

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
Held at Saanich Municipal Hall, Committee Room No. 2  
**February 20, 2014 at Noon**

Present: Councillor Vic Derman (Chair), Judy Gaylord, James Grayson, Corey Newcomb, Darrell Wick.

Staff: Mike Lai, Manager of Transportation; Garry Darrah, Parks Planning and Design Manager; Steve Holroyd, Engineering Planner/Designer; Police Constable Rob McDonald; Police Constable Stephanie McFarlane; Tania Douglas, Senior Committee Clerk

Regrets: Jo-Lee Bertrand, David DeShane, Paige MacWilliam, Ray Straatsma

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### Minutes

**MOVED by J. Grayson and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 16, 2014 be adopted as amended."**

**CARRIED**

### CHAIR'S REMARKS

The Chair provided information about the upcoming Saanich Family Cycling Festival which will be held at the end of April. He met with Rob Phillips, who is coordinating the event, and thanked committee members who have taken an active role in the event. D. Wick and J. Grayson are willing to help again this year. The Chair will speak to H. Lewis who was involved in past years, and will also contact the Police to inquire about their departmental liaison.

### WILKINSON ROAD, WILKINSON BRIDGE AND COLQUITZ RIVER TRAIL EXTENSION PROJECT

The Parks Planning and Design Manager and the Engineering Planner/Designer provided information about the joint project of the Parks and Engineering departments. This information will be presented to other advisory committees and will also go to a public participation session(s). The following was noted:

- Bicycle lanes and sidewalks are planned for both sides of Wilkinson Road.
- There will be a 2.2 km trail loop on the rural side of Wilkinson Road (via Layritz Park, Markham Road and Quick's Bottom Park); trail users will be able to do this loop without having to cross Wilkinson.
- Wilkinson Road between Mann to Miller, has a bicycle lane and sidewalks and the plan is to extend that further along Wilkinson.
- In 2010, it was noted that the small bridge on Wilkinson was showing signs of deterioration. This will need to be replaced.
- The bridge will be reconstructed with increased standards of today's Canadian Bridge Code and will be able to handle seismic loads to the highest level under the design code as a lifeline structure.
- The budget for the project will come from money from Gas Tax funding, and supplemented by the Engineering department budget.
- Staff has contacted property owners about acquiring property for road dedication.

- The conceived trail with Colquitz Park will be a more developed community trail with a 3-5 metre width and an asphalt surface, except in more rural areas where it could be gravel surface. Some areas may have a raised boardwalk.
- There are steep slopes, invasive plants and many trees to deal with; there will be some tree removals. Staff will try to skirt around trees in an effort to save some and any loss of trees will result in a 2:1 replacement (2 trees replacing 1 loss).
- Connections will be improved between Bryden Park , Quick's Bottom Park, Colquitz Park and the east end of Lindsay Street.
- The long term plan is to acquire property along the Colquitz River for park purposes.
- The trail will run under the bridge; some kind of stair/ramp will need to be planned to get to street level.
- Stormwater management such as rain gardens for example will be included to address stormwater excess.

Committee members provided comments and asked staff questions and the following was noted:

- The drawing of the bicycle lane on the bridge shows it as being 1.8 metres; this is subject to community feedback but the minimum would be 1.5 metres.
- The decision about the surface type has not been made yet; public participation still needs to occur. The grades are quite different in the various areas.
- Concern was expressed about the possibility of the bridge flooding as the area is quite wet. The rain gardens should help, and stormwater will be directed into the Colquitz River.
- The trail will become popular; it would be worthwhile to have good esthetics with regards to having attractive guard rails; walls could be done in patterned material to deter graffiti. Having an appropriate width is also important.
- The suggestion was made to construct a couple pullouts for cars to park in the area.
- It is important to ensure that the trail size is adequate for all users.
- Trees and shade are important to have along trails for hot days.
- The rain gardens are unique in that they will be built on a slope; they could be cascading gardens and have interpretive signs.
- An interpretive sign should be considered near Lindsay Street and future rain garden location.

The Chair requested that any future presentations on this project include GIS mapping or Google street view photos to help with visualization purposes.

## **PEDESTRIAN PRIORITIES**

Committee members reviewed the issue of setting sidewalk and pedestrian priorities in Saanich. The comment was made that not every street needs sidewalks and that sidewalks tend to make streets a priority for vehicles.

Committee consensus was to forward Councillor Derman's report to Council regarding "Setting Sidewalk and Pedestrian Priorities for Saanich" dated February 20, 2014, which recommends that Council forward the report to staff as part of an initiative to re-evaluate the manner in which sidewalk and pedestrian infrastructure priorities are established in the municipality.

## **BICYCLE LANES: SHELBOURNE STREET NORTH OF MOUNT DOUGLAS MARKET AND ON FELTHAM ROAD**

The Manager of Transportation had nothing new to report on this item; staff will take previous comments from this committee into consideration as work is planned. The

Chair suggested that the area running south on Shelbourne Street looks like it could be an independent project from the Shelbourne Valley Action Plan, and requested that staff provide an update on this at the March meeting.

Suggestions were made that lanes are needed on Shelbourne between Arbordale and Torquay and that not a lot of people park along this portion of Shelbourne when permissible. This space could be used for cycle lanes.

**MOTION:        MOVED by D. Wick and SECONDED by J. Grayson, “That the Bicycle Pedestrian and Mobility Advisory Committee puts emphasis on their motion of January 16, 2014, that bicycle improvements on Shelbourne Street, north of Torquay is a priority.”**

**CARRIED**

The Chair requested that the Feltham Road area east of Larchwood to Tyndall be placed on the agenda for discussion at the March meeting.

### **COOK STREET COMPLETE STREETS**

The Manager of Transportation stated it is not clear which option is the best choice for positioning of the bike lane on Cook Street approaching the Quadra intersection. ICBC did a safety audit of the corridor and recommended that bicycle lanes be curbside on the approach to Quadra Street.

A discussion occurred and the following points were noted:

- Curbside bicycle lanes are dangerous going straight from Cook Street onto Cloverdale as there is conflict with right-turning traffic.
- The bicycle lane stop should be further ahead than the vehicle stop for visual safety.
- A third option was presented by a committee member for consideration.

\*\*\* At 12:57 p.m. Constables McDonald and McFarlane left the meeting \*\*\*

- A key consideration is to know the number of cyclists using the area, and the direction of the majority of traffic. Staff is not aware of any cycling count data at the intersection and will investigate this.
- Saanich owns some of the property at the intersection which may allow the room to have a right-turn bike lane from Cook Street onto Quadra Street.
- The option to have a shared space for both cyclists and vehicles was suggested.
- It was suggested that the options presented are not friendly for less experienced riders.
- A discussion needs to occur about how to get infrastructure to support all cyclists and not just the experienced riders.

The Manager of Transportation noted that Clovelly Terrace is the reason that treatment of the area is challenging and that staff are still assessing the option submitted by a committee member. Committee members asked that staff provide another option for consideration as there is opportunity to extend the area with the land that Saanich owns.

### **DARWIN AVENUE / LOCHSIDE TRAIL & SWAN STREET/ LOCHSIDE TRAIL INTERSECTIONS**

A recent collision between a motorist and cyclist at the Darwin Avenue/Lochside Trail intersection was noted and committee members expressed concern about the assignment of right-of-way being in favour of vehicles in this area. Staff reported that the

right-of-way can be changed at the Swan Street/Lochside Trail intersection but that the Darwin Avenue and Lochside trail intersection is in favour of vehicles at the request of emergency services.

The point was raised that emergency vehicles can turn their lights and sirens on when necessary and committee members requested that this issue be investigated again.

**MOTION:        MOVED by J. Grayson and SECONDED by D. Wick, “That the Bicycle Pedestrian and Mobility Advisory Committee requests that the Chair approach emergency services to inquire as to the reasons why priority cannot be changed to be in favour of Lochside trail users at the Darwin Avenue/Lochside Trail intersection.”**

**CARRIED**

## **CYCLING PRIORITIES**

The Chair noted that just as with the pedestrian priorities issue, ideas for cycling priorities needs to be evaluated again, with an emphasis being from a desire lines point of view (eg. what is the existing network and where are improvements needed). The intent is to develop a report for Council’s consideration.

In response to some comments by committee members, the Manager of Transportation noted that the Planning Department’s work plan includes a review of off street parking requirements in the Zoning Bylaw, which does include end of trip facilities.

## **ROUNDTABLE**

Items for future consideration include:

- safety in a broad sense (e.g. Oak Bay municipality has been ticketing cyclists for not having lights/not using helmets);
- how does a person report deficiency in sidewalks/roads;
- discussing ways of publicizing local connectors;
- distracted drivers: motorists drifting into bicycle lanes.

## **ADJOURNMENT**

The meeting adjourned at 1:55 p.m.

## **NEXT MEETING**

Next meeting is scheduled for Thursday, March 20, 2014

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary