

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room No. 2

April 16, 2015 at Noon

Present: Councillor Vic Derman (Chair), Dan Casey, David DeShane, Judy Gaylord, James Grayson, Rebecca Mersereau, Ray Straatsma (12:20 p.m.) and Darrell Wick.

Staff: Harley Machielse, Director of Engineering; David Sparanese, Acting Manager of Transportation; Steve Holroyd, Engineering Planner/Designer; Vira Pikhteryeva, Engineering Technician IV; Police Sgt. Alan Gurzinski; Police Const. Lisa Bruschetta; Tania Douglas, Senior Committee Clerk

Regrets: Corey Newcomb

Guest: Larry Layne, Gordon Head resident

Minutes

MOVED by D. DeShane and Seconded by R. Mersereau: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held March 19, 2015, be adopted as amended."

CARRIED

CHAIR'S REMARKS

The Chair thanked members for attending the walk-about at Uptown before the meeting where a few good ideas were presented. He noted that he has put in calls to Jennifer Black at the CRD regarding the CRD Pedestrian and Cycling Master Plan and signage issues. More consultation by the CRD is expected in the future.

UPTOWN WALKABOUT

The Chair summarized the issues that were raised by members while walking around Uptown. He will compile this information into a report for discussion at the May meeting.

CAREY ROAD OVERLAY – VERNON TO TILLICUM RESTRIPE FOR BUFFERED BIKE LANES

The Director of Engineering Introduced David Sparanese, present Acting Manager of Transportation.

The Engineering Planner/Designer and the Engineering Technician IV presented information about planned bicycle lanes along Carey Road, from Vernon Avenue to Tillicum Road. Originally the area between Tillicum Road and Seaton Road was not included, however this area will be included and there will be no gaps along the route. It was noted that there is room for a second buffer; photographic examples from Vancouver were circulated to show an example of what the project will look like.

The following comments were noted:

- Parking for drivers will be a little narrower forcing cars closer to the curb, which will provide more protection for cyclists from car doors. Bike lanes will be about 1.6 metres with a ½ metre buffer and parking spots will be about 2.4 or 2.5 metres.
- By the fall, lanes will be redone from Uptown along Carey Road to Tillicum and then down Glanford Avenue across McKenzie.

- BC Transit requires the ability to cross the bike lanes for bus stops.
- There are many single family dwellings/driveways along Carey Road.
- Concern was expressed that with the many interruptions along the lane that bike lanes may not be used by the recreational cyclist (8-80 year old group). It is important to continue to think about continuous design with less interruptions.
- Barrier elements were discussed and it was noted they can be retrofitted if buffering is required. At this time they are trying to take advantage of the paving schedule.
- Overall this is a good step forward, it is well done with minimal costs. More protection would be desirable for future projects.
- Staff was asked to provide mapping that shows all the networks connections in future presentations.

A discussion occurred regarding the quality of paint used for marking asphalt and pavement. Staff will be looking at the type of paint being used; the Tillicum Road marking will be made with MMA Paint which lasts longer, but costs more as well. Feedback was given that the tape placed in Mount Douglas Park is very good.

GLANFORD / MANN INTERSECTION IMPROVEMENTS AND GRANT APPLICATION

The Engineering Planner/Designer stated they are seeking endorsement to apply for a provincial grant for intersection improvements along Glanford Avenue and Mann Avenue. There are presently two provincial grants that can be applied for: the CIPP grant, for single projects up to a maximum grant of \$440,000; and the PCIP grant for higher level regional projects up to a maximum grant of \$1.4M.

Staff suggested that the PCIP grant would be appropriate for this project and described the work to date, including a study about the need for a signal at Mann Avenue and Glanford Avenue, upgrades on Glanford Avenue, and improved cycle and pedestrian facilities. It was noted that bicycle lanes at Mann Avenue up to the Vancouver Island Technology Park and Camosun Interurban is in the 5-year plan.

Staff explained how the improvements fit in with the broader network, and noted future phases of network connections. The total budget is \$2.5M for the project and staff are in contact with ministry personnel with regards to submitting a successful application.

Motion: MOVED by D. Wick and Seconded by J. Gaylord, “The Bicycle Pedestrian Mobility Advisory Committee supports in principle the proposed Glanford Avenue/Mann Avenue intersection improvement project, and endorses staff in applying for appropriate provincial grants for the project.”

CARRIED

This item to come back to committee for an update. Members were encouraged to visit the area discussed.

BORDEN STREET BIKE LANES – SUPPORT FOR GRANT APPLICATION

Staff presented a concept plan and noted that it would be appropriate to apply for the CIPP grant for this project. A brief discussion occurred about the ICBC parking lot that many cyclists use. Members inquired about approaching the land owner about permitting cyclists to ride through the lot; most people cut through the lot and may not even use a path. Concern was also expressed about possible 2-way lanes. This item will be presented in more detail at a future meeting.

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Motion: MOVED by R. Straatsma and Seconded by D. Casey, “The Bicycle Pedestrian Mobility Advisory Committee supports, in principle, the Borden Street Bicycle Lane concept plan, and endorses staff in applying for appropriate provincial grants for the project.”

CARRIED

The Chair announced that new trails will be constructed from Beckwith Park to the Lochside Trail and from North Quadra to Broadmead; both are going to be significant trails.

SHELBOURNE CORRIDOR BICYCLE LANES

Committee members felt their position should be clear to the Planning and Engineering departments regarding bicycle lanes along Shelbourne Street and a motion was made in this regard.

Motion: MOVED by D. Wick and Seconded by J. Grayson, “Bicycle lanes along Shelbourne Street were first identified 25 years ago, and the need for safe, protected cycling infrastructure has significantly increased since. Shelbourne Street provides a level and direct north-south route that connects more important cycling destinations than any other route within Saanich. The Bicycle and Pedestrian Mobility Advisory Committee wants to ensure that safe, direct, level cycling infrastructure entirely along Shelbourne Street is a component of any initial Shelbourne Street construction.”

CARRIED

EAST-WEST CONNECTION BEYOND BORDEN ON THE WEST AND CONNECTING UVIC ON THE EAST

It was noted that some thought needs to be given about how cyclists can travel east to west. The Engineering Planner/Designer noted that the network is available on the website and is updated annually.

BIKE FESTIVAL

It was noted that the Bicycle Festival will be held this Sunday, April 19th at 11:00 a.m. Volunteer ambassadors will keep cars off certain areas of the route and there will be a complete closure of east bound McKenzie Avenue and north bound Shelbourne Street as well as Gordon Head Road. Members were thanked for organizing this event.

ADJOURNMENT

The meeting adjourned at 2:05 p.m. Next meeting is scheduled for Thursday, May 21, 2015.

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary