

AGENDA

COMMITTEE OF THE WHOLE

Monday, May 13, 2013

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, May 13, 2013
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. May 13, 2013 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the May 13, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Phibbs Exchange Study Update

File No. 16.8620.40/022.000

p. 7 - 9

Recommendation:

THAT it be recommended to Council:

THAT the Phibbs Exchange Study report dated May 1, 2013 of the Transportation Planner, be received for information

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the May 13, 2013 Committee of the Whole rise and report.

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REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Committee of the Whole	Date: <u>May 13, 2013</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver

REPORT TO COMMITTEE OF THE WHOLE

May 1, 2013
File: 8620.40/022.000

AUTHOR: Tegan Smith, MCIP, RPP, Transportation Planner

SUBJECT: Phibbs Exchange Study Update

RECOMMENDATION:

THAT the Committee of the Whole recommend to Council:

THAT an update on the Phibbs Exchange Study be received for information.

REASON FOR REPORT:

At the May 13, 2013 Committee of the Whole meeting, TransLink staff intend to provide an update on the Phibbs Exchange study and to discuss any next steps with Council.

SUMMARY:

TransLink is continuing to work on identifying options for improving Phibbs Exchange and implementing a park-and-ride in the highway interchange loop east of the exchange. Some revisions to the highway ramp system may be required to support the improvements and their feasibility is currently being explored with Ministry of Transportation and Infrastructure (MOTI). Preliminary indications are that the on-site improvements to Phibbs Exchange will be in the \$3 to \$5 million range, with additional off-site costs to be determined.

BACKGROUND:

The North Shore Area Transit Plan (NSATP) established that Phibbs Exchange is the most urgent transit infrastructure priority on the North Shore.

This winter, TransLink worked closely with District, Squamish Nation, and Ministry of Transportation and Infrastructure (MOTI) staff to clarify the issues and to develop design options for Phibbs Exchange at its current location. The proposals more tightly integrate the exchange with the Lower Lynn Town Centre.

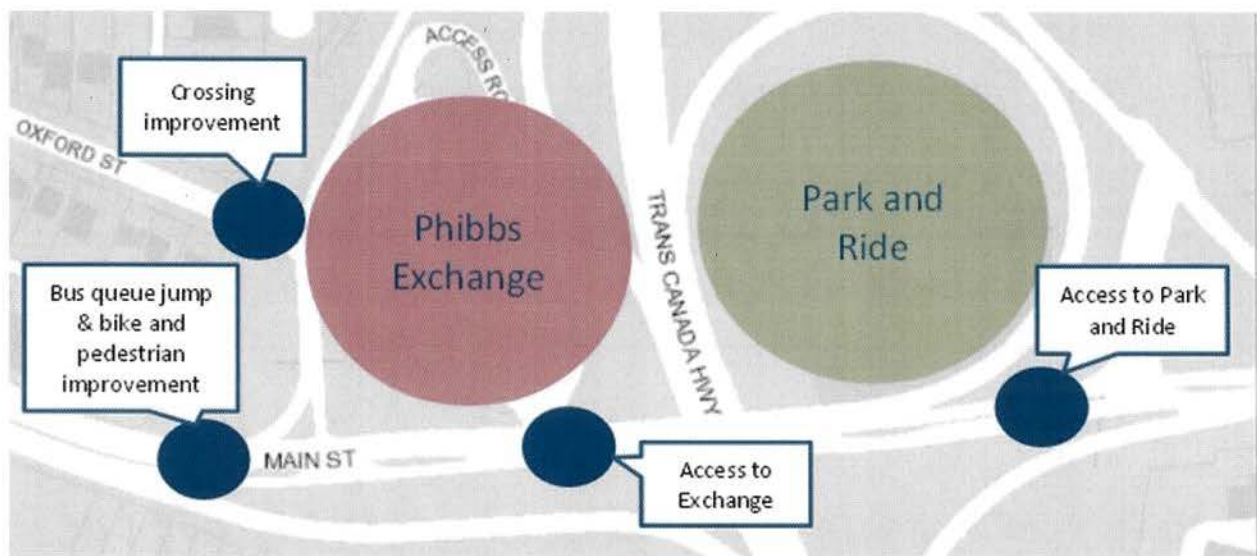
ANALYSIS:

Through the Phibbs Exchange study, TransLink is contemplating design options that will improve usability of the transit exchange for passengers by addressing personal security, accommodating pedestrian desire lines, making transfers easy, and improving exchange access.

The options being considered make the exchange a better place that is integrated with the Lower Lynn community, has weather protection and improved lighting, creates a sense of gateway into North Vancouver, and provides useful services like a coffee shop.

Proposed improvements also address conditions for transit operations with measures that can reduce transit delay and improve pedestrian connectivity. An expanded facility would also accommodate TransLink's operational requirements for more buses at the exchange in the future.

Potential revisions to the highway ramp system to support the improvements are currently being explored by TransLink with MOTI. These improvements are being considered in relation to the Highway 1 interchange study and the Lower Lynn Interchanges Community Working Group has been consulted. Key issues being contemplated are illustrated below.



EXISTING POLICY:

- Official Community Plan
- Transportation Plan
- Lower Lynn Town Centre Implementation Plan (draft)

Timing/Approval Process:

The outcome of the study will be a business case for TransLink to make a future investment in upgrading the exchange. At this time, the timing of the improvements is unknown and may be subject to TransLink's overall funding availability and/or other partner funding.

Financial Impacts:

TransLink's initial cost estimates for improving the exchange facility are estimated to be on the order of approximately \$3 to 5 million. The costs of highway ramp improvements that would be needed to make the design work are still unknown.

Social Policy Implications:

Improving the usability of exchange is expected to make the transit system more safe, accessible, and desirable for people of all ages and abilities.

Environmental Impact:

Fewer trips by driving means fewer greenhouse gas emissions and improved air quality. By making the transit exchange more desirable, it is anticipated that people choosing to locate in the Lower Lynn Town Centre will make the choice to use transit. Improving the exchange is considered to be an integral step towards the District's goal of increasing trips by transit, walking and cycling from 21 percent today to 35 percent in 2030.

Public Input:

In January 2013, TransLink engaged key stakeholders in dialogue about the exchange design. This consultation included: area community associations, District and City Transportation Consultation Committees, Lower Lynn Interchanges Community Working Group, Advisory Committee on Disability Issues, NSATP advisory group, Squamish Nation, City of North Vancouver, Capilano University, and North Vancouver Chamber of Commerce. Design concepts were refined to include feedback from community members.

Conclusion:

Staff intend to continue working closely with TransLink and the Ministry of Transportation and Infrastructure towards timely implementation of improvements to Phibbs Exchange. This is a key priority in support of District's vision of a vibrant, transit-oriented town centre at Lower Lynn.

Respectfully submitted,



Tegan Smith, MCIP, RPP
Transportation Planner

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

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