



MINUTES of the Active Transportation Advisory Committee Meeting held on Monday, November 9, 2020 at 7:00 p.m. via video conference.

PRESENT:

Voting Members: H. Escaravage  
R. Harmston  
N. Jensen  
P. Jongbloed (Chair)  
A. Keizer  
G. Kirkland \*  
A. Ramji

Staff: S. Ahrabian, Manager of Engineering and Facilities  
S. Maki, Director of Engineering and Operations

Council Liaisons: Councillor Hayes  
Councillor Miyashita

Regrets: J. Barnes  
R. Gaspar

Recording Clerk: T. McCaw, Committee Clerk II

1. CALL TO ORDER

The meeting was called to order at 7:01 p.m.

2. LATE ITEMS

5. 8 - Review of the 2021 Active Transportation Advisory Committee Calendar

3. APPROVAL OF AGENDA

It was MOVED and SECONDED THAT the November 9, 2020 Agenda for the Active Transportation Advisory Committee Meeting be approved.

CARRIED.

#### 4. ADOPTION OF MINUTES

It was MOVED and SECONDED THAT the Minutes of the Active Transportation Advisory Committee Meeting held on September 14, 2020 be adopted.

CARRIED.

#### 5. NEW BUSINESS

- (1) Update on 2020 Action Item Tracker  
S. Maki, Director of Engineering and Operations, provided a brief verbal update on the ATAC Action Item Tracker.
- (2) Update on 2020 Project List  
S. Maki, Director of Engineering and Operations, provided a brief verbal update on the ATAC 2020 Project List. Highlights included:
  - Grant has been approved and finalized with TransLink for bicycle push buttons and audibles; and
  - The implementation of the crossing upgrades at S. Alouette Bridge & Silver Bridge is proposed to be completed in 2021.
- (3) Report on Crossing Options at Harris Road (Silver Bridge) & Neaves Road (S. Alouette Bridge)  
S. Ahrabian, Manager of Engineering and Facilities, provided a presentation on the study completed by ISL on the crossing options at Silver Bridge and South Alouette Bridge, which forms a part of the minutes as Attachment 1. Highlights of the presentation included:
  - It was noted that Silver Bridge has lower traffic volumes than the South Alouette Bridge;
  - Activity on the south end of both Silver Bridge and South Alouette Bridge were higher than the north end;
  - The existing crosswalk at the south end of Silver Bridge was effective as motor vehicles were aware of the crossing and slowed down in anticipation of pedestrians and cyclists;
  - Driver visibility concerns were identified at the South Alouette Bridge and a Rectangle Rapid Flashing Beacon (RRFB) is recommended at the south end of the bridge complete with advanced warning signs due to the sightlines;

- A marked crosswalk was recommended for the north end of South Alouette Bridge;
- A marked crosswalk was recommended on the north end of Silver Bridge;
- Total cost of the recommended work would be approximately \$50k, which is recommended to be completed before next summer; and
- Grant opportunities would be explored to help offset the costs.

Comments and questions from the Committee included:

- The question was raised to see if the City had considered adding a trail under Silver Bridge which would run parallel to the river (*Staff noted this had not been explored*);
- The question was raised to see if there was an opportunity to lower the speed limit in these two areas to 30 km/hr (*Staff noted compliance would be a concern in addition to Neaves Road being a truck route, but that Neaves does have advisory 30km/hr signage and speed reader boards would be temporarily installed in the future to help bring awareness to the speed limit and results could be shared with the RCMP*);
- Clarity was requested if the vehicle counts found by ISL were considered high, medium or low volume in comparison to other areas in the City (*Staff noted the volumes recorded were not considered high but higher than you would see on a local road due to the classification of these roads*);
- Parking challenges were mentioned in both areas; and
- The request was made that the Committee see more details on the type of vehicles that were counted in this study.

\*G. Kirkland joined the meeting 7:30 p.m.

It was MOVED and SECONDED THAT the Active Transportation Advisory Committee:

- A. Supports identifying both the South Alouette Bridge & Silver Bridge crossing upgrades as a priority in accordance with the recommendations made by ISL through the field review study completed in September 2020; and
- B. Supports moving forward with the design process for the upgrade and installation of the crossings in accordance with the recommendations provided by ISL with the anticipated completion being spring 2021.

CARRIED.

(4) Airport Way Widening

S. Maki, Director of Engineering and Operations, provided a verbal overview of the preliminary design in relation to the pedestrian/cyclist connections. Highlights of the presentation included:

- New multi-use paths (MUPs) will extend along the south and east side of Phase 3 and partially along the north end, connecting into the existing Parkside Trail, as well as, connections to the Arena and Pitt Meadows Athletic Park (PMAP).
- New MUPs will extend along the north and east side of Phase 4 with connections to the future MUP along the north end of Nature's Walk, Lasser Rd and Fraser Way.
- Sidewalks are planned for the west side of Phase 3 & 4 along Harris Rd and on the south end of Phase 4 along Fraser Way.
- A new MUP will connect the current gap between Harris Rd and Phase 2 along the north side of Airport Way.
- Bike lanes would still be present along Harris Rd, similar to the current condition and discussion is ongoing around wider shoulders vs. bike lanes along Airport Way between Baynes Rd and Golden Ears Way.

Comments and questions from the Committee included:

- Feedback was given that gravel paths may cause mobility challenges for residents in wheelchairs in comparison to paved paths;
- Concerns were raised around the addition of signalized intersections at Harris Rd and Bonson Rd;

- Concerns were raised around not having an identified designated bike lane on Airport Way (*Staff responded that the MUP will continue to be encouraged for all ages and ability; however, the shoulder could be widened on Airport Way to accommodate cycling but not necessarily identified as a designated bike lane.*);
- Discussion continued and concerns were mentioned about the connectivity of the MUPs from Baynes Rd to Golden Ears Way and that it would be safer and bring more awareness to drivers if the shoulder was a marked bike lane;
- Clarity was requested about the type of pedestrian crossing proposed for the mid-block crossing between Harris Rd and Bonson Rd and the importance of ensuring safety across 4 lanes of traffic (*Staff responded stating the crossing would be a signalized pedestrian signal, not sure a marked crosswalk or RRFB*);
- Concerns were raised with the MUPs crossing along wide heavy truck access points along Airport Way on both Phase 3 & 4 and suggestions were made for marked crosswalks, potentially with green conflict area and elephant feet (*Staff noted that the access points could be a maximum of 15m and will look into the suggestion*);
- A request was made for the addition of bollards where the MUP's cross heavy vehicle access points (*Staff will look into potential bollards*);
- Members identified the importance of connecting the newly proposed MUPs and trails into the existing paved path at the south end of PMAP (*Staff noted the intent is to promote as much connectivity as possible and will look into how to increase opportunities for connectivity throughout, but some components may need to be added at a later date*);
- Concerns were identified around the connection from Nature's Walk MUP that extends to Bonson Road and how cyclists would connect into the existing trail on the east side of Bonson Rd (*Staff to look into recommendations*);
- The question was raised on if there would be an access point on the south side of GEBP Phase 4 leading on to Fraser Way (*Staff noted that the east MUP would extend down to the sidewalk on Fraser Way and there would also be a marked crosswalk nearby*); and
- Members were interested in the timeline for this project. (*Staff noted that the work must be implemented by 2024, but that the developer is*

*currently working through the design with plans of starting construction in mid-2021).*

(5) Discussion on Reducing Speed Limits to 30km/hr on Side Streets

The Committee discussed and engaged in discussions on the potential of lowering the speed limit on side streets throughout the City.

Comments and questions from the Committee included:

- Decreasing the speed limit on local streets could increase the livability in the City;
- The recommendation was made to start with decreasing the speed on only certain streets in the City to 30 km/hr perhaps as a pilot project;
- Concerns were raised around both compliance and enforcement of the reduced speed;
- A social media campaign or signage was recommended to help promote and educate residents on reducing speeds throughout the City; and
- The suggestion was made for the Committee to look into the “Vision Zero” <https://visionzero.ca/> program as a whole, which includes principles and a prioritized list of actions and this could be part of a broader strategy and incorporated as part of the next master plan update.

(6) Discussion on Pedestrian/Cycling Crossing at Allen Way

The Committee discussed and engaged in discussions on the pedestrian/cyclist crossing at Allen Way in anticipation of the increased truck traffic once the new CP facility opens.

Comments and questions from the Committee included:

- CP Rail and Maersk are adding a facility, south of Allen Way, which will cause an influx in traffic in this area; and
- Concerns were raised around the safety of the existing crosswalk and the fact that the Loughheed trail is set back quite a bit, so effectiveness/utilization of the current marking crossing may be low (*Staff to reach out to MOTI regarding potential changes to the placement of the existing crosswalk*).

- (7) Discussion on New Wood Signage Posts Installed at Parks Around the City  
The Committee discussed and engaged in discussions about the posts that have been installed around the City at various parks.

Comments and questions from the Committee included:

- An opportunity to provide feedback and input on new park signs was requested (*Staff clarified that the posts will be to identify the name of the park as well as limited wayfinding markers*);
- The question was raised to see if the signs will include distance identification (*Staff mentioned that the MUPs near the Onni development are set to include wayfinding signage and there could be an opportunity for ATAC to provide input*); and
- It was requested to have cycling specific signage added throughout the City.

- (8) Review of the 2021 ATAC Committee Calendar  
S. Maki, Director of Engineering and Operations, presented the 2021 Committee Calendar to the Committee which forms a part of the minutes as Attachment 2.

## 6. ROUND TABLE

The Committee participated in a brief round table of discussions. Highlights included:

- Feedback was given to keep the roundabouts on Airport Way;
- Staff mentioned that the Traffic Operations Safety Review completed for 122<sup>nd</sup> Ave/Harris Rd and McMyn Rd from 191<sup>st</sup> St to Harris Rd would be brought forward at the next meeting.
- Exciting news to have Metro Vancouver invest into the Codd Wetlands Ecological Reserve for \$8.7M;
- Thanks was given to Staff who provided a quick turnaround on the crossing studies on Silver Bridge and South Alouette Bridge;
- A request was made for more information on the Provincial announcement which noted changes set for Harris Road and Lougheed Highway and if there are any changes that this Committee can influence;

- It was identified that Sutton Ave had “no parking signs” recently added (*Staff noted that these were temporary and letters were delivered to all households in the area*);
- Follow-up to the addition of the three-way stop on Airport Way and Baynes (*Staff noted the design is almost complete, the work will be tendered soon and construction will occur early next year*);
- Feedback was given stating support for the removal of the roundabouts on Airport Way; and
- The request was made for clarity on the design for cyclists looking to use the south side of Airport Way after Harris Road since the bike lane will halt and the MUP will come into effect (*Staff will look the design and provide an update to the Committee*).

## 7. SUMMARY OF TODAY’S ACTION ITEMS

1. Director of Parks, Recreation and Culture to be invited to the next ATAC meeting to discuss Parks and Recreation Master Plan.
2. Staff to look into the requirements for the pedestrian crossings planned for the north side of GEBP Phase 4.
3. Staff to follow-up with MOTI regarding potential changes to the placement of the existing crosswalk on Allen Way.
4. Staff to distribute information on planned parks signage and follow-up with Parks on the timeline. Members can find more information on parks signage at: [November 13, 2018 Council Meeting Minutes](#).
5. Staff to provide more information on the Provincial announcement which noted changes set for Harris Road and Lougheed Highway.
6. Staff to follow up on the feedback provided for the Airport Way widening drawings in relation to the pedestrian/cyclist connectivity and safety.
7. Staff to present a work plan at the February 2021 meeting to outline key milestones for the year.

## 8. ADJOURNMENT

It was MOVED and SECONDED THAT the meeting was adjourned at 8:56 p.m.

CARRIED.



*The next meeting for the Active Transportation Advisory Committee is set  
for February 8, 2021 at 7:00 p.m.*