

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, JANUARY 15, 2009 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: James Grayson, David DeShane, Neil Neate, John Smith, and Darrell Wick
Staff: Colin Doyle, Director of Engineering; Neil Findlow, Planning Supervisor; Steve Holroyd, Engineering Planner; Gerald Fleming, Park Planning and Design Manager; Cst. B. Brajcich; Cst. I. Ritchie and MaryAnn Greco, Senior Committee Clerk
Regrets: Judy Gaylord and Don Stenton

MINUTES

MOVED by J. Smith and Seconded by D. DeShane: "That the minutes of the meetings held October 16 and November 20, 2008 be adopted as circulated."

CARRIED.

EXTENDING THE GATE CLOSURE TIME AT THE CHURCHILL DRIVE ENTRANCE TO MT. DOUGLAS PARK

Report from the Park Planner and Designer dated January 9, 2009 recommending that the Churchill Drive gate closure in Mt. Douglas Park be until 11:00 am daily on a six month trial basis.

The Park Planning and Design Manager provided the following information:

- The Mt. Douglas Park Society put forth the concept of changing the hours that the Churchill Drive gate is closed.
- The gate is currently closed nightly and opened early in the morning from Monday to Saturday. The gate is closed until noon on Sundays.
- A survey was conducted of both vehicular and pedestrian/cycling users to determine how the closure times would impact the use of the park.
- The results of the survey indicate that there may be some advantage to changing the gate closure time with minimal impact on the park users.

The Committee made the following comments:

- The gate should be closed at 12 Noon daily so that pedestrians and cyclists can experience a more leisure, vehicle-free paved route to the summit.
- The Sunday closure until noon has been very popular with walkers
- Closure at 11 a.m. is catering to vehicles and is sending the wrong message in terms of reducing our carbon footprint and impact on the environment.
- It is not safe to have vehicles with small children walking up this road and parents pushing baby strollers.
- People wanting to drive to the top to eat their lunch are a small set of the users and can easily adjust their time.
- Signage is needed to advertise the new closure times at the parking lot and perhaps an interpretive sign that includes other points of interest.

Motion: MOVED by J. Smith and Seconded by J. Grayson: "That the Bicycle and Pedestrian Mobility Advisory Committee endorse the Churchill Drive gate closure in Mt. Douglas Park until 12:00 pm daily on a six month trial basis."

CARRIED

The Park Planning and Design Manager noted that the report will also be referred to the Parks Trails and Recreation Advisory Committee for consideration.

LOCAL AREA PLAN AMENDMENT- DESIGNATING NEW LOCAL CONNECTOR BIKE ROUTES

Draft report from the Director of Planning dated January 7, 2009 recommending that the Local Bike Connector Routes described be endorsed and the appropriate maps be included in the applicable local area plan.

A discussion ensued and the Committee noted the following:

- The route on Map 10.3 should follow Linwood Avenue to Camrose Crescent for the following reasons:
 - o The benefit of the light controlled crosswalk at Cook Street and access to Cloverdale Elementary School.
 - o Ability to connect down to Inverness and then to Inverness Park.
 - o If there is redevelopment in the future, it will most likely be on the west side therefore more of an opportunity to secure improvements for the route in future.
- In terms of Map 8.2, the local connector should go along Midgard Avenue and not Mortimer Street.
- Map 8.2 should be amended to change Ansell to Palo Alto.

Motion: **Moved by D. DeShane and Seconded by J. Smith: "That the Bicycle and Pedestrian Mobility Advisory Committee endorse the recommendations in the draft report from the Director of Planning with the following amendments:**

- 1. The local connector route on Map 8.2 be amended to go along Midgard Avenue, Palo Alto Street and Mortimer Street; and,**
- 2. The local connector route on Map 10.3 follow along Linwood Avenue and not Wicklow."**

CARRIED

COMMUTER BIKEWAY NETWORK: ROAD CONVERSION UPDATE

Memorandum dated January 12, 2009 from the Engineering Planner/Designer providing an update of potential road conversion in the Commuter Bikeway Network. The potential conversion could be widening, re-striping or road dieting to accommodate bicycle lanes.

The Director of Engineering and the Engineering Planner Designer provided the following information:

- The spreadsheet has been updated to account for completed, in-stream projects and short term projects.
- The updated spreadsheet shows 60 potential projects of which only eight note that the required work is to restripe the roadway.
- Five of these eight projects will result in loss of on-street parking which will require a public consultation process.
- The other three re-striping projects are proposed to be completed over the next two to three years.
- The challenge with the remaining 52 projects is that they require significant capital improvement. These projects will be looked at as funding and resources permit.
- Projects on major roads will have to be updated to current standards which include curb, gutter and sidewalk.
- Each project is unique as is the make-up of the neighbourhoods they are in.

The Committee noted the following:

- Consideration should be given to having a five year cycling program;
- Currently, cycling projects are ad hoc and depend on grants;
- It is difficult to build a case for increased funding for cycling without a program.

- The Committee should be advocates for not accepting just >1.2 km/yr of bike lane as the corporate goal.

The Chair stated that, in the past, five year programs have not offered much benefit or flexibility. At the end of five years, many of the projects were not completed because some projects received grant approval while others did not. Development is another catalyst for improvements but Saanich has no control over that.

The Director of Engineering stated that provisions for cycling and pedestrian facilities are already enshrined in the daily operations of the Engineering Department and included in streetscape plans. Seldom is car capacity increased, it is all about pedestrian and cycling infrastructure.

The Engineering Planner/Designer stated that he will update the spreadsheet on an annual basis and bring it forward to the Committee for review.

ROYAL OAK DRIVE AT CHATTERTON WAY: NEW ROAD CONFIGURATION

D. Wick made a power point presentation concerning the new road configuration on Royal Oak Drive near Chatterton Way. He displayed several different options to improve the safety at this location.

The Committee noted the following:

- Motorists travelling in the right turn lane are doing high speeds in order to merge to beat the cars in the straight lane; these motorists end up merging where cyclists will be moving out to get into the new bike lane.

The Engineering Planner/Designer stated that they will monitor the situation to see if issues arise and report back to the Committee.

LOCHSIDE TRAIL SIGNAGE

The Chair stated that she has received several calls from area residents regarding the status of signage on the Lochside Trail from McMinn Park to Cordova Bay Road at Mattick's. The residents were requesting signs to indicate that this portion of the trail was a road.

The Committee noted the following:

- The Cordova Bay/Lochside Drive Trail Special Committee looked into this issue and half the members wanted to emphasize the trail aspects and the other half wanted to emphasize that it was a road.
- The compromise was to allow speed humps and signs saying this road is special expect walkers and cyclists.

The Director of Engineering suggested using "sharrows" instead of signage. Sharrows are bike symbols painted on roads that are not quite wide enough for bike lanes. They remind drivers that cyclists are part of the road and indicate the part of the road where cyclists can most safely travel.

The Chair requested staff look into this item and report back to the Committee.

2009-2013 STRATEGIC PLAN – BALANCED TRANSPORTATION – DRAFT THEME SCORECARD

The Director of Engineering circulated a draft of the Balanced Transportation Theme of the Strategic Plan and outlined the target indicators and the new transportation initiatives for 2009-2013.

Committee discussion noted the following:

- A recent CRD Origin and Destination Survey indicated that cycling to and from work has almost doubled however that does not seem to be reflected in the target indicators.
- A general statement about sidewalks should be included.
- There should be a C7d section reflecting cycling infrastructure or the Commuter Bikeway Network, identifying certain projects and the km goal for bike lanes.

CYCLING AND WALKING DURING INCLEMENT WEATHER

The Chair questioned the policy for snow removal during inclement weather. She stated that residents of Saanich are asked to not drive their car and use the bus or walk, however the bus stops, sidewalks and Galloping Goose are not being cleared.

The Director of Engineering noted the following:

- This year's snowfall was an unusual event in that it was a series of significant snow falls over fourteen days; the snow removal policy was developed on what usually happens.
- The usual snow fall event is a one day snow fall event that takes 72 hours to clear.
- The priority is to clear major and collector roads.
- In this year's case, crews were no sooner close to clearing the roads when they had to go out and redo it again because there was another snow fall event.
- Saanich does not have the equipment available to do the residential roads and barely have enough to do major and collector without going on residential roads.
- In regard to sidewalks, the Streets and Traffic Bylaw requires business and homeowners to remove snow from the sidewalks fronting their home or business.
- Enforcement of the Streets and Traffic Bylaw in terms of snow removal is a soft enforcement with advertisements informing residents and business owners about their responsibilities around snow clearing.
- Saanich has similar bylaws to other municipalities who experience heavier and more frequent snowfalls.
- Saanich does not have sidewalk equipment and there is a significant cost attached for equipment that will not be used on a year round basis; the question is how much service should be provided at what cost.
- The street sweeper is still working full time and this is all part of the same abnormal snow fall event; leaf pick up has also been delayed.
- In terms of contracting a second sweeper or more equipment, availability and cost becomes an issue as Saanich is also competing with private sector businesses.

The Committee noted the following:

- The City of Edmonton has a snow angel program to help aging residents with snow removal;
- The City of Victoria has the option of charging on their property taxes if business owners do not want to remove snow in front of their business.
- If Saanich is promoting other modes of transportation, then these modes need to be supported during inclement weather.
- After snow is gone, there is sand and debris on the side of the road creating a safety hazard for cyclists.

- If there is a lack of funds to purchase snow ploughs perhaps the frequency of sweeping can be increased on high priority routes after the snow has gone.

The Chair stated that she will bring forward a memorandum with recommendations for discussion at a future meeting.

SAN JUAN GREENWAY – LAMPSTANDARDS AND SIGN POSTS IN NEW SIDEWALKS

In response to a question from the Committee, the Engineering Designer/Planner stated that it is not always cost effective to move lamp standards and telephone poles in sidewalks. Depending on the budget for the sidewalk project, the cost of moving an impediment is at times cost prohibitive and may be the same as the entire sidewalk budget itself. The Engineering Department tries to ensure the minimum clearance around an impediment whenever possible. In terms of the recently installed sidewalks along the San Juan Greenway, the lamp standard was at the edge of the road and the sidewalk was built out so there is sufficient space to manoeuvre around it.

LOCAL CONNECTOR MAP

The Chair advised that the Engineering Department is currently working on a map that shows all the local connectors in Saanich. It will be presented at a future meeting.

Next Meeting:

The next regular BIPED meeting will be held at noon on Thursday, February 19, 2009 in Committee Room No. 2.

Adjournment:

The meeting adjourned at 2:25 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair