

MINUTES OF THE REGULAR MEETING OF THE TRANSPORTATION ADVISORY COMMITTEE,  
HELD IN THE BOARD ROOM, 1<sup>ST</sup> FLOOR, SERVICE AND RESOURCE CENTRE,  
411 DUNSMUIR STREET, ON TUESDAY, 2013-OCT-08, COMMENCING AT 4:00 P.M.

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PRESENT: Councillor George Anderson, Chair  
Councillor Ted Greves  
Councillor Bill McKay  
David Murchie  
Michele Patterson  
Jim Routledge

Absent: Councillor Bill Bestwick  
David Grey

Staff: Susan Clift  
Bob Prokopenko  
Andrew Tucker  
Rod Davidson  
Gordon Foy  
Amir Freund  
Jodi Wilson

1. CALL MEETING TO ORDER:

The meeting was called to order at 4:02 p.m.

2. REPORT FROM THE CHAIR:

No reports from the chair.

3. INTRODUCTIONS:

No introductions.

4. APPROVAL OF AGENDA AND LATE ITEMS:

*It was moved and seconded that the agenda be adopted. The motion carried unanimously.*

5. ADOPTION OF MINUTES:

The adoption of the Minutes from 2013-Sep-24 meeting was postponed.

6. DELEGATIONS:

No delegations were present.

7. PRESENTATION / REPORTS:

a) Discussion Paper #3 – Transportation Possibilities – Chapters 6-9 – Urban Systems

Urban Systems was unable to attend the meeting so staff provided an overview of Chapter 5, remaining from the 2013-SEP-24 meeting, as well as Chapters 6-9 scheduled for discussion at today's meeting.

### Transit

The City of Nanaimo (CoN) is responsible for bus stop improvements, except where there is a major exchange. If we are doing sidewalk upgrades or other work in the area we often improve bus stop accessibility for those with wheelchairs/scooters. Other more expensive upgrades, such as shelters, have typically not been completed as part of capital projects.

This may be something that a community can get involved with. David Murchie would like to know if the community can choose the type of bench for the bus stops in their neighbourhood. Can they have old fashioned wood benches with covers rather than the current plastic?

The CoN has a contract with an advertising company that provides plastic benches. When the contract is renewed, there is an opportunity to adopt a different approach. Recent pedestrian crossing improvements at Foster and Wakesiah included a new bus stop built to BC Transit standards; this could be considered for new shelters.

Non-infrastructure based strategies including encouraging the Regional District of Nanaimo (RDN) to develop an online electronic timetable compatible with Google Transit/Maps. This would allow you to go to Google Maps and plan out your route within Nanaimo by walk, bike, car or transit. This functionality is available in Victoria and Vancouver as well as many other cities. Online timetables for the transit system will make the system much more accessible to residents and tourists as all the information is available on your computer or smart phone.

The Transportation Master Plan (TMP) may include more details within Nanaimo while remaining consistent with the BC Transit/RDN Transit Future Plan.

David Murchie would like to see the exchanges referred to as the neighbourhood names rather than after the local shopping area. What is the importance of having an express bus to Woodgrove Mall? The goal is to reinforce a few faster routes then the transit system will be more competitive with cars.

Michele Patterson asked if the TSP is in sync with the TMP timeline? The TSP is based on 25 years while the TMP refers to 2041 or 25+ years.

The reality of these plans is that they will parallel for the first 10 years at which time they will both likely be revisited and adjusted.

Councillor Anderson considered the advantages of a Regional versus City system. There are advantages to being your own Regional system, but there are also disadvantages.

Nanaimo is large enough within the region that we have significant influence at the RDN level.

Our goal for transit ridership within the City is 8% while the regional goal is 5%; reflecting higher transit use within the City offset by lower use within rural areas.

### Major Roads

Chapter 6 – Section R3 contains a list of all of the major roads projects that we foresee coming in the next 25-30 years. Some of these projects are very long term and are a strategic hold while others are short term and may be in the 5 year capital plan and some in between. They are issues that we hear about on a regular basis, but we don't have funding for them or know the solution yet.

Michele Patterson asked if the short term projects should be included in the NTMP. Urban Systems recommended that the TMP include a highlighted area that identifies the projects that will be taking place within the next 2 – 5 years.

David Murchie would like to know if there are any spots identified for on/off ramps on Highway 19. There has not been any additional interchange locations proposed. Northfield Road is proposed to extend across to tie into East Wellington Road.

The NTMP focus is to keep the Parkway reserved for longer distance trips and then try to resolve the other trips within our own road network; no additional interchanges are proposed.

Section R5 proposes changes to the truck route network to better cover commercial and industrial areas and to create more links so trucks don't have to travel as far between truck routes and their destinations.

David Murchie questioned why Norwell is part of the truck route but there really aren't a lot of truck delivery destinations. Why wouldn't the City keep the truck route on Shenton or Wellington, or even direct them onto the Island Highway? Norwell is part of the major road collector, which defines that there will be large vehicles e.g. trucks, buses etc.

Councillor McKay would like to know if Northfield Road is not a truck route, then why do we issue business licenses to businesses that are in the trucking business. As long as your destination is in the industrial park, you can go there, you just need to remain on the truck route as long as you can before taking the shortest route to your destination.

Andrew Tucker advised that the map needs to include the future roads that are yet to be built, e.g. the extension of Boxwood through to East Wellington Road and Northfield Road extending onto Rempel Industrial lands.

Councillor Anderson asked with regards to mode splits, if we have comparables from other cities similar in size? Yes, we looked at Bellingham and a few other cities similar in size. Other comparables that are often referred to are Prince George, Kamloops and Kelowna.

### Neighbourhood Transportation

Neighbourhoods that follow 'traditional' street layouts rather than 'conventional' and 'fused grid' are easier to navigate and typically have higher pedestrian and cycling activity.

Councillor Anderson commented that the Conventional layout is quite common in Harewood. There is little connectivity and a lot of roundabouts. How do you get from Conventional to Fused Grids?

Change of existing neighbourhoods is difficult, but through re-development changes to neighbourhood networks may be possible. In the Design Guidelines for the Harewood Plan, a future road layout is proposed to address this issue.

Traditional grid networks are more open and visible, better addressing traffic in the sense that everyone gets a little traffic rather than a few streets being very busy.

Councillor Greves has a public access in his neighbourhood and some residents have requested it be closed off due to vandalism. As the City's vision is to have accessibility for everybody, the public access will remain open. Two different outlooks, one that promotes accessibility and the other wanting a more 'gated' community feel.

David Murchie concerned about fence construction being monitored. Who wants to be walking along a fence? Fence construction is monitored on a complaint basis. If you have a boulevard and street trees between you and the road, it may be alright to walk along a fence. Fences can cause sightline issues.

Michele Patterson would like to know why traffic calming isn't being accepted in neighbourhoods even though they are complaining about traffic and speeding.

Our process right now is pretty restrictive. In order to get traffic calming on a street, you have to meet technical thresholds for speed and volume that are relatively high. We are considering recommending a priority list system.

The entire neighbourhood may not feel the same way about the requirements of traffic calming in their neighbourhood, that's why the City bases their decision on observed conditions and resident surveys.

Michele Patterson feels the Stop Sign Reversal program is of great benefit.

Councillor Anderson feels that speed humps should be a last resort. They can be quite a challenge for cyclists and delay emergency services. Speed humps range between \$2,500 - \$3,000/ea and a street would usually require two or three. Traffic circles, at a minimum, are around \$20-30,000.

### Parking

David Murchie suggested that P1D be revised to encourage shared parking and potentially include density bonusing as a provision to encourage development of shared parking within mobility hubs.

Councillor Anderson observed that within the 500m parking ban around VIU, many streets are empty. Could we have done something different than what we did? Now the complaints are coming from residents of other streets, as the parking has been pushed along. Could we have ½ blocks and re-instate some of the parking back in that area?

The parking lot at Northfield and Hwy 19 has 3 hour parking limitations. Many people use this parking lot as a Park and Ride. It is a fairly large parking lot and should have sufficient parking for the Visitor Centre, Park and Ride and short-term visitors. Parks, Recreation and Culture have concerns that there isn't enough parking at this location due to all the Park and Ride vehicles. Sporadic parking enforcement has been instated. If free parking is available, it will be used.

Michele Patterson wondered if there should be something in the Parking Strategy to investigate parking supply in light of expected increase in car trips. Most of our development rules are pretty liberal in terms of parking supply requirements in most places with the exception of downtown. e.g. Woodgrove decides to put in more retail space, they will have to add an upper parking deck OR in a place like Woodgrove, which is supposed to be a future mobility hub, maybe we should ease off on the parking requirements.

A review of the Parking Standards is to be done. Parking Standards are written to read 'you must provide a minimum, based on floor area'. Council just approved a reduction in parking to the new Canadian Tire. Canadian Tire provided a study based on their national usage rates. Target's national study shows that their parking rates are higher than our requirement so they are installing additional parking. Tenants can apply to override the bylaw.

The TMP will be the back-up document for Council and will help them enforce their decision. Parking is very complex and depends on the context of the site, proposed use of the site and will often require allowances. Variances will always be required, even with strong policies.

#### Strategic Connection Policy and Action Areas

Recommendations:

- We should support RDN Transit Exchange.
- We should support the E&N Trail.
  - Prioritize the maintenance of a continuous E&N corridor consistent with the OCP, as once broken, linear corridors are extremely difficult/expensive to re-establish.
  - Consider Metral Drive as an alternative alignment for E&N Trail to north Nanaimo.
- Support Gabriola Ferry Access.

#### b) Next Steps

- Provide Council an update on 2013-OCT-28 before we go out for public consultation and to gather their feedback.
- Open Houses potentially scheduled for November 2 and November 9 in public locations such as shopping malls and Nanaimo Aquatic Centre.
- Stakeholder meeting scheduled at Beban Park for November 5.
- Over the next three weeks we would like to bring the Discussion Paper together and put it on the website.

- After all consultation takes place, roll all the Discussion Papers into a comprehensive, cohesive Transportation Master Plan document and bring back to the TAC/Council.

8. NEW BUSINESS:

No new business.

9. CORRESPONDENCE:

No correspondence submitted.

10. UNFINISHED BUSINESS:

a) Newcastle Island Access

*It was moved and seconded that the TAC extend an invitation to Mr. Hall to give a presentation regarding Newcastle Island with reference to the document that was previously circulated.*

b) Road Rehabilitation – An implementation tool to help develop complete streets.

This item was previously discussed and voted on during the 2013-Sep-24 meeting.

11. NEXT MEETING:

To be determined.

12. ADJOURNMENT:

*It was moved and seconded at 6:15 p.m. that the meeting adjourn. The motion carried unanimously.*

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CHAIR