

## **MAYOR'S TRANSPORTATION TASK FORCE**

Notice is hereby given of the following Regular Meeting of Committee:  
January 28, 2019 at 9:30 a.m.  
City Hall – Committee Room #2

### **AGENDA**

**Call to order.**

#### **EXCLUSION OF THE PUBLIC**

**1. MOTION:**

*THAT pursuant to Section 90 of the Community Charter, members of the public be excluded from the Closed Meeting of Committee immediately following the Regular Meeting of Committee on the basis that the subject matter of all agenda items to be considered relate to matters listed under Sections 90(1) (k) and 90 (2) (b) of the Community Charter:*

90 (1)

*(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.*

90 (2)

*(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;*

#### **ADDITIONS TO THE AGENDA**

**Urgent/time sensitive matters only**

**2. MOTION to Add or Delete Items from the Agenda.**

### **ADOPTION OF THE MINUTES**

3. Adoption of the minutes of December 10, 2018

### **UNFINISHED BUSINESS**

4. No items

### **PRESENTATIONS AND REPORTS FOR ACTION**

5. No items

### **NEW BUSINESS**

6. Speed Hump Policy - Gurtej Tung
7. Quayside Drive Speed Humps - Mike Anderson
8. Queen Elizabeth School - Update on Staff Actions Taken to-date and DRAFT Response to SD40 and QRA Letters - Mike Anderson & Erika Mashig

### **ADJOURNMENT**

9. *MOTION to adjourn the Meeting in open session and proceed to Closed Session.*

### **NEXT MEETING**

February 25, 2019



## **REGULAR MEETING OF THE MAYOR'S TRANSPORTATION TASK FORCE**

December 10, 2018 at 9:00 a.m.  
With immediate adjournment to Closed Meeting  
**Regular Meeting reconvenes at 10:45 a.m.**  
Boardroom B  
City Hall

### **MINUTES**

#### **MEMBERS PRESENT:**

Mayor Jonathan Coté  
Councillor Patrick Johnstone  
Councillor Jaimie McEvoy  
Jim Lowrie, Director of Engineering  
Lisa Leblanc, Manager, Transportation  
Emilie Adin, Director of Development Services

#### **MEMBER REGRETS:**

Lisa Spitale, Chief Administrative Officer

#### **STAFF:**

Eugene Wat, Manager of Infrastructure Planning (part)  
Dean Gibson, Director of Parks & Recreation (part)  
Erika Mashig, Manager, Horticulture Services and Parks and Open Spaces (part)  
John Stark, Senior Social Planner (part)

The meeting was called to order at 9:00 a.m.

#### **EXCLUSION OF THE PUBLIC**

#### **1. MOVED and SECONDED**

*THAT pursuant to Section 90 of the Community Charter, members of the public be excluded from the Closed Meeting of Committee immediately following the Regular Meeting of Committee on the basis that the subject*

*matter of all agenda items to be considered relate to matters listed under Sections 90(1) (k) and 90 (2) (b) of the Community Charter:*

90 (1)

(k) *negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.*

90 (2)

(b) *the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;*

**CARRIED.**

All members present voted in favour of the motion.

## **ADJOURNMENT**

### **2. MOVED and SECONDED**

*THAT the Mayor's Transportation Task Force in Open Session be adjourned and proceed to Closed Session.*

**CARRIED.**

All members present voted in favour of the motion.

## **RECONVENE TO REGULAR COUNCIL**

### **3. MOVED and SECONDED**

*THAT the Mayor's Transportation Task Force be reconvened in Boardroom B at 10:55 a.m.*

**CARRIED.**

All members present voted in favour of the motion.

## **ADDITIONS TO THE AGENDA**

### **Urgent/time sensitive matters only**

### **4. No additions**

**PRESENTATIONS AND REPORTS FOR ACTION**

5. No items

**NEW BUSINESS**

6. 2019 Transportation Work Plan - Deferred  
7. Draft Speed Hump Policy - Deferred

**NEXT MEETING**

TBA

**ADJOURNMENT**

ON MOTION, the meeting was adjourned at 11:00 a.m.

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**Jonathan Coté**  
Chair

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**Lisa Leblanc**  
Manager, Transportation

# **REPORT**

## *Engineering Services*

**To:** Mayor's Transportation Task Force      **Date:** January 21, 2019  
**From:** Gurtej Tung      **Item #:** 6  
Engineering Outreach Coordinator  
**Subject:** **Speed Hump Policy**

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### **RECOMMENDATION**

**THAT** members of the MTFF receive this report as an update to the Speed Hump Policy development process.

**THAT** members of the MTFF review the draft Speed Hump Policy.

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### **PURPOSE**

The purpose of the Speed Hump Policy is to enable New Westminster residents to initiate a low cost and low impact vehicle speed reduction on local roads with reduced bureaucratic process.

### **BACKGROUND**

Vehicle speeding within New Westminster neighbourhoods impacts community livability. On a regular basis residents request the installation of speed humps to help address speeding concerns. These requests have been addressed on an ad hoc basis or as part of a more involved traffic calming plan. Hence, the need for a standalone policy. The City of New Westminster's Neighborhood Traffic Advisory Committee (NTAC), which consists of staff and approximately 10 residents, had been tasked with helping develop this policy.

### **EXISTING POLICY**

- Neighbourhood Traffic Calming Policy

- The primary objectives of the Traffic Calming Policy include the reduction of vehicle speeds and volumes associated with through traffic, and the promotion of a safe and pleasant environment for all street users.
- Master Transportation Plan:
  - 7D.3: Work with local residents and businesses on establishing the right balance between local access and through traffic.

## **DISCUSSION**

### **Policy Development Process**

The development of this policy has occurred through a series of iterative meetings with NTAC and extensive background research by staff. During these meetings staff have presented ideas and/or concepts to the group and the group has collectively worked to unpack, critique and augment them.

At the April 10, 2018 NTAC meeting, staff and committee members began to define the problem and identify potential solutions.

Specifically, the discussion flushed out answers to three questions:

- What are the benefits of speed humps?
- What are the challenges associated with speed humps?
- What else could be implemented that is:
  - Low Cost & Low Maintenance
  - Easy to Install (i.e. City crews can do it)
  - Low Impact (e.g. minimal or no parking loss)
  - Easy to Understand
  - Safe for Motorists and Bicycles

At the June 12<sup>th</sup>, 2018 meeting staff and committee members focused on confirming the circumstances to which a potential Speed Hump Policy applies. Discussion focused on traffic speed & volume, traffic mix, and accessibility.

On September 18<sup>th</sup>, 2018 staff and committee members mapped out a process for initiating a review, conducting the necessary analysis, making a decision and implementing the infrastructure.

Finally, on December 11<sup>th</sup>, 2018 staff and committee members reviewed the recommended policy and procedures. The culmination of these iterative steps produced a speed hump policy that has been endorsed by NTAC contingent on some minor changes.

## **Policy Overview**

The core of the policy can be broken down into 5 overarching themes which are outlined in detail on p. 6 of the attached policy document.

- Firstly, a resident perceives a speeding problem and submits a Speeding Concern Form to the designated staff person at City Hall. The staff member and resident confirm that speed humps may be an appropriate intervention on the street of concern.
- Next, data is retrieved or collected to verify speeds.
- Then, one of three outcomes are possible. Collected data determines there is no speeding problem, there is something other than a speeding problem, or that a speeding problem does exist and speed humps are the solution.
- The resident surveys their immediate neighbourhood to gauge support for speed humps and, upon successful completion, submits the Speed Hump Survey to staff.
- If enough support is achieved, then speed humps are implemented at the next appropriate installation cycle.

## **CONCLUSION**

Strong background research and iterative meetings with NTAC have produced the current draft Speed Hump Policy. Next steps include Engineering and Finance staff working together to ensure that the procedural mechanics of the policy are functional. Finally, contingent on successful due diligence, staff will present the policy to Council in early 2019 for endorsement.

## **ATTACHMENTS**

- Speed Hump Policy (DRAFT V1.3)

## Speed Hump Policy (DRAFT V1.3)

January 3, 2019

City of New Westminster



A raised crosswalk, which is a type of Speed Hump, in Queen's Park (November 7, 2018).

## Purpose

The purpose of the speed hump policy is to enable New Westminster residents to initiate a low cost and low impact speed reduction on local roads, with reduced bureaucratic process.

## Background

When applied appropriately speed humps have proven to be an effective tool at reducing vehicle speeds and improving community safety and livability. The reduced speeds make it safer and more comfortable for all road users including cyclists and pedestrians. Speed humps, however, may not be an appropriate intervention for vehicle volume concerns.

## Scope

This policy applies to speed humps as the primary vertical deflection intervention. The design specifications for the speed humps are those outlined in contemporary professional guidance documents issued by the Transportation Association of Canada (TAC) and/or the Institute of Transportation Engineers (ITE).

The considerations under which this policy applies are as follows:

### **Speed**

If 85<sup>th</sup> percentile speeds are deemed to exceed 30km/h, as determined by industry standard traffic counts, then speed humps may be an appropriate intervention.

### **Horizontal Alignment**

Speed humps may not be an appropriate intervention on curving roads. Safety considerations are to be applied by the City's Transportation Engineer(s) based on professional judgment and current best practices and guidelines.

### **Sight Distance**

The potential location of a speed hump requires a safe stopping sight distance as determined by the City's Transportation Engineer(s) based on professional judgment and current best practices and guidelines.

### **Spacing**

Relative spacing between speed humps needs to be considered when potentially installing new ones. Exact spacing for a given context is to be determined by the City's Transportation Engineer(s) based on professional judgment and current best practices and guidelines.

## Street Classification

Speed humps are generally installed on local streets. Local streets are generally intended to provide access to property, connect to more major roads, discourage service to through traffic, and generally do not serve transit or act as primary emergency response routes.

## Grades

Speed humps are recommended for use on streets with grades of 8% or less approaching the hump. Additional analysis should be undertaken for roads with grades near 8% where ice, snow or drainage is a concern.

## Definitions

### 85<sup>th</sup> percentile speeds

85<sup>th</sup> percentile speed means that 85% of drivers are at or below a given speed. Put another way, 15% of drivers are exceeding a given speed.

### City's Transportation Engineer(s)

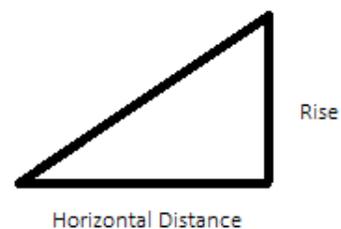
City Engineer(s) refers to a professional engineer or engineers licensed within the Province of British Columbia, employed at the City of New Westminster, or a designated employee.

### Local Street

A street with a width of 16.5m to 20m between abutting property lines. Intended to be used primarily for access to abutting residential parcels rather than for through or commercial traffic. Lanes are not considered a local street and will be handled separately.

### Street Grades

One way to calculate street grade is by dividing the rise (change in elevation) by the horizontal distance, then multiplying it by 100 to get a percentage.



### Reasonable Effort

Reasonable effort in this context means that the resident initiating the survey has made an attempt to reach all identified neighbours using a method of communication that is accessible and easy to understand.

## Process

Please see Appendix 1 for an overview of assessing and implementing speed humps.

Appendix 1- Speed Hump Application Package

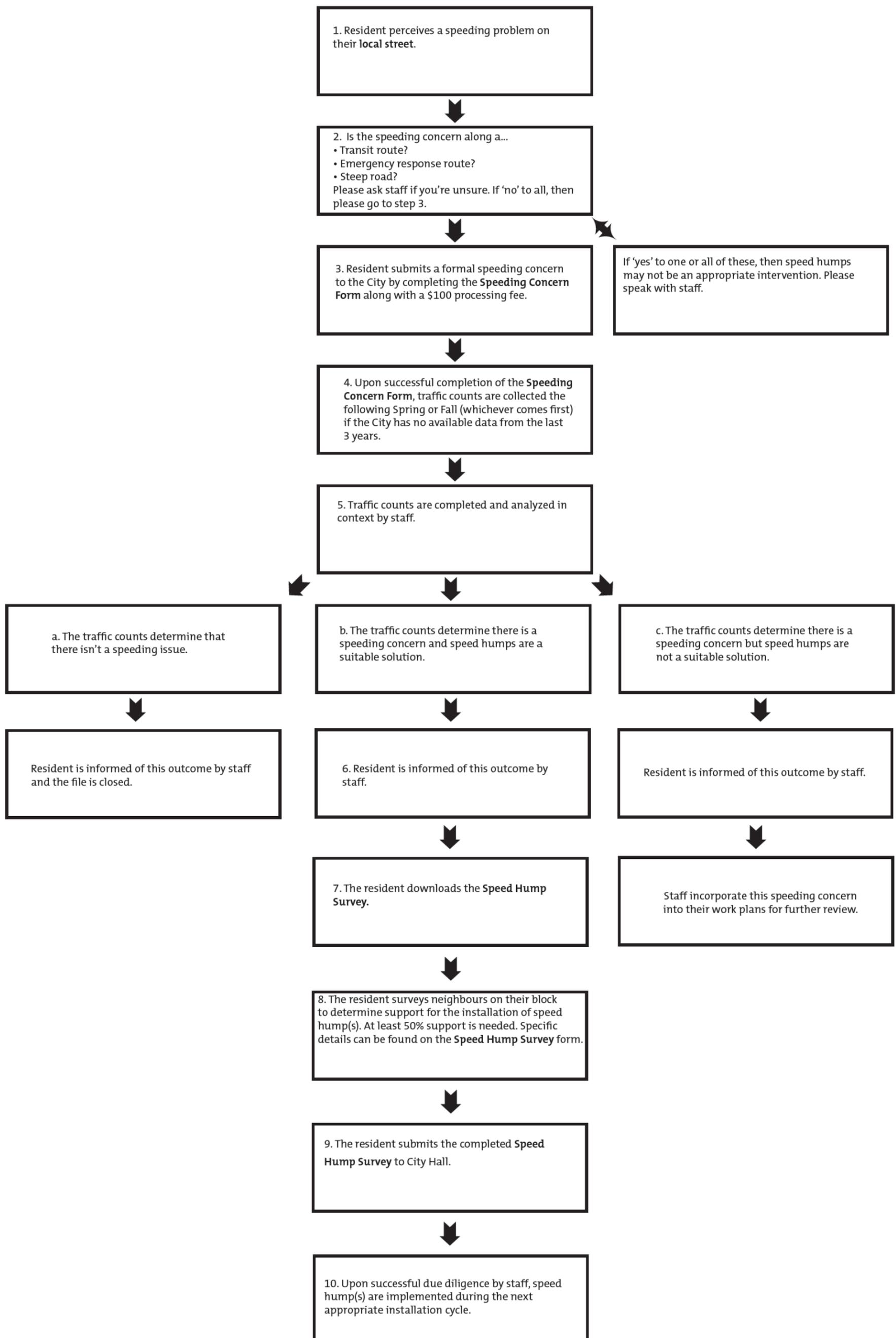
## Background

Vehicle speeding can impact community livability and we appreciate you expressing interest in improving your neighbourhood. By completing these forms, you will help inform staff of speeding concerns in your area and help determine if speed humps are an appropriate intervention. Speed humps are most suitable for local streets that are not primary emergency response or transit routes and are not overly steep. Staff can help determine the potential suitability of speed humps on your street.

Please refer to the flowchart on p.6 of this package for an understanding of our process.

## Table of Contents

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## Speeding Concern Form

Please refer to the flowchart for an understanding of the process.

Date:

Name:

Address:

Email:

Phone Number:

Signature:

Location of Concern:

Are there any noteworthy adjacent/nearby properties such as schools, daycares and seniors' homes?

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Description of Problem:

Please provide relevant details (e.g., time(s) when speeding is prevalent, direction of speeding traffic, etc.)

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## Fee

There is a \$100 nonrefundable processing fee to partially offset the cost of staff time and a portion of the traffic counts and potential speed hump(s).

## In person

City of New Westminster  
Engineering Services  
511 Royal Avenue  
New Westminster, BC V3L 1H9

## Hours of Operation

Mondays: 8:00am - 7:00pm  
Tuesdays - Friday: 8:00am - 5:00pm

## Online

Please send your completed form to [speedhumps@newwestcity.ca](mailto:speedhumps@newwestcity.ca). Payments can be made by calling 604-527-4555.

## Contact

If there are any questions please contact Fan Jin, Engineering Technologist, [fjin@newwestcity.ca](mailto:fjin@newwestcity.ca), 604-515-3760

## Speed Hump Survey

Please refer to the flowchart for an understanding of the process.

Date:

Name:

Address:

Email:

Phone Number:

Signature:

### **Neighbourhood Support**

Now that the traffic data has determined that a speeding issue exists on your street, and that speed humps are a suitable intervention, it is your responsibility to gauge the support of your neighbours for this installation. City staff can help you determine to what neighbours will need to be surveyed. Only one signatory, 18 or over in age, per household will be counted.

For multi-unit residences, a letter of support from the strata council or property management company is required. For businesses, a letter of support from the business owner and/or property management company is required. In general, there are a few considerations to keep in mind:

- At least 50% of identified neighbours or stratas will need to indicate support for the installation.
- Stratas can reach a representative decision amongst their members by whatever means deemed appropriate for the strata.
- Stratas and multi-unit rental buildings will be weighted by the number of individual units. More units means a greater weight and fewer units means a lesser weight. For example, if a 50 unit strata building is supportive of speed humps and a 20 unit strata building is opposed to them, the speed hump installation process will move forward.

**Speed Hump Survey (optional format)**

Print Name	Address	Phone	Email	Signature	Do you support the installation of speed hump(s)? Yes or No?

Additional pages can be attached.

**Outreach Method**

Please briefly describe how outreach was conducted amongst identified neighbours:

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Thank you for taking the time and effort to complete this form and speak with your neighbours. The completed form can be submitted the following ways:

**In person**

City of New Westminister  
 Engineering Services  
 511 Royal Avenue  
 New Westminister, BC V3L 1H9

**Hours of Operation**

Mondays: 8:00am - 7:00pm  
 Tuesdays - Friday: 8:00am - 5:00pm

**Online**

Please send your completed form to [speedhumps@newwestcity.ca](mailto:speedhumps@newwestcity.ca)

**Contact**

If there are any questions please contact Fan Jin, Engineering Technologist, [fjin@newwestcity.ca](mailto:fjin@newwestcity.ca), 604-515-3760

**November 30, 2018**

**From: Queensborough Residents Association (QRA)**

In support of School Board Trustee  
**Mary Lalji** motion of November 13, 2018

To: Board of Education of School District No. 40  
City of New Westminster, Mayor and City Council

**RE: Student Street Traffic and Crossing Safety at;**

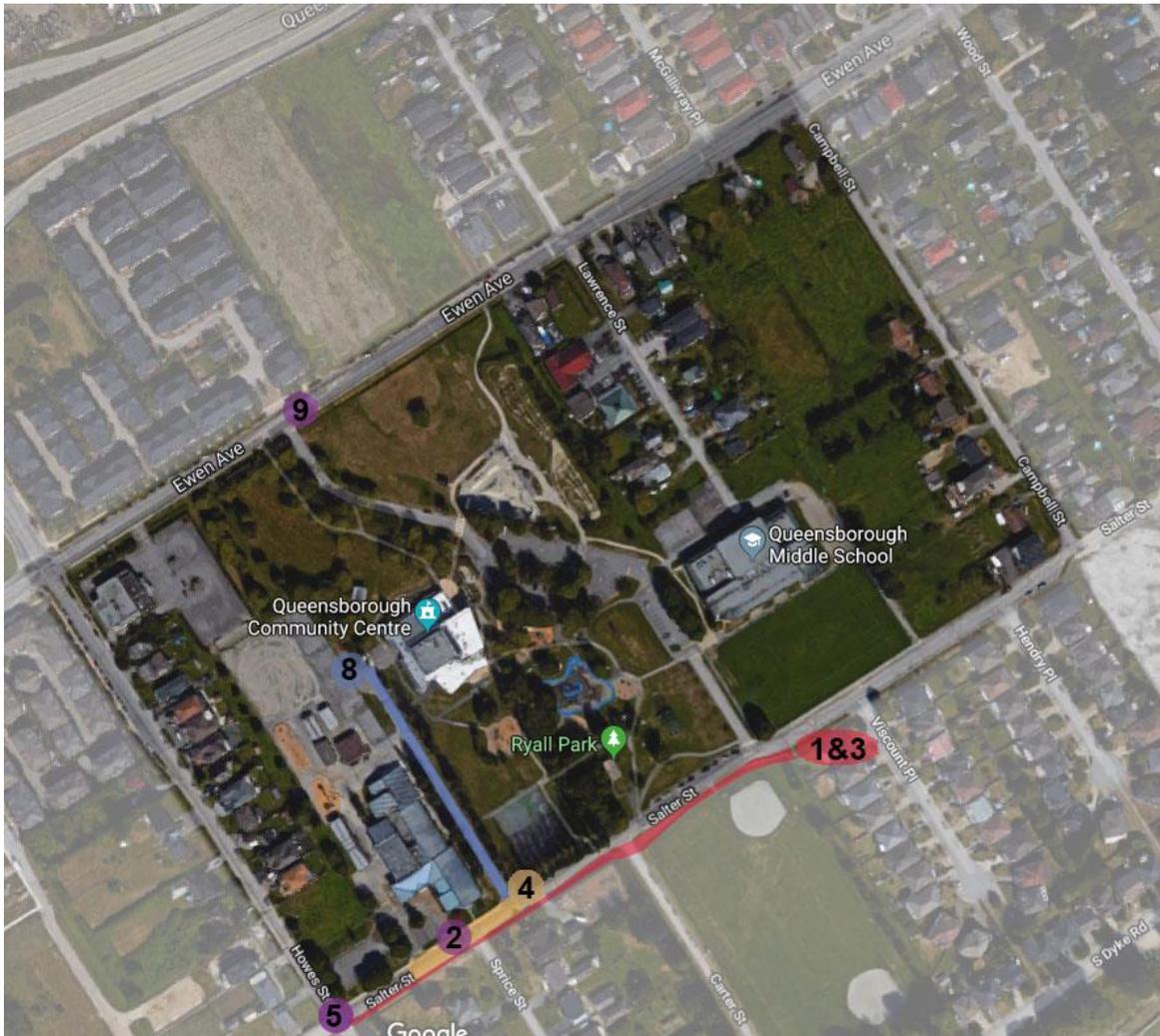
QEES Queen Elizabeth Elementary School (K to 4)  
921 Salter Street, New Westminster, BC, V3M 6G8

QMS Queensborough Middle School  
833 Salter Street, New Westminster, BC, V3M 6G8

This letter is written to convey the QRA’s support for changes to safety measures and street infrastructure around Queen Elizabeth Elementary and the surrounding school/community complex. Both QEES and QMS are located on Salter Street; one of the three main residential thoroughfares running east/west in Queensborough. In addition, Howes Street to the south is a significant corridor to the 91A (including non-residents avoiding traffic disruptions). There have been several complaints within the community regarding both volume and speeding on both routes. Furthermore, parking and safety infrastructure is also inadequate to ensure child welfare, particularly at the Elementary school.



The QRA's concern with safety regarding the street condition, road markings, signage and parking around QEES has been ongoing for a very long time. The QE PAC has highlighted their concerns with Trustees while the QRA Traffic Rep has reported concerns to the City/NTAC. With traffic, population and student increases throughout the area, this situation is becoming increasingly unsafe for the children and residents.



**There are several specific instances of unsafe conditions of note:**

1. There are no sidewalks on the south side of Salter St from Howes to Campbell. While this limits safety, further danger is posed due to the proximity of the south ditches and banks along this stretch. *We should also note that there is extremely limited street lighting between Howes and Campbell on Salter Street.*
2. There is no crosswalk spanning Salter Street from Queen Elizabeth to the south side of the street. Signage denotes a No Parking Drop Off Zone south of the street. This requires children to cross the street unattended or force parents to park illegally to

bring their children across the street. There is no sidewalk on the south side, thus no cross walk nor crossing guards.

3. In some areas, general signage along Salter Street and Spruce Street is either lacking or knocked down. There is no parking permitted on the north side of Salter between the school and Howes, a safer alternative for Drop Off. There is no signage along Spruce, a narrow road with deep ditches on both sides.
4. There are no road markings such as a large white letter X or School painted on the road adjacent to QEES.
5. The corner of Howes and Salter (4-way stop) is missing crosswalk markings.
6. The south side alignment of Salter Street from Howes to Campbell is poorly planned and the road width varies along this route.
7. There are five speed bumps on Salter between Howes and Campbell street. They appear to be inadequate in slowing vehicle traffic and in certain areas appear too far apart.
8. Parents occasionally use the service road to the Queensborough Community Centre to pick up children, an extremely unsafe practice due to the volume of people on the road before/after school. Although Principal Manville has worked hard to ensure parents do not drive on this stretch, there is nothing to prevent them from using it or disregarding the request. In a specific case, one parent would routinely drive the road in reverse so he didn't have to worry about turning around after pickup.
9. While there is currently a crosswalk at the 800 block of Ewen (running north-south to the Community Centre and school properties), it is not currently lit with a signal for school children's safety. Visibility around parked cars is a considerable concern here.

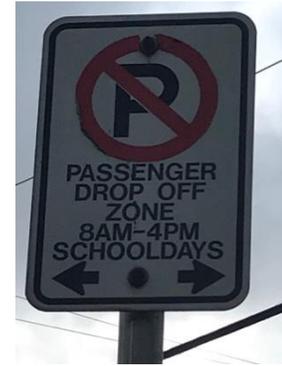




Figure 1 – Traffic lined up down Salter to Howes (note white truck parked beside barrier)



Figure 2 – Family crossing Salter Street (NO CROSSWALK)



*Figure 3A – Parking congestion on Spruce Street (note child in street). There are significant ditches on both sides of Spruce, with parents parking on both sides due to lack of parking restrictions along the street.*



Figure 3B – A second image of Spruce Street. Note parking right at stop line (not uncommon).



Figure 4 – Howes and Salter Streets: families use all four sides of the crosswalk yet only one is painted.

One further complication with the parking situation at QEES is the School Board policy that students from K to Grade Two need to be physically handed off to their teachers for the morning bell and again received following the afternoon bell. While this is an understandable policy for child safety, a significant population are not in walking distance from the school, meaning that many parents are leaving their vehicles in No Parking zones or unsafe spaces to collect their children. Salter, Howes, Sprice and surrounding streets end up filled with cars, often double parked along deep ditches while parents wait to receive/hand off their children. This parking issue overuses side streets, and creates hazards for pedestrians and other drivers. One possible solution could be for Roma Hall (at the corner of Howes and Ewen) to accommodate parent parking at weekday pickup and drop off only. If that is an amenable comprise, it would be helpful for both the City and School Board to recognize or incentivize Roma Hall for this alternative.

We at the QRA sincerely thank you for reviewing our concern and request for assistance. Parking and road issues alongside the Queensborough schools have been a long standing issue. It is our deep concern that the City and School Board move to rectify this issue as soon as possible. Our population is growing. Our traffic is increasing. This matter needs to be addressed shortly, especially before someone is hurt.

Many thanks for your time.

Best wishes,

Laurie Moore  
President, QRA

Laura Ranalletta  
Director, QRA

CC: Gurveen Dhaliwal – SD 40 Trustee,  
Paul Manville - QE Principal  
Renee Chadwick – QCC Facility Manager  
Bernadette Gourlay – QE PAC Chair  
Michelle Pastro – QMS PAC Chair  
Lisa Nasato – QMS Principal



## **REPORT**

### *Engineering Services*

**To:** Mayor's Transportation Task Force      **Date:** January 28, 2019  
**From:** Mike Anderson, P.Eng., MCIP, RPP      **File:** 05.1033.20  
Transportation Engineer      (EDMS #1349500)  
**Item #:** 7

**Subject:** Quayside Drive Speed Humps & Raised Crosswalks

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#### **RECOMMENDATION**

**THAT** the Mayor's Transportation Task Force receive this report for information.

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#### **PURPOSE**

This report provides the Mayor's Transportation Task Force (MTTF) with an update on the status of speed humps and raised crosswalks on Quayside Drive.

#### **BACKGROUND**

In May 2018, Metro Vancouver installed temporary speed humps and raised crosswalks along Quayside Drive between the K de K Court and Laguna Court. They were installed to discourage motorists from shortcutting and speeding along Quayside Drive while a portion of Front Street and Columbia Street were closed to traffic to facilitate sewer main upgrades.

The Metro Vancouver project is now reaching an end and the temporary speed humps and raised crosswalks were to be removed as part of the demobilization process. However, City of New Westminster staff have requested that Metro Vancouver's contractor leave the measures in place pending a review and final decision by the City about installing them on a permanent basis. Should a decision be made to make the permanent, they would be reconstructed to meet existing design guidelines and to improve accessibility at the raised crosswalks.

## **EXISTING POLICY/PRACTICE**

Although the installation of speed humps and raised crosswalks on Quayside Drive did not follow the City's usual approach to traffic calming, their implementation is consistent with Master Transportation Plan (MTP) policies and actions:

- Policy 7A – Prioritize Traffic Calming Treatments
  - 7A.1: Continue to identify and prioritize New Westminster neighbourhoods that require traffic calming treatments to improve neighbourhood livability
- Policy 7C – Manage Through Traffic
  - 7C.1: Keep through traffic on major routes
- Policy 7D – Maintain Local Access
  - 7D.1: Maintain and improve local access for residents, employees, and businesses in New Westminster without encouraging additional through traffic

## **DISCUSSION**

The following sections summarize data collection and public feedback related to the speed humps and raised crosswalks on Quayside Drive. Relative to this discussion, it should be noted that the current speed limit on Quayside Drive is 50 km/h. It is recognized, however, that many residents support reduced speed limits to improve road safety and comfort, especially for vulnerable road users.

### **Traffic Analysis**

Traffic data (speed, volume) were collected to the west of Reliance Court in 2010 (well before speed humps and raised crosswalks were installed) and 2018 (shortly after installation). This allows for comparisons at the same section of Quayside Drive before and after the speed humps and raised crosswalks were installed.

Data were also collected further west on Quayside Drive in 2018, in a section where no speed humps were installed. This allows for comparisons between different sections of Quayside Drive with and without speed humps. For the purposes of the tables below, the “eastern” section refers to the section of Quayside Drive with speed humps (Laguna Court to K de K Court), and the “western” section refers to the section without speed humps (Third Avenue overpass to Laguna Court).

Below are tables summarizing 15<sup>th</sup>-, 50<sup>th</sup>-, and 85<sup>th</sup>-percentile speeds on the eastern section of Quayside Drive before (2010) and after (2018) installation of the speed humps and raised crosswalks. To assess the prevailing traffic speeds on a street, the 85<sup>th</sup>-percentile speed is typically measured as a benchmark. The 85<sup>th</sup>-percentile speed is the speed above which 15% of motorists are driving. Other percentiles are included in the tables for reference. The findings in the following tables are categorized by location, time of day (day – 7AM to 8PM; night – 8PM to 7AM), and direction.

**Table 1: 2010 (Pre-Installation) Speed Summary (km/h) – Eastern Section**

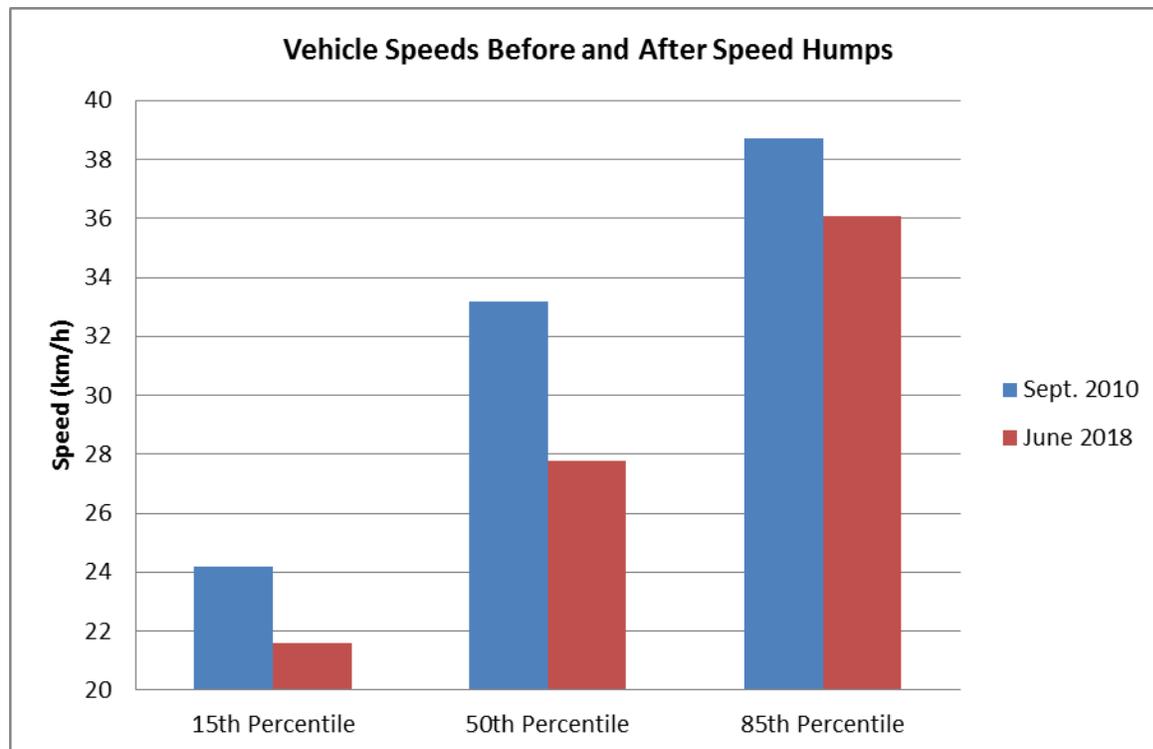
	Overall		Eastbound		Westbound	
	Day	Night	Day	Night	Day	Night
15 <sup>th</sup> -percentile	24.2	23.6	24.5	23.4	24.0	23.8
50 <sup>th</sup> -percentile	33.2	32.8	33.6	32.9	32.8	32.6
85 <sup>th</sup> -percentile	38.7	38.7	39.2	39.2	38.2	38.3

**Table 2: 2018 (Post-Installation) Speed Summary (km/h) – Eastern Section**

	Overall		Eastbound		Westbound	
	Day	Night	Day	Night	Day	Night
15 <sup>th</sup> -percentile	21.6	21.5	22.0	22.1	21.1	21.1
50 <sup>th</sup> -percentile	27.8	27.7	28.9	29.2	26.5	26.6
85 <sup>th</sup> -percentile	36.1	36.6	37.1	37.6	34.7	34.9

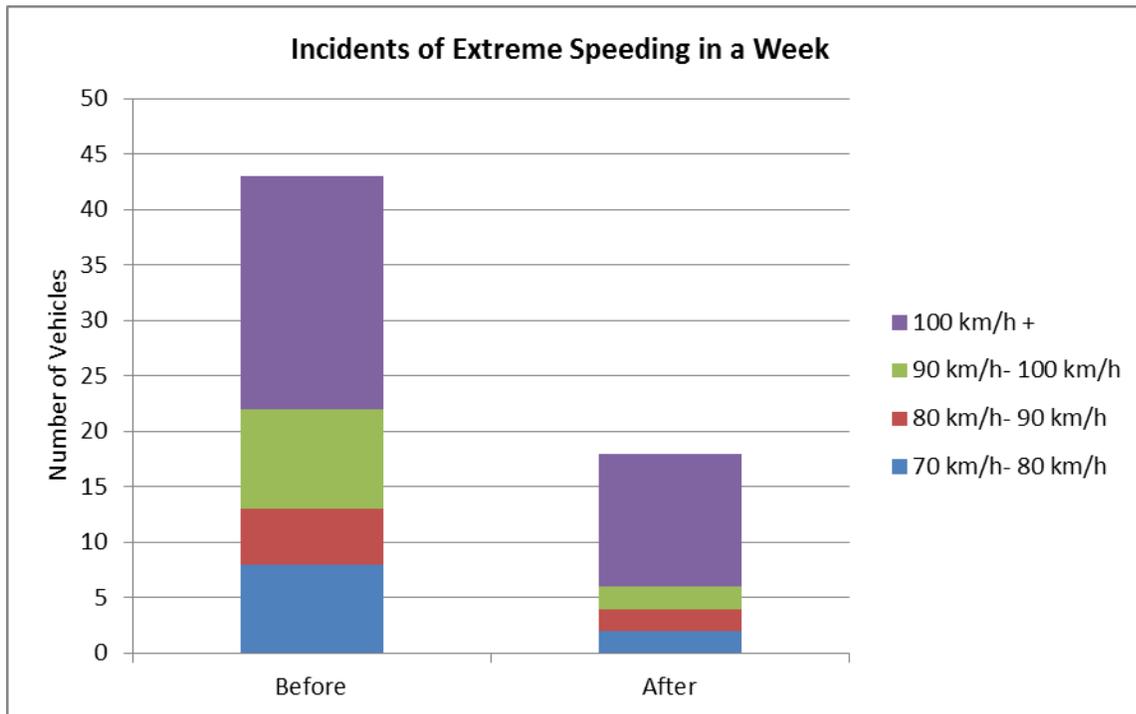
The data from the above tables are summarized in Figure 1 for combined directions of travel and daytime hours. After speed humps were installed, daytime 50<sup>th</sup>-percentile speeds decreased by 5.4 km/hr, whereas daytime 85<sup>th</sup>-percentile speeds decreased by 2.6 km/hr.

**Figure 1: Daytime Vehicle Speeds Before and After Speed Hump Installation – Eastern Section**



The following chart illustrates the number of motorists engaged in extreme speeding (>70 km/h) before and after speed hump installation. The period observed covers a week. Although some excessive speeding remains, the data indicate a 58% drop in incidents of extreme speeding after installation of speed humps and raised crosswalks.

**Figure 2: Incidents of Extreme Speeding Before and After Speed Hump Installation – Eastern Section**

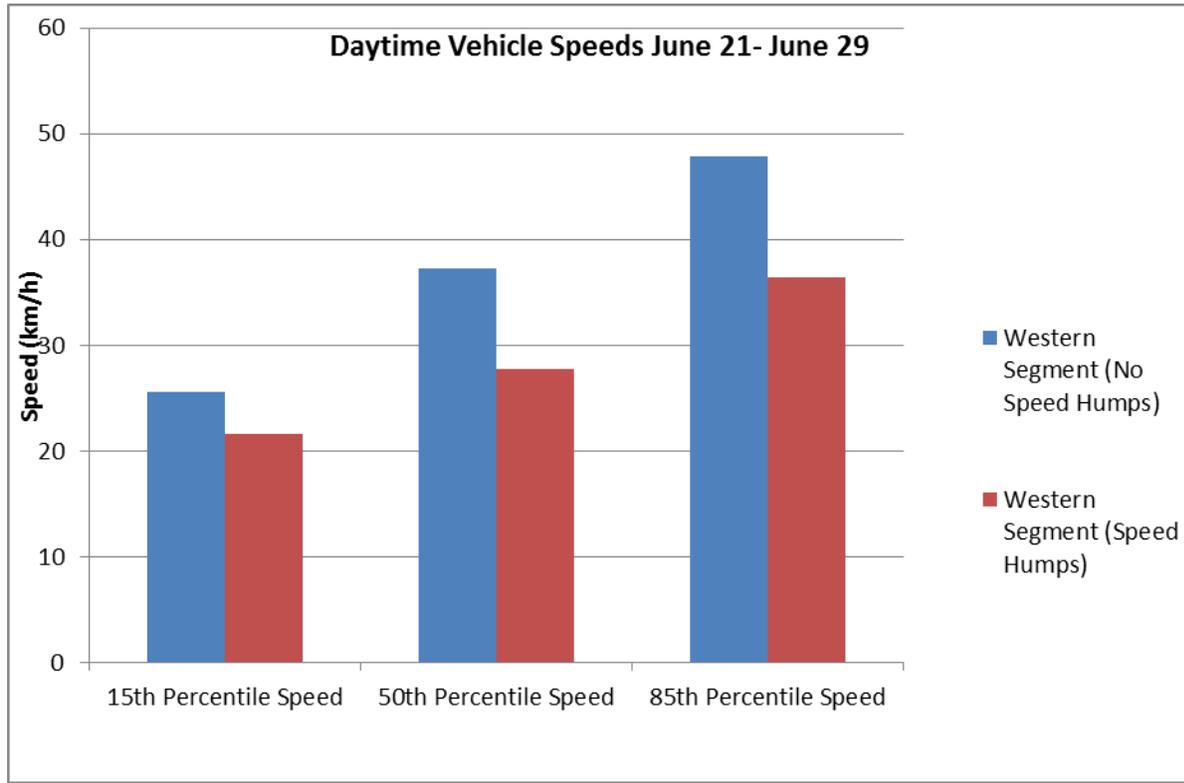


The speed humps were installed on the eastern segment of Quayside Drive between Laguna Court and K de K Court. The western segment of Quayside Drive, from the Third Avenue overpass to Laguna Court, contains no speed humps. Below are a table summarizing traffic speeds at various percentiles and a chart comparing vehicle speeds between the eastern and western segments of Quayside Drive in 2018 (after installation). All measurements were taken between June 22, 2018 and June 29, 2018. The daytime 85<sup>th</sup>-percentile speed was 11.7 km/h higher at the location without speed humps compared to the location with speed humps.

**Table 3: 2018 (Post-Installation) Speed Summary (km/h) – Western Section (no measures)**

	Overall		Eastbound		Westbound	
	Day	Night	Day	Night	Day	Night
15 <sup>th</sup> -percentile	25.6	24.9	25.5	24.8	25.8	25.0
50 <sup>th</sup> -percentile	37.3	47.3	36.7	36.5	38.1	38.3
85 <sup>th</sup> -percentile	47.9	48.6	47.3	47.8	48.5	49.5

**Figure 3: June 2018 Daytime Vehicle Speeds in the Western and Eastern Segments of Quayside Drive**



**Public Feedback**

The City logged thirteen Action Requests related to the Quayside Drive speed humps in 2018. Just over three-quarters of these were positive reactions to the speed humps or requests that they remain. Approximately one-quarter expressed negative reactions towards the speed humps. Those who approve of the speed humps cite observations of improved pedestrian safety and lower rates of speeding since installation of the temporary speed humps. Among those who disapprove of the speed humps, a lack of community consultation emerged as a key theme.

**Table 4: 2018 Action Request Summary**

Number	Issue	Positive/ Negative?
2018-092	Issue with pedestrian safety at crosswalk at Quayside Dr. & Reliance Court. Requests crossing island.	Positive
2018-129	Appreciate speed bumps; dislikes placement as noisy near unit	Positive
2018-130	Complaint about lack of consultation before installation (mostly concerned about cost) and does not want them installed permanently	Negative

<b>Number</b>	<b>Issue</b>	<b>Positive/ Negative?</b>
2018-149	Request speed humps be made permanent, especially ones over pedestrian crossings	Positive
2018-153	Approves of speed humps- helpful to pedestrians and successful in slowing traffic	Positive
2018-169	Approves of speed humps, requests permanent installation	Positive
2018-182	Requests speed humps stay after completion of Metro Vancouver project. Observes less speeding and improved pedestrian safety.	Positive
2018-209	Requests more speed humps to slow traffic on Quayside	Positive
2018-218	Complaint about speeding and lack of pedestrian safety at crosswalks on Quayside. Requests speed humps stay permanently.	Positive
2018-404	Request speed humps stay permanently. Feels street is unsafe for pedestrians.	Positive
2018-432	Likes speed humps; requests height be increased	Positive
2018-485	Doesn't want speed humps installed permanently	Negative
2018-493	Dislikes speed humps, believes other residents feel same way, requests survey of neighborhood to determine popularity	Negative

In addition, staff received some messages directly from the public that were not logged as action requests. The vast majority of these were positive.

Metro Vancouver also received feedback concerning the speed humps from 20 residents of Quayside Dr. between April 2018 and November 2018. The majority of the feedback was positive and approved of the installation. The following is a sample from the Metro Vancouver report summarizing key themes which emerged:

- Thank you for putting in these speed humps.
- There has been a noticeable improvement in speed, safety and general livability on the street since the speed humps were put in place.
- We were disappointed to hear they are only temporary; please make them permanent.
- We have been dealing with these challenges for many years.
- The lighting could be improved as well, particularly at the crosswalks.

A few residents were concerned about speed hump placement and accessibility issues. However, none of the communications recorded by Metro Vancouver expressed outright opposition to the speed humps, and there is some interest in adding speed humps further west along Quayside Drive. (It should be noted that some of the feedback received by Metro Vancouver may be from individuals who also contacted the City, so there may be some duplication in the public feedback.)

There are a few references to the traffic calming in the online Quayside Community Board minutes, including positive feedback and suggestions that speed humps be added west of Laguna Court.

Late in 2018, the Mayor's Office and Engineering staff received multiple items of correspondence from one individual strongly opposed to the speed humps and crosswalks and concerned about the lack of public engagement on this topic (AR#2018-493). The individual indicated that they had spoken to many other residents who are opposed to the measures, had developed a petition, and encouraged the City to survey residents for their opinions.

### **NEXT STEPS**

Staff are able to provide a similar status update to Council in the near term, should the MTTF wish to take that approach.

In late February or early March, staff will be engaging with residents of Quayside Drive on the topic of on-street parking management, and intend to include information on the speed humps and raised crosswalks in that forum. This engagement will include a resident survey, and staff propose that it also include a simple question requesting an indication of support for or opposition to permanent installation of the speed humps and crosswalks. This will give staff a clearer understanding of broader public sentiment than the individual feedback we have received to date. Although staff support making the measures permanent based on the traffic data and public feedback we have heard, it is suggested that a final recommendation about permanent installation be considered by Council upon receipt of the results of the survey.

### **CONCLUSION**

As described in this report, the temporary speed humps and raised crosswalks on Quayside Drive have led to a reduction in traffic speeds, and a significant reduction in excessive speeding. Public feedback received by City staff and Metro Vancouver has been strongly positive, although there are some residents who have expressed opposition and who indicate latent opposition within the community.

Staff recommend surveying residents in conjunction with an upcoming engagement program related to parking management on Quayside Drive. This will provide staff with a clearer understanding of broader public sentiment than the individual feedback we have received to date.



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## BOARD OF EDUCATION

December 6, 2018

Mayor Jonathan X. Cote  
City of New Westminister  
511 Royal Avenue  
New Westminister, BC V3L 1H9

**BY E-MAIL:** jcote@newwestcity.ca

Dear Sir:

**RE: Student Street Traffic and Crossing Safety at Queen Elizabeth Elementary & Queensborough Middle Schools**

The Board of Education recognizes that City of New Westminister takes the safety of its residents, visitors, and workers very seriously. We also know that there is good work underway to improve the experience of pedestrians, cyclists, and drivers.

However, I am writing today to share our concern about traffic safety risks to the health and safety of children, caregivers, and staff across our School District. Parents, staff, community partners, and students are asking for increased attention to traffic safety concerns. We recognize we all have a role in developing solutions, and would like to work in partnership with the City and relevant Committees to bring some urgency to addressing traffic safety concerns, particularly those that pose risks during pick-up and drop-off times near school sites.

One particular example is that of Salter Street in Queensborough, which borders the south side of Queen Elizabeth Elementary School and Queensborough Middle School properties. As a location with severe site constraints, including limited sidewalks, crosswalks, or traffic signals, we are witnessing growing conflict between pedestrian and vehicle traffic compounded by tremendous growth. Staff and parents have tried a number of ways to mitigate the risks, but we are looking for guidance and support from the City to improve the current design and infrastructure concerns. The Queensborough Residents Association, Queen Elizabeth and Queensborough Parent Advisory Committees are among those who have identified concerns, and tried to identify potential solutions.

If the District can be of some assistance in helping the City expedite a plan of action that ensures safe school traffic zones, please let us know. We are encouraged to hear that there has been good communication with City staff over the past few weeks, and appreciate the opportunity to work collaboratively to develop solutions as expeditiously as possible.

Warm regards,

**SCHOOL DISTRICT NO. 40 (NEW WESTMINSTER)**

A handwritten signature in black ink, appearing to read "Mark Gifford", is written over a faint, illegible printed name.

Mark Gifford  
Chair, New Westminister Board of Education

cc: Board of Education, New Westminister Schools  
Karim Hachlaf, Superintendent/CEO  
Lisa Spitale, Chief Administrative Officer  
Kim Morris, Secretary-Treasurer