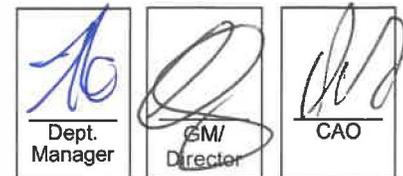


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>April 1, 2019</u>
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

March 15, 2019
File: 16.8500.30/000.000

AUTHOR: Ingrid Weisenbach, Transportation Planning

SUBJECT: INSTPP Priority Action - New Express Bus Service

RECOMMENDATION:

THAT Council endorses reallocation of additional North Vancouver transit service hours approved through Phase II of the Mayor's Council Vision investment plan for expansion of Route 231 to a new express bus service connecting Phibbs Exchange to the regional SkyTrain network,

AND THAT staff work with TransLink to revisit transit needs for the West 1st corridor once transit ridership growth timeframes are confirmed, and as part of the Mayor's Council Vision Phase III investment plan.

REASON FOR REPORT:

The purpose of this report is to seek Council endorsement to advance the development of a new express bus across the Ironworkers Memorial Second Narrows Bridge (IWSNB), with an ultimate goal of B-Line level of service.

SUMMARY:

The Integrated North Shore Transportation Planning Project (INSTPP) identified the need for an express bus service across IWSNB as a priority need. Due to slower growth of ridership demand in the West 1st corridor than expected, an opportunity exists to reallocate service hours from Route 231 expansion to meet the INSTPP recommendation on an accelerated timeline. This report also provides detail on the proposed funding arrangement that enables the advance delivery of an express bus service. Supplementing this report (Attachment 1) is a letter from TransLink staff expressing their intent to continue to work with municipal partners to advance this transit priority through developing routing alternatives, and engaging the public.

BACKGROUND:

TransLink staff require municipal Council approval in advance of launching public engagement on the assignment of new bus service hours granted through the Mayor's Council Phase II investment plan. In the absence of this formal endorsement by the DNV Council and City of North Vancouver (CNV) Council, the re-assignment of bus service hours to a new, express bus service as identified in INSTPP cannot proceed. Subject to receipt of this endorsement, TransLink has an anticipated timeframe of early 2020 for this new service to become operational.

Mayor's Council Vision

As part of the Mayor's Council Vision, TransLink developed a three-phased investment plan for the delivery of transit and related infrastructure priorities. Inputs for the North Shore to the Vision included the North Shore Area Transit Plan (2012) and significant municipal consultation.

The first two phases of the Vision are fully funded and will deliver significant bus transit investments to the North Shore including the Main-Marine B-Line and increased bus service hours for existing routes. The Phase III investment plan, which is currently unfunded, identifies two additional B-Lines for the North Shore: a) Lynn Valley Town Centre to Downtown Vancouver (via Lonsdale) and b) Phibbs Exchange to Metrotown.

INSTPP

The Integrated North Shore Transportation Planning Project (INSTPP) findings and recommendations have become the most contemporary piece of transportation planning work for the North Shore. Through the identification of shared priorities amongst the three North Shore municipalities and the active involvement of TransLink as well as Provincial and Federal decision-makers, steps to address congestion meaningfully were outlined. One of the near-term actions is to identify ways in which to accelerate the delivery of the two B-Lines contemplated in the Phase III investment plan. The Phibbs Exchange to Metrotown B-Line is intended to address congestion by providing a fast and reliable service for commuters looking to connect between the regional SkyTrain network and the North Shore.

Route 231 extension transit service

During the input period for the Mayor's Council Vision, the North Shore municipalities identified a need to provide enhanced service to the employment areas near the West 1st corridor in the port lands as an important priority for increasing service hours and frequency of TransLink's existing route 231. In part, the prioritization of this area was premised on the future development of the Harbourside community within CNV. In the following years, the anticipated development timelines have not materialized, and while the exact timing is still unknown, it is clear that the increased transit service hours planned for Route 231 from the Phase II investment plan would precede substantial development and ridership growth.

Municipal Transit Service Goals

Through the INSTPP process, municipalities and partner agencies identified the Phibbs-Metrotown B-Line service as an important enhancement to the frequent transit network. By connecting the North Shore to the regional SkyTrain network, a new reliable and frequent service will provide a viable option to driving and reduce congestion around the Second

Narrows bridgeheads. As INSTPP revealed, in response to strong employment growth on the North Shore and a shortage of workforce housing, the commuter catchment area for the Second Narrows Bridge extends eastward towards the Fraser Valley.

While the exact routing of this new bus service has yet to be determined, District of North Vancouver (DNV), City of North Vancouver and City of Burnaby will provide significant input to TransLink to ensure the ultimate routing addresses congestion in an impactful way.

Short-term Transit Service Goals

The strategy for funding a new bus service was born out of a review of new transit service hours granted through the Phase II investment plan. Through the proposed re-allocation of Route 231 new transit service hours, alongside some other efficiencies identified by TransLink, a budget of approximately 10,000 transit service hours can be committed. This allocation will not achieve a B-Line level of service on opening day; however, it can be delivered to build up ridership and support the business case for an ultimate B-Line configuration. The shared goals of the three municipal partners for the short-term configuration of the new bus service include:

- Tying into key destinations for both employment and housing;
- Considering fare implications (i.e. 2 or 3 zones) for potential SkyTrain connection locations;
- Delivering beyond peak hour service to help grow new ridership; and
- Active promotion and monitoring.

Once the routing and service hours have been confirmed, Council will receive an update by way of an information report.

Long-term Transit Service Goals

The identification of three B-Lines through the Mayor's Council Vision reflects the longer-term vision in the North Shore Area Transit Plan (NSATP). In order to support these corridors, the vision looks to improve travel time reliability and enhance customer experience, especially at transit exchanges. As we witness shifts to all-day demands for transit service, and an urgent need to make transit more competitive with auto trips on our limited east-west road network, we must consider ways to integrate the B-Lines such that travel can be made to and from the North Shore without the inconvenience and added time of a transfer. Staff are actively working with partner municipalities and TransLink in formulating an updated long-term vision for the North Shore in the upcoming Regional Transportation Strategy engagement sessions.

EXISTING POLICY:

Advancing route options for a new express bus service between Phibbs Exchange and Metrotown is in line with Official Community Plan's transportation objective to have 35% of District resident trips completed by walking, cycling or transit by 2030.

Improving transit is also supported by the draft Community Energy and Emissions Plan (CEEP) Report where it notes that transportation sector is responsible for 54% of DNV's greenhouse gas emissions in 2016. Transit is addressed in Transportation & Land Use

Strategy 6: Improve the transit network's efficiency, level of service, and accessibility to enhance residents' transit experience.

ANALYSIS:

Timing/Approval Process:

Subject to Council's and City of North Vancouver's approval, the service can become operational by early 2020.

Concurrence:

City of North Vancouver Council is also being asked to support the reallocation of Phase II service hours to the new express bus.

Financial Impacts:

Transportation Planning staff resources are required to support the advancement of route selection and strategy development. This can be accommodated within existing budgets. There are no anticipated capital or in-kind infrastructure contributions required because the service only involves Phibbs Exchange within the District's jurisdictional boundaries. DNV's most significant contribution would be Council's endorsement to re-prioritize allocated transit service hours in the short-term in exchange for the delivery of a shared North Shore INSTPP priority action.

Social Policy Implications:

Providing a higher level of transit service to SkyTrain from the North Shore can help promote active transportation, as well as supports wellness and healthy communities.

Environmental Impact:

Improving access to SkyTrain benefits the environment by providing a viable alternative to driving alone and helps to reduce greenhouse gas emissions.

Public Input:

TransLink will be initiating public engagement on the Phase II allocation of transit service hours this spring. Considering the timing of this new express bus service opportunity, engagement timelines for this spring cannot be met. However, TransLink has committed to doing a stand-alone public engagement for this new service before year's end, and subject to Council and TransLink approval, the service can become operational early in 2020.

Conclusion:

Council are being asked to support the reallocation of Phase II transit service hours from Route 231 expansion along the West 1st corridor to a new express bus service connecting Phibbs Exchange to the regional SkyTrain network. With Council's endorsement, TransLink and municipal staff can develop alternative(s), that can be advanced to public consultation and implementation in early 2020.

Options:

- 1. THAT Council endorses reallocation of additional North Vancouver transit service hours approved through Phase II of the Mayor’s Council Vision investment plan for expansion of Route 231 to a new express bus service connecting Phibbs Exchange to the regional SkyTrain network,

AND THAT staff work with TransLink to revisit transit needs for the West 1st corridor once transit ridership growth timeframes are confirmed, and as part of the Mayor’s Council Vision III investment plan. (staff recommendation)

OR

- 2. THAT Council deny reallocation of additional North Vancouver transit service hours approved through Phase II of the Mayor’s Vision investment plan for expansion of Route 231 to a new express bus service connecting Phibbs Exchange to the regional SkyTrain network.

Respectfully submitted,

Ingrid Weisenbach
Transportation Planner

Attachment 1: Letter from TransLink

REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk’s Office
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services
		External Agencies:
		<input type="checkbox"/> Library Board
		<input type="checkbox"/> NS Health
		<input type="checkbox"/> RCMP
		<input type="checkbox"/> NVRC
		<input type="checkbox"/> Museum & Arch.
		<input type="checkbox"/> Other:

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Attachment 1



TransLink

400 - 287 Nelson's Court
New Westminster, B.C.
V3L 0E7 Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

March 12, 2019

Leanne McCarthy, CAO
City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9

David Stuart, CAO
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Ms. McCarthy and Mr. Stuart,

Re: North shore transit services re-prioritization

As you know in 2018 the City and District of North Vancouver and TransLink worked to collaboratively identify transit priorities for the North Shore funded in the Phase 2 Investment Plan. Since the adoption of the Phase 2 Investment Plan in June 2018, the North Shore municipalities, in partnership with TransLink, have completed Integrated North Shore Transportation Planning Project (INSTPP).

Since the completion of INSTPP we understand that new priorities to address mobility and congestion on the North Shore have emerged. One of the recommendations that INSTPP made was to: "Implement a new, express bus service between Phibbs Exchange and the SkyTrain network, crossing the Second Narrows Bridge, beginning with a rush hour service to assess demand, working with local government partners to reprioritize timing and transit resources."

City and District staff have expressed a desire to reprioritize the funding identified in the Phase 2 Investment Plan to implement an express bus service connecting Phibbs Exchange and the SkyTrain network. TransLink welcomes the opportunity to work with our municipal partners to address this new transit priority. Once we have further developed alternatives, or a preferred alternative, with our North Shore colleagues we will advance to public consultation.

We look forward to continuing our work with municipal staff to develop a new transit service that will make transit more competitive and reliable.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Ross".

Sarah Ross
Director, System Planning

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