

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
June 23, 2016 at 4:00 pm

Present: Councillor Vic Derman (Chair), Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, Staff: Catherine Mohoruk, Manager of Transportation & Development; Police Sgt. Andy Stuart; Tania Douglas, Senior Committee Clerk

Regrets: Dan Casey, Suzan Jennings, Anne Topp, and Darrell Wick

Guests: Karen Laberee, Director, BikeMaps.org

Minutes

MOVED by J. Grayson and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held May 19, 2016, be adopted as amended."

CARRIED

CHAIR'S REMARKS

The Chair stated that he will be away in September and suggested that the next meeting be held October 6th; secretary will send email to members in this regard.

The Chair reported that he is the Chair of the CRD Environment Committee and has written a draft report on climate change and what can be done to mitigate/adapt to climate change. He provided some data on current and predicted sea level and temperature rise and noted that land use decision are imperative in slowing the rate of damage.

Updated handouts of the Tillicum/Glanford walkabout were circulated for review.

BIKEMAPS VICTORIA

Karen Laberee presented information about the BikeMaps application which is used globally by about 40 countries. The following was noted:

- The application was created due to the limited cycling safety data available:
 - only about 30% of bike collision data is captured and there is no centralized reporting mechanism.
 - near-miss information is not typically collected, but can be important in identifying problem areas.
 - data on where people ride is lacking; volunteer based counts provide some data but are only done a couple times per year.
- Information provided is anonymous and easy to use.
- Data visualization on the bikemaps.org website show incidents in region.
- If you have downloaded the app, you can create a riding area and receive push notifications when an incident has occurred.
- Outreach has been done to promote this initiative. They were in attendance at the Saanich Cycling Festival and during Bike to Work Week. They realize there are still untapped demographics.

- Data of the CRD area was collected from ICBC and a 'hot spot' map of conflicting areas was created. Trends can be seen in the combined data from ICBC and BikeMaps.
- They would like to have more recreational data, but commuter cyclists report more often. The Galloping Goose data does capture both types of cyclists; about 75% of cyclists are commuters.
- Their data is available to local governments and the police if requested.
- They are working with Saanich Planning with regard to the Uptown Area Plan and with Engineering on a district wide review.

Responses to questions, and comments from committee members were noted:

- Outreach at events such as Music in the Park could be beneficial. Informing schools to let students know that they can report incidents may be beneficial, and community associations (SCAN) would be good in getting the word out. The recreation guide may be a good place to advertise bikemaps.org.
- There is no electric bicycle data on the website at this time.
- Most people do not know who to report problems to (eg. broken glass on trails/streets, dead wildlife).
- Bikemaps could possibly put an area on the maps for Saanich to monitor. In the Vancouver map region, there will be pop-ups of who to call/report to. Bikemaps is just monitoring hazards at this point.

The Manager of Transportation and Development noted that it would be of interest to have before and after data for areas improvements/upgrades are made. Ms. Laberee suggested that perhaps a notation could be placed on bikemap to show areas that have been recently improved by local governments.

The Chair noted that the Nigel Valley will develop rapidly and that many people going to Uptown cross both Vernon Avenue and Blanshard Street at the mid-block point. This safety issue needs to be addressed. Ms. Laberee was thanked for her presentation.

TILlicum/GLANFORD COMMITTEE RESPONSE

The Chair submitted an updated report, and committee members provided a few more comments to add to the report. It was suggested that a more formal walkabout results in more comments, so future area walkabouts will be done in a group setting if possible. Committee consensus was that the Chair will make a few small edits to the document and then he will send it to Engineering for consideration.

CORRESPONDENCE (BIKE RACK AT BUS STOP)

Committee members discussed correspondence received about placing a bicycle rack/shelter at Sea View Avenue and Telegraph Bay Road. It was noted that this is a small local area and Saanich does not provide covered shelters except at the Royal Oak bus exchange area. It was suggested that the writer could approach the local business association (Cadboro Bay) and ask them to sponsor a bicycle rack.

The Manager of Transportation and Development Services noted that a project such as this would be placed within the public road allowance, so to minimize any potential liability related issues would require design and review by an engineer. Obtaining funding for this proposed project would be a very good idea; Engineering could provide a cost estimate. It was noted that the local Community Association could be approached for a grant.

The Chair will send a letter suggesting that this is a good idea, but costly, and that the writer is encouraged to approach the community association and business association with regard to funding. Chair will also advise that Engineering could provide a cost estimate and other requirements to assist the writer in their initiative.

PST EXEMPTION FOR ELECTRIC BICYCLES

It was noted that there are three different types of electric bicycle (throttle assist, cadence assist and torque assist). The first two types of electric bicycle are not appropriate for the Galloping Goose, and in some European places they are banned, or regulated in their speed.

It was felt that the proposed motion to exempt all electric bicycles from provincial sales tax (PST) is too broad. The incentive is good, but a definition of an electric bicycle is needed and areas where they should be permitted needs defining. The province determines allowable speeds, but the original CRD concept was that pedal-assist (torque) bikes are allowed up to 32 km/hr maximum on the Goose. In the absence of the member who made the original motion, the following amended motion was made:

Motion: MOVED by D. Wick and Seconded by J. Grayson, “That the Bicycle and Pedestrian Mobility Advisory Committee recommends that Council call on the province to restore the provincial sales tax exemption for electric bicycles that are torque (pedal) assist.”

CARRIED

MOUNT DOUGLAS PARK ENTRANCE

A discussion about the Churchill Drive entrance at Mount Douglas Park occurred; this area falls under the Parks department. There is a desire to re-do the gate and the three-point thresholds. The goal is to slow down traffic coming off Shelbourne Street and make the entrance feel like you are entering a park. The three-point thresholds could have rumble strips or traffic calming at each point. Treatment should support cyclists by ensuring that clear pathways are available.

The example of speed humps with a gap in the middle at Saanich centre was given, as were examples of rumble strips in Tofino and at the Victoria International airport. Members will share ideas over the summer months.

DOUGLAS CORRIDOR

Nothing new to report at this time; staff are gathering information. This is a big opportunity that will need monitoring.

ROUNDTABLE

Various topics were discussed briefly:

- Wider trails are needed overall. The Interurban Rail trail needs paving in some sections and should go all the way out to Deep Cove. There is no authority to promote this trail.
- Bowker Creek / Colquitz River has good connectivity.
- A key piece of the Active Transportation Plan is to address trail connectivity.
- Denser communities is key in planning. Long range planning to be discussed.

- The profile of LRT should be raised as ridership on busses could be better. More busses will still cause congestion, need to get busses their own dedicated lanes to avoid this problem.
- The Shelbourne Valley Action Plan summary report implies that option two has more support, yet there are plans to modify it further. The question was raised if this is because cars are favoured. The Manager of Transportation and Development noted that bike facility continuity and business access are of concern. Staff will report further on this in the fall.

ADJOURNMENT

The meeting adjourned at 6:00 pm.

NEXT MEETING

Next meeting is Thursday, October 6, 2016

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary