

AGENDA
For the Special Meeting of the
Active Transportation Advisory Committee
To be held in Council Chambers
Saanich Municipal Hall, 770 Vernon Avenue
Tuesday January 26, 2021 - 4:00 p.m. – 6:00 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 hear this meeting by telephone, please call 1-833-353-8610, access code 9232581#.

**TERRITORIAL ACKNOWLEDGEMENT AND DIVERSITY,
EQUITY AND INCLUSION STATEMENT**

- 1. INTRODUCTIONS**
- 2. ADOPTION OF MINUTES** (attached)
 - October 27, 2020
- 3. CHAIR'S REMARKS**
- 4. COMMITTEE ADMINISTRATION**
 - Terms of Reference (for information) (attached)
 - Committee meeting dates/times
- 5. ACTIVE TRANSPORTATION REPORT CARD** (attached)
 - Troy McKay, Senior Manager of Transportation & Development Services
- 6. PRESENTATION – GORGE/TILLICUM BIKE LANES**
 - Phil Lancaster and Vera Wynn-Williams – Gorge Tillicum Community Association
- 7. COMMITTEE ROUNDTABLE**

**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

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.

O. Peterson entered the meeting at 4:18 p.m.

- 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.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

Active Transportation Advisory Committee

Terms of Reference

Definition of Active Transportation

Active Transportation is any form of human-powered transportation, including walking, cycling, public transit, roller-blading, skateboarding and moving with mobility devices (including power wheelchairs and mobility scooters).

Purpose

The purpose of the Active Transportation Advisory Committee (ATAC) is to provide advice and recommendations to District of Saanich Council. Discussion will focus on achieving the District's goals of increasing active transportation mode share, working towards zero traffic related fatalities and serious injuries, and reducing greenhouse gas emissions. Discussion topics will include those related to policy, pedestrian and cycling networks, access to transit, environmental and health considerations, regional connectivity, safety and suggesting amenities and design specifications to deliver a successful Active Transportation program in Saanich. The committee will also help identify and implement programs to influence individual decisions to promote Active Transportation.

Mandate

The Active Transportation Advisory Committee will, consistent with the purpose described above, undertake the following:

- Identify strategies that work towards the District of Saanich's quantifiable goals for:
 - Increasing Active Transportation mode share
 - Reducing overall travel demand on Saanich roadways, as measured by vehicle kilometres traveled (VKT)
 - Working towards zero traffic related fatalities or serious injuries on Saanich roads
- Increase awareness of Active Transportation in Saanich through promotion, education and community outreach
- Provide advice to Council on projects, policies or bylaws under consideration by staff or Council, and on additional topics of interest to committee members that fall within the subject area of the committee.
- Provide advice and leadership on citizen and stakeholder engagement related to Active Transportation
- Raise awareness of active transportation as a healthy and environmentally sustainable activity
- Improve the quality of Active Transportation in Saanich with recommendations and support of safe, innovative, and cost effective design principles
- Encourage land use patterns that support active modes of transportation
- Promote integrated and connected Active Transportation Policy and networks across the Greater Victoria Region
- Periodically report to Council on the progress and success of Active Transportation in Saanich
- Respond to Council requests for advice and information on Active Transportation in Saanich
- Review and provide feedback on the Strategic Plan and annual Capital Plan

Any initiatives proposed by the committee that has resource implications, including staff time, would have to be approved by Council.

Active Transportation Advisory Committee

Terms of Reference

Meetings

The Committee will meet a minimum of four times per year in accordance with its regular schedule of meetings established annually at the first meeting of the year. No meetings are held during the summer and winter breaks (July, August and December). Special meetings may be held at the call of the Chair. The meeting rules and procedures will be in accordance with the Council Procedure Bylaw.

Membership

To the extent possible, Advisory Committees will have a diverse membership with respect to gender, age and cultural-ethnic background.

The committee will consist of eleven (11) members qualified in the discipline relevant to the committee mandate or with a perspective necessary for fulsome consideration of the associated topic, with preference given to some specific areas including:

- One member of Council to serve as Chair, appointed by the Mayor;
- A member of the Parent Advisory Group, preferably with experience in Safe Routes to School programming;
- A member with expertise in mobility of people with disabilities;
- A member with transit experience;
- A member from University of Victoria or Camosun College staff related to Active Transportation;
- A member from a cycling advocacy group;
- A member from a pedestrian advocacy group; and
- One youth voting member described as 16-24 years of age.

Members may serve a maximum of seven years on an Advisory Committee, consisting of a one-year term followed by a potential for three, two-year terms. Members who wish to be re-appointed after the completion of a term must re-apply and provide the application and their resume for Council's consideration.

Island Health Authority may assign a trustee to the Committee as a non-voting liaison.

Staff Support

The Engineering Department is the primary contact and together with the Parks and Recreation, Planning, and Police Departments will provide the required professional support. The Legislative Division will provide secretarial and administrative support.

Review of Terms of Reference

These Terms of Reference will be reviewed during the committee's first meeting each term.

Memo

To: Active Transportation Advisory Committee
From: Troy McKay, Senior Manager, Transportation and Development Services
Date: January 18, 2021
Subject: Active Transportation Plan Report Card 2020

Welcome Council Harper as the new chair of the Active Transportation Advisory Committee and welcome new and returning members to the committee. Despite all of the challenges that 2020 brought and our adjusted committee meeting schedule, our staff have all been hard at work Moving Saanich Forward. As some of you may recall, one of the actions in the [Active Transportation Plan](#) (3G.1) is to use a report card to communicate how we are doing at achieving the goals set out in the ATP.

Attached is this year's [report card](#) which summarises our progress to date. Overall, we are making excellent progress in many of the sections. Notably however, we are not yet seeing the improvements in safety on our streets as a result of our efforts as we are still in the early implementation stages of the Active Transportation Plan. We also faced some challenges in 2020 as a result of the COVID-19 pandemic in meeting our goals for constructing new sidewalk and cycling infrastructure as a result of some of the restrictions. Our staff have already starting making plans for how we can catch up on these shortfalls in 2021/2022.

Highlights of our work this year include our region leading work on Leading Pedestrian Intervals. Just last week, we installed Leading Pedestrian Intervals at two more major intersections as part of our planned 2021 program. These were installed at the intersections of Wilkinson and Santa Rosa and at Blenkinsop and Tattersall. In 2020, we completed our highest number of new or enhanced crosswalks installed in a single year, ever! We are also making substantial progress in upgrading our signals to be more accessible to those with visual impairments.

Some significant changes to note from last year's report:

1. The heading of '5 Year Target' has been changed to '2019-2023 Target' so that, as we get closer to the end of the first 5-year cycle, we can adjust our strategy if needed.
2. Reworded the safety target from '15% reduction' to a less than #. We felt that we were missing information to portray what 15% was being reduced from.
3. Temporarily removed some bike routes from our inventory that do not meet our standards for signage or design to ensure we have a consistent approach. Many will easily make it back on the inventory, perhaps as early as next year. Some will require additional engineering to bring them up to current standards.
4. Added the proportion of jobs, population and land within 400m of the bicycle network.

5. We 'found' many kilometres of sidewalks when we completed quality control checks on our data! If only building them were as easy. In order to keep us honest, we increased the target by the same amount.
6. Added the measures about curb ramps, signals with cyclist detection and District facilities (Rec Centres, major buildings, etc.) with short-term and long-term bicycle parking and end-of-trip facilities.
7. Adjusted the target for our Safe Routes to School. We have tried unsuccessfully for a couple of years to get any of the private schools in Saanich to participate and have consistently been turned down. Reducing our total number of schools for the program just made sense. This was the only target that changed.
8. Added number of wayfinding displays.

Please make some time to review the report card and prepare any feedback in advance of our meeting in January. We are not aiming to re-invent the wheel and hope that the work we did together last year creating this remains a good foundation to build on in the future. We hope to incorporate any committee comments on the 2020 report card in the 2021 edition.

We would also like to encourage you to go for a ride on Larchwood Drive. We have recently completed the line markings and other finishing touches and we are very happy with the end result. Council has also just adopted amendments to the Streets and Traffic Bylaw to reduce the speed limit from 50 to 40, which is consistent with the new Larchwood Drive road design.

I look forward to your comments on the report card and to working with you in 2021.

Regards,



Troy McKay

Active Transportation Plan Report Card 2020

Through the Moving Saanich Forward project, we have worked with the community to develop a vision along with policies and actions to guide the development of safe, attractive and convenient active transportation options for people of all ages and abilities over the next 30-years.

COVID-19 has affected how people work and move in Saanich, and highlights why improvements to active transportation continue to be a priority.

An important action in the plan is to report annually on our progress. This is our second year of reporting and we have worked hard to fill gaps in our data from our last report card. Generally it appears that residents are doing well in choosing active ways of moving around, however more effort is needed if we are going to achieve all the safety goals set out in the Active Transportation Plan.



Traffic signals upgraded to give more pedestrian priority through leading pedestrian intervals



New or enhanced crosswalks



of Signals now have audible equipment

Measure of Success	Where we are at	2019 to 2023 Target	How we are doing
General			
People walking	8%	9%	Ahead
People cycling	5%	6%	Ahead
People taking transit	10%	12%	Ahead
ICBC reported vehicle collisions involving people walking (5yr avg)	49	< 45	Behind
ICBC reported vehicle collisions involving people cycling (5yr avg)	81	< 65	Behind
ICBC reported fatal vehicle collisions involving people walking and cycling (5yr avg)	1	0	Behind



#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN



Active Transportation Plan Report Card 2020

Measure of Success	Where we are at	2019 to 2023 Target	How we are doing
Connections			
Total length of bicycle network [km]	151*	195	Behind
Proportion of Saanich's total population within 400 m of the bicycle network	92%	93%	On track
Proportion of Saanich's total jobs within 400 m of the bicycle network	88%	90%	On track
Proportion of Saanich's urban land area within 400 m of the bicycle network	78%	80%	On track
Total length of sidewalk network [km]	286**	306	Behind
Percentage of streets with a sidewalk on at least one side	35%	35%	On track
Percentage of bus stops that are accessible	45%	44%	Ahead
Percentage of bus stops with shelters	34%	35%	Ahead
Convenience			
Percentage of traffic signals with audible pedestrian signals	81%	75%	Ahead
Percentage of traffic signals with pedestrian countdown timers	73%	100%	On track
Percentage of curb ramps that meet Saanich's requirements for accessibility	42%	51%	On track
Percentage of signals with cyclist detection	28%	40%	On track
Percentage of District owned and operated locations with short-term and long-term bicycle parking and end-of-trip facilities	15%	30%	On track
Culture			
Number of schools within Saanich that have completed Active and Safe Routes to School Programs in the last 10 years	23	30	Ahead
Number of public wayfinding displays	21	26	On track
Number of annual walking and cycling events including infrastructure grand openings	5	4	Ahead

* Until a more complete assessment of routes with just yellow wayfinding signs, we are not including these in our built network.
** Approximately 23km of sidewalks were missing from our 2019 inventory. We have updated our inventory and target to reflect this.