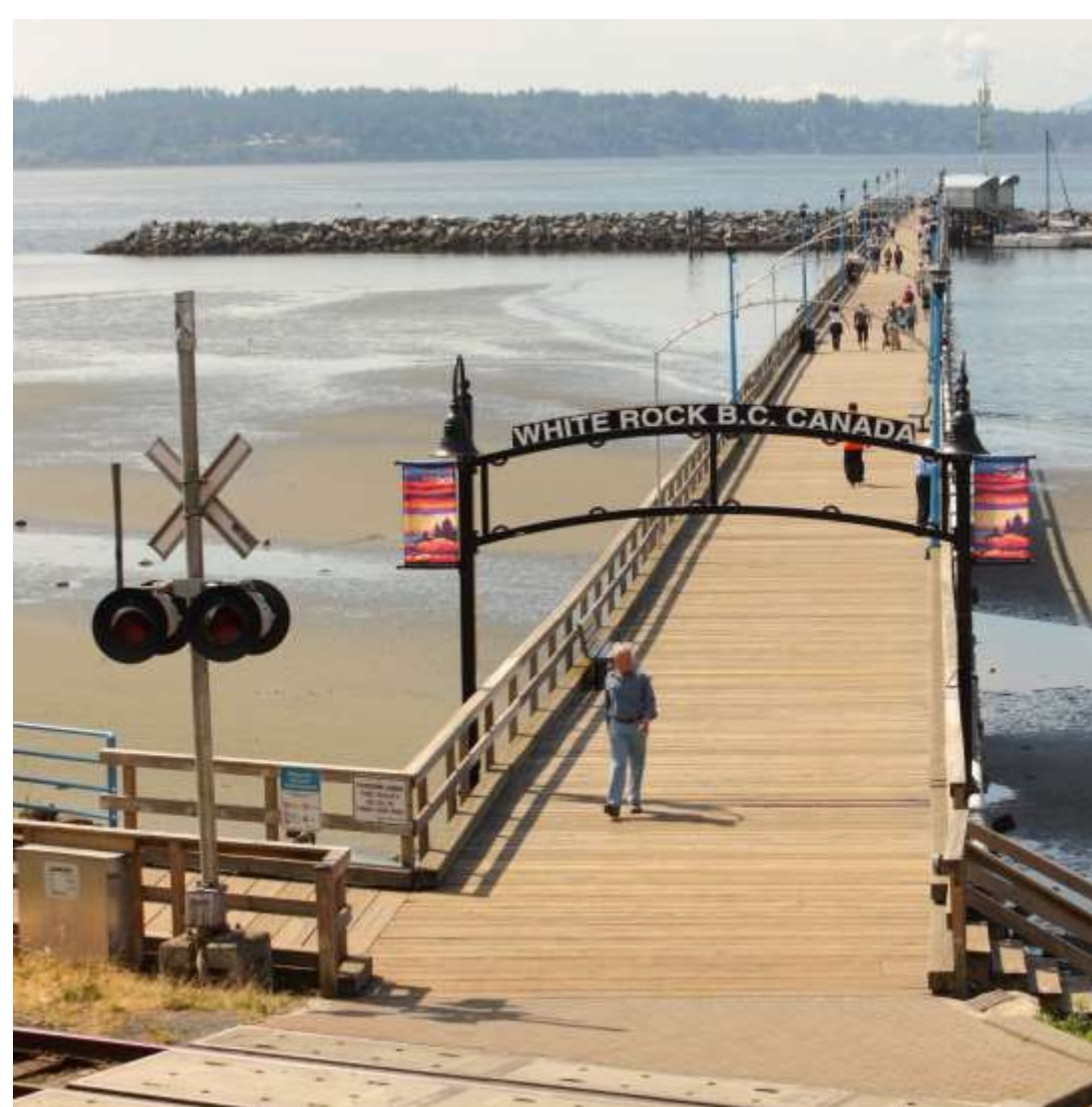




Welcome!

Welcome to this Open House for the City of White Rock's Strategic Transportation Plan Update.



The purpose of this Open House is:

1. To update you on the Strategic Transportation Plan process
2. To provide an overview of the study findings to date and what we have heard from the community so far
3. To present an overview of the preliminary directions that have been developed to date

Please review the display boards and feel free to ask City staff and consultants any questions you have.

Once you have reviewed the display boards, please complete our questionnaire. Your feedback is an invaluable part of this study.

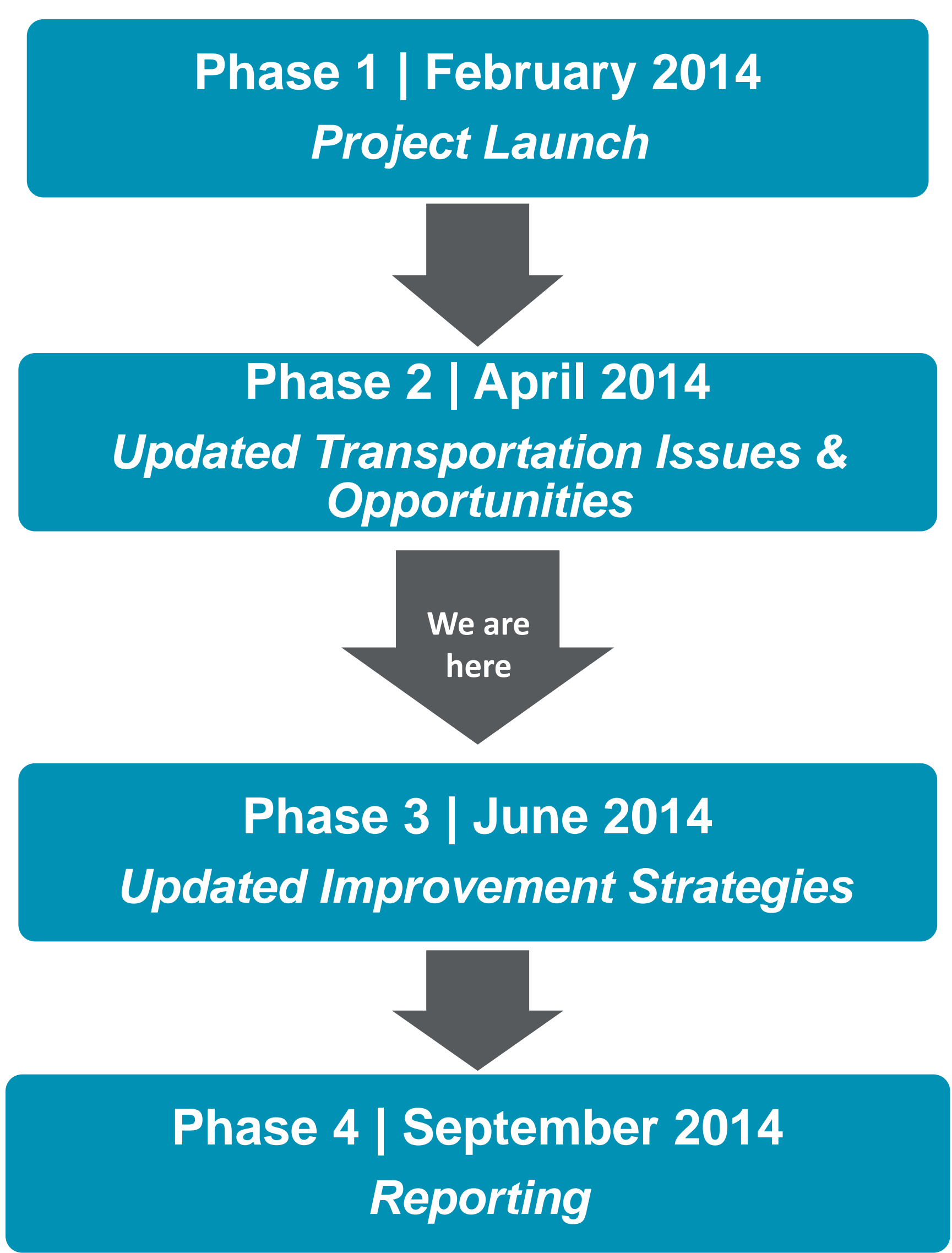
More information on the Strategic Transportation Plan Update is available at: www.whiterockcity.ca

Introduction

The City of White Rock is updating its Strategic Transportation Plan (STP). The updated STP will:

- Build on the directions of the existing Strategic Transportation Plan;
- Include considerations for driving, walking, cycling, and using transit;
- Identify and understand changes in the City and surrounding region that impact the City’s transportation system and require consideration within the Plan; and
- Identify strategies that work towards the vision and goals of the updated Strategic Transportation Plan.

Plan Process



Goals of the Plan

The STP Update has four overarching goals that will guide the development of the Plan. The policies and plans associated with each of the themes of the Plan will be developed with the focus of achieving these four goals.



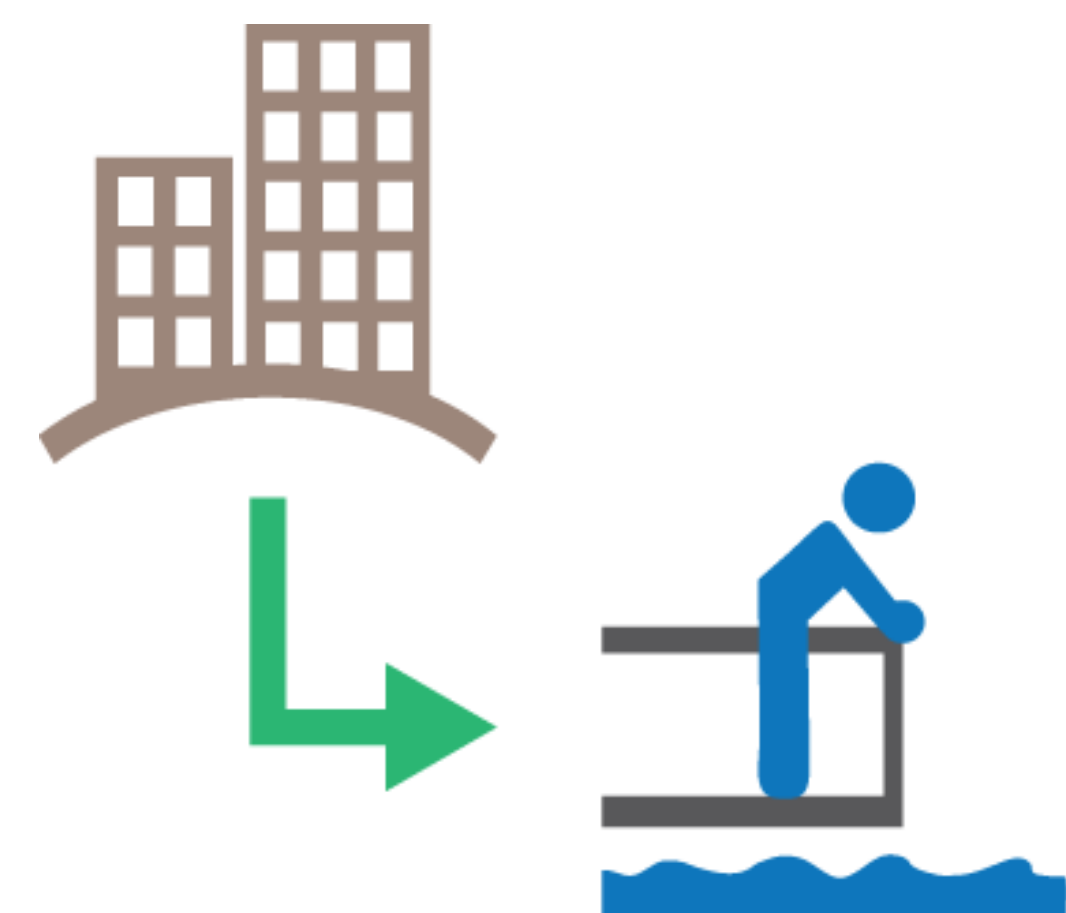
Goal #1 Promote a vibrant, accessible, and active **Waterfront area** that remains an attractive destination for visitors and tourists. This includes enhancing the integration of different modes along the Waterfront, as well as maintaining and enhancing accessibility while understanding existing constraints of existing geographic and existing infrastructure.



Goal #2 Focus future growth in the **Town Centre** to support development of a dynamic, pedestrian-oriented, and complete community. This recognizes the need to support new developments while managing traffic impacts and creating a comfortable environment for all travel modes.



Goal #3 Preserve lower-density **residential areas** as liveable, accessible, and attractive communities that are well-connected to the Waterfront and Town Centre. Provide a transportation network that supports sustainable transportation modes and increases safety.



Goal #4 Enhance **connections** between the Town Centre and Waterfront areas, making travel between the two areas comfortable, convenient, and accessible to all.



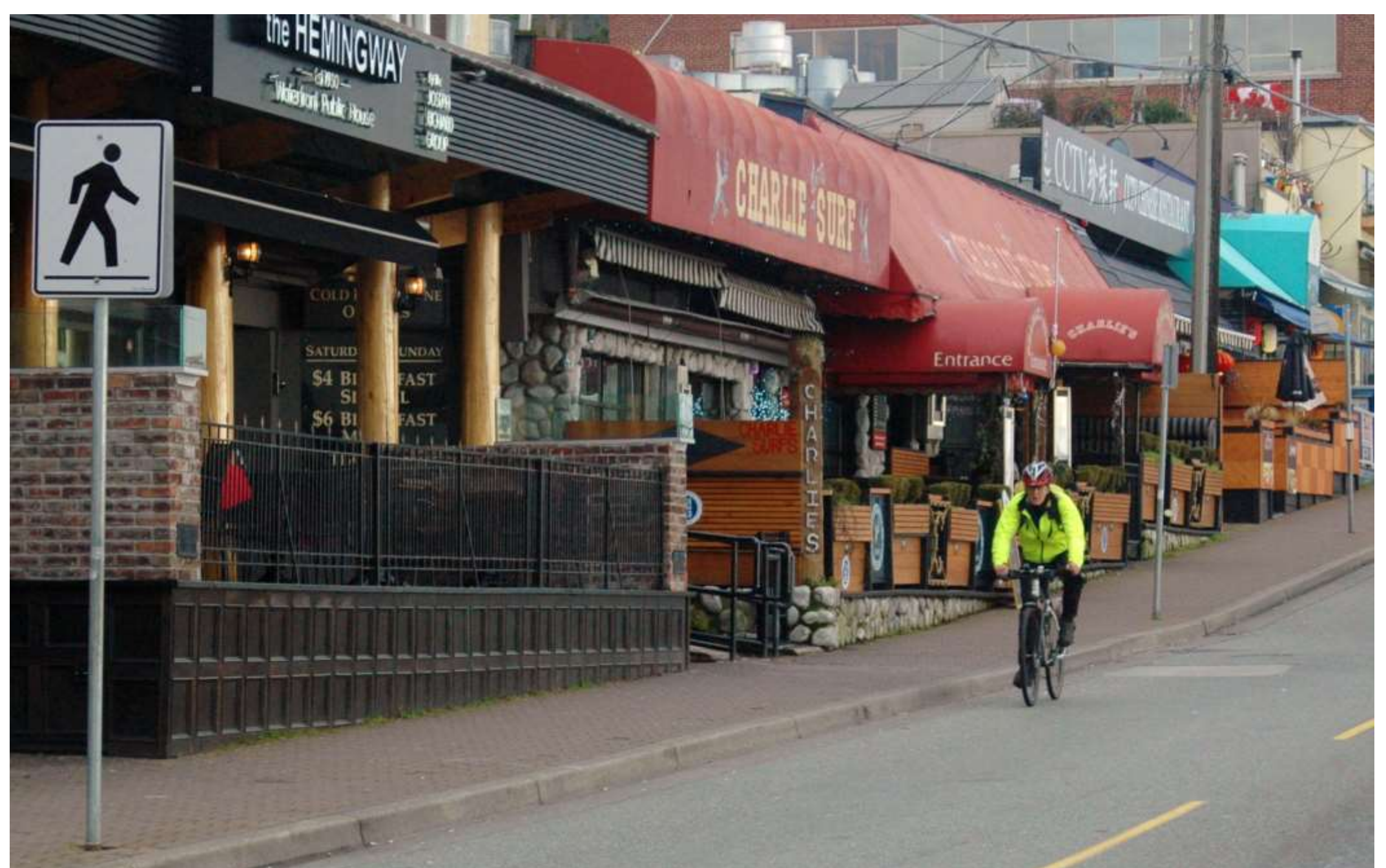
Waterfront and Town Centre

Through the survey for the STP Update, we heard that enhancing connectivity between the Waterfront area and the Town Centre is important. Enhancing the transportation network within the Town Centre and Waterfront as well as providing better connections between the two areas is an overarching theme of the STP Update. Some potential opportunities to improve between these areas include:

- Providing better transit connections;
- Enhancing existing pathways and staircases;
- Providing bicycle facilities including north-south routes and parking;
- Alternative parking options, and;
- More wayfinding.

“Have better walking routes from Uptown to Waterfront using the Street Ends stairs.”

“Improved bus service between Marine Drive and Downtown so people could park and take transit to Marine Drive.”





Walking: Existing Conditions

“Have better walking routes from Uptown to Waterfront using the Street Ends stairs.”

Walking is the most fundamental form of transportation. It is part of every trip, whether that trip is made by car, transit, or bicycle. Promoting walking and expanding sidewalk coverage is a major component of the STP Update.

Currently, over half (51%) of the City’s streets do not have a sidewalk on either side of the street, while 21% of streets have sidewalks on one side, and 28% have sidewalks on both sides.

“Improve sidewalks on smaller streets. Provide more benches. Paint more crosswalks.”

“Maps showing routes & suggested pathways.”

Preliminary Directions

- 1. Expand sidewalk coverage**, by filling in the gaps in the sidewalk network, improving existing sidewalks, and encouraging other pedestrian connections.
- 2. Improve pedestrian crossings**, to help enhance pedestrian movement in the City.
- 3. Enhance pedestrian facilities in key areas**, such as benches, lighting, wider sidewalks, and public art, particularly in the Town Centre and Waterfront areas.
- 4. Enhance and expand trails and stairways**, to improve connectivity between the Town Centre and Waterfront
- 5. Support initiatives**, including city-wide initiatives to promote safe and accessible walking.

Sidewalk Priorities

The STP Update will focus on enhancing the existing pedestrian network and providing comfortable and safe connections between the Town Centre and Waterfront. The preliminary proposed pedestrian network focuses on prioritizing expanding sidewalk coverage and enhancing trails and stairwells.





Cycling: *Existing Conditions & What We Heard*

The STP Update seeks to make cycling an attractive, convenient, and comfortable transportation choice for people of all ages and abilities by enhancing the existing bicycle network and creating more north-south connections.

"Mark certain streets to be secure and re-route cars to other streets."

"Make it safer and more acceptable through education but signage should be first and foremost."

"Create bike paths!"

Preliminary Directions

- 1. Develop comfortable bicycle facilities** for people of all ages and abilities, with a bicycle network of shared use facilities, local street bikeways, and bicycle lanes on streets with higher traffic volumes and speeds.
- 2. Enhance the bicycle network** to connect gaps, provide more north-south routes, and provide facilities to aid bicycle accessibility along the City's staircases.
- 3. Enhance bicycle parking**, particularly focusing on the Town Centre and the Waterfront and other key destinations in the City.
- 4. Support initiatives**, including city-wide initiatives to promote safe and accessible cycling.

Proposed Bicycle Network

The STP Update will focus on completing the bicycle network and providing comfortable and safe facilities for cyclists of all ages and abilities. The preliminary proposed cycling network aims to fill in existing network gaps, improving north-south connections, and providing high quality facilities along North Bluff Road.



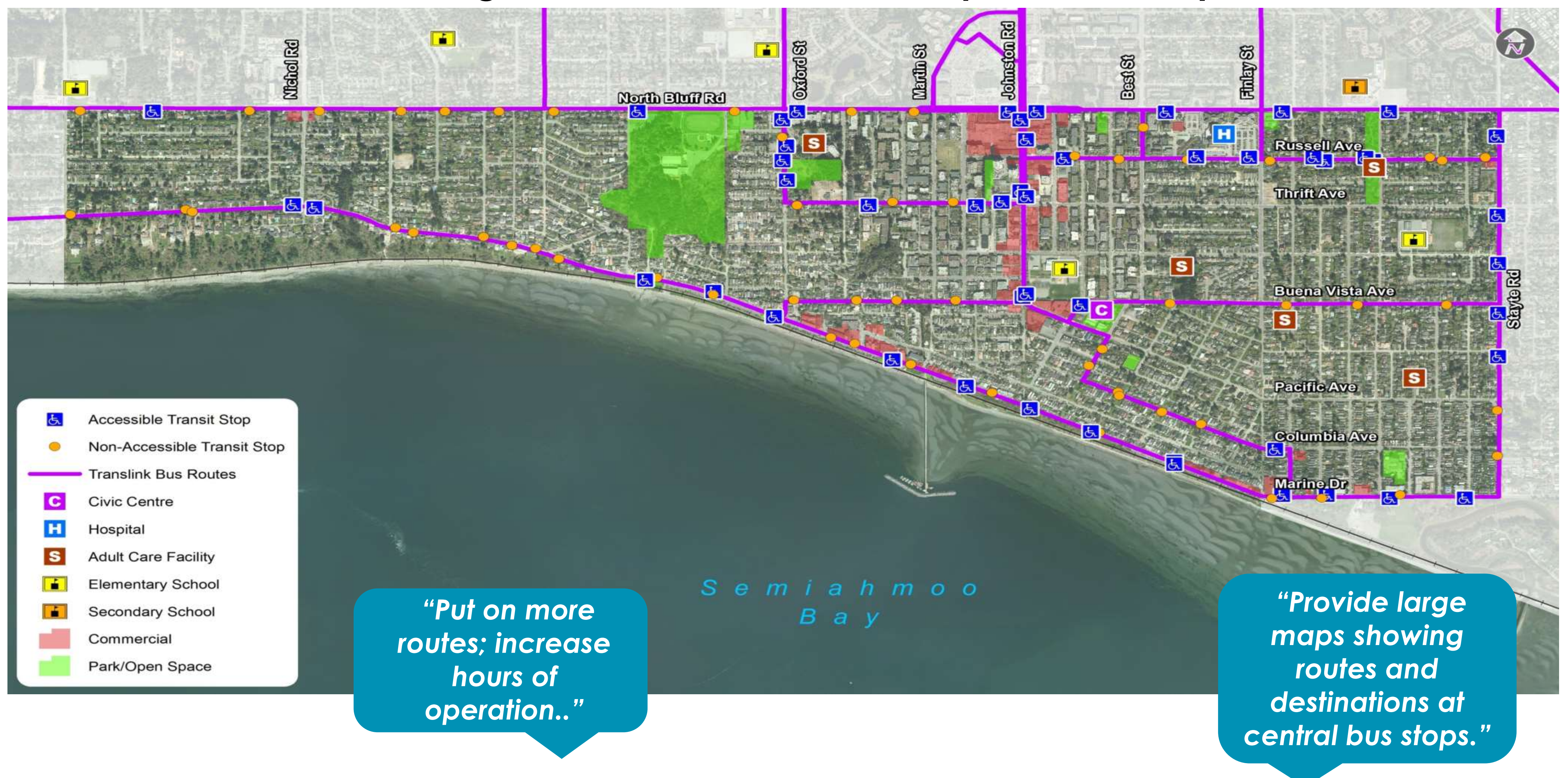


Transit: *Existing Conditions & What We Heard*

*"Bring down
cost of the
local bus"*

Transit in White Rock, and throughout Metro Vancouver is planned and funded by TransLink. The STP Update provides the City with the opportunity to examine the role of transit within White Rock and identify opportunities for improvement.

Existing Transit Routes and Bus Stop Accessibility



- All areas of the City are within 400 metres of a bus stop
- There are several frequent bus corridors (< 15 minute) including Johnston, North Bluff, and Stayte Roads
- There is a lack of frequent service along the Waterfront on Marine Drive

Preliminary Directions

- 1. Enhance local service frequencies**, including increased peak frequency of local Community Shuttle service to key destinations including the hospital and Waterfront.
- 2. Improve transit connections between the Town Centre and Waterfront**, by exploring the feasibility of a shuttle or local circulator connecting the Town Centre with the Waterfront.
- 3. Explore the implementation of a dial-a-ride type service**, to cost effectively enhance off-peak attractiveness of transit.
- 4. Support regional transit improvements**, to encourage ridership in White Rock.
- 5. Enhance transit passenger facilities** at bus stops such as shelters, customer information, and accessibility.



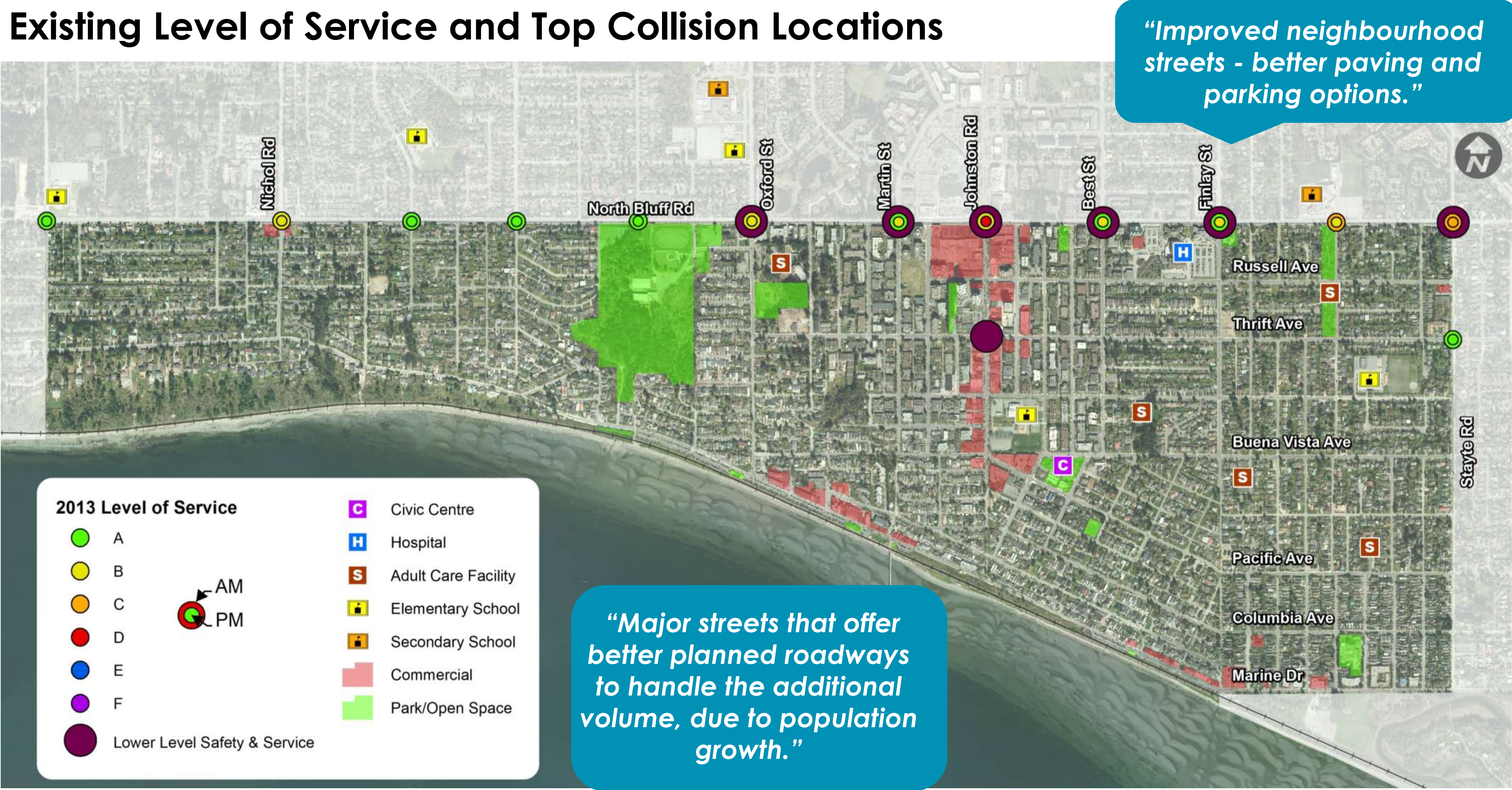
Road Network: Existing Conditions & What We Heard

“Perhaps look at incorporating one-way streets to improve traffic flow.”

Travel by private vehicle is the primary mode of transportation in White Rock today, with 83% of all trips to work made by car. To accommodate a growing population and employment levels as well as safety concerns, improvements to the road network need to be considered.

The figure below identifies the major intersections within the City , which have been reviewed to understand their current level of service and the number of vehicle collisions.

Existing Level of Service and Top Collision Locations



Existing Congestion and Delay. Overall roadway performance is typically measured by the delays experienced at major intersection, referred to as level of service (LOS). A LOS of ‘A’ suggests there is no delay, whereas a LOS of ‘F’ indicates there is a significant delay. Currently most intersections within the City experience a LOS of ‘C’ or higher.

Safety. ICBC collision data was reviewed to identify high collision locations. There were seven intersections within the City that experience more than an average of six collisions per year.

Preliminary Directions

1. **Explore opportunities to improve traffic operations** where possible for future growth and road demand.
2. **Explore improving connectivity and vehicle movements** from side streets with traffic signals along arterial roads, including Marine Drive.
3. **Consider options to improve road safety**, by exploring opportunities for intersection operations improvements, re-alignment, and turning movement enhancements and restrictions.
4. **Review opportunities along North Bluff Road** as a potential multi modal corridor.

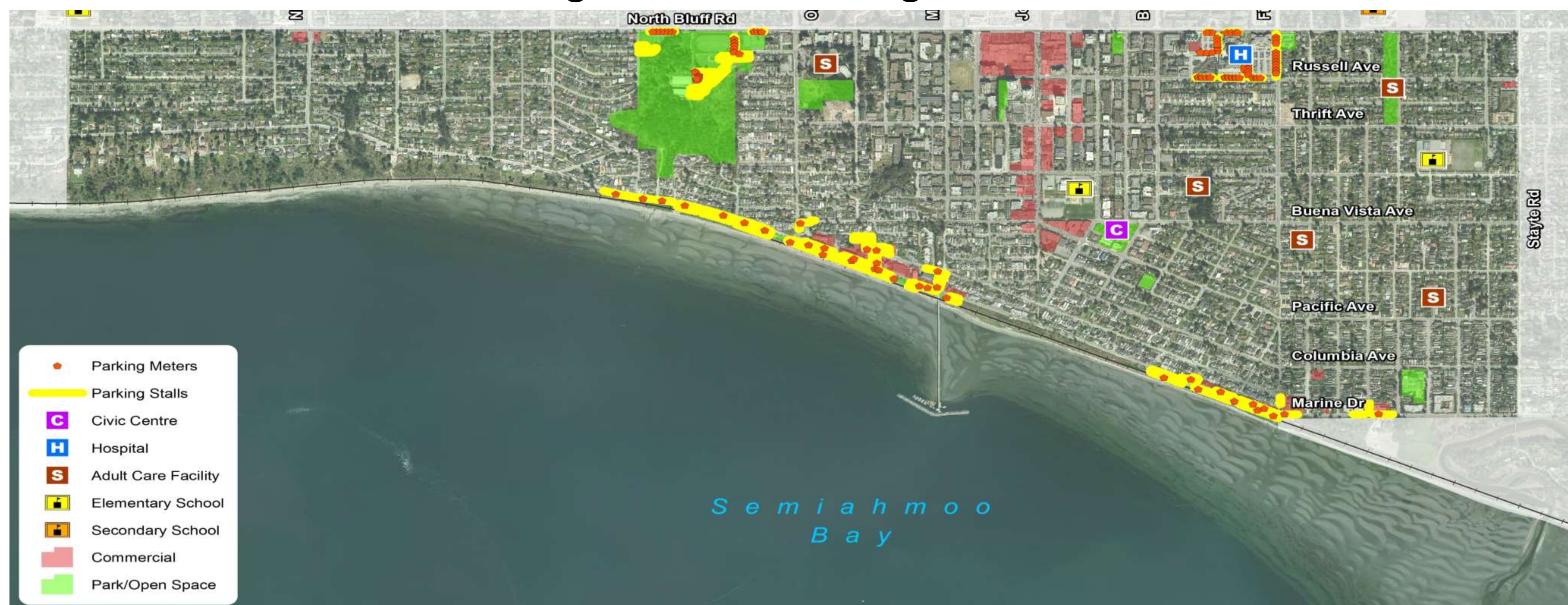


Parking: *Existing Conditions & What We Heard*

The City manages the supply of on-street and off-street parking to support the economic vitality of the City, while managing impacts of parking on neighbourhoods, recognizing that parking policies and availability can influence people's transportation choices.

Through the STP Update survey, we heard that parking is the number one issue facing the Town Centre and Marine Drive Waterfront.

Existing Metered Parking Locations



Preliminary Directions

- 1. Manage Waterfront parking**, to maximize efficiency through an dynamic parking system that monitors and shares space availability along the Waterfront.
- 2. Manage Town Centre parking**, to maximize efficiency through a dynamic parking system that monitors and shares space availability within the Town Centre.
- 3. Develop integrated transit and parking strategy**, including park and ride facilities particularly for residents travelling to other cities with the region.
- 4. Plan for new parking facilities** within the City that will better complement the Waterfront.
- 5. Develop flexible parking requirements**, for special events and employees.





What's next?

1. Continue to compile input – *June 2014*
2. Develop detailed directions for each transportation mode – *July 2014*
3. Update improvement strategies – *Summer 2014*
4. Develop a Draft Plan – *Summer 2014*
5. Present Plan to Council – *September 2014*

