

MINUTES  
**SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
COMMITTEE ROOM #2  
THURSDAY, JUNE 26, 2008 AT NOON

**Present:** Chair: Councillor Judy Brownoff  
Members: Judy Gaylord, Neil Neate, Pam Shatzko and Darrell Wick  
Staff: Anne Topp, Manager of Community Planning; Gerald Fleming, Parks Planning and Design Manager; Steve Holroyd, Engineering Planner; Constable Brad Brajcich, Police Department and MaryAnn Greco, Senior Committee Clerk  
Regrets: James Grayson, David DeShane, John Smith and Sarah Webb  
Guest: John Luton, Executive Director, Capital Bike and Walk Society

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### **ADOPTION OF MINUTES**

**MOVED by N. Neate and Seconded by D. Wick: "That the minutes of the meeting held April 25, 2008 be adopted as circulated."**

**CARRIED.**

### **E & N RAIL TRAIL PROJECT**

The Chair introduced Don Watmough, CRD Regional Park Planner, who was present to provide a status report on the E & N Rail Trail Project.

Mr. Watmough made a slide show presentation and noted the following:

- This is a regional trail that will run alongside the rail line; the project has political, community and financial support.
- The right of way width is 50 feet at the narrowest and 100 feet at the widest.
- A trail expert walked the proposed route and noted that they were all this easy, they would do it anywhere.
- This project was recognized as the "get out of your car" project for the region.
- Phase 1 is to Island Highway.
- The Galloping Goose trail intercepts with the E & N in two locations which means a cyclist has the option of taking the Galloping Goose to Langford and the E & N Trail to the City of Victoria.
- It will be part of an exciting loop trail system.
- The design principles include: safety and security; asphalt nonstop route for cyclists; 5% maximum grade; accessible for disabled; links to existing roads, trails and sidewalks; will not be totally flat; safety lighting (pedestrian crossings only); ensure compliance with established design standards; minimum impact to surrounding residences and businesses; and minimum impact to existing rail operation.
- Way finding signs will be installed after the trail is built.
- The trail width will be 3.5 metres in the narrower, 50 foot sections; the typical width will be 4.0 metres.
- Wherever possible refuge islands will be added at intersections.
- There will be four bridge crossings: two in the City of Victoria and two in the Town of View Royal; 8 railway crossings; and 21 roadway crossings.
- At a typical roadway crossing, cyclists will continue without having to stop.
- There will be stand alone separate bridge for cyclists next to the existing bridges; these trail bridges will be higher than the train line to help with comfort level of trail users.
- There will be a total of 13.1 KM of brand new trail, 2.8 KM on upgrades to the Galloping Goose trail and 2.6 km on existing roadway bike lanes.

- In terms of retaining walls, lock block walls as little as possible however there will be times for engineering and safety reasons where they are required; will use delta-block walls wherever possible.
- In terms of the construction schedule will be phased: bridges will take 65 weeks and the anticipated completion date is May 2009, Phase 1 will take 96 weeks with an anticipated completion date of February 2010 and Phase 2 will take 73 weeks with an anticipated completion date of November 2009.
- An opinion of probably cost from the preliminary design is \$15.6 million.

In response to questions from the Committee, Mr. Watmough advised:

- There will be enhanced rail passenger service in the future and none of the rail trail project plans will preclude plans for enhanced rail passenger service in the future.
- There does not have to be twin tracks for light rapid transit if there is service every one half hour.
- The 4 metre trail width was a compromised reached after much dialogue with the stakeholders; at one point they were negotiating over the thickness of the fence and width of drainage ditches to add inches to the trail width.
- The trail will probably be paved wider than 4 metres in some areas to address maintenance of vegetation around the fence.
- It will be 4 metres from the fog line.
- Cyclists will have the right-of-way to encourage people to get out of their cars.
- The priority is the cycling commuter, walking commuter and then all others.
- CRD Parks will manage the trail.
- He would be happy to come to the committee to provide a further update.

The Chair stated that she would appreciate receiving the minutes from the working committee for information.

### **REQUEST TO EXTEND CHURCHILL DRIVE HOURS OF CLOSURE**

The Parks Planning and Design Manager advised that the seven day user study has been scheduled to be conducted in late July. The Parks Department is currently working on the survey questions.

### **CENTENNIAL TRAILS PHASE 2 UPDATE**

The Park Planner Designer made a presentation on Phase 2 of the Centennial Trails Project. He elaborated on the project scope and future work required for the Beaver Lake Connector, the Bowker Creek Greenway, the Calvert Trail and the Colquitz Trail. A draft project overview dated March 19, 2008 was also distributed which outlined the details of each section and provided cost estimates.

The Committee noted the following:

- There is a real blockage for the students to Richmond Elementary School in terms of the connection from Ryan Street to the trail.
- The Police Department receive weekly complaints about cyclist going through Rithet's Bog; there should be a sign to explain that this is a designated bicycle route.
- Saanich trails need to be marked and featured to increase awareness and ridership.
- In terms of the Interurban Rail Trail, the Parks Department will be contacting the neighbours in spring of 2009.
- In terms of Rithet's Bog, we are splitting the traffic at Shadywood and have a sign that if you want to cycle then go over here.

The Parks Planning and Design Manager noted that the grand total for Centennial Trails Phase 2 is \$3,300,000. It is hoped that the LocalMotion Grant Application will cover half of this cost however it has been in since March and they have not yet received a reply. If the Local Motion Grant Application is not approved, they will select the most desirable routes and will bring it back to the Committee for feedback.

**LOCAL CONNECTOR BETWEEN LOCHSIDE TRAIL AT SAANICH HALL AND ROYAL OAK BURIAL PARK (AND BEYOND)**

The Manager of Community Planning displayed maps outlining three different sections of the proposed local connector between the Lochside Trail at Saanich Hall and Royal Oak Burial Park along Douglas Street to Haliburton Road.

A discussion ensued and the Committee noted the following:

- Map 1, the Rainbow Park connection, a two way trail on the road side of the berm may be a possibility to get you down.
- The Ministry of Highways will not support traffic coming like this adjacent to the berm.
- An alternative would be on the Rainbow Park side of the berm to come down from McKenzie Avenue; the only issue involving the Ministry of Highways will be the top of the berm.
- The berm will have to be engineered in a way that does not take away from the sound attenuation.
- Map 2, Dieppe Road across Quadra Street to Chatterton Way, south bound cyclists can get across but northbound is difficult.
- Map 3, along Chatterton Way connects to Royal Oak Drive off ramp, the current alternative is quite circuitous. Although this route is being put forward as a local connector it operates more like a commuter bike route. This route may require a different category.

The Chair requested that the Planning and Engineering Departments prepare a joint report for the Committee's consideration in the fall.

**PROPOSED INCLUSION OF DONCASTER DRIVE IN SAANICH BICYCLE NETWORK**

The Chair requested that this item has been brought forward by Committee member Jim Grayson. He will be away until the end of September so this item will be deferred to the October meeting.

Next Meeting: The next regular BIPED meeting will be held at noon on Thursday, September 25, 2008 in Committee Room No. 2.

Adjournment: The meeting adjourned at 1:55 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair