

Notice is hereby given for the following meeting:
**SUSTAINABLE TRANSPORTATION
ADVISORY COMMITTEE (STAC)**

**March 4, 2020 at 5:30 p.m.
Council Chamber, City Hall**

AGENDA

1.0 ADDITIONS / DELETIONS TO AGENDA

2.0 ADOPTION OF MINUTES

- 2.1 Adoption of the Minutes of the November 12, 2019 Neighbourhood Traffic Advisory Committee Meeting**
- 2.2 Adoption of the Minutes of the December 4, 2019 ACTBiPed Committee Meeting**

3.0 PRESENTATIONS

- 3.1 Orientation and Oaths of Office – Carilyn Cook, Committee Clerk**

4.0 UNFINISHED BUSINESS

No Items

5.0 NEW BUSINESS

- 5.1 2020 Committee Work Plan – Lisa Leblanc, Manager, Transportation**
- 5.2 Transportation Policy Framework – Lisa Leblanc, Manager, Transportation**
- 5.3 Uptown Streetscape Vision – Lisa Leblanc, Manager, Transportation**
- 5.4 Parking Policy – Lisa Leblanc, Manager, Transportation**
- 5.5 Election of Alternate Chair – Committee**

6.0 REPORTS AND INFORMATION

No Items

7.0 CORRESPONDENCE

No Items

8.0 NEXT MEETING DATE

Wednesday, May 6, 2020 in Council Chamber at 5:30 p.m.

9.0 ADJOURNMENT



Corporation of the City of
NEW WESTMINSTER

**NEIGHBOURHOOD TRAFFIC ADVISORY COMMITTEE
(NTAC)**

**Tuesday, November 12, 2019, at 5:30 p.m.
Council Chambers – City Hall**

MINUTES

VOTING MEMBERS PRESENT:

Councillor Jaimie McEvoy	- Chair
Brennan Anstey	- District Parent Advisory Council Representative
Tracie Berg	- Queensborough Residents' Association (RA) Representative
Doug Bjornson	- Glenbrooke North RA Representative
Wilf Brodrick	- McBride - Sapperton RA Representative
Roland Guasparini	- Downtown RA Representative
John Hooker	- Brow of the Hill RA Representative
Danielle Karlsson	- Massey Victory Heights RA Representative
Iain Lancaster	- School District #40 (SD#40) Representative
Frank Norman	- West End RA Representative
Robert Petrusa	- Connaught Heights RA Representative
David Tate	- Community Member
Karon Trenaman	- ICBC Representative
Philip Walkinshaw	- Moody Park RA Representative

REGRETS:

Martina Rempel	- Queens Park RA Representative
Raunaq Singh	- Victoria Hill Ginger Drive RA
Vickie Turvey	- Quayside Community Board Representative
Vacant	- Coast Mountain Bus Group
Vacant	- Downtown Business Association
Vacant	- New Westminister Chamber of Commerce Representative

STAFF:

Mike Anderson	- Transportation Engineer
Lisa Leblanc	- Manager, Transportation
Sgt. Greg Smith	- New Westminister Police Department
Roberta Pak	- Recording Secretary

The meeting was called to order at 5:32 pm.

1.0 ADOPTION OF AGENDA

1.1 Adoption of the Agenda of November 12, 2019

MOVED and SECONDED

THAT the Agenda of the Neighbourhood Traffic Advisory Committee meeting held on November 12, 2019 be received and adopted.

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 September 10, 2019

MOVED and SECONDED

THAT the Minutes of the Neighbourhood Traffic Advisory Committee meeting held on September 10, 2019 be received and adopted.

CARRIED.

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

3.0 PRESENTATIONS

3.1 No items.

4.0 UNFINISHED BUSINESS

4.1 School Zone Infrastructure Update

Mike Anderson, Transportation Engineer, circulated a document titled, "School Traffic Infrastructure Prioritization", dated November 12, 2019, and asked participants to provide written feedback on criteria to be used when allocating the school safety measures and highlighted:

- A budget allocation of \$100,000 to \$150,000 per year for modest improvements to school traffic control is being proposed
- The budget allocation will be in addition to other budgetary items for traffic control measures adjacent to schools:
 - Greenway construction and improvements
 - Significant sidewalk construction and repairs.

Staff thanked the NTAC Members for their participation in developing this program over the past four meetings.

Discussion ensued on the following:

- School safety should be a priority and a more significant allocation of budget funds should be considered

- School traffic infrastructure should be escalated to a high priority relative to other city priorities
- Zebra crossings or a similar custom crossing pattern should be created for school crossing zones within the city
- Suggestion to consider incorporating an educational component to the design of school crossings
- The new high school will include:
 - Two signalized crosswalks
 - The primary vehicle entrance on Eighth Avenue
- Concern that the prioritization and disbursement of funds may result in lengthy delays, of up to 10 years, for schools at the bottom of the priority list
- The schools that will be impacted by the major construction around the New Westminster Aquatic and Community Centre (NWACC) should be prioritized for additional safety measures
- Staff will consult with SD #40 staff to prioritize matters relating to schools with high risk traffic situations.

5.0 NEW BUSINESS

5.1 Speed Hump Policy Update

Mr. Anderson advised the speed hump policy was adopted by Council on July 8, 2019. On November 4, 2019, the proposed fees were adopted as part of the 2020 User Fees and Rates Review. A formal bylaw is expected to be prepared for Council's consideration prior to the end of 2019.

5.2 Questions Received from the Residents' Associations

Mr. Anderson identified questions received and discussion ensued on:

- An update on a pedestrian involved collision at the intersection of Eighth and Hamilton Streets
- Ongoing enforcement efforts at the intersection of Sixth Street and Seventh Avenue.

5.3 Sustainable Transportation Directive

Lisa Leblanc, Manager Transportation, provided an update on the comprehensive strategic planning process undertaken by Council and highlighted items relating to sustainable transportation:

- Council's Strategic Plan:
 - Presented on November 4, 2019 and available on the City website
 - Seven strategic priorities were adopted
 - Sustainable transportation is one of the priorities
- Council's Response to the Climate Emergency:
 - A budget framework was provided to Council on November 4, 2019
 - Seven bold moves were recommended with two directly pertaining to sustainable transportation:

- 60% of all trips within the City will be by sustainable modes of transportation by 2030
- A minimum of 10% of road space currently dedicated to private motor vehicles will be re-allocated to sustainable modes and people-centered public realm
- Advisory Committee Policy:
 - Designed to increase stakeholder engagement
 - The intent is to gather “lived experience”
 - Data will be gathered for equity seeking communities
 - Invitations to participate on advisory committees are open and application forms are available on the City website
 - Review and selection will be completed in late 2019
 - There will be engagement with Residents’ Associations (RAs).

Discussion ensued on the following:

- The strategic plan provides clear direction to staff on the prioritization of workplans
- There are currently no plans to reallocate road space (e.g., add cycling lanes or wider sidewalks) for the Major Road Network
- The pilot cycling lane on Seventh Avenue has been identified for further upgrading
- TransLink is developing a regional road strategy as it applies to trucks
- A summary of the TransLink Trip Diary is available on the TransLink website
- The City of Vancouver is leading the way on the regulatory framework for ride hailing services
- The New Westminster Police Department (NWPD) will move to a hybrid Ford Explorer in 2020 and have been at the forefront of searching for a suitable zero emission law enforcement vehicle
- No update has been received regarding the Brunette Interchange
- There is no plan to close any part of Columbia Street to vehicular traffic
- The proposed changes to the structure of the committees and transition to the Sustainable Transportation Advisory Committee:
 - There should be a voice on the committee to represent citizens who will continue to drive cars
 - Concerns regarding engagement with RAs
 - There should be resident representation from each quadrant of the City
 - More people should be included to promote diversity and equity
 - Use of alternate representatives to allow for a means of engaging neighborhood perspectives
 - The agenda and minutes for all committees should be on the City website to allow advocates to stay current
 - Opportunities for RAs to observe meetings
 - Non-resident representation on committees

- People working in New Westminster can also make a contribution as they use the transportation grid
- The need to show appreciation to committee members
- Suggestions for staff and Council engagement with RAs:
 - Assign a staff member to engage with RAs
 - A single gathering of all RAs every six months
 - Engagement with RAs is required to have a truly robust neighborhood transportation plan
- RAs are usually focused on vehicular traffic.

Councillor McEvoy explained 38 advisory committees is too large for a small city with limited staff. The changes were carefully considered and have been designed to create a more robust public engagement process.

MOVED and SECONDED

THAT the Neighbourhood Traffic Advisory Committee recommends to Council to continue with either neighborhood representation or area representation on the topic of sustainable transportation.

CARRIED.

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

MOVED and SECONDED

THAT the Neighbourhood Traffic Advisory Committee recommends to Council that non-residents be allowed to serve on advisory committees.

CARRIED.

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

MOVED and SECONDED

THAT the Neighbourhood Traffic Advisory Committee recommends to Council to initiate a program to show appreciation of current and former committee members.

CARRIED.

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

MOVED and SECONDED

THAT the Neighbourhood Traffic Advisory Committee recommends to Council to actively reach out to Residents' Associations on transportation issues on a regular basis and in a planned way.

CARRIED.

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

NTAC Members thanked Councillor McEvoy for chairing the committee.

6.0 REPORTS AND INFORMATION

6.1 No items

7.0 NEXT MEETING DATES

7.1 No further meetings scheduled.

8.0 ADJOURNMENT

ON MOTION, the meeting was adjourned at 7:45 p.m.

Certified correct,

JAIMIE MCEVOY
CHAIR

ROBERTA PAK
RECORDING SECRETARY



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

Wednesday, December 4, 2019, at 5:30 p.m.

Council Chambers - City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Patrick Johnstone	- Chair
Véronique Boulanger	- Committee Member
Brad Cavanagh	- Committee Member
Reena Meijer Drees	- Walkers' Caucus (departed at 7:35 p.m.)
Charlie Hunter	- Committee Member
Phil Kehres	- Committee Member (departed at 7:38 p.m.)
Elliot Roy	- Student (departed at 7:48 p.m.)
Mike Smith-Cairns	- Committee Member
Karon Trenaman	- ICBC (departed at 7:48 p.m.)
Robert Wong	- Committee Member

MEMBER REGRETS:

Iain Lancaster	- School District #40 Representative
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STAFF:

Lisa Leblanc	- Manager, Transportation
Mike Nash	- Manager of Electrical Operations
Sgt. Greg Smith	- New Westminister Police (departed at 7:38 p.m.)
Roberta Pak	- Recording Secretary

The meeting was called to order at 5:28 pm.

1.0 ADDITIONS TO AGENDA AND ADOPTION OF AGENDA

1.1 Additions and Adoption of the December 4, 2019 Agenda

MOVED and SECONDED

THAT the Agenda of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on December 4, 2019 be received and adopted.

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 September 11, 2019

MOVED and SECONDED

THAT the Minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on September 11, 2019 be received and adopted.

CARRIED.

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

Procedural Note: Item 4 was considered prior to Item 3.

4.0 UNFINISHED BUSINESS

4.1 Pedestrian Push Buttons at Signalized Intersections

Mike Nash, Manager of Electrical Operations, responded to questions from Committee members on the topic of pedestrian push buttons regarding:

- Timing cycles for pedestrian crossings along and across Columbia Street:
 - There is no cycle, the signals are in free operation resulting in faster response times for pedestrian push buttons
 - Standard coordination times cover the period from 6:00 p.m. to 7:00 p.m., Monday to Friday
- It can be difficult to press the signal button in some locations due to grade conditions in New Westminster
- Pedestrian lights turn orange or red earlier than vehicle signals because the timing for the pedestrian crossing is based on the length of the crosswalk
- Construction can cause issues with the detection process for signal operations
- Pedestrians are prioritized in the timing of cycles
- Signage and road markings should be used to identify cameras at intersections to detect cyclists

- A document prepared by Engineering staff, outlining the approach to signal timing, would be a useful resource for the Sustainable Transportation Advisory Committee (STAC).

3.0 PRESENTATIONS

Procedural Note: Item 3.3 was considered prior to Item 3.1.

3.3 Cycling Connections – 7th Avenue Greenway to New Westminster Secondary School (NWSS)

Garey Carlson, Co-Chair, HUB New Westminster, discussed issues relating to establishing a safer route for students cycling to NWSS:

- 2,000 daily users are expected to use the property
- HUB New Westminster has undertaken extensive advocacy efforts to promote a safe cycling route to the new school
- The connection between Rotary Crosstown Greenway and NWSS should be the most important cycling priority within the City
- School District #40 and New Westminster Teachers' Union fully support the establishment of a safe cycling route to NWSS.

Discussion ensued on:

- Cycling is not widely used by high school students because riding on the busy streets near the school is too dangerous
- Promoting the use of bicycles aligns with Council's Strategic Plan on sustainable transportation
- Suggestion to use the term "best route" instead of "safest route"
- Fifth Street is being suggested because there is already traffic calming in place
- A great street should include a great cycling path
- End of trip facilities are important and are prominent in the plans for NWSS
- The pathway system around NWSS should be considered a priority over other greenway projects in the City.

Lisa Leblanc, Manager, Transportation, advised that:

- Sixth Street and Eighth Avenue require separate bike lanes and an intersection that operates safely for all pedestrians, in order to be considered a safer street

- The City cannot commit to delivering the suggested greenway connections by opening day of NWSS due to other priorities
- Sixth Street is the busiest bus route in the city and Eighth Avenue is also an integral part of the regional transportation network.

MOVED and SECONDED

THAT the ACTBiPed Committee recommends that Council direct staff to expediently embark upon the design of a safe cycling connection between the 7th Avenue Crosstown Greenway and the New Westminster Secondary School (NWSS) entrance on 6th Street.

CARRIED.

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

MOVED and SECONDED

THAT the ACTBiPed Committee recommends that Council make the 7th Avenue Greenway to NWSS connection the City's top cycling infrastructure priority and to have it ready for the NWSS opening day on September 8, 2020.

CARRIED.

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

3.1 Sapperton Green Master Plan

Mackenzie Biggar, Vice President, QuadReal Property Group, introduced the Sapperton Green Project team, and confirmed the applicant is preparing for the rezoning application process by meeting with advisory committees prior to participating in a workshop with Council.

Bruce Hemstock, Principal, PWL Partnership, provided an overview of the Sapperton Green project, from the perspective of cyclists and highlighted:

- The goal is to seamlessly integrate with the existing Sapperton neighborhood and regional cycling network pathways
- Creating movement east and west between Hume Park and Braid Street Station
- Cycling commuters can easily access the Braid Street SkyTrain Station where there will be end of trip facilities onsite
- Three metre wide bi-directional pathways are incorporated into the design throughout the development.

Discussion ensued on:

- The amount of surface parking:

- Reducing the amount of on-street parking would allow for wider, single direction cycling pathways
- There is an opportunity to make this a truly car-light community by advocating for parking maximum limits
- Parking for car-share vehicles only would be a feasible solution
- Improving the interface between the development and the transit station to provide a seamless transition from cyclist to pedestrian to transit user
- Cycling paths:
 - General preference for unidirectional cycle paths versus bi-directional
 - The North side of Hume Park cannot have pathways as it is a riparian area designated for rehabilitation
 - Cycling paths should be elevated relative to sidewalks
 - Wider pathways where the grade is inclining would aid novice cyclists
- The need for coordinated staging of construction to allow access for commuters using the greenways over the span of the project, including during construction
- A useful commercial hub reduces driving in the neighborhood.

Peter Joyce, Principal, Bunt & Associates explained a conscious effort has been made to reduce the parking supply by 30% and highlighted:

- Transportation Demand Management (TDM) measures guided the parking strategy
- Traffic in the area requires that Rousseau Street have four moving lanes and Transit Way have three moving lanes
- There is existing infrastructure in the area connecting with TransLink operations
- TransLink supports the proposed development because the Braid Street SkyTrain Station is currently underserved due to the lack of density in the area.

MOVED and SECONDED

THAT the ACTBiPed Committee recommends to Council that, in light of the climate emergency declaration and the seven bold steps, the Sapperton Green project should:

1. *Be envisioned as a car-light community emphasizing sustainable transportation modes;*
2. *Consider reducing parking minimums and/or introducing parking maximums*
3. *Have the majority of public spaces car free.*

CARRIED.

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

3.2 Royal Columbian Hospital (RCH) Redevelopment Rezoning

Jorge Remolina, Senior Manager, Implementation for RCH Redevelopment, provided an overview of the phases for the project and highlighted:

- Improving pedestrian access from the Skytrain by creating a secondary main entrance on Keary Street
- Cycling specific:
 - Improvements along Columbia Street to meet the great street requirements will include separate cycling pathways
 - End of trip facilities are included in Phase 1 and will be located on the first level of parking
 - 105 long-term bike storage stalls have been included, based on the ratio of one bicycle parking space per 16 staff members
- Parking specific:
 - Five electric vehicle charging stations are included in Phase 1
 - Ten-step TDM strategy
 - The project will focus on reducing parking demand by 25% by January 2030.

Discussion ensued on:

- There will be a cycling path along Keary Street but that may be outside the scope of the first three phases of this project
- Improving the access points to the buildings for cyclists from bike storage and end of trip facilities
- Improving pedestrian access on Keary Street by allowing for crossings at sidewalk grade
- Sherbrooke Street is congested and there is the potential for conflict between cyclists and vehicular traffic
- The service lane will have a barrier between the road and sidewalk
- The need to include charging facilities for E-assist bikes.

5.0 NEW BUSINESS

5.1 Transit Stop Locations

Ms. Leblanc advised there are a variety of influences that dictate the location of transit stops:

- Infrastructure limitations
- Accessibility for buses

- TransLink guidelines for where stops can be located
- There are instances where adjacent property influences also impact the location of transit stops
- City staff could provide information on the documented practices currently used by staff
- Safety issue with driveways
- It will become more difficult to move stops in the future because of the introduction of tactile strips on sidewalks.

6.0 NETWORK UPDATES

6.1 No items.

7.0 REPORTS AND INFORMATION

7.1 No items.

8.0 CORRESPONDENCE

8.1 No items.

9.0 NEXT MEETING

9.1 To be determined.

10.0 ADJOURNMENT

ON MOTION, the meeting was adjourned at 8:29 p.m.

Certified correct,

PATRICK JOHNSTONE
CHAIR

ROBERTA PAK
RECORDING SECRETARY