

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
**Held at Saanich Municipal Hall, Committee Room No. 2**  
**Thursday, January 19, 2017 at 4:00 p.m.**

Present: Councillor Vic Derman (Chair), Rebecca Abernethy, Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, Barb Sharpe, Darrell Wick

Staff: Catherine Mohoruk, Manager of Transportation & Development; Police Sgt. Andy Stuart; Tania Douglas, Senior Committee Clerk

Regrets: Anne Topp

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### **Minutes**

**MOVED by R. Mersereau and Seconded by J. Grayson: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held November 17, 2016, be adopted as circulated."**

**CARRIED**

### **CHAIR'S REMARKS**

The Chair welcomed new members and roundtable introductions were made. The Chair expressed concern about global warming and spoke of various statistics of concern regarding temperature rise and sea level rise. As a result, this committee should be thinking of ways to mitigate global warming.

The Chair also noted that the Mayor had asked for information about this committee's most recent activities and was provided a summary of highlights which was circulated to committee members. This summary does not include all items, but highlighted the most important ones.

### **SCHEDULE OF REGULAR COMMITTEE MEETINGS**

Committee members agreed that the meeting schedule will remain as is, that being the third Thursday of the month from 4:00 – 6:00 pm.

### **BOLLARDS**

Committee members discussed the dangers of bollards to cyclists; the following was noted:

- Very serious injuries have occurred because of cyclists hitting, or trying to avoid bollards. This information is not usually collected because it is not usually reported.
- Suggestion for flexible bollard was made but it was pointed out that if a handlebar hits one, the cyclist will likely still fall.
- There is a lot of information about bollards and solutions (eg. California and Europe); a few committee members noted that there are no bollards in Europe and no problems with automobiles in those areas.
- It is the Capital Regional District's (CRD) policy to have bollards on their trails; they need to re-examine this policy.

- They are also a danger for people with trailers and cargo bikes. Kids sitting in trailers with their feet sticking out can be injured.
- It would be best to start off with no bollards and only install them if and when an issue arises.
- Bollards are dangerous to inexperienced cyclists.
- Speed is not necessarily the issue; dogs and/or children darting on the trail, as well as unaware pedestrians, can cause cyclists to have to react and hit bollards.

**Motion: MOVED by D. Wick and Seconded by A. Nagelbach, “Recognizing the use of bollards on cycling trail-road interfaces to block motor vehicle entry to prevent hypothetical bicycle-motor collisions versus the documented large number of accidents with serious injury caused by bollard-cyclist collisions, the Bicycle and Pedestrian Mobility Advisory Committee recommends that:**

- a) **Council request a review of Saanich’s bollard usage policy; specifically to consider alternatives to bollard usage similar to policies in other jurisdictions such as California; and,**
- b) **This request be forwarded to Larisa Hutcheson, General Manager, CRD Parks for consideration of reducing or eliminating bollard use on all CRD trails, and that this be made a priority by the CRD in 2017.”**

The Manager of Transportation and Development noted that the majority of bollards in use today in Saanich are located on CRD trails and that, in general, it is Saanich’s policy to not over-use bollards. They are placed very strategically for particular instances to restrict vehicle entry.

The Police liaison noted that the trails are multi-use and suggested perhaps cyclist speed is an issue. The only imposed speed limit is for electric bikes and the maximum for that is 32 km/h. He noted that BikeMaps.org may have some data about bollard accidents and also that it could potentially be a liability issue for Saanich if bollards are removed and a vehicle ends up on a trail causing an accident.

The Chair stated that he could bring a Notice of Motion regarding this item to the CRD Board, and speak to the item on behalf of the committee. Committee members requested that all supporting evidence be provided to the CRD and to Council for information.

**The Motion was then Put and CARRIED**

## **LONG RANGE PLANNING**

The Chair noted that the committee has not done much in the way of long term planning or facilitating commuter cycling, walking and other modes of transportation as personal transportation choices, which is referenced in the committee Terms of Reference. The following was noted:

- It would be helpful to have Planning staff at BiPed meetings to discuss land use.
- It would be good to review best practices standards development.
- The committee is not informed of projects until they are fairly far along and would like to provide input at an earlier stage.

The Manager of Transportation and Development noted that one of the objectives of the Active Transportation Plan is to identify a 5-year implementation plan for bicycle projects as currently there is no priority/ranking plan for these types of projects.. Projects that are selected, are done so in accordance with the Districts Corporate Strategic Plan, OCP,

Local Area Plans and the Pedestrian Priorities Implementation Plan (PIIP) and Sidewalk Ranking process which are then incorporated into the Capital Financial Plan.

It was noted that in the case of grants, staff provide a presentation to committee members seeking endorsement. Committee discussion continued and the following was noted:

- A staff presentation of priorities is requested
- Information on the Sidewalk Ranking process and the PPIP is of interest to some committee members
- More pedestrian considerations would be good as this committee heavily discusses cyclists
- Identifying major pedestrian routes (e.g. major centres, schools etc.) would be good. Land use patterns should be used to encourage pedestrians/cyclists.
- Sidewalks on residential roads are not provided. However secondary suites have caused a lot more street parking. Also there has been a shift in attitude in that more drivers speed on residential streets.
- Funding is always an issue with regards to cycling and pedestrian infrastructure.
- A history of what has been done with the official Commuter Bike Network would be good to review. The network is a little piecemeal compared to the OCP network as bike facilities are implemented when road improvements are done.
- If the goal is to increase the number of cyclists and pedestrians, then funding allocation for this compared to vehicles should be looked at. Most funding goes to cars.
- We have no pro-active sidewalk maintenance program; could ask staff for a review of the pedestrian maintenance program.

## **IDENTIFYING LOCAL CONNECTORS**

Committee members complimented Engineering on the great changes that have occurred over the years and discussed local connectors. The following was noted:

- There are a lack of destinations in Gordon Head area; this is a land use issue.
- Connectors were once only on major roads. There are seven major connector routes.
- How can local connectors be enhanced and improved without making it a thoroughfare for cars.
- Diverters for local connectors are good. Decreasing car speed should be a priority.
- The online questionnaire (for the Active Transportation Plan) did not offer an option to look at routes and other destinations; this would be useful information to have.
- Crossing of main roads needs to be improved at some intersections (eg. traffic signals)
- If committee wants to see enhancements on local connectors, there is an opportunity to review as part of the Active Transportation Plan (#movingsaanichfwd) process. The committee minutes could be provided to the District's consultants on this project.

## **DOUGLAS CORRIDOR**

The Chair stated that proper planning is very important for this project; Saanich and Victoria are working separately and it would be beneficial to design the corridor together. It is his expectation that the committee receives regular updates on this project.

The Manager of Transportation and Development informed members of a speaker series meeting on Uptown - Douglas Corridor and Urban Planning and noted that there is a 4-hour session on February 7<sup>th</sup> for the Active Transportation Plan. Members will receive an invitation to participate.

**BIKETORIA**

A brief update was given; the City of Victoria is still working on Pandora Avenue and this may be partially opened. Due to some developments, it will result in phased work.

**ADJOURNMENT**

The meeting adjourned at 5:55 pm. The next meeting is Thursday, February 16, 2017.

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary