

**Cycling Subcommittee of the  
North Saanich Parks Commission  
Minutes of Meeting  
Tuesday, March 21, 2006**

The meeting convened at 4:30 pm in the Council Chamber of the Municipal Hall with Farrell Boyce in the Chair.

**Attendees:**

<b>NAME</b>	<b>ORGANIZATION</b>	<b>PHONE NUMBER</b>
Kryn Zendel	Bike to Work Exec Central Saanich Advisory Planning Committee	652-0583 wk 380-5312
Alex Jeffthas	Greater Victoria Cycling Coalition	885-5305
Peter Chandler	North Saanich Council	655-3378
Steve Gormican	Resident	656-7732
Terry Farrant	Resident	656-6905
John Luton	Capital Bike and Walk	592-4753
Anny Scoones	North Saanich Council	656-0740
Darrel Wick	Sidney Velo, Saanich BAC, Lockside Trail Steering Committee, Capital bike and Walk	477-9291
Nicky Tutt	Resident	655-9575
Judy McLaren	Resident	655-4991
Tim Tanton	N.S. Engineer	655-5461
Adam Kanazula	Sidney Resident	655-3751
Tim Issak	Greater Victoria Cycling Coalition	884-9270
Darren Marr	President, Greater Victoria Cycling Coalition GVCC Board contact Board1@gvcc.bc.ca	380-0768
Farrell Boyce	North Saanich Cycling Committee	
Floyd Mailhot	North Saanich Cycling Committee/Recording Secretary	656-5420

**Photo tour of North Saanich:**

Farrell Boyce presented a 15-minute photo tour of North Saanich showing typical trails, bike paths, bike lanes and scenes from a number of viewpoints in the District. Copies of the pictures are available on CD.

**Accomplishments to Date:**

Farrell Boyce outlined our the terms of reference, structure of the Cycling Subcommittee, cycling component of the North Saanich Official Community Plan (draft), 2006 goals (draft), 2005 "Bike and Hike" summary (presented by Floyd Mailhot) and identified bike routes in need of enhancements, including opportunities accruing from the ongoing municipal sewer project.

**Comments from John Luton, Executive Director, Capital Bike and Walk Society and Coordinator, Vancouver Island Cycle Tourism Alliance:**

John Luton noted that our plans were ambitious and that the City of Victoria has a Cycling Master Plan, while the District of Saanich has a Cycling Network Plan.

1. A good first step is to get council to approve your plan so it becomes part of the OCP. This will make building cycle paths an integral part of any future planning for capital projects in the municipality.
2. Have a list of potential cycle paths with priorities that can be consulted by municipal staff when planning, maintenance and construction work is being done.
3. John complemented us for collecting information from the community to support our plan and priorities.
4. Get the process of getting priorities on the annual plans and projects initiated clearly defined.
5. Use grant whenever possible, hints to qualify are:
  - a. Projects should be on the plan
  - b. Should be a community priority
  - c. Commuting cycle paths seem to have priority

Sidney was mentioned as having a high percentage of commuter cyclists

Most commuters use roads because roads lead to their destinations as opposed to trails that are used more frequently by recreational cyclists.

Particularly true for busy roads, bike paths draw people out of cars and onto bicycles. Paved shoulders improve safety for both cyclists and cars. Shoulder widths should range from 1.5 to 2.0 meters depending on the speed of motor traffic on the road and the physical limitations of the terrain.

Some roads in North Saanich do not need improvements for cyclists because the traffic volumes are low. Indeed, the attractiveness of these North Saanich roads to recreational cyclists (residents and visitors) is their rural nature, an attribute we should try to protect.

Ferry Stats for Cyclists

80,000 bikes are rolled onto BC ferries each year, 14,000 on the Swartz Bay to Tswassassen route, with five to six times as many bicycles being transported on the ferries on bike racks or in vehicles.

The CRD has done a cycling origin/destination study in 2001 that may give us some information on what the distribution of cycle traffic is in North Saanich .

**Darrel Wick: Presented the approach that the Municipality of Saanich has taken to promote cycling:**

- Saanich cycling advocates got a list of proposed cycle routes approved by Council, and also persuaded Council to accept a policy that cycle lanes would be a priority addition to any major road construction or maintenance project..
- Identified a list of priorities for bike lanes and applied for shared funding.
- Defined "local connector" routes and added signage, lets drivers know that the road is a designated bike route and to be aware of cyclists. Cycling committee worked with local residents to define the routes.

Some further observations and recommendations:

We should define our "rural" roads and define them in our cycling network.

Saanich, Oak Bay and Victoria have cooperated to designate a “Seaside” touring route that has attracted a lot of “Recreational Tourism” along with a fair bit of positive press.

Darrel requested that we investigate the possibility of extending the old Interurban railway grade through the experimental farm property. Connected with the Interurban Rail Trail extending into Central Saanich, such a project could eventually lead to a minimum grade cycle route from Sidney to Victoria.

**Other comments from attendees:**

Shared walking and cycle paths should not be so “cycle - friendly” as to encourage high speed cycling; cyclists must respect the walkers, especially walkers with dogs.

A question was asked if there were any ideas on how to improve safety when cars encounter a pack of Club riders. The resulting discussion concluded that there appeared that nothing specific could be done other than to educate both the drivers and the cyclists to respect each other and share the road. We were reminded that bicycles are vehicles and have the same rule and rights as motor vehicles.

Cyclists on shopping trips and other errands are considered commuters rather than recreational cyclists.

The section of MacDonald Park Road between Ardwell and Resthaven on the North Saanich – Sidney boundary is widely recognized as a danger zone for cyclists and pedestrians, many of whom are children attending North Saanich Middle School. (This issue has been referred to the North Saanich Cycling Subcommittee by North Saanich Council and will be considered more fully at our next meeting.)

Major additions/improvements to cycling networks do not have to be constructed as contiguous projects. If short segments are constructed as opportunities arise, public pressure will encourage the joining of the network segments.

Encourage cycling any way you can.

Several attendees from Sidney expressed a willingness to sit in on future North Saanich Cycling Subcommittee meetings as observers/guests. This may prove to be an informal but effective way to coordinate cycling initiatives between the two municipalities.

The meeting was adjourned with the specific commitment to continue to communicate and to monitor the activities of the groups. The North Saanich Cycling Subcommittee is appreciative of the interest and encouragement shown by the many attendees and particularly values the contacts established with cycling advocates in neighboring municipalities