

INTEGRATED NORTH SHORE TRANSPORTATION PLANNING PROJECT (INSTPP)

Status Review and Next Steps for DNV



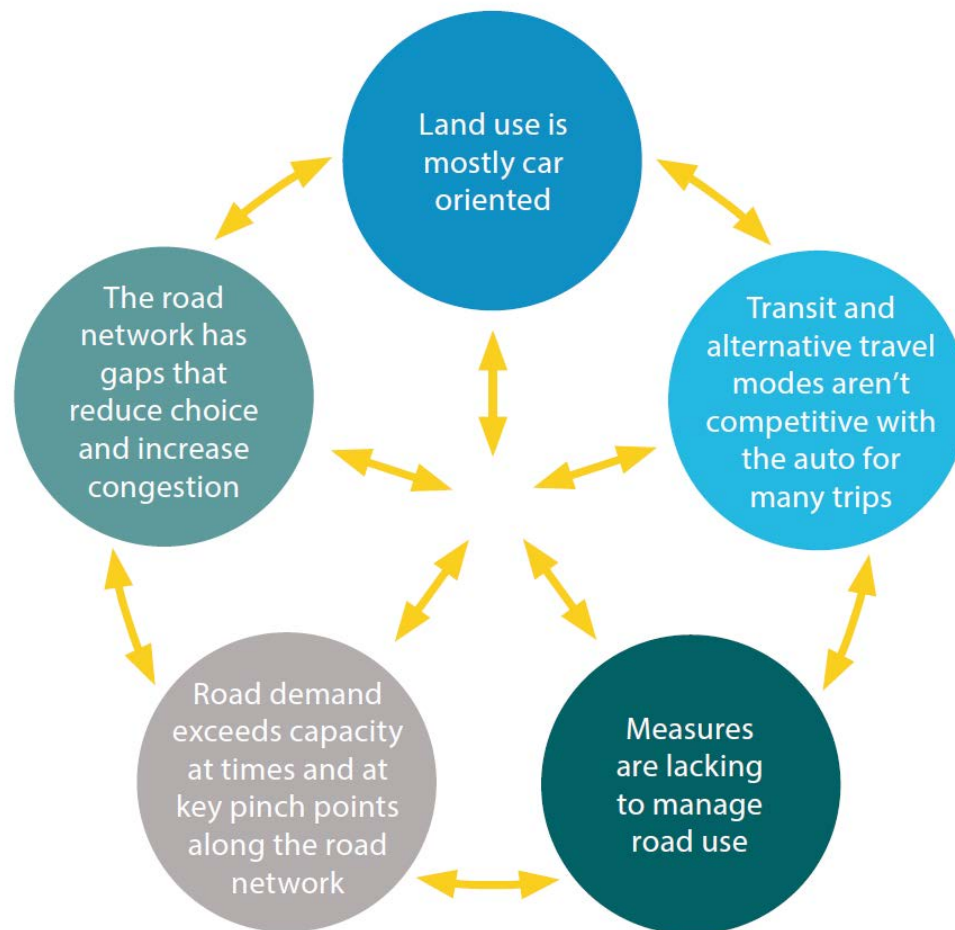
INSTPP Structure



INSTPP Mandate

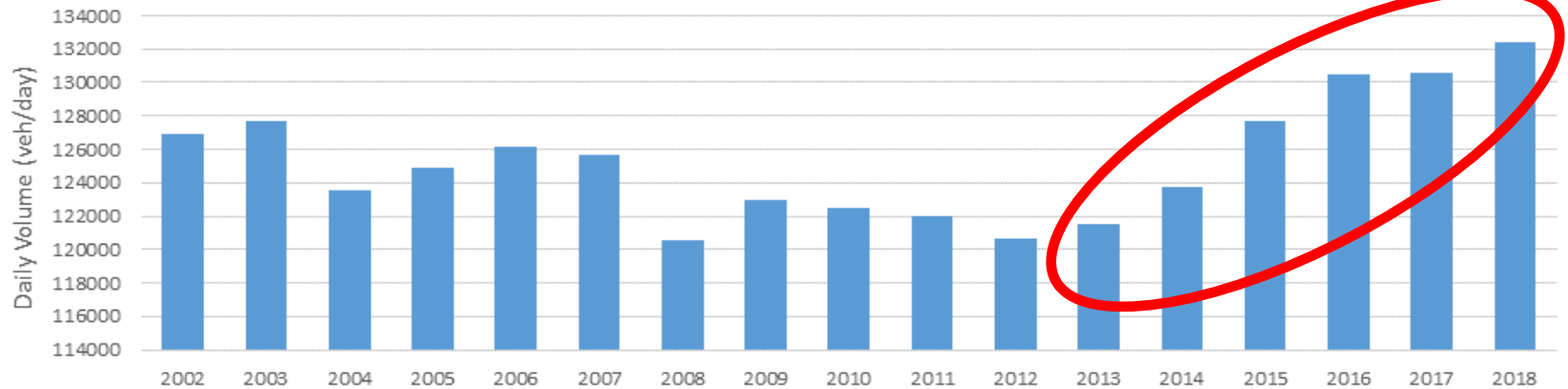
1. Enable a multi-agency collaborative forum for transportation planning and decision-making
2. Identify near-term and long-term solutions to improve mobility on the North Shore

INSTPP Problem Identification

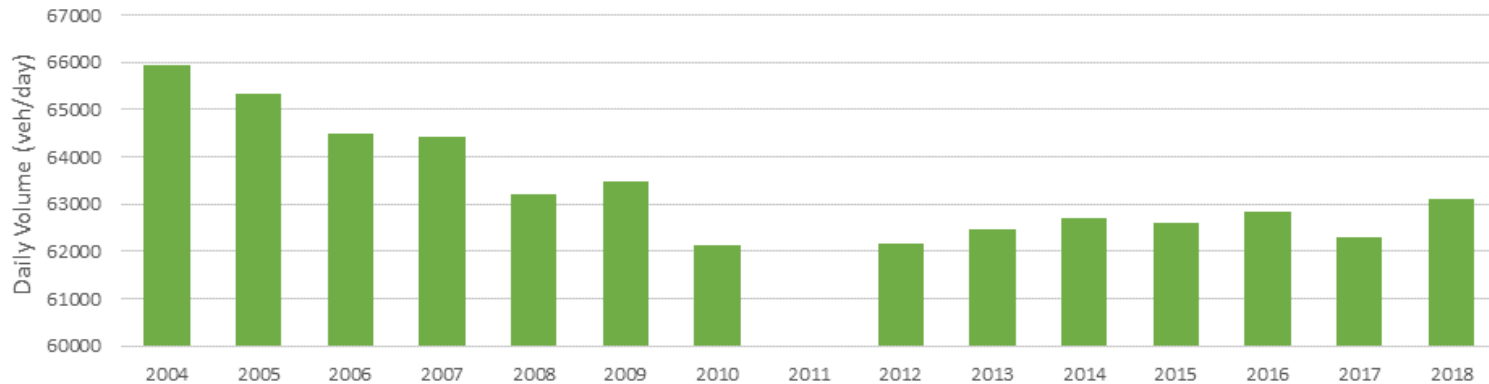


INSTPP Key Findings

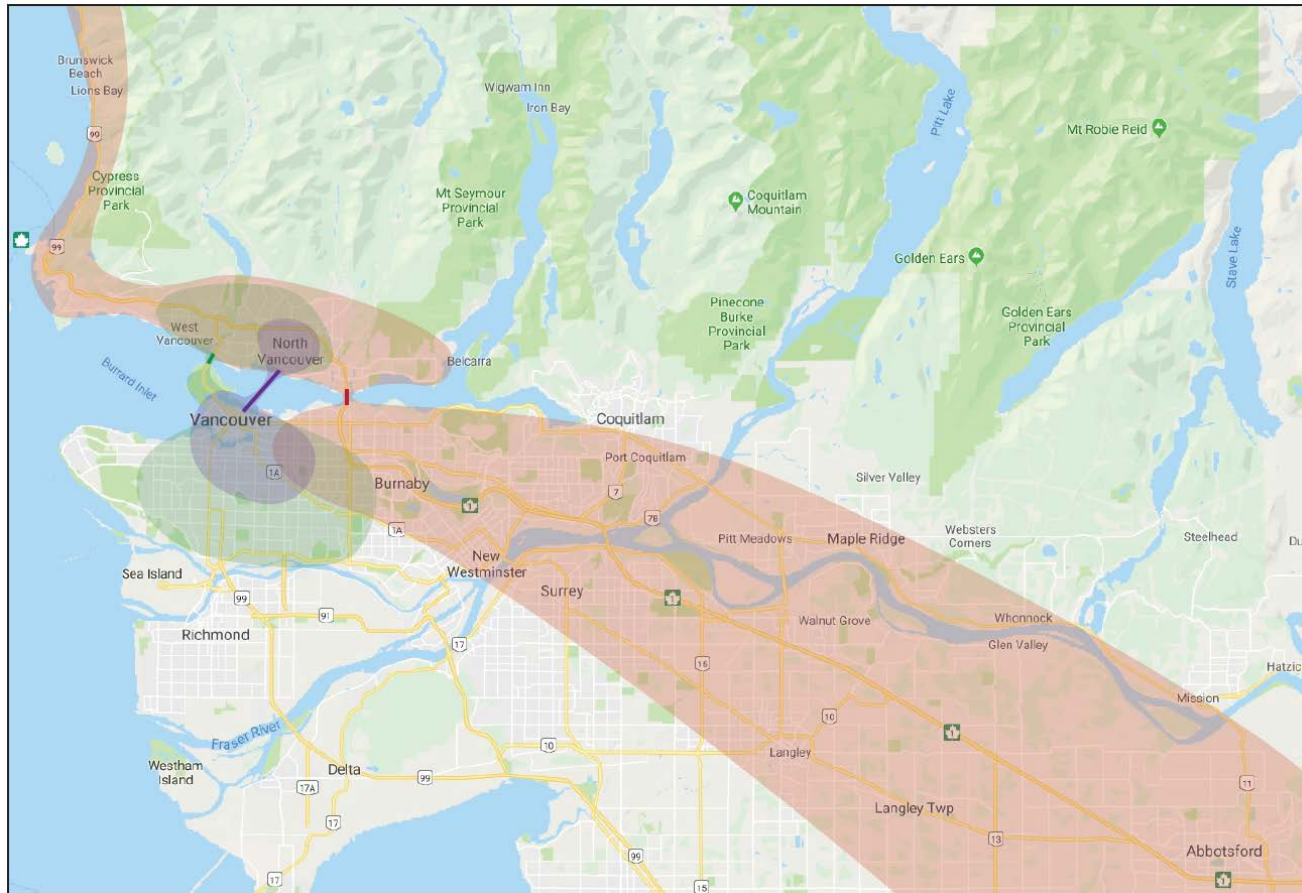
Iron Workers Memorial Bridge Traffic Volumes



Lions Gate Bridge Traffic Volumes

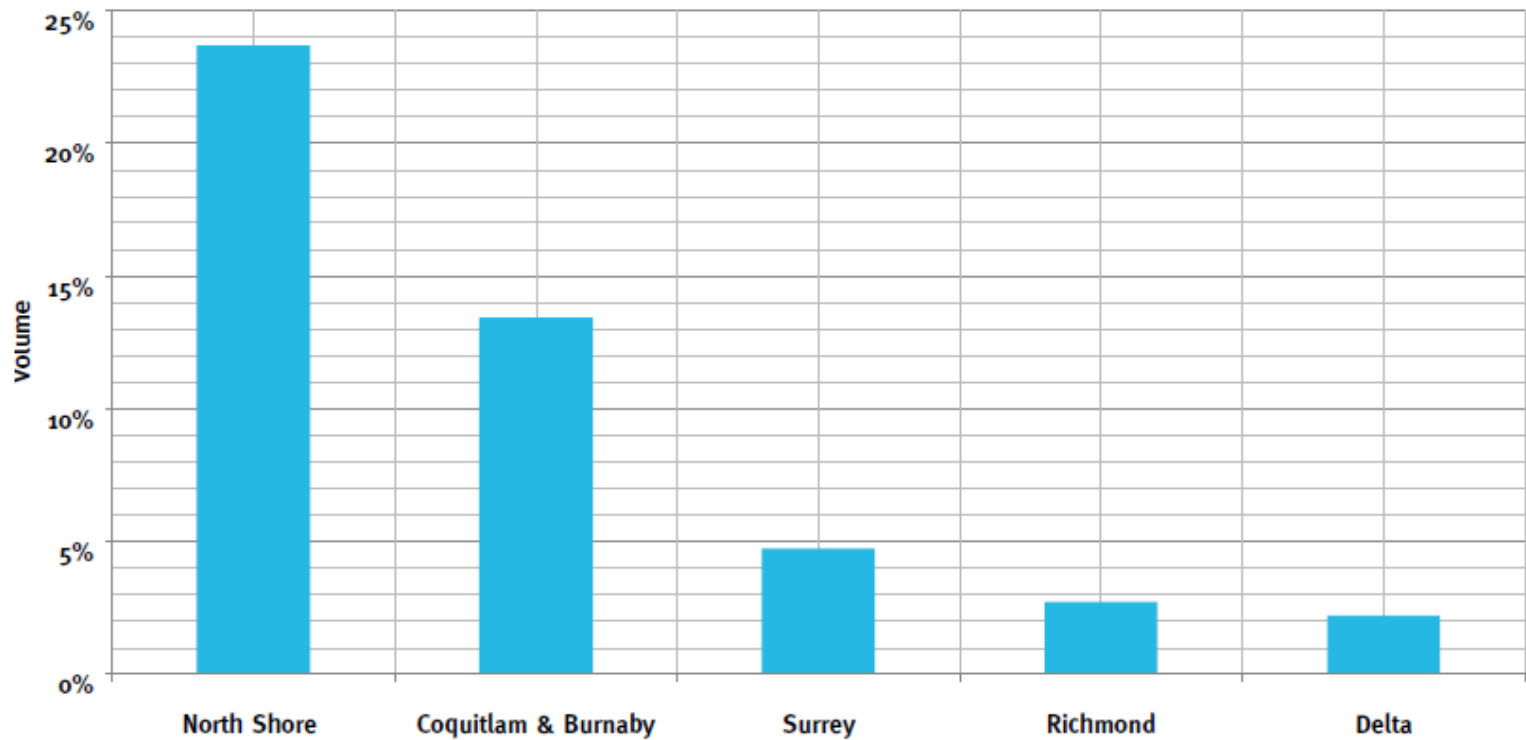


INSTPP Key Findings

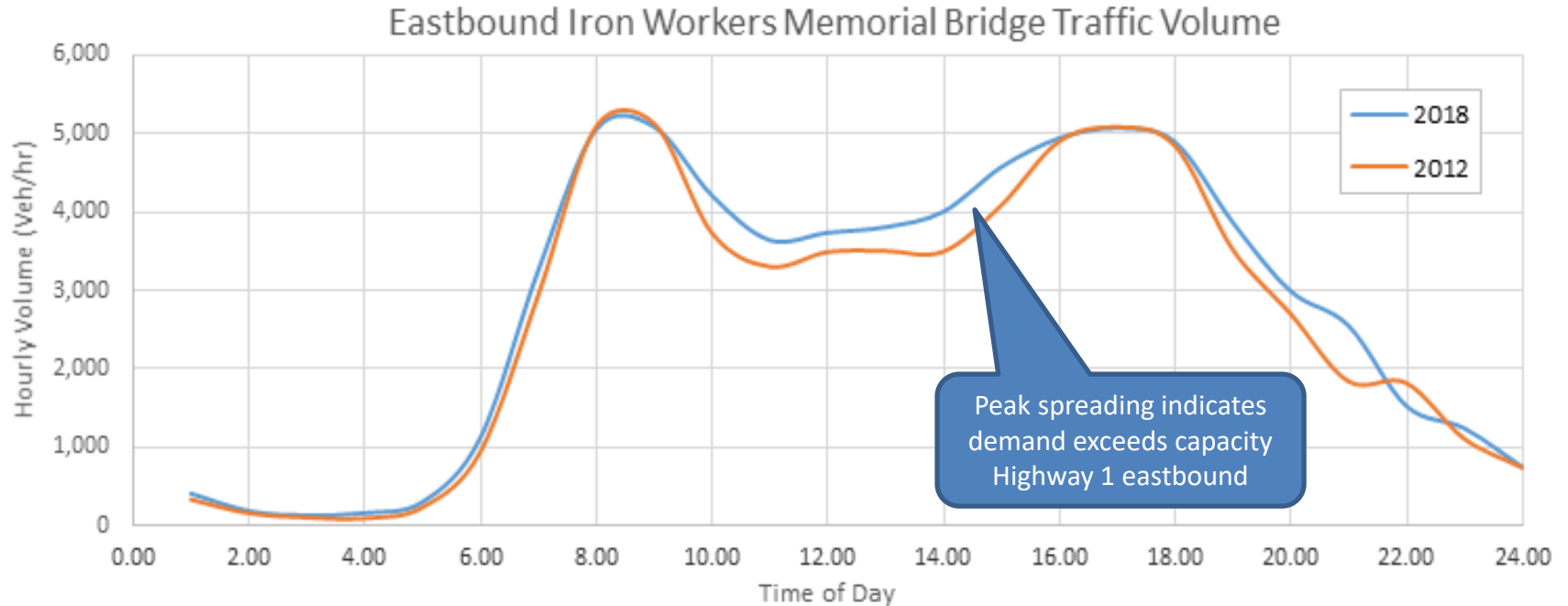


INSTPP Key Findings

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

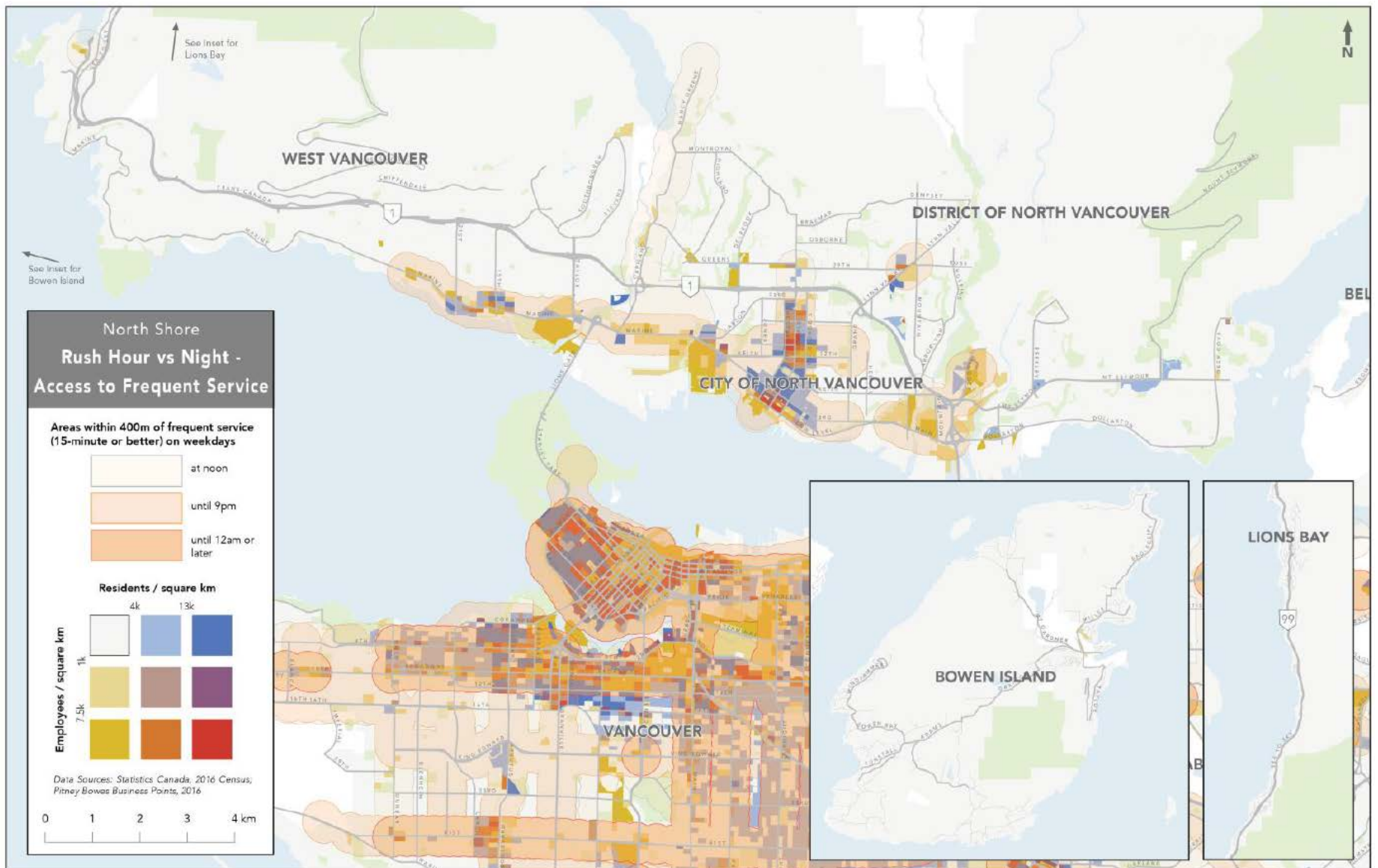


INSTPP Key Findings



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



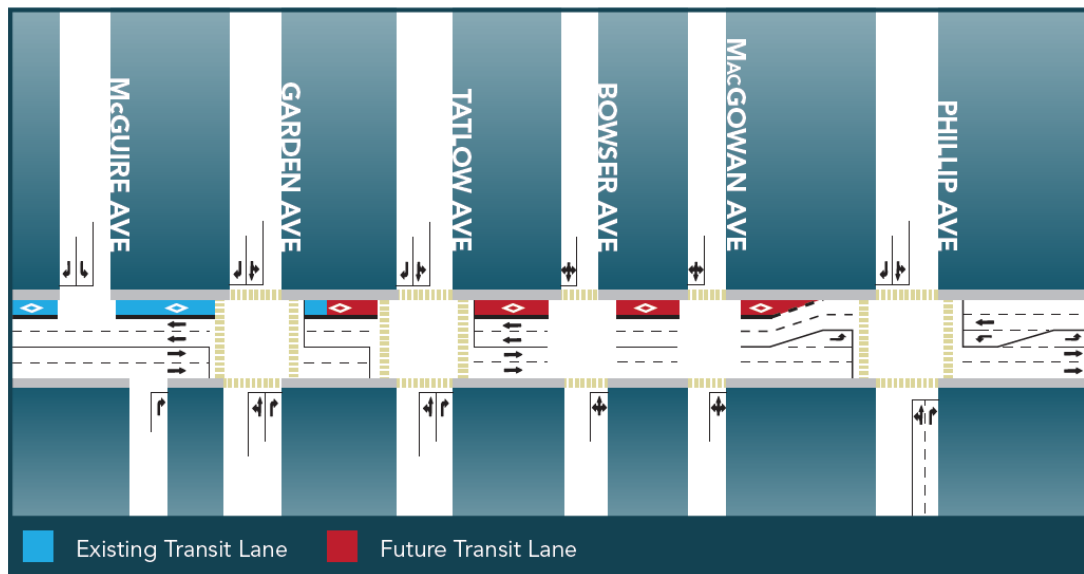
INSTPP Recommendations

- 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

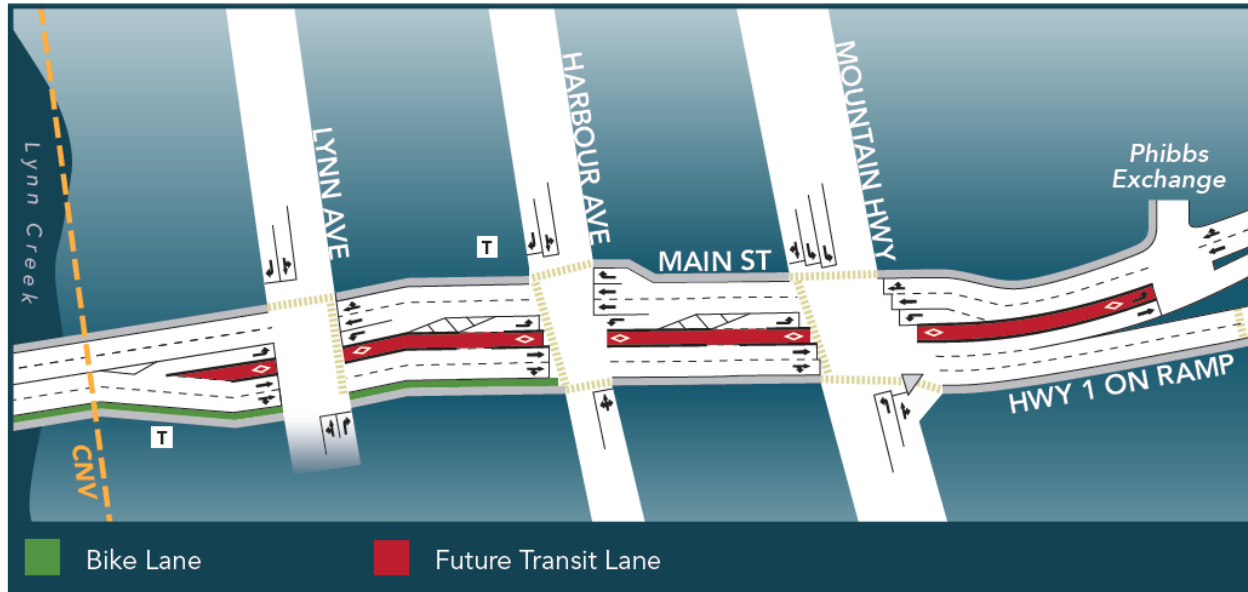


Bikes permitted in
transit lanes



Marine Drive B Line

INSTPP – Main Street B Line



All turning movements and lanes maintained



Two eastbound and westbound lanes maintained for all traffic

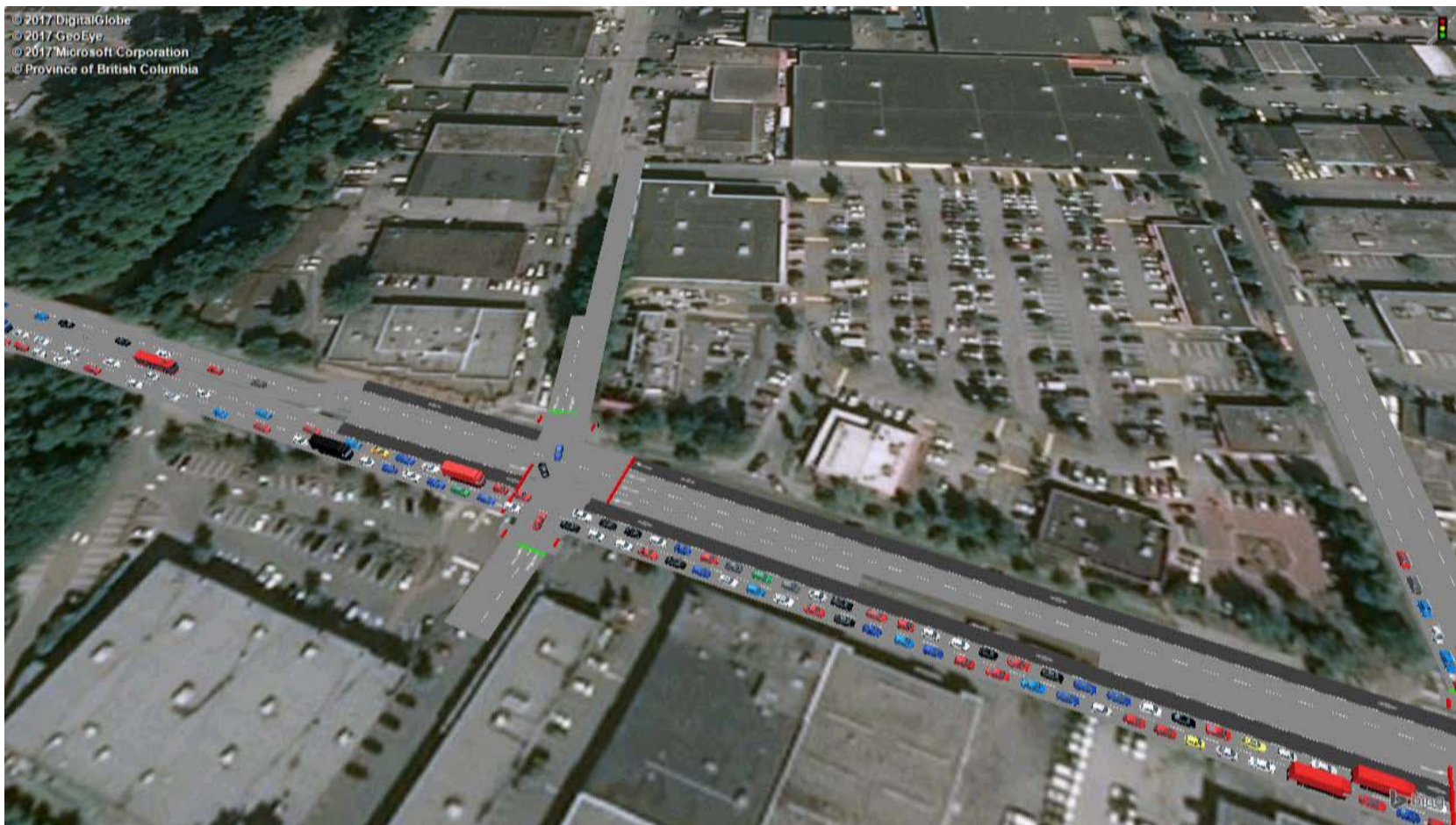


Widening to south enables eastbound transit lane



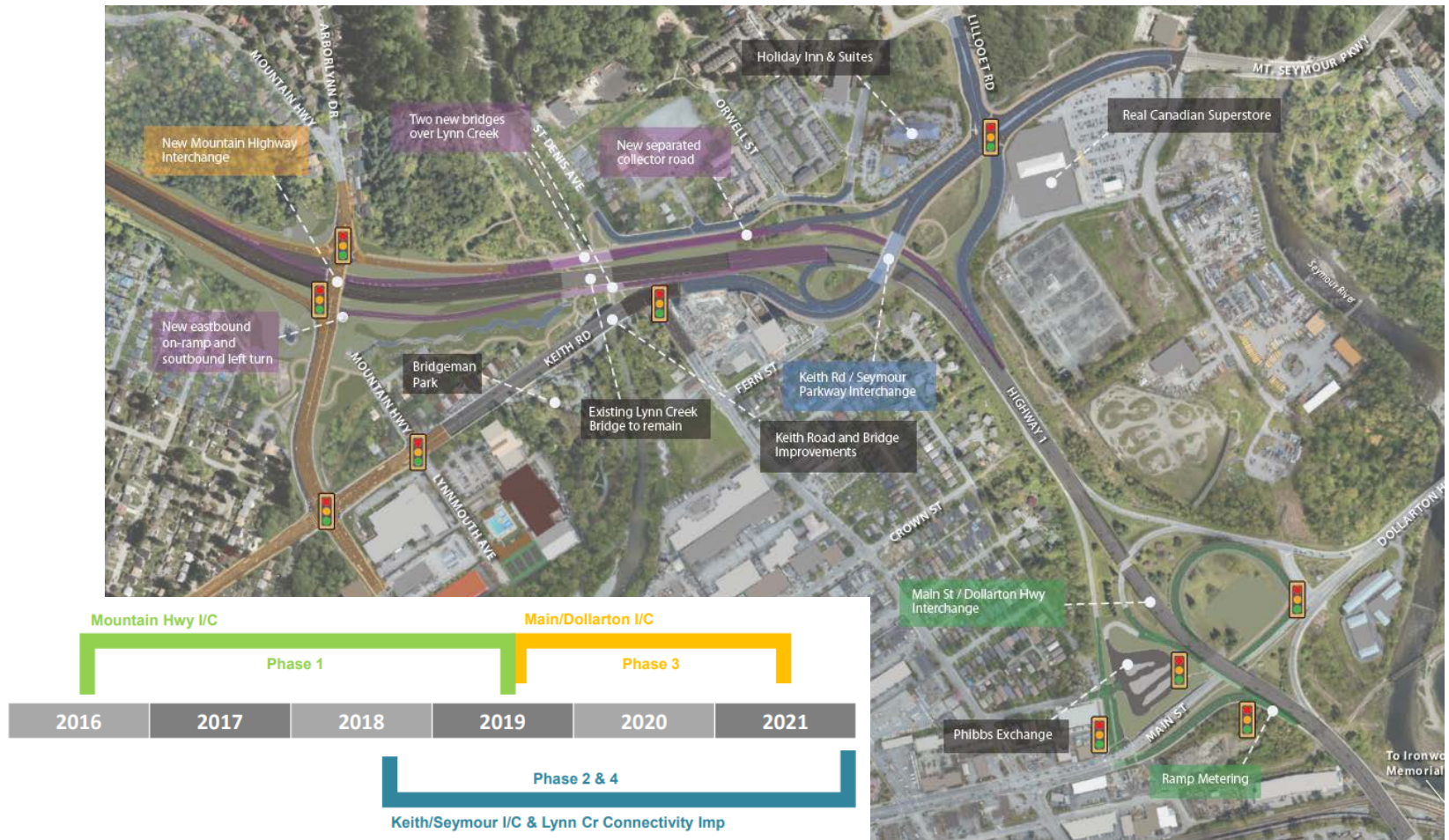
Bike lane maintained and bikes permitted in transit lanes

