

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
June 14, 2018 at 4:30 p.m.

Present: Councillor Judy Brownoff (Chair), Suzanne Bartel, Peter Rantucci, Bill Mumford, Travis Lee,

Staff: Harley Machielse, Director of Engineering; Troy McKay, (A) Mgr. Transportation and Development Services; David Williams, Engineering Supervisor and Jeff Keays, Committee Clerk

Regrets: Sophia Baker-French, Lois-Leah Goodwin, Andrea Mercer, Peter Pokorny

Guests: None

MINUTES

MOVED by S. Bartel and Seconded by B. Mumford: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held April 12, 2018, be adopted as circulated."

CARRIED

MOVED by J. Brownoff and Seconded by P. Rantucci "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held May 16, 2018, be adopted as circulated."

CARRIED

ACTIVE TRANSPORTATION PLAN FINAL UPDATE

Troy McKay, Manager - Transportation and Development Services provided the committee with a high-level overview of the final draft Active Transportation Plan (ATP). The following highlights are noted:

- The Active Transportation Plan will proceed to Council on June 18, 2018.
- The purpose of the plan is to guide the development, promotion and implementation of safe, attractive and convenient transportation in Saanich to the year 2050.
- The goals of the ATP are to:
 - Build a culture for active transportation
 - Observe a significant shift to active modes of transportation.
 - Improve safety of people using active transportation modes.
 - Create more connections and places walking and cycling.
- Targets of the ATP are:
 - Safety: Work towards zero traffic-related fatalities or serious injuries (vision zero).
 - Mode share: Double the proportion of trips made by sustainable transportation by 2036.

- Staff will employ the following strategies and actions to achieve these goals and targets:
 - Connections – establish a complete, connected and high-quality active transportation network throughout Saanich.
 - Convenience – make walking, cycling and taking transit convenient and viable forms of transportation.
 - Culture – make walking and cycling and taking transit a normal part of everyday life in the District of Saanich.
- Staff undertook considerable public consultation on the development of the plan including (but not limited to):
 - On-line surveys (2)
 - 10 pop-up engagements
 - 2800 conversations at 33 public events
 - 120 participants in stakeholder workshops
 - 4 Project Advisory Committee meetings
- A survey identified expanding the bicycle network and expanding the sidewalks network as the two highest spending priorities.
- In developing priorities and work plans staff will focus their work where they've heard it is needed and prioritize actions that have the greatest effect first.
- Projects under this plan will continue to be funded through a combination of Development Cost Charges, Gas Tax Revenues, and property taxes. Additionally, some components will be realized through the development process – new development frontages.
- Final report to Council will include rationale, network maps, and short/medium and long-term priorities.

Committee discussion ensued, the following highlights are noted:

- It is important that the proposed capital project funding be transparent. Clearly identify all sources of capital funding.
- Residents living outside the UCB have noted that their needs are different than those living inside. The plan has been developed accordingly.
- Staff will facilitate enhanced cooperation between non-profits (i.e. Bike to Work Week Society) and community organizations.
- In addition to the enhanced education opportunities for youth (safe cycling and walking), staff could facilitate more education opportunities for older adults.
- The source documents used in the development of the plan could be included in the documents appendix to demonstrate that this is more than a “nice to have” plan.
- Regarding the potential increase in bicycle traffic (within both dedicated facilities and amongst traffic) - mitigating road-user conflict is a matter of culture shifting, developing of the necessary and appropriate connections and enabling legislation. The Motor Vehicle Act will evolve as Active Transportation does.
- The plan has not determined the specific facilities yet, each proposed project area will be reviewed on a case-by-case basis, with facilities respecting the specific needs of the proposed project area.
- There is a role for the municipality's real estate division in this plan through the potential acquisition of land parcels and rights-of-way that could be used to develop new facilities, links and connectors.
- The Transit Future Plan will undergo a refresh in the next couple of years (currently 10 years old). The ATP will help inform the refresh of this plan.
- Historical regulations and policies limited many existing rights-of-way. This has had a downstream effect on today's policy environment.

MOTION

Moved by P. Rantucci and Seconded by B. Mumford “That the Planning, Transportation and Economic Development Advisory Committee endorse the Active Transportation Plan, Moving Saanich Forward as presented.”

- The Plan as presented will help the District meet both the safety (Vision Zero) and modal split targets.
- Convenient and safe connections and facilities will help develop a culture wherein cycling, walking and transit will be a normal part of everyday life in Saanich.

The motion was then Put and CARRIED

COMMUNITIES ON THE MOVE DECLARATION

The Chair introduced the BC Alliance for Healthy Living’s Communities on the Move Declaration. The committee reviewed the vision statement and the guiding values. Committee discussion ensued, the following highlights are noted:

- The declaration supports the intent of the Active Transportation Plan.
- Developing transportation options for a wide range of mobility needs is important to Saanich.
- With residents living both inside and outside of the Urban Containment Boundary, providing transportation options for all communities is vital.
- An investment of \$100M per year for 10 years to develop cycling and pedestrian infrastructure would help to implement the many projects identified in the draft Active Transportation Plan, Moving Saanich Forward.
- Vision Zero is a shared goal of the Active Transportation Plan.
- Developing a centralized data-hub of best practices developed under this initiative would be of great benefit to Saanich and other BC municipalities.

MOTION

Moved by S. Bartel and Seconded by T. Lee “That the Planning, Transportation and Economic Development Advisory Committee endorse the Communities on the Move Declaration; and further, recommend that the Province create a data hub of all best practices developed under this initiative.”

MODERNIZING THE MOTOR VEHICLE ACT TO IMPROVE SAFETY

The Chair provided the committee with an overview of the Director of Engineering’s comments - as noted in the approved minutes of the May 15, 2018 PTED meeting - on the correspondence from the City of Vancouver’s Active Transportation Policy Council, regarding modernizing the Motor Vehicle Act to improve safety. The following comments were highlighted:

- Staff generally support the concept.
- Lowering speed limits on residential streets is in accordance with the natural hierarchy of roads – local roads, lower speeds – this is a common practice
- As it has been well established that lower speeds reduce collision risk, and considering the policy environment, it is a logical recommendation to lower speed limits on those streets with no centre line.
- Current default speed limit is 50km.
- Broad changes to speed limits without changes to the Motor Vehicle Act would

be onerous and would require that each street be signed and identified by Bylaw. Also, changes to speed limits will continue to be inconsistent across the region.

Committee discussion followed the Chairs remark's, the following notes are highlighted:

- What is the definition of a residential road?
 - Staff noted at the previous meeting that the reductions would be applied to roads without a centre line, which are generally categorized as residential.
- Victoria lowered their speed limits to 40km in the downtown area.
- New developments and infill will be concentrated in village centers and along corridors.
- The process to lower speed limits could be onerous and difficult to manage.

MOTION

Moved by T. Lee and Seconded by B. Mumford “That the Planning, Transportation and Economic Development Advisory Committee recommend that the District of Saanich support the City of Vancouver’s Active Transportation Policy Council’s request to review and update the Motor Vehicle Act with safety in mind, which is also recommended in the Moving Saanich Forward – Active Transportation Plan.”

CARRIED

DEVELOPMENT REVIEW PROCESS

The Chair provided a brief overview of the Development Review Process Report, dated February 22, 2018 and noted that the item had been considered at the June 18th meeting of Council.

The committee reviewed the 12 recommendations, the following comments are noted:

- The Planning Department should treat transactional files, like re-zonings, as priorities.
- More Council meetings would be of benefit to the development review process.

The meeting adjourned at 6:33 p.m., and the next meeting is scheduled for Thursday, September 13, 2018.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary