

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday, November 27, 2014 at Noon

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

Staff: Harley Machielse, Director of Engineering; Police Sgt. Alan Gurzinski; Steve Holroyd, Engineering Planner/Designer; Mike Ippen, Manager of Public Works; Tania Douglas, Senior Committee Clerk

Minutes

MOVED by J. Grayson and Seconded by D. DeShane: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held October, 2014, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

The Chair noted the change in Council as a result of the local government election. He was only appointed to this Committee in April 2013, but is not sure what the Mayor's prerogative will be in terms of Committee appointments. He wished members the best for the holidays.

INTRODUCTION – DIRECTOR OF ENGINEERING

Roundtable introductions were made and Harley Machielse introduced himself as the new Director of Engineering. He provided a background of his education and work experience and noted that he is an avid cyclist.

SNOW REMOVAL

The Chair provided a brief overview of the discussion last month about snow removal. The Manager of Public Works provided information regarding the snow removal plan and the following was noted:

- The current plan is focused on emergency routes; there are 14 dedicated routes.
- A brine solution is pre-applied to roads to help with the ice.
- A dedicated weather service provides information from November 1 – April 1; within 24 hours the major 14 routes can be cleared to bare asphalt. After those roads are done then workers can focus on side streets and schools. These secondary streets are usually cleared within 72 hours.
- In 2008 the Streets and Traffic Bylaw was amended so residents must clear snow in the sidewalks that abuts the property they live on.
- We do not currently have equipment that can pull out and dump snow. Much time is spent plowing and then re-plowing.
- New equipment has been purchased, and a 2-tonne truck with a small salter is planned to be used on secondary streets when the primary streets are being done.
- There are not funds to purchase snow blowers for sidewalks.

- There is a Salt Management Plan as there are environmental requirements to consider with salt application. The Brine is a 23% solution; it is not good for concrete but is fine for asphalt.
- There are mutual agreements in place with other municipalities in the case of Stage 4 snow events.

Committee comments and responses to comments were noted as follows:

- There is a weakness in the policy that requires people to clear the sidewalks in front of their property. It especially makes no sense on major routes where you end up with 2-3 feet of snow on the sidewalks from the plowing.
- Bus ridership is always encouraged during snowfall however bus shelters and the routes to shelters need to be accessible.
- Council needs to establish a different policy where cycle lanes and sidewalks are the priority. The existing policy is from a time when walking and cycling were lower priorities.
- Business owners also need to ensure that clearing is done.
- The Bylaw is written in a way that owners of equipment could be paid for the right of first refusal for the use of personal equipment (such as bobcats). Staff would have to explore this and cost it out.
- Another big problem is debris from leaves/branches/acorns etc. during the fall season. Resources are needed for this.

PROTECTED BIKE LANES

Ray Straatsma presented a slide show of various types of separated cycle tracks and talked about the safety and comfort benefits which helps to increase ridership all across North America and Europe. It was noted that there are not many protected bike lanes in Saanich and Cook Street will be a significant project in this regard. The following was noted:

- Protected bike lanes are good for business, safety, lawfulness and the environment.
- Many cities have increased separation between cyclists and vehicles; Saanich still has not done a flip to move parking out as a means of protection.
- Examples were given of work done in Vancouver in areas such as Hornby and Union Street intersection, Dunsmuir and Cambie, Point Grey Road, and on Carrall Street. There is low conflict between pedestrians, cyclists and transit vehicles. The changes made were significant to accommodate design, drainage issues, parking, and one-way traffic changes.
- Statistics were given on the significant increase in ridership after protected cycle lanes were installed.
- Varied road treatments, delineation and good signage were presented.
- In some areas small sweeper equipment is used to keep bike lanes clear; an investment is needed for equipment like this.
- Having removable barriers may be a good solution for cleaning laneways.

Mr. Straatsma was thanked for his presentation. He recommended a website www.peopleforbikes.org as a resource.

Committee members commented on Shelbourne Street and the opportunity to do bike lanes well there; the details will be very important. The Chair noted the importance of creating a Cycling Master Plan and a vision for the cycling network.

*** J. Gaylord left the meeting at 1:37 p.m. ***

CYCLING PRIORITIES

The Chair provided a final draft of the report to Council on Setting Cycling Infrastructure Priorities for Saanich. Comments made:

- The document is very much directed toward Engineering; multiple departments should be involved.
- It still does not speak to cyclists aged 8-80.
- Off-road connections are not referenced. It is desirable to expand the trail system for cycling shoppers.
- Saanich Policies will have to fit in with the direction of the Master Plan.
- Best practices of other municipalities should be examined.

The Chair noted that if Council can get a Cycling Master Plan created, then all ideas including recreational and commuter ridership can be addressed in the Plan. This is meant to be a bigger picture item at this time and the Terms of Reference can be created later.

Motion: MOVED by C. Newcomb and Seconded by R. Straatsma, “That the Bicycle and Pedestrian Mobility Advisory Committee recommends that Council forward the report dated November 27, 2014, entitled ‘Setting Cycling Infrastructure Priorities for Saanich’ to staff; and direct staff to examine how the planned network review could be expanded to create a Cycling Master Plan for Saanich.”

CARRIED

BIKE LANES ON SHELBOURNE BETWEEN TORQUAY AND ARBORDALE

The Engineering Planner/Designer advised that this project will be done. There are many driveways and parking issues to address. Solar pedestrian beacons are being considered and there has been a request for a crosswalk with beacons at Cedar Glen for safer crossing for the children that attend the nearby school.

*** C. Newcomb left the meeting at 1:55 p.m. ***

The Engineering Planner/Designer acknowledged that parking is a big issue. Projects that impact residents are considered; residents are told that Saanich is not responsible for providing parking spots but we will accommodate areas where possible.

ADJOURNMENT

The meeting adjourned at 2:00 p.m.

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary