

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
Held at Saanich Municipal Hall, Committee Room No. 2  
**Thursday, February 18, 2016 at 4:00 p.m.**

Present: Councillor Vic Derman (Chair), Suzan Jennings, Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, and Darrell Wick

Staff: Harley Machielse, Director of Engineering; Cameron Scott, Manager of Community Planning; Troy Mckay, Engineering Technologist; Harold Stanley, Planner; Gary Darrah, Parks Planning and Design Manager; Mike Goldsworthy, Park Planner Designer; Tania Douglas, Senior Committee Clerk

Regrets: Dan Casey, Anne Topp

Guests: David Edgar and Michael Pearson, Ministry of Transportation and Infrastructure  
Tony Wass, Saanich Resident

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**Minutes**

**MOVED by S. Jennings and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 21, 2016, be adopted as circulated."**

**CARRIED**

**CHAIR'S REMARKS**

There were no Chair's remarks made due to the lengthy agenda.

**MCKENZIE/HIGHWAY NO. 1 INTERCHANGE PRESENTATION**

David Edgar, Planning Engineer, Ministry of Transportation and Infrastructure (MOTI) presented information about the proposed McKenzie Interchange Project. The following was noted:

- There has been high community interest in the project since it was announced last summer.
- Funding comes from the Province of BC and the Government of Canada.
- The area has many issues on safety, congestion, reliability. Over 300 collisions were reported at the highway/McKenzie intersection between 2006 and 2010.
- Constraints to consider include parks and green spaces, schools and athletic fields, impacts and access to the neighbouring areas, cycling and pedestrian facilities, environmentally sensitive areas and watercourses. Cuthbert Holmes Park is a major concern to residents, there is opportunity to mitigate problem areas of the park.
- Inbound and outbound traffic flow counts were done. About half of the morning peak traffic goes through to Tillicum.
- There options were initially presented; the first two options are now being considered. One is a diamond interchange with the TransCanada Highway (TCH) going under McKenzie Avenue. Option two is a partial cloverleaf with the TCH going under McKenzie Avenue.
- A large amount of consultation has occurred and will continue to occur. Congestion issues are of major concern; have to think about long-term traffic management.

- Feedback was received with concerns about: the plan being ‘auto-centric’, need for more transit facilities, cycling and pedestrian safety and connectivity, future light rail.
- They are still looking at options to improve local, transit, and trail connections. The school creates significant crossing demand, they are considering placement of an overpass, and removing the overpass at Portage Road. Sidewalks are not being considered on the vehicle overpass.
- In terms of construction, the Galloping Goose would be done first, then on/off ramps and then the highway connection in the centre. The construction start date will be before the end of the year.

Comments from committee and responses to questions were noted as follows:

- The existing pedestrian overpass, which is closer to the school, should be retained.
- A baseline noise study will be done to determine the type of noise mitigation (eg. berms, fencing).
- The plan should consider that people try to go the most direct way; people may not use the facilities provided if they are in an inconvenient place.
- The Galloping Goose Trail will not be placed down where the highway is because space will be needed for the future light rail transit.

### **EAST/WEST CONNECTIONS ACROSS PAT BAY HIGHWAY and OVERPASS CONNECTIONS AT QUADRA STREET AND ROYAL OAK AVENUE**

A number of concerns were expressed about the vehicle overpasses at Royal Oak Avenue and at Quadra Street. It was noted that car lanes are fairly wide across Quadra Street, and Mr. Edgar was asked if they could be reduced to make room for bicycle lanes. Mr. Edgar said they could look into this and see if repainting could be done if minimum standards are met. The Engineering Technologist noted that the curbs on the bridge are higher and a pedal buffer is needed.

Suggestions were made to put green paint where the Highway No. 17 cloverleaf joins Quadra Street, so cyclists travelling east could more safely cross to the side of the road. It was also suggested that a shortcut could be created at Mann Avenue that would more safely take cyclists onto the Quadra Street cloverleaf.

