

**MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**

Held at Saanich Municipal Hall, Committee Room No. 2

October 6, 2016 at 4:00 p.m.

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

Staff: Catherine Mohoruk, Manager of Transportation & Development; Cameron Scott, Manager of Community Planning; Shari Holmes-Saltzman, Senior Planner (Community Planning); Troy McKay, Engineering Technologist; Tania Douglas, Senior Committee Clerk

Regrets: Dan Casey, Suzan Jennings

Minutes

MOVED by J. Grayson and Seconded by R. Mersereau: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held June 23, 2016, be adopted as circulated."

CARRIED

UPTOWN DOUGLAS CORRIDOR PLAN UPDATE

The Senior Planner (Community Planning), provided an update on the Uptown-Douglas Corridor Plan, and briefly described the process highlighting the public engagement feedback that was received in Phase 2. She noted that the Phase 2 summary report is available on the Saanich website and that the next phase has started and will include the development of some land use scenarios. She stated that further email comments from committee members are welcome.

The following committee comments and responses to committee comments were noted:

- Project objectives for green development could be stronger.
- This is presently a low residential area that is growing; the area has a major commercial and industrial component.
- Commercial and industrial businesses were informed about the engagement process however limited feedback was received.
- There are ten objectives, and one is specific to economy and business.
- What does the community want in terms of green space? Green space can mean many things for urban areas. Accessible public roof gardens could be one type of green space.
- There is an opportunity for high residential density and building around green space, for example like False Creek north and Coal Harbour on the mainland.
- The study area is deficient in green space by Saanich's own Official Community Plan and specific questions about green space and what it means were not asked. The next phase will be a more detailed review.
- Staff will be looking at a younger demographic moving into the area.
- This is a great opportunity for a dense and sustainable community. It would be good to coordinate this project with the City of Victoria.
- The project has good values; there is concern with how to proceed. The public are not design experts and it is important that good urban design is used for this project.
- Accessibility at Uptown shopping centre is poor, same with the Nigel Valley.
- There should be a goal to maximize the response to climate change.

*** The Senior Planner left the meeting at 4:40 pm***

CHAIR'S REMARKS

The Chair stated that:

- The letter from committee regarding PST exemption for electric bicycles was sent to Council, and Council agreed to send a letter to the province regarding this matter.
- He spent six days in Amsterdam where 80-85% of people cycle frequently, and 50-55% are commuter cyclists. They have good, separated infrastructure and most non-major urban streets are treated as multi-use; they have no sidewalks, and pedestrians, cars and cyclists all share. Speed is not an issue there, people are careful and respectful. They have established a cycling culture and the urban design allows for a cycling culture. In contrast, in Paris, they are more spread out and roads are developed for single vehicle use. Councillor Derman hopes to bring an item to committee soon, regarding establishing a culture and what future infrastructure should look like.

SHELBOURNE VALLEY ACTION UPDATE

The Manager of Community Planning provided an overview of the feedback received to date, and noted that a third option has now been developed. This third option maintains the fundamentals of option two and addresses the concerns raised when feedback was collected on initial options. The top issues identified were that option one lacked a continuous bicycle facility and option two impacted vehicle time. Issues common to both options were the desire for more protection of bike lanes and concern around changes to the left turn access. He also noted that the work can be aligned with the underground work that is required within the next ten years.

The Engineering Technologist described the changes to the street sections and answered questions of committee. He noted that this is a higher level conceptual plan, and that detailed design would follow. The following was noted:

- The best way to execute the project is to do the work from McKenzie Avenue to the north, then from Pear Street to the south, and then complete the centre portion.
- The design does show some potential acquisition on the west side of Shelbourne Street.
- Discussions with BC Transit are happening with regards to cyclist and bus conflict. These details will be sorted when the detailed design occurs.
- Concern was expressed about sidewalks being placed beside bicycle lanes. The public will need to use common sense, markings will need to be put in place, and education may also be needed.
- There will be different treatment of the Bowker Creek Greenway; this will happen in the detailed design phase.
- A suggestion was made that bollards be placed at round corners, or make corners less round (eg. at Garnet Road), for safety reasons.
- Car lanes will be designed with the minimum allowable width.
- Some bus stops have been consolidated and moved.
- Concern was expressed that this project is not green enough. Instead of medians made with hard surfaces, staff should consider green treatment/rain gardens.

Staff were commended on the work done on this project; there are detailed questions but overall the project looks good.

Motion: MOVED by A. Nagelbach and Seconded by R. Mercereau, “That the Bicycle and Pedestrian Mobility Advisory Committee supports in principle the design concept of option three for the Shelbourne Valley Action Plan, as presented.”

CARRIED
With J. Grayson OPPOSED

Committee members requested a presentation about sharrows from Engineering staff.

ROUNDTABLE

A question was raised about the Harriet Road access closure to the highway. Staff noted that this is to be a six-month trial as per a recommendation by the Advisory Traffic Committee. Next week a concrete barrier will be installed, however emergency access is required.

ADJOURNMENT

The meeting adjourned at 6:00 pm

NEXT MEETING

Next meeting is Thursday, October 20, 2016

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

Committee Secretary