

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday April 28, 2022, at 4:01 p.m.

Present: Councillor Rebecca Mersereau (Chair), Karen Laberee, Julia Cutt, Philip Marciniak, Reed Poynter, Janine Konkel, Alexandre Beaubien, Curran Crawford, Dave Marecek, and Trevor Barry.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; David Williams, Engineering Supervisor; and Austin Winters, Committee Clerk.

Regrets: Juliet Van Vliet.

MINUTES

MOVED by P. Marciniak and Seconded by D. Marecek: “That the Minutes of the Active Transportation Advisory Committee meeting held March 24, 2022 be adopted as circulated.”

CARRIED

INTRODUCTION TO THE MCKENZIE AVENUE CORRIDOR STUDY

The Engineering Supervisor presented on the McKenzie Avenue Rapid Transit Corridor Study. The following was noted:

- Saanich is currently working with BC Transit to improve transit service across the district in a variety of actions to support implementation.
- This study is related to the Active Transportation Plan, McKenzie is identified as a priority for improvements to the bicycle infrastructure and Rapid Transit.
- Rapid Transit is defined as a high-capacity bus every 15 minutes or less, operating 7:00 am – 10:00 pm. These routes typically span a longer distance than local routes, and there may be a reduced numbers of stops to improve efficiency. Busses are given dedicated space and/or traffic signal priority.
- Rapid bus stops are typically enhanced with benches, waste reciprocals and improved on street passenger/sidewalk stations. Stops are placed in areas of higher density.
- The engagement plan is being finalized. The next steps will include looking at current statistics and data to understand how to evaluate potential options that are developed.
- Considerations are being made for short-, medium- and long-term priorities to ensure the longevity of the plan. Short term priorities include cycling improvements, transit priority signals, property impacts, station locations, and costs.
- The consultant will develop long term concepts. The committee will be able to provide feedback during regular updates between now and the final implementation.

The following was noted during committee discussion:

- The Uptown Hub will likely be an area where transit users can transfer from the Westshore to go directly to UVIC. There is not dedicated parking planned for the hub.
- Considerations are being made by BC Transit for a route from the dock yard to UVIC.
- Currently there is limited transit from Saanich Road west toward Highway 1.
- Some stations along the corridor could be built to consider alternative modes of transportation, including the potential for a secure parking spaces for bikes or E-scooters.
- Large projects such as this should consider a vision zero approach. Safety considerations are made, but currently there is not a structure to address safety faults.
- Readiness for micro mobility should be a consideration for planning all facilities.
- There would be benefit in having BC Transit attend a future meeting to answer the transit related questions. The Chair will invite BC Transit staff to attend a future meeting.
- The study will include the locally and provincially owned sections of McKenzie.
- Having a physical barrier between traffic and bicycle lanes is important.
- Improvements are needed to improve safety for all users, especially in the area between Highway 1 and Highway 17. This portion of McKenzie is not part of this study.

ACTIVE TRANSPORTATION PLAN: ENGAGEMENT PLANNING AND STAKEHOLDER CONFIRMATION

The Active Transportation Advisory Committee (ATAC) discussed the stakeholder list as part of March discussion on the Terms of Reference (TOR) for the update of the Active Transportation Plan (ATP). ATAC had recommended several groups that should be included, which were recently approved. The Senior Transportation Planner requested clarification about the additions. During discussion, the committee made the following comments:

- The Executive Director of the South Island Prosperity Project would be a good contact.
- Wilsons Transportation could be considered as a transportation service provider, as well as potentially taxi services.
- The accessibility community is a broad community, there are many groups such as the Victoria Disability Resource Centre which could be included. Committee members will submit additional contacts to staff.
- There are groups using SD 61 facilities for early childhood education, daycares or before and after school programs that would have valuable feedback.
- Economic development could include active transportation retailers.
- Senior's housing, long term care and Peddle Heads could be considered.

The Senior Transportation Planner provided the Draft Engagement Strategy and Communications Plan to the committee. A brief discussion on the Engagement Process Overview took place. The committee was asked to provide feedback on the proposed questions which will be asked of stakeholders. The following was noted during discussion:

- Stakeholders may not be familiar with the ATP, which makes it hard to answer the question of “what is working well with the ATP?”. There would be benefit to ask what active transportation projects they are aware of, and how those could be improved instead.
- There is benefit to catering the questions based on the level of knowledge each respondent has about the ATP. Those with no knowledge can answer simple questions, and those with a deeper understanding of the plan can answer more in-depth questions.

- Understanding how the world has changed since the last update in 2018 is important.
- Asking if respondents would support expediting the plan could be helpful.
- Identify which part of the ATP is most important to each respondent (pedestrians, cyclists, public transit etc) and cater the questions to their response. It is helpful to understand feedback from all categories of road users.

Committee members noted that the language used on page 4 of the Draft Engagement Strategy and Communications Plan document may need to be updated. The Key Messages for Communication notes under the first bullet: “Active transportation includes any form of human powered transportation.” This statement seems to exclude transit riders, E-Bikes and other forms of E-Mobility. A suggestion was made to update this to “sustainable transportation” or a more inclusive alternative.

LIABILITY FOR ACTIVE TRANSPORTATION USERS & ICBC’S NO FAULT POLICY

The new ICBC No Fault Policy means that pedestrians, cyclists or passengers may be considered partially responsible for an accident. If a party is assessed as partially responsible for a claim, they could be responsible for some of the damages to the vehicle. Recent news articles related to cyclists being hit by a car and then receiving an invoice for the damage to the car have brought this topic to light. ICBC has acknowledged this is an issue and are currently working on a policy update to ensure this is resolved. Members of the committee will explore options and wording for a potential motion that could be considered by Council and sent to ICBC.

DISCUSSION: WHAT WOULD YOU LIKE TO SEE IN SAANICH’S ROAD SAFETY ACTION PLAN?

Due to time constraints, this item will be postponed until the next meeting.

ADJOURNMENT

The meeting adjourned at 6:01 p.m.

NEXT MEETING

Next meeting is Thursday, June 26, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Megan MacDonald, Committee Secretary