



**ADVISORY COMMITTEE FOR TRANSIT,  
BICYCLES AND PEDESTRIANS (ACTBiPed)**  
**Wednesday, December 4, 2019, at 5:30 p.m.**  
**Council Chambers - City Hall**

**MINUTES**

**VOTING MEMBERS PRESENT:**

Councillor Patrick Johnstone	- Chair
Véronique Boulanger	- Committee Member
Brad Cavanagh	- Committee Member
Reena Meijer Drees	- Walkers' Caucus (departed at 7:35 p.m.)
Charlie Hunter	- Committee Member
Phil Kehres	- Committee Member (departed at 7:38 p.m.)
Elliot Roy	- Student (departed at 7:48 p.m.)
Mike Smith-Cairns	- Committee Member
Karon Trenaman	- ICBC (departed at 7:48 p.m.)
Robert Wong	- Committee Member

**MEMBER REGRETS:**

Iain Lancaster	- School District #40 Representative
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**STAFF:**

Lisa Leblanc	- Manager, Transportation
Mike Nash	- Manager of Electrical Operations
Sgt. Greg Smith	- New Westminster Police (departed at 7:38 p.m.)
Roberta Pak	- Recording Secretary

The meeting was called to order at 5:28 pm.

## **1.0 ADDITIONS TO AGENDA AND ADOPTION OF AGENDA**

### **1.1 Additions and Adoption of the December 4, 2019 Agenda**

#### **MOVED and SECONDED**

*THAT the Agenda of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on December 4, 2019 be received and adopted.*

**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 September 11, 2019**

#### **MOVED and SECONDED**

*THAT the Minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on September 11, 2019 be received and adopted.*

**CARRIED.**

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

**Procedural Note:** Item 4 was considered prior to Item 3.

## **4.0 UNFINISHED BUSINESS**

### **4.1 Pedestrian Push Buttons at Signalized Intersections**

Mike Nash, Manager of Electrical Operations, responded to questions from Committee members on the topic of pedestrian push buttons regarding:

- Timing cycles for pedestrian crossings along and across Columbia Street:
  - There is no cycle, the signals are in free operation resulting in faster response times for pedestrian push buttons
  - Standard coordination times cover the period from 6:00 p.m. to 7:00 p.m., Monday to Friday
- It can be difficult to press the signal button in some locations due to grade conditions in New Westminster
- Pedestrian lights turn orange or red earlier than vehicle signals because the timing for the pedestrian crossing is based on the length of the crosswalk
- Construction can cause issues with the detection process for signal operations
- Pedestrians are prioritized in the timing of cycles
- Signage and road markings should be used to identify cameras at intersections to detect cyclists

- A document prepared by Engineering staff, outlining the approach to signal timing, would be a useful resource for the Sustainable Transportation Advisory Committee (STAC).

### **3.0 PRESENTATIONS**

**Procedural Note:** Item 3.3 was considered prior to Item 3.1.

#### **3.3 Cycling Connections – 7<sup>th</sup> Avenue Greenway to New Westminster Secondary School (NWSS)**

Garey Carlson, Co-Chair, HUB New Westminster, discussed issues relating to establishing a safer route for students cycling to NWSS:

- 2,000 daily users are expected to use the property
- HUB New Westminster has undertaken extensive advocacy efforts to promote a safe cycling route to the new school
- The connection between Rotary Crosstown Greenway and NWSS should be the most important cycling priority within the City
- School District #40 and New Westminster Teachers' Union fully support the establishment of a safe cycling route to NWSS.

Discussion ensued on:

- Cycling is not widely used by high school students because riding on the busy streets near the school is too dangerous
- Promoting the use of bicycles aligns with Council's Strategic Plan on sustainable transportation
- Suggestion to use the term "best route" instead of "safest route"
- Fifth Street is being suggested because there is already traffic calming in place
- A great street should include a great cycling path
- End of trip facilities are important and are prominent in the plans for NWSS
- The pathway system around NWSS should be considered a priority over other greenway projects in the City.

Lisa Leblanc, Manager, Transportation, advised that:

- Sixth Street and Eighth Avenue require separate bike lanes and an intersection that operates safely for all pedestrians, in order to be considered a safer street

- The City cannot commit to delivering the suggested greenway connections by opening day of NWSS due to other priorities
- Sixth Street is the busiest bus route in the city and Eighth Avenue is also an integral part of the regional transportation network.

**MOVED and SECONDED**

*THAT the ACTBiPed Committee recommends that Council direct staff to expediently embark upon the design of a safe cycling connection between the 7<sup>th</sup> Avenue Crosstown Greenway and the New Westminster Secondary School (NWSS) entrance on 6<sup>th</sup> Street.*

**CARRIED.**

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

**MOVED and SECONDED**

*THAT the ACTBiPed Committee recommends that Council make the 7th Avenue Greenway to NWSS connection the City's top cycling infrastructure priority and to have it ready for the NWSS opening day on September 8, 2020.*

**CARRIED.**

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

**3.1 Sapperton Green Master Plan**

Mackenzie Biggar, Vice President, QuadReal Property Group, introduced the Sapperton Green Project team, and confirmed the applicant is preparing for the rezoning application process by meeting with advisory committees prior to participating in a workshop with Council.

Bruce Hemstock, Principal, PWL Partnership, provided an overview of the Sapperton Green project, from the perspective of cyclists and highlighted:

- The goal is to seamlessly integrate with the existing Sapperton neighborhood and regional cycling network pathways
- Creating movement east and west between Hume Park and Braid Street Station
- Cycling commuters can easily access the Braid Street SkyTrain Station where there will be end of trip facilities onsite
- Three metre wide bi-directional pathways are incorporated into the design throughout the development.

Discussion ensued on:

- The amount of surface parking:

- Reducing the amount of on-street parking would allow for wider, single direction cycling pathways
- There is an opportunity to make this a truly car-light community by advocating for parking maximum limits
- Parking for car-share vehicles only would be a feasible solution
- Improving the interface between the development and the transit station to provide a seamless transition from cyclist to pedestrian to transit user
- Cycling paths:
  - General preference for unidirectional cycle paths versus bi-directional
  - The North side of Hume Park cannot have pathways as it is a riparian area designated for rehabilitation
  - Cycling paths should be elevated relative to sidewalks
  - Wider pathways where the grade is inclining would aid novice cyclists
- The need for coordinated staging of construction to allow access for commuters using the greenways over the span of the project, including during construction
- A useful commercial hub reduces driving in the neighborhood.

Peter Joyce, Principal, Bunt & Associates explained a conscious effort has been made to reduce the parking supply by 30% and highlighted:

- Transportation Demand Management (TDM) measures guided the parking strategy
- Traffic in the area requires that Rousseau Street have four moving lanes and Transit Way have three moving lanes
- There is existing infrastructure in the area connecting with TransLink operations
- TransLink supports the proposed development because the Braid Street SkyTrain Station is currently underserved due to the lack of density in the area.

**MOVED and SECONDED**

*THAT the ACTBiPed Committee recommends to Council that, in light of the climate emergency declaration and the seven bold steps, the Sapperton Green project should:*

1. *Be envisioned as a car-light community emphasizing sustainable transportation modes;*
2. *Consider reducing parking minimums and/or introducing parking maximums*
3. *Have the majority of public spaces car free.*

**CARRIED.**

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

### **3.2 Royal Columbian Hospital (RCH) Redevelopment Rezoning**

Jorge Remolina, Senior Manager, Implementation for RCH Redevelopment, provided an overview of the phases for the project and highlighted:

- Improving pedestrian access from the Skytrain by creating a secondary main entrance on Keary Street
- Cycling specific:
  - Improvements along Columbia Street to meet the great street requirements will include separate cycling pathways
  - End of trip facilities are included in Phase 1 and will be located on the first level of parking
  - 105 long-term bike storage stalls have been included, based on the ratio of one bicycle parking space per 16 staff members
- Parking specific:
  - Five electric vehicle charging stations are included in Phase 1
  - Ten-step TDM strategy
  - The project will focus on reducing parking demand by 25% by January 2030.

Discussion ensued on:

- There will be a cycling path along Keary Street but that may be outside the scope of the first three phases of this project
- Improving the access points to the buildings for cyclists from bike storage and end of trip facilities
- Improving pedestrian access on Keary Street by allowing for crossings at sidewalk grade
- Sherbrooke Street is congested and there is the potential for conflict between cyclists and vehicular traffic
- The service lane will have a barrier between the road and sidewalk
- The need to include charging facilities for E-assist bikes.

## **5.0 NEW BUSINESS**

### **5.1 Transit Stop Locations**

Ms. Leblanc advised there are a variety of influences that dictate the location of transit stops:

- Infrastructure limitations
- Accessibility for buses

- TransLink guidelines for where stops can be located
- There are instances where adjacent property influences also impact the location of transit stops
- City staff could provide information on the documented practices currently used by staff
- Safety issue with driveways
- It will become more difficult to move stops in the future because of the introduction of tactile strips on sidewalks.

## **6.0 NETWORK UPDATES**

**6.1 No items.**

## **7.0 REPORTS AND INFORMATION**

**7.1 No items.**

## **8.0 CORRESPONDENCE**

**8.1 No items.**

## **9.0 NEXT MEETING**

**9.1 To be determined.**

## **10.0 ADJOURNMENT**

**ON MOTION**, the meeting was adjourned at 8:29 p.m.

Certified correct,

Original Signed \_\_\_\_\_

**PATRICK JOHNSTONE**  
**CHAIR**

Original Signed \_\_\_\_\_

**ROBERTA PAK**  
**RECORDING SECRETARY**