

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, APRIL 25, 2008 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: David DeShane; Judy Gaylord; James Grayson; Neil Neate; John Smith and Darrell Wick.
Staff: Gerald Fleming, Parks Planning and Design Manager; Jeff Chow, Planner 1, Local Area Planning; Steve Holroyd, Engineering Planner; and MaryAnn Greco, Senior Committee Clerk.
Regrets: Pam Shatzko and Sarah Webb
Guest: John Luton, Executive Director, Capital Bike and Walk Society

ADOPTION OF MINUTES

MOVED by D. DeShane and Seconded by J. Grayson: "That the minutes of the meeting held March 20, 2008 be adopted as amended."

CARRIED.

TRAIL DESIGN GUIDELINES

The Parks Planning and Design Manager circulated the new Trail Design Guidelines for the Committee's review and feedback. He noted that the guidelines will help the Parks Department engage in discussions with the community to guide future trail planning, design and development. The Parks, Trails and Recreation Advisory Committee has already reviewed the document and endorsed the trail guidelines as an internal working tool to be used by staff when engaging the public in determining the appropriate development standards for individual projects. This document will be available on the web.

The Committee noted the following:

- In terms of 2.2 Principals, Safety is most important and should be first.
- In terms of Neighbourhood Trails, reference to local connectors should be made as their purpose is to connect neighbourhoods and link to community trails.
- It should be mentioned that the Interurban Rail Trail is a Regional Trail but it does not mean it is exclusively managed and maintained by the CRD.
- The life-cycle costs of asphalt over gravel needs to be added; it is less costly to maintain a paved trail rather than a gravel one; the community and Council need to be educated about when asphalt turns out to be a less expensive option.
- The focus should be on the activity rather than type of bike used on speciality trails/
- In every instance when there is a reference to compacted gravel, the word "fine" should be added to avoid a substandard riding surface.
- The use of compacted gravel and steps on trails exclude most of the intended user groups and should be avoided whenever possible.
- Community trails are for commuter cyclists and they can go up to 30 KM and this might be of some concern to neighbours.

The Parks Planning and Design Manager stated that staff consider the best cost benefit solution taking into consideration fiscal responsibility, social and environmental interests. For example, in the Gordon Head area, residents do not want asphalt trails because they do not want them looking like a road.

The Chair stated that there needs to be more maps showing where the trails are in Saanich and available on the website.

The Parks Planning and Design Manager stated a GIS of all the maps in Saanich is currently being prepared. There are over 80 KM of maintained trails and 80 KM of unbuilt/unauthorized trails. The intent is to use it as an overlay on the parks map. The anticipated completion date is the end of June. It will be posted on the website.

Motion: MOVED by N. Neate and Seconded by J. Gaylord: “That the Saanich Bicycle and Pedestrian Mobility Advisory Committee endorse the Parks Department’s Trail Design Guidelines 2007 as an internal document for staff to engage in discussions with the community to guide future trail planning, design and development.”

CARRIED.

CENTENNIAL TRAILS

The Parks Planning and Design Manager circulated a draft project overview of the Saanich Centennial Trails Phase 2. The overview includes a brief description of the work to be undertaken and cost estimates for each section. The estimates were prepared by staff however the figures may change at the detailed design stage. He will do a power point presentation at the next meeting and explain the different projects in more detail.

LOCAL CONNECTOR BETWEEN LOCHSIDE TRAIL AT SAANICH HALL AND ROYAL OAK BURIAL PARK (AND BEYOND)

D. Wick introduced the potential for a new local connector between the Lochside Trail at Saanich Hall and Royal Oak Burial Park along Douglas Street to Haliburton Road and possible to Sayward Road. He stated that a second route parallel to the existing designated route along the Pat Bay Highway is needed that is off-road. It has connection possibilities all the way to Sayward Road. The sections south of Broadmead Shopping Centre are currently designated as part of the Commuter Bikeway Network or as a Local Connector however there are no planning designations north of Royal Oak Drive. He recommends that this route be designated as part of the Official Commuter Bikeway Network. This is an end-to-end connection that perhaps should also have a name so that it can be referred to and identified on maps.

Motion: MOVED by D. Wick and Seconded by J. Grayson: “That,

- 1. The necessary local area plans be amended to reflect a new local connector between the Lochside Trail at Saanich Hall and Royal Oak Burial Park along Douglas Street to Sayward Road;**
- 2. The route be designated as part of the Official Community Bikeway Network map; and,**
- 3. The route be given a name such as Douglas Trail.”**

CARRIED.

REQUEST TO EXTEND CHURCHILL DRIVE HOURS OF CLOSURE

D. Wick advised that the Friends of Mt. Douglas Park Society are requesting that Council agree to extend the Churchill Drive closure from Sunday mornings to every morning. Churchill Drive was first closed to automotive traffic Sunday mornings in 2000. Since that time the number of walkers following the road to the summit has seen a dramatic increase. In advance of the initial closure in 2000, the Friends of Mount Douglas Park Society conducted a count of the road users. In a similar survey last month, more walkers were counted in one hour than in the entire morning in 2000. The reason for requesting the morning closure is that automotive traffic has a significant detrimental impact on the walking experience. This is primarily for two

reasons. First, the cars going up hill spew out a considerable amount of exhaust fouling the pristine park air. Second, walkers, especially those with children and strollers, worry about their safety with each passing car. The request is to reserve mornings for walkers as they tend to prefer the cooler hours, leaving the majority of the day from noon until park closure at 11:00 p.m., available for those that wish to drive to the summit.

The Parks Planning and Design Manager advised that the Parks Department has had discussions with the Engineering Department and a seven day user study will be conducted throughout the day and evening. The study will identify the type of user, how they are getting to the top, why and for how long.

Motion: MOVED by D. Wick and Seconded by D. DeShane: "That the Bicycle and Pedestrian Mobility Advisory Committee supports the request from the Friends of Mt. Douglas Park Society to close Churchill Drive to motor vehicles daily until noon in principal subject to the Committee's review of the seven day user survey."

CARRIED

In response to a question from the Committee, the Parks Planning and Design Manager stated that the Parks Department has reviewed their 'Calls for Service' and they have not received any calls either positive or negative regarding the current closure of Churchill Drive.

CEDAR HILL GOLF COURSE CROSSING

E-mail from commuter cyclist, Chris Ayles, expressing concern regarding the signs asking cyclists to dismount through the congested area by the tee-off. Mr. Ayles believes that dismounting at this location is unnecessary and that a sign asking everyone to be cautious would be a better approach as it is reasonable to expect the golfers to be mindful as well.

The Parks Planning and Design Manager stated that the trail across the Cedar Hill Golf Course is an official bike route. This is a "share the trail" kind of issue.

The Committee noted the following:

- A sign asking cyclists to dismount is unacceptable and suggests that cyclists should not be there.
- There maybe no one in the tee-off area when cycling past but the cyclists becomes a villain if they do not dismount.
- Cyclists do not want to have an accident and without a clearly marked sign identifying the route as an official bike route, the walkers and golfers do not expect cyclists to be there.
- There is no emphasis on the cycling component of this trail; signs need to be introduced.

The Parks Planning and Design Manager stated that he will investigate this matter with the Manager of the Cedar Hill Golf Course and respond to Mr. Ayles.

2008 PROJECT PRIORITIES LIST

The Chair requested that this item be considered at the next meeting.

Wende/Garnet Walkway Upgrade

The Engineer Planner advised that the design work will be prepared through the summer and they will try to get the funding for August or September.

San Juan Greenway

The Engineer/Planner advised that they will continue to work with Engineering for the environmental design

D. Wick noted that there are sections of the greenway that cyclists can not access, for example, the east end of the trail and the Rolston Trail in Broadmead. The current sign for cyclists is too small and the colour makes the sign fade into the background. The centennial sign is good for walkers but not for cyclists. It would be good to have both the centennial sign and a sign for cyclists.

The Parks Planning and Design Manager stated that it may be confusing to have too many layers of signage. In terms of the Rolston Trail, a sign will be posted to direct cyclists to the Royal Oak underpass and walkers to remain on Rolston Trail.

The Chair stated that if someone gets on a trail on a bike they will anticipate being able to ride the entire length, if not, there should be directional signage to inform them where to go.

CRD TRAIL BOLLARDS

The Chair advised that the CRD has responded to the Committee's request for a more contrasting colour and/or reflective trail bollards. The CRD has advised that they will look into how they can make their bollards more visible and undertake the work as part their regular maintenance schedule.

OFFICIAL COMMUNITY PLAN REVIEW

J.Gaylord advised that the Committee had made a recommendation to amend the Official Community Plan to include a policy that all cycling and pedestrian improvement plans, repaving schedule and underground work plans be referred to the Bicycle and Pedesrian Advisory Committee for review. The Committee also recommended that sidewalk width be increased to 2m. The latest version of the draft Official Community Plan does not include these changes.

The Engineer Planner advised that, although it may not be included in the latest version of the Official Community Plan, the Engineering Department has adopted 2 metres as the current standard for any new sidewalk construction.

Next Meeting: The next regular BIPED meeting will be held at noon on Thursday, June 26, 2008 in Committee Room No. 2.

Adjournment: The meeting adjourned at 1:31 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair