

**AGENDA FOR THE TRANSPORTATION ADVISORY COMMITTEE MEETING  
TO BE HELD IN THE CITY HALL BOARD ROOM, 455 WALLACE STREET  
ON MONDAY, 2010-NOV-29, COMMENCING AT 3:00 P.M.**

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1. CALL THE MEETING TO ORDER:
2. INTRODUCTION OF LATE ITEMS:
3. ADOPTION OF AGENDA:
4. ADOPTION OF MINUTES:
5. DELEGATIONS:
6. CHAIR'S REPORT:
7. STAFF REPORTS:
  - a) Brechin Neighbourhood Stop Sign Changes (INFO. ONLY)
  - b) Accident Information from ICBC (Verbal Update)
  - c) Transportation Plan – Purpose, Process, Roles and Outcome (Presentation)
8. CORRESPONDENCE:
  - a) City of Toronto and Renault-Nissan Alliance to work together to advance zero-tailpipe-emissions mobility in Toronto.
  - b) Letter to Vancouver Island University.
  - c) Media Release – More is Done to Improve Safety at Dorman Road Rail Crossing.
  - d) City of Kelowna launches online green bike lanes survey.
9. ADJOURNMENT:

# INFORMATION ONLY

REPORT TO: TRANSPORTATION ADVISORY COMMITTEE

FROM: GORDON FOY, TRAFFIC TRANSPORTATION ENGINEER

RE: POST CONSTRUCTION ASSESSMENT OF TRAFFIC CALMING IN BRECHIN HILL

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## STAFF'S RECOMMENDATION:

That the Committee receives the report.

## EXECUTIVE SUMMARY:

In response to concerns raised by members of the Brechin Hill Neighbourhood, the City developed a traffic calming plan in 2008/09 to reduce the impact of traffic within Brechin Hill Neighbourhood. The resulting traffic calming plan (see Exhibit 1 - Traffic Calming Constructed in the Brechin Hill Neighbourhood (2009/10)), proposed the reversal of several intersections from north-south stop control to east-west stop control. An information report was prepared for council describing the consultation process and the proposed improvements on 2009-Sep-14; work was completed between the fall of 2009 and the spring of 2010.

In the summer of 2010, follow-up traffic counts were conducted on some of the road segments previously counted in 2008. The traffic calming plan for Brechin Hill, developed in consultation with the neighbourhood has reduced the impact of traffic on residents by reducing traffic volumes and speeds.

## BACKGROUND:

As part of the plan development process traffic data from several sites around the neighbourhood was collected and a public consultation process was initiated. During this process it was noted that the orientation of stop controlled intersections within the neighbourhood allowed vehicles traveling east-west to transit from Stewart Ave to Estevan Rd without stopping; likely contributing to higher speeds / volumes on east-west streets.

The resulting traffic calming plan (see Exhibit 1) proposed the reversal of several intersections from north-south stop control to east-west stop control, as well as, several signage and paint marking adjustments to playground and other signage (improvements A/B). Speed humps were installed on Drake Street as reversal of stop control at the intersection of Drake St and Brierley Hill was not recommended due to the configuration of the intersection.

## Post-Traffic Calming Conditions:

In general, traffic volumes fell on most of the streets measured while speeds fell significantly on Drake St (54km/h to 42km/h) where initial speeds were much higher and speed humps were installed; these findings are consistent with staffs expectations based on the traffic calming measures deployed. On average traffic volumes fell by 18% between 2008 and 2010 and the 85<sup>th</sup> percentile speeds<sup>1</sup> were reduced to between 42-44 km/h; values typically observed on local streets in Nanaimo.

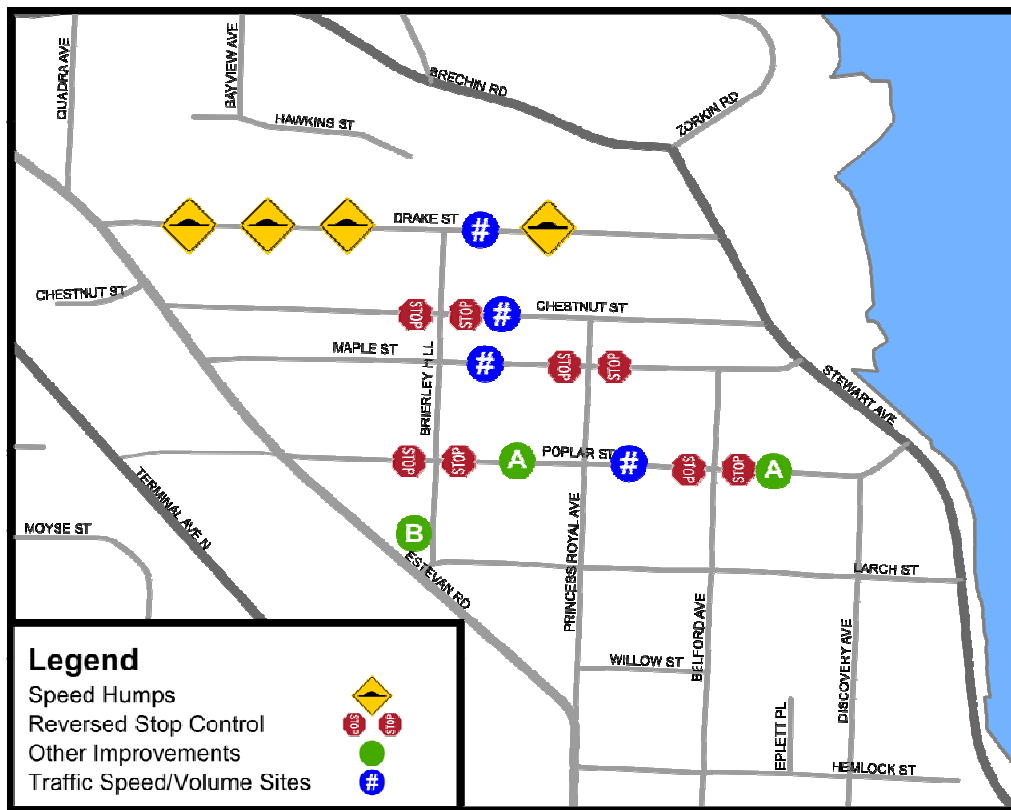


Exhibit 1 - Traffic Calming Constructed in the Brechin Hill Neighbourhood (2009/10)

	Daily Traffic Volume			
	2008	2010	Change (Δ)	Change(%)
Drake Street	489 veh/day	359 veh/day	-130 veh/day	-27%
Chestnut Street	325 veh/day	314 veh/day	-11 veh/day	-3%
Maple Street	321 veh/day	275 veh/day	-46 veh/day	-14%
Poplar Street	561 veh/day	444 veh/day	-117 veh/day	-21%
<b>Overall</b>	<b>1696 veh/day</b>	<b>1392 veh/day</b>	<b>-304 veh/day</b>	<b>-18%</b>

Exhibit 2 - Before/After Comparison of 24hr Traffic Volumes

<sup>1</sup> 85% of traffic observed travels at or below the 85<sup>th</sup> percentile speed, 15% of traffic travels above the 85<sup>th</sup> percentile speed. Average speed will always be lower than the 85<sup>th</sup> percentile speed.

	Traffic Speeds (85th Percentile)			
	2008	2010	Change (Δ)	Change(%)
Drake Street	54 km/h	42 km/h	-12 km/h	-22%
Chestnut Street	43 km/h	42 km/h	-1 km/h	-2%
Maple Street	44 km/h	44 km/h	0 km/h	0%
Poplar Street	43 km/h	43 km/h	0 km/h	0%

Exhibit 3 - Before/After Comparison of Traffic Speeds (85th Percentile)

Based on the data collected, the following conclusion can be drawn:

The traffic calming plan for Brechin Hill, developed in consultation with the neighbourhood, has reduced the impact of traffic on residents by reducing traffic volumes and speeds.

Respectfully submitted,

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Gordon Foy  
Traffic/Transportation Engineer  
Engineering

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Tom Hickey  
Director  
Engineering & Public Works



## **City of Toronto and Renault-Nissan Alliance to work together to advance zero-tailpipe-emissions mobility in Toronto**

**Toronto, September 28, 2010** – Toronto Mayor David Miller and representatives from Renault-Nissan Alliance announced that the City of Toronto and Nissan have entered into an agreement to advance zero-tailpipe-emissions mobility in the city and promote the widespread adoption of electric vehicles (EVs).

“Environmental sustainability has always been a key issue for the City of Toronto,” said Mayor David Miller. “This agreement will help the City provide residents with information and options for less polluting modes of transportation. Electric vehicles are a great way to reduce emissions of green house gases and smog pollutants in Toronto and will help us achieve our climate protection and clean air goals.”

The agreement includes collaboration by the City and Nissan to promote the use of electric vehicles on Toronto’s streets. Under the agreement, Toronto along with other relevant parties will continue to develop plans to promote infrastructure for charging EVs. Nissan will supply electric vehicles for purchase in Toronto before the end of next year.

“Nissan looks forward to working with the City to promote the use of electric vehicles and bring the Nissan Leaf, our first 100 per cent electric zero-emissions vehicle, to Toronto consumers,” said Allen Childs, President of Nissan Canada Inc.

Through the Green Fleet Plan, the City has already taken steps to green its corporate vehicles using a variety of technologies, and looks forward to adding all-electric cars to the fleet. The City currently has over 500 green vehicles, including two plug-in hybrid electric cars and two all-electric ice resurfacers. The City is also a member of the C40 Electric Vehicle Network, where 14 of the world’s largest cities have agreed to take action to make their cities electric vehicle friendly.

For more information about the City’s environmental initiatives, visit [www.toronto.ca](http://www.toronto.ca).



2010-Oct-27

Dr. Ralph Nielson, President  
Vancouver Island University  
900 – 5<sup>th</sup> Street  
Nanaimo, B.C.

Dear Dr. Nielson:

In September, the City's Transportation Advisory Committee began a review of the Parking Management Study that was completed for the City.

Currently, on-street parking around the Vancouver Island University (VIU) is the highest priority issue. Attendance at VIU continues to grow. Year after year, an increasing number of students park on residential streets around the campus as well as at the Nanaimo Ice Centre, Nanaimo Aquatic Centre / Nanaimo District Senior Secondary, Serauxmen Stadium and even at the Northfield rest stop.

City municipal enforcement staff receive several calls daily regarding parking violations which has resulted in the issuance of tickets and/or vehicles being towed. Residents in the University area are very disgruntled because VIU has been slow to address its transportation / parking needs.

To help initiate a resolve to these two parking issues, City Council passed a resolution at its 2010-Oct-04 meeting:

"that resident only parking be established within 500m of VIU if VIU is unable to implement a transportation / parking plan that meets the expectations of the City and impacted residents in a timely matter."

Further to this, City Council is expecting an update on initiatives taken by VIU to alleviate these parking issues prior to the start of the winter/spring term.

Sincerely,

Mayor John Ruttan

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pc: Mayor&Council  
General Managers  
Transportation Advisory Committee  
Community Safety and Development  
Engineering & Public Works

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## NEWS RELEASE

For Immediate Release  
2010TRAN0091-001329  
Oct. 25, 2010

Ministry of Transportation and Infrastructure

### **MORE IS DONE TO IMPROVE SAFETY AT DORMAN ROAD RAIL CROSSING**

NANAIMO – The Ministry of Transportation and Infrastructure, the City of Nanaimo and the Southern Railway of Vancouver Island are taking action to improve safety at the intersection of Highway 19A and Dorman Road, Transportation and Infrastructure Minister Shirley Bond and Nanaimo Mayor John Ruttan announced today.

“We are working together to ensure safety is our number one priority,” said Bond. “We’ve already installed new advance warning signage at the intersection of Highway 19A and Dorman Road and are instituting further safety enhancements this fall.”

Other safety enhancements include:

- Increasing the intensity of the existing flashing railway warning lights using LED technologies.
- Installing additional high-intensity flashing railway warning lights.
- Installing train-activated message boards in advance of the Dorman Road/Highway 19A intersection.

“These and future improvements will greatly improve driver awareness of the crossing as they travel along the parallel stretch of the Old Island Highway,” said Parksville-Qualicum MLA Ron Cantelon. “We all need to work together to prevent such tragic accidents from happening.”

The Ministry of Transportation and Infrastructure and its partners have invested close to \$20 million since 2001 in improving road safety at rail crossings throughout B.C.

On Sept. 11, 2010, the Transportation Safety Board released a report on its findings of the Oct. 14, 2009 crash at this rail crossing that killed two people and injured a third. The ministry, along with the City of Nanaimo and the Southern Railway of Vancouver Island, immediately formed a partnership to find ways to act on those recommendations and are working together to implement improvements.

-more-

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“I am confident the additional warning signage and updated lighting technology will improve the safety of this rail crossing,” said Ruttan. “I am also very pleased with the co-operative effort taken to make these improvements.”

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Media Contact: Jeff Knight  
Public Affairs Bureau  
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## Kelowna News

### City launches green bike lane survey

by Contributed - Story: 57083  
Sep 24, 2010 / 6:30 am

The City of Kelowna is launching an online survey to determine the effectiveness of green bike lanes installed at six intersections along Enterprise Way.

"The information collected in this survey will help improve planning, design, and operations of the city's cycling infrastructure," says transportation and mobility manager Jerry Behl.

"Colourized bike lanes have been found to increase motorists' awareness of the presence of cyclists, resulting in fewer collisions," says Behl.

The objective of the colourized bike lanes is threefold:

- to emphasize proper lane placement and discourage motorists from encroaching into bike lanes
- to encourage safe merging behaviour between cyclists and motorists
- to direct motorists to yield to through cyclists by installing 'turning vehicles yield to cyclists' signs.

The green bike lanes, which were installed in August, can be found along Enterprise Way at Spall Road, Hardy Street, Cooper Road, Dilworth Road, Leckie Road and Banks Road.

The total cost of the project was approximately \$29,000, funded in part by ICBC. The City of Kelowna's contribution was \$18,000.

The survey will be available until Friday, October 22.

Next summer, motorists and cyclists will be surveyed for their opinions by on-site personnel.

To take part in the online survey, visit the City of Kelowna transportation website and follow the links.

**Link: City of Kelowna**  
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File photo: Kelly Hayes - Castanet



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