

Minutes
Advisory Committee for Transit, Bicycles and Pedestrians
(ACTBiPed)
September 24, 2014 6:30p.m.
Council Chamber

VOTING MEMBERS PRESENT:

Councillor Jonathan Coté	Chair
Mary Wilson	Committee Member
Patrick Johnstone	Committee Member
Virginia Ayers	Committee Member
Marion Orser	Committee Member
Devin Schellenberg	Committee Member
Lukas Slotman	Committee Member
Keith Ross	Committee Member

NON VOTING MEMBER REGRETS:

Sukh Maghera	Coordinator, Parking & Animal Services
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VOTING MEMBER REGRETS:

Andrew Feltham	Committee Member
Patrick Harris	Committee Member

GUESTS:

Karon Trenamen	Insurance Corporation of British Columbia
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STAFF:

Jerry Behl	Transportation Engineer
Eugene Wat	Manager Infrastructure Planning
Fan Jin	Transportation Technologist
Carilyn Cook	Committee Secretary

Meeting was called to order at 6:35 p.m.

1.0 ADDITIONS TO AGENDA

- 1.1 **Columbia Street and McBride Boulevard Intersection – Virginia Ayers** This item is discussed under New Business, Item 5.2.
- 1.2 **Central Valley Greenway Through Victoria Hill – Marion Orser** This item is discussed under New Business, Item 5.3.
- 1.3 **Stewardson Way Crosswalk Near Kruger Paper – Mary Wilson** This item is discussed under New Business, Item 5.4.

2.0 ADOPTION OF MINUTES

- 2.1. Adoption of the Minutes of May 28, 2014

MOVED and SECONDED

THAT the minutes of the Advisory Committee for Transit, Bicycles and Pedestrians Meeting held on May 28, 2014 be received and adopted.

CARRIED

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

3.0 PRESENTATIONS

- 3.0 **ICBC –Pedestrian Safety – Karon Trenamen** – After a brief introduction, Karon commenced with her presentation (attached).

Members discussed:

- ICBC has curriculum approved materials for each grade. Teachers decide which component they wish to present to their individual classroom; a lot of teachers opt for the road safety component. In the spring, speakers are available to do presentations at schools.
- Staff reported that the City has been working with HUB to bring bicycle safety training into schools. We would like to see kids of all ages given the opportunity to receive bike safety training.

4.0 UNFINISHED BUSINESS

4.1 School Zone Safety – Patrick Johnstone

4.1a Plans/Strategies for Establishing Safe Routes to Ecole QayQayt Elementary and the New Fraser River Middle School

Members discussed:

- After the first few days of walking to school, it's apparent that there is still a lot of work to do around the School to make it safer for pedestrians.
- Staff noted that sidewalks around the school continue to be worked on and curb bulges will be installed in certain areas.
- The Best Walking Routes to School Map needs to be updated; however, we first need to establish where kids are walking from and how many will be driving. Staff will be on site within the next two weeks to observe traffic patterns.
- Staff has also been looking at the possibility of changes being made in the area of Fourth Street and Carnarvon Street.

4.1b Review of the Policy to Create “School Zones” for Surrounding Roads Where Speeds are Reduced – Patrick enquired who defines where school zones are, as a couple of roads adjacent to the high school are not considered a school zone. Staff responded that in terms of sign placement, there is a standard that is followed set out by the *Canadian Manual of Uniform Traffic Control Devices*. Generally, signs are placed a block in advance of the school. Staff advised that not all streets abutting schools are considered school zones. In situations where a school abuts a major street (i.e. Como Lake Road in Coquitlam, Broadway in Vancouver) the road speed limit is retained at 50 km/h and there is usually a barrier or fencing separating the playing field and the traffic on the street.

Members discussed:

- It was suggested that a sign be put up on Royal Avenue to inform drivers of the new school nearby.
- There is an issue at the intersection of Second Street, Park Row and Royal Avenue with pedestrians not being able to determine onto which street the cars are turning left. Park Row could be blocked and used for a pedestrian route to school. Staff responded that although this is a complex intersection, some improvements have been made and the discussion is ongoing. Once routes to school are established, we can make more decisions about how to work within this area.

4.1c Discussion of the Student Request for a Mid-Block Crossing of 8th Avenue Adjacent to the High School

Members discussed:

- The request for a mid-block crossing on 8th Avenue, adjacent to the high school, was initiated by the Youth Advisory Committee.
- Staff noted that there are signalized intersections at 8th Avenue/8th Street and 8th Avenue/6th Street that students should be using to access their desired destination, rather than at mid-block.
- Option 1 would be to put in a marked crosswalk; however, traffic may divert, probably onto 10th Avenue to avoid the mid-block crossing. Possible issues include having a steady stream of kids crossing at certain times during the day conflicting with heavy traffic periods. The crossing may be creating a false sense of security and safety.
- Option 2 would be to install a push button pedestrian crossing; however, pedestrians would still have to wait for the light to change.
- The Massey Theatre could benefit from a mid-block crossing here as well.
- It was noted that the sidewalks on the north side of 8th Avenue are narrow and pose a problem when large volumes of kids are exiting the school. One of the most challenging areas is on 8th Avenue near 6th Street. Staff agreed that the possibility of widening the sidewalks in this area should be revisited when the high school is rebuilt.
- Staff are meeting to process all of the crossing requests throughout the City. A number of these requests have had a warrant analysis done and they need to be prioritized.

4.2 ACTBiPed 2013 Walking Tour - TransLink Requests & Response re 22nd Street SkyTrain (attached) – Fan Jin – Fan recapped the Committee’s 2013 Walking Tour. After the walking tour, two improvement suggestions regarding pedestrian/bicycle facilities at the 22nd SkyTrain Station area were forwarded to TransLink for consideration. In response, TransLink installed 3 new benches in the Station area and indicate that the grades where the stairs are located are not suitable for a ramp.

Members discussed:

- The question was posed if there is a long-term plan to change the traffic patterns around 22nd Street. Staff responded that the idea was to reconfigure the area; however, that did not proceed. As the station area is TransLink’s property,

Committee members could contact TransLink directly to find out what their plans are for the area and to provide them with some input.

- Mary reminded the Committee that earlier this year she spoke with the Connaught Heights RA and Byrne Creek Secondary School. It was her suggestion that students could possibly engage in a full-credit project which would involve identifying issues surrounding the 22nd Street SkyTrain Station area and possible solutions. Mary will follow up on it this year to see if they are interested in designing a plan for this area.

4.3 Braid Street/United Boulevard Central Valley Greenway (“CVG”) Extension – Marion Orser – Marion asked for an update on the CVG extension and staff informed the group that Council passed the Motion put forward by the Committee.

Members discussed:

- The City is in the process of installing the new Braid Street Bridges, which should be complete by the end of fall. The new crossings will facilitate bicycles and pedestrians.
- The CVG extension concept design is being updated to assess a number of issues including the pump station, the ditch (which is environmentally sensitive), parking, and the railway tracks (there are five rail lines to cross and signal equipment to be considered).
- The design concept needs to be approved prior to grant applications being approved.

4.4 Q2Q Bridge Update – Marion Orser – Marion requested an update on the status of the Q2Q Bridge. Staff informed the Committee that the two bridge options include a crossing connected to the rail bridge or a bascule bridge (drawbridge) with the preferred option being the bascule bridge. The City is pursuing grants for the Q2Q Bridge, but as of yet has not been able to secure full funding for the project.

Members discussed:

- The City requires funding for the preferred, more expensive option, and is pursuing grants from the Provincial Government and TransLink. While neither of these grants will close the funding gap, the Federal Government’s Building Canada Grant, if received, would make up the difference. The Building Canada Grant will likely be announced in 2015.
- The City would like to drive piles in 2015 and have the project complete in 2017. It will have to be completed within the fishery window as it crosses the Fraser River.

- The options and risks of the project will be provided to Council around the end of the year.

4.5 HUB New Westminster Visit to London Street Greenway – Marion Orser - Marion informed the Committee that issues with this section include inconvenient push button locations, the first green section of the road leads onto a boulevard, and the path is not in the direction that the cyclists would be travelling. Staff responded that the push buttons will be fixed. The green surface, which is a way to warn drivers of the presence of cyclists in conflict zones, can be discussed.

Members discussed:

- It was suggested that the green surfacing be extended down the bike path and on the travel lane up London Street.
 - This is a challenging area as vehicles continue to park across crosswalks, speed, etc. A number of these issues have been brought forward by the Neighbourhood Traffic Advisory Committee as well.
 - Jerry Behl acknowledged this has been a very challenging site to design. He will meet with Marion and, possibly, Andrew, on site to discuss these concerns in more detail.
- 4.6 HUB New Westminster Visit to 5th Avenue/5th Street Intersection – Marion Orser** - Marion stated that the setup of this intersection encourages cyclists to ride illegally. The City should put a green line there as well. Staff responded that they would have to look into the legalities of this request and how the Motor Vehicle Act plays into the scenario.

4.7 TransLink Enquiry re 106 Bus Route and Possible Stop on Columbia Street (see Item 4.1) – Marion Orser

Members discussed:

- The bus stop on 6th Street, adjacent to the Police Station at 555 Columbia Street is on a rather steep hill, with no bus bench or shelter, making it a very uncomfortable bus stop for transit riders. Staff responded that they would review possible options with the planning group to make this stop more comfortable for riders. To be added to Action List.
- The number of bus stops along Columbia Street is limited as buses have to pull in and out amid loading zones, pay parking, pullouts, etc. In order to facilitate the installation of more bus stops along Columbia Street, the City would have to make parking and loading zone changes along Columbia Street, which may be a concern for the local businesses.

5.0 NEW BUSINESS

- 5.1 TransLink “Optimization” of Bus Routes/Reductions in Service – Patrick Johnstone** – Patrick informed the Committee that while the City is growing and getting denser, bus services are getting cut. We need bus stops in the denser City neighbourhoods. Staff responded that the City can wait and see what the funding result will be with the upcoming referendum, and how that may affect the City’s bus routes. As a committee, we should discuss and possibly advise Council of what we would like to see from the upcoming Metro Vancouver Transit Referendum.

Members discussed:

- In terms of awareness of TransLink service optimization each year; this is implemented throughout the region. From TransLink’s point of view, they would like to see more boardings per dollar, in terms of service. There may be more riders in other areas and they are instituting changes according to that data.
- Jerry Behl will be meeting with TransLink next week and will enquire as to what the City can do to keep transit service in the City of New Westminster.
- Eugene Wat will find out when TransLink will be creating a new Area Transit Plan for New Westminster.
- Once changes are proposed to service, we can let the community and Committee know and people can get involved from there.

- 5.2 Columbia Street and McBride Boulevard Intersection –Virginia Ayers** - Virginia questioned if the ACTBiPed would be discussing this intersection with other City committees. Staff advised that since advance warning signs have been implemented at this site, we will wait to see if current fixes are working before starting this discussion again and engaging other committees.

- 5.3 Central Valley Greenway Through Victoria Hill – Marion Orser** – Marion informed the group that there were no warning signs, on either end, cautioning pedestrians and cyclists of the sewer/drainage work being done along the path. Eugene will follow up with the project manager who is working on this development.

- 5.4 Stewardson Way Crosswalk Near Kruger Paper – Mary Wilson** – Eugene informed the group that staff are looking into the viability of an at-grade crossing; however, the Ministry of Transportation must be consulted. As well, a technical study will have to be commissioned. This item will be added to the Action List.

6.0 REPORTS AND INFORMATION

6.1 Action List

- Devon stated that during the Terry Fox Run at the Quay, he noticed the lack of a wheel chair access point from the path into the River Market. Staff replied that we will have to confirm whether this is City property or River Market's property to determine whose responsibility it would be to install an access point. This item will be added to the Action List.

7.0 CORRESPONDENCE

8.0 NEXT MEETING

November 19, 2014

9.0 ADJOURNMENT

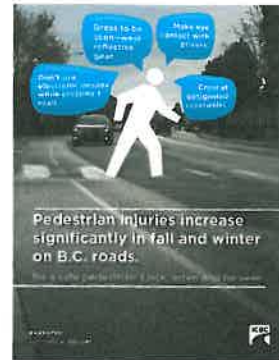
The meeting concluded at 9:02 p.m.

Councillor Jonathan Coté
CHAIR

Carilyn Cook
COMMITTEE SECRETARY

Vulnerable road users - pedestrians

- 2,400 pedestrians injured
- More crashes in fall & winter
- Intersections – top location



building trust. driving confidence.

Contributing factors of crashes involving peds



Driver distraction

Weather

Failure to yield

Jaywalking

building trust. driving confidence.

Fall pedestrian safety campaign

Audiences:
pedestrians &
drivers

Kick-off media event
w/Translink

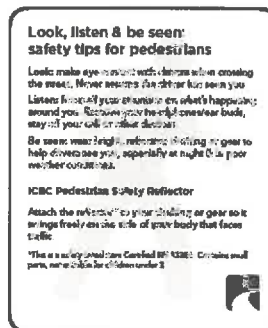
Transit & online
advertising



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Fall pedestrian safety campaign

- Community events
- Creative for co-branding
- Free reflectors for distribution
- Educational tips



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**July 3, 2013 ACTBiPed Summer Walking Tour
Issues and Concerns Discussed – 22nd Street SkyTrain Station**

Item	Location	Issue	ACTBiPed Members Recommendation	Staff Response
1	The stairway between the sidewalk on 7 th Avenue and the entrance/exit to/from the 22 nd Skytrain Station/Bus Loop	Not wheelchair accessible and no bicycle ramp	Improve wheelchair and bicycle accessibility at the stairway	Staff will refer the concerns to TransLink.
2	Within the 22 nd Skytrain Station/Bus Loop Area	Insufficient seats and shelters	Provide more benches and shelters for transit passengers	Staff will refer the concerns to TransLink.

TransLink installed three more benches in the 22nd Skytrain Station area:

