

**MINUTES**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**Held at Gordon Head Recreation Centre, Youth Centre**  
**Thursday May 26, 2022, at 3:32 p.m.**

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

Staff: David Williams, Acting Transportation & Development Services; Megan Squires, Senior Transportation Planner; Mike Goldsworthy, Park Planner Designer and Megan MacDonald Committee Clerk.

Regrets: Juliet Van Vliet and Reed Poynter.

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**MINUTES**

**MOVED by T. Barry and Seconded by P. Marciniak: "That the Minutes of the Active Transportation Advisory Committee meeting held April 28, 2022 be adopted as circulated."**

**CARRIED**

**CHAIRS REMARKS**

- There will be an opportunity for committee members to view recent additions to the active transportation network in the area following the meeting.
- David Williams is now the Acting Manager, Transportation & Development Services, he will be providing engineering/staff support to the committee for May and June.
- The committee will meet in June, there are no committee meetings in July or August.
- A workshop session to gather input on the Active Transportation Plan update would be beneficial to dig into the content and share thoughts on where to improve. This may happen at an extra meeting in September.

**PETITION FOR VULNERABLE ROAD USERS**

P. Harrison and J. Nelson of Livable Roads for Rural Saanich presented their Petition for Vulnerable Road Users summary information (petition on file). The following was noted:

- Oldfield Road, southern section of Old West Saanich Road, Brookleigh Road and Sparton Roads are dangerous for users of Active Transportation.
- A petition of vulnerable users was recently completed, with over 330 signature and comments. The comments were combined and provided to the committee.
- The effectiveness of speed reduction initiatives is less without traffic calming support such as speed platforms, traffic circles and enforcement.
- Petition comments and photographic examples were shared with the committee.
- LRRS expressed an urgent need to have traffic calming measures installed in this area.
- Pilot projects or temporary measures would help alleviate immediate safety concerns.

The following was noted during committee discussion:

- This petition focuses on this corridor as an example of the current conditions in Rural Saanich. This area has not yet had any traffic calming or speed limit reductions.
- Oldfield Road is a straight stretch with overnight speeding and aggressive drivers. A small traffic circle or one way yield would be beneficial to force drivers to slow down.
- Once the Speed Limit Establishment policy is finalized, rural Saanich will be a priority for implementation and speed limit reduction measures.
- Some users of active transportation avoid this area due to the unsafe nature and dangerous behaviour of drivers.
- Avoiding deposits of horse waste on limited shoulder space can cause additional safety concerns for those using the space.
- There are potential spot improvements, however addressing the volume and use of the road will require a large project for future consideration.

### **DRAFT SPEED LIMIT ESTABLISHMENT POLICY**

The Senior Transportation Planner presented information on the Draft Speed Limit Establishment Policy. The following was noted:

- The Draft Speed Limit Establishment Policy was provided to the agenda. Staff hope to have the Policy approved by Council in July. Committee feedback will be considered and incorporated into the policy.
- The National Association of City Transportation Officials have created a document outlining street design guidelines, which gives guidelines on how municipalities can choose to set speed limits on urban streets. Saanich is a mix of urban, suburban and rural roads, so refinements and adaptations were made to accommodate the Saanich context.
- The pilot project to lower the default speed limit was put on hold by the Province.
- The street types have been defined and grouped together to simplify applying the policy.
- Different speed limits will apply to the streets based on traffic volumes and safety features.
- Considerations will be made to ensure that a consistent approach to address corridors is taken, avoiding having speed limits increase/decrease unnecessarily.
- The Speed Limit Determination Matrix will be a valuable tool to determine appropriate speed limits and manage the risk to all users on the street.
- Two primary factors determine how frequently potential conflicts between motor vehicles, and cyclists and pedestrians occur: modal mixing; and crossing point frequency.
- Under the proposed policy, streets with a greater number of potentially serious conflicts and a higher level of activity will have lower speed limits.
- Signs will be updated in accordance with the *Motor Vehicle Act* following approval.

The following was noted in response to questions from committee members:

- Installing bike/car counters near schools during spring break or summer months will not provide accurate information. Timing considerations need to be made to ensure accuracy.
- Considerations will be made for bike routes based on traffic volumes.
- The Administrative Traffic Committee will oversee any disputes as some disagreement is anticipated. The Director of Engineering will make the final decision if a dispute is raised.
- Implementation of the policy will take a phased approach. Groups of streets will be submitted

to Council to have the appropriate bylaw changes considered. The bylaw amendments will each include a new map or section for consideration rather than individual roads. Signs will be updated to advise drivers of the new speed limits once approved.

- The Road Safety Strategy is currently being developed to align with Vision Zero.
- Concern was raised regarding the installation of sidewalks on one side only on rural roads. This means those who wish to use the sidewalk may have to cross the street to do so.

**MOVED by T. Barry and Seconded by P. Marciniak: “That the Active Transportation Advisory Committee recommend that Council adopt the Saanich Speed Limit Policy substantially as presented at the Active Transportation Advisory Committee meeting of May 26, 2022.”**

The following was noted during committee discussion:

- There could be more consideration to improve safety on roads outside the Urban Containment Boundary. There may be benefit to see how the working group recommendations would compare to the staff suggestions outlined in the policy.
- Most rural roads would fall within the high or moderate modal mixing category due to the lack of paved shoulders. This would mean lower speed limits on those roads.
- The inclusion of the word “substantially” in the motion is intended to provide support to move this initiative forward while staff consider additional options to improve rural roads.
- The policy provides Saanich specific guidelines that will be extremely beneficial.

**The Motion was then PUT and CARRIED**

## **ACTIVE TRANSPORTATION PLAN ENGAGEMENT STRATEGY**

The committee was given an opportunity to provide feedback on the Engagement Strategy for the Active Transportation Plan (ATP) Update at the previous meeting. Members were welcomed to provide additional thoughts or ideas on the engagement strategy. Committee members will be invited to provide feedback on the ATP to staff at a meeting in September. The Senior Transportation Planner provided a verbal on recent updates to the engagement strategy, the following was noted:

- The stakeholder list was updated to include feedback from the committee.
- The Phase 2 engagement was updated to ensure the strategy is accessible to those who are familiar with the ATP as well as those who are not familiar with the document.

Committee discussion ensued with the following comments:

- Placing information in accessible places is beneficial, get the information to where people visit frequently such as recreation centres, local papers or magazines.
- Members are interested in a map where the public can mark areas of concern, such as blind corners or dangerous intersections. This information could help staff determine areas of priority or potentially identify issues that have not yet been noted in the plan.

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

The Road Safety Action Plan will help Saanich achieve Vision Zero goals. Infrastructure, education, awareness, enforcement and speed limit reduction all play an important role. Staff are now beginning work on this important initiative; the committee was asked to provide ideas that could potentially be included. The following was noted:

- The Road Safety Action Plan will include the safety of all users on the road right of way, including sidewalks, boulevards, bike lanes and all other aspects.
- Following a serious accident, there is value in a comprehensive investigation to produce recommendations of actionable items that will prevent the same thing from happening again. This could consider contributing factors, look at a range of solutions and lead to meaningful changes to infrastructure and driver behaviour.

Due to time constraints members were encouraged to submit suggestions to staff.

**ADJOURNMENT**

The meeting adjourned at 5:29 p.m.

**NEXT MEETING**

Next meeting is Thursday June 23, 2022.

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Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

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Megan MacDonald, Committee Secretary