

MINUTES OF THE REGULAR MEETING OF THE TRANSPORTATION ADVISORY COMMITTEE,
HELD IN THE BOARD ROOM, CITY HALL, ON THURSDAY, 2011-APR-07,
COMMENCING AT 3:00 P.M.

PRESENT: Allan Davidson, Chair
Jim Routledge
Michele Patterson
Trevor McLeod
Councillor Jim Kipp
Councillor Bill Holdom
Councillor Bill Bestwick

Staff: Tom Hickey
Bob Prokopenko
Gordon Foy
Amir Freund
Andrew Tucker
Randy Churchill
Jodi Wilson

Guest: Daniel Pearce, Regional District of Nanaimo

1. CALL MEETING TO ORDER:

The meeting was called to order at 3:10 p.m.

2. INTRODUCTION OF LATE ITEMS:

There were no late items brought forward.

3. ADOPTION OF AGENDA:

RDN Transit Plan Status Update to be presented first with Electric Vehicle Plug-ins to follow.

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

4. ADOPTION OF MINUTES:

It was moved and seconded that the minutes of the Transportation Advisory Committee held in the City Hall Board Room, 455 Wallace Street, Nanaimo, BC on Thursday, 2011-Jan-27 at 3:00 p.m. be adopted as circulated. The motion carried unanimously.

5. DELEGATIONS:

There were no delegations present.

6. REPORTS:

(a) RDN Transit Plan Status Update – Daniel Pearce

The Regional District of Nanaimo (RDN), in conjunction with BC Transit is in the process of preparing for the updating of their Transit Business Plan with a 25 year vision. They will be commencing in January, 2012 and have a 6 to 12 month timeline. In this plan they will be setting ridership targets and key corridors for where transit is going to be travelling. This plan will also identify the fleet, service hours and infrastructure needed to support transit and the transit network in whole.

In their communications with BC Transit, BC Transit has expressed that they would like to have an open working relationship with both the RDN and the City of Nanaimo (CoN) to share information and prevent duplication of work. Ultimately, this will reduce the amount of resources each party will have to put on the table and hopefully provide a better end product.

For transit to be most effective, the routes need to have good walking and cycling linkages. Plans to connect with walkable and cycling communities. They will ensure communities and partners have an opportunity to contribute – everybody has a say as to how the Transit Business Plan will be laid out over the network.

The RDN uses our Official Community Plan (OCP) as a guide. They will be focusing on areas that have high ridership needs. Studies of new (large) developments will be implemented to determine what the ridership demands are for the area.

The connection between land use and transit is critical for success of the transportation system as a whole and for shifting modes of travel towards more sustainable modes of travel. It is very important for everyone to understand that if you are going to be a transit user, at some point during the day you will be cycling or walking to or from at least one of your stops.

Three key areas they are focusing on are:

- Economic - linking residents and businesses together. Working towards breaking down barriers that affect a lot of seniors, make the service more user friendly.
- Social - to create a healthy, walkable and cyclable community without the transportation barriers that can exist.
- Environmental - making sure that we are promoting a sustainable form of transportation.

Regional District of Nanaimo identified that it would be helpful if the TAC showed support for the cooperative approach for data collection.

It was moved and seconded that the Transportation Advisory Committee receive the RDN Transit Plan Update. The motion carried unanimously.

Councillor Bill Bestwick commented that it was important that the Transportation Plan deal with regional transportation issues, like ferry and rail.

Discussion occurred regarding the TAC mandate and objectives related to the Regional Transportation.

TAC mandate and objectives state "The objective of this committee is to provide policy and guidance to Council on:

- Regional transportation initiatives as they relate to city transportation infrastructure.

The committee felt that this current mandate provided the scope to include these broader regional issues.

(b) Electric Vehicle Plug-ins Presentation – Jim Routledge

Jim Routledge introduced himself and advised that he is not only a member of the TAC, but is also a member of the Vancouver Electric Vehicle Association and is making this presentation to simply inspire the committee to take some action to support Electric Vehicle (EV) Charging infrastructure.

The presentation includes information about EV's in general and about what people have done in other locations.

What can Nanaimo do to support the use of electric vehicles by the general public?

Don Chandler worked with Vancouver to develop the Zoning Bylaw and Building Code Regulations that they now are using that define what conduit and wiring is required to support EV's.

The U.S. is spending 100 million dollars to hire an organization and put in charging stations for EV's. Through BC Hydro, they have Canadianized the documents so we have very thorough information to work with.

An electric motor is 3x more efficient than a gas motor. The cost of running a vehicle is dramatically less and are far more environmentally friendly. The hybrid car adoption rate in B.C. is 2.5x any other province in Canada and it is likely that we will have the highest EV adoption as well.

BC Hydro is lobbying the Province and the Federal Government to provide some money. If we show an interest and can justify why we should have a charging station, we may be eligible for some grant money.

North Vancouver has passed a resolution to install a charging station by a private operator which will be completely maintained by that operator. Charges vary depending on the level of charge.

Whistler has four Level 1 and Level 2 charging stations in the basement of their Convention Centre. For this type of installation, the charge is approximately \$12,000.

It was moved and seconded that the Transportation Advisory Committee invite Don Chandler to a future TAC Meeting to bring his expertise and knowledge to the table. The motion carried unanimously.

It was moved and seconded that the Transportation Advisory Committee support the development of infrastructure for Electric Vehicles' in principle and ask for a staff report on how that can be done most effectively. The motion carried unanimously.

The RDN parking lot currently has four charging stations and there will also be four charging stations at the new Vancouver Island University (VIU) campus in Duncan.

Michelle Patterson noted that the VIU Sustainability Committee are looking to develop linkages with the City Sustainability Committee.

(c) Summary of Transportation North/West Vancouver Transportation Plans

The summary of both North and West Vancouver transportation plans from the meeting agenda is attached to the minutes for more details.

- West Vancouver Presentation – Gordon Foy

Staff, on behalf of the TAC, had a conference call with West Vancouver staff on March 21, 2011.

The West Vancouver Transportation Plan team included the public, committee, consultant and District staff and their timeline for the project was 6-8 months. The process included Council liaison and interested Council members.

Existing data from the region or District was used where available, understanding that current conditions were lower priority. No specific quantitative targets but a strong objective of sustainability. Many first year projects were already within existing plans, but the medium term projects have been more difficult to implement due to the requirement to shift funding. The District is revisiting the implementation schedule. A consultant was used for the process and did a significant amount of work. The consulting contract for the plan had a value of \$90,000.

- North Vancouver Presentation – Allan Davidson/Gordon Foy

North Vancouver presentation by Dragana Mitic, Assistant City Engineer, Transportation on March 12, 2011.

Background

North Vancouver is fully developed with no greenfield development sites and few opportunities to expand the road network. The population is 50,000 versus Nanaimo's 80,000 with a high density core around Lonsdale Ave. Since future mobility cannot be serviced by road network, the focus is on non-auto modes. Strong support for change comes from the OCP (2006), public and politicians.

Councillor Bill Holdom commented that an interactive model for the City will allow evaluation of the overall impact of developments on the Transportation Network.

Green Tax Fund – Tom Hickey informed the committee that the RDN is interested in participating in the Transportation Planning process and that the collection of data for people moving through the region and to and from Nanaimo will be important. There is an opportunity to get funding for Transportation data collection, modelling and planning through a Gas Tax Grant that is available to the region. The committee was supportive of this initiative and any reports to Council regarding this will be circulated to the committee for information.

The Committee was interested in seeing how a transportation model functioned. Staff will borrow a model from another community and show its functions to the committee at an upcoming meeting.

It was moved and seconded that staff put a report together advising what would be required in order to collect data and build a model, including scope, schedule and budget. The motion carried unanimously.

7. CORRESPONDENCE:

There was no correspondence.

8. OLD BUSINESS:


There was no old business discussed.

9. ADJOURNMENT:

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

10. NEXT MEETING:

The next meeting will be held on 2011-May-05, in the City Hall Board Room located at 455 Wallace Street. The meeting time will be 3:00 p.m. to 4:30 p.m.


CHAIR