



**ADVISORY COMMITTEE FOR TRANSIT,
BICYCLES AND PEDESTRIANS (ACTBiPed)**

Wednesday, September 19, 2018, at 5:30 p.m.

Council Chamber & Chamber Meeting Room

AGENDA

1.0 ADDITIONS TO AGENDA & ADOPTION OF AGENDA

1.1 Additions to Agenda & Adoption of September 19, 2018

2.0 ADOPTION OF MINUTES

2.1 Adoption of the Minutes of June 20, 2018

3.0 UNFINISHED BUSINESS

3.1 No items

4.0 NEW BUSINESS

4.1 2018 Pedestrian Crossing Program – Royal Ave & Eleventh St (see item 5.1)

4.2 2018 Bus Shelter Program – Fan Jin (see item 5.2)

4.3 Tripp funding update – Fan Jin (see item 5.3)

4.4 Brunette Fraser Regional Greenway Spot Improvements – Stephen Blore (see item 5.4)

4.5 Stewardson Way Pedestrian Bridge – Kanny Chow (see item 5.5)

5.0 REPORTS AND INFORMATION

5.1 2018 Pedestrian Crossing Program – Royal Ave & Eleventh St (see item 5.1)

5.2 2018 Bus Shelter Program (see item 5.2)

5.3 Tripp funding update (see item 5.3)

5.4 Brunette Fraser Regional Greenway Spot Improvements (see item 5.4)

5.5 Stewardson Way Pedestrian Bridge (see item 5.5)

6.0 NEXT MEETING

Wednesday, November 21, 2018

7.0 ADJOURNMENT



Corporation of the City of
NEW WESTMINSTER

**ADVISORY COMMITTEE FOR TRANSIT,
BICYCLES AND PEDESTRIANS (ACTBiPed)**

Wednesday, June 20, 2018, at 5:30 p.m.

Committee Room 2

City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Patrick Johnstone	- Chair
Véronique Boulanger	- Committee Member
Brad Cavanagh	- Committee Member
Roland Guasparini	- Committee Member
Charlie Hunter	- Committee Member
Reena Meijer Drees	- Committee Member
Nadine Nakagawa	- Committee Member
Robert Wong	- Committee Member
Finn Leahy	- Student Representative
Karon Trenaman	- ICBC Representative

NON-VOTING MEMBERS PRESENT:

Belinda Scott	- SD 40 Representative
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MEMBER REGRETS:

Steven Beasley	- Committee Member
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STAFF:

Stephen Blore	- Senior Transportation Planner
Ryan Huang	- Transportation Technologist
Fan Jin	- Transportation Technologist
Sgt. Greg Smith	- New Westminster Police Department
Carol Lee	- Recording Secretary

GUESTS:

Mary Wilson	- Community Member
Vic Leach	- Community Member

The meeting was called to order at 5:30 pm.

1.0 ADDITIONS TO AGENDA & ADOPTION OF AGENDA

1.1 Adoption of the Agenda of June 20, 2018

MOVED and SECONDED

THAT the Agenda of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on June 20, 2018 be adopted.

CARRIED.

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

2.0 ADOPTION OF MINUTES

2.1. Adoption of the Minutes of April 18, 2018

MOVED and SECONDED

THAT the Minutes of the Advisory Committee for Transit, Bicycles and Pedestrians meeting held on April 18, 2018 be adopted with the following amendment:

- *Page 3, final bullet of Item 3.1 – Replace “...requested that the overpass be made wider to more easily accommodate cyclists” with “...requested that the corners of the overpass be widened to make them more maneuverable by cyclists”.*

CARRIED.

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

3.0 PRESENTATIONS

There were no items.

4.0 UNFINISHED BUSINESS

There were no items.

5.0 NEW BUSINESS

5.1 Bus Shelter Prioritization – Fan Jin (see item 7.1)

Fan Jin, Transportation Technologist, summarized the report, dated June 20, 2018, that was provided with the agenda material and provided the following information:

- The contract with Pattison Outdoor Advertising (POA) expires in 2023

- Committee input on the criteria to be used to determine the location of bus shelters would be welcomed
- A sub-committee meeting may be scheduled towards the end of 2018 if the Committee members see value in providing input into how the city plans & prioritizes transit shelters.

In response to questions from the Committee, Mr. Jin and Stephen Blore, Senior Transportation Planner, provided the following information:

- The current program does not permit advertising on City-owned bus shelters
- There are some bus stops that are not owned by POA
- The stops inside the bus loops at SkyTrain stations are the responsibility of TransLink
- POA may install smaller bus shelters where the right-of-way is not sufficient to accommodate a standard shelter.

The Committee noted the following:

- There are approximately 200 bus stops that do not currently have shelters
- POA determines where to install bus shelters based on the advertising value
- Suggestions regarding the criteria for bus shelters:
 - Shelters at New Westminster, 22nd Street and Braid Street SkyTrain stations should be prioritized
 - Priority should be placed on bus stops at seniors' destinations and on the route to schools
 - Priority should be placed on transit hubs not served by TransLink
 - Need to determine the criteria to prioritize investments in bus shelters
 - Need to consider protection from the sun as well as rain
 - Suggestion to install solar panels or a wind turbine on the bus shelters to provide lighting for the bus shelter
- Suggestions regarding negotiation of the new POA contract:
 - Need to negotiate the installation of more than one bus shelter per year to achieve the target of having 75% of all feasible stops provided with adequate weather protection and seating by 2020
 - Need to compare the number of bus shelters in the City with neighbouring municipalities
- Suggestion to charge for on street parking throughout the City to raise funds for transit infrastructure, including bus shelters
- Suggestion that the City hold a design contest for low cost functional bus shelters
- Agreement to hold a sub-committee meeting towards the end of 2018 to provide input into the negotiation of the POA contract, and to review the city process/criteria.

5.2 Construction Work Zone Traffic Control Guidelines for Pedestrians and Cyclists – Ryan Huang (see item 7.2)

Ryan Huang, Transportation Technologist, summarized the report, dated June 20, 2018, that was provided with the agenda material and sought input for the guideline development.

In response to questions from the Committee, Mr. Huang and Stephen Blore, Senior Transportation Planner, provided the following information:

- Education is provided on the guidelines to contractors and developers when the building permit is issued
- The guidelines will be enforced during the construction period
- Goal of issuing the guidelines in time for use during the summer 2018 construction season.

The Committee provided the following input:

- Road cuts and hazards should be clearly marked
- Cyclists should be separated from hazards at all times
- Replace the words “should” with “shall” or “will” throughout the guideline
- Suggestion to include a telephone number on the signage for the public to register complaints
- Amend the drawings to reflect the reality of the existence of parking lanes, sidewalks and bike lanes
- Increase the expectations for sidewalk closures of longer duration
- Strengthen the language regarding requirements to provide access for mobility devices
- Consider the requirement for flagging crews for pedestrians and cyclists when there is intersecting vehicular traffic
- Confusion caused by the signage indicated in Diagram 3 Bicycle Lane Closed – Share the Road
- Suggestion that Diagram 1 – Bicycle Lane Shift be the default option and the remaining cyclist options be eliminated:
 - Cyclists should be permitted to utilize the sidewalk rather than merging into the traffic
- Adopt a regional approach to signage for cyclists and pedestrians
- Consider where to place the signs so that they do not become a barrier to cyclists and pedestrians.

5.3 Rotary Crosstown Greenway – Verbal Update – Stephen Blore

Stephen Blore, Senior Transportation Planner, provided the following information:

- A streetside event was held on June 10, 2018 to obtain input from cyclists using the Rotary Crosstown Greenway during Bike to Work Week
- An additional community engagement session was held on June 14, 2018 at Century House to obtain input on the design of the Rotary Crosstown Greenway
- The corridor is scheduled to be upgraded in conjunction with the utility work that will be undertaken in 2019
- A sub-committee meeting will be scheduled in late 2018/early 2019 if Committee members are interested in reviewing the draft design of the Rotary Crosstown Greenway.

The Committee noted the following:

- Suggestion to provide some infrastructure for committed cyclists
- Agreement to hold a sub-committee meeting in late 2018/early 2019 to review the draft design of the Rotary Crosstown Greenway.

5.4 East Columbia Great Street – Stephen Blore (see item 7.3)

Stephen Blore, Senior Transportation Planner, summarized the report, dated June 20, 2018, that was provided with the agenda material and sought feedback on additional principles and assumptions to be included.

In response to questions from the Committee, Mr. Blore advised that the locations of the emergency room and admissions access will be determined as part of the redesign of the Royal Columbian Hospital.

The Committee provided the following feedback:

- Bike facilities should be at street, not at sidewalk, level
- Connect the Central Valley Greenway to Fader Street
- There should be an indication that cyclists who do not wish to use the elevated bike facilities can use the street
- Include raised crosswalks between Sherbrooke and Braid Streets to make the street more pedestrian friendly
- Need to improve the cyclist and pedestrian connection between Brunette Avenue and East Columbia Street.

5.5 Downtown Transportation Plan – Update – Stephen Blore (see item 7.4)

Stephen Blore, Senior Transportation Planner, summarized the report, dated June 20, 2018, that was provided with the agenda material.

6.0 NETWORK UPDATES

There were no items.

7.0 REPORTS AND INFORMATION

- 7.1 Bus Shelter Prioritization (see item 5.1)**
- 7.2 Construction Work Zone Traffic Control Guidelines for Pedestrians and Cyclists (see item 5.2)**
- 7.3 East Columbia Great Street (see item 5.4)**
- 7.4 Downtown Transportation Plan (see item 5.5)**

8.0 CORRESPONDENCE

8.1 May 9, 2018 Letter from Walkers' Caucus re Pedestrian Crossings

Stephen Blore, Senior Transportation Planner, advised that the City will be providing a formal response to the letter and will engage directly with the Walker's Caucus.

9.0 NEXT MEETINGS

Wednesday, September 19, 2018
Wednesday, November 21, 2018

10.0 ADJOURNMENT

ON MOTION, the meeting was adjourned at 7:11 pm.

Certified correct,

PATRICK JOHNSTONE
CHAIR

CAROL LEE
RECORDING SECRETARY

REPORT

Engineering Services

To: ACTBiPed Committee **Date:** September 19, 2018

From: Amy Choh
Transportation Engineer

Item #: 4.1/5.1

Subject: **Royal Avenue Pedestrian Traffic Signal**
(Between 10th Street and 11th Street)

RECOMMENDATION

THAT members of ACTBiPed receive this report for information.

PURPOSE

The purpose of this report is to provide information and project status to ACTBiPed on the design and installation of a pedestrian traffic signal on Royal Avenue between 10th Street and 11th Street.

BACKGROUND

Numerous requests and assessments for a pedestrian crossing along Royal Avenue between 10th Street and 11th Street have been received by Engineering Services over the course of the last decade. Site visits by staff have confirmed that there is a desire for pedestrians to cross at this location to connect to Columbia Square Plaza, and New Westminster SkyTrain Station. Increased pedestrian volumes have been observed at this location over the last few years, which justified the need for infrastructure improvements to support pedestrian safety. Based on engineering analysis completed by staff, a pedestrian traffic signal with push buttons for activation by pedestrian is warranted.

Recognizing that Royal Avenue is part of the Major Road Network (MRN), TransLink's review and approval is required to comply with the *South Coast British Columbia Transportation Authority Act*. In 2017, City staff applied for grant funding from TransLink

for this project, with up to 50% of the projected cost being shared between the two parties subject to additional analysis and road safety assessment to the satisfaction of TransLink staff.

EXISTING POLICY/PRACTICE

A pedestrian traffic signal at Royal Avenue between 10th Street and 11th Street will align with the following policies and actions in the City's Master Transportation Plan (MTP):

- Policy 1A – Enhance the Pedestrian Network
- Policy 1C – Improve Pedestrian Safety and Accessibility

DISCUSSION

To facilitate a pedestrian crossing on Royal Avenue between 10th Street and 11th Street, the following design parameters have been identified:

- Installation of a new pedestrian traffic signal with push buttons to be actuated by pedestrian. Approximate location of the pedestrian traffic signal is indicated in **Figure 1**;
- Installation of an Advance Warning Flasher (AWF) on Royal Avenue north of the pedestrian traffic signal;
- Extension of the existing median along Royal Avenue from Columbia Street eastward toward the pedestrian traffic signal;
- Installation of median fencing along the median; and
- Installation of new curb letdowns and sidewalk on Royal Avenue at the location of the pedestrian traffic signal.

Key considerations being applied for the design include:

- Potential loss of one to two parking stalls on the north side of Royal Avenue;
- Existing driveways along Royal Avenue will continue to function and no driveways elimination is currently planned;
- Adjacent businesses will be engaged by staff to understand the current business usage of their driveways; and
- The pedestrian traffic signal will be coordinated with the existing traffic signal on Royal Avenue at 10th Street to mitigate any potential congestion due to the stoppage of traffic from pedestrian activation.

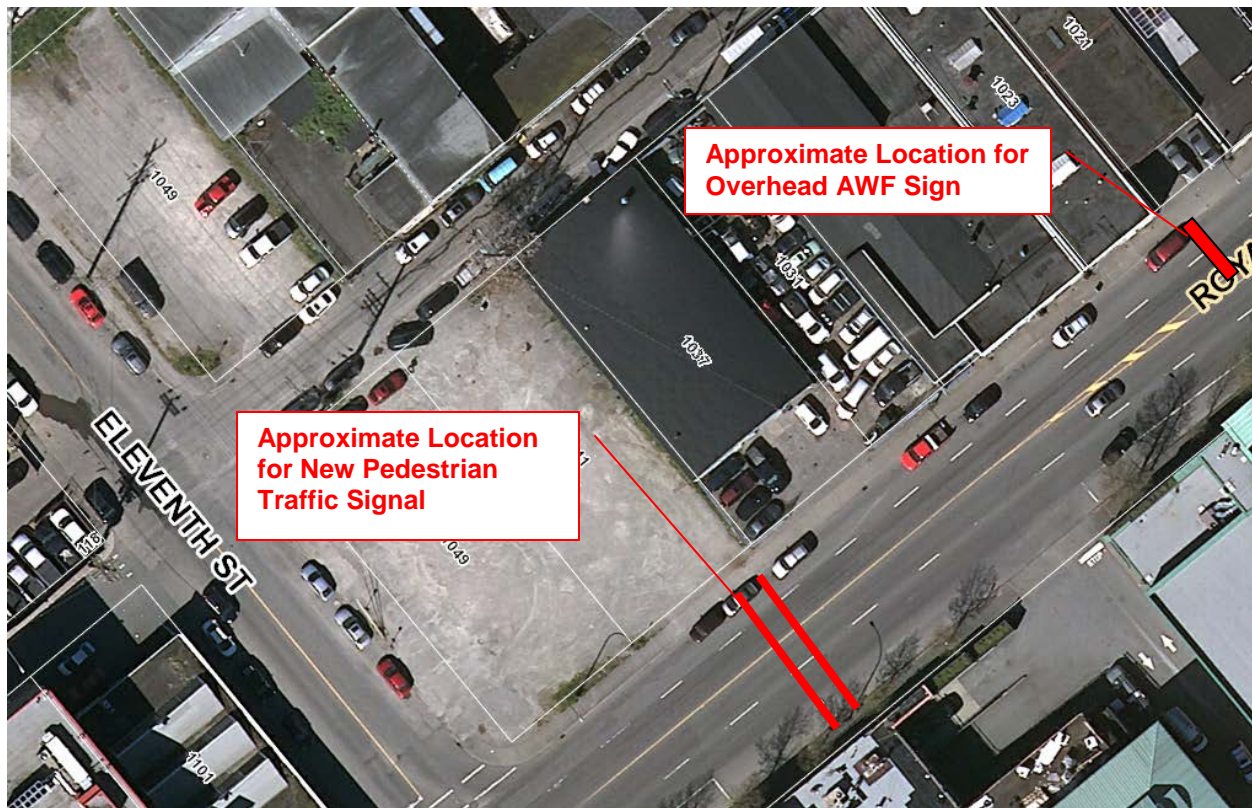


Figure 1 – Approximate Location of New Pedestrian Traffic Signal

PROJECT STATUS

The City has currently retained traffic, electrical, and civil engineering consultants to provide design, tendering, and construction services. The engagement with the adjacent businesses is planned to occur by late September. The planned project completion is currently targeted to be early 2019.

CONCLUSION

Following numerous requests and assessments for a pedestrian crossing on Royal Avenue between 10th Street and 11th Street over the years, the City is proceeding with the design and construction of a pedestrian traffic signal. The project is being cost-shared with TransLink, with construction starting late in 2018 following consultation with adjacent businesses and design review with TransLink engineers.

REPORT

Engineering Services

To: ACTBiPed Committee **Date:** September 19, 2018

From: Fan Jin **File:** 16.3205.03
Transportation Technologist

Item #: 4.2/5.2

Subject: **2018 Bus Shelter Installation Program**

RECOMMENDATION

THAT members of ACTBiPed receive this report for information

PURPOSE

This report is to provide the Committee with information about the 2018 bus shelter installation program and for feedbacks.

BACKGROUND

While transit service is planned and funded by TransLink and operated by various subsidiary companies, transit stop infrastructure, such as shelters and seating, are provided by the municipalities where the stops are located.

The City does not currently have a capital program to install and maintain bus shelters at transit stops. The City utilizes an arrangement with Pattison Outdoor Advertising (POA) – that is in place until 2023 – to provide bus shelters throughout the city. The agreement requires POA to install a minimum of one new shelter per year, with no maximum number stipulated.

The City works with POA on an annual basis to install a mutually acceptable number of shelters at locations identified on the City's list that also meets the location selection criteria of POA.

EXISTING POLICY/PRACTICE

The City's Master Transportation Plan includes the following policy and action in relation to transit shelters:

- Transit Policy 3E - Provide Excellent Customer Facilities and Information
 - Action 3E.1: Develop a plan to prioritize and install transit shelters throughout the City, with a target of having 75% of all feasible stops provided with adequate weather protection and seating by 2020.

ANALYSIS/DISCUSSION

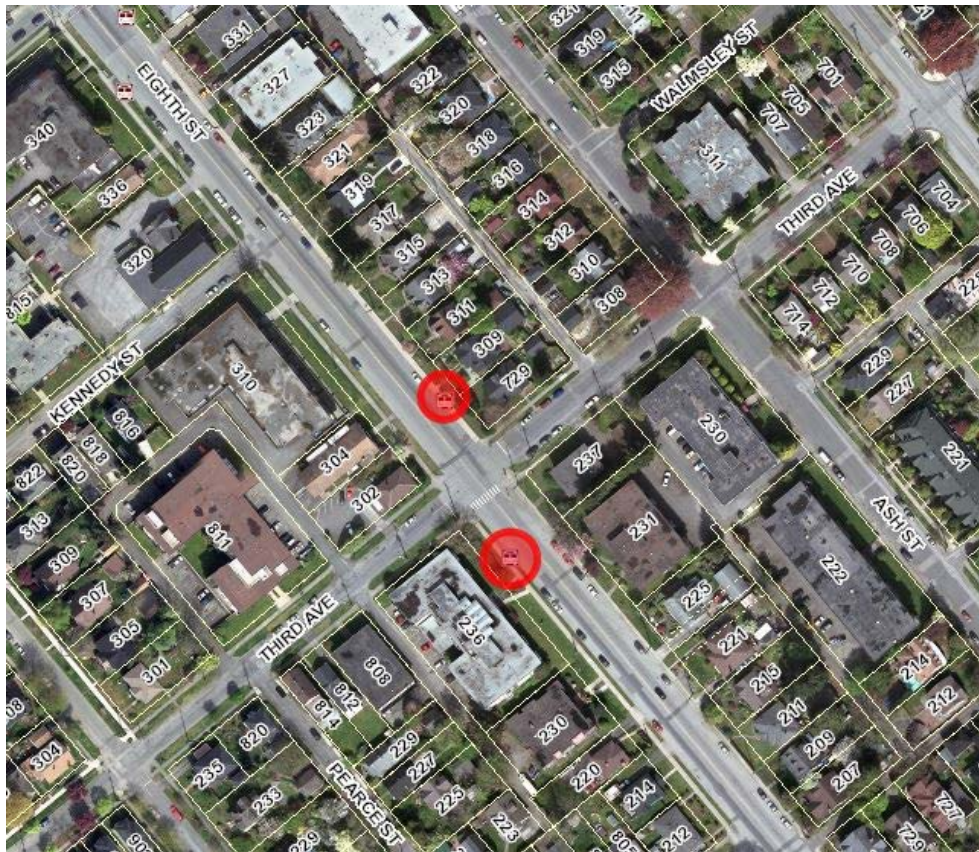
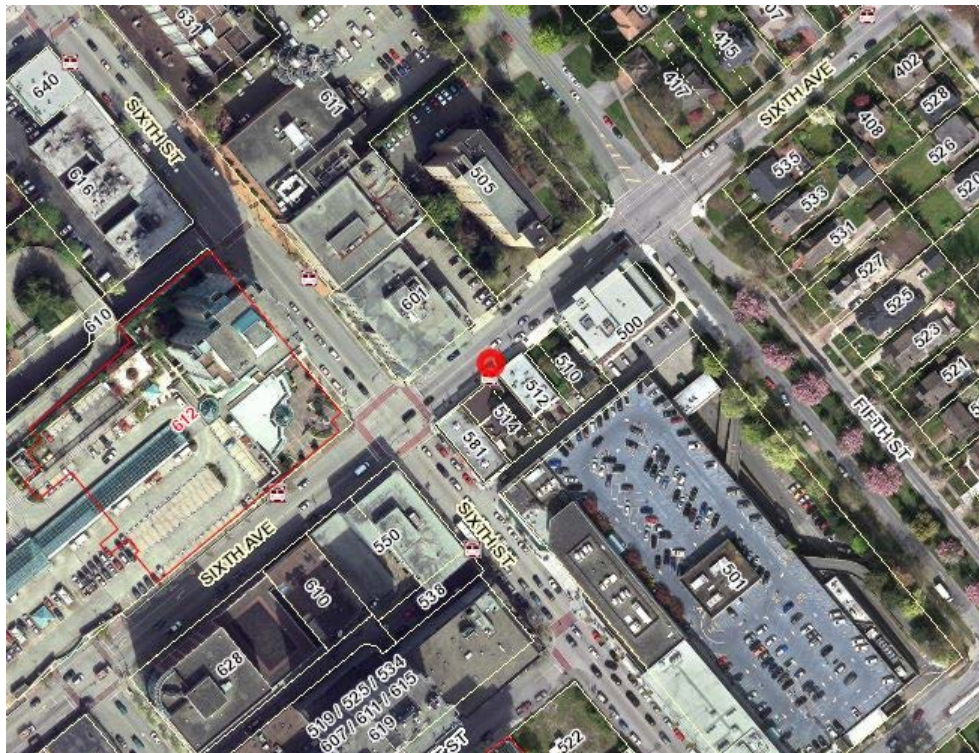
One new shelter was installed each year between 2009 and 2016, and four shelters were installed in 2017.

In February 2018, a public art design built bus shelter was installed on Ewen Avenue in front of Queensborough Community Center as part of the City's public art program.

Pattison Outdoor confirmed that four new shelters will be installed in New Westminster by the end of 2018 at the following four bus stops:

Bus Stop ID	On Street	Direction	Location	At Street
ID58411	Agnes St	EB	F/S	Elliot St
ID52487	6th Ave	EB	F/S	6th St
ID51427	8th St	NB	F/S	3rd Ave
ID51421	8th St	SB	F/S	3rd Ave





CONCLUSION

The City will have four new bus shelters installed by the end of 2018 as part of 2018 Bus Shelter Installation Program by utilizing an arrangement with Pattison Outdoor Advertising.

REPORT

Engineering Services

To: ACTBiPed Committee **Date:** September 19, 2018

From: Fan Jin **File:** 16.3205.03
Transportation Technologist

Item #: 4.3/5.3

Subject: 2018 TRIPP Funding Update

RECOMMENDATION

THAT members of ACTBiPed receive this report for information

PURPOSE

This report is to provide the Committee with information about the 2018 Transit Related Road Infrastructure Program (TRRIP) funding and for feedbacks.

BACKGROUND

In order to support an accessible transit system, the City of New Westminster's goal is to have 100% of transit stops in the City accessible, where feasible and where transit ramps are deployable. Due to our topography not all transit stops can be made accessible as transit vehicles are not able to deploy their ramps on steep hills. Approximately 98% of the transit stops in the City have the potential to be accessible.

Engineering Services Department has an annual capital budget to advance the accessible transit stop program since 2007. Coast Mountain Bus Company's (CMBC) Transit Related Road Infrastructure Program (TRRIP) program is cost sharing 50% of the implementation costs. The TRRIP funding needs to be applied each year and should be spent by the end of the year.

EXISTING POLICY/PRACTICE

The City's Master Transportation Plan includes the following policy and action in relation to transit shelters:

- Transit Policy 3F - Improve Safety and Accessibility
 - Action 3F.1: Retrofit all remaining inaccessible bus stops in the city where feasible to provide 100% accessible transit stops in the City by 2016 where physically possible..

ANALYSIS/DISCUSSION

Between 2006 and 2017, the percentage of accessible bus stops in New Westminster increased from 52% to 94%. The Accessible Transit Stop program investments, the number of accessible transit stops retrofitted and the percentage of accessible bus stops in the City between 2007 and 2017 are summarized in Table 1 below:

Table 1 Summary of the Accessible Transit Stop Program between 2007 and 2016

Year	Investment	No. of Accessible Transit Stops Retrofitted	% of accessible bus stop in New Westminster
2006			51.7%
2007	\$35,567	17	58.2%
2008	\$16,142	9	61.7%
2009	\$28,500	7	64.4%
2010	\$60,664	7	70.9%
2011	\$33,500	5	76.6%
2012	\$26,226	12	81.1%
2013	\$40,000	6	82.9%
2014	\$81,752	9	86.0%
2015	\$13,272	7	89.3%
2016	\$16,998	10	93.7%
2017	0	0	94.0%
Total	\$352,621	89	

Of the 248 transit stops that currently exist in the City, to date 233 or 94% are accessible. Table 2 provides the breakdown of all existing transit stops in the City.

Table 2 Breakdown of the Existing Transit Stops in the City

	Numbers	% of the total number of bus stops
Accessible bus stops	233	94%
Bus stops are currently not accessible, but have potential to be accessible	9	4%
Sub- total		98%
Bus stops are not accessible due to steep grade	6	2%
Total	248	100%

In terms of the percentage of accessible bus stops, New Westminster is the highest-ranking city among Metro Vancouver municipalities (See Table 3).

Table 3 Accessible Bus Stop by Municipalities at the end of August 2018

	No. of Active Stops	No. of Accessible Stops	% of Accessible Stop
Belcarra/Anmore	28	15	53.6%
¹ Bowen Island	4	1	25.0%
Burnaby	945	648	68.6%
Coquitlam	563	467	82.9%
Delta/TFN	541	314	58.0%
Langley - City	120	98	81.7%
Langley - Township	346	282	81.5%
Maple Ridge	352	230	65.3%
New Westminster	248	233	94.0%
North Vancouver - City	164	152	92.7%
North Vancouver - District	420	260	61.9%
Pitt Meadows	71	40	56.3%
Port Coquitlam	231	129	55.8%
Port Moody	159	98	61.6%
Richmond	727	554	76.2%
Surrey	1412	1151	81.5%
Vancouver/UBC	1913	1665	87.0%
² West Vancouver	11	9	81.8%
White Rock	110	65	59.1%
Total	8365	6411	76.6%

CMBC has approved TRRIP funding of \$11,250 for the city's 2018 Accessible Transit Stop program. Four bus stops at the locations shown on the maps below will be wheelchair accessible by the end of 2018.





CONCLUSION

By the end of 2018, the percentage of accessible bus stops in New Westminster would be 96%. Ultimately, 98% of the bus stops in the City will be accessible. It is expected that the City would achieve the goal of all feasible transit stops accessible in the City by 2020 depending on the acquisition of rights-of-way at a few bus stop locations.

REPORT

Engineering Services

To: ACTBiPed Committee **Date:** September 19, 2018

From: Stephen Blore **File:** 05.1033.20 - 2018
Senior Transportation Planner

Item #: 4.4/5.4

Subject: **Brunette Fraser Regional Greenway – Spot Improvements (Braid Industrial Area)**

RECOMMENDATION

THAT members of ACTBiPed receive this report for information.

PURPOSE

The purpose of this report is to provide an update to ACTBiPed on the spot improvements to the Brunette Fraser Regional Greenway in the Braid Industrial Area.

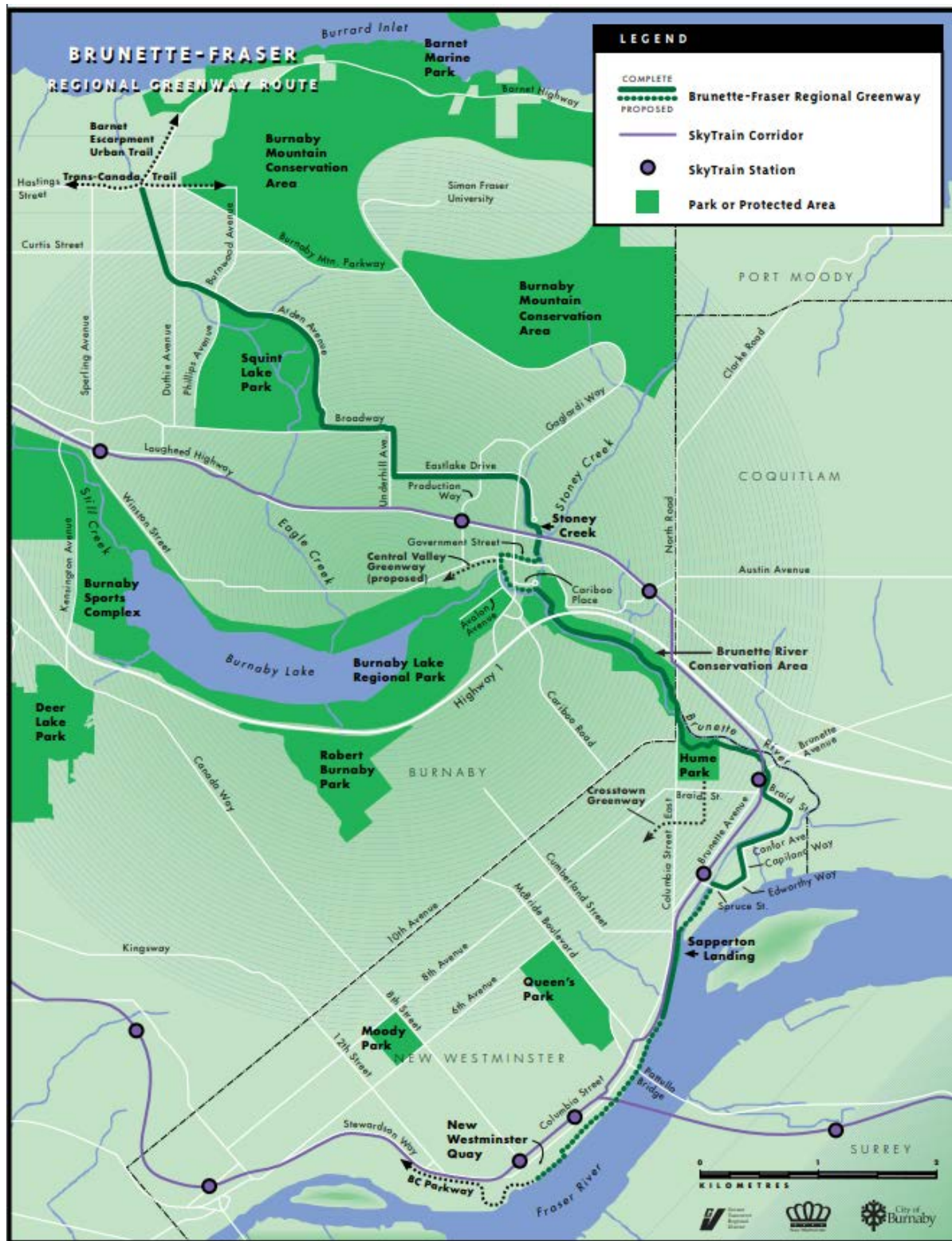
BACKGROUND

In the early 2000s, Metro Vancouver signed *Memorandum of Understanding* with both the City of New Westminster and the City of Burnaby, setting the framework of collaborative development of Brunette Fraser Regional Greenway.

The greenway makes use of drainage and utility corridors alongside the Brunette River in Burnaby and New Westminster, and Stoney Creek in Burnaby. Some of its alignment also uses off-road trail established by New Westminster and Burnaby, while other portions of the greenway connections follow city streets (figure 1).

The Brunette Fraser Regional Greenway connects with several other routes, including the Burnaby Mountain Urban Parkway and the Central Valley Greenway at the north; and the BC Parkway at the south. It also runs alongside 2 SkyTrain stations in New Westminster, and will connect with a future greenway planned by the City of Coquitlam at the east.

Figure 1: Brunette Fraser Regional Greenway Route



Source: Metro Vancouver

While the majority of planned greenway routing has been established, not all connections have been made. Metro Vancouver is working to complete the routing and to enhance several small park sites. The City is working to upgrade the Braid Street section of the greenway by utilizing the existing street right-of-way to implement a multi-use path.

There are several other current and upcoming projects along the greenway alignment that are occurring in New Westminster:

- Sapperton Pump Station (at the foot of Cumberland Street; opening in 2019) including public washrooms, wood bridges with a viewing deck, and 160m of multi-use path adjacent to the Brunette River; and
- Future park site at Cumberland Point (expected initiation in 2021)

EXISTING POLICY/PRACTICE

The Brunette Fraser Regional Greenway spot improvements are implemented in response to the following Master Transportation Plan (MTP) policies and actions:

- Policy 1A – Enhance the Pedestrian Network
- Policy 1C – Improve Pedestrian Safety and Accessibility
- Policy 1D – Enhance the Waterfront
- Policy 2A – Develop a Complete, Connected Bicycle Network
- Policy 2B – Provide Safe and Comfortable Bicycle Facilities
- Policy 8G – Build Partnerships with Stakeholders

The recommended designs for improvements will meet or exceed Transportation Association of Canada (TAC) and National Association of City Transportation Officials (NACTO) guidelines.

DISCUSSION

In July 2018, Metro Vancouver Parks Planners approached City staff to inform them about their intent to open a section of the Brunette Fraser Regional Greenway between Spruce Street and Cumberland Street along a seven-metre wide statutory-right-of-way that runs alongside the Brunette River (figure 2).

In late July, Metro Vancouver mobilized crews to reposition the concrete barriers along their property line to create the multi-use path connection. The City has noted some design and material issues with the current configuration but has been supportive of Metro Vancouver creating the link.

Figure 2: Metro Vancouver Greenway Opening



Source: Metro Vancouver

To support the opening of the greenway link, the City embarked on a review of the signage, lighting and connections to the greenway to support its functionality. A number of key measures were identified and work has begun to:

- Design and install a new shared crosswalk across Spruce Street (including a new let-down)
- Design and install a new streetlight overhead the crosswalk to improve safety and visibility
- Design and install new line markings and wayfinding throughout the Braid Industrial Area

The City's measures are scheduled to begin in September and are targeted to be completed in 2018.

CONCLUSION

In July 2018, City staff met with Metro Vancouver staff about the opening of a section of the Brunette Fraser Regional Greenway between Spruce Street and Cumberland Street. Work began in late July, with supporting measure being implemented by the City in the second half 2018 to support the functionality of the corridor.

REPORT

Engineering Services

To: ACTBiPed Committee **Date:** September 19, 2018

From: Kanny Chow **File:** 09.1795.02
Transportation Engineer

Item #: 4.5/5.5

Subject: Stewardson Way Pedestrian Bridge

RECOMMENDATION

THAT members of ACTBiPed receive this report for information.

PURPOSE

The purpose of this report is to provide to ACTBiPed an update on the status of the Stewardson Way pedestrian overpass project that is to be completed by the Ministry of Transportation and Infrastructure.

BACKGROUND

The desire to provide a crossing for pedestrians and cyclists in the vicinity of the former Stewardson Way and Sixth Avenue signalized intersection has been previously discussed, and would provide a more direct connection as part of the BC Parkway and to various destinations in the area, such as Grimston Park, Lord Tweedsmuir Elementary School, and bus stops along Sixth Avenue at the Eighteenth Street intersection. Through ongoing discussion between City and Ministry of Transportation and Infrastructure (MoTI) staff, an agreement was made where the MoTI will construct an overpass to provide pedestrians and cyclists access across Stewardson Way. Upon completion, the MoTI would have ownership of the overpass structure, with the City maintaining the path surface, lighting, and landscaping. The MoTI publicly announced the overpass and planned arrangement at an Open Workshop Session to City Council on April 16, 2018.

This report summarizes the proposed overpass design and agreement details, and outlines the planned future schedule.

DISCUSSION

The announcement by the MoTI included a presentation outlining some details of the overpass:

- The project is part of a Federal cost sharing program, with a requirement that the overpass be completed by March 2019.
- The location (Attachment 1) is adjacent to Grimston Park, and within the MoTI road right-of-way.
- The bridge will be constructed using a pre-cast concrete box girder design.
- The overpass itself will be about 40 metres long, and will be 3 meters wide to accommodate both cyclists and pedestrians.
- The bridge will include gradual ramp slopes to provide accessibility.

Since that announcement, the City has been continuously liaising with the MoTI pertaining to the design and future maintenance responsibilities of the overpass.

Detailed proposed overpass designs were provided to City staff to review and comment between May and August 2018, with relatively tight timelines that precluded detailed discussions and review with various City committees such as ACTBiPed. The design review included the ramp layouts, overpass cross-sections, lighting, landscaping, impacts to utilities, and connections to existing paths. City staff provided comments such as provision of adequate lighting, level landings along the ramps, and connection layouts to existing paths in order to ensure that essential pedestrian and cyclist needs and comfort were not overlooked in the design.

Based on the comments, the final design drawings were completed, and are to be used as part of the tender package for the overpass construction. The tender is expected to be awarded in the autumn of 2018, with construction starting shortly after. As noted, the completion of the overpass is to be by March 2019.

Formal agreement on the responsibilities of the Ministry and the City has also been agreed to in principle. The Ministry will agree to:

- construct the project to completion; and

- retain ownership of the structure and assume the responsibilities and costs for the structure.

The City will agree to:

- provide surface maintenance of the structure, such as sweeping, snow clearance, or pothole repairs;
- maintain lighting and signage; and,
- maintain pathway connections and landscaping.

NEXT STEPS

The City will update ACTBiPed as needed, should there be significant changes in the overpass design or schedule.

CONCLUSION

The completion of the Stewardson Way Overpass will address longstanding pedestrian and cyclist connection needs and desires both locally and regionally, and allow safe access across Stewardson Way.

ATTACHMENTS

Attachment 1 – Stewardson Way Overpass Location

Attachment 1 – Stewardson Way Overpass Location
(courtesy Ministry of Transportation and Infrastructure)

