

MINUTES  
**SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
COMMITTEE ROOM #2  
THURSDAY, SEPTEMBER 20, 2007 AT NOON

**Present:** Chair: Councillor Judy Brownoff  
**Members:** Judy Gaylord; James Grayson; Neil Neate; Pam Shatzko, Sarah Webb and Darrell Wick.  
Staff: Anne Topp, Manager of Community Planning; Mike Lai, Manager of Transportation; Gerald Fleming, Park Planning & Design Manager; and, MaryAnn Greco, Senior Committee Clerk  
Regrets: David DeShane, John Smith and Cst. Brad Brajcich  
Guest: John Luton, Executive Director, Capital Bike and Walk Society

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## MINUTES

**MOVED by J. Grayson and Seconded by J. Gaylord: "That the minutes of the meeting held June 21, 2007 be adopted as circulated."**

**Carried.**

## TRAIL GUIDELINES

Draft report from the Parks Manager dated June 12, 2007 recommending the Bicycle and Pedestrian Mobility Advisory Committee endorse the administrative guidelines described in the Trail Guidelines 2007.

The Park Planning and Design Manager stated that a consultant, Judith Cullington, was commissioned to develop guidelines for Saanich's trails including reviewing and researching the practices of other jurisdictions and trail agencies. A public meeting was held in May 2005 and the document was revised as a result. There have been many versions over the past two years. The purpose of the guidelines is to establish principles and provide direction for construction and maintenance of existing trails or upgrading and construction of new trails. These guidelines are just one piece of the trail management system which will also include development of a trail design standards manual and a trails master plan. He requested the Committee provide feedback and added that the Parks, Trails and Recreation Advisory Committee will be considering the same next week.

A discussion ensued and the Committee made the following comments:

- Section 1.2 should include walkways connecting street to street and sidewalks; this is an important component of walking and should be included as part of the report.
- Section 1.3.1 should include "Trails are often more direct"; for example cul-de-sacs (street to street) paths and Lochside Trail between Saanich Municipal Hall and Saanich Centre.
- The Goal in Section 2.1 does not match Section 1.3.
- Section 3.1 should include Interurban Rail Trail, Blenkinsop Connector (Lochside Trail to Glendenning) and specify details similar to other categories (surface should be equal or better than community trails).
- Poor choice of photo under Section 3.2 Community Trails.
- Regional and some Community trails provide long distance connectivity; such connectivity is more valuable and important than short distance special uses.
- There is no reference to wooden trestles; they are a major safety hazard for commuter traffic during cold, icy weather. Perhaps a future consideration can be to add a different surface that is not so slippery when wet.
- Safety should be the first priority in terms of Section 2.2.

- In terms of Section 3.1, he questioned whether the guidelines would be the lowest common denominator or would it be the lowest cost?
- Section 3.2 – Surfacing should mention that compacted gravel does not support the most common user.
- In terms of Section 3.2 Longitudinal Grade, the use of stairs does not include all users particularly wheelchair users.
- Section 1.3.2, Bullet 1 should be amended to include “ or other destinations”; there are centres, residential neighbourhoods and other destinations served by a Regional Trail Network.
- Section 2.2 Connectivity Involvement should include the road network as well.
- Section 3.1 should place emphasis on tourism elements, commuter use or alternate modes of transportation - how do we foster commuters to change their trips from cars to bikes.

The Park Planning and Design Manager advised that, in terms of the use of stairs noted in Section 3.2, the intent is to avoid the use of stairs whenever possible however there are situations where there is not enough land to do gentle grades and stairs are the only option. Perhaps the wording can be changed to reflect this scenario.

D. Wick stated that the guidelines are a reasonable description of what we have done, not where we want to go. There is a commitment towards multiple modes, specifically walking (indirectly transit) and cycling; trails, in the broader sense, are necessary to support this shift. In terms of pedestrians, the report should encompass all walking areas and connectivity such as sidewalks, street to street paths plus trails already in the report; perhaps one document should describe this, even if different agencies are responsible for construction and maintenance. In terms of cycling, a transportation perspective is needed modeled after the road hierarchy, for example:

- o Highways could be equated to Regional Trails; they are designed for longer distances connectivity, minimize travel times and not a multi-use emphasis (restrict vehicles)
- o Major Roads could be equated to paved sections of Glendale Trail
- o Collector Roads could be equated to Local Connectors; one agency should be responsible for Local Connector concept and connectivity
- o Residential Roads could be equated to cul-de-sac/Street to Street Paths; how does one walk from one's house, possible includes Safe Routes to School

D. DeShane stated that the document presented is trail guidelines only and not intended to deal with the community's transportation issues. He agrees with the need but does not believe it can be addressed in this document. There are at least three departments responsible for these general transportation, cycling and pedestrian issues and all have different roles to play although they do work together on projects. It may be more appropriate to bring these initiatives together during the current General Plan review rather than fracture it.

In terms of cul-de-sacs, the Park Planning and Design Manager stated that Engineering, Public Works and Parks would need to be brought together to talk about sidewalks and those kinds of connections. Most of the aspects of cul-de-sacs and linkages are part of the subdivision bylaw and the Engineering Department has input and other than some minor vegetation problems, Public Works are responsible for maintenance of the cul-de-sac linkages.

**Motion: MOVED by D. Wick and Seconded by D. DeShane: “That the Bicycle and Pedestrian Mobility Advisory Committee request that the Planning Department, as part of the Official Community (General) Plan review, incorporate policies and/or an action plan under the Mobility Section, that would see all walking and cycling facilities developed to include a “transportation view”. Such facilities could include trails, sidewalks, cul-de-sac paths, and other trails to enhance connectivity of the walking and cycling modes in a similar hierarchy as the road network.”**

**Carried**

With respect to the Trail Guidelines and all the amendments that may come forward, the Chair suggested that the committees comments be forwarded to staff and that this item be brought back for further discussion in September.

**DRAFT RURAL SAANICH LOCAL AREA PLAN**

Report of the Supervisor of Local Area Planning dated May 23, 2007 outlining the new issues, policies and regulations that have arisen since the first local area plan was adopted.

The Committee made the following comments:

- The document should reflect that the parks in the rural area are not just for the rural community but for the entire community as a whole.
- The classification and definition of the bike routes on Map 12.4 should be consistent with the Commuter Bikeway Network in the General Plan and consistent in all local area plans.
- Under Mobility/Objectives/Section bullet: Maintain the character or rural roads: the term “rural roads” is not defined; the section “Road Network Characteristics” sort of mentions some ideas, but never mentions the term nor does it differentiate between the different road types it describes.
- Perhaps what should be added to the characteristics about rural roads is that low traffic volumes are an essential component. (Cordova Bay Road past Mt. Douglas Hotel matches the existing criteria, but hardly a rural road because of the traffic.).
- The last paragraph under the section ‘Road Network and Characteristics’ should include Wallace Road; it is part of the Interurban Rail Trail, since there is a parallel road (West Saanich), we discussed traffic calming it, even stopping through traffic.
- On page 68, under Road Maintenance, 2<sup>nd</sup> paragraph the statement “Nevertheless, consideration should be given to retaining these rights-of-way to provide informal open spaces and trail linkages by closing the roads and zoning them as park”; this is extremely important and should be a stronger statement with more emphasis.
- On page 74, first paragraph, replace “paved shoulders” with bicycle lanes” and include the Interurban Rail Trail.
- Under the Policies, consideration should be given to adding a policy about traffic calming on Wallace Drive; it is part of Interurban Rail trail, West Saanich Road is an appropriate alternative and will result in reduce speeds and through traffic.

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 Cst. Brajcich entered the meeting at 1 p.m.  
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**Motion**    **MOVED by J. Grayson and Seconded by D. Wick: “That the Bicycle and Pedestrian Mobility Advisory Committee recommends Map 12.4 - Bike Routes be revised to ensure the classifications and definitions of bikeway routes are consistent with the Commuter Bikeway Network Map.”**

**Carried**

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The Planning Supervisor left the meeting at 1:01 p.m.  
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**NO EXIT SIGNS (EXCEPT CYCLISTS/PEDESTRIANS)**

The Manager of Transportation stated that the Engineering Department has hired a summer student to inventory the No Exit signs and their connections. This information will help the Engineering Department better able to prepare a budget to possibly revise the signs to illustrate there is No Exit for motorists but pedestrians and cyclists can get across. The inventory will be ready for review at the next meeting in September.

**CYCLING AND PEDESTRIAN IDEAS**

D. Wick provided a power-point presentation on various examples of cyclist priority planning on-the-road and ideas to improve the ride-ability and environment for cyclists and pedestrians.

**BICYCLE LANE WIDTH STANDARD**

The Manager of Transportation stated that the 1.5 m minimum standard bicycle lane road width typically included the gutter pan, which is a common standard across Canada. There has been an increased desire to exclude the gutter pan as part of the measurement making the bicycle lane approximately 1.7 to 1.8 m. The Engineering Department will adopt this new method of measuring the bicycle lane width as a housekeeping item, it does not have to go to Council for approval. There will be times when the bicycle lane will have to be narrower because of topography as was the case through Mt. Douglas Park to save trees.

J. Luton stated that in Victoria and Saanich there are bicycle lanes that are narrower than 1.5 m and they work fine despite the topography; it is better to have a narrower bicycle lane on the road than not one at all. The understanding is that there is a guideline and one seeks to achieve it and when you can not meet the standard, there is some flexibility.

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The Park Planning and Design Manager left the meeting at 1:15 p.m.  
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**SAFE ROUTES TO SCHOOL**

The Chair stated that, in the past winter, she received many complaints from parents that their children had to walk in the middle of the road because the sidewalks were not cleared of snow and were on the designated Safe Routes to School.

The Manager of Transportation stated that the priority for snow is Major Roads first, including roads to and from the hospital and transit routes, then Collector Roads and finally Local or Residential Roads. There are 12 schools that have a Safe Routes Travel Plan. A solution may require some liaison between the schools and Saanich during snow conditions because we do not want to send out a crew when the school is closed.

In terms of the Engineering Departments work plan for capital projects, the first priority with respect to the 12 Safe Routes to School is the coordination with other capital projects in the vicinity of the school, secondly an assessment of which routes have an urgent need and lastly, the budget.

The Chair requested the list of the projects be provided for the next meeting.

#### **GORE ZONE TREATMENT**

Cst. Brajich stated that he had made some contacts and is awaiting response from ICBC and will bring this item back in September.

#### **DOUGLAS STREET BUSWAY PROJECT**

The Manager of Transportation stated that a plan from B.C. Transit to develop a dedicated bus lane from down town Victoria to Saanich Road and to establish bicycle lanes adjacent to the curb. The intent is to reduce transit delays at traffic signals. An Open House was held on June 5 and many opposed wanted light rail transit. A workshop was also held following day for business owners. He distributed a plan for Douglas Street outlining the travel, bus and cycle lanes. This plan may be a precursor to light rail transit. A similar plan was introduced in Richmond, British Columbia and within two years, Sky Train was introduced. He will keep the Committee posted on this project.

The Chair advised that one of the main issues is to increase ridership from the west and financial resources currently available.

#### **TRANS CANADA HIGHWAY CORRIDOR**

The Manager of Transportation stated that we are coordinating with the Ministry of Transportation regarding the transit exchange and bus lane as part of the Town and Country redevelopment. There is nothing new to report at this time but he will continue to keep the Committee up to date as they progress.

#### **INTERURBAN ROAD - PROPOSED IMPROVEMENTS AT PACIFIC SPORT INSTITUTE**

The Manager of Transportation stated that Pacific Sport Institute is required to put in curb, gutter and sidewalks fronting the site as part of the engineering servicing requirements for the development. Gwyn Symmons of City Spaces Consulting, has offered a 3 metre separated trail along this section of Interurban Road in lieu of a sidewalk. He presented plans for the trail and noted that it will be multi-use and bi-directional. There will be a timber deck bridge structure on Alan Road that starts at the southend of the property to one of Camosun College driveways at the southend of their site. It is intended to connect to other trails going to Layritz Park.

**Motion: MOVED J. Grayson and Seconded by J. Gaylord: "That the Bicycle and Pedestrian Mobility Advisory Committee supports the proposal from City Spaces Consulting to provide a 3 metre separated, bi-directional trail in lieu of a sidewalk provided that the existing bicycle lane remains on the road."**

**Carried.**

#### **Shelbourne Street – Torquay Road to Cedar Hill Road north to the park**

The Manager of Transportation stated that he will provide a report on Shelbourne Street as well as the other projects listed in the Road Conversion Inventory report for the next meeting in September.

**Cedar Hill Road – Pedestrian Crossing and Right Turn Lane**

The Manager of Transportation advised that, in response to many requests, a new dedicated right turn lane has been introduced on Cedar Hill Road and a pedestrian crossing added. The right turn lane formalizes what is already happening on this road, the road itself was not widened. The right turn was tightened to slow traffic. There is enough space within the total road allowance to accommodate a bicycle lane but there are a lot of trees on the east side that may have to be removed as a result. This project was not vetted by the Committee as it was a fast timing issue that was done during a watermain replacement project that was going on at the same time.

The Committee made the following comments:

- Future plans of this nature should be vetted by the Committee for input.
- It is disappointing to see the car priority planning.
- There should be a pedestrian crosswalk across Cedar Hill Road at Feltham Road to connect to the trail.
- The new right turn lane is better for cyclists as it lets them know what the motorist is doing ahead of time.

**McKenzie Avenue in front of Tuscany Village Development**

D. Wick stated that he was disappointed that bicycle lanes were not introduced from Shelbourne Street to the eastern edge of the Tuscany property. He is concerned that the Committee will receive complaints in the Fall from the University of Victoria students when school is back in session.

The Manager of Transportation stated that property can not be taken from the condominium development or the houses in front but bike lanes have been provided on both sides of McKenzie Avenue fronting the development as much as practical. There needed to be a balance between accommodating traffic in and out of the Tuscany and provide a safe right turn so a traffic island was added.

**CRD ORIGIN AND DESTINATION SURVEY**

The Chair stated that the CRD will do a presentation to the Committee on the results of the Origin and Destination Survey at a future meeting. She noted that there is a 43% increase in cycling over the period of 2001 to 2006, walking is down 10% and transit has stayed the same.

Next Meeting: The next regular BIPED meeting will be held at noon on Thursday, September 20, 2007 in Committee Room No. 2.

Adjournment: The meeting adjourned at 2:15 p.m.

I hereby certify these Minutes are accurate.

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Councillor Brownoff, Chair

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Committee Secretary