

MINUTES
SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE
COMMITTEE ROOM #2
THURSDAY, MAY 14, 2009 AT NOON

Present: Chair: Councillor Judy Brownoff
Members: Judy Gaylord, James Grayson, David DeShane, Neil Neate, Don Stenton, and Darrell Wick
Staff: Colin Doyle, Director of Engineering; Anne Topp, Manager of Community Planning; Steve Holroyd, Engineering Planner/Designer; Cst. Ian Ritchie; and Maura Brothers, Committee Clerk
Guests: Richard Dixon, Senior Transportation Engineer, Bunt & Associates; Wayne Gibson, Transportation Analyst, Bunt & Associates; John Luton.

Regrets: Ian Graeme; John Smith.

IMPROVEMENTS TO INTERSECTION OF WILKINSON, INTERURBAN, AND HASTINGS

Richard Dixon, Senior Transportation Engineer for Bunt & Associates provided the following information:

- This presentation will only be a brief overview of the process to date; committee members are welcome to contact Bunt & Associates with more specific comments or questions.
- There were 11 solutions for the intersection's issues to be considered as the process began, after which an additional 7 solutions were developed.
- There are common themes among some of the solutions, so that they can be grouped conceptually.
- The process will include consideration of how the intersection operates, primarily with regard to vehicular traffic, but traffic from alternative means of transportation will also be included.
- Review of the proposed solutions will be undertaken from the "triple bottom-line" perspective – including consideration of environmental, economic and social issues.
- An extensive stakeholder list has been created of interested parties, including BC Transit, ICBC, and the Royal Oak Community Association.
- The alternative solutions will be presented at a five hour open house held at the Strawberry Vale Hall; the feedback received at the open house will be used to help determine the top three solutions.
- Transit routes and streetscape plans are also being taken into account when evaluating the solutions.
- It is likely that an alternative to the five-lane stop at Hastings will be considered, as these kind of intersections do not tend to work well.

John Luton noted:

- The intersection was assessed to determine the current difficulties for pedestrian and cycling traffic along the major traffic routes.
- The bike lanes on Interurban Road end at Cherry Road and should be extended to the intersection in order to create a biking corridor connecting the Galloping Goose to the Interurban campus of Camosun College and the Vancouver Island Technology Park.
- The approaches to the intersection could have highlighted conflict zones which would draw motorists' attention to the presence of cyclists.
- Modular traffic islands instead of "pork chops" can be more usable for pedestrian traffic, especially those with wheelchairs or strollers.
- There are a couple of significant trees at the intersection which could be retained with a meandering sidewalk.
- A sharrowing treatment, with a climbing lane and a descending lane, could address the issue of the constrained right-of-way south on Wilkinson Road.

- Interurban will likely have the highest volume of cycling traffic with only the most experienced cyclists using Wilkinson Road.

The Chair noted:

- There is an aging population in the area surrounding this intersection whose needs should be taken into account.
- Bunt & Associates should bring the top three solutions for the intersection identified at the open house back to the committee for further consideration.

The Manager of Community Planning noted:

- Consideration will need to be given to green medians/traffic islands and the kind of surfacing to be used on the roadway.
- There is a difference between short-term traffic management and medium to long range infrastructure improvement, the latter of which would require property acquisition.

Committee discussion noted:

- Too often, bike lanes are lost from intersections with traffic challenges.
- Though it is important to make cycling a viable transportation option for Camosun College and the Vancouver Island Technology Park, the Wilkinson Road's potential should not be neglected.

In response to committee discussion, the Director of Engineering noted:

- The intention of this presentation was to update the committee on the status of the project and to allow an opportunity for members to flag any concerns; it was not meant to be the final endorsement of the project.
- The open house will likely be held in the next three weeks.

In response to committee discussion, Richard Dixon noted:

- Consideration could be given to what kinds of property acquisition would be advantageous in the future.
- Sidewalks should be approximately 2 meters wide; bike lanes can be between 1.5 and 2 meters wide, depending on whether they are ascending or descending.
- Safe routes to school also need to be taken into account when considering intersections.
- Improving this intersection should be considered as a transition – the short-term implementation should not preclude future improvements in the area.
- The Strawberry Vale Community Association will be contacted for further discussions on the proposed intersection solutions.

MINUTES MOVED by J. Gaylord and Seconded by P. Dornblut: “That the minutes of the meeting held April 16, 2009 be adopted as amended.”

CARRIED

BALANCED TRANSPORTATION PROGRESS REPORT 2008

The Director of Engineering reviewed the Balanced Transportation Theme and noted:

- The actual amount of new sidewalks and bike lanes installed in Saanich exceeded the indicator targets, partly due to extensive development which is not likely be replicated this year.
- Some initiatives have been rescheduled due to a lack of staff, such as the Manager of Transportation.

- The municipality has formed partnerships with other organizations in order to maximize funding to maintain and improve infrastructure; ICBC assisted with a traffic signal replacement plan and BC Transit provided funding for bus stop improvements.
- Council has approved work on the Admirals Road Bridge, which will include the addition of sidewalks and bike lanes.

The Chair noted that the photographs used in the progress report were not excellent examples of balanced transportation; the images used in the Health Communities progress report seemed more appropriate.

The Engineering Planner/Designer noted:

- There is a system used by the Engineering Department to determine when and where to install new sidewalks.
- Potential sidewalk locations are ranked in part based on the needs of the community; an area with a high percentage of seniors or close to a school could rank quite highly.

In response to committee discussion, the Director of Engineering noted:

- It has been difficult for all strategic plan groups to acquire appropriate photographs; if committee members have access to photographs they think would be appropriate, please notify staff.
- The sidewalks identified under the annual indicator “sidewalk safety upgrades” are individual upgrades not addressed in other plans; consideration is being given to how to best describe this metric in the progress report.
- Most of the traffic calming projects for specific areas have been completed and new requests are primarily for measures that do not have impacts beyond the street(s) in question.
- The funding available for traffic calming projects was negatively impacted by the municipal budget reduction resulting from the economic downturn.
- The departmental workplan has already identified the need to review the traffic calming manual, though requests for the manual have decreased significantly.

BICYCLE NETWORK MAP

The Engineering Planner/Designer presented the new Bicycle Network Map and noted:

- The map depicts connections between the regional bikeway/commuter network, the centennial trails and local connectors; it was used during Saanich Bike To Work Week.
- The scale of the map doesn’t allow it to show the level of detail required to indicate where the portions of trails or bike lanes are not yet built.

Committee discussion noted:

- The Interurban Rail Trail is incorrectly identified as Interurban Road and the Glendale Trail hasn’t been labelled.
- Perhaps the map could be put on the website in a format that would allow users to expand different portions to a scale which could indicate what infrastructure is built and what is in the planning stage.

In response to committee discussion, the Engineering Planner/Designer noted:

- The map may be amended to indicate the difference between a touring route and local connector route; a distinction is made between these routes in local area plans.
- An electronic copy of the map will be sent to the committee prior to it being displayed on the public website.

The Chair noted that this version of the map is a great start.

NORTH QUADRA LOCAL CONNECTOR

The Manager of Community Services identified what areas would be included in making up the North Quadra Local Connector and noted that the proposal will be going to Public Hearing on May 26, 2009.

VICTORIA REGIONAL RAPID TRANSIT PROJECT

Darrell Wick noted:

- The last project meeting included a presentation and preview of information to be circulated to stakeholders in the near future.
- Unfortunately, project members have not had much of an opportunity to contribute to date.

ROYAL OAK DRIVE AT CHATTERTON WAY

Committee discussion noted:

- Consideration could be given to whether the use of sharrowing, which was discussed for the Wilkinson/Interurban/ Hastings intersection, might help address the issues at Royal Oak Drive and Chatterton Way.
- Other methods for addressing the biking safety issues in this area could include relocating the median to provide protection to cyclists and using colour to identify lanes with potential safety conflicts between cyclists and motorists.

SAANICH NEWS POLICE ARTICLE ON CYCLIST SAFETY

Cst. Ian Ritchie noted that it would be possible to write a monthly article on cycling safety for the Saanich News; members should bring any topic suggestions to the next meeting.

Next Meeting:

The next regular BIPED meeting will be held at noon on Thursday, June 25, 2009 in Committee Room No. 2.

Adjournment:

The meeting adjourned at 1:45 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair