

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday, March 28, 2019, at 4:00 p.m.

Present: Councillor Judy Brownoff (Chair), Brian Collier, Eric Doherty, Norman Gidney, Susan Kerr, Alex Nagelbach, Erin Prescott, Darrell Wick, Philippe Janicki (non-voting liaison)

Staff: Troy McKay, Manager, Transportation & Development Services; David Williams, Engineering Supervisor; Mike Goldsworthy, Park Planner Designer; Tania Douglas, Senior Committee Clerk

Regrets: Pat Danforth, Jade Yehia

Guests: Todd Shannon, Carolyn Stewart, and Kate Berniaz, Capital Regional District

Roundtable introductions were made and Philippe Janicki, student liaison, was welcomed to the committee.

Minutes

MOVED by B. Collier and Seconded by E. Doherty: "That the Minutes of the Active Transportation Advisory Committee meeting held February 21, 2019, be adopted as circulated."

CARRIED

CRD REGIONAL TRAILS MASTER PLAN

Carolyn Stewart, Planner, CRD Parks and Trails, presented information about the Regional Trails Management Plan which includes three regional trails. The following was noted:

- CRD Regional Parks manages and operates nearly 100 km of trail that connects most municipalities/electoral areas in the CRD.
- The trails are multi-use trails and not just for cycling. Equestrian use is permitted in sections on both the Galloping Goose and the Lochside Regional trails.
- The RTMP was approved by the CRD Board in 2016 after three years of public input.
- Short term actions are being implemented now and the feasibility of separating or widening portions of some trails is being examined. Medium and long term actions were also described.
- Trestle/bridge upgrading and resurfacing will be done in some areas including Todd Creek, Brett Road and Swan Lake trestles.

Todd Shannon, Operations Supervisor, CRD Parks and Trails, provided further information as follows:

- Ongoing seasonal maintenance was described along with infrastructure priorities.
- There are 18 bridges or trestles along the trails and many need upgrades.
- A toilet building will be installed on Lochside trail at Blenkinsop Greenway (near Don Mann) and the goal is to have a toilet building every 10 km. Fowler Park and Glen Forest areas are slated to have buildings installed at a time to be determined.
- Present and future infrastructure priorities include: asphalt repair, rock assessment and scaling gravel/ditching to address mud and water flow, updated sign plan (wayfinding) implementation.

- Other CRD priorities include:
 - strengthening relationships with local governments, the Island Corridor Foundation and the provincial government.
 - performing an engineering assessment of regional trail/road crossing types and updating CRD sign application standards.
 - better communications on etiquette messages and regulations.
 - liaise on the McKenzie interchange, Uptown bus lanes, and E & N Rail Trail construction projects.

Committee members asked questions and provided comments regarding the presentation and the following was noted:

- CRD will focus on movement between McKenzie Avenue to the Selkirk Trestle and will examine separating the track when they do the feasibility study. The province is more interested in the movement of bus traffic in this area.
- Approximately 3.4 million people used the trails last year. There are more electric bikes on the trails. They use a variety of counters that can tell if a trail is recreational versus commuter and walker versus rider. The capacity of the trails is not known.
- The CRD tries to work on the trails at times where there is less impact to users (from 9am-3pm). They post signs 2-3 weeks ahead, however it is not standard practice to put in detour routes as this is the local governments jurisdiction. Information is placed on their website about work being done on trails as well.
- In terms of pedal assist versus motor e-bikes, they follow the Motor Vehicle Act and do enforcement when they can.
- Different jurisdictions have different rules regarding crossings. Some municipalities allow cyclists to ride across crosswalks, others do not. The CRD encourages local governments to be consistent and suggest that they adopt Saanich, Esquimalt and Victoria's Bylaws which permits cyclists to ride in crosswalks.
- CRD manages the surfaces of the switch bridge, the 6-mile bridge and the Selkirk bridge and the ministry manages the main structures.

ACTIVE AND SAFE ROUTES TO SCHOOL

Kate Berniaz, Active Transportation Manager, CRD Planning, provided information on the Ready Step Roll active school travel planning program (formerly Active and Safe Routes to School). The following was noted:

- The objective is to encourage and enable students and families to walk or wheel to and from school. Program benefits were listed.
- A pilot program ran between 2016-2018 and included 20 schools across the region.
- The CRD Board has approved ongoing funding for five schools per year; three are planned for this school year.
- The commitment is to have all elementary and middle schools in the Capital Region complete the program.
- The process was described; it includes program setup, data collection and analysis, planning, implementation and then a follow-up program evaluation.
- At the implementation stage, education on bike skills, traffic safety, skateboards, etc., is planned.
- Provincial involvement and funding is wanted. More collaboration is better, and to be successful, schools need the programs to be continuous. The CRD is working on obtaining funding to keep the programs going.
- It was noted that 67% of students live within 3km of their school, and 23% of kids that live within 500 metres of their school are driven.

The Manager of Transportation & Development Services noted that since 2015 the school participation rate is greatly improved. Funding is needed for more bicycle racks on school grounds. Saanich is looking to support this. Committee discussion occurred and the following was noted:

- Parents will not allow their children to ride/walk to school due to barriers such as a lack of sidewalks in areas, the amount of traffic there is when parents drop their children off on their way to work, general safety/stranger danger, lack of crosswalks.
- Another problem is that drivers do not all drive appropriately; some children have been clipped even when using full crosswalks.
- Suggestion made to restrict cars in certain areas at certain times to make it safer for children to walk or ride to and from school.
- Council's support has helped and more actions will happen. ICBC could be a potential partner.
- The support from parents and Parent Advisory Committees are key to sustainability.

SOUTHBOUND DOUGLAS BUS LANES DESIGN PRINCIPLES

The Chair referred to her memo dated March 22, 2019 regarding Southbound Douglas Bus Lanes Design Principles. The following was noted:

- The fact that cyclists are not permitted in bus lanes on Douglas Street is a problem because legally, bikes will have to travel in the middle lane with the rest of the cars.
- In the City of Victoria, bikes and busses share lanes and this is what should be done.
- The ministry will be working on the next leg of the street coming into town. They feel this is a bus project and not a bike project.
- The ministry considers the Douglas Street corridor a highway, whereas the District of Saanich considers this an urban arterial roadway.
- Blanshard Street was narrowed in order to install bicycle lanes and there is opportunity for this on Douglas Street as well.

Motion: MOVED by E. Doherty and Seconded by B. Collier, "The Active Transportation Advisory Committee recommends, as this is a Major Centre and the Douglas Corridor in Saanich functions as an urban roadway and not a highway, 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."**

CARRIED

WAYFINDING/PATHWAY LIGHTING

The Manager of Transportation and Development Services asked if members had thought about any trails that a lighting test could be done. A smaller neighbourhood trail with a healthy amount of foot/cycle traffic would be preferred to keep the costs down. After a discussion it was determined that Dawnview Crescent near the University of Victoria and Arbutus School would be a good trial area.

ADJOURNMENT

The meeting adjourned at 6:50 p.m. and the next meeting is Thursday, April 25, 2019.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary