

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, APRIL 19, 2007 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: Cst. B. Brajcich; Dave De Shane; Judy Gaylord; James Grayson; Neil Neate; John Smith; and Pam Shatzko and Darrell Wick.
Staff: Colin Doyle, Director of Engineering; Mike Lai, Manager of Transportation; Anne Topp, Manager of Community Planning; Gerald Fleming, Park Planning & Design Manager and MaryAnn Greco, Senior Committee Clerk
Regrets: Sarah Webb
Guests: Mr. D. Stenton and Mr. Gino Salamatian, members of the Northwest Tandem Rally Association

MINUTES

MOVED by P. Shatzko and Seconded by D. DeShane: "That the minutes of the meeting held April 19, 2007 be adopted as amended."

Carried.

STRATEGIC PLAN – BALANCED TRANSPORTATION THEME – PROGRESS REPORT

The Director of Engineering stated that the Strategic Plan calls for a report to the relevant committees twice a year of goal setting in the fall, and a progress report in the spring. He circulated a draft of the Balanced Transportation Theme of the Strategic Plan and outlined the progress made in 2006 and the new target indicators.

Committee discussion noted the following:

- It is terrific to see the focus change from motorized to non-motorized modes of transportation and not just in policy but in money spent in those areas.
- The CRD Travel Choices target numbers should also be included.

(The Director of Engineering left at 12:15 p.m.)

2007 OFFICIAL COMMUNITY PLAN (GENERAL PLAN) REVIEW

The Planning Supervisor circulated a memorandum dated April 18, 2007 regarding the 2007 Official Community Plan (General Plan) review and attached a report endorsed by Council outlining the process and timeline and a copy of the current General Plan. She stated that the phases of the review includes background research and preparation; stakeholder input; analysis of stakeholder input, drafting the document; presentation and feedback of the draft document; reworking document based on feedback and finally, presenting document to Council for formal review and consideration. Throughout the phases, she will keep relevant Council committees informed of opportunities to provide input, when the online survey is posted and the dates of the open houses. She would like the Committee to review the current plan and provide feedback on whether the vision, goals and objectives are still valid and reflect our community today, current practices, policies and procedures. She would appreciate the Committee's input by the end of May.

D. Wick stated that the former Saanich Citizen's Advisory Transportation Committee rewrote various sections of the General Plan in 1998 and those rewritten sections are still applicable today and should be included in the new draft of the General Plan. He circulated a copy of the proposed changes to the Committee for their information.

In response to a question from the Chair, the Planning Supervisor stated that goals and objectives surrounding major centres will be discussed and included in the new draft of the General Plan.

The Chair requested that this item be brought forward to a brain storming session at the next meeting.

(The Planning Supervisor left the meeting at 12:34 p.m.)

ACCESS TO TRANSIT STUDY

The Manager of Planning Services circulated a memorandum dated March 12, 2007 regarding a study on accessibility and transit and an executive summary of the "Access to Transit" report. She stated that Saanich received a grant to undertake a study on the public and private built environment that gets people to public transit from their homes, and from public transit to their destinations. Saanich hired a consulting firm to undertake the study with the goal to identify design issues that currently impede accessibility between conventional public transit and HandyDART and the built environment. For example, how do we get someone with mobility issues from the front door to the bus stop. The study also identifies possible accessible design solutions that could be included into the zoning bylaw/development permit guidelines and other planning documents and processes. A report will be prepared for Council's consideration with ideas of where some of the solutions outlined in the study can be put into bylaws and processes at Saanich. She asked that the Committee review the study and provide comments by e-mail.

In response to Committee questions regarding curb drops, the Manager of Transportation stated that Saanich has a lot of old ones and the design standard has changed over the years. A nation-wide study is currently being undertaken regarding curb drops and visual impairment and examining the feasibility of tactile strips and push buttons. The study will make recommendations that could be applied in Saanich.

The Chair stated that on page 25 of the consultant's full report, it states that the minimum bicycle lane width is 1.3m, this needs to be changed as the minimum standard is 1.5m. In regard to bus stops, BC Transit has a budget for upgrading bus stops and the access to them so it may be something to look into.

D. DeShane stated that he supports the need for design guidelines however there are other strategies like sidewalk development through engineering that can address some of these mobility issues. It is difficult to look at these accessible design solutions when the sidewalk to get there is a lumpy asphalt sidewalk; these two issues need to be looked at together.

BICYCLE ACCIDENT STATISTICS

Cst. Brajich outlined the statistics on bicycle related motor vehicle accidents indicating a total of 51 bicycle to bicycle or bicycle to car accidents for 2005 and 52 for 2006. He stated that of these statistics, it was 50/50 the car or the cyclists at fault.

A discussion ensued regarding how best to educate the public about bike safety and the "rules of the road" and the Chair requested Committee members to research whether ICBC has updated their handout on bike safety/rules of the road and requested that this item be brought forward to the next meeting for further discussion.

TOWN AND COUNTRY REDEVELOPMENT

The Manager of Transportation circulated the site plan for the new Town and Country Shopping Centre and outlined the bike and pedestrian circulation access to and from the site including access to the Galloping Goose Trail. He stated that the first phase of the project has been given final rezoning and development permit approval. The demolition of the existing site will be starting in a couple of months. The first half of the site will be demolished, a temporary location for Walmart will be constructed and the north half of the site will be developed; the commercial component first then the residential. They will develop three times as much of the gross leasable area and approximately 2700 parking stalls. There will be a 4.0 metre pedestrian realm around the full perimeter of the site and a 1.5m bicycle lane southbound on Saanich Road from Blanshard Street to Douglas Street. Bicycle racks are located throughout the site including some covered bicycle parking shelters. There will be improved transit facilities with a dedicated transit lane on Saanich Road and Douglas Street. A signalized intersection will be introduced at the Ravine Way and Carey Road intersection with marked crosswalks. As a result of this new signal, there will be a connection to the Galloping Goose Trail at this location and the developer has set aside funds for this improvement. They are also looking into the possibility of a partial signal on Tattersall Drive. Saanich crews will do the road work at night and follow the construction traffic management plan.

The Chair requested that the plans for the Galloping Goose trail connection be brought back to the Committee for comment when it is at the planning stage and that more details be provided on bicycle parking.

GALLOPING GOOSE TRAIL ROAD CROSSING - NORTH DOUGLAS INDUSTRIAL AREA

The Manager of Transportation circulated pictures of the Ardersier Road, Barbon Place and Dupplin Road crossings in the North Douglas Industrial area. He stated that they are changing the crossings to stop motor vehicle traffic on the road and allow trail users to have the right of way at these locations. In regard to the Barbon Place crossing, the middle island was originally planned for landscaping but the Parks Department has confirmed that it is not large enough. He queried the Committee for ideas on treatment of this island.

The Committee made the following comments:

- The Planning, Transportation and Economic Development Advisory Committee should be made aware of this change at these crossings.
- The Barbon Place island should be left the way it is; it's great that there is no curb around it.
- Congratulations on changing the priority for the trail user.
- The change in colour on the trail alerts the trail user to stop whereas the colour of the pavement should be changed for the motorist.

The Manager of Transportation stated that the intent in changing the colour of the pavement on the trail is to alert the user that they are coming to a road crossing and not to get them to stop. Temporary signage will be installed to notify about the traffic change.

The Parks Planning and Design Manager advised that the Parks Department has identified funding for landscaping on each side of the Barbon Place crossing in the future.

PROJECT STATUS LIST

The Chair stated that the project status list of ongoing BiPed projects is attached to the agenda for the Committee's information and asked that any changes or updates be brought forward to the next meeting.

D. Wick stated that some of the items on the status list should be prioritized so that they can be included in the budget for next year.

CRD UPDATES**CRD Origin Destination Household Travel Surveys**

The Chair stated that the CRD Origin Destination Survey is done and she has asked that a presentation be made to the Committee on the results, perhaps in June. The survey indicated that cycling is up but walking is down since it was done five years ago.

Membership on Travel and Demand Management Sub-Committee and Pedestrian and Cycling Sub-Committee

The Chair circulated the Terms of Reference for both the Travel and Demand Management and Pedestrian Cycling Sub-Committees and asked that any members interested in participating to send their applications in as soon as possible.

PREPARATION FOR 2009 TANDEM RALLY

D. Wick stated that the current surface, especially the Interurban Rail Trail, is not good for most cyclists. It is good for oversized bike tires but not 'road bikes' that are ideal for long rides on smooth paved surfaces. The American Society for Testing and Materials categorizes riding surfaces for bicycle usage and denotes that Trek bikes, the largest US bicycle manufacturer, should only be ridden on hard surfaces. A crushed rock surface costs three or four times what a hard surface costs over a 20 year time period. Gravel is acceptable for a trail that is not a continuous passage. The Portland Pedestrian Guide and Portland Bicycle Master Plan recommend only hard surface trails because of the cost benefit, lower maintenance and safety aspects.

D. DeShane stated that the Interurban Rail Trail is being poorly used because of the surface and it limits who can use it. Another problem is that vehicular traffic on the trail is creating potholes which is filled with loose rock. Why are we excluding a big chunk of the cycling community? The surface is also not ideal for mothers with strollers.

Mr. Stenton, member of the Northwest Tandem Rally Association, advised that the 2009 Tandem Rally will bring to Victoria and the surrounding areas over 1000 cyclists. This will be a weekend event which will commence on July 4th, 2009. It will consist of two days of riding with three or four rides per day. They have to decide where the rides are going to be well in advance that will be on safe riding surfaces. The other aspect of this rally is what kind of impression these 1000 cyclists from the USA and Canada will leave Victoria with, the Cycling Capital of Canada, in terms of the route conditions. They will be presenting a package that they hope to deliver on for these cyclists and are interested on the planned improvements by the CRD and municipalities to the existing trails. UVic will be their home base and as it is right now, it is awkward to cycle from UVic to the Peninsula.

The Chair requested that the Parks Planning and Design Manager ask that the CRD Trail Management Committee meet to discuss the plans and requirements for 2009 Tandem Rally.

MAP OF COMMUTER CYCLE NETWORK

D. Wick stated that at the last meeting, the Committee considered a report from the Road Conversion Projects Sub-Committee on possible restriping projects. As a follow-up to this report, the sub-committee wanted to raise the issue that there is no comprehensive map to refer to showing all routes including local connectors. It was very difficult to identify possible restriping projects with no such map.

The Manager of Transportation stated that the Parks and Engineering Departments are working on trying to put all these routes on a map and this maybe one of the tasks of our summer students.

In response to a question from the Chair, the Manager of Community Planning stated that it would be difficult to map all the pedestrian connections in subdivisions because there are so many of them.

NO-EXIT SIGNS

The Manager of Transportation displayed two possible versions of signs prepared by the Sign Shop which illustrate there is No Exit for motorists but pedestrians and cyclists can get across. He requested feedback from the Committee.

The Committee provided the following comments:

- The signs show a bias to the motorist and are too small.
- The signs need to show something to alert the cyclist and pedestrian; it should be clear, obvious and easy to read.
- Perhaps the sign could indicate the connection to other streets on a separate blade.

The Manager of Transportation stated that the intent is to produce a sign that can be used elsewhere and is generic.

The Chair requested that this item be brought back for further discussion at the next meeting.

Meeting: The next regular BIPED meeting will be held at noon on Thursday, May 17, 2007 in Committee Room No. 2.

Adjournment: The meeting adjourned at 2:00 p.m.

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Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary