

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, JANUARY 17, 2008 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: David DeShane; Judy Gaylord; James Grayson; Neil Neate; Pam Shatzko, John Smith and Darrell Wick.
Staff: Anne Topp, Manager of Community Planning; Mike Lai, Manager of Transportation; Gerald Fleming, Parks Planning and Design Manager; Sharon Hvozdzanski, Planning Supervisor; Paul Butterfield; Michelle Gill, Engineering Technician IV; Engineering Technician V; Cst. Michael Gee and, MaryAnn Greco, Senior Committee Clerk
Regrets: Sarah Webb
Guest: John McBride, 3629 Doncaster Drive

MINUTES

MOVED by D. DeShane and Seconded by J. Grayson: "That the minutes of the meeting held November 15, 2007 be adopted as circulated."

Carried.

ELECTRIC BIKE USE

The Chair introduced John McBride, a resident of Saanich and an electric bike user, who was present to provide his support on the use of the E and N Rail line as a light rapid transit corridor.

Mr. McBride outlined the benefits of converting the E and N Rail line for light rapid transit and noted that it will be popular with cycling tourists, electric bike users and commuter cyclists.

The Chair advised that she is a Saanich representative on the CRD Board and she will make them aware of Mr. McBride's presentation.

DRAFT OFFICIAL COMMUNITY PLAN REVIEW

Memorandum from the Planning Supervisor dated January 9, 2008 and draft Official Community Plan (OCP).

The Planning Supervisor provided an overview of what is new in the document and the OCP review process to date. She advised that the OCP is a framework and not a solutions document. The Urban Containment Boundary, Water and Service Boundaries, preservation of the Agricultural Land Reserve and basic transportation requirements are carry-overs from the old. Attention has been focused on climate change, sustainability, growth pressures and urban design issues. Open Houses will be held on Jan 30 and 31 at the Salvation Army Church. The goal is to have all the comments in by the end of February and then rework and edit the document based on public feedback. In late March or early April, the final draft will be sent to Council for consideration.

The Chair requested that the Committee review the document and be prepared to provide comments at the next meeting. Detailed individual comments can be sent directly the Planning Supervisor.

WENDE RD/GARNET RD WALKWAY – CONFLICTS BETWEEN CYCLISTS & PEDESTRIANS - Letter from Tom Sutton

In the absence of Mr. Sutton, the Chair requested that this item be brought forward to the next meeting.

PILOT TEST OF FLEXIBLE BOLLARDS AT GALLOPING GOOSE CROSSINGS IN THE NORTH DOUGLAS INDUSTRIAL AREA

Report from the Manager of Transportation dated January 16, 2008 requesting that the report be received as information and the Committee endorse the testing of flexible bollards at one of the Galloping Goose crossings in the North Douglas Industrial area.

The Engineering Technician IV demonstrated the proposed flexible bollards and advised that they are an alternative to the original locking steel bollards. She noted that there are liability issues with the current steel bollards. Bollards are cautionary for users of the trail to be aware of the road ahead. The flexible bollard is bolted into a flexible base. It will still hurt if it is hit, but at least it is not immobile. Another advantage of these new bollards is that they can be driven over by CRD maintenance vehicles. The CRD does not want to discontinue the use of bollards completely because they do not want vehicle traffic on their paths.

In response to comments from the Committee, the Engineering Technician IV stated that the CRD's Parks Department has expressed support with the stipulation that should vehicles be encountered on the trail, the pilot bollards would have to be replaced with the typical locking steel bollards. The CRD Parks Department have also sent it to their Risk Management Group for review and Saanich is awaiting their response. Saanich is proposing to conduct a pilot at the Ardersier Road crossing as it currently needs to be upgraded. The flexible bollards are not much more expensive than the traditional steel bollards.

D. Wick stated that he believes that bollards should only be used when there is a documented problem with motor vehicles on the trail, otherwise, they should be discontinued altogether. He is not convinced that people will drive on these trails particularly in places such as on Mt. Douglas X Road. Eugene Oregon came up with an alternative, they divided the path at the intersection so that it does not look like a car path and it works well. He had hoped these flexible bollards would only be used in the rare case that a car does go down the path. He believes we are overdoing this problem; bollards are not used for motor vehicles in one way streets.

Cst. Gee questioned the change. He believes that one vehicle going down by mistake or intentionally is a higher value and risk to the public than someone not paying attention and hitting a bollard. His major concern is for the safety of the public in terms of someone driving over these flexible bollards because people will take advantage of it.

D. DeShane agreed that a flexible post is not needed and added that a cyclist can hit a myriad of things if they are not paying attention.

J. Grayson stated that he believes cyclists are hitting bollards because of the colour; it needs to be more contrasting. The current colour is battleship grey/blue which blends into the background, particularly at night. However, flexible posts would be great for emergency vehicles to get on the trail if there was a crisis.

N. Neate stated that if a cyclist is operating their bicycle at a safe speed the bollards are not a hazard.

The Parks Planning and Design Manager advised that Saanich Parks has not made this issue a priority as there has not been more than 1 incident in 20 years so it does not come up high to release staff and money resources to this. Removing the bollards will become an issue with families riding their bicycles together, young children will just carry on and the parent will not be aware of an upcoming road.

P. Shatzko questioned whether there is a real need to have a pilot test.

Cst. Gee stated that if someone is hitting the blockade they are taking on that responsibility onto themselves whereas if someone is illegally using the trail and a user gets hurt, they are going to look at who is responsible and Saanich may be held liable. He does not feel comfortable endangering the public with that possibility.

Motion: MOVED by J. Smith and Seconded by P. Shatzko: “That,

- 1. The Bicycle and Pedestrian Mobility Advisory Committee does not support the pilot test of flexible bollards at the Galloping Goose crossings in the North Douglas Industrial Area as there is no clear objective of what the test is going to achieve;**
- 2. Funds be invested towards building more trail and bicycle facilities rather than replacing existing lock at steel bollards; and,**
- 3. The CRD be asked to change the colour of their existing bollards to make them more visible.**

CARRIED

with D. Wick voting against.

The Engineering Technician V questioned whether the Committee is opposed to this specific product but still want the Engineering Department to look at different alternatives.

The Chair advised that at the May 17, 2007 meeting, the Committee made a motion that the Engineering Department conduct a trial to determine the effectiveness of trail bollards or other alternatives as follows:

- 1. Where bollards currently block both ends of a trail section, remove bollards from one end. (For example: Lochside Trail at McMinn Park; sections of Lochside Trail between Quadra Street and the Switch Bridge).
- 2. On trails where there is a low likelihood of cars entering the trail, remove all bollards. (For example: trail running parallel to Mt. Douglas Cross Road).
- 3. Develop a sign indicating permitted and prohibited trail traffic to be used where bollards have been removed.”

The Chair acknowledged that the Engineering Department had researched an alternative option however the original motion is still valid. She requested that the Parks and Recreation and Engineering Departments should still provide a report back regarding the original motion.

 Engineering Technician IV left the meeting at 1:20 p.m.

NO EXIT SIGNS

D. Wick stated that a sign design needs to be prepared that illustrate there is No Exit for motorists but pedestrians and cyclists can get across. The No Exit sign could be a tab on the end of the sign blade. The exception for pedestrians and cyclists should be as clear as the No Exit tab.

The Engineering Technician V will bring back a design for the Committee’s approval at the next meeting.

The Parks Planning and Design Manager left the meeting at 1:40 p.m.

2008 PROJECT PRIORITIES LIST

D. Wick circulated a 2008 Project Priorities List for the Committee’s review and comment.

The Committee made some minor changes and requested that the item be brought forward to a future meeting for the Engineering, Parks and Planning Departments to provide a status report and set the priorities.

BIKE RACKS AT LOCHSIDE ELEMENTARY SCHOOL

Email request from Cheryl Cuddeford on behalf of Lochside Elementary School requesting assistance in purchasing bicycle racks.

The request was received for information.

SURFACE TREATMENTS USED ON PEDESTRIAN ENVIRONMENTS

The Chair stated that design standards need to be developed around the use of stamped asphalt and interlocking pavers. These types of surfaces can be a problem for people with mobility challenges.

The Manager of Community Planning stated that this is an urban design issue that could be addressed through Saanich’s Development Permit Guidelines and the Engineering Standards outlined in Schedule H of the Subdivision Bylaw.

The Chair requested that this item be brought back for further discussion at a future meeting.

Next Meeting: The next regular BIPED meeting will be held at noon on Thursday, February 21, 2008 in Committee Room No. 2.

Adjournment: The meeting adjourned at 2:15 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair