

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday February 27, 2020, at 4:00 p.m.

Present: Councillor Judy Brownoff (Chair), Brian Collier, Pat Danforth, Eric Doherty, Norman Gidney, Philippe Janicki, Susan Kerr, Karen Laberee, Robert McLeod, Erin Prescott, Darrell Wick, Jade Yehia (non-voting liaison, VIHA)

Staff: Troy McKay, Manager, Transportation & Development Services; and, Jeff Keays, Committee Clerk

Regrets: Owen Peterson

MINUTES

MOVED by B. Collier and Seconded by P. Danforth: “That the Minutes of the Active Transportation Advisory Committee meeting held January 23, 2020, be adopted as circulated.”

CARRIED

CHAIR’S COMMENTS

The Chair welcomed new members R. McLeod and K. Larabee to the committee before providing the committee with an update from Council. The following was highlighted:

- The 2020 budget process begins next week.
- A motion to add an additional \$2M investment in Active Transportation has been tabled.
- The Active Transportation budget includes funds for two pilot projects: mobility devices, scooters etc. and the implementation of the second phase of safety improvements for area streets
- CRD mayors signed a joint letter supporting a pilot program that would see the default speed limit lowered to 40kmph for any road without a solid yellow line.
- The pilot would be undertaken through a regional working group.

MOTION

MOVED by D. Wick and Seconded by B. Collier “That the Active Transportation Advisory Committee support the Saanich’s application under the Phase Two of the Ministry’s Pilot Program.”

CARRIED

In response to questions from committee, the Manager of Transportation and Development Service noted:

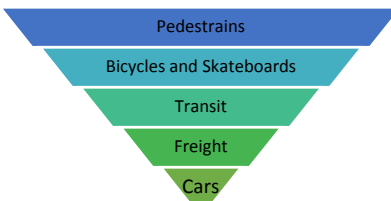
- The costs will be minimal due to the programs focus on education, data collection (Saanich already does this) and the development of new metrics.
- Signage requirements are the reason the pilot will be focused on roads without centre lines – ease of delineation and cost effective.
- The duration of the pilot will be determined by the working group.
- It is reasonable to assume the pilot would be at least two (2) years.
- The value of the pilot speed limit will be determined by the working group.

BICYCLE PARKING GUIDELINES/STANDARDS

The Manager, Sustainability Campus Planning and Sustainability University of Victoria provided the committee with a high-level overview of the University of Victoria's Cycling Plan. The following was highlighted:

- The plan was developed to:
 - Support existing plans and policies.
 - Meets the demands and need of the university community.
 - Supports the Transportation Demand Management program.
 - Align the university with regional goals.
 - Demonstrate sustainability in action.
- The university developed the plan in accordance with a number of existing plans, and will help support the forthcoming *Climate and Sustainability Plan*.
- Travel surveys identified a slight modal shift; however, it doesn't meet the current target.
- Data collected from 1996 – 2018 identifies a 20% decrease in car oriented travel, and an 8% increase in pedestrian travel.
- Transit numbers have not shown sustained growth. This can be attributed to service issues, and/or recent changes to the way BC Transit's passenger counting system works.
- The results of the 2018 travel survey identified there were 60,000 daily trips (to and from) campus.
- The targeted 70:30 modal split of all non-single occupant modes: single occupant was not met (actual was 62:38); however, the survey did identify an increase in both pedestrian (16%) and cycling (10.8%) over 2016.
- The 2019 plan provides a framework for future cycling infrastructure and end-of-trip facilities, and will provide policy direction on strategies that will improve the comfort and safety of both cyclists and pedestrians.
- Some of the key issues considered included: the ring road, separation between pedestrians and cyclists and end-of-trip facilities.
- Key issues from "inside campus" include the perception of safety and near misses.
- The trip origin heat map indicates that the majority of trips are from within 6km.
- The Oak Bay route was the most popular amongst the survey respondents.
- Safe crossing at the Cedar Hill X- Road entrance was an identified priority.
- The guiding principles of the plan are:
 - The development of a bike friendly campus, where cyclists of all ages and abilities can ride safely.
- The four (4) key strategies of the plan are:
 1. Cycling as a transportation priority.
 2. Shared spaces for improved spaces.
 3. Integrated and connected (internally/externally) with the bicycle network.
 4. End-of-trip facilities.
- All decisions will be made in accordance to the hierarchy of transportation planning needs as noted in Figure 1.

Figure 1



- 99% of the related engineering drawings have been completed.
- Partnered with Oak Bay for the BCATIG Grant.
- Construction Summer 2020.
- The Downview Crescent Pathway: redesign is 75% complete. Working with Saanich to realign the terminus point and crossing at Vikes Way. Construction anticipated in Summer 2021.
- Midgard Pathway: Included in Campus Greenway Plan. Collaboration with Oak Bay and Saanich. Planning in 2021-22 (tbd).
- Identified priorities for bicycle parking include:
 1. Library
 2. Engineering Building
 3. CARSA Building
 4. Turpin Building
 5. Fraser Building
 6. Human and Social Development Building
- UVic is considering an e-bike strategy. Any strategy will require additional and larger spaces to accommodate infrastructure.
- To achieve the modal shift targets UVic will require an additional 600 bicycle parking spaces.
- There are no shower facilities at this time as there are challenges with incorporating water servicing.

DEVELOPMENT OF ON-STREET MURAL GUIDELINES

The Manager of Transportation and Development Services proposed that the committee support the development of new guidelines for street murals. The following was highlighted:

- No staff resources dedicated at this time.
- The definition of a street mural is broad, they can be on-street, intersections, traffic control boxes, walls etc.
- At this stage it would be appropriate for the committee to familiarize themselves with the subject matter before inviting outside partners.
- Murals contribute to traffic calming, community building and community arts while at the same time animating underutilized spaces.
- A proposal for a pilot program could be developed at the committee level.
- Members were encouraged to identify areas in their neighbourhoods and throughout the District that would be appropriate for a mural.

MEMBER ITEMS

U- Pass/Youth Pass

The Chair advised that the Transit Commission turned down the proposed U-Pass/Youth Pass. The following was noted:

- The approximate cost of a youth pass for Saanich would be approximately \$2M, which would be entirely tax supported.
- Victoria was able to use parking revenues to fund the program.
- It is approximately \$150 per hour to operate a bus.
- It is hoped that electrification will help lower operating costs.

Wayfinding Signage

The Manager of Transportation and Development Services acknowledged that wayfinding signage is difficult for all modes of transportation.

- There are update standards for new developments.
- All proposed developments come to Engineering for comment.
- Saanich should have a bylaw that enforces these guidelines.
- Uptown is one of the worst areas.

ADJOURNMENT

The meeting adjourned at 6:04 p.m.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Clerk