

## **Advisory Committee for Transit, Bicycles and Pedestrians (ACTBiPed)**

**January 15, 2013 6:30 p.m.  
EOC 1, City Hall**

### **MINUTES**

#### **VOTING MEMBERS PRESENT:**

Councillor Jonathan Coté	Chair
Dale Darychuk	Committee Member
Andrew Feltham	Committee Member
Patrick Johnstone	Committee Member
Tom Littlewood	Committee Member
Marion Orser	Committee Member
Keith Ross	Committee Member
Devin Schellenberg (left at 9:06PM)	Committee Member
Bruce Warren	Committee Member
Mary Wilson	Committee Member

#### **NON VOTING MEMBER REGRETS:**

Michael Ewen	School Board
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#### **GUESTS:**

Staff Sergeant Trevor Dudar	New Westminister Police Services
Jason Haight	Parks, Cultural and Recreation
Josh Pablo	New West Resident

#### **STAFF:**

Jerry Behl	Transportation Engineer
Fan Jin	Transportation Technologist
Eugene Wat	Manager Infrastructure Planning
Stacey Neves	Committee Secretary

Meeting was called to order at 6:34 pm

### **1.0 ADDITIONS TO AGENDA**

#### **1.1 Management of Transit Assets and Cyclist and Pedestrian Routes During Critical Events in the City – Staff Sergeant Trevor Dudar**

Discussed under Unfinished Business item 4.2.

## **2.0 ADOPTION OF MINUTES**

### **2.1. Adoption of the Minutes of November 20, 2012**

#### **MOVED and SECONDED**

*THAT the minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on November 20, 2012 be received and adopted.*

**CARRIED**

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

## **3.0 PRESENTATIONS**

### **3.1 Try My Wheels Video Series – Bruce Warren/Jason Haight**

The Committee was introduced to the “Try My Wheels Video Series” that was initiated by the Special Service and Access Committee. The series is being utilized to further show the wheelability movement through short videos on social media. The SSAC created a sub-committee to outline the scope and mandate of the project and will be portraying accessibility in public spaces and accessibility needs through 11 scripted videos. The opportunity was provided to the Committee to get involved to indicate the needs of pedestrians and cyclists in the community. A representative is asked to attend a meeting on January 17, 2013 to determine if the two Committees can work in partnership on this project. The Committee has expressed interest in something similar to this in the past focusing more on education and mode share opportunities.

## **4.0 UNFINISHED BUSINESS**

### **4.1. Sidewalk Hoarding Requirements for City Construction Projects – Eugene Wat/Frank Durante**

This item was deferred to the March 12, 2013 Committee Meeting.

### **4.2 Management of Transit Assets and Cyclist and Pedestrian Routes During Critical Events in the City – Staff Sergeant Trevor Dudar**

Staff Sergeant Dudar advised the Committee that he sits on both the Neighbourhood Traffic Advisory Committee and Master Transportation Advisory Committee. The Committee was briefed on the police incident that occurred at the Starlight Casino on November 8, 2012.

The Committee were advised of the following:

- The Queensborough Bridge was shut down for the purpose of incident traffic management and to prevent people from stopping on Highway 91 south of the Casino. If the Bridge had remained open traffic would have been forced to move through Queensborough which would cause congestion throughout the neighbourhood.
- Transit buses were not moved through the site as there was no request from TransLink to the Police Department. Had a Transit Supervisor approached officers they may have been able to make arrangements to move the buses through. As long as the movement of buses would not contaminate evidence, the police generally make arrangements for buses to proceed with their original routes.

- Cyclists and Pedestrians were able to travel along the Queensborough Bridge because the incident was far enough away that their safety was not in jeopardy.
- When there are major events, outside police agencies are often called to assist. These other agencies may not be aware of exactly what is occurring, as radio time is limited. The other agencies' officers may only know their specific jobs, for example not allowing the public to access a certain portion of the roadway.
- The police update the media constantly as situations arise. In this specific incident there was a media liaison at the office and one on site. The media were aware of what was occurring on the scene and it was up to them to advise the public if they could access the Queensborough Bridge on foot.

General Discussion ensued in regards to:

- Updating the media specifically on how a closure will impact pedestrians and cyclists
- TransLink's policy in relation to having buses re-routed during critical events. Staff advised they will follow up with TransLink and inquire on the process and bring back to a future Committee meeting.
- The City's Police Bike Squad
- If specific questions arise on policing, advise Sergeant Dudar and he may be able to come to a meeting to discuss.

## **5.0 NEW BUSINESS**

### **5.1 Fulfillment of the Pedestrian Charter – Dale Darychuk**

Committee members discussed the City's Pedestrian Charter that was adopted in 2008. Members felt that progress has been made in relation to the charter but want to continue having the City be more proactive with the execution of the Charter. Members suggested that the City explore drafting a comprehensive walking strategy, similar to the one adopted by the City of Toronto.

With respect to presenting the recommendations to Council, it was noted that Staff may have to provide additional background information regarding items 5 through 9. Councillor Cote advised that should Council request additional information, direction will be given to Staff at the meeting. General discussion ensued in regards to pedestrian push buttons, sandwich boards on sidewalks and the placement of street furniture, parking meters and poles on sidewalks.

Staff advised that many of the recommendations are in line with current City Policies and that the Master Transportation Plan will incorporate pedestrian mobility. However, implications of some recommendations such as pedestrian push buttons and utility poles on sidewalk area will have to be assessed.

### **MOVED and SECONDED**

**THAT** the following recommendation be forwarded to Council for consideration:

Whereas:

1. The City of New Westminster adopted a Pedestrian Charter in 2008.

And Whereas:

2. Some of the goals of the Pedestrian Charter were:
  - a. to ensure that a high priority is placed on pedestrian needs
  - b. to plan, design and develop a pedestrian-friendly environment
  - c. to improve pedestrian safety
  - d. to invest in pedestrian facilities and services to encourage walking
  - e. to integrate walking with other modes of transportation

And Whereas:

3. Some of the actions set out in the Pedestrian Charter were:
  - a. to provide and maintain infrastructure to ensure safe and convenient walking
  - b. to provide pedestrian access to public transit
  - c. to ensure weather protection for pedestrians in commercial and other areas of significant pedestrian use
  - d. to seek funding opportunities with other levels of government and agencies to further the goals of the Pedestrian Charter
  - e. to ensure that all sidewalks in the City have appropriate curb cuts and surface textures and adequate lighting for persons using mobility challenged devices

And Whereas:

- a. There are standards of “Best Practices for Pedestrians” that are being used in other cities.
- b. Although customers may arrive by bus, train or vehicle, everyone walks into a store and therefore improving the pedestrian environment means a better environment for business.
- c. New Westminster currently has a high walking mode share and the City’s goal is to increase the walking mode share in the upcoming Master Transportation Plan.

Therefore, be it resolved that The ACTBiPed recommend to Council the following:

1. That the City develop and implement a **comprehensive walking strategy** based on Best Practices for Pedestrians.
2. That a staff person or consultant with the skill set and experience be appointed to champion the **comprehensive walking strategy**.

3. That funding allocation be provided within the City's 5 year financial plan to implement the **comprehensive walking strategy** to achieve the pedestrian mode share targets set out in the Master Transportation Plan.
4. That specific time frames and allocation of responsibilities be set to achieve the goals of the **comprehensive walking strategy**.
5. That future decisions on pedestrian matters be developed with the assistance of consultation with pedestrians, actual observation of pedestrian behaviour along with pedestrian and vehicular statistics.
6. That "push button signals" to activate pedestrian traffic signals be eliminated at intersections where there are full vehicle traffic signals.
7. That in the future, no obstacles such as utility poles, parking meters, and sandwich boards be placed on sidewalks to interfere with the use of the sidewalks by pedestrians.
8. That building contractors be required to develop a plan with the City to accommodate existing pedestrian traffic before embarking on any construction and that they be required to abide by the plan.
9. That there be a well publicized education program directed at motorists and cyclists to teach them the rights of pedestrians and to encourage them to pay attention to the safety of pedestrians.

**CARRIED**

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

## **5.2 Promoting Active Transportation – Mary Wilson**

### **5.2.a. New Westminster's Newcomer Guide**

Members discussed the "New Westminster's Newcomer Guide" released in April 2012. Under the section "Getting around New Westminster" there was no discussion of the City being walkable. Members suggested having a walking map or insert walking information into the guide to emphasize that "New Westminster is a walkable community". Mary Wilson, is to discuss this with the Committee in charge of the "New Westminster's Newcomer Guide". Members also suggested having the hyperlink to the bikemap changed to indicate "bikemap".

### **5.2.b. "Walk New West" week**

The idea of having a walking week similar to bike to work week was suggested. The idea of holding a Jane's walk was brought forward. Wikipedia defines Jane's Walk "as a series of neighbourhood walking tours. Named after urban activist and writer Jane Jacobs, Jane's Walks are held annually during the first weekend in May to coincide with her birthday. Jane's Walks are led by volunteers, and are offered for free. The walks are led by anyone who has an interest in the neighbourhoods where they live, work or hang

out.” Mary Wilson, has volunteered to organize a walk for May and will require a couple of leaders to walk with her. It was suggested that interested Committee members be in touch with Mary Wilson.

### **5.3 Committee Recommendations – Dale Darychuk**

The Committee discussed the policies and procedures associated with how Committee Recommendations are forwarded to Council. Staff advised that once the portion of the minutes containing the Recommendation has been completed it is forwarded to Council for consideration. Furthermore, the Committee discussed having minutes sent electronically in draft form as soon as they have been completed.

### **5.4 Transit Shelters at 8th & Columbia – Keith Ross**

The request for a bus shelter at Eighth St and Columbia St adjacent to the Kyoto site was brought forward from Committee Members. Staff advised that requests for bus shelters are prioritized based on requests from Committees and the public. Currently the City has an agreement with an advertisement company that outlines the installation of a minimum of one new shelter per year.

General Discussion ensued in regards to:

- The installation of a shelter on the 800 block of Carnarvon St. Staff advised that the sidewalk is very narrow and that space is sufficient for pedestrians but is not wide enough for street furniture.
- Implementing canopies or installing wider awnings along Carnarvon St and Eighth St.
- The aesthetics at Eighth St. and Columbia St. Staff advised that the Eighth St. corridor will be redeveloped fronting the Plaza 88 and Anvil developments and will be looked at in the next year.

Staff will look at short term solutions for improving the comfort of Transit riders at Eight St and Columbia St as well as along the 800 block of Carnarvon St. The Committee has requested more information on the selection of transit shelter installation at a future Committee meeting.

### **5.5 ActBiPed Committee Involvement in Opening of the Walkways in Glenbrooke Ravine – Marion Orser**

The request for Committee involvement in the opening of the walkways through Glenbrooke Ravine was brought forward. Staff advised that there are still minor finishes required and the developer has anticipated having the grand opening in Spring. Staff will inquire with the developer if a table could be set up for the Committee and pass on contact information to the Committee.

### **5.6 Pedestrian Crossing at the Bus Depot on Carnarvon St. – Marion Orser**

The Committee discussed how pedestrians are not obeying the walk signals along Carnarvon St. on the north side of the bus depot. Members feel that the pedestrian signal should remain active to “walk” until buses or motorists trigger the signal. Currently motorists have the right of way until a pedestrian activates the signal. Staff have advised they will look into the actuation of the signals and report back.

**5.7 Stencil for Cyclists at the 'Hot Spot' crossings at Royal Ave. at 4<sup>th</sup> St. and 5<sup>th</sup> Ave at 6<sup>th</sup> St. – Marion Orser**

The request for a “hot spot” stencil at Royal Ave and Fourth St., which was discussed at the March 20, 2012 Committee Meeting, was brought forward again. Staff originally advised that a push button could be utilized instead of the bike stencil but members feel the stencil is a more adequate resolution and that the sensitivity would need to be adjusted on the sensor. The same situation has come up at the Sixth St. and Fifth Ave. intersection however; most cyclists are unaware that the “hot spot” exists. Staff advised that loop detectors are set up for cars and their positioning and sensitivity are dependent on what it is designed for therefore, one size may not fit all. Furthermore, there are new detectors available that are the size of a hockey puck and are much simpler to have installed and can be looked into further. Staff advised they will follow up on other options.

General Discussion Ensued in regards to:

- Optical sensors versus road loops
- Crosswalk on Carnarvon St. at Lorne St. between Sixth and Eighth St.

**4 REPORTS AND INFORMATION**

**6.1 Action List Discussion**

**6.1.a) Update from previous meeting**

**6.1.b) Member Concerns**

**7.0 CORRESPONDENCE**

**8.0 NEXT MEETING**

**January 13, 2013, 6:30PM  
EOC #1**

**9.0 ADJOURNMENT**

The meeting was adjourned at 9:08pm

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**Councillor Jonathan Coté  
CHAIR**

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**Stacey Neves  
COMMITTEE SECRETARY**