INTEGRATED NORTH SHORE TRANSPORTATION PLANNING PROJECT (INSTPP)

Status Review and Next Steps for DNV
INSTPP Structure

**Steering Committee**
Strategic input, direction, and approval

**Project Lead**
Project coordination, management, and facilitation

**Staff Working Group**
Technical input and recommendations

Logos:
- West Vancouver
- City of North Vancouver
- TransLink
- British Columbia
- District of North Vancouver
- Port of Vancouver
INSTPP Mandate

1. Enable a multi-agency collaborative forum for transportation planning and decision-making
2. Identify near-term and long-term solutions to improve mobility on the North Shore
INSTPP Problem Identification

- Land use is mostly car oriented
- Transit and alternative travel modes aren’t competitive with the auto for many trips
- Road demand exceeds capacity at times and at key pinch points along the road network
- The road network has gaps that reduce choice and increase congestion
- Measures are lacking to manage road use
INSTPP Key Findings

Iron Workers Memorial Bridge Traffic Volumes

Lions Gate Bridge Traffic Volumes
INSTPP Key Findings
INSTPP Key Findings

Share of Total Freeway Trips that are Local Only (Afternoon Peak)

- North Shore: 25%
- Coquitlam & Burnaby: 15%
- Surrey: 5%
- Richmond: 5%
- Delta: 0%
INSTPP Key Findings

Peak spreading indicates demand exceeds capacity Highway 1 eastbound
INSTPP Key Findings

• Many factors are contributing to North Shore congestion
• Transportation and housing affordability are linked
• Transit is not competitive with auto-use
• The North Shore is effectively ‘severed’ from the multi-billion dollar transit investments south of the Burrard Inlet
North Shore
Rush Hour vs Night - Access to Frequent Service

Areas within 400m of frequent service (15-minute or better) on weekdays:
- 15 minutes or better at noon
- 15 minutes or better until 9 pm
- 15 minutes or better until 12 am or later

Residents/square km:
- < 4k
- 4k - 13k
- 13k - 26k
- 26k - 52k
- 52k - 104k
- > 104k

Employees/square km:
- < 2.5k
- 2.5k - 6.5k
- 6.5k - 13k
- 13k - 26k
- 26k - 52k
- > 52k

Data Sources:
- Statistics Canada, 2016 Census
- Plumbing Boilers Business Plans, 2014

DISTRICT OF NORTH VANCOUVER
INSTPP Recommendations

- Reduce reliance on Highway 1
- More responsive incident/collision clearing on bridges
- Expand transit priority infrastructure at North Shore bridgeheads and along key corridors
- Improve transit service by advancing future B Lines
- Alignment of land-use and transportation
- Coordinated and cross-jurisdictional demand management strategies
INSTPP Recommendations

• Evaluate the benefits of a Barrow-Spicer corridor and Western Low Level Rd extension
• Complete Lower Lynn Interchange improvements
• Upgrade Highway 1 to improve safety and reliability
• Implement bus service linking Squamish and Vancouver
• Invest in the pedestrian and cycling network
• Update 2004 Burrard Inlet Passenger Ferry Study
• Deliver the Main-Marine B Line
INSTPP – Marine Drive B Line

No major civil works (curbs remain in the same location)

Turning movements permitted from shared left/through lane 24-7

Extension of westbound transit lane enabled by converting left turn lanes to westbound through lane

Bikes permitted in transit lanes
Marine Drive B Line
INSTPP – Main Street B Line

- Bike Lane
- Future Transit Lane

- All turning movements and lanes maintained
- Two eastbound and westbound lanes maintained for all traffic
- Widening to south enables eastbound transit lane
- Bike lane maintained and bikes permitted in transit lanes
Main Street B Line
Highway 1 Lower Lynn Interchanges
Highway 1 Mountain Hwy Interchange
Highway 1 Lynn Creek Bridges
Future Network Performance
DNV Priorities

- Implement Upper Levels Bus on Shoulder lane
- Accelerate future B Lines, transit priority measures
- Barrow St-Spicer Rd connector
- 2nd Narrows crossing improvements
- CN Rail bridge replacement opportunities
- Expansion of North Shore passenger ferry network
- Commuter Rail from Whistler to Seabus/Phibbs
Barrow-Spicer Connector
Active Transportation / TDM

• Prioritize road space
• AAA cycling facilities
• e-Bike Share
• Pedestrian network improvements
• Intelligent Transportation Systems (ITS)
• Advance Traveler Information System (ATIS)
INSTPP Next Steps

• Council Resolution:

“THAT Council endorse DNV priorities as identified, and direct DNV staff to pursue these priorities for further study and/or implementation in partnership with other stakeholders”