

MINUTES OF THE REGULAR MEETING OF THE TRANSPORTATION ADVISORY COMMITTEE,
HELD IN THE FRANKLYN STREET TRAINING ROOM, 3rd FLOOR, 238 FRANKLYN STREET,
ON WEDNESDAY, 2013-MAY-29, COMMENCING AT 3:00 P.M.

PRESENT: Councillor George Anderson, Chair
Councillor Ted Greves
Jim Routledge
David Grey
David Murchie
Michele Patterson
John Steiner, Urban Systems

Absent: Councillor Bill Bestwick
Councillor Bill McKay

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 3:05 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:

a) *It was moved and seconded that the 2013-Mar-07 minutes be adopted. The motion carried unanimously.*

6. DELEGATIONS:

No delegations were present.

7. PRESENTATIONS/REPORTS:

a) Road Rehab Cycling Opportunities – Councillor Anderson

Councillor Anderson would like to see bike lanes considered when Road Rehab projects are in design stage.

Opportunities to improve pedestrian, cycle and transit should always be looked at. Bike lanes are not always necessary. Speed and volume are two of the items reviewed when considering a bike lane.

It was moved and seconded that staff provide a recommended motion regarding Road Rehab Cycle Lanes at the next scheduled Transportation Advisory Committee meeting.

b) Transportation Plan Workshop #2 – Debrief and Discussion – John Steiner, Urban Systems

John provided a recap of where we are in the process and talking about the structure and the direction of the plan as we are seeing it now. The discussion will be broken down into three parts:

- Mobility Hubs
- Walking, Cycling and Transit
- Streets, Connections and Parking

We are currently finishing up on Phase 3 of the Transportation Master Plan (TMP) and with Phase 4 underway in terms of possibilities.

The DRAFT Vision that was established was connected to the overall OCP in terms of the strategic direction of the City. Feedback from the Transportation Advisory Committee (TAC) members is that the Vision is too lengthy. It is something that you want people to read and understand.

This could possibly remain as the Vision and we could create a shorter version for the Vision Statement which will be included in the public document.

Mobility Hubs

The coordination of land-use and transportation will be a key determinate for the success of changing travel and the make-up of travel within the city. If land-use patterns aren't dramatically different travel patterns will also stay similar. Higher levels of walking, cycling and transit are much easier to achieve when you have a land-use pattern that is condensed.

Land Use and Transportation

Attributes of mobility hubs include:

- good multimodal access
- pedestrian and cyclist priority
- appropriate land use scale, mixture and density
- economic vitality
- a strong sense of place

Land-use features around mobility hubs must have scale, density, mixture of uses and form that complements the transportation system around them.

Transportation features around mobility hubs are;

- trips WITHIN hubs should be best served by walking and cycling, while
- connections BETWEEN hubs are facilitated by cycling and transit.

Within the plan and the OCP, several urban nodes and corridors were identified; similarly the proposed mobility hubs are:

1. Woodgrove*
2. North Nanaimo
3. Country Club
4. NRGH*
5. Downtown*
6. VIU*
7. Sandstone/Cinnabar Valley*

**OCP designated Urban Nodes*

Today, approximately 27% of the City's population lives within a mobility hub. In the past 5 – 10 years, population growth has been faster outside of mobility hubs than within. Looking ahead, for this to be a workable and successful strategy this pattern needs to be reversed; the OCP already starts to chart that course. A mobility hub scenario would see approximately 30% of the population located inside and over 50% of the growth focused within mobility hubs.

Through the OCP, show some of the characteristics that are important on the land-use and the mixture, including institutional, recreational etc. Through local area plans, start to make it real in that particular area.

Discussion

Are mobility hubs (land use) part of the NTMP?

The OCP was adopted in 2008 (5 years ago) and a targeted review is planned in 2013/14. A coordinated timeline would allow a stronger link between the OCP (land-use) and the NTMP (transportation) and is fundamental to the success of both plans. Currently OCP uses language such as urban nodes, but they may move towards using mobility hubs to tie the two documents together.

Is there any discussion taking place about expanding the existing mobility hubs? How do you accommodate the urban sprawl? How do you retrofit car dependant developments?

Increasing densification around mobility hubs will help, but won't resolve issues in existing neighbourhoods. Progress will have to be made with other actions.

Are there areas within the seven mobility hubs that are currently more active than others?

Funds could be focused on specific areas that we can make a larger impact on. We will identify a long term strategy for each of these areas, but prioritize the areas that are mostly likely to change.

Walking

Goals outlined in the TMP are:

- More people walking more often
- Make walking safer and more comfortable
- More and better places to walk

Preliminary directions received are:

- *Increase Pedestrian Network* – Areas of the network that could be filled in.
- *Enhance Walkability within Commercial Areas* – Use different types of treatments. Make pedestrians the priority. Link the quality of pedestrian infrastructure with the density and quality of development.
- *Accessibility Treatments* – Prioritize within mobility hubs and along transit corridors.
- *Walkability Initiatives* – Safe routes to school, event road closures etc.

Expectation of facilitating car access directly to the front door of any business may not be possible to maintain.

Support better landscaping and curb appeal rather than a parking lots.

Cycling

Goals outlined in the TMP are:

- More people cycling more often
- More places to cycle to
- Encourage and promote cycling as a normal, everyday transportation choice
- Make cycling safer and more comfortable

Preliminary directions received are:

- *Cycling Infrastructure* – Key priority is to develop cycling infrastructure to complete the network, further discussion to take place with the community about different types of cycling facilities ranging from 'comfortable' to 'less comfortable'.

- *Integration* – with transit, bike share program etc.
- *Education and Awareness* – to build awareness and educate.
- *Marketing and Communication* – to build awareness and comfort at an early age and provide facilities that will allow people to understand the network around the City.

Discussion

There are some routes where even experienced cyclists are uncomfortable riding, such as Bowen Road. You are in close proximity to high speed traffic. Hammond Bay is also a road that cyclists do not feel safe on.

Would like to see equivalence between your ability to bike or drive to different services and amenities. We need to treat cycling as a viable transportation mode.

There needs to be a substantial investment in infrastructure. Support development of more bike lanes.

Would like to see signage/wayfinding for cyclists.

Ensure that there is a focus on lateral connections to/from key north-south routes.

Transit

Goals outlined in the TMP are:

- More people using transit more often
- Enhance transit service quality
- Develop a transit-supportive public realm
- Universally accessible transit system
- Enhance the transit customer experience

Preliminary directions received are:

- *Key Transit Corridors* – Connecting up the mobility hubs with transit services that are frequent or rapid transit services. This would allow people to catch a bus within about 10 minutes or less during weekdays, evenings and weekends. Connecting city mobility hubs.
- *Neighbourhood Services* – Could include neighbourhood shuttle services.
- *Regional Connections* – Providing services beyond city boundaries and making sure there are alternatives for people to enter/exit the city.
- *Transit Support Initiatives* – Provide support facilities within the city as well as with the regional services.

Discussion

What would be the best option to develop a Park and Ride facility?

If you can intercept a trip, before you travel 20% into it and it is 20 km or longer, then a Park and Ride may be an option.

If you had a fixed amount of funds for transit improvements, where would you emphasize that expenditure first?

Would you spread it around the whole community, spend it where you get the best result for your investment or would you focus on a few nodes where you feel there is the greatest opportunity for change?

The plan has to translate into the budget.

Let's make a concerted effort to achieve significant changes in 2 – 5 years as well as have a 5 – 10 year plan.

Major Roads

Goals outlined in the TMP are:

- Fewer single occupant vehicle trips
- Ensure the efficient movement of people, goods and services
- Reduce the environmental impact of vehicle trips
- Make the street network safer
- Manage the road network in an efficient, cost-effective manner
- Ensure the efficient movement of goods and services now and into the future
- Improve neighbourhood livability and quality of life
- Manage the traffic impacts on neighbourhood streets

Preliminary directions received are:

- *Multi-modal or Complete Street Guidelines* – where streets feel like it is a corridor and people are comfortable on it.
- *New Roads to Complete the Network* – provide more of a grid system of streets. There is redundancy within the major road network as most of the traffic travels on 2 north/south corridors.

Discussion

It would be nice to see trees or plants added to the middle of streets such as Terminal Avenue.

Parking

Goals outlined in the TMP are:

- Promote Economic Vitality of Commercial Areas
- Manage Parking Spillover on Neighbourhood Streets

Preliminary directions received are:

- *Integrate public on and off street parking within mobility hubs.*

Discussion

Public parking strategies should be managing supply and pricing that make it convenient and attractive for short term parking, not long term parking.

Reduced private parking requirements could be reduced in new developments. It is a private developer's decision, but can be guided through parking minimums.

External Connections

Goals outlined in the TMP are:

- Reinforce the City's role as a hub for central Vancouver Island for movement of people and goods by road, rail, water and air.

Preliminary directions received are:

- *Intermodal hub for goods* – this could enhance the economics of providing goods and services through the community.

8. NEW BUSINESS:

No new business.

9. CORRESPONDENCE:

No correspondence submitted.

10. UNFINISHED BUSINESS:

a) Parking Update

Rod Davidson, Manager of Parking Services to provide an update to the Transportation Advisory Committee at a future date.

11. NEXT MEETING:

To be determined.

12. ADJOURNMENT:

It was moved and seconded at 4:20 p.m. that the meeting adjourn. The motion carried unanimously.

CHAIR

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