

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**

Held at Saanich Municipal Hall, Committee Room No. 2

**March 20, 2014 at Noon**

Present: Councillor Vic Derman (Chair), Jo-Lee Bertrand, David DeShane, Judy Gaylord, James Grayson, Paige MacWilliam, Corey Newcomb, Ray Straatsma and Darrell Wick.

Staff: Mike Lai, Manager of Transportation; Cameron Scott, Manager of Community Planning; Harold Stanley, Community Planner; Tania Douglas, Senior Committee Clerk

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**Minutes**

**MOVED by D. DeShane and Seconded by J. Gaylord: "That the Minutes of the Saanich Bicycle and Pedestrian Mobility Advisory Committee meeting held February 20, 2014, be adopted as circulated."**

**CARRIED**

**CHAIR'S REMARKS**

**Pedestrian Priorities**

The Chair noted that there had never been a formal motion from the Committee to send the report from Councillor Derman entitled, "Setting Sidewalk and Pedestrian Priorities for Saanich" to Council for consideration.

**Motion:** **MOVED by P. MacWilliam and Seconded by J. Bertrand, "That the Bicycle and Pedestrian Mobility Advisory Committee recommends that Council forward the report dated February 20, 2014 from Councillor Derman, entitled '*Setting Sidewalk and Pedestrian Priorities for Saanich*' to staff as part of an initiative to re-evaluate the manner in which sidewalk and pedestrian infrastructure priorities are established in the municipality."**

**CARRIED**

**DRAFT SHELBOURNE VALLEY ACTION PLAN**

The Manager of Community Planning presented the proposed changes to the Draft Shelbourne Valley Action Plan as a result from feedback from the recent open houses and survey, various advisory committees and comments from stakeholders. The following was noted:

- Changes were made to the Action Plan's five key topic areas (environment, land use, mobility, short term mobility actions, and urban design and accessibility).
- Environment survey results indicated that the majority (78%) agree with the Plan's direction regarding the valley's environment.
- Comments received on this section included the possibility of daylighting specific portions of Bowker Creek, having a watershed based approach to the plan, and increasing the street tree canopy.

- Changes proposed include stressing the importance of the street tree canopy, ensuring strategies are linked to the Plan (eg. Urban Forest Strategy), supporting a feasibility study for daylighting Bowker Creek and clarifying the role of natural state covenants.
- Land Use survey results indicated that 75% agree with the Plan's general land use direction, 60% support 8-storey buildings in University Centre, and 68% support a mix of single-family dwelling and multi-family units in the area between Shelbourne Street and Cedar Hill Road and McKenzie Avenue and Cedar Hill Cross Road.
- Comments on land use include ensuring that the proposed density/height along Shelbourne Street is feasible, consider higher density for properties that face Hillside Mall, and identify the need for a connected hierarchy of green and open spaces.
- Proposed changes include ensuring there is a policy to consider additional height and density for developments offering significant community contributions; adding a framework for the type and location of park space in an urban context, adding Bowker Creek to the land use map and identifying the need for a parking study to determine parking standards in the valley's centres and village.
- Mobility survey results indicate an 80% agreement with the direction of the Plan and 75% agreement with a proposed ultimate cross-section of Shelbourne Street. Removal of bus bays on Shelbourne Street showed 45% not in favour, and 62% of those surveyed disagreed with off peak parking on Shelbourne Street.
- Comments regarding mobility include maintaining vehicle access to commercial properties, considering on-street parking during off peak hours on a trial basis, widening cycle tracks to 3 metres to permit passing, monitoring traffic volume to see if traffic lanes can be reduced from 4 to 2 by 2044, considering devoting curb lanes on Shelbourne Street to cycling only on Sundays, considering park and rides, add a policy on car sharing, considering rail based transit or transit only lanes on Shelbourne Street.
- Mobility changes proposed include a long term plan for transit-only lanes on Shelbourne Street, an emphasis on a street tree canopy on Shelbourne Street, an objective to not increase Shelbourne Street's capacity for motor vehicles, a policy on upgrading pedestrian crossing signals so they activate automatically within the valley's Centres, a transit exchange at McKenzie and Shelbourne, car sharing as part of a traffic demand management strategy, and the implementation of walking infrastructure improvements identified in the Safe Routes to Schools Program.
- The open house survey indicated a strong majority think that mobility should be the focus of implementation in the short term, while 48% of respondents support an interim cycle track on Shelbourne Street to the north of Pear Street and south of Blair Street with the focus on pedestrian improvements in the University and Shelbourne Valley centres. 34% supported an interim cycle track all along Shelbourne Street while 18% supported focusing only on pedestrian improvements.
- Comments included that improvements are needed at the Poplar Street and Iona/Cedar Hill Cross Road intersections as part of the UVic bicycle connection improvements, and that an interim cycle track to allow passing is important and maintaining or expanding the tree canopy is desirable.
- The survey results indicated strong support for the Plan's Urban Design and Accessibility direction as well as the Plan's Design Principles.
- Comments included a need for public toilets and kiosks near transit exchanges, underground utilities, memorial trees as a historic feature and identifying Bowker Creek as a placemaking feature.
- Next steps include meeting with the Shelbourne Valley Stakeholders Committee and preparing a final Plan to present to Council in late April.

Committee comments and responses to committee questions/comments were noted as follows:

- The depth of the pipe containing Bowker Creek ranges between 16' – 25' below the surface north of Browning Park to McKenzie Avenue. There is no information about the depth of the pipe east of McKenzie Avenue.
- Staff may look at different standards for parking in centres and villages.
- The Plan includes opportunities for private open spaces to be created by developers.
- The survey question regarding the removal of turn lanes on Shelbourne Street did not specify left or right turns.
- The goal of 2044 for reducing traffic lanes from 4 to 2 is too far in the future. The long-term future cross section that shows transit only lanes on Shelbourne Street could be a short or mid-term goal, and rail could be a long-term goal.
- Thoughtful design consideration needs to be taken to ensure easy mobility for people with disabilities.
- There was general disagreement with regard to having good access/egress to local businesses as the Committee felt the Plan should minimize access for motor vehicles and emphasize walking, cycling and transit access.
- Having bicycles on the roadway versus cycle tracks separated from traffic was discussed; concern was expressed that each driveway on a cycle track could create problems for cyclists, however it was also pointed out that more people are likely use cycle tracks than bike lanes on Shelbourne Street.
- Design of cycle tracks and curbs that ramp can be looked at; consideration needs to be taken as to how abrupt curbs help protect street lights and cyclists on cycle tracks from vehicles.
- The municipality is working with BC Transit; they need to increase their service levels before dedicated transit lanes are created. Public perception of transit needs to be changed if improvements are to be gained. Rail is perceived to be more desirable than busses.
- This is a 30-40 year plan; more possibilities need to be put in with regard to transit.
- Bi-directional tracks were considered but are a design challenge as well as a safety issue for people getting off at transit stations in the middle of the street.
- Land use piece is key to improving transit; as growth in density is needed to increase the customer base for transit service. The annual population growth rate in Saanich is about 0.3%.
- The CRD's Regional Growth Strategy indicates that the Western Communities have the most growth however only one of the CRD's eight major centres is located in that region.
- The detailed design needs to happen still and it will guide the behaviour of both pedestrians and cyclists.

A request was made for staff to present the final version of the plan prior to it going to Council as members were not able to provide endorsement at this time.

**Motion: MOVED by C. Newcomb and Seconded by D. Wick, "That the Bicycle and Pedestrian Mobility Advisory Committee requests that the final version of the Shelbourne Valley Action Plan be presented to this Committee for a recommendation prior to the presentation to Council."**

**CARRIED**

## **BICYCLE LANES: SHELBOURNE STREET NORTH OF MOUNT DOUGLAS MARKET AND ON FELTHAM ROAD**

The Manager of Transportation indicated that staff is prepared to look at this issue further; there is a process involved, and parking will need to be examined on that section. He will continue to provide updates when there are any.

A comment was made that there are rarely more than six cars parked on the street at a time and north bound on Feltham Road to Arbordale, there may be opportunity for a cycle track.

## **CYCLING PRIORITIES**

The Chair provided committee members with a draft report to Council regarding setting cycling infrastructure priorities for Saanich. For discussion at the next meeting.

## **COOK STREET COMPLETE STREETS**

The Manager of Transportation stated that in light of the new option provided by a committee member last month, a consultant has been retained to see if this option can be accommodated. The Chair has requested the consultant to attend a future meeting when the review has been completed.

## **CYCLIST SAFETY ON BLENKINSOP ROAD**

Reference was made to a letter received from the Blenkinsop Valley Community Association (BVCA) requesting consideration of installing sharrows and 'share the road' signs on Blenkinsop Road. A discussion occurred and the following was noted:

- Blenkinsop Road is narrow and busy; sharrows may not be very safe, and they can create a traffic backlog due to the length of section without paved shoulders.
- A sign saying 'change lanes to pass' may be better than sharrows.
- A suggestion was made to paint a line on the northbound lane and make it multi-use.

Committee members discussed the Lochside trail in the Blenkinsop area and the following was noted:

- Many cyclists ride on Blenkinsop Road because thin tires cannot go on the unpaved Lochside Trail; the trail could be paved however it was noted that this portion of the trail is also used by equestrians.
- The CRD's long-term plan is to pave the entire Lochside Trail.
- People with mobility issues face discrimination because of the unpaved trail, as they are not able to use it.
- The lighting on that portion of the Lochside trail is poor.

The Chair will write to the BVCA to advise that staff will be asked to look at signage for Blenkinsop Road, and that a letter will also be sent to the Capital Regional District to inquire about paving the Lochside trail in the Blenkinsop area.

**Motion: MOVED by J. Grayson and Seconded by J. Gaylord, "That the Bicycle and Pedestrian Mobility Advisory Committee requests that the Chair direct a letter to the Capital Regional District to inquire about paving the Lochside trail in the Blenkinsop Road area."**

**CARRIED**

Discussion about paving the Lochside trail will be added to a future agenda.

**UPDATE: DARWIN AVENUE / LOCHSIDE TRAIL INTERSECTION**

The Manager of Transportation noted that the Administrative Traffic Committee met to discuss this issue and Police have agreed to change the Lochside Trail to be in favour of cyclists. Stop signs will be installed for vehicles on Darwin Avenue and new signage will be installed for cyclists as well. Parking restrictions will be reviewed at the trail crossing as well to help improve visibility, in addition to considering possible vegetation trimming if necessary.

**ADJOURNMENT**

The meeting adjourned at 2:15 p.m.

**NEXT MEETING**

Next meeting is Thursday, April 17, 2014

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Councillor Derman, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary