



**Access Ability Advisory Committee (AAAC)**

**Thursday, June 14, 2018, at 3:00 p.m.**

**Council Chamber & Chamber Meeting Room**

**City Hall**

**AGENDA**

**1.0 ADDITIONS TO AND ADOPTION OF AGENDA**

**1.1 Additions to and Adoption of the Agenda of June 14, 2018**

**2.0 ADOPTION OF MINUTES**

**2.1 Adoption of the Minutes of April 12, 2018**

**3.0 PRESENTATIONS**

No Items

**4.0 UNFINISHED BUSINESS**

**4.1 Downtown Parking Issues – Sub-Committee Meeting Summary (See Item 6.1)**

**5.0 NEW BUSINESS**

**5.1 Commercial Vehicle Amendment Bylaw (Accessible Taxis)  
- Lisa Leblanc**

**6.0 REPORTS AND INFORMATION**

**6.1 Downtown Parking Issues – AAAC Sub-Committee Report (See Item 4.1)**

**6.2 Updates on Engineering Services' Annual Accessibility Upgrades Program (from 2010 to 2018)**

**7.0 CORRESPONDENCE**

**7.1 May 9, 2018 Letter from Walkers' Caucus re Pedestrian Crossings**

**8.0 NEXT MEETING DATE**

**Thursday, September 6, 2018**  
**Thursday, December 6, 2018**

**9.0 ADJOURNMENT**



**ACCESS ABILITY ADVISORY COMMITTEE  
(AAAC)**

**Thursday, April 12, 2018, at 3:00 p.m.  
Inn at the Quay, Hyack North Meeting Room  
900 Quayside Drive, New Westminster  
MINUTES**

**VOTING MEMBERS PRESENT:**

Councillor Patrick Johnstone	- Chair
Paul Haskel	- Community Member
Karla Olson	- Community Member
Tanis Juriga	- Community Member
Julia Schoennagel	- Community Member
Asifa Lalji	- Community Member
Colleen Vogler	- Community Member
Harvey Wolfson	- Community Member

**REGRETS:**

Anne Bélanger	- Community Member
Chris Nicholson	- SD40 Representative

**STAFF:**

Lisa Leblanc	- Manager, Transportation, ENG Services
Carilyn Cook (Left at 4:20 pm)	- Committee Secretary, ENG Services
Steve Kellock	- Senior Manager Recreation Services & Facilities ENG Services

The meeting was called to order at 3:05 pm.

## **1.1 Additions to and adoption of the Agenda of April 12, 2018**

### **MOVED and SECONDED**

*THAT the Agenda of the Access Ability Advisory Committee meeting held on February 8, 2018 be received and adopted with the addition of Item 5.4 – Third Avenue and Eighth Street Crossing & Bus Shelter Update and Item 5.5 Downtown Transportation Plan, from Karla Olson, Committee member.*

**CARRIED.**

All members of the Committee present voted in favour of the motion.

## **2.0 ADOPTION OF MINUTES**

### **2.1 Adoption of the Minutes of February 8, 2018**

#### **MOVED and SECONDED**

*THAT the Minutes of the Access Ability Advisory Committee held on October 12, 2017, be received and adopted with the following amendments:*

- 1. Item 5.4 – A member requested the inclusion of percentages regarding slope grade/wheelchair access with respect to Q to Q Pilot Ferry (Staff advised that all the information would also be publically available in the upcoming report to Council); and,*
- 2. Item 5.4 – First paragraph should be amended to read, ‘Stan will share with us his personal experience as someone who relies on a wheelchair to get around, as well as provide his professional advice on the pilot ferry service...’*

**CARRIED.**

All members of the Committee present voted in favour of the motion.

## **3.0 PRESENTATIONS**

### **3.1 New Aquatic and Community Centre Project – Steve Kellock**

Steve Kellock, Senior Manager, Recreation Services & Facilities, commenced with his presentation stating that, with respect to the new aquatic and community centre, staff are currently in the process of conducting a feasibility study to determine what the facility will hold. He

advised that the two new facilities together would be 70,000 square feet on two levels, and that a replacement facility is more cost effective than an upgrade of the current facility considering that pool facilities generally have a 50 year life span. Input received from the Committee will be used to inform a report that will be going to Council in June.

In response to questions from the Committee, Steve provided the following information:

- At this site, at-grade parking would be less expensive than building a below or above ground structure. The inherent assumption is that the recycling depot would be relocated; however, that is a discussion that would involve public engagement. At-grade parking would also mean that the underutilized gravel field would come off this site and be replaced with an artificial turf field, likely beside another artificial turf field, to facilitate the hosting of tournaments and improve experiences for the sporting community. New Westminster Secondary would most likely be the location identified for another turf field;
- Environmental design and permeability is being taken into consideration with the site;
- Both ramps and lifts are being considered for the main tank;
- Everything will be built to current and best practices for accessibility; however, the goal is to exceed those;
- Universal change rooms will be our primary focus – best practice right now in aquatic design is that the universal change room is the largest space with smaller gender specific changes rooms. The universal change room is the primary space that people move through for a number of reasons including that it can best meet everyone's needs – opposite sex parents can be in the change room with their children, it accommodates new legislation around gender and, from an accessibility point of view, the universal change room will have larger stalls to accommodate private accessible changing experiences, both dry and wet (with or without a shower);
- While some facilities are creating LGBT swims to accommodate those who may be self-conscious of scars, etc., this facility will not be large enough to offer that;
- With respect to bells being installed in order for people to call for assistance, staff advised implementation would depend on who would be answering the request for assistance and what kind of training would be required of them. Staff will investigate which kind of alert system could be included in the design. It was noted that currently it is not appropriate for staff to assist people with changing, etc., as staff are not trained in transporting people. The equipment is provided; however, patrons must have their own assistants;

- Staff will advise at a future meeting whether or not the project includes a provision to receive legal advice in order to avoid future legal rights complaints;
- Pool deck design, including slings, parking for wheelchairs, changing room benches (height, etc.), will be addressed at a later date;
- Sinks, etc., that facilitate the use of colostomy bags will not be recommended as we would need to ensure that the space is properly sanitized;
- The project architects will consider visuals for those with sight issues;
- Staff stated that the Grandview Height Aquatics Centre in South Surrey is a great example of accessible design;
- Noise levels will be considered and addressed in the new facility;
- It was noted that a full transportation study in and around the site, including the nearby road networks, will be conducted;
- The eight multi-purpose rooms will be of different sizes but will most likely not include expandable dividers between them as they do not hold up well against high activities such as balls being thrown at or hitting against them. Members were informed that there are pricing accommodations for non-profit organizations who wish to rent a multi-purpose room and that charges for rooms will be in line with room size; and,
- The on-site cafeteria space will be City run or contracted to an outside provider.

Members provided the following additional suggestions/comments:

- A member advised that while new facilities in the City meet the universal design standards, some things are just not practical for the end user;
- With respect to access to the second floor, members suggested a different slope as opposed to an elevator or, possibly, a large ramp between the two levels that would allow patrons to either go upstairs or outside such as what they have in Gatineau;
- A member urged staff to consider the emergency exit aspect of the facility so that those with accessibility challenges feel like they are prioritized;
- Although there will be room for patrons to wait inside the centre for taxis, etc., members suggested that an outside covered waiting area also be considered; and,
- A member suggested that the City consider having the facility or parts of the facility open 24 hours per day to accommodate shift workers.

In closing, Steve reminded everyone that design details will be revisited at a future meeting, and also requested that if anyone sees something at a new

facility that they would like to see at the New Westminster facility, to email him. Next steps include the feasibility report going to Council, community and stakeholder engagement, detailed design and, finally, construction.

With respect to the draft Social Sustainability Objectives, the following discussion ensued:

- A member suggested that the third sentence read, ‘...required of a culturally inclusive *and accessible* space...’;
- Councillor Johnstone advised that this statement is going to be used in procuring the services of the designer and architect – essentially these are the instructions we are giving them;
- Staff clarified that the sustainability and environmental piece is a separate aspect and that those targets are currently being developed;
- Staff noted that use of the word “race” was used based on feedback from the City’s Multiculturalism Advisory Committee;
- Staff advised that the City’s First Nations community will be engaged in naming the facility;
- A member suggested that the first sentence read, ‘...designed to be inclusive *and accessible*...’;
- A member felt that use of the word ‘perceptual’ was not inclusive enough, while another member felt that it was and suggested using ‘*perceptual or perceived challenges*’; and,
- A member suggested that the second to last line read, ‘The facility should be designed to accommodate those of different abilities’, while another member suggested, ‘...to be used by those of different abilities.’

In conclusion, Steve asked members how we could ensure that staff are reaching those with different and diverse needs and who may not be able to get to the open houses; a member suggested going to where they are such as different societies and groups, etc. Members were asked to let Steve know if there were any other groups that they felt should be contacted for input on this project.

### **3.2 Quayside Tour of Q to Q Pilot Ferry Service Site – Committee**

Commencement of the tour took place at 4:20 pm upon adjournment of the regular meeting (after Item 4.2 – Mews Parking Possible Sub Committee Meeting).

## **4.0 UNFINISHED BUSINESS**

## **4.2 Mews Parking Possible Sub Committee Meeting**

Lisa Leblanc, Transportation Manager, suggested that, since the issue of parking has come up multiple times, this issue may be better addressed at a sub committee meeting. A poll will be sent out to members to determine which date and time would work best for the majority who are interested in attending a sub committee meeting to discuss this topic.

At this time, Lisa also advised the group of another upcoming sub committee meeting that would be held in order for staff to receive feedback on the new park being developed at the Chinese Benevolent Association site located at 824 Agnes Street. It was noted that feedback from the Committee is required by the end of April.

At this time, the regular meeting was adjourned and the Quayside tour of the Q to Q Pilot Ferry Service site commenced.

## **5.0 NEW BUSINESS**

### **5.3 Commercial Vehicle Amendment Bylaw (Accessible Taxis) – Lisa Leblanc**

To be addressed at the next meeting.

### **5.4 Third Avenue and Eighth Street Crossing & Bus Shelter Update – Karla Olson**

This item was discussed after the tour of the dock. Staff advised that Pattison Outdoor Advertising has been asked to put a shelter in at both the northbound and southbound bus stops at this location. Also, staff advised that improvements to the north leg crossing of Eighth Street at Third Avenue are being considered by staff, for inclusion in the 2019 Pedestrian Crossing Improvement Program.

### **5.5 Downtown Transportation Plan – Karla Olson**

Staff advised that technical review and planning are continuing for the Downtown Transportation Plan and that further public engagement is anticipated later this spring.

## **6.0 REPORTS AND INFORMATION**

**No items.**

**7.0 CORRESPONDENCE**

No items.

**8.0 NEXT MEETING DATE**

**Thursday, June 14, 2018**  
**Thursday, September 6, 2018**  
**Thursday, December 6, 2018**

**9.0 ADJOURNMENT**

**ON MOTION**, the meeting was adjourned at 4:20 pm.

Certified correct,

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**PATRICK JOHNSTONE**  
**CHAIR**

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**CARILYN COOK**  
**COMMITTEE SECRETARY**

# **R E P O R T**

## ***ENGINEERING SERVICES***

**To:** Access Ability Advisory Committee (AAAC)      **Date:** June 14, 2018

**From:** Lisa Leblanc  
Manager, Transportation      **File:** 05.1033.20 - 2017

**Item #** 4.1/6.1

**Subject: Downtown Parking issues – Sub-Committee Meeting Summary**

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### **RECOMMENDATION**

**THAT** AAAC receive this report for information.

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### **BACKGROUND**

At several meetings of the AAAC in 2017 and at the January 2018 meeting, questions and comments related to parking were raised for discussion. Due to the nature of the issues raised, it was determined that the topic would benefit from a more lengthy and in-depth discussion than is possible within the normal AAAC meeting time, and members of the AAAC agreed to refer it to a sub-committee meeting.

### **DISCUSSION**

An AAAC Sub-Committee meeting on Downtown Parking was convened on May 4, 2018, at City Hall. Notes from that meeting, including action items that staff committed to, are provided below.

*In attendance:*

Julia Schoennagel (AAAC)  
Stan Leyenhorst (Universal Access Design, consultant to City of New Westminster)  
Nancy Millar (City of New Westminster, Parking Operations)  
Gabe Belliveau (City of New Westminster, Supervisor of Streets Operations, Parking and Animal Services)  
Jerry Behl (City of New Westminster, Transportation Engineer)  
Lisa Leblanc (City of New Westminster, Manager, Transportation)

*Purpose of the meeting:*

To have an in-depth conversation about parking, particularly downtown, to ensure that City staff clearly understand the issues and challenges faced by people with disabilities with regard to parking, and to identify some steps that can be taken to begin to address them.

A written submission, which had been prepared by Karla Olson, was shared with the group by Julia. Please refer to the attachment. In addition, a link to [Statistics Canada 2016 Census population statistics for New Westminster](#) was provided, and a summary of key statistics was shared (attached as well).

A range of issues and concerns was identified, and the group summarized these into 7 broad categories:

1. Parking requirements in new development – are the requirements for accessible parking as provided in the City’s Zoning bylaw sufficient? Do the requirements reflect actual demand, and do they contemplate the future, knowing that there will be more seniors.
2. Time restrictions on accessible parking are too short. People need more time. Gabe Belliveau noted this and committed to addressing it in the locations identified by Julia.
3. Paid parking – could this be waived for people with disabilities (i.e. with SPARC tags)? Also, questions about placard required on cars parked in spaces meant for people with disabilities were raised and it was emphasised that a SPARC placard is required, and should be enforced. It was suggested that signage could be improved to clearly state this requirements.
4. Parking near hospital – there is not sufficient accessible parking at or near the hospital. Parking near the hospital should be prioritized for people with disabilities.
5. Design of parking stalls on-street and off-street – consistently poorly located and poorly designed, making some stalls reserved for people with disabilities unusable. A clear standard for parking stall location and design is needed, and it must be used to check for compliance when new parking is constructed.
6. Reassessing the meaning of “accessible” – the City should consider defining and installing “mobility parking” – while it is appreciated that some parking needs to be designated and designed as accessible parking, there is also a need for ‘mobility parking’. This parking could be made available for people who may need to be

closer to the entrance to a building, or an event, even if they don't have a SPARC tag. Examples include parking designated for seniors, for people with limited mobility or endurance, people with small children, etc.

7. Flexible and shared parking – for areas where parking demands are different depending on time of day and day of week, it would be helpful to have a flexible arrangement in place. For example, if a business that requires day time parking is closed at night, could that parking then be made available for other uses in the evening?
8. Temporary 'accessible' and 'mobility' parking for events – for festivals, events and parades, temporary parking should be made available as close and convenient as possible, including well designed parking that is explicitly for people with SPARC tags and 'mobility parking' as described in item 6 above.

In the interest of ensuring that meaningful steps are taken on the most important issues, limited list of action items were agreed to, as outlined below. Once these actions are completed, additional actions will be identified.

1. Mobility Parking – begin work on getting some 'mobility parking' set up throughout the City. First step is to seek AAAC endorsement of a definition of what we mean by "mobility parking", what the basic requirements are for design and location, where it should be deployed and what process should be employed to assess and approve locations. Begin first with City-controlled parking, including on-street and City-owned off-street parking areas. Target completion date: by year-end, have a definition, requirements and process endorsed by AAAC.
2. Develop Technical Specifications for on-street parking and off-street parking, for both "accessible" and "mobility" parking. Stan Leyenhorst will be hired by the City to develop specifications, which will be shared with the AAAC for review and critique prior to finalizing them. These specifications will then become the standard which the City applies. Target completion date: by year-end, have technical specifications for on-street and off-street parking finalized.
3. Temporary Parking – objective is to ensure that all special events include accessible parking and 'mobility parking' and that the City support this by having temporary parking signage available. Target completion date: for implementation as soon as possible to support this summer's festival and events season.
4. Parking study/inventory – conduct an inventory of all accessible parking in the City, including a description of location, specifications and photographs. The inventory should also include an assessment of how often the spaces are

used. Target completion date: student will complete the inventory before end of August, and the spreadsheet will be made available for members of the AAAC and SAC to comment on.

5. Survey – conduct a survey of all members of AAAC, SAC and other organizations, asking for examples of good accessible parking (so that we can learn from what works well) and poor parking (so that we work to fix it). Target completion date: by year-end.

### **INTERDEPARTMENTAL LIAISON**

The Parking Operations Division and the Transportation Division within Engineering Services were in attendance at the sub-committee meeting and are committed to working together to complete the actions listed above.

### **CONCLUSION**

A sub-committee meeting on parking was held on May 4, 2018, to enable a more in-depth discussion, identification of key issues and prioritization of actions to take on addressing parking concerns.

## Parking Policy

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### 1. RE-ASSESS HOW THE NUMBER OF ACCESSIBLE PARKING STALLS ARE CALCULATED:

**Example:** The City of New Westminster recently developed the Front Street Mews, an area near the Fraser River. When determining the number of parking space for people with disabilities, the City followed the American Disability Act (ADA) standards, in which a parking facility with 26-50 stalls is required to have a minimum of two accessible stalls (Front Street Mews Parking—Accessibility Considerations, City of New Westminster, Apr 13, 2017).

**Problem:** Does the ADA standard meet the needs of the residents in City of New Westminster?

#### Consider: Needs

- Large senior community
- Aging population
- Reduction in all parking stalls due to transition to a multi-modal transportation model and increase pressures for housing
- Landscape of New Westminster—the steep grade and many hills in the downtown area make finding parking in these areas prohibitive for people with disabilities—therefor the number of parking spots available to them are restricted to the flatter, and high use, areas

#### Opportunity: Make Downtown More Accessible for New West Residents Living in Other Areas

The stats for the 2014 Master Transportation Plan has 1.2 registered automobiles per household in the City. The downtown area near SkyTrain has closer to 0.7 cars per household.

### 2. RE-ASSESS THE MEANING OF “ACCESSIBLE” BY INCLUDING REDUCING FINANCIAL BARRIERS:

**Argument:** Pier Park uniquely provides an accessible and public walking space for people with disabilities to access physical exercise and social inclusion next to the Fraser River. The Downtown area has many shops, as well as health services (Boucher Clinic and the West Coast Massage School) that are used by people with disabilities.

#### Financial Barriers:

- Landscape of New Westminster—the steep grade and many hills in the downtown area make free 2-hour parking inaccessible for people with disabilities as these spots are up hill and not along the flatter areas of Columbia street etc.

### PROPOSAL: INCREASE THE NUMBER OF ACCESSIBLE STALLS AND PROVIDE COMPLIMENTARY PARKING FOR PEOPLE WITH DISABILITIES

- Converting existing stalls to Accessible Stalls and Use Mixed-Use Parking practices
- Include complimentary parking stalls
- Develop a plan (perhaps with SPARC) to allow low-income people with disabilities to park free in ALL Accessible Parking Stalls within the City (Lower Mainland) using a specially designated hanging disabled placard. Portland Oregon, for example, uses two different ones:  
<https://www.portlandoregon.gov/transportation/64922>

**Characteristic**      **New Westminster, CY**  
**British Columbia**

<http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915029&Geo2=PR&Code2=59&Data=Count&SearchText=New%20Westminster&SearchType=Begins&SearchPR=01&B1=Population&TABID=2>

	<b>Total</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Male</b>	<b>Female</b>
<b>Population and dwellings</b>						
<b>Population, 2016</b> <a href="#">Census data footnote 1</a>	70,996	not applicable ...	not applicable ...	4,648,055	not applicable ...	not applicable ...
<b>Population, 2011</b> <a href="#">Census data footnote 1</a>	65,976	not applicable ...	not applicable ...	4,400,057	not applicable ...	not applicable ...
<b>Population percentage change, 2011 to 2016</b>	7.6	not applicable ...	not applicable ...	5.6	not applicable ...	not applicable ...

**Age characteristics**

<b>Total - Age groups and average age of the population - 100% data</b> <a href="#">Census data footnote 4</a>	71,000	34,780	36,215	4,648,055	2,278,245	2,369,815
	Total	Male	Female	Total	Male	Female
<b>50 to 54 years</b>	5,765	2,805	2,955	354,375	172,065	182,310
<b>55 to 59 years</b>	5,390	2,670	2,720	354,925	171,210	183,715
<b>60 to 64 years</b>	4,525	2,215	2,310	324,095	156,450	167,645
<b>65 years and over</b>	10,815	4,725	6,090	848,985	395,560	453,425
<b>65 to 69 years</b>	3,750	1,775	1,970	287,520	139,490	148,035
<b>70 to 74 years</b>	2,480	1,150	1,330	201,785	97,675	104,110
<b>75 to 79 years</b>	1,750	815	935	145,225	68,715	76,510
<b>80 to 84 years</b>	1,310	525	785	105,255	48,645	56,610
<b>85 years and over</b>	1,525	460	1,070	109,190	41,035	68,155
<b>85 to 89 years</b>	940	320	615	67,510	27,930	39,575
<b>90 to 94 years</b>	435	115	325	31,815	10,615	21,205
<b>95 to 99 years</b>	135	25	110	8,545	2,215	6,330
<b>100 years and over</b>	20	0	20	1,325	275	1,050
<b>Total - Distribution (%) of the population by broad age groups - 100% data</b>	100.0	100.0	100.0	100.0	100.0	100.0
<b>0 to 14 years</b>	12.4	13.1	11.8	14.9	15.6	14.2
<b>15 to 64 years</b>	72.3	73.3	71.4	66.9	67.0	66.7
<b>65 years and over</b>	15.2	13.6	16.8	18.3	17.4	19.1
<b>85 years and over</b>	2.1	1.3	3.0	2.3	1.8	2.9
<b>Average age of the population</b>	41.8	40.8	42.8	42.3	41.5	43.1
<b>Median age of the population</b>	41.5	40.4	42.5	43.0	41.9	44.0

**Source:** Statistics Canada, 2016 Census of Population.

**How to cite:** Statistics Canada. 2017. *New Westminster, CY [Census subdivision], British Columbia and British Columbia [Province]* (table). *Census Profile*. 2016 Census. Statistics Canada Catalogue no. 98-316-X2016001. Ottawa. Released November 29, 2017. <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/index.cfm?Lang=E> (accessed May 3, 2018).



## EXISTING POLICY/PRACTICE

The City's Master Transportation Plan (October 2014) Transit Policy 1C Improve Pedestrian Safety and Accessibility - Action 1C.12: Continue to install missing curb letdowns and upgrade older letdowns to current design standards. Develop a process for prioritizing curb letdowns improvements. Aim to have curb letdowns at all city street intersections by 2020.

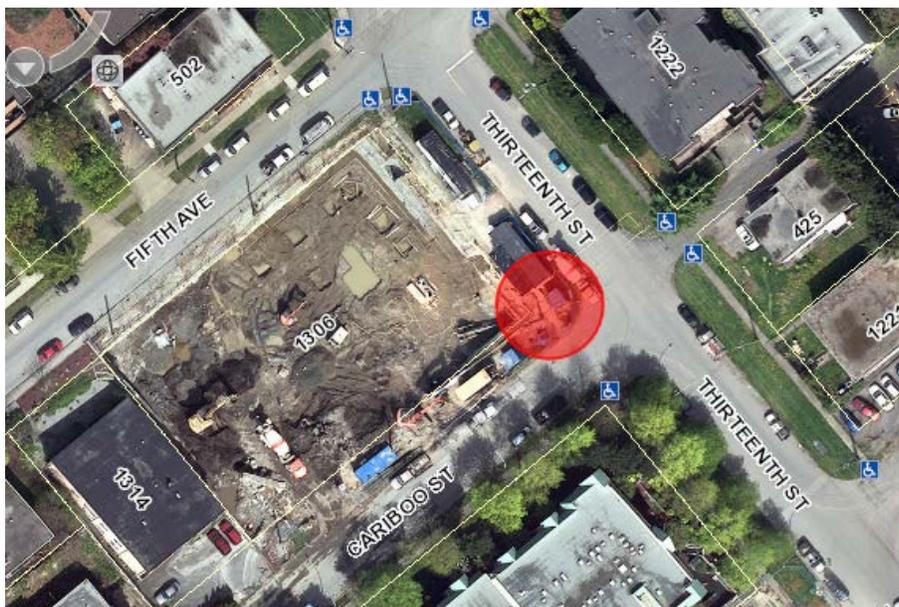
## ANALYSIS / DISCUSSION

The Accessibility Upgrades program budgets and the number of curb ramps installed/retrofitted between 2010 and 2017 are summarized in Table below:

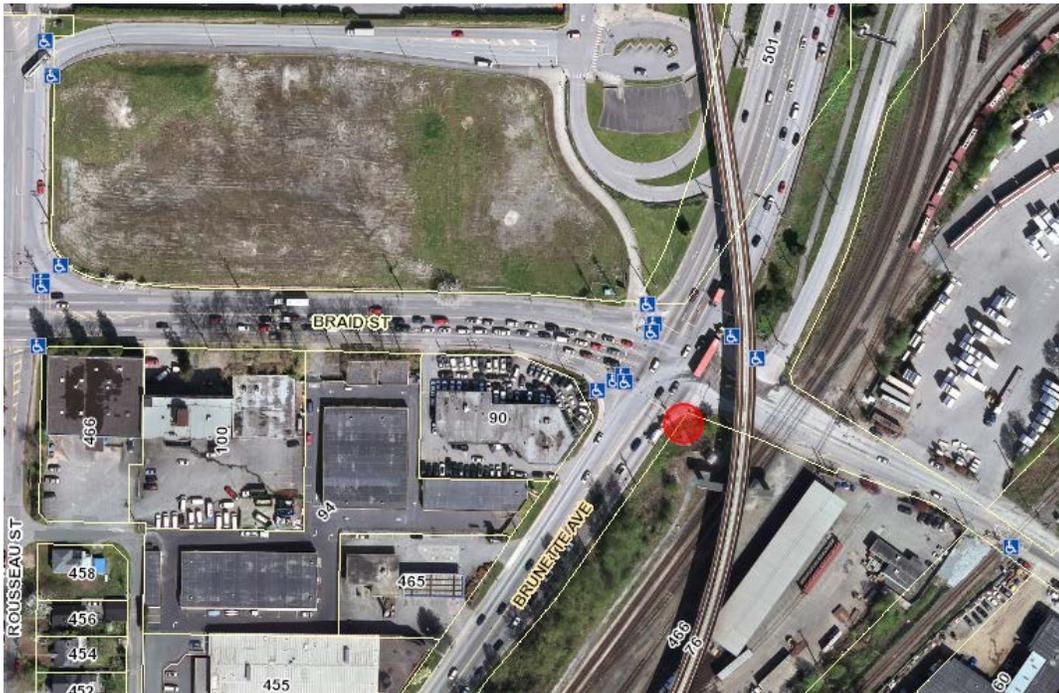
Year	Annual Budget	No. of New Curb Ramps Installed	No. of the Existing Curb Ramps Retrofitted	Total
2010	\$50,000	32	5	37
2011	\$50,000	46	0	46
2012	\$100,000*	63	4	67
2013	\$125,000*	66	4	70
2014	\$125,000*	168	6	174
2015	\$125,000*	123	0	123
2016	\$260,000*	253	3	256
2017	\$75,000	0	6	6
<b>Total</b>	<b>\$910,000</b>	<b>751</b>	<b>28</b>	<b>779</b>

\* including \$50,000 Community Energy and Emissions Plan CEEP Enhance Pedestrian Environment Budget

There are currently only two missing curb letdowns in the City. One is at the northwest corner of 13th Street and Cariboo Street and will be installed by the developer in about September 2018.



The other one is at the southeast corner of Brunette Avenue and Braid Street and will be built by the City by Oct. 2018.



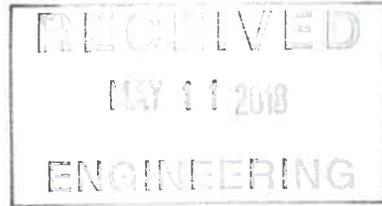
The existing curb letdowns at 7 intersections will be improved as part of the 2018 Accessibility Upgrades Program. The locations are listed below:

Curb Ramp Reinstallation		
No.	Location	Sources
1	East Royal Avenue west of Ross Drive	AAAC Committee and Resident Request
2	Braid Street/Brunette Avenue (northeast corner)	The City
3	6th Avenue/6th Street (northwest corner)	Resident Request
4	6th Avenue/The driveway entrance to Walmart Parking	Resident Request
5	6th Avenue/The driveway to/from Save-on Foods Parking	Resident Request
6	6th Avenue/7th Street (north side and southeast corner)	Resident Request and GREAT STREETS FOR SENIORS - UPTOWN STREETSCAPE STUDY
7	6th Street/5th Avenue (southwest corner)	GREAT STREETS FOR SENIORS - UPTOWN STREETSCAPE STUDY

A budget of \$75,000 is assigned for the 2018 Accessibility Upgrades Program.

**CONCLUSION**

The City will achieve the goal of having 100% of intersections with sidewalks in the City wheelchair accessible after the completion of 2018 Accessibility Upgrades Program and will continue working on upgrading older letdowns to current design standards.



Walkers' Caucus  
www.walkerscaucus.ca  
Twitter: @walkerscaucus  
Facebook: NWWalkersCaucus

09 May 2018

Att'n: **Mayor and Council**

City of New Westminster  
511 Royal Ave.  
New Westminster, BC V3L 1H9

Dear Mayor and Council

The Walkers' Caucus has recently completed an extensive study of 65 intersections in New Westminster, (as well as 4 intersections in Vancouver and Burnaby for comparison purposes) focusing on Pedestrian Controlled Crosswalks with Countdown Timers. We would like to present the full results to the City and to request some changes at some key locations, in the interests of pedestrian safety.

The criteria we noted in our study included the following:

- The locations of the pedestrian and bicycle countdown devices on all corners;
- The timing of the countdowns – visual, audio or both – on all corners;
- The presence or absence of audible signals;
- The state of repair of curb bulges, ramps, and crosswalks

An example of one of the data sheets is included in this package. Note that we did **not** record the response time – how long it takes the light to switch in favour of the pedestrian, once the “Pedestrian Controlled” (PC) button is activated. This would be an interesting study in itself.

We discovered a surprising lack of consistency in the countdown behaviour, even at single intersections. Additionally, we found some locations where additional presses on the PC button resulted in a new countdown cycle (ex. Eighth St. and Royal Ave., North side) – a useful feature but most certainly not universally implemented – and some locations that would “speak the direction” if the PC button was held longer than usual (again, useful for the visually impaired, but not universally implemented).

As part of our study, we researched the literature concerning normal pedestrian walking rates (supported by evidence) and found relatively little published work. What little we could find indicates that normal walking speeds are in the range of 1.2 m/s to 1.0m/s, and that these rates decrease markedly as people age.

Older persons walk at roughly 90% the speed of the young (~0.9 m/s), and persons with mobility aids (canes, walkers) are slower still. Further, it is not at all clear that the engineering standards for crossing times at intersections (the Pedestrian Controlled Crossing Manual for BC, 2<sup>nd</sup> ed. 1994; and the Manual for Uniform Traffic Controlled Devices for Canada) are based on data such as these; moreover, these manuals have not been updated with respect to walking rates for seniors or persons with mobility devices, which are becoming much more common.

The City has a published Age Friendly Community Strategy, which seeks to proactively address present and future needs of an aging population. Therefore, in order to make our city safer and more convenient for pedestrians of all ages and abilities, Walkers' Caucus would like to request that the City increase the crossing times at the following intersections:

1. Sixth St. and Tenth Ave.
2. Sixth St. and Eighth Ave.
3. Sixth St. and Sixth Ave.
4. Sixth St. and Royal Ave.
5. Eighth St. and Eighth Ave.
6. Eighth St. and Seventh Ave.
7. Eighth St. and Sixth Ave.
8. Eighth St. and Carnarvon St.

We request that the crossing times at these busy locations be adjusted to accommodate a walking speed of **0.9m/s**, and the distances measured from ramp to ramp (not curb edge to curb edge). We note that the ramps are often set at a diagonal to accommodate both directions, and therefore result in a slightly longer crossing distance. Additionally, if not already done, we'd like to see the countdown timer set so that a slow walker who has just left the ramp, has time to make it across the street before the light changes.

We look forward to the City's response, as well as advice on how best to make our intersection survey data available to staff.

Sincerely,



Vic Leach

Project Lead, Intersection Study

Walkers' Caucus Email: [info@walkerscaucus.ca](mailto:info@walkerscaucus.ca)

cc: ACTBiPed

Neighbourhood Traffic Advisory Committee

→ Access Ability Advisory Committee

Seniors Advisory Committee

### Walkers' Caucus Pedestrian Controlled Crosswalk Countdown Study

1 of 65 in NW

Burnaby - New West border

#### A. Intersection Location: Sixth St. and Tenth Ave.

Note: City of Burnaby controls lights & PC buttons

Type: 4-way:  T: Other:

#### B. Pedestrian Countdowns:

near Mercer Stadium & NWSS

1. Type: Visual:  Audio: Both: All working: Yes: No:  If no, pls specify: **Visual either side of Sixth St. on NW side not working**

2. Pedestrian Control Locations: One:  Two: 2.1 Is there also a Bicycle Control Button: Yes: No:   
NW: 1:  2: NE: 1:  2: SE: 1:  2: SW: 1:  2:

a. Light Pole: Yes:  No: b. Post: Yes: No:

c. Visible: Yes:  No: If no, pls specify: \_\_\_\_\_

d. Convenient: Yes:  No: If no, pls specify: \_\_\_\_\_

e. Audio button working so visually impaired know if they pressed button: Yes: No:  If no, note below.

3. Countdown Times: Visual:  Audio: Both:

a. Location and Direction: **North Side of Tenth Ave. across Sixth St.** Time: **14 Seconds**

i. Note: Crosswalk to curb: Perpendicular:  Angled:

b. Location and Direction: **East Side of Sixth St. across Tenth Ave.** Time: **14 Seconds**

i. Note: Crosswalk to curb: Perpendicular: Angled:

c. Location and Direction: **South Side of Tenth Ave. across Sixth St.** Time: **No Countdown**

i. Note: Crosswalk to curb: Perpendicular:  Angled:

d. Location and Direction: **West Side of Sixth St. across Tenth Ave.** Time: **14 Seconds**

i. Note: Crosswalk to curb: Perpendicular: Angled:

4. For visually impaired: Each corner:

a. North/South - Kookoos: Yes: No:  b. East/West - Chirps: Yes: No:

#### C. Curb Bulges: Both side of each corner: Yes: No:

NW: 0:  1: 2: NE: 0:  1: 2: SE: 0:  1: 2: SW: 0:  1: 2:

#### D. Curb Ramps: Each corner: Yes: No:

1. Type: NW: Narrow:  Wide: 1:  2: NE: Narrow:  Wide: 1:  2:  
SE: Narrow: Wide: 1: 2:  SW: Narrow:  Wide: 1:  2:

2. Condition: Good: Fair: Broken/Cracked/Uneven:

If Broken/Cracked/Uneven, pls specify: **NW corner PC button about 3.5 m from curb ramp and dropoff sidewalk dangerous for visually impaired. Note: see below for additional.**

#### E. Crosswalks:

1. Condition: Good: Fair: Broken/Cracked/Uneven:

If Broken/Cracked/Uneven, pls specify: **East side of Sixth St. across Tenth Ave. has a lot of unevenness near NE corner.**

Notes: 1.) South side of Tenth Ave. across Sixth St. (New West side) - no countdown.

2.) SW corner curb ramp cracked & faces to Tenth Ave. side - person with walker must go to Tenth Ave. side to enter or exit.

3.) NW corner curb ramp faces more to Sixth St. - person with walker must go to Sixth St. side to enter or exit.

4.) NW corner - telephone pole by curb ramp + another light pole for PC button

5.) NW corner - PC button to cross Sixth St. no noise.

6.) SE corner - PC buttons about 3 m from curb ramp & may be difficult for visually impaired to find.

NW-1- Sixth St. & Tenth Ave.

*list of interested ms over*

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6. Sixth St & Royal Ave.	6
7. Sixth St. & Carnarvon St.	7
8. Sixth St. & Columbia St.	8
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(12 + 12 + 12 + 12 + 10 + 7 = 65)