



Attendees and intros:	Tin Yzerman, Drew Ferrari (Translink), Brian Philips (Sr Planner-Translink), Lyn Morgan, Niel McNeil (Pres CCCTS), Robert Paddon (Fleetwood commuter/rider, picture taker of road conditions-sends requests online system), Bridget, John Burgess (West Walley, past commuter), Lyn Mogren, Bruce Kleeberger (commuter, friends and family, cycling grades 4-7), Bridget Perry-Gore
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2. R6 Scott Road Rapid Bus

Presentation by Brian -

The project along Scott Road will have a diamond lane and will have a sign that shows what is allowed to be there. The project is proposing to sign the bike/bus lane but it will only be in one direction which will not be very useful for people cycling the other direction. Scott Road between 72 Ave and 88 Ave where the lane is being installed is not a bike route currently. Members were opposed to the centre transit lane as it would not be useful for cycling or the tree lined boulevard and would rather see the boulevards widened and converted into multi-use paths as there is a need to have cycling on Scott Road. Not great use of space. Brian mentioned that the city was looking at a parallel route, however Tim pointed out that this route may be possible on 121 Street/122 Street from 62 Ave to 84 Ave it will be quite difficult to have a route from 84 Ave to 96 Ave as the existing street network doesn't have north south streets close to Scott Road and there are large properties (BC Hydro and the railway) that block access.

Response - Translink will take ideas back: Hydro poles, widen sidewalk and make MUP, extending proposed MUP.

Articulated busses

Translink is planning to purchase hybrid busses, aiming for all-electrics in the future. According to Translink the hardest part is the charging infrastructure. They are testing electric busses: In pilot project. The 100 (New West) bus has drop down-charger at the end points.

4. King George - Crescent Road to Highway 99 - Nicomekl Bridge Project

Surrey and the Ministry of transportation have awarded the project to rebuild the bridge and the road between Crescent Road and Highway 99. The cycling infrastructure pretty much rebuilds like for like except at the bridge and builds a path under the bridge as part of the new Nicomekl trail and some minor upgrades at the off/on ramps with some green paint.

Tim asked the city and ministry why the project is not extending the protected cycling/walking facilities further than just at the bridge and prepared a letter and discussed the project with the city such as extend the protected cycling to the south side of Crescent Road intersection so people cycling do not have to be between the right turn lane and the through lane.

No response yet from letter

152 Street project

Tim met with the city to discuss the 152 Street project from the Nicomekl River to Colebrook Road. The crossing at 40th will include 1 crosswalk - The city is open to adding more crosswalks to allow easier crossing. Tim discussed using one way protected cycling paths vs multi-use path such as the difficulty to see cycling against traffic at night in dark areas due to glare and that drivers using driveways are not used to looking both ways for cyclists when turning right. Tim also discussed changing the design at the north end to extend the MUP to Colebrook Road to allow the facility to be connected to the existing infrastructure, changes at the Colebrook access road to narrow the intersection to a normal width as the current design allows high speed turns and has a really wide crosswalk, and plans on how the MUP can be extended northward across the relatively new overpass.

5. Fraser Highway update

96 ave -148 Street project

Tim rode the new pathways at Fraser Highway. The multi-use pathway on the north side is a nice wide pathway. When it connects to the existing pathways it requires people cycling to make two sharp corners to carry on to 96 Ave. The pathway east is not connected between 96 Ave and 144 Street and the city needs to detour people cycling to the north side. With the reopening of the roadway the needs of people cycling was forgotten as no detours were set up or temporary facilities and people cycling are forced to take a lane.

6. Letters: 84 Avenue, Skytrain Project station design response

Skytrain: Discussed the station conceptual design which doesn't show protected cycling. The committee wants stations designed with easy cycling and the conceptual designs show painted bike lanes between parked buses and busy traffic.

84 Avenue:

The approved design forces people cycling to cross 84 Avenue twice to ride either east or west. The street design doesn't allow easy cycling and forces people cycling on a longer route as well.

Robert and Tim to draft letters for each project

7. 2020 Action Plan update

Letter to businesses drafted

Other discussion

32nd Avenue - The project is in progress

Meeting adjourned at 8:30pm

Next scheduled meeting in October