

A G E N D A
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Saanich Municipal Hall, Committee Room No. 2
Thursday, April 19, 2018 from 4:00 pm – 6:00 pm

1. **ADOPTION OF MINUTES**
 - February 15, 2018 (attachment)
2. **CHAIR'S COMMENTS**
3. **CADBORO BAY AND CORDOVA BAY LOCAL AREA PLANS**
 - Presentation from Planning department
4. **CONSTRUCTION ZONE WAYFINDING FOR CYCLISTS (D. Wick)**
 - Committee discussion
5. **BUSINESS ARISING FROM THE MINUTES**
 - Priorities for action / topics for future consideration (minute excerpt from May 18, 2017 BiPed meeting attached)

* Adjournment *

* * Next Meeting: May 17, 2018 * *

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 Saanich Municipal Hall, Committee Room No. 2
Thursday February 15, 2018 at 4:00 p.m.

Present: Councillor Karen Harper (Chair), Brian Collier, Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, Darrell Wick

Staff: Troy McKay, Acting Manager, Transportation & Development Services; Tania Douglas, Senior Committee Clerk

Regrets: Barb Sharpe, Anne Topp

Minutes

MOVED by B. Collier and Seconded by A. Nagelbach: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 18, 2018, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

It was noted that the motions from the November 2017 BiPed meeting were discussed and approved at the last Council meeting. The issue of helmets for the U-Bicycle program was expressed as a concern at the Council meeting, and the sidewalk maintenance issue was already on the work plan to be addressed.

WALKER AND CYCLIST VISIBILITY CAMPAIGN

It was noted that especially in the winter months, poor visibility is a safety issue for cyclists and pedestrians. Drivers find it difficult to see walkers and cyclists and it may be worthwhile to consider a campaign to be prepared for next winter. A handout regarding a proposed visibility campaign, submitted by D. Wick, was circulated to committee members for a discussion. Topics such as front and rear lights for bikes, wearing fluorescent materials in the day and reflective materials in the dark, and general safety were discussed. The question was raised whether the committee should initiate a campaign in October or November.

The following comments were noted:

- In Portland, the local government worked with Police, who handed out safety 'swag' to cyclists and pedestrians.
- People need to be educated on how to make themselves more visible.
- It may be worthwhile to focus education on areas like UVic and Camosun where there are less experienced cyclists.
- It would be useful if clothing designers would stop using so much black/dark fabric.
- The Greater Victoria Cycling Coalition tried to do a lighting campaign with the CRD and were having difficulty obtaining funding for this. They are focused on working with the CRD on a Traffic Safety Grant at this time.
- ICBC has a different focus and may have an upcoming campaign.
 - **Action:** The Acting Manager of Transportation and Development to research what ICBC has planned regarding pedestrian and cyclist visibility, and report back to committee with information.

ITEM 1

COUNTDOWN WALK SIGNALS

Committee discussed traffic signals and the countdown timers associated with them in various areas of the municipality. A handout submitted by D. Wick regarding optimizing traffic lights for cyclists and pedestrians was circulated. It was noted that:

- When walk signals are red, the light stays green for vehicles for much longer.
- Staff were complimented on the improvement at the Lochside/McKenzie area, however the bike light turns red too early.
- Most people are not aware that you may not enter the intersection when the red hand is flashing along with the countdown. The countdown may be about 12-14 seconds, but it only takes a cyclist 2-4 seconds to get through the intersection.
- The Borden/McKenzie crossing is a good arrangement as bikes have a lane and follow the car traffic light.
- Trail crossings and residential streets where there is no sidewalk both are areas where pedestrians must yield to vehicles.
- A request was made for staff to discuss improvements that are needed at the Galloping Goose and Tillicum Road with the Ministry of Transportation and Infrastructure.
- It was noted that the Motor Vehicle Act legislation is outdated and behind the times.

The Acting Manager of Transportation and Development noted that the requirements for the crossings are outlined in the Motor Vehicle Act, and he described how some of the crossings are programmed. He noted that changes will be made all the way down McKenzie Avenue to the University, and later Quadra Street will be done as well. In response to a question, he stated that they are open to considering a scramble style, where cars are held in all directions while cyclists and pedestrians cross.

- **Action:** The Acting Manager of Transportation and Development will investigate the feasibility of adding a more appropriately timed separate green/yellow/red light for cyclists at the Lochside trail crossing at Quadra.

PRIORITIES FOR ACTION

A brief discussion occurred regarding various issues around the municipality. It was noted that the Planning department does not refer development applications to advisory committees for input and if members are interested in a specific project, there is information on the website and they can contact Planning staff directly. Committee members noted that in the past they received information on development applications in order to make comment about access, secure bike parking and facilities and ease of getting in and out of parking lots.

The Acting Manager of Transportation and Development stated that the above mentioned issues regarding accessibility and parking lots are set out in the Zoning Bylaw. The Chair suggested that the committee could review these requirements in the future.

BUSINESS ARISING FROM THE MINUTES

Committee Terms of Reference

The Chair noted that the Terms of Reference are adopted by Council and they cannot overlap with another committee's mandate. Committee members discussed, and the following was noted:

- Committee's mandate could be expanded to include public transportation.
- Concern was expressed about the guidelines on page two, as anything not listed could be considered to be outside the scope of the committee.
- Destination facilities should be included as part of the mandate.
- Instead of calling pedestrian/cyclist movement 'alternate modes', they should be called 'active transportation' so it is not considered a secondary mode.
- It is possible that this discussion is a little premature.

The Chair noted that public transportation is the mandate of another committee. The Acting Manager of Transportation and Development stated that requirements for end of trip facilities are outlined in the Zoning Bylaw.

ADJOURNMENT

The meeting adjourned at 5:35 pm.

Councillor Harper, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

Tania Douglas - Construction Zone way-finding for cyclists

From: Darrell Wick
To: Tania Douglas <Tania.Douglas@saanich.ca>, Karen Harper <karen.harper@saa...
Date: 3/5/2018 8:45 AM
Subject: Construction Zone way-finding for cyclists
CC: Brian Collier James & Ute Grayson

BiPed to examine the necessity for bicycle specific construction signage within and around construction sites along designated bicycle routes. This is an important special type of way-finding signs.

A goal of this agenda item is to produce a BiPed recommended best practice.

Specifically

- Signs to alert cyclists of construction zone.
- Signs and other initiatives to provide safe passage and guidance through or past construction zone.
- When an alternate detour route is necessary
- Signs for cyclists to indicate the route
- Detour way-finding along the detour

To assist in developing recommendations, the committee should consider the current construction along the Lochside Trail within Cordova Bay. Currently the route is completely closed during working hours but open during non-working hours. Effective March 15, it will be completely closed 24/7.

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Darrell Wick

TOPICS FOR FUTURE COMMITTEE CONSIDERATION

Committee members discussed a list of possible items for discussion, and it was noted that many of the suggested issues will be addressed by the Active Transportation Plan (#movingsaanichfwd). The Director of Engineering also responded to questions from committee members. The following was noted:

- Committee could review the Official Community Plan/Policies/Neighbourhood Plans etc. and provide input, however comments would not be acted upon until such time that policy/plan reviews are done.
- Pre-zoning could be considered; currently projects are zoned one at a time.
- Density and lack of planning are a concern; it would be good to remedy the perceived disconnect.
- Saanich does not educate the public on land use, what densification means, and how it can benefit communities.
- The Pedestrian Priorities Implementation Plan (PPIP) was developed by Urban Systems and prioritizes new sidewalks. Staff have looked at this Plan and would like to refine some areas. The Active Transportation Plan will address some pedestrian issues. Current funding for sidewalks does not cover needs.
- Some municipalities have a local improvement process available where if you have a road with no lights, sidewalks, gutters, curbs etc., residents on that street can pay 60% of the costs and the municipality will pay 40%. Much of Vancouver was done this way.
- Most new funding is spent on active transportation (cycling/walking) infrastructure.
- The Shelbourne Street project impacts other major projects and some 'complete streets' projects have been deferred (eg. Glanford and Sinclair project). If grants are received then projects can be moved up. The Active Transportation Plan sets priorities.
- Work on Gorge Road to repave/stripe and improve ramps has been postponed to 2018 because of drainage work.
- BC Transit has its own plan called 'Transit Futures'. Saanich's plan is focused on active transportation plus connections to transit.
- Issues such as soil creep and grass and vegetation problems on sidewalks are not a primary focus of the Active Transportation Plan. There is \$15,000 in the budget to address vegetation and much of this has been spent on the Shelbourne/North Dairy area. Residents are encouraged to adopt boulevards to help address problem areas.
- It was suggested that the average person does not know who to contact for many issues and that a guide to municipal services brochure would be very helpful. The top questions/answers could be put into a booklet and inserted with utility bills or tax notices.
- Regarding bringing awareness to congestion relief, climate change, quality of life etc. with walking and cycling, it may be good to market ideas during events such as the cycling festival.
- Motorists driving in bicycle lanes is a problem and driver education is needed.