

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
January 16, 2014 at Noon

Present: Councillor Vic Derman (Chair), Jo-Lee Bertrand, David DeShane, Judy Gaylord, James Grayson, Paige MacWilliam, Corey Newcombe, Ray Straatsma and Darrell Wick.

Staff: Mike Lai, Manager of Transportation; Garry Darrah, Parks Planning and Design Manager; Police Sgt. Alan Gurzinski; Steve Holroyd, Engineering Planner/Designer; Ivan Leung, Engineering Technician; Tania Douglas, Senior Committee Clerk.

Guests: John Hicks and Corey Burger, Capital Regional District

The Chair introduced Corey Newcomb as a new member to the committee and roundtable introductions were made.

Minutes

MOVED by J. Gaylord and Seconded by J. Grayson: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held November 21, 2013 and the special meeting of December 12, 2013 be adopted as circulated."

CARRIED

CHAIR'S REMARKS

Members were thanked again for their time for participating in the special meeting of December 12, 2013 regarding the Draft Shelbourne Valley Action Plan (SVAP). The Chair looks forward to a productive year and advised that he has two books available to borrow, entitled "Reclaiming our Cities and Towns" and "Street Reclaiming" should anyone be interested. The books explain why you want to look very carefully at how we use our streets.

In response to a question, he stated that staff members have been away and hope to provide a response to committee comments that were made about the SVAP in the near future. Members can still send individual comments in regarding the draft SVAP, however the committee has no official position yet.

SCHEDULE OF REGULAR COMMITTEE MEETINGS

No members wished to change the current meeting schedule.

Motion: MOVED by P. MacWilliam and Seconded by D. Wick, "That the Bicycle and Pedestrian Mobility Advisory Committee continue to hold its regular meetings on the third Thursday of the month at noon."

CARRIED

CRD DRAFT REGIONAL TRANSPORTATION PLAN

Mr. John Hicks, CRD Senior Transportation Planner, presented information about the CRD Draft Regional Transportation Plan (RTP). The following was noted:

- The process started in February 2012; there are a variety of participants and stakeholders. Localized plans are to be incorporated within the regional plan.
- The Regional Sustainability Strategy (RSS) is focused on land use and growth management; it is hoped that this can be integrated into the RTP.
- Key themes of the RTP include integrating transportation and land use; creating exceptional environments for walking and cycling; taking transit to the next level; getting the most out of roads and trails; and influencing travel behaviour.
- A table of RTP outcome statements and actions was presented which includes an implementation timeline, the overseeing authority, and resources needed to implement the Plan.
- Ministry of Transportation and Infrastructure has jurisdiction over major inter-regional connectors (eg. Hwy. 1, 14, 17) that traverse some municipalities.
- There currently are limited options for funding sources. Funding applications can be made for regionally significant projects.
- A proposed transportation committee and working group structure was presented.
- The hope is to consolidate existing CRD functions under one service including Regional Information Service, Transportation Modeling and Data Collection Programs, Transit Service Agreements in Electoral Areas, and Regional Trails and Docks.
- The existing regional transportation service organizational structure or model can complete 32 actions from the themes described earlier; an expanded structure could complete all 50 actions.
- The hope is to present to each Council for comments and then to the CRD Board in April or May this year for final endorsement. Once adopted they can apply for funding.

Committee comments and responses to committee questions were noted as follows:

- The proposed Transportation Advisory Committee will make recommendations to elected officials for funding.
- The Shelbourne Valley Action Plan (SVAP) seems auto-oriented. There is nothing in this presentation about education and helping people consider other systems of transportation.
- BC Transit needs more funding as there will be no shift unless rail is brought in. Busses are not as successful as rail service.
- It would be nice to see the specific criteria necessary to receive funds from the Gas Tax Fund.
- Stronger language could be used on the section regarding corridors; it should be proven that expansion on road networks is needed.
- Linking land use and transportation is key and needs to be stressed. Transportation is the enabler of land use; transportation decisions should support land use.
- Successful streets have multiple purposes and places of exchange and do not just move vehicles. The plan should show a future reduction in single occupant vehicles.
- A suggestion was made to have a shorter 5-7 year goal.
- Specific to cycling, the priority action doesn't seem to reflect committee goals. The need for high quality design and infrastructure for cycling isn't shown. Looking at the best practices of others, as well as looking at how to attract new users (changing mode share) is important.
- Funding will be directed to areas of priority.

- Land use should be in the Transportation Demand Management program (TDM).
- Showing the actual cost of moving people in single occupant vehicles versus other modes of transportation should be shown.
- There are difficult political decisions to be made, and cross-jurisdictional issues.

Committee members can provide further feedback to the Manager of Transportation. If further clarification of the draft plan is required, members can contact Mr. Hicks directly at jhicks@crd.bc.ca

BICYCLE LANES: SHELBOURNE STREET NORTH OF MOUNT DOUGLAS MARKET AND ON FELTHAM ROAD

The Transportation Manager and the Engineering Planner/Designer were present to respond to questions. The following comments and responses to comments were noted:

- The portions of Shelbourne Street between Torquay and Mount Douglas Park and Shelbourne Street/Feltham Road areas are important links and will be implemented after the Shelbourne Valley Action Plan (SVAP) is finalized.
- Phase I was done toward Mount Douglas Park. The intent was to move to Phase II, but the SVAP resulted in a stall of the project. It is important to make sure the link is integrated properly.
- It is currently difficult to get to Mount Doug Market and shopping centre; better access is needed.
- Reconfiguring the Shelbourne/Feltham intersection is planned; it could affect driveway access near the intersection, some on-street parking and possibly transit stop locations. All of these factors need to be examined.
- It is important to try to keep the bicycle lane standards the same all the way up Shelbourne; concern was expressed about bicycle lanes with different standards.
- Funding is an issue for completing the work.
- Bicycle lanes are planned on Feltham Road from Cedar Hill Road to Tyndall Ave.

Motion: MOVED by D. Wick and Seconded by J. Grayson, “That the Bicycle and Pedestrian Mobility Advisory Committee request staff re-examine the rationale for the delay in undertaking bicycle improvements on Shelbourne Street from Torquay Drive to Arbordale, and also sections of Feltham Road east of Shelbourne Street, and possibly east of Lambrick Way, and report back to the committee in this regard. In particular, the committee is interested in seeing if improvements on the Shelbourne Street section north of Torquay might be accomplished in the near future, independent of improvements north of Torquay Drive.”

The Chair noted that proceeding in this manner would provide considerable advantages to the surrounding community without foreclosing options that could result from the Shelbourne Valley Action Plan.

The Motion was then Put and CARRIED

The Transportation Manager was asked to provide the background information regarding the above projects. He was also asked to provide an update on proposed lanes along Feltham Road up to the church.

COMPLETE STREETS – CYCLE TRACK DESIGN

The Engineering Technician provided an update with information from the City of Portland and the City of Richmond regarding cycle tracks. Comments from staff and committee members were noted as follows:

- The application of raised versus buffered tracks are project specific.
- Portland had good feedback from cyclists who reported that vehicles do not encroach onto raised tracks unless in a driveway.
- Portland's lanes are five feet wide; ours will be about 6.5 feet wide (2.2 metres), which provides passing room.
- Raised tracks are about 4 inches higher than the roadway.
- At intersections and driveways the lines are painted differently. Overall a raised track provides good design and operation.
- In terms of cleaning, a street sweeper can be used when the cycle track is next to the road. Residents will need education on where to safely place their garbage cans.
- Snow clearing will need to be discussed; the current method being used pushes snow onto bike lanes and sidewalks.
- The City of Richmond also received a positive response regarding their cycle track on No. 3 Road and noted an increase in ridership.

Staff was asked to provide photos of examples of Richmond and Portland cycle tracks, specifically areas that have driveways and intersections. Information about lessons learned by these municipalities was also requested.

For future discussion:

- Maintenance standards for bicycle lanes and sidewalks.
- Quadra Street/Cook Street intersection: conflict with having a curb bicycle lane with the number of people making right turns.

ADJOURNMENT

The meeting adjourned at 2:00 p.m.

NEXT MEETING

Next meeting is Thursday, February 20, 2014.

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary