District of North Vancouver
Council Orientation Workshop
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An integrated regional multimodal transportation authority
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.

2010 CANADA LINE OPENS

2016 EVERGREEN EXTENSION OPENS

2017 408 MILLION BOARDINGS

2018 RIDERSHIP PROJECTED TO BREAK ALL-TIME RECORDS

* 2018 figure is based on 9 months of actual and 3 months of projected ridership data.
How Are We Addressing Booming Ridership & a Growing Region?
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**

- Current Round Trip: 118.8 minutes
- Potential Round Trip: 73.6 minutes
- 39% Total Potential Savings

**Potential Travel Time Savings**

- Basic B-Line: 3.3 minutes
- 2019: 11.0 minutes
- 2020: 13.0 minutes
- Post 2020: 17.9 minutes

Route 239+255

27.3 min (from Transit Priority)

39% Total Potential Savings
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
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.
No one factor causes congestion, and there is no one solution.

Current land use is mostly auto oriented

Over-reliance on Hwy 1 due to limited east-west options

Alternative travel modes aren’t currently competitive with the automobile

Road demand exceeds capacity at pinch points at peak travel times

Measures are lacking to manage demand for driving
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.
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
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