

**City of Chilliwack**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**MINUTES OF MEETING**  
**THURSDAY, SEPTEMBER 28, 2023, 3:00 pm**  
**Dogwood Room / Held Electronically**

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**Council Members:** Councillor Jeff Shields, Co-Chair

**TAC Members:** Rob Ringma, Senior Manager, Government Relations, BC Transit  
Margaret Reid, Board of Education, Chilliwack School District #33  
Wayne Williams, SD33, Manager of Transportation  
Bryden Nelmes, Community Member  
Brent Bowker, Community Member  
Ann McNabb, Community Member

**City Staff Members:** Doug Mossey, Manager of Transportation and Drainage  
Colette McDiarmid, Supervisor of Roads, Transportation, Drainage & Dyking  
Jaimie Tocher, Recording Secretary

**Regrets:** Councillor Jason Lum, Co-Chair  
David Hill, ICBC  
Tanis Hatch, ICBC  
Neal Moulton, Area Manager, Fraser Valley South, Ministry of Transportation  
Marlon Hall, Chamber of Commerce  
Constable Mike Sabulsky, Acting NCO i/c RCMP, Traffic Section  
Andrew Pipke, Senior Road Safety Specialist

**1. CALL TO ORDER**

Co-Chair Shields called the meeting to order at 3:05 pm and provided territorial acknowledgement.

**2. ADOPTION OF AGENDA**

Moved / ) That the Transportation Advisory Committee Agenda for Thursday, September 28,  
Seconded ( 2023 be adopted as circulated.

Carried Unanimously

**3. ADOPTION OF MINUTES**

Moved / ) That the Minutes of the Transportation Advisory Committee Agenda held Thursday,  
Seconded ( June 22, 2023 be adopted as circulated.

Carried Unanimously

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**4. DELEGATION / PRESENTATION**

**BC Transit Update**

Rob Ringma, Senior Manager, Government Relations, BC Transit, provided the following update:

- Transit Ridership – Provincial Ridership numbers and Ridership Recovery Tracking; BC Transit recently announced that they have reached 100% ridership recovery from the 2019 pre-covid levels; specifically, Central Fraser Valley, Chilliwack and FVX Ridership numbers, which are leading the recovery.
- Transit Improvement Program – Expansion improvement initiatives include increased transit network – i.e. improved weekday service frequency to every 15 minutes on certain routes, plus extended service on the weekends; handyDART service expansion, as they are currently heavily over-subscribed with all buses consistently booked full, so need additional vehicles and extension of service in the evenings to align with Conventional bus service, as well as increased coverage to 7 days a week.
- Modernized electronic fare payment – New app being introduced called UMO allows people the options to pay with the mobile app or use a reloadable smart card in Phase 1; Credit and debit card payments roll out in phase 2, with cash still always accepted; Public engagement and Education will occur in December 2023, with the roll out of the program in 2024.

Discussion ensued regarding the levels of service, fleet resources, leftover effects from the strike, such as a backlog of busses that need maintenance, intermittent service disruptions, and hours of operation in regards to the handyDART service. There are challenges regarding being able to service all customers, especially in remote areas such as Cultus Lake, as well as time delays on procurement of new vehicles, with recent increased wait times. There are also logistical challenges as to how to incorporate battery electric bus suppliers, charging stations, etc.

BC Transit feels positive that the Province will be supportive in funding transit expansion this year.

**5. OLD BUSINESS / ACTION ITEMS**

**Transportation Design & Construction Projects update**

Colette McDiarmid, Supervisor of Roads, Transportation, Drainage and Dyking, provided an update on the following Transportation Design and Construction projects:

1. Chilliwack River Road – Vedder Road and South Sumas Road intersection improvements (road widening, storm sewer system, designated southbound and northbound left turn lanes, new street lighting, roadway markings and signage, curb, gutter and 3m sidewalks)
2. Tyson Road – Evans Road to Watson Road (roadway widening and construction - 3m wide multi-use Pathway on both sides)
3. Keith Wilson Road – Tyson to Garrison Blvd. (road widening and reconstruction, bike lanes on north side, south side will have 3m wide multi-use Pathway on south side, road geometry improvements to the roundabout at Tyson)

**5. OLD BUSINESS / ACTION ITEMS (continued)**

4. Chilliwack Airport runway expansion – The engineering design contract has been awarded to Stantec, with design to be completed this Fall, tender this Winter and construction projected for Spring/Summer 2024. This was recommended after the 2021 Flood event and will provide enhanced safety, emergency response, firefighting and medevac services.
5. Active Transportation design projects:
  - Mary Street, from Hodgins to Princess – on-street bike lanes, pedestrian bulges for safety
  - Knight Road from Topaz to Evans Road – protected bike lanes with raised concrete medians, bus stop refuge areas, plus the Knight Road railway crossing for which design is underway with SRY and McElhanney
  - Luckakuck Way - from Mark's Retail store past Superstore to the Valley Rail trail; there will be a signalized intersection at the north access of the parking lot and Multi-use pathway from the signal to the Valley Rail Trail.
6. Transportation Engineering design projects:
  - Yale Road sidewalk from Kerr to Parr Road
  - Knight Road multi-use pathway from SRY to Chilliwack River Road
  - Edward Street sidewalk from Hocking Avenue to Spadina Avenue
  - Downtown breezeway pedestrian connection with sidewalk and relocation of crosswalk on Yale
  - Yale Road Downtown upgrades to curb, sidewalk, drainage and lighting
  - Luckakuck Way and Vedder Road intersection widening and signalization upgrade
  - Ross Road – Jinkerson to Lindeman connection; curb, sidewalk, road, drainage and street lighting preliminary design.
7. Victoria Avenue Parking Lot Phase 1 – conversion of Victoria Ave to one-way traffic from Young Road to Nowell Street to allow for additional on-street parking; Phase 1 to include 41 new parking stalls with 2 electric vehicle chargers; Phase 2 to include 17 new parking stalls; construction is underway.

Discussion ensued regarding Prest Road between McGuire and Bailey Road, as well as the status of a pedestrian cycling bridge over Hope River (Williams St bridge). Staff clarified that they are ready to proceed to a Request for Expressions of Interest for the cycling bridge and there is already an open road allowance within the proposed span location.

Wayne Williams posed a question regarding a full signal light near Mt. Slesse School and Tyson Road, stating that the light delay is so long, traffic quite often backs up into the roundabout. Discussion ensued regarding the possibility of replacing it with a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing. A concern regarding the dog park coming out of Vedder park at Petawawa and Dieppe was also discussed, as there is no stop sign currently. Staff confirmed that there used to be a stop sign and will reach out to Operations crews to have it replaced.

## 6. NEW BUSINESS / DISCUSSION

### 1. Traffic Calming

Doug Mossey, Manager of Transportation and Drainage, provided a presentation with respect to traffic calming. An overview on the history of traffic calming was given, including associated practices such as paved shoulders, raised crosswalks, speed humps, traffic buttons and curbs. After years of traffic calming requests and petitions, Council placed a moratorium on any further traffic calming projects in May 2001.

Revisiting the Moratorium – why is traffic calming so contentious:

- Only certain roads are eligible for traffic calming
- Traffic actually increases on parallel routes
- Conflicting opinions within neighbourhoods
- Public opinion and effectiveness do not always match
- Bias towards owner-occupied streets
- Petition-based systems become very political and road safety is prioritized based on influence and the ability to organize
- Traffic calming can be a challenge for cyclists, oversize/emergency services vehicles;
- Traffic calming can become costly, depending on the application
- Popularity of traffic calming can change depending on who lives on the street at the time
- Many City schools and parks are not on roads that are eligible for traffic calming.

Best practices have been established recently, such as the 2018 Transportation Association of Canada traffic calming guide, the 2019 BC Active Transportation Design Guide and the BC Community Road Safety Toolkit. Mr. Mossey stated that the City is looking to review the current traffic calming policy in order to define traffic calming and the methods for implementation that would work for Chilliwack specifically, with the goal to reduce speeds using a data-driven approach. Staff are looking for Committee members feedback in order to develop a policy and process to present to the Committee and then to bring those recommendations to Council.

Discussion ensued regarding possible resources such as a report done by ISL Consulting a few years ago, as well as various traffic calming information links, which are to be provided to Committee members to review and the topic revisited at the next meeting in 2024. Please find attached the ISL Report and below various links providing more information about traffic calming.

BC Community Road Safety Toolkit:

- <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/bc-community-road-safety-toolkit>

Another great resource from the United States is PEDSAFE: The Pedestrian Safety Guide and Countermeasure Selection System. This includes links to brief explanations and case studies about 67 different engineering, education, and enforcement countermeasures. It can be found at the following link:

- <http://www.pedbikesafe.org/PEDSAFE/countermeasures.cfm>

Another similar one to the above is the Institute of Transportation Engineers Traffic Calming Measures Guide. It can be found at the following link:

- <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>

**6. NEW BUSINESS / DISCUSSION (continued)**

With the BC Active Transportation Design Guide being over 500 pages long, it's too difficult to point out specific pages for the committee to read. Here is the link in case anyone wishes to review it:

- [https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14\\_bcatdg\\_compiled\\_digital.pdf](https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf)

**2. Accessibility Initiatives**

Doug Mossey, Manager of Transportation and Drainage, gave an update regarding some of the City of Chilliwack's accessibility initiatives within the City of Chilliwack:

- Identify priority intersections that don't have wheelchair letdowns and prioritize according to budget for construction in that regard
- Active Transportation Plan – identified missing links for sidewalk project priorities
- Ongoing design and construction of multi-use pathways (ie. Chilliwack River Road, Tyson, Keith Wilson and Downtown)
- Each year an ongoing audible-signal installation program at signalized intersections.

Discussion ensued regarding the inventory list where curb letdowns are needed in the City, as well as possible tactile surface indicators in the future.

**3. E-Bikes, E-Scooters & Net Zero Emission Vehicles (NZEVs)**

Doug Mossey, Manager of Transportation and Drainage spoke regarding:

- E-Bikes – discussion with Public works and Parks Departments about the Rotary Trail and Provincial regulations for e-bikes. If bicycles meet the definition of a bicycle provincially (i.e. less than 500 watts, goes less than 32km/hr and pedal-actuated mechanics), then they are allowed in bike lanes and multi-use paths.
- E-Scooters – The Province has a pilot project for allowing them in select communities and is collecting data, but the pilot project is now closed for new participants. They are putting data together and will come up with a report to release the findings.
- NZEV – Non-Zero Emission Vehicles are similar to a glorified electric golf cart. Discussion ensued regarding special permits and the review on a case by case basis for people looking to utilize these in City rights-of-way rather than looking into a possible bylaw to allow them on Chilliwack roads.

Discussion ensued regarding the need for posted E-Bike standards and speed limitations in places like the Rotary Trail, as well as bike lanes and the City's website and social media.

**7. OTHER****8. INFORMATION / CORRESPONDENCE****• Annual Review of Member Appointments**

Chair Shields noted that all member appointments may be reviewed annually at Council's discretion, or will be done after a Council re-election takes place.

Discussion ensued regarding moving to a 3:30 pm start time and Chair Shields asked for the new starting time to be noted for the next meeting in 2024.

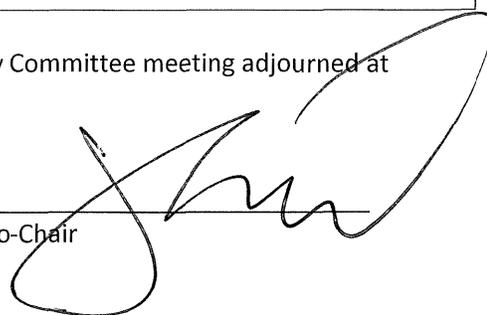
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**9. NEXT MEETING**

The next *tentatively* scheduled Transportation Advisory Committee meeting is on Thursday, February 22, 2024.

**10. ADJOURNMENT**

There being no further business, the Transportation Advisory Committee meeting adjourned at 5:11 pm.

  
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Co-Chair