

AGENDA
For the Special Meeting of the Active Transportation Advisory Committee
To be held in Council Chambers
Saanich Municipal Hall, 770 Vernon Avenue
Tuesday, October 27, 2020 – 4 p.m. to 6 p.m.

Due to COVID-19 measures, Saanich is unable to accommodate the public for any Council, Committee of the Whole, Advisory, Board or Foundation meetings while maintaining the limits on large gatherings due to the Public Health Order.

As per the Order of the Minister of Public Safety and Solicitor General, *Emergency Program Act*, Ministerial Order No. M192, public attendance at the meeting is not required if it cannot be accommodated in accordance with the applicable requirements or recommendations under the *Public Health Act*.

To register to hear this meeting by telephone, please email council@saanich.ca or telephone 250-475-5501. You are asked to provide your name and an email address where instructions can be sent to you, along with the name and date of the advisory committee meeting you wish to hear. The registration deadline is 12:00 p.m. noon on the day of the meeting.

4:00 p.m. TERRITORIAL ACKNOWLEDGEMENT

It is appropriate that we begin by acknowledging that our municipality lies within the traditional territories of the Lkwungen (Lay-kwung-gen) peoples known today as Songhees and Esquimalt Nations and the W̱SÁNEĆ (weh-saanich) peoples known today as W̱JOLEŁP (Tsartlip), BOKEĆEN (Pauquachin), S̱TÁUTW (Tsawout), W̱SIKEM (Tseycum) and MÁLEXEŁ (Malahat) Nations.

4:05 p.m. ADOPTION OF MINUTES (attachment)
▪ September 22, 2020

4:10 p.m. CHAIR'S REMARKS

4:15 p.m. SPEED LIMIT REDUCTION PILOT PROJECT
▪ T. McKay, Senior Manager, Transportation & Development Services

5:00 p.m. COMMITTEE BRAINSTORM SESSION – DEVELOPING A CHECKLIST FOR LAND DEVELOPMENT PROJECTS TO ENSURE HIGH QUALITY TRANSPORTATION INFRASTRUCTURE
▪ T. McKay, Senior Manager, Transportation & Development Services

* Adjournment *

Next Meeting: November 26, 2020, 4-6 p.m., Council Chambers

**MINUTES OF THE SPECIAL MEETING OF THE
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall in Council Chambers
Tuesday, September 22, 2020, at 5:03 p.m.**

Present: In Person:

Councillor Judy Brownoff (Chair), Philippe Janicki, Robert MacLeod, Owen Petersen, Darrell Wick

Via Teleconference: Pat Danforth

Staff: Harley Machielse, Director of Engineering; Maggie Baynham, Senior Sustainability Planner and Lynn Merry, Senior Committee Clerk

Regrets: Brian Collier, Susan Kerr, Karen Laberee, Erin Prescott, Jade Yehia

APPROVAL OF PREVIOUS MINUTES

MOVED by P. Janicki and Seconded by D. Wick: "That the Minutes of the Active Transportation Advisory Committee meeting held August 27, 2020 be adopted as circulated."

CARRIED

E-MOBILITY STRATEGY

The Senior Sustainability Planner presented the E-Mobility Strategy and responded to questions:

- The goal of the Climate Plan is to cut emissions in half by 2030 and to net zero by 2050; E-Mobility is a key component of that work.
- On-road transportation results in 53% of greenhouse gas emissions.
- The E-Mobility Strategy supports a rapid transition to EVs and E-bikes in Saanich; it includes 38 actions in five focus areas with targets of 36% of all personal vehicles being EV by 2030 and 100% of personal and commercial vehicles being powered by electric or renewable fuels by 2050.
- The final round of engagement is taking place now with the intent of the finalized strategy being considered at Council in late October.
- The benefits of E-bikes are they are climate friendly, affordable, accessible to a greater range of ages and abilities, and they contribute to a healthy lifestyle.
- E-Mobility barriers include the purchase price, lack of access to public chargers and secured bike parking, and potential conflicts with other road and cycling drivers.
- Local governments can ensure there are adequate EV charging at work and at home.
- On September 14, 2020, Council approved the new Public EV Charging Station Management policy which ensures that charging stations will continue to satisfy the charging needs of EV drivers.
- Saanich currently has 12 level 2 chargers and secured funding for another 20.
- On September 1, 2020, new requirements for EV-ready charging infrastructure in new construction came into effect.
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- Although there are Provincial incentives to offset costs of adding EV charging stations, it is expensive to retrofit existing condos.
- Staff will consider the language in the Strategy to ensure it is clear what accessibility means.
- There are many different types of E-bikes that are lighter and would be appropriate for older adults.
- The content of batteries is very valuable, and the market for battery recycling has been rapidly maturing since the introduction of EVs; reusing or repurposing batteries for other uses (e.g. for energy storage/backup power) is also extending the life of batteries before they need to be recycled.
- Climate action targets will not be met without both the E-Mobility Strategy and the Active Transportation Plan being put in place.

SAANICH BICYCLE PARKING/SECURITY GUIDELINES

Councillor Brownoff advised that there may be an opportunity to make revisions to the Saanich Bicycle Parking Guidelines in the short term. The Guidelines were developed in 1996 and are provided to developers as part of their development application indicating the size of Class I and Class II bike parking facilities required. In the longer term, the Uptown Douglas Plan has parking standards for both cars and bikes listed as a priority.

The following revisions to the Guidelines were suggested:

- 1.3 – add that the proposals will be reviewed by the Advisory Design Panel and the Saanich Police Department with a focus on Crime Prevention through Environmental Design (CPTED) standards.
- 1.4 – Delete – there should be no minimum number of spaces.
- 1.5 – the definition of space is outdated and should include a mix of space allocations to accommodate cargo and tandem bikes.
- 2 – the sentence “long-term bicycle facilities tend to be the most expensive type of facilities” should be deleted as we do not say this around the requirement for underground parking.

D. Wick presented a report entitled “Ideal Bicycle Storage for Multi-Family Dwellings” and highlighted the need to embed desirable bike parking into development which should consider:

- Providing a view of the interior of the room.
- Including CCTV cameras.
- The room being designed to prevent access without authorization.
- The addition of a key fob system that cannot be duplicated and provides entry records.
- Doors which automatically shut.
- Each room serve a maximum of 6-10 residents.
- Be alarmed in case of forced entry.
- Providing security for different bike types.
- Providing an area to wash and service bicycles.
- Room access security is more important than video and individual bike lockup.

Committee members made the following comments:

- It may be difficult to maneuver bikes if the doors are too heavy; an automatic door could be considered.
- There may be vertical bike racks available that have hydraulic arms to lift heavier bikes or e-bikes.
- Access to bike rooms, including ramps versus stairs, should be considered.

Discussion took place with respect to preparing a memo to the Planning Department with the revisions to the Guidelines to help shape new development.

The Director of Engineering advised that there could be challenges with retrofitting existing condos because of costs.

MOVED by D. Wick and Seconded by P. Janicki: “That it be recommended that the Active Transportation Advisory Committee write to the Planning Department with suggestions for revisions to the Saanich Bicycle Parking Guidelines for the short term and provide the “Ideal Bicycle Storage for Multi-Family Dwellings” report for consideration when reviewing the Zoning Bylaw.”

CARRIED

PUBLIC ART – WALL MCKENZIE/GALLOPING GOOSE

Councillor Brownoff commented:

- 32 panels along the grey wall installed along the Galloping Goose as part of the McKenzie Interchange project have been tagged.
- Wraps, murals and anti-graffiti coatings discourage tagging.
- The Ministry of Transportation and Infrastructure (MoTI) who is the owner of the wall sprays over graffiti.
- The police kept a catalogue of all tagging but it is not clear if it is up to date.

Members of the committee commented:

- There is a need to coat the rock wall as well or it will be tagged.
- Adding shrubbery may assist with discouraging graffiti.

The Director of Engineering stated:

- Some of the pathway is right up to the wall and therefore it would not be possible to plant vegetation.
- MOTI owns the wall and has advised that they will not maintain any vegetation planted.

MOVED by P. Janicki and Seconded by D. Wicks: “That the Active Transportation Advisory Committee recommend that Saanich Council write the Ministry of Transportation and Infrastructure to develop a process to establish a multi-stakeholder committee to create the concept of a “Mural Celebrating our Region”, our past and future, and active transportation as part of the McKenzie Interchange Project.”

CARRIED

ADJOURNMENT

That the meeting adjourned at 6:25 p.m.

NEXT MEETING

To be determined.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

DRAFT



Speed Limit Reduction Pilot Project

October 27, 2020

Active Transportation Advisory Committee

Study Overview

- The District of Saanich is leading the development of an application for reducing the speed limits on local roads through a 3-year pilot project
 - Several other communities throughout the Capital Region have expressed an interest in participating in this pilot project
 - This study will inform an application for the BC Ministry of Transportation & Infrastructure's Phase 2 intake for Motor Vehicle Act Pilot Projects
 - This study involves developing the framework for the speed reduction pilot project, including conducting initial stakeholder engagement
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Study Process

AUGUST 2020

Draft MVA language

Draft stakeholder engagement framework

Draft data collection & monitoring framework

Meeting #2

OCTOBER 2020

Updates to respective Councils

Meeting #4

APRIL/MAY 2021

Pilots projects announced by MOTI

Council resolutions required

FALL 2021?

Launch pilot

SEPTEMBER 2020

Conduct stakeholder engagement – local and regional

Meeting #3

NOV/DEC 2020

Application submitted to MOTI

Dialogue with MOTI during application process

SUMMER 2021

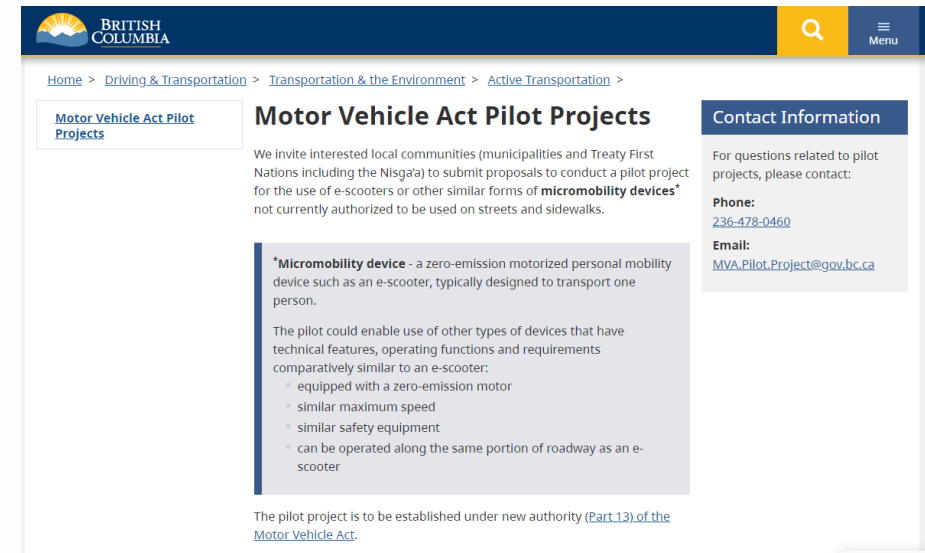
Prepare for implementation

Study Background and Context

- Speed limits are regulated by the BC Motor Vehicle Act
- The default speed limit within municipalities is 50 km/h
- Municipalities have the authority to regulate speed limits on their roadways, but they **do not have the authority to change the default speed limit**
- Municipalities can only currently change speed limits through bylaws and signage
- Challenges with this approach:
 - Cost prohibitive
 - Administrative burden
 - Sign clutter
 - Confusion and inconsistent approaches
- Several municipalities across BC have expressed an interest in having the authority to establish default reduced speed limits in residential areas within their jurisdiction

MVA Pilot Projects

- The Province has amended Part 13 of the BC MVA to allow pilot projects would research, test, and evaluate new regulatory approaches to matters not set out in the Act
- The BC Ministry of Transportation & Infrastructure has indicated that a Phase 2 intake for Motor Vehicle Act Pilot Projects may occur in Fall 2020 with a focus on projects that increase safety for vulnerable road users
- It is anticipated that this will include the potential for pilot speed limit reductions on specific roads or classification of roads

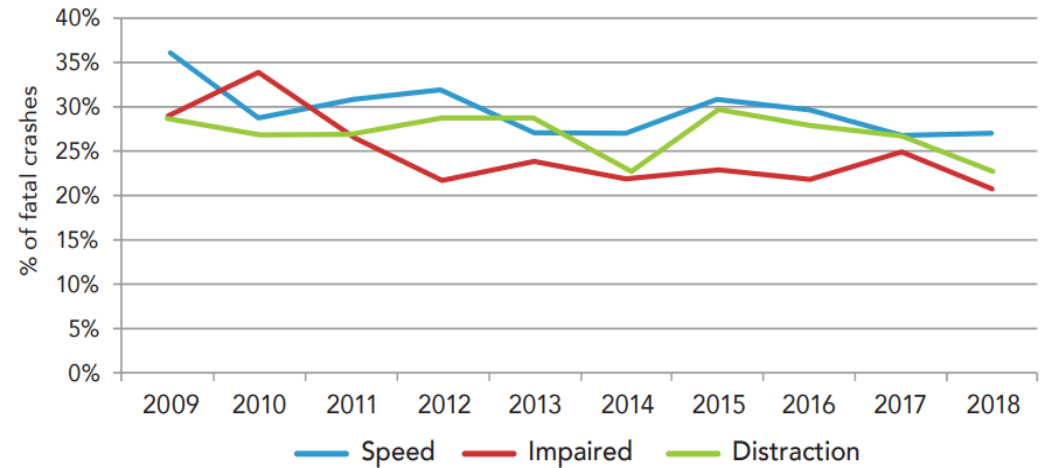


Why Reduce Speed Limits

Benefits

- Reduced operating speeds
- Improved safety
- Community livability

Every year, 2,000 people are killed and 165,000 injured in collisions



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Speed	36%	29%	31%	32%	27%	27%	31%	30%	27%	27%
Impaired	29%	34%	27%	22%	24%	22%	23%	22%	25%	21%
Distraction	29%	27%	27%	29%	29%	23%	30%	28%	27%	23%

Why Reduce Speed Limits

Speeding is a significant contributing factor to traffic collisions and the severity of these collisions

The risk of fatality increases exponentially above 40 km/h.

Reduced speeds of 30 km/h and 40 km/h both have significant safety benefits, current marked 30km/h zones will remain

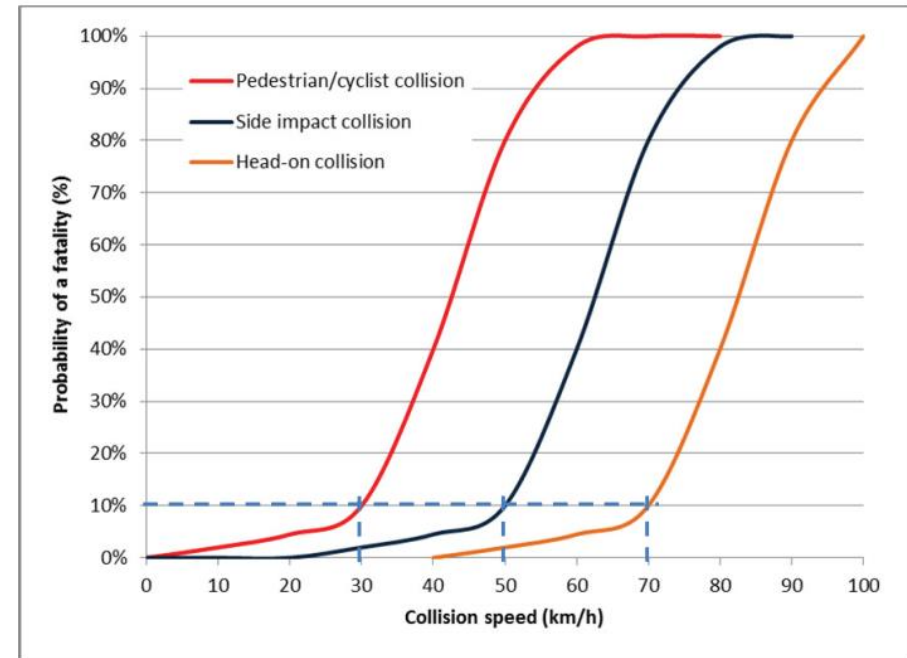



Fig. 1. Wramborg's model for fatality probability vs. vehicle collision speeds. Source: based on Wramborg (2005).

Proposed Pilot Project Definition

A person must not drive or operate a motor vehicle on a street without a continuous directional dividing line in a municipality < identify pilot municipalities, or insert municipal information > at a greater rate of speed than 40 km/h.

- There may be exceptions
 - Each municipality will be considering this definition on a case-by-case basis
 - This still allows each municipality to establish different posted speed limits if they choose
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Effectiveness

- **This potential pilot project is an opportunity to explore the effectiveness of reduced speed limits on local roads**
- Although local data about the effectiveness of the potential program is limited, this project is based on the experience to date across Canada and internationally, the evidence suggests these programs are effective in reducing speeds along with reductions in collisions and injuries

What Others Have Done

- Slow speed zones are common throughout Europe but are limited in North America
- Several Canadian and US cities have implemented reduced speed limits on residential roads
- Many cities in Canada considering a similar reduction to 40 km/h on residential roads
- Approaches to reducing speed limits range from city-wide to neighbourhood-scale with gateway signage



What Others Have Done

Ottawa, ON

- 'Gateway' speed limit zones installed in 2018
- 2 neighbourhoods (Sandy Hill and Centretown)
- Reduce default speed limit from 50 to either 30 or 40
- Entry and exit gateway signage required
- Made possible by changes to provincial legislation

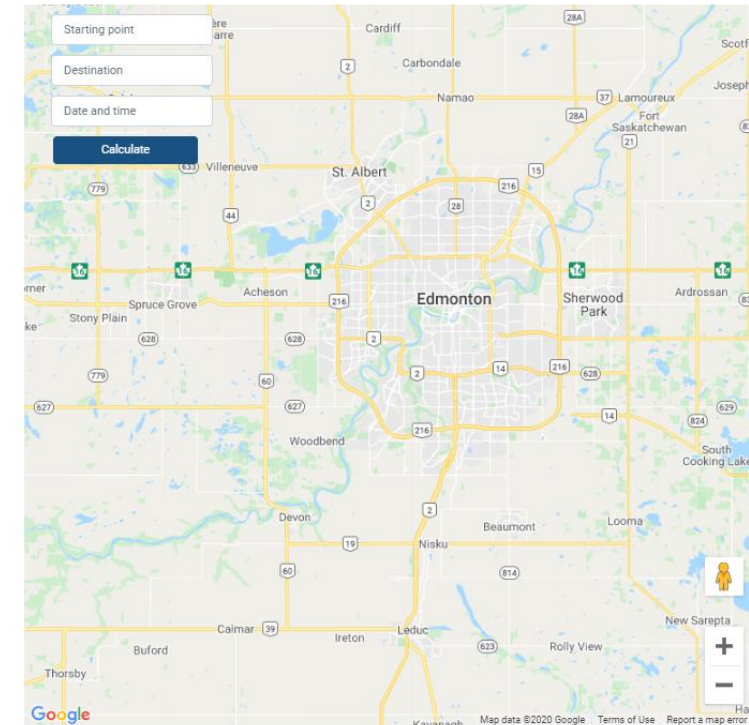


What Others Have Done

Edmonton, AB

- Working towards lower speed limits on residential streets to 40 km/h
- Council has endorsed this based on a systematic road network review to identify where reduced speed limits could increase safety and livability
- Identified 'exception roadways' throughout the City
- Developed an 'Estimated Time of Arrival' tool

Estimated Time of Arrival Tool



This tool is powered by the City of Edmonton's open data and Google Maps.

Effectiveness, Results

Seattle

- Lowered speeds on local streets to 30km/h, and collectors to 40km/h. Some traffic calming included for residential streets.
- Reductions on collector roadways reduced collisions by 22%, injuries by 18% and high-end speeders by 52%

Toronto


- Lowered speeds from 40km/h to 30km/h on a number of local streets
- Research from Toronto's Hospital for Sick Children found measurable safety gains including 28% decrease in the number of collisions between pedestrians and motor vehicles and a 67% decline in the number of fatal and serious injuries on streets with speed limit reductions.

Additional studies show similar results.




Potential Benefits

District of Saanich

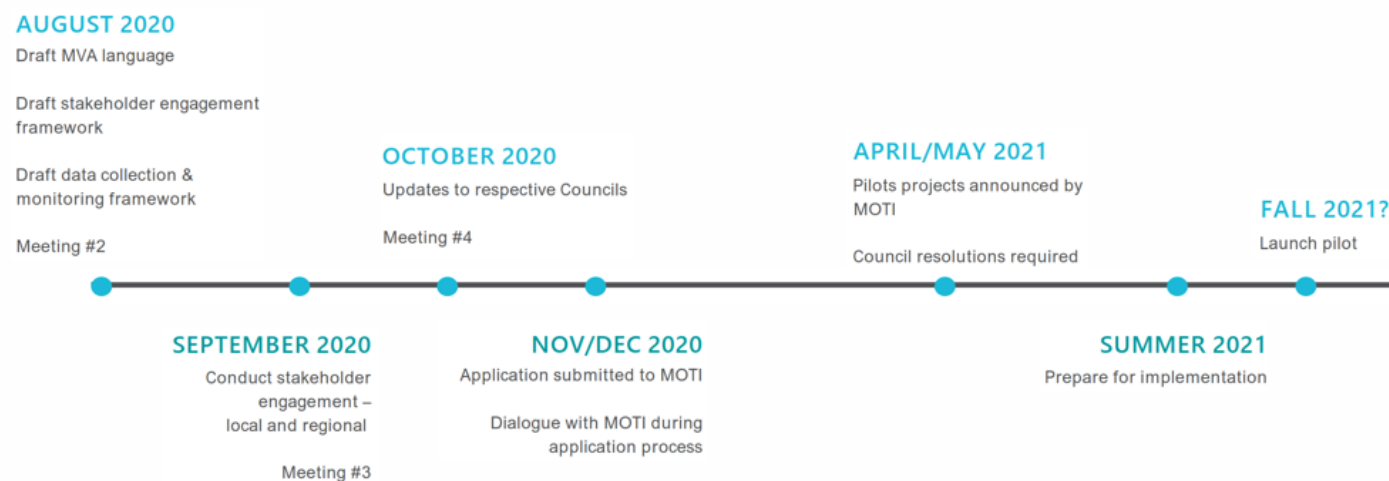
- Average of 254 reported collisions on LOCAL roads between 2015- 2019 (approx. 11.5% of collisions overall)
 - Of these, approximately 28% resulted in injury or fatality (1%)
 - Based on MOTI cost-per-collision information this results in a total societal cost of \$24 Million annually
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Stakeholder Engagement


- Stakeholder input will inform the application and is underway with both local and regional stakeholders to raise awareness and to inform a pilot project application
 - Key regional stakeholders will be engaged, and their perspectives will inform the application
 - Application requires:
 - Demonstration that the pilot project is in the public interest
 - Consent of local government
 - Consultation/public review and comment
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Next Steps

- **October:** Ongoing stakeholder engagement, engagement with Councils of participating municipalities
- **October-November:** Develop and finalize project parameters and prepare application (dependent on announcement from MOTI, delayed due to upcoming election)



Discussion Questions

1. What benefits or risks do you see of reducing speed limits to 40km/hour on residential roads?
 2. Is there anything you would you like to see addressed or measured within the pilot program?
 3. What data might you have that could inform the pilot program?
 4. Do you have any suggestions for other data that we should collect during the pilot project?
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Thank You

Contact Information:

If you would like to share additional thoughts or feedback, please reach out by email to:



engineering@Saanich.ca



Speed Limit Reduction Pilot Project

October 27, 2020

Active Transportation Advisory Committee