



**NEIGHBOURHOOD TRAFFIC ADVISORY COMMITTEE  
(NTAC)**

**Tuesday, June 12, 2018 , at 5:30 p.m.**

**Meeting Room 1**

**AGENDA**

**1.0 ADOPTION OF AGENDA**

**1.1 Adoption of the Agenda of June 12, 2018**

**2.0 ADOPTION OF MINUTES**

**2.1 Adoption of the Minutes of April 10, 2018**

**3.0 PRESENTATIONS**

**No items.**

**4.0 UNFINISHED BUSINESS**

**4.1 Speed Hump Policy Workshop – Gurtej Tung**

**5.0 NEW BUSINESS**

**5.1 Speed Humps on Quayside Drive**

**5.2 Glenbrooke North – Various items**

**6.0 REPORTS AND INFORMATION**

**6.1 Road Safety Improvements Program – Kanny Chow**

**6.2 Downtown Transportation Plan – Stephen Blore**

**7.0 CORRESPONDENCE**

**7.1 May 9, 2018 Letter from Walkers' Caucus re Pedestrian Crossings**

**8.0 NEXT MEETING DATE**

**Tuesday, September 18, 2018**

**Tuesday, November 13, 2018**

**9.0 ADJOURNMENT**



**NEIGHBOURHOOD TRAFFIC ADVISORY COMMITTEE  
(NTAC)**

**Tuesday, April 10, 2018, at 5:30 p.m.**

**Meeting Room 1**

**MINUTES**

**VOTING MEMBERS PRESENT:**

Councillor Jaimie McEvoy	- Chair
David Tate	- Community Member
Robert Petrusa	- Connaught Heights RA Rep
John Hooker	- Brow of Hill RA Rep
Roland Guasparini	- Downtown RA Rep
Doug Bjornson	- Glenbrooke North RA Rep
Philip Walkinshaw	- Moody Park RA Rep
Marta Nykl	- Quayside Community Board Rep
Gavin Palmer	- Queensborough RA Rep
Martina Rempel	- Queens Park RA Rep
Frank Norman	- West End RA Rep
Karon Trenaman	- ICBC Rep
Vacant	- School District #40 Rep
Vacant	- Coast Mountain Bus Group
Vacant	- Downtown Business Association
Vacant	- New West Chamber of Commerce Rep
Vacant	- McBride-Sapperton RA Rep

**REGRETS:**

Dale Bradley	- Massey/Victory Heights RA Rep
Tracie Berg	- DPAC Rep

**STAFF:**

Lisa Leblanc (Left at 7:20 pm)	- Manager, Transportation, Engineering Services
A/Sgt. Todd Sweet	- New Westminster Police Department
Carilyn Cook	- Committee Secretary, Engineering Services

The meeting was called to order at 5:35 pm.

## **1.0 ADOPTION OF AGENDA**

### **1.1 Adoption of the Agenda of April 10, 2018**

#### **MOVED and SECONDED**

*THAT the Agenda of the Neighbourhood Traffic Advisory Committee meeting held on April 10, 2018 be received and adopted with the addition of Item 5.5 – Mufflerless Vehicles from John Hooker, Committee member and Item 5.6 – Intersection of Derwent Way and Duncan Street from Gavin Palmer, 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 February 13, 2018**

#### **MOVED and SECONDED**

*THAT the Minutes of the Neighbourhood Traffic Advisory Committee meeting held on February 13, 2018 be received and adopted.*

**CARRIED.**

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

## **3.0 PRESENTATIONS**

**No items.**

## **4.0 UNFINISHED BUSINESS**

### **4.1 2018 NTAC Work Plan Update – Lisa Leblanc**

Lisa Leblanc, Transportation Manager, provided a brief recap of the discussion that took place at the last meeting when members were asked to prioritize items in the Work Plan (low, medium, high) as well as whether or not they would like to be informed or engaged on the Work Plan items. After the last meeting, members were emailed copies of the draft work plan to share and discuss with their residents' associations (RA). Lisa stated that she received additional feedback from six Committee members on behalf of their RA's and incorporated their feedback into the Work Plan.

The following discussion ensued with respect to some of the the Work Plan priorities:

### Walking

- Staff explained that pedestrian crossing improvements such as timing inconsistencies (count down signal/audible warning), etc., are generally addressed on an on-request basis. The Pedestrian Crossing Improvement Program (Program) includes items such as painted crosswalks, etc.;
- With respect to the crossing at Sixth Street and Belmont Street, staff reminded members that the crossing was assessed two years ago, including receiving feedback from both NTAC and the ACTBiPed, improvements to signage and lighting were completed late last year, and no further improvements are planned for the crossing at this time;
- Staff advised that the Program includes funds from developments and capital from the City budget;
- As per a member's request, Staff will confirm if the crossing at Fifth Street and Eighth Avenue is being funded through the Program; and,
- Staff advised that the pedestrian crossing at Quayside will be analyzed this year for possible inclusion in the 2019 Work Plan – it must be considered against all other requests.

### Great Streets

- Staff advised that the Seventh Avenue greenway will be addressed through the Rotary Crosstown Greenway improvements, including the intersection of Sixth Street and Seventh Avenue; and,
- A member queried about 30 km/hr signs which were to be installed along Sixth Street and have not been to date. Staff will look into it.

### Managed Roads

- Staff informed members that they are engaged with MoTI with respect to McBride Boulevard corridor safety, transit, and network improvements in order to coordinate projects with them.

### Special Projects & Transportation Studies/Programs

- Staff advised that there are components of the road network in Queensborough that are the responsibility of Ministry of Transportation and Infrastructure, so staff work closely with them;
- Staff advised that the City is aware of development approved in Burnaby regarding the area where a number of towers are going up near 10<sup>th</sup> Avenue,

and that staff are aware of a desire to improve pedestrian and bicycle connections; and,

- In response to a member's suggestion that the City install 'Local Residents Only' signage in certain neighbourhoods to discourage rat running, staff informed the group that, administratively, this would be an enormous task to enforce and is not something the City is currently considering.

#### **4.2 Request for Letter to Canada Post (Update) – Councillor McEvoy/Staff**

Councillor McEvoy informed members that the Committee's recommendation to Council asking that a letter be sent to the Canada Post Corporation regarding their depot at 24 Ovens Avenue was passed last night. The letter will request that Canada Post Corporation direct their drivers to refrain from short cutting and speeding through neighbourhood streets and laneways in the area, and to adhere to the rules of the road such as stopping at stop signs and staying within the speed limit.

### **5.0 NEW BUSINESS**

#### **5.1 Speed Hump Policy Workshop – Lisa Leblanc**

Lisa stated that the purpose of creating a speed hump policy is to enable the City to implement low-cost and low-impact speed reduction on local roads, relatively quickly and with limited administrative process.

The following discussion ensued:

- A member suggested that speed humps be installed first and then be assessed on their effectiveness;
- Staff advised that for streets already designated as 30 km/hr (bikeways, greenways, parks, etc.), speed humps would be designed to slow vehicles down to up to those streets (which would already have signs and pavement markings indicating the speed limit). For other areas, Staff suggest adding them as 40 km/hr speed humps, including signage to warn drivers of upcoming speed humps. These are both typical examples of how a program like this would be implemented;

The workshop commenced with members considering the following questions:

- What are the benefits of speed humps?
- What are the challenges?

Members were then asked what else could be implemented that is:

- Low cost
- Easy to install (i.e. our crews can do it)
- Low impact (e.g. minimal or no parking loss)
- Easy to understand
- Safe for motorists of all classes and bicycles
- Low maintenance

Members were asked to share their ideas on worksheets that were passed around the table. The suggestions will be merged into a document for future reference.

Members were thanked for their input and informed that at the June 12<sup>th</sup> meeting the group will discuss the circumstances to which this new policy would apply (i.e. which roads; which problems would be addressed; which circumstances would trigger the review process).

## **5.2 Illegal Left Turns at Sixth Street & Sixth Avenue – Phil Walkinshaw**

Phil Walkinshaw, Committee member, requested that an eye-level, no left turn sign be installed at this intersection as there are frequent illegal left turns made at this well-used pedestrian crossing location. Acting Sergeant Sweet advised that as the weather gets better, there will probably be more enforcement in this area by New West motorcycle police. He also warned that we need to be cautious about over signing an area as it would run the risk of people not paying attention at all - defeating the purpose of the sign.

## **5.3 Air Quality Subsequent to the Closing of AirCare Centres – Phil Walkinshaw**

Phil requested an update on this topic from Fan Jin, Engineering Technologist. As Fan was not in attendance at the meeting, and since the Committee's June 12<sup>th</sup> agenda is already very full, Councillor McEvoy requested that Fan email an update directly to Phil.

## **5.4 Speeding and Red Light Running at Second Street & Eighth Avenue – Doug Bjornson**

Doug Bjornson, Committee member, advised that there is speeding and red-light running every day at this intersection. Acting Sergeant Sweet will look into having more enforcement in this area. At the request of a member, Councillor McEvoy asked staff to look into the possibility of installing an audible warning at this intersection, if there isn't already one there.

## **5.5 Muffler-less Cars, Trucks and Motorcycles – John Hooker**

John Hooker, Committee member, shared with the group that some vehicles driving by his residence are so loud that when the window is open, he cannot hear his television. He encouraged other members to get license plate numbers of offenders and forward them to the Police for follow up. Roland Guasparini offered to meet with John to discuss the issue further and possibly start a campaign asking the new government to address it. Acting Sergeant explained that enforcement is most likely when someone has actually taken the ‘baffles’ off of their vehicle.

#### **5.6 Intersection of Derwent Way and Duncan – Gavin Palmer**

Gavin Palmer, Committee member, advised that this is becoming a major intersection for semi trucks and, with the new development, the road has been ‘pinched’ making it dangerous when the trucks travel from Duncan Street onto Derwent Way. Councillor McEvoy asked that staff look into this situation and provide a response.

#### **6.0 REPORTS AND INFORMATION**

No items.

#### **7.0 CORRESPONDENCE**

No items.

#### **8.0 NEXT MEETING DATE**

**Tuesday, June 12, 2018**  
**Tuesday, September 18, 2018**  
**Tuesday, November 13, 2018**

#### **9.0 ADJOURNMENT**

**ON MOTION**, the meeting was adjourned at 7:40 pm.

Certified correct,

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**JAIMIE MCEVOY**  
**CHAIR**

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**CARILYN COOK**  
**COMMITTEE SECRETARY**



## **REPORT**

### *Engineering Services*

**To:** Neighbourhood Traffic Advisory Committee  
**Date:** June 12, 2018

**From:** Kanny Chow  
Transportation Engineer  
**File:** 09.1800.04

**Item #:** 6.1

**Subject: ICBC Road Safety Measures – Implementation Summary**

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#### **RECOMMENDATION**

**THAT** members of NTAC review this report and advise staff if they have any questions or comments to inform future work.

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#### **PURPOSE**

The purpose of this report is to summarize the implemented ICBC-sponsored road safety measures in the City of New Westminster over the last two years and to outline the planned measures.

#### **BACKGROUND**

The City of New Westminster undertook a safety study to identify location-specific road safety issues and make recommendations to improve the safety of all road users in New Westminster. The study, titled New Westminster Intersection Safety Study was completed by ISL Engineering in February 2016, and summarized:

- crash characteristics including nearest intersection location, severity, and type;
- crash risk with supporting observations and analysis; and,
- recommended mitigating measures and the estimated timeframe to implement the measures.

The City reviewed the findings of the report, assessed whether the suggested measures were sensible and applicable, and began implementing the identified short-term measures while developing an implementation plan for the other suggestions. The recommended measures and their current implementation stage are summarized in a table in Attachment 1.

## **DISCUSSION**

As shown in Attachment 1, the table indicates that the City has decided to implement most of the suggestions in the report, and is currently active in systematically implementing them.

The majority of the short-term measures identified in the report was either implemented (shown in dark green) or are planned as part of various implementation programs this year (shown in light green). There were also recommended measures that have not been implemented yet, as the locations are part of a larger project where either the measures will be implemented at that time or will be corrected through changes in the intersection layout (shown in blue, such as the McBride Boulevard corridor design that is coinciding with the Canada Games Pool review).

There are several recommendations where the recommendations have not yet been planned or considered (shown in purple). These suggestions have been recognized by City staff as long-term measures that require some further analysis and decision as to how or if they will be implemented.

Going forward, it is City staff's intention that this table be updated until all items have either been implemented, planned to be implemented, or discounted. The table will be used to track each suggested measure to ensure that all recommendations are accounted.

## **QUESTIONS FOR MEMBERS OF NTAC**

Based on the summary provided in this report, and the strategy to summarize and review the safety-related measures outlined above, NTAC members are invited to provide comments.

# **REPORT**

## *Engineering Services*

**To:** NTAC Committee **Date:** June 12, 2018  
**From:** Stephen Blore **File:** 05.1033.20 - 2018  
Senior Transportation Planner **Item #:** 6.2  
**Subject: Downtown Transportation Plan**

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### **RECOMMENDATION**

**THAT** members of NTAC receive this report for information.

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### **PURPOSE**

The purpose of this report is to provide an update to NTAC on the Downtown Transportation Plan.

### **BACKGROUND**

In 2017 Transportation staff initiated work on the Downtown Transportation Plan, with a focus on neighbourhood safety and livability. The study area encompasses the Downtown neighbourhood (including Quayside) as shown in *Appendix A*, with a goal of achieving the following:

1. Agnes Street Greenway Design
2. Bicycle Network Design Guideline
3. Development Servicing Plan
4. Traffic Calming Plan

A variety of traffic calming and on-street parking management measures were implemented during the period spanning 1999–2000 in conjunction with the construction of the Millennium Line SkyTrain in an effort to respond to pressures caused by regional traffic short-cutting through the neighbourhood to access the Pattullo Bridge. Although effective in diverting and slowing traffic in most cases, many measures are outdated or ineffective and

require a review to ensure that they are serving the needs of the community, and facilitate safe travel for all modes of transportation through the neighbourhood.

In response to numerous new developments (at varying levels of progress) with various off-site improvements as conditions of approval in the neighbourhood, staff have tasked our Consultant with consolidating all approved development improvements so that gaps in infrastructure can be identified (Servicing Plan).

Through the Pattullo Bridge Replacement Project, the City worked with TransLink to determine preferred connections and access points to and across the future bridge. One of the key linkages will be to the Agnes Street Greenway, and staff have tasked our consultant to provide a functional design for this greenway as part of the Downtown Plan.

### **EXISTING POLICY/PRACTICE**

The Downtown Transportation Plan is being developed in response to the following Master Transportation Plan (MTP) policies and actions:

- Policy 1A – Enhance the Pedestrian Network
- Policy 1B – Create Great Places and Destinations
- Policy 1C – Improve Pedestrian Safety and Accessibility
- Policy 1D – Enhance the Waterfront
- Policy 2A – Develop a Complete, Connected Bicycle Network
- Policy 2B – Provide Safe and Comfortable Bicycle Facilities
- Policy 2C – Make Cycling Convenient
- Policy 3C – Implement Transit Priority Treatments
- Policy 3D – Develop Transit Oriented Communities
- Policy 3E – Provide Excellent Customer Facilities and Information
- Policy 3F – Improve Safety and Accessibility of Transit
- Policy 5B – Major Road Network Improvements
- Policy 5C – Manage Internal Road Network
- Policy 6B – Long Term Goods Movement Strategy
- Policy 6D – Promote Integration and co-existence of local businesses served by trucks with other land uses in the City
- Policy 6E – Support regional initiatives and programs that integrate goods movement management and activities in Metro Vancouver
- Policy 7A – Prioritize Traffic Calming Treatments
- Policy 7B – Develop Green Streets
- Policy 7C – Manage Through Traffic
- Policy 7D – Maintain Local Access
- Policy 8A – Promote Best Routes Programming
- Policy 8B – Manage Parking

- Policy 8C – Support Regional Policies to reduce automobile dependency
- Policy 8E – Market and promote sustainable transportation
- Policy 8F – Integrate Transportation Demand Management into City Planning

The recommended designs for improvements will meet or exceed Transportation Association of Canada (TAC) and National Association of City Transportation Official (NACTO) guidelines.

## **DISCUSSION**

On November 28, 2017, the project began with a ‘listen and learn’ workshop held at the Anvil Centre. Following the event, staff worked with our consultant to develop a Workshop #1 Engagement Summary Report that is publicly available on the project website ([www.newwestcity.ca/dtp](http://www.newwestcity.ca/dtp)). This information formed the basis for the future improvements that will be identified within the study area. The key findings being:

Of the 400 responses received the most recurring themes were:

Walking (84)  
Traffic (79)  
Streets (72)  
Transit (40)  
Connectivity (40)  
Cycling (34)

Of the 58 responses received the greatest opportunities to improve safety were:

Better Street Lighting (14)  
Traffic Calming (13)  
Improved walkability & accessibility (10)  
Improve pedestrian safety (9)

Of the 58 responses received the greatest opportunities to improve connectivity were:

Improved pedestrian & bike connections (10)  
Dedicated bike lanes (7)  
Increased shuttle service (6)

Of the 58 responses received the greatest opportunities to improve livability were:

Improve commercial activity (10)  
Traffic Calming (10)  
Better Connectivity (5)  
More Parks & Green Space (5)

Staff established a Community Working Group (CWG), made up of volunteers from the Resident and Business Associations in the study area. The group met for the first meeting on May 23, 2018 where staff received some valuable feedback and direction. The CWG was established to serve as a focus group providing input on key issues and emerging options. The CWG will also advise on the consultation process with the wider community, helping to

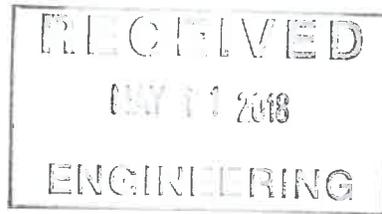
clarify issues of greatest concern to the community and advising on the format and content of future public engagement activities related to the Downtown Transportation Plan.

Workshop #2 will occur on June 19, 2018, asking participants to review findings from the analysis that staff have been undertaking, and provide comments on the infrastructure improvement options that are being considered.

Following Workshop #2, staff will refine their analysis and further input will be sought from the Community Working Group. This will lead to development of a Draft Downtown Transportation Plan, which will be presented to the public and other community interest groups at Open House #3. The purpose of the Open House will be to obtain feedback to enable refinements of the options and identification of priorities for future infrastructure improvements. A final report to Council on the recommended Downtown Transportation Plan is envisaged to be submitted in Fall 2018, including recommendations for infrastructure improvements and associated schedules and budgets.

## **CONCLUSION**

In 2017, Transportation staff initiated the Downtown Transportation Plan. McElhanney Consulting Services Ltd. have been engaged to provide technical analysis and to provide support for the public and stakeholder engagement as required. The first 'listen and learn' workshop was held with the community on November 28, 2017, with the second workshop scheduled for June 19, 2018. The first Community Working Group meeting was held on May 23, 2018 where staff received some valuable feedback and direction. The final Downtown Transportation Plan is envisaged to be submitted to Council in fall 2018.



**Walkers' Caucus**  
www.walkerscaucus.ca  
Twitter: @walkerscaucus  
Facebook: NWWalkersCaucus

09 May 2018

Att'n: **Mayor and Council**

City of New Westminster  
511 Royal Ave.  
New Westminster, BC V3L 1H9

Dear Mayor and Council

The Walkers' Caucus has recently completed an extensive study of 65 intersections in New Westminster, (as well as 4 intersections in Vancouver and Burnaby for comparison purposes) focusing on Pedestrian Controlled Crosswalks with Countdown Timers. We would like to present the full results to the City and to request some changes at some key locations, in the interests of pedestrian safety.

The criteria we noted in our study included the following:

- The locations of the pedestrian and bicycle countdown devices on all corners;
- The timing of the countdowns – visual, audio or both – on all corners;
- The presence or absence of audible signals;
- The state of repair of curb bulges, ramps, and crosswalks

An example of one of the data sheets is included in this package. Note that we did **not** record the response time – how long it takes the light to switch in favour of the pedestrian, once the “Pedestrian Controlled” (PC) button is activated. This would be an interesting study in itself.

We discovered a surprising lack of consistency in the countdown behaviour, even at single intersections. Additionally, we found some locations where additional presses on the PC button resulted in a new countdown cycle (ex. Eighth St. and Royal Ave., North side) – a useful feature but most certainly not universally implemented – and some locations that would “speak the direction” if the PC button was held longer than usual (again, useful for the visually impaired, but not universally implemented).

As part of our study, we researched the literature concerning normal pedestrian walking rates (supported by evidence) and found relatively little published work. What little we could find indicates that normal walking speeds are in the range of 1.2 m/s to 1.0m/s, and that these rates decrease markedly as people age.

Older persons walk at roughly 90% the speed of the young (~0.9 m/s), and persons with mobility aids (canes, walkers) are slower still. Further, it is not at all clear that the engineering standards for crossing times at intersections (the Pedestrian Controlled Crossing Manual for BC, 2<sup>nd</sup> ed. 1994; and the Manual for Uniform Traffic Controlled Devices for Canada) are based on data such as these; moreover, these manuals have not been updated with respect to walking rates for seniors or persons with mobility devices, which are becoming much more common.

The City has a published Age Friendly Community Strategy, which seeks to proactively address present and future needs of an aging population. Therefore, in order to make our city safer and more convenient for pedestrians of all ages and abilities, Walkers' Caucus would like to request that the City increase the crossing times at the following intersections:

1. Sixth St. and Tenth Ave.
2. Sixth St. and Eighth Ave.
3. Sixth St. and Sixth Ave.
4. Sixth St. and Royal Ave.
5. Eighth St. and Eighth Ave.
6. Eighth St. and Seventh Ave.
7. Eighth St. and Sixth Ave.
8. Eighth St. and Carnarvon St.

We request that the crossing times at these busy locations be adjusted to accommodate a walking speed of **0.9m/s**, and the distances measured from ramp to ramp (not curb edge to curb edge). We note that the ramps are often set at a diagonal to accommodate both directions, and therefore result in a slightly longer crossing distance. Additionally, if not already done, we'd like to see the countdown timer set so that a slow walker who has just left the ramp, has time to make it across the street before the light changes.

We look forward to the City's response, as well as advice on how best to make our intersection survey data available to staff.

Sincerely,



Vic Leach

Project Lead, Intersection Study

Walkers' Caucus Email: [info@walkerscaucus.ca](mailto:info@walkerscaucus.ca)

cc: ACTBiPed

→ Neighbourhood Traffic Advisory Committee

Access Ability Advisory Committee

Seniors Advisory Committee

Walkers' Caucus Pedestrian Controlled Crosswalk Countdown Study

1 of 65 in NW

Burnaby - New West border

A. Intersection Location: Sixth St. and Tenth Ave.

Note: City of Burnaby controls lights & PC buttons

Type: 4-way: ✓ T: Other:

B. Pedestrian Countdowns:

near Mercer Stadium & NWSS

1. Type: Visual: ✓ Audio: Both: All working: Yes: No: ✓ If no, pls specify: Visual either side of Sixth St. on NW side not working

2. Pedestrian Control Locations: One: ✓ Two: 2.1 Is there also a Bicycle Control Button: Yes: No: ✓ NW: 1: ✓ 2: NE: 1: ✓ 2: SE: 1: ✓ 2: SW: 1: ✓ 2:

a. Light Pole: Yes: ✓ No: b. Post: Yes: No: ✓ c. Visible: Yes: ✓ No: If no, pls specify: d. Convenient: Yes: ✓ No: If no, pls specify:

e. Audio button working so visually impaired know if they pressed button: Yes: No: ✓ If no, note below.

3. Countdown Times: Visual: ✓ Audio: Both:

a. Location and Direction: North Side of Tenth Ave. across Sixth St. Time: 14 Seconds

i. Note: Crosswalk to curb: Perpendicular: ✓ Angled:

b. Location and Direction: East Side of Sixth St. across Tenth Ave. Time: 14 Seconds

i. Note: Crosswalk to curb: Perpendicular: Angled: ✓

c. Location and Direction: South Side of Tenth Ave. across Sixth St. Time: No Countdown

i. Note: Crosswalk to curb: Perpendicular: ✓ Angled:

d. Location and Direction: West Side of Sixth St. across Tenth Ave. Time: 14 Seconds

i. Note: Crosswalk to curb: Perpendicular: Angled: ✓

4. For visually impaired: Each corner:

a. North/South - Kookoos: Yes: No: ✓ b. East/West - Chirps: Yes: No: ✓

C. Curb Bulges: Both side of each corner: Yes: No: ✓

NW: 0: ✓ 1: 2: NE: 0: ✓ 1: 2: SE: 0: ✓ 1: 2: SW: 0: ✓ 1: 2:

D. Curb Ramps: Each corner: Yes: ✓ No:

1. Type: NW: Narrow: ✓ Wide: 1: ✓ 2: NE: Narrow: ✓ Wide: 1: ✓ 2: SE: Narrow: Wide: 1: 2: ✓ SW: Narrow: ✓ Wide: 1: ✓ 2:

2. Condition: Good: Fair: Broken/Cracked/Uneven: ✓

If Broken/Cracked/Uneven, pls specify: NW corner PC button about 3.5 m from curb ramp and dropoff sidewalk dangerous for visually impaired. Note: see below for additional.

E. Crosswalks:

1. Condition: Good: Fair: Broken/Cracked/Uneven: ✓

If Broken/Cracked/Uneven, pls specify: East side of Sixth St. across Tenth Ave. has a lot of unevenness near NE corner.

Notes: 1.) South side of Tenth Ave. across Sixth St. (New West side) - no countdown.

2.) SW corner curb ramp cracked & faces to Tenth Ave. side - person with walker must go to Tenth Ave. side to enter or exit.

3.) NW corner curb ramp faces more to Sixth St. - person with walker must go to Sixth St. side to enter or exit.

4.) NW corner - telephone pole by curb ramp + another light pole for PC button

5.) NW corner - PC button to cross Sixth St. no noise.

6.) SE corner - PC buttons about 3 m from curb ramp & may be difficult for visually impaired to find.

NW-1- Sixth St. & Tenth Ave.

list of intersections over

# Index of Crosswalks

## A. Sixth Street (12)

	Pg. #
1. Sixth St. & Tenth Ave.	1
2. Sixth St. & Eighth Ave.	2
3. Sixth St. & Sixth Ave.	3
4. Fifth St. & Sixth Ave.	4
5. Sixth St. & Fourth Ave.	5
6. Sixth St & Royal Ave.	6
7. Sixth St. & Carnarvon St.	7
8. Sixth St. & Columbia St.	8
9. Columbia St. & McKenzie St.	9
10. Columbia St. & Begbie St.	10
11. Begbie St. & Front St.	11
12. Begbie St. & Quayside Dr.	12

## B. Eighth Street (12)

	Pg. #
1. Eighth St. & Tenth Ave.	13
2. Eighth St. & Dublin St.	14
3. Eighth St. & Eighth Ave.	15
4. Eighth St. & Hamilton St.	16
5. Eighth St. & Seventh Ave.	17
6. Eighth St. & Sixth Ave.	18
7. Eighth St. & Queens Ave.	19
8. Eighth St. & Royal Ave.	20
9. Seventh St. & Royal Ave.	21
10. Eighth St. & Agnes St.	22
11. Eighth St. & Carnarvon St.	23
12. Eighth St. & Columbia St.	24

## C. McBride Blvd. (12)

	Pg. #
1. McBride Blvd. & Tenth Ave.	25
2. McBride Blvd. & Eighth Ave.	26
3. Eighth Ave. & Entrance to Roy.Sq.Mall	27
4. Eighth Ave. & Colborne St.	28
5. McBride Blvd. & Sixth Ave.	29
6. McBride Blvd. & Memorial Dr.	30
7. McBride Blvd. & Royal Ave.	31
8. McBride Blvd. & Columbia St.	32
9. Royal Ave. & First St.	33
10. Royal Ave. & Third St.	34
11. Royal Ave. & Fourth St.	35
12. Columbia St. & Fourth St.	36

## D. Sapperton (12)

	Pg. #
1. Eighth Ave. & Cumberland St.	37
2. Tenth Ave. & Cumberland St.	38
3. Tenth Ave. & Cariboo St.	39
4. Eighth Ave. & Richmond St.	40
5. Braid St. & E. Columbia St.	41
6. Braid St. & Brunette St.	42
7. Sherbrooke St. & E. Columbia St.	43
8. E. Columbia St. & Keary St.	44
9. E. Columbia St. & Alberta St.	45
10. E. Columbia St. & Debeck St.	46
11. E. Columbia St. & Cumberland St.	47
12. E. Columbia St. & Brunette St.	48

## E. Twelfth Street (10)

	Pg. #
1. Tenth Ave. & Henley St.	49
2. Twelfth St. & Tenth Ave.	50
3. Twelfth St. & Eighth Ave.	51
4. Twelfth St. & Sixth Ave.	52
5. Twelfth St. & Third Ave.	53
6. Third Ave. & Stewardson Way	54
7. Royal Ave. & Stewardson Way	55
8. Tenth St. & Royal Ave.	56
9. Carnarvon St. & McNeely St.	57
10. Columbia St. & McNeely St.	58

## F. Twentieth St. & Queensbor (7)Pg. #

1. Fifteenth St. & Tenth Ave.	59
2. Twentieth St. & Tenth Ave.	60
3. Twentieth St. & London St.	61
4. Howes St. & Ewen Ave.	62
5. Ewen Ave. & Boyd St./Derwent Way	63
6. Boyd St. & Howes St.	64
7. Boyd St. & Boundary Rd.	65

$$(12 + 12 + 12 + 12 + 10 + 7 = 65)$$