

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday January 23, 2019, at 4:00 p.m.

Present: Councillor Judy Brownoff (Chair), Brian Collier, Pat Danforth, Eric Doherty, Norman Gidney, Susan Kerr, Erin Prescott, Darrell Wick (4:20 p.m.), Jade Yehia (non-voting liaison), Philippe Janicki

Staff: Troy McKay, Manager, Transportation & Development Services; David Williams, Engineering Supervisor; Jeff Keays, Committee Clerk

Regrets: Robert McLeod

MINUTES

MOVED by N. Gidney and Seconded by D. Wick: "That the Minutes of the Active Transportation Advisory Committee meeting held November 28, 2019, be adopted as circulated."

CARRIED

CHAIR'S COMMENTS

The Chair welcomed members to the first meeting of 2020, before providing an update on a number of Council related matters. The following comments were noted:

- The 2020 edition of the Saanich Cycling Festival will be held on April 19, 2020.
- The event will consider, integrate and promote provisions of the recently approved Climate Plan.
- A number of new events and initiatives are being considered including: guest lectures, e-bike demonstrations and eco-friendly information booths and displays.
- Community partners, such as VIHA, will have an opportunity to participate.

Committee noted the following:

- Recognizing accessibility and ensuring inclusion and engagement with persons with disabilities, and in particular youth, is paramount to demonstrating the District's commitment to active transportation for all residents.

HEALTH IMPACTS OF ACTIVE TRANSPORTATION

J. Yehia, Healthy Built Environment Consultant, Vancouver Island Health Authority, provided the committee with an overview of the health impacts of Active Transportation. The following was noted:

- 1 in 3 people in BC are living with one or more diagnosed chronic disease, accounting for nearly 80% of the provincial healthcare budget.
- 50% of adults and 91% of children are not getting enough daily exercise.
- Canada's childhood obesity rates are amongst the highest in the world, almost doubling in the last 25 years to 26%.
- Treatment of chronic disease costs the Canadian economy \$190 billion annually.
- Many of these chronic diseases are preventable by eliminating four common risk factors.

- Tobacco use
- Unhealthy diet
- Physical inactivity
- Harmful use of alcohol
- Health impacts of land use planning active transportation:
 - The built environment can encourage or hinder healthy behavior.
 - How we get to work, school, grocery stores, parks are in part influenced by planning decisions from 5, 10, 20 years ago
 - Communities that are planned to make the healthy choice the easy choice shifts our individual behaviours from a sedentary one to an active one and ultimately improves our health.
- Land-use and transportation planning can reduce injuries to vulnerable road users. Cyclist and pedestrian fatalities are higher than motorists. Senior and school aged children are the most vulnerable.
- Built environments that provide safe reliable active transportation facilities will help limit negative impacts on children and youth, and mitigate the “conveyor belt” to adult obesity.
- Residents of pedestrian friendly neighbourhoods weigh on average 7lbs less than those living in sprawling neighbourhoods.
- Asthma rates are higher amongst children in high-traffic pollution areas.
- The risk of asthma symptoms are two times more likely in children (aged 5-7) who live within 250’ of a major roadway.
- Active transportation helps to reduce isolation and improves social networks. As people who feel socially connected report mental wellbeing.
- Sense of community belonging decreases with increasing commute time – those with a commute time of more than 50 mins are 56% less likely to experience a strong sense of community belonging than those with a commute time of less than 10 minutes.
- Health based evidence illustrates the connections between a planning principle – impact – (and) health related outcomes
- Health Evidence states that if you enable mobility for all ages and abilities by promoting safer streets and encouraging physical activity results in increased physical activity, walking, perception of safety. A corollary health related outcome is a decrease unintentional injury.
- Prioritizing safety by giving priority to walking and cycling = a further reduction in injuries, respiratory disease, increases in quality of life, mental health and social connectivity.

The Chair thanked the Healthy Built Environment Consultant, VIHA for their presentation. Committee discussion ensued, the following was noted:

- Pollution associated to volatile organic compounds are often hidden. Further investigation with regard to the any specific health impacts of pollution associated to brake pads, tire rubber and roadway asphalt.
- The committee could pass a resolution recommending that Council send a letter of Chief Medical Health Officer in support of the demonstrable health benefits of active transportation, including: injury and chronic disease prevention, mental health and inclusion, and community engagement and participation as part of the My Health My Community survey.
- Saanich staff and VIHA staff have both engaged with area schools to promote and support active transportation initiatives.
- The school boards efforts to rationalize and realign their catchment areas are helping to decrease travel distances, identify localized travel routes by serving the communities and neighbourhoods they are located in.
- Active Transportation is of great benefit to seniors.
- Efforts to increase safe routes, and infrastructure to recreation and activity centres is important.

- The age friendly planning guide, and the dementia resource guide both reference appropriate active transportation amenities, include width and design of sidewalks, their proximity to roads etc.
- The inclusion of health impacts in the annual ATP check-in would be beneficial. Demonstrating these benefits will resonate with community.

The Clerk will forward the presentation, along with the referenced documents and studies to committee after the meeting.

MOTION

MOVED by B. Collier and Seconded by P. Danforth, “That the Active Transportation Advisory Committee recommends that council write a letter to Chief Medical Health Officer to support My Health My Community survey for the South Island, which supports Saanich’s Active Transportation Plan, Action 3B.2: Work with partners to develop and deliver materials outlining the health benefits of walking and cycling.”

CARRIED

BICYCLE PARKING GUIDELINES/STANDARDS

The Clerk circulated the Council Policy Bicycle Parking Guidelines on-table. The Manager of Transportation and Development provided a high level overview of the policy, and the various schedules of Zoning Bylaw 8200. The following was noted:

- Planning staff can provide more specific details on the provisions of the zoning bylaw. They will be in attendance at the February meeting.
- The zoning bylaw has two classifications of bicycle parking:
 - Class I
 - Class II
- Section 7, Table 7.4 identifies the number and type required per use.
- Saanich is seeing an increasing number of Development Applications coming in that have more spaces, better designs and accessibility than is required.
- These are often submitted in an effort to get relief from the number of motor vehicle parking stalls.
- Differences in perception with regard to size. Is bigger better?
- Class I stalls aren’t secure enough; however, if they are cheaper compared to parking stalls for vehicles, then the design guidelines for Class I should be improved.
- All of the University of Victoria’s dormitories have secure bike parking, and are limited to students only; however, bicycles theft still occurs.
- If a U-Lock is not used (outside) the bicycle will be stolen.
- The university has a number of bike lockers that can be rented for \$40 per month.
 - Rental rates are 100% indoors and 60% outdoors.
- Consideration should be given to the forecasted growth of e-bikes, and the necessity for charging stations.
- The shift to multi-residential developments should warrant a review and update to Class I bike stall designs.
- Convenient and accessible, safe and secure.
- Saanich’s Bylaw and policy could be considered dated when considered in the context of trends in personal transportation and housing development.
- The University of Victoria has recently updated their Campus Cycling Plan including provisions for bike parking.

REVIEW: COMMITTEE PROCEDURES & DATES

The Clerk provided the committee with a high-level overview of the member orientation package. The package is in follow up to Council’s direction of November 4, 2019, and arising from the recommendation of the Mayor’s Standing Committee on Finance and Governance.

The Clerk noted that the division was in the final stages of planning for an advisory committee workshop. Details of the event will be circulated under separate cover shortly.

ADJOURNMENT

The meeting adjourned at 5:45 p.m.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary