

SUSTAINABLE TRANSPORTATION ADVISORY COMMITTEE (STAC)

October 13, 2021

**Meeting held electronically under Ministerial Order No. M192
and in Meeting Room G, City Hall**

NOTES

MEMBERS PRESENT:

Councillor Patrick Johnstone
Véronique Boulanger
Garey Carlson
Asifa Lalji*
Iain Lancaster*
Peter Valbonesi*

- Chair, City Council Member
- Community Member
- HUB Representative
- Person with Lived Experience
- SD 40 Representative
- Person with Lived Experience

MEMBER REGRETS:

Alice Cavanagh
Reena Meijer-Drees
Randi Poitras
Arshdeep Singh
Mike Smith-Cairns
Elliot Roy

- Business Community Representative
- Local Pedestrian Advocacy Group Representative
- Community Member
- Alternate Chair/Community Member
- Community Member
- Community Member

STAFF PRESENT:

Mike Anderson
Trevor Dudar*
Kanny Chow*
Erica Tiffany*
Michael Leong*
Carilyn Cook
Katie Stobbart

- Acting Manager, Transportation
- Inspector, New Westminster Police Department
- Transportation Engineer
- Senior Transportation Planner
- Transportation Planning Engineer
- Committee Clerk
- Committee Clerk

The meeting was called to order at 5:33 p.m.

*Denotes electronic attendance.

1.0 ADDITIONS / DELETIONS TO AGENDA

There were no changes to the agenda.

2.0 ADOPTION OF MINUTES

2.1 Adoption of the Minutes of June 9, 2021

As there was not a quorum of voting members, adoption of the minutes of June 9, 2021 was deferred to the next meeting.

3.0 PRESENTATIONS

3.1 Uptown Active Transportation Improvements

Brian Patterson, Urban Systems, provided a presentation on Uptown Active Transportation Improvements, including the Rotary Crosstown Greenway and New Westminster Secondary School (NWSS) Cycling Connector Routing.

Rotary Crosstown Greenway - After learning about the different design options, which is your preference and why?

- A Committee member noted preference of the option that eliminates parking on the south side, as there are concerns with sightlines for cars coming out of driveways. Eliminating the parking on the north side could be advantageous instead.

In response to questions from the Committee, Mr. Patterson advised that Option 2 provides more ample room for sidewalks and pedestrian improvements.

NWSS Cycling Connector - After learning about the trade-offs for each route option, which is your preference and why?

- Committee members preferred option 2; the advantage over the other two is that it is a desire line—people will go where they want to go, likely the most direct route. It is also the option that treats cyclists most like motor vehicles;
- Although it is called the New West Secondary School connector, it will connect to the London-Dublin Greenway and be part of a larger network;
- People using scooters should also be factored in for safety; and
- Option 1 does not improve the intersection at Eighth Avenue and Sixth Street; if there is an improvement in that area, that intersection should be made safer.

In response to a question from the Committee, Mike Anderson, Acting Manager, Transportation, advised that when the school was being constructed, there was discussion with Coast Mountain about having bus stops in both directions at the east door of NWSS, which was not supported by Coast Mountain at the time. There has not yet been discussion of moving the bus stop to avoid in-lane stops.

Mr. Patterson advised that the public survey is open until October 17, 2021.

4.0 UNFINISHED BUSINESS

4.1 Signalized Intersection Policy – Step 4: Draft Policy for Review/Input

Kanny Chow, Transportation Engineer, provided a presentation on the Signalized Intersection Policy.

Discussion ensued, and the Committee provided the following comments:

- On Principle 2, recommended tightening up language to say: “Traffic signals should not be an accessibility barrier.” Ultimately need to remove barriers where possible, unless there is a significant safety reason for that barrier;
- On principles where the word “should” is included, language should be stronger—should is a suggestion or recommendation, where it should be a requirement or directive;
- Principle 4 could say “Consideration for cyclist comfort and convenience is important, second only to consideration for pedestrians.” The example given is clearer than the language of the principle, and is somewhat covered already by other principles;
- Principle 6 is supported, recognizing that all bus users are pedestrians at some point in their trip;
- Staff may want to rethink bus speed as a priority—while reliability is important, speed may need to be sacrificed to prioritize pedestrians and cyclists;
- On Principle 8, suggested including major greenways (e.g. Seventh Avenue) and parks where there are 30 km/h zones in the prioritized locations; and,
- Principle 9 is an operational funding strategy and should not be included among these principles.

In response to a question from the Committee, Mr. Chow advised that staff will discuss cyclist-accessible push buttons internally.

Mr. Chow will forward policy measures to the Committee for further input.

4.2 Bold Step 7 Plan – Draft Plan for Review/Input

Erica Tiffany, Senior Transportation Planner, provided a presentation on the Bold Step 7 Methods for Measuring.

Discussion ensued, and the Committee provided the following comments:

- The local street bikeway factor should only be applied to bikeways that meet status, and only those sections that meet it;
- There is room to discuss curb reallocation; there are a lot of demands on curbside, including deliveries;
- Support the idea of including and creating parklets;
- There are challenges with measuring road closures for public events—a food truck festival might not qualify, but closing a street to host the farmers’ market seasonally might;
- Alleys might be considered for opportunities to create permeable or green spaces; and
- Staff could consider assigning a greater-than-one factor if a project contributes to a network, such as a walking or cycling corridor.

In response to questions from the Committee, Ms. Tiffany and Mike Anderson, Acting Manager, Transportation, advised:

- An example of a green infrastructure project that would fit might be curbside extensions with a rain garden; and
- Traffic volumes around the city are collected on an ongoing basis, but the city has not collected that data to determine whether a road might be underused and open for opportunities to use for parklets, etc. on a case-by-case basis.

4.3 Master Transportation Plan Monitoring / Evaluation Dashboard – Draft Dashboard Framework

Erica Tiffany, Senior Transportation Planner, provided a presentation on Master Transportation Plan Monitoring.

Discussion ensued, and the Committee provided the following comments:

- Transit boardings might be useful data to collect;
- It might be worthwhile to collect our own data via a survey;
- Could consider network connectivity and how that impacts the mode of transportation used; and

- Data might also be available to purchase from cell phone providers to analyse when people are coming to New West and how long they are staying here.

In response to questions from the Committee, Ms. Tiffany advised that the challenge with the TransLink Trip Diary is it is very resource-intensive to collect and analyse the data, so it is not possible to get that data more frequently.

5.0 NEW BUSINESS

There were no items.

6.0 REPORTS AND INFORMATION

There were no items.

7.0 CORRESPONDENCE

There were no items.

8.0 NEXT MEETING DATE

To be determined.

9.0 ADJOURNMENT

The meeting was adjourned at 7:37 p.m.

Certified correct,

Councillor Patrick Johnstone
Chair

Katie Stobbart
Committee Clerk