NEW WESTMINSTER

CONNAUGHT HEIGHTS

Traffic Calming Plan

March 2018



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1.0 OVERVIEW

Background

Traffic calming was implemented in Connaught Heights over 25 years ago to address concerns raised by residents and businesses. As conditions have changed over time, so have the needs within the neighbourhood.

Since late 2016, staff have been working with members of the community to identify what the existing conditions are and areas that need improvement for all modes of transportation within the Connaught Heights neighbourhood and along Twentieth Street.

Project Objective

The project objective is to develop a plan to enhance the safety and livability of the Connaught Heights neighbourhood by managing volumes and speeds of traffic using local roads and supporting more sustainable modes of transportation, while maintaining adequate access for local residents.

Study Area and Neighbourhood Context

Connaught Heights is located in the western edge of the city, bounded by the City of Burnaby on the west and north, 20th Street to the east and Marine Drive/Queensborough Bridge/Stewardson Way to the south. Connaught Heights is primarily a single-family residential area, with a small elementary school, local serving parks, and small commercial strip along 20th Street. The neighbourhood is well serviced by transit with the 22nd Street Station located at the south end of the neighbourhood, and transit bus routes on 8th and 7th Avenue's. 22nd Street Station is also a hub for connections between Queensborough, Annacis Island, Richmond, south Burnaby and Vancouver. The neighbourhood is connected by cycling networks including the London-Dublin Greenway on London Street, Crosstown Greenway on 7th Avenue, BC Parkway adjacent to the SkyTrain guideway, as well as connections across the Queensborough Bridge and into Burnaby.

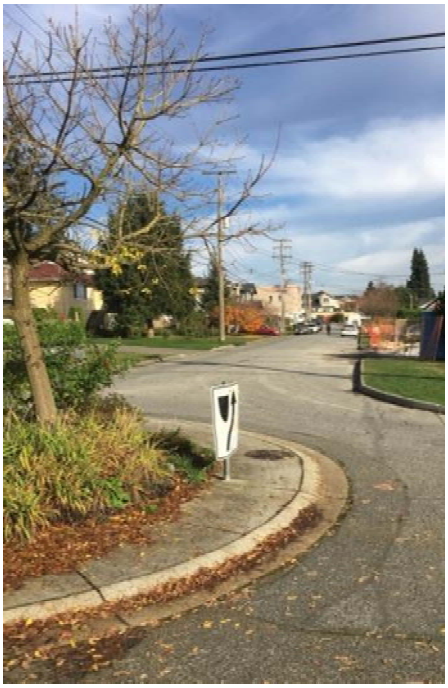
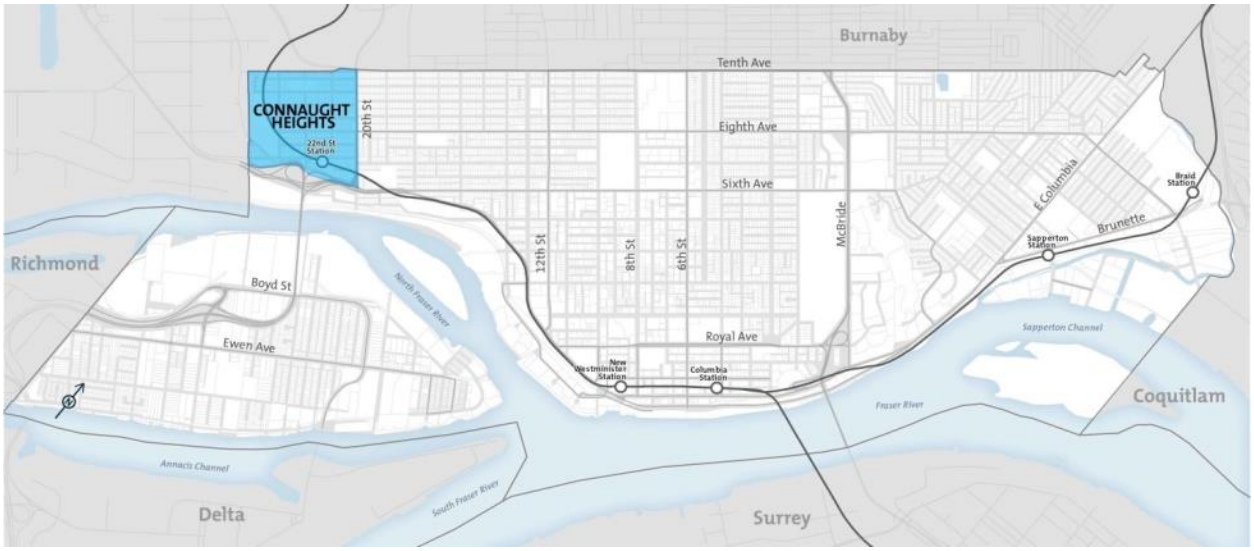


Figure 1: Connaught Heights Neighbourhood



Process

A three phase process was launched in late 2016 to discuss transportation and updates to traffic calming measures in Connaught Heights. A variety of activities were held (meetings, workshops, open house) to engage residents, businesses, civic advisory committees, sub-committees, and associations within the process and learn about what was working and what changes should be considered to adapt to the current issues, needs, and desires of the community in the short to medium term.

Fall 2016 – Spring 2017	**Phase 1: Launch, Listen and Learn**
Spring – Summer 2017	**Phase 2: Option Development**
Fall 2017 – Winter 2018	**Phase 3: Recommendations**

In total, over 100 people participated in scheduled activities and meetings with stakeholders, civic advisory committees, and public workshops and open house events throughout the three phases. Additional feedback was also provided directly to project staff through feedback forms at the event and completed on-line, by phone, email, and updates from other departments and meeting minutes.

Throughout the engagement process there was support for the improvements for people walking and cycling and accessing transit in the neighbourhood. Over 70% of the respondents felt the draft plan addressed the project goals for improved access and circulation for people walking and cycling, and people taking transit. An even higher percentage felt the proposed measures presented in October 2017 would make it safer for people walking cycling and taking transit. The main area of concern was the impact to access and circulation for people driving.

An overview of the engagement process and the summary reports are provided in **Appendix A and B**.



22nd Street SkyTrain Station

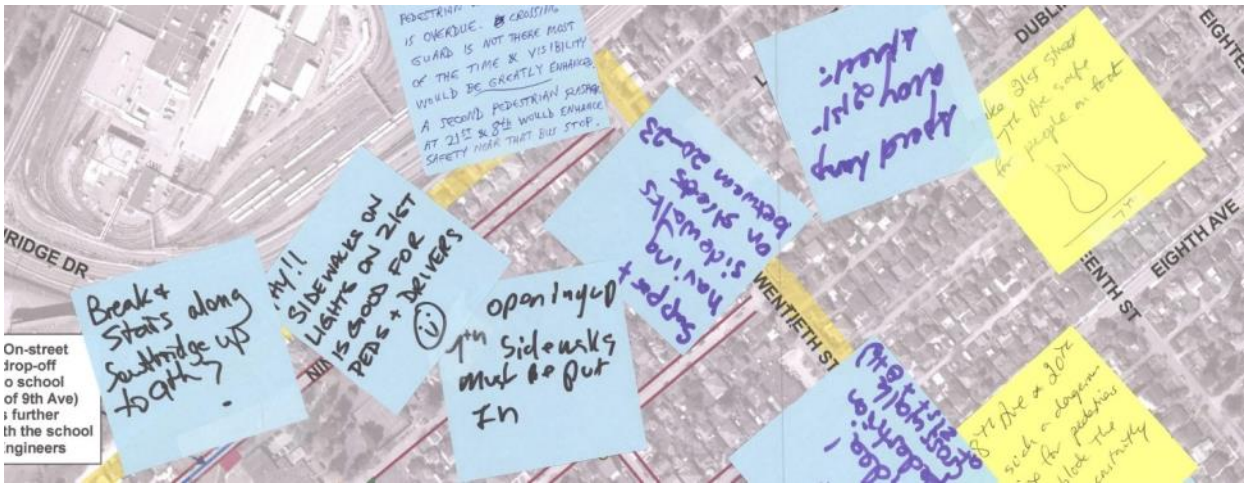
22nd Street Station Master Plan

In 2018, the Planning Division launched the 22nd Street Station Area Master Plan as part of the Official Community Plan implementation process. This work will build upon the discussions Engineering has started through the Connaught Heights Traffic Calming Plan and concentrate on the medium- and long-term measures to address transportation concerns within and adjacent to the Connaught Heights neighbourhood.

The Master Plan will include extensive transportation analysis, in-depth discussion on issues and concerns, and impacts of future land use changes in the area. Feedback received throughout Engineering's engagement process will be incorporated into the Master Plan process including the detailed comments, concerns and suggestions for areas south of 8th Avenue between 20th Street and 23rd Street that would be impacted by future development in the area.

Topics and issues to be incorporated in the 22nd Street Station Master Plan include:

- Pick-up and drop-off at the SkyTrain Station
- Pedestrian walkways, signals, crossings, and lighting on Seventh Avenue and around the station
- Cycling/ Crosstown Greenway/ BC Parkway connections and improvements around Seventh Avenue
- Vehicle access, egress, and traffic calming measures to address future growth
- Roadway improvements and geometry for vehicles
- Public gathering spaces and community amenities
- Urban design in the private and public realm



2.0 CONNAUGHT HEIGHTS TRAFFIC CALMING PLAN

The Traffic Calming Plan was developed to address key access, circulation, safety, and livability concerns within Connaught Heights in the short-medium term. The plan uses a multi-modal approach which includes all modes that people use to travel in the neighbourhood and beyond. The recommended improvements impact and address many of the issues and concerns raised for each mode including:

Pedestrians

- New or improved sidewalks, crossings, lighting
- Improved access to transit, goods and services
- Improved pedestrian crossings on 20th Street and along 8th Avenue
- Reduced vehicle speeds

Greenways/ Bike Routes

- Reduced speed limit for vehicles (30 km/h) on Greenways
- Reduced vehicle volumes (<1,000 vehicles per day) on Greenways
- Improved crossings and pavement markings, lighting, feel and attractiveness
- Improved cycling crossings on 20th Street

Transit

- Improved walking access to SkyTrain Station
- Increased walking access to and accessibility of transit stops
- Improved facilities at transit bus stops (benches, bins. etc.)

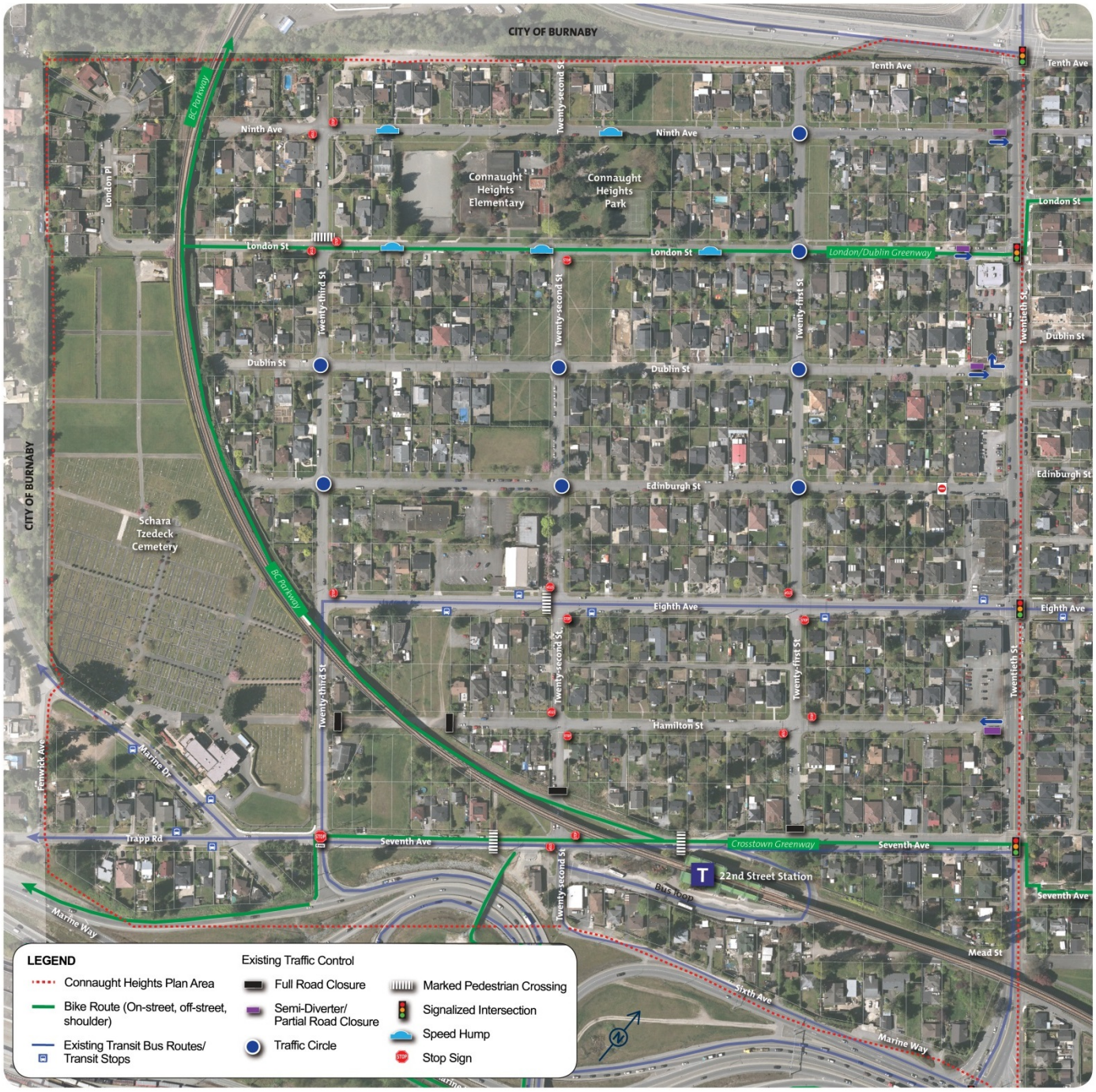
Vehicle/ Traffic Management

- Reduced short-cutting through the neighbourhood
- Increased visibility of pedestrians and cyclists
- More clarity on correct lane positioning
- Improved traffic flow during busy periods
- Upgrade infrastructure elements to current standards
- Reduced illegal maneuvers at diverters

Existing Conditions

A number of traffic calming measures were implemented in Connaught Heights over the years to reduce short-cutting, addressing vehicle circulation and movement within the neighbourhood. These measures included instillation of traffic circles, partial diverters restricting entrance and egress for vehicles, speed humps, full closures for vehicles and dead-ends (Figure 2).

Figure 2: Existing traffic calming measures in Connaught Heights



Key Issues and Concerns

Through discussions with the community, a number of corridors (Figure 3) emerged where key issues and concerns were identified (Table 1). This was the basis for discussions through the workshops with the community and forms the basis for updates to traffic calming and improvements for people walking and cycling in Connaught Heights as outlined in this plan. Some concerns and issues will be incorporated into future process or programs as identified in Table 1 under "Response within the Plan".

Figure 3: Neighbourhood Corridors

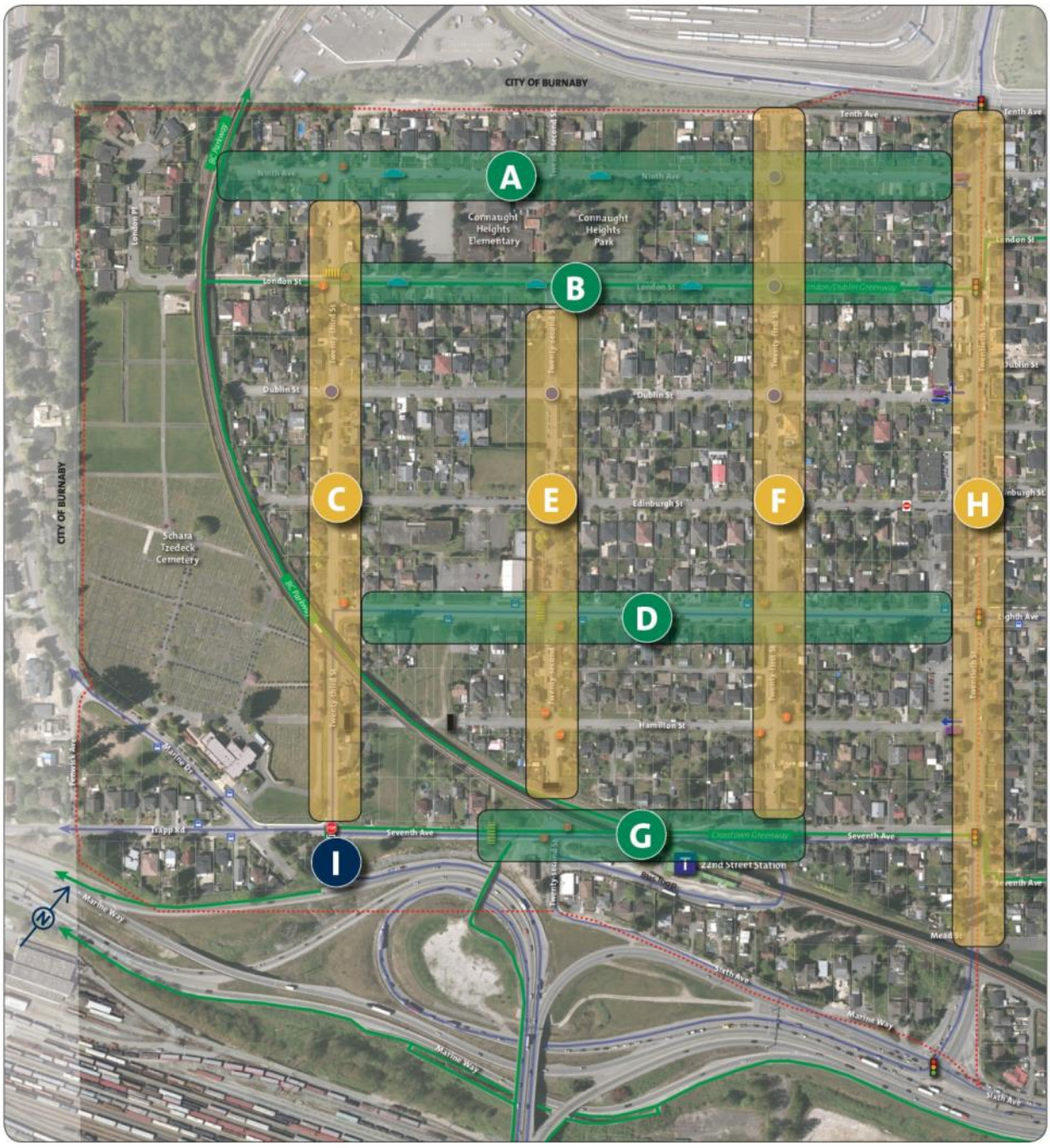


Table 1: Key Issues and Concerns for each neighbourhood corridor

	Corridor	Key Issues and Concerns	Response within the Plan
A	**9th Avenue Corridor**	• Limited / no sidewalks • Vehicle volumes/ shortcutting/vehicle speeds if changes were considered for the diverter 9th Ave/ 20th St	Addressed in the "neighbourhood-wide" improvements.
B	**London Street Corridor**	• Parking, student drop off, blocking of resident driveways • Drivers entering neighbourhood through exit-only diverters • Traffic circle design	Feedback to be shared with the school. Discussion and coordination required with the school/board to assess and address concerns regarding vehicle access and circulation related to pick-up/drop-off activities at the school. Diverter and traffic circles concerns addressed in the "site specific" improvements.
C	**23rd Street Corridor**	• Limited/ no sidewalks • Lighting and visibility • Safety at crossings • Access to transit stops on 8th Ave • Traffic circle design	Addressed in the "neighbourhood-wide" and "site specific" improvements.
D	**8th Avenue Corridor**	• Limited/ no sidewalks • Lighting and visibility • Safety at crossings • Accessibility to transit stops • Vehicle speeds	Addressed in the "neighbourhood-wide" and "site specific" improvements. Additional measures to be explored through the 22nd Street Station Master Plan process.
E	**22nd Street Corridor**	• Pedestrian safety and crossings • Lighting and visibility • Illegal parking, make-shift park and ride • Traffic circle design	Pedestrian connections, lighting and traffic circles addressed in the "neighbourhood-wide" and "site specific" improvements. Measures to address parking issues related to make-shift park and ride activities will be explored in the 22nd Street Station Master Plan process.
F	**21st Street Corridor**	• Key walking route to 22nd St Station • Sidewalks or crossings treatments • Lighting and visibility • Poor understanding of traffic circle right-of-way • Vehicle speeds	Sidewalk, lighting and crossing improvements identified as a "Quick Win" with construction completed in early 2018. Additional concerns related to vehicle movements addressed in "site specific" improvements.

	Corridor	Key Issues and Concerns	Response within the Plan
G	**7th Avenue Corridor**	• Sidewalk widths too narrow, poor lighting and lack of pedestrian crossings/connections • Pick-up and drop-off at the 22nd St Station, parking, blocked driveways and sidewalks • Lighting and visibility • Safety at crossings • Greenway and bike route connections and access to Queensborough, Quay, BC Parkway • Stop sign enforcement	Improvements to 7th Avenue will be explored through the 22nd Street Station Master Plan process.
H	**20th Street Corridor**	• Drivers blocking intersections making it unsafe for pedestrians and cyclists • Signal timing/coordination • Vehicle volumes/congestion, Queensborough Bridge vehicle volumes causing back-ups • Safe crossings for pedestrians/ cyclists • Drivers entering neighbourhood through exit-only diverters	Addressed in the "site specific" improvements. Additional measures to be explored through the 22nd Street Station Master Plan process.
I	**23rd Street/ Marine Exit**	• Consider opening up "bus only" exit to allow local access for vehicles	Not recommended because it would create more issues that would require additional traffic calming measures.

Neighbourhood-wide Improvements

A number of improvements have been identified that span the entire Connaught Heights neighbourhood (Table 2). Implementation of these improvements will be through a variety of methods such as Local Area Service improvements, as part of city-wide capital and operating budgets for maintenance/replacements, with future development, and through city-led projects using grants and other funding opportunities. Coordination with multiple departments or agencies may be required to initiate specific neighbourhood-wide improvements, which may include further consultation with the community. Full implementation timelines for these neighbourhood-wide improvements is dependent on a number of factors including capital plan allocation, size and scale of developments in the neighbourhood, and prioritization with other neighbourhood improvement identified throughout the city. An implementation strategy for the following neighbourhood-wide improvements is outlined in section **3.0 Implementation Strategy**.



