

**MINUTES**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**Held at Saanich Municipal Hall, Committee Room No. 2**  
**Thursday, October 24, 2019, at 4:00 p.m.**

Present: Councillor Judy Brownoff (Chair), Brian Collier, Pat Danforth, Eric Doherty, Norman Gidney, Susan Kerr, Darrell Wick, Philippe Janicki (non-voting liaison)

Staff: Troy McKay, Manager, Transportation & Development Services; Becky Goodall, Park Planner and Designer; Tania Douglas, Senior Committee Clerk

Regrets: Alex Nagelbach, Erin Prescott

Guests: Bronson Bullivant and Seth Wright, Transit Planners, BC Transit

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**Minutes**

**MOVED by E. Doherty and Seconded by N. Gidney: "That the Minutes of the Active Transportation Advisory Committee meeting held September 26, 2019, be adopted as amended."**

**CARRIED**

**CORDOVA BAY/BROADMEAD TRANSIT ROUTE CONCEPTS**

Bronson Bullivant presented information on the Broadmead/Cordova Bay Local Area Transit Plan route concepts and the following was noted:

- The plan stems from the 2011 Victoria Region Transit Future Plan, which provided a vision for improving the region's transit network.
- They are working on a number of plans which are all in different phases. Public engagement and stakeholder workshops were done last year
- Phase 2 of public engagement is this fall and will solicit feedback from public on the developed options for refinement.
- Key challenges include:
  - Difficulties for multiple residences to access transit along Cordova Ridge due to network constraints.
  - Route 6 is very confusing as there are three busses for this route.
  - Gaps in service exist along Blenkinsop Road.
  - The community is growing in the Cordova Bay area.

\*\*\* B. Collier arrived at 4:13 pm \*\*\*

- Proposed concepts were shown, including:
  - Modifying route 32; this route currently has fairly low ridership.
  - Creating a new route 33 which would connect Royal Oak to the University via Blenkinsop Road. This would be a second option to route 39.
  - Creating route 35 along Cordova Ridge; this would be a school run and extend service to the Royal Oak Shopping Centre and to Royal Oak Middle School.
  - Simplifying route 6 from downtown to Royal Oak by removing the 6A and 6B; and also removing Chatterton and Emily Carr which have 1% ridership.

Committee comments and responses to committee questions are noted as follows:

- Rural routes in areas without sidewalks will continue to be accessible. Staff would ensure that minimum standards are met.
- Changes in route 6 would still have frequent service (on par or better).
- There would be more opportunity for businesses along Blenkinsop Road to benefit from bus service; there would not be any bus pullouts and this would help calm traffic along the road. The community association in this area have requested bus service down Blenkinsop.
- Next steps involve open houses at Matticks Farm, Broadmead Centre and Cordova Bay Elementary School. Online surveys will also be available.
- Transit has been liaising with Saanich staff that are working on the Cordova Bay Local Area Plan.
- Suggestion made to have bus service on both sides of Mount Doug for those who hike up one side of the mountain and finish on the other side.
- Shorter bus routes have an advantage. If delays occur there is a ripple effect in terms of missed connections.
- Wayfinding improvements are part of the plan with better maps to find bus stops.
- Transit is also looking at park and rides and improving bus stops. Information will be presented to the Transit Commission for adoption and then will be integrated into annual service plans.

## **PUBLIC WASHROOMS**

The Park Planner and Designer was present to provide an update on the Washroom Operations and Capital Plan based upon feedback previously received.

- After considering locations and available service to water and sewage, 25 locations have been identified as follows:
  - 12 shared (4 for future consideration)
  - 1 portable toilet
  - 6 pit toilets (2 installed by CRD)
  - 6 new washroom buildings
- Washroom buildings cost approximately \$20,000 in annual maintenance.
- Areas of focus were highest use parks, the main trail network and popular easy walking trails within Saanich parks.
- Some parks have adequate facilities and some areas are not feasible to upgrade.
- Facility spacing was set after receiving feedback; on popular easy walking trails, facilities will be approximately 1.2 km apart (about a 45 minute walk for slower walkers), and on the main trail network they will be approximately 6 km apart (about a 1 ½ hour walk for average walkers). One facility per high-use park is typical.
- Composting and combustible toilets were not considered because they require users to participate in the maintenance (eg. adding materials into the pit).
- Staff are working with clubs for shared use facilities and these will be negotiated on a case-by-case basis. Saanich is willing to maintain shared facilities.
- Facilities will meet accessibility standards wherever possible.
- An implementation timeline was given and discussed.

## **CONNECTIONS (Dean Avenue, Haultain Street to Fort Street, Fowler Road)**

A discussion occurred about the report from D. Wick entitled “Dean Avenue – Camosun to RJH”. It was noted that there is a Dean Avenue connector but there are no routes for people to continue onto the Royal Jubilee Hospital area. The school district has re-defined their catchment areas which affects students that have to travel to Lansdowne school. A number of options for safer routes were provided in the report. The following was noted:

- Hospital traffic is a consideration. It may be of benefit to work with both the hospital and the City of Victoria as there is room to add bicycle lanes on Lee Avenue from Fort Street to the Victoria/Saanich boundary.
- A parcel of land that would be ideal for access is owned by St. Vincent de Paul (for connection to Lee Avenue).
- The hospital has designated landing zones for helicopters and it was suggested they may be interested in the vacant parcel of land in the future.
- Connectors to Dean Avenue are not in the current work plan but this area is in the Bowker Creek blueprint.
- Question raised whether the CRD's Safe Routes to School program would address this issue. It was noted that the nearby school is in the City of Victoria.
- Suggestion made that staff discuss this with the City of Victoria.
- The transit plan in the area may include an exchange which would impact any connector routes.
- Saanich has no jurisdiction over hospital property.
- Fowler Road is a major road used for cycling traffic and the only alternative is Lochside trail. A committee member was hit and seriously injured on Fowler Road.

The Manager of Transportation and Development:

- Stated Fowler Road is listed in the Development Cost Charges program which will help with funding improvements along the road when development occur.
- Will contact the City of Victoria and report back to this committee regarding connections to Dean Avenue.

It was noted that the curb on Fowler Road is high and it was suggested that although curbs are supposed to protect cyclists, they can also trap cyclists.

### **WOONERF (SHARED STREETS) TRIAL**

A general discussion occurred regarding potential areas for shared streets. Committee members are to research the criteria needed for a woonerf street, for future discussion.

### **OTHER UPDATES**

The Manager of Transportation reported that it would be simple to do a lighting pilot on the trail in the area of Blenkinsop Road and Judge Place. Students use this trail to travel to school. The CRD is has active school travel planning information.

### **ADJOURNMENT**

The meeting adjourned at 5:45 pm. Next meeting is scheduled for November 28, 2019.

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Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary