

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
November 19, 2015 at Noon

Present: Councillor Vic Derman (Chair), Dan Casey, David DeShane, Judy Gaylord, James Grayson, Rebecca Mersereau (12:23 p.m.), Ray Straatsma, Darrell Wick

Staff: Harley Machielse, Director of Engineering (12:20 p.m.); Steve Holroyd, Engineering Planner/Designer; Cameron Scott, Manager of Community Planning; Gary Darrah, Parks Planning and Design Manager; Tania Douglas, Senior Committee Clerk

Regrets: Corey Newcomb

Minutes

MOVED by R. Straatsma and Seconded by R. Mersereau: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held October 29, 2015, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

- Committee meetings may be changed to 4:00 p.m. from noon, as some members are not easily able to attend mid-day meetings.
- The City of Victoria's cycling network Plan will affect the Shelbourne Valley.
- He is impressed with the improvements on Cook Street and feels every street in the region should be designed for a maximum speed (e.g. design roads to make traffic slower). As an experiment, he drove down Quadra Street at 10km/h higher speed than posted, and traffic was going past him at an average of about 70km/h. Speed affects the safety and general environment for pedestrians and cyclists; he will bring something forward regarding re-designing streets for the posted speed limits.
- There were three proposed designs announced for the McKenzie/Highway No.1 interchange. These designs were not presented to any committees or Councils prior to the announcement, which was disappointing, and the ministry has been told that future consultation is expected. Overall there seems to have been poor planning for this project; the big picture was not considered.

CITY OF VICTORIA INITIATIVES FOR A CYCLING NETWORK AND POSSIBLE EFFECTS ON SAANICH

R. Straatsma provided an overview of the Biketoria planning process to make Victoria's bicycle network safe and accessible for people of all ages and abilities. The process began about two years ago when the existing cycling plan was updated and evolved into a bigger project with more engagement, surveys, and exploration of different designs. Experienced consultants and a Technical Advisory Committee are on board, and all ages and abilities of cyclists have been considered. There are challenges and constraints in some areas that they will work on.

The following comments were noted:

- This highlights possible larger-scale planning with the City of Victoria. The FCM Green Fund may be accessible for a larger visionary project moving toward urban sustainability.
- Commuter cycling should not be the only objectives considered; need to look at moving all people around the community.
- There are many opportunities along waterfronts to install cycling/walking paths and move people off the road, but we are not taking advantage of this. There are some challenges with private land ownership, and coordinating rights-of-way, easements and covenants in areas.
- One of the consultants with Biketoria is the founder of the “8-80” group.
- Wharf Street has been identified as a facility needing improvement.
- Most jobs are on either side of Douglas Street; need to develop a means to get there efficiently.

SHELBOURNE VALLEY ACTION PLAN

The Manager of Community Planning provided an update about the Shelbourne Valley Action Plan. Staff responded to the request for a supplementary report (which can be found on the Saanich website) and noted that two new options were given. Because of these changes, it was felt that the public should be re-engaged, and this will be done in early 2016.

The Director of Engineering noted that it will be a challenge to create the consultation material for the approximate 10 km of roadway being considered. This is a big project and the public needs to know that the work will be done in phases. In response to a question he noted that we do not have the software to provide a 3D rendering of the streetscape.

The following comments/responses to comments were noted:

- Rights of way need to be acquired in some areas in order for the Plan to succeed.
- At the upcoming open houses, it is hoped that a plan view/layers of information can be given rather than showing cross sections of the street, as it may be too difficult to convey the potential impacts of the project with just cross sections.
- BC Transit is engaged; the Shelbourne Valley is a transit corridor.
- Showing residents the potential connectivity of the corridor is a good idea. Presently Shelbourne is a conduit for vehicles and this needs to change to encourage place-making as per the OCP.

ONGOING/UPCOMING ISSUES

Paving of Lochside Trail through Blenkinsop Valley

- The Chair noted he approached the CRD unsuccessfully about this; he will reach out again and let them know this is a high priority. CRD to be invited to attend a committee meeting in this regard. It was noted that the paving of Lochside is in the Regional Trails Draft Management Plan.

Paving of Interurban Rail Trail

- Not on the work plan for parks; may want to put in the Active Transportation Plan. A consultant would be needed for this. Equine trail members opposed to this idea.

Repair of Lochside Trail trestles

- The Chair noted that he and Councillor Brownoff brought this up at the CRD and recommended that similar materials be used as on the Swan Lake bridge. No response was received.

East-west connections across the Pat Bay Highway and overpass connections at Quadra and Royal Oak

- Problem is south of Quadra Street. There is only one pedestrian bridge at Rogers Street and there is nothing at Quadra/Royal Oak. Both overpasses have wide sidewalks and are not bike friendly, so why not make it so pedestrians can share with bikes. Ministry of Transportation to be invited to a meeting in the New Year to discuss.
- Ministry looking at highway changes from about Island View to Mt. Newton X Road.

Residential speed limits and street design

- Chair to bring something forward in the New Year.

REPORT ON CRD MEETING REGARDING WAYFINDING GUIDELINES

A meeting was held between CRD members, Saanich staff, and two representatives of this committee.

- The guidelines came from a template elsewhere and the guidelines do not address the needs. The Wayfinding Guidelines should provide a means for visitors or new cyclists, and not be like street signs for commuter cyclists.
- Having signs at major points (e.g. cruise ship ports) were not part of the process and it was pointed out that these are the people that need directions to routes.
- It was suggested that temporary signage be placed in areas to test with beginner/visitor cyclists, before installing permanent signs. Temporary signs during Bike to Work Week may be an ideal time to try this out.
- The examples of signs placed in Sidney and on Salt Spring were given; both of those areas could not follow the guidelines and had to adjust signage accordingly.
- Signs that were used as examples in the CRD Cycling Master Plan are not included in the Wayfinding Guidelines and it was felt that the CRD representatives may have missed this point in the meeting.
- It is hoped that the CRD took the viewpoints and are willing to add them to the guidelines. Some locations have excessive signage and it was suggested that hybrid signs (combining information) may be a solution.
- There is need for Wayfinding at key locations; this was not in the scope of the guidelines, but the need is recognized.
- The example of the yellow bicycle bar was eye catching and it is hoped that it would be used instead of the green used for vehicles.
- Having topographical information on signs could be useful when the areas are hilly.

TILLICUM/GLANFORD STREETSCAPE PROJECT

The Engineering Planner/Designer noted that the project is coming along:

- Tillicum is paved. Road marking and signs to be done.
- The curb and gutter is done on Glanford Avenue and repaired in areas.
- The retaining wall will be done before the sidewalk and paint and signs should be done before Christmas. Fine-tuning will happen in the New Year.
- Tillicum is open and the lights at Carey and Tillicum are on a fixed time cycle. Until the detector loops are installed, the signals operate on a pre-set plan 24 hours a day.
- Connections to the Galloping Goose are good.
- Feedback so far has been positive.

- The only issue affecting traffic now is alternating single lane traffic on Tillicum while the rain gardens and boulevard landscaping is being done.

DOUGLAS CORRIDOR STREETScape PLAN

A brief update was given: Key things happening on this project at the moment include hiring a Consultant, and recruiting members for an Advisory Committee. Ongoing communication is happening with City of Victoria. This item will be placed on the agenda monthly to ensure committee receives updates.

ADJOURNMENT

- A suggestion was made to invite ministry representatives to speak about the proposed McKenzie Interchange.
- Both R. Straatsma and D. DeShane were thanked for their service to the Committee and wished well in future endeavours.

The meeting adjourned at 1:45 p.m.

NEXT MEETING

Next meeting is Thursday, January 21, 2016. Time to be determined.

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary