

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
Held at Saanich Municipal Hall, Committee Room No. 2  
**February 19, 2015 at Noon**

Present: Councillor Vic Derman (Chair), David DeShane, Judy Gaylord, James Grayson, Rebecca Mersereau, Corey Newcomb, and Darrell Wick

Staff: Harley Machielse, Director of Engineering (12:20 p.m.); Cameron Scott, Manager of Community Planning; Steve Holroyd, Engineering Planner/Designer; Gary Darrah, Parks Planning and Design Manager; Police Sgt. Alan Gurzinski; Police Const. Lisa Bruschetta; Police Const. Mark Pamminger; Tania Douglas, Senior Committee Clerk

Absent: Dan Casey, Ray Straatsma

Guest: Greg Miller, Oak Bay Active Transportation Advisory Committee

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**Minutes**

**MOVED by J. Grayson and Seconded by D. DeShane: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 15, 2015, be adopted as amended."**

**CARRIED**

**CHAIR'S REMARKS**

The Chair stated that the Mount View/Colquitz Community Association is organizing a workshop regarding the future of the Douglas Street corridor; Councillor Derman is a key note speaker at this event. To be held February 21, 2015 from 9 a.m. to 4 p.m.

**PLAYFAIR PARK PATHWAYS**

The Parks Planning and Design Manager presented information regarding improvements to Playfair Park. The following was noted:

- Community engagement has occurred but consensus was not found; some concern was expressed about the path width however balance is needed. Survey results from May – December 2014 were from 51 responses; most who live close to the park.
- Playfair is a showcase park with rhododendron displays and Garry oak restoration area and venue for community events. There is also a play area and a few paths running through the park.
- The main path is narrow (1 metre) and in rough shape; needing improvements for public safety and comfort.
- In 2009 some path and playground improvements occurred; the path was widened to 2.5 metres based on the Parks Trail Guidelines.
- An upper path is used by more cyclists as the grade is better than on the main path. Fencing and mature ornamental plantings preclude any widening of this upper path.

A discussion occurred and the following was noted:

- The paths are not a major connection, but the upper path is preferred by most cyclists; Engineering will be replacing a walkway at the end of Judge and Cumberland which will help the connectivity from Judge to Blenkinsop.

- The steps at the end of Cumberland will be removed and graded for cyclists/skateboarders.
- Cumberland path is in the wrong place and should ideally head off to the corner of Playfair Park, however there are many large trees that would be impacted. Staff could look at shifting the path to the north.
- The 2.5 metre proposed width is minimal for a multi-use path.
- Even if the connectivity cannot be seen today, paths are important and may be needed in the future.
- Most people understand that they should cycle more slowly in a public park.
- Suggestion that some caution signage alerting pathway users of “children at play” would be beneficial.
- The main path asphalt may be textured or coloured to give it more of a pedestrian feel. Consideration of texture will be made for wheelchairs and strollers.

Consensus was that committee is comfortable with the Playfair Park upgrade plan.

### **UPDATE – SHELBOURNE VALLEY ACTION PLAN**

The Chair noted that the draft Shelbourne Valley Action Plan was passed to go to a future Public Hearing. It was felt that the plan has good land use ideas but the street cross section to maintain the current four lanes is weak. The implementation of the plan in terms of acquiring rights-of-way will take too long. The plan also suggests to create temporary lanes from Shelbourne up to Cedar Hill Road, which was rejected by committee.

The Manager of Community Planning noted that:

- Residents provided mostly positive feedback but there is concern about implementation.
- Council has asked for a report which explains implementation, funding and timelines.
- The draft will go back to Council; it may or may not come back to this committee and/or the public – this will be up to Council.
- The goal is to fully integrate all transportation modes and broader connections.
- The draft action plan is on the Saanich website and comments can be sent to staff.

Further comments and responses to questions:

- The four lane cross section is not good. The street is supposed to be more people friendly and it is a primary cycling path.
- Sometimes funding is available for projects that are ‘shovel ready’.
- Applications for development will be slow if the four lane structure stays.
- The plan is too auto-centric. People are more aware of the shift to increase cycling and pedestrian travel as priority modes.
- Suggestion was made to have three lanes or to take one lane for bus or cycling only.
- Alternative path on Blair and Cedar Hill Road is not feasible; the road is undulating and not continuous.
- Suggestion for two lanes with a dedicated left turn lane in the middle, and with bicycle lanes would be ideal, however committee did not reach consensus with the idea of a dedicated left turn lane.
- Dedicated left lanes are needed for residents and for side streets; otherwise traffic backup would occur. We must consider how overall traffic is affected.
- The plan needs to consider the Official Community Plan; it’s a huge challenge to accommodate all modes of transportation.
- Good urban streets create good places of exchange; will have to be careful that Shelbourne Street does not become like Blanshard Street.

The Director of Engineering provided information about work to occur in 2017 on McKenzie Avenue and noted they will have to see how it will be integrated with the Shelbourne Street plan.

**Motion: MOVED by C. Newcomb and Seconded by R. Mersereau, “That the Bicycle and Pedestrian Mobility Advisory Committee reiterates their previous comments made in 2014 regarding the draft Shelbourne Valley Action Plan.”**

**CARRIED**

**Motion: MOVED by D. DeShane and Seconded by J. Grayson, “That the Bicycle and Pedestrian Mobility Advisory Committee feels that future cross sections of Shelbourne Street presented in the Shelbourne Valley Action Plan should reflect the fact that walking and cycling are accepted as priority modes of transportation in Saanich and the region.”**

**CARRIED**

#### **UPDATE – BIKE LANES SHELBOURNE STREET FROM TORQUAY NORTH TO ARBORDALE**

The Engineering Planner/Designer stated that there is nothing further on this since last discussion in November. This issue is in the 2015 budget to Council and is subject to approval.

The following was noted:

- Separation between bikes and cars would be with paint as there are too many driveways for a physical barrier.
- A centre lanes is needed because of the many side roads; Cedar Hill Road cannot take the additional traffic that would occur if no centre lane is there.
- There would not be enough space for rain gardens. Concern was expressed about run-off into Douglas Creek.
- Shelbourne Street is flat, which is a design challenge when it comes to rain gardens; you need a bit of a slope towards rain gardens.
- Silva cells can be used as an alternative for rainwater treatment.
- The section north of Torquay is in this year’s budget. The concept of Feltham/Torquay needs more study and feedback from the Community Association.
- The Shelbourne Valley Action Plan was started so implementation of this section was deferred pending information about plans for Shelbourne Street. In the meantime, priorities were shifted to the Douglas Local Connector.

#### **UPDATE – TILlicUM/CAREY/GLANFORD PROJECT**

The Engineering Planner/Designer noted the design is finalized and this is out to Tender. Council will hopefully award the Tender at the end of March, and work will occur between April and September. Final landscaping to occur in October/November. Signs will go up shortly and area notification will occur. Carey and Glanford Roads can accommodate traffic. Tillicum Road may need to be closed at times as there will be significant sewer and drain work; a traffic management plan will be made.

As a side note, it was mentioned that the Cook Street project is on schedule and should be completed by May 15, 2015.

## **UPDATE – SAANICH CYCLING FESTIVAL**

An update was provided and the following was noted:

- Camosun has been secured as a starting point.
- The UVic parking lot will be used for the festival itself.
- Sergeant Patrick Stewart has been contacted regarding a police escort. A bike squad and a reserve Officer will be present to keep the event under control and to impress the children.
- The event will start later than in the past. The ride will take about 20 minutes, and there will be a kiddy ride as well.
- Volunteers will be organized for various areas along Shelbourne and McRae Streets.
- Flyers should be ready for March. Leaders are still needed.

## **ROUNDTABLE**

Committee discussed ideas for future agendas and the following was noted:

- Discussion and ideas regarding speed limit change. This failed at the last UBCM. Committee is interested in a presentation regarding this.
- Interest was expressed for a presentation on how the cycling picture is changing in north America.
- Safety and education in general. Communication with school boards and the police.
- Concern was expressed that some issues do not make it to this committee for discussion.
- Discussion regarding no right turns on red lights; pedestrian lights to have priority over cars (staggering lights).
- Parking on residential streets (increase due to secondary suites). This affects walkers, cyclers and local connectors.
- Analysis of system and network gaps/deficiencies needed: cycle infrastructure is driven by road improvement. Cycling and pedestrian facilities should be a focus.
- Use of streets: residential streets are not conducive to walking/cycling. Design of streets can alter speed. Land use drives transportation. Active transportation needs to change.
- More emphasis on pedestrian concerns should be made.
- Douglas Corridor is the next major study area; this committee should be involved.
- Discussion on the CRD cycle master plan from a regional connectivity stance.
- Swan Street needs a trail crossing sign.

The Chair will look into the CRD priorities with regard to debris from wind storms. Currently the CRD priority is to deal with parking lots and not trails.

## **ADJOURNMENT**

The meeting adjourned at 2:00 p.m.

## **NEXT MEETING**

Next meeting is Thursday, March 19, 2015

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary