

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday February 24, 2022, at 4:01 p.m.

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

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

Regrets: Jade Yehia (non-voting liaison); and Benoit Lanthier, Saanich Police

Minutes

MOVED by D. Marecek and Seconded by K. Laberee: "That the Minutes of the Active Transportation Advisory Committee meeting held January 27, 2022, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

The Chair had each committee and staff member in attendance to go around and state the worst roads in Saanich to cycle on. It was also noted that no date has been set for in person committee meetings to begin once again.

DRAFT CADBORO BAY LOCAL AREA PLAN

The Manager of Planning delivered a presentation on the Draft Cadboro Bay LAP. The following was noted:

- LAPs are one of the guiding policies for the District of Saanich and they are critical to delivering substantive change over a 20 to 30 year time frame.
- There is a process that is approved by Council for developing LAPs. This process includes:
 - Phase 1 is project initiation;
 - Phase 2 is community visioning;
 - Phase 3 is plan development;
 - Phase 4 is the draft plan review (current phase);
 - Phase 5 is the plan finalization.
- ATAC is brought this LAP to review and provide feedback on prior to bringing this draft LAP to Council.
- The last Cadboro Bay LAP was established in 2002, thus there is a need to update the LAP to meet current municipal priorities and policies.
- The LAP update began in 2018 and it includes an advisory committee that has been assisting staff with community outreach.
- The community input for this draft LAP has been a multi-year process that has explored

issues and developed fundamental content of the draft plan.

- Multiple surveys, workshops, open houses, stakeholder meetings and multi-day charrettes were completed to better develop policies and garner key priorities for the LAP.
- The updated LAP process also looked to integrate the District's housing strategy, climate action priorities with regards to mitigation and adaptation as well as updates to active transportation.
- Cadboro Bay Local Area has three distinct neighbourhoods which include "The Village, Ten Mile Point, and Queenswood."
- A lot of the future growth and change from the LAP is focused primarily on the Village Centre and the Village neighbourhood.
- The majority of Cadboro Bay is single detached dwellings and it contains many large institutional properties.
- Cadboro Bay is projected to be one of the areas of Saanich most impacted by a potential sea level rise due to climate change.
- The Queenswood and Ten Mile Point area would largely remain as is with regards to future land use designations except for district wide in-fill projects.
- Sinclair Road is a key focus of the LAP process, with clear policy direction for improvements in the Draft LAP.
- The improvements include a design concept for Sinclair Road in alignment with Draft LAP objectives, enhancing the role of Sinclair as a community gateway, and enhancing the Cadboro Bay Road and Sinclair Road intersection.
- The LAP looks to expand the area where townhouses would be supported as well as additional commercial opportunities and smaller scale apartments along Sinclair Ave.
- There are nine key directions taken into account for the Cadboro Bay LAP, for which a lot of them are related to retaining the character of the area while also making housing and active transportation more accessible.
- From a land use perspective the majority of the change with this LAP is in the village neighbourhood where ground-oriented housing will be supported.
- There is also support for added height allowances on institutional mixed-use sites for affordable housing.
- From an active transportation aspect improving connectivity of the street and trail network for pedestrians and cyclists accessing the Village, the beaches and area destinations is a key priority of the updated LAP.
- Cadboro Bay is one of the areas of Saanich that is not on a frequent transit route and it is not across from a major adjacent center.
- Some of the areas have fairly limited active transportation facilities particularly Ten Mile Point and Queenswood.
- Saanich is working with BC Transit to increase service and levels of accessibility.
- The LAP envisions keeping the green character and semi-rural quality of the streets within the Ten Mile Point and Queenswood area.
- There will be three new crossings across Sinclair Road to increase connectivity.
- The Village Design Guidelines are also being updated along with the LAP.
- The Guidelines provide direction for building and site design in the Cadboro Bay Village and its surrounding area.
- The Guidelines apply to multi-unit residential, commercial and mixed-use developments in the Village area.

- The next steps for the Cadboro Bay LAP include community and stakeholder consultations followed by changes to the LAP based off of feedback and surveys.
- The LAP will be brought forward for Council consideration and adoption in April or May 2022.

The following was noted during discussion with committee members:

- Ten Mile Point area needs to be improved with regards to active transportation connectivity.
- There is support for the transportation objectives brought forward within the draft LAP.
- The increased implementation of micro mobility particularly within the Active Transportation Plan or the draft LAP should be considered.
- More work is being done to examine ways to increase car sharing and micro mobility within Cadboro Bay and Saanich more generally.

MOVED by T. Barry and Seconded by P. Marciniak: “That the Active Transportation Advisory Committee supports the elements of the Draft Cadboro Bay Local Area Plan related to Active Transportation.”

CARRIED

IMPROVING SAFETY FOR VULNERABLE USERS BY LOWERING SPEED LIMITS ON NON-CONFORMING ROADS IN RURAL SAANICH

Committee members D. Marecek and T. Barry delivered a presentation on improving safety for vulnerable users by lowering speed limits on non-conforming roads in rural Saanich. The following was noted:

- Livable Roads for Rural Saanich delivered a presentation to ATAC on October 28, 2021 raising concerns about some roads in rural Saanich that are given a certain classification but are not engineered to that classification.
- There are five roads in Saanich that are of real concern for safety and active transportation.
- By provincial default these roads are listed at 50km per hour but there is not a lot of shoulder room or turning radius.
- A working group was struck from the October meeting consisting of Committee members D. Marecek and T. Barry along with Councillors K. Harper and R. Mersereau.
- The working group subsequently met multiple times to discuss this topic, including 2 meetings with Saanich Engineering staff.
- The group also reviewed additional information and analysis provided by LRRS.
- The result of these meetings was a memo with a number of recommendations for Saanich staff to consider for the Saanich Speed Limit Policy, which include:
 1. The speed limit is reduced by 10 km/h for lined rural roads that do not conform to current engineering standards;
 2. The speed limit is further reduced by 10km/h for a distance of 1000m, on both sides of a park or school, that is located on a lined rural road that does not conform to current engineering standards; and
 3. The speed limit is reduced to 30km/h for non-lined rural roads in Saanich.
- Lower speed limits result in lower severe car accidents and less incidence of death.
- Rural Saanich is almost 50% of Saanich’s geography.

- There are two recommendations that the working group is proposing in relation to the development of the Saanich Road Safety Action Plan, which include:
 1. Major and collector road classifications be lowered by one classification level for rural roads that do not conform to current engineering standards;
 2. Rural roads classified as Collector or lower would restrict commercial truck usage.
- Commercial vehicles on rural roads present a significant risk to Vulnerable Users on the narrow roads, and is an impediment to livability and active transportation use on these roads.
- There is only one truck route approved through rural Saanich and that is West Saanich Road.

The following was noted during discussion with committee members and staff:

- The Manager of Transportation & Development Services noted that changing the classification of the streets as currently proposed by the working group for the Road Safety Action Plan is likely not feasible as it is a process that requires an Official Community Plan amendment.
- An inquiry was made regarding the feasibility of spot improvements that could be done with regards to the engineering of the roads that could potentially naturally lower the speeds of the roads.
- Implementing policies that would reduce speeds were prioritized over traffic calming engineering fixes for the working group.
- Clarification was requested over the second recommendation presented for the Road Safety Action Plan as commercial truck use is already restricted on those roads.
- More signage is requested for rural roads classified as Collector or lower that restrict commercial traffic usage.
- The Chair put forth a proposed amendment to the working group's 2nd recommendation for the Saanich Road Safety Action Plan that would read:
 - Reduce the use of non-designated truck routes by commercial vehicles.
- The amendment was agreed upon by the members of the working group.

MOVED by K. Laberee and Seconded by J. Cutt: That the Active Transportation Advisory Committee support the recommendations brought forward by the working group, but include the amendment to replace “rural roads classified as collector or lower would restrict commercial truck usage” with “reduce the use of non-designated truck routes by commercial vehicles.”

CARRIED

SHORT-TERM SOLUTIONS TO ADVANCE ACTIVE TRANSPORTATION

The Chair delivered a brief overview on short-term solutions to advance active transportation. The following was noted:

- The Active Transportation Plan is the driver of how active transportation is approached to achieve current priorities.
- The needs are very high in Saanich for active transportation infrastructure.
- Saanich can and should be doing more for vulnerable road users particularly pedestrians.

- A challenge with the current approach as dictated by the Active Transportation Plan is the costs are very high to implement some of the infrastructure required.
- A staff report is expected sometime in 2022 that will identify what the financials needs are to expedite the Plan while also noting strategies to achieve the vision of the Plan more quickly.
- Council asked ATAC to come up with potential projects that could be completed in the short-term that could improve road safety and active transportation in geographic areas within the municipality where longer term improvements are not planned for the near future.
- Ideally potential projects that may be put forth can be completed in months rather than years.
- In the report there were multiple examples of short term solutions including:
 - A road diet which would reduce the number of lanes in favour of giving that space to other users;
 - Center line hardening has led to vehicles slowing down when they turn corners;
 - Traffic calming techniques such as center line delineators, bollards, planters, and cement barriers.

The following was noted during discussion with committee members and staff:

- An inquiry was made over what the historical barriers have been that have limited quick build traffic calming techniques from being implemented.
- Lack of public interest and lack of capacity within the organization were noted by staff as potential reasons for the lag in implementation of quick build techniques.
- The current Active Transportation Plan does not have provisions for more short term responsive approach or location specific approach to issues that arise.
- Road diets on Saanich's main corridors such as Tillicum Road, Quadra Street, and Gorge Road were noted as potential options for a pilot project.
- The pork chop (triangular raised islands placed between a right-turn slip lane and through-travel lanes) at Tillicum Road and Burnside Road West potentially could be removed as it has been noted as a problem area with ICBC.
- <https://walkrollmap.org> was noted as a useful crowdsourced tool to identify and report potential problem areas for those who walk or roll.
- <https://bikemaps.org> is another crowdsourced tool for mapping bicycling safety incidents.
- At the four recreation facilities, more needs to be done to lower the speeds of these high traffic areas within the parking lots and in the surrounding area.
- Potential AM/PM lane shifts on McKenzie Avenue could assist with road safety.
- A request was made for additional smaller amenities such as water fountains, washrooms, wayfinding, benches, rest areas, and signs along walking and cycling routes.
- The Traffic Association of Canada created guidelines in 2008 for the understanding, use and implementation of accessible pedestrian signals. Saanich does not follow these guidelines and an argument was made for Saanich to start following them.
- Any quick build solution that takes place in 2022 would have very little opportunity for public consultation and instead it would be an information campaign.
- Any reduction in lanes through a potential road diet would have a direct negative impact on transit travel times.

- Staff wants to move away from buttons at crosswalks with a locator tone and instead implement pedestrian faces that come up automatically that way no button will have to be touched.
- There are many roads in Saanich that are residential in nature, about 8 metres wide and have a row of parking on each side of the road with no sidewalks. On these roads there is the potential to implement no parking on one side of the road to allow for some sort of non-conventional pedestrian walkway.

ADJOURNMENT

The meeting adjourned at 6:00 p.m.

NEXT MEETING

Next meeting is Thursday, March 3, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Austin Winters, Committee Secretary