

**AGENDA FOR THE TRANSPORTATION ADVISORY COMMITTEE MEETING
TO BE HELD IN THE CITY HALL BOARD ROOM, 455 WALLACE STREET
ON THURSDAY, 2010-SEPT-23, COMMENCING AT 3:00 P.M.**

1. CALL THE MEETING TO ORDER:
2. CHAIR'S WELCOME AND REPORT:
3. APPROVAL OF AGENDA AND LATE ITEMS:
4. ADOPTION OF MINUTES:
5. DELEGATIONS:
6. REPORTS:
 - a) Cycling Infrastructure Partnerships Grant Application for 4th Street – Approved by Council
INFORMATION ONLY
 - b) Transportation Road Rules – INFORMATION ONLY
 - c) Transportation Safety Board regarding Dorman Crossing Collision – Verbal Update
 - d) Parking Management Study – Committee Report
6. CORRESPONDENCE:
 - a) News Article by Ministry of Transportation and Infrastructure re: Kelowna Rapid Bus
Information.
7. OTHER BUSINESS:
8. ADJOURNMENT:

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FOR INFORMATION ONLY

2010-Aug-29

STAFF REPORT

REPORT TO: D.W. HOLMES, GENERAL MANAGER, CORPORATE SERVICES

FROM: B.E. CLEMENS, DIRECTOR OF FINANCE

RE: CYCLING INFRASTRUCTURE PARTNERSHIPS PROGRAM GRANT

STAFF'S RECOMMENDATION:

That Council endorse the application to the Cycling Infrastructure Partnerships Program (CIPP) for cycling facility upgrades on Fourth Street.

Adopted by Council 2010-AUG-30.

EXECUTIVE SUMMARY:

An application to CIPP for a \$40,000 grant would offset costs of planned road and sidewalk upgrades to Fourth Street and would help to fund Nanaimo's first dedicated bicycle lane.

BACKGROUND:

In August 2010, the Province announced that grants will be available from CIPP for transportation cycling infrastructure projects. Grants of 50% of eligible costs up to a maximum of \$100,000 are available. The application deadline is September 1, 2010.

The City is currently designing road and sidewalk upgrades for approximately 750 metres of Fourth Street between Wakesiah Avenue and Harewood Road. Total upgrades are estimated to cost \$241,000 and are expected to take place in 2011. These upgrades are funded in the 5-year plan. Upgrades include the construction of Nanaimo's first dedicated bicycle lane.

The bicycle lane portion of the upgrades is estimated to cost \$80,000. The lane is eligible for a CIPP grant of up to \$40,000.

Council endorsement of the CIPP application is required.

Respectfully submitted,

B.E. Clemens
Director of Finance

D.W. Holmes
Assistant City Manager/
General Manager of Corporate Services

BEC/
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FOR INFORMATION ONLY

REPORT TO: TRANSPORTATION ADVISORY COMMITTEE

FROM: GORDON FOY, TRAFFIC TRANSPORTATION ENGINEER, ENGINEERING and
TOM HICKEY, DIRECTOR, ENGINEERING & PUBLIC WORKS

RE: RULES OF ROAD FOR LOW POWERED VEHICLES

STAFF'S RECOMMENDATION:

That the Committee receive the report.

EXECUTIVE SUMMARY:

At the Transportation Advisory Committee orientation, there were questions about the rules of the road for low powered vehicles. This document has been prepared to provide background and identify available resources for operation of low powered vehicles on public roads in British Columbia. This review is a summary of public information obtained from the Insurance Corporation of British Columbia's (ICBC) website and the BC Motor Vehicle Act and is not a comprehensive legal opinion.

BACKGROUND:

A good resource for information on the rules and regulations pertaining to low-powered vehicles on public streets in British Columbia is the Low-Powered Vehicle section of the ICBC website. This site provides information to help classify a vehicle, the rules that apply to each classification and links to the Motor Vehicle Act where applicable.

In addition, the BC Motor Vehicle Act, which provides the rules of operating on public streets for all users, is available via the Province's BC Laws site.

ICBC's website and the BC's Motor Vehicle Act can be accessed via the following links:

ICBC Low-Powered Vehicles website (accessed 08-31-2010)

http://www.icbc.com/registration/reg_rules_low_pwr.asp

BC Laws website – Motor Vehicle Act (accessed 08-31-2010)

http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96318_00

Based on information posted on ICBC's website, road users are generally divided into those that operate as a pedestrian, as a vehicle or those not permitted on public roads; each group has specific rules pertaining to operations and licensing. The general breakdown of several low powered vehicles is presented below in Exhibit 1 - Low Powered Vehicle Classification. Information specific to each group is provided on the ICBC website.

Respectfully submitted,



Gordon Foy
Traffic/Transportation Engineer
Engineering



Tom Hickey
Director
Engineering & Public Works

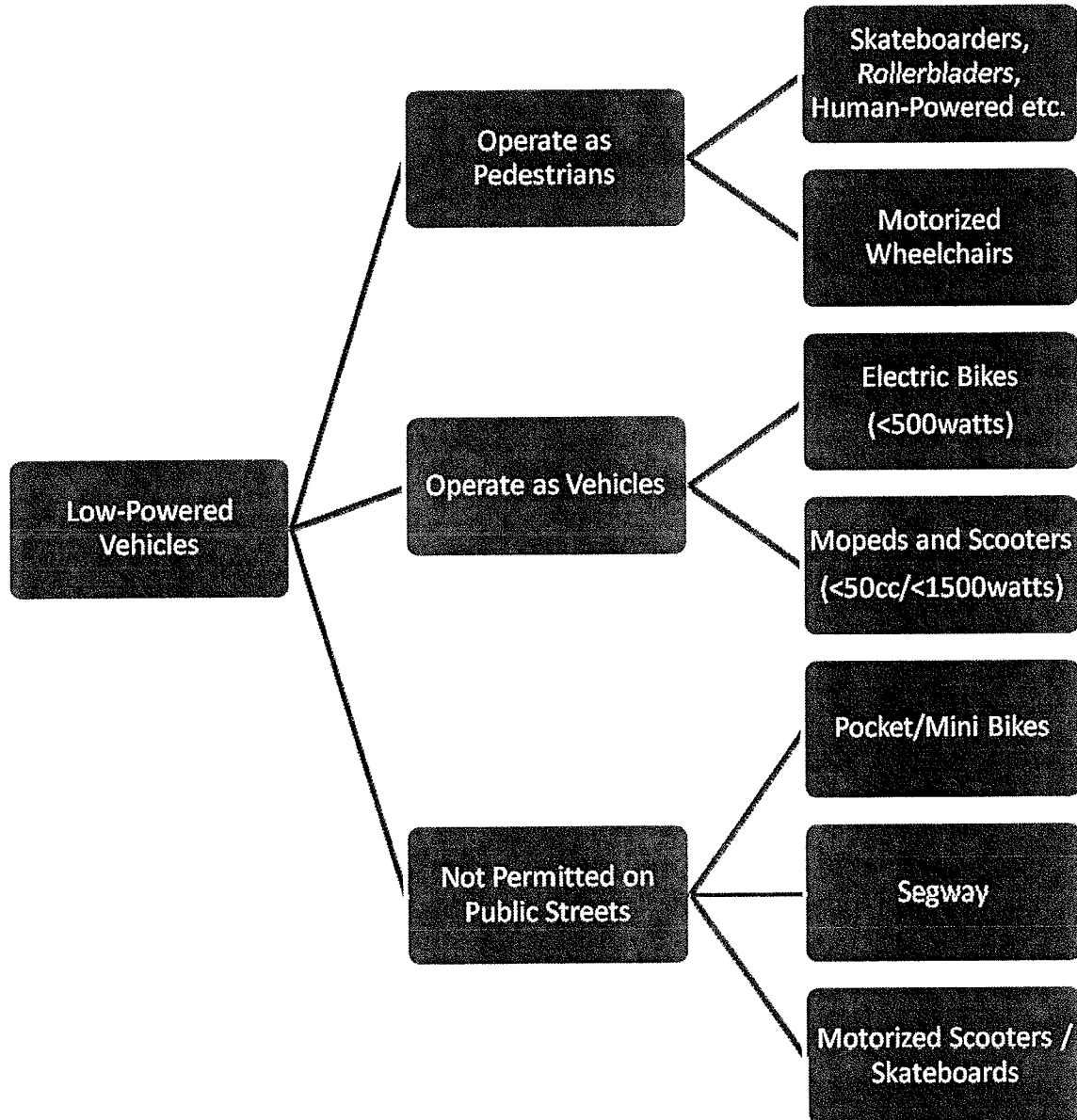


Exhibit 1 - Low Powered Vehicle Classification

STAFF REPORT

TO: TRANSPORTATION ADVISORY COMMITTEE

FROM: TOM HICKEY, DIRECTOR OF ENG. & PUBLIC WORKS
and ANDREW TUCKER, DIRECTOR OF PLANNING

RE: PARKING MANAGEMENT STUDY

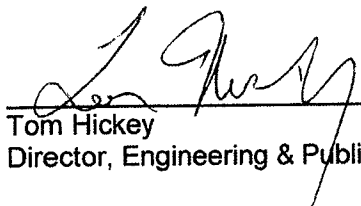
EXECUTIVE SUMMARY:


Attached is a report to Council from Blake McGuffie, Chair, Parking Advisory Committee with the Parking Advisory Committees recommendations regarding the Parking Management Study. Council reviewed those recommendations at a 2010-MAR-01 Finance and Policy Committee of the Whole meeting and passed a motion that:

"Council adopt Recommendation numbers 2 and 3 and refer the rest of the recommendations to the Transportation Advisory Committee."

The Parking Management Study and the Terms of Reference for the development of this study have been circulated to the Transportation Advisory Committee.

At the 2010-SEPT-23 Transportation Advisory Committee meeting staff will review the Terms of Reference and the Parking Management Study prior to the Transportation Advisory Committee's review of the recommendations referred to it by City Council.



Tom Hickey
Director, Engineering & Public Works

Andrew Tucker
Director, Planning

2010-SEPT-14

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REPORT TO COUNCIL

FROM: BLAKE MCGUFFIE, CHAIR, PARKING ADVISORY COMMITTEE

RE: PARKING MANAGEMENT STUDY

RECOMMENDATIONS:

The Parking Advisory Committee (PAC) recommends that Council direct Staff to:

1. change all currently regulated on-street parking to 8:00 a.m. to 6:00 p.m., Monday thru Saturday, unregulated on Sundays;
2. forward the Parking Strategy to the City's Transportation Advisory Committee for future reference and to the Regional District of Nanaimo (RDN) to focus future transit planning specifically in the study areas of the Downtown, Vancouver Island University and the Nanaimo Regional General Hospital;
3. standardize all of the time restricted on-street, but unmetered, zones to maximum 2 hour parking;
4. not provide any further expansion of resident exempt parking regulations in the downtown zone until there is sufficient off-street parking inventory to accommodate the displaced vehicles;
5. commence discussions with the Downtown Nanaimo Business Improvement Area (DNBIA) and the Chamber of Commerce with the intent to implement a merchant-based refund of parking in the downtown core;
6. commence a process with the business community (DNBIA and the Chamber of Commerce) to implement parking meter kiosks on Commercial Street, Bastion Street, and Church Street with parking rates that are greater than rates on off-street lots and in parkades;
7. standardize all parking meter kiosks among the city owned lots and implement technologies that make it easier and more flexible for the consumer to pay for parking such as the use of cell phones, debit cards etc;
8. improve wayfinding of available City parking using such things as:
 - update the website to clearly identify graphically where public parking is located downtown;
 - provide parking diagrams to the DNBIA, Chamber of Commerce, Tourism Nanaimo, and businesses located in the downtown that wish to include this information on their website; and,
 - include parking wayfinding diagrams in the Visitor Guide;
9. change the Parking sign above the entrance to the Port of Nanaimo Centre Parkade to a backlit sign at ninety degrees to the Port of Nanaimo Centre (PNC) parkade using the internationally recognized symbol for parking (A large blue P on a white background);

☐ Council
☒ Committee E/PCW
☒ Open Meeting
☐ In-Camera Meeting
Meeting Date: 2010-MAR-01

10. replace the Harbourfront Parkade signs at each entrance with new signs using the internationally recognized symbol for parking, which would be consistent with the PNC sign;
11. increase the lighting intensity by 2X at the entrances to parkades to better signify the entrance and provide better security;
12. consult with the DNBIA regarding parking signage in the downtown core;
13. implement maximum 2 hour parking, resident exempt zones, identified in red on the attached Schedule "A" of the hospital zone;
14. install parking meter kiosks in the area identified in green or "unregulated" on the attached Schedule "A" of the hospital zone;
15. forward the Strategy to Vancouver Island University (VIU) and request that VIU consider adding to their off-street parking inventory or suggest another viable strategy to City Staff to reduce parking demand in this zone;
16. request Vancouver Island University and the Regional District of Nanaimo (RDN) commence discussions on how the RDN's transit function can better serve the university; and,
17. postpone any consideration of time restricted resident exempt parking until viable options are developed through discussions with VIU to relieve parking space demands.

EXECUTIVE SUMMARY:

The City, under the guidance of the Parking Advisory Committee (PAC), undertook a Parking Management Strategy (the Strategy) to determine the extent, if any, of the parking problems reported to the Committee, Council and Staff. The report was received by the Committee at the beginning of January. The report did not reveal any new information, however it did confirm and quantify the extent of parking in the three focus areas (Downtown, Hospital, VIU). The Committee has prepared general recommendations that apply globally and recommendations for the study areas.

BACKGROUND:

Any process that looks at managing parking is a series of compromises. Everyone has an opinion about how parking should be managed in the City and rarely is there consensus on any particular direction.

The Strategy has provided the PAC and the City of Nanaimo with quantitative data that has assisted the PAC in formulating an appropriate plan of action for Council's consideration. The Downtown is of particular interest to the PAC and it was interested in making change to parking management to further support ongoing economic development and downtown revitalization.

The PAC recognized that the strategy's recommendations relating to structure, management, enforcement methods and CPTED are all being considered at the staff level as a result of the internal restructuring, which placed the responsibility of parking enforcement within the Bylaw Services section of Development Services. Questions about future parking planning policy will be referred to the newly formed Transportation Advisory Committee.

The Parking Advisory Committee would like to provide consistent regulations that are clear to end user. As indicated in the Strategy, the City has some regulated on-street parking that is varying in times and days. The consultant recommends one standard to make it less confusing to the end-user. The PAC has recommended to Council that the standard should be 8:00 a.m. to 6:00 p.m., Monday through Saturday. This continues to provide the necessary regulations during "business" hours but still makes it friendly for guests to the downtown for dinner or other evening events and encourages visitations to the downtown on Sundays.

The Strategy integrates Transportation Demand Management (TDM) into many of the recommended solutions to parking demands. The PAC recommend that Council forward the Strategy to the Region District of Nanaimo (RDN), Transit Committee to assist the RDN in developing future transit routes. The PAC also recognized that the broader objectives of Council's newly created Transportation Advisory Committee is well suited to start planning for the multi-faceted solutions necessary to overcome current and future parking conditions.

The PAC concur with the basic principle that municipal roads serve many purposes beyond the efficient movement of cars. Those purposes include the safe passage of vehicles, pedestrians, and cyclists; delivery of goods and services; storm water retention and flows, traffic calming and in this case, provide an alternative to consuming valuable real estate for parking. Roads are constructed for the public good and where municipalities restrict any of the municipal purposes of roads it impacts the public good by underutilizing public assets. Resident exempt parking zones, while an effective tool when used in the right locations, are contrary to the efficient use of public assets and contradicts the high value the community places on land. This type of regulation, if deemed absolutely necessary, is only effective when there are underutilized off-street parking opportunities that are able to accommodate the displaced traffic. Applying this tool in areas where off-street parking is at or near capacity or non-existent does not reduce parking problems; it merely displaces them. As a result, the PAC are reluctant to recommend this tool in the absence of attainable alternatives or an integrated strategy.

This report is broken down into the three main functional areas that are currently causing the greatest concern:

Downtown Zone

Consistent with the Strategy's recommendation to standardize all of the regulated on-street parking to 2 hour, the PAC recommend proceeding with this initiative. The recommendation is to standardize the varying downtown parking restricted time zones to 2 hours. The purpose of standardizing all of the regulated areas to 2 hours is to provide consistency for the customer.

The strategy revealed that the area of Commercial, Bastion, and Church Street are in high demand. The PAC agreed that the strategy's long term solution to commence metering these areas was preferred over considering any form of time restricted parking, which can result in a more unpleasant experience for the customer. The PAC prefers a pricing mechanism to encourage turnover rather than a time restricted mechanism. To spread the demand out among the parking inventory in this vicinity the PAC recommend metering these locations at a rate higher than that of off-street parking in the vicinity, which will have an effect of customers seeking parking of a longer duration in the parkades. Where customers find themselves needing to park on street for longer than expected, if willing, they must pay a premium for occupying that space.

Integrating the above strategy with one that provides some sort of parking refund or rebate to the downtown merchants' customers will soften the impact on the customer and provide a means for the downtown community to address their perception of inequity between themselves and malls in Nanaimo. If Council accepts the PAC's recommendation, the PAC recommend that City Staff collaborate with the DNBIA and the Chamber of Commerce in implementing the new metering program and the merchant rebate/refund program.

In the downtown zone, resident exempt parking has been a topical issue over the past year with Council applying resident exempt parking to the 300 block of Milton. Respecting Council's direction to apply resident exempt parking on that block, the PAC recommend not providing any further resident exempt parking in the downtown zone due to the philosophy previously expressed that an attainable alternative should be present before using this tactic to address a parking concern. At this time, in this area of town the PAC concluded that no attainable alternative is present.

Prior to the release of the Strategy, the PAC discussed the lack of wayfinding to the City's two largest parkades. The Strategy and feedback from the business community also expressed a need to provide better public awareness of off-street parking opportunities in the downtown zone. The PAC recommend improving wayfinding of available City parking using such things as:

- update the website to clearly identify graphically where public parking is located downtown;
- provide parking diagrams to the DNBIA, Chamber of Commerce, Tourism Nanaimo, and businesses located in the downtown that wish to include this information on their website;
- include parking wayfinding diagrams in the Visitor Guide;
- change the Parking sign above the entrance to the Port of Nanaimo Centre Parkade to a backlit sign at ninety degrees to the Port of Nanaimo Centre (PNC) parkade using the internationally recognized symbol for parking (A large blue P on a white background);
- replace the Harbourfront Parkade signs at each entrance with new signs using the internationally recognized symbol for parking, which would be consistent with the PNC sign;
- increase the lighting intensity by 2X at the entrances to parkades to better signify the entrance and provide better security; and,
- consult with the DNBIA regarding parking signage in the downtown core.

Nanaimo Regional General Hospital Zone

The PAC recognizes that the hospital zone poses a challenge for the City of Nanaimo. Parking demand is generated primarily by the hospital but also in part by the complimentary services that have located in proximity to the hospital. The hospital falls under Provincial jurisdiction (VIHA) and therefore local zoning requirements do not apply. The City has no policy mechanisms to require the

hospital to provide a required level of parking. To date it has been through cooperation and VIHA's own determination that there is an ongoing need for off-street parking to service the hospital. It is noted that Vancouver Island Health Authority (VIHA) representatives on the Parking committee have shared the hospital redevelopment plans which include the construction of additional off-street parking. The acknowledgement from VIHA and their willingness to address the ongoing parking concerns of the neighbourhood should be noted.

The strategy has indicated that the hospital off-street parking is relatively underutilized and that on-street parking is in high demand. It's reported that the free on-street parking is considered first before people consider utilizing the pay parking on the hospital grounds. PAC members and the City have fielded complaints about the level of non-resident parking in the residential neighbourhoods surrounding the hospital. Consistent with PAC's philosophy on resident exempt parking, any regulatory parking scheme considered needs to be accompanied by an attainable alternative, which in this case is an adequate inventory of off-street parking and a reasonable supply of non-residential on-street parking. The PAC are therefore recommending to proceed with resident exempt parking in the residential zones adjacent to the hospital identified on Schedule "A" in red. Further PAC recommends implementing metered parking in the areas currently defined as unregulated and marked in green on Schedule "A". Metering would be to offset the additional costs to the City to enforce the newly regulated areas. Any proposed metering should have a rate consistent with the off-street parking rates.

Vancouver Island University Zone

Vancouver Island University (VIU), not unlike the Hospital falls under Provincial jurisdiction and is exempt from local land use policies. Like the Hospital, the City relies on cooperation and good community relations to ensure that VIU comply with local land use policies that are of concern to the community. Unlike the hospital, VIU's off-street parking has reached a critically high level of use. Indications from the Strategy are that VIU's off-street parking is over capacity creating pressures and conflicts in the adjacent residential neighbourhoods. PAC's philosophy throughout this report is that if there are not attainable alternatives/solutions available than any new regulatory regime should be postponed. Therefore, the PAC recommends that this area requires the collaboration of VIU, and the RDN, with the City of Nanaimo to develop a multi-faceted approach to overcome the parking demands in this zone and the following recommendations to Council are thought to achieve the desired outcome:

- forward the Strategy to Vancouver Island University (VIU) and request that VIU consider adding to their off-street parking inventory or suggest another viable strategy to City Staff to reduce parking demand in this zone;
- request Vancouver Island University and the Regional District of Nanaimo (RDN) commence discussions on how the RDN's transit function can better serve the university; and,
- postpone any consideration of time restricted resident exempt parking until viable options are developed through discussions with VIU to relieve parking space demands.

BC Ferries – Departure Bay

Staff do not recommend any changes to the current parking regulations in this zone.

Conclusion

As Chair of the Parking Advisory Committee, I would like to thank the members of the PAC for their patience and dedication to the process of working through this long awaited Parking Strategy. Your commitment to the City of Nanaimo has been invaluable and I thank you!

Respectfully submitted on behalf of the Parking Advisory Committee,

A handwritten signature in black ink, appearing to read 'B. McGuffie', is written over a horizontal line.

B. McGuffie
Chair, Parking Advisory Committee

Rapidbus Service Highlights Kelowna Transit Expansion

By Ministry of Transportation and Infrastructure

KELOWNA – A new RapidBus service connecting downtown Kelowna with the University of British Columbia-Okanagan (UBCO), and enhancing service to the Rutland area, was unveiled today. These new services will begin operations on Sunday, Sept. 5, helping to bring transit users, including students, to their destinations easier and faster than ever before, and helping to build a sustainable, efficient transportation network for the region.

The first phase of the RapidBus BC project was previewed by Stockwell Day, President of the Treasury Board and Minister for the Asia-Pacific Gateway, Shirley Bond, Minister of Transportation and Infrastructure, Ron Cannan MP Kelowna – Lake Country, Norm Letnick, MLA Kelowna-Lake Country, Steve Thomson, Minister of Agriculture and Lands and MLA Kelowna-Mission, Sharon Shepherd, mayor of the City of Kelowna, and Doug Findlater, mayor of the District of West Kelowna.

This new service has been made possible as a result of over \$21.5 million in funding from the Governments of Canada and British Columbia, the City of Kelowna and ICBC. These funds have been used toward improvements to Highway 97, including the addition of high-occupancy vehicle lanes between Gordon and Highway 33, seven transit stations and new signal communications technology.

As well, the federal and provincial governments, along with the local municipalities of Kelowna and West Kelowna, announced over \$43 million in new funding toward the next phase of development to extend RapidBus service to West Kelowna. This expansion project will include new exchanges and stations at Westside, Boucherie Centre and Westbank Centre.

Additional stations will also be constructed in the downtown Kelowna area, including Gordon and a southbound station at McCurdy. This next phase will also outfit all stations with digital screens providing passengers with real-time schedule information. Once the expansion project is complete, it will save commuters ten minutes on a one-way trip, compared to travelling on a conventional bus route.

The Government of Canada is setting aside a maximum contribution of up to one-third of eligible costs toward this second expansion phase, to a maximum of \$10.9 million, under the Building Canada Fund - Major Infrastructure Component. In addition, \$4.6 million will be provided through the federal Gas Tax Fund. The Province of British Columbia will provide \$24 million, the City of Kelowna will provide \$4.1 million, and West Kelowna will contribute land.

"The Government of Canada is committed to help funding projects that support efficient, environmentally-sustainable transportation," said Minister Day. "This increased service will go a long way toward encouraging residents to choose public transit as a viable transportation option."

The downtown-to-UBCO RapidBus BC route unveiled today will provide service every 15 minutes during peak periods travelling 15 kilometres in high-occupancy vehicle lanes along Highway 97. Buses are equipped with technology that extends green lights at intersections allowing them priority movement with minimal stops.

This phase of the project also includes seven stations featuring low flooring for improved accessibility and unique, modern shelter design based on the provincial wood-first initiative. People living near the RapidBus route will receive free introductory passes in the mail.

In addition, the enhancements to Rutland, an important residential and commercial centre, will provide bus service every 15 minutes during peak periods and buses will be rerouted to provide passengers with more direct options to other transit connections and services to Okanagan College, Kelowna Hospital, and the Mission Centre. A new Rutland transit exchange is also in development to meet the future needs of this key area.

"Expanding transit services in B.C. communities is a key priority under the Provincial Transit Plan, the most aggressive approach to reducing congestion and shrinking our carbon footprint this province has ever seen," said Bond. "It is critical that we provide people with options like Rapid Bus. Enhanced services increase ridership, reduce congestion, and will improve the quality of life in Kelowna and West Kelowna."

"In a growing community like Kelowna, RapidBus and enhanced service for Rutland will help with congestion during peak hours," said Shepherd. "These services are really great for our residents, including UBCO students, offering fast and effective transit to help people get to their destinations quickly."

"An efficient, environmentally and financially sustainable transit system is important for West Kelowna as we know transit is a necessary transportation option for a number of our residents," said Findlater. "RapidBus is a major project for our future and I'm looking forward to it coming to our side of the lake."

"The cost of expanding public transit service in our communities requires the support of all levels of government," said Harry Nyce, president of the Union of British Columbia Municipalities. "Programs like the Gas Tax Fund and the Public Transit Plan demonstrate the commitment of federal and provincial authorities to work with local governments to improve commuting options and reduce greenhouse gas emissions."

The Province of British Columbia launched the \$14-billion Provincial Transit Plan in 2008 with the goal of doubling ridership and reducing greenhouse gases by 4.7 million tonnes, all by 2020.

RapidBus BC provides service with the look and feel of rapid transit, and in some cases, operating on dedicated lane-ways. The strategy identified nine new RapidBus BC lines in high growth urban centres of Kelowna, Victoria, and Metro Vancouver. Projects in all centres are moving forward.