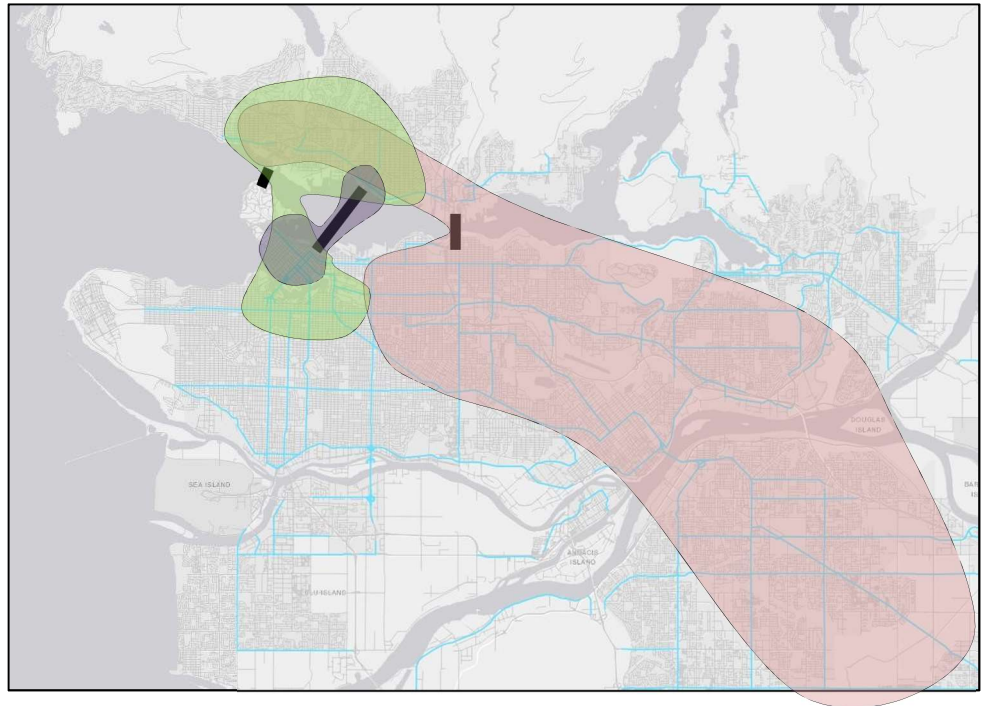


North Shore Transportation Planning Project.

Presented by Ms. Bowinn Ma. P.Eng MLA North Vancouver, Lonsdale.



Burrard Inlet Traffic Crossings and Catchment Areas. Source: Cellint Traffic Solutions & TransLink Compass

Ms. Bowinn Ma, P.Eng (Transportation), MLA for North Vancouver provided a comprehensive informative discussion on the Integrated North Shore Transportation Planning Project (INSTPP), pronounced “instep”, currently under consideration.

INSTPP's objectives are to primarily improve travel time for people while enhancing co-ordination of land use and transportation.

Another primary function is to enable multiple jurisdictions (the North Shore has nine) to be brought together at one table to discuss future transportation planning for the North Shore. These include the City and District of North and West Vancouver, Port of Metro Vancouver, Ministry of Transportation, Translink and the Squamish Nation.

Through INSTPP's research and transportation studies, an in depth set of data was collected that showed an interesting traffic movement pattern for the North Shore and its links to the Lower Mainland.

Some key observations include: -

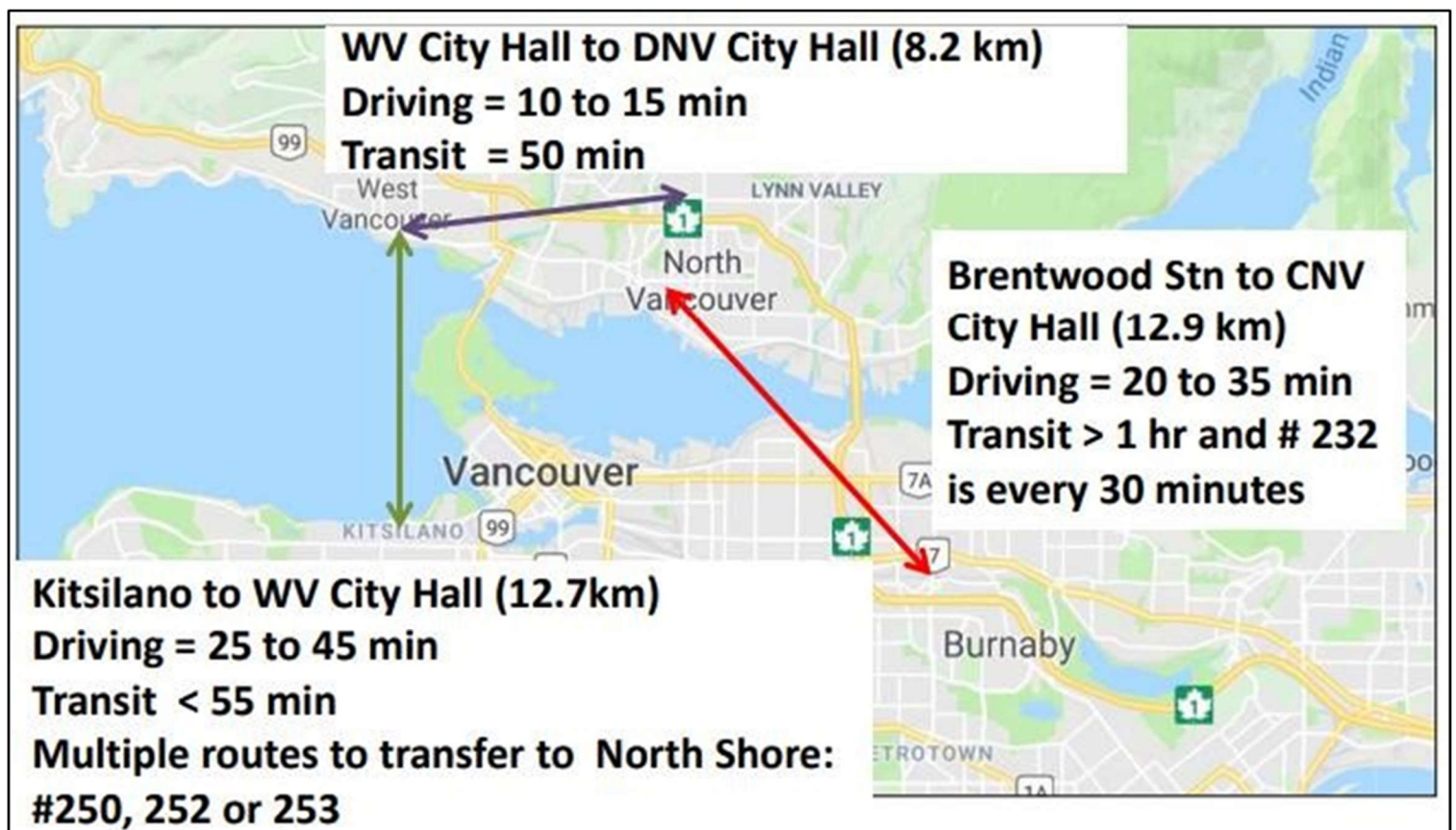
- Congestion will continue to get worse with only current commitments and the Mayor's Council Investment Plan and even if the resident population does not increase.
- Existing bridges cannot be expanded due to structural limitations.
- Increasing road capacity (e.g. a new bridge) leads to increased driving and increased congestion.
- No single project will meet all stated objectives.

- From the studies, INSTPP learned that each of the three Burrard Inlet water crossings have their own catchment area and that trip time is not linear relative to traffic volume. For example, on the Second Narrows bridge, a drop of 5% to 10% in traffic volume results in significant reductions in travel time.

Looking at the distribution markets the following are observed:

- The Second Narrows serves a very large, more regional market that is spread out.
- The Lions Gate bridge serves a smaller market, mainly focused on parts of Vancouver, West Vancouver and Lonsdale.
- The SeaBus market is even smaller and is mainly focused on Lonsdale and downtown/metro core.

Housing problems have also exacerbated the transportation problem. With housing costs going up, traffic congestion has been going up. People who work in North Van cannot afford to live there and need to find housing further away.



Transit competes with the car for some trips but not for others.

However, no single project will meet all the INSTPP's stated objectives. Accordingly, INSTPP has come up with some recommendations: -

1. Work on a long-term collaborative governance structure.
2. Implement B-Line and fast track other B-Lines (planned for 2019).
3. Rapid transit to North Shore from Downtown.
4. New express bus to go over the Second Narrows Bridge.

5. Better transit priority measures at bridge heads.
6. Mayor's Council ten-year vision phase 2.
7. Coordinated, cross jurisdiction land and core transportation plan.
8. Complete and improve the pedestrian network.
9. Complete the Lower Level Road and enhance Bower Spier corridor.
10. Complete Lower Lynn replacement project.
11. Improve safety and road way entry to Second Narrows bridge.
12. Demand management programs.

In conclusion, the best results will come from a coordinated approach including, transportation and land use planning, improving transportation options, competitiveness of no auto modes and encouraging behavioral change.