

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room No. 2

June 18, 2015 at Noon

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

Staff: David Sparanese, Acting Manager of Transportation; Gary Darrah, Parks Planning and Design Manager; Troy McKay, Engineering Technologist; Police Sgt. Alan Gurzinski; Tania Douglas, Senior Committee Clerk

Regrets: Rebecca Mersereau

Guest: Sarah Webb, CRD Active Transportation Program Manager

Minutes

MOVED by J. Gaylord and Seconded by D. DeShane: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held May 21, 2015, be adopted as circulated."

CARRIED

NEW BUSINESS

Trail Feasibility Study

Motion: MOVED by D. Wick and Seconded by D. DeShane: "That the Bicycle and Pedestrian Mobility Advisory Committee requests a report on the feasibility of installing a parallel separated bicycle trail along the Interurban Rail Trail parallel to the Wallace Drive section, and to include the procedures that staff must consider in this regard."

CARRIED

CRD PEDESTRIAN AND CYCLING MASTER PLAN AND IMPLEMENTATION PILOT PROJECT

Sarah Webb, CRD Active Transportation Program Manager, was introduced and she provided information regarding the CRD's Pedestrian and Cycling Master Plan and Implementation Project (PCMP). The following was noted:

- Numerous benefits of active transportation were mentioned.
- The aim of the PCMP is to integrate bicycle and pedestrian planning and investment decisions to support walking and cycling in everyday life. This is a living document to be updated as progress is made.
- The five pillars of the plan were mentioned; these provide the long term vision to help guide active transportation investments and help address inter-jurisdictional issues.
- The PCMP was prepared in recognition of a need for a region-wide strategy to promote cycling and walking. It is focused on a collaborative approach to achieve a common vision.
- The plan contains three goals and 18 objectives, and identifies a primary inter-community network. It is focused on capturing interested but concerned walkers and cyclists.

- In 2011 only a few local governments had transportation plans. Since the PCMP was developed, more municipalities have plans. This is a collaborative framework for municipalities to act when they can.
- Research/data shows ways to get people out cycling and walking. City of Portland was given as an example.
- The pilot project ran from June 2013 to May 2015 and was funded by both the CRD and the Gas Tax Transfer Program. \$470,000 was made available to local governments and all eight who requested funding received it.
- A training and development program was offered to municipal and regional district staff to share best practices on active transportation facility design and capacity programs.
- An overview of active transportation special events and event funding was given, as well as information about the ‘cruise with courtesy’ project and the RideOn! cycling skills courses. Over two years \$50,000 was distributed to 8 community organizations.
- An overview of “Bikenomics” research done by Urban Systems was provided. Results and recommendations will be considered in the review of the CRD’s Regional Transportation Data Collection program.
- Feedback is welcome about the PCMP. Active and multi-modal transportation is a CRD Board priority for 2015-2018.

Committee comments and responses to comments were noted as follows:

- The PCMP does not seem consistent with the Regional Growth Strategy, which moves towards growth in cycling in urban villages as opposed to distance cycling.
- The PCMP is not just for the CRD but also for travel in-between communities. The CRD is there to support local government in their plans, and that includes local connectors and growth.
- Direct communication and ongoing dialogue between the CRD and this committee needs to improve. Way finding material was never provided for consideration.
- Lochside trail, the Blenkinsop Valley area and the trestles need improving. An application for funding has been made for one of the trestles. Many users would like further paving and expansions.
- Motorized scooters (motorcycle style) are a problem on the trails.
- A question was raised about use guidelines for trail users, specifically horses.
- Feedback is welcome at any time, and this committee will be included in future communications.

Motion: MOVED by D. Wick, “That the Bicycle and Pedestrian Mobility Advisory Committee feels that the CRD Pedestrian and Cycling Master Plan (PCMP) is not consistent with the CRD Regional Growth Strategy (RGS) in that the RGS supports growth in regional as well as neighbourhood local centres and the latter is where future major cycling increases will occur; yet the PCMP only deals with regional longer distance cycling and is silent on this important growth area of local cycling to and around local centres.”

The Motion died due to lack of a Seconder

CRD CYCLING DESTINATION WAYFINDING GUIDELINES

Ms. Webb responded to concerns about communicating information to the committee, and noted there is a Saanich staff liaison they have been in contact with. Ms. Webb will ensure that BiPed members will be included in future communications. The following information about the CRD Cycling Destination Wayfinding Guidelines was noted:

- There are now interim guidelines, and comments are welcome.

- The guidelines were produced to assist municipalities in the CRD to prepare way finding signage plans for cyclists.
- These are designed to support destination and utility trips, not for recreation or tourists.
- The CRD wants to see local signage, not regional signage. These guidelines are to help local governments with their own local customized signs, as communities do differ from one another.
- Guideline principles include: connecting places; using consistent destination names; maintaining movement; being predictable; disclosing information progressively; help users learn; and, keep information simple.
- Six communities received seed funding for signage.
- The guidelines will be reviewed from time to time to ensure they remain compatible with other governing bodies, and fit the needs of the communities in the capital region.

Committee comments and responses to comments were noted as follows:

- A variety of examples of poor signage in various areas was given.
- Directions to the Interurban Rail trail are needed.
- The guidelines should be able to identify ways of signing for tourists. Way finding signs for destination trips does overlap with signs for visitors.
- It is important to have signs that include decision points and topographical information along trails and in communities.
- An example of good signage in Richmond was given; some on-road painting of bicycle symbols can be very helpful in way finding.
- Having an appendix of other municipalities' best practices was suggested.
- Saanich may need to make an effort to install signs that help people get to regional trails.
- If there is a detour, there should be temporary signs as to how to get back onto the trail.
- There is no sign on the trail to direct people over to Victoria General Hospital on the Galloping Goose by the tunnel. Same with getting to the Saanich Peninsula Hospital on Mount Newton Cross Road.
- The intent and direction of this document is good; the region needs regional guidelines.
- We should follow European standards; North American standards encourage low ridership.

Ms. Webb was thanked for her presentations.

COOK STREET SECTION SITE VISIT / WALKABOUT

The Chair provided an overview of the bike ride along Cook Street that some committee members attended before the meeting, and members discussed the design, curbs, chicanes, rain gardens, connections, intersections, and parking issues. The Chair will compile the list of comments for the next meeting, and an aerial photo will be provided as well to help with the discussion.

*** R. Straatsma left the meeting at 1:55 p.m. ***

UPTOWN IMPROVEMENT IDEAS

The Chair asked members to read the handout that was circulated, and let him know if anything needs to be added.

ROUNDTABLE

The Parks Planning and Design Manager noted that there is an open house on June 24th from 4:00 – 8:00 p.m. regarding the Playfair project.

C. Newcomb shared his experience of his recent trip to Japan where the average residential speed limit is about 20 km/h because streets are only about 5 metres wide. Streets there are designed for pedestrians and cyclists.

ADJOURNMENT

The meeting adjourned at 2:03 p.m.

NEXT MEETING

Next meeting is Thursday, September 17, 2015

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary