

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday March 3, 2022, at 4:01 p.m.

Present: Councillor Rebecca Mersereau (Chair), Juliet Van Vliet, Philip Marciniak, Reed Poynter, Karen Laberee, Dave Marecek, and Trevor Barry.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; David Williams, Engineering Supervisor; Jason Bland, Saanich Police; Lauren Hermansson, Engineering Technician; Mike Goldsworthy, Park Planner Designer; and Austin Winters, Committee Clerk.

Regrets: Jade Yehia (non-voting liaison); and Julia Cutt

CHAIR'S REMARKS

The Chair reminded all members that if any member would like to share any correspondence with committee members it must be sent to ATAC's Committee Clerk who will then distribute it amongst the members.

ACTIVE TRANSPORTATION PLAN 2021 REPORT CARD

The Manager of Development Services opened a dialogue for committee members to voice their thoughts and opinions on the 2021 Report Card for the Active Transportation Plan. The following was noted during discussion with committee members and staff:

- Capital Bike sent a late correspondence requesting that ticket data from Saanich Police be added to future report cards.
- It is useful to see the breakdown of the cycling network within the report card.

SEEKING INPUT ON UPDATING THE ACTIVE TRANSPORTATION PLAN

The Senior Transportation Planner and the Manager of Development Services delivered a presentation on updates to the Active Transportation Plan. The following was noted:

- The Plan first came into effect in 2018 and it is to be used as a guide for investment in active transportation improvements for 30 years.
- The updated Plan will help guide and ensure there is a current framework to support implementation of active transportation policies and actions in the District.
- The objectives of the plan update are:
 - To update the ATP using current data and policy to inform revised and new targets, and strategies and actions, as well as the implementation plan;
 - To address new and emerging issues and technologies related to road safety and electric mobility devices;
 - To apply an equity lens to the planning process and updated ATP;
 - To use a variety of methods and strategies to communicate and engage with governments, stakeholders and the public on the plan update; and

- To produce an updated plan to guide implementation of active transportation investment, policy, infrastructure and programs for the next five years and beyond.
- The updated plan will address emerging issues such as:
 - Road safety, including Vision Zero and a Safe Systems approach;
 - Electric bicycles and e-mobility devices; and
 - Equity and inclusion.
- The ATP update is anticipated to take 12 months to complete and there are five phases that will be worked through.
- Community members can participate in the planning process for the ATP update in a number of ways, including:
 - Being a member of the Active Transportation Advisory Committee;
 - Participating in engagement events that may be online or in person and may include meetings, interviews, open houses, workshops, walkabouts, displays and presentations;
 - Completing surveys;
 - Sharing ideas and thoughts with staff; and
 - Sharing ideas and thoughts with Council when the plan is presented.
- The Active Transportation Advisory Committee (ATAC) will provide advice to the Project Team and act as community liaison throughout the planning process.
- Key roles of the ATAC as part of the ATP update planning process will be to:
 - Advise on public engagement to ensure broad outreach is effectively undertaken with stakeholders and residents;
 - Promote the project and public engagement opportunities within the community;
 - Provide support to staff at public engagement events; and
 - Provide feedback to staff on content and the draft updated plan.
- The identified stakeholder groups for the updated Plan include:
 - Government;
 - Saanich departments;
 - Community Associations;
 - External agencies;
 - School districts, universities and colleges;
 - Health agencies;
 - Economic development organizations;
 - Development industry; and
 - Transportation advocacy;

The following was noted during discussion with committee members:

- There is a sense that committee members do not get an active role in updating the Plan.
- Updates to the Plan will be brought back to ATAC on a regular basis.
- A potential subcommittee for updates to the Plan could be implemented to ensure proper attention is given to it.
- A lot of the external stakeholders that are identified within the plan share a lot of the same policy outcomes in active transportation.

- Inquiries were made into potentially contacting other external stakeholders such as transportation service providers, accessibility organizations and data holders for more information that could assist the report card.

MOVED by T. Barry and Seconded by D. Marecek: “That the Active Transportation Advisory Committee support the Terms of Reference for the proposed Active Transportation Plan update with amendments to the stakeholder list to include transportation service providers, accessibility organizations and data holders.”

CARRIED

SHORT-TERM SOLUTIONS TO ADVANCE ACTIVE TRANSPORTATION

The Chair led a roundtable discussion on the memo put forth by the Chair, dated March 2, 2022, on the topic of short-term solutions to advance active transportation proposed by committee members at the February 24, 2022 Committee meeting. The following was noted during discussion with committee members and staff:

- The eight short-term solutions to advance active transportation found within the memo from the Chair are listed below:
 1. Install centerline hardening improvements and pedestrian space delineation at 10 un-signalized crossings (i.e. where there are no traffic lights), focusing on crossings with a history of reported crashes or near misses or are located on higher volume or higher speed roads. Typically these roads and crossings will be 2 lane roads with no centre medians and crossings already equipped with flashing beacons. An example raised by the committee is the crossing of the Colquitz River Trail of Interurban Road, south of Marigold Road.
 2. Re-allocate the road space on Quadra Street from Chatterton Way to Tolmie Ave and on Tillicum Road from Arena Road to the Saanich Boundary with Esquimalt to remove general purpose vehicle lanes and install protected cycling lanes using quick build and lower cost techniques. It is understood that these changes could have a negative impact on traffic / transit operations along the corridor, and potentially traffic volumes on nearby streets. A corresponding public information / education campaign should take place at the time of implementation to inform stakeholders and public of the change and share information about the community benefits of these changes. The public information campaign should also address how the infrastructure will be upgraded in the future and outline how stakeholders will be able to provide input into future changes on these corridors. It is recognized that special or temporary designs or phased approaches and operational changes (turn restrictions) may be needed at key intersections and bus stops along these corridors.
 3. Install high visibility school area road markings and improved school zone signage in all school zones that are on Major or Collector Roads in Saanich. This approach was piloted in Saanich at 3 locations in 2021 and has proven to be successful and is ready for deployment across Saanich in 2022.
 4. Convert 5km of existing buffered bike lanes to protected cycling lanes by the addition hard infrastructure in the existing bike buffered bike lane spaces. Over the past few years many buffered bike lanes have been constructed in Saanich. These buffered bike lanes have sufficient space to convert them into protected bike lanes.

5. Build walking pathways on the existing pavement on approximately 5km of high pedestrian use residential streets by removing vehicle parking areas. This approach should be used as a trial of a method to provide more pedestrian walkways in Saanich ahead of traditional sidewalk construction. Staff should be responsible for selecting the streets for this trial in consultation with the local community associations and under the following selection criteria:
 - a. The street is of sufficient pavement width to leave one side of on street parking while providing a single travel lane to be shared by cyclists and vehicles and creating a walking space for pedestrians;
 - b. The street has existing or potential for high pedestrian use; and
 - c. The street is on a route used by pedestrians to access parks, schools, recreation centres or other community services.
 6. Install 8 bike boxes at signalized intersections. Bike boxes at intersections allow for turning cyclists to be given space and priority to position themselves at signalized intersections to complete left hand turns at intersections.
 7. Remove pedestrian push buttons at 3 major intersections to provide pedestrian priority at all times of day. A number of intersections in Saanich have had automatic pedestrian walk signal operational during day time hours since early 2020 with limited operational challenges, in addition to removing the pedestrian push buttons, the use of automatic pedestrian walk signals should be expanded.
 8. Upon adoption of the pending Speed Limit Establishment Policy, prioritize implementation of speed limit changes in Rural Saanich to improve the safety of vulnerable road users on streets with limited active transportation infrastructure.
- There was questioning over the costs associated with removing the pedestrian push buttons and what do those costs result in.
 - Staff clarified that the costs associated with this potential recommendation would go towards traffic modeling, staff time, and then changing the information panels on the traffic signal polls which includes changing the buttons and removing the wiring.
 - To do this at 3 intersections it costs approximately \$5,000 for each intersection.
 - If the buttons were removed every time the light switches from one direction to another the pedestrian signals and audible signals would be activated.
 - Staff have noted that recommendation 7 and 8 could be incorporated into their existing work plans without cost implications.
 - With gas prices so high active transportation solutions are prudent.
 - No modeling has been done with regards to a potential road diet on Quadra Street, but modeling has been done on Shelbourne Street which has similar traffic volumes.
 - There was questioning over what the implementation of the 2nd recommendation would look like.
 - Staff clarified that for the 2nd recommendation the land lines would be grinded off; a new layout would be painted; small pieces of concrete curbs would be installed along with flexible delineators to create protected bike lanes; traffic signal heads would be moved; traffic loops would be recut; bus stops would be shared with the bike lane; and turn restrictions would have to be implemented.
 - The 2nd recommendation shows that Saanich is strong about change with respect to active transportation.
 - There was questioning over the 4th recommendation and what would be used to establish the barrier for the protected bike lanes.
 - Staff clarified that a concrete curb would be installed for the 4th recommendation.
 - A consensus was made within the Committee that all recommendations within the memo be brought forward for Council consideration.

MOVED by T. Barry and Seconded by R. Poynter: “That the Active Transportation Advisory Committee request Council consider and approve the eight short-term active transportation quick build recommendations provided in the memo from Councillor Mersereau dated March 2, 2022 and include these recommendations in the 2022 Budget.”

CARRIED

ADJOURNMENT

The meeting adjourned at 5:31 p.m.

NEXT MEETING

Next meeting is Thursday, March 24, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Austin Winters, Committee Secretary