

MINUTES  
**SAANICH BICYCLE ADVISORY COMMITTEE MEETING**  
COMMITTEE ROOM #2  
WEDNESDAY, JUNE 28, 2006 AT 4:00 P.M.

Present: Chair: Councillor Derman  
Members: Darrell Wick; James Grayson, Pam Shatzko, Judy Gaylord.  
Staff: Colin Doyle and Mike Lai, Engineering; Anne Topp, Planning;  
Gerald Fleming, Parks Department; Isobel Hoffmann, Sr. Committee  
Clerk.  
Guests: John Luton

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**MINUTES: May 24, 2006**

**Moved by Mr. Grayson and Seconded by Ms. Gaylord: 'That the Minutes of the meeting held May 24, 2006 be adopted as circulated.' Carried.**

**CENTENNIAL TRAILS UPDATE (Gerald Fleming)**

Interurban Rail Trail

- Tenders were received on June 12.
- A report will be proceeding to Council on July 10 recommending a contractor.
- The work should commence in July.

Blenkinsop Connection

- Trail is 99% complete; still some posts and signing to install.
- The public art component will be addressed in the fall.

Colquitz Trail

- Parks staff is working with Engineering regarding crossings.
- This summer a crossing will be installed on Interurban and Carey Road.

Royal Oak Trail

- Paving is completed between Viewmont and Lindsey.
- Completion of the section from Lindsey to Mann is substantially finished.

Glendale Trail

- The section from Quayle Road through to the Vancouver Island Tech Park, Camosun College and the Glendale Gardens (formerly called the Horticulture Centre of the Pacific) is substantially finished.

Sign Plan

- Plan almost completed: all locations have been identified but more can be added.
- Public meeting for the San Juan Greenway will be held in September together with the Gordon Head Coastal Greenway.
- Staff working with Engineering on signs for the Shelbourne crossings.

Committee comments noted:

- Excellent turnout for the opening of the Blenkinsop connector.
- Bike racks need to be more accessible from both sides on the Blenkinsop Greenway.

- Finding your way in the recent Centennial Challenge was made easier by appropriate signing at every corner and connection; questioned whether this signing was going to be made permanent.

Mr. Fleming advised funding has been identified for signing and some changes will be made in the future to bring awareness to the continuity of the trail system.

Mr. Luton stated:

- Regarding the location of the plaque acknowledging sponsors of the Centennial Trail project, (landscaped area at the intersection of Blenkinsop and Lochside trail), people reading the plaque are standing in the travel portion of the trail.
- Safer to relocate the plaque behind the traveled portion to prevent people from crossing back and forth.
- Also, the signage on the Blenkinsop Road section is too high for cyclists.

## **PROJECT UPDATES (Mike Lai)**

### West Saanich Road Streetscape

- Project will commence shortly.
- Width of travel lanes will be reduced to accommodate a landscaped median and bike lanes in the vicinity of the Royal Oak Shopping Centre and the underpass.

### Phase II – Cordova Bay Road Streetscape

- Phase II is the area south of Mattick's Farm, between Rambler and Walema, in front of Cordova Bay Elementary School.
- Bike lanes will be added to both sides of the road, with a parking bay and sidewalk on the west side (adjacent to the school).

### Interurban at West Saanich Road

- A full traffic signal will be installed at the intersection in connection with the Goward Crossing, as part of the Centennial Trails project.
- Detailed designs are complete and the equipment has been ordered; delivery could be anywhere from 10 to 14 weeks.
- The push button control will be at a height for pedestrians and cyclists, and there will be a second higher button for equestrians, which will be unique for Saanich.

### McKenzie Bike Lane Project

- Anticipated project will take 10 weeks to complete; crews are ready to start.
- Hopefully will be completed by September in time for University fall classes.
- Construction hours on McKenzie are limited but staff is working with the contractor to try to accelerate the project as fast as possible.

### Interurban Rail Trail Signing

- Darrell Wick questioned when the signing was going to be completed as it was promised last year.
- Mr. Lai advised that due to limited staff resources and funding, the Engineering Department has been unable to tackle this project, although they fully intend to complete it as soon as possible.
- Many projects in the department have been a 'moving target' due to staff changeovers and limited resources; staff has a very heavy workload.

- Mr. Wick stated that priorities should be set because the value of the trail is almost non-existent without proper signage.
- He understood the Parks Department was to sign the trail and the Engineering Department the roads from the Galloping Goose connection to Goward Road, and to the Red Barn at Wallace and West Saanich.

**Recommended for the next meeting staff provide an update on the Interurban Rail Trail signing project.**

West Saanich Road – underpass at Royal Oak Shopping Centre

- Discussions on-going with the Ministry of Transportation, who have jurisdiction, regarding the bollards and the general condition of the tunnel.
- Recognized conditions are not ideal in terms of safety, height and lighting.
- Tunnel was originally designed for pedestrians.
- For obvious safety reasons, it was always intended that cyclists should dismount when going through the tunnel; it is a multi-use facility and too narrow for cyclists to ride through.
- Also, on the east side of the trail at the cul-de-sac, the interface with motorists, pedestrians and cyclists could be a safety issue; it is better for cyclists to dismount.
- The bollards will be retained, but will be reduced to two rather than three in order to accommodate wheelchairs, scooters and baby carriages, making it more accessible for all users, including cyclists.
- The Ministry is looking into updating the lighting; it is their responsibility to keep the tunnel clean as well.

Pedestrian Priority Implementation Plan – Final Report

- Memorandum dated June 26, 2006 from the Manager of Transportation to advise that the final report for the Pedestrian Priority Implementation Plan (PPIP) has been received from Urban Systems, as part of Engineering's ongoing Safer City Programme. Members were asked to provide any comments to the Engineering Department.

**CRD UPDATES – Councillor Derman**

Continuity of Signage on the Trails

- A meeting was held with Lloyd Rushton (CRD), Saanich Staff and a representative from the City of Victoria regarding the consistency of signs for multiple purposes throughout the region on the trail systems.
- Different users of the trails need to be considered: commuter and recreational cyclists, as well as tourists.
- A second meeting is planned for September involving other municipalities.
- Concerns were expressed about who will pay for the signing.
- He will prepare a report on the options and opportunities for the September meeting and report back to the BAC.
- The intent is not necessarily to have common signage throughout the region, but to recognize the local information to be passed on to the user to make it easier to navigate and find destination points, with distinctive and mode-specific signing.

**CRD Select Committee on Transportation Travel Choices**

- The intent of this CRD committee is to look at transportation from a regional perspective, as there is no one authority in charge of “transportation issues”.
- BC Transit has jurisdiction over the transit system, MOT over the highways and each municipality is responsible for its own road systems.
- Transportation issues are the number one complaint from the general public.
- The select committee has a broad mandate, is comprised of CRD directors, and will advise the CRD Board on short-term and long-term goals based on the Travel Choices document from the RGS – a document that is deficient in some areas due to lack of funding at the end of the lengthy RGS process.
- The first meeting is scheduled for July.
- Working groups can be established, and he hopes the BAC would be involved from a regional cycling perspective and interface with the Committee, as well as other municipalities and cycling organizations.
- Travel Demand Management will also be examined.
- The select committee will “fill the gap” in our regional transportation policies.

**CYCLING 2010 – An Infrastructure of Excellence**

John Luton stated:

- He can see this particular aspect being woven into the CRD Select Committee.
- He is currently working on funding applications with VanCity which will include some elements of best practices and models for development of cycling infrastructure.
- Saanich has excellent examples and these will be used.
- He is on the Board of the Bike to Work society and has discussed having a “Bicycling 101” presentation at the UBCM convention this fall.
- This would be an excellent opportunity to present our case to an audience that needs to hear it - elected officials and senior administrators.
- Perhaps the presentation could be integrated with a cycling tour of trails and showcase Saanich facilities.

Councillor Derman suggested this project might be applicable for funding through the Federal Gas Tax rebate programme, in cooperation with the CRD. It could help accomplish the goal of the Travel Choices document, which is to shift the preferred transportation mode from the single-occupant vehicle to other modes.

**BALANCED TRANSPORTATION – Progress Report (Colin Doyle)**

- The Strategic Plan called for a progress report to the relevant committees twice a year – goal setting in the fall, and a progress report in the spring. The report was discussed at the June 26 Committee of the Whole meeting
- All projects completed in the past year have been comprehensive and related to a balanced, multi-modal transportation network – such as traffic calming, and new or improved bike facilities.
- This theme will continue over the next year – eg: the West Saanich Road Streetscape project.
- Safer School Travel Programmes are also being examined and it is hoped to tap into the gas tax funding sources to complete some projects.

Councillor Derman congratulated staff for their accomplishments to date, noting this is a new document and innovative for Saanich, but it is progressing very well. He noted it is vital we establish a base line and bench marks so we can track where we came from and how far we have progressed – this is missing in the progress report. Bench marks would make it easier for Council to establish priorities and ensure the limited funding available is being allocated to the correct projects.

## **ELECTRIC BIKES ON TRAILS**

Memorandum to Council dated June 16, 2006 and a draft bylaw from the Municipal Solicitor was distributed. Council gave three readings to bylaw at its meeting on June 26, 2006.

Councillor Derman stated:

- The CRD has adopted a policy to allow electric bikes on the Trails.
- There is some cause for concern relating the electric bikes with motors.
- Bikes must meet the provincial standards, not travel over 32 km/h and the motor must shut off when the user stops pedaling.
- Information should be provided to the user at the time of purchase so the bikes can be used responsibly.
- The Increasing multi-use of the trails is a reason to support wider trails.

Mr. Fleming stated electric-assisted / motor-assisted bicycles are already permitted on park trails and on the road allowance. We are trying to adopt a “Share the Trail” message throughout the community. More education has to take place over the next few months regarding the use of both electric assisted bikes and motorized scooters.

## **MOTORIZED SCOOTERS IN BIKE LANES**

- The use of motorized scooters (used by the elderly and the disabled) is increasing; it has become an issue whether they should be permitted on trails.
- The “medi” scooters have 3 or 4 wheels and are different from electric bikes.
- They are wider and can block the trail, especially in areas where it is narrow.
- Trails should be accessible to everyone but a 3 metre width can be a problem.
- Regarding licences, it was thought that electric assisted bikes should be licenced, but not the scooters.
- It is more dangerous for scooters to use the road, especially given the age of some of the users.
- Councillor Derman stated he would bring this issue to the attention of the CRD select committee.

## **TOWN AND COUNTRY DEVELOPMENT – Proposed Bike Tour**

The consultants had suggested a bike tour this week around the trails and access points of the Town and Country Development. This is short notice but a few BAC members were interested. Suggested another date be selected after discussion with the consultants.

**FOLLOW UP REPORT** – Item tabled for discussed to the next meeting.

**NEXT MEETING:**

The next regularly scheduled BAC meeting is **September 27, 2006**. Because the Town and Country development will proceed quickly, it was suggested that a meeting be held over the summer in order that the Committee can have an opportunity to provide comments. August 30<sup>th</sup> was suggested, but the meeting to be at the Call of the Chair.

**The Meeting adjourned at 5:00 p.m. to the Council Chambers to hear a presentation on the redevelopment of the Town and Country Shopping Centre. Members of the Planning and Transportation Committee also attended.**



**Brenda McBain, CitySpaces Consulting Ltd.; Geoff Nagle, Director of Developments, Morguard Investments; Wally Ewert, Chandler Associates Architecture Inc.; and Oliver Tubb, Durante Kreuk Landscape Architects Ltd. were present to review the design concepts for the Town and Country Shopping Centre redevelopment.**

Brenda McBain stated:

- This is an information meeting, but all comments and suggestions are welcome.
- CitySpaces has been contracted by Morguard Investments to assist with the consulting component; meetings have been held with Saanich staff and neighbourhood associations.
- A public open house is scheduled for tomorrow (June 29) and display boards will be available for public viewing on weekends at the Town and Country Centre.
- The design team invites anyone who is interested to tour the vicinity by bike; she understands the suggestion of a tour this week was short notice and suggested some time between July 5 and July 15. She will recirculate an email accordingly.

Geoff Nagle stated:

- The 18.8 acre site has 226,000 square feet of retail in a strip mall setting.
- The plan is to redevelop the site with a main street, urban town centre theme and provide 600,000 square feet of retail and office space on three levels.
- There is potential for a residential component at the Ravine Way but Morguard is unable to market residential developments and is looking for a partner.
- A development permit application is in progress, and it is recognized there are a number of outstanding issues the Planning Department needs to be addressed.
- The project will have three phases over a three-year period.
- The first phase will see construction of a temporary location for Wal-Mart and construction of the parkade under Main Street.
- The second phase is to build a new Wal-Mart store, construct the east side of Main Street with stores, services, the plaza and the east parkade.
- The final phase will be the construction of a second anchor store and completion of the Main Street stores.
- It will be pedestrian and bike friendly, with most of the parking underground.
- Wal-Mart will be the anchor tenant and the store will remain open throughout the construction. It is proposed to have additional retail space on top of Wal-Mart on the Blanshard Street side.

- Accesses from Blanshard Street, Saanich Road, Carey Road and Douglas Street will be maintained, as well providing access from the Galloping Goose Trail.

Oliver Tubbs stated:

- The key area of concern is easy access to the site for all modes of transportation.
- This is a very bike-friendly region and this area has the Lochside/Galloping Goose trail connection with many bike commuters; it is in our best interest to take advantage of this fact.
- The main street theme will be vibrant, visually aesthetic and pedestrian friendly, with a central shopping street and fashion district, and interesting spaces and public gathering places.
- Bike racks will be clustered in many areas, including some covered areas.
- He welcomes comments and suggestions on the locations and type of racks.
- The main street will be vehicle accessible – it is a through street and there will be on-street (angle) parking in some areas.

Wally Ewert stated:

- He acknowledged that streets can be closed to cars and are known as “pedestrian friendly malls” – but this doesn’t work in the retail world.
- Although it is called “Main Street” it is not designed to be a main traffic street in the normal sense.
- The formal road circulation will lead directly to the parking structures (both underground and above ground). The few cars that would drive along Main Street will be looking for on-street parking in front of a particular store.
- This style of shopping centre is new to the region but has been very successful in other areas – it will be very compatible for all modes of transportation.
- Direct links to and from transit stops around the centre will be provided.
- The main vehicle access will be from Blanshard Street.
- Picnic and rest areas will be provided throughout the site, as well as a town plaza with landscape and water features.
- Traffic consultants are working with the CRD, the Ministry of Transportation and Saanich regarding transportation, bike and trail issues.

In response to questions, Mr. Ewert stated:

- There will not be “store fronts” on Blanshard Street and this side of the development is not retail-oriented; the back of the Wal-Mart store will be facing Blanshard but glazing along the back walls is being considered. There will be landscaping as well.
- At Douglas Street, the stores will be at street-level.
- They support employees biking to work and acknowledged that providing secured bike parking, change room and shower facilities and a bus pass programme would be beneficial.
- The tenants will decide how they want to use their operating space in terms of facilities and signage.
- A total of 2400 parking spaces will be provided, 500 of which will be surface parking, including the residential development at Ravine. There are currently 1100 surface parking spots at Town and Country.
- The design is based on “Smart Growth” principles which permit people to live, work and shop in an urban village setting, within walking distance.
- Sustainable and environmental water features, infiltration, heating and cooling systems and permeable site materials have been incorporated into the design.

- The upper levels will collect rainwater, which will be stored and reused for landscape irrigation.
- There are no "LEED" standards for retail developments, but the development will be designed to have a strong emphasis on buildings that use less energy and meet water reduction requirements for Saanich.
- Re the connection to the Galloping Goose across Carey Road, there are currently formal (below street level) and an informal (above street level) pathways.
- It would be desirable to have an at-grade connection across Carey Road but this might not be possible from an engineering perspective. The Ministry of Transportation has to approve the plans.
- Access to the residential area has not been confirmed; they know it is undesirable to have the access through the commercial area.
- Regarding transit access and whether this would be provided on-site, discussions are on-going with BC Transit and although desirable from a development point of view, it is doubtful the buses would come into the development. The main bus stops will be on Saanich and Blanshard.

Other comments noted as follows:

- The development seems more car friendly than pedestrian or bike friendly.
- There is not much form and character along the Douglas Street frontage.
- How Main Street can be considered pedestrian and bike friendly when vehicle access is permitted?
- On-street parking outside the stores is provided for cars, but transit users have a considerable distance to walk.
- It is a steep climb from the trail to the street level; questioned whether access could be provided from the Switch Bridge to the site.
- Angle parking is the least bike-friendly design because there is limited visibility when backing out.
- It would be helpful to view some cross-sections of the design.

Next Meeting: The next regular BAC meeting will be held **at the Call of the Chair, possibly WEDNESDAY, AUGUST 30, 2006 at 4:00 pm in No. 2 Committee Room.**

Adjournment: The meeting adjourned at 6:05 p.m.

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Councillor Vic Derman, Chair

I hereby certify these Minutes are correct

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Recording Secretary