The Royal Oak overpass is a problem for cyclists as there is no cycling infrastructure. The overpass has a wide sidewalk which cyclists tend to use; the question was raised if cyclists and pedestrians could share this area.

A suggestion was made that the southeast area of Douglas Street at McKenzie (where the bollards are), should be painted green. It was noted that the Douglas connector, past Chatterton Way should connect to the off-ramp at Royal Oak. The Engineering Technologist confirmed that this is currently in the 5-year capital plan.

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

The Manager of Community Planning summarized the project to date and stated they are now looking at short term mobility options and actions. Options 1 and 2 were provided in detail by the Engineering Technologist. The following comments and responses to comments were noted:

- The overall plan is strongly supported by the public. All visions cannot be realized; the current width of the street is between 20-23 metres, and 28-30 metres would be needed to accommodate everything.
- There is concern that the implementation strategy is too long because land acquisition is needed.

- Both options cost about the same. The first option is close to the original plan where the 4-car lanes continue. The second option has a continuous bicycle lane down Shelbourne from North Dairy to Feltham. There are lane reductions except at major intersections. There are minor traffic impacts from 1-2 minutes, and BC Transit has expressed concern about delays in service.
- Municipal priorities are walking, cycling, transit and then cars. This should frame the discussions about transportation. It is not a pedestrian/cyclist friendly street.
- Option two has bus bays sharing bicycle lanes with pull-outs so traffic can go by; option one has busses stopping on the street with no pull-outs. These options may be interchangeable – members were encouraged to provide feedback.
- In response to comments about lack of cycling facilities, staff noted that the Saanich website shows more details of the project.
- The Cedar Hill Cross Road and Shelbourne Street crosswalk will be shortened with both options. Access to some businesses is moved up a block in some instances.
- There will be a traffic signal for cyclists and pedestrians on Blair and Shelbourne.
- The curb at Blair Street was installed but the design work was not right; this will be changed.
- Option two joins up better with the City of Victoria's bicycle lanes and has more beautification and traffic calming.
- Option one shows only a quarter of the corridor with bicycle lanes, and a lack of connectivity.
- Transit is more of an issue to the public; they have no advocacy group. Option one is better for transit.
- The open houses should provide the OCP and all plans that show the priorities.

## **ENGINEERING UPDATE**

### **McKenzie/Highway No. 1 Interchange**

The Director of Engineering noted that:

- The interchange plans have improved since the first draft; they have improved at Burnside and McKenzie and reduced the grade percentage on the trail.
- Pedestrian connections through the interchange is mixed; a dedicated facility in the interchange is preferred.
- The cloverleaf idea is challenging for pedestrians and cyclists.
- They would like to see improvements for transit stops, and more dedicated transit space.
- Better connection to Cuthbert Holmes Park is needed.
- Crossing from Esson Road to Admirals Road is an issue. Esson Road is a big drop off spot for school children to cross the highway. There is concern surrounding safety of school children; maintaining the Portage Road overpass is important.

\*\*\* S. Jennings left the meeting at 6:10 p.m. \*\*\*

### **Other updates**

- Tree removal starts next week for on the Wilkinson Bridge replacement project. Sequoias will not be removed.
- Glanford/Mann Avenue construction is underway. The contractor is proceeding quickly and expected to be substantially complete by May.
- New sidewalks to be installed on the south side of Cadboro Bay Village.
- Tillicum Road project is still being worked on.

**ROUNDTABLE**

The Chair stated he is sending a report to Council regarding the traffic issues on Blanshard Street; hoping this will be referred to Advisory Committees for comment.

**MOTION: Moved by J. Grayson and Seconded by D. Wick that discussion on the remaining agenda items be postponed until the March 17, 2016 meeting.”**

**CARRIED**

**ADJOURNMENT**

The meeting adjourned at 6:20 p.m.

**NEXT MEETING**

Next meeting is Thursday, March 17, 2016

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary