

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room No. 2

September 18, 2014, at Noon

Present: Councillor Vic Derman (Chair), David DeShane (12:15 p.m.), Judy Gaylord, James Grayson, Corey Newcomb, Ray Straatsma and Darrell Wick

Staff: Steve Holroyd, Engineering Planner/Designer; Garry Darrah, Parks Planning and Design Manager; Police Sgt. Alan Gurzinski (12:55 p.m.); Troy McKay, Engineering Technician; Tania Douglas, Senior Committee Clerk

Minutes

MOVED by J. Grayson and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held June 19, 2014, be adopted as amended."

CARRIED

CHAIR'S REMARKS

The Chair advised that the issue of secondary suites in the area north of McKenzie Avenue was recently discussed at Council. He noted that there are only two more meetings of Council before the local government elections on November 15th, and that he would like to send a memo out regarding cycling priorities by the October committee meeting. Lastly, he advised that he will present his Natural City presentation at the University of Victoria on September 19, 2014.

TILLICUM ROAD COMPLETE STREETS PROJECT UPDATE

Correspondence from E. Pullman, President, Greater Victoria Cycling Coalition was circulated to committee members.

The Engineering Technician and the Engineering Planner/Designer were present to provide an update on the Tillicum Road Complete Streets project. The following was noted:

- This is the first phase of a 3-phase project. Parsons Inc. (formerly Delcan) was hired for the design work.
- The tender should go out by January and works should start in April or May 2015. There is significant underground work to be done.
- In October 1, 2014, a public information session will be held at New Life Church to present the final conceptual design.
- The project is 1,600 metres long. The concept considers trees, sidewalks, bike lanes, parking, stormwater management, medians and street lighting.

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

- Lights with delay buttons need to be considered; there are technical difficulties in trying to control the lights properly.
- Engineering and Parks Departments are working together to create an entrance into Saanich at the Tillicum/Galloping Goose Trail intersection.

- 1.6 metre buffered bicycle lanes (with a .55m buffer) similar to the painted buffers on McKenzie Avenue are planned. Rain gardens will be installed within the project.
- A suggestion was made to use rumble strips in addition to paint for the buffer.
- Driveways are a big concern; bicycle lanes placed beside curbside parking spots appears to be the safest option.
- Improvements need to make cycling more safe and attractive for all ages and not just commuter cyclists.
- The design as presented allows for future changes (eg. knock down bollards with spacing), if required. Consideration has to be taken with regards with street sweeping and maintenance issues.
- There are many buffered lanes in Saanich, some direction from the committee would be useful in terms of ideas for desirable types of buffers.
- Tillicum at Carey Road will be turned into a T-intersection; bikes going straight through and left will be between the two lanes. Right turn lane can be used for right turns. It was suggested that sharrows be added and/or having signage stating that traffic needs to yield to traffic.
- In the long term, Carey Road will see a larger increase in traffic than Tillicum due to the completion of Uptown.
- Green painted areas will be used where cars cross bicycle lanes or in any other conflict areas.
- A large number of boulevard trees will be planted between Kamloops Avenue and Tillicum Road, and it is hoped that some residents will plant trees on their properties as well. It was suggested that the Community Associations may be able to help in this regard.
- Street parking was discussed; parking studies were done and the plan does not over-provide parking. The width of parking spots should be adequate for the average car to not interfere with passing cyclists. Parking spots create a hard edge for landscaping, and is balanced with rain gardens and tree plantings.
- A suggestion was made to investigate parking on one side of the street only.

The topic of buffered lanes will be discussed at the October meeting.

WAYFINDING UNDER CRDs PEDESTRIAN AND CYCLING MASTER PLAN PROJECT

Over the summer, committee members requested that the Chair be asked to write to the CRD and request that the committee receive another presentation of the CRD's way-finding document.

The Chair advised that he contacted the CRD and he has not heard back from them yet. He pointed out to the CRD that the committee felt the need for further discussion and this being a regional issue, Saanich should have input. He will continue to try to reach them. It was noted that the CRD did explain that they had communicated with Saanich staff about receiving input however staff shortage may have been a factor on our end.

A background/history regarding way-finding in Saanich was provided by D. Wick. The importance of having good cycling infrastructure and signage was stressed, and the suggestion was made to request that the CRD re-examine and take into account the significant work already done by Saanich.

To be discussed further at a future meeting: way-finding maps and consistency with the strategy.

CYCLIST SAFETY ON BLENKINSOP ROAD

Discussion occurred regarding a letter dated June 16, 2014 from the Blenkinsop Valley Community Association, which requests support in designating the existing pedestrian path on the southbound side of Blenkinsop Road from Royal Oak Drive to Lohbrunner Road as multi-use. It was noted that the Lochside trail is very close by but is not paved at this time; the cyclists using Blenkinsop Road are fast riders and prefer a paved trail.

*** R. Straatsma left the meeting at 1:06 p.m. ***

It was noted that the cost of paving the Lochside Trail is the CRD's responsibility. Staff were asked to investigate the costs and design issues associated with adopting the request made by the Blenkinsop Valley Community Association.

The Chair will write a response to the Blenkinsop Valley Community Association and approach the CRD with regard to paving the Lochside Trail in this area.

Motion: MOVED by D. Wick and Seconded by J. Grayson, "That the Bicycle and Pedestrian Mobility Advisory Committee supports asphalt paving on the unpaved sections of Lochside Trail between Royal Oak Drive and McKenzie Avenue."

CARRIED

BIKE/WALK LOCAL MAPS

A discussion occurred regarding signage and the two-sided sign installed at Lochside Trail and Royal Oak Drive. Several of these signs were planned to be installed and members would like see this project resurrected.

The Parks Planning and Design Manager noted the sign style is similar to the Centennial signs. In response to a comment that Centennial signs do not show local connectors, he stated that the signs could be modified to show them.

Motion: MOVED by D. Wick and Seconded by D. DeShane, "That the Bicycle and Pedestrian Mobility Advisory Committee request a report from staff on the possibility of expanding way-finding signs; keeping with the intent of the original prototype on Lochside Trail and Royal Oak Drive."

CARRIED

Other comments noted:

- It was suggested that electronic way-finding should be considered for the maps.
- There is a need to get local connector information out there.
- The functional value of the CRD map was discussed; major cycling destinations could be added to their maps.
- Recreation centres should have maps that show various ways of getting there.
- Municipal way-finding is part of planning however it was not clear if it is the responsibility of the CRD or Saanich. The Chair will send an inquiry to the Planning Department in this regard.

PEDESTRIAN AND BICYCLE CONSIDERATIONS ON RESIDENTIAL STREETS

The issue with parking cars on residential streets that have no sidewalks was raised. This can be hazardous as it forces pedestrians to walk in the street. Bicycle local connectors usually follow residential streets, and the same problem happens with vehicles parked on the street. Extra parking requirements for secondary suites doesn't help this problem.

Alternatives were presented and discussed. It was recommended that this issue be forwarded to the Administrative Traffic Committee and to the Engineering and Planning Departments for review and further comments.

The Chair stated that the area to the south of McKenzie Avenue where suites are permitted is a compact area with good transit options. The newly proposed area north of McKenzie Avenue encourages automobile use, which is against the intent of the Official Community Plan reference to the need for greater mitigation efforts for long term planning initiatives.

Concern was expressed that the recommendation to legalize suites north of McKenzie is a blanket rezoning which stems from single family neighbourhoods that are frozen in the zoning time of the 1960's and 1970's. People want to maximize the use of their property; this is a complex problem and the municipality may lose revenue this way as most people do not declare their secondary suites.

Concern was also expressed that traffic needs to be better managed, parking needs to be better planned, and speed limits in residential areas may need to be lowered, as secondary suites affect these issues.

Motion: MOVED by C. Newcomb and Seconded by D. Wick, "That the Bicycle and Pedestrian Mobility Advisory Committee request that staff consider the area north of McKenzie Avenue and investigate transportation impacts from secondary suites and look at ways to optimize non-auto modes of transport."

CARRIED

USE OF REGIONAL TRAILS AS TRANSPORTATION CORRIDORS

A discussion occurred about regional trails, and commuter use versus recreational use. It was noted that the different uses do not necessarily conflict with each other depending on the time of day/day of week that the trails are used. It was suggested that the Capital Regional District may view regional trails as 'parks' and that funding is needed to further improve the trails. In 2012 the CRD Board approved regional trails as pedestrian and cyclist trails, not multi-use trails, and they are to be paved from Swartz Bay to Switch Bridge and from Downtown to Luxton area.

Concern was expressed about moped users regional trails, as this is hazardous.

Motion: MOVED by D. Wick and Seconded by J. Grayson, "That the Bicycle and Pedestrian Mobility Advisory Committee request that a letter be sent to the Capital Regional District with a reminder that regional trails are a transportation corridor for both cyclists and pedestrians."

CARRIED

CYCLING PRIORITIES

The Chair provided a revised draft of the document “Setting Cycling Infrastructure Priorities for Saanich”, and requested that members provide him with any comments prior to the next meeting. It is hoped that the memo will be ready for the October meeting for Committee’s approval.

ADJOURNMENT

The meeting adjourned at 2:10 p.m.

NEXT MEETING

Next meeting is scheduled for Thursday, October 16, 2014

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary