 2018

An  
**integrated  
regional  
multimodal**  
transportation authority



# Governance Structure



# Strategic Objectives





**Improve the  
Customer  
Experience**

**Deliver  
The Mayors'  
Plan**

**Maintain  
a State of  
Good Repair**



# Key Transportation Planning Issues in Metro Vancouver





**We serve an  
expansive  
region with  
dramatic  
geography**

**2.5M people  
1.3M jobs  
1,800 sq km**



# Our Region is Growing Rapidly

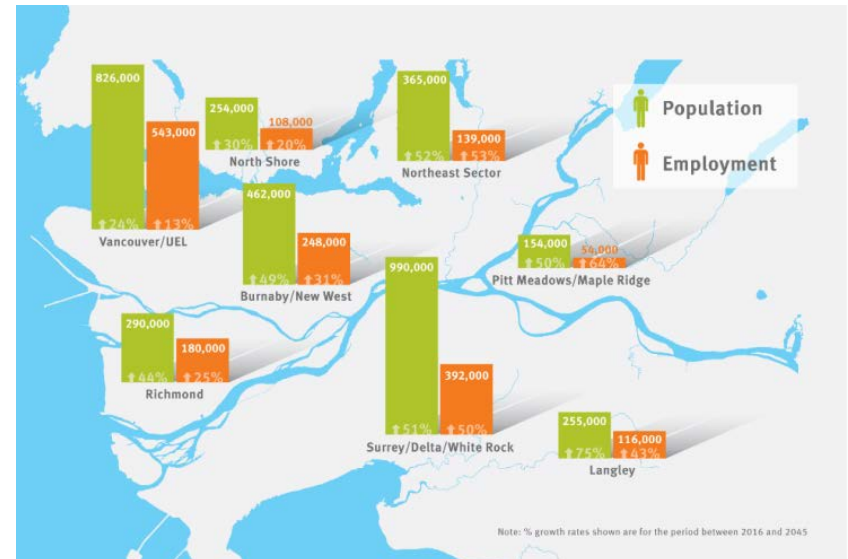
Population grew by 32,000 annually from 2011 to 2016, the equivalent of a new Port Moody every year

## Existing Population Distribution



Source: image from Metro Vancouver website, based on 2016 Census data

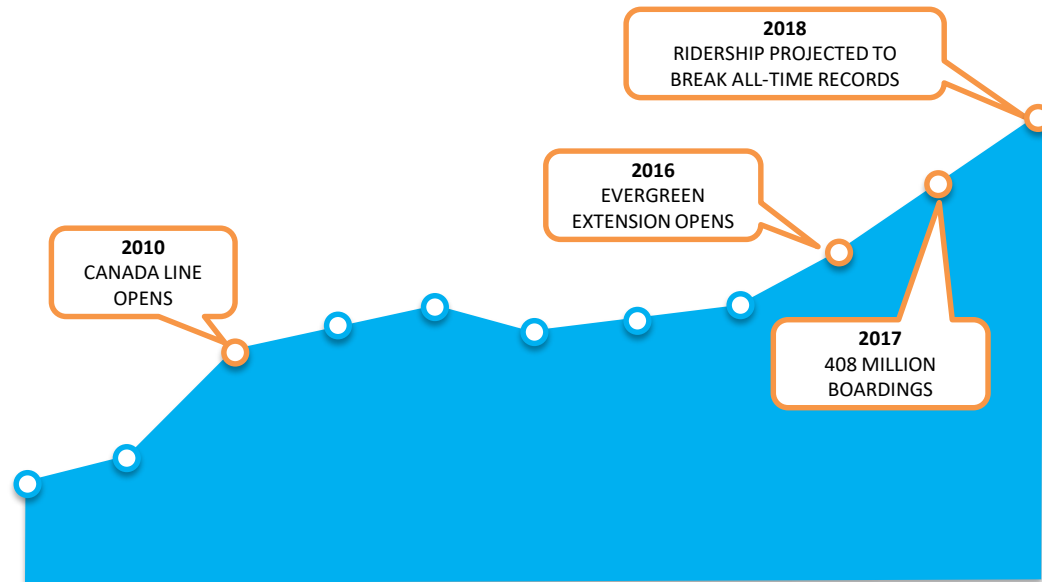
## Future Population and Employment Growth



Source: Metro Vancouver Regional Growth Strategy



Ridership is booming  
**17%** growth over  
the past three years



\* 2018 figure is based on 9 months of actual and 3 months of projected ridership data

[illegible]

# Mayors' Vision: the first five years

## **SkyTrain Peak Capacity Increases by 2020**

- 23% Expo Line
- 30% Millennium Line
- 30+% increase Canada Line

## **Bus**

- 18% bus service increase by 2021
- 750,000 new service hours
- 7 new B-Lines
- Improved service on at least 153 routes

## **SeaBus**

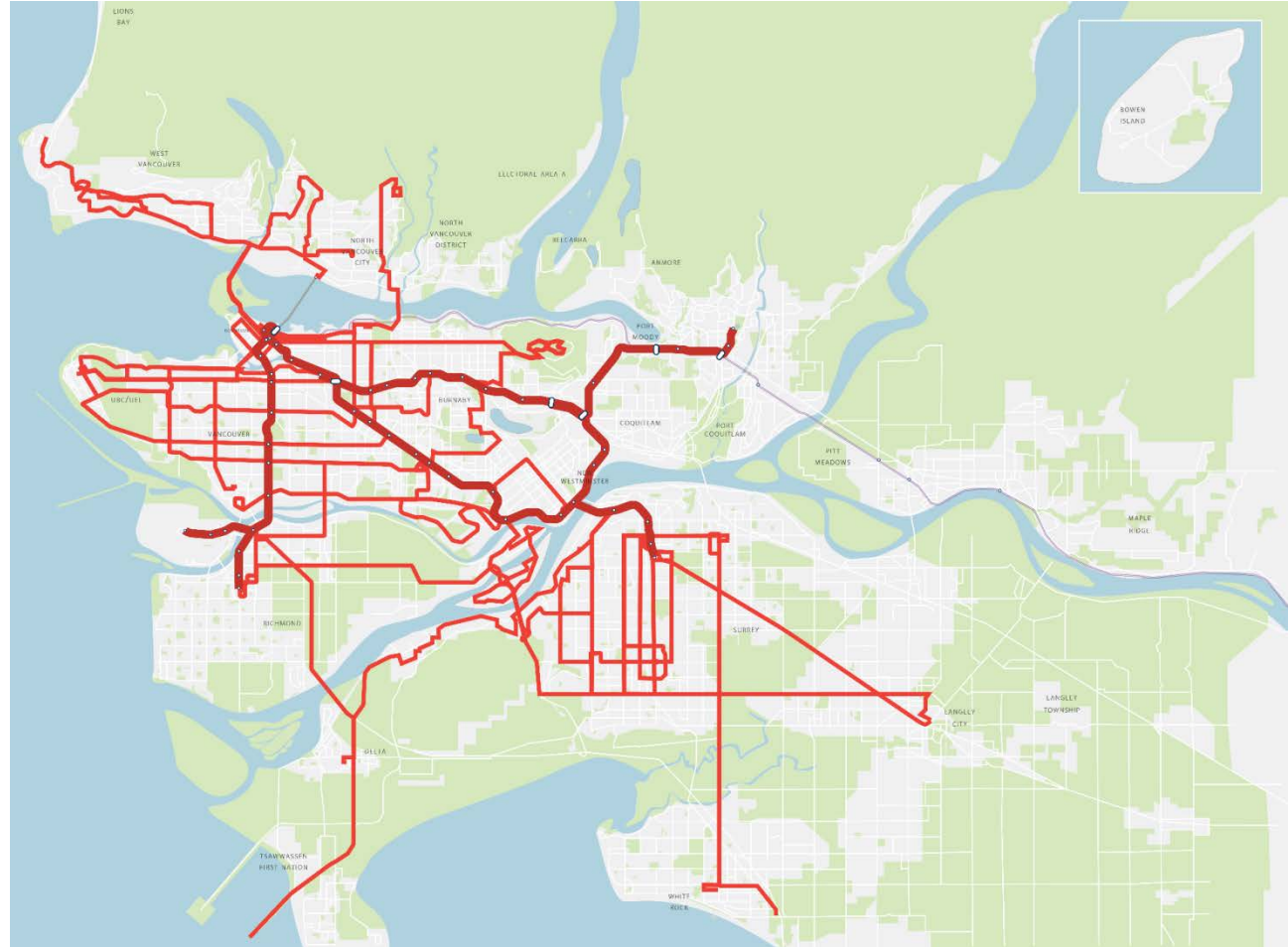
- Increasing peak frequency to every 10 minutes and 15 minutes all day
- 1 new vessel

## **HandyDART**

- 22% service increase by 2021
- 43 new HandyDART buses

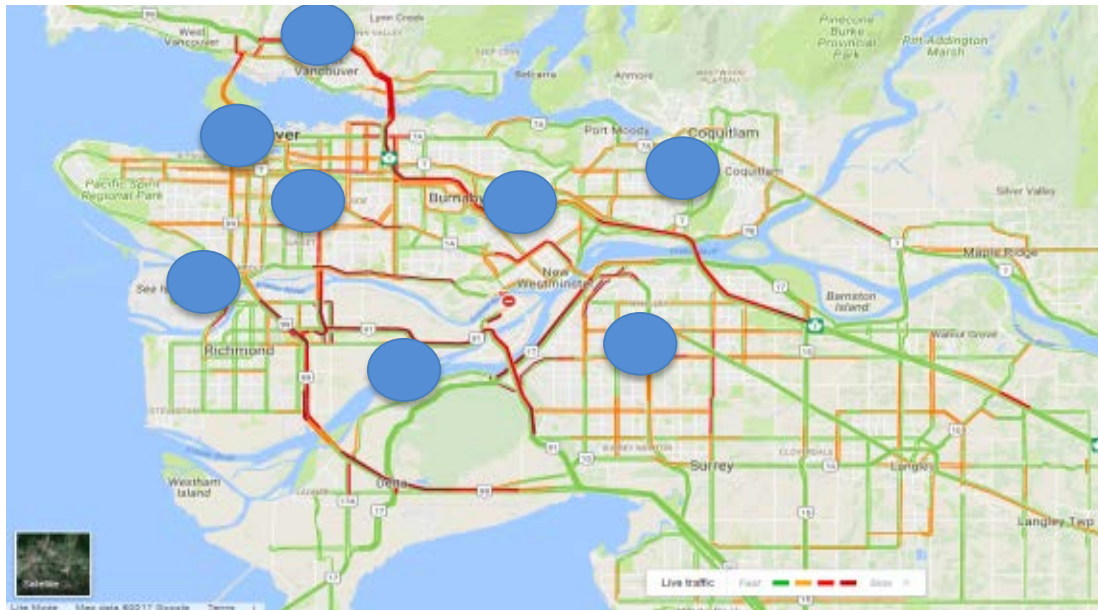


# Dramatic Ridership Increases Outpacing Service Investment

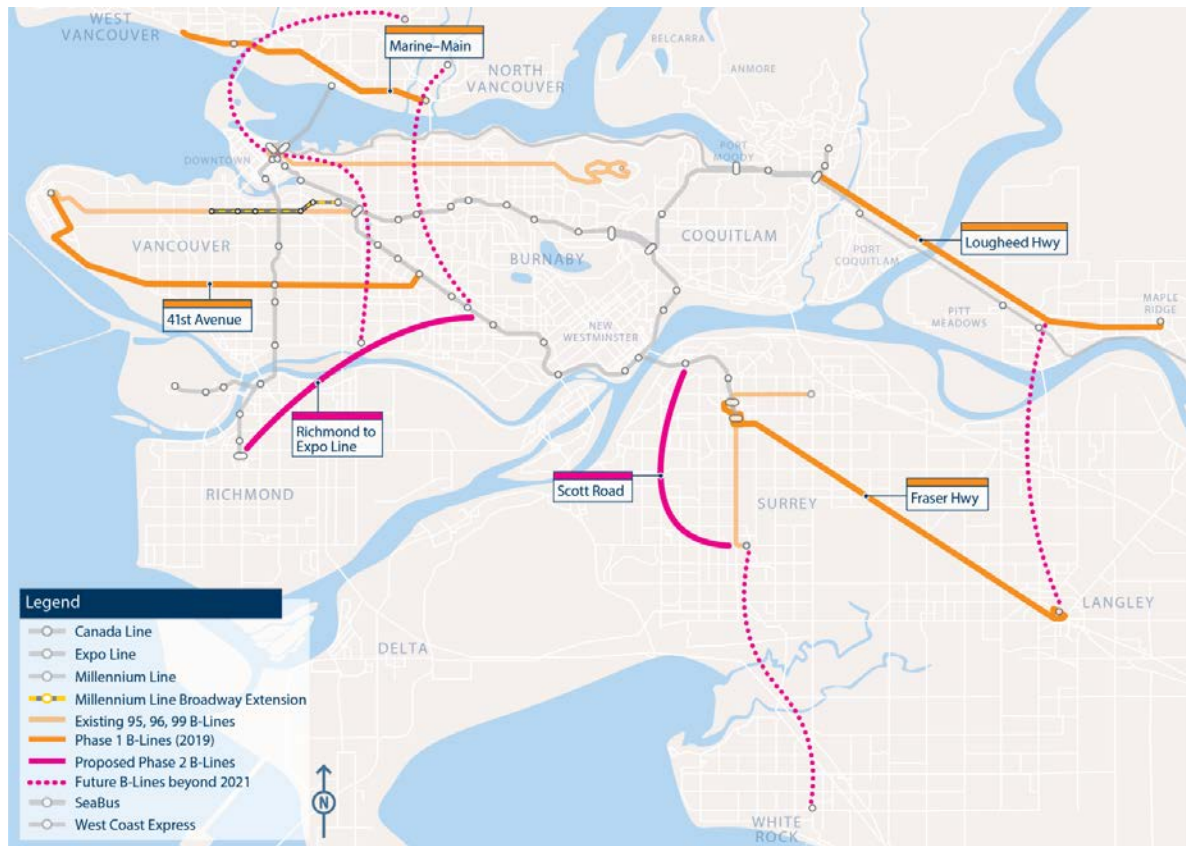


# Road Congestion Remains A Key Issue

Traffic hotspots identified by the Mobility Pricing Independent Commission



# Improving Service on Major Corridors: B-Lines in the Mayors' Vision



## 4 New B-Lines launch Fall 2019

- Construction required to begin in 2019

## Successful launch requires:

- Additional service
- Improved passenger experience
- Faster and more reliable service

## Future B-Lines:

- To be planned when funding is agreed



# Confirmed funding available to deliver successful B-Lines

- **Phase 1 Plan: \$57M for B-Line infrastructure**
  - ~75% for transit priority (rest for real-time info, wayfinding, terminus)
  - TransLink funding 100% of opening day infrastructure
- **Phase 2 Plan: \$6M/yr cost-shared funding with muni match, 2020-27**
- **Funding not allocated by corridor; projects to be funded to achieve greatest benefit**
- **Considerations for project funding:**
  - Cost effectiveness, in terms of transit travel time savings
  - Benefits & impacts (safety, traffic, public realm, etc.)
  - Deliverability for launch
  - Municipal support

# Marine-Main B-Line brings improved bus service to the North Shore

## Proposed Elements:



### Frequent

- 8 minutes in peak times
- 10-15 minutes at other times



### Improved speed and reliability

- All-door boarding
- Streets are redesigned to improve travel time
- High-capacity articulated buses



### Distinct brand and amenities

- Buses and stops have a different look
- Stops have Next Bus digital signage
- Route information inside buses



### Available all day, every day

- Service from 6 a.m. to midnight, or better



# North Shore Transit Customer Delay concentrated on Marine-Main

Transit carries 30- 40% of people during peak periods for much of the corridor

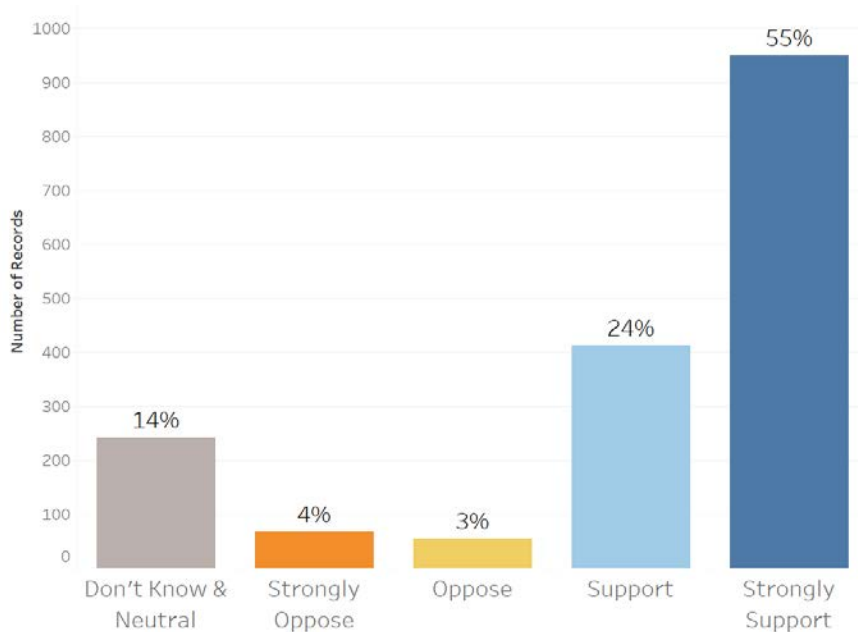


Average delay in person hours/km (Jan – Apr 2018)



# Public desire for transit priority along Marine-Main is strong

- **79% support or strongly support** changes to streets to make B-Line faster and more reliable
  - Support consistent across all demographics including age, gender and transit use



“Unless dedicated transit lanes are implemented, this will do little to encourage people to leave the comfort of their cars. It will only be slower at peak times than the already slow traffic.”

— *Survey Respondent*

# Possible Transit Priority Measures across the Marine-Main Corridor

## Queue jump & right turn lanes

- Through buses share right turn lane
- Buses enter intersection ahead of traffic flow

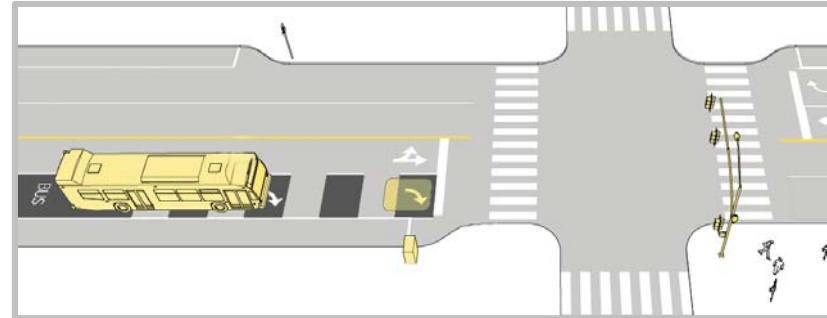
## Transit Priority Lanes:

- Bus only, business access and transit, peak period
- Most effective at improving speed & reliability

## Other intersection treatments possible:

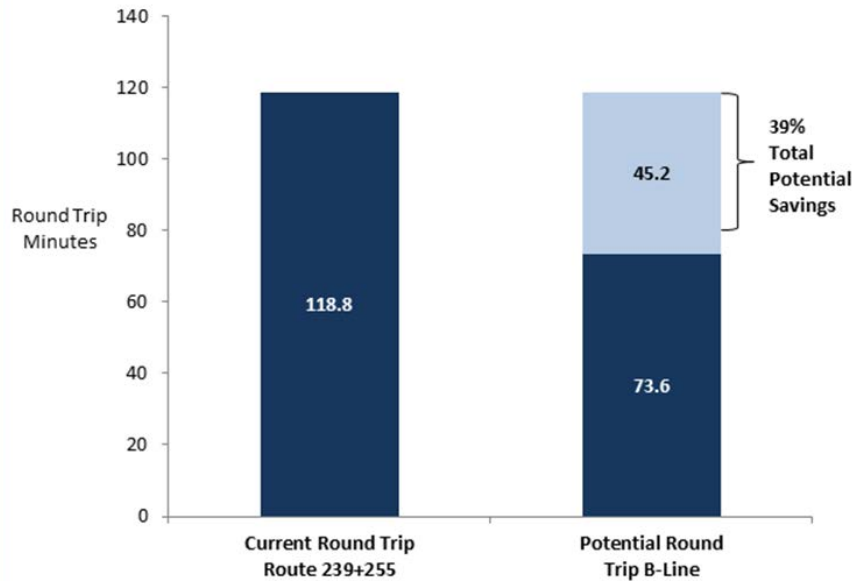
- Improved signal timing & coordination
- New or upgraded traffic signals
- Transit signal priority
- Turn restrictions (e.g. rush hour only)

**Measures will vary depending on context and graphics do not necessarily reflect proposals in DNV**

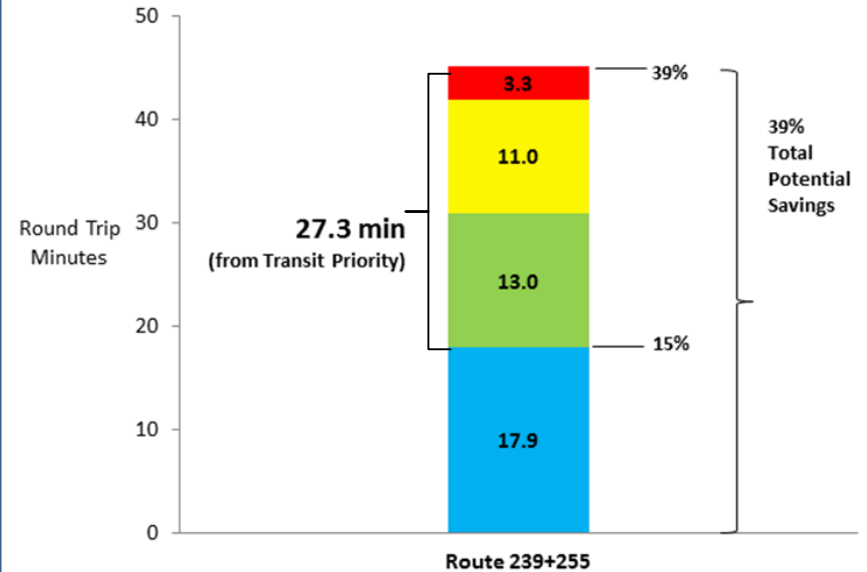


# Transit Priority Measures on Marine-Main Corridor

Total Round Trip Travel Time



Potential Travel Time Savings



Basic B-Line

2019

2020

Post 2020



# Marine-Main transit priority benefits all North Shore transit



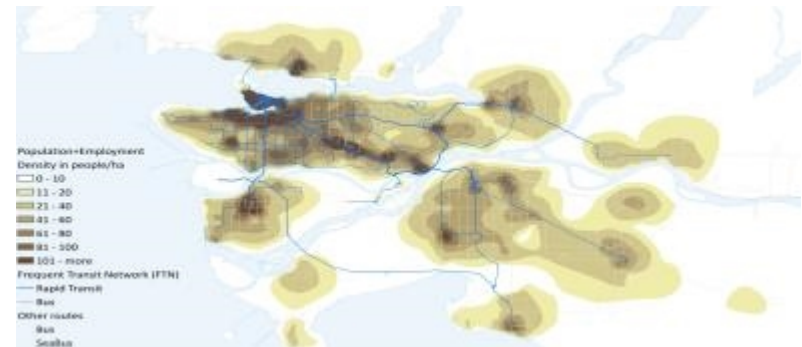
- Majority of North Shore bus routes travel along Marine-Main; **59,000 passengers/day**
- TransLink working with Vancouver on bus priority on Georgia St.
- Travel time savings can be reinvested into improved service
  - e.g. Route 240– if save 7.5 min can increase peak service by 12% at no cost

# Working With Municipalities to Deliver

- Support the region's **land use vision**
- Ensure effective **regional coordination** through strong partnerships
- **Establish funding** that is stable, sufficient, appropriate and influences travel choices
- **Monitor progress** towards our desired outcomes
- **Partnership Agreements** to ensure financial contributions, land use, and supportive actions near transit projects will maximize benefits and value



Brentwood Town Centre Plaza Redevelopment



Population and Employment Density around the Frequent Transit Network

# Integrated North Shore Transportation Planning Project (INSTPP)

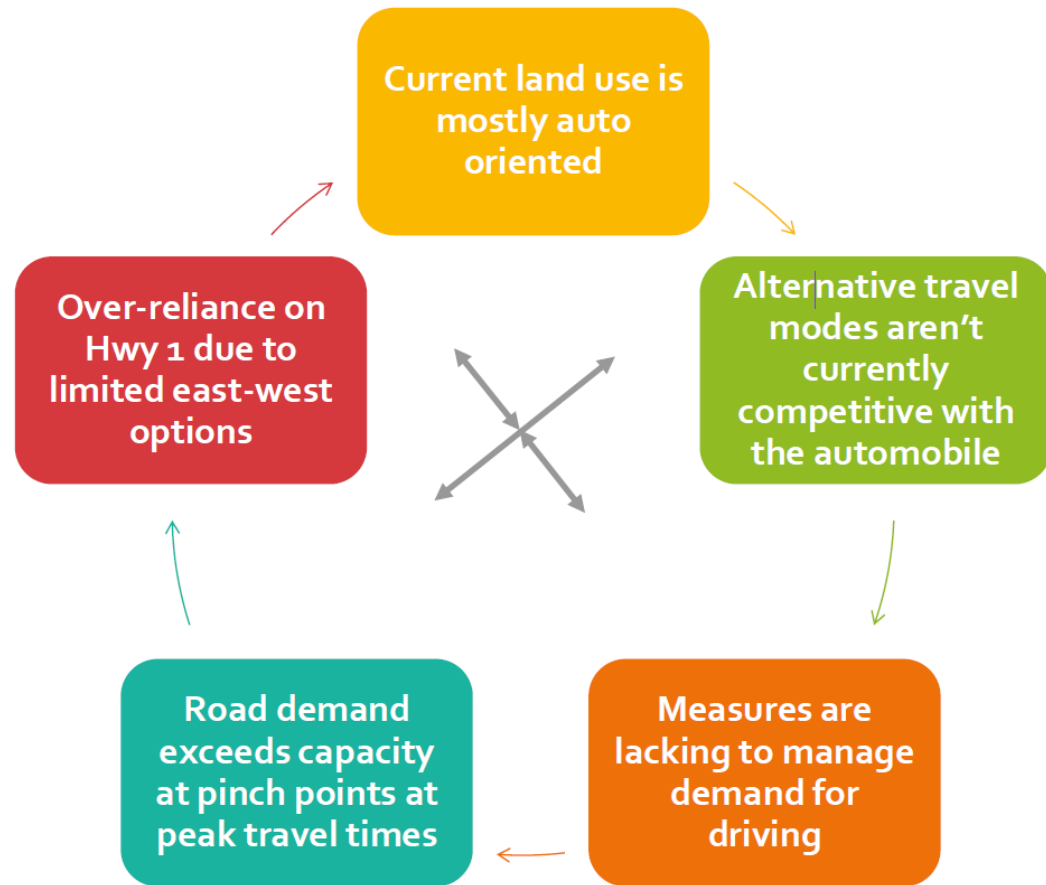


- Assessed North Shore **transportation needs and gaps**
- Identified **joint opportunities for short-term transportation improvements** on the North Shore
- Developed a collective long-term **transportation framework**.
- Enabled a **multi-agency forum** for sharing transportation and planning information and problem solving.
- Took into account:
  - All modes of goods and people movement
  - Community development plans, recommending changes where required.

# INSTPP: Challenges to Improve Access and Mobility



No one factor causes congestion, and there is no one solution.







## INSTPP has been a successful collaborative effort and it needs to continue.

- Valuable venue to establish multi-agency forum for collaborative planning and decision-making.
- INSTPP identified a number of committed and proposed actions that address:
  - road network and management
  - demand for access and mobility
  - Transit

# INSTPP: Committed and Proposed Actions



## Address Road Network and Management (supply)

- Complete [Lower Lynn interchange improvements](#).
- Adding an [eastbound lane on Hwy 1 between Lonsdale and Main St.](#)
- [Connect Lower Level Road](#) between Park Royal and Dollarton Hwy.
- More responsive [incident/collision clearing](#) on bridges.

## Address Demand for Access and Mobility

- [Coordinated and cross-jurisdictional demand management strategies](#) (e.g., parking management, employer provided fare subsidies, journey to school programs, incentives for off-peak travel, etc.).
- [Alignment of land-use and transportation objectives](#) and decisions to support future investment.
- Coordinated North Shore engagement in ongoing discussions on [regional congestion management pricing](#).

# INSTPP: Committed and Proposed Actions



## Address Transit Service Levels and Infrastructure (supply)

- [Marine-Main B-Line](#) with supportive transit priority.
- [SeaBus and bus service](#) improvements.
- [New express bus service](#) along Second Narrows to connect to SkyTrain.
- Mayors' Council 10 Year Vision improvements, such as [Lonsdale B-Line](#) (Phase 3).
- [Explore demand for rapid transit options](#) to/from and within the North Shore as part of the Regional Transportation Strategy (RTS).
- [Improve transit priority](#) access to bridgeheads in both directions
- Ensure [transit operations centres](#) to deliver North Shore service.

# Phibbs Transit Exchange Upgrades

- Identified in **TransLink's North Shore Area Transit Plan** (2012) as a priority for upgrade due to poor customer environment and existing and long term operational and capacity deficiencies.
- Delivering the Project:
  - The Phibbs Transit Exchange upgrades project is being delivered by the BC Ministry of Transportation and Infrastructure (MoTI).
  - TransLink is a funding, design, and implementation partner
  - The Province owns the Exchange lands
- The upgrades will provide:
  - much **larger transit exchange**
  - additional bus and **customer capacity**
  - provide for a **safe, well-lit environment** for customers and CMBC staff



# Existing Exchange

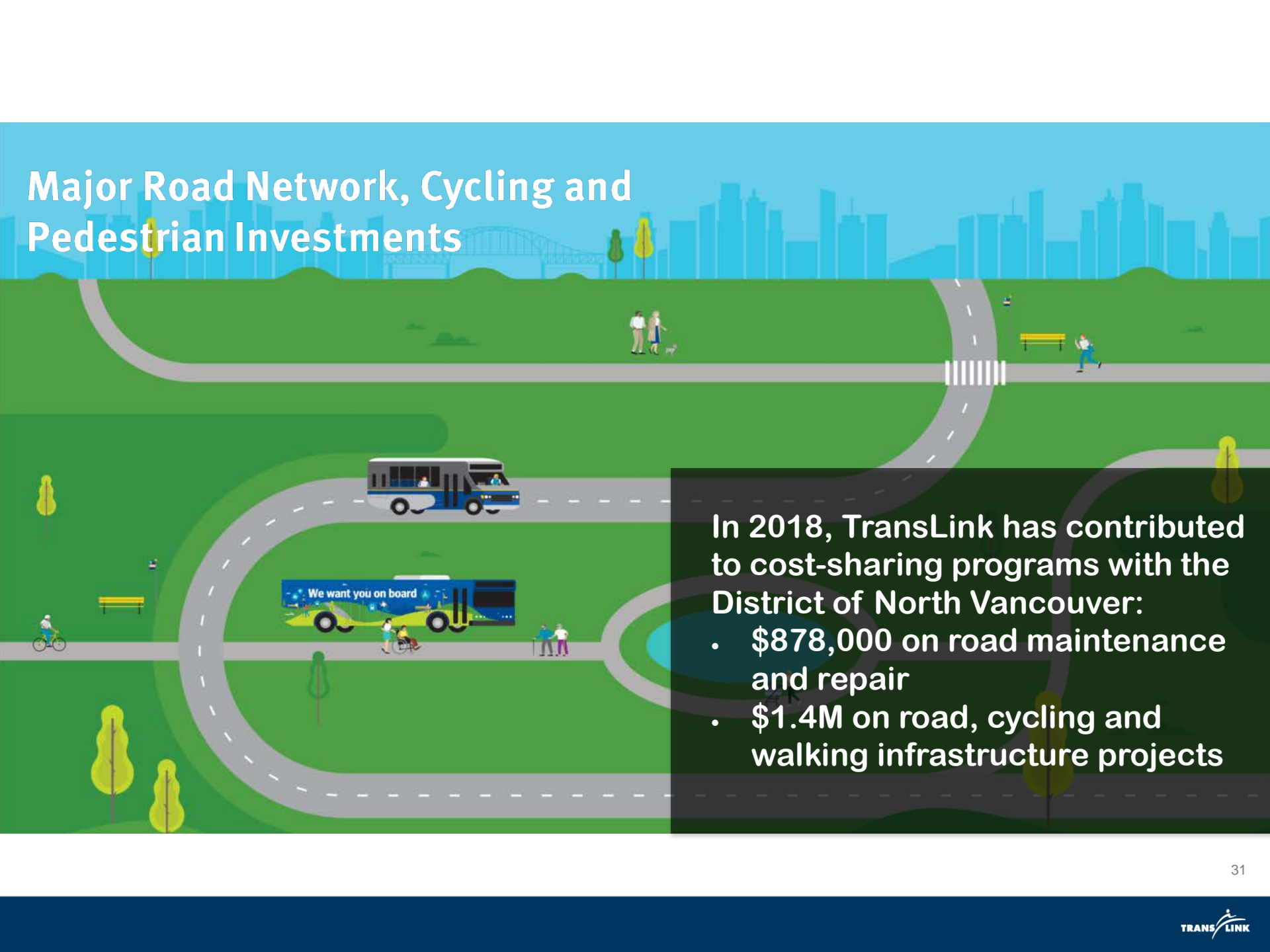


# Proposed Exchange





# Major Road Network, Cycling and Pedestrian Investments

An illustration of a road network with a bus, cyclist, and pedestrians. The scene shows a winding road with a blue and white bus, a person on a bicycle, and several pedestrians. A sign on the bus reads "We want you on board". The background features a city skyline and a bridge.

In 2018, TransLink has contributed to cost-sharing programs with the District of North Vancouver:

- \$878,000 on road maintenance and repair
- \$1.4M on road, cycling and walking infrastructure projects

**Thank You**