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MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
ACTIVE TRANSPORTATION PLAN UPDATE – MEETING #1
Held at Kirby Room, Saanich Municipal Hall
September 29, 2022
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Present: Councillor Rebecca Mersereau, Julia Cutt, Philip Marciniak, Janine Konkel, Alexandre Beaubien, Reed Poynter, Juliet Van Vliet

Staff: Troy McKay, Manager of Transportation & Development Services; Megan Squires, Senior Transportation Planner; and Lauren Hermansson, Engineering Technician IV

Guests: Beth Hurford (Recorder) and Dan Casey, Urban Systems Ltd.

CHAIRS REMARKS

Seeking continuity for the committee following the election.
- Seeking to resume the meetings, perhaps scheduled in November so the committee can work closely with staff on the update.
- BC Transit will be a priority for the next meeting. There has not a lot of space for transit to be discussed so far.

Updates on quick build progress for ATAC members:
- Council has put a pause on one-side sidewalks (related to quick build projects). There has been a significant amount of pushback regarding the loss of parking, and Council had been petitioned to NOT have the project built. A motion was brought forward to Council to ask staff to reconsider plans and bring back options.
- 150 new signs with visibility paint have been installed in school zones.
- Design work is underway on 8 bike boxes. These may be delayed due to weather.
- Pedestrian priority at three intersections.
- Prioritizing speed limit changes in rural Saanich. The speed limit establishment policy will be brought forward in July.

Other Projects:
- A large project is underway on Vanalman Ave. where a neighbourhood bikeway with raised features, new crosswalks, and new bus stops is now 60% complete.
- In Rural Saanich there is progress on a new intersection at Prospect Lake Road. Crews are still to complete paving and installing a new signal.
- Construction on Gorge Road phase 1 from Tillicum Road to Admirals Road. began today.
- Shelbourne St Phase 1 is now complete. Construction has started on Phase 2.
- Staff has found a plan endorsed by Council to support improvements to AT is helpful and supports build out of the network.

UPDATING THE ACTIVE TRANSPORTATION PLAN - PROJECT OVERVIEW
The following Active Transportation Plan (ATP) emerging focus areas were noted:
- Road safety, integrating with the parallel Road Safety Action Plan (RSAP) process.
- Micromobility and emerging technology.
- Accessibility and universal design.
- Traffic calming (neighbourhood traffic management).

PROJECT PROCESS – PHASE 3 CURRENT PHASE
- The Housing Strategy and densification will need to be included in the update to the ATP. In the last year, Council decided to go with a corridor planning processes which may better align with transportation and active transportation. The following describes discussions about each section of the ATP that took place.

VISION
- The Vision Statement is an important item in communicating intended outcomes for the community.
- There is a feeling that the current vision statement is long.
    - Currently a challenge in presenting the vision in a community setting due to length.
    - General desire to see the three existing paragraphs reduced to a single paragraph.
- Important items to consider are safety, comfort and connection.
- Council may wish to consider specific mention of transportation to/from work and school, the linkage to climate targets and the urgency for action, transportation choice, the economic value of walking and utilitarian/commuter value of cycling, and linkage to community resilience.
- All neighbouring municipalities have also updated the plans which may influence priorities.
- Capital Regional District (CRD) Update: the CRD has a new Regional Parks Strategic Plan. It is not very specific in terms of trails but does have an action item of creating a regional trails plan. The Regional Parks Strategic Plan begins in 2023.
    - The CRD process is exploring emerging mobility which could be a good opportunity for collaboration.
- Talk about automobiles and e-vehicles.
- A Comment was raised as to how are horses and equestrian use being considered? Manure in Rural Saanich makes it impossible to walkdown the road. Horse manure is a barrier for people walking particularly those with limited vision.

GOALS
- Goal 2 – Consider changing the wording from "Observe" to something less passive.
- Consider rephrasing Goal 3 to not single out user groups.
- Consider updating Goal 3 to reflect Vision Zero objective.
- There is a desire to see transit added to Goal 4.
- Consider a broader definition of active transportation, not just walking, cycling and transit, which could include current and future/emerging technologies.
- Consider a 5th goal that addresses equity and accessibility.

TARGETS
- There is a need to consider the distinction between targets and implementation measures.
    - Should targets be more closely tied to goals?
    - Should each goal have a supporting target?
- Mode share targets should be changed to 2030 (rather than 2036) to align with 2020 Climate Plan targets and timelines. Some kind of emphasis on variable mode per person; i.e. not just full-time cyclists, but recognizing and planning for individuals using various modes at different times/weather/etc. To try and shift the modal percent over time
- It should be clarified whether electric bicycles and scooters have been accounted for in mode share targets and/or whether they should be. This will be tied to the Climate Plan and further engagement with staff is required.
- Consider whether five-year increments are enough to accurately account for change and to calibrate planning and actions to respond to the rate of progress and change.
- Should a road safety target be included in the ATP when the District will also have a Road Safety Action Plan with specific goals and targets?
- Additional targets for consideration:
    - Capturing the diversity of active transportation users (e.g., age, gender, income, occupation, others?).
    - The rate of active travel to school.
    - Data is available through the CRD school travel planning initiative.
- Figure 21 should include a discussion of the impacts of COVID.
- Discussion about the relationship between monitoring and targets. We monitor and report on more targets than are currently articulated in the plan.

STRATEGIES AND ACTIONS
- Staff have struggled to categorize the "ongoing" items.
- Instead of CONNECTION, CULTURE, CONVENIENCE, staff suggest using environment, equity, etc.
    - 3A - Add "abilities", working with children, youth, and people with disabilities. These should somehow be divided into different actions. Add seniors.
    - Add physical disabilities as a separate action.

MAINTENANCE
- Vegetation management and clearing could be added to this section. Currently it is more around ice and snow.
    - Should a safety strategy be developed?
    - It could include sweeping for glass and debris.
- There is a need to define responsibility for Saanich vs. private landowners for maintenance of pathways, sidewalks, etc.
- Discussed the creation of a reporting tool for locations for maintenance (online app vs. the current complaint-based system).
- The district has purchased two new sweepers.

END OF TRIP FACILITIES

- Provide more bicycle parking and end-of-trip facilities – developments and private sector.
- Discussion of how to build it into the Subdivision Bylaw Update.
    - How can the bylaw be applied to retrofits (i.e.: with a renovation at a certain cost then it would trigger requirements (threshold) or new requirements with business licenses?
    - Are there incentives or regulations that need to be considered?

MICROMOBILITY

- Micromobility is not active but can be passive, which can help achieve broader transportation goals. It might be valuable to tie these in a specific way since their popularity is only growing.
    - Do we have anything around how these things interact?
- Currently many devices are illegal and their use and demand may be a concern.
- Safety and emerging technology may create or emphasize a notable speed differential.
    - Reducing conflicts: How can we do this?
    - Consider whether we monitor and stay aware vs. whether the design needs to evolve.
- Further work is required to legalize micromobility. Caveats can be added.
- The committee could see Saanich taking a bold position on this to advocate for their legalization and ultimately to regulate.

INFRASTRUCTURE AND OPERATIONS IMPROVEMENTS

- Has there been a conversation around allowing cyclists to proceed on a pedestrian phasing (leading pedestrian intervals)?
- Align the vision of the ATP with broader community and urban planning.
- Look at narrowing existing wide intersections (e.g., McKenzie Ave and Gordon Head Road) near Mount Douglas Secondary School.
    - Troy mentions some of these should be raised crosswalks (with RFB).
    - Roundabouts – explore their inclusion in traffic calming framework.

ACCESSIBILITY

- Accessibility is not emphasized enough in the plan.
    - An accessibility review should be applied to each new project.
    - The recommendation to look at best practices.
- The accessibility/disability legislation (review?) from two years ago is working on regulations right now and believes an advisory committee will be required.
- New federal regulations and guidelines will be coming concerning accessibility and disability.
- Consider actions in the plan to address environmental conditions such as the rising/setting sun that can make it difficult to see.

WALKING PRIORITIES

- Equity, including geographically, is a priority.
- Climate change and emissions goals, all tied to connectivity, could also be included.
    - Which treatments will have the biggest impact on mode shift? This would be correlated with emissions. Consider impact as a prioritization metric if possible.
    - Density as a consideration. Look at new secondary suites as to who is using them.

Prioritization may need to consider an action's/strategy's greatest impact on achieving climate goals, increasing mode share, achieving geographic equity; aligning with land use, potential to complete the network and/or safe routes to schools.

ADJOURNMENT

The meeting adjourned at 6:59 p.m.

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Councillor Mersereau, Chair