



Corporation of the City of
NEW WESTMINSTER

SUSTAINABLE TRANSPORTATION ADVISORY COMMITTEE (STAC)

February 10, 2021

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

MINUTES

MEMBERS PRESENT:

Councillor Patrick Johnstone	- Chair, City Council Member
Véronique Boulanger	- Community Member
Garey Carlson	- HUB Representative
Alice Cavanagh	- Business Community Representative
Alex Kwan	- Professional/Technical Representative
Asifa Lalji	- Person with Lived Experience
Iain Lancaster	- SD 40 Representative
Reena Meijer-Drees	- Local Pedestrian Advocacy Group Representative
Randi Poitras	- Community Member
Elliot Roy	- Community Member
Arshdeep Singh	- Community Member
Mike Smith-Cairns	- Community Member
Peter Valbonesi	- Person with Lived Experience

GUESTS:

Naomi Perks	- NWP Consulting
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STAFF PRESENT:

Lisa Leblanc	- Manager, Transportation
Christine Edward	- Transportation Planner
Antonia Reynolds	- Coordinator, Active Transportation
Heather Corbett	- Committee 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 February 10, 2021 meeting 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 December 9, 2020

MOVED AND SECONDED

THAT the Sustainable Transportation Advisory Committee minutes of the December 9, 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

There were no items.

5.0 NEW BUSINESS

5.1 Election of Alternate Chair

MOVED AND SECONDED

THAT Arshdeep Singh be elected as the Alternate Chair for the 2021 term of the Sustainable Transportation Advisory Committee.

CARRIED.

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

5.2 2021 STAC Work Plan

Lisa Leblanc, Manager, Transportation, introduced herself and guest, Naomi Perks of NWP Consulting who would be observing the meeting.

Ms. Leblanc shared a presentation which outlined the overall objectives of the Committee, 2021 topics and themes that would be addressed during the committee year, and the Committee's 2021 Work Plan.

In response to a question from the Committee, Ms. Leblanc advised that it is anticipated that the Committee will discuss the budget during the August 25, 2021 meeting as it relates to Bold Step 7 and should align with the corporate-level budget consultation which will occur in October.

5.3 Equity, Diversity, Inclusion & Anti-racism in Transportation and Mobility

Lisa Leblanc, Manager, Transportation, advised of two short videos titled "Meet Queer, Black, Cyclist Tamika Butler", and "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents (by Rooted in Rights) which are in keeping with Council's vision for New Westminster to be a vibrant, compassionate, and sustainable city that includes everyone. Due to technical difficulties the videos could not be viewed by the Committee; therefore, links to the videos were sent to members for them to watch them at their leisure after the meeting.

5.4 Signal Policy – Step 1 – "Ideal Intersection" Workshop

Lisa Leblanc, Manager, Transportation, shared a presentation on the Signalized Intersections Policy that staff are working on, and which will be a recurring engagement item at STAC throughout the year. The presentation outlined the reasons why the Policy is being developed, the opportunities, challenges, and constraints to be considered when creating the policy, and the four areas of interest anticipated to be addressed in a policy.

In response to a question from the Committee, Ms. Leblanc advised that the policy is intended to proactively address things like sidewalk barriers such as utility poles. She noted that things such as utility poles are sometimes located where they are due to the location of underground infrastructure and are therefore sometimes challenging to avoid.

At this point in the meeting, Committee members broke into three groups to discuss the various aspects of intersections that they find very uncomfortable as pedestrians, cyclists, bus passengers, or motorists. Members were also asked to share what their ideal intersection would look like as well.

Once the Committee came back together as a whole, members provided the following comments:

Uncomfortable Intersections

- Stewardson Way and Third Avenue: narrow sidewalks with heavy vehicular traffic nearby and compliance issues;
- Eighth Street at Sixth Avenue: non compliance and heavy vehicular traffic turning right and competing with pedestrians, and drivers turning corners too quickly;
- McBride Boulevard and Sixth Avenue: small marshalling areas for cyclists, lack of visibility on the north-west corner, inconvenient button locations, general lack of visibility, large volumes of vehicles travelling too fast and turning onto McBride Boulevard;
- Stewardson Way and 20th Street: lack of walking features, area is confusing and unpredictable for motorists;
- McBride Boulevard and Eighth Avenue: pedestrians are not prioritized, a good place for an advanced walk phase and a no right turn on red light;
- Queens Avenue and Eighth Street: a camera would be beneficial to identify and fine the many drivers running red lights in both directions at this location;
- East Columbia Street and Brunette Avenue: pedestrian controlled signal button is inaccessible to wheelchair users and many speeding vehicles at this pedestrian crossing; and,
- Other aspects that make for uncomfortable intersections include: vehicles turning left when cyclists do not have a designated part of intersection, competition between vehicles and cyclists, long waits for signal changes, staggered intersections with cyclists in one part of the intersection and pedestrians in another, difficulty crossings for wheelchair users on hills at an angle (these areas should be made flatter or offer an alternate route for wheelchair users).

Aspects of Ideal Intersections

Committee members shared aspects found at ideal intersections including:

- rumble strips or other early warnings systems to slow down vehicles approaching an intersection;
- short crossing distances;
- no right turn on red signal phase at busy intersections;
- advanced walk phases;
- visual queues identifying pedestrians or cyclists only spaces;
- good visibility, including lighting;
- good drainage;
- prioritization of buses;

- audible tones even at night;
- physical barriers, such as medians, for vehicles;
- traffic circles;
- scramble crosswalks;
- smart sensors buttons to increase accessibility;
- ramps onto crosswalks that align with path of travel
- no-barrier sidewalks;
- walk phase countdown timer;
- more appropriate wait times for signal changes;
- non-slip paint; and,
- buttons in consistent locations at each intersection.

Ms. Leblanc advised that many of the comments received from the Committee will overlap with what staff have already noted.

Ms. Leblanc queried about intersections that may see motor vehicles queuing through the intersection and blocking crosswalks, and Committee members provide the following comments:

- At Royal Avenue and Sixth Street many trucks do not clear the intersection when traffic lights change or if there is another stoppage in traffic movement;
- Along Royal Avenue at Tenth Avenue, regular-sized vehicles, mostly during rush hour, do not want to wait on the uphill;
- Vehicles travelling near New Westminster Secondary School often get stuck in the crosswalk during the before and after school rush; and,
- Royal Avenue and Eighth Street where cars are turning left and right to travel toward the Pattullo Bridge.

Ms. Leblanc advised that at the next meeting, the Committee would work on Step 2 of the Intersection Policy development and requested that, prior to the meeting, members use read about the “Eisenhower grid”, which provides a framework to help prioritize various considerations. Committee members were asked to reflect on the three to four things they deem most important and most urgent for consideration at signalized intersections, to facilitate further discussion at the next meeting.

6.0 REPORTS AND INFORMATION

There were no items.

7.0 CORRESPONDENCE

There were no items.

8.0 NEXT MEETING DATE

April 14, 2021

9.0 ADJOURNMENT

ON MOTION, the meeting was adjourned at 7:31 p.m.

Certified correct,

Original Signed
Councillor Patrick Johnstone
Chair

Original Signed
Carilyn Cook
Committee Clerk