Table 2: Neighbourhood-wide Improvements

	Rationale, Feedback and Response	Implementation
Sidewalks and curb let-downs along priority corridors	**Rationale:** Connaught Heights has a high proportion of streets without sidewalks. New sidewalks are identified throughout the neighbourhood to improve safety and comfort for people walking and cycling, as well as improve accessibility. Priority corridors include routes to Connaught Heights Elementary School, Connaught Heights Park and other park areas, access to transit and 22nd Street SkyTrain Station, and designated Greenways. New sidewalks within the neighbourhood would be constructed with a minimum width of 1.8 m and have curb let-downs at all crossings. **Feedback:** A high percentage (91%) of participants that attended the open house event felt the draft plan met objectives for making it safer for people walking and cycling, and 79% agreed that access and circulation for people walking and cycling would be improved. Feedback received from the Residents Association indicated that installing a sidewalk along 9th Ave and on 21st St between 9th Ave and London St, are priorities to address pedestrian safety and improve access to the school and park.	Improvements would be constructed through: • Local Area Service improvements • City-wide capital and operating budgets for maintenance/ replacement • Future development • City-led projects using grants and other funding opportunities **Timing:** Over time as funds become available
Lighting along priority corridors and walking routes	**Rationale:** New lighting including street and pedestrian level are identified throughout the neighbourhood to improve safety and comfort for all road users, and improve visibility at road crossings for people traveling on foot or by bicycle. Priority corridors include walking routes to schools, parks, access to transit and SkyTrain and along designated Greenways. **Feedback:** There was strong support for lighting improvements within the neighbourhood along the priority corridors.	Improvements would be constructed through: • Local Area Service improvements • City-wide capital and operating budgets for maintenance/ replacement • Future development • City-led projects using grants and other funding opportunities **Timing:** Over time as funds become available

	Rationale, Feedback and Response	Implementation
Improved transit stops including accessible bus pads, missing sidewalk connections, seating and supporting infrastructure	**Rationale:** The Master Transportation Plan (MTP) outlines policies to improve safety and accessibility of transit. Throughout the city improvements are being made to improve access to transit including access to all bus transit stops and ensuring all stops adhere to TransLink's accessibility standards. Improvements to customer facilities could include adding shelters, benches, lighting and trash bins as identified to improve comfort for people waiting and utilizing buses. Improvement locations within Connaught Heights will be identified and implemented through a city-wide transit strategy. **Feedback:** A high percentage (85 %) of participants that attended the open house event felt the draft plan met objectives for making it safer for people taking transit, and 70% agreed that access and circulation for people taking transit would be improved.	Improvements would be constructed through: • Local Area Service improvements • City-wide capital and operating budgets for maintenance/ replacement • Future development • City-led projects using grants and other funding opportunities **Timing:** Over time as funds become available
Opportunities for public space and park enhancements	**Rationale:** Residents identified opportunities to increase access and connections between existing parks, trails and greenways. There were suggestions for enhancing existing "left over" spaces for gathering and enjoyment of local residents. This aligns with MTP policies in the creation of great places and destinations for people to gather, create unique destinations, and add to the overall character of the city. Additional to this is the desire to create a connected network for cycling linking SkyTrain stations, schools, parks, community facilities as well as significant regional routes. Opportunities for creating gathering spaces, additional park space or uses, and linkages for active transportation will be considered through future development and will be done in collaboration with the Planning and Parks Departments. **Feedback:** There were a small number concerns related to improved public space and park enhancement which would increase the number of people using the spaces adjacent to residential properties.	Improvements would be identified through development opportunities, and through public amenities collaboration with the Planning and Parks Departments, and through the 22nd Street Station Master Plan process.

Site Specific Improvements

A number of measures have been identified for specific locations within the Connaught Heights neighbourhood to address issues identified throughout the process. These location specific improvements are listed in Table 3 and identified on the Site Specific Improvement Map (Figure 4). These site specific improvements would be implemented through a variety of methods, and categorized as **short-** (1 to 2 years), **medium-** (2 years or more) or **long-** (5 years or more) **term** timeframe for implementation. Timing for delivering these measures is dependent on available funding and prioritization for construction, if additional design work is required, and size, scale or complexity of the recommended improvement. An implementation strategy for the following site specific improvements is outlined in section **3.0 Implementation Strategy**.

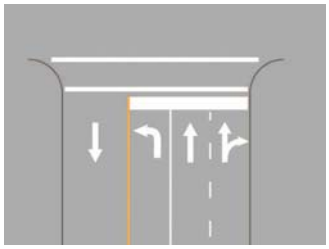
Table 3: Site Specific Improvements List

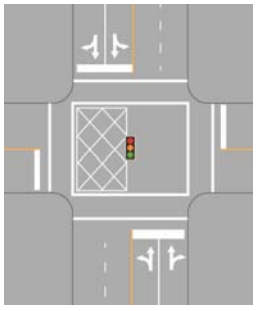
No.	Recommendation	Rationale, Feedback and Response	Implementation
1	**Full closure for vehicles on London St west of 20th St while maintain access for bikes and pedestrians** 	**Rationale:** The London-Dublin Greenway is a level, east-west route connecting the BC Parkway under the SkyTrain guideway to 8th St and New Westminster Secondary School. The route links Connaught Heights Elementary School, Connaught Heights Park with New Westminster Secondary School and Uptown area. This segment of the Greenway is a local street bikeway where cyclists share the road with vehicles. A pedestrian and bicycle activated signal is located at London St and 20th St with grade separated bike lane on the east side of the street through the "jog" at 20th St. A full closure on London St for vehicles is recommended to improve safety and comfort of people walking or cycling on the London-Dublin Greenway, to maintain low vehicle volumes and speeds, supporting policy for 30km/h on designated Greenways and Bikeways, and all ages and abilities design for a shared street. The closure would also address safety concerns related to illegal maneuvers by drivers entering at the existing exit-only diverter. Effectiveness of the closure will be monitored through the monitoring plan strategy. Additional traffic calming measures will be considered to ensure alignment with City goals and policies for Greenways. **Feedback and Response:** Support was mixed for the recommended closure on London St for	**Program:** • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities **Timing:** Short-term: Closure using temporary measures and signage Medium-term: Permanent design and construction after a monitoring period to determine effectiveness

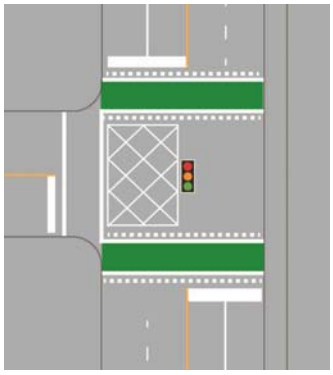
No.	Recommendation	Rationale, Feedback and Response	Implementation
		vehicle movement. London St has become a preferred route for drivers that use the pedestrian activated signal to turn northbound on 20th St to exit the neighbourhood and after picking up and dropping off at the school on London St. Residents initial feedback included a suggestion to formalize London St as the preferred vehicle access to 20th St. The traffic signal provides a comfortable location for drivers turning northbound on 20th St as opposed to 9th Ave, Dublin St or 8th Ave. Residents on London St expressed great safety concerns about maintaining access at London St due to the illegal movements of vehicles including entering at the exit-only diverter, vehicle driving on the opposite side of the street and speeds during the maneuvers. Residents identified the increase in these issues with program changes to the local school. Establishing London St as a preferred vehicle access point for the neighbourhood does not align with City policy of providing safe and comfortable walking and cycling routes and greenways. Given the potential increase in density with the 22nd Street Master Plan process, improvements to the London-Dublin Greenway should promote lower vehicle volumes and speeds. A full closure would address the safety concerns of adjacent residents caused by vehicles entering where prohibited. The representatives from the CHRA supported the proposed closure at London St.	
2	**30 km/h signage on London-Dublin Greenway**  	**Rationale:** In 2017, Council adopted a policy of 30km/h signage on all greenways, bikeways and areas that don't allow cycling on sidewalks within the city. 30km/h signage will be installed along the London-Dublin Greenway in accordance to the policy to slow vehicles speeds on the Greenway, school and park area, and improve safety and comfort of people walking and cycling. **Feedback and Response:** There were no concerns raised for the proposed change from a two-way to four-way stop on 23rd St.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Complete

No.	Recommendation	Rationale, Feedback and Response	Implementation
3	**4-way stop at London St and 23rd St**	**Rationale:** Residents identified issues with vehicles speeds on 23rd St. London St is a safe route to school and contains a marked crossing at 23rd St. To improve safety and comfort for people crossing on foot, the intersection will be converted from a two-way to four-way. This will better control vehicles on 23rd St and improve the crossing conditions along the London-Dublin Greenway which connects to the school and park. **Feedback and Response:** There were no concerns raised for the proposed change from a two-way to four-way stop on 23rd St.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term
4	**4-way stop at Hamilton St and 21st St**	**Rationale:** Feedback received at the October Open House identified additional concerns that speed and volume of vehicles traveling on 21st St between 8th Ave and 7th Ave had not been addressed. 21st St south of 8th Ave has seen an increase in vehicles using the street for pick-up and drop-off for the 22nd Street SkyTrain Station. To manage vehicles movement on 21st St the two-way stop at Hamilton St will be converted to a 4-way stop. **Feedback and Response:** The measure was not previously identified during the workshops or in the open house material presented in October. This recommendations is based on feedback that additional measures were needed on 21st St. Staff feel the recommended measure is appropriate to address the key concern of vehicle speeds even though the distance is relatively short (2 blocks) between the dead end at 7th Ave and existing stop control at 8th Ave.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term

No.	Recommendation	Rationale, Feedback and Response	Implementation
5	**Rebuild traffic circles:** - **23rd St at Dublin St** - **23rd St at Edinburgh St** - **22nd St at Edinburgh St** - **21st St at Edinburgh St** - **21st St at London St** 	**Rationale:** Traffic calming measures were implemented in Connaught Heights over 20 years ago in which a number of traffic circles were constructed within the neighbourhood at that time. Due to the age and design used, five traffic circles have been identified for upgrades. Rebuilding these traffic circles would bring them in-line with current standards which would help reduce maintenance costs and damage to the infrastructure, adjacent properties, and improve safety at these locations. **Feedback and Response:** There was support for improving the traffic circles to address safety concern caused by vehicles hitting the curb and structure.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short- to medium-term: Design Medium- to long-term: Construction of all locations
6	**Curb extensions on north and south sides of 8th Ave at 22nd St** 	**Rationale:** 8th Ave is a primary access route into Connaught Heights for vehicles and transit which experiences higher vehicle volumes and speeds. Concerns were raised on the crossing conditions at 22nd St which is identified as a "safe route to school" with connections to the school and park. Curb extensions will reduce the crossing distance for the marked crosswalk and improve visibility for people traveling on foot or by bicycle. **Feedback and Response:** There was strong support for improvements for people walking in the neighbourhood and improved crossings along 8th Ave.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Medium-term
7	**Marked crosswalk on bus loop access entrance from 7th Ave and work with TransLink to determine an appropriate barrier along the sidewalk adjacent to access lane** 	**Rationale:** 7th Ave is the primary route for people walking to the 22nd Street SkyTrain Station. This location is the main entrance to the bus bays located to the south of the guideway. Improvements at this location will include marking the crossing with paint and signage and fencing along the sidewalk beside the access lane. **Feedback and Response:** This improvement was not identified on the October Open House material. It responds to concerns about access and circulation for people walking to the SkyTrain Station and across the access lane to the bus bays.	**Program:** Work with TransLink **Timing:** Short- to medium- term

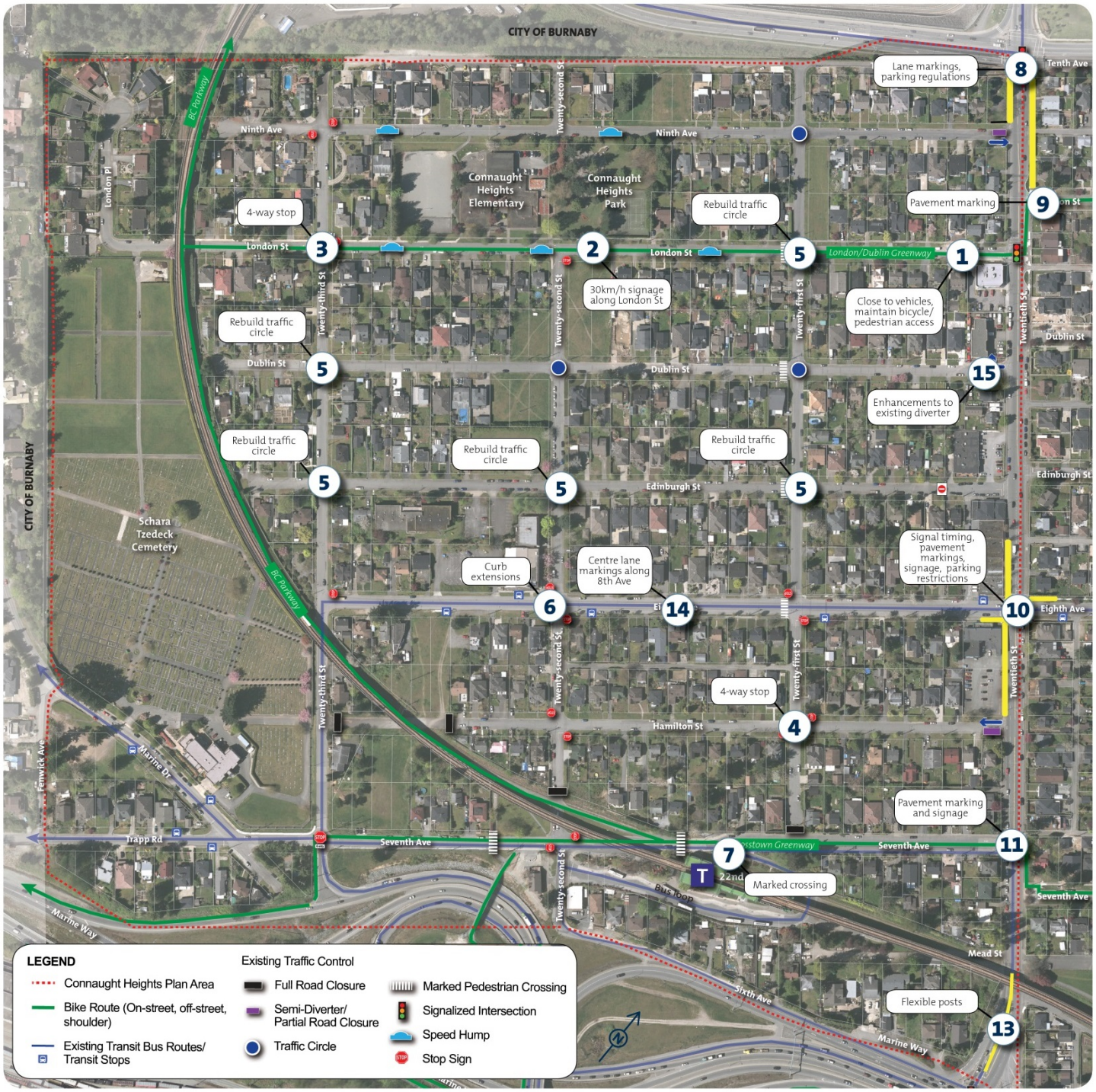
No.	Recommendation	Rationale, Feedback and Response	Implementation
8	**Lane markings on 20th St (northbound) at 10th Ave.**  **Parking regulations and related signage:** - **"No Stopping" anytime on west side of 20th St between 10th Ave and 9th Ave** - **"No Stopping" anytime and "No Parking" at peak periods on east side of 20th St between 10th Ave and London St**	**Rationale:** Formalize two northbound through travel lanes to match the conditions on north side of the intersection. This will provide clarity on correct lane positioning for vehicles traveling through the intersection or turning right onto 10th Ave and provide space for right turn vehicles. Modifications to on-street parking regulations on 20th St are required to accommodate the two through travel lanes and space for vehicles queuing during busy periods while waiting to turn right. The changes on the east side of 20th St between 10th and London St include "No Stopping" anytime that impacts 2 unregulated on-street spaces (north of the lane) and "No Parking" at peak periods restrictions for approximately 3 unregulated spaces (south of the lane). The addition of "No Stopping" signage on the west side formalizes existing conditions. **Feedback and Response:** Formalization of the two northbound through lanes on 20th St at 10th Ave was identified in the *20th Street Corridor Study* (2012). While the measure is expected to result in only minor improvements to operations at the intersection, the lane striping would reduce driver confusion on proper lane positioning, leading to improvement in safety. There were no concerns raised for the proposed changes to lane markings at 10th Ave. The removal of 2 unregulated parking spaces should have minimal impacts to surrounds residents which have parking available on-site, spaces on 10th Ave, 20th St (south of the lane) and on London St.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term: Signage and curbside regulations Short- to medium-term: Lane markings
9	**Road markings, alignment and green paint on the bike lane and pedestrian crossings on the east side of 20th St at London St** 	**Rationale:** To provide clarity on travel path for people cycling and crossing on foot through the "jog" in the London-Dublin Greenway along 20th St. **Feedback and Response:** There were no concerns raised for the proposed improvements.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short- to medium-term

No.	Recommendation	Rationale, Feedback and Response	Implementation
10a	**"Do Not Block" signage and hatching at 20th St and 8th Ave (Box Junction)**	**Rationale:** Hatching and signage will be added to reduce vehicle queuing through the intersection which results in blocking of through and turning vehicles and pedestrian crosswalks.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term: Road hatching, signage and parking regulations Medium-term: Lane configuration
10b	**Parking regulations and related signage at 20th St and 8th Ave:** - **"No Parking" at peak periods on west side of 20th St between Edinburgh St and 8th Ave** - **"No Stopping" at peak periods on west side of 20th St between 8th Ave and Hamilton St** - **"No Parking" anytime on 8th Ave 10m from the 20th St intersection (southwest corner)** - **"No Stopping" anytime on 8th Ave at least 10 m from the intersection (northeast corner)**	Changes to on-street parking regulations will improve vehicle flow during busy periods. Increased parking restrictions of approaches to the intersection will also be made to improve sight distances and provide space for vehicles turning. Adjustments to lane configurations on 20th St at 8th Ave would improve vehicle movement travel north on 20th St and vehicles turning east onto 8th Ave which are the predominant movements at this location. **Feedback and Response:** The addition of "Do Not Block" signage and hatching were identified through the engagement process. Modifications to curb side regulations around 20th St and 8th Ave were identified in the *20th Street Corridor Study* (2012). Changes are limited to modifications of existing parking restrictions through peak periods or recommendations heard through engagement to improve vehicles movements. Impact to adjacent businesses and residents are expected to be minimal.	
10c	**Lane configurations and alignment on 20th St at 8th Ave intersection** 	The lane configuration and alignment on 20th St will be assessed and implemented to the satisfaction of the City Engineer.	

No.	Recommendation	Rationale, Feedback and Response	Implementation
11	**Pavement markings and signage for the 20th St and 7th Ave intersection and pedestrian/bike crossings** 	**Rationale:** Seventh Ave is part of the Rotary-Crosstown Greenway and primary transit route leaving the 22nd Street SkyTrain Station. Congestion on 20th St caused delays for vehicles turning from 7th Ave onto 20th St due to vehicles blocking the intersection and crosswalk. Pavement marking including "Do Not Block" hatching within the intersection, green paint on the pedestrian and bicycle crossing as well as signage is warranted. This would help inform people driving not to block the intersection, improve safety and comfort for people crossing 20th St on foot or by bicycle, and ensure sufficient turning space for transit buses. **Feedback and Response:** Improvements for walking and cycling had great support from the community. Improvements at 7th Ave have been a high priority to improve safety and comfort for people walking and cycling in the area, and for buses and vehicles that use 7th Ave.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities **Timing:** Short-term: Hatching and signage Medium-term: Design of green markings and instillation
12	**Signal timing coordination for traffic signals on 20th St**	**Rationale:** Modification and coordination of traffic signal timing on 20th St at 6th Ave, 7th Ave and 8th Ave will help improve vehicle flow during regular operating conditions. However, modifications of signal timing at 8th Ave and 7th Ave will have minimal impacts to congestion and queuing on 20th St. During peak periods, the overall vehicles volumes is caused by combined traffic from 6th Ave and 20th St, as well as from Stewardson Way merging into one southbound travel lane on the Queensborough Bridge. **Feedback and Response:** Feedback received throughout the process identified that not enough was being done to address congestion on 20th St. 20th St is classified as city collector but experiences volumes over 15,000 vehicles per day and is often congested during peak periods of the day. Changes to the north approaches to the Queensborough Bridge were completed in 2008 which improved vehicle movements onto and off of the bridge and relocated the 20th St and 6th Ave traffic signal to the north side of Stewardson Way. Since 20th St will remain a collector, improvements have been identified to improve safety and manage the operating	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short term

No.	Recommendation	Rationale, Feedback and Response	Implementation
		conditions of the corridor. Longer term changes to 20th St will need to be considered within a larger regional context, as well as part of the 22nd Street Station Master Plan process which including additional density within the Connaught Heights neighbourhood. Measures to address queues and delays along 20th St are limited without significant changes to the interchange and/or Queensborough Bridge.	
13	**Flexible bollards on 20th St south of Mead St between transit priority lane and curbside southbound lane**	**Rationale:** The instillation of a barrier between the two southbound lanes on 20th St between 6th Ave and 7th Ave would prevent motorists from bypassing queues on 20th St. Not done beyond Mead St to maintain access for Mead and of existing driveways. **Feedback and Response:** The instillation of barriers was identified in the *20th Street Corridor Study* (2012). This measure was not identified on the October Open House material but addresses numerous comments received through civic advisory committees.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities **Timing:** Short-term **Additional Approvals:** Referral to MOTI prior to implementation
14	**Centre lane cross-hatch markings on 8th Ave between 20th St and 23rd St**	**Rationale:** To provide a visual narrowing of the road and in an effort to reduce vehicle speeds. **Feedback and Response:** The measure was not previously identified during the workshops or in the open house material presented in October. This recommendations is based on feedback on vehicles along 8th Ave.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term
15	**Enhancements to existing exit-only diverter on Dublin St**	**Rationale:** The instillation of additional barriers to the existing exit-only divert is to address illegal parking and maneuvers by drivers. Egress from the neighbouring business driveway will be maintained. **Feedback and Response:** The instillation of additional barriers is in response to concerns of drivers entering on the exit-only diverter.	**Program:** • City-wide capital and operating budgets for maintenance/ replacement **Timing:** Short-term

Figure 4: Site Specific Improvements Map



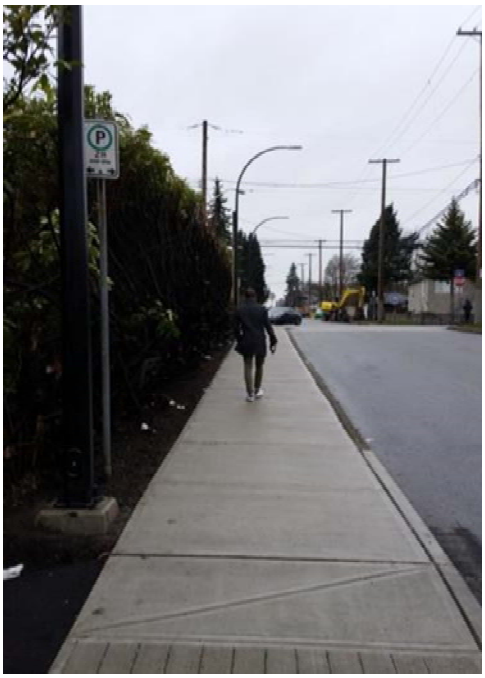
21st Street Corridor "Quick-win"

As part of the feedback received by residents during the Listen and Learn phase, there was an overwhelming desire to improve pedestrian accessibility and safety to the 22nd Street SkyTrain Station, specifically along 21st Street. As a result the City engaged Binnie and Associates to design improvements along 21st Street between 7th Avenue and London Street including:

- New sidewalk on the west side of the 21s Street and a section of 8th Avenue
- New marked crossings with curb extensions at specific locations
- Improved street lighting along the street
- Traffic circle designs for Edinburgh Street and London Street

The design and construction of the identified improvements were 50% cost-shared by the TransLink Walking Infrastructure to Transit (WITT) program. The sidewalk and street lighting tender was issued in September 2017, and construction began in November 2017. The project was substantially completed in February 2018. The construction of the new sidewalk along the section of 8th Avenue is anticipated to be completed in 2018.





Left: 21st Street looking south towards 7th Avenue prior to construction of new sidewalk and lighting.
Right: New sidewalk and lighting along 21st Street after construction was completed

3.0 Implementation Strategy

Implementation

Construction of the proposed measures outlined in the Connaught Heights Traffic Calming Plan will occur over time. Full implementation of the plan will depend on what type of measure is identified including if they are "neighbourhood-wide" or "site specific" improvements. These will occur through a variety of methods such as Local Area Servicing Improvements, as part of city-wide capital and operating budgets for maintenance/replacements, with future development, and through city-led projects using grants and other funding opportunities. Coordination with multiple departments or agencies may be required to initiate specific neighbourhood-wide improvements, which may include further consultation with the community.

Timelines

The timelines for "neighbourhood-wide" improvements is dependent on a number of factors including capital plan allocation, size and scale of developments in the neighbourhood, and prioritization with other neighbourhood improvement identified throughout the city. A proposed schedule for implementing neighbourhood-wide improvements is outlined in Table 4.

The "site specific" improvements outlined in this plan would be implemented through a variety of methods and categorized as **short-** (1 to 2 years), **medium-** (2 years or more) or **long-** (5 years or more) **term** timeframe for implementation. A proposed schedule for delivering these measures is outlined in Table 5. Completion of these improvements will be dependent on available funding and prioritization for construction, if additional design work is required, and size, scale or complexity of the recommended improvement. This timeline outlines best case scenarios but is subject to change depending on the factors identified above.

Monitoring

The installation of traffic calming measures will likely be undertaken on a temporary basis to provide staff the opportunity to assess and fine-tune the geometric designs. After a monitoring period, temporary measures that are operating effectively would be installed on a permanent basis. Traffic calming measures which can be installed temporarily include islands, curb extensions and line-marking. Emergency Services will be involved at the design development stage to ensure that the measures do not limit or prohibit their ability to serve the community. It is anticipated that implementation of the temporary measures could commence in 2018. Staff will continue to work with the community through the civic committees and associations to ascertain the effectiveness of changes and if additional measures are required within the community.

Table 4: Proposed implementation schedule for neighbourhood-wide improvements

	Recommendation	Implementation Programs and Funding sources	Implementation Timeline	Notes
	Sidewalks and curb let-downs along priority corridors	• Local Area Service improvements and future developments • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities	Implementation for these items is dependent on capital plan allocation, size and scale of development in the neighbourhood, and prioritization with other neighbourhood improvements identified throughout the city.	All new sidewalks will be a minimum 1.8m width and have curb let-downs for improved accessibility. 9th Avenue was identified as a priority location for construction of a sidewalk to provide a safe and comfortable connection to the school and park by the CHRA along with 21st Street between 9th Avenue and London Street.
	Lighting along priority corridors and walking routes	• Local Area Service improvements and future developments • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities		
	Improved transit stops including accessible bus pads, missing sidewalk connections, seating and supporting infrastructure	• Local Area Service improvements and future developments • City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities		Staff will continue to identify opportunities through grant and cost-sharing opportunities such as Translink's TRIPP, WITT, BICCS and MRNB programs, and ICBC Roade Safety program.
	Opportunities for public space and park enhancements	• Local Area Service improvements and future developments • City-wide capital and operating budgets for maintenance/ replacement • Partnership opportunities		Staff will continue to work in collaboration with the Parks and Development Services Departments, as well as other potential partners to identify opportunities including through the 22nd Street Station Master Plan process.

Table 5: Proposed implementation schedule for site specific improvements

No	Recommendation	Implementation Programs and Funding sources	Short-term (1-2 years)	Medium-term (2 years +)	Long-term (5 years +)	Notes
1	**Full closure for vehicles on London St west of 20th St**	• City-wide capital and operating budgets for maintenance/ replacement (*Greenways and Bikeways*) • City-led projects using grants and other funding opportunities				Short-term: Closure with temporary materials and signage Medium-term: Permanent design and construction
2	**30 km/h signage on London-Dublin Greenway**	• City-wide capital and operating budgets for maintenance/ replacement (*Greenways and Bikeways*)	Complete			Implemented under existing policy for 30km/h Speed Limit policy under improvements for Greenways and Bikeways
3	**4-way stop at London St and 23rd St**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city
4	**4-way stop at Hamilton St and 21st St**	• City-wide capital and operating budgets for maintenance/ replacement				prioritization with other neighbourhood improvements identified throughout the city
5	**Rebuilt traffic circles:** - **23rd St at Dublin St** - **23rd St at Edinburgh St** - **22nd St at Edinburgh St** - **21st St at Edinburgh St** - **21st St at London St**	• City-wide capital and operating budgets for maintenance/ replacement				Medium-term: Design Medium- to Long-term: Construction
6	**Curb extensions on north and south sides of 8th Ave at 22nd St**	• City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities				Medium-term: Design and construction Prioritization with other neighbourhood improvements identified throughout the city

No	Recommendation	Implementation Programs and Funding sources	Short-term (1-2 years)	Medium-term (2 years +)	Long-term (5 years +)	Notes
7	**Marked crosswalk on bus loop access entrance from 7th Ave and work with TransLink to determine an appropriate barrier along the sidewalk adjacent to access lane**	• City-wide capital and operating budgets for maintenance/ replacement • City-led projects using grants and other funding opportunities • Partnership opportunities				Staff will continue to identify potential partnership opportunities, grants and cost-sharing sources such as TransLink and ICBC.
8a	**Lane markings on 20th St (northbound) at 10th Ave.**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city. Collaboration with the City of Burnaby of the intended changes.
8b	**Parking regulations and related signage:** - **"No Stopping" anytime on west side of 20th St between 10th Ave and 9th Ave** - **"No Stopping" anytime and "No Parking" at peak periods on east side of 20th St between 10th Ave and London St**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city.
9	**Road markings, alignment and green markings on the bike facility and pedestrian crossings on the east side of 20th St at London St**	• City-wide capital and operating budgets for maintenance/ replacement *(Greenways and Bikeways)*				Prioritization with other neighbourhood improvements identified throughout the city.
10a	**"Do Not Block" road hatching and signage at 20th St and 8th Ave.**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city.
10b	**Parking regulations and related signage:** - **"No Parking" at peak periods on west side of 20th St between Edinburgh St and 8th Ave** - **"No Stopping" at peak periods on west side of 20th St between 8th Ave and Hamilton St** - **"No Parking" anytime on south side of 8th Ave 10 m from the intersection** - **"No Stopping" anytime on north side of 8th Ave xx m from the intersection**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city.
10c	**Lane configuration on 20th St at 8th Ave**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city.
11	**Pavement markings and signage for the 20th St and 7th Ave intersection and pedestrian/bike crossings**	• City-wide capital and operating budgets for maintenance/ replacement (*Greenways and Bikeways)* • City-led projects using grants and other funding opportunities				Staff will continue to identify grant and cost-sharing opportunities such as TransLink's WITT, BICCS, and new Bus Speed and Reliability program.
12	**Signal timing coordination on 20th St**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city
13	**Flexible bollards on 20th St south of Mead St between transit priority lane and curbside southbound lane**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city. Requires referral to MOTI.
14	**Centre lane markings on 8th Ave between 20th St and 23rd St**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city
15	**Enhancements to exit-only diverter on Dublin St**	• City-wide capital and operating budgets for maintenance/ replacement				Prioritization with other neighbourhood improvements identified throughout the city

APPENDIX A: ENGAGEMENT SUMMARY

The Connaught Heights Traffic Calming Plan used a three-phase engagement process: Launch, Listen and Learn; Option Development; and Recommendations. The program launched in late 2016 with a workshop in December and June 2017, and the final open house in late October.

Notification for the public engagement events was provided through postcards delivered by Canada Post to all residents and businesses within the neighbourhood, advertisements in the City Pages section of New Westminster Record, postings on the City Pages Online events calendar, emails to residents association, etc. Information on the Connaught Heights program and all event materials were posted on the program's webpage (www.newwestcity.ca/chtc) found under City's "Projects on the Go" page.

Phase 1: Launch, Listen and Learn	- Launch process, initial stakeholder engagement - Workshop #1 (December 3, 2016) - Feedback analysis, identify ideas and options - Identify "quick-win" opportunities - Share workshop #1 findings
Phase 2: Option Development	- Workshop #2 (June 15, 2017) - potential options to address issues - Design "Quick-win" measures, grant funding received - Review feedback and identify preferred traffic calming measures - "Quick-win" design completed and issued for tender
Phase 3: Recommendations	- Draft transportation and traffic calming plan - Open House #1 (October 26, 2017) - Draft Plan Recommendations - Review feedback and identify if modification are required to the Draft Plan Recommendations - Follow-up meeting with key stakeholder group



October Open House event

In total, over 100 people participated in scheduled activities and meetings with stakeholders, civic advisory committees, and public workshops and open house events throughout the three phases. Additional feedback was also provided directly to project staff through feedback forms at the event and completed on-line, by phone, email, and updates from other departments and meeting minutes.

Engagement Activities	
Civic and Resident Advisory Group Meetings	**Connaught Heights Resident's Association**
	NTAC – Update on the Connaught Heights Traffic Calming Plan
Public Events	**Workshop #1** December 3, 2016, 10 am - 12 pm Connaught Heights Elementary School 33 participants, 18 feedback forms
	Workshop #2 June 15, 2017, 6 pm – 8 pm Connaught Heights Elementary School 26 participants
	Open House #1 November 26, 2017, 6 pm - 8pm Connaught Heights Elementary School 34 participants, 22 feedback forms

Public Events and Feedback Highlights

Workshop #1



The first workshop with residents was held in early December 2016 and attended by 33 participants. The purpose of the session was to introduce the community to the program and gather experiences, concerns and issues related to all modes of transportation in the Connaught Heights neighbourhood. A presentation was provided by staff and input was gathered through facilitated group discussions. Notification for the event was provided through the City Online Page, social media, and direct ad-mail to households. Connaught Heights Resident's Association was also informed of the launch of the program and about the event to share with their members. Registrations for the event was encouraged but not required for participants. Participants at the session were represented by a high percentage of residents over the age of 51(75%) and a high proportion of people identified driving as their primary mode of travel is driving (79%).

Participants shared their views on:

- what was working well within the neighbourhood
- specific issues by mode of travel (motor vehicle, transit, walking and cycling)
- what success looks like
- reasons for using different modes of travel
- what the city does to support transportation choices
- ways to encourage residents to walk, take transit, or cycle more often

Observations and issues were collected including topics such as vehicle access and circulation, traffic congestion points, access to transit, street lighting, pedestrian safety, and suggestions to address the issues. The information collected was used to identify potential traffic calming measures to be presented at the second workshop.

The complete June Workshop #1 Summary Report is provided in **Appendix B**.

Workshop #2



The second workshop was held on June 15, 2017 and built upon the feedback received at the December event. Twenty-six participants attended the session and provided comments and discussed identified options for changes within the Connaught Heights neighbourhood. During the event information boards were provided outlining existing conditions, identified issues, proposed plans for walking, cycling, transit, and for motor vehicles. Comments and input was gathered through facilitated table discussed using table maps outlining potential measures by mode. Notification for the event was provided on the program webpage and city online page, city's online page and social media channels, direct ad-mail to all households and businesses, and through the Connaught Heights Resident's Association. Many of the participants had attended the previous workshop event.

The responses and comments captured during the table discussion were primarily on motor vehicles (38%), pedestrian and cycling topics (36%) and traffic calming (20%). The feedback was used to confirm proposed directions outlined in the workshop and identify if adjustments were warranted for the recommended measures to better meet program objectives. The proposed measures would be presented back to residents and businesses at a public open house event prior to presenting recommendations to Council.

Based on feedback received, the 21st Street improvements were identified as a "quick-win" that could be implemented in the short term. Staff initiated the process to implement the "quick-win" prior to completing the overall Traffic Calming Plan.

The complete June Workshop #2 Summary Report is provided in **Appendix B**.

Open House #1



A public open house was held on October 26, 2017 to present the draft plan recommendations to the public. The draft plan proposed measures were based on the discussions and feedback received during the previous 2 workshops, outlined project objectives, and technical analysis. Approximately 34 participants attended the open house event to review the presentation boards with the draft plan recommendations. Notification for the event was provided on the program webpage and city online page, city's online page and social media channels, direct ad-mail to all households and businesses, and through the Connaught Heights Resident's Association.

Input and feedback was collected through discussion with staff during the session, paper surveys available at the event and provided on the project website. Twenty-two feedback forms were submitted at the event, completed on-line or sent in by email or through phone discussion with staff. All the attendees at the session that completed a feedback form were over the age of 45 (77%) with half of the respondents identifying their primary mode of travel was by vehicles (as a driver or passenger).

Overall, there was support for the identified pedestrian measures outlined in the material including improved sidewalks and lighting, improved access to transit stops and SkyTrain station, and rebuilding traffic circles to current standards. There were concerns raised about proposed measures related to vehicle access and movement including allowing two-way vehicle access on 9th Avenue at 20th Street, no change to access off of Marine Way to 23rd Street, lack of measures to control vehicle speeds on 21st Street. Other issues and concerns raised included enforcement for driver behavior and illegal maneuvers, pick-up and drop-off for the station, the need for more improvements for 20th Street, and maintaining vehicle access on London Street.

Based on survey responses, many residents agreed that the draft plan addressed many of the project objectives including improved access and circulation for people walking, cycling and taking transit, and improved safety. However, there were still were significant concerns raised about proposed changes to access for motor vehicles. Staff identified that refinements to the proposed plan were warranted to address key concerns related to 9th Avenue and potential improvements along 20th Street.

The complete October Open House Summary Report is provided in **Appendix B**.

Additional submissions and follow-up meeting with CHRA

Subsequent to the October Public Open House, submissions were received by email from residents on 9th Avenue expressing their concern about proposed changes to the exit-only diverter, pedestrian safety, lack of sidewalks, and traffic noise on their street.

A letter was also received from the Connaught Heights Resident's Association (CHRA) identifying similar concerns regarding two-way vehicles access at 9th Avenue and 20th Street. Staff held a follow-up meeting in January 2018 with representatives from the CHRA to discuss concerns about the proposed changes presented at the October Open House Events. Staff outlined the three proposed design options for changes for 9th Avenue and 20th Street including what was proposed at the open house, a refined design based on feedback, and limited change. Through the discussion, a preferred course of action was agreed upon to address concerns related to allowing two-way vehicle access on 9th Avenue at 20th Street. Modifications were made to the plan in response to the meeting including removal of the changes to the 9th Avenue diverter, removal of the traffic diverter at Dublin St and 21st St, and removal of the speed humps on 9th Avenue.

APPENDIX B: EVENT SUMMARY REPORTS AND EVENT MATERIALS

Workshop #1 Summary Report, March 2017, and Event Materials

Workshop #2 Summary Report, June 2017, and Event Materials

Open House Summary Report, December 2017, and Event Materials

NEW WESTMINSTER
Engineering Services

Connaught Heights Traffic Calming Plan

Workshop #1 Summary Report

March 2017

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1. Introduction

A primarily residential community, Connaught Heights is situated at the western side of the mainland in New Westminster, which is also home to the 22nd Street Skytrain station. Being one of the main accesses between Burnaby and Queensborough Bridge, the City of New Westminster (the City) is committed to reviewing and updating the traffic calming plan for Connaught Heights.

This report summarizes the outcome of the first phase of the Connaught Heights Traffic Calming plan, which consisted of a community workshop, conducted by the City of New Westminster staff on December 3rd, 2016, as well as a community survey. The workshop was attended by 33 members of the community and 18 survey responses were received by the City. The purpose of this report is to provide an overview of the concerns and priorities suggested in the workshop and the survey, in order to allow City staff to strategically plan for traffic calming in the neighbourhood.

2. Community Workshop

2.1 Workshop Overview

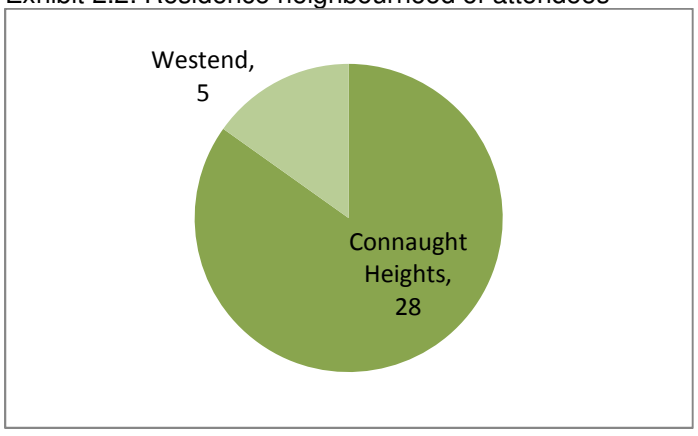
The City hosted a Community Workshop on December 3, 2016 to engage the residents of Connaught Heights about transportation issues in the neighbourhood. The purpose of the workshop was to provide the community with an opportunity to share their experiences, opinions, concerns and issues in relation to all modes of transportation in the Connaught Heights area. During the workshop, City staff provided a presentation to participants and facilitated group sessions for participants to voice their opinions, observations and perceptions about transportation in the area.

The workshop was advertised through the City Online Page, Facebook, Twitter, direct ad-mail to all addresses in the Connaught Heights neighbourhood and through communications with the Connaught Heights Residents' Association. At total of 25 attendees pre-registered for the workshop through the Eventbrite.ca website.

2.2 Attendance

Based on the sign-in records from the workshop, a total of 33 people attended the workshop. The majority of the attendees reside in the Connaught Heights neighbourhood, as summarized in Exhibit 2.1 which was derived from the workshop sign-in records.

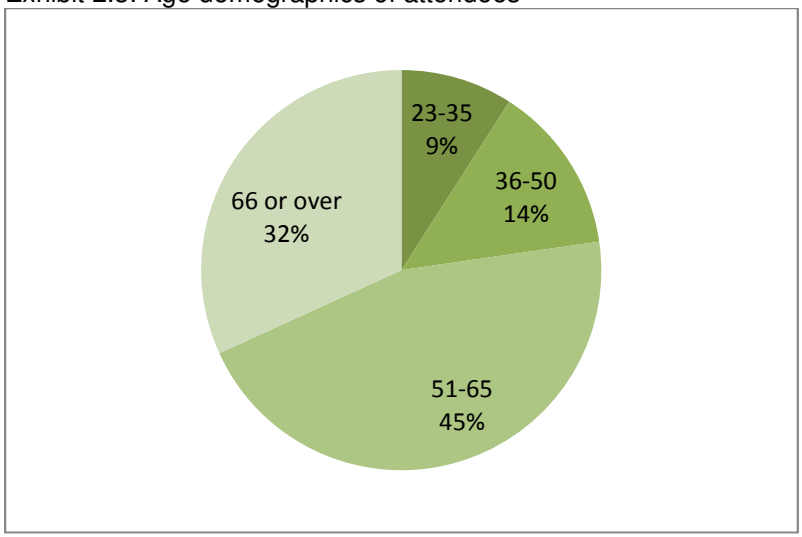
Exhibit 2.2: Residence neighbourhood of attendees



2.3 Demographics

Attendees of the workshop included a range of age categories, with the vast majority - more than 75% - aged 51 or older.

Exhibit 2.3: Age demographics of attendees

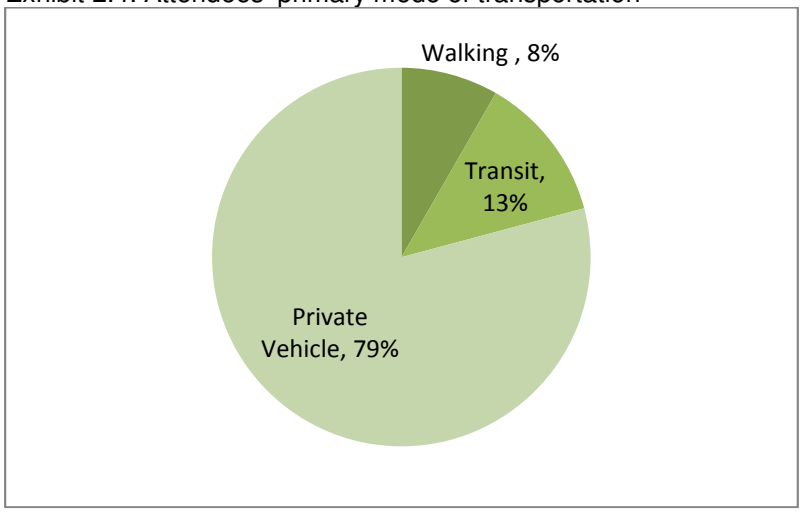


2.4 Primary Mode of Transportation

Using sticky dots on a display board, workshop participants indicated their primary mode of transportation. It was noted that a high number of attendees indicated private vehicles as their primary mode of transportation.

With the proximity and availability of SkyTrain and bus services, there is a fair representation of people using transit (13%) while 8% of the attendees indicated walking as their primary mode of transportation. According to the Master Transportation Plan, the percentages of daily trips by mode in 2011 for the City of New Westminster are 64% private vehicles and 36% transit, walking and cycling.

Exhibit 2.4: Attendees' primary mode of transportation



2.5. What is Working Well?

Attendees were encouraged to share their favourable views on transportation in Connaught Heights that included:

- BC Parkway/SkyTrain path (good lighting and connections; important amenity)
- Traffic circles (Generally good, but older ones need to be replaced by modern designs)
- Speed humps
- Bike Routes (London Dublin Greenway and connection onto Queensborough Bridge)
- Convenience of SkyTrain
- Green paint at conflict points
- Left turn from 8th Avenue onto 20th Street
- Bicycle accessibility at access points positively received

2.6. Observations and Issues

Specific issues and suggested interventions were provided by the attendees during the workshop and they are arranged by mode of transportation below.

2.6.1 Motor Vehicles

Key Concerns

- Limited options for entering and exiting the neighbourhood from 20th Street in both directions
- Vehicle traffic generated by future developments
- Older traffic circles are hazardous, especially on 23rd Street
- Parked vehicles on London Street at the school drop-off area
- Traffic congestion up to residential area from Stewardson Way
- Mixed Feedback on current 1 lane configuration on 20th Street
- Left lane traffic on 20th Street cutting over to the right lane (Southbound)
- Afraid that removal of current diversionary traffic calming will encourage rat running

Attendees' Suggested Interventions

- Additional speed humps to reduce vehicle speeds
- Investigate the feasibility of allowing local residents to access marine way from 23rd street
- Provide an access point into the neighbourhood along 20th St between 8th Ave and 10th Ave
- Use pedestrian signal at London Street as a regular signal to exit neighbourhood and would like this to remain
- Would like to have access control whereby only those with authorization could enter
- No further access restriction
- There appeared to be some support for considering other diversionary traffic calming within the neighbourhood, if access from 20th St were improved

2.6.2. Transit

Key Concerns

- Limited street lighting near 22nd Street SkyTrain
- Access to SkyTrain area for all transportation modes

Attendees' Suggested Interventions

- Additional street lighting near SkyTrain area

- Investigate the potential for a drop-off area at the 22nd Street SkyTrain station

2.6.3. Walking and Cycling

Key Concerns

- Pedestrian Safety
- Walking infrastructure connecting to transit

Attendees' Suggested Interventions

- Pedestrian crossing enhancements at 8th Ave & 22nd St and 8th Ave & 21st
- More street lighting, especially on routes to the SkyTrain and on 8th Avenue
- Additional sidewalks, especially on routes to the SkyTrain, on 8th Avenue and on 23rd St to connect to BC Parkway
- Increase brightness and efficiency with LED lights

2.7. What Does Success Look Like?

Attendees were asked to comment on what future transportation related success will look like in Connaught Heights. Below are the cited comments from the display board and City staff facilitated roundtable discussions:

- Additional motor vehicle access into the neighbourhood from 20th Street
- Sidewalks and additional street lighting on 21st Street and 22nd Street and 8th Ave
- Addressing park and ride in the neighbourhood
- Limiting motor vehicle volume increase on 20th Street
- Ensure that new developments have sufficient parking on-site to not place extra pressure on on-street parking
- New developments have adequate access points and do not compromise access to the rest of the neighbourhood.
- Easier and more direct access into Connaught Heights from the north approach
- Eliminating rat running and speeding

3. Survey Results

3.1. Survey Administration and Participation

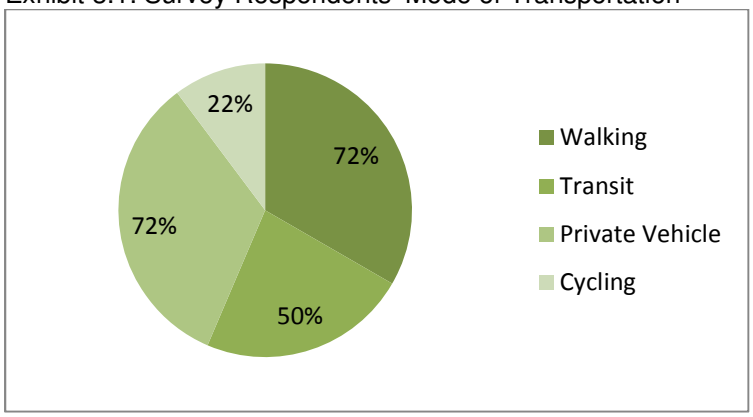
The City developed a survey which was distributed during the December workshop enabling attendees to submit their responses at the workshop, in-person at the city hall, via fax or through email. The survey included questions about the respondents' primary choice of transportation, reasons for their transportation choices and suggestions for the City to improve transportation and encourage a greater use of sustainable modes of transportation. Respondents were also asked to share their views on diversionary traffic calming, the top five transportation related problem issues in their neighbourhood and the top five examples of good in their neighbourhood.

A total of 18 completed surveys were received. City staff noted a high degree of consistency between the survey responses and similarity between the survey responses and the workshop feedback.

3.1.1. Respondents' Primary Mode of Transportation

As there was no restriction on the number of transportation modes that could be selected in survey, several respondents select more than one primary mode of transportation. The percentage shown in Exhibit 3.1 reflects the percentage of the total respondents who selected the mode of transportation; as a result, the sum surpasses 100 percent.

Exhibit 3.1: Survey Respondents' Mode of Transportation



A majority of respondents (72%) indicated private vehicles as their primary mode of transportation. However, a surprising number of respondents (72%) also identified walking as their primary choice for transportation. In addition, a substantial proportion of people (50%) responded that they use transit and just 22% indicated cycling as a primary mode. A significant difference between the number of survey respondents and workshop attendees indicating walking and transit as their primary mode of transportation was observed. This difference was likely due to the ability to select more than one primary mode of transportation on the survey.

3.1.2. Reasons for Walking, Taking Transit and Cycling

Respondents shared the following reasons for walking, taking transit and cycling:

- Eco-friendly
- Exercise
- Cost effective
- Convenience
- Healthy
- Recreational purposes

3.1.3. What has the City Done to Support Transportation Choices?

Respondents were asked to provide City efforts that have supported their transportation choices, which included:

- Lighting the trail to the skytrain
- Speed humps on streets with schools
- Improved cycling network
- Traffic calming
- Cycling facilities

3.1.4. How can the City Encourage Residents to walk, take transit or cycle more often?

Respondents suggested how the City may encourage residents to drive less, which included:

- Safer street crossings
- Improved lighting
- Add and repair sidewalks
- Better ingress/egress to and from neighbourhood
- Encourage park & ride for transit

3.1.5. Reasons for Driving

Respondents provided reasons for driving:

- Shorter travel times
- Work purposes
- Convenience and comfort
- Lack of services within reasonable walking distance – e.g. groceries

3.1.6. Difficulty of Walking, Taking Transit and Cycling

Respondents' reasons for why walking, taking transit and cycling included:

- Safety concerns due to limited street lighting
- Lack of walking infrastructure to transit
- Inadequate sidewalks
- Limited parking near the SkyTrain station

3.3.7. What is Working Well from a Motor Vehicle Perspective?

Respondents' provided their opinion on what is working well from a motor vehicle perspective, which are the following:

- Limiting through traffic in the neighbourhood
- Accessibility to bridges and major routes from the neighbourhood
- Speed humps
- Road entrance into the neighbourhood from 20th St
- Left turn northbound at 20th St and 8th Ave

3.3.8. Diversionary Traffic Calming

Respondents were asked to share their views on diversionary traffic calming in the Connaught Heights neighbourhood. Four of the respondents strongly agreed with the current diversionary traffic calming implementations while three respondents were supportive, but voiced their difficulty entering and exiting the neighbourhood. Respondents also suggested the addition of residents' only stickers, removal of some barriers entering Connaught Heights from 20th Street and converting some of the streets in the area to one-way streets. There appeared to be some support for changes to diversionary traffic calming, if it were possible to improve motor vehicle access into the neighbourhood without enabling short-cutting/queue jumping.

3.3.9. Transportation Problems in the Neighbourhood

Respondents were asked to provide up to five transportation issues in their neighbourhood. The most commonly cited issues included the following:

- Insufficient Sidewalks
- Poor Lighting
- Limited Crosswalks

- Traffic Circles
- High traffic volumes during peak hours on 20th Street and limited access into/out of neighbourhood
- Insufficient bike routes and lanes
- Rat running through the neighbourhood
- Insufficient park & ride
- Dangerous intersections
- Vehicle speeds

3.3.10. Examples of Good Transportation in the Neighbourhood

Respondents were asked to report five examples of good transportation, which included the following:

- Neighbourhood allows for walking
- Creation of the Walkers' Caucus
- Inclusion of walking in the Master Transportation Plan
- Convenient access to transit services
- Speed humps
- Pedestrian controlled crossing on 20th Street
- Access to the BC Parkway from the neighbourhood

4. Next Steps

After collecting data and taking into consideration the community feedback collected through the workshop and the survey, City staff will develop ideas and options to address the key concerns and issues from residents. City staff has also identified quick-wins for Connaught Heights and will design these measures in the spring of 2017, in anticipation of construction later in 2017. City staff will host a second traffic calming workshop to review and discuss ideas and options in the spring of 2017.

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

Tell Us About Your Situation

WHY DO WE ASK?

Knowing who participated today will help tell the story of this event in the report to Council. It also helps us understand whose voices are missing from the conversation.

WHAT IS YOUR AGE?

- 19 and under
- 23 - 35
- 36 - 50
- 51 - 65
- 66 or over

WHAT DO YOU DO IN CONNAUGHT HEIGHTS?

- Live
- Work
- Play

WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION?

- Walking
- Cycling
- Transit
- Private Vehicle
- Other

WOULD YOU WALK, CYCLE AND USE TRANSIT MORE FREQUENTLY IF IMPROVEMENTS WERE MADE IN THE FUTURE?

- Yes
- No
- Maybe

NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

PROJECT OBJECTIVE

To develop a plan to enhance the ***safety and livability*** of the Connaught Heights neighbourhood by managing volumes and speeds of traffic using local roads and encouraging more sustainable modes of transportation, while maintaining adequate access for local residents.

BACKGROUND

The current traffic calming measures in the Connaught Heights Neighbourhood were implemented during the period spanning 1990 – 2000 in consultation with the residents of the neighbourhood, including:

- Traffic circles
- Raised crosswalk
- Access control
- Semi-diverters

Although effective, the measures are outdated and require a re-visit to ensure that the measures are serving the needs of the community, and facilitate safe travel for all modes of transportation.

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

TIMELINE

WINTER 2016

- ✓ Launch of the Connaught Heights Transportation & Traffic Calming Plan
- ➢ **Listen and Learn Workshop – December 3, 2016**
- Collect data and community feedback through survey
- Develop ideas and options
- Identify quick-wins
- Report to Council – Workshop Findings

SPRING 2017

- **Workshop #2** - Review and discuss ideas and options – date and location TBD
- Report to Council – Workshop Findings
- Design quick-win measures

LATE SPRING/ SUMMER 2017

- Develop RFP to engage consultant to undertake Transportation Plan
- Engage consultant to undertake Transportation Plan
- Implement quick-win measures

WINTER 2017/2018

- Complete Transportation Plan – develop list of improvements, timing & funding sources
- Report to Council – Connaught Heights Transportation & Traffic Calming Plan
- Implement identified improvements

NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

FORMAT

TWO KEY COMPONENTS

Connaught Heights Traffic Calming Plan

Official Community Plan Review: 22nd Street SkyTrain Station

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

MEDIUM-LONG TERM COMPONENT

Official Community Plan Review: 22nd Street SkyTrain Station

-Access/egress – all modes
-Circulation – all modes
-Network Capacity/ functionality
-Parking
-Travel Demand Management

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

SHORT TERM COMPONENT

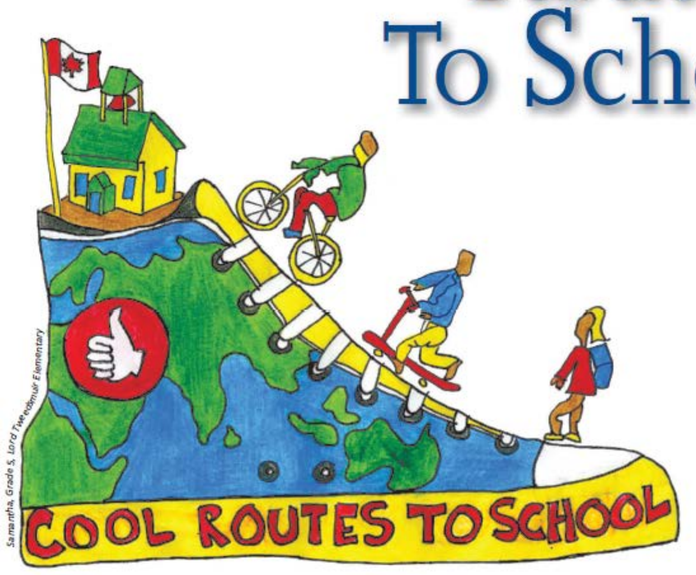
CONNAUGHT HEIGHTS TRAFFIC CALMING PLAN

- What's working well?
- What are the problems, where, when and why?
- Where do people need/want to walk, bike and access transit?
- What are people prepared to consider?
- What are we prepared to deliver?
- What does everyone expect to achieve?

SCHOOLS

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

Best Walking Routes To School



Connaught Heights
Elementary School

Legend

- Best Walking Route
- Meeting Place for Walking Groups
- Park and Walk *(for 'out of catchment' families)*
- Bus Route /Stop

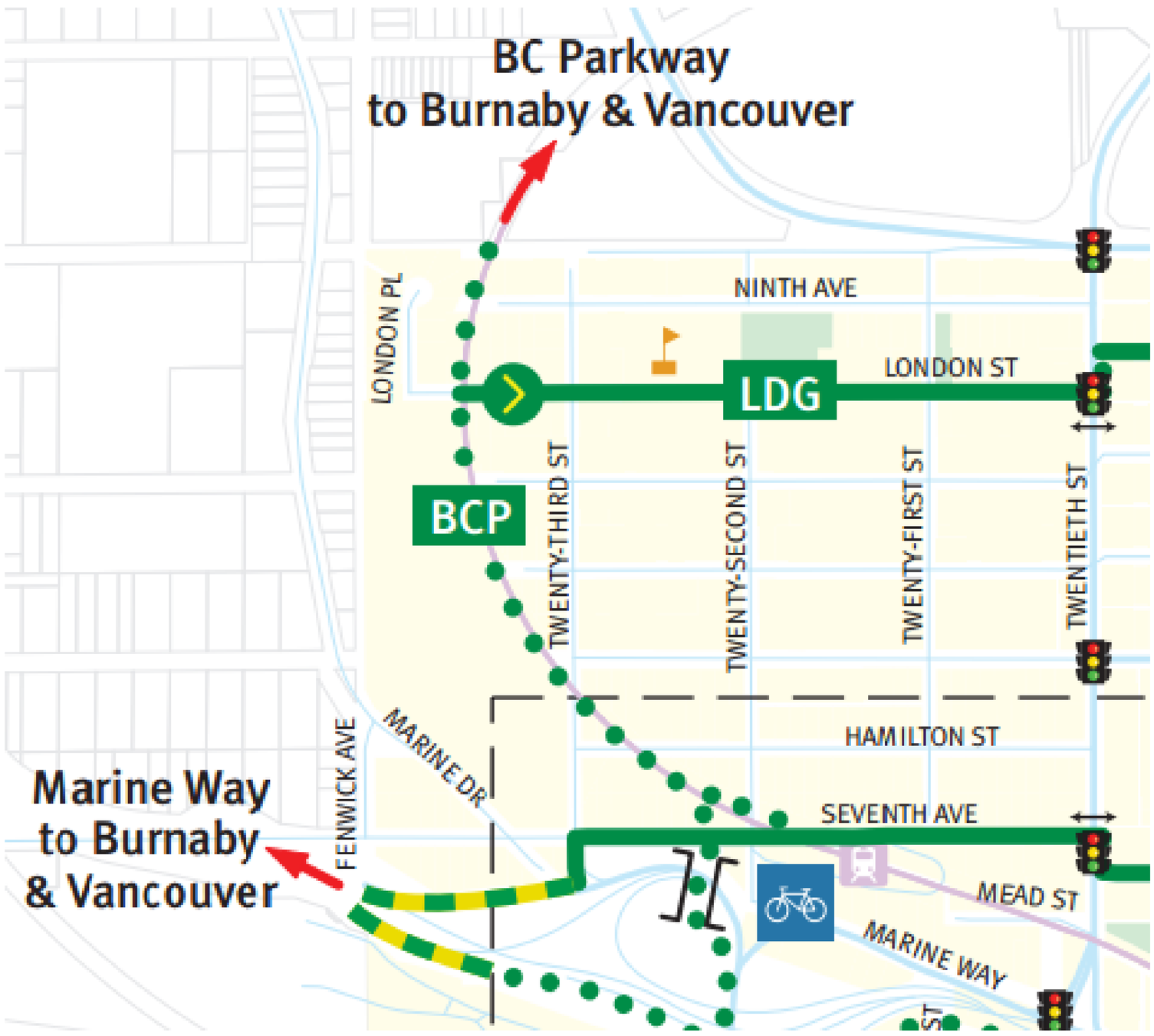




NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

GREENWAY AND BIKEWAY PLANNED NETWORK



BCP BC Parkway
BFG Brunette-Fraser Regional Greenway
CVG Central Valley Greenway
CTG Crosstown Greenway
LDG London/Dublin Greenway

Off-Street Bike Route

On-Street Bike Lane or Shoulder

On-Street Shared with Signs and Markings

Route End

Major Street

Neighbourhood Street

Expressway — Cycling Prohibited

Caution! Extra Care Needed

Bicycle and Pedestrian Overpass/Bridge

Traffic or Pedestrian/Bike Signal

Special Crosswalk
A Special Crosswalk is a traffic control device with pedestrian-activated flashing amber lights intended to alert drivers to the presence of pedestrians in the crosswalk.

Bicycle Push Button

Moderate Steep Hill

Steep Hill

Very Steep Hill

Bike Shop

Park

SkyTrain Station

SkyTrain

Bike Locker

School

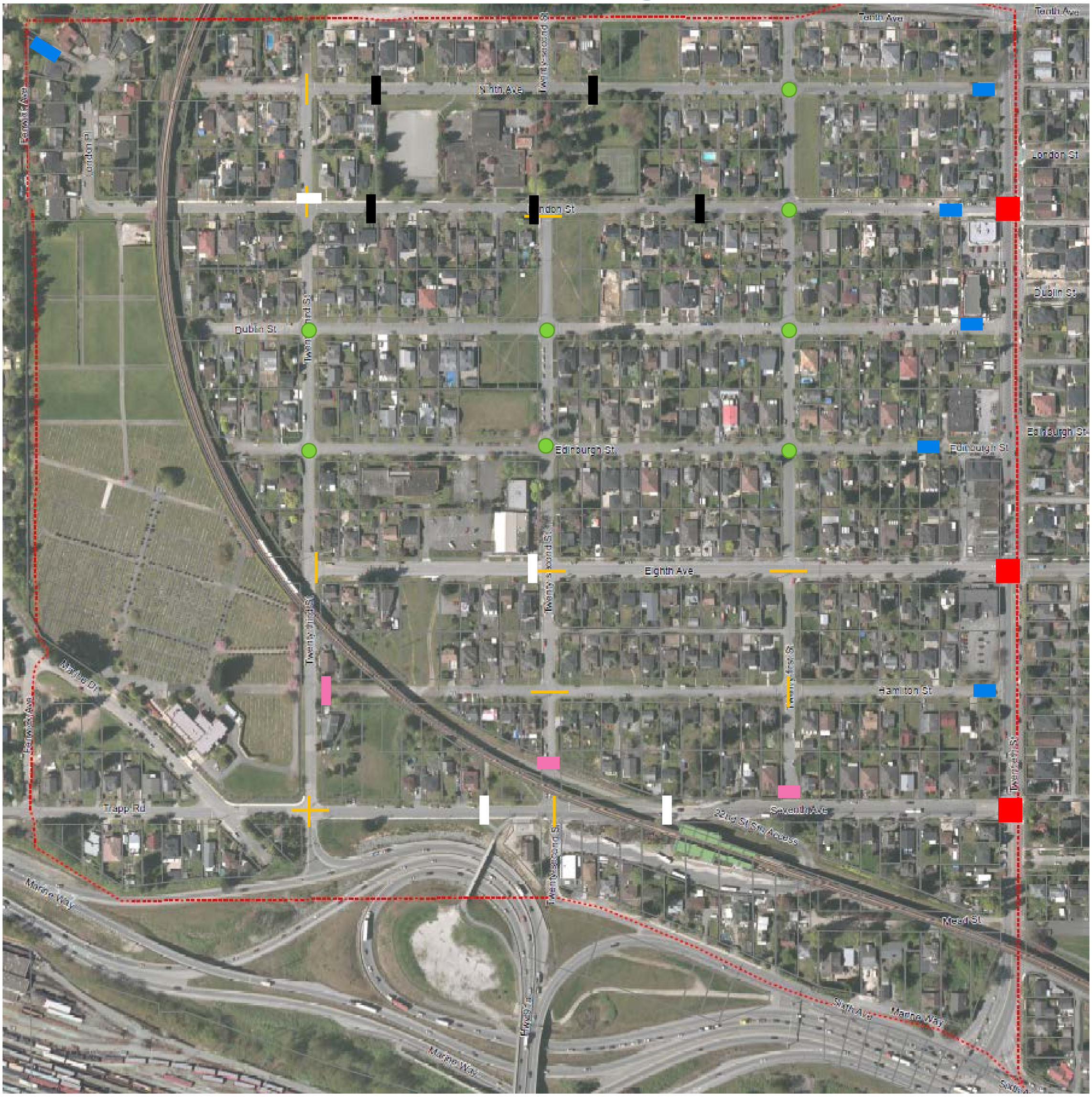
BIKEWAY NETWORK

NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

WHAT'S OUT THERE NOW?

Current traffic calming measures



LEGEND

- Signalized Intersection
- Semi-Diverter
- Dead-end Street
- Stop - Control
- Pedestrian Crossing
- Traffic Circle
- Speed Hump

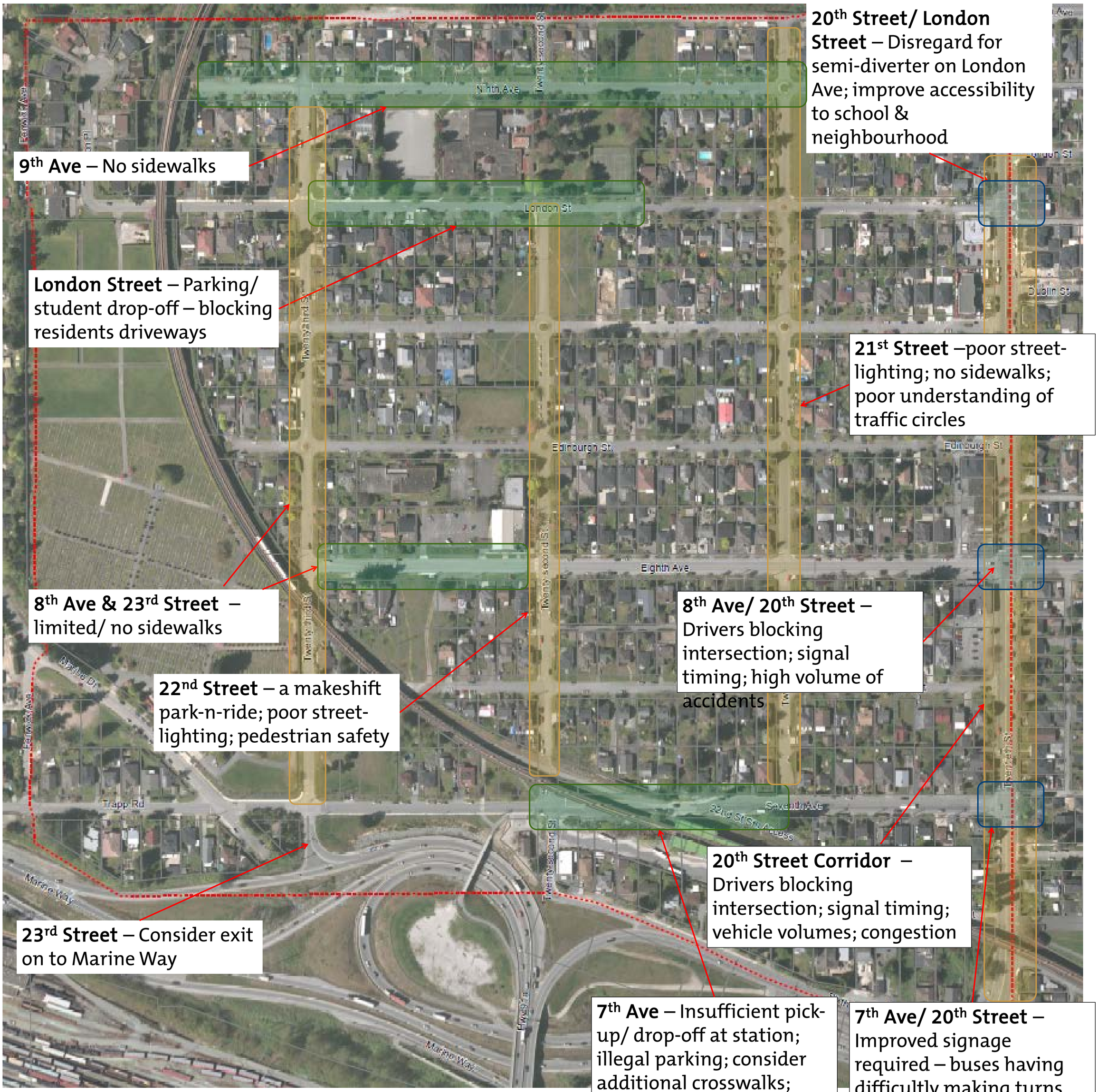
December 2016

NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

ISSUES

WHAT WE HEARD FROM YOU



9th Ave – No sidewalks

London Street – Parking/ student drop-off – blocking residents driveways

8th Ave & 23rd Street – limited/ no sidewalks

22nd Street – a makeshift park-n-ride; poor street-lighting; pedestrian safety

23rd Street – Consider exit on to Marine Way

20th Street/ London Street – Disregard for semi-diverter on London Ave; improve accessibility to school & neighbourhood

21st Street –poor street-lighting; no sidewalks; poor understanding of traffic circles

8th Ave/ 20th Street – Drivers blocking intersection; signal timing; high volume of accidents

20th Street Corridor – Drivers blocking intersection; signal timing; vehicle volumes; congestion

7th Ave – Insufficient pick-up/ drop-off at station; illegal parking; consider additional crosswalks; dangerous vehicle maneuvers

7th Ave/ 20th Street – Improved signage required – buses having difficultly making turns resulting from intersection being blocked by drivers

NEW WESTMINSTER

CONNAUGHT HEIGHTS TRANSPORTATION & TRAFFIC CALMING PLAN

THE FUTURE

WHAT DOES SUCCESS LOOK LIKE TO YOU?

December2016

NEW WESTMINSTER

NEW WESTMINSTER
Engineering Services

Connaught Heights Traffic Calming Plan

Workshop #2 Summary Report

June 2017

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1. Introduction

Connaught Heights is the westernmost neighbourhood on the mainland in New Westminster. As one of the main accesses between Burnaby and Queensborough Bridge, as well as its proximity to 22nd Street SkyTrain Station, the City of New Westminster (the City) is reviewing and updating the traffic calming plan for the residential community.

This report summarizes the second phase of the Connaught Heights Traffic Calming plan. With 26 members of the community in attendance, the City of New Westminster staff conducted a community workshop on June 15th 2017. A previous workshop was held in early December last year. The purpose of this report is to provide an overview of the suggestions gathered in the workshop in order for City staff to strategically plan for traffic calming in the neighbourhood.

2. Community Workshop

2.1 Workshop Overview

The City hosted a Community Workshop on June 15th 2016 to gather feedback from residents of Connaught Heights about transportation issues affecting their neighbourhood. The purpose of the workshop was to provide the community an opportunity to share their experiences, opinions, concerns and issues in relation to all modes of transportation in the Connaught Heights area. During the workshop, City staff displayed poster boards showing existing conditions, identified issues, proposed plans for active transportation options (cycling, walking, public transportation), and proposed plans for private vehicles. The attendees were then invited to express their opinions, observations, and perceptions in writing on post-it notes at each poster board. The transportation consultant, the City planner, and the event coordinator were in attendance to guide the workshop and answer questions.

The workshop was advertised through the City Online Page, Facebook, direct ad-mail to all addresses in the Connaught Heights neighbourhood and through communications with the Connaught Heights Residents' Association.

2.2 Attendance

Based on the sign-in sheet from the workshop, 26 people attended the workshop. Several attendants were returning participants from the previous December workshop.

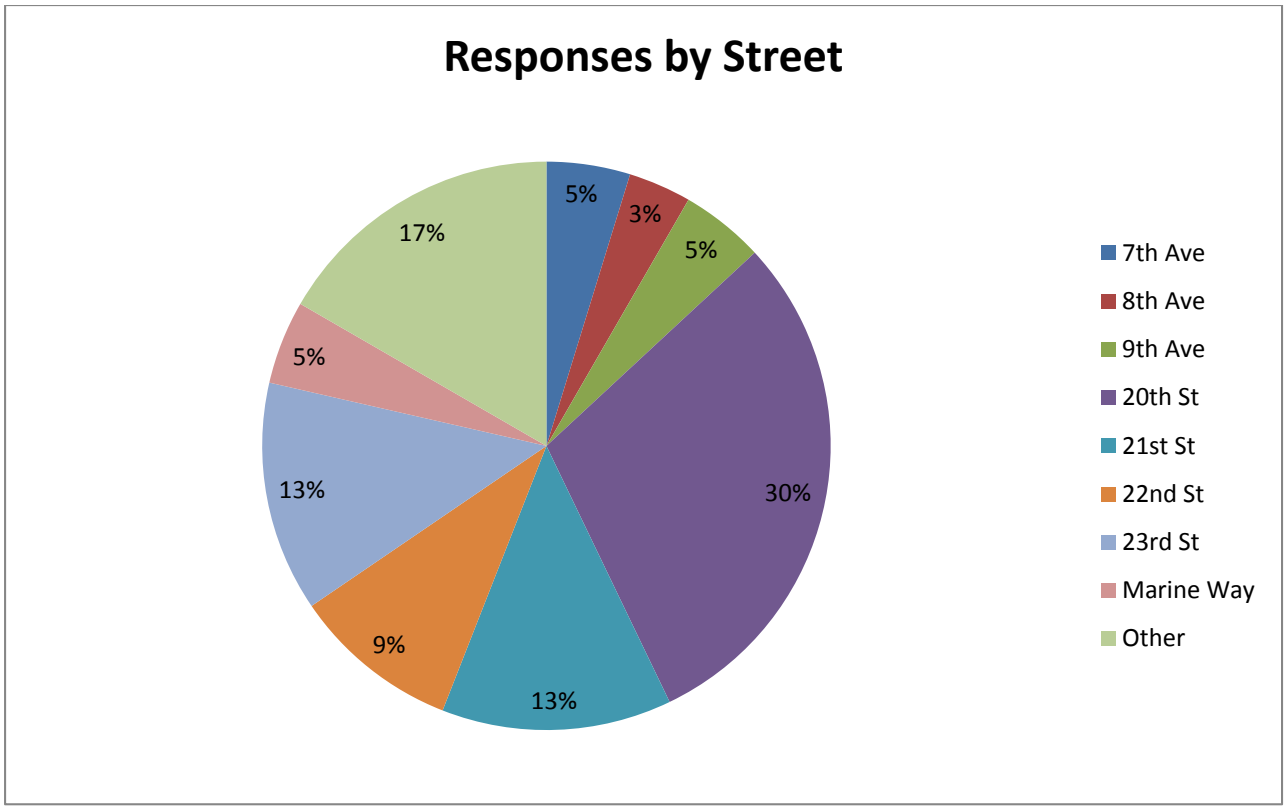
2.3. What is Working Well?

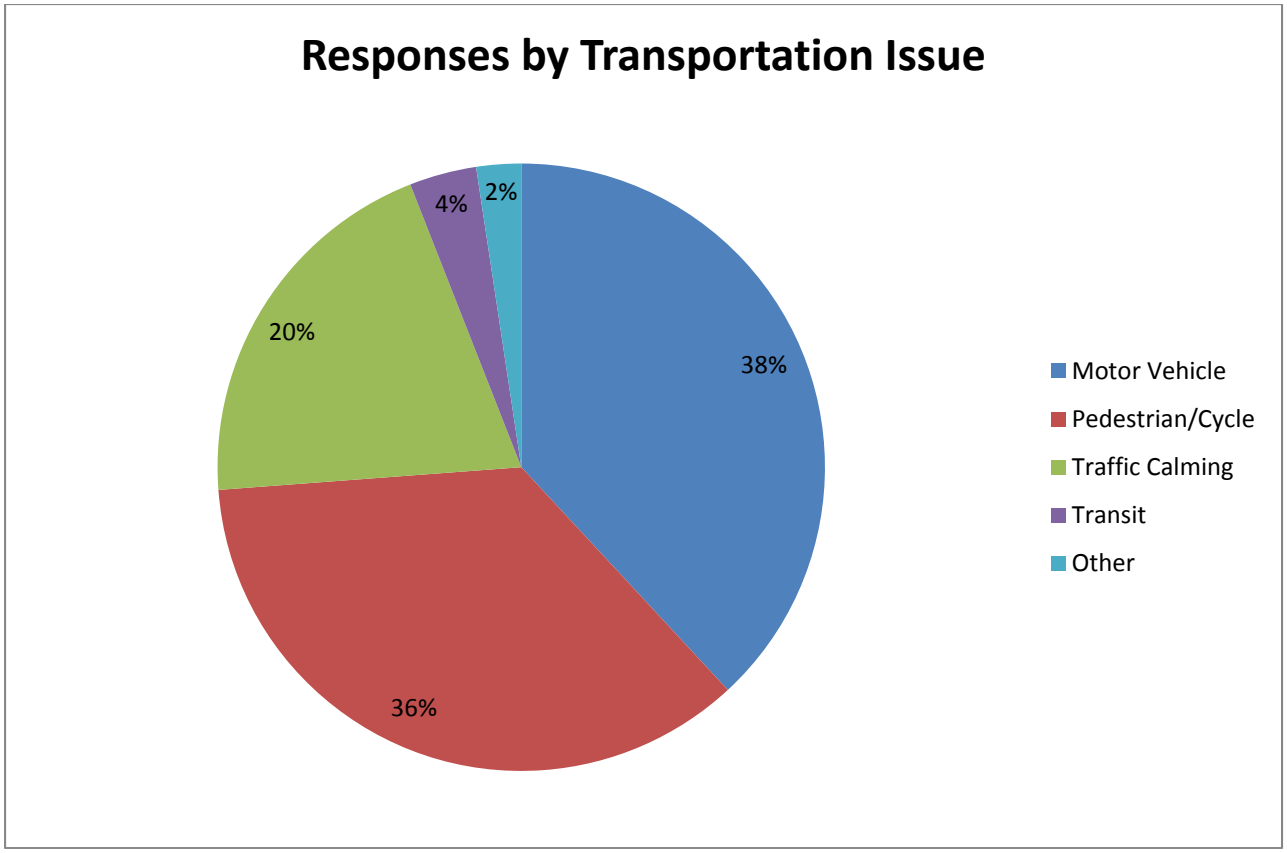
Attendees were encouraged to share their favorable views on transportation in Connaught Heights that included:

1. Overall neighbourhood is safe, quiet, and family friendly due to traffic calming
2. Close sense of community among residents of the neighbourhood

2.4. Observations and Issues

Specific issues and suggested interventions were provided by the attendees during the workshop. A breakdown of the responses is shown in the following graphs. There were a total of 84 responses during the workshop.


Responses by Street
5%
3%
5%
30%
13%
9%
13%
5%
17%
7th Ave
8th Ave
9th Ave
20th St
21st St
22nd St
23rd St
Marine Way
Other

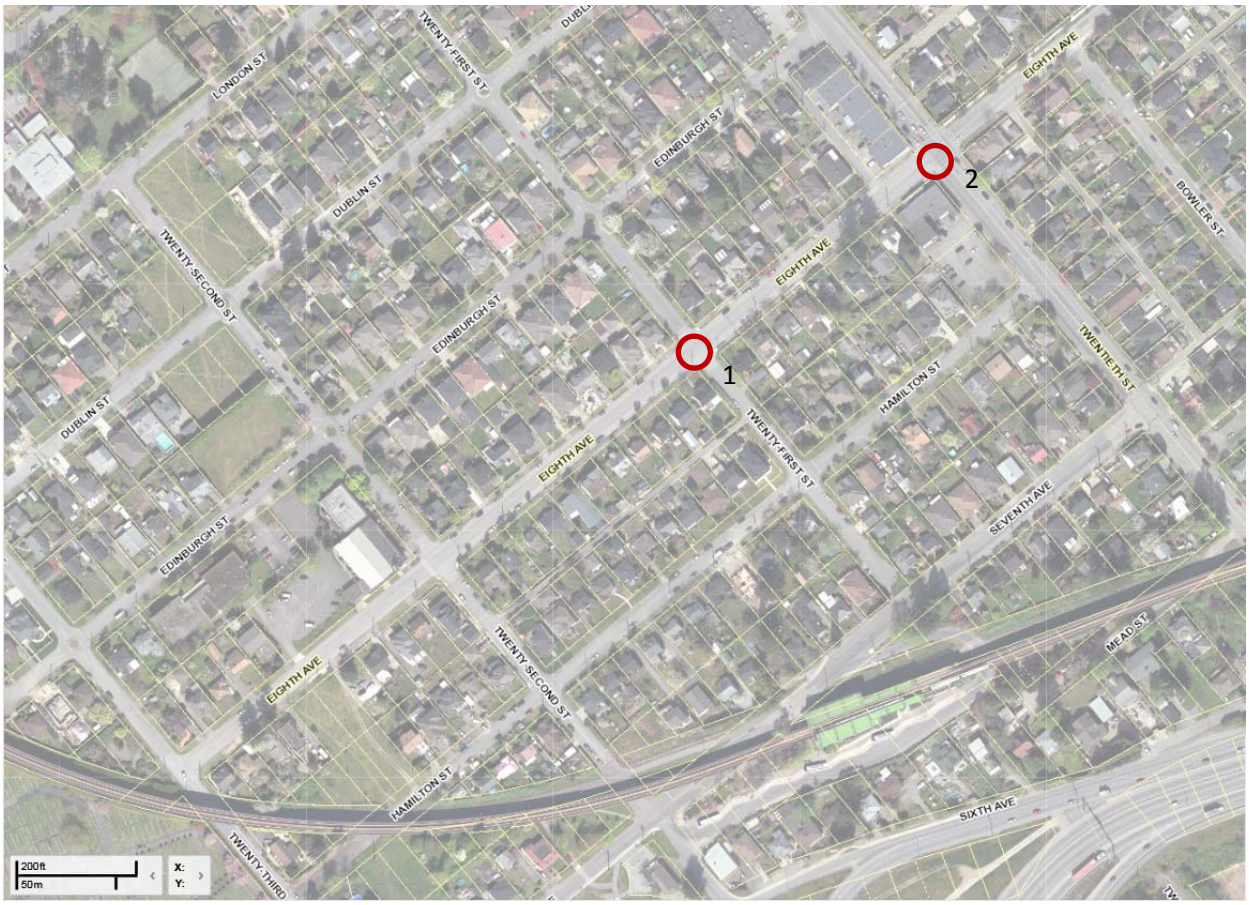

Responses by Transportation Issue
38%
36%
20%
4%
2%
Motor Vehicle
Pedestrian/Cycle
Traffic Calming
Transit
Other

General feedback for each street is summarized as follows:



7th Avenue

1. Enforce stop sign compliance onto bus drivers.
2. Install crossing delimitation for cyclists onto Queensborough Bridge.
3. Ensure taxis do not block residential driveways and sidewalks



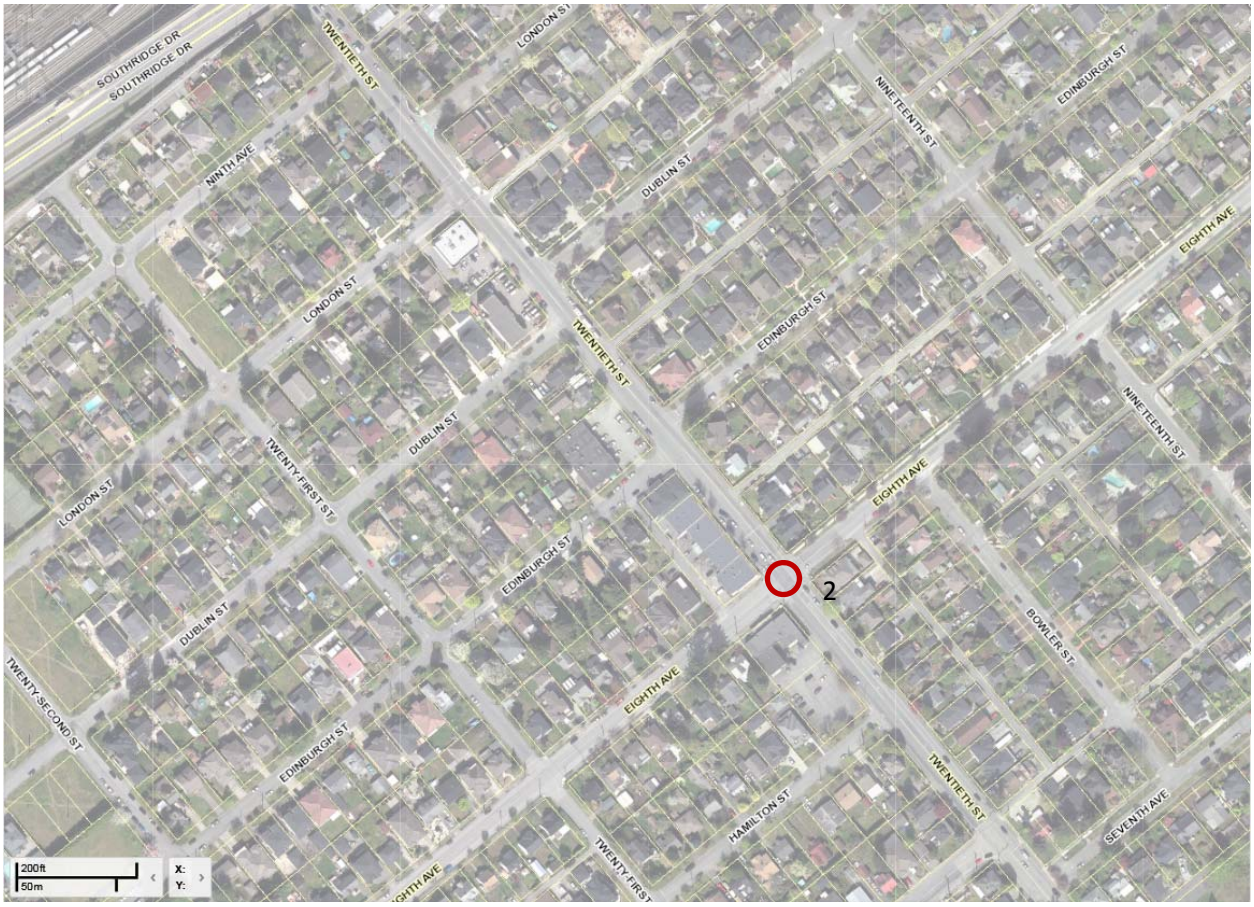
8th Avenue

1. Desire for Rapid Flashing Beacon (RFB) at 21st Street and 8th Avenue in addition to 21st Street and 9th Avenue.
2. Unsure about suggestion to minimize green time to discourage westbound to southbound left turns onto 8th Avenue and 20th Street.



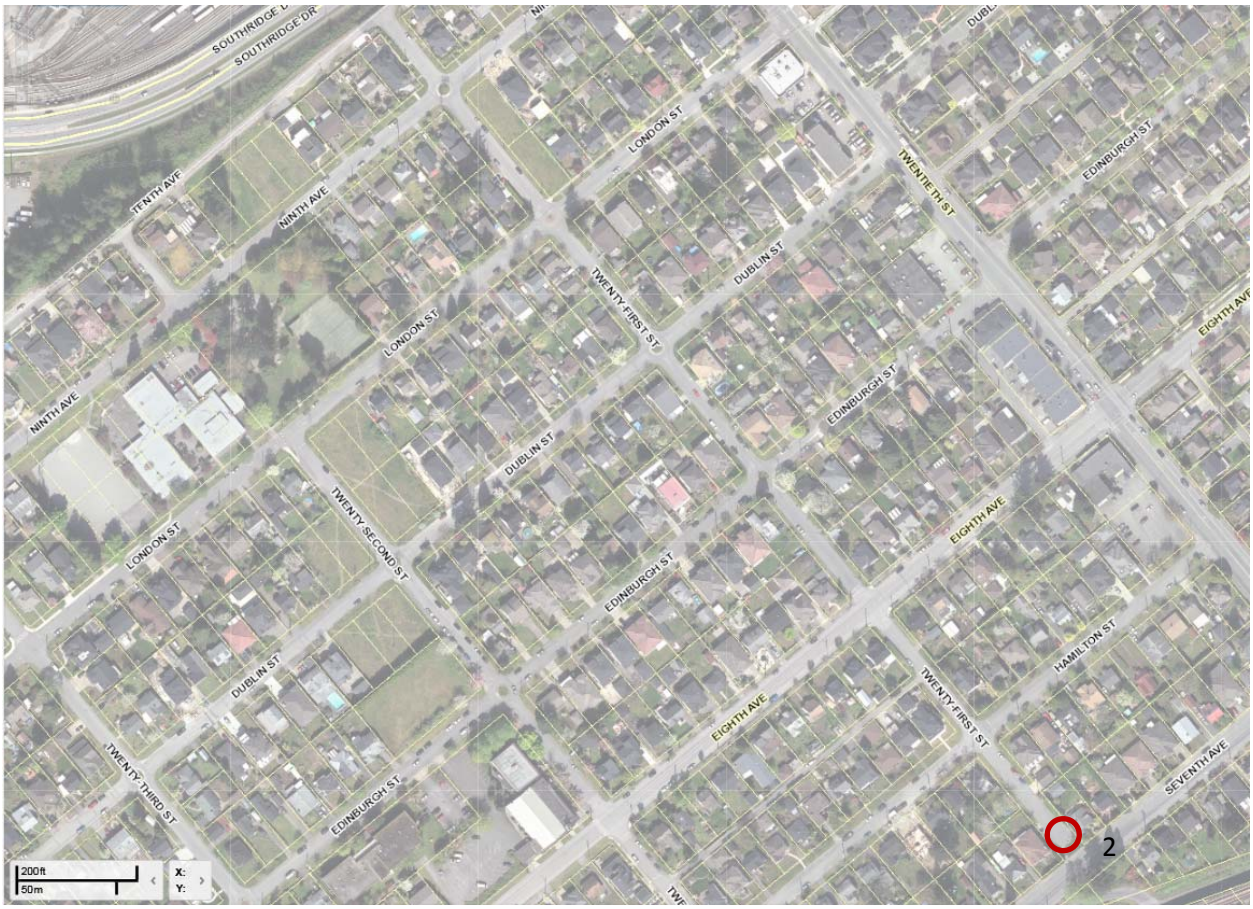
9th Avenue

1. Residents are receptive to opening 9th Avenue for access, but with conditions:
    a. Keep London Street closed
    b. Create sidewalks for anticipated increased traffic
    c. Experiment with diverters
2. Desire for break and stair access to Southridge Drive from 9th Street.



20th Street

1. Need to emphasize pedestrian safety. Install sidewalks, and prevent cars from blocking intersections with cross hatching paint lines.
2. Access is tricky due to heavy traffic flow. 8th Avenue and 20th Street in particular is a hotspot impeding traffic flow. Suggestions for dedicated right turn lane southbound onto 8th from 20th Street.
3. An overpass and an overhead pedestrian walkway were also suggested to relieve the heavy traffic and in anticipation of future developments.



21st Street

1. Emphasize pedestrian safety given the high volume of traffic and people on the street.
2. Strong approval for better lighting and sidewalks along 21st and to the SkyTrain station.
3. Speed bumps as a traffic calming measure to slow down vehicles.



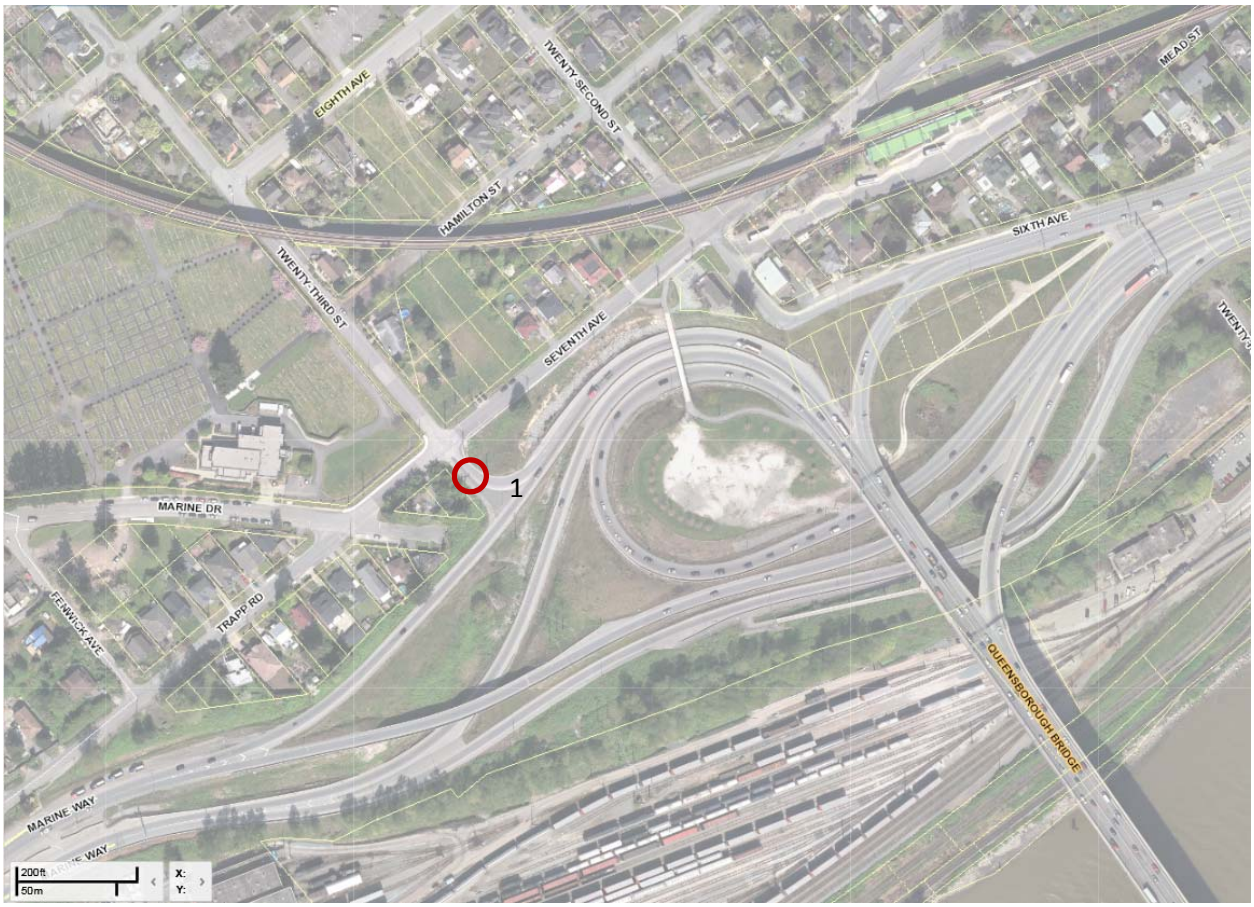
22nd Street

1. Install a bus bench on 22nd Street and 8th Avenue.
2. Taxis are blocking cyclists going south onto the Queensborough Bridge – need to enforce taxi parking.
3. Need better access to the Quay from 22nd Street.
4. Concern over proposed greenway designation of 22nd Street interfering with Connaught Heights Elementary School drop-off zone – consult school about plan.



23rd Street

1. Desire for only local access from Marine Way, 6th Avenue, and Queensborough Bridge, instead of only just bus traffic.
2. Push inwards the traffic signs on roundabout.
3. Improve visibility of crossing for cyclists and pedestrians.



Marine Way

1. Mixed reception to allowing exit to Marine Way from 23rd Street
2. One resident mentioned how neighbourhood has been quieter since its closure; another would want only local entry to Marine Way and no exit.

3. Next Steps

There will be a final open house to be held during the third quarter of 2017, where a proposed draft final plan will be presented to the community.

Appendix – Direct Responses from Participants

- "Would be nice to have a streetlight on Edinburgh midway between 21st and 22nd St"
- "No exit to Marine Way please – local entry only"
- "Make exit to Marine Way off 23rd Street"
- "I do not want Marine access via 23rd since it was closed our neighborhood is quieter"
- "Please do not allow exit to Marine Drive from Queensborough on 23rd" (regarding issue #8)
- "Allow local traffic to access off ramp to 23rd St instead of just bus traffic"
- "Allow traffic to access 23rd from the bridge for locals only would be great! Not just buses"
- "20th Street to bridge traffic is impacting ability to go straight on 8th Ave"
- "Coordinate traffic lights on 20th St and at 6th Ave and 20th St to allow smoother, free flowing traffic onto the bridge. Allow more green light time to southbound 20th St traffic."
- "Add right turn lane southbound 20th at 8th for neighbourhood access (regarding issue #10)

- "Dedicated right turn onto 8th Ave from 20th St"
- "This diverter (London/20th Street) became irrelevant in 2008 with the Queensborough Bridge change. It needs to go!"
- "Close London, open 9th"
- "Mid-block speed humps"
- "Marked special crosswalk at 21st and 8th Ave"

2.6.1 Motor Vehicles

- "Improve signal timing"
- "Speed bump on 21st (between 8th Ave. and Hamilton)"
- "Create collector lane with lane dividers for right hand turn lane from 8th ave – Stewardson Way. Prevent lane blockage in left lane and bus turn lane".
- "Push signs inwards on Edinburgh and 23rd circle"
- "Enforce taxi parking. Need better pickup/dropoff"
- "Delineators on 20th"
- "We need an overpass to relieve 20th , to relieve access into the neighbourhood"
- "Speed humps on 23rd"
- "Open 23rd to 2-way access at Marine Way and 7th"
- "I don't want 23rd open to all traffic, only to people in our neighbourhood"
- "Open to entry only (23rd St and 6th Ave)"
- "Open up to allow neighbourhood access to and from (23rd St and 6th Ave)"
- "Allow local traffic to use Queensborough Bridge off ramp to 23rd St, not just for buses"
- "If we open 23rd it will allow people to go up 23rd to 8th Ave and across 20th. I watch many people coming through there, now that do not live in our neighbourhood. I would only be open to opening 23rd ONLY to residents"
- "Speak to the school about the plan"
- "The problem with 20th is that the traffic doesn't move because there is no overpass. Plus, there are too many cars – that is why all the intersections are constantly blocked and we can't turn in. Even when I am on 8th Ave trying to cross 20th, often there are cars sitting in the intersection on my green light and I can't even cross 20th. Imagine when Burnaby brings in 20 towers at 10th Ave. and 20th St"
- "Remove limitation of buses to turn south on 20th St off of 7th Ave. Create bus openings at Mead/SkyTrain track area with hashing/lights/priority to buses"
- RE: minimum green time to discourage westbound to southbound left turn on 8th Ave. and 20th St: "Questionable suggestion on signal timing"
- "Hash marks to leave 20th and Hamilton open for westbound turns from northbound 20th traffic"
- "Set back parking on approach to signal"
- "Please, please install speed bumps on 21st St between 8th Ave and 7th Ave. At least one on each block. Too many speeders and high pedestrian traffic"
- "The businesses need their parking"
- "Encouraged by the limited use of London St. as a pedestrian/bikes only street (2000 block of London). Please make sure this gets done!"
- "We need speed bumps high enough to slow traffic rat racing to make it not worthwhile to come into our neighbourhood and some diverters"
- RE: removing semi-diverter to allow inbound and outbound vehicle movements just southwest of 20th St and 10th Ave: "Keep as is, or closed"
- RE: removing semi-diverter to allow inbound and outbound vehicle movements just southwest of 20th St and 10th Ave: "[Add] speed humps"

2.6.2. Transit

- "I live across from SkyTrain. My access is always blocked by taxis, and people waiting to pickup their friends. They are also blocking the sidewalk, making it difficult for people to walk.
- "More buses to the right of Stewardson way and off 7th Avenue

- "Use of Mead/Train track space to get buses onto 20th"
- "BC Parkway lighting – additional needed"
- "Lighting along corridor to SkyTrain 21st and 7th Ave."
- "Bus bench on 22nd St and 8th Ave."
- "Already signage for no stopping (on 7th Ave. and 20th St). Enforcement?"
- "Put divider between left and right lane on 20th to stop cars from line jumping between 8th Ave. and Stewardson Way"
- "Prevent left lane closeness to 20th and 7th so buses can make right turn off 7th to 20th"
- "Our neighbourhood is neglected"
- "We need sidewalks. The cars do not share the road or slow down"
- "More robust speed bumps – emergency vehicles need to be designed (in the future) with higher ground clearance"
- "All intersections down 20th should be cross-hatched to prevent traffic blocking our access into our neighbourhood"
- "Open 9th Ave. with diverters and experiment"

2.6.3. Walking and Cycling

- "We need more street lighting along 21st St especially now that there's proposal to build a sidewalk
- "Crossing at 23rd for bikes/pedestrians to have improved visibility"
- "Please do pedestrian counts from SkyTrain along 21st, 22nd, and along Hydro Field (near Eighth). More pedestrians on these streets than cars!"
- "Stop sign enforcement of bus drivers at 7th and exiting 22nd Station"
- "Adding a Rapid Flashing Beacon (RFB) on 21st St and 8th Ave would make more sense than at 22nd St and 8th Ave because there is significantly more foot traffic along this intersection"
- "Enhance to Rapid Flashing Beacon"
- "Great idea! (pedestrian crosswalk at 21st and 8th)"
- "Speed hump along 21st Street"
- "Make 21st St and 7th Ave safe for people on foot"
- "Support having sidewalks on streets between 20 to 23rd"
- "If opening up 9th, sidewalks must be put in"
- "Yay! Sidewalks and lights on 21st is good for pedestrians and drivers"
- "Break and stairs along Southridge up to 9th?"
- "Proposed rapid flashing pedestrian light (22nd and 8th) is overdue. Crossing guard is no there most of the time and visibility would be greatly enhanced. A second pedestrian flashing at 21st and 8th would enhance safety near that bus stop."
- "We need to be able to walk from 22nd St Station to the Quay without going all around the Queensborough bridge access!"
- "Pedestrian crossings at 20th and 7th Ave have to deal with drivers blocking the crosswalks"
- "8th Ave and 20th is such a dangerous crossing for pedestrians – cars block the intersection constantly"
- "Is there a case for overhead pedestrian walkways across the hazards of 20th St?"

Cyclists

- "Make the existing trail to the New Westminster Quay a safer, shorter, nicer route for both walkers and bikers"
- "Make a way to extend SkyTrain trail to New Westminster Quay"
- "Taxies located/blocking cycling coming south on 22nd to get onto bike path to Queensborough Bridge."
- "Crossing delimitation for cyclists on 7th to cross to access Queensborough Bridge"
- "Continuous crossing from SkyTrain trail across Stewardson Way"
- Traffic calming keeps it safe, quiet, family friendly = amazing neighbourhood"
- RE: Proposed greenway along 22nd St to be complimented with 30km/hr signage: "This is already a designated bike route"

- "22nd as a greenway will interfere with parents/ dropping kid off at the school (hazardous at certain times)"
- "Enforcing speed limits (ie 30km/hr) is not a priority for New Westminster police"
- "[Wish to have] a recreational center/gym around"
- "Neighbourhood is safe, quiet, and friendly"

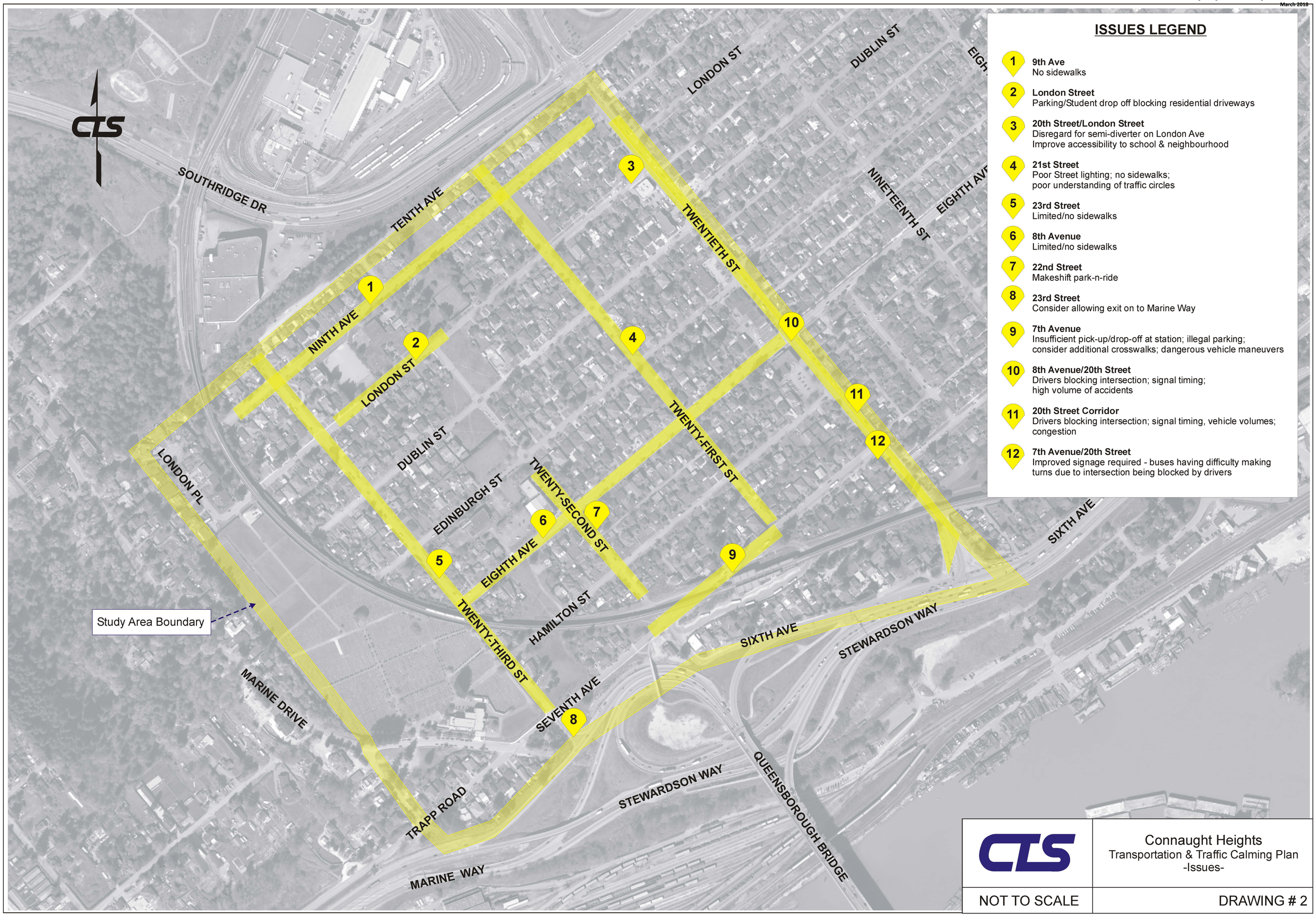
LEGEND

- 100 ← Average Weekday Daily Volume
- Weekday Morning Peak Hour Turning Volume
- 150(200) Weekday Afternoon Peak Hour Turning Volume
- Streetlights
- Sidewalks
- Bus Stops
- Bike Routes
- School Walking Route
- Speed Humps
- Signalized Intersection
- Pedestrian Signal
- Study Area Boundary

SOUTHRIDGE DR
TENTH AVE
NINTH AVE
LONDON ST
LONDON PL
DUBLIN ST
EDINBURGH ST
EIGHTH AVE
BCP
TWENTY-THIRD ST
HAMILTON ST
SEVENTH AVE
MARINE DRIVE
TRAPP ROAD
MARINE WAY
LDB
TWENTIETH ST
TWENTY-SECOND ST
TWENTY-FIRST ST
NINETEENTH ST
CTG
SIXTH AVE
STEWARDSON WAY
QUEENSBOROUGH BRIDGE

190 (38 kph)
170 (39 kph)
110 (39 kph)
100 (38 kph)
240 (34 kph)
330 (35 kph)
80 (29 kph)
80 (28 kph)
150 (31 kph)
190 (30 kph)
1210 (56 kph)
1160 (55 kph)
230 (31 kph)
290 (34 kph)

CTS	Connaught Heights Transportation & Traffic Calming Plan -Existing Conditions-
NOT TO SCALE	DRAWING # 1



ISSUES LEGEND

1. **9th Ave**
   No sidewalks
2. **London Street**
   Parking/Student drop off blocking residential driveways
3. **20th Street/London Street**
   Disregard for semi-diverter on London Ave
   Improve accessibility to school & neighbourhood
4. **21st Street**
   Poor Street lighting; no sidewalks;
   poor understanding of traffic circles
5. **23rd Street**
   Limited/no sidewalks
6. **8th Avenue**
   Limited/no sidewalks
7. **22nd Street**
   Makeshift park-n-ride
8. **23rd Street**
   Consider allowing exit on to Marine Way
9. **7th Avenue**
   Insufficient pick-up/drop-off at station; illegal parking;
   consider additional crosswalks; dangerous vehicle maneuvers
10. **8th Avenue/20th Street**
    Drivers blocking intersection; signal timing;
    high volume of accidents
11. **20th Street Corridor**
    Drivers blocking intersection; signal timing, vehicle volumes;
    congestion
12. **7th Avenue/20th Street**
    Improved signage required - buses having difficulty making turns due to intersection being blocked by drivers

CTS	Connaught Heights Transportation & Traffic Calming Plan -Issues-
NOT TO SCALE	DRAWING # 2

LEGEND

- Proposed Streetlights
- Missing Sidewalks
- Proposed Wheelchair Letdown
- Proposed Pedestrian Crosswalk
- Proposed Greenway on 22nd Street
- Proposed School Pedestrian Access
- Proposed Multi-use Pathway
- Proposed Rapid Flashing Beacon (RFB)
- Study Area Boundary

Proposed On-street pick-up/drop-off adjacent to school (south side of 9th Ave) - requires further discussion with the school and City Engineers

Proposed greenway along 22nd St to be complimented with 30km/hr signage

Improve Connection between BCP/CTG/22nd St Station e.g. Raised x-walk, RFB, Pedestrian signal

Add Connection between Park and BCP

Public gathering space/ Park/Rest Area

SOUTHRIDGE DR
TENTH AVE
NINTH AVE
LONDON ST
DUBLIN ST
EIGHTEEN
NINETEENTH ST
EIGHTH AVE
SEVENTH A
TWENTIETH ST
LONDON PL
DUBLIN ST
EDINBURGH ST
TWENTY-SECOND ST
TWENTY-FIRST ST
EIGHTH AVE
HAMILTON ST
TWENTY-THIRD ST
SEVENTH AVE
SIXTH AVE
STEWARDSON WAY
MARINE DRIVE
TRAPP ROAD
MARINE WAY
QUEENSBOROUGH BRIDGE

CTS	Connaught Heights Transportation & Traffic Calming Plan -Pedestrian Mode-
NOT TO SCALE	DRAWING # 3

LEGEND

- Proposed Streetlights
- Proposed Greenway on 22nd Street
- Proposed Multi-use Pathway
- Bike Route
- Proposed Rapid Flashing Beacon (RFB)
- Study Area Boundary

Widen northeast letdown to encompass curb bulge and consider re-configuration of green painted bike lane

Proposed greenway along 22nd St to be complimented with 30km/hr signage

Improve Connection between BCP/CTG/22nd St Station e.g. Raised x-walk, RFB, Pedestrian signal

Add Connection between Park and BCP

Public gathering space/ Park/Rest Area

SOUTHRIDGE DR
TENTH AVE
NINTH AVE
LONDON ST
LDB
DUBLIN ST
EIGHTEEN
NINETEENTH ST
EIGHTH AVE
HAMILTON
TWENTIETH ST
SEVENTH AVE
LONDON PL
EDINBURGH ST
TWENTY-SECOND ST
TWENTY-FIRST ST
CTG
SIXTH AVE
BCP
TWENTY-THIRD ST
HAMILTON ST
STEWARDSON WAY
MARINE DRIVE
TRAPP ROAD
MARINE WAY
QUEENSBOROUGH BRIDGE

CTS	Connaught Heights Transportation & Traffic Calming Plan -Bike Mode-
NOT TO SCALE	DRAWING # 4

LEGEND

- Bus Stop
- Bus Route
- Study Area Boundary

SOUTHRIDGE DR
TENTH AVE
NINTH AVE
LONDON ST
TWENTIETH ST
DUBLIN ST
EIGHTEENTH ST
NINETEENTH ST
EIGHTH AVE
HAMILTON ST
LONDON PL
TWENTY-FIRST ST
TWENTY-SECOND ST
TWENTY-THIRD ST
EDINBURGH ST
SEVENTH AVE
SIXTH AVE
MARINE DRIVE
TRAPP ROAD
STEWARDSON WAY
QUEENSBOROUGH BRIDGE
MARINE WAY

Hatch to deter stopping in intersection

Improve Connection between BCP/CTG/22nd St Station e.g. Raised x-walk, RFB, Pedestrian signal

Upgrade intersection geometry to facilitate vehicle turn-around

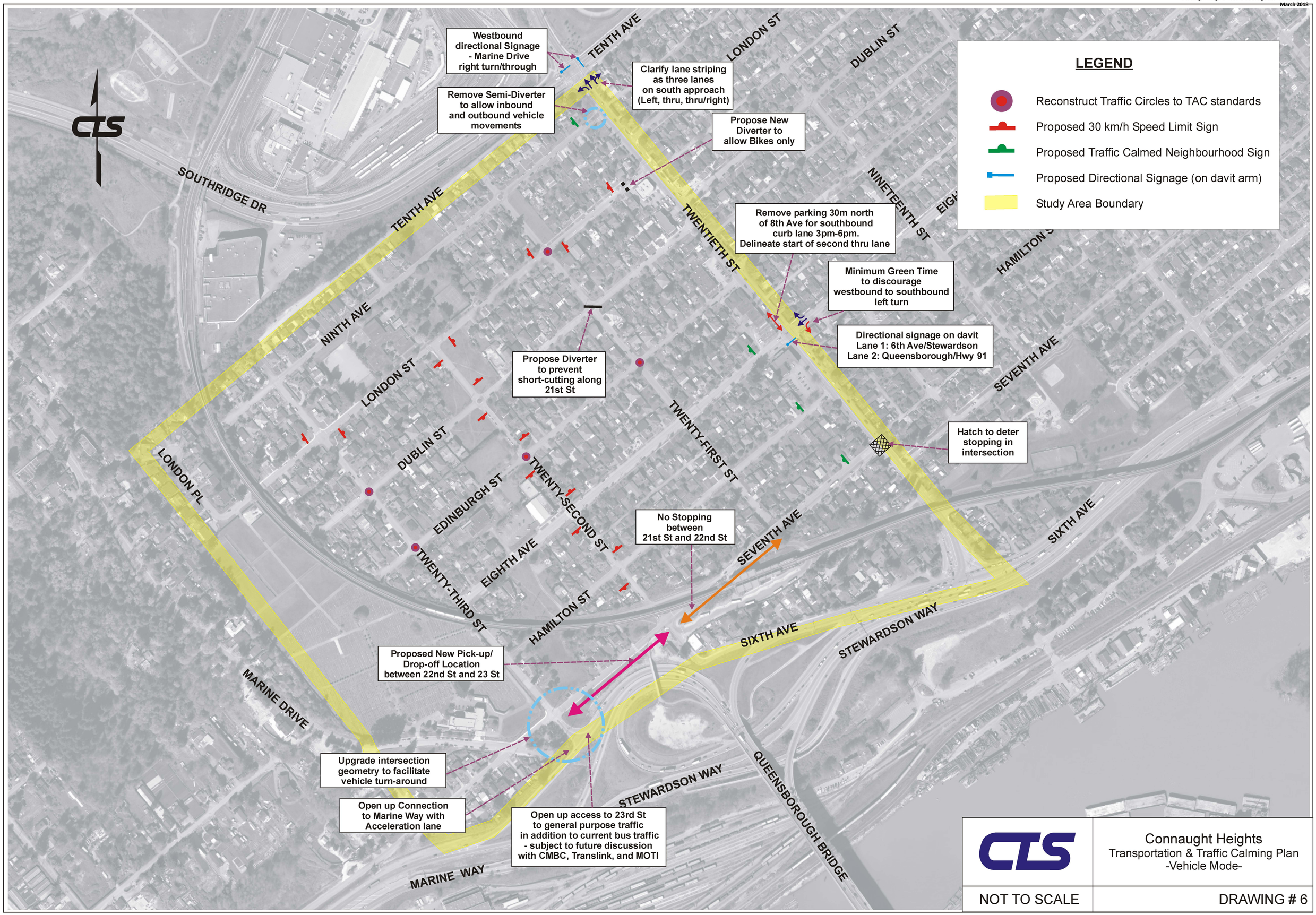
100
101
104,340,410,C98
154,155

Note:
Recommended upgrade of bus stops along 8th Ave, Marine Dr, and Trapp Rd to include sidewalk connections, benches, and shelters where applicable.

Ensure all bus stops adhere to Translink's accessibility guidelines.

The bus stops along 8th Ave have accessible pads. However the bus stops along Marine Dr and Trapp Rd lack proper acessible pads and sidewalk connections.

CTS	Connaught Heights Transportation & Traffic Calming Plan -Transit Mode-
NOT TO SCALE	DRAWING # 5



CTS	Connaught Heights Transportation & Traffic Calming Plan -Vehicle Mode-
NOT TO SCALE	DRAWING # 6

NEW WESTMINSTER
Engineering Services

Connaught Heights Traffic Calming Plan

Open House Summary Report

December 2017

OVERVIEW

The draft Transportation and Traffic Calming Plan for Connaught Heights was presented to the community at an open house on Thursday, October 26, 2017 from 6-8 pm at the Connaught Heights Elementary School. Approximately 34 people attended the session to provide feedback on the proposed improvements for walking, cycling, transit and vehicle travel in the neighbourhood. Twenty-two feedback forms were completed at the event or on-line, and one email and a few phone calls were received by staff within the feedback period.

Overall, there was support for the improved pedestrian measures identified in the plan including improved sidewalks and lighting, improved access to transit stops and SkyTrain station, and rebuilding traffic circles to current standards. There were concerns raised about proposed measures in the draft plan related to vehicle access and movement including allowing two-way vehicle access on Ninth Avenue at Twentieth Street, no change to access off of Marine Way to Twenty-Third Street, lack of measures to control vehicle speeds on Twenty-First Street. Other issues and concerns raised included enforcement, pick-up and drop-off for the station, more improvements for Twentieth Street and maintaining vehicle access on London Street.

Based on feedback received refinements to the recommended design will be considered to address key concerns identified related to Ninth Avenue, and potential improvements along Twentieth Street. A number of considerations will be included in the concerns and identified issues related to upcoming 22nd Street Station Master Plan.

FEEDBACK SUMMARY

Question 1: In general, do you agree or disagree with the draft plan directions and planned improvements for Connaught Heights and Twentieth Street.

Top concerns identified by respondents were:

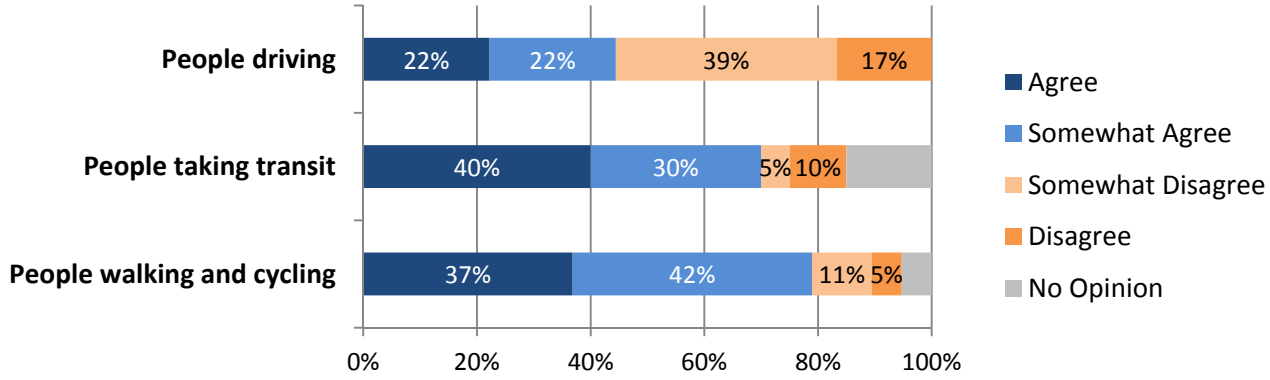
- Change of 9th Avenue to two-way vehicle access not supported by a third of the respondents (33%)
    - Additional concerns on turning conditions
- Maintain vehicle access on London Street (22%)
- Recommends speed bumps on Twenty-First Street (7%)

Additional issues and concerns identified include:

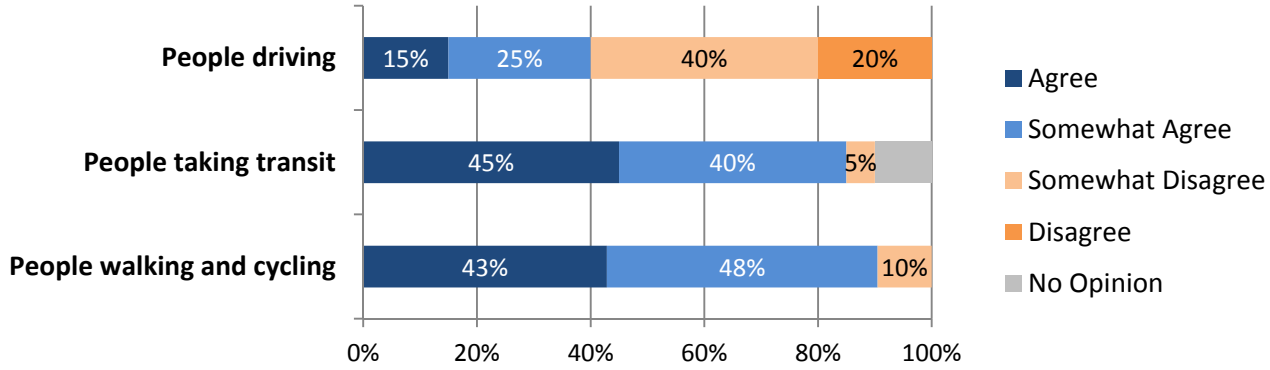
- Congestion on Twentieth Street not addressed
- All-way stop not needed on Twenty-Third Street
- Concern about installing curb bulges on Eighth Avenue
- Sidewalks are needed on Ninth Avenue
- Reconsideration to allow vehicle access from Marine Drive (exit ramp) to Twenty-Third Street

Question 2: How do you feel the draft plan addresses the following project objectives. . .

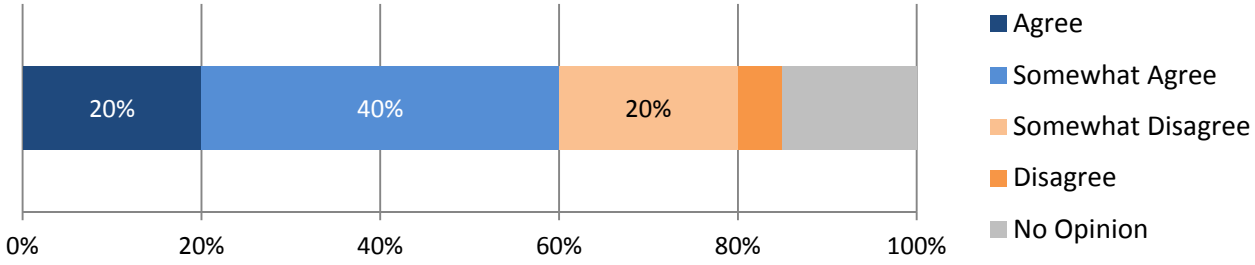
Improved access and circulation for:



Making it safer for:



Improving livability within Connaught Heights:



Question 3: Please provide any additional comments on the draft Transportation and Traffic Calming Plan for Connaught Heights.

Tops areas of issues and concerns identified by participants were:

- Preference to maintain existing access on London Street
- Concern on opening up Ninth Avenue at Twentieth Street to two-way access
- Need for enforcement such as traffic cameras
- Need for more sidewalks
- Support for 30km/h signage on London Street Greenway
- Support for reconstructing the traffic circles

Other topics and issues identified were:

- Need for right turn lane on Eighth Avenue at Twentieth Street
- Signal coordination needed along Twentieth Street
- Congestion and safety on Twentieth Street not addressed through the plan
- Support for the improved lighting
- Support for opening up Ninth Avenue to two-way access
- Recommended park and ride area within the neighbourhood
- Express gratitude for the project and process
- Implement the measures now
- The plan needs to go further since the neighbourhood is cut off from the rest of the city
- Parking pulled back at the Eighth Avenue and Twentieth Street intersection to improve sight lines
- Recommended right in at Dublin
- Maintain speedbumps on the roads where there are no sidewalks and pedestrians share the road

Demographics

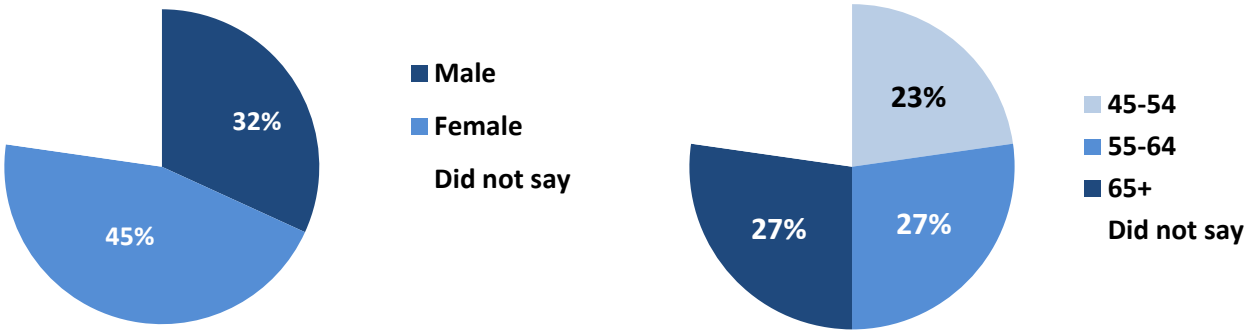
Thirty-four people attended the open house and twenty-two feedback forms were completed at the event or on-line between October 26 and November 4, 2017. Below is a breakdown of the participant's connection to the neighbourhood, age and gender, preferred mode of travel, and event notification.

Connection to the neighbourhood

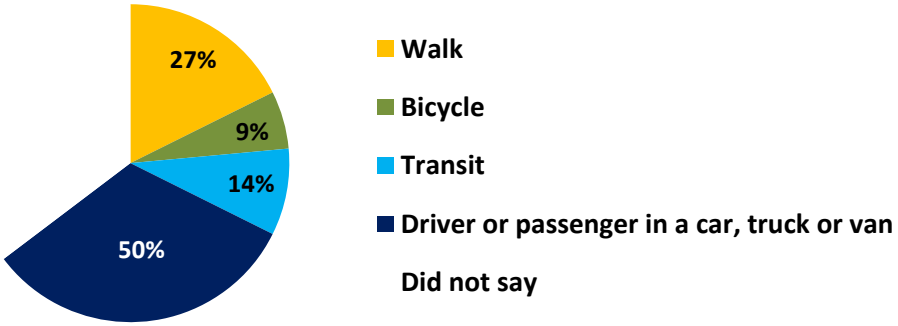
73% respondents live in the area

36% walk/bike through the area to SkyTrain

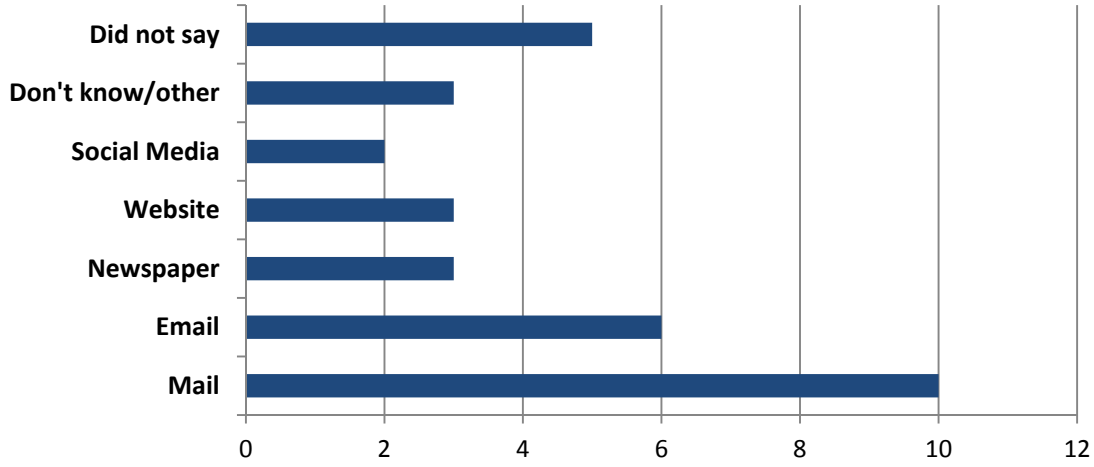
Gender and Age Breakdown



Mode of Travel



How did you find out about this event?



Event Materials

All the event materials are provided on the Connaught Heights program webpage at www.newwestcity.ca/chtc.

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan
FEEDBACK FORM

Thank you for providing your comments on the draft *Connaught Heights Transportation and Traffic Calming* plan recommendations. The feedback received today will help shape the future of the transportation network, safety and livability in your neighbourhood.

---

1. In general, do you agree or disagree with the draft plan directions and planned improvements for Connaught Heights and Twentieth Street:

Agree	Agree with some, disagree with others	Disagree	No opinion
☐	☐	☐	☐

If you disagree, share your top concerns:

2. How do you feel the draft plan addresses the following project objectives. . .

	Agree	Somewhat Agree	Somewhat Disagree	Disagree	No opinion
Improving <u>access</u> and <u>circulation</u> for:					
People walking and cycling	☐	☐	☐	☐	☐
People taking transit	☐	☐	☐	☐	☐
People driving	☐	☐	☐	☐	☐
Making it <u>safer</u> for:					
People walking and cycling	☐	☐	☐	☐	☐
People taking transit	☐	☐	☐	☐	☐
People driving	☐	☐	☐	☐	☐
Improving <u>livability</u> within Connaught Heights	☐	☐	☐	☐	☐

NEW WESTMINSTER

Continued on other side

3. Please provide any additional comments on the draft Transportation and Traffic Calming Plan for Connaught Heights.

Tell us a little about yourself

It is important that we hear from a diversity of people. The following questions help us to determine how the feedback we receive represents the community. Individual responses are treated as anonymous.

What is your connection to the neighbourhood? *Select all that apply.*

- ◯ I live in the area
- ◯ I work in the area
- ◯ I own a business in the area
- ◯ I attend school in the area
- ◯ I walk/bike through the area to Skytrain
- ◯ Other: _____

I identify as . . .

- ◯ Female
- ◯ Male
- ◯ Other/none of the above
- ◯ Prefer not to say

Which age category are you in?

- ◯ < 18
- ◯ 18 - 24
- ◯ 25 - 34
- ◯ 35 - 44
- ◯ 45 - 54
- ◯ 55 - 64
- ◯ 65 +
- ◯ Prefer not to say

What mode of transportation do you <u>most often</u> use? *Select one.*

- ◯ Walk
- ◯ Bicycle
- ◯ Transit
- ◯ Car Share
- ◯ Taxi
- ◯ Driver or passenger in a car, truck or van
- ◯ Other (please specify): _____

How did you find out about this event? *Select all that apply.*

- ◯ Mail
- ◯ Email
- ◯ Newspaper ad
- ◯ Citypage Online
- ◯ Connaught Heights project webpage
- ◯ Social media (Facebook/Twitter)
- ◯ Family/ friend (word of mouth)
- ◯ Don't know
- ◯ Other (please specify): _____

SUBMIT COMMENTS BY NOVEMBER 4, 2017

Completed forms can be placed in the comment box, dropped off at Engineering Services, City Hall or sent to *transportation@newwestcity.ca.*

NEW WESTMINSTER

Thank you!

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

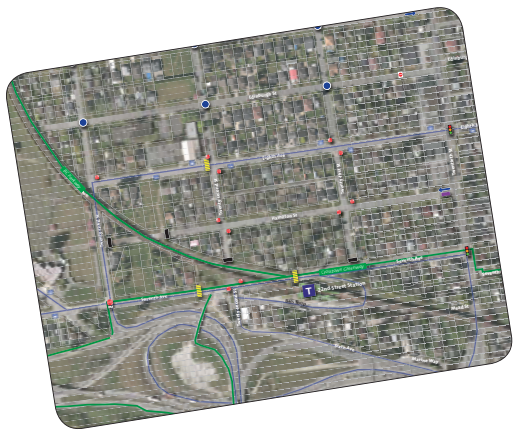
Connaught Heights Traffic Calming Review and Update

Traffic calming was implemented in Connaught Heights over 25 years ago to address concerns raised by residents and businesses. As conditions have changed over time, so have the needs within the neighbourhood.

Over the last year, staff have been working with members of the community to identify what the existing conditions are and areas that need improvement for all modes of transportation within Connaught Heights and along Twentieth Street.

Project Objective

To develop a plan to enhance the safety and livability of the Connaught Heights neighbourhood by managing volumes and speeds of traffic using local roads and encouraging more sustainable modes of transportation, while maintaining adequate access for local residents.



What will you see here today?

A draft **Transportation and Traffic Calming Plan** has been developed to renew traffic calming measures within Connaught Heights to improve safety, comfort, and access for those traveling on foot, bicycle, transit or vehicle. These improvements will help address key issues that can be improved in the short term as the longer term planning process for the 22nd Street Station Area Master Plan begins.

Please review the draft plan materials and complete a feedback form on the recommended improvements for walking, cycling, transit access, and to vehicle movement within the area. Your feedback will help identify if refinements are needed prior to presenting a recommended plan to Council in late 2017.

Share your feedback

Please submit comments by November 4, 2017

In person	Complete a comment sheet at the Open House
Online	View the panels and complete a comment sheet online at **newwestcity.ca/chtc**
By Email	Send comments or questions to **transportation@newwestcity.ca**

NEW WESTMINSTER

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

The draft **Transportation and Traffic Calming Plan** being presented here today is the **first step** in a longer term vision for the Connaught Heights neighbourhood. Work began in late 2016 with a three phase process to engage with the community.

Timeline

Winter 2017

Phase 1 - Launch, Listen and Learn

- Launch Transportation and Traffic Calming Plan
- Workshop #1 (December 3, 2016)
- Feedback analysis, identify ideas and options
- Identify "quick-win" opportunities
- Share Workshop #1 findings

Spring/ Summer

Phase 2 - Option Development

- Workshop #2 - Potential options to address issues (June 2017)
- Design "quick-win" measures, grant funding received
- Review feedback and identify preferred traffic calming measures
- "Quick-win" design completed and issued for tender

Fall

Phase 3 - Recommendations

- Draft Transportation and Traffic Calming Plan
- Open House on Draft Plan Recommendations **WE ARE HERE**
- Report to Council - Recommendations for *Connaught Heights Transportation and Traffic Calming Plan*

Winter 2017/2018

Construction of the "Quick-win" begins

The next phase will build upon the information and discussions outlined through this process.

Medium-Long Term

FUTURE LAND USE PLANNING: **22nd Street Station Area Master Plan**
The planning process will include further discussion and analysis on transportation issues including:

- Access and circulation in and around the neighbourhood for all modes
- Network capacity and functionality for all modes
- Parking and pick-up/drop-off at the station
- Travel Demand Management

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

Connaught Heights Existing Conditions





NEW WESTMINSTER

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

What We Heard

Two workshops were held earlier this year to gather ideas and help identify options for improvements in the Connaught Heights neighbourhood.

Feedback received at the events helped to identify "quick-wins" projects and shape the recommendations shown here today.





Workshop #2 June 2017

FEEDBACK HIGHLIGHTS

A 9th Avenue Corridor

Issues/Concerns:
- Limited / no sidewalks
- Vehicle volumes/ shortcutting/ vehicle speeds if diverter is removed on 9th Ave/ 20th St

Response:
- Addressed in Draft Plan neighbourhood and location specific improvements

B London Street Corridor

Issues/Concerns:
- Parking, student drop off, blocking of resident driveways

Response:
- Feedback to be shared with the school. Discussion and coordination required with the school to assess pressures on access, circulation and pickup/ drop-off at the school

C 23rd Street Corridor

Issues/Concerns:
- Limited/ no sidewalks
- Visibility and safety at crossings
- Access to transit stops
- Traffic circle design

Response:
- Addressed in Draft Plan neighbourhood and location specific improvements

D 8th Avenue Corridor

Issues/Concerns:
- Limited/ no sidewalks
- Visibility and safety at crossings
- Access to transit stops

Response:
- Addressed in Draft Plan neighbourhood and location specific improvements
- Additional improvements to be considered in the 22nd St Station Master Plan work

E 22nd Street Corridor

Issues/Concerns:
- Pedestrian safety and crossings
- Poor lighting and visibility
- Illegal parking, make-shift park and ride
- Traffic circle design

Response:
- Pedestrian connections, lighting and traffic circles addressed in Draft Plan neighbourhood and location specific improvements
- Parking to be included in the 22nd St Station Master Plan work

F 21st Street Corridor

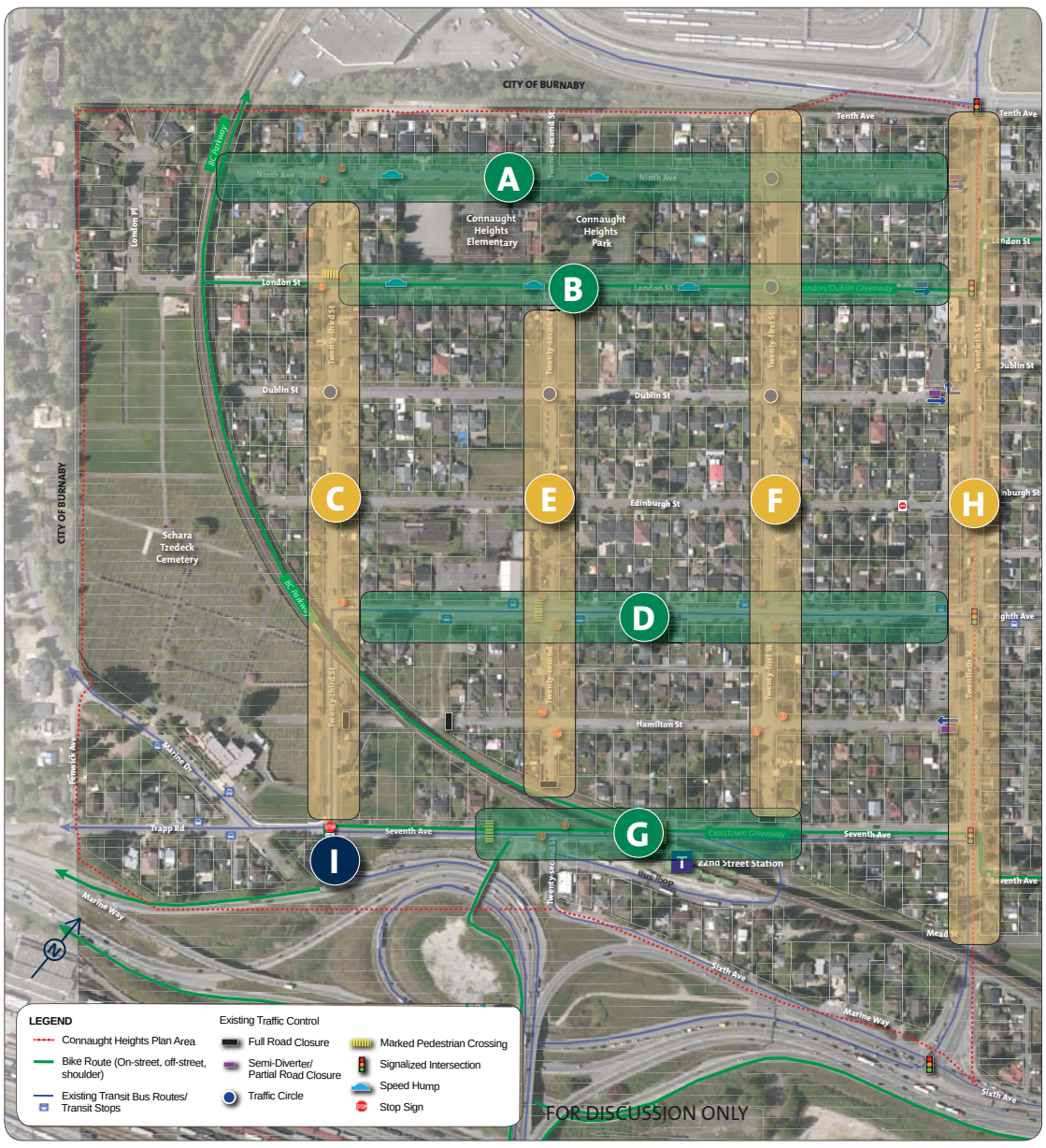
Issues/Concerns:
- No sidewalks or crossings treatments
- Poor lighting and visibility
- Poor understanding of traffic circle right-of-way
- Vehicle speeds

Response:
- Sidewalk, lighting and crossing improvements identified as a "Quick Win" for immediate construction
- Addressed in Draft Plan neighbourhood and location specific improvements

I 23rd Street/Marine Exit

Issues/Concerns:
- Consider opening up "bus only" exit to allow local access for vehicles

Response:
- Not recommended because it would create more issues that would require additional traffic calming measures.



G 7th Avenue Corridor

Issues/Concerns:
- Sidewalk widths, poor lighting and lack of pedestrian crossings/connections
- Pick-up and drop-off at the station, illegal parking, blocked driveways and sidewalks
- Safety and visibility at crossings
- Greenway and bike route connections and access to Queensborough, Quay, BC Parkway
- Stop sign enforcement

Response:
- Improvements to 7th Avenue will be included in the 22nd St Station Master Plan work

H 20th Street Corridor

Issues/Concerns:
- Drivers blocking intersections
- Signal timing
- Vehicle volumes/congestion
- Safe crossings for pedestrians/ cyclists

Response:
- Addressed in Draft Plan location specific improvements
- Additional measures to be identified under the 22nd St Station Master Plan process

NEW WESTMINSTER

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

Draft Plan Highlights

The Transportation and Traffic Calming Draft Plan was developed to address key access, circulation, safety and livability concerns within Connaught Heights in the short term. The plan uses a multi-modal approach which includes all modes that people use to travel in the neighbourhood and beyond. The recommended improvements impact and address many of the issues and concerns raised for each mode including:

➤ Pedestrians

- New or improved sidewalks, crossings, lighting, environment
- Improved access to transit, goods and services
- Reduced vehicle speeds

➤ Greenways/ Bike Routes

- Reduced speed limit for vehicles (30 km/h)
- Reduced vehicle volumes (<800 vehicles per day)
- Improved crossings and pavement markings, lighting, feel and attractiveness

➤ Transit

- Improved walking access to SkyTrain Station
- Increased walking access to and accessibility of transit stops
- Improved facilities at transit bus stops (benches, bins. etc.)

➤ Vehicle/Traffic Management

- Improved access into/out of the neighbourhood
- Reduced short-cutting though the neighbourhood
- Increased visibility of pedestrians and cyclists
- More clarity on correct lane positioning
- Improved traffic flow during busy periods
- Upgrade infrastructure elements to current standards

CONNAUGHT HEIGHTS IMPROVEMENTS - DRAFT PLAN

The measures outlined in the draft plan can be sorted into two general categories:

NEIGHBOURHOOD WIDE

A number of improvements have been outlined that apply to the entire Connaught Heights neighbourhood.

LOCATION SPECIFIC

A number of the outlined improvement measures are location specific and address detailed concerns and issues for that site or condition.

The recommended improvements would occur over time and use a variety of processes such as upcoming development, local area improvements, Capital and operating budgets for regular maintenance/replacement, City-led projects using grants and other funding opportunities.

FUTURE PLANNING
22ND STREET MASTER PLAN

A number of concerns discussed at the two workshops will be addressed through the 22nd Street Area Master Plan including:

- Pick-up and drop-off at the SkyTrain Station
- Pedestrian walkways, signals, crossings, and lighting on Seventh Avenue
- Cycling/Greenway/BC Parkway connections around Seventh Avenue
- Vehicle traffic calming measures to address future land use planning conditions
- Public gathering spaces
- Roadway improvements and geometry for vehicles
- Intersection improvements including lane configurations on Twentieth Street at Eighth Avenue and Seventh Avenue, Marine Way and Stewardson Way.

QUICK WIN: Twenty-First Street Pedestrian Improvements

As part of the feedback received by residents, there was an overwhelming desire to improve pedestrian accessibility and safety to the 22nd Street SkyTrain Station, specifically along Twenty-first Street.

As a result the City has prepared a design for improvements along Twenty-first Street between Seventh Avenue and London Street including:

- New sidewalk on the west side of Twenty-first Street
- New marked crossings with curb extensions at specific locations
- Improved street lighting along Twenty-first Street

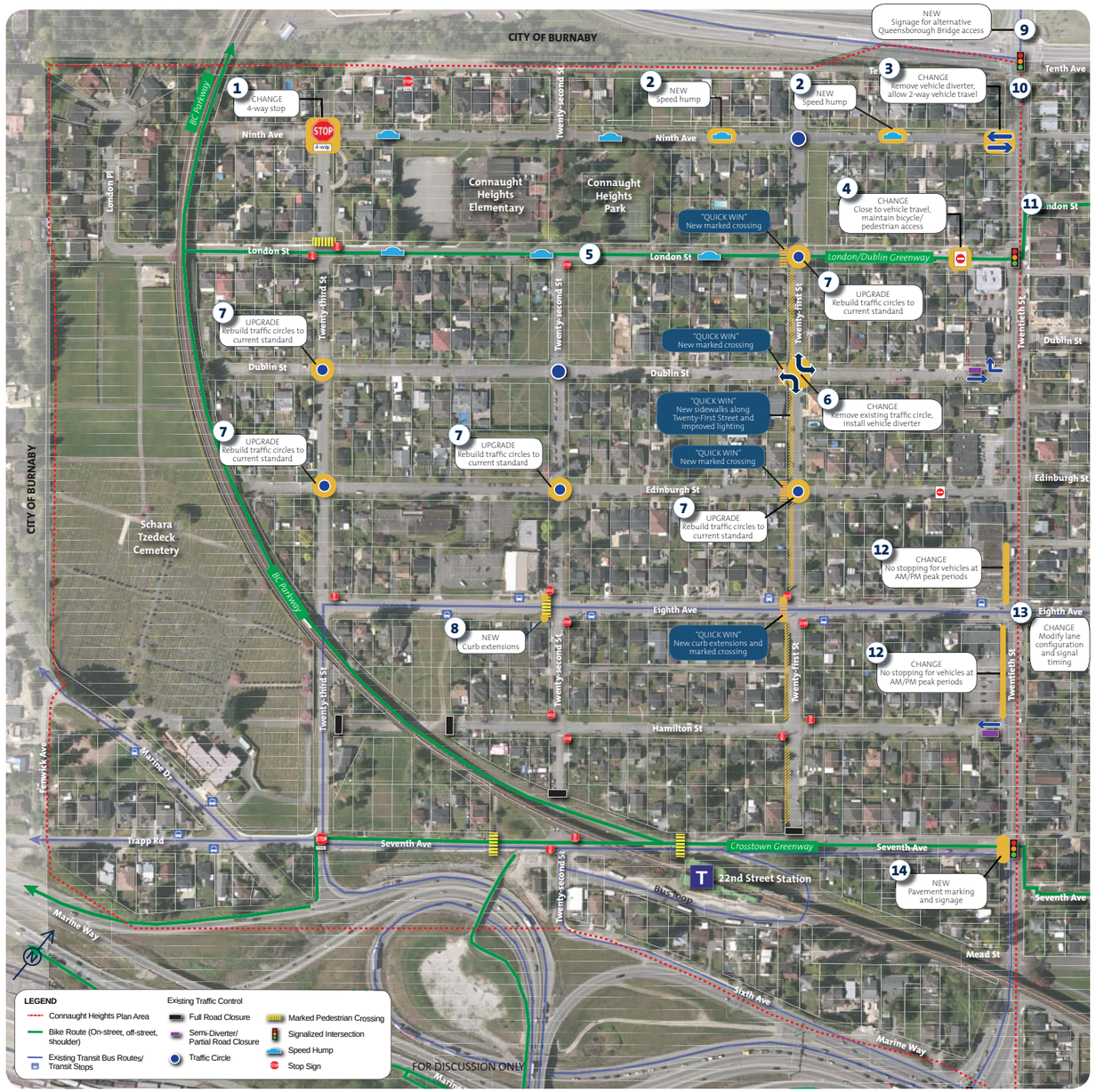
Construction of the improvements between Seventh Avenue and London Street is anticipated to begin this fall. Details of the construction and what to expect will be posted on the project website **newwestcity.ca/CHTC**.

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan DRAFT PLAN

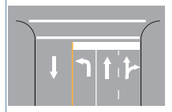
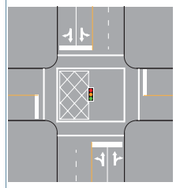
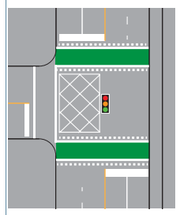
LOCATION SPECIFIC IMPROVEMENTS

A number of improvements have been identified for specific locations within the Connaught Heights neighbourhood.

	What is different?	Why?
1	**Change from a two-way stop to a 4-way stop at Ninth Ave and Twenty-third St**	• To improve safety and comfort for people crossing on foot • To better control vehicles on Twenty-third St
2	**Add 2 new speed humps on Ninth Ave in coordination with removal of the partial traffic diverter at Twentieth St** 	• To manage vehicle speeds and volumes close to Connaught Heights Park and the school • To preemptively manage vehicle speeds and volumes when the traffic diverter is removed at Twentieth St
3	**Remove the partial traffic diverter on Ninth Ave at Twentieth St to allow two-way vehicle travel**	• To improve neighbourhood access and circulation for people driving. In coordination with a full vehicle closure on London St.
4	**Install full closure for vehicles on London St close to Twentieth St, maintaining access for bike and pedestrians** 	• To improve safety and comfort of people walking or cycling on the London/Dublin Greenway • To reduce vehicle volumes on the Greenway • To reduce shortcutting through the neighbourhood with the removal of partial traffic diverter on Ninth Ave
5	**Add 30 km signage on London St / London-Dublin Greenway**	• To improve safety and comfort of people walking or cycling • To slow vehicles speeds on the Greenway, school and park area
6	**Remove the existing traffic circle and install diagonal diverter for vehicles** 	• To improve pedestrian conditions and connectivity along Twenty-first St • To manage vehicle volumes on Twenty-first St • To reduce short-cutting through the neighbourhood with the removal of the diverter on Ninth Ave and Twentieth St
7	**Rebuild 5 traffic circles**	• To improve safety • To reduce maintenance costs and damage to infrastructure and adjacent properties
8	**Add curb extensions on Eighth Ave at Twenty-second St** 	• To reduce crossing distances for people walking • To improve visibility of people crossing on foot



LOCATION SPECIFIC IMPROVEMENTS

	What is different?	Why?
9	**Add new signage indicating alternative access to Queensborough Bridge.** ***Upon approval by the City of Burnaby.***	• To inform drivers/traffic of the alternative route via Southridge Drive/Marine Way
10	**Add new lane markings on Twentieth St (northbound) at Tenth Ave to formalize 2 through lanes** 	• To provide clarity on proper lane positioning • To improve vehicle flow
11	**Improve road markings, alignment and green paint on the bike lane and pedestrian crossings**	• To provide clarity on travel path for people cycling and crossing on foot
12	**Modify parking with "No Parking" for vehicles at peak AM/PM periods on the west side of Twentieth St between Edinburgh St and Eighth Ave**	• To improve vehicle flow during busy periods • To provide clarity of lane positioning for vehicles travelling south on Twentieth St towards the Queensborough Bridge
13	**Modify signal timing, add hatching and signage. Further analysis on lane configuration for southbound left turn onto Eighth Ave** 	• To improve vehicle flow on Twentieth St south of Eighth Ave • To reduce vehicle queuing through the intersection
14	**New pavement markings and signage for the intersection and ped/bike crossing** 	• To improve safety and comfort for people crossing Twentieth St on foot or by bicycle • To inform people driving not to block the intersection • To improve turning space for transit buses • To improve transit reliability

NEIGHBOURHOOD WIDE IMPROVEMENTS

A number of improvements have been identified for the entire Connaught Heights neighbourhood.

What will be improved?	Why?
New sidewalks and curb let-downs along priority corridors such as routes to schools/parks, access to transit stops/SkyTrain Station, and Greenways.	• To improve safety and comfort for people walking and cycling • To improve accessibility for people walking
New lighting along priority corridors and walking routes such as routes to schools/parks, access to transit stops/ SkyTrain Station, and Greenways.	• To improve safety and comfort for all road users • To improve visibility at road crossings of people traveling on foot or by bicycle

What will be improved?	Why?
Improved transit stops including accessible bus pads, missing sidewalk connections, seating and supporting infrastructure	• To improve access and desirability of transit • To improve comfort for people waiting for buses • To ensure all bus stops adhere to Translink's accessibility standards

What will be improved?	Why?
Identify and implement opportunities for public space and park enhancements	• To enhance existing "left over" spaces for gathering and enjoyment of local residents • To provide comfortable, accessible and attractive connections between existing parks, trails and greenways
Improvements for access and circulation around schools will require additional consideration and involvement from the school.	

NEW WESTMINSTER

CONNAUGHT HEIGHTS
Transportation and Traffic Calming Plan

OPEN HOUSE OCTOBER 2017

Next Steps

- **Review Feedback** — Staff will review feedback received from the open house and on-line forms.
- **Report to Council** — The **Connaught Heights Transportation and Traffic Calming Plan** recommendations will be presented to Council later this year.
- **Implementation** — Implementation of Transportation and Traffic Calming Plan will occur over a number of years and through a variety of methods and programs. Residents and businesses will be notified before construction on an improvement close to their property begins

  Construction on the "Quick-win" Twenty-first Street improvements will begin shortly.

Share your feedback

Please submit comments by November 4, 2017

In person	Complete a comment sheet at the Open House
Online	View the panels and complete a comment sheet online at **newwestcity.ca/chtc**
By Email	Send comments or questions to **transportation@newwestcity.ca**

What's next for transportation in Connaught Heights?



The Planning Department will be launching the **22nd Street Station Area Master Plan** as part of the Official Community Plan implementation process. This work will build upon the discussions we have started here and look at the medium- and long-term measures to address transportation concerns within and adjacent to the Connaught Heights neighbourhood.

The Master Plan will include extensive transportation analysis, in-depth discussion on issues and concerns, and impacts by future land use changes in the area. To become involved and stay informed on the upcoming program sign-up for the email list by visiting **newwestcity.ca/OCP.**

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