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Main Street B Line

Highway 1 Lower Lynn Interchanges



Highway 1 Mountain Hwy Interchange



Highway 1 Lynn Creek Bridges



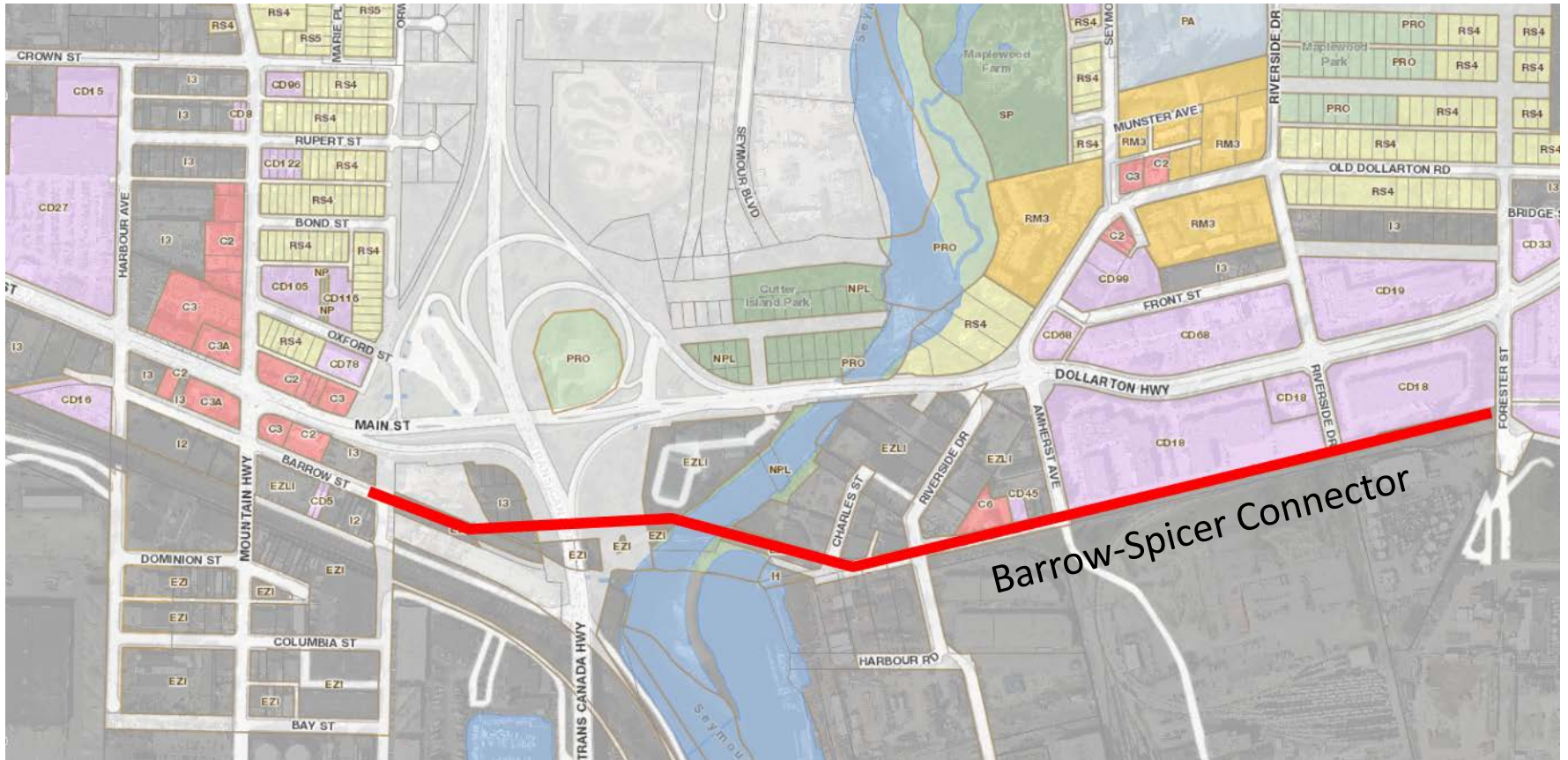
Future Network Performance



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”