



Your Cycling Connection

604.558.2002
info@bikehub.ca
bikehub.ca



January 31, 2018

Doug Hyde
Project Manager, Ministry of Transportation and Infrastructure

Tim Stevens
Project Manager/Senior Transportation Engineer, McElhanney Consulting Services

cc: Erin Moxon, Project Manager, District of North Vancouver
Jay Porter, Senior Project Manager, Ministry of Transportation and Infrastructure

Phibbs Exchange design

Dear Tim and Doug,

HUB Cycling is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities.

Thank you for the opportunity to review the initial design for the cycling facilities integrated with the Phibbs Exchange redevelopment project.

HUB Cycling North Shore makes the following recommendations for the design:

1. We support the route of the path around the north end of the exchange connecting up to Orwell. We recommend making this 3m wide path a bike-only path. Pedestrians should be guided through appropriate design through the bus exchange. If the District of North Vancouver wishes to accommodate pedestrians around the north end of the exchange, we recommend parallel separate bike and pedestrian paths to minimize pedestrian and cyclist conflict.
2. For the same reason pedestrians and cyclists should be separated going east from the transit exchange to the Dollarton Highway bridge over the Seymour River.
3. We strongly recommend against a north-south multi-use path between Orwell Street and Main Street. This route would function as a “bike highway” between Mountain Highway from Lynn Valley to the Ironworkers Memorial Bridge. The cycling facility should be a path for bikes only for safety and to reduce conflict with pedestrians.
4. We are concerned about the painted bike lane on Main Street along bus stops where buses will be continually arriving and departing. The current design encourages the potential for conflict and collision between people on bikes and buses attempting to pick up or drop off passengers.

5. For a safe east-west bike route along the Main Street corridor we recommend that the Ministry and the District work on improving the off-street path along the south side of Main Street.
 - The path needs more convenient and safer access from Dollarton Highway.
 - The path should have grade separated crossings of the Dollarton off ramp and the Main on ramp, or routes underneath the bridge viaduct (similar to the Lions Gate Bridge).
 - The path should be widened and separated from pedestrian use where feasible.
6. For bike parking at the exchange we recommend including outdoor bike racks under shelter and secure indoor bike parking similar to the facilities at some SkyTrain stations.
7. Consider identifying space in the Phibbs Exchange design for a future bike share station.

We look forward to reviewing the detailed design for Phibbs Exchange. It would be helpful if drawings of the design are made available to all participants at the next meeting and preferably before so that we can provide superior input based on a thorough review.

Sincerely,

Tony Valente
Chair, HUB Cycling
North Shore Committee
northshore@bikehub.ca

Giacomo Falorni, Erika Rathje, Antje Wahl
Members, HUB Cycling
North Shore Committee