

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
March 17, 2016 at 4:00 p.m.

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

Staff: Harley Machielse, Director of Engineering; Catherine Mohoruk, Manager of Transportation & Development; Gary Darrah, Parks Planning and Design Manager; Mike Goldsworthy, Park Planner Designer; Tania Douglas, Senior Committee Clerk

Guests: Joanne Nelson, Elk-Beaver Lake Equestrian Society, and Tony Wass, resident Rob Wickson, Gorge Tillicum Community Association

Minutes

MOVED by S. Jennings and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held February 18, 2016, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

Due to the length of the agenda, there were no remarks from the Chair.

PAVING LOCHSIDE TRAIL

J. Nelson, Elk-Beaver Lake Equestrian Society presented information on behalf of riders and users of the Lochside Trail, and the following was noted:

The following was noted:

- The Draft CRD Trails Management Plan shows areas of planned paving and termination of equestrian activity in the Hunt-Martindale Valley and the Blenkinsop Valley. Both these areas are in the Agricultural Land Reserve (ALR) and outside the Saanich Urban Containment Boundary (which is considered Rural Saanich).
- Most stables in the Blenkinsop area back onto the trail or front Blenkinsop Road; this is the only trail to access in the area and it provides a safe and peaceful environment. The two small 2km sections of the trail are the only opportunity to ride outside the confines of the stables.
- Runners enjoy the graveled surface of the trail. Pavement is a slipping hazard for shod horses and in frosty, icy or snowy conditions, pavement is a hazard to all.
- The muddy areas are problematic however the CRD should maintain this.
- A map was provided that shows about 250 horses and 300+ riders are located in the Hunt-Martindale Valley area.

A discussion occurred and it was noted that the trail should provide better connectivity throughout the region; the unpaved section is seen as a major connectivity barrier. Horses and cyclists generally do not mix as bikes can startle horses. Ideas were given to pave the existing trail and provide equestrian residents with a separate unpaved trail; or widen the trail and have a lower trail for horses and an upper trail for cyclists.

Motion: MOVED by D. Wick and Seconded by J. Grayson, “That the Bicycle and Pedestrian Mobility Advisory Committee recommends that the Capital Regional District pave the unpaved sections of the Lochside Trail, and create a separated unpaved trail for equestrians in the areas of the Lochside Trail north of Matticks Farm and in the Blenkinsop Valley.”

A discussion occurred and the following was noted:

- Options that work with both sets of users should be explored; a gravel surface is favorable for some users, including cyclists.
- The area north of Matticks is messy as is the area north of Blenkinsop, however this is not because of horses.
- If the trail were paved properly it would encourage more cyclists and scooters that cannot currently go on the trail.
- A suggestion was made to put sand and chips along the side; the water table is high and causes much of the problem. Committee members should look at the area in person before making a recommendation.
- It is possible that the existing trail was not re-built properly; engineering of the trail is important. There is value in protecting the elements of the quiet natural areas.
- Approximately 5 – 10 horses use the trail every hour and they are not usually out during the hours that commuters use the trail.
- The use has changed and this is now more of a commuter corridor and is the logical flat direct route to the Peninsula. Softer trail sections should be signed as a warning to commuters.
- There is a porous asphalt surface at the Cedar Hill Recreation Centre that is used to water the rain gardens; it may be a suitable surface for horses.

**The Motion was then Put and CARRIED
OPPOSED: D. Casey, R. Mersereau, A. Nagelbach, A. Topp**

ACTION: The Chair will write a description of pros and cons of the trail for the CRD.

MCKENZIE/HIGHWAY NO. 1 INTERCHANGE

R. Wickson, Gorge Tillicum Community Association, was present to discuss the McKenzie/Highway No. 1 interchange proposal, and the following was noted:

- This project began from a push from drivers and it is also political in nature; there are questions about local leadership and where the \$85 million budget came from. No one is available to speak to environmental questions.
- Questions raised include:
 - Why were only two or three designs given by the Ministry?
 - What are the travel times now and forecasted?
 - What are the environmental costs?
 - Are there other options that will achieve the same results but use less land and have less environmental impact?
 - How can pedestrian, cycling and transit options be given a higher priority?
 - How does this project reflect the goals of the Regional Growth Strategy?
- Problems to solve include traffic congestion, environmental impacts, accidents and improvements to transit, cycling and pedestrian movement.
- The options provided by the Ministry of Transportation and Infrastructure are almost all identical, do not address many issues, and are environmentally devastating (1.4 hectares of Saanich parkland is needed for the cloverleaf).
- Mr. Wickson presented an alternative design that addresses inbound and outbound traffic, congestion, the environment, and it allows for changes in the future if needed to address Admirals/McKenzie movement.

- The Ministry plan focuses on single occupant vehicles and does not support transit or cyclist/pedestrian priorities.
- The \$85 Million earmarked for this project could be used instead for a light rail project.
- There are big changes coming in the next five years in terms of transportation; electric vehicles and light rail are the future.
- The Ministry project will not solve the congestion problem, but shift it elsewhere.

A discussion occurred and the following comments were noted:

- The Ministry's public comment period ends in mid-March; they plan to start construction in the fall of 2016.
- The Ministry has engaged with Saanich staff a couple of times along with this committee.
- If the Ministry is given Cuthbert Holmes Park, then some Crown lands should be transferred to Saanich. Council will need to be approached for land acquisition.
- The Ministry doesn't seem to understand the problems with their option and, despite their public participation process, will not listen to any suggestions.
- Committee agreed it would be desirable to get the Ministry to measure the impacts of travel time, noise, and the environment for Mr. Wickson's proposal and compare this to their own proposed project.

Motion: MOVED by D. Wick and Seconded by A. Topp, "That the Bicycle and Pedestrian Mobility Advisory Committee expresses concern to Council that the proposed option for the McKenzie/Highway No. 1 interchange provided by the Ministry of Transportation and Infrastructure is contrary to the Regional Growth Strategy and does little to promote alternative travel such as cycling, pedestrian and transit options."

CARRIED

Motion: MOVED by D. Wick and Seconded by A. Topp, "That the Bicycle and Pedestrian Mobility Advisory Committee recommends that Council write a letter to the Ministry of Transportation and Infrastructure for the Province of British Columbia requesting, and strongly recommending, that the option presented by Mr. Rob Wickson for the interchange at McKenzie, Admirals and the Trans-Canada Highway receive the same level of consideration and evaluation by the ministry as those options which the ministry has brought forward itself."

CARRIED

(Committee voted on this motion via email on March 31, 2016)

BIKE BC GRANT APPLICATIONS

The Director of Engineering reported on the success of a grant received last year for the Borden Street bicycle lanes and noted staff are asking for endorsement in principle for both the Lansdowne bicycle lane concept design and the Galloping Goose/Carey Road connection concept design. He described the details of both projects and responded to committee's questions in this regard.

Lansdowne bike lane concept design

Motion: Moved by R. Mersereau and Seconded by A. Nagelbach: “That the Bicycle Pedestrian Mobility Advisory Committee supports in principle the proposed bikeway concept design project at Lansdowne Road, and endorses staff in applying for appropriate provincial grants for the project.”

CARRIED

Galloping Goose/Carey Road connection concept design

Motion: Moved by A. Nagelbach and Seconded by R. Mersereau: “That the Bicycle Pedestrian Mobility Advisory Committee supports in principle the proposed Galloping Goose/Carey Road connection concept design, and endorses staff in applying for appropriate provincial grants for the project.”

CARRIED

PROPOSED CHANGES FOR BLANSHARD STREET

Councillor Derman reported that he had presented ideas about improving Blanshard Street to Council and noted the Uptown/Douglas corridor has the potential to be an urban core for the municipality. He suggested the biggest obstacle has been the nature of the roads in the area and feels that changes to the roadways and the addition of landscaping may improve the pedestrian and cycling quality and safety. He had proposed a motion to have staff report on this and have advisory committees comment, however, there was a split vote and his motion was defeated.

It was noted that Blanshard Street is under provincial jurisdiction.

TILLICUM/GLANFORD COMMITTEE RESPONSES

For discussion at the next meeting.

ADJOURNMENT

Parks staff asked for a volunteer for the Mount Douglas Park access item; D. Wick volunteered.

The meeting adjourned at 6:00 p.m.

NEXT MEETING

Next meeting is Thursday, April 21, 2016

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary