

AGENDA
For the Special Meeting of the
Active Transportation Advisory Committee
To be held Virtually via Microsoft Teams
Thursday May 27, 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 1-833-214-3122, access code 560 567 889#

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

1. **ADOPTION OF MINUTES** (attached)
 - April 22, 2021
2. **CHAIR'S REMARKS**
3. **BIKE SKILLS PARK AT GEORGE TRIPP STATION**
M. Goldsworthy, Park Planner Designer
4. **CORDOVA BAY LOCAL AREA PLAN**
P. Hartling, Senior Planner, Community Planning
5. **REGIONAL MANAGEMENT OF THE INTERURBAN TRAIL**
Staff Update from T. McKay, Senior Manager of Transportation & Development
6. **ROAD SAFETY INITIATIVE RESPONSE LETTERS** (attached)
7. **COMMITTEE ROUNDTABLE**
 - Safety Skills Park – Addressing bike safety

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday April 22, 2021, at 4:00 p.m.

Present: Councillor Karen Harper (Chair), Brian Collier, Dave Marecek, Karen Laberee, Darrell Wick, Jim Grayson, Rachel Corder, Trevor Barry and Graham Elder (4:36 p.m.).

Staff: Pam Hartling, Senior Planner (Community Planning); Troy McKay, Manager, Transportation & Development Services; David Williams, Engineering Supervisor; Mike Goldsworthy, Park Planner Designer; and Megan MacDonald, Committee Clerk.

Regrets: Susan Kerr and Jade Yehia (non-voting liaison).

MINUTES

MOVED by T. Barry and Seconded by B. Collier: "That the Minutes of the Active Transportation Advisory Committee meeting held March 25, 2021, be adopted as circulated."

CARRIED

CHAIRS REMARKS

The Chair provided a verbal update on the active transportation initiatives, the following was noted:

- The Parks Department has begun a geotag quest, which involves participants visiting different parks and trails. This is a COVID friendly event that encourages exploring Saanich. There are prizes that can be won.

CORDOVA BAY LOCAL AREA PLAN

The Senior Planner provided a presentation highlighting the active transportation aspects of the Draft Cordova Bay Local Area Plan (LAP). The following was noted:

- The LAP is part of the Official Community Plan framework. The LAP provides detail at a neighborhood level, incorporating the latest municipal direction including Indigenous content, housing policy, climate change and the Active Transportation Plan.
- There were many opportunities for community input while the plan was being drafted. This input helped identify issues, priorities, and the future vision for transportation and active transportation. A village design charrette was created, a transportation workshop was held, along with advisory committee input and survey feedback.
- Cordova Bay is a car dependant and car oriented area, 50% of Cordova Bay is outside the Urban Containment Boundary (UCB). There is only basic transit service, which is provided hourly, with no evening service and minimal service on the weekend. There are challenging topographical restraints, and a curvilinear street pattern.
- The village area has been designated for growth and density, as well as creating a welcoming pedestrian realm. Safety and comfort will be improved in the village with a treed boulevard, crossings every 100 meters, sidewalks and bike lanes on both sides, and implementing new design guidelines to orient buildings to the pedestrian realm.
- Additional active transportation improvements will be made based on goals outlined in the Active Transportation Plan (ATP). Improvements to Lochside Drive at the Lochside Regional Trail (LRT) are planned to minimize conflicts between multiple user groups.

- Further improvements to Lochside Drive include traffic and parking reduction strategies, a trail connector at Doumac, a wayfinding/signage program, prioritizing north-south travel and potentially considering a lower speed limit. The intention is to maintain the intimate treed character of the street with shoulders for pedestrians.
- Proposed improvements to the major corridor includes 10 new pedestrian crossings, bike lanes on both sides, sidewalks on both sides within the UCB, separating bike lanes and sidewalks where possible with a landscaped boulevard, and traffic calming measures.
- The Lochside Regional Trail is an asset which runs through Cordova Bay. Shared streets will further improve local connections around Cordova Bay, and increased densification will help support improved transit service.
- Some residential streets on the Ridge serve as collector streets, and the LAP provides a vision for how pedestrian facilities will be added in the future.
- Increasing transit service levels is a priority for the community. Long term service level improvements will require increased density. Improved bus stops and better access to transit stops along with park and ride facilities on pat bay highway which will improve service for all.
- The new crossings on Cordova Bay Road and ongoing ATP improvements are high priorities, other improvements will be implemented in the medium to long term.
- A pedestrian crossing to Elk/Beaver Lake is mentioned as long term goal.

In response to questions and comments from the committee, the following was noted:

- The draft LAP proposes a plaza or amenity at Doumac Ave and Lochside Drive.
- There is a route down the steep hill on Sea Ridge as well as a connection from Sea Ridge to Amblewood, the Committee would like to see this route reflected in the plan.
- Current cycling on Lochside Drive is not All Ages and Abilities (AAA).
- Europe has chicanes, one way traffic and lower speed limits on shared streets, it would be ideal to have additional measures in place to slow traffic on Cordova Bay Road.
- It is important to ensure that secure bike parking is available in private and public areas, the design guidelines should reflect the need for secure bike parking.
- The East/West green connector to Elk/Beaver Lake is a great idea. The committee would like the LAP to indicate that the connector is not exclusively for pedestrians and can support cyclists as well.
- Cordova Bay is an area characterized by narrow streets that are intimate and heavily treed. The LAP designs will work to maintain this non-standard streetscape.
- Municipal parking standards are being reviewed, developments are generally trending towards lower parking requirements, especially in areas close to villages or centers.
- The Lochside Trail may require improvements to make it family friendly. Considerable improvements are proposed in the LAP. These changes will improve much of this trail, including lower speed limits and pedestrian segregation.
- Community amenities including bike racks and benches, toilets and fountains are a priority to residents. Wayfinding signs will improve beach access in multiple areas.
- The increased pedestrian crossings on Cordova Bay are not expected to lead to traffic diversions by motorists. The LAP includes sidewalks on both side of Cordova Bay Road, which may decrease the need to cross the road to seek a sidewalk.
- Additional factors which may lead to a reduction in speed on Cordova Bay Road include less distance to accelerate between long straight stretches and enforcement campaigns to go along with a lower speed limit.
- Transit is problematic at this time, increased density and connectivity will help to increase the number of users of transit and support more service.

*** G. Elder entered the meeting at 4:36 ***

MOVED by T. Barry and Seconded by B. Collier: “That the Active Transportation Advisory Committee supports the approval of the Draft Cordova Bay Local Area Plan in principle. The committee would like to see any proposed changes to the draft plan which are based on the feedback provided by the committee, as an item on the next agenda.”

CARRIED

LEADING PEDESTRIAN INTERVALS

The Senior Manager, Transportation and Development Services introduced the Engineering Supervisor who provided information regarding signals in the municipality. The following was noted:

- Leading pedestrian Intervals (LPI) are a priority in the Active Transportation Plan (ATP), which Engineering has begun working on in the past couple years.
- LPIs or pedestrian head-starts are currently installed at 15 intersections. They give a priority “walk” signal to pedestrians, which allows pedestrians to enter the intersection before traffic gets a green light, making them more visible in the intersection.
- There are 112 traffic signals in Saanich, but we don’t have control over all of them.
- Twenty-two of the busiest signals (located along Blanshard, Vernon, and McKenzie) are under the control of the Ministry of Transportation and Infrastructure (MOTI).
- There are 84 intersections are under Saanich’s control; 61 are vehicle and pedestrian crossings, while 23 are pedestrian actuated.
- Feedback received about the walk signal indicated that the time was too short.
- The walk signal is when pedestrian can proceed and has right-of-way over all vehicles.
- It is illegal for pedestrians to enter the roadway if the “don’t walk” light is flashing or on.
- Over the years there has been much progress to update signal timings for slower walkers. Timing used to be 4-7 seconds to cross the street regardless of length.
- Saanich has used 8 seconds since 2005 but are still hearing they need to be longer.
- Pedestrian timing with leading pedestrian intervals changes were made because this improves safety, barriers and comfort for pedestrians. Saanich is a leader with this technology in BC along with Surrey, and also nearby Seattle.
- A trial project at Cedar Hill Cross Road at Braefoot in 2019 showed LPI helps drivers see pedestrians crossing. Drivers stopped inching forward and behave more considerately. Positive feedback has been received on this system. There is no extra delay for drivers as they would already be waiting for pedestrians anyway.
- One more recent project took it a step further and Saanich installed LPI and a Leading Bicycle Interval (LBI) signal at Royal Oak and Lochside Drive trail crossing.
- Increasing the length of time to cross the road benefits all pedestrians. Since adoption of the ATP rapid intersection safety improvements have taken place.
- One of the successes is they are cost effective; the cost is less than \$10,000. This improves accessibility and includes countdown timers. Additionally an ICBC partnership is available for funding. The safety benefits are significant: there are no stats available yet in a Saanich context but other jurisdictions are seeing a 60% reduction in collision with vehicles and pedestrians/cyclists.
- Phasing of signals is not compatible with all areas as it can cause ‘yellow trap or left-turn trap’ with left-turn phases for areas where cars turn left first.
- Staff have identified about 30 more LPIs that can be added in the next two years.
- Information can be located on the Saanich website on where LPIs are installed and planned to be installed. Some of these are done via requests received and also through the safe routes to schools program. There are many LPIs close to schools, and also near major commercial centres (areas with lots of drivers and pedestrians).

In response to questions and comments from the committee, the following was noted:

- The LPI is not ideal for all intersections, especially those with a priority left turn arrow. In some cases taking away the priority left turn may be an option at a later date.
- Driver education on this new initiative is important, especially the LBI. The Communications Department may be able to help with an awareness campaign.
- It would be beneficial to have a cyclist button on center meridians/islands to turn left.
- The Gorge Road and Admirals Road intersection is greatly improved with the installation of an LPI, members of the committee appreciate how much better it is.
- The committee would like to see more LBI's installed in Saanich.
- The scattergun approach used in Europe on Government Street and Wharf Street/Humboldt Street in Victoria is an interesting approach. Engineering has looked at possibly implementing one in Saanich, however it is difficult in larger intersections.

BIKE SKILLS PARK AT GEORGE TRIPP STATION

The Park Planner Designer provided a brief update of the bike skills park at George Tripp Station. Three potential designs have been posted online as a virtual open house for feedback from the community. The committee was encouraged to provide their feedback on the options online. Given time constraints of this meeting, the full presentation will be provided at the May meeting instead.

ROUNDTABLE

The following was noted:

- Committee members mention concerns about the trail between McKenzie and Quadra. The Senior Manager of Transportation & Development Services stated that the CRD and Saanich have this area included on the work plans for the summer.
- The Greater Victoria Cycling Coalition has been renamed to Capital Bike. This includes renaming Bike to Work Week to Go By Bike Week.

ADJOURNMENT

The meeting adjourned at 6:03 p.m.

NEXT MEETING

Next meeting is Thursday May 27th, 2021 at 4:00 p.m.

Councillor Harper, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

Petra Eng

From: Woodger, Colleen <Colleen.Woodger@icbc.com>
Sent: Wednesday, May 19, 2021 3:55 PM
To: Megan MacDonald
Subject: (External Email) RE: [EXTERNAL] Safety of Vulnerable Road Users

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello Megan,

Thanks for the letter – I have some time on June 24th to attend the meeting virtually & to up-date the committee on road safety programs in Saanich.
I do not have the capacity to prepare a written in advance.

Please send meeting details
Thanks
Colleen

.....
Colleen Woodger
Road Safety & Community Coordinator
South Vancouver Island
Public Affairs & Driver Licensing Division

.....
425 Dunedin Street | Victoria
British Columbia | V8T 5H7
phone: 250-414-7843 **Fax:** 250-480-5601
mobile: 250-213-6070
twitter: @RoadSafetyCWoo



From: Megan MacDonald <Megan.MacDonald@saanich.ca>
Sent: Friday, May 7, 2021 10:56 AM
To: Woodger, Colleen <Colleen.Woodger@icbc.com>
Subject: [EXTERNAL] Safety of Vulnerable Road Users

Good morning Colleen,

Please see the attached correspondence from Councillor Karen Harper.

Sincerely,

Megan MacDonald

Committee Clerk
Legislative Services Division
District of Saanich
770 Vernon Ave
Victoria, BC V8X 2W7

t. 250-475-5494 ext. 3430
e. megan.macdonald@saanich.ca
saanich.ca

We acknowledge that the District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the W̱JOLĒLP (Tsartlip), BOKEĆEN (Pauquachin), STÁUTW (Tsayout), W̱SIKEM (Tseycum) and MÁLEXEĒ (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

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Insurance Corporation of British Columbia | 151 W. Esplanade | North Vancouver | V7M 3H9
[Contact Us](#)



CRD INTEGRATED ROAD SAFETY UNIT
2881 Nanaimo Street, Victoria, B.C. V8T 4Z8
Telephone: (250) 995-7728 Fax: (250) 380-6113

May 4, 2021

Councillor Karen Harper, Chair
Saanich Active Transportation Advisory Committee

Dear Councillor Harper,

Thank you for your letter dated April 29, 2021 regarding regional safety initiatives for vulnerable road users.

The CRD Integrated Road Safety Unit (IRSU) was established in 2005 and is made up of full-time, dedicated traffic enforcement officers from both the RCMP and municipal police departments in the CRD. As traffic problems don't stop at municipal boundaries, our specialized unit works across traditional police jurisdictions to improve road safety.

While other traffic divisions, either Municipal or RCMP, combine enforcement with response to calls and crash investigations, CRD IRSU focuses solely on conducting strategic traffic enforcement to reduce serious injuries and fatal collisions on our roads. This is achieved by working with other road safety partners to tackle the most serious traffic issues in their particular areas through strategic enforcement.

We do support vulnerable road users being visible however our focus is on enforcement and therefore we do not have any ongoing initiatives that relate to this issue.

If you have any questions, or would like to discuss this further, please contact my office and I will gladly assist where I can.

Regards,

A handwritten signature in blue ink, consisting of several overlapping, sweeping strokes.

A/S/Sgt. Jereme Leslie
Unit Commander
CRD IRSU

April 29, 2021

CRD Traffic Safety Commission
Capital Regional District
625 Fisgard Street
Victoria BC V8W 2S6

To whom it may concern,

RE: REGIONAL SAFETY INITIATIVES FOR VULNERABLE ROAD USERS

The Active Transportation Advisory Committee recently met and discussed ongoing concerns related to the visibility of vulnerable road users. The Committee has expressed an interest in beginning a Saanich specific campaign this fall to raise awareness on this topic.

As part of this discussion the Committee recognized that there are many partners in the Greater Victoria Region that contribute to and play a role in traffic safety. The Committee identified the CRD Traffic Safety Commission as one of these partners.

The committee has requested that I, as Chair of the Committee, reach out to you to request a written summary of your organizations ongoing initiatives that support road safety, with a specific focus on the visibility of vulnerable road users.

I would also like invite you to present your response to the committee at an upcoming meeting. The next scheduled meetings are on May 27th, 2021 or June 24th, 2021.

We thank you for taking the time to consider our request and look forward to hearing from you in due course. Excerpts from the March 25, 2021 Active Transportation Advisory Committee meeting minutes are attached for your information.

Yours truly,



Councillor Karen Harper, Chair
Saanich Active Transportation Advisory Committee

/mm

e-copy: Manager, Transportation & Development Services
Director of Engineering

SAANICH VISIBILITY CAMPAIGN

Darrell Wick presented information to the committee on the importance of visibility for cyclists and pedestrians. The following was noted:

- The presenter is interested in a campaign to “Be seen in Saanich”, providing lights or reflective wrist/ankle bracelets, along with an educational component.
- Some stores sell lights that are not sufficiently bright, or may be improperly installed.
- Education plays an important role in ensuring residents are safe.

Committee comments ensued and the following was noted:

- Encouragement of safety and promoting education is supported by the committee.
- The visibility of pedestrians and cyclists is a regional issue, not just within Saanich.
- Insurance Corporation of British Columbia (ICBC) or the CRD Traffic Safety Commission (TSC) may be able to provide some resources on a regional basis.
- The University Of Victoria (UVIC) holds a “Lighten Up” Campaign, lights are given to those who do not have them when needed. The cost of the program is prohibitive.
- A campaign of education and awareness for users of active transportation, as well as drivers would be beneficial. Some drivers do not look for cyclists.
- It would be helpful to have more information on any campaigns with ICBC and TSC.

MOVED by K. Laberee and Seconded by B. Collier “That the Active Transportation Advisory Committee recommends that staff write a letter to CRD Traffic Safety Commission, ICBC, Saanich Police and the CRD Integrated Road Safety Unit, to raise the issue of the lack of visibility of pedestrians and cyclists, and ask them to provide any information they have on campaigns being undertaken within their organization as a formal response to the committees request.”

CARRIED

April 29, 2021

Saanich Police
760 Vernon Ave
Victoria BC V8X 2W6

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CARRIED

May 7, 2021

Sent via email to: Colleen.Woodger@icbc.com

Insurance Corporation of British Columbia
151 West Esplanade
North Vancouver BC
V7M 3H9

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2881 Nanaimo Street
Victoria BC V8T 4ZB

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