

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
Held at Cedar Hill Recreation/Arts Centre, Art Room No. 1  
**September 17, 2015 at Noon**

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

Staff: Harley Machielse, Director of Engineering; Steve Holroyd, Engineering Planner/Designer; Tania Douglas, Senior Committee Clerk

Regrets: Dan Casey

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Prior to the meeting, some Committee members attended a walk of Shelbourne Street, for discussion at a future meeting. The meeting came to order at 12:30 p.m.

### Minutes

**MOVED by J. Gaylord and Seconded by J. Grayson: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held June 18, 2015, be adopted as circulated."**

**CARRIED**

### CHAIR'S REMARKS

The Chair stated that the Shelbourne Valley Action Plan item will be presented to Council soon and there may be desirable options presented. Hopefully this will be successful at Council; committee members will be provided with a link to the report on the website and are encouraged to attend the Council meeting. The list of comments from today's walkabout were discussed. Committee members agreed that these comments should be shared with Council – the Chair will forward this along.

Council recently talked about the Terms of Reference for the Douglas Street corridor study; there is opportunity for the region to create a leading system from the Hudson to Uptown. A joint planning exercise between Victoria and Saanich would be a worthwhile exercise. Funding may be available.

For future projects (eg. Douglas corridor and Shelbourne Street projects) this committee should be involved from the start.

Council has been resource planning and it was noted that we are under resourced and behind in many plans. Council has discussed this and there needs to be a way to get Planning and Engineering jobs done quicker. Consultants may be needed to assist with this.

### STRATEGIC PLAN

The Director of Engineering was present to provide an overview of the 2015-2016 Strategic Plan – Balanced Transportation. The following comments and responses to questions were noted:

- Sometimes the targets can be deceiving; last year 6 km of lanes were done but the best lanes are often the shortest and are connectors.

- A bike lane is planned along Shelbourne Street, north of Torquay either this fall or early next year.
- Saanich applies for new bus shelters each year. Bus ridership census would be a good thing to have.
- Having data on the number of people who cycle would be nice and this could be asked in the Citizen's Survey. The CRD does track ridership with a quarterly report on certain routes.
- The Citizen's survey does ask about commuter and recreation cyclists but more categories are needed, eg. non-recreation or transportation.
- There is nothing actively being done to reduce car trips, except for making improvements to cycling and transit systems, and repurposing lanes for cyclists to try to rebalance the network.
- Drivers could be discouraged if parking costs were raised or if parking was made more inconvenient.
- It would be useful to have data on the number of people that live within 400 m of a bus stop. This could be tied in with the Shelbourne Valley Action Plan.
- The measure of average trip times (levels of congestion) would be useful to include in the Plan.
- Committee would like to look at the existing cycling infrastructure and do a gap analysis.

The Chair stated that he will circulate these comments to committee for approval and then forward them to Council for information.

## **CALMING RESIDENTIAL STREETS AND MAKING THEM MORE PEOPLE FRIENDLY**

Due to time constraints, this item was tabled for discussion at a future meeting.

## **CAPITAL REGIONAL DISTRICT ITEMS**

### **Wayfinding Guidelines:**

Committee discussed the document provided by D. Wick where he took the CRD Destination Wayfinding Guidelines and applied them to Saanich. The following comments were noted:

- There is a lot of sign pollution in general but in some cases (eg. Shelbourne Village) there are no places to put signs.
- Examples of signage used in different areas of the region was provided.
- While it would be nice to have common signs with other municipalities, many of these guidelines do not apply to or fit in with Saanich.
- The CRD guidelines accommodate commuters, not visitors. Sign programs should be designed in accordance with the needs of the users.
- It was suggested that a meeting with the CRD regarding 'the purpose of signs in the region' is required. It is felt that the CRD is pushing ahead without consideration of all factors.

The Director of Engineering noted that in some Vancouver areas, multiple signs have been replaced with just one sign. Those signs are less about wayfinding and more about the route itself.

**Motion: MOVED by J. Gaylord and Seconded by J. Grayson, "That the Bicycle and Pedestrian Mobility Advisory Committee (BiPed) feels that the existing CRD Wayfinding Guidelines do not match the cycling needs of Saanich nor the Capital Regional District, and requests that the CRD**

**investigate how to better meet these needs before signing off on the guidelines. A sub-committee of the Bicycle and Pedestrian Mobility Advisory Committee will be able to provide assistance and feedback in this regard.”**

**CARRIED**

**R. Straatsma and C. Newcomb OPPOSED**

## **COOK STREET SECTION SITE VISIT / WALKABOUT**

The Chair provided an overview of the comments and lessons learned from this project. A discussion occurred and the following was noted:

- It is important to make sure that people know which lanes to take when going straight through intersections versus turning. There is a sign at Clovelly Terrace that shows the correct lanes for cyclists.
- A raised lane at Linwood Ave. would be better because cars drive in the bike lane.
- There is now a good comparison between Tattersall and Cook Street. Tattersall is fast but does not look as good.
- Parking cutouts results in many people crossing over bike lanes with cars. It is preferable to have a bike lane between parked cars and the sidewalk. The number of driveways on Cook Street was of concern and this is why the lanes were done the way they were.
- Raised lanes on Chatterton Road between Royal Oak / Emily Carr may be possible.

All new comments will be added to the Cook Street walkabout document that the Chair will forward to Council.

## **EAST-WEST CONNECTIONS ACROSS PAT BAY HIGHWAY (NO. 17)**

It was noted that:

- There is need for east to west connections across the Pat Bay Highway as the bridges are dangerous with having no separation between bikes and cars. The overpasses at Royal Oak, Quadra and Rainbow Street bridge are all poor.
- The Ministry cannot retrofit these bridges but they could be re-purposed. They are not able to bear any more weight.
- The biggest destination is UVic and McKenzie is the only way there.
- It is dangerous to ride across the ramps to the highway.
- Cyclists need permission to ride on the bridge sidewalks, however the railings need to be higher.

A report to Council should be made regarding the Pat Bay Highway running through Saanich and that there is no way for cyclists to safely ride through, and asking Council to request changes from the Ministry.

## **UPTOWN IMPROVEMENT IDEAS**

The Chair provided an overview of comments and stated that priorities need to be considered at the design phase. Committee comments will be forwarded to Geoff Nagle and to the Ministry of Transportation. It was noted that the streets within Uptown are private property. The Engineering Planner/Designer provided an overview of who is responsible for boulevards from Saanich Road down to the Saanich fire hall.

The Chair will have the comments from the Uptown walkabout completed for the October meeting.

## **SAANICH CYCLING FESTIVAL**

The following was noted:

- The feeling is that riding along new streets rather than Shelbourne Street for the next Cycling Festival would be good.
- It was suggested that people be encouraged to ride along the trails and local connectors to the Hall where the festival could be held. This way people could ride in on their own from various communities.
- The idea of having a passport stamped at various stations along the municipality, with a prize for certain number of stamps was discussed. Businesses at Uptown could be approached for prizes.
- The festival at the Hall would be the end point; they would try to have designated routes.
- Routes should be promoted and advertised, and a map should be provided in paper or electronically.
- Perhaps the Community Associations could help with passport stamping stations.
- Riding would be self-directed with no escorts.
- The kids ride could be from the hall up to Rainbow Park and back.

Please send any more suggestions to D. Wick.

## **ADJOURNMENT**

The meeting adjourned at 2:05 p.m.

## **NEXT MEETING**

Next meeting is Thursday, October 29, 2015 at 11:45 a.m.

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary