

**AGENDA**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**Saanich Municipal Hall, Committee Room No. 2**  
**Thursday, September 26, 2019 from 4:00 pm – 6:00 pm**

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**1. ADOPTION OF MINUTES**

- June 27, 2019 meeting (attachment)

**2. SUSTAINABILITY AND CLIMATE CHANGE**

- Manager of Sustainability  
<https://www.saanich.ca/assets/Community/Documents/Planning/sustainability/CANtool-ghg-pathway.pdf>

**3. UPTOWN-DOUGLAS CORRIDOR PLAN**

- Planner, Community Planning  
[www.saanich.ca/udcp](http://www.saanich.ca/udcp)

**\* ADJOURNMENT \***

**Next meeting: Thursday, October 24, 2019 at 4:00pm**

Please email [Tania.Douglas@saanich.ca](mailto: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 June 27 2019, at 4:00 p.m.**

Present: Councillor Judy Brownoff (Chair), Brian Collier, Pat Danforth, Eric Doherty, Norman Gidney, Philippe Janicki (non-voting liaison) and Jade Yehia (non-voting liaison)

Staff: Troy McKay, Manager, Transportation & Development Services; Becky Goodall, Park Planner Designer; and, Jeff Keays, Committee Clerk

Regrets: Susan Kerr, Alex Nagelbach, Erin Prescott, and Darrell Wick

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**Minutes**

**MOVED by B. Collier and Seconded by P. Danforth: “That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held April 25, 2019, be adopted as circulated.”**

**CARRIED**

**PUBLIC WASHROOM STRATEGY**

The Park Planning Designer, provided the committee with an overview of the Public Washroom Strategy (the strategy) that is currently under development. The following was highlighted:

- The Active Transportation Plan and the Older Adult Strategy both recognize the importance of a good parks and trails systems.
- Public washrooms are an important component, as they influence where people will visit, and how long they can stay there.
- Parks has initiated a washroom strategy to determine how best to provide washroom facilities to enable the greatest number of people to use our parks and trails.
- The strategy outlines a ten year plan for the efficient provision of these facilities for parks and trail users.
- All washrooms will be built in accordance with the highest accessibility standards of the BC Building Code.
- It is important to note that washrooms are not necessary or feasible in all of Saanich’s parks
- The strategy has 4 focus areas where the facilities will be most effective:
  1. Highest-use Parks: Data analysis has identified that 1 facility is necessary for these high-use parks.
  2. Popular Easy Walking Trails within Parks: Data analysis has identified that these trails, mainly slower walkers, require a washroom facility every 45 minutes, or 1.25 kilometers.
  3. Walking / Cycling Trail Segments in High Population Areas: Data analysis has identified that these trails require a washroom facility every 1.5 hours, or 6 kilometers.

4. Saanich Wide Cycling Trail System: Data analysis has identified that these trails require at trail every 24 kilometers.
- The strategy propose to share existing facilities (sports teams, community facilities, private property – if willing), as opposed to building new ones, wherever possible.
  - There are several types of facilities available at varying price points, including:
    - Portable Toilets: Single toilet within a compact enclosure.
    - Shared: Those flush toilets currently unavailable to the public. Subject to use agreements and will proceed on a trial basis.
    - Pit Toilets: Single toilets, no water within a roofed enclosure. There are currently no pit toilets in Saanich Parks, but they are commonly found in Capital Region District (CRD) parks.
    - Washroom Buildings – Purpose built buildings with sewer and water servicing flush toilets and sinks.
  - Staff have identified 24 locations where improvements are needed. The type and number of facilities being proposed are:
    - 9 Shared (3 more to be considered in the future)
    - 1 Portable
    - 5 Pit Toilets (2 being installed by the CRD).
  - Pit toilets will be considered for those parks and trails located outside the sewer service area, or areas that do not have ready, or convenient access to sewer and water servicing.
  - Pit toilet facilities are not bare earth pits, but rather holding tanks that are emptied approximately 2/3 times per year (or as needed).
  - Washroom facilities will be open from 7a.m – 11p.m. Saanich will continue to employ a contractor to open and close (lock) the facilities each day.
  - The majority of these facilities will be open year round. A small number (3) will be open from May – October only.
  - Facilities will be constructed over a 5-10 year period.
  - The strategy will double the amount of flush toilets, and result in a 160% increase overall.

Committee discussion ensued, the following was highlighted:

- Facilities should be built to Canadian Accessibility Standards Development Organization standards.
- Pedestrian walking speed should be used as the baseline for determining distance between facilities.
- Publicly accessible washrooms remain a challenge for pedestrians and cyclists in the Shelbourne Valley.
- Private facilities could be considered for shared use; however, this usage could potentially be restricted due to prejudices towards skin colour or an individual's general appearance.
- Neither Engineering, nor Parks and Recreation has been tasked with developing a comprehensive, district-wide washroom strategy
- The development of public washrooms at new transit exchange facilities could be explored further.
- The washroom at Royal Oak exchange was built for public use, but is not accessible.

- Areas where publicly accessible washrooms would provide the most community benefit should be considered and explored through the planning and (re)development process.
- Trails should be referred to as multi-use, as Saanich's trail network is for the benefit of all trail users.
- Washroom facilities such as compost and peat toilets do not meet the current standards.
- Pit toilets are considered to be the most durable, and best value for un-serviced locations.
- Discussions regarding opportunities for public washrooms in urban Saanich (i.e. Uptown – Douglas Corridor) would be most appropriate when the Uptown – Douglas Corridor Draft Plan is tabled.
- Opportunities exist for developing tools, such as mapping overlays identifying the locations of private and public facilities. These tools would benefit the general public, tourists etc.
- An update regarding additional directional signage (particularly for the co-located/shared use facilities i.e. baseball parks) and marker posts (to identify distance to the next washroom facility) will be brought forward by the Manager of Transportation and Development Services at the September meeting.
- Washroom facilities such as compost and peat toilets do not meet the current standards.
- Pit toilets are considered to be the most durable, and best value for un-serviced locations.
- The proposed strategy will be presented to Council for information in the Fall.
- Implementation is targeted for late 2019 – 2020.
- Capital funding for the design and construction of new facilities is subject to the annual financial planning process.

\*\*\* J. Yehia left the meeting at 4:40 p.m. \*\*\*

## **ANNUAL ACTIVE TRANSPORTATION REPORT**

The Manager of Transportation and Development Services circulated on table a draft copy of the Active Transportation 2018 Report Card. The proposed report will be provided to Council and shared on Saanich's social media channels.

The Manager of Transportation and Development Services invited committee comments, feedback and suggestions on the draft report card. The following was noted:

- The total kilometers of Saanich's Trail Network should be reported on.
- Off Road bicycle networks, totaling 49km, should be separated and reported on by type – paved or unpaved.
- Saanich cannot reasonably measure or report on the GHG totals associated to motor-vehicle traffic.
- The City of Vancouver has developed a comprehensive annual report on cycling and walking, including: the use of screen line data as a measurement tool, destination information (where people are going) as a percentage of trips, comparisons with other jurisdictions (facilities, mode share, fatalities) and shared use-mobility data.
- The Vancouver Report could be used a reference for future iterations of the report card.
- Saanich's report card will be published in the Fall.
- Starting in 2020 the draft report card will be brought to the committee for review in the early spring, for the targeted summer release.

- The District's intent is to report out the most accurate and up-to-date traffic data on record.
- CRD tables a report on pedestrian matters approximately every 5 years.
- Certain indicators may result in higher percentage increases relative to the number of incidents. As example, the number of fatal collisions involving walking/cycling in this report is 1; however, if there were to be 2 fatal collisions in 2020 it would represent a 100% increase over 2019 and have a disproportionate impact on trends and meeting targets/goals.
- The Province recently tabled their Active Transportation Plan, Move Commute Connect, which lays out the Province's short and long-term active transportation goals.
- The strategy identifies the pathways to achieving these goals; however, there are no associated funding commitments.
- Policies and initiatives identified in the strategy include, but are not limited to:
  - E-bike incentive program
  - Safety and education programs
  - Partnerships with all levels of government
  - Policy Changes to Motor Vehicle Act
  - Adopt Vision Zero approach to safety when designing roads
  - Regional network planning
- Transit is not included in the Clean BC, Move Commute Connect report.

Committee discussion ensued, the following was noted:

- No safe-cycling training in schools. School Districts won't take on the liability without direction from the Province.
- No firm commitments, or actions to lower speed limits.
- No funding commitments for provincial initiatives, or municipal partnership programs.
- The Province had previously considered integrating safe-cycling into the provincial curriculum. This should be considered again.
- Universal design guidelines for pedestrian and cycling infrastructure was not included in the report.
- Saanich is represented on the South Vancouver Island Transportation Strategy technical committee, and provide valuable input during the development of the Terms of Reference.
- The committee is comprised of municipal staff from around the region as well as staff from the Province.
- The area of focus will be existing and future multi-modal infrastructure projects on southern Vancouver Island, going as far north as the Duncan area and as far west as the Sooke area. It will look at current transportation demands and develop a roadmap for future investments across all modes of travel.
- The technical committee will work with the consultant on the development of universal design guidelines for Southern Vancouver Island.
- BC Transit and BC Ferries are currently developing their own strategies.
- Next meeting of the technical committee will be in the Fall.
- The Active Transportation 2018 Report Card would be appropriate for circulation to all area MLAs and MPs.

## **WOONERF**

The Committee discussion on Woonerf was deferred to the September meeting.

## **DESIGN STANDARDS ON SIDEWALKS FOR PEOPLE WITH MOBILITY AIDS**

The committee held a discussion regarding accessible design standards for sidewalks, and in particular for those persons utilizing a mobility aid. The following was noted:

- Utility poles are a significant barrier.
- Staff are being pro-active on all new projects, and relocation poles when and where possible.
- The Active Transportation Plan identified a sidewalk improvement plan as an action item.
- McKenzie and Quadra were built to the newest universal design guidelines, including the installation: tactile tiles, flattened corners, countdown timers (visual and auditory).
- The crossing signals are time based, and provide longer cycles for pedestrian crossing.
- Signals can be programmed for on and off-peak hours.
- Some pedestrian activated count down timers can be reset by pushing the button while the light is still green. This has resulted in some “near misses” with cars as they don’t expect the signal to reset, and proceed as if the signal had completed its cycle.
- Priority should be given to pedestrians at all signalized intersections.
- Sidewalks, and pedestrian crossings should be built to Canadian Accessibility Standards Development Organization standards.
- Crosswalk facilities differ from municipality to municipality, a universal design for the region would be welcomed.
- Saanich did not have the benefit of common, or universal design guidelines for the various pedestrian crossing archetypes.
- BC Transit has jurisdiction over the location, design and orientation of transit related signage.
- BC Transit has an Accessible Transportation Advisory Committee (ATAC).

## **CRD TRAFFIC SAFETY: SPEEDING**

The committee discussed ongoing concerns with speeding throughout the CRD. The following was highlighted:

- Saanich Police sit on the CRD Traffic Safety Commission (TSC).
- Issues related to speeding remain on the rise throughout the region.
- The CRD’s TSC should consider the development of a public education campaign (in conjunction with VIHA) to address matters related to speeding and road safety throughout the CRD.
- Councillor Brownoff will send correspondence to the Saanich Police for consideration.

## **OTHER BUSINESS**

- The District put out an RFP for Shelbourne Ave. reconstruction (from Feltham – Garney). A tender will go out for the project in October.
- \$1M dollars has been committed from Bike BC for the implementation of new cycling facilities including the UVIC Bike Connector.

## **ADJOURNMENT**

The meeting adjourned at 5:35 p.m.

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Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary

DRAFT