**MINUTES**
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**
Held at Saanich Municipal Hall, Committee Room No. 2
**Thursday October 20, 2016 at 4:00 p.m.**

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

Staff: Gary Darrah, Parks Planning and Design Manager; Mike Goldsworthy, Park Planner Designer; Tania Douglas, Senior Committee Clerk

Regrets: Dan Casey, Alex Nagelbach

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**MOUNT DOUGLAS PARK ACCESS STUDY UPDATE**

The Parks Planning and Design Manager presented information to committee members, and noted that this presentation is also available on the Saanich website. The presentation focused on cycling and pedestrian mobility and not vehicles. The following was noted:

- Council endorsed a staff recommendation in February this year to develop options to address concerns raised about access to Mount Douglas Park, especially related to the parking restrictions at the north end of Glendenning Road.
- Since that time, staff has developed a project charter, created a Terms of Reference, created a community based project advisory team, and taken an inventory of parking areas, transit routes, and bike facilities and pedestrian routes.
- Public surveys (458 were completed) and open houses were undertaken.
- A transportation consultant from Urban Systems was hired. They performed a traffic study and did the vehicle/bicycle counts as well as the parking study.
- Draft recommendations were developed which enhance all forms of access:
  - Six recommendations are to improve pedestrian access
  - Six recommendations are to improve cycling access
  - Four recommendations are to improve transit access
  - Ten recommendations are to improve vehicle access
- Some recommendations will be relatively easy to implement while others will be more costly and may be referred to other jurisdictions for review (eg. Transit).
- Some items be referred to the Active Transportation Plan project which Engineering has just initiated.
- Since 2013 trail use has been monitored with infrared motion detectors. These may not be fully accurate as it would also count animals such as deer and dogs.

In response to a question, staff noted that some feedback has been received with regards to accessibility. A comment was made that the Cora brand of bicycle racks is not very functional; staff will take this into consideration.

Committee members have until October 31, 2016 to provide feedback on the draft report.

**LONG RANGE PLANNING**

The Chair circulated a document he drafted entitled "Lessons Learned from Cycling in Amsterdam" for committee information. He stated that the committee has done good work in terms of initiating infrastructure improvements, and he intends to bring a report forward from this committee to Council regarding long range planning. The Chair provided an overview of his recent trip to Europe and in particular Amsterdam, and stated at first he felt like the streets were chaotic, as all modes fully share the roads, but soon he noticed it was organized and structured and really works well. He provided four points that he feels is important to long range planning and will include these in his report to Council.

Committee members shared their own experiences and the following points were made:
- In some places the streets belong to the people, not to automobiles.
- Personal pickup trucks are not seen in the cities; maybe we need to have times here when trucks cannot be in the city.
- Having a flat city as opposed to a hilly city would affect the cycling culture. Shelbourne Street, for instance, is fairly flat.
- When this committee was first implemented, there were no bicycle lanes within the CRD. Many improvements have occurred over the years.
- Upcoming improvements will hopefully help to change attitudes and shift the driving culture.
- We may need to start using demand management.
- Long term planning is relevant to the Shelbourne Street and the Douglas Street corridors.
- Transit improvement options will also help.
- Reducing parking facilities in downtown areas, or making parking fees very expensive could help shift the culture. Parking lots further out at good transit stations would also help.
- The UPass is good and provides an alternative. More businesses could provide this.

**BOLLARDS**

It was noted that the CRD has added a priority action in their Regional Trails Management Plan to review bollards sections at road interface with respect to safety of users.

**Motion:** **MOVED by D. Wick and Seconded by A. Topp, "That the Bicycle and Pedestrian Mobility Advisory Committee supports a Priority Action for the review of the bollards section of the Regional Trails Management Plan with respect to the safety of users."**

**CARRIED**

It was noted that on the Galloping Goose trail near Spectrum School, street names are not clear, making it difficult to know which exit to take. This committee had previously recommend that the CRD Signage Plan should be designed for new people (tourists).

**Motion:** **MOVED by A. Topp and Seconded by J. Grayson, "That the Bicycle and Pedestrian Mobility Advisory Committee recommends that as part of the Regional Trails Management Plan review, the CRD review and update trail signage to provide better wayfinding, including identifying intersection street names and installing distance markers directing trail users towards important locations."**

**CARRIED**

** S. Jennings left the meeting at 5:25 p.m. **

## EMAIL FROM D. WICK

A variety of concerns were raised (attached hereto as Addendum 1) and the Chair asked that these be forwarded to the Engineering and Parks departments for information.

## EMAIL FROM J. GRAYSON

A variety of concerns were raised and noted as follows:
- "Share the Road" signs on Wallace Drive is desirable.
- Some cyclists think they need to go onto the sidewalk when on the Lochside trail coming north bound through McMinn Park. A suggestion was made to have a sharrow placed on Lochside Drive immediately north of the crosswalk.
- On the north side of McKenzie Avenue between Shelbourne Street and Cedar Hill Road, green conflict paint is needed at driveways.
- Proper commuter-cyclist consideration on the new Borden Street to Cedar Hill X Road cycle track.
- The Lochside Trail - Hunt Road intersection northbound is dangerous. There is excessive vegetation on Hunt Road which makes cars, pedestrians and cyclists unable to see each other.  The branches need to be trimmed a lot.

The Chair would like staff to provide information about the plan for the section of Shelbourne Street from McKenzie Avenue to Cedar Hill X Road.

## ROUNDTABLE

Comments from committee members were noted as follows:
- Is there any plan for green paint on the bicycle lane in front of Uptown Centre? A committee member was hit by a car and noted this should be put in the plan.
- The centre islands at Uptown are not green; the green amenities at Uptown are poor.
- Harriet Road to the highway has been closed off; this is a temporary trial.

## ADJOURNMENT

The meeting adjourned at 5:50 p.m.

## NEXT MEETING

Next meeting is Thursday, November 17, 2016

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Councillor Derman, Chair


I hereby certify these Minutes are accurate.


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Committee Secretary

**Addendum 1**

**Local Connector Signs:**

1. The Shelbourne bike lanes between Arbordale and Torquay have now been completed and lines painted. What's missing is bicycle direction signs at Torquay pointing east along Torquay for Gordon Head Rec Centre, Lambrick Park and eastbound on Feltham including connection to GH Local Connector leading to UVic. Also one pointing west along Torquay for Cedar Hill Road.

2. Many potential cyclists are unaware of the connection between Gordon Head and the Lochside Trail that goes along Glendenning. Discussion between Engineering and Parks several years ago agreed to mark this cycle route from the Lochside Trail to Tyndall Park with yellow local connector signs. It's time to do this!

**Cyclists Safety for Cordova Bay to Ash left turn:**

1. A very popular cycling route passes through Mount Douglas Park connecting Cordova Bay Road with a left turn onto Ash Road. Experienced cyclists familiar with the turn realize they must "take the lane" early so they can move into the left turn lane for Ash Road (Existing signs are ineffective and too close to the intersection). It can often be difficult to move into the travel lane because of relatively fast moving vehicles. Worse, too many hesitant or unfamiliar with the necessity to "take the Lane" end up following the marked bike lane to the corner and are caught on the inside of the corner where they can't see on-coming traffic and cannot safely connect to Ash Road. What is needed is better, earlier signage for cyclists about the left turn and about legitimatizing (in the eyes of motorists) "taking the lane". Sharrows would also help.

2. The Friends of Mount Douglas Park Society, supported by the Cordova Bay Assoc and Gordon Head Residents Assoc would like the speed limit on these roads passing through the Park reduced to 40kmh. This would help with the aforementioned left turn for cyclists moving out into the traffic lane, as well as on the narrow Ash Road which does not have bicycle lanes (the "single file" signs have helped).

**Mt Doug - UVic Gordon Head Local Connect at Lambrick**

1. There are reports from cyclists following the GH Local Connector as it passes through Lambrick Park. The concern is the many people walking off-leash (and not fully controlled) dogs along this trail. They are often throwing a ball for their dogs allowing the dogs to run uncontrolled across and on the trail. Currently dogs must be on-leash on the Goose and Lochside Trails. A similar rule should apply to all municipal trails used by cyclists.

2. When this local connector crosses Feltham, there is a pedestrian activated light and a painted crosswalk. Are cyclists allowed to cycle across this crosswalk? For southbound cyclists, the crosswalk leads to the wrong side of Larchwood. Perhaps "elephant feet" markers diagonally across Feltham to the correct side of Larchwood for southbound cyclists would help.