

A G E N D A
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Saanich Municipal Hall, Committee Room No. 1
Thursday, October 29, 2015 at 11:45 a.m. – 1:45 p.m.

1. **ADOPTION OF MINUTES**
 - September 17, 2015 (attachment)
2. **CHAIR'S REMARKS/SHELBOURNE CORRIDOR**
3. **UPTOWN / DOUGLAS CORRIDOR PLAN UPDATE (Planning)**
 - Update from Senior Planner (Current Planning)
4. **ACTIVE TRANSPORTATION PLAN (Engineering)**
 - Presentation of Terms of Reference (attachment)
5. **SAFE ROUTE TO SCHOOL PROGRAM (Engineering)**
 - Review of work undertaken
6. **GLANFORD / MANN INTERSECTION UPGRADE (Engineering)**
 - Review of final design of pedestrian and cycling improvements (attachment)
7. **BORDEN BIKE LANES – MCKENZIE TO LOCHSIDE TRAIL AT CEDAR HILL X ROAD (Engineering)**
 - Presentation of latest concept and update on CIPP grant (attachment)
8. **GALLOPING GOOSE CONNECTION WITH CAREY/RAVINE INTERSECTION (Engineering)**
 - Review of concept to improve the pedestrian & cycling connection. Review of discussions with CRD (attachment)
9. **ONGOING/UPCOMING ISSUES**
 - Paving of Lochside Trail through Blenkinsop Valley
 - Paving of Interurban Rail Trail
 - Repair of Lochside Trail trestles
 - East-west connections across the Pat Bay Highway (No. 17)
 - Ministry issues: overpass connections at Quadra and Royal Oak
 - Residential Speed Limits (draft report to be provided by Chair)
10. **ROUNDTABLE (time permitting)**

* Adjournment *

** Next Meeting: November 19, 2015 **

Please email Tania.Douglas@saanich.ca or call at 475-1775 ext. 3505 if you are not able to attend.

GO GREEN!
MEMBERS ARE ENCOURAGED TO BRING THEIR OWN MUG TO THE MEETING

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

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.

ITEM:

- 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.

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

OCT 29, 20
BIPED

Active Transportation Plan

Terms of Reference

October 2, 2015
Council Advisory Committee Review Draft



ITEM 4

TABLE OF CONTENTS

1. PURPOSE 2

2. SUPPORTING POLICY 2

3. INFRASTRUCTURE PLANNING CONTEXT 3

4. OBJECTIVES 3

5. PLAN DEVELOPMENT PROCESS..... 5

6. PUBLIC ENGAGEMENT 7

7. BUDGET AND RESOURCES..... 9

8. RELATIONSHIP TO OTHER INITIATIVES..... 10

1. PURPOSE

The purpose of the Active Transportation Plan is to provide a vision to guide the development, promotion and implementation of safe, attractive and convenient Active Transportation choices in Saanich to the year 2040.

The Plan will address policy, pedestrian and cycling networks, access to transit, environmental considerations, regional connectivity, amenities and design characteristics in order to deliver a successful Active Transportation program in Saanich.

What is Active Transportation?

Active Transportation is any form of human-powered transportation, including walking, cycling, roller-blading, skateboarding and moving with mobility devices.

2. SUPPORTING POLICY

Located on the southern tip of Vancouver Island, The District of Saanich has a population of approximately 110,000 and is the largest of the 13 municipalities that make up the Capital Regional District (CRD). The policies adopted by Saanich Council in the Official Community Plan (OCP) express the fundamental values and goals of the community and establish the direction for achieving a collective vision. The OCP embraces three themes that Council and the community identified as core focus areas for Saanich over the next 20 years: Environmental Integrity, Social Well-Being and Economic Vibrancy. To ensure that the strategic planning initiatives remain focused on these priorities, six corporate themes are aligned to the community themes - Sustainable Environment, Balanced Transportation, Healthy Community, Safe Community, Vibrant Connected Economy, and Service Excellence.

The OCP also includes a vision that "Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations."

The vision further states that vibrant, distinct neighbourhoods provide a high quality of life for individuals and families; a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

OCP Policy specifically states to "Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network."

3. INFRASTRUCTURE PLANNING CONTEXT

Saanich has historically used a variety of guidelines and criteria to develop its infrastructure design guidelines and construction priorities. As more infrastructure is constructed more questions are raised around the background of project origins and merits. Saanich has made great progress over the last decade in the development of infrastructure that supports Active Transportation and the Active Transportation Plan provides an opportunity to revisit and update the policies and guidelines to provide direction on current trends, demands and priorities to assist in further enhancing the future of Active Transportation in Saanich.

Projects that directly or indirectly affect Active Transportation in Saanich are most often lead by the Engineering Department but can also be undertaken by Parks, Planning, Developers and other outside agencies including BC Transit, BC Hydro, CRD and MOTI. Currently no document exists to holistically lead and guide these projects so that all infrastructure created within Saanich has a common look, feel and operation regardless of its origin or funding source.

4. OBJECTIVES

The Active Transportation Plan will address all aspects of Active Transportation related to pedestrian and cycling networks, access to transit, environmental considerations, regional connectivity, amenities and design characteristics in order to deliver a successful Active Transportation program in Saanich to the year 2040.

The Plan will be developed in close consultation with other departments in order to consider other District priorities, objectives and resources.

Once completed the Plan will address the following desired outcomes:

1. Provide a plan that has been developed through citizen and stakeholder engagement

To be successful the plan will have been developed using a robust and transparent community engagement process, providing opportunities for all residents and stakeholders of Saanich, including those who are typically underrepresented, to increase their understanding of Active Transportation, gather input, and build excitement / support for the proposed strategies. Effective communication tools will have been used to garner interest and participation in engagement events and to let the community know their input has been heard and is valued.

2. Review and update the policy framework for Active Transportation in Saanich

A significant outcome of the Active Transportation Plan will be a detailed review of how current infrastructure, programs, bylaws, and policies support or hinder Active Transportation in Saanich and the surrounding region. The review will be followed by

recommendations for new provincial legislation, and municipal policy / bylaws to support and advance Active Transportation in Saanich and the surrounding region.

3. Increase awareness of Active Transportation in Saanich through promotion, education and community outreach.

Act upon opportunities to increase awareness of, garner support for and encourage participation in Active Transportation as well as develop and recommend programs and strategies that will promote Active Transportation in Saanich.

4. Improve the quality of Active Transportation in Saanich with safe innovative design principals

The Active Transportation Plan will identify opportunities to improve the safety, connectivity, accessibility, and attractiveness of Active Transportation options. The plan will also provide design guidance to ensure that provided facilities and options are suitable for all users.

5. Develop a safe and integrated Active Transportation Network for Saanich

A key outcome of the plan is to develop a safe and integrated Active Transportation Network (ATN) that is continuous and complimentary of the existing on and off road networks, addresses the needs for both recreational users and commuters. The ATN should be well-connected, serve all ages and abilities, allow for the effective, efficient, and safe movement of people, goods, and services. The ATN should also insure that walking, cycling, trail use, and transit are viable and popular travel options, resulting in less car dependence. Building intermodal connections are a strategic element of this objective.

6. Set priorities for construction of Active Transportation Infrastructure

The Active Transportation Plan will establish an implementation plan that prioritizes short, medium and long term strategies; outlines the cost for the associated strategies; identifies potential partnerships; and possible options/methods for funding. A major component of this outcome is to develop a prioritized list of projects for 4 years. This would be re-evaluated on at regular intervals.

7. Measure and track the implementation progress and success of Active Transportation

The Active Transportation Plan will set out an evaluation strategy that identifies specific performance measures with which the District and other potential implementation partners can monitor progress and evaluate the success of the implementation plan.

5. PLAN DEVELOPMENT PROCESS

Development of the Active Transportation Plan will occur in seven phases, followed by implementation of the Plan, which would be ongoing (See Figure 1).

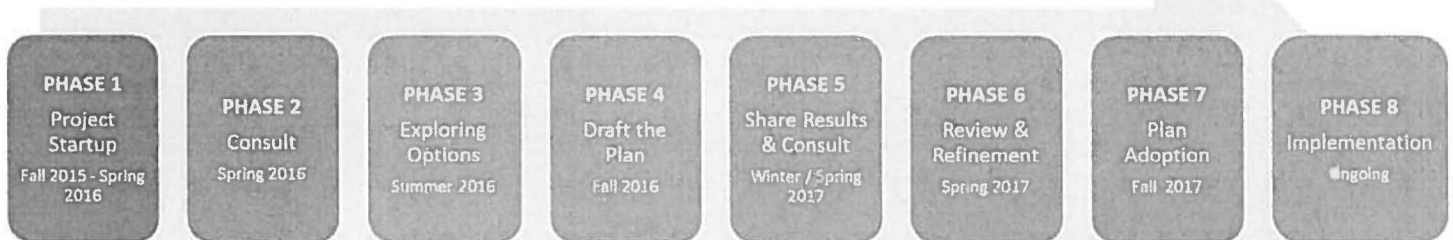


Figure 1: Planning Phases

The proposed timeframe consists of a 24 month period in which the public will be actively involved. Table 1 shown on the following pages outlines a more detailed planning process with project phases and key activities.

PHASE	ACTIVITIES	KEY DELIVERABLES	DURATION
Phase 1: Project Startup	<p><i>Research and Analysis:</i></p> <ul style="list-style-type: none"> Prepare background information and baseline data Research and technical analysis of key issues Review of previous studies Gap Analysis <p><i>Public Engagement:</i></p> <ul style="list-style-type: none"> Refine Public Engagement Strategy and form Technical Advisory Committee 	<ul style="list-style-type: none"> Baseline Conditions Report Public Engagement Strategy Establishment of Technical Advisory Committee Draft list of issues or topics to address in plan Summary of relevant policies and studies influencing the plan 	Fall 2015 – Spring 2016
Phase 2: Consult	<ul style="list-style-type: none"> Public consultation to assess priorities, identify issues and develop vision, principles and goals. Research and analysis (continued) 	<ul style="list-style-type: none"> Summary of engagement process and outcomes (Ongoing) Refined list of priority issues to address in Plan Vision, Principles & Goals 	Spring 2016

Phase 3: Exploring Options	Analysis of policy options Prepare conceptual networks and determine possible options Conduct technical reviews	Summary of engagement process and outcomes (Ongoing) Concepts & Conceptual Network Plan alternatives and Framework Report	Summer 2016
COUNCIL CHECK IN			
Phase 4: Draft the Plan	Development of Active Transportation Plan Internal review of Draft Plan	Draft Active Transportation Plan	Fall 2016
Phase 5: Share Results & Consult	Public engagement to present the draft plan and obtain feedback	Summary compilation of feedback on Draft Plan	Winter / Spring 2017
Phase 6: Review and Refinement	Review Draft Plan with Advisory Committee's and major stakeholders	Revised Draft Active Transportation Plan	Spring 2017
Phase 7: Plan Adoption	Develop staff report Council meeting Public Hearing	Outreach and communications to inform staff and public on content and implementation Adopted Active Transportation Plan	Fall 2017
Phase 8: Implementation	Implementation of the Active Transportation Plan Updates of the implementation plan and construction priorities on a 4 year cycle	Ongoing monitoring and reporting of performance and implantation progress Updated implementation plan and construction priorities plan on a 4 year cycle	Ongoing

Table 1: Planning Process



6. PUBLIC ENGAGEMENT

The key components of public engagement are outlined in the process section of this Terms of Reference. Based on the International Association of Public Participation (IAP2) spectrum of public participation, Table 2 identifies examples of the level of public engagement that could be used for the Active Transportation Plan. Based on feedback from the Project Advisory Committee and other area stakeholders, engagement techniques can be adapted to help ensure key stakeholders are engaged in the process.

	Inform	Consult	Involve	Collaborate
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternative and/or decision	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
Examples of Techniques	Project website Newsletters, email updates Background research summaries	Public Survey Stakeholder interviews Open Houses	Workshops Stakeholder meetings Focus Groups	Technical Advisory Committee

Table 2: Proposed Engagement Activities - IAP2 Spectrum of Public Participation

Initially over 50 stakeholder groups have been identified, ranging from Mayor and Council, to other local agencies to local business and special interest groups.

Identified stakeholders include, but are not limited to:

Mayor and Council / Advisory Committees

- Mayor and Council
- Bicycle and Pedestrian Mobility Advisory Committee
- Parks, Trails and Recreation Advisory Committee
- Planning, Transportation and Economic Development Advisory Committee
- Healthy Saanich Advisory Committee

Saanich Internal Departments

- Saanich Engineering and Public Works
- Saanich Planning
- Saanich Parks and Rec
- Saanich Finance
- Saanich Corporate and Legislative Services
- Saanich Fire
- Saanich Police

Associations

- Community Associations
- SCAN (Saanich Community Association Network)

Other Government and Local Agencies

- First Nations
- Local surrounding municipalities
- Ministry of Transportation and Infrastructure
- CRD Parks
- CRD Transportation Planning
- School District 61 and 63
- School PAC's
- Private Schools
- UVIC
- Camosun College
- BC Transit
- ICBC
- Tourism BC

Education Institutions and Organizations

- School District 61 and 63
- School PAC's
- Private Schools
- University of Victoria
- Camosun College

Health Agencies

- Ministry of Health
- Island Health
- Lung Association
- Heart and Stroke Foundation
- CNIB
- Social Services

Business

- Local Businesses
- VITP
- Business Groups – Urban Development Institute
- Island Equipment Owners Association

Special Interest Groups

- Cycling Advocacy Groups
- Seniors Advocacy Groups
- Walking Advocacy Groups
- Greater Victoria Cycling Coalition
- Walk on Victoria
- Greater Victoria skateboard association
- South Island Mountain Bike Society
- Waste Collectors
- Disability Advocacy Groups
- Soul Sisters
- Bike to Work Society
- WE Bike
- Coalition to end homelessness
- New immigrants

As stakeholders are identified the above list will be amended to include new stakeholders.

7. BUDGET AND RESOURCES

The development of the Active Transportation Plan will require significant staff resources, consultants, as well as resources from other departments.

The budget for the Active Transportation Plan is \$325,000 over the plan development period, beginning with the 2015 Capital Budget. Typical components included in this figure include costs for consulting work, background studies, advertising, venues, facilitator, supplies, printing and graphic design work.

8. RELATIONSHIP TO OTHER INITIATIVES

A key element of the Active Transportation Plan will be to ensure the plan is well-integrated with other Saanich and regional initiatives. This includes:

- Integrating recently adopted Saanich and regional policy into the Plan; and
- Aligning with any current Saanich or regional initiatives that have implications for the plan, including:

District of Saanich Uptown/Douglas Corridor Plan

The District of Saanich is currently working to develop an Uptown/Douglas Corridor Plan that in part will examine options to improve walking and cycling within the Uptown/Douglas Corridor Plan study area. The Engineering Department will be consulting with the Planning Department throughout this project and both the Active Transportation Plan and the Uptown/Douglas Corridor Plan will be developed in context with each other.

BC Transit Initiatives

As BC Transit continues to explore measures to improve rapid transit within the region, the District of Saanich will continue to coordinate efforts on projects and transportation-related issues as they arise. It is anticipated that this coordinated approach will allow for a continuous integration of Active Transportation needs with current and future transit initiatives.

CRD Pedestrian and Cycling Master Plan

The CRD has recently completed and adopted the Pedestrian and Cycling Master Plan. The Active Transportation Plan will be developed in context with the PCMP as a guiding high level document.



Tania Douglas - BiPed Update Glanford Mann

From: Steve Holroyd
To: Tania Douglas
Date: 10/16/2015 2:23 PM
Subject: BiPed Update Glanford Mann
CC: David Sparanese; Harley Machielse; Vira Pikhteryeva
Attachments: Glanford-Mann Public_September 2015.pdf

Tania,

As this is a ^cOctober BiPed agenda item I thought it might be beneficial to have the committee members review the design ahead of the meeting. As such, could you please forward this to BiPed members.

Thanks,

Steve



In the April BiPed meeting , the committee supported Engineering in applying for a PCIP grant application. Unfortunately we were not successful in receiving a grant for this project. However we are continuing with this project and an invitation to tender to retain a contractor will be issued shortly through the Purchasing Department.

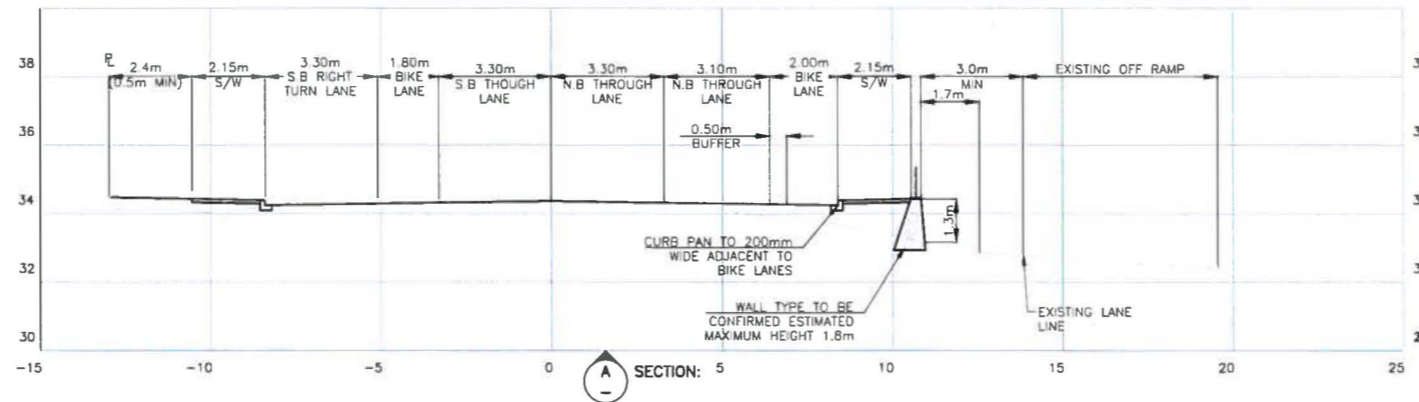
At the meeting a concept of the design for the project was reviewed with general feedback provided by the committee. Moving forward with those comments, we have worked with the design consultant, MoTI staff, had a Road Safety Audit conducted by ICBC and met with the Community Association and local residents to prepare a final design. This is attached for your information.

If you have any questions prior to the BiPed meeting, please do not hesitate to contact me directly.

ITEM 6




-  ASPHALT PAVEMENT
-  CONCRETE SIDEWALK
-  POSSIBLE TREE
-  GRASS BOULEVARD WITH POTENTIAL VEGETATION



CONCEPT
September 25, 2015



GLANFORD AVENUE - MANN AVENUE INTERSECTION UPGRADE

SEPTEMBER 2015
SCALE 1:500

SHEET 1 OF 1

Tania Douglas - BiPed Update Borden McKenzie

From: Steve Holroyd
To: Tania Douglas
Date: 10/16/2015 2:22 PM
Subject: BiPed Update Borden McKenzie
CC: David Sparanese; Harley Machielse; Sandra Liddell; Troy McKay
Attachments: BORDEN MCKENZIE CYCLE TRACK.pdf

Tania,

As this is a ⁹October BiPed agenda item I thought it might be beneficial to have the committee members review the concept ahead of the meeting. As such, could you please forward this to BiPed members.

Thanks,

Steve

In the April BiPed meeting, the committee supported Engineering in applying for a CIPP grant application. In July it was announced that we were successful in receiving a grant for this project.

At the meeting an initial concept of the design for the project was reviewed with general feedback provided by the committee. Since then we have prepared significant revisions to that concept and will be engaging the public and stakeholders to obtain feedback and comment on the concept. A copy of the current concept is attached for your review. We look forward to further discussion on this important project at the upcoming BiPed meeting.

Staff plan to begin the public consultation by setting up a tent with the concept on site at the Borden McKenzie intersection. The proposed dates are Thursday October 22, 2015 from 3 pm to 6 pm and Saturday, October 24, 2015 from 10 am to 2 pm (this time may be extended if there is sufficient demand / interest from the public). Feel free to drop by to discuss this with Engineering staff.

If you have any questions prior to the BiPed meeting, please do not hesitate to contact me directly.

ITEM 7

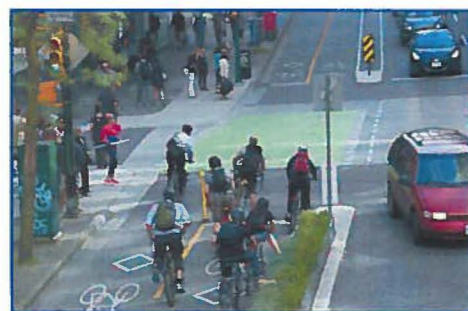
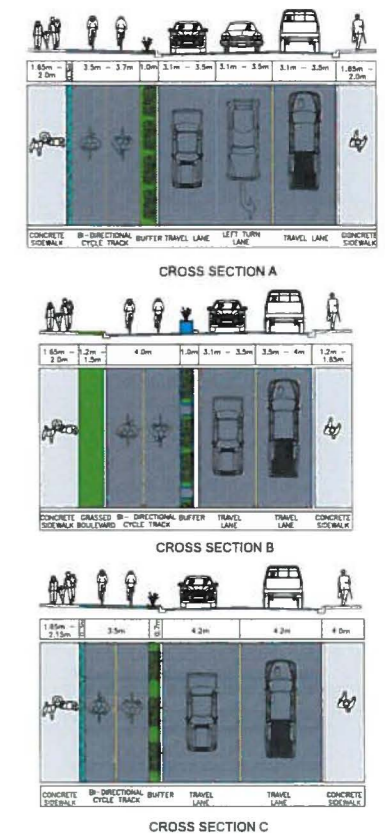
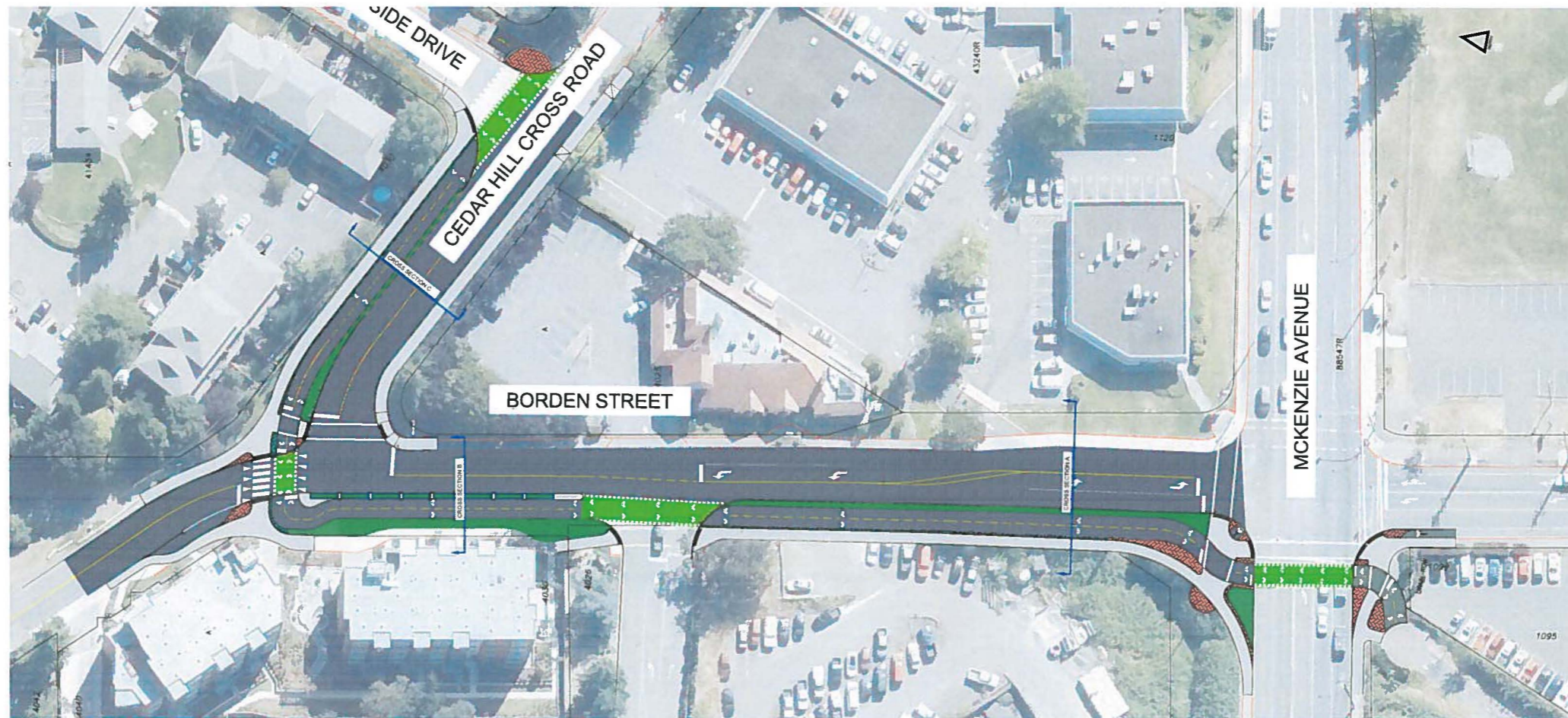
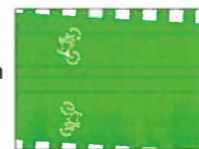


Photo taken by Paul Krueger - Granville and Dunsmuir Vancouver BC

BI-Directional Cycle Track



Designated Bicycle Crossing Constructed With Green Conflict Paint



Raised Crosswalk



- BI-Directional cycle track to provide connection to the Lochside Trail.
- Provides a higher level of security than conventional bike lanes.
- Physically separated cycle track that allows bicycle movement in both directions on one side of the road.

- Designated Bike Crossing for improved safety between cyclist and pedestrian conflicts.
- Green conflict paint increases the visibility of the facility to both vehicles and pedestrians.
- Identifies potential areas of conflict and reinforces priority to bicyclists in conflict areas.

- Raised crosswalks serve as a traffic calming measure by extending the sidewalk and cycle track area across the road and bringing motor vehicles to the pedestrian/cycling level.
- Traffic control change to an all way stop with "yield to pedestrian and cyclist signage".

BORDEN STREET - MCKENZIE TO LOCHSIDE BI-DIRECTIONAL CYCLE TRACK PROPOSED CONCEPT



Tania Douglas - BiPed Update Carey Ravine

From: Steve Holroyd
To: Tania Douglas
Date: 10/16/2015 2:22 PM
Subject: BiPed Update Carey Ravine
CC: David Sparanese; Harley Machielse; Troy McKay
Attachments: DsizeColor1164.pdf; DISPLAY-CONCEPT.pdf

Tania,

As this is a ^cOctober BiPed agenda item I thought it might be beneficial to have the committee members review the concepts and plans ahead of the meeting. As such, could you please forward this to BiPed members.

Thanks,

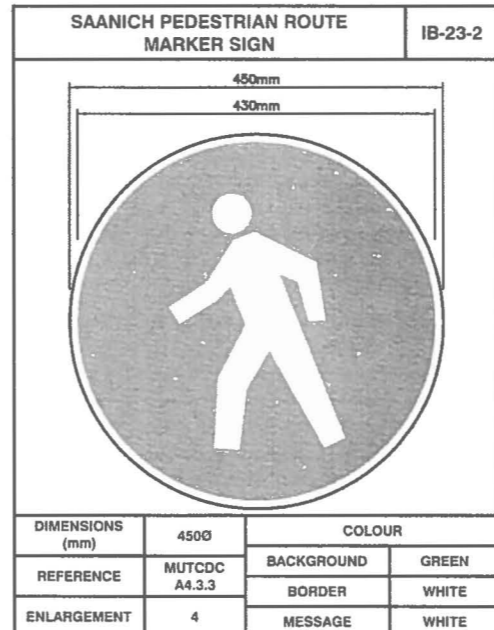
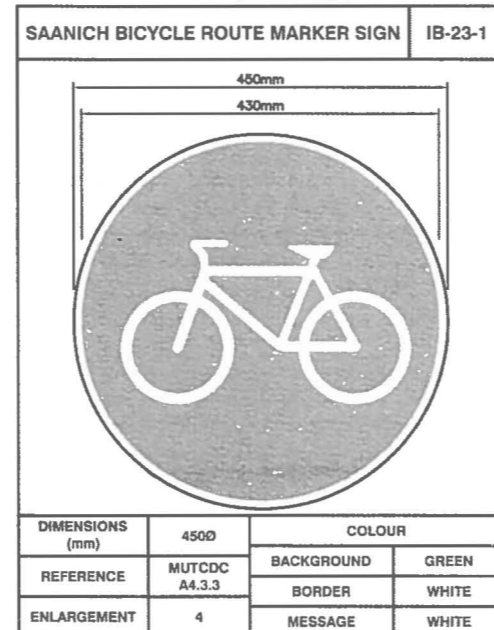
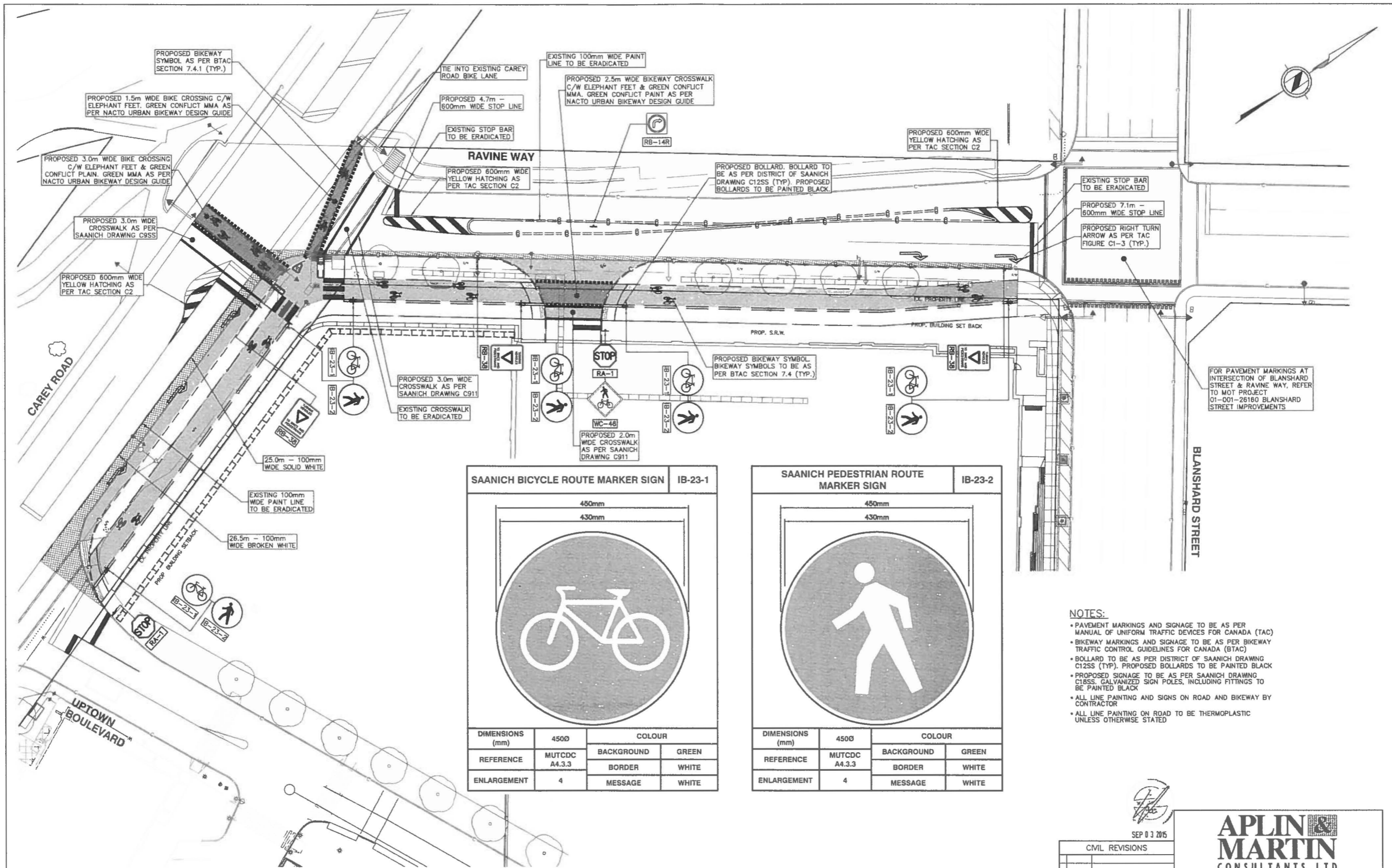
Steve

In the April the BiPed committee undertook a walkabout surrounding the Uptown development and followed this with distribution of thoughts and comments at the April BiPed meeting. Within the thoughts and comments were a couple of items related to upcoming work near the Carey Ravine intersection. Attached are concepts and plans for sidewalk and cycling improvements which can be identified as follows:

- improvements to the Carey Road and Ravine Way frontage of the Whole Foods development currently under construction. As noted by the Director of Engineering at the May BiPed meeting these improvements have now been approved and little room exists for revisions;
- improvements to the pedestrian and cycling connection between the Galloping Goose Regional Trail and the Carey Ravine intersection. This was identified specifically by the members during the walkabout as needing attention / action. Staff have prepared a concept and discussed it briefly with CRD Parks staff. We plan to have a meeting with them and Saanich Parks in the next month or so to work to finalize the concept before moving to detailed design. Input from committee members is welcome as we refine the concept;
- creation of a bus lay by on Carey Road between the existing driveway access to Uptown and Douglas Street. Working with BC Transit, MoTI and Morguard (the owners of Uptown) a concept has been prepared that will create a transit facility to work with the upcoming dedicated bus lanes on Douglas Street. The proposal extends the two way cycling facility south on Carey Road that is initiated in the first item above. I am still waiting for a copy of the current plan for this and will forward asap, if not then I will bring a copy to the meeting.

If you have any questions prior to the BiPed meeting on any of these items please do not hesitate to contact me directly.

ITEM 8



- NOTES:**
- PAVEMENT MARKINGS AND SIGNAGE TO BE AS PER MANUAL OF UNIFORM TRAFFIC DEVICES FOR CANADA (TAC)
 - BIKEWAY MARKINGS AND SIGNAGE TO BE AS PER BIKEWAY TRAFFIC CONTROL GUIDELINES FOR CANADA (BTAC)
 - BOLLARD TO BE AS PER DISTRICT OF SAANICH DRAWING C12SS (TYP). PROPOSED BOLLARDS TO BE PAINTED BLACK
 - PROPOSED SIGNAGE TO BE AS PER SAANICH DRAWING C18SS. GALVANIZED SIGN POLES, INCLUDING FITTINGS TO BE PAINTED BLACK
 - ALL LINE PAINTING AND SIGNS ON ROAD AND BIKEWAY BY CONTRACTOR
 - ALL LINE PAINTING ON ROAD TO BE THERMOPLASTIC UNLESS OTHERWISE STATED

SEP 03 2015

CIVIL REVISIONS	
3	2015/09/02 4th SUBMISSION
2	2015/07/17 3rd SUBMISSION
1	2015/06/24 2nd SUBMISSION

APLIN & MARTIN
CONSULTANTS LTD
PROJECT MANAGEMENT - ENGINEERING - PLANNING - SURVEYING
910 - 1111 West Hastings Street, Vancouver, B.C. Canada V6E 2J3
Tel: (604) 678-8434, E-mail: general@aplinmartin.com

CONFIRM UNDERGROUND LOCATION WITH UTILITY COMPANIES	LEGEND - Existing services shown solid		REVISIONS		REVISIONS APPROVED			DESIGN APPROVED		DISTRICT OF SAANICH		FILE No.	SV501923
	Standard Mount	—	DATE	DESCRIPTION	REVISION # 1	REVISION # 2	REVISION # 3	APPROVED BY	DATE	EXCEPTIONS	DATE	DESIGN No.	023-2015
Pole Mount	—	Approved		Approved	Approved	Approved	Design Engineer					Drawn: AS	
Existing U/G Utilities	—	Checked		Checked	Checked	Checked	Assistant Engineer					Checked: WL	
Proposed U/G Utilities	—	Designed		Designed	Designed	Designed	Municipal Engineer					Scale: Hor: 1:250 Vertical: N/A	DATE: JUL 9, 2015
		Drawn		Drawn	Drawn	Drawn						DRAWING No.	24037B3-14



CAREY—GALLOPING GOOSE CONNECTION
CONCEPT

SCALE 1:150
AUGUST 2015