

**ADVISORY COMMITTEE FOR TRANSIT,
BICYCLES AND PEDESTRIANS (ACTBiPed)**

Wednesday, September 20, 2017, at 6:30 p.m.

Council Chamber & Chamber Meeting Room

City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Patrick Johnstone	- Chair
Andrew Feltham	- Committee Member
Roland Guasparini	- Committee Member
Andrew Murray	- Committee Member
Véronique Boulanger	- Committee Member
Jennifer Wolowic	- Committee Member
Adam Hempstock	- Committee Member
Brad Cavanagh	- Committee Member

MEMBER REGRETS:

Stephen Braverman	- Committee Member
Karon Trenaman	- ICBC Representative

STAFF:

Lisa Leblanc (left at 8:05 pm)	- Manager, Transportation, Engineering Services
Stephen Blore	- Transportation Planner, Engineering Services
Kanny Chow (arriv. at 7:35pm/left at 8:25 pm)	- Transportation Engineer
Carilyn Cook	- Committee Secretary, Engineering Services
Sgt. Paul Fayle	- New Westminster Police Department
Gabe Beliveau (left at 7:10 pm)	- Acting Supervisor Towing, Parking & Animal Services, Cemetery & Field Maintenance
Greig Dodgshon (left at 7:10 pm)	- Supervisor, Streets & Sidewalks

GUESTS:

Mary Wilson	- Community Member
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The meeting was called to order at 6:30 pm.

1.0 ADDITIONS TO AGENDA & ADOPTION OF AGENDA

1.1 Additions to Agenda & Adoption of September 20, 2017

MOVED and SECONDED

THAT the Agenda of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on September 20, 2017 be received and adopted with the addition of:

- 1. New Business Item 5.3, Road Safety Law Reform – Roland Guasparini, 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 June 7, 2017

MOVED and SECONDED

THAT the Minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on June 7, 2017 be received and adopted with the following changes:

- 1. Item 3.1 – First bullet point should read, “TransLink will consider adding signage to promote etiquette as an alternate to a one-way bike lane”;*
- 2. Item 3.1 – Third bullet point should read, “... Crosstown Greenway... ”;*
- 3. Item 3.3 – First Bullet point should read, “...cyclists and drivers... ”.*

CARRIED.

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

3.0 PRESENTATIONS

No Items.

4.0 UNFINISHED BUSINESS

4.1 Review of City Snow and Ice Response – Gabe Beliveau (see Item 7.1)

After briefly introducing himself and Greig Dodgshon, Streets & Sidewalks Supervisor, Gabe gave a brief recap of his report including recommendations that will enhance the City of New Westminster Snow and Ice Response Plan (“CNWSIRP”) which was initially started in 2008 and modified throughout the years. Last year’s storm was a good test for the CNWSIRP as it highlighted a number of improvements that need to be made, including the prioritization of walking and transit (sidewalks, bus stops, curb ramps).

The following discussion ensued:

- Staff advised that brine, which is used as a pre-treatment on main streets, adheres to the roads and dries, unlike salt which flies away;
- While the City makes its own brine, it has only one truck for application;
- It is the responsibility of home/business owners to clear the sidewalks and bus stops located adjacent to their properties. Members stated, however, that the City needs to ensure that this gets done even if it is at the expense of the home/business owner. Staff noted that with employee time already strapped with other snow-clearing jobs, and there being so many bus stops in the City, clearing them is not a responsibility that the City can assume;
- The City has resolved to increase communication with home/business owners so that they know exactly what is expected of them, especially with respect to clearing bus stops and curb letdowns located in front of their properties. Some of the communication, which will be in-house, will come via Facebook posts with videos and will include what is expected of them, what to stock up on, how to remove snow safely, etc.;
- It was noted that the report did not address the costs associated with repairing streets damaged during snow events; a member queried whether this issue could be dealt with proactively. Staff advised that when the mud (which is under most of the City’s streets) expands, it pushes the blacktop up, damaging the road. As Council had previously provided direction on this issue, staff will be requesting an increase in the allocation of funds for pavement management – this is a reflection of an old city with old infrastructure;
- There needs to be a target time with respect to enforcement and fining;
- Clearing the section of local access lanes that connect sidewalks needs to be addressed and prioritized, as this creates a barrier for pedestrians and those using mobility devices;
- A representative from the Parks & Recreation Department is endeavouring to start a Snow Angels Program, where volunteers will clear snow for those who cannot do it themselves. It is hoped that the Program will be in place for next year;

- A member suggested that Metro Vancouver could do an education “blast” with respect to snow removal, much like what they do with watering restrictions. Staff agreed this is a conversation to have with Metro Vancouver;
- It was suggested that TransLink could educate the public about clearing of transit stops located in front residences/businesses.

MOVED and SECONDED

THAT the ACTBiPed endorse the City Snow and Ice Response Plan as presented this evening, with the following inclusions/amendments:

1. *Target response time for communication and enforcement of sidewalk clearing;*
2. *Staff to investigate solutions for timely clearing where lanes cross sidewalks; and,*
3. *Bus stop clearing be included in the priority list as a higher priority.*

CARRIED.

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

5.0 NEW BUSINESS

5.1 2018 Work Plan and Budget – Workshop on Priorities

Lisa Leblanc, Transportation Manager, informed members that the City receives a lot of requests and intelligent, useful suggestions about what can be done currently and in the future to improve the various modes of transportation around the City. Lisa reminded members of the Master Transportation Plan (“MTP”) and the Plan’s targets which are: 60% of all trips by walking/biking/transit by 2041; no net increase in Regional through-traffic; reduce driving distance, from 10 km/person per day to 6.5 km/person per day; zero traffic-related fatalities or serious injuries most years. Staff are looking to the Committee for feedback as to how they would like to work towards achieving these targets.

A brief overview of the City’s transportation team was given, including highlights of the expertise and responsibilities of each staff member.

Lisa outlined programs that receive annual budgets including, accessibility, sidewalks, pedestrian crossings, spot improvements for walking, greenway improvements, bus shelters, transit priority, road safety, active transportation promotion, and monitoring and evaluation. Members were asked the following questions and the subsequent feedback was received:

1. Focus on existing routes or expand the network?

- Improve existing routes by filling in the network gaps. For example, the “chicane” on the Central Valley Greenway between Cumberland Street and Debeck Street;
- Improve existing deteriorated sidewalks such as near the bus stop on Sixth Street at Fourth Avenue southbound; the sidewalk seems to disappear at this location and needs to be repaired. Also, from the Queensborough Bridge to the Stewardson Way crossing on the sidewalk there is a safety gap;
- Lower Twelfth Street is cut off for both cyclists and pedestrians;
- Staff stated that the City is motivated to complete the Agnes Street Greenway in advance of the Pattullo Bridge replacement;
- Better connection to Burnaby’s infrastructure;
- A member stated that we need to recognize that there are big chunks of the City that do not have greenway coverage;
- Staff will revisit this topic with the Committee with more details and a work plan based on the input received tonight.

2. Build in-house expertise and become leaders among small cities or follow and learn from the leaders?

- The City should be a leader as we are going to become one of the densest cities in the lower mainland in the next few years; we are already low in the km/person per day measure and have a high number of residents using transit. It would be great to reach the goal of 6.5 km/person per day but we won’t get there by being followers;
- Staff noted that there is value in both options. The City is already a leader in many respects including being at the top for accessible bus stops in the region, installing curb letdowns at each intersection, and having a one of the most comprehensive sidewalk networks;
- The City can benefit by taking ideas that work in other great cities and figuring out how to implement them here.

3. Big projects/bold moves or quick quiet wins?

- A bold move would be to remove the right turn on red lights at some intersections. These are often not used responsibly and are not conducive to creating a walkable city;
- A quiet win would be to move away from signalized intersections as they create a barrier for pedestrians (for example at Fourth Avenue and Sixth Street);
- It was noted that big projects are not necessarily bold moves;
- Members agreed that it did not have to be either or – that all objectives could be attained.

4. Work through approved policies and actions or introduce new policies and actions?

- It should be a mix of both; like any process, things should evolve – create new policies and update the outdated ones;
- Many of the recommendations in the MTP will require the institution of new policies while we continue to improve upon and look at the appropriateness of current policies.
- Staff acknowledged that it is a challenge to fix the smaller problems and keep up the momentum for the larger goals we want to achieve;
- Staff will come back to the Committee with questions about specific policies.

5.2 Transit Priority

Kanny Chow, Transportation Engineer, provided a short overview of the on-table report regarding transit priorities in the City. He explained that every year, staff determine what the transit priorities are for the City based on feedback received from the Committee, TransLink and Coast Mountain Bus Company, Action Requests, various studies, etc., in order to improve transit usability and reliability. To date the following priorities have been identified:

- Seventh Avenue and Twentieth Street box junction;
- Boyd Street bus priority lane between Boundary Road and Howes Street;
- Bus signal priority in the Sapperton area (numerous locations);
- Eighth Avenue/Braid Street bus priority lane between Cumberland Street and Rousseau Street;
- Reduction of bus delays along Columbia Street;
- Reduction of bus delays along Sixth Street approaching Royal Avenue;
- Eighth Avenue bus signal at Park Crescent/Colborne Street.

The following discussion ensued:

- A consultant is looking into the issues of the approaches to the on ramp being the intersections on either side and the blocks before and, in the meantime, the City has made some changes to the signal timing at the intersection of Howes Street and Ewen Avenue. Committee members suggested that bus priority be considered for the Ewen Avenue left turn movement onto Howes Street. Staff agreed to bring this suggestion up with TransLink;
- A member suggested outfitting buses with transponders allowing them to change the lights at intersections in order to keep the flow of traffic moving, and thereby keeping the buses on schedule. This has been done in Vancouver. Staff advised that this would have to be discussed with TransLink as it would require their buses being outfitted with transponders;

- Westbound on Eighth Avenue at 20th Street, cars impede buses from moving because they cannot get out of the way – this street should be made wider to move cars;
- With respect to Seventh Avenue and 20th Street, members expressed concern with the suggested box junction as cars may be backed up to the line, leaving no room for buses to get into their lane. Staff replied that installing a signal in order to allow the buses to get around the turn has been considered by the City. It was also noted that the Ministry of Transportation can remotely control the timing of the signal and make changes to it at any time. For instance, it can be adapted based upon the conditions on the Queensborough Bridge. A member suggested turning it into a one-way street, including bike lanes, since often the vehicles that are blocking the buses are also blocking cyclists. Staff advised that any improvement at this location would be for the short term, as the Official Community Plan for this area essentially identifies it as a frequent transit development area and, as part of that, we are required to do an area-wide transportation study. This would include considering redesigning Seventh Avenue through this area to accommodate more improvements for cyclists and pedestrians. We do, however, need to look at shorter term enhancements to improve the situation of this location.

5.3 Road Safety Law Reform – Roland Guasparini

Roland Guasparini, Committee member, notified members of a paper on the HUB website titled, “*Modernizing the BC Motor Vehicle Act*” which is the position paper of the Road Safety Law Reform Group of British Columbia. The document addresses the issues of bicycle safety and the 30km/hr speed limit. Roland suggested that perhaps a staff member could be a part of this group to support them in their efforts. Councillor Johnstone stated that staff can come back to the Committee with this as an agenda item so that everyone can review it.

6.0 NETWORK UPDATES

No items.

7.0 REPORTS AND INFORMATION

7.1 Report: Review of City Snow and Ice Response (see Item 4.1)

This was addressed under Item 4.1, Review of City Snow and Ice Response.

7.2 Report: 118 Royal Avenue Development Review – To be received for information

As some members voiced concerns about this development, Councillor Johnstone explained that this is private development and not within the scope of the

Committee. Members were reminded that as citizens of New Westminster, they could take their concerns to the City's Planning Department.

7.3 Action List

Stephen Blore, Transportation Planner, provided the following updates to the Action List:

- Changing of the signal timing at Eighth Street and Seventh Avenue is complete. The City is also working on wayfinding signage at this location;
- Columbia Street and McBride Boulevard intersection – staff have been working with consultants on this as part of the Sapperton Transportation Plan. Enhancements have been made by way of the addition of green markings, signage, and possibly improved lighting, and staff continue to work on a signage plan for the area;
- Fourth Street and Royal Avenue – it was clarified that the request was for a stencil to be placed on the road indicating to cyclists where to place their bikes on the vehicle sensor in order to activate the light. It was agreed that Andrew and Stephen would continue this discussion at another time.

7.4 Report: Vehicular Noise Statistics – To be received for information.

Sgt. Paul Fayle briefly informed the Committee that out of 18,000 police files for the year, only six of them were noise complaints, none of which were related to noisy mufflers. Generally, people do not contact the police about noisy vehicles. A member stated noisy vehicles are probably just something that people have accepted.

8.0 CORRESPONDENCE

8.1 Walkers' Caucus/HUB Letter of July 10, 2017 re NWSS Replacement & Active Transportation – To be received for information.

8.2 M. Allison Letter of August 15, 2017 to Walkers' Caucus/HUB re NWSS Replacement & Active Transportation – To be received for information.

9.0 NEXT MEETING DATES

Wednesday, October 18, 2017
Wednesday, November 22, 2017

10.0 ADJOURNMENT

The meeting adjourned at 8:46 pm.

Certified correct,

Original Signed

PATRICK JOHNSTONE
CHAIR

Original Signed

CARILYN COOK
COMMITTEE SECRETARY