

Sustainable Transportation Advisory Committee Agenda

Wednesday, May 10, 2023, 5:30 p.m.

Open to public attendance in Committee Room G

Lower Level, City Hall

Committee members may attend electronically

We recognize and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. We acknowledge that colonialism has made invisible their histories and connections to the land. As a City, we are learning and building relationships with the people whose lands we are on.

	Pages
1. <u>CALL TO ORDER AND LAND ACKNOWLEDGEMENT</u>	
The Chair will open the meeting and provide a land acknowledgement.	
2. <u>INTRODUCTIONS AND ICEBREAKERS</u>	
3. <u>CHANGES TO THE AGENDA</u>	
Additions or deletion of items.	
4. <u>ADOPTION OF MINUTES FROM PREVIOUS MEETINGS</u>	
4.1 Minutes of July 6, 2022	3
4.2 Minutes of March 1, 2023	9
5. <u>REPORTS AND PRESENTATIONS</u>	
Staff and guest reports and presentations for information, discussion, and/or action	
5.1 E-bikeshare Feasibility Study	13
6. <u>UNFINISHED BUSINESS FROM PREVIOUS MEETINGS</u>	
7. <u>STANDING REPORTS AND UPDATES</u>	
Regular and ongoing reports from staff or members for information and discussion.	

8. **NEW BUSINESS**

Items added to the agenda at the beginning of the meeting.

9. **END OF MEETING**

10. **UPCOMING MEETINGS**

The next scheduled meeting is to be determined.



SUSTAINABLE TRANSPORTATION ADVISORY COMMITTEE
MINUTES

Wednesday, July 6, 2022

Open to public attendance in Committee Room G

Lower Level, City Hall

Committee members may attend electronically

PRESENT

Councillor Patrick Johnstone

Alice Cavanagh*

Garey Carlson

Matthew Chan

Spencer Gillis*

Dan Hawke

Vic Leach

Tanushree Pillai*

Randi Poitras*

Peter Valbonesi*

Chair

Representative, Business Community

Representative, Local Cycling Advocacy Organization

Person with Professional or Technical Expertise

Community Member

Person who Walks, Uses Transit, or Cycles as Part of
their Daily Mode of Transportation

Representative, Local Pedestrian Advocacy
Organization

Person who Walks, Uses Transit, or Cycles as Part of
their Daily Mode of Transportation

Representative, Indigenous Community

Person with Lived Experience of Navigating the City's
Transportation Network with Physical or Cognitive
Barriers

REGRETS

Asifa Lalji

Iain Lancaster

Arshdeep Singh

Person with Lived Experience of Navigating the City's
Transportation Network with Physical or Cognitive
Barriers

Representative, School District 40 or DPAC
Community Member

GUESTS

Brian Patterson

P J Bell

Mitchell Reardon

Urban Systems

Urban Systems

Happy Cities

STAFF PRESENT

Mike Anderson

Erica Tiffany

Katie Stobbart

Manager of Transportation

Senior Transportation Planner

Committee Clerk

*Denotes electronic attendance

1. **CALL TO ORDER AND LAND ACKNOWLEDGEMENT**

Councillor Johnstone opened the meeting at 5:34 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. He acknowledged that colonialism has made invisible their histories and connections to the land. He recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

2. **INTRODUCTIONS AND ICEBREAKERS**

There was a round of introductions, and Committee members and guests responded to the question, "What is your favourite seat on the bus?"

3. **CHANGES TO THE AGENDA**

There were no changes to the agenda.

4. **ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

4.1 **Minutes of May 11, 2022**

MOVED and SECONDED

THAT the Minutes of the May 11, 2022 Sustainable Transportation Advisory Committee be adopted.

Carried.

All members present voted in favour of the motion.

5. REPORTS AND PRESENTATIONS

5.1 Active Transportation Network Plan

Mike Anderson, Manager of Transportation, introduced Brian Patterson and P J Bell, Urban Systems. Messrs. Patterson and Bell provided a PowerPoint presentation entitled “City-Wide Active Transportation Network Plan.”

In response to questions from the Committee, Councillor Johnstone and Messrs. Anderson, Patterson, and Bell advised:

- The intention is to ensure routes are accessible to people who use other types of devices, not just bicycles, and that by building this way, conflict is reduced with other road users (e.g. pedestrians, wheelchair-users, etc.);
- Four to five-and-a-half metres is the ideal street width to avoid both discomfort and higher vehicle traffic. Speed bumps and other traffic calming measures can also help to address roads that are too wide;
- Intersections will be considered as part of the feasibility review;
- There are opportunities to consider Indigenous art on wayfinding and beautification pieces; and
- The timeline for this to come before Council is September.

The Committee had the following comments arising from discussion:

- The AAA network features bicycles heavily, but not as much other modes of travel, particularly those taken by seniors;
- West End Vancouver has examples of intersections where vehicles cannot go straight ahead but bicycles can—staff may want to consider this in the planning process;
- Surface treatments make a big difference for comfort among wheelchair users. Consult with wheelchair users before using something overly textured;
- The paint that sometimes is put on surfaces affects the amount of surface tension and slipperiness, so that should be taken into account;
- Flat starting spots would help to minimize the impact of hills, as it is easier to get momentum going on a flat spot;

- Pedestrian push buttons are inconsistent, which is a challenge for blind people and others, so placement of push buttons should be considered;
- It may be useful to consider tree cover and other features that make routes usable in the peak of summer; and
- A safe riding program run through Parks and Recreation to get people using these routes safely would be great, e.g. an after-school program.

5.2 Belmont Plaza

Mike Anderson, Manager of Transportation, introduced the item, noting that the Uptown Streetscape Vision adopted by Council in 2020 called for the Belmont Street parklet to become a full plaza. Mr. Anderson introduced PJ Bell and Brian Patterson, Urban Systems, and Mitchell Reardon, Happy Cities, for a verbal update on the development of a conceptual design for the plaza.

Messrs. Bell, Patterson, and Reardon advised the following:

- The current plaza is the width of half the street, whereas a permanent plaza would extend the full width of Belmont Street next to Sixth Street, and would extend about 50 metres from Sixth Street down Belmont;
- Two conceptual designs are being explored: an events-based plaza, and a green space with trees, plaza, and park;
- Concerns that have been expressed about the site include loud vehicles, sale of items including illicit items, smoking in the plaza, and late-night noise;
- The plaza is very well used but there is a contested nature to it, and some of the challenges and misuses of the space risk continuing;
- Through discussions with the City and Urban Systems, Happy Cities proposed an expanded interim plaza take place this summer until the permanent plaza is introduced;
- The interim plaza would have a different design approach, co-designed with input from all key stakeholders and regular visitors to the space;
- Through this co-designed process, there would be a focus on building relationships and social infrastructure, in addition to the physical infrastructure that would accompany these changes;

- Not everyone will get everything they want from the space, and there will be conflicting views to address throughout this process;
- The interim plaza provides an opportunity to test design elements that could be included in the permanent plaza;
- During the week of July 18, co-design sessions will be held, with the intent to finalize the design in the following week and prepare for implementation in the week of August 8;
- There are a number of risks that may derail this project, so a series of milestones and off-ramps have been established, with regular meetings; and
- The interim plaza process will not delay the implementation of the permanent plaza.

The Committee had the following comments:

- There is potential to improve the family-friendliness of the space, perhaps by including a small playground;
- People who are using the plaza currently are often customers of local businesses on the block, so it is important to find a compromise, rather than pushing people away;
- There is so little seating in Uptown that there is a lot of conflict around that seating. By adding more seating, conflict around that seating could be reduced;
- There is a need to assess the traffic impact of the plaza;
- Some of the businesses at the far end of Belmont Street are more adult-oriented, so having more adult-oriented seating and features at that end and family-friendly features at the Sixth Street end could be successful;
- The issues the plaza currently faces are largely enforcement issues, so there needs to be a discussion of how to address that; and
- Some plazas, like the one next to the Legion, allow smoking, and accommodating the fact that people do smoke is a discussion to have.

6. **UNFINISHED BUSINESS FROM PREVIOUS MEETINGS**

There were no items.

7. STANDING REPORTS AND UPDATES

There were no items.

8. NEW BUSINESS

There were no items.

9. END OF MEETING

On MOTION, the meeting ended at 7:17 p.m.

10. UPCOMING MEETINGS

Remaining meetings for 2022, which take place at 5:30 p.m. unless noted otherwise:

- December 7

SUSTAINABLE TRANSPORTATION ADVISORY COMMITTEE**NOTES****Wednesday, March 1, 2023****Meeting held electronically and in Committee Room 2
City Hall****PRESENT**

Mayor Patrick Johnstone
Alice Cavanagh
Matthew Chan
Spencer Gillis*
Vic Leach

Chair
Representative, Business Community
Person with Professional or Technical Expertise
Community Member
Representative, Local Pedestrian Advocacy
Organization
Representative, Indigenous Community

Randi Poitras*

REGRETS

Dan Hawke

Person who Walks, Uses Transit, or Cycles as Part of
their Daily Mode of Transportation

Asifa Lalji

Person with Lived Experience of Navigating the City's
Transportation Network with Physical or Cognitive
Barriers

Iain Lancaster

Representative, School District 40 or DPAC

Tanushree Pillai

Person who Walks, Uses Transit, or Cycles as Part of
their Daily Mode of Transportation

Arshdeep Singh

Community Member

Peter Valbonesi

Person with Lived Experience of Navigating the City's
Transportation Network with Physical or Cognitive
Barriers

STAFF PRESENT

Mike Anderson

Manager of Transportation

Michael Leong

Transportation Planning Engineer

Erica Tiffany

Senior Transportation Planner

Katie Stobbart

Committee Clerk

Doc#2240573

*Denotes electronic attendance

Procedural Note: As Matthew Chan declared a conflict of interest for item 5.1, he did not constitute part of quorum nor did he vote on any items at this meeting.

1. CALL TO ORDER AND LAND ACKNOWLEDGEMENT

Mayor Patrick Johnstone opened the meeting at 5:40 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. He acknowledged that colonialism has made invisible their histories and connections to the land. He recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

Procedural Note: As there was no quorum, the meeting proceeded for information only.

2. INTRODUCTIONS AND ICEBREAKERS

The Committee proceeded with a round of introductions, responding in turn to the icebreaker question, "What is your favourite city space (any city)?"

3. CHANGES TO THE AGENDA

There were no changes to the agenda.

4. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

4.1 Minutes of July 6, 2022

As there was no quorum, the minutes were not adopted.

5. REPORTS AND PRESENTATIONS

5.1 Bus Speed and Reliability Study

Matthew Chan, Project Manager, Parsons, provided a presentation titled "Bus Speed & Reliability Study."

Doc#2240573

In response to questions from the Committee, Michael Leong, Transportation Planning Engineer, and Mr. Chan advised:

- There is much information from Translink to tell how delays are measured, using uncongested periods as a baseline;
- There are spaces that buses should not move through quickly, e.g. pedestrian-priority areas. There will be a workshop with City staff to ensure the areas identified make sense to improve bus speed and reliability; and
- The distance between bus stops depends on the grade, what rest areas are available in between, and other criteria also found in Translink's Bus Infrastructure Design Guidelines.

The Committee had the following comments:

- Specific areas that should be identified for improved bus speed and reliability include Queensborough / Queensborough Bridge, Sixth Street in Uptown;
- Bus stop balancing (removing and/or relocating stops) can affect accessibility, particularly with the hills in New West;
- On the Sixth Street corridor with the high school, would like to look at impacts of the high school on bus reliability.

5.2 Queensborough Transportation Plan

Erica Tiffany, Senior Transportation Planner, provided a presentation titled "Queensborough Transportation Plan."

In response to questions from the Committee, Ms. Tiffany advised:

- The round 1 engagement summary findings and comments have been provided to the Ministry of Transportation & Infrastructure;
- Aside from collision data, staff are not aware of any regional measurements of the downstream effect of those collisions, i.e. pressure on the remaining bridges when one is closed;
- Staff are currently trying to assess how many NWSS students live in Queensborough, which would be a step toward finding out how many car trips would be eliminated if there was reliable transit from there to school; and
- Phase 2 of the study will present options and opportunities to improve sustainable transportation within Queensborough, as well as access from Queensborough to the mainland.

In discussion, the Committee noted that currently people choose to drive further and to other cities to visit some amenities because it is less convenient to go to Queensborough.

6. **UNFINISHED BUSINESS FROM PREVIOUS MEETINGS**

There were no items.

7. **STANDING REPORTS AND UPDATES**

There were no items.

8. **NEW BUSINESS**

There were no items.

9. **END OF MEETING**

The meeting ended at 6:49 p.m.

10. **UPCOMING MEETINGS**

The next meeting is to be determined.

New Westminster E-bikeshare Feasibility Study

May 1, 2023



Agenda

- Project Background
- Community Feedback
- Feasibility Assessment Findings
- Next Steps



Key Questions

- What themes should be explored in our **online public engagement** survey?
- Do you have any **equity or accessibility concerns** related to a potential e-bikeshare program?

Project Background

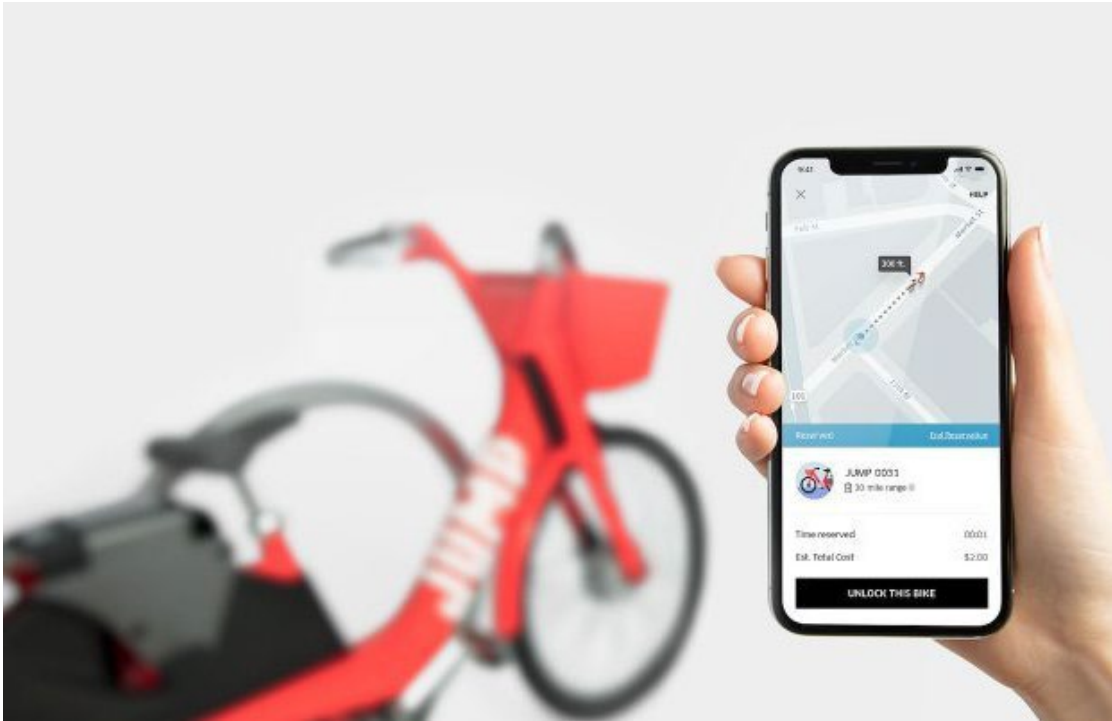


Background

- This study builds on policies in the Master Transportation Plan, 2019-2022 Council Strategic Plan, and the Active Transportation Network Plan
- In 2021, Council directed staff to develop a plan for an electric bikeshare program
- Toole Design was brought on as a consultant in 2023
- The study began in February 2023 and will conclude in Fall of 2023



What is shared micromobility?



- **Micromobility:** Forms of transportation that are small, low-speed, human or electric-powered. They are built for one rider at a time and include bicycles, electric bicycles (e-bikes), scooters, and electric scooters (e-scooters).
- **Shared micromobility:** The organized operation of a fleet of micromobility vehicles that individuals can rent out (bikeshare and scootershare), usually using a smartphone app.

Shared Micromobility: Vehicles



**Standing Electric Scooter
(E-Scooter)**



Seated E-Scooter



Pedal Bicycle



Electric Bicycle (E-Bike)

Shared Micromobility: Systems



Docked (or station-based)



Dockless (or free-floating)



Hybrid (Docked + Dockless)

E-bikeshare Feasibility Study Goals

1. Analyze the **feasibility and conditions** for e-bikeshare in City of New Westminster
2. Identify **essential system priorities**
3. Develop a **business plan** for e-bikeshare
4. Identify **revenue requirements** to create a system that is revenue neutral
5. Determine what **accessibility and equity** considerations need to be made



Study Components

1. Feasibility Assessment

- Plan and policy review, industry best practices, peer city review, local context analysis

2. Engagement *(we are here!)*

- Public survey, workshops, presentations

3. Business Model & Financial Assessment *(not yet started)*

- Capital and operating costs, funding mechanisms, operating models

4. Implementation Plan *(not yet started)*

- Operational requirements (program phasing, service area, fleet size, equipment and technology specifications, parking management, equity requirements, data reporting, fees)

Community Feedback



Community Feedback

- **Previous efforts:** Public feedback on e-bikes and e-bikeshare was collected in 2020-2021 via surveys and workshops as part of outreach for the E-Mobility Strategy
- **E-bikeshare Study:**
 - Public online survey
 - Presentations to task forces and committees
 - 2 stakeholder workshops

What we heard: Familiarity with e-bikes

- **22%** currently **own** or **regularly use** an e-bike or other type of e-micromobility
- **45%** are **strongly considering buying** or would like to buy an e-bike
- **26%** are either **strongly considering** or planning to **buy** another form of **micromobility**

What we heard: Barriers to e-bike usage

Top three concerns/barriers that may prevent New Westminster residents from using or purchasing an e-bike:

1. Limited or no access to safe parking
2. High cost of purchasing an e-bike
3. Lack of safe biking routes



Feasibility Assessment Findings

Policy environment

- **E-bikeshare** is a city priority, and local and provincial policies support shared micromobility, although e-scooters and e-scootershare are currently prohibited in New Westminster under the province's Motor Vehicle Act.



Shared Micromobility – Regional & Peer Cities

Jurisdiction	Operators	Program Status	System Type	Vehicles
City of Vancouver, BC	Vancouver Bike Share Inc. (Mobi)	Active	Docked	Pedal bikes & E-bikes
Regional program: City of North Vancouver, District of North Vancouver, and District of West Vancouver	Lime	Active	Dockless	E-bikes
City of Richmond, BC	Lime	Active	Dockless	E-scooters and E-bikes
City of Coquitlam, BC	TBD	TBD	Dockless	E-scooters and E-bikes
City of Kelowna, BC	Lime, Spin	Active	Dockless	Pedal bikes and e-bikes, e-scooters, and e-mopeds
City of Vernon, BC	Neuron	Active	Dockless	E-scooters
City of Whistler, BC	TBD	TBD	TBD	E-bikes
City of Ithaca, NY	Center for Community Transportation	Active	Dockless	E-bikes

- **5 jurisdictions** in Metro Vancouver have active shared micromobility programs
- **Dockless** systems are most common
- **E-bikes** are the most popular vehicle types but e-scootershare is growing
- **Future programs:** Coquitlam and Whistler plan to launch programs, and Burnaby & Surrey are currently exploring potential programs

City Readiness for E-bikeshare

Opportunities

- **Market appeal** – high population density and compact urban form
- **Well-connected bike network** –includes low-stress local streets and growing separated cycling network
- **First/last mile transit connections:** E-bikeshare can improve access to TransLink SkyTrain stations and bus routes
- **Regional collaboration:** Opportunities to learn from the Northshore model of multijurisdictional shared micromobility.

Challenges

- **Limited resources** for capital investments in docked e-bikeshare system
- **Narrow sidewalks & furniture zones** will require parking management strategies
- **Fraser River** –a barrier for convenient access between Queensborough & the rest of New West.
- **E-scooter prohibition** – Many operators are more willing to launch e-bikes if they can also provide e-scooters.

Preliminary Recommendations



Fleet Type: E-bikes

- Better suited for steep topography than pedal bikes
- E-bikeshare operators already present in Lower Mainland communities



Dockless e-bikes

System Type: Dockless (with geofencing)



*Lime e-bike parked in a designated parking area
in North Vancouver*

- Low start-up costs compared to docked (jurisdictions often have to cover costs of docking stations for docked systems)
- Does not have to be 100% free-floating – parking can be limited to designated zones delineated with physical infrastructure or in the bikeshare smartphone app

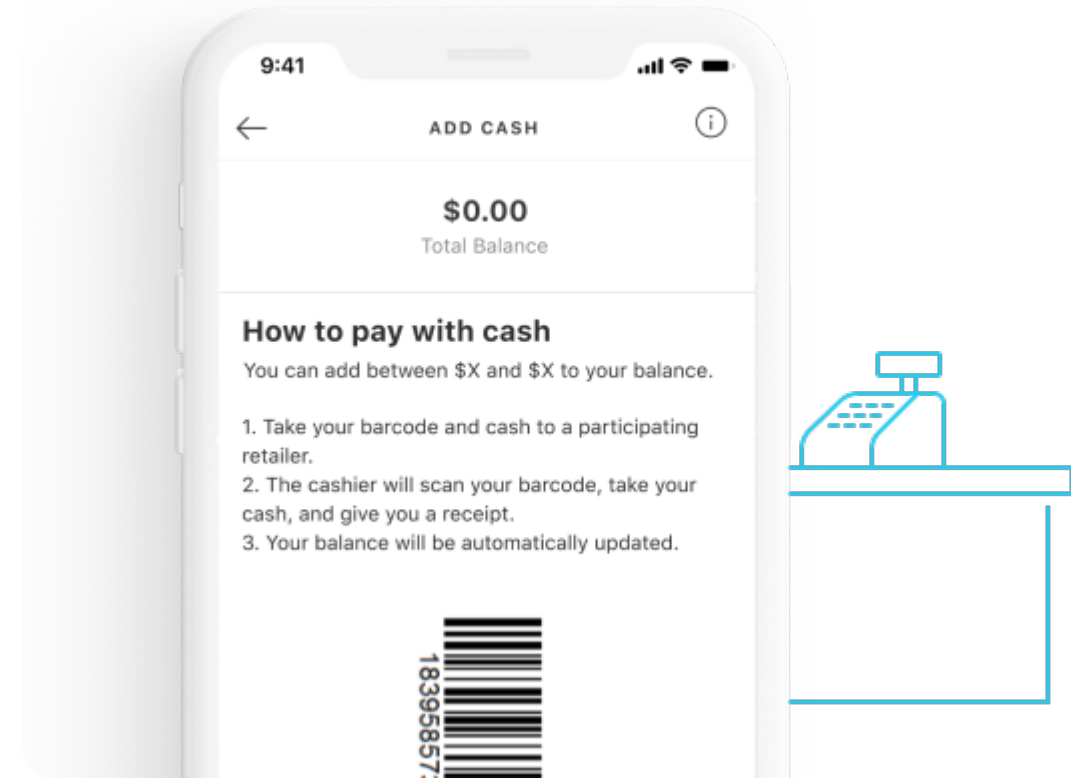
Ownership: Agency Permit, Privately Owned/Operated

- Most jurisdictions in B.C use this model
- Minimizes capital investment and staff time
- Provides future opportunities to expand to regional program with neighbouring cities

Role	City	Private operator
Develops rules and regulations for e-bikeshare program	X	
Applies for permit to operate		X
Oversees and regulates program	X	
Owns and operates e-bikeshare devices		X
Responds to complaints	X	X

Equity Considerations

- Outreach/engagement with underserved communities
- Equitable **distribution** of vehicles
- Equitable **access** to the program
 - **Discounted** pricing
 - **Non-digital/underbanked** access
 - **Multilingual** information
 - Access for users with **disabilities**



Cash-payment option in Bird app

Next Steps



Next Steps

- **May-July 2023:** Engagement
- **August 2023:** Business Model & Financial Assessment
- **September 2023:** Recommendations and Implementation Plan

Key Questions

- What themes should be explored in our **online public engagement** survey?
- Do you have any **equity or accessibility concerns** related to a potential e-bikeshare program?