

North Vancouver Community Associations Network

November 15, 2017
7 pm to 9 pm

Topics

- Decision-making processes and constraints
 - What is TransLink?
 - What financial and planning requirements does TransLink have to meet?
 - What are TransLink's revenue sources?
 - What are TransLink's planning processes?
- Planned transportation improvements
 - What improvements does TransLink have planned for the North Shore from 2017-19?
 - What improvements are being considered by TransLink for the North Shore from 2020-21?
- Q&A speed round
- Open discussion

DECISION-MAKING PROCESSES AND CONSTRAINTS

What is TransLink?

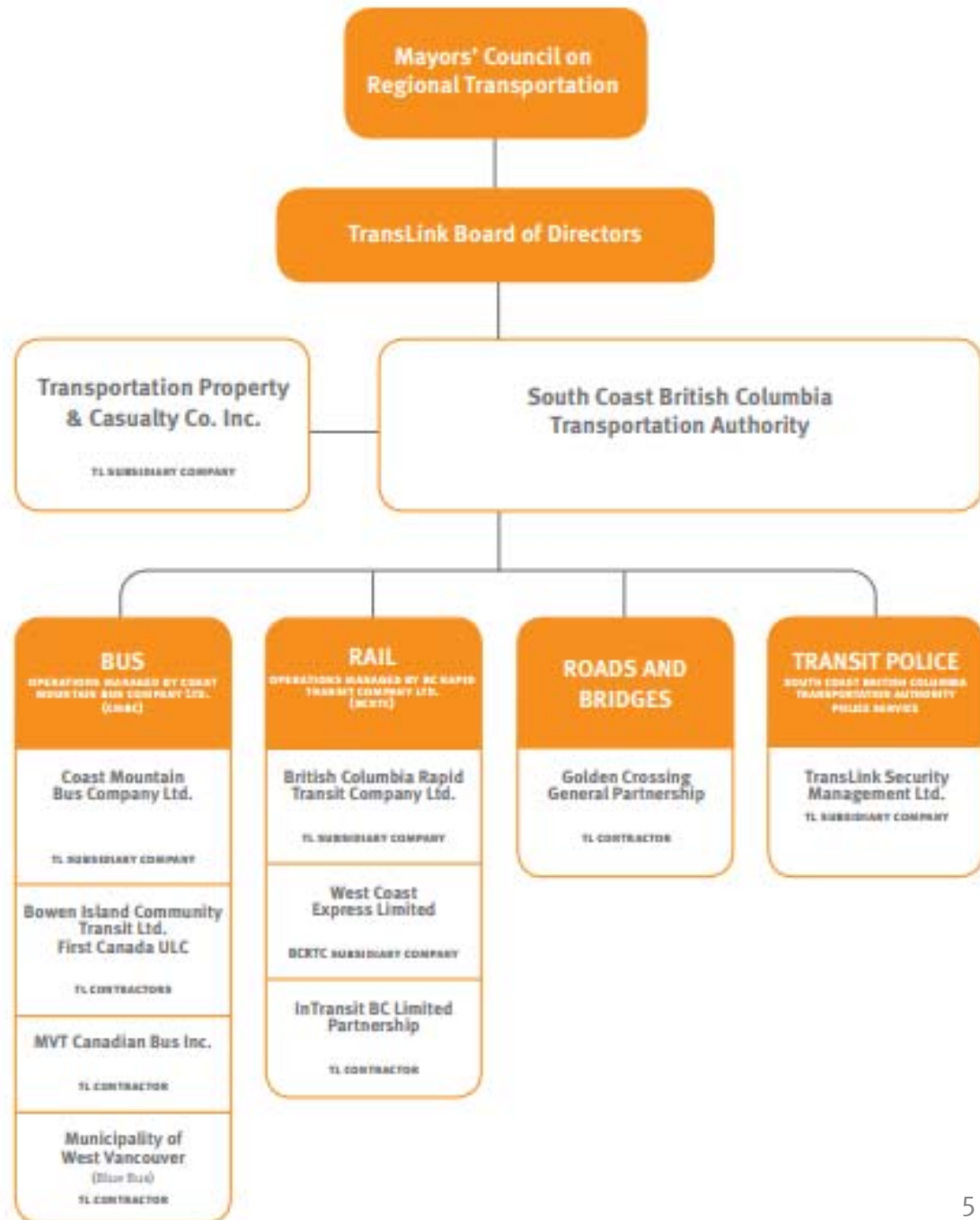
- Regional transportation authority
- Established through provincial legislation, the South Coast British Columbia Transportation Authority Act
- Neither a crown corporation nor a for-profit corporation

/ Shared decision-making

/ Central administration and planning

/ Wholly-owned subsidiaries

/ Private or municipal contractors



What financial and planning requirements does TransLink have to meet?

- Every three years or more often, must adopt an “investment plan” that outlines for each of the next 10 years:
 - Revenues and borrowing
 - Expenditures, major projects, and initiatives
 - And more
- Must meet other financial policies in order to maintain AA credit rating
- Must plan far in advance in order to increase bus and rail service – requires purchasing new buses and trains; hiring drivers, mechanics, etc.

What are TransLink's revenue sources (operating)?

/ Difficult to predict and declining over time

/ Before 2017, was not keeping pace with population growth

/ Closely tied to the economy

TOTAL OPERATING REVENUES \$17.2 BILLION



TOTAL OPERATING EXPENDITURES \$17.2 BILLION



Note: Figures are for 10-year investment plan period

What are TransLink's revenue sources (capital)?

/ One time contributions

TOTAL CAPITAL FUNDING \$3.6 BILLION

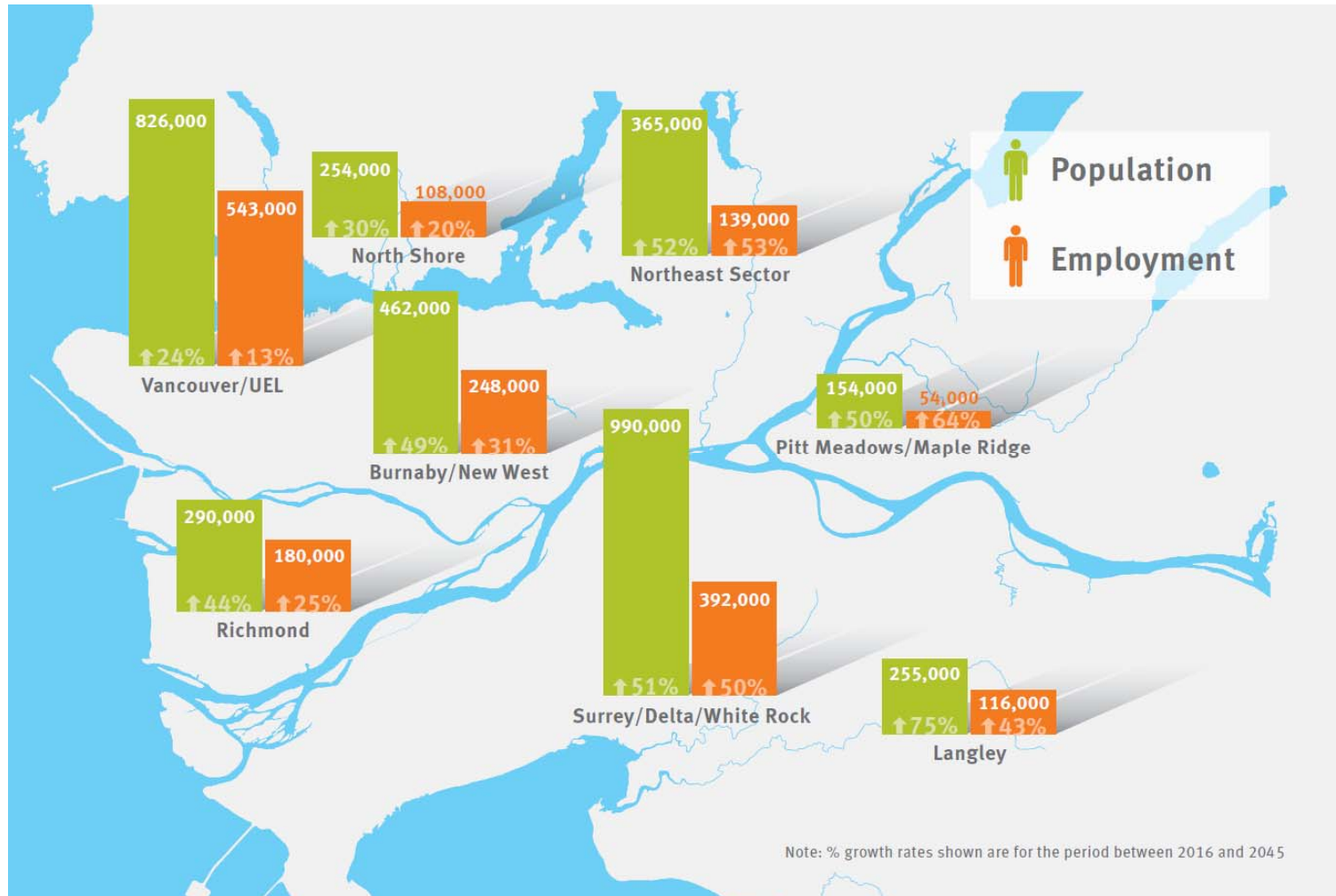


TOTAL CAPITAL EXPENDITURES \$3.6 BILLION

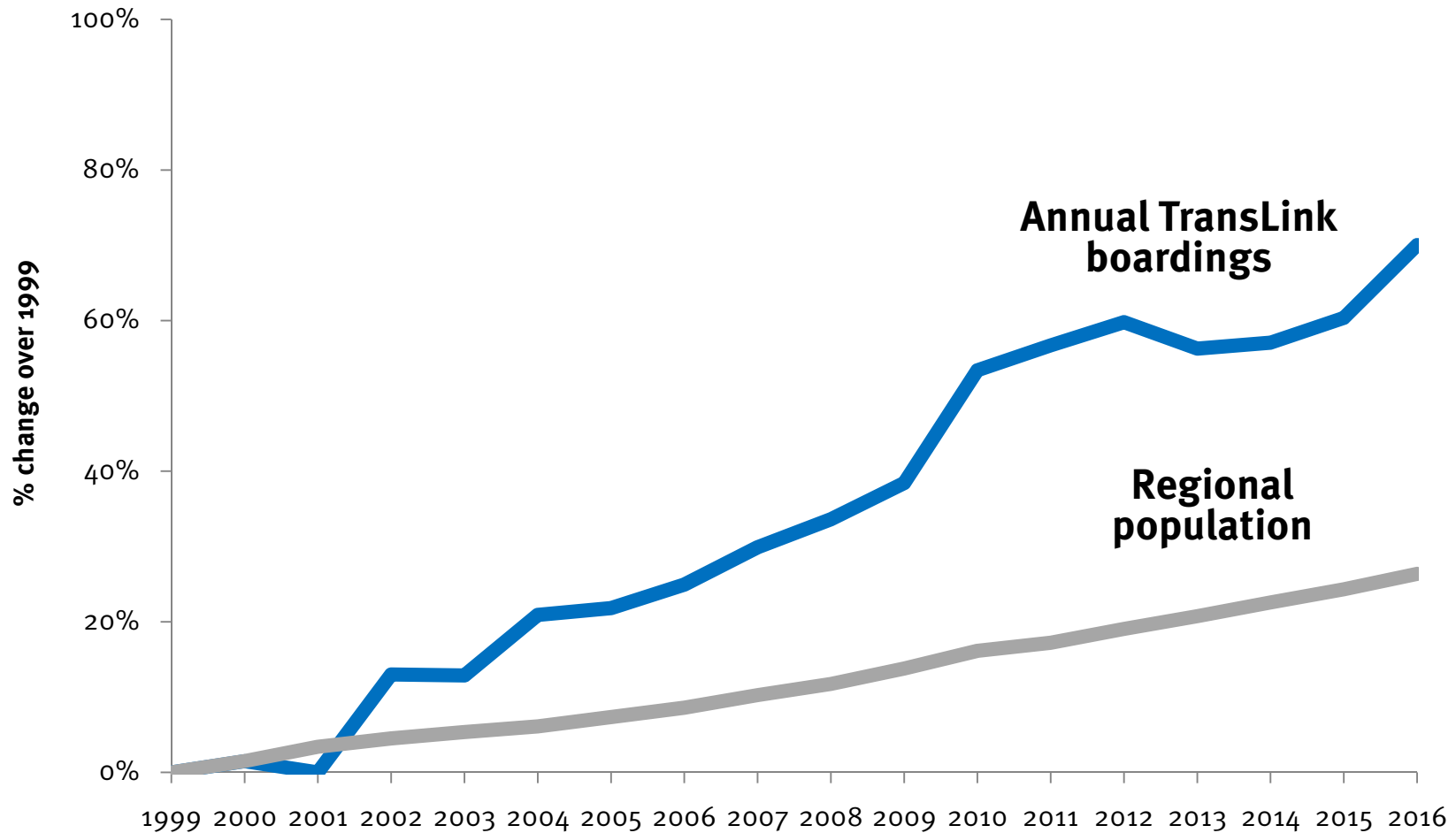


Note: Figures are for 10-year investment plan period

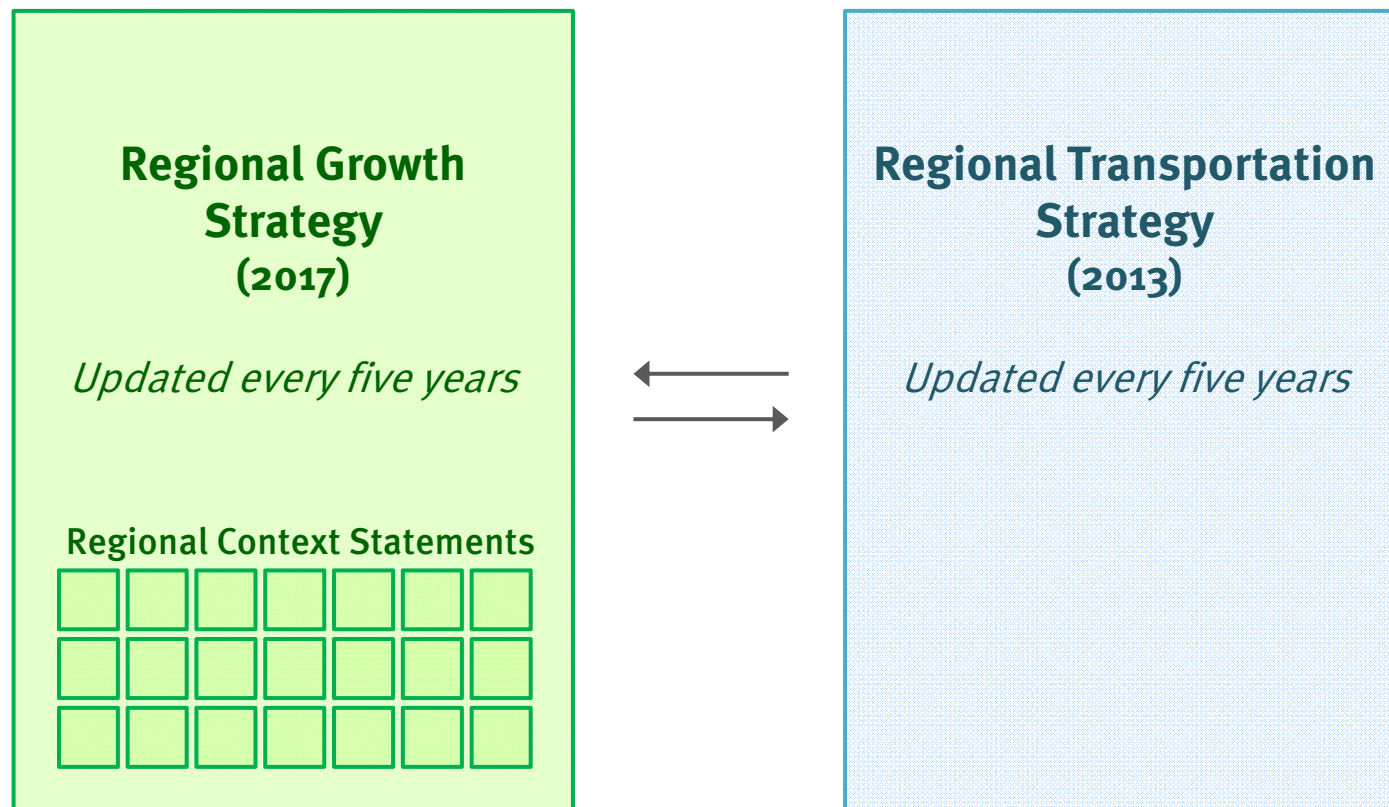
The number of residents and jobs is increasing across the entire region...



.. and the number of people who rely on transit is increasing even faster



Together, the RGS and RTS set goals and policies for a livable region



The 10-Year Vision is a list of projects that advance the goals of the RTS

/ Goals and policies for the regional transportation system

/ Area Transport Plans, other detailed technical studies and engineering

/ Projects to improve the regional transportation system – selected by the Mayors' Council based on cost-benefit analysis

**Regional Transportation Strategy
(2013)**

Technical and operational planning
Ongoing



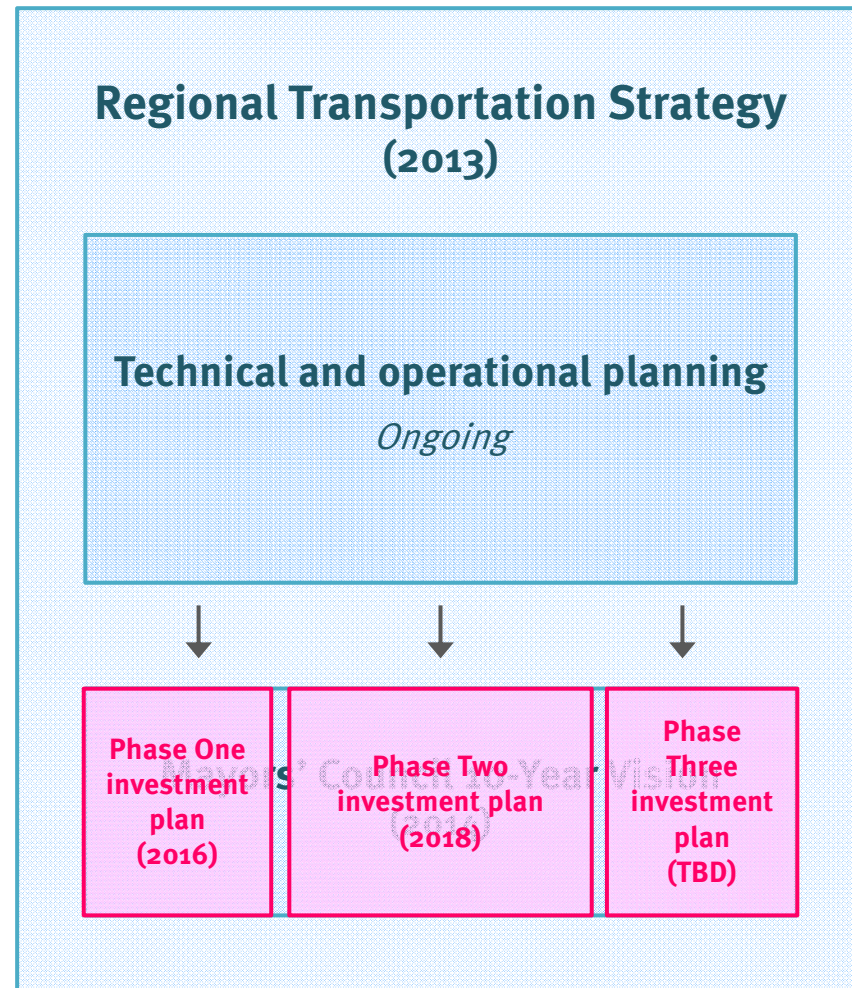
**Mayors' Council 10-Year Vision
(2014)**

TransLink is funding the 10-Year Vision in phases

/ Goals and policies for the regional transportation system

/ Area Transport Plans, other detailed technical studies and engineering

/ Projects to improve the regional transportation system – selected by the Mayors' Council based on cost-benefit analysis



PLANNED TRANSPORTATION IMPROVEMENTS

Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

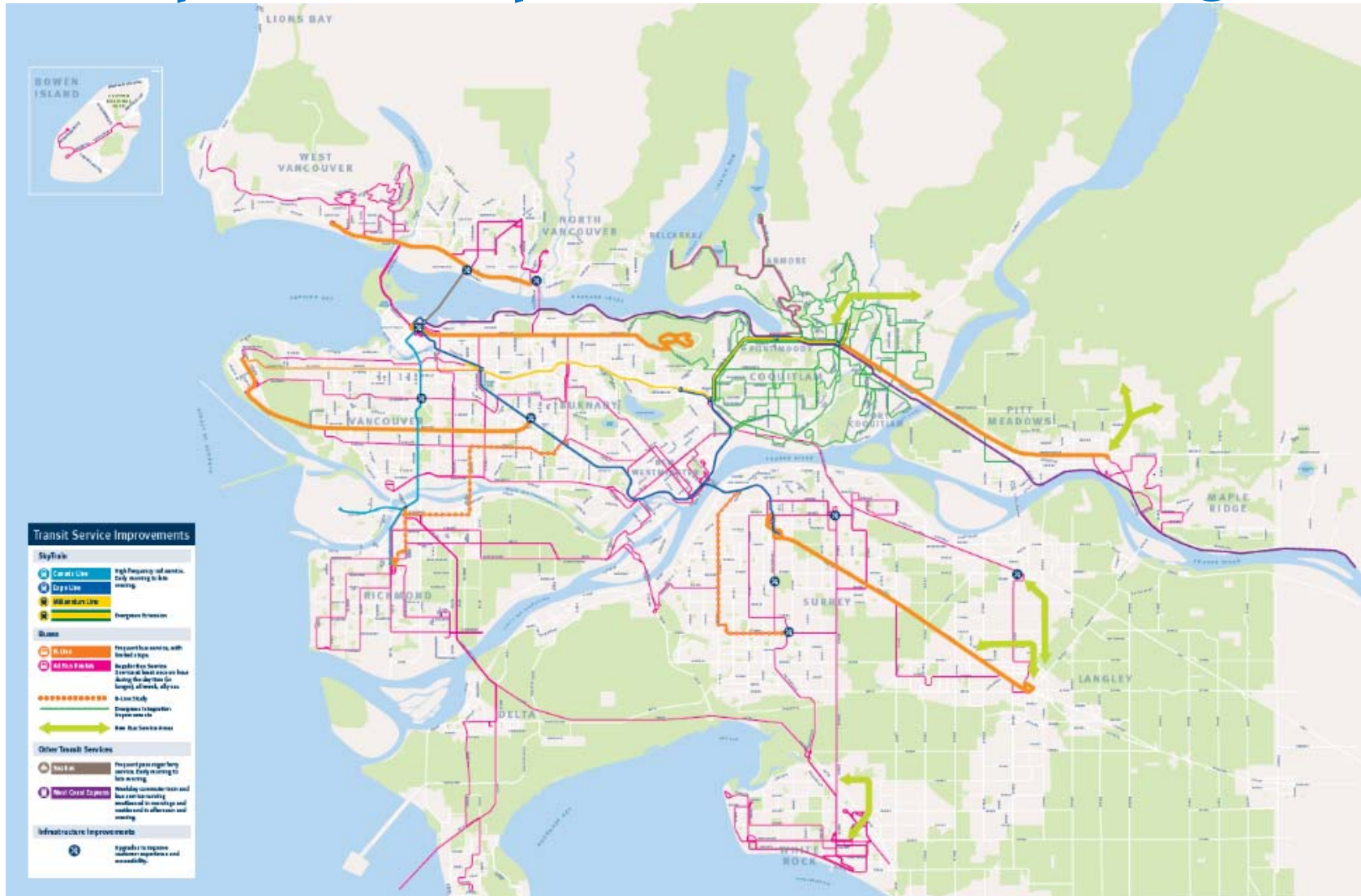


ENTIRE 10-YEAR VISION

		FUNDED IN PH 1 INVESTMENT PLAN	IMPLEMENTED BY 2017
BUS SERVICE	<ul style="list-style-type: none"> • 25% increase • 12 B-Lines • 10 new service areas 	<ul style="list-style-type: none"> • 10% increase • 5 new B-Lines • 5 new service areas 	<ul style="list-style-type: none"> • 5% increase • 1 new B-Line • 5 new service areas
SEABUS SERVICE	<ul style="list-style-type: none"> • 1 new SeaBus • 10-minute peak frequency; 15-minute all day 	<ul style="list-style-type: none"> • 1 new SeaBus • 10-minute peak frequency • 15-minute all day frequency 	<ul style="list-style-type: none"> • 15-minute all day frequency
HANDYDART SERVICE	<ul style="list-style-type: none"> • 30% increase 	<ul style="list-style-type: none"> • 15% increase 	<ul style="list-style-type: none"> • 8% increase
SKYTRAIN & WEST COAST EXPRESS (WCE)	<ul style="list-style-type: none"> • 164 Expo/Millennium Line cars • 24 Canada Line cars • 10 WCE cars + new locomotive • Upgrades of power and control systems, stations 	<ul style="list-style-type: none"> • 56 Expo/Millennium Line cars • 24 Canada Line cars • 2 new + 6 refurbished WCE locomotives • Upgrades to Expo/Millennium & Canada Line stations and systems 	<ul style="list-style-type: none"> • Business cases to be submitted to provincial government for approval in Fall 2017
MAJOR PROJECTS	<ul style="list-style-type: none"> • Millennium Line Broadway Extension • South of Fraser Rapid Transit (SOFRT) • Pattullo Bridge Replacement • Burnaby Mountain Gondola 	<ul style="list-style-type: none"> • Pre-construction of Broadway Extension • Pre-construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) • Design for Pattullo Bridge Replacement 	<ul style="list-style-type: none"> • Business cases to be submitted to provincial government for approval in Fall 2017
MAJOR ROAD NETWORK (MRN)	<ul style="list-style-type: none"> • MRN upgrades: \$200M • MRN seismic: \$130M • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$50M (25% of Vision) • \$32.5M (25% of Vision) • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$13.6M allocated to municipalities • MRN expansion: 1% annual increase
WALKING & CYCLING	<ul style="list-style-type: none"> • Regional Cycling: \$131M • TransLink-owned Cycling: \$34M • Walking Access to Transit: \$35M 	<ul style="list-style-type: none"> • \$41.3M (32% of Vision) • \$12M (35% of Vision) • \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> • \$7M allocated to municipalities • \$2.5M allocated to municipalities
TRANSIT EXCHANGES	<ul style="list-style-type: none"> • 13 new or expanded transit exchanges 	<ul style="list-style-type: none"> • 4 updated transit exchanges 	
MOBILITY INNOVATION	<ul style="list-style-type: none"> • Integrated travel planning and payment • New technologies and services 	<ul style="list-style-type: none"> • Vanpool pilot • Innovation Lab to explore mobility concepts 	<ul style="list-style-type: none"> • Vanpool pilot in progress

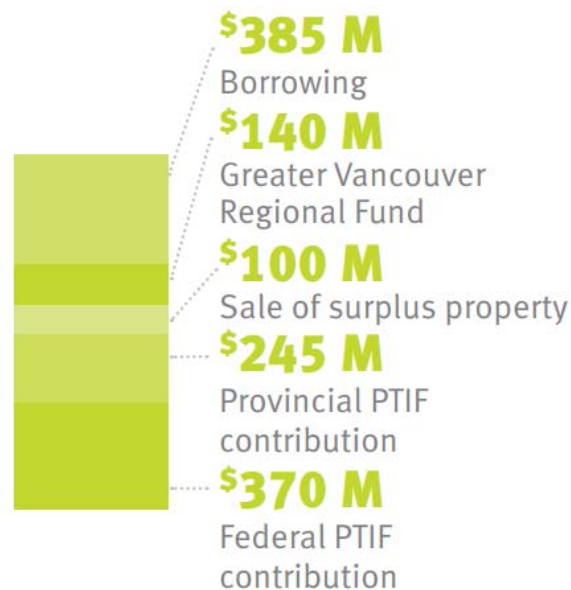
Last updated October 2017; subject to change.

The Phase One Investment Plan funds transportation improvements across the region

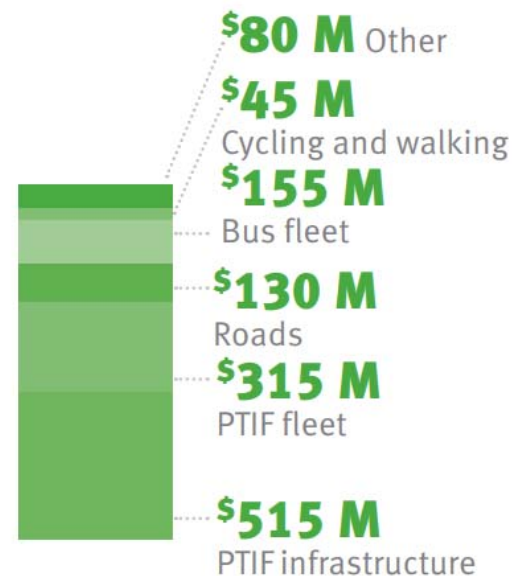


New funding for the Phase One Investment Plan (capital)

EXPANSION CAPITAL FUNDING



EXPANSION CAPITAL EXPENDITURES



Note: Figures are for 10-year investment plan period

New funding for the Phase One Investment Plan (operating)



Note: Figures are for 10-year investment plan period

Distribution of Phase One improvements

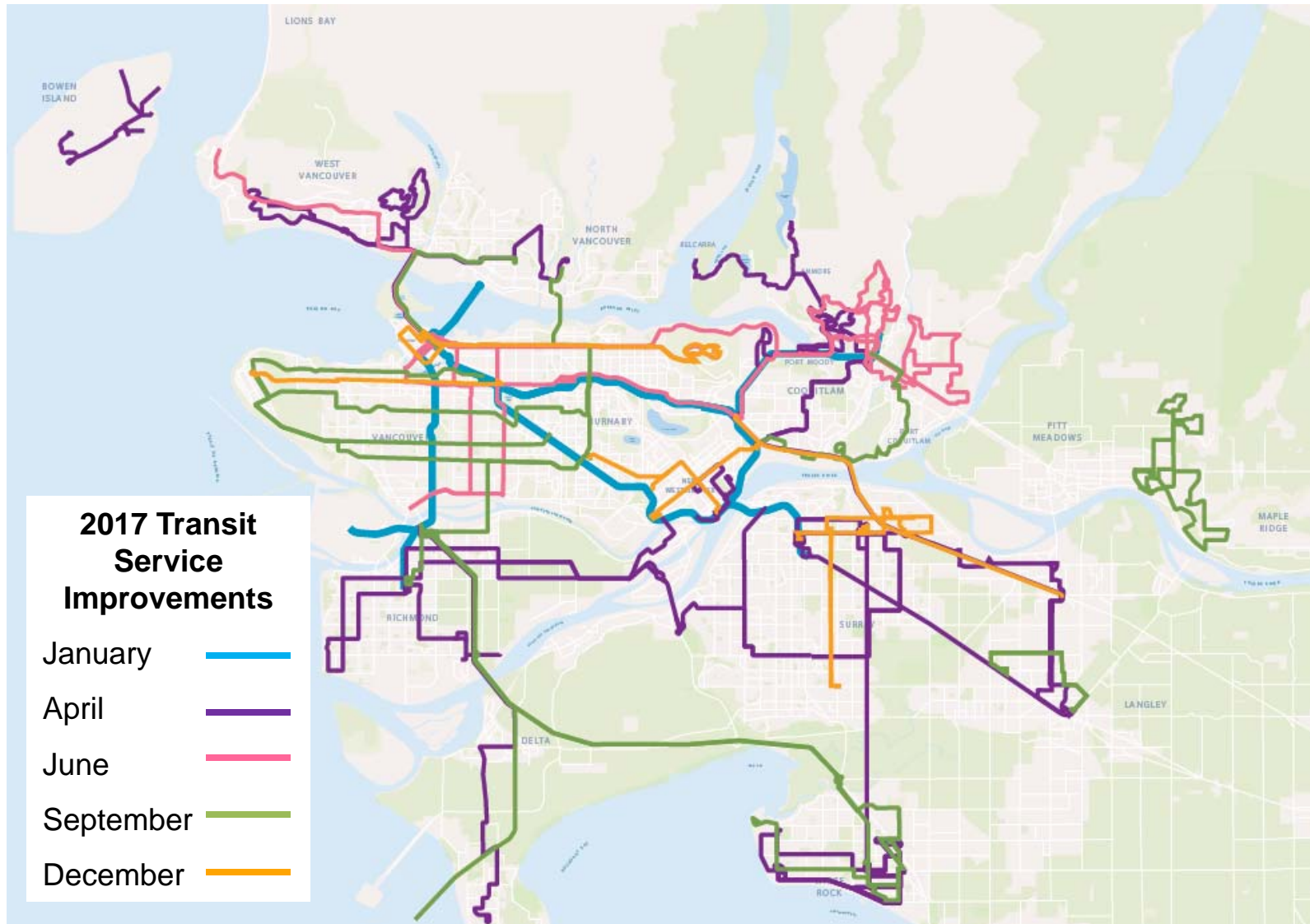
Bus service increases by subregion	% increase over 2016	Distribution of new bus service hours	% of regional population
Burnaby / New Westminster	5%	5%	12%
Delta / Tsawwassen First Nation	11%	2%	4%
Maple Ridge / Pitt Meadows	63%	15%	4%
North Shore	14%	14%	8%
Richmond	8%	6%	8%
Surrey / Langley / White Rock	15%	30%	27%
Tri-Cities / Anmore / Belcarra	9%	7%	9%
Vancouver / UBC / UEL	6%	21%	27%
The entire region	10%	100%	100%

Rail service increases by line	% increase in rail service hours	Distribution of new rail service hours
Expo/Millennium Lines	14%	82%
Canada Line	46%	16%
West Coast Express	11%	2%
The entire region	20%	100%

Phase One improvements for the North Shore

- 2017
 - More bus service to improve overcrowding (250A, 257) and reduce wait times (253, 254, 255)
 - SeaBus sailings every 15 minutes until 9pm, every day
- 2018
 - More bus service to improve overcrowding (240) and reduce wait times (229)
- 2019
 - New B-Line: Marine-Main
 - SeaBus sailings every 10 minutes during rush hours
 - Upgrades to Phibbs Bus Exchange, Lonsdale SeaBus Terminal and Bus Exchange

Phase One improvements - 2017

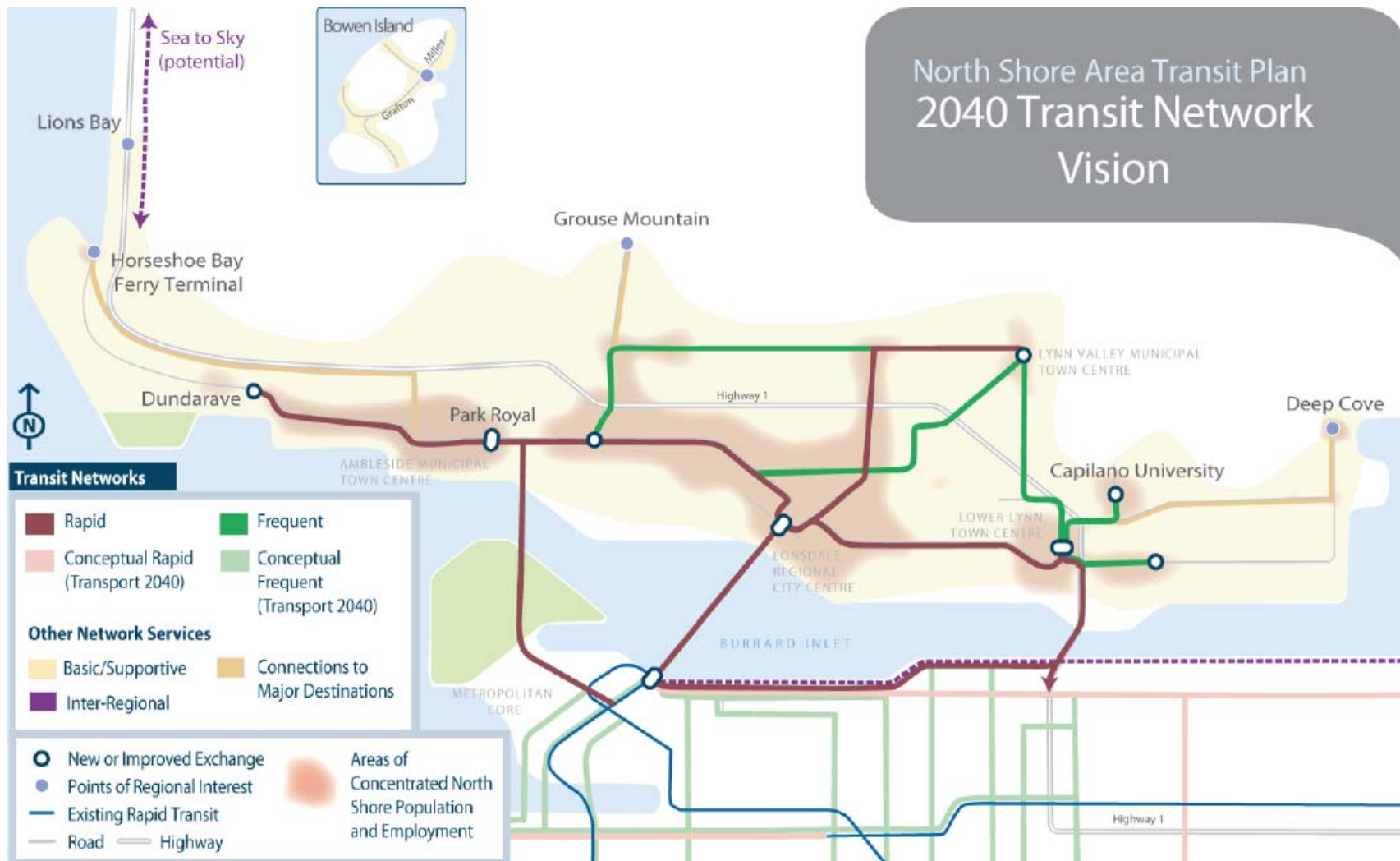


New Marine Drive B-Line

- Shared goal of “high quality frequent transit service to support the town and village centres along the corridor”
- Two parts
 - Marine-Main Frequent Transit Corridor Study
 - B-Line implementation plan



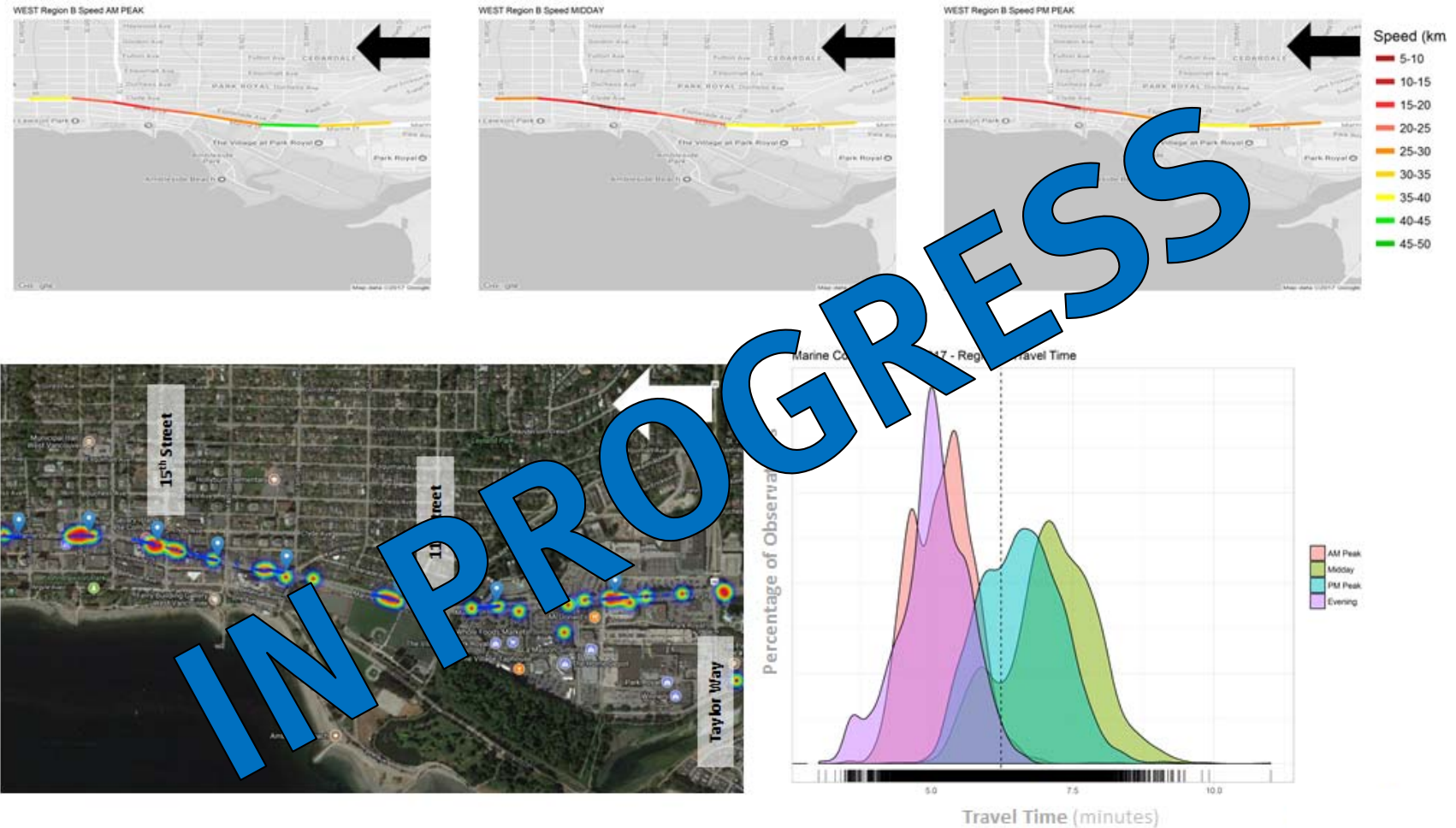
North Shore Area Transit Plan



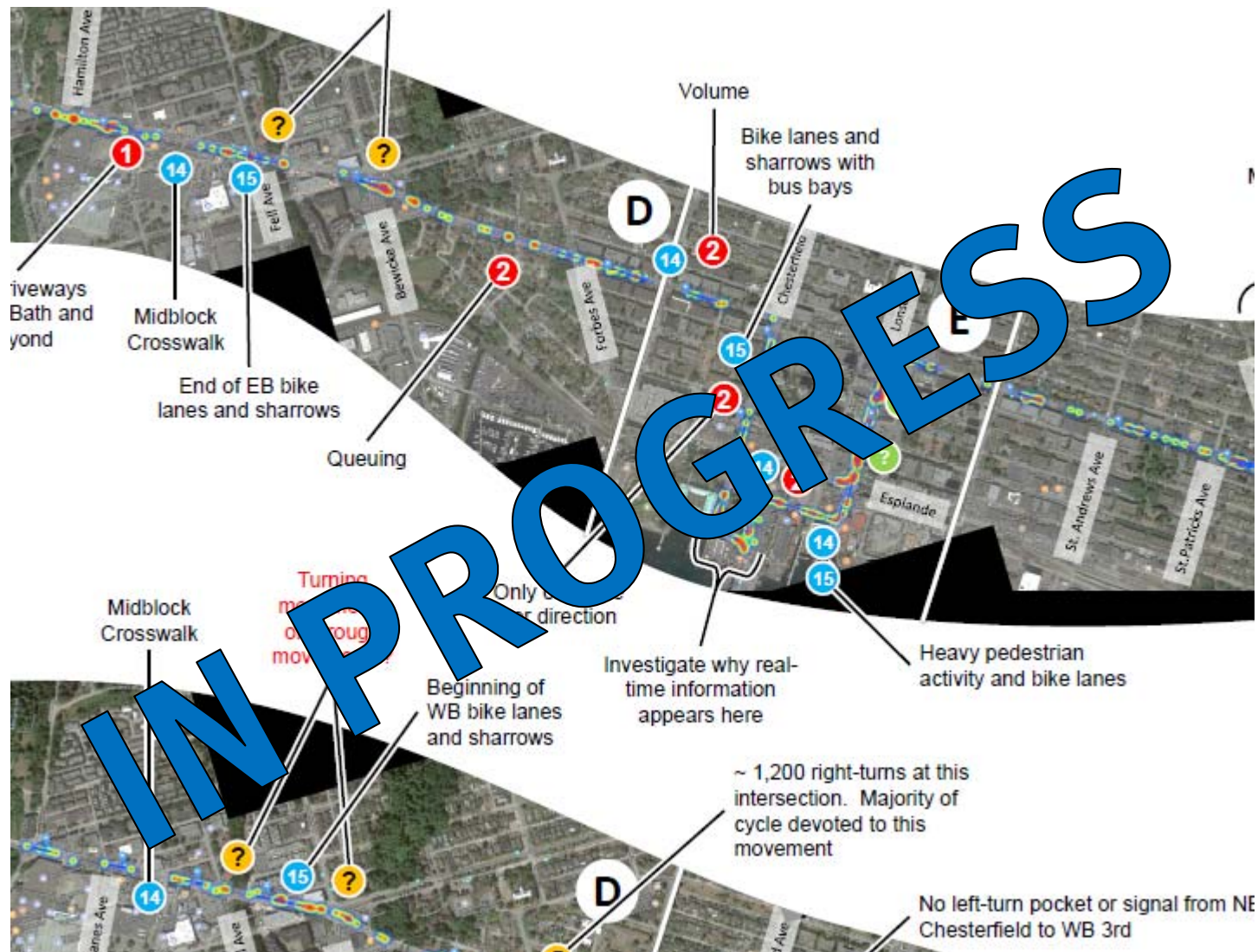
Working together to coordinate land use and transportation...

- District of West Vancouver
- District of North Vancouver
- City of North Vancouver
- Squamish Nation
- Ministry of Transportation and Infrastructure
- Metro Vancouver
- TransLink

...analyze data...



...identify problems...



... and evaluate solutions










	Congestion			Delay			Operations			Access/ Safety		Estimated Speed/ Reliability Benefit		Level of Coordination					
	Intersection	Roadway	Hwy On-Ramp	Signal Delay	Delay Turning Right	Delay Turning Left	Accessing Bus Stop	Leaving Bus Stop	Crowding/Capacity	Under-utilization	Bus Zone Dwell Time	Inefficient Route	Bunching/Gapping		Pedestrians	Bicyclists	Low	High	
PRACTICES																			
Boarding Policies																	+	++	Low
Fare Collection Technology																	+	++	Low
Schedule/Operator Recovery																	+	++	Low
Traffic Control for Special Events																	+	++	High
BUS STOP & ROUTE LOCATION																			
Bus Stop Relocation																	+	++	High
Stop Consolidation																	+	++	High
Route Design																	++	++	High
BUS STOP DESIGN																			
Bus Bulbs																	++	++	High
Boarding Islands																	++	++	High
Bus Stop Lengthening																	+	+	High
INTERSECTION CONTROLS																			
INFRASTRUCTURE UPGRADE																			
New Signal																	+	+++	Medium
New Turn-Signal/Phase																	++	+++	Medium
PASSIVE SIGNAL PRIORITY																			
Adjust Signal Timing																	+	++	Medium
ACTIVE SIGNAL PRIORITY																			
Pulse Release																	+	++	Low
Signal Phase Modification																	+	+	Medium
Transit Signal Priority																	++	++++	High
Bus-Signals																	++	++++	Medium
Pre-signal																	+	++	Low
OTHER TRANSIT SIGNAL IMPROVEMENTS																			
Queue Jumps																	++	+++	High
Reverse Queue Jump																	++	++	Low
Transit Signals																	++	+++	High

What happens after 2019?

Completing the 10-Year Vision for Metro Vancouver Transit & Transportation



ENTIRE 10-YEAR VISION

		FUNDED IN PH 1 INVESTMENT PLAN	NOT FUNDED PH 2 IN PROGRESS	NOT FUNDED FUTURE INVESTMENT PLAN
 BUS SERVICE	<ul style="list-style-type: none"> 25% increase 12 B-Lines 10 new service areas 	<ul style="list-style-type: none"> 10% increase 5 new B-Lines 5 new service areas 	<ul style="list-style-type: none"> 6% increase 2 new B-Lines New service areas to be confirmed 	<ul style="list-style-type: none"> 9% increase 5 new B-Lines Any remaining new service areas
 SEABUS SERVICE	<ul style="list-style-type: none"> 1 new SeaBus 10-minute peak frequency; 15-minute all day 	<ul style="list-style-type: none"> 1 new SeaBus 10-minute peak frequency; 15-minute all day 		
 HANDYDART SERVICE	<ul style="list-style-type: none"> 30% increase 	<ul style="list-style-type: none"> 15% increase 	<ul style="list-style-type: none"> 7% increase 	<ul style="list-style-type: none"> 8% increase
 SKYTRAIN & WEST COAST EXPRESS (WCE)	<ul style="list-style-type: none"> 164 Expo/Millennium Line cars 24 Canada Line cars 10 WCE cars + new locomotive Upgrades of power and control systems, stations 	<ul style="list-style-type: none"> 56 Expo/Millennium Line cars 24 Canada Line cars 2 new + 6 refurbished WCE locomotives Upgrades to Expo/Millennium & Canada Line stations and systems 	<ul style="list-style-type: none"> 108 Expo/Millennium Line cars (including Broadway Extension) 10 WCE cars Upgrades to Expo/Millennium & Canada Line stations and systems 	<ul style="list-style-type: none"> Upgrades to Expo/Millennium & Canada Line stations
 MAJOR PROJECTS	<ul style="list-style-type: none"> Millennium Line Broadway Extension South of Fraser Rapid Transit (SOFRT) Pattullo Bridge Replacement Burnaby Mountain Gondola 	<ul style="list-style-type: none"> Pre-construction of Broadway Extension Pre-construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) Design for Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Construction of Broadway Extension Construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) Construction of Pattullo Bridge Replacement Pre-construction of Stage 2 of SOFRT (Surrey-Langley Line) Project development for Gondola 	<ul style="list-style-type: none"> Construction of Stage 2 of SOFRT (Surrey-Langley Line) Potential construction of Burnaby Mountain Gondola
 MAJOR ROAD NETWORK (MRN)	<ul style="list-style-type: none"> MRN upgrades: \$200M 	<ul style="list-style-type: none"> \$50M (25% of Vision) 	<ul style="list-style-type: none"> \$40M (20% of Vision) 	<ul style="list-style-type: none"> \$110M (55% of Vision)
	<ul style="list-style-type: none"> MRN seismic: \$130M 	<ul style="list-style-type: none"> \$32.5M (25% of Vision) 	<ul style="list-style-type: none"> \$26M (20% of Vision) 	<ul style="list-style-type: none"> \$71.5M (55% of Vision)
	<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase 		
 WALKING & CYCLING	<ul style="list-style-type: none"> Regional Cycling: \$131M 	<ul style="list-style-type: none"> \$41.3M (32% of Vision) 	<ul style="list-style-type: none"> \$23.8M (18% of Vision) 	<ul style="list-style-type: none"> \$65.9M (50% of Vision)
	<ul style="list-style-type: none"> TransLink-owned Cycling: \$34M 	<ul style="list-style-type: none"> \$12M (35% of Vision) 	<ul style="list-style-type: none"> \$13M (38% of Vision) 	<ul style="list-style-type: none"> \$9M (27% of Vision)
	<ul style="list-style-type: none"> Walking Access to Transit: \$35M 	<ul style="list-style-type: none"> \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> \$10M (29% of Vision) 	<ul style="list-style-type: none"> \$12.5M (36% of Vision)
 TRANSIT EXCHANGES	<ul style="list-style-type: none"> 13 new or expanded transit exchanges 	<ul style="list-style-type: none"> 4 updated transit exchanges 	<ul style="list-style-type: none"> 2 upgraded transit exchanges 	<ul style="list-style-type: none"> 7 upgraded transit exchanges
 MOBILITY INNOVATION	<ul style="list-style-type: none"> Integrated travel planning and payment New technologies and services 	<ul style="list-style-type: none"> Vanpool pilot Innovation Lab to explore mobility concepts 	<ul style="list-style-type: none"> Mobility pricing development 	<ul style="list-style-type: none"> Mobility pricing implementation

Phase Two of the 10-Year Vision

- Q4 2017
 - Collaboration with the Mayors' Council and provincial government to fund Phase Two of the 10-Year Vision
- Q1 2018
 - Public consultation on funding and expenditures in Phase Two of the 10-Year Vision (TBC)
 - Phase Two investment plan to be presented to the TransLink Board and Mayors' Council for approval (BC)

Q&A speed round

- Will federal, provincial, and municipal governments fund TransLink infrastructure expansion?
- What mitigation plans does TransLink have for bridge traffic on the Lions Gate Bridge and Second Narrows Bridge?
- How will the B-Lines operate in such heavy traffic? Will bus lanes be added? When?
- How will development and increased density for the four town centres on the North Shore, as well as elsewhere in the region, affect traffic and transit?
- How is TransLink planning to serve the growing number of residents and jobs on the North Shore?

Open discussion

- What issues would you like to see addressed in Phase Two of the 10-Year Vision?
- What issues would you like to see addressed in the Regional Transportation Strategy?
- How can TransLink engage residents and businesses in your community more effectively?

TransLink contacts (1)

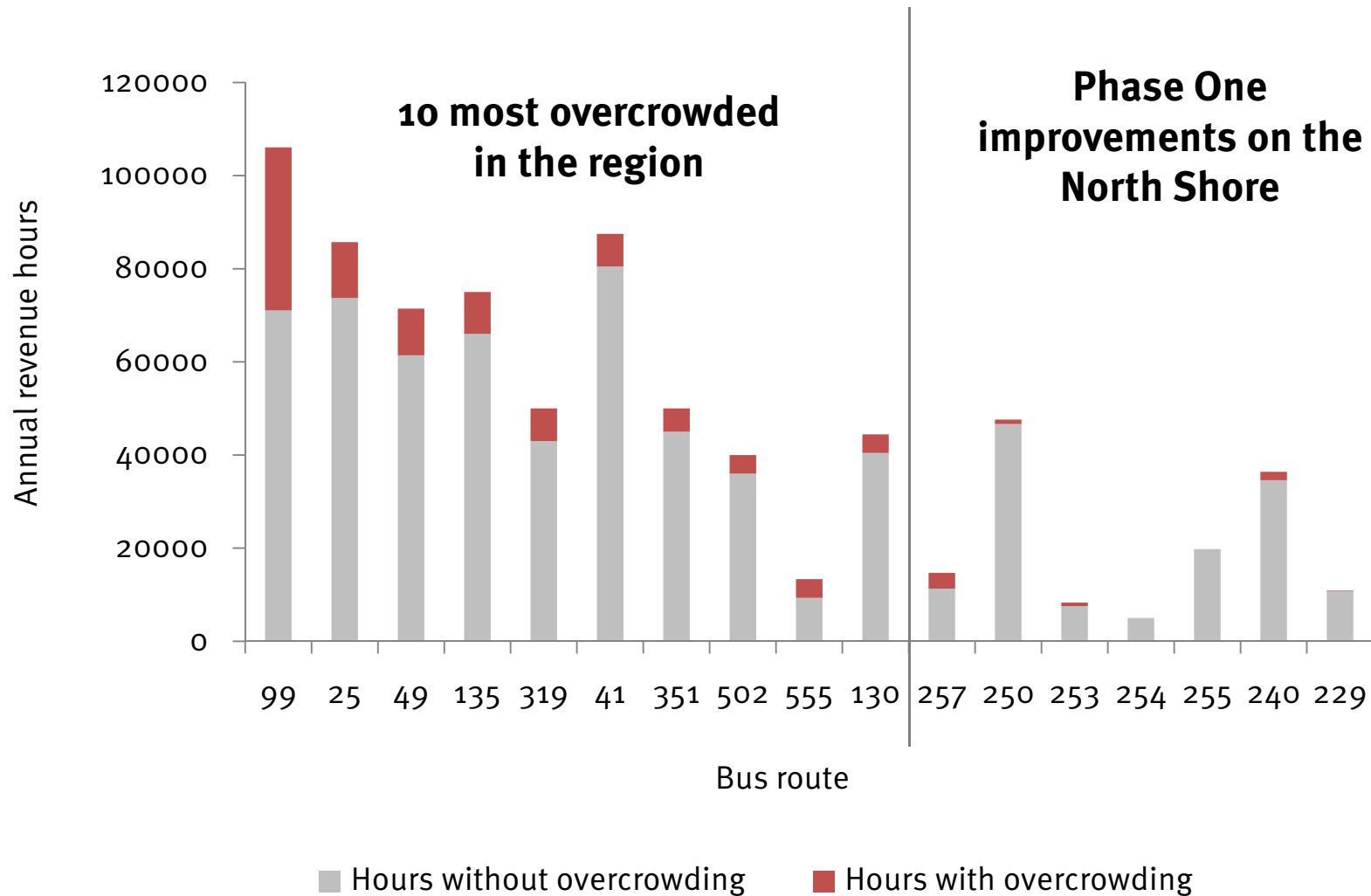
- TransLink Customer Feedback
 - Web (<https://feedback.translink.ca>) or telephone (604-953-3333)
 - All comments and questions are formally documented and responded to
 - Database makes it easy for operations and planning staff to track issues by location, route, time of day
- TransLink Partner Planning – North Shore
 - David Kyobe, Planner (david.kyobe@translink.ca)
- TransLink Rapid Bus Projects – B-Lines
 - Jeff Deby, Project Manager (jeff.deby@translink.ca)

TransLink contacts (2)

- TransLink Strategy and Plan Development
 - Sabrina Lau-Textier, Manager (sabrina.lautexier@translink.ca)
 - Sarah Tseng, Senior Planner (sarah.tseng@translink.ca)

RESOURCE SLIDES

Overcrowding across the region



The Regional Transportation Strategy set goals and policies for the transportation system

INVEST

to maintain and grow

- Transit
- Roads
- Walking & cycling

MANAGE

the system to be more efficient and user-focused

- Pricing
- Regulation
- Information

PARTNER

to make it happen

- Support regional land use objectives
- Effective coordination
- Funding

More people are taking transit all across the region

