

MINUTES OF THE REGULAR MEETING OF THE TRANSPORTATION ADVISORY COMMITTEE,
HELD IN FRANKLYN ROOM, 3RD FLOOR, NANAIMO CITY HALL ANNEX, ON WEDNESDAY,
2012-DEC-12, COMMENCING AT 3:30 P.M.

PRESENT: Councillor George Anderson, Chair
Councillor Ted Greves
Councillor Bill McKay
Jim Routledge
David Grey
David Murchie
Daniel Pearce, RDN
James Wadsworth, BC Transit
Brian Patterson, Urban Systems
Hailey Steiger, Urban Systems

Absent: Councillor Bill Bestwick
Michele Patterson

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 3:35 p.m.

2. REPORT FROM THE CHAIR:

3. INTRODUCTIONS:

Round table introductions took place.

4. APPROVAL OF AGENDA AND LATE ITEMS:

A discussion to remove item 7a), Transportation Master Plan – Travel Diary Survey Summary Results took place, with the request that it will be put on a later agenda.

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

5. ADOPTION OF MINUTES:

a) *It was moved and seconded that the 2012-Oct-09th and the 2012-Oct-18th minutes be adopted. The motion carried unanimously.*

6. DELEGATIONS:

No delegations were present.

7. PRESENTATIONS/REPORTS:

- a) Transportation Master Plan – Issues and Opportunities Consultation Summary – Brian Patterson, Urban Systems (attached)

Presentation

The Transportation Master Plan – Issues and Opportunities Consultation Summary presentation was reviewed in detail. See attached presentation.

Discussion

Brian provided a review of where we are with the Nanaimo Transportation Master Plan and what we've been hearing over the last couple of months through our Phase 1 activities such as Open Houses, Workshops, Surveys etc. took place over September, October and November to get input from the community to help inform our review of existing transportation conditions in Nanaimo.

Survey respondents may be using the term *Island Highway* interchangeably for both Highway 19 (the Parkway) and Highway 1/19A (Trans-Canada / Island Highway).

Staff Note: A review of survey results shows that for some comments it is not clear if they apply to the Parkway or the Trans-Canada/Island Highway corridor. However, where they are clear similar comments are made for both corridors and those that are unclear could apply to either or both.

Extension of the E&N Trail to the City of Nanaimo's (CoN) southern boundary and beyond through the Regional District of Nanaimo (RDN) has been identified as a priority.

Parks and Recreation are looking for the funding to ensure the pathway is extended to the southern boundary. The E&N is viewed by cyclists as a form of their transportation.

What would be most effective? Put the same amount of money towards extending the E&N trail, or to RDN Transit to put commuter rail from one end of the community to the other?

More enforcement of vehicles that are encroaching on the bike lanes is required for speeding along corridors that cyclists use. Cyclists feel unsafe and would like more enforcement.

Drivers and cyclists require more education and a mutual respect for each other's needs.

Cyclists feel that they were forgotten about during the new construction on Bowen Road. If the sidewalk would have been reduced, there would have been enough room for a designated cycle lane. Bowen Road was designed in the mid 2000's, Should the design have taken place today, the design elements would have been different. The City has acknowledged that it isn't what we would like to see in the future and changes will be addressed on new designs.

To have a separate bike lane, the width required is 1.2m which is the absolute minimum when there are no other options, 1.5m for the standard and 1.8m is for higher traffic areas.

What is the rule for a vehicle passing a cyclist as they are considered a vehicle as well? If you are travelling in a single lane, where passing is not permitted, can a vehicle pass a cyclist? Each case would be reviewed independently.

A need was expressed to consider the opportunity for park and ride for both cycles and cars. This will allow people to cycle to a more central location, and use transit from that point on.

Are there more opportunities to have more roundabouts, rather than traffic lights within the City? A suggested location would be Mary Ellen Drive @ Chapters/Michaels.

An engineered solution, such as speed humps, is far more efficient than speed signage for controlling speed patterns. Lower speed limits in school zones tend to be more successful because people have an obvious reason for slowing down – children. In other environments, speed limit signs are not successful. It was noted that road design can also help control how a street is driven.

Local streets will not always have a centreline. When a local street ties into a major road, sometimes we will put a 15m lead line and a stop bar at the approach to those intersections to identify that you are approaching a road of significance.

b) Transit Future Plan Update and Consultation Summary – Daniel Pearce

Presentation

The Regional District of Nanaimo (RDN) is in the process of completing a Transit Future Plan which is an update of the existing Business Plan. The presentation was reviewed in detail. See attached presentation.

The Transit Future Plan is a 25 year plan that creates a vision for transit for the region. This plan is used to guide and prioritize future investments in the Transit systems, set ridership targets, identify key transit corridors and support the local transit network as well as identify the bus fleet and service hours.

As the vision is developed, the Transit Future Plan will link with other plans such as the Regional Sustainability Strategy, City of Nanaimo Transportation Master Plan and the City of Nanaimo Official Community Plan etc.

In the future there may be different types of services, such as Rapid Bus or Inter-regional Connections and Handidart. Rapid Bus in Kelowna has a service that goes from downtown Kelowna to the UBC campus. It is somewhere between an express service and bus/rail rapid transit. It has real-time information, may appear to be a little fancier bus stop as well as the possibility of having HOV lanes for buses that are in excess of 25 per hour.

BC Transit took out their Transit Future Bus which is essentially an Open House on Wheels. It is a bus that is wrapped with BC Transit branding; the bus is full of display panels which people are invited on board to view and comment.

The bus travelled around to several locations such as the Pumpkin Festival, Bowser, Cedar, Lantzville, VIU, Port Place Mall, Southgate Plaza and Woodgrove Mall. All combined, there were over 1400 participants.

Here are some of the things that were expressed:

- A connection to Duke Point Ferry Terminal
- Better connections to Departure Bay
- More frequent service
- Improved connections
- Inter-regional connections Comox Valley, Ladysmith, Cassidy airport
- Improved amenities at transit stops
- Express and Rapid Bus Services
- More direct routes
- Use of smaller vehicles
- Improvement to customer information
- Relocate Prideaux Street exchange

Current ridership is 2.7% which equates to approximately 9500 people per day throughout the RDN and the CoN.

Discussion

Handidart service is available for those that are not able to ride the fixed route services. This door to door service is available M-F 8:30a.m. – 6:00p.m., as well as Saturday and Sunday's. A taxi saver program is also available. People can purchase books of tickets from the taxi company, at a reduced rate, but they have to be a registered client of the Handidart service.

The next step of the Transit Future Plan is to have a second stakeholders meeting to begin developing the transit network of the future and come out again in the Fall of 2013 to do another public consultation.

How does the Transit Future Plan fit into the Transportation Master Plan? The City would still like to provide comments on transit within the City. The City has a large influence over transit services on the streets in terms of bus shelters, pull-outs, accessibility. We can do a lot through the Transportation Master Plan to encourage this type of behaviour.

Regarding routing, and where stops should be located, how does the City influence this, or is it decided by the RDN? Staff communicate regularly with RDN staff in focusing on the expansion plans and proposed service plans. It is very much a joint effort on infrastructure needs which helps to decide where buses are ultimately going to provide service.

8. CORRESPONDENCE:

No correspondence submitted.

9. LATE ITEM:

BC Ferries is moving through an informal consultation process. The CoN has not responded to the process. Do we want a formal comment from the City through the Transportation Advisory Committee to Council about what we think about their process?

Discussion on the appeal that is happening in North Vancouver and that it is important for us to let the BC Ferries know the aspects that are important to our community. The deadline for this is 2012-DEC-21.

David Murchie feels we should send a response. B.C. Ferries make money off of Departure Bay and Duke Point runs which help subsidize the other runs. Is it fair that the fees continue to go up on these runs?

Gabriola Island residents expressed that they feel trapped on Gabriola and are travelling on the ferries far less than they used to and the businesses on Gabriola are suffering due to the cost of the ferries and lack of people coming to Gabriola.

It was moved and seconded that Staff, on behalf of TAC, draft a letter for the City of Nanaimo's response regarding the BC Coastal Ferries consultation process. The motion carried unanimously.

10. UNFINISHED BUSINESS:

At the next meeting in January, Councillor Anderson would like to see the committee review the Terms of Reference for the Transportation Advisory Committee.

The Transportation Advisory Committee needs to review the proposal to have monthly Transportation Advisory Committee meetings.

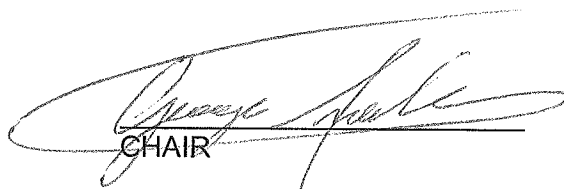
11. NEXT MEETING:

To be determined.

12. ADJOURNMENT:

It was moved and seconded at 5:00 p.m. that the meeting adjourn. The motion was denied.

It was moved and seconded at 5:10 p.m. that the meeting adjourn. The motion carried unanimously.


CHAIR