

MINUTES  
**SAANICH BICYCLE ADVISORY COMMITTEE MEETING**  
COMMITTEE ROOM #2  
WEDNESDAY, APRIL 26, 2006, AT 4:00 P.M.

Present: Chair: Darrel Wick in the Chair; (Councillor Derman arrived at 4:37 pm and assumed the Chair)  
Members: J. Gaylord, J. Grayson, N. Neate, D. DeShane, P. Shatzko  
Staff: Mike Lai, Manager of Transportation; Gerald Fleming, Parks Department (4:35 pm); Isobel Hoffmann, Sr. Committee Clerk.  
Guests: John Luton; Mr. Boyce, Chair of N. Saanich Bike Committee; Deborah Le Frank (5:00 pm)

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**MINUTES: March 22, 2006**

Clarification was requested on the following points:

- The draft map and Centennial Trails Sign plan – the Committee understood this was to be brought back for review prior to final adoption (page 2). **Parks to respond.**
- Daily traffic volumes on Mann Avenue (page 4) – noted at 1110 vpd between Wilkinson and Glanford; Engineering confirmed after the meeting this should be 5100 vpd.
- Curb bulges on Mann Avenue (page 4): Mr. Wick showed photographs illustrating how dangerous these devices are to cyclists; he questioned whether a decision has been made on this design feature, given the Committee's serious concerns about their safety. **Parks to respond.**

**Moved by Mr. De Shane and Seconded by Ms. Shatzko: 'That the Minutes of the meeting held March 22, 2006 be adopted.'**

**Carried.**

**ITEMS FORWARDED FROM SPECIAL "INTERIM"  
BAC MEETING HELD ON APRIL 12, 2006:**

**"No Exit Except" Signs**

Displaying some examples of the signs, Mr. Wick stated:

- The issue of *No Exit Except* signs was discussed and a Motion put forward for consideration by the BAC at its regular meeting.
- No Exit signing has been discussed on previous occasions and recommendations made to include symbols to indicate that although this was a "no exit" road for vehicles, there was access for pedestrians or cyclists. It seems these suggestions were not accepted.
- The symbols on current "No Exit Except" signs are so small they can barely be seen.
- Many cul-de-sacs have no exit signs when in fact there is a path that connects to other streets and can be easily accessed by pedestrians and/or cyclists.
- These routes are an enhancement to the walking and cycling environment.
- Tabs with appropriate symbols should be a green circle enclosing a cyclist and/or a pedestrian, and be of a size that can be clearly visible.

Mr. Lai stated there could be confusion and some people may view the tabs as being redundant. He understands the point the Committee is suggesting but he would like to research the matter to see if there is a different way of displaying the tabs on the name blades.

**MOTION:**

**Moved by Mr. Neate and Seconded by Ms. Gaylord: “That the BAC recommends that all future “No Exit Except” signs, whether replacement signs or new signs, include additional tabs of a suitable size, with appropriate symbols indicating pedestrian and/or cyclist access, be included where applicable.”**

**Carried.**

**Interurban Rail Trail Signs**

In response to a question about the status of the location plan for the Interurban Rail Trail signs that Mr. Sparaneze was working on before he left, Mr. Lai stated he will have to discuss this with the Director of Engineering, but it is possible budget funds would permit the programme to be *initiated* this year at least – but not completed.

Mr. Wick pointed out that Saanich initially suggested the signing on the trail but has yet to install any signs – whereas C. Saanich and N. Saanich have their signing in place.

**Follow Up Report List**

Darrell Wick offered to take on the task of ensuring the Follow Up Report is updated on a regular basis.

**PRESENTATION:**

**“Way Finding” Signs for Cyclists and Walkers**

Mr. Wick gave a visual presentation on examples of various *way finding* signs in Europe and noted the following:

- The proposal for the Centennial signs was not general enough and is missing a lot of components.
- Switzerland has some of the best examples of signing:
  - signs are mode-oriented and very distinct
  - red for cyclists and yellow for walkers
  - distances (and estimated times) are marked on the
  - there are “presence detectors” in the bike lanes
  - The optimum mounting height on posts is about 2 metres.
- Cyclists (and tourists) have no problem navigating routes and finding their way – which is not always the case here.

\*\*\*\*\*Gerald Fleming entered the meeting at 4:35 p.m.

\*\*\*\*\*Councillor Derman entered the meeting at 4:37 p.m. and assumed the Chair.

- The proposed Centennial signs have different colours for different road classifications rather than different modes.
- He displayed examples of the proposed regional and local maps that are to be used.
  - Maps show no relief; users need to know the terrain the route will cover
  - No destinations or major centres are marked on the maps
- The difficulty regarding continuity and consistency with the signs and maps is partly because of multi-jurisdictional borders; this should not be approached on an ah-hoc basis.
- Acknowledged that a tourist trying to navigate the various trails through the CRD could have difficulty and improvements are necessary.
- Councillor Derman agreed to raise the issue at the CRD Parks meeting, and arrange for a meeting involving all jurisdictions to review a regional sign and mapping plan, taking into consideration there are three different uses of the trails:
  - Recreational travel
  - Commuter travel
  - Tourism

**MOTION:**

**Moved by Mr. Grayson and Seconded by Mr. De Shane: “That Councillor Derman raise the issue of inconsistent multi-jurisdictional signage and lack of relief on the maps with the CRD Parks Committee; and arrange for a meeting of all parties involved, with the intent of introducing continuity and consistency with the current signage as well as any new signage on the Regional Trail system, taking into consideration the three major uses of the trail.”**

**Carried.**

Further discussion ensued, noting the following:

- Many local residents have no idea how to navigate successfully through their own neighbourhoods because of poor signage.
- The Cycling Coalition’s map is a good one - but it does not include many local links – such as the Colquitz Trail System or the Broadmead Trail System.
- Saanich has many potential connections – mostly unknown to the public.
- Noted that the Parks Department is working on a new trail map for 2006.
- People may look at a pocket map and plan their route, but not necessarily take the map with them; they rely on signs to direct them.
- Regarding the “way finding” signs and “neighbourhood connection” signs, Mr. Fleming advised the graphic designer has not completed the work to date, but it is hoped something will be available for the next meeting.

**CENTENNIAL TRAILS UPDATE****Trail Signs**

Mr. Fleming stated he had hoped to have information for today’s meeting, but it is not completed yet. The comments from the last BAC meeting have been taken into consideration and will be incorporated into the Trail Sign Plan.

The Chair hoped there would be an opportunity to include graphics where possible, as well as distances and major destinations. Having contours on the maps would also provide very helpful information.

**Interurban Trail**

Mr. Fleming stated the project will be sent to tender shortly.

- Further to comments at the last BAC meeting about the parking area and trail crossing, staff took another look at the Wallace Drive/West Saanich Road intersection, but Engineering is committed to the original plan.
- It is recognized this is not an ideal situation, but it is considered the better option.
- The trail surface will be compacted granular, and this will continue through the parking area, making it part of the trail system.
- Some confusion arose regarding the intended crossing point, but Mr. Fleming confirmed that it is located away from the West Saanich/Wallace Drive intersection, and trail users will be directed through the parking area and on to Wallace Drive.

The Committee reiterated its concerns about having bicycle traffic directed through a parking lot and still felt that the parking should be located on the northwest corner of the intersection. It is a known fact that parking lots are more dangerous than intersections for cyclists, especially when cars are backing out. Concerns were also noted about the busy driveway crossing at the Red Barn market, suggesting it would be better to take the trail behind the market.

Councillor Derman stated:

- He visited the area and felt there was sufficient room to make a change to the parking location and the suggestions made by the Committee made sense.
- In spite of obvious concerns about the dangers of parking lots, the BAC's comments have not been reflected in the final plans.
- Staff advised they would take another look at the plans in view of the committee's concerns, but this has not happened.

In response to some of the comments raised by the Committee about the trail location, Mr. Fleming stated:

- The BAC's comments regarding the crossing at the Red Barn were considered but there are ecological and costs issues involved with locating the trail behind the Barn. It is also questioned whether someone would actually cycle around the back rather than crossing at the front.
- Currently, the municipality does not have any funding to cover the additional cost of relocating the trail behind the barn – but this could be an option in the future. Staff feel they can make the crossing safe.
- Regarding the Wallace/West Saanich intersection, Mr. Fleming stated that the trail is not only used by avid cyclists – it is used by families and recreational riders. They may choose to drive to this location, park their vehicle and then ride the trail for an hour or so.
- 10 parking spaces will be provided – five on each side of the lot.
- The disadvantage of not providing parking is everyone will have to cross the road.
- Wallace is a dangerous place for anyone to cycle – especially young families.
- The proposal is trying to accommodate everyone.

**MOTION:**

**Moved by Mr. Grayson and Seconded by Mr. Wick: 'That the Bicycle Advisory Committee is extremely dissatisfied with the proposed design of the trail at the Wallace/West Saanich intersection and cannot recommend its approval to Council.'**

Mr. Luton noted:

- The number of parking spaces may be excessive and perhaps consideration could be given to reducing the number and locating them on one side of the parking lot instead of two.
- There are other parking areas along the Galloping Goose where the trail is directed through the parking lot.
- He felt the hazard to trail users is overstated because the turnover of cars is not the same as at a mall.
- He agreed that most novice cyclists and children will start their journey from West Saanich Road and acknowledged that this is a difficult area. People will be nervous crossing at Wallace Drive.

Mr. Fleming stated he will take Mr. Luton's suggestion to the design group for consideration. The Steering Group felt that 10 spaces would be required, but he agreed that this could be reduced.

**MOTION:**

**Moved by Mr. Grayson and Seconded by Mr. Wick: "That further discussion of the Motion be POSTPONED pending reconsideration of the design of the parking lot and trail crossing by staff, as noted above."**

**Carried.**

## **CYCLING 2010 – An Infrastructure of Excellence**

Mr. Luton stated:

- Further to the report made by Mr. Wick at the last meeting on the working group's progress with this project, he advised he is looking into potential funding sources and will bring a report to the next meeting.

## **CRD SWITCH BRIDGE KIOSK - MAPS**

Mr. Wick stated:

- The CRD proposes to renovate the kiosk at the Switch Bridge, and also construct a kiosk at Wain Road. These locations should have a local and a regional map of the trails posted, with local destinations clearly marked.
- Apparently the CRD will not put anything "commercial" on their maps. All that is marked on the maps presently are the parks, the Seaside and Interurban Rail Trails.
- The value of a map is not just to showcase CRD parks and trails – it is to show other destinations and possible routes – with as much detail as possible.

The chair agreed with the comments, noting this is a commuter system with local network connections and more detailed maps are required. He agreed to bring this matter to the attention of CRD Parks at the next meeting.

**LOCHSIDE SCHOOL – Safe School Travel Plan – Deborah Le Frank**

Ms. Le Frank stated:

- Together with the PAC group, Engineering, Parks, Planning, the School District, and the Community Association, she is working to find solutions to various safety issues for the Lochside School Safe Travel Plan.
- The final draft report will identify long and short term strategies, involving education, enforcement and engineering, and produce a best walking routes map.
- A survey was conducted (83% return) asking how students got to and from school in good weather: 57% were driven by car. She is not sure why this figure is so high.
- Lochside has a large catchment area, as far as Mann Avenue. Students from this neighbourhood (about 13%) are brought by bus every day.
  
- The areas of concern or conflict for the BAC to consider are:

Commuter/cyclist conflict with school traffic on Royal Oak & Lochside:

- Cyclists have to navigate around school bus on Royal Oak Drive in front of the school driveway every day during the time there is a high degree of traffic and congestion (a.m. peak)
  - On Royal Oak, cyclists are cut off by cars turning into the school driveway;
  - Cars park over the yellow curb on Royal Oak Drive, blocking bike lanes;
  - On Lochside, southbound, cyclists have to weave in and out of parked cars;
  - Cyclists get pushed to the road edge by drivers trying to park on Lochside;
  - The existing bike racks at the school are old fashioned and need replacing;
  - On Royal Oak at Lochside, there is no cycling refuge area in the centre for children.
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- Some of the strategies discussed with Engineering and the school to date include:
    - Extending sidewalk around the northwest corner of Royal Oak at Lochside.
    - Paint yellow curb on Lochside Drive (southbound) adjacent to the school.
    - Restrict parking along the frontage of the school on Lochside Drive south.
  
  - She asked what the statistics were for the number of cyclists on Royal Oak Drive and on Lochside Drive (trail).
  - Is there an alternative location for people to park – short term.

Discussion noted the following:

- It is a hazard and unacceptable for vehicles to block the bike lanes at any time, but especially during peak hours; offenders should be ticketed.
- Agreed that this section of the Lochside Trail adjacent to the school is hazardous; commuter use will continue to increase and the safety of the trail should be a priority.
- It seems much of the problem is caused by parents driving their children to school and parking in the afternoon to pick them up again; questioned whether the school has considered alternatives, such as a Walking School Bus programme?
- A constant education programme is necessary because parents and children at the school change every few years.
- There is a large on-site parking area – is this being used efficiently, or it is simply more convenient for parents to park on Lochside?
- Perhaps a Park and Ride programme could be established, where parents drop off students or park a short distance from the school, and children walk to the school

from there. *(Confirmed by Ms. Le Frank that some alternative drop-off sites have been identified).*

- In part, the issue arose because the School District changed to the middle school system without any prior consultation with the Municipality; as a result, major traffic and safety issues that have been generated and left for the Municipality to solve.

In response to a suggestion for a potential drop off site on Lochside Drive North, and having teachers walk the students safely to the school, Ms. Le Frank stated that it is the parents' responsibility to ensure their children arrive at school safely; the school has no staff to undertake this task.

The following suggestions were made by the Committee:

- A combination of education, provision of alternatives, and enforcement on Royal Oak Drive and Lochside Drive south is required.
- It is unacceptable to park over the bike lanes and this traffic should be directed somewhere else.
- Parking on Lochside Drive south needs to be controlled or eliminated as the trail is one of the two major commuter recreational links.

Ms. Le Frank stated:

- It does not make sense to not allow parking on the school side of Lochside Drive and we want to avoid children jay-walking across the street.
- She suggested that parking (5 spaces) be allowed only on the east side of Lochside Drive south, parking prohibited on the west side, and provision for U-turns made to prevent the staff parking lot being used as a turn around area.

The Engineer stated there is no curb on the west side of Lochside, and while signs could be installed, they are often not adhered to as well as yellow painted curb. By allowing the parking on the east side, visibility could be restricted for cars coming out of the driveway. However, in this particular case, it is a staff parking lot and it shouldn't be too much of an issue, but we are trying to be consistent with principles.

Next Meeting: The next regular BAC meeting will be held on Wednesday, May 24, 2006 at 4:00 p.m., Committee Room No. 2

Adjournment: The meeting adjourned at 6:05 p.m.

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Councillor Vic Derman, Chair

I hereby certify this is a true and Accurate recording of the proceedings

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Recording Secretary