



TRANSPORTATION ADVISORY COMMITTEE
Monday, April 29, 2013
SCRD "Cedar" Room, 1975 Field Road, Sechelt, BC

AGENDA

CALL TO ORDER 10:30 A.M.

AGENDA

1. Adoption of Agenda

MINUTES

2. Draft Transportation Advisory Committee minutes of February 25 2013 **ANNEX A**
Pages 1-5

UNFINISHED BUSINESS AND BUSINESS ARISING FROM MINUTES

3. Highway #101 Speed Limits – RCMP Input – Deferred from February 25, 2013 meeting.
4. Langdale Terminal Master Plan – BC Ferries Input

COMMUNICATIONS

5. Roberts Creek Volunteer Fire Department regarding the Traffic Light at the Intersection of Roberts Creek Road and Sunshine Coast Highway. **ANNEX B**
page 6
6. Jon Hird regarding Determining Appropriate Speed Limits for Municipal Streets. **ANNEX C**
pp 7-8

REPORTS

7. Speed Watch Monthly Report for March, 2013 – For information **ANNEX D**
page 9

NEW BUSINESS

8. Cleaning and Clearing of Ditches
9. Signage on Eastbound Lane of Highway #101 near Roberts Creek Bike Path

ROUND TABLE

NEXT MEETING – June 24, 2013

ADJOURNMENT

**SUNSHINE COAST REGIONAL DISTRICT
TRANSPORTATION ADVISORY COMMITTEE**

February 25, 2013

DRAFT MINUTES OF THE MEETING HELD IN THE CEDAR ROOM OF THE SUNSHINE COAST REGIONAL DISTRICT OFFICES, 1975 FIELD ROAD, SECHELT, BC.

PRESENT:	Director, Electoral Area E, Chair	Lorne Lewis
	Director, Town of Gibsons	Gerry Tretick
	Director, Electoral Area A	Frank Mauro
	Director, Electoral Area B	Garry Nohr
	Director, Electoral Area D	Donna Shugar
	Director, Electoral Area F	Lee Turnbull
	Alt. Director, District of Sechelt	Doug Hockley
 ALSO PRESENT:	Alt. Director, Electoral Area F	Joyce Clegg
	Ministry of Transportation and Infrastructure	Don Legault
	Manager, Transportation and Facilities	Brian Sagman
	Insurance Corporation of BC	Tom Webster
	RCMP	Todd Bozak
	Capilano Highways	Tyler Lambert
	Sunshine Coast Speed Watch	Jon Hird
	Citizens On Patrol, Sechelt	Ruth McLarty
	Constituency Assistant to MLA Simons	Kim Tournat
	Trustee, School District No. 46	Lori Dixon
	Cycling Advocate	Martin Prestage
	S. Sunshine Coast Ferry Advisory Committee	Barry Cavens
	Recording Secretary	Amanda Walkey
	Media	1
	Public	2
 REGRETS:	District of Sechelt, Director	Darnelda Siegers
	BC Ferries, Langdale Terminal Operations Mgr.	Maureen Darragh
	BC Ferries	Darin Guenette
	Trustee, School District No. 46	Silas White

CALL TO ORDER 10:31 a.m.

AGENDA The Agenda was adopted as amended, with addition of the following items under New Business:

- 4a Bike to Work Week
- 9 Earth Day, Transit 2013

MINUTES**Recommendation No. 1** *Minutes*

The Transportation Advisory Committee recommended that the minutes of the January 7, 2013 meeting be adopted as circulated.

UNFINISHED BUSINESS AND BUSINESS ARISING FROM THE MINUTES**Barging of Commercial Trucks**

Chair Lewis noted that City Transfer from Powell River acknowledged that vehicles are transported by barge from the Lower Mainland then return on the ferry. City Transfer indicated that this was part of a sound business plan and that they want barges as full as possible.

Recommendation No. 2 *Highway #101 Speed Limits – RCMP Input*

The Transportation Advisory Committee recommended that the discussion on Highway #101 Speed Limits be deferred until the April 29th meeting.

AND THAT Sergeant McCarthy be invited to attend.

Report on Bike Lane Maintenance Priorities (TraC) – Deferred from October 29, 2012 meeting

Mr. Prestage provided a verbal report and noted that TraC is on Facebook. The Facebook site is encouraging rides to tell about their journey and requests photos and descriptions of trouble spots along their travel routes. Mr. Prestage noted that this is a temporary solution and that TraC has applied for Traffic Fines Grant money for an interactive site.

Mr. Prestage quoted Chapter 1-180 of the BC Highways contract: Pavement Surface Cleaning. Section 3.1.1.f states that: “immediately, upon detection by or notification to the contractor, remove any dirt, debris, sand and/or gravel on paved surfaces that pose a hazard to highway users”. Mr. Prestage requested that Mr. Legault accept this as a notification to have more frequent bike lane cleaning. He indicated that once a year sweep was not enough.

Mr. Prestage advised that the contract with Capilano Highways was set to expire in April 2014 but that a five year extension had been granted late last year. Mr. Prestage questioned MoTI how a five year extension could be granted without any notification to interested parties or the public.

Don Legault commented that the decision to extend was done at Headquarter level.

Recommendation No. 3 *Report on Bike Lane Maintenance Priorities (TraC)*

The Transportation Advisory Committee recommended that the SCRD board send a letter to the regional MoTI office to inquire about the renewal of the Capilano Highways maintenance contract without consultation with interested users such as the SCRD;

AND THAT the maintenance of cycling infrastructure be identified as a concern in the letter with copies to Capilano Highways, Don Legault and Nicholas Simons.

Recommendation No. 4 *Report on Bike Lane Maintenance Priorities (TraC)*

The Transportation Advisory Committee recommended that MoTI report to the next Transportation Advisory Committee meeting April 29th, 2013 regarding the use of the ICBC Road Improvement Program funding for no parking and bike decals on bike lanes.

Bike to Work Week

Mr. Prestage commented that TraC submission for funding through the SCRD for a 2013 Bike to Work Week was turned down during the first round of budget deliberations.

Many of the Directors commented that their electoral areas are in support of Bike to Work Week and funding through grant-in-aid may be available.

Recommendation No. 5 *Unfinished Business Items*

The Transportation Advisory Committee recommended that the following items be received:

- Report on Bike Lane Maintenance Priorities (TraC)
- Report on Bike to Work Week

COMMUNICATIONS**Recommendation No. 6** *Correspondence*

The Transportation Advisory Committee recommended that the following correspondence be received:

- Alan Saunders regarding BC Ferries as our Highway
- Patrick Livolsi, P. Eng. MoTI regarding Staff Travel Restrictions

REPORTS

Staff report dated January 7, 2013 - Town of Gibsons OCP Amendment Bylaw # 985 Revision to Subdivision and Development of Services Policies (Referral from January 17, 2013 Planning and Development Committee)

Discussion ensued regarding the pros and cons of the Staff Report dated January 7, 2013 regarding the Town of Gibsons OCP Amendment Bylaw #985 Revision to Subdivision and development of Services Policies.

Recommendation No. 7 *Staff Report Dated January 7, 2013 – Town of Gibsons OCP Amendment Bylaw No. 985*

The Transportation Advisory Committee recommended that the staff report dated January 7, 2013 titled the “Town of Gibsons OCP Amendment Bylaw # 985 Revision to Subdivision and Development Services Policies” be received.

Speed Watch Monthly Report for January, 2013

Recommendation No. 8 *Speed Watch Monthly Report for January, 2013*

The Transportation Advisory Committee recommended that the Speed Watch Monthly Report for January, 2013 be received.

NEW BUSINESS

Earth Day 2013

Director Shugar inquired if the Transit Future bus will be able to attend Earth Day.

Mr. Sagman responded that it would be available for Earth Day and that although the bus pullout is a little narrow, it is long enough and SCRD transit staff will cone off the pullout for the event.

Director Shugar inquired if the Music on the bus has required funds.

Mr. Sagman responded that transit tickets or monthly pass may be used for payment for the musicians. He also indicated that he may have to go to the board for approval on this topic as it is a new concept.

ROUNDTABLE

Alternate Director Hockley discussed an idea for Speed Watch on Highway 101 relating it to his experience traveling in Alberta. He explained that there was a posted sign, before and after a speed watch area. A camera took pictures of the front and back of vehicles and speeders were ticketed by mail. He indicated that this does not require a lot of manpower and it would be great to try to incorporate this on the Sunshine Coast.

Director Clegg commented that three projects on New Brighton Dock are being worked on by Transport Canada.

Mr. Cavens reported that BC Ferries has scheduled a meeting early next week to discuss the Langdale Terminal Master Plan. He indicated that although BC Ferries was not mentioned in the Ministry's annual plan he will make sure that the Minister is aware that BC Ferries service is an important issue.

Director Shugar expressed concern about water from ditches coming on to private property.

Ms. Dixon indicated that she was happy to be back with the committee and that her main concerns are kids and safety.

Constable Bozak commented that April 29, 2013 is the last TAC meeting before the May long weekend and that it would be great for BC Ferries to attend this meeting to discuss holiday traffic management.

Mr. Legault commented that he has four flip down signs for the bypass to slow traffic to 50km/h during peak times if required.

Recommendation No. 9 *Invitation to BC Ferries to attend April 29 TAC meeting re Traffic Management*

The Transportation Advisory Committee recommended that a BC Ferries representative be invited to attend the April 29, 2013 TAC meeting to discuss traffic management around the Langdale Terminal.

Director Turnbull commented that there are three very bad corners down Marine Drive towards Gibsons for biking.

Mr. Hird commented that ICBC may be able to help out with an unmanned reader board.

NEXT MEETING **April 29, 2013**

ADJOURNMENT 11:54 pm

The recommendation below from the March 14th Community Services Committee was adopted by the SCR D Board on March 28th.

Recommendation No. 29 *RCVFD 2012 Annual Report*

THAT the Roberts Creek Volunteer Fire Department 2012 Annual Report be received;

AND THAT the recommendation on Page 7 of the report be forwarded to the Transportation Committee for comments as follows:

“The traffic light at the intersection of Roberts Creek Rd and Sunshine Coast Hwy was much needed and its installation continues to be appreciated by the community. There are however some problems with its operation. The duration of the north/south light is so short (7 seconds) that no more than two cars can make it through the intersection before the light changes to amber. The third car invariably enters the intersection on the amber light and many times subsequent cars will run the red light in order to avoid a long wait until the next green. There has already been one serious crash that can be, in our opinion, attributed to impatience with the light sequencing. Another serious problem that the fire department has had to deal with is that cars lined up at the intersection tend to stop in front of the fire hall entrance effectively blocking access to responding fire fighters and also the exit of fire apparatus. The Department of Highways has responded to our request to have a crosshatch pattern painted on the road signifying “No Stopping” in front of the fire hall entrance however many drivers choose to ignore it. This is no doubt due to the short traffic light which encourages drivers to bunch up bumper to bumper so as to be set to quickly get through the intersection. We would like to encourage the board to lobby the Department of transport to reprogram the traffic light programming.”

FROM:
Jon Hird
709 School Road
Gibsons, BC
V0N 1V9

April 16, 2013

TO:
Transportation Advisory Committee
Sunshine Coast Regional District

In January, 2013, Victoria City Council voted unanimously to present a proposal to the Union Of British Columbia Municipalities to lobby the Provincial Government to amend the Motor Vehicle Act regarding speed limits in municipalities. See attached excerpt from Minutes.

The City of Victoria has determined that a posted maximum speed of 40 km/h would be more appropriate for its residential streets than the existing province-wide maximum of 50km/h, and would like to see the Motor Vehicle Act changed to reflect that determination. To be clear, Victoria's proposal states that *all* municipalities in BC should have a default maximum of 40 km/h.

As much as I applaud the progressive and courageous stance adopted by Council members in Victoria to advocate for a lowering of the Municipal Speed Limit Statute, I really must disagree with their proposal.

Although municipalities around the globe (European Union, UK, Australia, even cities in the US) are moving towards lower speed limits for neighbourhoods, as well as some closer to home, such as Burnaby and Vancouver, there is a trend towards allowing individual municipalities, even single neighbourhoods, to determine what speed limit is most appropriate for their particular streets.

What is fundamentally wrong with the proposal from the City of Victoria is the unworkable, "*one size fits all*" approach to setting speed limits. It's precisely *this* approach that has generated so much dissatisfaction with the 50 km/h statute; Forty is, I'm sure, a perfectly appropriate speed for Victoria. But it's not for every town and city in the Province. Some, probably most, will prefer to have 50 on their residential streets, just as others would like to see the limit for their quaint seaside towns set at 30.

So I would like to suggest that an alternative, more practical, as well as progressive proposal be presented at the UBCM Convention in September, titled -

Determining Appropriate Speed Limits for Municipal Streets

"WHEREAS local governments are concerned that resident safety on municipal streets is paramount, and that lower vehicle speeds reduce the severity of injuries to pedestrians in vehicle/pedestrian collisions; and that quality of life in residential neighbourhoods is directly affected by traffic speed;

THEREFORE BE IT RESOLVED that UBCM lobby the Province of British Columbia to amend the Motor Vehicle Act to permit each Municipality to determine and implement the appropriate maximum permissible speed on a highway in that municipality, deemed to be a residential street, up to a maximum of 50 km/h."

On behalf of the hundreds of residents who have approached me over the years to discuss their concerns regarding traffic speed in their neighbourhoods, I would ask delegates attending the upcoming UBCM Convention to seriously consider supporting this, or a similarly worded proposal as a first step towards the implementation of speed limits that would transform our neighbourhoods from mere thoroughfares for vehicles back into those places where we actually live and play.

I firmly believe that the residents of every neighbourhood in every municipality in British Columbia would welcome the opportunity to have a say in determining speed limits on their residential streets, a choice millions of residents around the world presently enjoy.

Thank you for your consideration of this matter.

Respectfully,

Jon Hird

City of Victoria

(from) MINUTES OF THE GOVERNANCE & PRIORITIES COMMITTEE MEETING HELD THURSDAY, JANUARY 10, 2013, 10:30 A.M.

Councillor Madoff moved that Committee recommends that Council direct staff to forward the following resolution to the Association of Vancouver Island and Coastal Communities for their consideration:

Reducing Default Speed Limits for Municipal Roads

WHEREAS local governments are concerned about resident safety on municipal streets, and lower vehicle speeds reduce the severity of injuries to pedestrians in vehicle/pedestrian collisions;

AND WHEREAS consistent province-wide speed limits promote driver awareness and ease enforcement between municipalities;

THEREFORE BE IT RESOLVED that UBCM lobby the Province of British Columbia to amend the *Motor Vehicle Act* to limit the speed limit on a highway in a municipality to 40 km/h.

Committee discussed the motion as follows: Options around the wording of the motion; adding “default” speed to the final line of the motion, or “as otherwise posted”.

Action:

Councillor Madoff moved that Committee amend the motion as follows:

Reducing Default Speed Limits for Municipal Roads

WHEREAS local governments are concerned about resident safety on municipal streets, and lower vehicle speeds reduce the severity of injuries to pedestrians in vehicle/pedestrian collisions;

AND WHEREAS consistent province-wide speed limits promote driver awareness and ease enforcement between municipalities;

THEREFORE BE IT RESOLVED that UBCM lobby the Province of British Columbia to amend the *Motor Vehicle Act* to limit the **default** speed limit on a highway in a municipality to 40 km/h.

CARRIED UNANIMOUSLY 13/GPC011



SPEED WATCH MONTHLY REPORT FOR March, 2013

GROUP Sunshine Coast **COORDINATOR** Jon Hird

PHONE 604 886 4578 **FAX** **E-MAIL** jmhird88@yahoo.ca

High Crash Locations (Intersections or Corridors)	# of SpeedWatch Deployments	Total Vehicles Checked	Above 11 km/h	# of deployments with police presence
Location Gibsons Elementary School	6	1504	70 (4.7%)	0
Sunhaven School, R Creek	1	116	8 (6.9%)	0
Rte 101 nr Field Rd 60 km/h (marked deployment)	1	256	* 75(29.3%)	0
Rte 101 nr Field Rd 60 km/h (unmarked deployment)	1	468	133 (28.4%)	0
Reed Rd at Park 50 km/h	1	161	17 (10.6%)	0
Pratt Road, Area E 50 km/h	1	196	4 (2%)	1
Shaw Rd, Gibsons 30 km/h	1	117	14 (12%)	0
TOTALS	12	2818	321 (11.4%)	1

Total visibility hours Volunteer hours	23
Total admin hours	7
TOTAL HOURS	30

* 1x 101 km/h
in 60 km/h
zone

# of Warning Letters issued	0
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Comments
 SC Speed Watch to participate in Volunteer Fair, April 27, '13.
 Continued focus on School Zones.