

September 2017

Introduction



Queen's Park on a spring day.

Queen's Park is one of the oldest neighbourhoods in the city and is home to many young families who value safe and reliable forms of transportation. The Queen's Park Traffic Calming Plan (the plan) focuses on walking, cycling, transit and driving enhancements. The study area is bordered by 6th Street and McBride Avenue on the west and east and 6th Avenue and Royal Avenue on the north and south.

This report summarizes the outcome of the first phase of public engagement for the plan, which consisted of a 'travelling roadshow', conducted by the City of New Westminster staff on June 17, 2017, as well as an online and in-person community survey. The workshop was attended by over 50 members of the community and over 140 responses were received for the survey. The purpose of this report is to provide an overview of the concerns and priorities mentioned in the roadshow and the survey in order to strategically plan for traffic calming in the neighbourhood.



The Roadshow

The City hosted a 'travelling roadshow' on June 17, 2017 to engage the residents of Queen's Park about transportation issues in the neighbourhood. Three 1-hour stops were made throughout the day which included Friendship Gardens, Sullivan Park and Queen's Park. The purpose of the roadshow was to provide the community with an accessible opportunity to share their experiences, opinions, concerns and issues in relation to all modes of transportation in the Queen's Park area. During the workshop, City staff facilitated conversations with the aid of a large roadmap of the neighbourhood. Residents left color coded comments, using sticky dots, on the map. Each dot corresponded to a transportation mode. Green dots indicated walking, yellow indicated cycling, blue indicated transit and red indicated driving. The roadshow was advertised through the City webpage, Facebook, Twitter, direct ad-mail to all addresses in the neighbourhood and through communication with the Queen's Park Residents' Association. **Based on sign in sheets and photographs approximately 50-60 people attended the in person sessions.**



Transportation Engineer Jerry Behl talking with residents.



The Roadshow



Resident's discussing transportation in Queen's Park.

Emergent Themes

- Traffic calming created by crosswalks and parking on 6th Street between 5th & 6th Avenue is well received;
- There is a desire for increased transit frequency on 6th Street;
- Illegal U-turns at Royal Avenue and 4th Street parking lot are problematic;
- Drivers do not comply with the turn restrictions on 1st Street at Royal Avenue. 1st Street also has issues with excessive speeding and high traffic volumes from those travelling to the Pattullo Bridge;
- Generally speaking the transit service on 2nd Street is working well;
- Comments were received that 4th Avenue between 3rd and 1st Street has high traffic volumes and speeds which make it uncomfortable for walking and cycling;
- There is a desire to maintain the C4 bus service.



Survey

Residents had an opportunity to complete the survey in person at the roadshow and online. The survey was advertised through the City webpage, Facebook, Twitter, direct ad-mail to all addresses in the Queen's Park neighbourhood and through communications with the Queen's Park Residents' Association. **In total over 140 responses were received.** See appendix 1 for survey questions.

Methodology

The survey results were analyzed using Microsoft Excel. Given the qualitative nature of many questions, subjective grouping of answers, by theme and/or topic, was conducted.

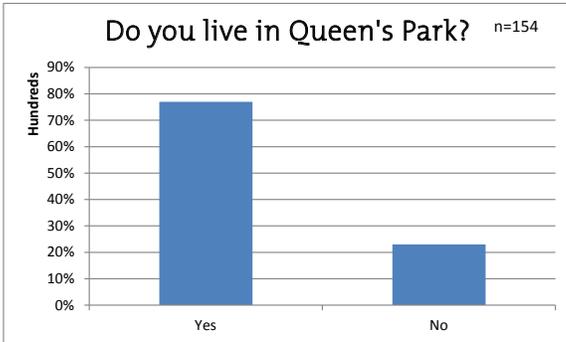
In addition, when asking residents to rank their preferred mode of transportation, responses were assigned a point value. For example, if a resident indicated walking as their preferred mode, then walking received 3 points. The second most preferred mode received 2 points and third most preferred received 1 point. Although this exaggerates the differences between mode preferences, this data, in combination with other qualitative and quantitative information begins to paint a picture of how Queen's Park residents move about.



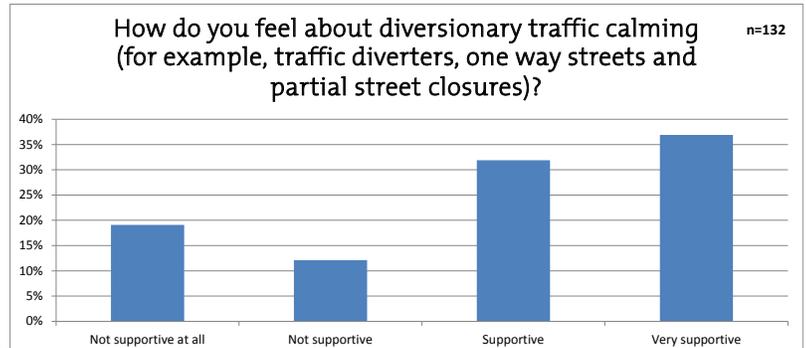
Leave your transportation comments on the map!



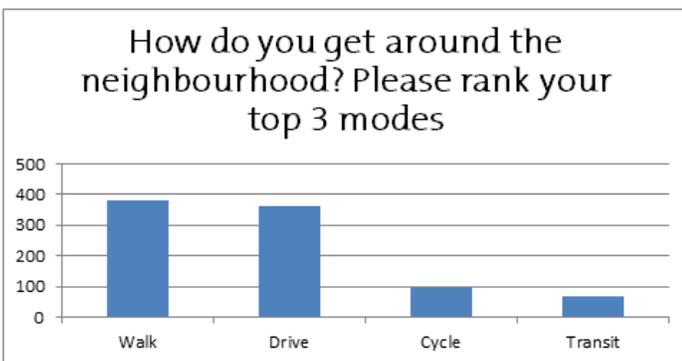
Survey Results



The majority of survey takers lived in Queen's Park. The remaining presumably live in other New Westminster neighbourhoods who frequent the Queen's Park area or are not from New Westminster altogether but, nevertheless, have a vested interest in the neighbourhood.



69% of survey respondents were supportive or very supportive of diversionary traffic calming measures. This support may allow for more creative engineering solutions to achieve traffic calming and enhance walking, cycling and transit experiences.



1st - 3 points | 2nd - 2 points | 3rd - 1 point

As mentioned, the points assignment does exaggerate the differences between mode preferences. However, by doing this, we begin to understand the nuances around how Queen's Park residents, and those that frequent the area, move around.

The preferred mode of transportation for those surveyed is walking. With nearby amenities and a pleasant streetscape, walking proves to be enjoyable and accessible mode. Driving is the second most preferred mode followed by cycling and transit.

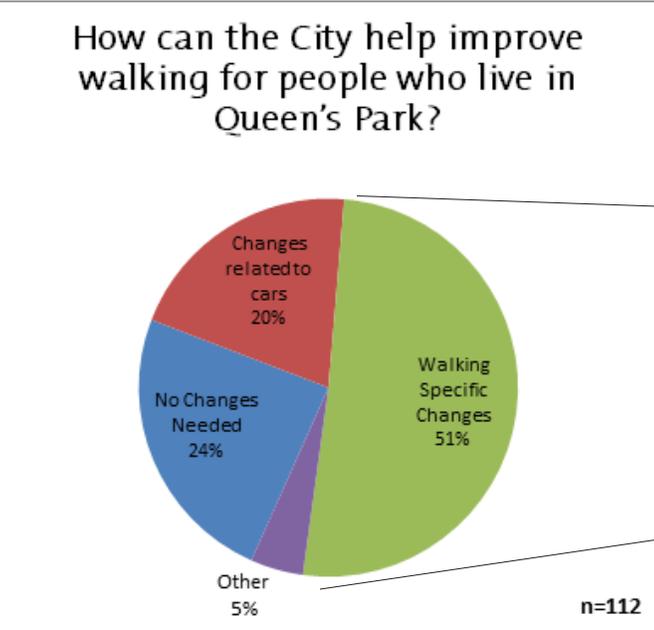
What is your age? n=136

Average age = 51

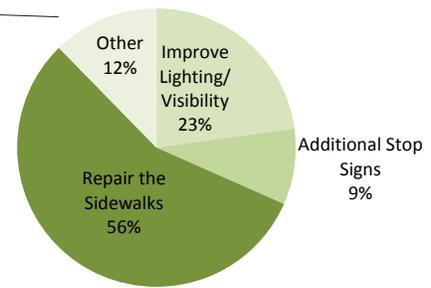
The average age of participants was 51. Many, based on the in-person engagement, appeared to be home owners. A few youth tangentially engaged in the process through their parents during the in-person events.



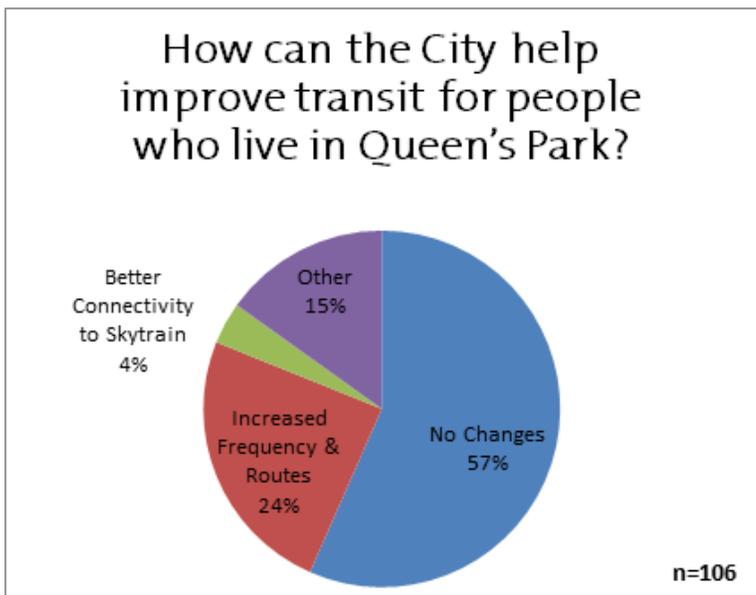
Survey Results



Walking Specific Improvements n=57



Many survey respondents felt that no changes were needed to improve walking or, if they were needed, they related to vehicles in terms of speed, frequency and so forth. Approximately half of survey respondents provided walking specific improvement suggestions. These included repairing the condition of the sidewalks, improving lighting and visibility and improving crossings with stop signs.



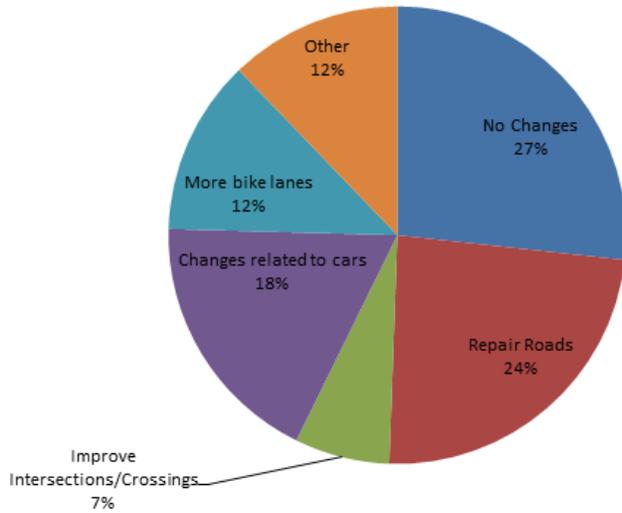
The majority of respondents did not feel any transit improvements were needed. This is due to them using other modes of transportation or feeling that the proximity to the Skytrain was quite good. Nevertheless, some did indicate a desire to have increased frequency on certain bus routes in addition to new bus routes altogether. Finally, a small number of people indicated better connectivity to the Skytrain by way of walking.



Survey Results

How can the City help improve cycling for people who live in Queen's Park?

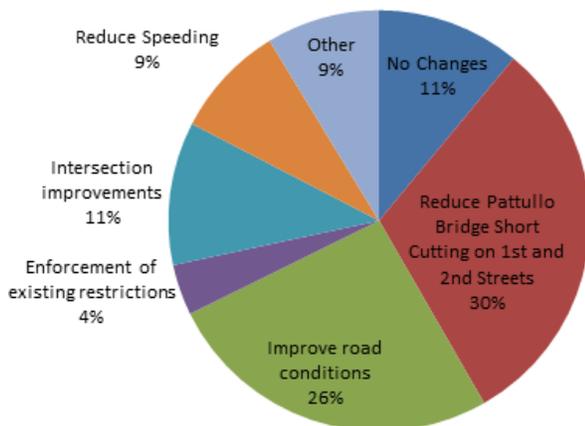
n=108



Respondents indicated that repairing the roads, improving conflict zones to make it more safe and increasing the number of bike lanes would all help improve the cycling experience within Queen's Park.

How can the City help improve driving for people who live in Queen's Park?

n=116



A major challenge indicated by respondents with regards to driving relates to shortcutting traffic and associated volumes, frequency and speeds. Specifically, traffic shortcutting down 1st and 2nd Streets to get to the Pattullo Bridge has been identified as problematic. In addition, the condition of the roads has been indicated as a challenge with a desire to have smoother surfaces. However, some residents also indicated that the current road conditions do produce a form of 'natural' traffic calming. Finally, a number of intersection improvements were indicated in addition to enforcement of existing turn restrictions.



Conclusion

Implications

- There is support for diversionary traffic calming measures in order to improve livability within Queen's Park.
- Walking is a high priority mode and interventions should reflect this in terms of sidewalk conditions, connectivity and improved lighting and visibility.
- Perceived cycling and vehicle improvements go hand-in-hand in terms of road conditions, bike lanes and intersection design.

Next Steps

The next steps in the traffic calming process are:

- Data collection in October 2017;
- Phase 2 of public engagement, in the Fall of 2017, providing information on what was heard and possible engineering measures to address the issues that were raised;
- Design of engineering measures in Winter 2017;
- Begin construction of some traffic calming measures the Summer 2018.



Transportation comments are coming together!



Appendix 1

Queen's Park Traffic Calming Plan – Survey
Phase 1 – Listen and Learn
June 17, 2017

1. Do you live in Queen's Park? Please circle one.

Yes | No

2. How do you get around the neighbourhood? Please rank your top 3 modes.

1 = the most often used | 2 = the second most used | 3 = the third most used.

Walk _____

Transit _____

Cycle _____

Drive _____

Other (please specify and rank) _____

3. How can the City help improve walking for people who live in Queen's Park?

4. How can the City help improve transit for people who live in Queen's Park?

5. How can the City help improve cycling for people who live in Queen's Park?

6. How can the City help improve driving for people who live in Queen's Park?

7. How do you feel about diversionary traffic calming (for example, traffic diverters, one way streets and partial street closures)? In order to reduce the number of vehicles short cutting through the neighbourhood and, by association, improve walking and cycling conditions, would you be supportive of measures that may make it inconvenient (but still possible) to drive through your neighbourhood? Please circle one.

Not supportive at all | not supportive | supportive | very supportive

8. Are there any other comments?

9. What is your age in years?

