

**Comox Valley Cycling Task Force
Minutes for December 8, 2010
City of Courtenay, Council chambers**

Recording Secretary:

Nancy Hofer, City of Courtenay, and TAC representative

Present:

Councillor Ronna-Rae Leonard (Chair)

Councillor Marcia Turner

Wilf Dreher, CPAC Acting Chair

Area C Director Edwin Grieve

Area A Director Bruce Jolliffe

Area B Director Jim Gillis

Absent:

Councillor Gwyn Sproule

Members of the Public:

Evelyn Hiscock, CPAC

Wendy Prothero

1. Introductions

Nancy Hofer was introduced as the new City of Courtenay staff representative to the Cycling Task Force. She is the environmental planner at the City of Courtenay and will be sitting on the Technical Advisory Committee (interjurisdictional) and the City of Courtenay's internal Technical Advisory Committee. Cycling planning and infrastructure will be an important on-going component of her work.

2. Agenda adopted

3. Minutes

The Minutes of the June 8, 2010 meeting were received and approved.

4. Business Arising

A. Cycling Network Map: Cycling Network Map prepared as part of the 2007 Comox Valley Cycling Plan needs to be approved by each jurisdiction. ACTION: refer to TAC to ensure map is brought forward for jurisdictional approval

B. Public use map: Partnering with a local cycling-oriented business (Broken Spoke) and non-profit organization (Project Watershed) on the production of a cycling map for easy public use. The TAC has partnered with the organizations by providing the organizations a copy of the Cycling Network Plan and \$1,000 towards the printing costs of the map, payable out of the Cycling Task Force funds, which have been carried over from 2009. The map will be available for purchase at all local government offices and includes advertising/sponsorship from local businesses. The map is expected to be available for public use early in 2011.

C. Safe cycling and rural roads in new development: The Task Force has identified the on-going problem of cycling needs being compromised during and after MoTI highway upgrading.

Motion (Gillis/Grieve)

That the Task Force submit a letter to MoTI to inform them of these concerns.

Carried

ACTION: Nancy will ensure the letter is to be sent to a Daryl Englund at Nanaimo MOT office, as a manager responsible for projects generally. The letter is to be cc'd to Bob O'Brien, local manager. Councillor Leonard will draft the letter. If Wilf can provide specific details of any instance where the paved shoulder was available for cycling and then was subsequently lost when a road was "improved", it would help me craft a letter. The impetus for this letter is the Gas 'n Go development, but it was suggested that it was a systemic problem.

D. VIA Rail – accommodation of bikes

Councillor Leonard informed the Task Force that, according to Island Corridor Foundation CEO Bruce Graham's announcement at AVICC conference, the refurbishment of the VIA Rail cars is to occur over the next two years; all new cars will be able to accommodate bikes. The Task Force discussed the need to market/inform the public of these opportunities once they are available on the new cars.

5. Technical Advisory Committee

Nancy Hofer, TAC rep, reported on the last TAC meeting, held August 17th, 2010. In addition to some updates from each of the jurisdictions on technical issues, the TAC discussed the public use cycling map (see point 3B above) and Rails to Trails development.

The City of Courtenay has applied for a cost-sharing grant from the Cycling Infrastructure Partnership Program to develop a rail-trail in the section between 17th street and Cumberland Rd, within the City's boundaries. This section was identified by CPAC as having connectivity benefit for commuter cycling. The status of the grant has not yet been announced.

There are also some partnership opportunities being explored for the 5th – Cumberland Rd section.

6. Cycling Public Advisory Committee

A. Advertising for new members: The target is to have six active CPAC members, so that regular representation to the Task Force meetings is ensured. The Task Force discussed the value in having CPAC members from all jurisdictions to ensure a good geographical representation.

Motion (Jolliffe/Grieve)

That the Comox Valley Cycling Task Force advertise for more members to sit on the Task Force in January 2011.

Carried

B. Creating liaison groups in each jurisdiction: CPAC currently liaises with the City of Courtenay's internal TAC. It is intended for each jurisdiction to have an active liaison between CPAC or CPAC sub-committee and local government staff. The Courtenay representative can explain to the interjurisdictional TAC how the Courtenay/CPAC liaison is set up.

Motion (Jolliffe/Grieve)

That the TAC members work on activating liaison groups within each jurisdiction to work with CPAC.

Carried

C. October meeting update: The October CPAC meeting was not held, but the items on the agenda were discussed at the Task Force. See agenda attached.

A number of motions were passed with respect to this agenda:

Motion (Grieves/Gillis)

That TAC work on developing a consistent and safe approach to phased development of trails.

Carried

Motion (Gillis/Jolliffe)

That Councillor Grieve contact MoTI (Larry Park) on the need for a sign that indicates motorists are not to pass cyclists on the Dove Creek bridge.

Carried

Motion (Leonard/Grieves)

That the liaison group CPAC/Courtenay TAC address the Courtenay-specific items raised in the CPAC October agenda at the next TAC meeting.

Carried

7. Role of Task Force

The Task Force re-affirmed that the sunset clause is for October 2011. All members see the value in continuing the Task Force for a one year renewal, with option to renew after.

The Task Force discussed the need to work with budgeting schedules to optimize the opportunity for turning tabled ideas into implementable actions with funding. It was decided that meeting bi-annually could achieve these goals: one meeting in the fall (October) to table ideas and identify projects; TAC can include projects in their respective local government budgets. A second meeting in the spring (April) to determine the status of projects and discuss new ideas. This should work with the Town of Comox's timing as they develop annual strategic plans in January.

Motion (Gillis/Grieve)

That CTF meet in April and October.

Carried

Councillor Turner noted that Comox cannot attend Wednesday meetings, so meetings will now be held on Thursdays.

Motion (Grieve/Leonard)

That the Cycling Task Force present annually to the various local governments on the status of our work.

Carried

8. Bike to Work Week

A query was made to ensure that each jurisdiction is involved in Bike to Work Week 2011.

9. Other cycling initiatives

The Task Force discussed the idea of including biographies of the CPAC in the Recreation Reporter quarterly Task Force ads.

10. Correspondence

Sue Grimes, Victoria, emailed the chair regarding bridge signage, surface, and safe access for cyclists. Chair will pass on to CPAC to ensure continuing communication on mutual interests.

11. New Business

Councillor Turner alerted the Task Force of the Towns for Tomorrow funding which can be used for cycling projects. This grant is eligible to communities up to and including 15,000 residents in size. Turner reported that a grant application to Towns for tomorrow was on the Comox Council agenda today to address the cycling issues at the top of Comox Hill. This grant is for up to 75% of a project, with a maximum of \$375,000. The town has committed \$700,000 of its Community Works Funds (gas tax agreement) for this project.

CPAC noted the importance in working with the RCMP on enforcement of road laws as pertains to cyclists. More education is needed.

Motion (Grieve/Gillis)

To meet with Inspector Gray to gain perspective on how the RCMP could get involved.

Carried

A suggestion was also made to have a "Bike Right Week" in March, in advance of Bike to Work Week.

Adjournment

The meeting was adjourned at 4:30pm

Next Meeting

Thursday, April 14th, 2011 at 3pm at Comox Council Chambers

Thursday, October 13th, 2011 at 3pm at Cumberland Council Chambers

Cycling Public Advisory Committee (CPAC) Notice of Quarterly Meeting

Date: Monday 25 October

Time: 3:45 pm

Place: Meeting Room at The Lewis Centre

Agenda

This is the Quarterly Meeting that is open to the public, and Minutes will be forwarded to the Comox Valley Cycling Task Force prior to their next meeting.

Items to be discussed:

1. Jurisdictional Issues:

a. Courtenay:

- CPAC wish to thank Courtenay City Council for the installation of the “Single File” signs on 5th St. Bridge.
- CPAC acknowledge receipt of the Traffic Management Plan for the Cliffe diversion phase of the Widening Project, and look forward to continuing consultation with City staff on this and similar future projects.
- Reference comments from the public, Courtenay City Council, via their Manager of Operations, remain on written record as advising cyclists wishing to go straight ahead at the new McDonald/Lerwick junction to take the Right Turn Lane, and then go straight ahead – thus crossing directly in front of right-turning vehicular traffic. This exposes cyclists to injury. CPAC request that the Task Force remedy this situation. (See following page 3)
- VMP bike path problem is that it begins and ends in a very unsatisfactory way and takes away from the on-road option. As the path is now constructed, we should deal with the former problem. CPAC Request TF to discuss and request TAC to determine safe method to provide access to/from VMP.
- Priority list from CV Cycling Coalition to Courtenay Mayor. (See attached pages 4 and 5). CPAC endorse this document which presents highlights from the overall network plan, and requests the Task Force now address its implementation.
- CPAC note that the Greenway bicycle/pedestrian path off Hawk Drive towards MacDonald was constructed, in large part, by a Provincial Bikeway Grant. This pathway is used by pedestrians to the extent that cyclists are treated with some anger, as “trespassers” and consider this as a “pedestrian only path”. To avoid further confrontation, CPAC request that the Task Force pursue the installation of appropriate signage to demonstrate the dual use of this, and other similar paths.

- Lerwick Rd has had considerable construction work this summer. CPAC request that the TF approach Council to ensure that this being a posted bike route (constructed using \$150,000 allocated to cycling – ref. City documentation May 12) that the full extent of this route has either bicycle silhouettes or preferrably, “sharrows” painted at regular intervals on both sides of the road.

c. Comox:

Status of Comox Hill at top of Dyke Road linkage to bicycle route(s) after the Hospital. Richard Kanigan advises “We are still in the design phase for this project. Detailed design and costing will happen this year, with some construction tentatively set for 2011. The project is complicated because of the need for property acquisition in the area. The design of the project would be from Comox Hill to Rodello.

d. MOTI:

Although MOTI are not members of the Task Force, CPAC are aware that MOTI contact is presently via the TAC, but request that in view of the extensive road network responsibility of MOTI, the Task Force approach this Ministry and request their presence at the quarterly TF meetings.

TF are requested to approach the local office of the Ministry with a view to changing the “Do not pass horses” sign on Dove Creek Bridge with one that reads “Do not pass horses or cyclists”. CPAC regard this as an important safety matter in view of a number of cyclists reporting near misses by overtaking vehicles. This is extremely dangerous to cyclists and even more so when the wooden deck is wet.

Any TAC info from MOTI on 17th St Bridge surfacing and signage?

Chipseal ongoing, and CPAC support the studies being conducted by the Cycling Coalition.

2. **Public Input/Comment**
3. **Date and venue for next CPAC Quarterly Meeting**
4. **AOB**

Intersection Turning Lanes

BC Motor Vehicle Act – Section 183

(1) In addition to the duties imposed by this section, a person operating a cycle on a highway has the same rights and duties as a driver of a vehicle.

(4) Despite section 165, a person operating a cycle who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must

(a) cause the cycle to approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted,

(b) keep the cycle to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane,

(c) after entering the intersection, turn the cycle to the left so that it will leave the intersection to the right of the line referred to in paragraph (b), and

(d) when practicable, turn the cycle in the portion of the intersection to the left of the centre of the intersection.

It is inferred that in order to either go straight ahead, or turn right, the cyclist must adopt the correct lane. Refer to ***BC Safe Driving Guide Chapter 4, Page 47 “Right Turns”*** Also:

BC Motor Vehicle Act – Section 165

(1) If the driver of a vehicle intends to turn it to the right at an intersection, the driver must cause it to approach the intersection and then make the turn as close as practicable to the right hand curb or edge of the roadway.

(5) A person must not turn a vehicle at an intersection unless it is in the position on the highway required by this section.

Clearly, all traffic must enter the intersection in the appropriate lane - no exceptions.

Email from CV Cycling Coalition to Mayor Greg Phelps, July 5, 2010

A lot of thought and time was invested into this document by a number of members of the CV Cycling Coalition and it covers the necessary improvements to the cycling network in the city for the short and long term.

Ideally, this report should be passed on to the city's engineering staff for review and discussion with the CV Cycling Advisory Committee (CPAC). Once/if an agreement on the contents of this report is reached, any Top 10 or top 20 list projects would be chosen to fit into the implementation of this plan.

Without having this discussion with the engineering department I, with the input from several members of CPAC suggest the following projects to be considered for this summer:

- 1) Fitzgerald: This road could be turned into a truly cycling friendly route at a relatively low cost. This has been discussed with Randy Wiwchar and Dan Mooney and Dan has done some planning on it. We would be happy to discuss the finalizing of the plan so work can commence soon.
- 2) Old Island Highway from 5th Street bridge to Headquarters: This is similar to Fitzgerald and has also been discussed with R.W. and Dan Mooney.
- 3) 5th Street from Willemar to Fitzgerald: Similar to Fitzgerald and the Old Island Highway.
- 4) Lerwick - the original bike lane had bicycle outlines painted within the lane to ensure vehicle drivers were made aware of the lane's nature. I am not certain, but by the looks of them, they have never been repainted. (D.L) *NB: Refer to separate CPAC Agenda item*
- 5) Cumberland Road from the Willemar traffic circle - get bicycle outlines painted inside the hard shoulder border white line. ("Bike Route" signs exist)
- 6) Cumberland Rd/Willemar Rd traffic circle. Extend the marked bicycle route from the traffic circle about 50 meters to connect with the remainder of the marked bike route up Cumberland Rd
- 7) Willemar traffic circle - Cumberland Rd to Fitzgerald - continue the lane marking with a continuous white line and bike outlines. This would give a continuous marked bike route from Courtenay to the Cumberland boundary
- 8) Get City Engineers to survey all roads in Courtenay that have a "Bicycle Route" sign, and see how many are wide enough for a painted white line and bike outlines.
- 9) Old Island Highway going up Mission Hill has a sunken water drain on the narrow cycling lane on the downhill side. This can be dangerous as cyclists have to swerve into the car lane to avoid this hazard.

Email from CV Cycling Coalition to Mayor Greg Phelps, July 5, 2010 - Cont'd

10) The stairs under 5th Street Bridge on Anderton should have a ramp to make it easier to get bicycles up the stairs.

11) Start a feasibility study for a cycling trail behind Superstore leading to Simms Park and for a Pedestrian/Cycling bridge across the Courtenay River to the foot of 6th Street.