

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, APRIL 16, 2009 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: James Grayson, Judy Gaylord, Ian Graeme, Neil Neate, John Smith, Don Stenton, and Darrell Wick
Staff: Colin Doyle, Director of Engineering; Anne Topp, Manager of Community Planning; Gerald Fleming, Park Planning and Design Manager; Cst. Petra Dornblut and MaryAnn Greco, Senior Committee Clerk
Regrets: David DeShane

MINUTES MOVED by J. Gaylord and Seconded by P. Dornblut: “That the minutes of the meeting held March 19, 2009 be adopted as circulated.”

CARRIED.

SAN JUAN GREENWAY AND COASTAL GREENWAY SIGNAGE

D. Wick advised that the San Juan Greenway connection from Gordon Head to the Lochside Trail is not fully signed with the yellow local connector signs. The route is identified on the Centennial Map but not on the Gordon Head Local Connector map. The other issue is the pedestrian bulge at El Nido and Shelbourne Street. It extends further out than a parked car. This situation is a squeeze point for cyclists and a safety hazard.

The Director of Engineering stated that the pedestrian bulge at El Nido creates a travel lane that is too narrow for a long term situation however, bike lanes will be constructed this year which will eliminate the problem. As an interim measure, additional signs and arrows have been added. The aim is to avoid two construction processes. This is a transitional situation; the pavement width will be a lot wider when construction is complete. He will look into whether this project can be done earlier than scheduled and will advise the Committee accordingly.

The Park Planning and Design Manager, the Engineering Planner/Designer and Darrell Wick will meet to identify the missing links on the greenway that need local connector signs.

REQUEST FOR CYCLING AND WALKING FACILITIES ON CEDAR HILL X ROAD

E-mail from Tom Sutton and Joan McIntosh requesting cycling and walking facilities on Cedar Hill X Road.

The Director of Engineering stated:

- This road will eventually have bike lanes but it is a matter of funding; the road needs to be physically widened as there is insufficient width for road dieting.
- He is reluctant to provide a timeframe because priorities and funding envelopes change.
- In regard to the suggestion of a five year cycling plan, this has been tried in the past and the downside is that again, priorities and funding can change.
- At year five, the plan may have projects on it that are no longer justifiable for a variety of reasons.
- Over the years some intersections load up and become a higher priority, at the same time there is an expectation from the public that the work on the five year plan will be done.
- If the provincial government decides to provide 50/50 cost sharing for certain projects, the municipality has to take advantage of that funding; to that end, a five year plan does not always lead to the best allocation of funds.

- The pace of the advance of cycling projects has slowed because the easiest and least expensive projects have been done.
- He would support spending twice the amount on bike lanes and sidewalks but it is about balancing priorities.
- It is a question of 100m of bicycle lanes on Shelbourne Street versus 3KM somewhere else when Shelbourne Street is used more; it is not a matter of just getting more bike lanes but the best utility of it.
- It maybe more important to complete a missing link than to install brand new bicycle lanes.
- Sometimes removing parking can be counter productive to the cause and we have tried to do these type of projects opportunistically such was the case on Gorge Road.

The Committee noted the following:

- Perhaps principles could be developed and linked more generally rather than looking at specific roads.
- The Road Conversion List could be prioritized based on certain criteria and principals developed by the Committee.
- The Pedestrian Priority Implementation Plan provides insight on different considerations and maybe this Committee could develop some of those principals for ranking cycling projects.
- If there is a certain factor that changes the priority, the Committee can re-evaluate the list given the new criteria.

The Chair requested that:

- A sub-committee be struck to work on a set of principals/criteria to prioritize the projects on the list.
- The Senior Committee Clerk to solicit volunteers for the Road Conversion List sub-committee.
- The Engineering Department provide a response letter to Tom Sutton and Joan McIntosh.

REQUEST FOR CYCLING AND WALKING FACILITIES ON MCCOY ROAD

E-mail from David Ford requesting cycling and walking facilities on McCoy Road

The Director of Engineering stated:

- The Engineering Department agrees that bicycle and pedestrian facilities are needed on McCoy Road.
- There is a piece of property at the end of McCoy Road that the University of Victoria (UVic) owns that should be included in the overall scope of work for the McKenzie Avenue upgrading
- Within two years, we are hoping to prepare terms of reference and detailed designs for McKenzie Avenue and hope to have an agreement in place with UVic by then.
- The aim is to develop a more formal pedestrian pathway and bike lane from the end of McCoy Road to McKenzie Avenue.
- There is a heavy amount of pedestrian and cycling traffic on McCoy Road from 9:00 am - 9:30 am; 10:00 am -2:00 pm and after school.

The Chair requested that the Engineering Department provide a response letter on behalf of the Committee to Mr. Ford.

MEASURING THE WIDTH OF BICYCLE LANES

D. Wick stated that he prefers that bike lanes be built so that there is 1.5 m of travelable riding surface. The width of the bicycle lane is going to be more important in the future as cycling increases and if it is too narrow you are forced onto the road. He would like to see something that will work better for cyclists in the future.

The Director of Engineering stated:

- The width of the bicycle lane is measured from the curb face and not the edge of the gutter pan.
- If the gutter pan is 8" then that is useable as clearance for the bike pedals.
- What matters is the functionality of the bicycle lane and given that, you can not ride on the gutter pan so it does not make a difference.
- Measuring 1.5 m from the curb face has been the standard used for building bicycle lanes region wide and in Saanich and Victoria for the past ten years.
- Increasing the pavement width will have an impact on how much bicycle lane can be built as the costs to build them will increase.
- There have been situations where, due to ample asphalt width, a 2.0 m bike lane was provided; the result was people parking in the bike lane thinking it was a vehicle parking lane despite the signage.
- It is better to get the "right" number in terms of bike lane width and not just more pavement.

A discussion ensued and the majority of the Committee agreed that given all the issues that need to be balanced for pedestrians and cyclists in an ever changing urban environment, they would rather have bike lanes for an entire distance than less or none.

PROPOSED "SCRAMBLE" PEDESTRIAN CROSSING AT MCKENZIE AVENUE /BORDEN STREET INTERSECTION

D. Wick questioned the feasibility of having a phased scramble pedestrian crossing at McKenzie Avenue/Borden Street intersection to address the right turns being blocked because of pedestrians walking across.

The Director of Engineering stated:

- The intent behind the use of a scramble crossing is to make it easier for pedestrians to cross and students to get to the bus stops and give them some priority.
- As a general rule, scramble crossings are normally provided as a safety feature for the intersection and they do not decrease delay time in fact it is increased.
- If used at this intersection, there would be a significant vehicle delay time from 20 seconds to approximately 50 seconds.
- The more you segment a movement the less efficient it becomes; there is a certain efficiency when there is a gap in the traffic.
- There is not a huge safety problem at this intersection to warrant the delays to both the pedestrian and vehicular traffic.
- Additionally, there is an increase in pedestrian violations with a scramble crossing because pedestrians do not want to wait in the cue and try to cross so there is an inherent safety concern too.

BIKE LANES ALONGSIDE PARKED CARS

D. Wick stated that there have been many near misses between cyclists and opened car doors. Perhaps there should be rationalization to remove parked vehicles from the road.

The Director of Engineering stated that the motorist is required by law to make sure there is no one there before opening the vehicle door. When there is ample pavement width, a safe distant has been provided for a car door to open and a cyclist to pass such as the case on Carey Road. This is possible when building a new road.

N. Neate stated that the cyclists need to be aware of the hazards and the environment they are riding in and travel accordingly. He is hesitant to support the additional hard surface.

VICTORIA REGIONAL RAPID TRANSIT PROJECT

D. Wick advised that there is nothing new to report at this time.

Next Meeting:

The next regular BIPED meeting will be held at noon on Thursday, May 14, 2009 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