

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
Held at Saanich Municipal Hall, Committee Room No. 2  
**May 15, 2014 at Noon**

Present: Councillor Vic Derman (Chair), David DeShane, Judy Gaylord, James Grayson, Corey Newcomb, Ray Straatsma and Darrell Wick.

Staff: Mike Lai, Manager of Transportation; Cameron Scott, Manager of Community Planning; Harold Stanley, Community Planner; Garry Darrah, Parks Planning and Design Manager; Police Sgt. Alan Gurzinski; Tania Douglas, Senior Committee Clerk

Regrets: Paige MacWilliam

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### **Minutes**

**MOVED by J. Grayson and Seconded by C. Newcomb: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held April 17, 2014, be adopted as amended."**

**CARRIED**

### **CHAIR'S REMARKS**

The Chair advised that the Director of Engineering is retiring from Saanich and that the Transportation Manager will be in and out of today's meeting due to the retirement event being held at this time.

### **DRAFT SHELBOURNE VALLEY ACTION PLAN (SVAP)**

The Chair and Committee members provided comments regarding the SVAP. The following comments were noted:

- Shelbourne Street, along with Douglas Street, are the two crucial corridors in Saanich that need to have a solid plan to be done properly.
- The Plan has a good vision but is weak on implementation strategies.
- Regional and municipal mode share goals are not being met; more substantial shifts in transportation modes must happen.
- The cross section (pg. 73-74) that shows dedicated transit lanes is good; language needs to be added that explains why this is needed in the near future and how it can be done.
- Appropriate street treatment is important in order to successfully create the 'people places' that Shelbourne Street could have.
- The Plan shows incremental change that will likely result in a prolonged implementation process, and a reduction in greenhouse gas (GHG) emissions is necessary as climate change problems increase. The plan framework needs to change and should set more aggressive targets.
- Language with regards to greenways, local connectors, bike ways, cycle tracks, etc. needs to be clearer and more consistent. The Plan does not recognize connectors.
- Concern was expressed about cyclists turning right from cycle tracks, as well as cycle tracks located on the right side of parked vehicles.
- Way-finding signs should be recognized in the SVAP. More walking/cycle maps would be beneficial.

- Cycle improvements between Blair and Arbordale should be recognized as two sections: Blair to Torquay and Torquay to Arbordale.
- Other items to consider adding to the plan include: a toilet policy; kiosks at transit exchanges; signal timing; breaking up long blocks for pedestrians and cyclists; and, more ways of impeding single vehicle traffic.
- The 4-lane configuration of single vehicle traffic is not supported and need to be reduced. Streets that have residential dwellings with multi-lanes tend to have no activity (e.g. Blanshard Street).
- An emphasis should be made on moving people and not moving vehicles.
- Concern was expressed that cycle tracks have no directional security and that every driveway is an intersection.
- It was suggested that a peer review of the SVAP be done.
- The citizen's survey indicated that there is limited support for two lanes on Shelbourne Street with the majority supporting the retention of four traffic lanes.
- The short term mobility plans are a major improvement to the Plan and Saanich has a chance to install cycle tracks and should take it. It could be elaborated a bit more in terms of what "short term" means.
- A suggestion was made to develop a strategy to approach Shelbourne Street property owners regarding property right-of-ways.

Due to time constraints, consensus of Committee was to craft a motion and conduct a poll vote with regard to the draft Shelbourne Valley Action Plan which is scheduled for presentation at the June 9<sup>th</sup> meeting of Council.

The Manager of Community Planning and the Transportation Manager provided responses to comments regarding bicycle lanes in the areas between Torquay to Arbordale.

**Motion: MOVED by D. Wick and Seconded by D. DeShane, "That the Bicycle and Pedestrian Mobility Advisory Committee requests that staff examine implementing bicycle lanes from Arbordale Avenue to Torquay Drive as soon as possible."**

**CARRIED**

In response to questions on timelines, staff noted that 'short term' could be between 3-7 years due to variables such as technical issues, funding, and design priorities.

## **ZURICH BIKE LANES VS COPENHAGEN CYCLE TRACKS**

D. Wick presented a slideshow that showed examples of cycling infrastructure in Europe and the difference in land use, roads and driver habits. Photos showed various intersections and transition problems/solutions. Bicycle stop lines are regularly painted in front of vehicle stop lines. Examples of massive bicycle parking areas (both covered and not covered) located at transit stations and malls were shown. It was suggested that one of the few good examples here of bicycle parking is at the Shelbourne Square with its raised pedestrian crossings and bicycle parking is scattered close to stores.

With regard to concerns about right turning vehicles when bicycles go straight, the presentation shows how to safely avoid this bad positioning using a well-marked bicycle lane that is to the left of the car right turn lane and moves to the left in a safe manner that ensures the vulnerable cyclists isn't the one faced with crossing car lanes.

**ADJOURNMENT**

The remainder of the agenda items were deferred to a future meeting for discussion; the meeting adjourned at 2:00 p.m.

**NEXT MEETING**

Next meeting is scheduled for June 19, 2014

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary