



Phibbs Exchange Concept Design Study

District of North Vancouver Council
Committee of the Whole
Dec. 10, 2013

Jeffrey Busby, TransLink

Overview



- Project objectives



- Process



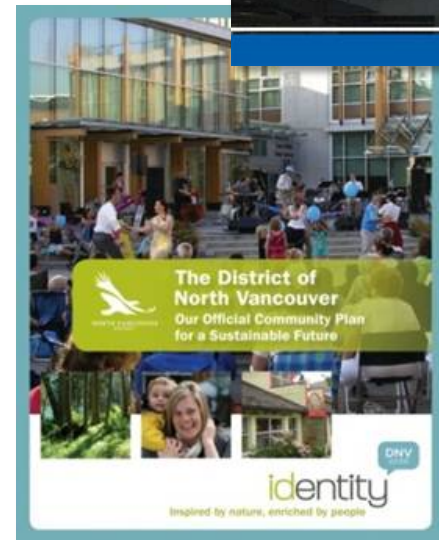
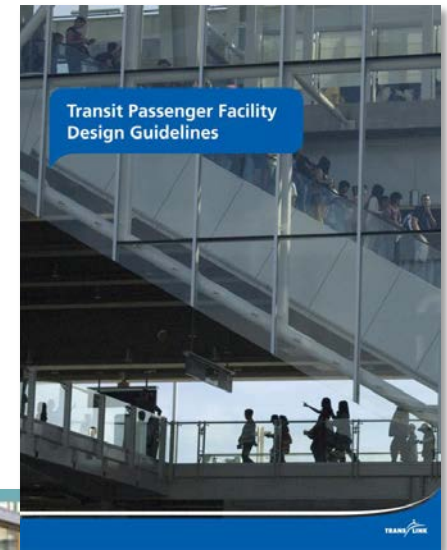
- Preferred Concept Design



- Next Steps

Objectives

- **Usability:** Improve passenger security, access, circulation, access and comfort
- **Operations:** Accommodate current and future transit capacity needs, making it more efficient, and improving access for all modes
- **Placemaking:** Integrate the exchange into the existing and future context of Lower Lynn, so that it feels a part of the community
- **Environment:** Celebrate and restore ecological systems
- **Accountability:** Ensure best stewardship of public funds through cost effective design



Project Process

NOV - DEC 2012

PHASE 1

Conduct site assessment and develop evaluation framework.



JAN - FEB 2013

PHASE 2-3

Develop and evaluate exchange options.
Select preferred option.



MAR - JUL 2013

PHASE 4

Refine preferred option.



AUG – DEC 2013

PHASE 5

Complete final exchange concept and phasing plan

STAKEHOLDER CONSULTATION

District of North Vancouver, Squamish Nation, MOTI



Council
update
June 2012



Council
update
May 2013



Council
update
Dec 2013

Project Sponsorship and Stakeholders

- Funded by TransLink, and is being carried out in collaboration with key stakeholders:
 - District of North Vancouver
 - British Columbia Ministry of Transportation and Infrastructure (MoTI)
 - Coast Mountain Bus Company & Transit Police
 - Squamish Nation

Options Development

- Three day charrette with stakeholders held in January 2013
- Goals, objectives and evaluation criteria developed
- 3 options emerged and were evaluated against criteria



Options Development

Several organizations were represented at the review of charrette concept options



Seymour Valley Community Association
Deep Cove Community Association
North Vancouver Chamber of Commerce
North Vancouver Transportation Advisory Committee
District of North Vancouver
City of North Vancouver
Highway 1 Interchange Community Working Group
City of North Vancouver Integrated Transportation Committee
Capilano University
Capilano Students Union
District of North Vancouver Transportation Consultation Committee
District of North Vancouver OCP Implementation Committee
District of North Vancouver Transportation Planning Committee
North Shore Advisory Committee on Disability Issues

Preferred Charrette Option



- Closer connection with Lower Lynn community
- Off-ramp moved west
- Larger facility, more efficient operations
- More on-street bus activity
- Better passenger safety and amenity
- Access to Park and Ride from Main Street (east of exchange)

Feedback Highlights

Working closely with District staff, the concept was refined to respond to stakeholder feedback:

District

- Neighbourhood integration and character
- Street design for bike and pedestrian integration
- Turning movements and traffic impacts at intersections

MoTI

- Off ramp locations – both options feasible
- Proposed Park and Ride access from Main Street not supported
- Explore Park and Ride access from the west, around bus exchange

Squamish Nation

- Property impacts

Final Preferred Concept



PHIBBS EXCHANGE CONCEPTUAL PLAN

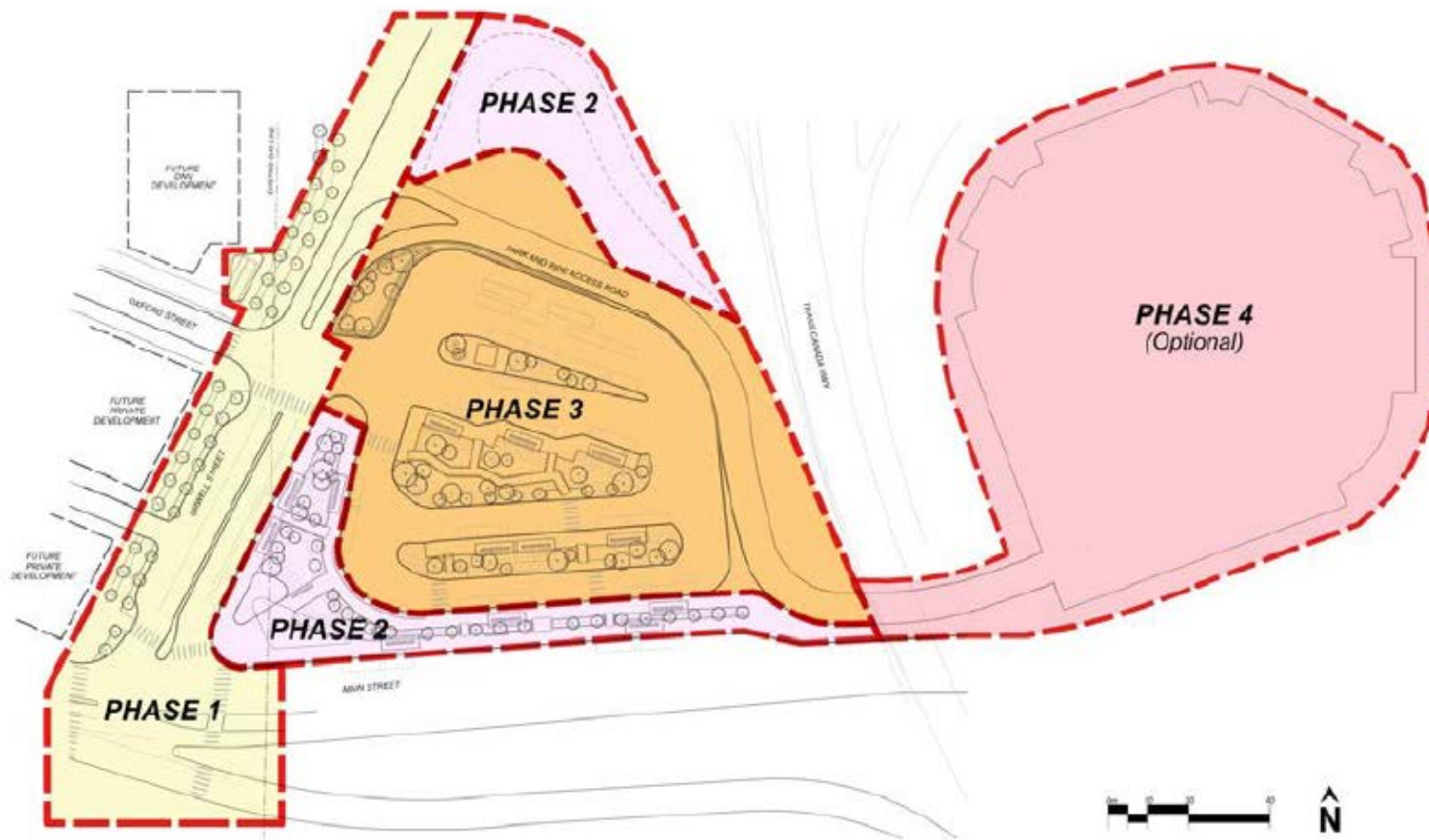
- | | | |
|----------------|----------------------|-------------------------------|
| 1 GREENWAY | 4 STORMWATER FEATURE | 7 BUS OPERATOR FACILITY |
| 2 BIKE STORAGE | 5 KIOSK | 8 TRAFFIC SIGNAL |
| 3 BIKE PARKING | 6 BUS LAYOVER | 9 GAS LINE (APPROX. LOCATION) |



Final Preferred Concept



Proposed Phasing



Next Steps

- Finalize Conceptual Design Study Report, including alternative option without moving off-ramp
- Undertake further technical review of Park and Ride access and intersections with MoTI, including potential for alternative Park and Ride access to east
- Continue to review demand potential for Park and Ride
- Continue to work with MoTI to build transit-supportive case for the project