



Corporation of the City of
NEW WESTMINSTER

Minutes

Advisory Committee for Transit, Bicycles and Pedestrians (ACTBiPed)
Wednesday, September 21, 2016 6:30 p.m.
Council Chamber

VOTING MEMBERS PRESENT:

Councillor Patrick Johnstone	Chair
Allison Taylor-McBryde	Committee Member
Andrew Feltham	Committee Member
Brad Cavanagh	Committee Member
Fulton Tom	Committee Member
Jennifer Wolowic	Committee Member
Todd Beernink	Committee Member
Véronique Boulanger	Committee Member
Virginia Ayers	Committee Member

NON VOTING MEMBERS PRESENT:

Michael Ewen (arrived at 7:04 p.m.)	School Board Representative
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MEMBER/STAFF REGRETS:

James Doan	Supervisor, Towing/Parking/Animal Services/ Cemetery & Field Maintenance
Paul Fayle	New Westminster Police Department
Antonia Reynolds	Coordinator, Active Transportation, Engineering Services
Lukas Slotman	Committee Member
Karon Trenaman	ICBC Representative

STAFF:

Carilyn Cook	Committee Secretary, Engineering Services
Stephen Blore	Engineering Technologist, Engineering Services
Lisa Leblanc	Manager, Transportation, Engineering Services
Jerry Behl	Transportation Engineer, Engineering Services
Lynn Roxburgh (left at 6:46 p.m.)	Planner 1, Development Services

GUEST:

Mary Wilson	Community Member
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The meeting was called to order at 6:33 p.m.

1.0 ADDITIONS TO AGENDA & ADOPTION OF AGENDA

1.1 Additions to Agenda & Adoption of September 21, 2016 Agenda

MOVED and SECONDED

THAT the Agenda of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on September 21, 2016 be received and adopted with the addition of Item 5.5, Changing the Speed Limit to 30 km/hour.

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 May 18, 2016

MOVED and SECONDED

THAT the minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on May 18, 2016 be received and adopted.

CARRIED.

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

3.0 PRESENTATIONS

3.1 Our City 2041: Official Community Plan Update – Lynn Roxburgh

After a brief introduction, Lynn commenced with her presentation. Please see attached.

Members discussed:

- The goal is to integrate the OCP with the Master Transportation Plan (“MTP”) and build upon them from a land use perspective;
- Industrial transportation (i.e. ships, trains, etc.) is mostly covered in the Goods and Services section. Currently, it’s more of a note in the OCP than a full policy; however, the City is looking at expanding that aspect of the OCP;
- Public consultation events will be held on Saturday, October 1st (Connaught Heights School) and Saturday, October 15th (Richard McBride School) which will include two sessions per day, one in the morning and one in the afternoon;

- Staff will be going back to Council in November with feedback. A draft of the complete OCP will be considered by Council in December, and the adoption process will begin early next year;
- Eighth Avenue and McBride Boulevard has been identified as an enhanced transit network; we'd like to see a better east-west connection in that area.

In closing, Lynn encouraged everyone to contact her with further feedback and to visit the following link for more information: <https://www.newwestcity.ca/ourcity>

4.0 UNFINISHED BUSINESS

5.0 NEW BUSINESS

5.1 Construction Zones – Provisions for Walking and Cycling – Lisa Leblanc/Committee

The Street Occupancy Procedure ("SOP") document was distributed with the meeting agenda. Lisa advised the Committee that SOP procedures, specifically the Traffic Management Plan specifications, indicate what is required of City crews and developers to ensure safe movement throughout the City during periods of construction. Lisa queried whether there is anything missing from the content of the procedures and if the SOP process is being followed.

Members discussed:

- Construction on the corner of Eighth Street and Fourth Avenue does not seem to be meeting these requirements; sidewalks in this area are either closed and/or not very usable. Staff will follow up;
- Car-sharing companies need to be notified when construction affects their parking spot and an alternate spot should be provided. Also, signage indicating where the car has been relocated should be put up;
- Once any sort of SOP is taken out, the documents are forwarded to TransLink. With respect to street closures for festivals, the engineering transportation group notifies TransLink. It was noted that we need to ensure advance notification to TransLink includes exactly which streets (or portion thereof) are closed and the routes to which their buses are being diverted;
- Greenways should be included in traffic management plans. Road closure signs and alternate routes should be provided if warranted, including detour signs for bike routes and greenways;
- If a road is closed, there should be signage well in advance indicating whether or not the road is still passable by cyclists. Cyclists need to know of a road closure before they actually arrive at it. Staff responded that traffic

control is often outsourced and these are not standard signs but we will follow up;

- Based on feedback provided, staff will update the document and internal process.

5.2 Signal Timing Review and Signal Operating Principles – Lisa/Committee

Lisa commenced with a brief presentation. Please see attached.

Members discussed:

- The City's working to document a signal timing policy;
- Pedestrians are the highest priority in the City's MTP;
- It was noted that "call time" (the time between pressing the button and when the walk sign appears) was inadvertently missing from the presentation, including how crossings near greenways and bikeways are dealt with to ensure coordination with other signals along the corridor. There are locations within the City where call time can be improved;
- It was suggested that the walk signal be on by default at some crossings. It was noted that other cities have implemented the default walk signal within their downtown cores;
- Synchro is a traffic modelling software that is the most widely used in North America. This software allows staff to do in-house analysis, modelling streets and intersections; it does not gather data;
- The Intelligent City Committee will look at transportation and technology together aiming to explore opportunities for meeting MTP goals through Intelligent City initiatives.

5.3 First Street South of Royal Avenue – Allison Taylor-McBryde

Allison informed members that Go Traffic staff provided an invaluable service to the City, protecting some neighbourhoods from short-cutting traffic during the Pattullo Bridge Rehabilitation Project. She suggested the City send a thank you to both TransLink (for their financial assistance) and Go Traffic.

MOVED and SECONDED

THAT Council acknowledge, by way of a thank you letter, the work that was done by Go Traffic staff under difficult and challenging conditions during the Pattullo Bridge Rehabilitation Project ("Project") which took place from April 29, 2016 to August 29, 2016, and;

THAT Council acknowledge, by way of a thank you letter, the funding provided by TransLink to the City of New Westminster which assisted the City in employing Go Traffic during the Project.

CARRIED.

All members present voted in favour of the motion.

Members discussed:

- With respect to near-miss accident statistics, the City relies on what is heard from the community. Staff may notice if there are systematic problems at certain locations;
- Members were informed of an app and website called “Missed Collisions” which show hotspots and tabulates results. People can visit the website to report and/or view missed collisions. The link to the website is: <https://missedcollisions.herokuapp.com/>. Lisa will speak with the Intelligent City Committee about this tool and come back to ACTBiPed with their feedback;
- It was noted that every neighbourhood has a traffic management plan in place and the City is working on updating all of them with the goal of two per year.

5.4 Consolidation of Transportation Themed Advisory Committees
– Lisa Leblanc

The topic of consolidating the Neighbourhood Traffic Advisory Committee (“NTAC”) with the ACTBiPed, as they are both transportation committees, was discussed at the September 13, 2016 NTAC meeting.

Members discussed:

- It was agreed that both committees have many of the same goals; however, there is a fundamental structure difference between the committees. While ACTBiPed consists mainly of individual community members, NTAC is comprised mainly of representatives of residential associations. Also, the mandate of each of the committees is very different;
- Agendas for both committees are extremely full; therefore, if the two merged, we may have to meet more often in order to cover all the items on the agenda;
- Merging would result in a more efficient committee structure;
- The suggestion was made to have two sub-committees that would meet as a group periodically;

- Keeping the pedestrian and bike issues at the top, if the committees merged, may not be too hard since the MTP prioritizes pedestrians;
- Another suggestion is to replace both committees with one transportation committee that addresses and advises Council on the MTP. There are a number of ways to get meaningful information from various neighbourhoods and this could result in a better process, engagement, and advice to Council.

5.5 Changing the Speed Limit to 30km/hour – Andrew Feltham

Andrew suggested that the Committee work on a recommendation to go to Council with respect to lowering the speed limit to 30 km/hr on greenways and possibly throughout the City.

Members discussed:

- It was noted that the Downtown Residents' Association supports changing the speed limit in the downtown core;
- This item will be added for discussion at the next meeting;
- A question was raised regarding the City's crosswalk paint policy (re: Zebra paint, etc.); this will be addressed at the next meeting. Staff will come back with information on how it is decided where crosswalks will be installed.

6.0 NETWORK UPDATES

6.1 Report from Projects Sub-Committee re September 14, 2016 Meeting – Stephen Blore

Stephen gave a brief overview of the discussion that took place at the September 14th ACTBiPed Projects Sub-Committee (please see attached) which included the following projects:

- Rotary Crosstown Greenway (5th Street to 8th Street)
 - Option 1a – One Way Protected Bike Lanes, Parking South Side
 - Option 1b – One Way Protected Bike Lanes, Parking Both Sides
 - Option 2 – Two Way Protected Bike Track, Parking Both Sides
- 8th Street Functional Design Review
- Queensborough Quick Wins – Salter Street & Boyd Street

Members discussed:

Regarding the Rotary Crosstown Greenway

- Option 1a removes parking along one entire side of the street, making parking more challenging, especially for those who rely on the passenger loading zones to enter their building by HandyDART, etc., as the space for that would

be eliminated. This loss of parking would most likely result in resident pushback;

- Parking along this corridor was studied during daytime and evening hours, including overnight averages for all blocks within the scope of the project. It was determined that with either Option 1a or Option 1b, there would still be sufficient parking in the area;
- Other cities, such as Vancouver, that provide HandyDART, etc., passenger drop off within bike lanes, implement what is essentially a mini, raised pedestrian crosswalk across the bike lane;
- Option 1a would provide a relatively straight forward bike lane, whereas the Option 1b bike lane would require cyclists to shift slightly around poles, etc.;
- Implementation of one of these options would be an interim measure to gauge the community's appetite for this sort of infrastructure and would include, initially, signs and lane markings. From there the City will track bike usage of the lane and use the data for justification of future infrastructure, making improvements to the lane over time;
- Councillor Johnstone reminded members that this corridor is a premier bike route across the top of New Westminster, it's the spine of our safe routes to school, and it connects to the City's major commercial area; therefore, Council will likely receive information regarding this project from other committees, residents, etc. The ACTBiPed's endorsement of one or more of the options, however, is important to Council's final decision.

MOVED and SECONDED

THAT with respect to the Rotary Crosstown Greenway from 5th Street to 8th Street, the ACTBiPed recommends Option 1b (one way protected bike lanes, parking both sides) although Option 1a (one way protected bike lanes, parking south side) is a second, viable option.

CARRIED.

The majority of members present voted in favour of the motion.

7.0 REPORTS AND INFORMATION

8.0 CORRESPONDENCE

8.1 Action List – Committee

Due to time constraints, the Action List will be reviewed at the next meeting.

At this point in the meeting, Fulton announced that the next Bike to Work Week will take place from Monday, October 24th to Monday, October 30th.

Councillor Johnstone reminded everyone that committee volunteer applications are available and must be submitted to Legislative Services by 4:30 p.m. on Friday, November 18th.

9.0 NEXT MEETINGS

Wednesday, November 2, 2016
Wednesday, January 18, 2017

10.0 ADJOURNMENT

The meeting adjourned at 8:52 p.m.

Original Signed

Councillor Patrick Johnstone
CHAIR

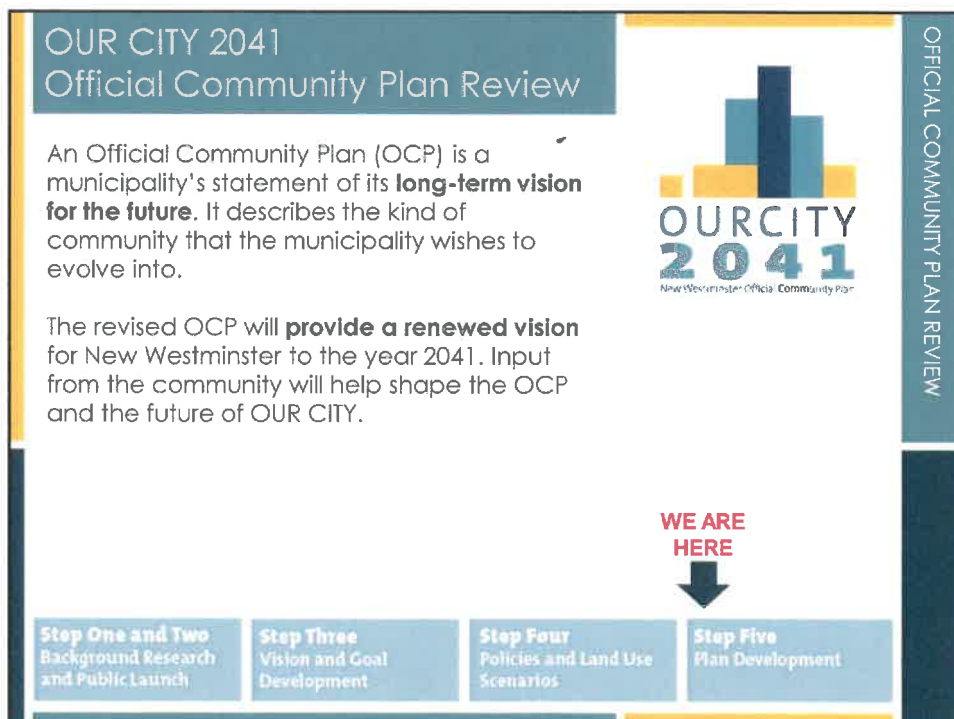
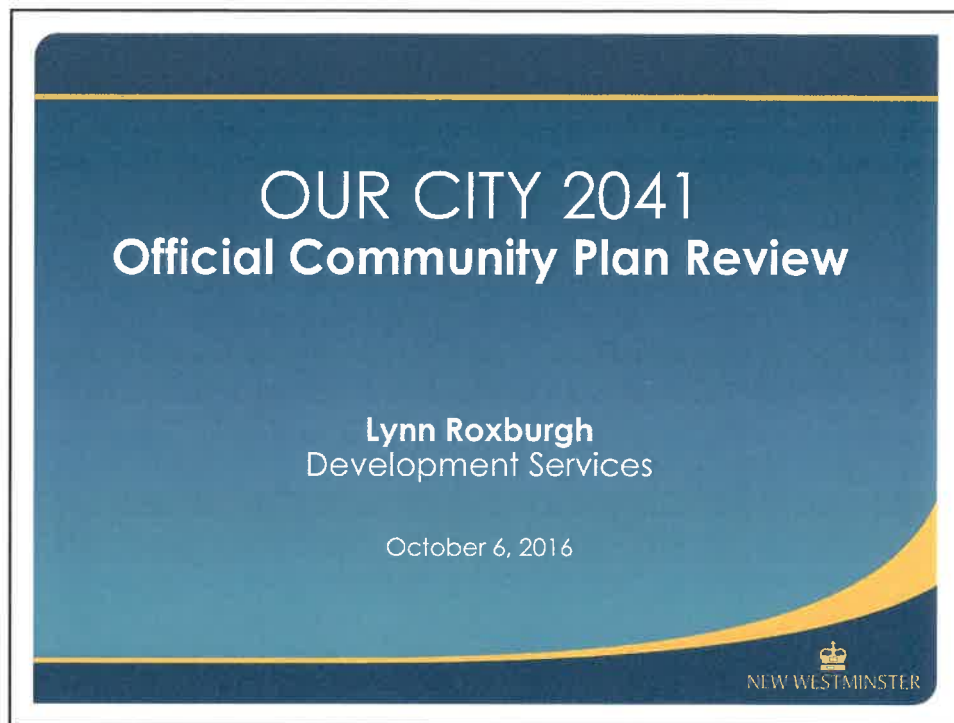
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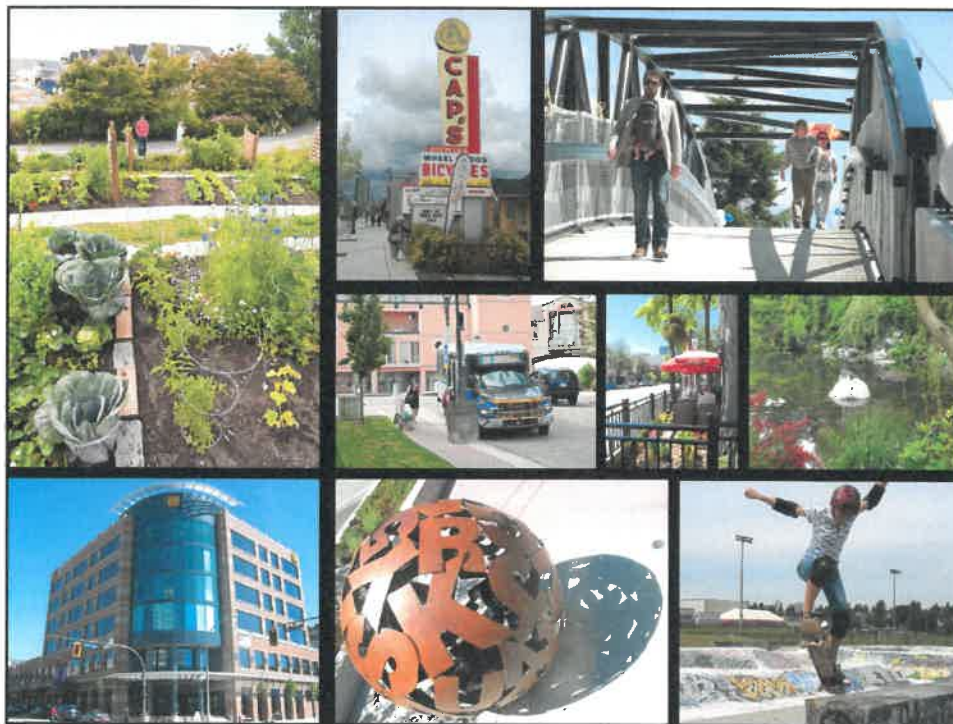
Carilyn Cook
COMMITTEE SECRETARY

ACTBiPed – September 21, 2016 Meeting

Item 3.1

Official Community Plan Review Process - Lynn Roxburgh





Policy Areas

1. Community and Individual Well Being
2. Culture
3. Economy and Employment
4. Energy and Emissions
5. Environment and Natural Areas
6. Hazard Management
7. Heritage
8. Housing
9. Parks and Recreation
10. Public Realm and Urban Design
11. Transportation and Accessibility
12. Utilities

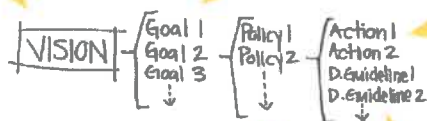


OFFICIAL COMMUNITY PLAN REVIEW

Policy Framework

The Vision is a vivid description of the community's aspirations for the future of the city. It provides a clear, yet brief direction for the plan. It summarizes community ideals as expressed by community members who have taken part in the public consultation process.

The Goals are broad statements describing the results that the plan would seek to achieve in relation to the policy areas. They address the community's priorities, as expressed by residents during the public consultation process. We want these statements to be true in 2041!



Lists actions that the City needs to undertake or continue to do over time to achieve this policy.

The policies describe specific categories of actions needed to help achieve the desired results of the Goal

Design guidelines provide direction to developers and builders that is meant to help implement the policy.

Policy Framework

Policy:

States which of the policies this subsection covers.

Policy Statement:

Elaborates on and describes the intent of the policy.

Actions:

Lists actions that the City needs to undertake or continue to do over time to achieve this policy.

Design Guidelines Prompt:

Notes when there are Development Permit Areas and associated design guidelines that are meant to help implement the policy.

Policy 3.2: Secure that residents, employees and visitors have a strong sense of personal safety and property security

QUEENSBOROUGH FIRE HALL

The Fire Hall in Queensborough is one of three fire halls in the City. It has five fire trucks on duty 24 hours a day and serves as the City's main training facility. This facility contributes to the sense of safety of the community.



Children meet a police dog at Queensborough Day. (Photo: Guelph Park)

Community well-being and livability is enhanced with an increased sense of safety and a decrease in property crime. The City of New Westminster is committed to overall reductions in crime and improvements in the sense of personal safety. The City operates a number of crime prevention programs, seminars, seasonal campaigns, and initiatives to combat crime. The addition of a police sub-office at the Queensborough Community Center increases the police presence in Queensborough and further enhances the real and perceived safety of the community.

The City uses Crime Prevention Through Environmental Design (CPTED) principles. These principles have been developed to reduce crime by designing and using the environment in a way that naturally deters offenders. CPTED relies on three strategies: improving natural surveillance, controlling access, and reinforcing territory (e.g. encouraging a sense of ownership of space through physical design). All new City and private developments must demonstrate how CPTED principles have been incorporated into the design. These and other innovative urban design tools can be used to increase the feeling of personal safety in Queensborough.

1. Objectives

To help implement the policy, residential, commercial and mixed-use, and industrial and mixed employment land uses are part of Development Permit Areas, which include specific design guidelines that new development must meet.

The City should continue to...

- 1.2a Ensure that all parks and recreation facilities incorporate Crime Prevention Through Environmental Design (CPTED) strategies.
- 1.2b Support community policing, crime prevention and community education programs as a proactive step in reducing crime and improving communication and coordination between police and the community.
- 1.2c Develop innovative approaches to combating nuisance behaviour in the community (e.g. poorly maintained properties, noise violations, public intoxication). The City will also continue to actively enforce city bylaws relating to these behaviours.

Draft Vision

New Westminster is a caring, healthy, inclusive, sustainable, complete and prosperous city where investment, growth and development contribute to a high quality of life for all. Community members have opportunities to connect to the natural environment and to each other. The city is well connected by exceptional public spaces and is easily accessible by foot and by wheels. Each neighbourhood has a unique character and cultural identity, and exhibits a high quality of urban design that is well integrated with the city's heritage assets.

Transportation and Accessibility

Goal: New Westminster's regionally connected, multi-modal, transportation system is accessible for people of all ages and abilities, supporting a sustainable, resilient and prosperous community.

Policies:

- Contribute to the creation of livable neighbourhoods by prioritizing active transportation and reducing the impact of motor vehicles.
- Support the development of Great Streets as destinations unto themselves and as corridors that connect key destinations.
- Encourage people to walk more by making it safer, more comfortable and more convenient to walk throughout the city.
- Develop a complete network of bikeways and greenways, providing convenient routes that feel safe and comfortable for people of all ages and abilities.

Transportation and Accessibility

Goal: New Westminster's regionally connected, multi-modal, transportation system is accessible for people of all ages and abilities, supporting a sustainable, resilient and prosperous community.

Policies:

- Collaborate with TransLink to provide transit services and amenities that encourage people to use transit.
- Manage the City's road network for the safety and efficiency of all road users.
- Minimize the impacts of goods and services moving through and to the community.
- Mitigate the health impacts of motor vehicles and trains
- Manage parking so that sustainable modes of transportation are supported.

Your Task Tonight!

1. Review the draft vision, goals and policies
2. Put a green dot on the ones that you are happy with
3. Put a yellow dot on ones that you feel need further refinement
4. Use post it notes to give suggestions for improvements.
5. Use post it notes to add you ideas for City Actions to help achieve the policy



Our Future City Events

Upcoming Events:

- Saturday, September 24
9:30am – 11:30am
12:30pm – 3:00pm
Lord Kelvin School Gym
- Saturday, October 1
9:30am – 11:30am
12:30pm – 3:00pm
Connaught Heights School Gym
- **Saturday, October 15**
9:30am – 11:30am
12:30pm – 3:00pm
Richard McBride School Gym

Event Format


- *Open House*
(30 minutes)
- *Introduction Presentation*
(30 minutes)
- *Table Discussion*
(50 minutes)
- *Closing Comments*
(10 minutes)
- *Open House*
(30 minutes)

OFFICIAL COMMUNITY PLAN REVIEW



Next Steps

- Council update: draft land use map and proposed consultation strategy *(August 29)*
- Public consultation on the OCP framework: the revised vision, revised goals, draft policies, land use designation map *(September/October)*
- Council update: what we heard *(November)*
- Revisions based on feedback received *(November)*
- Present draft OCP to Council *(December)*
- Public consultation on draft OCP *(Early 2017)*
- Public Hearing and Adoption of the OCP *(Early 2017)*



OFFICIAL COMMUNITY PLAN REVIEW

Thank You.

Questions? Comments.

For more information about the OUR CITY 2041 process:
www.newwestcity.ca/ourcity

/New Westminster
 @NewWestPlanning

Lynn Roxburgh – e: lroxburgh@newwestcity.ca t: 604-515-3805

Future Land Use in the OCP

There are two elements that define future land use in the OCP:

1. **Land Use Designations:** communicate the types and location of land uses which the City may encourage over time.
2. **Land Use Designation Map:** illustrates where in the city the land uses designations are located.

A land use designation is different than zoning. Land use designations and the land use designation map are policy tools that show the type and location of development expected in the future.

The Zoning Bylaw is a regulatory tool that includes more specific requirements that new development must comply with.

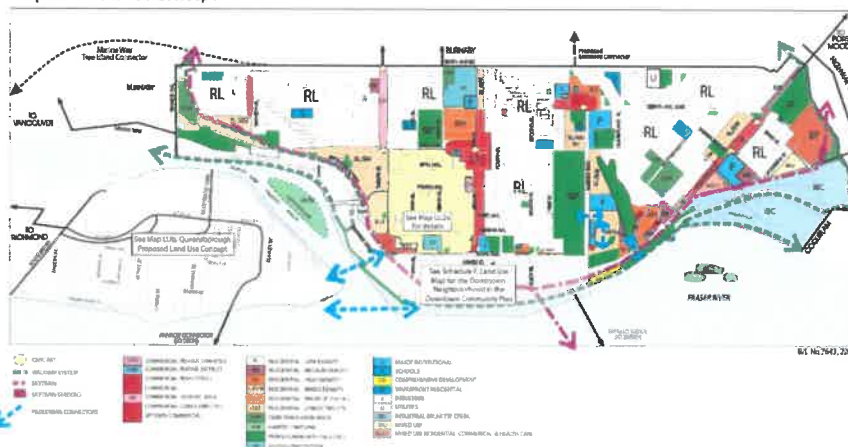


(RL) Residential - Low Density: this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, detached townhouses, low density multi-family uses, churches and may contain small scale local commercial uses such as home based businesses and corner stores.

OFFICIAL COMMUNITY PLAN REVIEW

Land Use Designation Map

MAP LU2
Proposed Land Use Concept



OFFICIAL COMMUNITY PLAN REVIEW

ACTBiPed – September 21, 2016 Meeting

Item 5.1

Street Occupancy Permit Procedures



NEW WESTMINSTER

Street Occupancy Permits

Street Occupancy permits are required for any use of a street right of way that is prohibited by the Street Traffic Bylaw or posted regulations. The street right of way encompasses streets (including lanes) and boulevards (including sidewalks).

Street Occupancy Permits are only issued for areas that are essential for the required street usage. Impacts on traffic (vehicles, pedestrians and cyclists) and surrounding properties must be kept to a minimum and may require consultation. Depending on the nature of the street use, approval for Street Occupancy Permits may require a Traffic Management Plan (TMP), a Prime Contractor Designation, a damage deposit, proof of insurance or copies of consultation correspondence.

Traffic Management Plans

Any street usage that will impact movement of vehicles, pedestrians or cyclists will require a TMP. TMPs should be in the form of a diagram rather than a written document. Street Occupancy Permits will not be issued until the TMP has been approved. Approval of TMPs will be conditional on some or all of the requirements indicated below. The required elements must all be indicated on the TMP.

TMPs need to address the movement of vehicles, pedestrians and cyclists. They do not have to be done to scale, but should be reasonably accurate proportionally. Critical dimensions relating to the work area and traffic control are to be shown, including the lengths of required parking clearances. Signs, cones, barricades and traffic control persons (TCPs) should all be indicated. Advance signs should be placed so they do not obstruct sidewalks, pathways, crosswalks or bike lanes. In areas where parking is at a premium advance signs should not occupy parking lanes. Street names should be included and affected lanes and driveways are to be shown. Road markings and medians should also be added. Sidewalks will need to be indicated if pedestrian movements are impacted. If the work will not impact pedestrians then this should be noted on the TMP.

For vehicular traffic TMPs need to address through traffic, turning movements, on-street parking and driveway access/egress. When parking meter spaces are to be occupied, the meters and meter numbers are to be indicated on the TMP. All other parking regulations should also be included. Parking lanes can be used to provide additional travel lanes if volumes on the street dictate that capacity is a priority. If volumes are low and parking is at a premium, single lane alternating traffic may be approved with parking maintained in the curb lane. If driveways or on-street parking are to be impeded there must be consultation with those affected. When single lane alternating traffic is in place TCPs will need to monitor vehicles exiting from driveways and curbside parking.

Pedestrian traffic includes ambulatory persons as well as those using wheelchairs or other mobility assistive devices. If sidewalks or crosswalks are impacted, temporary measures will be required to deal with pedestrian movements. These measures could include a full closure, a temporary closure or a diversion. Any temporary measures should retain the existing level of accessibility. Extended sidewalk closures will not be permitted if site hoarding can be constructed to provide safe pedestrian passage.

A full closure would divert pedestrians to the opposite side of the street or some other alternate route. Signage would be required at the previous legal and safe crossings for both directions. If there are no destinations on the block the signs should read "SIDEWALK CLOSED". If there are destinations within the block that are still accessible from one end or the other the signs should read "SIDEWALK CLOSED AHEAD - LOCAL ACCESS ONLY". A proper closure would then have to be in place at the work site.

Short term closures are possible when pedestrian volumes are light and work can be stopped and pedestrians allowed to pass safely and with minimal delays.

Temporary diversions may be approved provided pedestrian safety is not compromised and accessibility is maintained. The temporary diversion could be in the form of an asphalt or wooden walkway, or re-routing pedestrians onto the roadway. Using the roadway would require proper separation between pedestrians and vehicles, and accessible transitions between the sidewalk and the roadway.

If pedestrian access to a specific destination is prevented or delayed, there must be consultation and accommodation if necessary.

Cyclists must be assisted in passing through closure areas safely. If travel lane widths are significantly reduced TCPs should stop vehicle traffic to allow cyclists to pass. When construction results in the closure of a marked bike lane and cyclists on the route must use regular travel lanes, "SHARE THE ROAD" signs are to be installed as part of the TMP.

The Traffic Control Manual for Work on Roadways produced by the Ministry of Transportation and Infrastructure is aimed primarily at highway conditions, and should be used only as a reference when preparing TMPs for urban environments. Photocopies or cited figure numbers from the manual are not acceptable as TMPs.

Damage Deposits

Damage deposits will be required for any work which damages or has the potential to damage any City infrastructure. The deposits will be used for any repair work required to any excavations or drill holes where reconstruction by the permit holder was not done to proper standards. The deposit will also be used to repair any other damage which has been caused by the work or equipment and has not been adequately repaired by the permit holder. The permit holder will be responsible for documenting any pre-existing damage at the site.

Insurance

Proof of insurance will be required for any work which has the potential to cause injury or damage of a value greater than the damage deposit. The insurance should consist of \$5 million liability with the City of New Westminster named as additionally insured.

Prime Contractor Designation

A completed Prime Contractor designation must be submitted for any construction work conducted on or from City streets.

Fees

The fee for Street Occupancy Permits is \$35.00 + GST per block face per day, and applies to occupation or use of full or partial blocks. A block face is the area between the property line and the road centerline for a distance of 1 block. The block can be defined as the area between 2 cross streets or by block numbers. When parking meter spaces are occupied an additional fee of \$15.00 + GST per meter space per day is charged. Where Pay station parking is in effect the \$15.00 per space charge will be calculated based on a parking space length of 6 metres.

Exceptions to the above rates include parades or festivals which are charged a flat rate of \$125.00 + GST per day, and block parties which are charged a flat rate of \$35.00 + GST per day. Permits for temporarily parking recreation vehicles or recreational trailers on City streets can be purchased for \$5.00 + GST per day. These exceptions are subject to conditions and require City approval.

ACTBiPed – September 21, 2016 Meeting

Item 6.1

ACTBiPed Projects Sub-Committee Summary Document

ACTBiPed Projects Sub-Committee Summary Document

September 14, 2016

File: 05.1033.01-2016

1. ROTARY CROSSTOWN GREENWAY: 5TH STREET TO 8TH STREET

General Comments:

1-way bike paths seems the safest since they follow “the normal direction of travel” and understanding for all road users.

Recognize that an interim solution is ideal as it provides the City with the opportunity to make modifications before installing fixed/ heavy infrastructure. It also can be used to gauge community support/ buy-in for the facility.

No final decisions should be made until the parking data is available and supports the final/ preferred option.

Option 1a (Appendix A) – One way protected bike lanes, parking south side

- This would be the ideal choice from a cyclist’s point of view
- Would need to see parking data (once available) to evaluate impact upon local residents
- Not ideal for residents as they would lose parking and loading zones – buy-in would be difficult to obtain from local residents

Option 1b (Appendix B) – One way protected bike lanes, parking both sides

- This is the best compromise for all road users
- Not perfect for cyclists as they have to navigate around electrical poles, but with the marking being in paint, it does not stop cyclists maintaining a straight line of travel.

Option 2 (Appendix C) – Two way protected bike track, parking both sides

- Not the ideal provision for this corridor at this time, location, budget.
- Typically creates problems at intersections for cyclists, trucks, vehicles and people.
- People may ignore provision and continue to ride on their preferred side of the street.
- Creates problems for residents and cyclist when vehicles exit driveways (have to look both ways for cyclists on path)
- A wider track than proposed would be ideal, but it was recognized that the space is not available for this to be achieved

- Ideal when implemented along the full length of a corridor. If implemented, the connections back to the existing provisions would create confusion and increased possibility of accidents.

Discussion developed around visibility, and members recommended that the approach to all driveways should have a 6-metre painted buffer area to increase sight-lines and visibility when entering and exiting driveways.

The intersection of 7th Ave/ 8th Street was highlighted as an area of frustration, and members suggested signal timing modifications to encourage pedestrian and cyclist utilization.

The long term option should look to relocate or underground the powerlines along this route. Streetscape improvements should be provided (landscaping, vegetation, drinking fountains, benches etc.) to soften the environment and create a sense of place/ a pleasant journey along 7th Ave.

2. 8TH STREET FUNCTIONAL DESIGN REVIEW

General consensus was that a southbound bike lane is not supported (between Carnarvon Street and Columbia Street) due to the lack of space and concerns with:

- safety at the intersection of 8th/ Columbia
- pedestrian queues at bus stops on 8th Street

Option 3 seen to be the better option (Appendix D) for 8th Street between Carnarvon Street and Columbia Street as it requires minimal modifications to what is existing (NB bike route) and still achieves benefits for all modes (including wider sidewalks on 8th Street). Additionally, it provided adaptability to any future land use changes or modifications along 8th Street (north of Carnarvon Street) in the future while aligning with the intent of the *Draft Downtown Bike Plan*.

Preferred alignment is to divert southbound cyclists along Carnarvon Street, and use Begbie Street to connect with the CVG or the waterfront (Appendix E).

Comment was made about the increased probability of conflicts along the block between Carnarvon and Columbia on 8th Street:

- People either going to/coming from SkyTrain
- People queuing at the bus stop on 8th Street (sometimes into the Safeway loading bay driveway)
- Taxi Stand
- Buses maneuvering on the street

3. QUEENSBOROUGH QUICK WINS – SALTER STREET AND BOYD STREET

Support for proposed asphalt sidewalk (Appendix G) on the northern side of Salter Street to provide continual route for pedestrians to travel along Salter Street (to schools and community centre).

There was general support for the provision of a Multi-Use Path along Boyd Street (Wood to Duncan Street) as part of the City's capital paving program in 2016 (Appendix H).

There was support for the advanced rapid flashing beacons for the pedestrian crossing on Boyd Street (Appendix F). Concern was raised regarding vehicle speeds, and visibility when approaching the pedestrian crossing on Boyd Street (near the Queensborough Bridge). Members would like to see the signage and line marking reflect that the crossing is not just for pedestrians but for cyclists as well. This is something that can be addressed in 2017 when this section is resurfaced.

A request was made to provide an additional crossing on the eastern side of the QB Bridge, but it was noted that it could not be done as a quick win project and would need detailed analysis to assess its viability at this location.

There was a desire to maintain on-street bike lanes west of Howes Street, however that is out of scope of this 'quick win' project. It was communicated by City Staff that the MUP could be continued along Boyd Street to Howes Street in 2017 when the rest of Boyd Street gets resurfaced as part of the 2017 capital paving program.

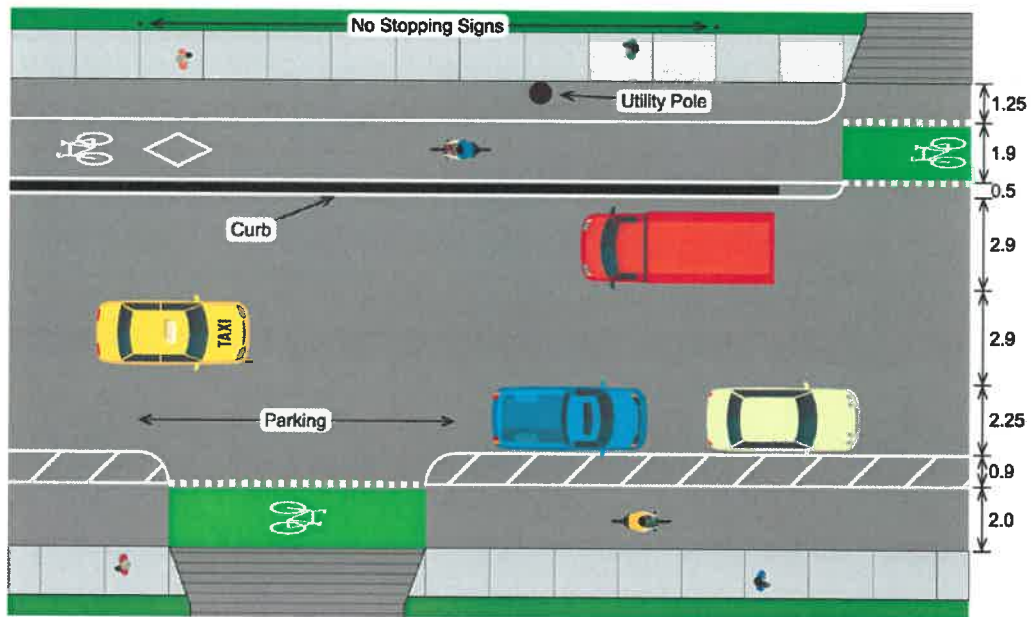
4. NEXT STEPS

- **Rotary Crosstown Greenway** - Report to Council planned for December 5, 2016. Implementation in Q1/Q2 of 2017 subject to weather.
- **8th Street** – Comments provided for development at 801 Columbia Street.
- **Queensborough Quick Wins** – Salter Street sidewalk to be implemented in Q4 2016. Boyd Street being resurfaced and multi-use path being implemented in Q4 2016. Rapid flashing beacons to be implemented in Q4 2016 or Q1 2017 subject to funding and staff resources available to install equipment.

APPENDIX A:

Option 1a

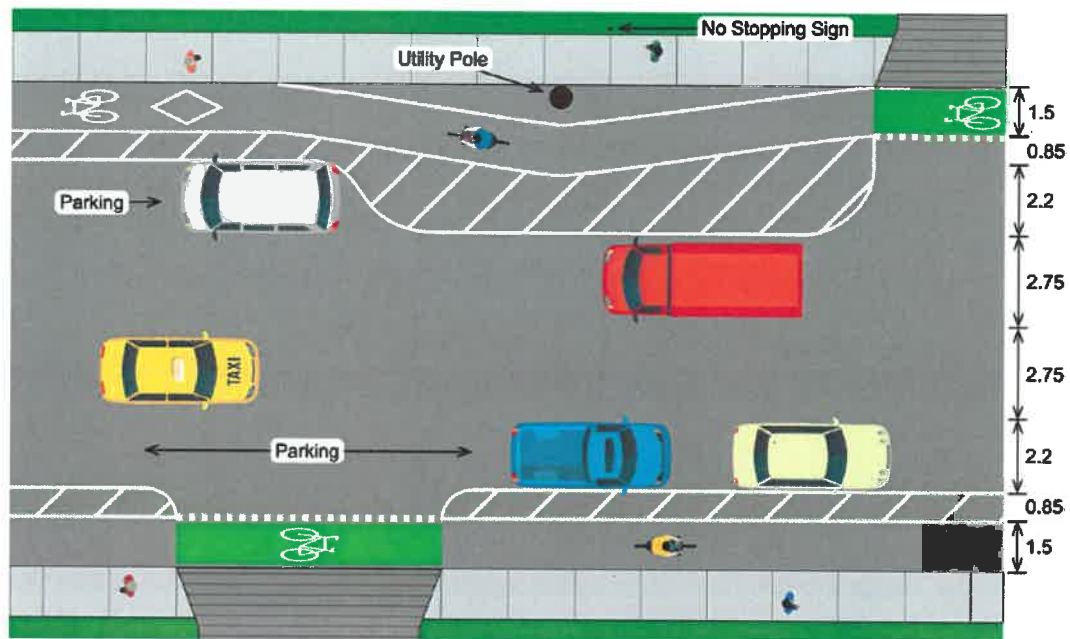
1-way protected bicycle lanes, parking south side



APPENDIX B:

Option 1b

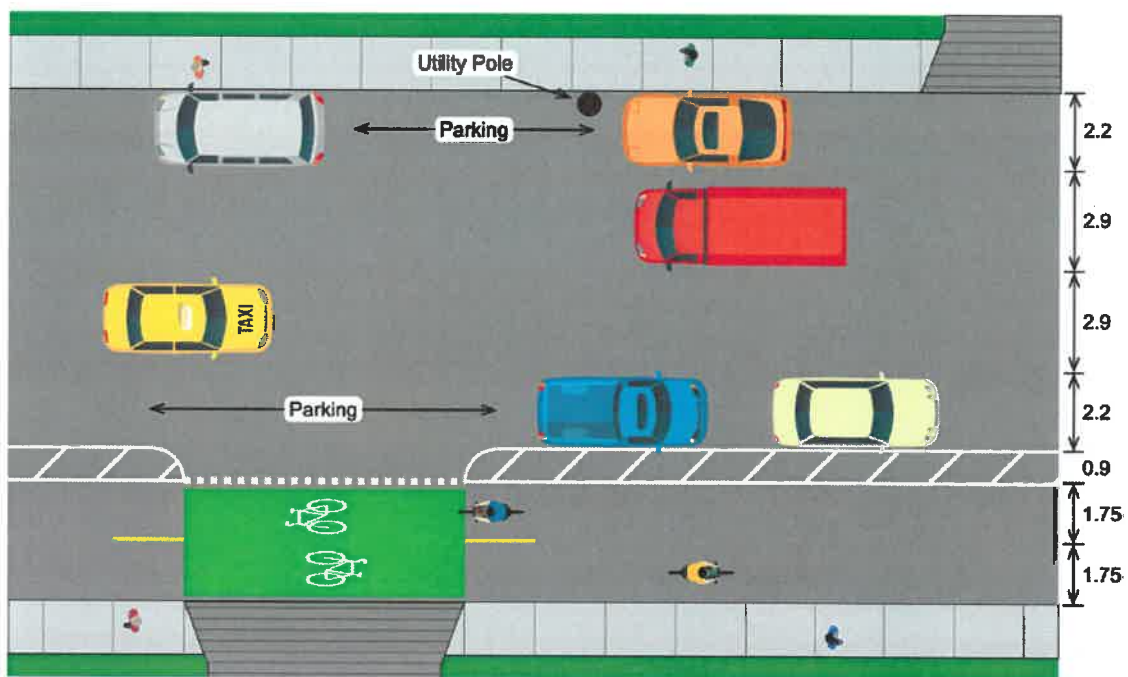
1-way protected bicycle lanes, parking both sides



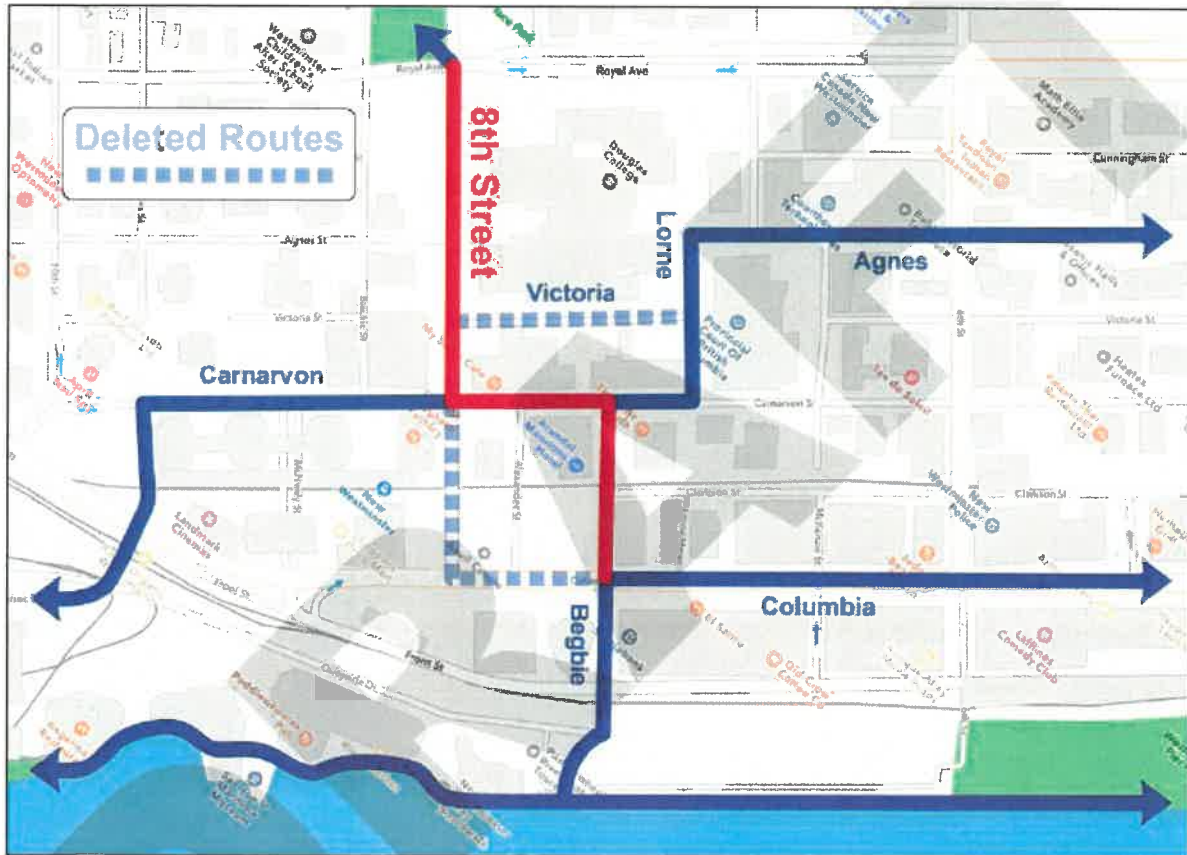
APPENDIX C:

Option 2

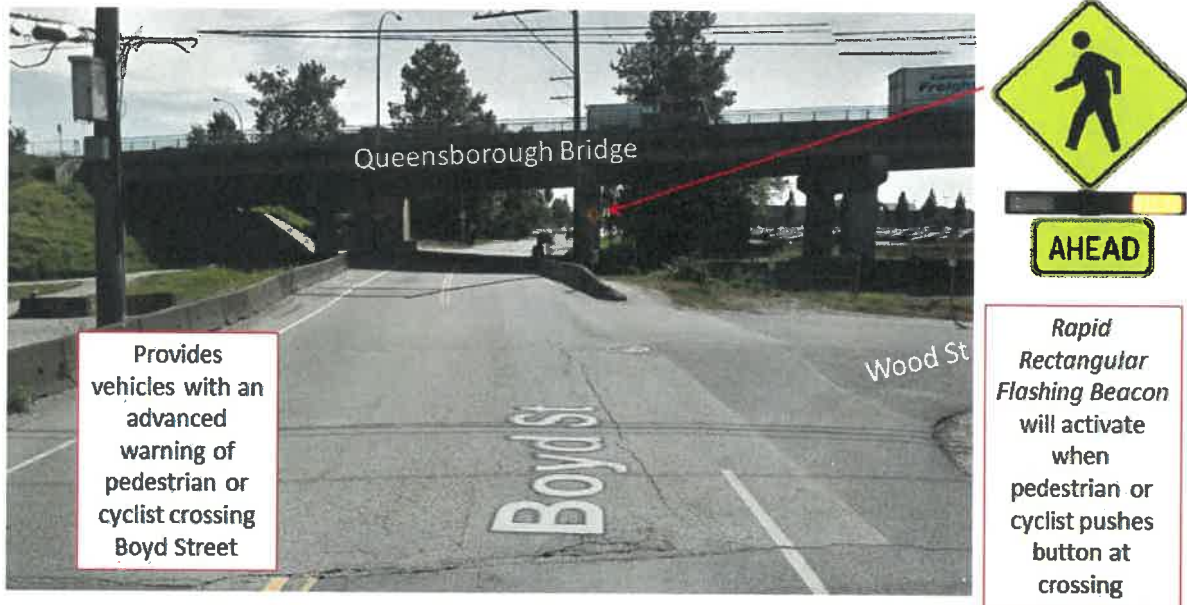
2-way protected cycle track, parking both sides



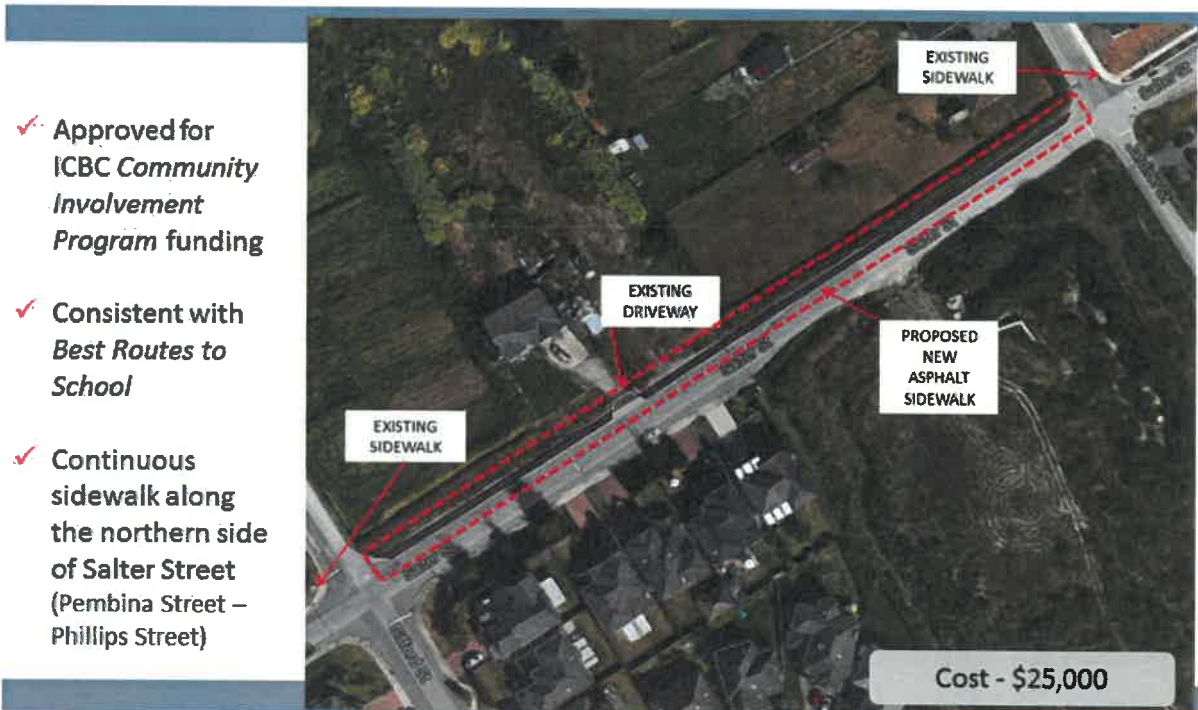
APPENDIX E:



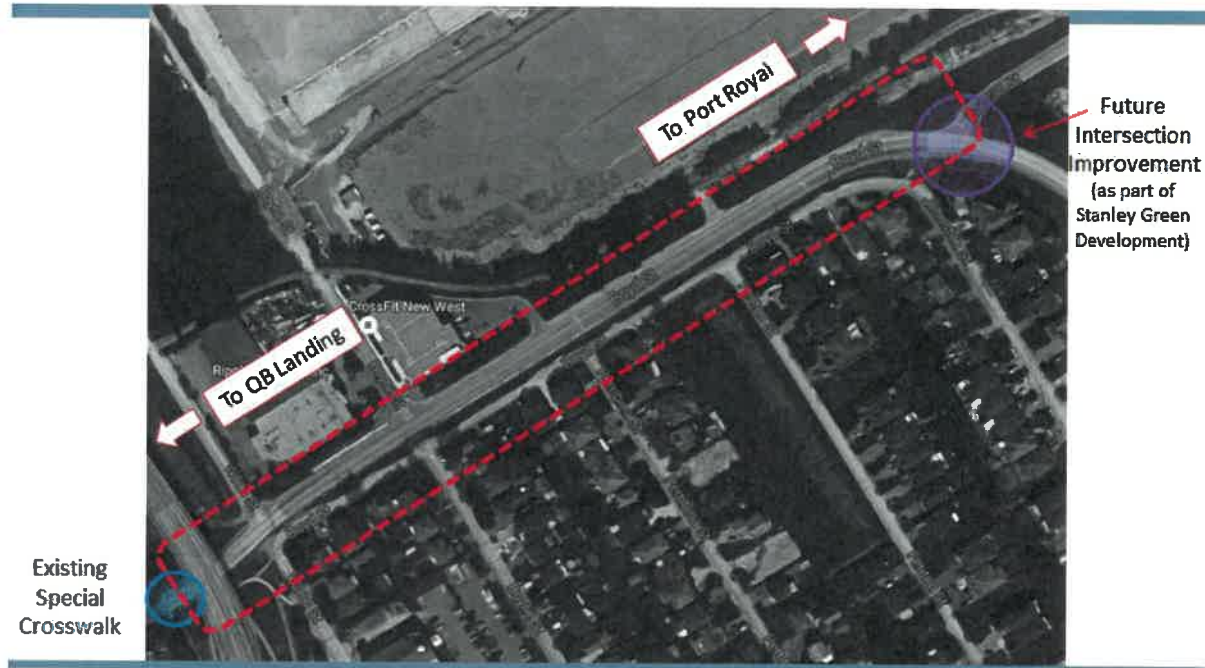
APPENDIX F: Boyd Street Pedestrian Crossing Improvements



APPENDIX G: Salter Street Sidewalk Improvements



APPENDIX H: Boyd Street Multi Use Path



APPENDIX I: 7th Avenue On-Street Parking Occupancy Data

	Daytime Average (0900–1800)			Overnight (at 0600)		
	Saturday 27 August	Tuesday 30 August	Wed'day 31 August	Saturday 27 August	Tuesday 30 August	Wed'day 31 August
5 th –6 th Streets						
• North side	54%	59%	51%	38%	25%	25%
• South side	63%	56%	44%	13%	25%	0%
6 th –8 th Streets						
• North side	82%	67%	73%	88%	72%	80%
• South side	77%	69%	68%	77%	73%	70%
All blocks	75%	66%	65%	69%	62%	61%