

**MINUTES OF THE SPECIAL MEETING OF THE  
ACTIVE TRANSPORTATION ADVISORY COMMITTEE  
Held at Saanich Municipal Hall in Council Chambers  
Tuesday, October 27, 2020, at 4:03 p.m.**

Present: **In Person:**  
Councillor Judy Brownoff (Chair), Philippe Janicki, Karen Laberee, Robert MacLeod,  
Darrell Wick, Brian Collier and Jade Yehia

**Via Teleconference:**  
Susan Kerr

Staff: Troy McKay, Senior Manager of Transportation & Development Services; and Megan  
MacDonald, Committee Clerk

Regrets: Erin Prescott, Pat Danforth and Owen Petersen

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**APPROVAL OF PREVIOUS MINUTES**

**MOVED by P. Janicki and Seconded by D. Wick: “That the Minutes of the Active  
Transportation Advisory Committee meeting held September 22, 2020 be adopted  
as circulated.”**

**CARRIED**

**CHAIRS REMARKS**

The Chair introduced the new Committee Clerk and members introduced themselves.  
The Mayor has appointed a new Chair to the Active Transportation Advisory Committee  
(ATAC). Councillor Harper will be the new Chair of ATAC as of November.

**SPEED LIMIT PILOT PROJECT**

The Senior Manager of Transportation & Development Services presented an Update on  
the Speed Limit Reduction Pilot Project, the following was noted:

- Mayor and Council have endorsed moving forward with the pilot project.
- This is a pilot project to change the default speed limit; a default speed limit requires an easily definable type of street which in this case is roads without a continuous yellow line.
- Other municipalities in the Capital Regional District (CRD) and throughout the Province are looking at a speed reduction pilot project with the consensus being that a reduction to 40 km/hr is supportable.
- If enacted, the three year pilot project could begin in the summer or fall of 2021.
- Approximately 360 kms of residential streets in Saanich would be impacted.
- New signs would be needed at major entry points from main arterials.
- A three year pilot project should be enough time to determine if driving habits have changed although collision data may be not available at that time. Data collection will take place control streets and streets that will be effected by the changes.
- To change speeds on a particular road, a bylaw would have to be adopted and signs posted.

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O. Peterson entered the meeting at 4:18 p.m.  
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- Edmonton, Toronto and Seattle have had similar pilot projects on select streets.
- Staff would like to discuss the following questions with the committee:
  - Are there benefits or risks?
  - Is there anything that should be addressed or measured?
  - Do committee members have data that might help to inform the pilot?
  - Are there any suggestions for other data that should be collected?

In response to questions from members of the committee related to the presentation, the following was noted:

- The application for the pilot project will need to be approved by the province.
- There is a significantly better chance of survival if there is an accident at 40 km/hr versus 50km/hr. While 30 km/hr would be the preferred default speed limit, it is more likely that a large group of municipalities will support the pilot at 40 km/hr.
- Having more municipalities involved will provide better for driver understanding.
- Lower speed limits and enforcement make a difference in terms of safety.

During committee discussion related to the benefits or risks of the pilot project, the following was noted:

- A lower speed limit can help road users feel safer, as well as significantly reduce the risk of serious injury in the event of a collision.
- Changing the design of streets can help improve safety. Narrow streets typically mean that people slow down.
- Engineering, education and enforcement all play a role in ensuring that roads are safe for all users. It is important to take all three aspects into consideration.

Items that the committee suggested which could be addressed or measured included:

- The number of people walking in their neighborhood.
- The number of people cycling.
- How safe people walking or cycling feel.
- Median speeds prior to and during the pilot project.

Committee members have the following data that may help inform the project:

- Ring Road at the University of Victoria (UVic) is a 40 km/h road. UVic has studied the road previously, and the data they collected may be useful.
- Island Health will be able to provide health data.
- Bike maps has received funding to create a pedestrian focused crowd source walking map, the CRD will be the focus of the first map being created. Data being collected for the new walking map may prove useful.

The committee suggestions for data that could be collected were:

- Capturing the public opinion on the success of the project is important.
- Residents view of the way they are able to use residential streets differently.
- It would be useful to monitor roads that are known to be used as a cut-through to avoid street lights or congested areas.

Engineering will provide the Active Transportation Advisory Committee an update once the province gives approval of implementation of the speed limit reduction pilot project.

## **COMMITTEE BRAINSTORM SESSION – DEVELOPING A CHECKLIST FOR LAND DEVELOPMENT PROJECTS TO ENSURE HIGH QUALITY TRANSPORTATION INFRASTRUCTURE**

Engineering is working to develop an active transportation checklist to provide to density oriented developments, which details items that should be taken into consideration during the development process. The committee noted the following items which are important considerations:

- Ensure there is a park in every area to encourage active transportation.
- Take into consideration the lifestyle change in a condominium rather than a single family home, and how to accommodate people who have dogs in condominiums.
- The proximity to local destinations and amenities.
- Comfort and safety for walkability are essential.
- Pedestrian lighting, safety and place making should be taken into consideration.
- A buffer of greenspace can offer comfort to active transportation users.
- Inclusion of short term parking for food deliveries and loading zones with covered bench areas. Benches can be used as a waiting area and for place making.
- Ensure those who are using methods of active transportation are taken into consideration during the construction phase, ensure a minimal disruption.
- Considerations of security and accessibility of bike parking areas. Bike parking should be located where you can ride your bike to the secure parking area.
- Accessibility for all users should be considered from the start.
- Build more pedestrian and cycling pathways connecting dead end streets.
- Build protected bike lanes or upgraded cycling facilities.
- Avoid placing utility vaults in driveways and bike lanes for safety of cyclists.
- Better signage for various parking areas including the bike parking area.
- Equity for bike parking, pedestrians, seniors, scooters, and families with strollers.

## **ADJOURNMENT**

The meeting adjourned at 6:25 p.m.

## **NEXT MEETING**

To be determined.

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Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary