

**MINUTES**  
**BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
**Held at Saanich Municipal Hall, Committee Room No. 2**  
**Thursday April 20, 2017 at 4:00 p.m.**

Present: Mayor Atwell (Chair), Judy Gaylord, James Grayson, Alex Nagelbach, Barb Sharpe, Anne Topp, and Darrell Wick

Staff: Shari Holmes-Saltzman, Senior Planner; Troy McKay, Engineering Technologist; Brad Ormiston, Engineering Technician; Police Sgt. Andy Stuart; Police Cst. Peter Wong; Tania Douglas, Senior Committee Clerk

Regrets: Rebecca Mersereau

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### **Minutes**

**MOVED by B. Sharpe and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held February 16, 2017, be adopted as circulated."**

**CARRIED**

### **CHAIR'S REMARKS**

Roundtable introductions were made. Mayor Atwell acknowledged the loss of Councillor Derman and stated that he will Chair the BiPed committee meetings until a by-election is held. He may appoint a new Chair to the committee after that time.

### **UPTOWN-DOUGLAS CORRIDOR PLAN UPDATE**

The Senior Planner presented a summary of the Community Design Workshop, a 3-day session with the public and stakeholders. Included in the presentation was a review of the project, details on the feedback received from the workshop and an outline of the next steps. Committee members asked questions and provided feedback, and the following was noted:

- There is not a lot of bicycle information in the document; more can be included. The Senior Planner noted that that level of detail has not yet been developed and this presentation is a summary of the ideas that were developed with the public and stakeholders at the Community Design Workshop. That level of detail will begin to emerge during the policy writing stage which will occur over the summer.
- Structural moves and big moves were described.
- Three concept layers (green layer, mobility layer, land use layer) were developed with participants at the workshop from the structural and big moves.
- It was noted that the upkeep of parks is very costly, but not all park spaces have to be municipally owned. A green concept map was provided showing potential enhancements/additions.
- The School District building on Boleskine Street was identified as a potentially valuable asset to the overall project as a public space.
- The Uptown Shopping Centre development has a private open space amenity (the splash pad).
- Transit will have opportunity to have good quality bus shelters and a major transit hub. The Douglas corridor will have a continuous bus lane.
- A balance is needed for preservation of space and utilization of space.
- The mobility layer is not about removing vehicles, it is more about re-distributing the existing space. Some space will have to be used for roads, not just for cyclists and pedestrians.
- A study is being done by the CRD to examine options to widen the Galloping Goose. This is an opportunity to have buildings oriented to the trail similar to the requirements we have for street frontages.

- More toilets are needed along the CRD trails.
- Having cut-ins for cyclists at traffic buttons is desirable (for cyclists to not have to dismount to push traffic buttons).
- The Ministry of Transportation designs roads primarily for moving vehicles; Blanshard and Douglas Street are ministry roads so Saanich may have to improve their roads for pedestrians and cyclists instead.
- It was suggested by participants at the workshop that it is important to have businesses and services at the transit hub, as it is valuable space. Planning and the public would like to see other uses incorporated into the design of the transit hub however there are no details at this point as this would be a joint project with several stakeholders.
- A discussion about the Nigel Valley and turning Vernon Avenue into a neighbourhood street occurred; a good partnership with the Ministry of Transportation, and the Saanich Plaza owner is required.
- In response to a comment that the transit hub should connect to Douglas Street and show on the maps, it was noted that staff are looking at different models and connections, and future rapid transit stops and they still need to apply engineering and planning filters on the various ideas. The presentation is to provide an update about the ideas generated and feedback received during the community design workshop. Not all ideas are complete and more work and analysis will occur.
- Detailed land use policy still needs to be developed; the goal is to have mixed use and high density areas. Housing diversity is also something the public and stakeholders noted as important.
- The OCP allows for buildings to be up to 18 storeys in the Uptown major centre, provided a number of conditions are met. The highest building approved to date is the residential component at Uptown shopping centre at so far is 11 storeys.
- Concern was expressed that the concept pictures presented do not match the words in the document. People should have a proper idea of what is being presented.
- What will attract builders to build here instead of downtown where they can charge more per bedroom?
- There is a need to bolster/support the industrial area; there is underutilized land so more intensification could occur.
- There has been a lot of feedback received. It was reiterated that this is a summary of what was heard at the community design workshop; the details are still being worked on by the advisory committee and will be included in subsequent documents.

## **TILlicum PAVING OVERLAY AND NEW BIKE LANES – HIGHWAY 1 TO BURNSIDE**

The Engineering Technician presented information on new bike lanes being installed to fill a gap in the infrastructure on Tillicum Road from Burnside Road to the Trans-Canada Highway. This work can be done as a new asphalt overlay is being done on Tillicum Road.

The following was noted:

- A 3.0-3.5 m raised grade shared-use facility will be installed between Burnside Road and Hampton Park; there are constraints in this area due to a right-of-way and developments on the west side. It is hard to maintain alignments as they are working within constrained space.
- An improvement is being made to the Hampton Road connection.
- The area between Regina Avenue and Burnside Road will be bi-directional, and the intersection at Regina Avenue is being reconfigured/improved.
- There are more developments to come in the future and staff can look at acquiring rights-of-way when this happens.
- Staff are not yet sure of what they will have for boulevard plantings/treatments.

Committee members expressed concern about having shared facilities and felt that drivers of motorized scooters can sometimes be unaware of their surroundings. A suggestion was made to have a line drawn in the centre of the path. The Police liaison pointed out that there are numerous daycares, the Friendship Centre, Hampton Park and many residents that walk and live in the area and this is a safe area for the various user groups. He suggested if cyclists are riding as commuters, they could ride on Tillicum Road, rather than on the path.

The Engineering Technologist noted that signs and symbols are planned, and they will consider painting lines.

## **ACTIVE TRANSPORTATION PLAN UPDATE**

The Engineering Technologist provided an update on the Active Transportation Plan (#movingsaanichfwd), and responded to questions/comments of committee members. The following was noted:

- Data has been collected and hotspot maps which show challenges in both cycling and walking areas have been created; they are a good representation of issues in the municipality.
- All of the reports are available online for the public to view.
- Targets are too low by public opinion; new targets will be proposed. So far the targets are consistent with Saanich's Strategic Plan with the 2038 horizon and BC Transit's 2025 horizon.
- Community comparisons were shown and Saanich is doing fairly well.
- Different scenarios were given to show the costs of having sidewalks on some or all streets, bus routes, centres and villages. Currently, Saanich spends \$2 million annually on sidewalks.
- Bicycle network planning principles were discussed; staff are thinking about how to connect centres to the network. Ideas on 'connectivity spines' were presented.
- Blenkinsop Road is not included because it is not located within the Urban Containment Boundary.
- Lochside trail is shared use for cyclists, equestrians, and pedestrians, and the design of all trails should be looked at. CRD is a member of the advisory committee.
- The philosophy is that cycling be comfortable for ages 8-80.
- Staff look at safety and functionality of trails and in terms of cycling traffic calming, cyclists should recognize that commuters cannot always go full speed.
- The Plan does tie in with the CRD Master Plan and uses design principles. The CRD will integrate their plan with Saanich's.
- In terms of improving residential streets, staff will look at traffic calming. It was suggested that secondary suites are creating parking issues on residential streets.
- The use of motorized scooters will be incorporated into the plan, both the CNIB and Garth Homer Society have been engaged and staff are building on the section of what is a pedestrian. This is in the Terms of Reference.
- After all the engagement occurs, a draft plan will be written and presented in the fall.

## **CYCLING FESTIVAL**

An update was given on the cycling festival which will be held on Sunday, April 23<sup>rd</sup>. Stations for stamps will be open at 10:30 am, the bike squad will chaperone the kiddy ride; this year there is an expanded route for older children.

## **ADJOURNMENT**

Due to time constraints, the remaining agenda items will be discussed at a future meeting. The meeting adjourned at 6:30 p.m.

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Mayor Atwell, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary