

AGENDA
ACTIVE TRANSPORTATION ADVISORY COMMITTEE

Held electronically via Microsoft Teams
Thursday March 24, 2022 at 4 p.m.

In light of the COVID-19 pandemic and to ensure social distancing, this meeting is closed to the public and can be viewed/heard via MS Teams. Please note that MS Teams callers are identified by their phone number which can be viewed on screen by all attendees at the meeting.

***** Territorial Acknowledgement & Inclusivity Statement *****

- 1. ADOPTION OF MINUTES** (attachment)
 - February 24, 2022 & March 3, 2022
- 2. CHAIR'S REMARKS**
- 3. 2021 CLIMATE REPORT CARD**
 - Rebecca Newlove, Manager of Sustainability
 - Follow the link below for access to the 2021 Climate Report Card:
 - [2021 Climate Report Card](#)
- 4. OPPORTUNITIES FOR ATAC COMMUNITY VOLUNTEERISM**
- 5. FOLLOW-UP ABOUT SHORT TERM IMPROVEMENTS FOR ROAD SAFETY**
(attachments)
- 6. GUIDING POLICY FOR BIKE AND PEDESTRIAN PRIORITIZATION AT SIGNALS**
 - Troy McKay, Senior Manager of Transportation & Development Services
- 7. DISCUSSION ABOUT SAANICH AND SEASIDE TOURING ROUTES DESIGNATION**
 - Troy McKay, Senior Manager of Transportation & Development Services
 - Follow the link below for access to the Seaside Touring Route Map:
 - [Seaside Touring Route Map 2004](#)

* Adjournment *

Next Meeting: April 28, 2022 at 4:00 pm

In order to ensure a quorum, please contact Austin Winters at 250-475-5494 ext. 3508 or
Austin.winters@saanich.ca if you are unable to attend.

Territorial Acknowledgement and Inclusivity Statement

It is appropriate that we begin by acknowledging that the District of Saanich lies within the territories of the ləkʷəŋən (lay-kwung-gen) peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ (weh-saanich) peoples represented by the Tsartlip (Sart-Lip), Pauquachin (Paw-Qua-Chin), Tsawout (Say-Out), Tseycum (Sigh-Come) and Malahat (Mal-a-hat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday February 24, 2022, at 4:01 p.m.

Present: Councillor Rebecca Mersereau (Chair), Juliet Van Vliet, Julia Cutt, Philip Marciniak, Reed Poynter, Karen Laberee, Dave Marecek, and Trevor Barry.

Staff: Troy McKay, Manager, Transportation & Development Services; Cameron Scott, Manager of Planning; Megan Squires, Senior Transportation Planner; David Williams, Engineering Supervisor; Lauren Hermansson, Engineering Technician; Mike Goldsworthy, Park Planner Designer; and Austin Winters, Committee Clerk.

Regrets: Jade Yehia (non-voting liaison); and Benoit Lanthier, Saanich Police

Minutes

MOVED by D. Marecek and Seconded by K. Laberee: “That the Minutes of the Active Transportation Advisory Committee meeting held January 27, 2022, be adopted as circulated.”

CARRIED

CHAIR’S REMARKS

The Chair had each committee and staff member in attendance to go around and state the worst roads in Saanich to cycle on. It was also noted that no date has been set for in person committee meetings to begin once again.

DRAFT CADBORO BAY LOCAL AREA PLAN

The Manager of Planning delivered a presentation on the Draft Cadboro Bay LAP. The following was noted:

- LAPs are one of the guiding policies for the District of Saanich and they are critical to delivering substantive change over a 20 to 30 year time frame.
- There is a process that is approved by Council for developing LAPs. This process includes:
 - Phase 1 is project initiation;
 - Phase 2 is community visioning;
 - Phase 3 is plan development;
 - Phase 4 is the draft plan review (current phase);
 - Phase 5 is the plan finalization.
- ATAC is brought this LAP to review and provide feedback on prior to bringing this draft LAP to Council.
- The last Cadboro Bay LAP was established in 2002, thus there is a need to update the LAP to meet current municipal priorities and policies.
- The LAP update began in 2018 and it includes an advisory committee that has been assisting staff with community outreach.
- The community input for this draft LAP has been a multi-year process that has explored

issues and developed fundamental content of the draft plan.

- Multiple surveys, workshops, open houses, stakeholder meetings and multi-day charrettes were completed to better develop policies and garner key priorities for the LAP.
- The updated LAP process also looked to integrate the District's housing strategy, climate action priorities with regards to mitigation and adaptation as well as updates to active transportation.
- Cadboro Bay Local Area has three distinct neighbourhoods which include "The Village, Ten Mile Point, and Queenswood."
- A lot of the future growth and change from the LAP is focused primarily on the Village Centre and the Village neighbourhood.
- The majority of Cadboro Bay is single detached dwellings and it contains many large institutional properties.
- Cadboro Bay is projected to be one of the areas of Saanich most impacted by a potential sea level rise due to climate change.
- The Queenswood and Ten Mile Point area would largely remain as is with regards to future land use designations except for district wide in-fill projects.
- Sinclair Road is a key focus of the LAP process, with clear policy direction for improvements in the Draft LAP.
- The improvements include a design concept for Sinclair Road in alignment with Draft LAP objectives, enhancing the role of Sinclair as a community gateway, and enhancing the Cadboro Bay Road and Sinclair Road intersection.
- The LAP looks to expand the area where townhouses would be supported as well as additional commercial opportunities and smaller scale apartments along Sinclair Ave.
- There are nine key directions taken into account for the Cadboro Bay LAP, for which a lot of them are related to retaining the character of the area while also making housing and active transportation more accessible.
- From a land use perspective the majority of the change with this LAP is in the village neighbourhood where ground-oriented housing will be supported.
- There is also support for added height allowances on institutional mixed-use sites for affordable housing.
- From an active transportation aspect improving connectivity of the street and trail network for pedestrians and cyclists accessing the Village, the beaches and area destinations is a key priority of the updated LAP.
- Cadboro Bay is one of the areas of Saanich that is not on a frequent transit route and it is not across from a major adjacent center.
- Some of the areas have fairly limited active transportation facilities particularly Ten Mile Point and Queenswood.
- Saanich is working with BC Transit to increase service and levels of accessibility.
- The LAP envisions keeping the green character and semi-rural quality of the streets within the Ten Mile Point and Queenswood area.
- There will be three new crossings across Sinclair Road to increase connectivity.
- The Village Design Guidelines are also being updated along with the LAP.
- The Guidelines provide direction for building and site design in the Cadboro Bay Village and its surrounding area.
- The Guidelines apply to multi-unit residential, commercial and mixed-use developments in the Village area.

- The next steps for the Cadboro Bay LAP include community and stakeholder consultations followed by changes to the LAP based off of feedback and surveys.
- The LAP will be brought forward for Council consideration and adoption in April or May 2022.

The following was noted during discussion with committee members:

- Ten Mile Point area needs to be improved with regards to active transportation connectivity.
- There is support for the transportation objectives brought forward within the draft LAP.
- The increased implementation of micro mobility particularly within the Active Transportation Plan or the draft LAP should be considered.
- More work is being done to examine ways to increase car sharing and micro mobility within Cadboro Bay and Saanich more generally.

MOVED by T. Barry and Seconded by P. Marciniak: “That the Active Transportation Advisory Committee supports the elements of the Draft Cadboro Bay Local Area Plan related to Active Transportation.”

CARRIED

IMPROVING SAFETY FOR VULNERABLE USERS BY LOWERING SPEED LIMITS ON NON-CONFORMING ROADS IN RURAL SAANICH

Committee members D. Marecek and T. Barry delivered a presentation on improving safety for vulnerable users by lowering speed limits on non-conforming roads in rural Saanich. The following was noted:

- Livable Roads for Rural Saanich delivered a presentation to ATAC on October 28, 2021 raising concerns about some roads in rural Saanich that are given a certain classification but are not engineered to that classification.
- There are five roads in Saanich that are of real concern for safety and active transportation.
- By provincial default these roads are listed at 50km per hour but there is not a lot of shoulder room or turning radius.
- A working group was struck from the October meeting consisting of Committee members D. Marecek and T. Barry along with Councillors K. Harper and R. Mersereau.
- The working group subsequently met multiple times to discuss this topic, including 2 meetings with Saanich Engineering staff.
- The group also reviewed additional information and analysis provided by LRRS.
- The result of these meetings was a memo with a number of recommendations for Saanich staff to consider for the Saanich Speed Limit Policy, which include:
 1. The speed limit is reduced by 10 km/h for lined rural roads that do not conform to current engineering standards;
 2. The speed limit is further reduced by 10km/h for a distance of 1000m, on both sides of a park or school, that is located on a lined rural road that does not conform to current engineering standards; and
 3. The speed limit is reduced to 30km/h for non-lined rural roads in Saanich.
- Lower speed limits result in lower severe car accidents and less incidence of death.
- Rural Saanich is almost 50% of Saanich’s geography.

- There are two recommendations that the working group is proposing in relation to the development of the Saanich Road Safety Action Plan, which include:
 1. Major and collector road classifications be lowered by one classification level for rural roads that do not conform to current engineering standards;
 2. Rural roads classified as Collector or lower would restrict commercial truck usage.
- Commercial vehicles on rural roads present a significant risk to Vulnerable Users on the narrow roads, and is an impediment to livability and active transportation use on these roads.
- There is only one truck route approved through rural Saanich and that is West Saanich Road.

The following was noted during discussion with committee members and staff:

- The Manager of Transportation & Development Services noted that changing the classification of the streets as currently proposed by the working group for the Road Safety Action Plan is likely not feasible as it is a process that requires an Official Community Plan amendment.
- An inquiry was made regarding the feasibility of spot improvements that could be done with regards to the engineering of the roads that could potentially naturally lower the speeds of the roads.
- Implementing policies that would reduce speeds were prioritized over traffic calming engineering fixes for the working group.
- Clarification was requested over the second recommendation presented for the Road Safety Action Plan as commercial truck use is already restricted on those roads.
- More signage is requested for rural roads classified as Collector or lower that restrict commercial traffic usage.
- The Chair put forth a proposed amendment to the working group's 2nd recommendation for the Saanich Road Safety Action Plan that would read:
 - Reduce the use of non-designated truck routes by commercial vehicles.
- The amendment was agreed upon by the members of the working group.

MOVED by K. Laberee and Seconded by J. Cutt: That the Active Transportation Advisory Committee support the recommendations brought forward by the working group, but include the amendment to replace “rural roads classified as collector or lower would restrict commercial truck usage” with “reduce the use of non-designated truck routes by commercial vehicles.”

CARRIED

SHORT-TERM SOLUTIONS TO ADVANCE ACTIVE TRANSPORTATION

The Chair delivered a brief overview on short-term solutions to advance active transportation. The following was noted:

- The Active Transportation Plan is the driver of how active transportation is approached to achieve current priorities.
- The needs are very high in Saanich for active transportation infrastructure.
- Saanich can and should be doing more for vulnerable road users particularly pedestrians.

- A challenge with the current approach as dictated by the Active Transportation Plan is the costs are very high to implement some of the infrastructure required.
- A staff report is expected sometime in 2022 that will identify what the financials needs are to expedite the Plan while also noting strategies to achieve the vision of the Plan more quickly.
- Council asked ATAC to come up with potential projects that could be completed in the short-term that could improve road safety and active transportation in geographic areas within the municipality where longer term improvements are not planned for the near future.
- Ideally potential projects that may be put forth can be completed in months rather than years.
- In the report there were multiple examples of short term solutions including:
 - A road diet which would reduce the number of lanes in favour of giving that space to other users;
 - Center line hardening has led to vehicles slowing down when they turn corners;
 - Traffic calming techniques such as center line delineators, bollards, planters, and cement barriers.

The following was noted during discussion with committee members and staff:

- An inquiry was made over what the historical barriers have been that have limited quick build traffic calming techniques from being implemented.
- Lack of public interest and lack of capacity within the organization were noted by staff as potential reasons for the lag in implementation of quick build techniques.
- The current Active Transportation Plan does not have provisions for more short term responsive approach or location specific approach to issues that arise.
- Road diets on Saanich's main corridors such as Tillicum Road, Quadra Street, and Gorge Road were noted as potential options for a pilot project.
- The pork chop (triangular raised islands placed between a right-turn slip lane and through-travel lanes) at Tillicum Road and Burnside Road West potentially could be removed as it has been noted as a problem area with ICBC.
- <https://walkrollmap.org> was noted as a useful crowdsourced tool to identify and report potential problem areas for those who walk or roll.
- <https://bikemaps.org> is another crowdsourced tool for mapping bicycling safety incidents.
- At the four recreation facilities, more needs to be done to lower the speeds of these high traffic areas within the parking lots and in the surrounding area.
- Potential AM/PM lane shifts on McKenzie Avenue could assist with road safety.
- A request was made for additional smaller amenities such as water fountains, washrooms, wayfinding, benches, rest areas, and signs along walking and cycling routes.
- The Traffic Association of Canada created guidelines in 2008 for the understanding, use and implementation of accessible pedestrian signals. Saanich does not follow these guidelines and an argument was made for Saanich to start following them.
- Any quick build solution that takes place in 2022 would have very little opportunity for public consultation and instead it would be an information campaign.
- Any reduction in lanes through a potential road diet would have a direct negative impact on transit travel times.

- Staff wants to move away from buttons at crosswalks with a locator tone and instead implement pedestrian faces that come up automatically that way no button will have to be touched.
- There are many roads in Saanich that are residential in nature, about 8 metres wide and have a row of parking on each side of the road with no sidewalks. On these roads there is the potential to implement no parking on one side of the road to allow for some sort of non-conventional pedestrian walkway.

ADJOURNMENT

The meeting adjourned at 6:00 p.m.

NEXT MEETING

Next meeting is Thursday, March 3, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Austin Winters, Committee Secretary

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday March 3, 2022, at 4:01 p.m.

Present: Councillor Rebecca Mersereau (Chair), Juliet Van Vliet, Philip Marciniak, Reed Poynter, Karen Laberee, Dave Marecek, and Trevor Barry.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; David Williams, Engineering Supervisor; Jason Bland, Saanich Police; Lauren Hermansson, Engineering Technician; Mike Goldsworthy, Park Planner Designer; and Austin Winters, Committee Clerk.

Regrets: Jade Yehia (non-voting liaison); and Julia Cutt

CHAIR'S REMARKS

The Chair reminded all members that if any member would like to share any correspondence with committee members it must be sent to ATAC's Committee Clerk who will then distribute it amongst the members.

ACTIVE TRANSPORTATION PLAN 2021 REPORT CARD

The Manager of Development Services opened a dialogue for committee members to voice their thoughts and opinions on the 2021 Report Card for the Active Transportation Plan. The following was noted during discussion with committee members and staff:

- Capital Bike sent a late correspondence requesting that ticket data from Saanich Police be added to future report cards.
- It is useful to see the breakdown of the cycling network within the report card.

SEEKING INPUT ON UPDATING THE ACTIVE TRANSPORTATION PLAN

The Senior Transportation Planner and the Manager of Development Services delivered a presentation on updates to the Active Transportation Plan. The following was noted:

- The Plan first came into effect in 2018 and it is to be used as a guide for investment in active transportation improvements for 30 years.
- The updated Plan will help guide and ensure there is a current framework to support implementation of active transportation policies and actions in the District.
- The objectives of the plan update are:
 - To update the ATP using current data and policy to inform revised and new targets, and strategies and actions, as well as the implementation plan;
 - To address new and emerging issues and technologies related to road safety and electric mobility devices;
 - To apply an equity lens to the planning process and updated ATP;
 - To use a variety of methods and strategies to communicate and engage with governments, stakeholders and the public on the plan update; and

- To produce an updated plan to guide implementation of active transportation investment, policy, infrastructure and programs for the next five years and beyond.
- The updated plan will address emerging issues such as:
 - Road safety, including Vision Zero and a Safe Systems approach;
 - Electric bicycles and e-mobility devices; and
 - Equity and inclusion.
- The ATP update is anticipated to take 12 months to complete and there are five phases that will be worked through.
- Community members can participate in the planning process for the ATP update in a number of ways, including:
 - Being a member of the Active Transportation Advisory Committee;
 - Participating in engagement events that may be online or in person and may include meetings, interviews, open houses, workshops, walkabouts, displays and presentations;
 - Completing surveys;
 - Sharing ideas and thoughts with staff; and
 - Sharing ideas and thoughts with Council when the plan is presented.
- The Active Transportation Advisory Committee (ATAC) will provide advice to the Project Team and act as community liaison throughout the planning process.
- Key roles of the ATAC as part of the ATP update planning process will be to:
 - Advise on public engagement to ensure broad outreach is effectively undertaken with stakeholders and residents;
 - Promote the project and public engagement opportunities within the community;
 - Provide support to staff at public engagement events; and
 - Provide feedback to staff on content and the draft updated plan.
- The identified stakeholder groups for the updated Plan include:
 - Government;
 - Saanich departments;
 - Community Associations;
 - External agencies;
 - School districts, universities and colleges;
 - Health agencies;
 - Economic development organizations;
 - Development industry; and
 - Transportation advocacy;

The following was noted during discussion with committee members:

- There is a sense that committee members do not get an active role in updating the Plan.
- Updates to the Plan will be brought back to ATAC on a regular basis.
- A potential subcommittee for updates to the Plan could be implemented to ensure proper attention is given to it.
- A lot of the external stakeholders that are identified within the plan share a lot of the same policy outcomes in active transportation.

- Inquiries were made into potentially contacting other external stakeholders such as transportation service providers, accessibility organizations and data holders for more information that could assist the report card.

MOVED by T. Barry and Seconded by D. Marecek: “That the Active Transportation Advisory Committee support the Terms of Reference for the proposed Active Transportation Plan update with amendments to the stakeholder list to include transportation service providers, accessibility organizations and data holders.”

CARRIED

SHORT-TERM SOLUTIONS TO ADVANCE ACTIVE TRANSPORTATION

The Chair led a roundtable discussion on the memo put forth by the Chair, dated March 2, 2022, on the topic of short-term solutions to advance active transportation proposed by committee members at the February 24, 2022 Committee meeting. The following was noted during discussion with committee members and staff:

- The eight short-term solutions to advance active transportation found within the memo from the Chair are listed below:
 1. Install centerline hardening improvements and pedestrian space delineation at 10 un-signalized crossings (i.e. where there are no traffic lights), focusing on crossings with a history of reported crashes or near misses or are located on higher volume or higher speed roads. Typically these roads and crossings will be 2 lane roads with no centre medians and crossings already equipped with flashing beacons. An example raised by the committee is the crossing of the Colquitz River Trail of Interurban Road, south of Marigold Road.
 2. Re-allocate the road space on Quadra Street from Chatterton Way to Tolmie Ave and on Tillicum Road from Arena Road to the Saanich Boundary with Esquimalt to remove general purpose vehicle lanes and install protected cycling lanes using quick build and lower cost techniques. It is understood that these changes could have a negative impact on traffic / transit operations along the corridor, and potentially traffic volumes on nearby streets. A corresponding public information / education campaign should take place at the time of implementation to inform stakeholders and public of the change and share information about the community benefits of these changes. The public information campaign should also address how the infrastructure will be upgraded in the future and outline how stakeholders will be able to provide input into future changes on these corridors. It is recognized that special or temporary designs or phased approaches and operational changes (turn restrictions) may be needed at key intersections and bus stops along these corridors.
 3. Install high visibility school area road markings and improved school zone signage in all school zones that are on Major or Collector Roads in Saanich. This approach was piloted in Saanich at 3 locations in 2021 and has proven to be successful and is ready for deployment across Saanich in 2022.
 4. Convert 5km of existing buffered bike lanes to protected cycling lanes by the addition hard infrastructure in the existing bike buffered bike lane spaces. Over the past few years many buffered bike lanes have been constructed in Saanich. These buffered bike lanes have sufficient space to convert them into protected bike lanes.

5. Build walking pathways on the existing pavement on approximately 5km of high pedestrian use residential streets by removing vehicle parking areas. This approach should be used as a trial of a method to provide more pedestrian walkways in Saanich ahead of traditional sidewalk construction. Staff should be responsible for selecting the streets for this trial in consultation with the local community associations and under the following selection criteria:
 - a. The street is of sufficient pavement width to leave one side of on street parking while providing a single travel lane to be shared by cyclists and vehicles and creating a walking space for pedestrians;
 - b. The street has existing or potential for high pedestrian use; and
 - c. The street is on a route used by pedestrians to access parks, schools, recreation centres or other community services.
 6. Install 8 bike boxes at signalized intersections. Bike boxes at intersections allow for turning cyclists to be given space and priority to position themselves at signalized intersections to complete left hand turns at intersections.
 7. Remove pedestrian push buttons at 3 major intersections to provide pedestrian priority at all times of day. A number of intersections in Saanich have had automatic pedestrian walk signal operational during day time hours since early 2020 with limited operational challenges, in addition to removing the pedestrian push buttons, the use of automatic pedestrian walk signals should be expanded.
 8. Upon adoption of the pending Speed Limit Establishment Policy, prioritize implementation of speed limit changes in Rural Saanich to improve the safety of vulnerable road users on streets with limited active transportation infrastructure.
- There was questioning over the costs associated with removing the pedestrian push buttons and what do those costs result in.
 - Staff clarified that the costs associated with this potential recommendation would go towards traffic modeling, staff time, and then changing the information panels on the traffic signal polls which includes changing the buttons and removing the wiring.
 - To do this at 3 intersections it costs approximately \$5,000 for each intersection.
 - If the buttons were removed every time the light switches from one direction to another the pedestrian signals and audible signals would be activated.
 - Staff have noted that recommendation 7 and 8 could be incorporated into their existing work plans without cost implications.
 - With gas prices so high active transportation solutions are prudent.
 - No modeling has been done with regards to a potential road diet on Quadra Street, but modeling has been done on Shelbourne Street which has similar traffic volumes.
 - There was questioning over what the implementation of the 2nd recommendation would look like.
 - Staff clarified that for the 2nd recommendation the land lines would be grinded off; a new layout would be painted; small pieces of concrete curbs would be installed along with flexible delineators to create protected bike lanes; traffic signal heads would be moved; traffic loops would be recut; bus stops would be shared with the bike lane; and turn restrictions would have to be implemented.
 - The 2nd recommendation shows that Saanich is strong about change with respect to active transportation.
 - There was questioning over the 4th recommendation and what would be used to establish the barrier for the protected bike lanes.
 - Staff clarified that a concrete curb would be installed for the 4th recommendation.
 - A consensus was made within the Committee that all recommendations within the memo be brought forward for Council consideration.

MOVED by T. Barry and Seconded by R. Poynter: “That the Active Transportation Advisory Committee request Council consider and approve the eight short-term active transportation quick build recommendations provided in the memo from Councillor Mersereau dated March 2, 2022 and include these recommendations in the 2022 Budget.”

CARRIED

ADJOURNMENT

The meeting adjourned at 5:31 p.m.

NEXT MEETING

Next meeting is Thursday, March 24, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Austin Winters, Committee Secretary

Memo

File: 1420-30 ATAC

To: Rebecca Mersereau, Chair of the Active Transportation Advisory Committee
From: Angila Bains, Manager, Legislative Services
Date: March 8, 2022
Subject: **A Policy Framework for Road Safety in Saanich**

At a Council meeting held February 28, 2022, Council discussed a Policy Framework for Road Safety in Saanich, which included a memo of the Active Transportation Advisory Committee (ATAC) dated January 31, 2022 and a memo of the Active Transportation Advisory Committee dated February 28, 2022. The following motions were made:

“That Council Adopt Vision Zero as the approach to road safety in Saanich.”

“That Council direct staff to prepare a one-time resource request for the 2022 budget deliberation for the development of a Road Safety Action Plan in alignment with Vision Zero principles and a Safe Systems approach.”

“That Council direct staff to undertake the following priority items to address road safety in 2022 utilizing existing resources:

- **Develop a Council Speed Limit Establishment Policy; and**
- **Continue preliminary work to update the Active Transportation Plan.”**

“That Council direct staff to consider the development of a traffic calming policy in the update of the Active Transportation Plan.”

“That Council receive the memo of the Active Transportation Advisory Committee dated February 28, 2022 for information.”

An excerpt of the minutes is attached for information.



Angila Bains, B.A., CMC
Manager, Legislative Services/Municipal Clerk

/mm

cc: Austin Winters, Committee Clerk

2310-40
Policy
Framework for
Road Safety in
Saanich

A POLICY FRAMEWORK FOR ROAD SAFETY IN SAANICH

Report of the Director of Engineering dated February 16, 2022, to provide Council with an outlined approach to road safety in Saanich and an update on the speed limit reduction pilot project.

Memo of the Planning, Transportation and Economic Development Advisory Committee dated January 19, 2022.

Memo of the Active Transportation Advisory Committee dated January 31, 2022.

Memo of the Active Transportation Advisory Committee dated February 28, 2022.

The Senior Transportation Planner presented the Policy Framework for Road Safety in Saanich (PowerPoint on file). The Director of Engineering and the Senior Manager of Transportation & Development Services answered questions from Council as follows:

- The report recommendations do not include the creation of a Traffic Calming Policy; a separate motion would be required providing that direction.
- A Council Speed Limit Establishment Policy would apply to all roads.

MOVED by Councillor Brownoff and Seconded by Councillor Mersereau: "That Council Adopt Vision Zero as the approach to road safety in Saanich."
CARRIED

MOVED by Councillor Brownoff and Seconded by Councillor Mersereau: "That Council direct staff to prepare a one-time resource request for the 2022 budget deliberation for the development of a Road Safety Action Plan in alignment with Vision Zero principles and a Safe Systems approach."

CARRIED

MOVED by Councillor Brownoff and Seconded by Councillor Mersereau: "That Council direct staff to undertake the following priority items to address road safety in 2022 utilizing existing resources:

- **Develop a Council Speed Limit Establishment Policy; and**
- **Continue preliminary work to update the Active Transportation Plan."**

CARRIED

MOVED by Councillor Mersereau and Seconded by Councillor de Vries: "That Council direct staff to consider the development of a traffic calming policy in the update of the Active Transportation Plan."

Council discussion ensued with the following comments:

- A Traffic Calming Policy could be an important tool; the correspondence received shows that the community is interested in this topic.
- The Active Transportation Advisory Committee continues discussions on ideas for traffic calming projects.
- The permissive language of the recommendations would ensure that resources are used for actions that provide the greatest benefit for road safety.

Councillor Plant entered the meeting at 8:57 p.m.

The Motion was then Put and CARRIED

Memo

File: 1420-30 ATAC

To: Rebecca Mersereau, Chair of the Active Transportation Advisory Committee
From: Angila Bains, Manager, Legislative Services
Date: March 8, 2022
Subject: Active Transportation Advisory Committee Member Recruitment

At a Council meeting held February 28, 2022, Council discussed the Notice of Motion of Councillor Mersereau and memo of Councillor Mersereau dated February 28, 2022, related to the Active Transportation Advisory Committee (ATAC) member recruitment process. The following motion was made:

“That Council direct staff to attempt to recruit new members for the Active Transportation Advisory Committee in alignment with the Committee’s Terms of Reference through online channels and direct contact with appropriate agencies, foregoing print media advertising to save time and lower costs.”

Staff have begun the process of recruiting new members for ATAC, the committee will be advised once new members have been appointed.

An excerpt of the minutes is attached for information.



Angila Bains, B.A., CMC
Manager, Legislative Services/Municipal Clerk

/mm

cc: Austin Winters, Committee Clerk

Memo

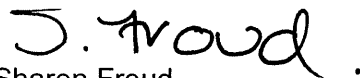
File: 1420-30 ATAC

To: Rebecca Mersereau, Chair of the Active Transportation Advisory Committee
From: Sharon Froud, Deputy Legislative Manager
Date: March 16, 2022
Subject: Short Term Solutions to Advance Active Transportation

At a Council meeting held March 14, 2022, Council discussed Short Term Solutions to Advance Active Transportation, which included the memo of the Active Transportation Advisory Committee dated March 4, 2022. The following motion was made:

“That Council approve the eight short-term active transportation quick build recommendations of the Active Transportation Advisory Committee, excluding “on Quadra Street from Chatterton Way to Tolmie Ave” from recommendation 2 in the attached memo dated March 2, 2022, and include these recommendations in the 2022 Budget.”

The minutes and further information will be available on www.saanich.ca/agendas.



Sharon Froud
Deputy Legislative Manager

/mm
Attachment

cc: Troy McKay, Senior Manager of Transportation & Development Services
Austin Winters, Committee Clerk

The eight short-term solutions approved by council are:

1. Install centerline hardening improvements and pedestrian space delineation at 10 un-signalized crossings (i.e. where there are no traffic lights), focusing on crossings with a history of reported crashes or near misses or are located on higher volume or higher speed roads. Typically these roads and crossings will be 2 lane roads with no centre medians and crossings already equipped with flashing beacons. An example raised by the committee is the crossing of the Colquitz River Trail of Interurban Road, south of Marigold Road.
2. Re-allocate the road space on ~~Quadra Street from Chatterton Way to Tolmie Ave~~ and on Tillicum Road from Arena Road to the Saanich Boundary with Esquimalt to remove general purpose vehicle lanes and install protected cycling lanes using quick build and lower cost techniques. It is understood that these changes could have a negative impact on traffic / transit operations along the corridor, and potentially traffic volumes on nearby streets. A corresponding public information / education campaign should take place at the time of implementation to inform stakeholders and public of the change and share information about the community benefits of these changes. The public information campaign should also address how the infrastructure will be upgraded in the future and outline how stakeholders will be able to provide input into future changes on these corridors.
It is recognized that special or temporary designs or phased approaches and operational changes (turn restrictions) may be needed at key intersections and bus stops along these corridors.
3. Install high visibility school area road markings and improved school zone signage in all school zones that are on Major or Collector Roads in Saanich. This approach was piloted in Saanich at 3 locations in 2021 and has proven to be successful and is ready for deployment across Saanich in 2022.
4. Convert 5km of existing buffered bike lanes to protected cycling lanes by the addition hard infrastructure in the existing bike buffered bike lane spaces. Over the past few years many buffered bike lanes have been constructed in Saanich. These buffered bike lanes have sufficient space to convert them into protected bike lanes.
5. Build walking pathways on the existing pavement on approximately 5km of high pedestrian use residential streets by removing vehicle parking areas. This approach should be used as a trial of a method to provide more pedestrian walkways in Saanich ahead of traditional sidewalk construction. Staff should be responsible for selecting the streets for this trial in consultation with the local community associations and under the following selection criteria:
 - a. The street is of sufficient pavement width to leave one side of on street parking while providing a single travel lane to be shared by cyclists and vehicles and creating a walking space for pedestrians;
 - b. The street has existing or potential for high pedestrian use; and
 - c. The street is on a route used by pedestrians to access parks, schools, recreation centres or other community services.
6. Install 8 bike boxes at signalized intersections. Bike boxes at intersections allow for turning cyclists to be given space and priority to position themselves at signalized intersections to complete left hand turns at intersections.
7. Remove pedestrian push buttons at 3 major intersections to provide pedestrian priority at all times of day. A number of intersections in Saanich have had automatic pedestrian walk signal operational during day time hours since early 2020 with limited operational challenges, in addition to removing the pedestrian push buttons, the use of automatic pedestrian walk signals should be expanded.
8. Upon adoption of the pending Speed Limit Establishment Policy, prioritize implementation of speed limit changes in Rural Saanich to improve the safety of vulnerable road users on streets with limited active transportation infrastructure.

1420-30
ATAC

ACTIVE TRANSPORTATION ADVISORY COMMITTEE MEMBER RECRUITMENT

Notice of Motion from Councillor Mersereau and memo of Councillor Mersereau dated February 28, 2022.

MOVED by Councillor Mersereau and Seconded by Councillor de Vries: "That Council direct staff to attempt to recruit new members for the Active Transportation Advisory Committee in alignment with the Committee's Terms of Reference through online channels and direct contact with appropriate agencies, foregoing print media advertising to save time and lower costs."

Council discussion ensued with the following comments:

- There are currently three vacant positions on ATAC.
- This is a critical year to have a full complement of committee members as this committee is expected to provide input for staff on the update of the Active Transportation Plan.

The Motion was then Put and CARRIED