

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room No. 2

November 17, 2016 at 4:00 p.m.

Present: Councillor Vic Derman (Chair), Dan Casey, Suzan Jennings, Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, Anne Topp, and Darrell Wick

Staff: Catherine Mohoruk, Manager of Transportation & Development; Steve Holroyd, Engineering Planner/Designer; Troy McKay, Senior Transportation Technologist; Tania Douglas, Senior Committee Clerk

Guests: Kate Berniaz, Active Transportation Program Manager, Capital Regional District

Minutes

MOVED by S. Jennings and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meetings held October 6, 2016 and October 20, 2016, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

The Chair advised of an upcoming CRD Forum of Councils on Climate Change. He also noted that on November 26th from 1:00 – 3:00 pm he will present his Natural Cities presentation that has been tailored to focus on both the Douglas and Quadra Street corridors. Presentation will be held in the Seniors Wing of the Cedar Hill Recreation Centre.

CRD UPDATE

Kate Berniaz introduced herself as the new Active Transportation Program Manager and provided an update of CRD programs to committee members. The following was noted:

- The People Power program:
 - Will encourage more people to walk, bike and roll to their destinations, and runs in tandem with community led infrastructure investments and data collection programs across the region.
 - A calendar of events will be shared (likely in May 2017) of summer
- The Active and Safe Routes to School program:
 - will help to facilitate school travel planning and create solutions to improve student health, road safety and traffic congestion.
 - seven Saanich schools are participating in this 15 month program. Each school has a travel planning facilitator who will engage a variety of people to share traffic and transportation challenges.
 - neighbourhood walkabouts are planned for the spring
- Fall bicycle counts were completed at 75 locations. There are ongoing traffic counts in 70 locations.
- The CRD received the BiPed recommendations from October 20, 2016 and bollards review is an action item in the Regional Trails Management Plan (RTMP). Signage is also a priority item for both trails in the RTMP. The paving of Lochside trail was removed as a priority item and was replaced with correcting drainage issues.

Committee members asked questions and provided comments, and the following responses were noted:

- Ms. Berniaz will find out whether the RTMP was approved or endorsed.
- The Pedestrian and Cycling Master Plan (PCMP) guidelines regulate bollards.
- Regarding bicycle counts: they are currently verifying counts and will advise when the data is available.
- Traffic counts will be made available to the public.
- They do consider weather conditions when performing the cycling counts.

It was noted that the CRD Parks report about the decking replacement on the Swan Lake trestle did not have any options noted about different surfaces considered. A more complete report is needed that shows what options were considered.

Motion: MOVED by J. Grayson and Seconded by J. Gaylord, “That the Bicycle and Pedestrian Mobility Advisory Committee is concerned that the Swan Lake trestle is part of a heavily used transportation corridor, and requests that the Capital Regional District provide this committee with all of the options that were considered for trestle resurfacing project, including the costs.”

CARRIED

BC BIKE GRANT ENDORSEMENT

The Engineering Planner/Designer provided information on a grant application they would like to submit for the McKenzie Avenue upgrade from Cedar Hill to Shelbourne Street. A detailed description of the project was given and the following was noted:

- This section will have a separated cycle track in the eastbound direction and bike lanes in the westbound direction.
- A statutory right-of-way was obtained in order to save an established Oak tree on the south side near Shelbourne Street.
- Unfortunately BC Hydro is not able to move the power lines in this area.
- There are six driveways on two parcels on the south side; businesses were asked to consider closing some driveway accesses but they declined this request.
- A \$750,000 budget was approved by Council and they are asking a grant of 50% of the cost.
- Businesses will be encouraged to continue to caretake the boulevard greenery.
- The budget for this project was approved in the spring. Detailed design is half done; they are looking at doing this project next summer.

The following committee comments were noted:

- Green conflict paint is needed at the exits/entrances at University Heights centre on the north side.
- It is good that the bicycle stop line is ahead of the car stop line in the eastbound direction at Shelbourne Street; it could be even a greater distance for better safety. Staff could consider pulling the car stop line to be even with the left turn lane stop line from McKenzie onto Shelbourne Street (heading north).
- Concern was expressed about size of the radius of intersection curbs. Staff advised that a program called “Auto Turn” is used for designing corners; it ensures that larger vehicles such as fire trucks and busses can navigate around corners safely.

- Education should be given regarding conflict paint. A question was asked whether new drivers are educated in such matters.

Consensus was that a letter be sent to the Driver Licensing office (ICBC) inquiring about the type of information given to new drivers about sharing the road with cyclists.

Motion: MOVED by A. Nagelbach and Seconded by A. Topp, “The Bicycle Pedestrian Mobility Advisory Committee supports in principle the proposed McKenzie Avenue upgrade project (Cedar Hill Road to Shelbourne Street), and endorses staff in applying for appropriate provincial grants for the project.”

CARRIED

ACTIVE TRANSPORTATION PLAN

The Senior Transportation Technologist, was in attendance to present an update on the Active Transportation Plan status which has been renamed “#movingsaanichfwd”.

- The previously completed Pedestrian Priorities Implementation (PPIP) plan only looks at major and collector roads, it does not look at local roads. The Active Transportation Plan will consider all types of roadways and integrate the results of the PPIP.
- In response to the question whether the Shelbourne Valley Action Plan would be a priority versus this plan, it was noted that this plan looks at the next five years and considers ongoing work in Saanich. Final adoption of the Active Transportation Plan will be in 2018. Work will potentially be underway on the Shelbourne Valley Action Plan by that time.
- This is a policy-based document; it won't be specific to each roadway but it will set priorities for implementation.
- A survey will be made available where the public can place pins on certain areas of the map to identify problem areas.

Committee members asked questions/provided comments. The following was noted:

- Missing in the plan are objectives on how to make non-major streets more shared-use. The Chair will bring forward a report in January on how to make non-collector streets friendlier.
- The mode share identified in the Official Community Plan for cycling should be bigger; the Chair will bring forward a suggestion to increase the 2036 target number.
- Concern was expressed about Church Street being more heavily used due to the Shelbourne Valley Action Plan and a suggestion about installing traffic calming in the area was made.
- A suggestion was made to have a survey question asking how comfortable people are walking/cycling on residential streets.
- A question was asked whether there is any difference between neighbourhoods where streets are curbed (eg. Gordon Head area) versus ditches and no curbs (eg. Carey Road area).

CHANGES TO BLANSHARD STREET

The Chair circulated a report that had been submitted to Council in February 2016 regarding proposed changes to Blanshard Street, and noted his report at that time was not supported by a 5-4 vote. The Chair's comments were noted as follows:

- Concern was expressed that Blanshard Street past Uptown is not an appropriate street; being wide and aggressive and treated like a continuation of the highway.
- Chair has examined how to make this street softer for this urban area and circulated a concept drawing that narrows the street, improves landscaping, bicycle lanes and pedestrian facilities.
- Though not confirmed, it is possible that Saanich Centre could eventually be sold. This would provide opportunity for improvements if the area is re-developed.
- The province is looking at re-developing Vernon Avenue north in the Nigel Valley area, and it is believed that they will close one lane on Vernon Avenue and also install a mid-block cross walk (near the Garth Homer centre).
- The plan is to request that Blanshard Street (in this same block) be treated the same as what the province is planning for Vernon Avenue.
- The Planning, Transportation and Economic Development Advisory Committee has endorsed the idea of reducing one lane on Blanshard Street; it is hoped this will go to Council in January 2017.

A comment was made that it would be beneficial to include supporting evidence for a lane reduction. It was also noted that aligning the crosswalks on both Blanshard Street and Vernon Avenue would be beneficial.

Motion: MOVED by A. Nagelbach and Seconded by J. Grayson, “That the Bicycle and Pedestrian Mobility Advisory Committee recommends that Council instruct staff to work with the Ministry of Transportation and Infrastructure to design a lane reduction to close a lane and install a crosswalk on Blanshard Street between Ravine Way and Saanich Road.”

CARRIED

BUSINESS ARISING

Mount Douglas Access Study

It was noted that this item is not coming back to this committee. Concern was expressed that five parking spots have been recommended to be installed on Glendenning. This is a narrow road with a lot of bicycle traffic, and these changes will more than double the parking on the road.

Motion: MOVED by D. Wick and Seconded by A. Nagelbach, “That the Bicycle and Pedestrian Mobility Advisory Committee is concerned about the proposed parking spaces on Glendenning Road, and requests that Council consider that Glendenning Road is a major bicycle connector route, and any design created such as adding additional parking spots, should not detrimentally affect cyclists.”

CARRIED

The Manager of Transportation and Development noted that staff were asked for a cost estimate for five parking spaces, which is included in the report. Included in the estimate are costs for trail relocation and split rail fencing should the spaces be approved by Council.

BIKETORIA

A brief update of improvements was given: The first block of Pandora Avenue is to be done this month (from Store Street to Government Street). The City Hall block is to be done by Christmas. Fort Street consultation is done and the project will go to tender. Pandora Avenue will be completed before Fort Street. Then Cook Street will be done, followed by Wharf Street.

OTHER

Committee member Dan Casey will be leaving the committee and was thanked for his service. The Chair hopes to be reappointed to this committee as Chair for 2017, but has not yet heard about the assignment of Advisory Committees.

ADJOURNMENT

The meeting adjourned at 6:00 p.m. The next meeting is scheduled for Thursday, January 19, 2017

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary