

AGENDA
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Saanich Municipal Hall, Committee Room No. 2
Thursday, March 28, 2019 from 4:00 pm – 6:00 pm

1. ADOPTION OF MINUTES

- February 21, 2019 meeting (attachment)

2. CRD REGIONAL TRAILS MASTER PLAN

- Presentation from CRD staff

3. ACTIVE AND SAFE ROUTES TO SCHOOLS

- Presentation from CRD staff

4. SOUTHBOUND DOUGLAS BUS LANES DESIGN PRINCIPLES

- Memo dated March 22, 2019, from Councillor Brownoff (attachment)

5. WAYFINDING / PATHWAY LIGHTING

- Committee discussion

*** ADJOURNMENT ***

Next meeting: Thursday, April, 25, 2019 at 4:00pm

Please email Tania.Douglas@saanich.ca or call at 475-1775 ext. 3505 if you cannot attend.

GO GREEN!
MEMBERS ARE ENCOURAGED TO BRING THEIR OWN MUG TO THE MEETING

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday February 21, 2019, at 4:00 p.m.

Present: Councillor Judy Brownoff (Chair), Brian Collier, Pat Danforth, Eric Doherty, Norman Gidney, Susan Kerr, Erin Prescott (4:30 pm), Darrell Wick, Jade Yehia (non-voting liaison)

Staff: Harley Machielse, Director of Engineering; Troy McKay, Manager, Transportation & Development Services; Tania Douglas, Senior Committee Clerk

Regrets: Alex Nagelbach

Minutes

MOVED by E. Doherty and Seconded by P. Danforth: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 17, 2019, be adopted as amended."

CARRIED

REVIEW REVISED TERMS OF REFERENCE

Committee members further discussed the Terms of Reference and a few minor edits were made. The Chair pointed out that this committee's mandate includes addressing access to transit (eg. conditions on how to get to transit stops) and the Planning Transportation and Economic Development committee addresses transit as well. It will be important that the committees do no overlap their work when it comes to public transit.

In terms of membership, a youth liaison to the committee would be desirable and the UVic student union will be contacted in this regard.

Motion: MOVED by D. Wick and Seconded by E. Doherty, "That the Terms of Reference for the Active Transportation Advisory Committee be forwarded to Council for approval."

CARRIED

MODERNIZING THE MOTOR VEHICLE ACT – COUNCIL MOTION UPDATE

The Director of Engineering referenced a position paper of the Road Safety Law Reform Group of BC which is endorsed by HUB Cycling Coalition regarding modernizing the BC Motor Vehicle Act. Staff provided further information and replied to questions from committee as noted:

- Recommendations that came out of UBCM last fall include setting the speed limit to 30 km/h for all roads in BC without a yellow centre line and allowing municipalities to lower their own default speed limits.
- While the province has said they are working on their own strategy, they have not made any commitments. They have put out a toolkit and are working on design guidelines.

- No information has been received regarding permitting scooters on bike lanes.
- Zero Vision Summit relates to the right to safe mobility and stands for zero traffic related injuries. The City of Surrey has a four-year plan in this regard.

It was pointed out that having good public transit can help in reducing health costs. The Island Health liaison advised that they have a clear stance on decreasing speed limits and noted that they put out a Motor Vehicle Collision report which can be shared with committee members.

Staff will continue to monitor this issue and will wait for a response from the province.

CLEAN BC – PROVINCIAL CLIMATE PLAN

The Manager of Transportation & Development Services noted that Saanich is ready to move forward with its Climate Action Plan and that \$6M is earmarked by the province for the Clean BC program. In order to achieve the Clean BC goal and local government Climate Action Plans, the province will need to invest and work with local governments.

Committee discussed the investments made by European and other foreign governments towards active transportation and it was noted that investments here are significantly lower than the foreign counterparts.

Motion: MOVED by B. Collier and Seconded by N. Gidney, “The Active Transportation Advisory Committee recommends that Saanich Council write to the Premier and Minister of Environment and Climate Change Strategy supporting the Clean BC Plan, and request a per capita investment towards the higher end of those identified in the Clean BC Plan at the local government level, to expedite investments in the District’s Active Transportation Plan;

That the District of Saanich is ready to accelerate the implementation of our approved Active Transportation Plan to make efficient use of any new funding opportunities; and,

That District of Saanich staff be included as members of the technical working groups.”

CARRIED

It was noted that a provincial media release came out regarding a new Vancouver Island Transportation Strategy. The release was very broad and all the actions seemed to be about the Malahat. Members agreed that the province needs to look at the entire mobility system of the island, rather than just focus on the Malahat and also could include a tie-in with the Clean BC Strategy.

Motion: MOVED by E. Doherty and Seconded by B. Collier, “The Active Transportation Advisory Committee recommends that Saanich Council write to the Premier and the Minister of Transportation and Infrastructure supporting the initiative to create a Provincial Southern Vancouver Island Transportation Strategy (SVITS);

That the provincial SVITS be developed in harmony with the Clean BC Plan;

That the mode share targets of the District of Saanich and the Victoria Regional Transit Commission be given priority in the Plan;

That District of Saanich be included as a stakeholder in the development of this strategy; and,

That District of Saanich staff be included as members of any technical working groups.”

CARRIED

PATHWAY LIGHTING

Committee members discussed the trail network and multi-use trails, and it was noted that there is no reference to trail lighting in the Active Transportation Plan. The following comments were made:

- The trail in the area of Cedar Hill Golf Course should be a priority as persons of all ages and abilities use the trail.
- Trails in the past were not thought of as part of the network and lights were excluded to prevent commuter traffic.
- Some trails are now identified as part of the network so improvements can be done.
- Staff are starting to look at building in some lighting infrastructure in the golf course area. There has been a resistance to include cycling in the clubhouse area but now this is an east/west connector and needs upgrades.
- The Engineering and Parks departments are working on various styles and types of lights; solar is desirable as an easy install and it was also noted that LED lights focus very well.
- A representative from the Capital Regional District (CRD) Parks will be invited to the next meeting to discuss their plans for the regional trails.
- Trail separation would be beneficial on some trails.

Committee members were asked to submit suggestions to staff about trails that would benefit from the installation of lights.

TRANSPORTATION CAPITAL BUDGET PRESENTATION

The Manager of Transportation & Development Services provided information on the Transportation Capital Budget and he answered questions of committee. The following comments were noted:

- Capital investments include infrastructure replacement and restoration as well as new construction (eg. bridges).
- Council and corporate policies that guide transportation include the Official Community Plan, the Strategic Plan and the Active Transportation Plan. The guiding principles of these plans encourage walking, cycling and public transit as the preferred transportation options; ensure safe and active routes to schools, and ensure infrastructure maintenance occurs.
- Grant funding comes from the Strategic Priority Fund, Bike BC, and ICBC.
- Approximately \$10M is for managing the transportation network with reconstructing sidewalks, upgrading curb ramps, repaving streets, replacing a traffic signal and a bridge.
- Engineering staff ensure that projects coordinate really well with Public Works so above-ground and underground work can be done at the same time.
- Development cost charges is very helpful for positive land use changes and frontage improvements.

- Information was provided about 2018 projects that are just finishing up and the 2019 major projects that are scheduled to occur.
- Phase 1 of the Shelbourne Valley Action Plan is from McKenzie to the Mount Douglas Market at Torquay. There is a lot of underground work to do and this will likely go to tender soon with work to start in the fall. It should take about 10 months to complete this phase.
- This year there are about 35 corner ramps to be upgraded (there are over 300 in total to be done). Over the next seven years about 9,000 streetlights are being replaced with LED bulbs.
- Staff will be working towards having more consistent signs and paint markings at intersections as at this point there are five different styles being used.
- A snapshot of all capital projects will be post on the Saanich website in the next week. This is published annually.

Staff noted that many priorities are listed at the back of the Active Transportation Plan. In terms of separation on trails, they are dependent upon the amount of space available and they need to meet design standards. It was noted that the University of Victoria has a new cycling plan available online which shows separated paths coming in, and shared space near the circle.

ADOURNMENT

The meeting adjourned at 5:50 pm.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

Memo

To: Active Transportation Advisory Committee
From: Councillor Judy Brownoff, Chair
Date: March 22, 2019
Subject: **Southbound Douglas Bus Lanes Design Principles**

DISCUSSION

The Southbound Douglas Bus Lanes Project was recently announced and now there is an opportunity to learn from the implementation of the Northbound Bus Lanes and improve the street further to make it safe for all users.

It is important that the BC Road Safety Strategy which highlights, "The vision is that British Columbia will have the safest roads in North America and will work toward the ultimate goal of zero traffic fatalities and zero serious injuries" be one of the guiding documents.

It is fundamental that the nature of the treatment along the Douglas Corridor preserve the values of the community, create a livable place that is inviting for residents and visitors, and connect to the current and future adjacent land uses.

Policy Framework

The Sustainable Saanich Official Community Plan (OCP) includes specific goals and policies related to the continued support, improvement, and expansion of safe and inviting cycling and pedestrian infrastructure. These goals are fundamental to achieve a safer, more sustainable, and efficient multi-modal transportation system and a healthier built environment for all. Section 4.2.9.16 of the OCP specifically identifies policy to "encourage the Ministry of Transportation to incorporate pedestrian routes and bike lanes on Ministry controlled roads comparable to municipal standards."

In order to develop and foster liveable neighbourhoods and enhance transportation alternatives, the District of Saanich Strategic Plan identifies the following as priorities:

- Enhance pedestrian safety and mobility;
- Promote alternative mobility options;
- Provide an interconnected and high quality cycling network; and,
- Support BC transit initiatives including the planning and construction of a transit exchange at Uptown Centre and the planning and implementation of regional rapid transit.

Furthermore, the District is undertaking work on the Uptown/Douglas Corridor Plan. One of the key objectives of the plan is to create a connected, sustainable and balanced transportation network that encourages more walking, cycling and transit use while integrating major transportation corridor improvements and future transit hub development. The District considers the Douglas Street Corridor from south of Tolmie Avenue in the City of Victoria up to Carey Road as an urban arterial roadway, not a highway.

Finally, the Ministry of Transportation and Infrastructure should ensure that their transportation infrastructure projects align with the new Provincial Active Transportation Plan currently underway which will highlight the need for equity, sustainability, road safety, and working with local government under the framework of the Clean BC Plan.

Pedestrian and Cycling Environment

The pedestrian realm along the Douglas Corridor is of utmost importance to the District of Saanich. At a minimum, the pedestrian sidewalk should be 2.0m in width and separated from vehicular traffic with the use of a vegetated buffer (1.5m min). Larger more inviting spaces (min 3.0m) are required in areas of high pedestrian volume along the corridor. As the primary purpose of this project is to increase transit efficiency, safety and usage, an inviting pedestrian realm consistent with that described above is integral to the success of the project. The BC Transit infrastructure design guidelines go as far as stating that pedestrian safety and accessibility are prime considerations in the development of any new transit related infrastructure.

The Douglas Corridor is a designated part of the Active Transportation Plan Bicycle Network, approved by Saanich Council in June of 2018. Cyclists and transit vehicles can and should be accommodated along Douglas Street with good design practices to maximize corridor function and safety.

Vehicle Travel Lanes

The Douglas Corridor between Carey Road and beyond Tolmie Avenue functions as an urban arterial roadway. The National Association of City Transportation Officials (NACTO) standards suggest that the travel lanes should reflect this function and be 3.0 to 3.3m in width. Research has shown that travel lanes beyond 3.3m in width encourage higher vehicle speeds, increase crossing distances for pedestrians at intersections, create unnecessary hardscape and take away from additional space that is better allocated to pedestrians and cyclists. NACTO States:

"Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, where every foot counts. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety, and that wider lanes do not correlate to safer streets. Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and midblock crossings."

RECOMMENDATION

The Active Transportation Advisory Committee recommends that:

- 1) Saanich Council write to the Premier and Minister of Transportation and Infrastructure supporting the Southbound Bus Lanes Project and outlining that Saanich shares the core values of mobility and safety that the Ministry of Transportation and Infrastructure has previously presented for this project, especially as they relate to the most vulnerable road users, pedestrians and cyclists;
- 2) Moving forward with this project, Saanich Council anticipates that the Ministry of Transportation and Infrastructure will support the above outlined policy and objectives in the delivery of this important infrastructure project. Specific attention is needed in the areas of pedestrian and cyclist safety, including dedicated pedestrian and cycling facilities that meet modern and progressive design standards; and,
- 3) The principles and priorities of Road Safety BC, the BC Active Transportation Strategy, and the Clean BC Plan be given priority in all current and future projects undertaken by the Ministry of Transportation and Infrastructure.

Councillor Brownoff, Chair
Active Transportation Advisory Committee

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