



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

**February 10, 2021 at 5:30 p.m.**

**Meeting held electronically under Ministerial Order No. M192/2020 and  
Order of the Provincial Health Officer *Gatherings and Events – February 5, 2021***

**AGENDA**

**1.0 ADDITIONS / DELETIONS TO AGENDA**

**2.0 ADOPTION OF MINUTES**

**2.1 Adoption of the Minutes of December 9, 2020**

**3.0 PRESENTATIONS**

**4.0 UNFINISHED BUSINESS**

**5.0 NEW BUSINESS**

**5.1 Election of Alternate Chair - Committee**

**5.2 2021 STAC Work Plan (15 minutes) – Lisa Leblanc**

**5.3 Equity, Diversity, Inclusion & Anti-racism in Transportation and Mobility  
(15 minutes) – Lisa Leblanc**

**5.4 Signal Policy – Step 1 – “Ideal Intersection” Workshop (1 hour)  
– Lisa Leblanc**

**6.0 REPORTS AND INFORMATION**

**7.0 CORRESPONDENCE**

**8.0 NEXT MEETING DATE**

April 14, 2021

**9.0 ADJOURNMENT**



## **SUSTAINABLE TRANSPORTATION ADVISORY COMMITTEE (STAC)**

**December 9, 2020**

**Meeting held electronically under Ministerial Order No. M192**

### **MINUTES**

#### **MEMBERS PRESENT:**

Councillor Patrick Johnstone	- Chair, City Council Member
Véronique Boulanger	- Community Member
Alice Cavanagh	- Business Community Representative
Julianne King	- Community Member
Alex Kwan	- Professional/Technical Representative
Reena Meijer-Drees	- Local Pedestrian Advocacy Group Representative
Randi Poitras	- Community Member
Elliot Roy	- Community Member
Garey Carlson	- HUB Representative
Iain Lancaster	- SD 40 Representative

#### **MEMBERS REGRETS:**

Mike Cairns-Smith	- Community Member
Asifa Lalji	- Community Member

#### **GUESTS:**

Mitchell Reardon	- Happy City
Brian Patterson	- Urban Systems

#### **STAFF PRESENT:**

Lisa Leblanc	- Manager, Transportation
Trevor Dudar	- Inspector, New Westminster Police Department
Leya Behra	- Manager, Climate Action
Mike Anderson	- Transportation Engineer
Nicole Ludwig	- Assistant City Clerk
Carilyn Cook	- Committee Clerk

The meeting was called to order at 5:30 p.m.

## **1.0 ADDITIONS / DELETIONS TO AGENDA**

### **MOVED AND SECONDED**

*THAT the Sustainable Transportation Advisory Committee agenda of the December 9, 2020 be adopted as circulated.*

**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 July 7, 2020**

#### **MOVED AND SECONDED**

*THAT the Sustainable Transportation Advisory Committee minutes of the July 7, 2020, meeting be adopted as circulated.*

**CARRIED.**

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

## **3.0 PRESENTATIONS**

There were no items.

## **4.0 UNFINISHED BUSINESS**

### **4.1 Streets for People in 2020 – Final Report and Input – Lisa Leblanc, Manager, Transportation**

Lisa Leblanc, Manager, Transportation, shared a short presentation which outlined actions that the City has taken regarding the Streets for People in 2020 initiative, including:

- Weekend closures of Front Street over the summer;
- Creation Cool Streets to improve access to shady streets; and,
- Partnering with Happy City and HUB Cycling to work on Streets for People initiatives; and
- Streets for People 2020 public engagement and wellbeing assessments by Happy City.

Ms. Leblanc encouraged Committee members to share their personal experiences with Streets for People 2020 and queried what members would like to see in 2021.

Mitchell Reardon of Happy City provided a Streets for People 2020 Consultant Report presentation which outlined:

- There is an imbalance as to how the streets are used as they are geared mostly towards vehicle use; therefore, education that explains that streets are public spaces and for everyone to use must take place and improving safety and comfort can help shift perspectives; and,
- The initiative has received good feedback from the cycling community; however, driver education should be incorporated as motor vehicles are a high risk element on the streets.

In response to questions from the Committee, Ms. Leblanc provided the following comments:

- Closure of the lane to vehicular traffic on East Columbia Street at North Road to allow physical distancing between pedestrians and cyclists was a bold move on behalf of the City and will remain in place with modifications as the City determines how and when to have both lanes open to traffic with a wider sidewalk/multi-use path;
- While most comments received regarding the initiative have been positive, the negative feedback has been with respect to the inconvenience to motorists; and,
- The “train the driver” element of the initiative includes sharing information on social media. As well, sharrows have been painted on roads throughout the City to alert motorists to expect to see cyclists on the road.

Discussion ensued, and Committee members provided the following comments:

- The Happy City Engagement report is impressive and the program is great;
- The City is encouraged to consider ongoing implementation of the cool streets and temporary road space reallocation;
- If the initiative is to continue on Fourth Street into 2021, it needs to be refined, and other traffic calming measures should be discussed for that area in the future;
- Consider the impact of traffic noise as a deterrent to using a space (slower traffic is quieter);
- Benches should be added to the Brow of the Hill area which is home to a lot of elderly residents who may, along with others with or without mobility challenges, appreciate a place to rest and enjoy their neighbourhood;
- Consider how to use these spaces during the rainy season as well;
- Four way stops were stated as an idea at Ninth Street, Eleventh Street, Seventh Street, Ash Street, Fifth Avenue, and Fourth Avenue between Sixth Avenue and Royal Avenue, as they are along Tenth Street in that area;
- Currently, drivers cut through side streets in the Brow of Hill area; therefore, more should be done to let drivers know that those are local streets, not through streets;

- Barriers used to slow drivers down in the Queens Park area should be expanded to more of the City's residential neighbourhoods;
- Many drivers are not prepared to see pedestrians on the street and may have expected to see construction instead, indicating that motorists must be made more aware of these changes to the streets and their purpose;
- Overall, the Front Street closure was a positive experience for merchants, customers, and delivery drivers; however, some people found McInnes Street a bit challenging with respect to navigating the train tracks on foot;
- Events around Streets for People were appreciated and many positive comments were heard with people generally in support of the initiative; and,
- Additional seating along the Cool Streets routes, using trees in planters for more shade, and how to extend the season for walking areas should all be considered.

Committee members were encouraged to direct additional comments and suggestions to Carilyn Cook, Committee Clerk, who will pass them on to Lisa Leblanc, Manager, Transportation.

With respect Councillor Johnstone's query regarding any possible enforcement issues with the Streets for People 2020 initiative, Inspector Trevor Dudar, New Westminster Police Department offered to look into it further and report back to the Committee.

## **5.0 NEW BUSINESS**

### **5.1 Agnes Greenway Project Launch and Engagement – Lisa Leblanc, Manager, Transportation**

Lisa Leblanc, Manager, Transportation, advised that the design process has been launched and the City will be implementing an interim treatment to the Greenway using inexpensive materials which will allow people to experience benefits of the Greenway during the winter months.

Mike Anderson, Transportation Engineer, and Brian Patterson of Urban Systems provided a presentation which outlined key objectives of the Greenway, the timeline, and engagement tools for the Project.

In response to questions from the Committee, Mr. Anderson provided the following comments:

- Currently, for the interim treatment, wheelchair access is along Sixth Street; wayfinding will be provided. For the permanent treatment, the intention is to work with Douglas College and the court building to construct an accessible ramp between the two properties;

- Interim bicycle treatment on the stairs at the courthouse includes a one-wheel runnel at the side of the stairs which will be explained through signage as well as QR codes; and,
- Implementation of the interim treatments are starting now; however, challenges with respect to pavement marking includes inclement weather and ensuring that City crews and contractors are available to do the work.

The following questions were posed to Committee members:

- How should we activate and encourage use of the greenway through winter and spring?
- How should we encourage broad input focused on constructive feedback?
- What can Committee members do to help raise awareness and support for the project?

Discussion ensued, and Committee members provided the following comments and suggestions:

- Engagement regarding drop off and pick up times at Qayqayt Elementary School must take place;
- Pedestrian users of the Greenway should be encouraged to share their experiences;
- A Council bicycle ride along the route may encourage people to use the Greenway;
- To ensure a positive, well-used winter rollout of the Greenway and safety, there must be good lighting, proper drainage (no standing water that may freeze), wayfinding signage, extensive driver education, and safe crossings at Sixth Street and Fourth Street;
- Utilize CPTED (Crime Prevention through Environmental Design) principles to make the area more inviting; and,
- Advertise the Greenway through school parent advisory committees as well as with Douglas College.

Councillor Johnstone advised that he would speak with the other Councillors regarding a possible Agnes Street Greenway bike ride in January 2021.

## **5.2 E-mobility Strategy - Lisa Leblanc, Manager, Transportation**

Leya Behra, Manager, Climate Action, provided a presentation on the City's E-mobility Strategy and posed the following questions to Committee members:

1. What strategies/actions *must* be included in the eMobility Strategy?
2. Are there any strategies/actions that are missing?

In response to questions from the Committee, Ms. Behra provided the following comments:

- Initially, across the province, public charging stations were free in order to support adoption of the E-mobility technology; however, as it grows there is a need to implement user fees and, as such, Council has approved the introduction of user fees in mid January 2021; and,
- Goods movement is being addressed in the larger scope of the Strategy.

Discussion ensued, and Committee members provided the following comments:

- The goal should be to lower vehicle numbers in general, not just replace gas with electric, although air quality would improve;
- Micro-mobility, such as ebikes, scooters, hoverboards, etc., are the solution and should be a higher priority and promoted and accommodated as they present additional challenges relative to conventional bicycles;
- Encouragement to use micro-mobility modes would include separated road facilities and end-of-trip facilities such as bike racks, covered racks, charging stations, secure parking stations, and accommodation for delivery vehicles;
- The City is small and places are, generally, no more than 10 minutes away from each other by electric car or 30 minutes by ebike. As such, people should be charging at home so that the City is not subsidizing non-residents who would be using public charging stations and creating a large load on the City's electrical grid;
- We must remember that electric vehicles are more expensive than gas-powered vehicles and providing chargers is effectively helping more affluent drivers;
- The Strategy must include all new and emerging e-mobilities as well as how they would avoid conflict with pedestrians and other road users;
- The City could explore facilitating the rental of e-mobility transportation to allow everyone the option to use them. This would require communication and education by the City with all road users;
- Electric vehicles are quieter and, therefore, more dangerous for vulnerable road users. Lower speed limits could possibly address this issue; and,
- Part of e-mobility involves advocacy at the Provincial Government level and changes to the Motor Vehicle Act as they are currently not defined well in the Act.

## **6.0 REPORTS AND INFORMATION**

There were no items.

## **7.0 CORRESPONDENCE**

There were no items.

## **8.0 NEXT MEETING DATE**

To be determined

## **9.0 ADJOURNMENT**

**ON MOTION**, the meeting was adjourned at 7:36 p.m.

Certified correct,

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**Councillor Patrick Johnstone**  
**Chair**

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**Carilyn Cook**  
**Committee Clerk**