

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, OCTOBER 16, 2008 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: Judy Gaylord, James Grayson, David DeShane, Neil Neate, Pam Shatzko, and Darrell Wick
Staff: Anne Topp, Manager of Community Planning; Steve Holroyd, Engineering Planner; Larry Crawford, Engineering Technician V (12:30 p.m.) and MaryAnn Greco, Senior Committee Clerk
Regrets: Gerald Fleming, Parks Planning and Design Manager; Constable Brad Brajich, John Smith and Sarah Webb

ADOPTION OF MINUTES

MOVED by P. Shatzko and Seconded by D. Wick: "That the minutes of the meeting held June 26, 2008 be adopted as circulated."

CARRIED.

ESTABLISHMENT OF A WALKING PRIORITIES SUB-COMMITTEE

The Chair suggested the establishment of a group to look at "missing" pedestrian sidewalk linkages on major and collector roads and to develop a "high priority" listing similar to the Commuter Bikeway Network - Road Conversion Projects Listing.

The Engineering Planner advised that a consultant will be hired to do a comprehensive review of their transportation standards. The review will examine whether a different sidewalk and road standard is needed in the urban and rural areas, and in major commercial centres. He will request that the consultant come to a Committee meeting to obtain feedback, perhaps in January 2009.

The Chair stated that, given that the Engineering is currently looking at developing sidewalk standards in urban villages, she will put the establishment of a sub-committee on hold until the outcome of this review.

IMPROVING BASIC NEIGHBOURHOOD BUS STOP STANDARDS

The Chair suggested that the basic standard for neighbourhood bus stops be upgraded. There are some neighbourhood bus stops that are just a post with no pad and pedestrians have to stand in mud for their bus. The basic criteria for bus stops need to be improved to create a more appealing bus stop environment; this will help to increase ridership. High usage bus stops are given the priority for improvements while some of these other bus stops are neglected.

The Engineering Planner stated that BC Transit concentrates on high volume bus stops. In terms of new locations, if there are no significant safety concerns from Saanich's point of view, BC Transit is given the go ahead.

The Manager of Community Planning suggested that bus stops around major centres have a higher standard which perhaps includes a washroom or an information kiosk. If the intent is to concentrate people in urban villages then some of these amenities need to be provided; this would require an amendment to the development permit guidelines for public space amenities. There is also the question of whether there is

the infrastructure on the private side to get people to these facilities. In the end there is a lot of design detail required and perhaps this needs to be discussed with BC Transit.

The Engineering Planner stated perhaps the consultant hired to do a comprehensive review of Saanich's existing transportation standards, could be asked to investigate what other jurisdictions are doing in North America in terms of bus stops in major centres.

Motion: MOVED by D. DeShane and Seconded by J. Grayson: "That a memorandum be forwarded to the Engineering and Planning Departments requesting a review of current bus stop standards in terms of identifying basic standards for neighbourhood bus stops and criteria for bus stops surrounding major centres and a report back to the Committee."

CARRIED.

The Engineering Technician V entered the meeting.

LOCAL CONNECTOR SIGN PROJECTS - UPDATE

The Committee reviewed several local connector sign projects and D. Wick offered to liaise with the Engineering Technician V on which routes have not yet been signed.

REQUEST TO EXTEND CHURCHILL DRIVE HOURS OF CLOSURE

This item has been deferred to the next meeting in the absence of the Parks Planning and Design Manager.

POTENTIAL LOCAL CONNECTOR ALONG DOUGLAS STREET

The Engineering Planner displayed a draft concept plan of the route for feedback from the Committee. He noted the following:

- o The route begins at the Lochside Trail on the south side of the Municipal Hall parking lot, then north through the parking lot to the existing asphalt path, on Douglas Street to Rainbow Park. It will cut through the berm to the existing traffic signals at McKenzie Avenue. It will follow Douglas Street north past Rogers Avenue to Dieppe Road and along Dieppe to Quadra Street. Discussions to cut through the berm with Ministry of Highways (MoT) will be required.
- o The issue at Quadra Street is whether to widen the sidewalk and have a three metre section to the crosswalk and use the north crosswalk to get to Chatterton Way. If this is the case, it would be signed and painted as shared use.
- o It's not safe to introduce a crosswalk on the south side of this intersection given the left turn traffic movements.
- o From Chatterton Way, the route would run parallel with the north bound Hwy 17 off ramp to the Royal Oak Drive traffic signals. The existing crosswalk would be relocated to the south to provide better visibility. Discussions with MoT will be required.
- o The existing path at Falaise Drive will be upgraded to three metres, signed and painted as shared use.
- o From Falaise Drive to Cherry Tree Bend, two metres of width needs to be negotiated with the Ministry of Transportation; Saanich will provide the remaining width required. Cherry Tree Bend to Haliburton Road will be shared use and signed.

- o Ideally, it would be great to continue to Sayward however this will depend on the Ministry of Transportation's plans to upgrade this intersection and whether a frontage road will be included as part of those improvements.
- o The next step is to finalize any commitments with the Ministry of Transportation, finalize the details for the off ramp and how to get through Rainbow Park; the preliminary path through Rainbow Park is in the Engineering Department's budget for next year.
- o The 3 metre paved sections will have a dashed line down the middle and bi-directional.

The Committee expressed their appreciation and thanks to the Engineering Department for all their work on this project.

N. Neate suggested using a blue box at the intersection of Chatterton Way and Quadra Street to facilitate left turn cycling movements through the intersection.

In terms of identifying this route in local area plans, the Manager of Community Planning questioned whether the route should be considered a new commuter route or a local connector. A discussion ensued and the Committee agreed that it was a local connector route that ties in nicely with other local connector routes in the area and not the same as a regional trail. It was also the consensus of the Committee that the route be called the Douglas Connector.

PROPOSED INCLUSION OF DONCASTER DRIVE IN BICYCLE NETWORK

Email request from the Victoria Cycling Advisory Committee to include Doncaster Drive as part of Saanich Bicycle Network, either to Cedar Hill Road or beyond and with or without the addition of bicycle lanes.

The Chair requested that this item be forwarded to the Planning Department for a recommendation back to the Committee.

NO EXIT SIGNS EXCEPT CYCLISTS/PEDESTRIANS

The Engineering Technician V displayed a sign for the Committee's consideration.

A discussion ensued and the Committee resolved as follows:

Motion: **MOVED by D. Wick and Seconded by J. Smith: "That the Saanich Bicycle and Pedestrian Mobility Advisory Committee do not support the sign proposed and request that the Engineering Department consider a sign with a larger cyclist symbol and a permissive green circle to replace the words 'except'."**

CARRIED.

SAN JUAN GREENWAY

The Engineering Planner stated that the work progressing. The next sections are through Elnido Road, Majestic Drive and Tyndall Park. The work will be carried into early Spring.

SHELBOURNE STREET CORRIDOR – CORNER RAMPS

J. Gaylord suggested that some of the corner ramps along Shelbourne Street be widened further to accommodate pedestrians going both ways at crosswalks. The refuge area at these corner ramps should also be increased to accommodate

scooters and wheelchair users; because of the slanted curb, the tendency is to wait further back at the refuge area before crossing.

The Engineering Planner agreed and stated that the existing corner ramp design is currently being upgraded. Approximately 45 corner ramps have been identified for upgrades from Shelbourne Street from Pear Street north to Feltham Road. It is anticipated that this work will be done next summer.

ROYAL OAK DRIVE BIKE LANES

The Engineering Planner stated that the portion from Chatterton Way to Royal Oak Avenue will be completed in the next couple of months. Phase 2 is approximately 90% complete. The detailed design for the portion from Royal Oak Avenue to Emily Carr Drive is currently being fine tuned.

WEST SAANICH ROAD

D. DeShane questioned when the anticipated road improvements will be done on West Saanich Road between Elk Lake Drive and Pipeline Road.

The Engineering Planner stated that they are waiting until two developments are done in this area and the Royal Oak Middle School site. These projects will impact on how the north side will be done in respect to access.

Next Meeting: The next regular BIPED meeting will be held at noon on Thursday, November 20, 2008 in Committee Room No. 2.

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

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair