



Proposed B-Line Service for West Vancouver

COMMUNITY ENGAGEMENT

January 28-February 28, 2019

Engagement Summary Report

April 2019

District of West Vancouver

ABOUT THIS REPORT

District of West Vancouver

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April 2019

Table of Contents

- 1.0 Background..... 3
- 2.0 Community Engagement: Jan. 28-Feb. 28, 2019 4
 - 2.1 Purpose..... 4
 - 2.2 Participation..... 4
 - 2.3 Engagement Topics 4
 - 2.4 Notification 4
 - 2.5 Engagement Methods 5
 - 2.5.1 Stakeholder meetings 5
 - 2.5.2 Information materials and feedback form 5
 - 2.5.5 Community information meeting 5
 - 2.5.6 Correspondence 5
 - 2.5.7 Telephone survey 5
- 3.0 Community Engagement Results..... 6
 - 3.1 Community Information Meeting Key Themes..... 6
 - 3.2 Stakeholder Meeting Key Themes..... 7
 - 3.3 Feedback Form & Telephone Poll..... 12
 - 3.3.1 Quantitative results 12
 - 3.3.2 Qualitative results 20

APPENDICES

- I. Notification materials
- II. Information materials
- III. Feedback form
- IV. Telephone survey results

1.0 Background

Traffic congestion and transit opportunities are ongoing issues on the North Shore, including West Vancouver. There are currently limited east-west transit connections and frequent traffic congestion along major routes, including Marine Drive.

As part of Phase One of the Mayors' Council 10-Year Vision, the new North Shore B-Line service was proposed to address regional and local needs, and to improve the speed, reliability and convenience of transit service across the North Shore.

West Vancouver Council will consider community input when determining whether the B-Line proposal is in the best interests of West Vancouver, and whether there are changes that can be made to improve the plan.

Information about the B-Line proposal can be found at westvancouverITE.ca/b-line.

Previous Engagement

West Vancouver's previous Mayor and Council worked with TransLink, and the City and District of North Vancouver, to look at plans to improve transit service on the North Shore and get an increased share of regional transit investment.

In Spring 2018, TransLink consulted with the public on new B-Line corridors, as well as proposed changes to local routes and general types of changes that could be applied to streets and intersections to support transit priority measures. Engagement on the B-Lines included an online survey available on TransLink's website, and a series of in-person events. More information is available in the engagement summary report, posted on TransLink's website: translink.ca/bline.

November 27-29, 2018, TransLink held three community information sessions in West Vancouver to provide information and seek feedback on the proposed plan.

After the information sessions, Mayor and Council heard the concerns of West Vancouver residents who want better transit service, and the concerns of small businesses and local residents regarding the potential impacts of the proposed B-Line.

2.0 Community Engagement: Jan. 28–Feb. 28, 2019

2.1 Purpose

This community engagement was designed to gather community input on the West Vancouver section of TransLink's proposed North Shore B-Line.

2.2 Participation

There were 3,148 public and stakeholder interactions during the *Proposed B-Line for West Vancouver* consultation period from January 28 to February 28, 2019.

- 700 people attended a community meeting on February 21, 2019
- 248 people participated in stakeholder meetings
- 1,238 people completed online feedback forms
- 322 people completed paper feedback forms
- 226 people participated in the telephone poll
- 414 written submissions were received by Mayor and Council

2.3 Engagement Topics

The District's consultation process sought feedback on the following topics:

- Hours of operation for a shared bus lane
- Potential changes to minimize on-street parking loss
- Preferred location of the Western terminus:
 - Park Royal
 - Marine Drive at 21st Street
 - Marine Drive at 24th Street

2.4 Notification

Notification of opportunities to participate in the consultation included:

Mayor's announcement: The engagement was launched with an announcement at the Regular Meeting of Council on January 28, 2019.

Newspaper advertising: Advertisements ran in the North Shore News on the following dates:

- January 18, 2019 (B-Line update)
- January 30, 2019 (B-Line Consultation)
- February 27, 2019 (Message from the Mayor)

Mailer to homes: 21,741 postcards were mailed to all homes and businesses in West Vancouver.

Print materials: Posters and postcards were available throughout municipal facilities.

Social media: February 1 to 27 there were six Twitter posts (3,383 followers), five Facebook posts (2,066 followers), two Instagram posts (1,172 followers), and one LinkedIn post (1,907 followers).

Engagement website: Engagement materials were posted on westvancouverITE.ca/b-line, including information materials, Q&As, milestone dates, background material and an online feedback form.

District website: The homepage of westvancouver.ca featured graphic banners and news posts connecting site visitors to the engagement website.

Email: Emails were sent to stakeholder groups (49) and newsletter subscribers (138 to westvancouverITE subscribers, 735 to e-west subscribers).

2.5 Engagement Methods

2.5.1 Stakeholder meetings

Twelve stakeholder meetings were held for small groups to receive information materials and participate in a question and answer period. Participants were asked to register in advance for meetings lasting 1.5–2 hours, which were moderated by an independent facilitator. An engagement team from TransLink and the District of West Vancouver were present to focus on specific questions and concerns.

2.5.2 Information materials and feedback form

Information materials provided background on transportation issues, current policies, the B-Line proposal implementation requirements, and the consultation topics. The information materials were available on the website, in hard copy at Municipal Hall, and at every engagement meeting. A feedback form to collect input on the consultation topics and open-ended input were available on the engagement website, in hard copy at Municipal Hall and at every engagement meeting.

2.5.5 Community information meeting

Approximately 700 people attended a community meeting in the large gymnasium at the West Vancouver Community Centre on February 21, 2019. The meeting took place from 6–9 p.m. and the first half featured information materials displayed on large-format boards to facilitate discussion. The second half of the meeting featured theater-style seating and a moderated question and answer period with two microphones, moderated by an independent facilitator.

2.5.6 Correspondence

Correspondence regarding the B-Line addressed to Mayor and Council during the engagement period was received as open-ended comments for the purposes of the consultation. Correspondence related to the B-Line received before or after the consultation period was read and considered, but is not included in this report.

2.5.7 Telephone survey

A telephone survey of a random sample of 226 West Vancouver residents over the age of 18 years was conducted between February 19 and February 28, 2019. The survey questionnaire was designed to be consistent with the feedback form, and content from the information materials was used to provide background for each question, and was edited for brevity.

3.0 Community Engagement Results

3.1 Community Information Meeting Key Themes

The following are summary results of the community information meeting held on February 21, 2019. Key themes were determined by frequency of mention and were summarized from detailed meeting notes.

Community Information Meeting	
Thursday, February 21, 2019 5-9 p.m. (Q&A: 7:30-9 p.m.) West Vancouver Community Centre Gymnasium (Approximately 700 attendees, with 34 public speakers)	<ul style="list-style-type: none">• Many participants support terminating the B-Line at Park Royal.• Some participants believe there are benefits to the proposal and further negotiations should be held to find a workable solution, to extend the B-Line past Park Royal.• Many participants are concerned about children's safety in the Irwin Park neighbourhood, related to a possible terminus there.• Many participants feel the lack of detailed terminus options forces them to go on record as not supporting the B-Line past Park Royal.• Many participants are interested in discussing transit improvements in other areas and directions in West Vancouver.• Some participants are interested in implementing the left turn lanes without the B-Line.• Many participants expressed concerns about impacts to neighbourhood character, resulting from the B-Line.



3.2 Stakeholder Meeting Key Themes

The following are summary results of the 12 stakeholder meetings held during the consultation period. Key themes were determined by frequency of mention and were summarized from detailed meeting notes.

Stakeholder Meetings	
Meeting	Key Themes
<p>Tuesday, February 5, 2019 8-10 a.m. (Businesses)</p> <p>(29 registered participants)</p>	<ul style="list-style-type: none"> • Participants generally support transit improvements but are concerned about the implementation details, particularly shared bus lanes. • Some participants have serious concerns about loss of parking affecting businesses. • Some participants have serious concerns about their ability to continue attracting and retaining employees if the B-Line is not implemented. • Some participants questioned the validity of traffic time modeling and believe congestion will get worse. • Some participants expressed strong support for the proposal because of the long-term benefits they believe it will bring. • Some participants have concerns about the timing and format of the consultation process.
<p>Wednesday, February 6, 2019 10 a.m.-12 p.m. (Kiwanis Housing Society, Seniors)</p> <p>(28 registered participants)</p>	<ul style="list-style-type: none"> • Some participants are concerned there is not enough ridership to support a B-Line. • Some participants support a terminus at Park Royal. • Some participants support a terminus at 24th Street. • Some participants are concerned about, and do not support, the possible removal of bus stops at 13th and 18th Streets. • Some participants expressed concerns that the B-Line would impact neighbourhood character in Dunderave.

Stakeholder Meetings

Meeting	Key Themes
<p>Wednesday, February 6, 2019</p> <p>2-4 p.m.</p> <p>(Ambleside Dundarave Ratepayers Association (ADRA), Residents)</p> <p>(34 registered participants)</p>	<ul style="list-style-type: none"> • Some participants have serious concerns that current ridership statistics do not support the proposed new service. • Some participants support making improvements to the 15th Street intersection by way of left turn bays, without implementation of the B-Line. • Participants expressed concerns that without details of the proposed terminus routing, the opportunity to provide meaningful input is limited. • Some participants expressed concerns about the timing and format of the consultation process. • Many participants supported stopping the B-Line at Park Royal. • Some participants supported a B-Line service in Ambleside and Dundarave.
<p>Wednesday, February 13, 2019</p> <p>10 a.m.-12 p.m.</p> <p>(Irwin Park Elementary School Parents)</p> <p>(32 registered participants)</p>	<ul style="list-style-type: none"> • Participants expressed serious concerns about the B-Line having a terminus at or anywhere near Irwin Park School. • Participants expressed concerns about any proposal with a terminus in a residential neighbourhood or a high-density business area such as Dundarave. • Participants expressed concerns about the lack of detail in the terminus options, giving them no option other than to support a terminus at Park Royal. • Most participants expressed general support for the B-Line if it terminated past Dundarave (near 30th) or before 24th Street. • Some participants support terminating the B-Line at Park Royal. • Some participants expressed support for transit improvements other than the B-Line. • Participants expressed support for additional traffic calming and safety measures around Irwin Park School.

Stakeholder Meetings

Meeting	Key Themes
<p>Tuesday, February 19, 2019 4-6: p.m.</p> <p>(West Vancouver School District 45 / Teachers)</p> <p>(15 registered participants)</p>	<ul style="list-style-type: none"> • Participants requested confirmation from Council that if the proposed B-Line proceeds, it will not run near Irwin Park School. • Participants questioned ridership numbers in the materials and requested more information about ridership statistics and modelling. • Some participants, particularly teachers, said they support the B-Line. • Some participants requested that Council consider an additional round of consultation once the proposed terminus routing options for the B-Line have been further developed (drawings and specifics).
<p>Tuesday, February 19, 2019 7-9 p.m.</p> <p>(Western Residents Association, Horseshoe Bay Business Association, Residents)</p> <p>(18 registered participants)</p>	<ul style="list-style-type: none"> • Some participants would like Council to consider road improvements such as left turn bays even if the B-Line stops at Park Royal or Ambleside. • Participants questioned the legitimacy of the consultation, given the lack of detailed information. • Some participants noted that West Vancouver needs improved bus service to downtown, including a new B-Line. • Many participants said they thought improved local bus service combined with a B-Line terminal at Park Royal would be the best outcome. • Participants suggested that the District needs a more deliberate transportation (mobility) plan.

Stakeholder Meetings

Meeting	Key Themes
<p>Wednesday, February 20, 2019 10-11:30 a.m.</p> <p>(Irwin Park Elementary School Parents and Waitlisted Participants)</p> <p>(20 registered participants)</p>	<ul style="list-style-type: none"> • Participants requested that the District provide residents with additional information (drawings and specifics) about the proposed terminus and turning routes of the B-Line. • Some participants are concerned that a shared bus lane shared with cyclists would be unsafe for cyclists. • Some participants are concerned about the safety of students if buses (proposed B-Line) were to run near or along streets adjacent to Irwin Park School. • Some participants would prefer that the B-Line be routed from Park Royal to Caulfeild and the British Properties (this would particularly serve students) and participants noted that the road space is more appropriate. • Some participants feel the District needs to come forward with better solutions for parking, pedestrians and cyclists along Marine Drive, particularly in retail areas.
<p>Wednesday, February 20, 2019 4-6 p.m.</p> <p>(Seniors' Activity Centre Advisory Committee)</p> <p>(31 registered participants)</p>	<ul style="list-style-type: none"> • Participants generally support transit improvements but are concerned about the implementation details, particularly shared bus lanes. • Participants expressed some concerns about the impact on local businesses, neighbourhood character and parking availability. • Many participants supported a terminus at Park Royal. • Some participants supported a terminus in Ambleside or Dundarave. • Participants expressed a preference for improvements to local bus service, especially at peak periods. • Participants expressed disappointment that the District has not surveyed employees about whether they would use a new B-Line.

Youth Sessions	
Meeting	Key Themes
<p>Thursday, February 7, 2019 3:30–4:30 p.m. (Youth Advisory Committee)</p> <p>(12 participants)</p>	<ul style="list-style-type: none"> • Concerns about the proposed turnaround route at Irwin Park School. • Questions about fares and existing services, including service to Horseshoe Bay. • Concerns about impact to traffic and parking. • Interest in seeing the final consultation summary. • Interest in the concept of on-time buses.
<p>Monday, February 11, 2019 6:30–8 p.m. (Teen Advisory Group (TAG))</p> <p>(4 participants)</p>	<ul style="list-style-type: none"> • Concerns that youth and transit users still need to be adequately consulted. • Interest in seeing the final consultation summary report. • Questions about fares and existing services, including service to Horseshoe Bay.
<p>Wednesday, February 13, 2019 10 a.m.–12 p.m. (Inglewood Secondary)</p> <p>(15 participants)</p>	<ul style="list-style-type: none"> • Interest in fast service to Lonsdale. • Suggestions that the B-Line doesn't need to go past Park Royal. • Interest in the idea that the B-Line would eventually support further transit improvements on the North Shore.
<p>Thursday, February 14, 2019 3:30–4:30 p.m. (Student Work & Advisory Group)</p> <p>(10 participants)</p>	<ul style="list-style-type: none"> • Interest in the articulated buses, related to improved speed and environmental benefits. • Concerns about fares.

3.3 Feedback Form & Telephone Poll

Input on the engagement topics was collected on 1,560 feedback forms received online and in hard copy. A telephone survey was conducted, consisting of 226 telephone interviews with a random sample of West Vancouver residents, 18 years of age and older.

Please note:

- Not all respondents answered every question on the online and paper feedback forms. The total number of mentions for quantitative data may exceed the total number of respondents as participants may have provided more than one response per topic. In addition, responses to some single-option questions may add up to more than 100% due to rounding.
- The views represented in the feedback form results reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the Proposed B-Line engagement and therefore do not reflect a random sample.
- For the telephone survey, data has been weighted by gender and age based on the most recent Census figures, so that it is representative of the actual population of residents living in West Vancouver. Interviews were conducted between February 19 and 28, 2019 in the following postal codes: V7S, V7T, V7V, and V7W.
- As the telephone survey consisted of a random sample of residents, an additional question was added to rate respondents familiarity with the West Vancouver B-Line proposal, as follows:

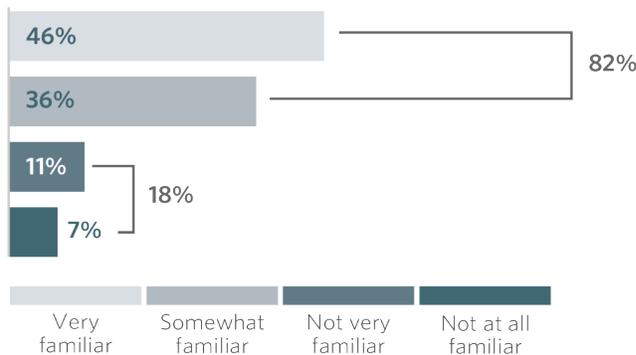
3.3.1 Quantitative results

TELEPHONE SURVEY: FAMILIARITY WITH WEST VANCOUVER B-LINE PROPOSAL

Question 1A. How familiar are you with the proposed B-Line from Dunderave to Phibbs Exchange in North Vancouver?

TELEPHONE POLL

226 responses



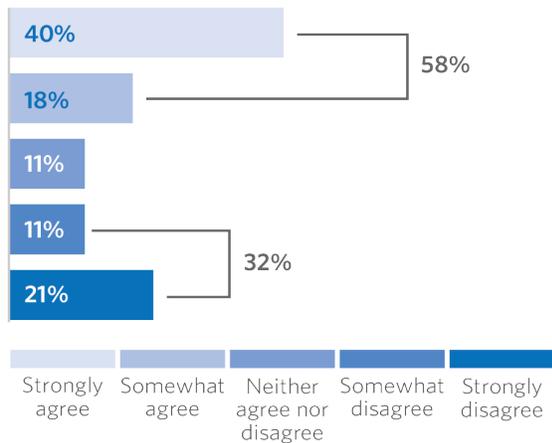
Following are comparative summary results between the feedback form and the telephone poll.

TRANSIT SERVICE IN WEST VANCOUVER

Question 1. Over the past few years, TransLink has been consulting with municipal councils and stakeholders on the North Shore to improve the speed and frequency of transit service. Please share your level of agreement that faster, more frequent and reliable transit service for east-west travel on the North Shore is needed.

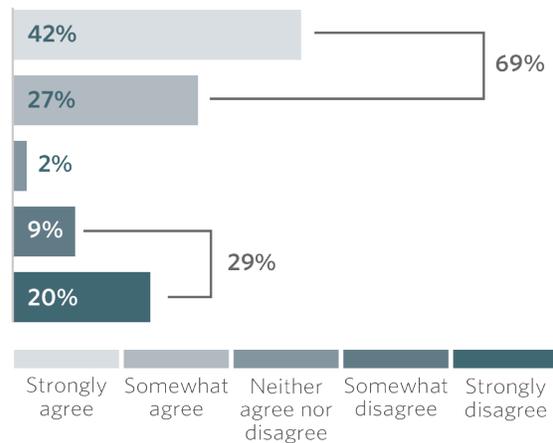
FEEDBACK FORM

1,528 responses



TELEPHONE POLL

226 responses



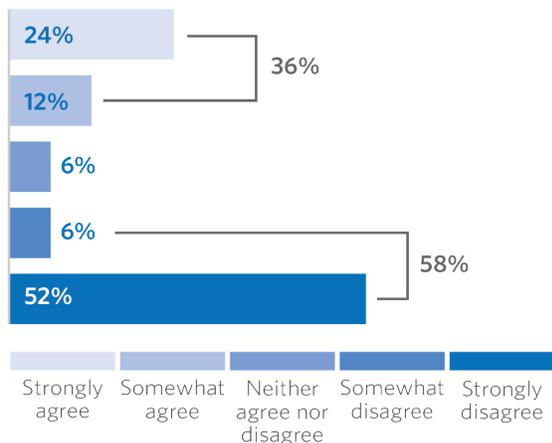
SHARED BUS LANE HOURS OF OPERATION

Question 2. Please share your level of agreement with the following options for the hours of operation of the proposed Shared Bus Lane on Marine Drive between Park Royal and Dundarave (21st Street or 24th Street).

Option 1: 6 a.m.-7 p.m., every day

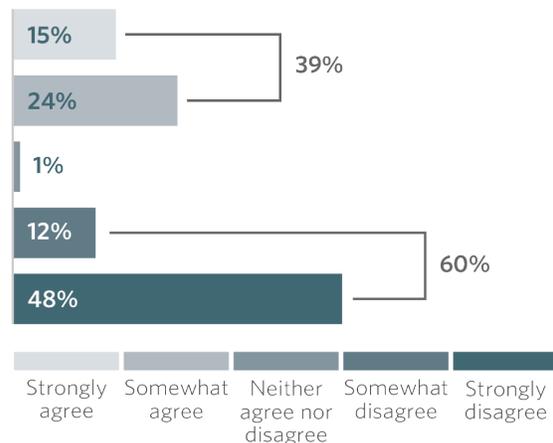
FEEDBACK FORM

1,373 responses



TELEPHONE POLL

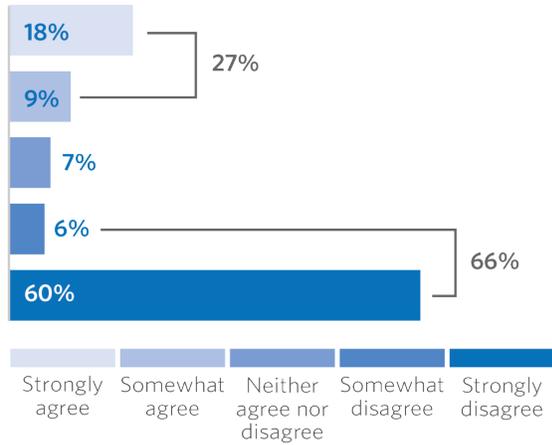
226 responses



Option 2: 24 hours/day, every day

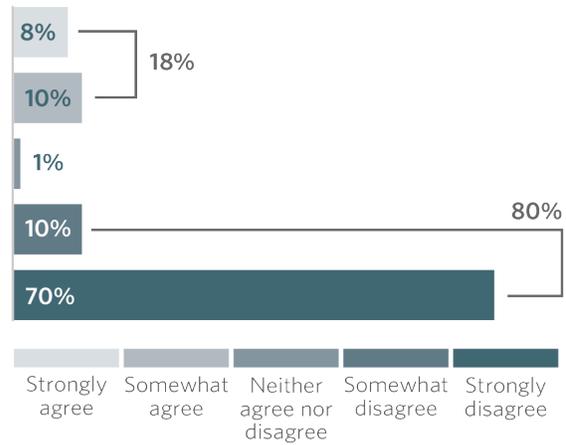
FEEDBACK FORM

1,343 responses



TELEPHONE POLL

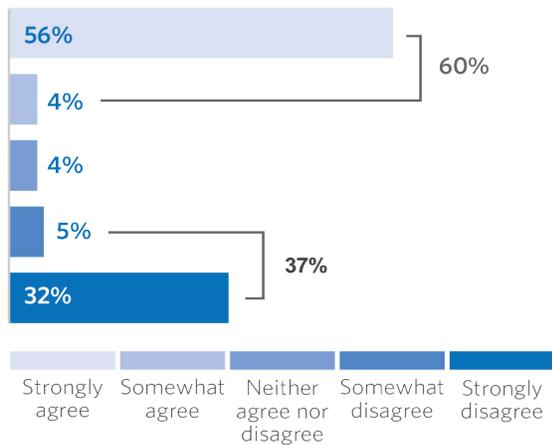
226 responses



Option 3: Neither, I don't think there should be a shared bus lane on Marine Drive

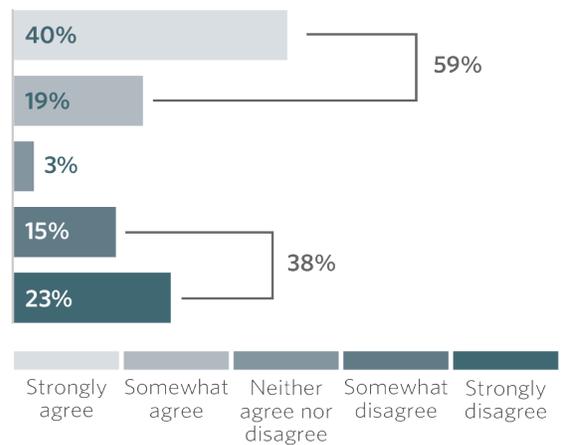
FEEDBACK FORM

1,408 responses



TELEPHONE POLL

226 responses



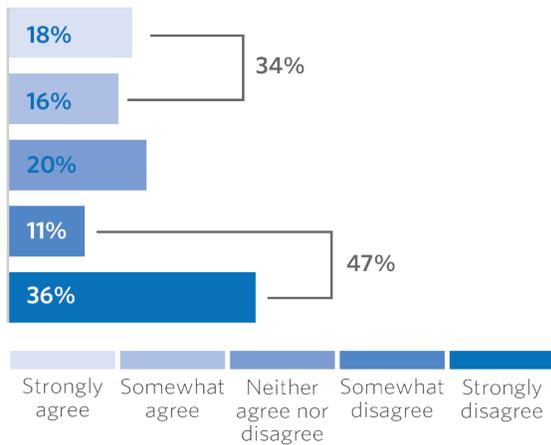
CHANGES TO ON-STREET PARKING

Question 3. Please share your level of agreement with the following options for minimizing on-street parking loss due to the proposed B-Line between Park Royal and Dundarave (21st Street or 24th Street).

Option 1: Create 6-9 new on-street parking spots through the elimination of two local bus stops; 13th Street and 18th Street

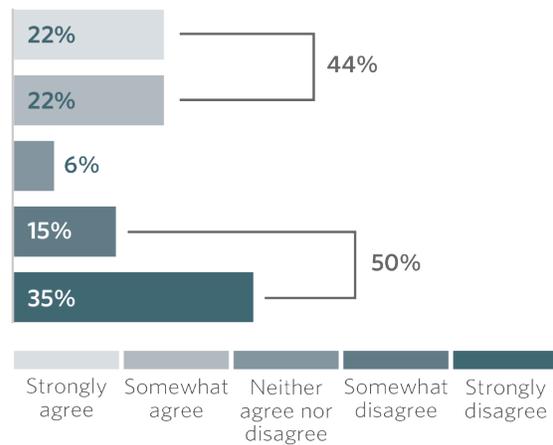
FEEDBACK FORM

1,459 responses



TELEPHONE POLL

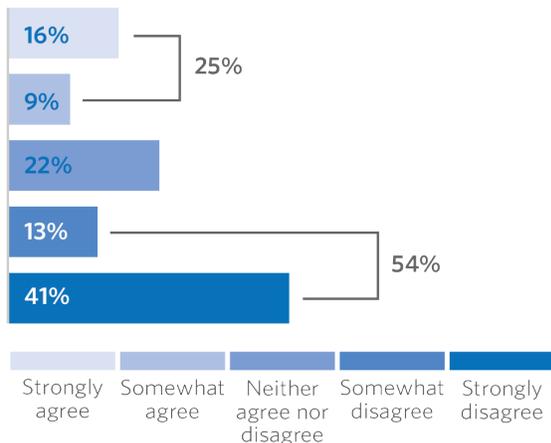
226 responses



Option 2: Eliminate new westbound left-turn bay at 15th Street from the proposal.

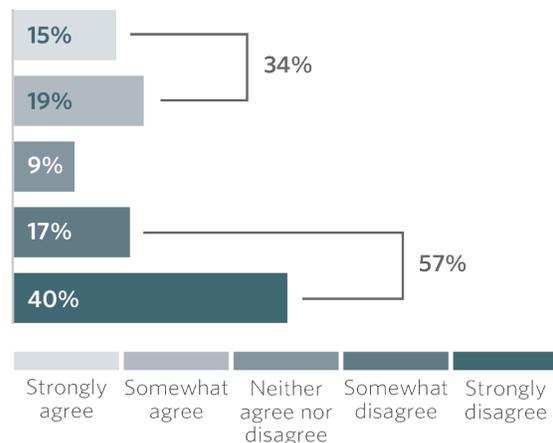
FEEDBACK FORM

1,441 responses



TELEPHONE POLL

226 responses



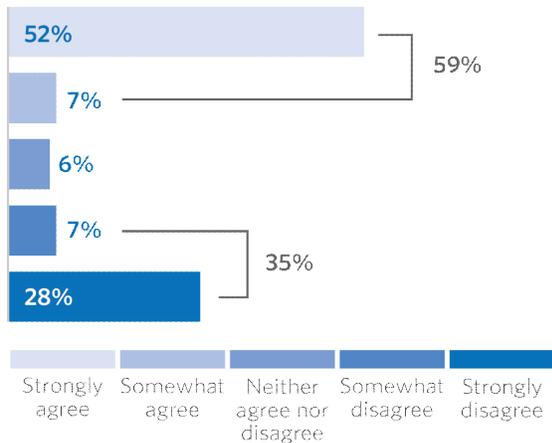
WESTERN TERMINUS LOCATION

Question 4. Please share your level of agreement with the following options for the western terminus of the proposed B-Line.

Option 1: The B-Line's western terminus should be at Park Royal

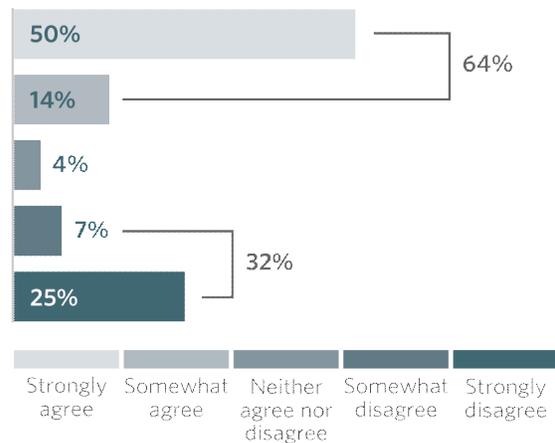
FEEDBACK FORM

1,468 responses



TELEPHONE POLL

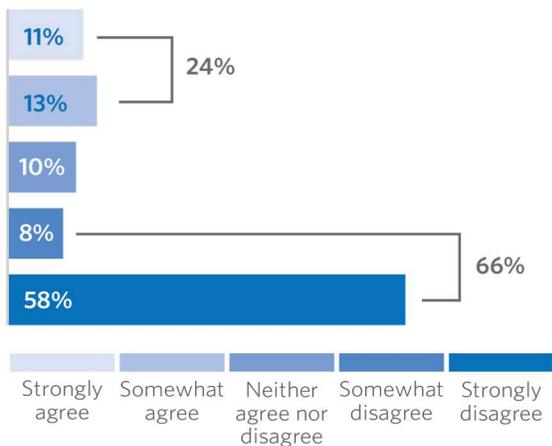
226 responses



Option 2: The B-Line's western terminus should be in Dundarave (Marine Drive at 21st Street)

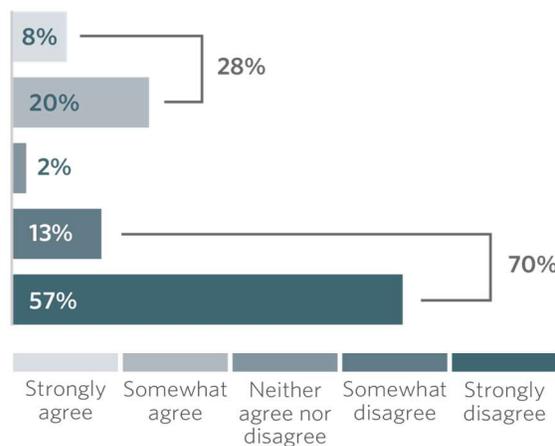
FEEDBACK FORM

1,427 responses



TELEPHONE POLL

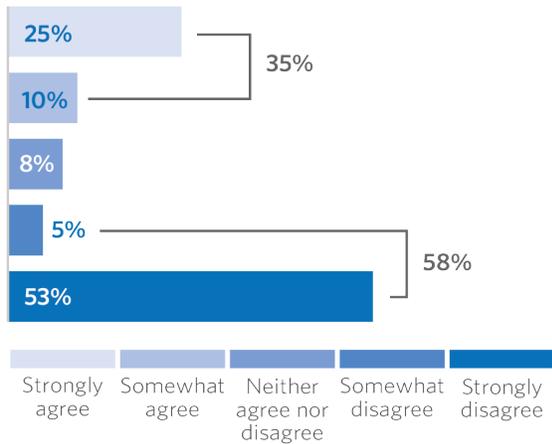
226 responses



Option 3: The B-Line's western terminus should be in Dundarave (Marine Drive at 24th Street, but not near Irwin Park School on Haywood Avenue)

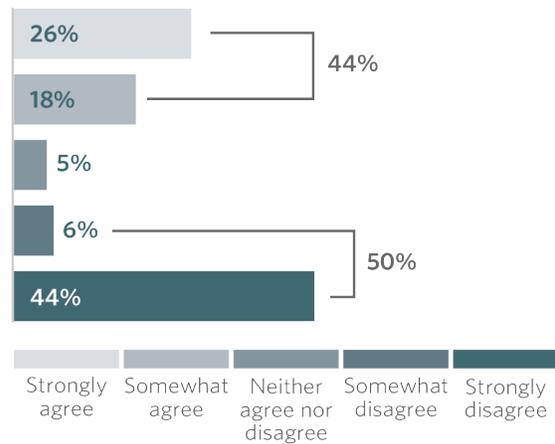
FEEDBACK FORM

1,455 responses



TELEPHONE POLL

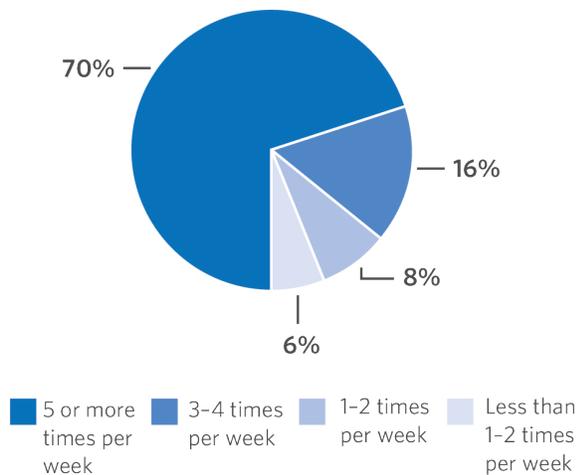
226 responses



Question 5. How often do you travel on Marine Drive in West Vancouver?

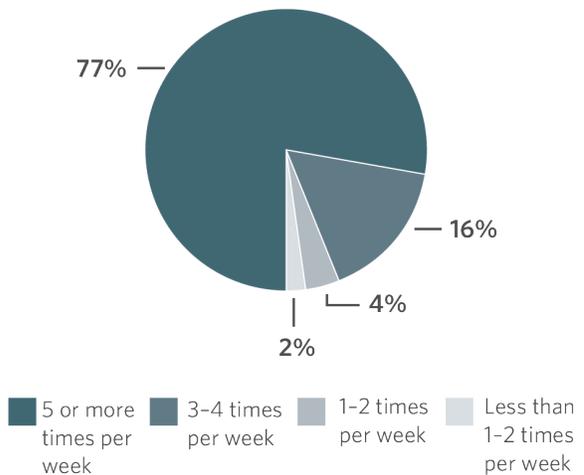
FEEDBACK FORM

1,541 responses



TELEPHONE POLL

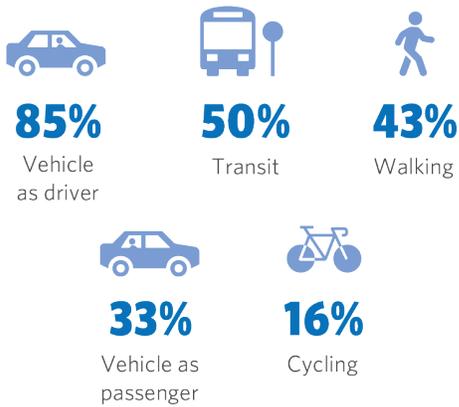
226 responses



Question 6. What modes of travel do you regularly use on Marine Drive in West Vancouver?
(multiple mention)

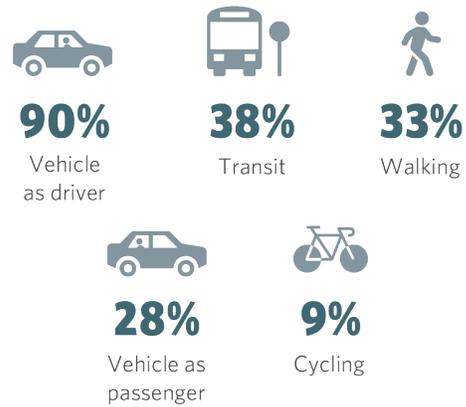
FEEDBACK FORM

1,547 responses (multiple mention)



TELEPHONE POLL

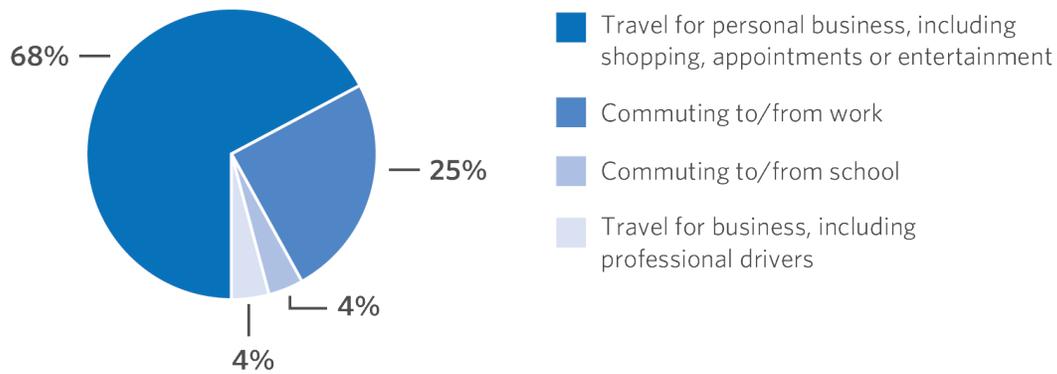
226 responses (multiple mention)



Question 7. What is your primary reason for travelling on Marine Drive in West Vancouver?

FEEDBACK FORM

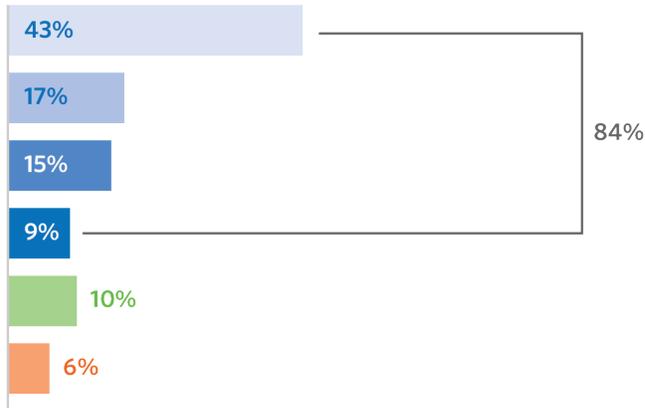
1,543 responses



Question 8. What are the first three digits of your postal code?

FEEDBACK FORM

1,528 responses



West Vancouver:

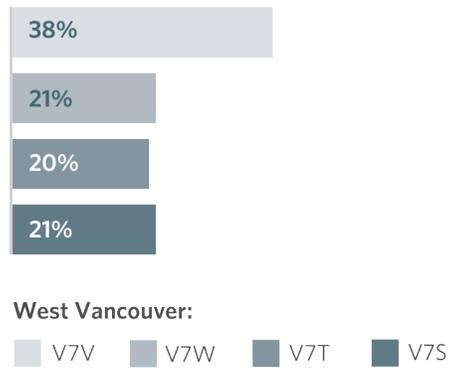
V7V V7W V7T V7S

Other North Shore

Other

TELEPHONE POLL

226 responses



More information about telephone survey methodology and results can be found in Appendix IV.

3.3.2 Qualitative results

Please note: Not all respondents answered every question. The total number of mentions for qualitative data may exceed the total number of respondents as participants may have commented on more than one topic. The District of West Vancouver has read and will consider all feedback. Following is a summary of the most frequently-mentioned themes.

3.3.2.1 Feedback Forms

Question 9: Please provide additional comments you may have regarding the proposed B-Line.

Key themes from feedback forms additional comments (1,122 responses)	# of Mentions
Concerns regarding increased traffic congestion and the potential effects of a shared bus lane on traffic flow on Marine Drive, including general opposition to a Shared bus lane on Marine Drive.	219
There is adequate transit service from Park Royal to Dundarave and there is a no demand for improved east-west bus service to Dundarave, including that most transit users are connecting to/from Vancouver.	187
Support for the B-Line to terminate at Park Royal, with some noting that Park Royal is a natural terminus where riders can transfer onto other West Vancouver routes.	179
General opposition to the B-Line proposal.	146
General support for the B-Line proposal.	123
Concerns about the potential impacts to businesses along Marine Drive from the proposed street changes.	106
The proposal will improve traffic flow and make east-west travel more efficient and reliable.	104
The proposal encourages mode shifting from cars to transit, with some noting that increased transit will address climate change concerns and improve the environment.	97
Preference for improvements to the frequency and reliability of existing bus routes in West Vancouver as an alternative to a B-Line.	93
General support for improved and increased bus service in and to/from West Vancouver, including that transit should be a priority.	88
There are benefits of the B-Line proposal for people that do not live in West Vancouver, but travel to/from West Vancouver for work, school, recreational purposes or for those that can't drive.	86

Key themes from feedback forms additional comments (1,122 responses)	# of Mentions
Concerns around potential effects to the neighbourhood character of Ambleside and Dunderave related to the B-Line proposal.	80
Concerns around the loss of street parking related to the B-Line proposal.	78
There is a need for increased and improved bus service connecting West Vancouver to downtown Vancouver.	77
Other road improvement suggestions to Marine Drive or arterial roads, such as synchronizing traffic lights and constructing left-turn bays to improve traffic flow.	74
The proposal is progressive and would be a missed opportunity to improve transit in West Vancouver, with some noting the need for change and improvements to support higher density.	71
There is a need for increased and improved service north-south or further west in West Vancouver to connect with the Marine Drive corridor.	56
Concerns that opposition to the B-Line proposal is a vocal minority, including that Mayor and Council should consider the potential benefits of the B-Line proposal over the NIMBY (Not in My Back Yard) opposition.	56
Concerns that vehicles will use residential side streets to avoid utilizing Marine Drive as a result of the B-Line proposal.	52
Opposition to a B-Line terminus near Irwin Park Elementary or residential neighborhoods in Dunderave and Ambleside.	52
The proposal will make Ambleside and Dunderave more accessible, positively impacting local businesses and making the community more inclusive.	48
General support for transit improvements, but that the B-Line is not the solution to West Vancouver's transit or traffic needs.	46
Concerns regarding the accuracy of current transit ridership statistics and the analysis supporting the B-Line proposal, including requests for additional data.	42
The proposal does not benefit the majority of West Vancouver residents, or that it only benefits transit users.	42
Request for the District of West Vancouver to explore alternate transportation improvements, such as a third crossing, light rail, SkyTrain, a ferry, or utilizing the CN rail tracks.	41

Key themes from feedback forms additional comments (1,122 responses)	# of Mentions
Comments that the survey is confusing, not user-friendly or misleading.	38
Concerns about the consultation process, including how Mayor and Council and TransLink have handled the situation and the need for more adequate consultation.	36
Support for the B-Line to terminate in Dunderave at 24th Street.	35
Traffic issues on the North Shore, including West Vancouver, need to be addressed.	32
The B-Line will not result in a mode shift from single-occupancy vehicles to transit, including that it will not increase transit ridership.	31
Requests and suggestions for additional parking in Ambleside and Dunderave.	28
Support for implementation of the Marine Drive street improvements regardless of the outcome of the B-Line proposal.	27
Concerns around noise and safety related to large articulated buses.	27
Other suggestions for the shared bus lane that were not presented in the consultation process, such as hours of operation only during peak hours, or allowing electric vehicles or multi-passenger vehicles to access the lane.	27
There is a need for increased and improved bus services to/from Horseshoe Bay, including concerns regarding recent reductions in transit service in Horseshoe Bay and Gleneagles.	26

3.3.2.2 Correspondence

The following are summary results of the 414 letters and emails received by Council during the consultation period (January 28 to February 28, 2019).

Please note: The total number of mentions for a key theme may exceed the total number of correspondence items as participants may have commented on more than one topic. The District of West Vancouver has read and will consider all feedback. Following is a summary of the most frequently mentioned themes.

Key themes from Council correspondence (414 responses)	# of Mentions
General opposition to the B-Line proposal.	243
Opposition to a B-Line terminus near Irwin Park Elementary.	154
Concerns around potential effects to the physical health and safety and learning environment for students of Irwin Park Elementary related to the B-Line proposal.	144
General support for the B-Line proposal.	121
There is a general need for improved and increased bus service in and to/from West Vancouver.	83
Support for the B-Line proposal as it encourages mode shifting from cars to transit, with some noting that increased transit will address climate change concerns and improve the environment.	73
Concerns regarding increased traffic congestion and the potential effects of a shared bus lane on traffic flow on Marine Drive, including general opposition to a shared bus lane on Marine Drive.	65
Support for the B-Line to terminate at Park Royal.	46
Concerns that the opposition to the B-Line proposal is a vocal minority, including that Mayor and Council should consider the potential benefits of the B-Line proposal over the NIMBY (Not in My Back Yard) opposition.	40
There are benefits of the B-Line proposal for people that do not live in West Vancouver, but travel to/from West Vancouver for work or school.	32
Concerns about the potential impacts to businesses along Marine Drive from the proposed changes to road operations.	31
Concerns around the loss of street parking related to the B-Line proposal.	30

Key themes from Council correspondence (414 responses)	# of Mentions
There is adequate transit service from Park Royal to Dundarave, including that there is a no demand for improved east-west bus service or that most transit users are connecting to/from Vancouver.	26
Requests for the District of West Vancouver to work with TransLink to develop an alternate proposal that addresses the community's concerns.	23
Concerns regarding the accuracy of current transit ridership numbers and the analysis supporting the B-Line proposal.	21
Support for the B-Line to terminate at 24th Street.	18
Concerns that vehicles will use residential side streets to avoid utilizing Marine Drive as a result of the B-Line proposal.	18
There is a need for increased and improved service north-south in West Vancouver to connect with Marine Drive.	16
Concerns around noise and safety related to large articulated buses.	16
Concerns around potential effects to the neighbourhood character of Ambleside and Dundarave related to the B-Line proposal.	15
Request for the District of West Vancouver to consider alternate transportation improvements, such as light rail.	13
There is a need for increased and improved bus services connecting West Vancouver to downtown Vancouver.	11



Proposed B-Line Service for West Vancouver

COMMUNITY ENGAGEMENT

January 28-February 28, 2019

Appendix I: Notification materials

April 2019

District of West Vancouver

COMMUNICATIONS CAMPAIGN MATERIAL

B-LINE CONSULTATION PROCESS

North Shore News ads

B-LINE UPDATE
Upcoming Community Consultation
West Vancouver Council would like to thank everyone who came to the Council meeting on January 14 to share their opinions on the proposed B-Line.

B-LINE CONSULTATION
THE PROPOSAL
The North Shore is growing and congestion is increasing. A proposal for a B-Line service connecting West Vancouver with Lonsdale and Phibbs Exchange has been developed. The project is being considered by Council because the benefits it could bring to West Vancouver. We encourage everyone to check out the facts and let us know their opinion.

MAYOR'S MESSAGE
A Letter to the Community
Hello everyone,
Over the past weeks, we have been consulting the community on the proposed B-Line project. It is time to thank everyone who has participated online, in stakeholder meetings and at the large community meetings.

Postcard

B-LINE CONSULTATION
THE PROPOSAL
The North Shore is growing and congestion is increasing. A proposal for a B-Line service connecting West Vancouver with Lonsdale and Phibbs Exchange has been developed. The project is being considered by Council because the benefits it could bring to West Vancouver. We encourage everyone to check out the facts and let us know their opinion.

COMMUNITY MEETING
Attend the Community Meeting to learn more about the proposed B-Line and for an opportunity to ask questions.

Poster

B-LINE CONSULTATION
THE PROPOSAL
The North Shore is growing and congestion is increasing. A proposal for a B-Line service connecting West Vancouver with Lonsdale and Phibbs Exchange has been developed. The project is being considered by Council because the benefits it could bring to West Vancouver. We encourage everyone to check out the facts and let us know their opinion.

SMALL GROUP STAKEHOLDER MEETINGS
Wednesday, February 20
Senior Activity Centre, Learning Studio, 692-21st Street, 4-6 p.m.
Seats are limited so please register by emailing info@westvancouver.ca or calling 604-921-3423. Visit westvancouver.ca/b-line for a list of other Stakeholder Meetings in February.

COMMUNITY MEETING
Thursday, February 21
West Vancouver Community Centre, Large Gym, 221 Marine Drive, West Vancouver
• Open House 6-7:30 p.m.
• Question & Answer period 7:30-9 p.m.

Website

B-LINE CONSULTATION
We want to know what you think about the proposal for a B-Line service connecting West Van with Lonsdale Quay and Phibbs Exchange.

Visit westvancouver.ca/b-line to find out more and have your say.

Social media

B-LINE CONSULTATION
We want to know what you think about the proposal for a B-Line service connecting West Van with Lonsdale Quay and Phibbs Exchange.

Visit westvancouver.ca/b-line to find out more and have your say.

COMMUNITY MEETING
Attend the Community Meeting to learn more about the proposed B-Line and for an opportunity to ask questions.

Thursday, February 21
West Vancouver Community Centre, Large Gym, 221 Marine Drive, West Vancouver
• Open House 6-7:30 p.m.
• Question & Answer period 7:30-9 p.m.

Complete the feedback form online. Details: westvancouver.ca/b-line

Advertising

- ads were placed in the North Shore News on January 18 (B-Line Update), January 30 (B-Line Consultation) and February 27 (Mayor's Message)

Postcard

- postcards were sent to all single-family homes, multi-family residences (apartments) and businesses in West Vancouver. Quantity=21,741
- 500 additional postcards were available

Posters

- posters were placed at the Seniors Activity Centre on February 1

Website presence

- a homepage banner was posted on February 1
- two news posts were added to the homepage—Update on proposed B-Line (posted January 17) and Mayor's Message (posted February 27)

Social media campaign

- from February 1 to 27, there were six Twitter posts (3,383 followers), five Facebook posts (2,066 followers), two Instagram posts (1,172 followers) and one LinkedIn post (1,907 followers)



- E-west newsletters were sent on January 10 (681 subscribers) and March 13 (735 subscribers)
- A westvancouverITE newsletter was sent on January 31 (138 recipients)
- 49 emails were sent inviting people to stakeholder meetings



Proposed B-Line Service for West Vancouver

COMMUNITY ENGAGEMENT

January 28-February 28, 2019

Appendix II: Information materials

April 2019

District of West Vancouver

Let's talk about the proposed B-Line

Park Royal to Dundarave in West Vancouver

WE WANT TO HEAR FROM YOU

A proposal for a B-Line service connecting West Vancouver with Lonsdale Quay and Phibbs Exchange has been developed. The District is reviewing the B-Line proposal and wants to engage with the community to get your input.

Mayor and Council have been hearing the concerns of West Vancouver residents who want better transit service, and the concerns of small businesses and local residents regarding the potential impacts of the proposed B-Line.

ABOUT THE PROPOSED B-LINE

A B-Line is faster and more frequent than regular bus routes, and will move more people per day than current service.

In order to ensure B-Line service can operate effectively, the proposal recommends shared bus lanes on Marine Drive, the construction of new left-turn bays, and other measures that will help cars and buses move more smoothly.

CONSULTATION TOPICS

The District is seeking feedback on the following topics:

- Shared bus lane - hours of operation
- Changes to on-street parking
- Western terminus location
 - Park Royal
 - Marine Drive at 21st Street
 - Marine Drive at 24th Street

IT'S WEST VANCOUVER'S DECISION

West Vancouver Council will consider community input and feedback in determining whether the B-Line proposal is in the best interests of our residents, and whether there are changes that can be made to improve the plan.



You can provide us with your feedback by:

- Attending the community meeting on February 21, 2019
- Completing the hard copy feedback form and leaving it with a member of our team
- Filling out the feedback form online at westvancouverITE.ca/b-line
- Sending an email to bline@westvancouver.ca
- Mailing your feedback form or written feedback to:
District of West Vancouver, 750 17th Street,
West Vancouver, BC V7V 3T3
Attn: Community Relations

If you'd like to receive District of West Vancouver updates regarding the B-Line project, you can subscribe to the project at westvancouverITE.ca/b-line.

Transportation on the North Shore

Traffic congestion and transit opportunities are ongoing issues on the North Shore, including West Vancouver. There are currently limited east-west transit connections and frequent traffic congestion along major routes, including Marine Drive.

The District of West Vancouver recognizes the importance of addressing these issues and is committed to improving traffic flow for all modes of travel. We need to find ways to help people move around the North Shore faster and more reliably, including more efficient use of infrastructure and improved transit.

The new B-Line service was proposed to address regional and local needs, and to improve the speed, reliability and convenience of transit service across the North Shore.



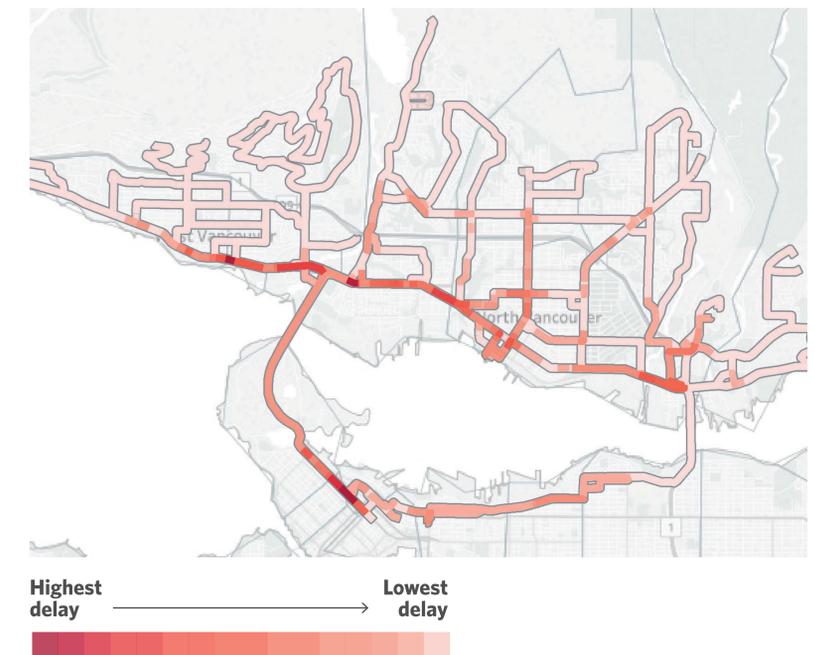
Official Community Plan and Integrated North Shore Transportation Planning Project (INSTPP)

The B-Line project fulfills the District of West Vancouver's Official Community Plan Policy 2.4.8, approved in 2018, which says, "Support the expansion of frequent transit services, prioritizing connections between Park Royal and Dunderave by expanding bus priority measures and transit-supportive road treatments along Marine Drive to improve reliability and speed of transit service, and to facilitate future rapid bus service."

In addition to supporting transit priorities, the proposed B-Line supports concerns about housing availability and affordability, as well as concerns about climate change and social equity.

The B-Line is also supported by INSTPP recommendations.

Average Transit Delay on the North Shore



Source: TransLink

Ridership Demand

According to TransLink's statistics, West Vancouver has the fastest growth in bus ridership on the North Shore, with daily boardings increasing 9.8% between 2017 and 2018.

Many passengers depend on transit to get downtown, to community services like Lions Gate Hospital, or to come to West Vancouver for work or school from other parts of the North Shore, Vancouver, and beyond.

As the cost of living in West Vancouver continues to increase, ridership demand for people who do not live in, but work or go to school in our community, is rising. On some West Vancouver bus routes, demand already exceeds capacity.

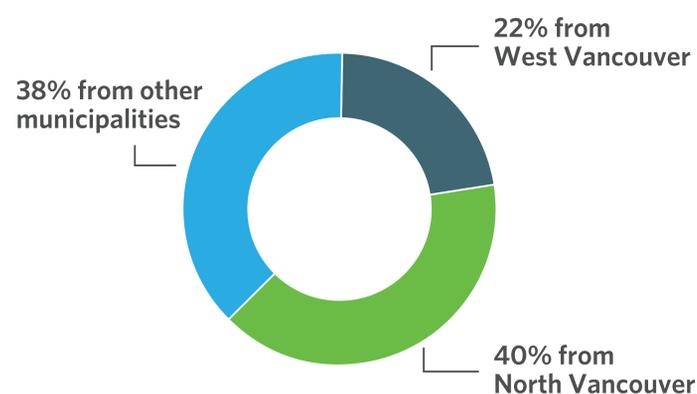
Average Daily Passengers in West Vancouver



Source: TransLink, Automatic Passenger Count Data, TransLink: Daily Boardings and alightings (M-F), Sept to Dec 2018

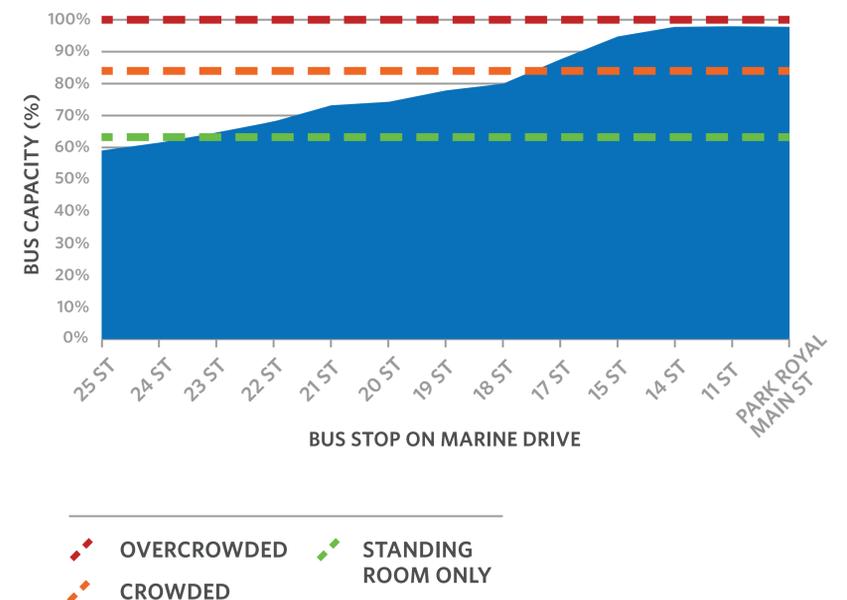
East-West Travel Demand

78% of West Vancouver employees (library, parks and recreation, fire and rescue, police, etc.) commute to West Vancouver from other municipalities



District of West Vancouver, Human Resources & Payroll Services

Existing Bus (Route 250) - Average Bus Loads Eastbound during PM Peak (3-6pm)



Source: TransLink, Automatic Passenger Count Data, TransLink: Average load per scheduled trip (M-F), Sept to Dec 2018

About the Proposed B-Line

As part of Phase One of the Mayors' Council 10-Year Vision, three new rapid-service B-Line routes are planned for Metro Vancouver in 2019.

One of these routes is the Marine-Main B-Line, to provide a faster, more reliable, east-west connection across the North Shore. There are four proposed stops in West Vancouver:

- Marine Drive at Park Royal
- Marine Drive at 14th Street
- Marine Drive at 21st Street
- Marine Drive at 24th Street

THE PROPOSED B-LINE AT A GLANCE

- Service would be from 6 a.m. to 1 a.m.
- Frequency of service would be 8 minutes during peak periods and 10-15 minutes during off-peak periods
- Travel from Dundarave to Phibbs Exchange would take approximately 45 minutes

ENGAGEMENT AND PUBLIC INFORMATION TO DATE

West Vancouver's previous Mayor and Council worked with TransLink, and the City and District of North Vancouver, to look at plans to improve transit service on the North Shore and get an increased share of regional transit investment.

In Spring 2018, TransLink consulted with the public on the four new B-Line corridors, as well as proposed changes to local routes, streets, and intersections. Engagement on the B-Lines included an online survey available on TransLink's website, and a series of in-person events.

In addition, from November 27-29, 2018, TransLink held two community information sessions in West Vancouver to provide information and seek feedback on the proposed plan.

More information is available in the engagement summary report, posted on TransLink's website: translink.ca/bline.



Proposed B-Line Route



Legend	
B-Line	Planned B-Line route
●	Planned B-Line stop
	Proposed future B-Line stop
	Bus exchange



Source: TransLink

Why B-Line?

A B-Line provides improved travel time and reliability by separating buses from through-traffic.

The B-Line proposal has buses running at least every 15 minutes (every 8 minutes in peak periods) throughout the day, every day of the week, with the ability to move 25,000+ more passengers per day.

Improved travel time and reliability

- B-Line stops are spaced approximately 1 km apart
- All-door boarding
- Streets are designed to make bus service faster
- High-capacity articulated buses
- Longer hours of service, 6 a.m. to 1 a.m.

Frequent

- At least every 8 minutes during peak periods
- At least every 15 minutes at other times
- Stops have Next Bus digital signage

Why Marine-Main B-Line?

The proposal was developed and is being considered for the following reasons:

- Improves transit service for West Vancouver residents
- Helps West Vancouver employers attract employees by providing faster and more reliable transit service
- Proposed street changes benefit local Blue Bus services
- Takes cars off the road by providing a reliable transit alternative
- Reduces impact of employee parking in adjacent residential neighbourhoods
- Improvements would be funded by TransLink, not the District of West Vancouver
- Supports the District's commitments to address climate change and social equity

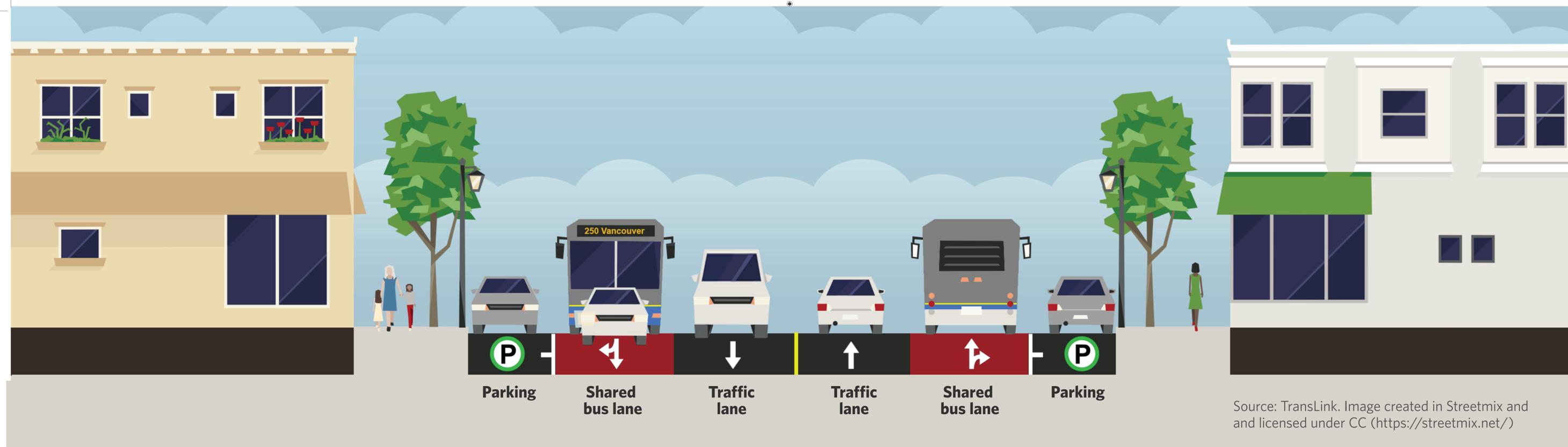
Mayor and Council have been hearing the concerns of West Vancouver residents who want better transit service, and the concerns of small businesses and local residents regarding the potential impacts of the proposed B-Line service.

The B-Line would make transit more attractive for East-West travel.

25% of North Shore residents, 40% of North Shore jobs, and 35% of planned North Shore growth are on or near the proposed B-Line route.



TransLink bus illustration.



Street Changes Included in the B-Line Proposal

To ensure B-Line service can operate effectively, the proposal recommends a number of street changes that would improve speed and reliability for cars and buses on Marine Drive, including the construction of new left-turn bays in some locations.

The proposed street changes include:

- **Through-traffic uses the centre lane**
- **Left-turn traffic on Marine Drive at 13th, 15th and 17th Streets would have left-turn bays**
- **Left-turn restrictions on Marine Drive at 14th and 16th Streets**
- **The right lane would be allocated for buses, right turning traffic, cyclists, and access to street parking and business driveways**

The proposed changes separate all buses from through-traffic, allowing faster and more reliable transit service, as well as fewer delays for through-traffic.

Currently, car traffic gets stuck behind vehicles parking or turning right in the right lane, and behind left-turners in the left lane. This proposal would create a through-traffic lane for cars in the centre lane. Dedicated left-turn bays on

Marine Drive at 13th, 15th and 17th Streets would improve the flow of through-traffic, as would the restriction of left-turns at 14th and 16th Streets.

With through-traffic in the centre lane, the right lane would be for cars parking, cars turning right, cyclists, and buses.

North Vancouver Transit Priority Measures

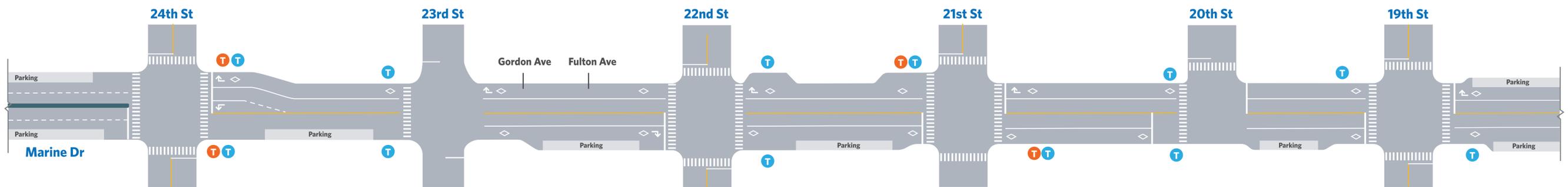


Source: TransLink

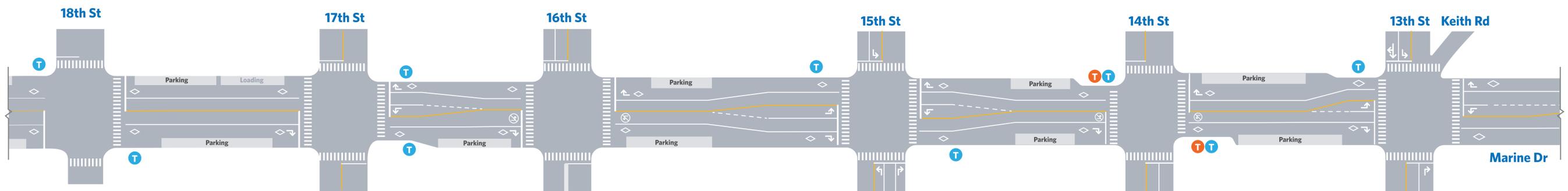
How would the lanes operate on Marine Drive?

Park Royal to Dundarave (Marine Drive at 24th Street)

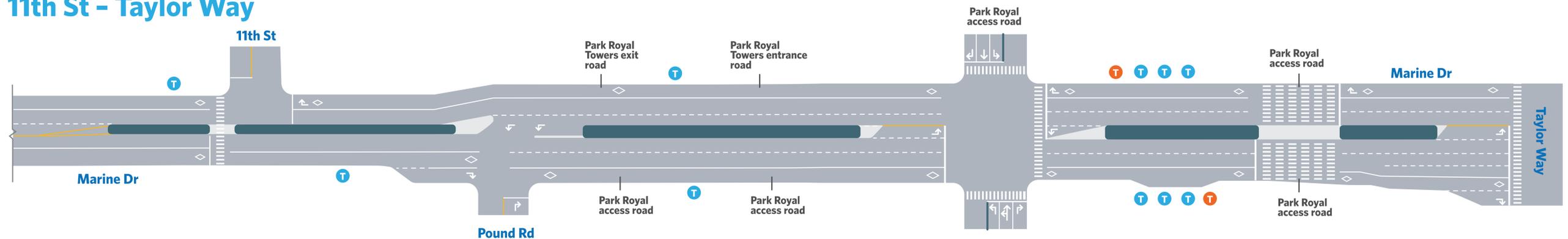
24th St - 19th St



18th St - 13th St/Keith Rd



11th St - Taylor Way



Note: drawing is based on preliminary designs and subject to change. Drawing not to scale.
Source: TransLink

CONSULTATION TOPIC



Tell us what you think online at westvancouverITE.ca/b-line or ask a project team member for a feedback form.

Shared Bus Lane – Hours of Operation

The District wants to know...

During the day, Marine Drive experiences consistent congestion. In an effort to help reduce congestion and more efficiently organize bus and car traffic, the B-Line proposal includes converting the right lane on Marine Drive in both directions into a shared bus lane.

If the proposed B-Line terminates in Dundarave (21st Street or 24th Street), the following are the time-of-day options for the shared bus lane.

WHO WOULD USE THE SHARED BUS LANE?

- The right lane would be allocated for buses, right turning traffic, cyclists, and access to street parking and business driveways

OPTION 1

6 A.M. - 7 P.M., EVERY DAY

Considerations

- **Allows through-traffic to use shared bus lane outside of daytime hours - enforcement challenges**
- **Potential for confusion about when lanes are in effect**
- **Inconsistent with proposed lane operation through North Vancouver**
- **Results in 95% of total available bus travel time savings, according to TransLink's modelling**

OPTION 2

24 HOURS/DAY, EVERY DAY

Considerations

- **No confusion about when lanes are in effect**
- **Allows lane to be painted - improved compliance**
- **Results in 100% of total available bus travel time savings, according to TransLink's modelling**

CONSULTATION TOPIC

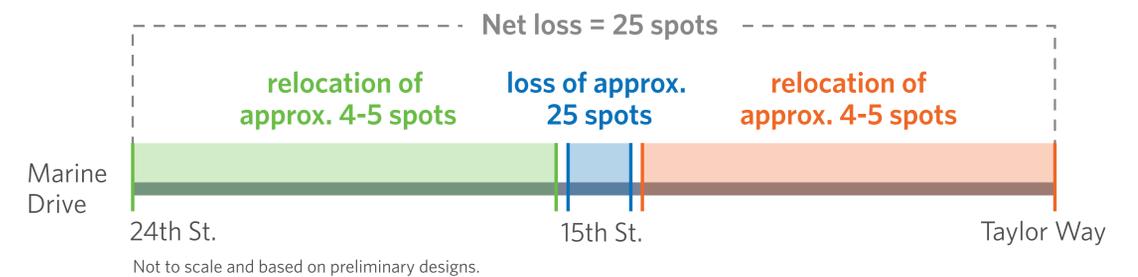
Changes to On-Street Parking The District wants to know...



Tell us what you think online at westvancouverITE.ca/b-line or ask a project team member for a feedback form.

If the proposed B-Line terminates in Dundarave (21st Street or 24th Street), the loss of parking through the corridor to accommodate left-turn bays, right-turn bays in some locations, and B-Line bus stops has been mitigated to approximately 25 spots, primarily around Marine Drive/15th Street intersection. The District is aware of the constraints regarding on-street parking availability in areas like Ambleside and Dundarave, and has developed the following potential options to further minimize parking loss:

LOCATIONS OF POTENTIAL PARKING LOSS



OPTION 1

CONSOLIDATE TWO LOCAL BUS STOPS

To create additional on-street parking

- **Reduces the net loss of on-street parking by 6-9 spots**
 - **13th Street: 1-3 new parking spots**
Nearest alternative stop is 130 metres away, at 14th Street; average 560 boardings/alightings per weekday
 - **18th Street: 5-6 new parking spots**
Nearest alternative stops are 130 metres away, at 17th Street or 19th Street; average 290 boardings/alightings per weekday

OPTION 2

ELIMINATE NEW WESTBOUND LEFT-TURN BAY AT 15TH STREET FROM THE PROPOSAL

- **Reduces the net loss of on-street parking by 8 spots**
- **Results in left-turn restriction westbound at 15th Street**

RECOVERY OF 11 ON-STREET PARKING SPOTS, ESTIMATED SPRING 2020

The construction on 1300 Block Marine drive is estimated to be complete in spring 2020, which will:

- Recover 11 on-street parking spots on Bellevue Avenue
- Revert 13th Street and Bellevue Avenue back to two-way car traffic
- Reduce pressure from trades parking

CONSULTATION TOPIC



Tell us what you think online at westvancouverITE.ca/b-line or ask a project team member for a feedback form.

Western Terminus Location

The District wants to know...

OPTION 1

PARK ROYAL TERMINUS

The proposed B-Line could run from Phibbs Exchange in North Vancouver and terminate on Marine Drive at Park Royal.

Considerations

- **No travel time or reliability improvements for existing West Vancouver bus service**
- **No transit priority benefits from Park Royal to Dundarave**
- **No additional bus service**
- **No construction of street changes to Marine Drive**

OPTION 2

MARINE DRIVE AT 21ST STREET TERMINUS

The proposed B-Line could run from Phibbs Exchange in North Vancouver and terminate at Marine Drive and 21st Street, with stops at Park Royal and 14th Street.

Considerations

- **Reduces proposed B-Line route by one stop**
- **Improved travel time and reliability of transit service on Marine Drive from Park Royal to 21st Street**
- **No transfer required to connect from Park Royal to Ambleside or Dundarave**
- **Would include street and traffic changes on Marine Drive, including the construction of new left-turn bays in some locations**
- **Allows efficiency gains to be re-invested in additional local service**

OPTION 3

MARINE DRIVE AT 24TH STREET TERMINUS, BUT NOT NEAR IRWIN PARK SCHOOL

The proposed B-Line could run from Phibbs Exchange in North Vancouver and terminate at Marine Drive and 24th Street, with stops at Park Royal, 14th Street and 21st Street.

Considerations

- **Improved travel time and reliability of transit service on Marine Drive from Park Royal to 24th Street**
- **No transfer required to connect from Park Royal to Ambleside or Dundarave**
- **Would include street and traffic changes on Marine Drive, including the construction of new left-turn bays in some locations**
- **Allows efficiency gains to be re-invested in additional local service**

CONSULTATION TOPIC



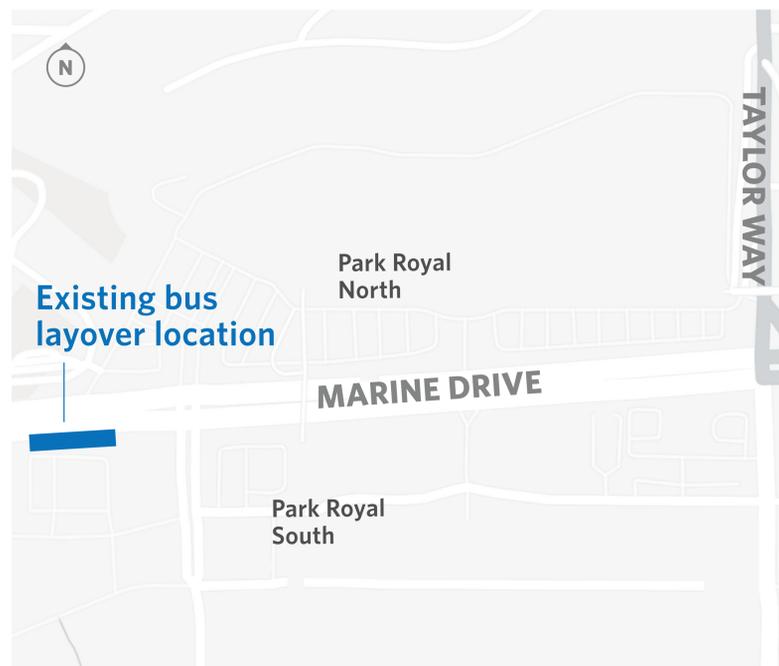
Tell us what you think online at westvancouver1TE.ca/b-line or ask a project team member for a feedback form.

Western Terminus Proposed Layover Locations

The District wants to know...

The following maps outline the preliminary B-Line layover locations proposed for each terminus location. A layover area is for buses that have finished one trip and not yet started their next one. These spaces are essential to enable buses to stay on schedule and allow drivers to change-over or take breaks.

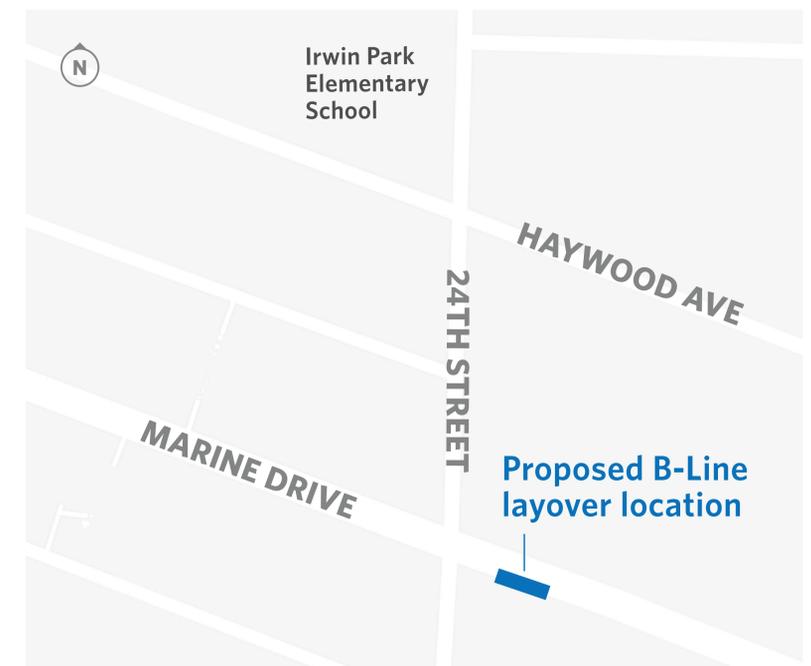
OPTION 1 PARK ROYAL TERMINUS



OPTION 2 MARINE DRIVE AT 21ST STREET TERMINUS

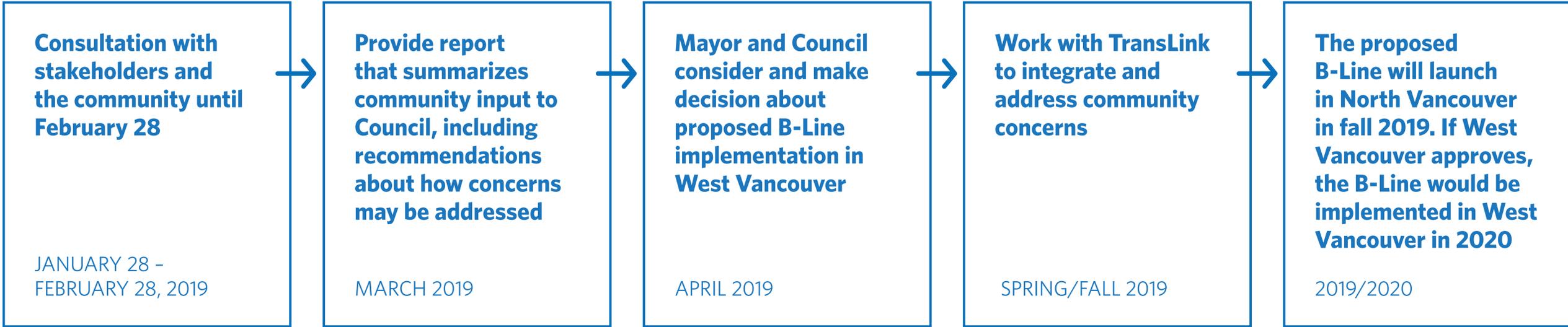


OPTION 3 MARINE DRIVE AT 24TH STREET TERMINUS



* Maps based on preliminary designs.
Source: TransLink

Next Steps



Please provide us with your feedback by February 28, 2019.

You can provide us with your feedback by:

- Attending the community meeting on February 21, 2019
- Completing the hard copy feedback form and leaving it with a member of our team
- Filling out the feedback form online at westvancouverITE.ca/b-line
- Sending an email to bline@westvancouver.ca
- Mailing your feedback form or written feedback to:
District of West Vancouver, 750 17th Street, West Vancouver, BC V7V 3T3

If you'd like to receive District of West Vancouver updates regarding the Marine-Main B-Line project, you can subscribe to the project at westvancouverITE.ca/b-line.



Proposed B-Line Service for West Vancouver

COMMUNITY ENGAGEMENT

January 28-February 28, 2019

Appendix III: Feedback form

April 2019

District of West Vancouver



Feedback Form: Proposed B-Line Consultation

Deadline to provide your feedback is Thursday, February 28 at 11:59 p.m.

This feedback form is also online at westvancouverite.ca/b-line

As part of Phase One of the Mayors' Council 10-Year Vision, a proposal for a new rapid B-Line service (Phibbs Exchange in North Vancouver to Lonsdale Quay to Dundarave in West Vancouver) has been developed to address regional and local needs, and to improve the speed, reliability and convenience of transit service across the North Shore.

Many West Vancouver residents support the need for improved transit service. However, the District of West Vancouver's Mayor and Council have received significant feedback from the community regarding this proposed B-Line, including concerns regarding implementation details, such as the shared bus lane, on-street parking loss and the proposed terminus location. As a result, the District is undertaking this engagement to determine whether the proposed B-Line should extend from Park Royal to Dundarave, and, if so, what changes might improve the proposal.

Please read the information materials attached prior to completing this feedback form.

The information materials include details about the proposed B-Line, including the consultation topics and proposed options.

TRANSIT SERVICE IN WEST VANCOUVER

- 1. Over the past few years, TransLink has been consulting with municipal councils and stakeholders on the North Shore to improve the speed and frequency of transit service. Please share your level of agreement that faster, more frequent and reliable transit service for east-west travel on the North Shore is needed.**
 - strongly agree
 - somewhat agree
 - neither agree nor disagree
 - somewhat disagree
 - strongly disagree

3860817v1

For the Park Royal to Dundarave section, the B-Line proposal includes changes to lane use and on-street parking along Marine Drive. Please provide your feedback on the following:

SHARED BUS LANE HOURS OF OPERATION

2. Please share your level of agreement with the following options for the hours of operation of the proposed Shared Bus Lane on Marine Drive between Park Royal and Dundarave (21st Street or 24th Street).

Option 1: 6 a.m.–7 p.m., every day

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

Option 2: 24 hours/day, every day

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

Option 3: Neither, I don't think there should be a shared bus lane on Marine Drive

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

CHANGES TO ON-STREET PARKING

3. Please share your level of agreement with the following options for minimizing on-street parking loss due to the proposed B-Line between Park Royal and Dundarave (21st Street or 24th Street).

Option 1: Create 6–9 new on-street parking spots through the elimination of two local bus stops; 13th Street and 18th Street

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

Option 2: Eliminate new westbound left-turn bay at 15th Street from the proposal.

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

WESTERN TERMINUS LOCATION

4. Please share your level of agreement with the following options for the western terminus of the proposed B-Line.

Option 1: The B-Line's western terminus should be at Park Royal

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

Option 2: The B-Line's western terminus should be in Dundarave (Marine Drive at 21st Street)

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

Option 3: The B-Line's western terminus should be in Dundarave (Marine Drive at 24th Street, but not near Irwin Park School on Haywood Avenue)

- strongly agree
- somewhat agree
- neither agree nor disagree
- somewhat disagree
- strongly disagree

5. How often do you travel on Marine Drive in West Vancouver?

- 5 or more times per week
- 3–4 times per week
- 1–2 times per week
- less than 1–2 times per week

Please select only one.

6. What modes of travel do you regularly use on Marine Drive in West Vancouver?

- transit
- vehicle as driver
- vehicle as passenger
- walking
- cycling

Please select all that apply.

7. What is your primary reason for travelling on Marine Drive in West Vancouver?

- commuting to/from work
- commuting to/from school
- travel for business, including professional drivers
- travel for personal business, including shopping, appointments or entertainment

Please select only one.

8. What are the first three digits of your postal code? _____



Proposed B-Line Service for West Vancouver

COMMUNITY ENGAGEMENT

January 28-February 28, 2019

Appendix IV: Telephone survey results

April 2019

District of West Vancouver



West Vancouver – Proposed B-Line Bus Service

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March 2019

Methodology

- Survey results cited in this report are from telephone interviews with a random sample of 226 Canadian citizens, 18 years of age and older, residing in West Vancouver
- The survey was conducted between February 19th and 28th, 2019.
- Overall results are accurate to $\pm 6.5\%$, 19 times out of 20.
- The survey questionnaire is designed to be consistent with the public consultation survey. Content from the public discussion guide was used to provide background for each question, and was edited for brevity.
- Data has been weighted by gender and age based on the most recent Census figures, so that it is representative of the actual population of residents living in West Vancouver. Interviews were conducted in the following postal codes: V7S, V7T, V7V, and V7W.

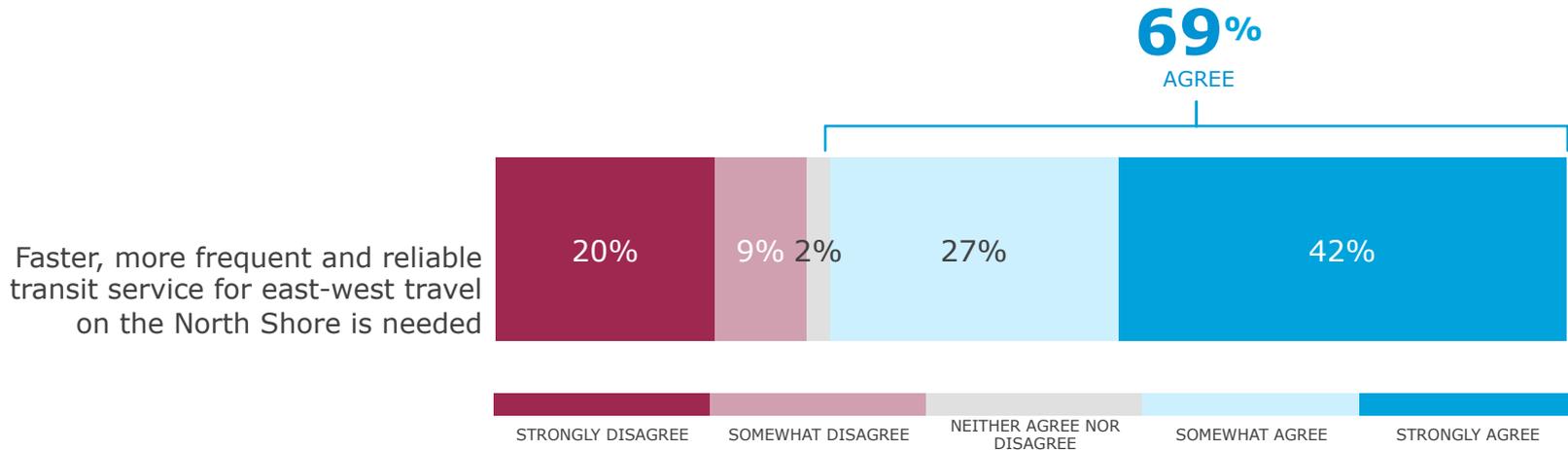


Results in Detail

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Agreement with Need for Fast, More Frequent & Reliable Transit Service for East-West Travel

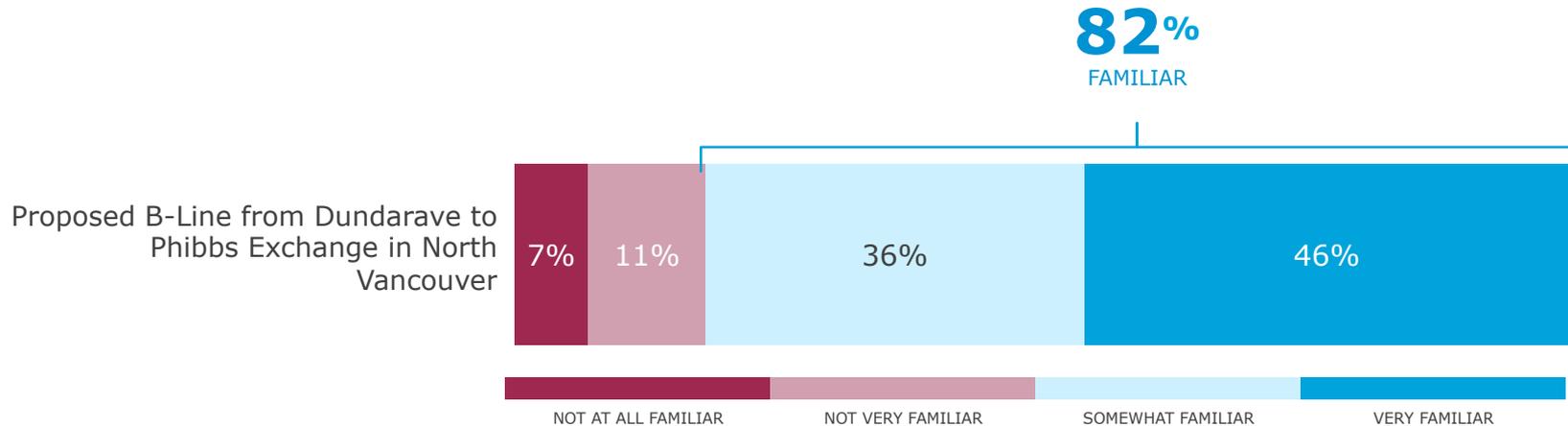
This survey is being conducted on behalf of the District of West Vancouver. A proposal for a new rapid B-Line bus service, from Dundarave to Lonsdale Quay to Phibbs Exchange in North Vancouver, has been developed to address regional and local needs. The results of this confidential survey will be reported to District Council as part of the public consultation report.



Familiarity with West Vancouver B-Line Proposal

Preamble:

A B-Line is faster and more frequent than regular bus routes, and will move more people per day than current service. B-Line stops on Marine Drive in West Vancouver are proposed for Park Royal, 14th Street, 21st Street, and 24th Street in Dundarave.



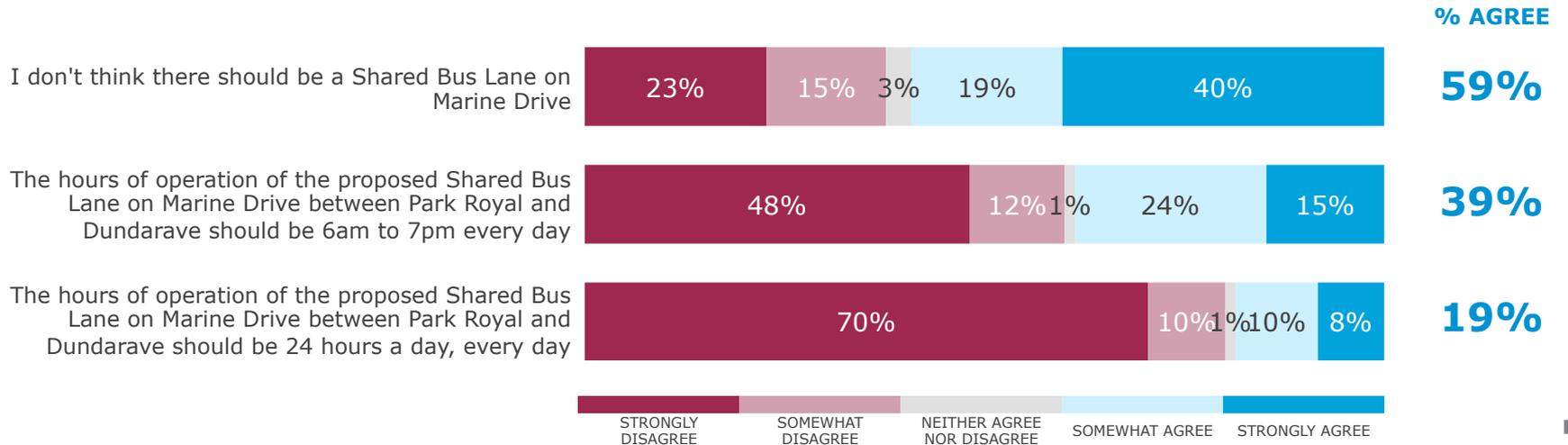
Proposed Hours of Operation for Shared Bus Lane

Preamble:

In order to implement B-Line service from Dundarave to Park Royal, changes to lane use and on-street parking on Marine Drive have been proposed.

This proposal includes a through-traffic lane for cars in the centre lane, dedicated left-turn bays on Marine Drive at 13th, 15th and 17th Streets, and elimination of left-turns at 14th and 16th Streets.

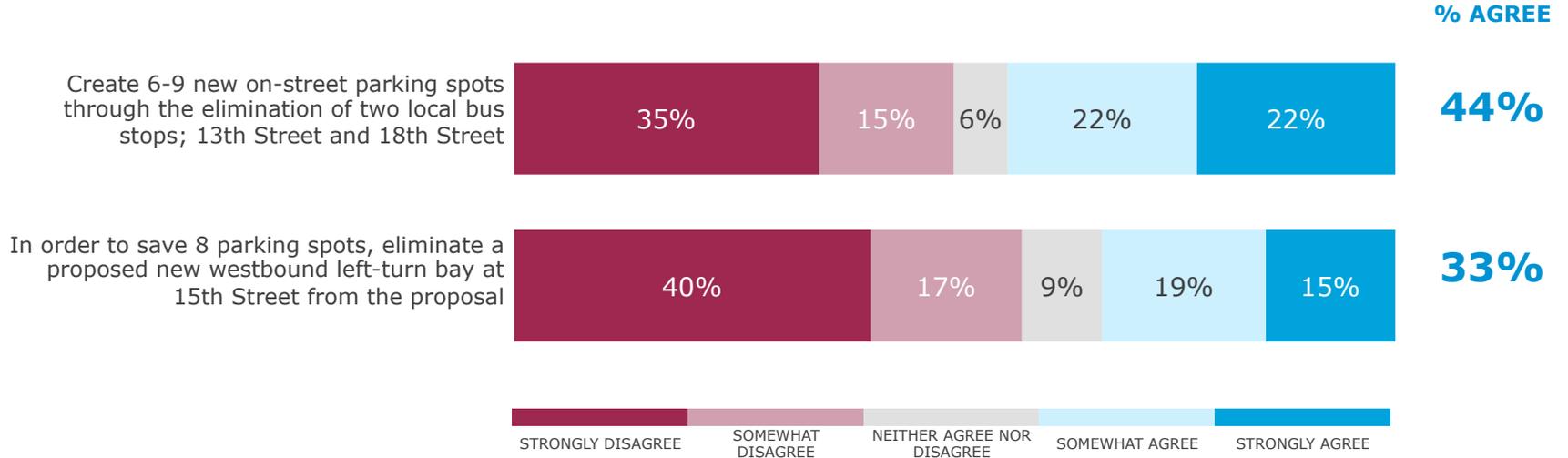
The right lane would be a Shared Bus Lane dedicated to buses, right-turning traffic, cyclists, and access to street parking and private driveways.



Proposed Parking Options

Preamble:

If the proposed B-Line ends in Dundarave, the loss of parking through the corridor to accommodate left-turn bays, right-turn bays in some locations, and B-Line bus stops has been mitigated to approximately 25 spots, primarily around the Marine Drive - 15th Street intersection.



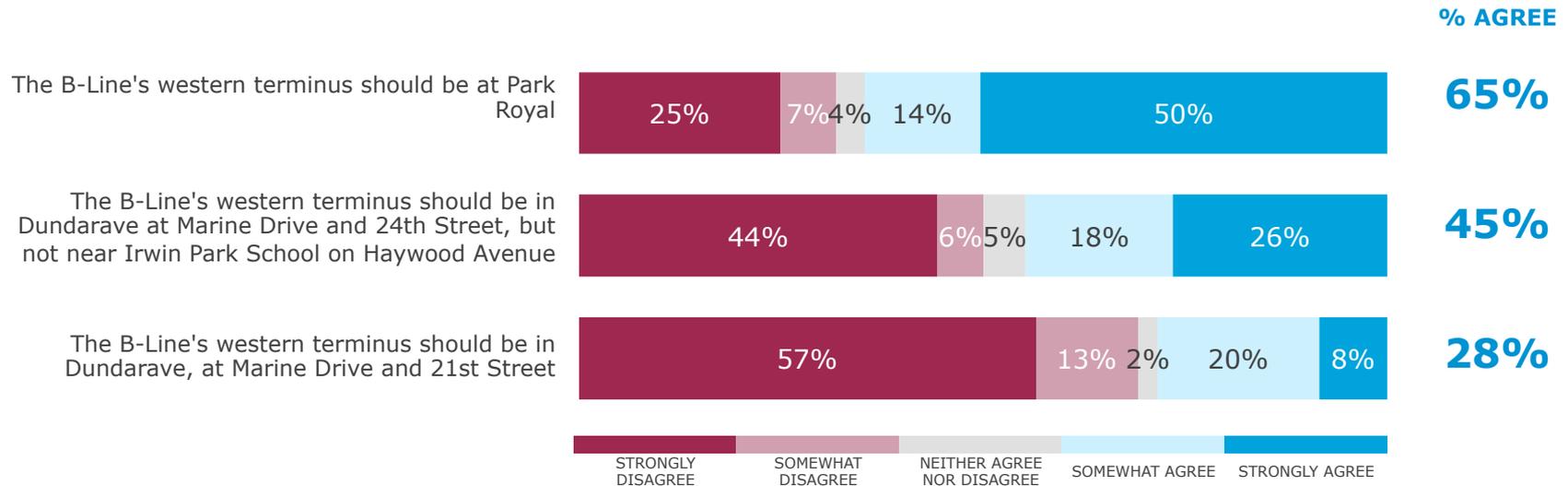
Preferred Location for Western Terminus: (1) Park Royal; (2) 24th Street; (3) 21st Street

Preamble:

The District will have the final say on where the B-Line's western terminus – the endpoint - will be located.

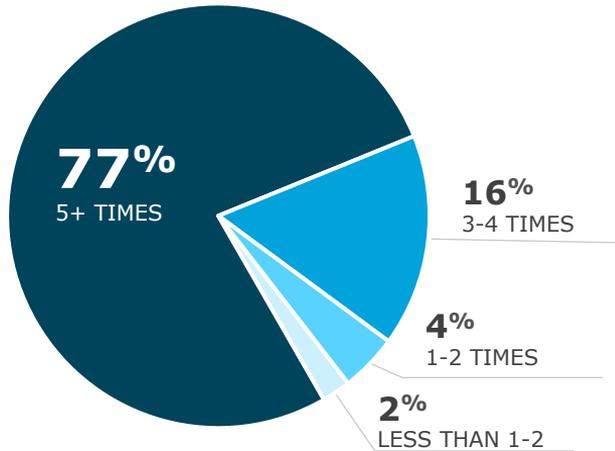
If the B-Line's western terminus is Park Royal, no lane changes or parking restrictions will be required.

If the B-Line's western terminus is 21st or 24th Avenue, lane usage changes and parking changes will be required.



Survey Respondents' Travel Usage for Marine Drive in West Vancouver

Travelled Per Week



90%



38%



33%



28%



9%

Q6 - How often do you travel on Marine Drive in West Vancouver? (N=226)

Q7 - What modes of travel do you regularly use on Marine Drive in West Vancouver? (N=226)



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