

MINUTES

SPECIAL GOVERNANCE AND PRIORITIES COMMITTEE MEETING
SHAW AUDITORIUM, VANCOUVER ISLAND CONFERENCE CENTRE,
80 COMMERCIAL STREET, NANAIMO, BC
THURSDAY, 2022-APR-21, AT 3:30 P.M.

Present: Councillor Z. Maartman, Chair
Mayor L. Krog
Councillor S. D. Armstrong (joined electronically)
Councillor D. Bonner
Councillor T. Brown (joined electronically)
Councillor B. Geselbracht
Councillor I. W. Thorpe
Councillor J. Turley

Absent: Councillor E. Hemmens

Staff: J. Rudolph, Chief Administrative Officer
D. Lindsay, General Manager, Development Services/Deputy Chief
Administrative Officer
B. Sims, General Manager, Engineering and Public Works
P. Rosen, Director, Engineering
J. Rose, Manager, Transportation
P. Stewart, Manager, Engineering Projects
B. Thomas, Assistant Manager, Transportation
S. Snelgrove, Deputy City Clerk
K. Lundgren, Recording Secretary

1. CALL THE GOVERNANCE AND PRIORITIES COMMITTEE MEETING TO ORDER:

The Governance and Priorities Committee Meeting was called to order at 3:30 p.m.

2. INTRODUCTION OF LATE ITEMS:

- (a) Agenda Item 4(a)(1) Transportation Update - Add delegation from Horst Backe and Melanie Roelfsen.

3. APPROVAL OF THE AGENDA:

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

4. REPORTS:

- (a) COMMUNITY WELLNESS/LIVABILITY:

1. Transportation Update

Introduced by Bill Sims, General Manager, Engineering and Public Works.

- The financial plan has \$1,000,000 identified for Unallocated Pedestrian Transportation improvements in year 2022
- Intention for today is to share Staff's proposed plan for the 2022 pedestrian unallocated funding and receive feedback from the Committee
- Demand for traffic calming is growing

Presentation:

1. Barbara Thomas, Assistant Manager, Transportation, provided a PowerPoint presentation. Highlights included:

- Status of 2021 unallocated pedestrian projects
- Guardian Wave Technology is a new signal activation system that provides touchless operation at pedestrian crossings

Committee and Staff discussion took place. Highlights included:

- Pedestrian crossing technology that uses a camera to detect shapes rather than the need to push buttons
- Camera technology is expensive, and the Guardian Wave is a good interim
- Advantages of the camera technology in terms of accessibility
- Guardian Wave technology provides audible feedback to assist people with sight challenges

Barbara Thomas, Assistant Manager, Transportation, continued the presentation and presented maps indicating the locations of 2021 projects currently underway and the scheduled projects.

Committee discussion took place clarifying that the 2021 scheduled projects on the presented map are intended to be completed this year.

Barbara Thomas, Assistant Manager, Transportation, continued the presentation and introduced the proposed plan for the 2022 unallocated pedestrian funds. Highlights included:

- Staff taking a four streamed approach to enable faster delivery
- Stream one proposes that \$75,000 be allocated towards intersection safety investigations at high crash locations
 - Collision analysis is not rich data and artificial intelligence technology uses algorithms and software to produce better information
- Stream two proposes that \$225,000 be allocated to a pilot speed reduction project in Urban Centres

- Reduce posted speed limits at three locations: Downtown, Vancouver Island University (VIU) and Nanaimo Regional General Hospital (NRGH)
- Partnership with ICBC Road Improvement Program

Committee and Staff discussion took place regarding the pilot speed reduction project. Highlights included:

- Conversation with RCMP will take place pending Council approval
- Downtown, VIU and NRGH areas were chosen based on feedback from public and the road and pedestrian network
- Concerns with speed limit enforcement
- Concerns with success only being measured through public feedback
- REIMAGINE NANAIMO identified Downtown, VIU and NRGH as walk friendly locations
- Lowering speed limits is not effective unless combined with enforcement
- Funding to be allocated towards signage and data collection
- Specific speed reductions will depend on the location
- It has been identified in another case that reducing speed to 30km had negative impact by creating a false sense of security

Barbara Thomas, Assistant Manager, Transportation, continued the presentation. Highlights included:

- Stream three proposes a partnership with the Ministry of Transportation and Infrastructure (MOTI) regarding improvements to the Trans-Canada Highway corridor from Cranberry Avenue to Maki Road
 - City's contribution of \$350,000 and MOTI contribution of \$200,000
 - Goal of delivery is March 31, 2023
- Stream four proposes enhancements at five to seven intersections ranging in cost from \$50,000 to \$70,000 each

Committee discussion took place. Highlights included:

- Prioritizing the Estevan Road intersection
- Factors taken into consideration when identifying the five to seven intersections for pedestrian improvements

Jamie Rose, Manager, Transportation, advised the Committee that the intention for today was to receive feedback, then Staff will return with specific locations.

Committee discussion took place. Highlights included:

- Strong support for improvements to the Trans-Canada Highway corridor from Cranberry Avenue to Maki Road

- Not supportive of the pilot speed reduction project as it stands now
- Request that background information and justification be provided for the chosen five to seven intersections for pedestrian improvements
- Public demand on traffic calming is exceeding City resources

Barbara Thomas, Assistant Manager, Transportation, continued the presentation and provided a status update on the traffic calming projects.

Committee and Staff discussion took place. Highlights included:

- Concerns with speed humps delaying emergency vehicles
- Factors taken into consideration when identifying streets for traffic calming include public demand and data collection
- Public demand for traffic calming has increased drastically over the past three years
- Concern for narrow roads without sidewalks (ie: Lost Lake Road)
- Slowing Departure Bay Beach traffic is a challenge due to the seasonal pattern of the area
- Traffic calming requires an incremental approach to find the least intrusive ways to reach the desired outcome
- ICBC collision data is used; however, is not as current and is often incomplete
- The demand for traffic calming exceeds resources and increasing capacity discussion to be had through the budgeting process
- Potentially reallocating the funds proposed for the pilot speed reduction project to traffic calming projects
- Slowing down traffic through densification
- Unsure of the measurable impact signage will have on safer streets
- Speed humps increasing carbon emissions due to vehicle deceleration and acceleration

Delegation:

1. Horst Backe and Melanie Roelfsen, on behalf of the Lost Lake Neighbourhood Association, spoke regarding the traffic calming project on Lost Lake Road. They expressed confusion on the status of the project and requested that the community be given an update and more information on the results of the project and future steps.

Committee discussion took place regarding communication between the City and Lost Lake Neighbourhood Association.

Jamie Rose, Manager Transportation, spoke regarding the Lost Lake Road traffic calming project results and noted that there were some measures that were successful and other measures that were less effective.

Committee and Staff discussion took place. Highlights included:

- The Lost Lake Road pilot project is complete; however, the traffic calming is incomplete
- Changing to traffic lights system to avoid collisions due to pedestrian and traffic moving at the same time
- Difficulty in changing drivers habits to reduce speeds
- Continuing the Lost Lake Road traffic calming project and reporting back to Council
- More formalized communication channel with neighbourhood associations
- Updating the City of Nanaimo website with traffic calming project information
- Guardian Wave Technology hardware would be City owned and the collected information would be gathered for analysis
- Hardware can be reallocated to different locations and locations will be chosen based on the high crash rates

5. QUESTION PERIOD:

There were no members of the public in attendance who wished to ask questions.

6. ADJOURNMENT:

It was moved and seconded at 5:32 p.m. that the meeting adjourn. The motion carried unanimously.

C H A I R

CERTIFIED CORRECT:

DEPUTY CORPORATE OFFICER