

AGENDA
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT
ADVISORY COMMITTEE

Held electronically via Microsoft Teams
Thursday June 9, 2022 at 5:30 pm

In light of the COVID-19 pandemic and to ensure social distancing, this meeting is closed to the public and can be viewed/heard via MS Teams. Please note that MS Teams callers are identified by their phone number which can be viewed on screen by all attendees at the meeting.

The District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the WSÁNEĆ peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum and Malahat Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

1. ADOPTION OF MINUTES (attachments)

- February 10, 2022
- April 7, 2022
- May 12, 2022

2. CHAIR'S REMARKS

3. RECEIPT OF CORRESPONDENCE

- Memo from Manager of Sustainability dated June 3, 2022 "BC Energy Step Code and Carbon Pollution Standards: Proposed Approach"

4. STRATEGIC OFFICIAL COMMUNITY PLAN UPDATE

- Amber Walker, Planner for Community Planning

5. SPEED LIMIT ESTABLISHMENT POLICY (attachment)

- Megan Squires, Senior Transportation Planner
- David Williams, Engineering Supervisor

* Adjournment *

Next Meeting: September 8, 2022 at 5:30 pm

In order to ensure a quorum, please contact Nancy Chaggar at 250-475-5494 ext. 3505 or
nancy.chaggar@saanich.ca if you are unable to attend.

MINUTES

PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

Held electronically via Microsoft Teams

February 10, 2022 at 5:31 pm

Present: Councillor Susan Brice (Chair), Fiann Crane, Kevin Elliot, Robert Finlay, Richard Michaels, and Robert McLeod

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Cameron Scott, Manager of Community Planning; Megan Squires, Senior Transportation Planner; and Austin Winters, Committee Clerk

Regrets: Douglas Pascoe and Peter Spindloe

MINUTES

MOVED by R. McLeod and Seconded by R. Michaels: "That the minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held January 13, 2022 be adopted as circulated."

CARRIED

CHAIR'S REMARKS

The chair brought forward the topic of meeting dates for Planning, Transportation and Economic Development Advisory Committee as it was an item that had been postponed from the previous meeting in January. The remaining dates proposed for PTED include March, May, and September and they will be held at 5:30 p.m. on the second Thursday of each specified month.

MOVED by R. Michaels seconded by F. Crane: "That the proposed meeting dates of March, May and September to be held at 5:30 p.m. on the second Thursday of the month be approved by the Planning, Transportation and Economic Development Advisory Committee."

CARRIED

ECONOMIC IMPACT ON LOCAL FILM INDUSTRY

Kathleen Gilbert, the Film Commissioner of the Greater Victoria Film Commission delivered a presentation on the economic impact of the local film industry. The following was noted during discussion with committee members:

- A feasibility study has been completed for the proposed film studio for the inter-urban campus of Camosun College and the results indicate that there is a high likelihood that it gets accomplished.
- There would be three sound stages within the proposed studio and there would be a 4 storey auxiliary building attached to it.
- The first floor of the auxiliary building would be a lock up space for costumes, props and set decorations; the second floor would be production office space which would be large enough to house two productions; and the top two floors would be for teaching.

- The Film Commissioner was thanked for her hard work in attracting film productions to Greater Victoria.
- A study is being done to see what proportion of people within crews hired are Saanich residents to identify the direct economic benefit within Saanich.

POLICY FRAMEWORK FOR ROAD SAFETY

The Senior Manager of Transportation and Development Services as well as the Senior Transportation Planner delivered a presentation on the policy framework for road safety. The following was noted during discussion with committee members:

- An education campaign would be carried out if any of the speed limits are changed and to explain why they are being changed.
- 38 different stakeholder groups have been engaged on the issue of speed limit reductions.
- An inquiry was made over the amount of transit users that hold the Pro Pass, for which staff did not have the answer at the time.

MOVED by R. Michaels and Seconded by F. Crane: “That the Planning, Transportation and Economic Development Advisory Committee bring forward to Council that the Committee supports the recommendations made by staff for the policy framework for road safety.”

CARRIED

URBAN DEVELOPMENT INSTITUTE REQUEST UPDATE

The Chair gave an update on the Urban Development Institute request that was brought forward at the January PTED meeting. The following was noted:

- Council passed a motion at the February 7th Council meeting stating the following:
 - Support the Planning, Transportation and Economic Development recommendation;
 - Endorse the request from the Urban Development Institute to allow developers the option to present their applications to the Committee of the Whole; and
 - Direct staff to implement.”

ROUNDTABLE DISCUSSION

Nil.

ADJOURNMENT

The meeting adjourned at 7:01 p.m.

NEXT MEETING

Next meeting is Thursday, March 10, 2022.

Councillor Brice, Chair

I hereby certify these minutes are accurate.

Austin Winters, Committee Clerk

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held electronically via Microsoft Teams
April 7, 2022 at 5:32 pm

Present: Councillor Susan Brice (Chair), Fiann Crane, Peter Spindloe

Staff: Troy McKay, Senior Manager, Transportation and Development Services; David Williams, Engineering Supervisor; Rebecca Newlove, Manager of Sustainability; Megan Squires, Senior Transportation Planner; Stacy McGhee, Program Manager for Strategic Facilities Planning; Austin Winters, Committee Clerk

Regrets: Douglas Pascoe, Richard Michaels, Robert McLeod, Robert Finlay, Kevin Elliot

MINUTES

Due to a lack of quorum, no motions were passed.

2021 CLIMATE REPORT CARD

The Manager of Sustainability delivered a presentation on the 2021 Climate Report Card. The following was noted during discussion with committee members:

- The Climate Action Plan feels unambitious which may be due to the fact that it is a few years old.
- The Report Card does not seem to give a clear indication of whether the Plan matches the goals stated within the Plan.
- Zoning seems to be a missing element within the Plan.
- The data that was used when the Climate Plan was modeled was based on the CRD's population projections.
- The majority of the public think that natural gas is an environmentally sound product with a lot of residents switching their fireplaces to natural gas as a secondary heat source.

SAANICH OPERATIONS CENTRE REDEVELOPMENT

The Program Manager for Strategic Facilities Planning delivered a presentation on the proposed Saanich Operations Centre redevelopment. The following was noted during discussion with committee members:

- An inquiry was made over whether the District of Saanich has a revised approach to ensure that municipal facilities are not permitted to be neglected and reach a point of disrepair in the future.
- There was questions over many years whether the current site was the best opportunity to build the redeveloped operations centre and ultimately it was decided through numerous studies that it is.
- There was questioning over what proportion of the cost of the project needs to be financed and what the implications are for taxes.

- The business case for the project is going to be looking for endorsement on how to deal with the implementation of the project over the next few years.
- The scope and possibility of private sector investment will be investigated further in the coming years as well as what potential other uses might be available for the site.
- The goal is to ensure the tax burden on the tax payer is minimized.

MCKENZIE CORRIDOR STUDY PROJECT INTRODUCTION

The Senior Manager of Transportation and Development Services, the Engineering Supervisor and the Senior Transportation Planner delivered a presentation on an introduction to the McKenzie Corridor Study Project. The following was noted during discussion with committee members:

- The fact that this evaluation framework seems to take into account all road users rather than just car drivers is a positive.
- Considerations have and will be made with respect to potential alternate routes.
- There are guidelines as to what would satisfy the criteria for the proposed route to be considered accessible for all ages and abilities.
- BC Transit has a vision for rapid transit and what they would like the corridor to look like as well as the services they would provide.
- McKenzie corridor is the primary east to west connector in Saanich.
- There will be a year and a half of planning for this project and then it will move into detailed design which will in turn open up Saanich's ability to obtain grants.

ADJOURNMENT

The meeting adjourned at 7:25 p.m.

NEXT MEETING

Next meeting is Thursday, May 12, 2022.

Councillor Brice, Chair

I hereby certify these minutes are accurate.

Austin Winters, Committee Clerk

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Municipal Hall, Council Chambers
Held electronically via Microsoft Teams
May 12, 2022 at 5:33 pm

Present: Councillor Susan Brice (Chair), Fiann Crane, Douglas Pascoe, Kevin Elliot

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Cameron Scott, Manager of Community Planning; Megan Squires, Senior Transportation Planner; Amber Walker, Planner; Nancy Chaggar, Senior Committee Clerk

Regrets: Robert Finlay; Robert McLeod; Peter Spindlow; Richard Michaels

Due to a lack of quorum, no motions were passed.

CHAIR'S REMARKS

An Economic Development Officer has been hired by Saanich and has been tasked with developing an economic development strategy. The strategy will be presented to the committee at a future meeting.

STRATEGIC OFFICIAL COMMUNITY PLAN UPDATE

The Community Planner provided an update on the Strategic Official Community Plan and noted the following:

- The Official Community Plan (OCP) is also known as Sustainable Saanich and provides a vision for the municipality.
- It guides future growth and change and provides an expression of the fundamental values and goals of the community.
- It has a number of policies on growth and potential land use change.
- Policies, bylaws and processes must be consistent with the OCP.
- It is a legally binding document with legislative authority.
- The OCP is linked to the Regional Growth Strategy and the Strategic Plan.
- The Urban Containment Boundary focuses on urban development and supportive infrastructure, transportation and community amenities; it supports the protection of natural assets while creating more efficient development patterns.
- Centres, corridors and villages are intended to act as the hubs of the community where services, amenities, and a diversity of housing options are located.
- They are also important connections for transit services.
- Overall, there has been substantial progress towards implementing the OCP; the majority of the policies identifying specific deliverables have been implemented.
- Through analysis, areas of opportunity were discovered including incorporating recent initiatives towards Reconciliation in collaboration with local First Nations; strengthening the overall framework of hub and planning around centres, corridors and villages; greater clarity on the goals and objectives of protecting the natural environment; and expanding direction on infill policy to help support decision making.

- There are four priority areas for the update; the first is to link the Three Pillar approach to One Planet Living.
- Expansion of the monitoring and evaluation component including adding an ecological footprint analysis as a five year indicator is another important aspect of the update.
- The Social Wellbeing section will be updated to modernize language and incorporate best practices and identify future work.
- The existing direction in the OCP to develop complete communities based on walkable neighbourhoods, transit, low carbon and active transportation options will be reinforced.
- The majority of the plan content is still relevant and can be built upon; significant public input has already been received on components of the plan.
- An update can be completed in a relatively short time frame.
- The update will include new demographic data.
- A reporting framework for the OCP will be developed.
- The land use framework will focus on new policy work including adding the corridor designation, expanding on the missing middle and housing infill policies, updating guidance on parks for complete communities, further enhancing walkable neighbourhood principles and providing clarity on maps.
- There will be three phases to the project – looking at analysis and policy development, validation and refinement and then bringing the update to Council for adoption.
- Public input will be solicited on new policy changes within the project and on the draft plan when it is completed.

In response to questions from the Committee, the following was noted:

- Success looks different depending on the project.
- It is important that feedback is meaningful and worthwhile.

ACTIVE TRANSPORTATION PLAN UPDATE

The Senior Transportation Planner provided an update on the Active Transportation Plan and noted the following:

- The first Active Transportation Plan (ATP) was adopted in 2018.
- It is a guide for investment in active transportation improvements for the next 30 years.
- The Plan establishes a vision, goals and targets; it also outlines strategies and actions to ensure progress on the District's policies, standards, infrastructure and programs for active transportation.
- The plan will be five years old; in 2023, it will be updated to provide a current framework to support implementation of Active Transportation policies and actions.
- The updated plan will help to guide decision making for the next five years.
- New and emerging information will be incorporated into the updated plan to ensure the plan continues to be relevant and actionable.
- The objectives of the update are to update using current data and policy, provide existing and add new targets, strategies and actions as needed, ensure that the implementation plan is current, address new and emerging issues and technologies related to road safety, electric bikes and micro mobility devices, to apply an equity approach to the planning process and to use a variety of methods and strategies to communicate and engagement with governments, stakeholders and the public.
- Much of the plan remains relevant.
- New and emerging issues include road safety, trends around e-bikes and traffic calming.

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- The update will take between 12 and 15 months to complete.
- Community engagement is an important part of the planning process.
- Micro mobility devices include small, wheeled devices such as scooters, hoverboards and skateboards; currently it is not legal to use these devices on roadways.
- Currently, the plan includes a target to double the proportion of trips made by active transportation reducing the number of vehicle trips.
- The plan looks at supportive infrastructure and programs to build capacity to allow people to make the shift to active transportation.

The Committee made the following comments:

- Cyclists want safe places to secure their bikes when they stop.
- A major impediment to cycling is the lack of connectivity and continuity of bike lanes.
- Cyclist safety is important especially when interfacing with vehicles.
- Pedestrians also need safe places to walk.
- The use of cargo bikes is increasing; the appropriate size of cargo bikes could be considered.
- Speed reductions methods have been successful and have created a better atmosphere of safety.

ADJOURNMENT

The meeting adjourned at 6:48 p.m.

NEXT MEETING

Next meeting is Thursday, June 9, 2022.

Councillor Brice, Chair

I hereby certify these minutes are accurate.

Nancy Chaggar, Senior Committee Clerk

The Corporation of the District of Saanich

Memo

To: PTED Committee

From: Rebecca Newlove, Manager of Sustainability

Date: June 3, 2022

Subject: BC Energy Step Code and Carbon Pollution Standards: Proposed Approach

The CRD, City of Victoria, District of Saanich and District of Central Saanich are undertaking engagement with building industry on the following:

- Upper steps of the BC Energy Step Code; and
- Provincial Carbon Pollution Standards for new buildings.

This work is focused on determining the best way to use the regulatory tools available to reduce operating carbon emissions from new construction.

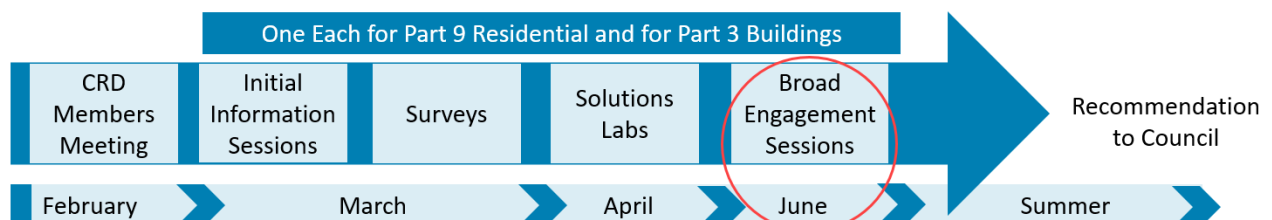
A report presented to Saanich Council on February 14, 2022 outlined the project background, purpose of engagement and timeline for presenting the outcomes and recommendations to Council.

This memo provides PTED with an overview of the project, a summary of the engagement to date and the proposed pathways that are currently being presented to industry for final feedback. The memo is for information only. More details can be found online at www.saanich.ca/stepcode. A final report to Council is expected by August, 2022.

Project Timeline

The engagement process and timeline are outlined in Figure 1 below:

Figure 1: Engagement Process & Timeline



Step Code Adoption to Date

The City of Victoria, District of Saanich and District of Central Saanich have adopted the BC Energy Step Code. Current adoption levels are shown in Table 1.

Table 1: Step Code Adoption in Victoria, Saanich and Central Saanich

Building Type	Compliance Requirement
Part 9 Buildings	Step 3
Part 9 – 111.5 m2 or less*	Step 2
Part 3 – residential wood frame building six stories or less	Step 3
All other Part 3 Buildings	Step 2

*Central Saanich does not have this relaxation for small buildings

For a more detailed refresher on the BC Energy Step Code for Part 9 buildings, please see www.energystepcode.ca and the Capital Region Step Code Industry Workshop Information Sessions presentations available here: www.saanich.ca/stepcode.

Current Council Direction

Several local governments in the region undertook detailed community greenhouse gas (GHG) emission reduction modelling to inform the development of their climate plans. This modelling clearly shows that a rapid decarbonization of new construction is required to meet our 2030 and 2050 GHG emission reduction targets. Based on this, the Councils in the City of Victoria, District of Saanich and District of Central Saanich have set direction to staff to meet the following targets:

- Highest steps of the BC Energy Step Code by 2025
- 100% renewable energy and/or net-zero carbon in new construction by 2030
- 50% community-wide GHG emission reductions by 2030

The City of Victoria and District of Saanich have also directed staff to:

- Accelerate adoption of net-zero carbon new construction/quickly decarbonize new construction
- Integrate a carbon/GHG emissions cap into Step Code adoption

These emission reductions need to be achieved using the BC Energy Step Code and the newly drafted Provincial Carbon Pollution Standards (referred to herein as the Carbon Standards).

Provincial Carbon Pollution Standards

Similar to the BC Energy Step Code, the Carbon Pollution Standards are a piece of provincial regulation, which local governments may reference in their building or zoning bylaws. These regulations are currently being finalized and are expected to come into effect by the end of 2022.

The Carbon Pollution Standards enable local governments to regulate the emissions of new construction in their communities. This is a key tool to assist us in meeting our climate targets. There are four levels proposed:

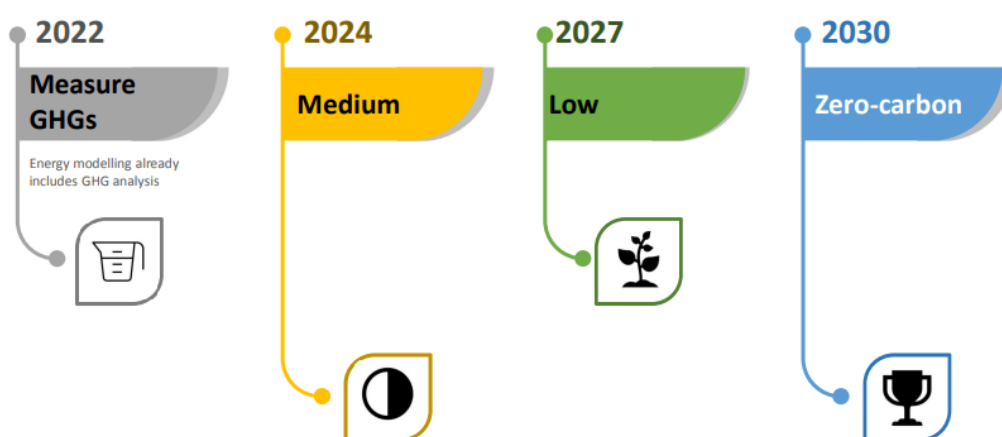
- Measure-only - requires measurement of a building's emissions without reductions, and is intended to build knowledge and capacity;
- Medium carbon - in most cases, will require decarbonization of either space heating or domestic hot water systems;
- Low carbon - in most cases, will require decarbonization of both space heating and domestic hot water systems; and
- Zero-carbon - in most cases will require decarbonization of all energy uses (including appliances such as stoves and fireplaces in addition to space heating and domestic hot water systems).

The Carbon Standard thresholds are delineated by specific GHG emission intensities (GHGi) limits which vary by building occupancy. These metrics are outputs of energy modelling done before and after construction (this energy modelling is already being completed as part of Step Code). Details on the Carbon Standards and measurements were presented as part of the information sessions and solutions lab engagement and are available in the engagement briefing notes available at www.saanich.ca/stepcode.

Provincial Direction & Implementation Timelines

Similar to the Step Code – the Province intends to phase in the Carbon Pollution Standards for new buildings to reach zero carbon by 2030 as outlined in Figure 1 below:

Figure 1: Anticipated Provincial Carbon Pollutions Implementation Timeline



The Step Code will come into effect through the BC Building Code this December 2022, starting with “20% better” minimum standard, which is equivalent (in most respects) to what has already been adopted by the District of Saanich. Progressively higher energy efficiency performance will be introduced into the BC Building Code over time, with next steps in 2027 and then the highest steps by 2032.

Engagement to Date

The CRD and lead local governments have worked closely with the Urban Development Institute (UDI) - Capital Region, the Canadian Home Builders Association (CHBA) - Vancouver Island and the Vancouver Island Construction Association (VICA) in designing and delivering the engagement process. The Victoria Residential Builders Association (VRBA) Executive Director has attended engagement events. The final recommendations for how to adopt the higher steps of the BC Energy Step Code and the Carbon Pollution Standard will be informed by this engagement process, which has included information sessions, an industry survey, and solutions labs to date. The final phase of engagement will include two virtual workshop sessions, a survey and the opportunity for one-on-one discussions with municipal staff. The building industry is the primary audience for this engagement effort given their key role in implementing the new standards.

Data, analysis, best practice and feedback from the first phase of engagement were used to develop draft options for discussion. These were presented and discussed in detail during the second phase of engagement that included in-person solution labs workshops. The feedback from these workshops was then used to update those options which are now being presented as proposed pathways to industry during a third round of engagement.

An interim engagement report is available at www.saanich.ca/stepcode.

Proposed Adoption Pathways

A [Phase 3 Engagement Briefing Note](#) has been developed and is intended to support the final round of engagement in June 2022 and ensure that those inputting to the process have access to a base level of information on the BC Energy Step Code, the Provincial Carbon Pollution Standards, the engagement undertaken to date and the proposed adoption pathways. It is available online at www.saanich.ca/stepcode.

Industry feedback demonstrated a strong preference to focus on the Carbon Pollution Standards versus acceleration of the BC Energy Step Code. Four additional clear messages heard through engagement were to keep it simple, provide time to plan, present the full pathway to 2030/2032 and aim for regional alignment.

Proposed adoption pathways for Part 9 and Part 3 new construction are presented with context in the [Briefing Note](#). In summary, the proposed pathways will not require any further accelerated implementation of the BC Energy Step Code; as of December 2022 it will harmonize with provincial requirements related to energy efficiency/Step Code that come into effect as part of BC Building Code amendments. Instead, this proposed pathway will focus on Carbon Standard requirements (GHGi) only and include just two moves between now and 2032 as outlined in Table 2 below:

Table 2: Proposed Adoption Pathways

	Description	Date	
		Part 9	Part 3
Move 1	Low Carbon Standard Requirement	July 1, 2023	July 1, 2024
Move 2	Zero Carbon Standard Requirement	Dec 1, 2024	July 1, 2025

While these pathways do not meet Council direction to reach the highest Step Code steps by 2025, they do meet our climate targets and Council direction for accelerating the adoption of net-zero carbon new construction while responding to industry feedback. It is important to note that there are a considerable number of developments that have already electrified in the region and are meeting these standards, with data and examples provided within the phase 1 industry information session presentations (available online). Examples of other local governments in BC that have already introduced low carbon pollution standards are included in the [Phase 3 Engagement Briefing Note](#).

Next steps

The final round of engagement consists of two workshops, a survey and one-on-one meetings being held/conducted in June 2022. The purpose of this final round of engagement is to present the proposed long-term plan, or pathway, for Step Code and Carbon Pollution Standard adoption for new development in the City of Victoria, the District of Saanich and the District of Central Saanich.

Feedback received during this final round of engagement will be used to review and finalize a recommended pathway for adoption to the noted local government Councils, expected in August 2022. The information will also be shared with all other local governments and electoral areas in the region through the CRD Climate Inter-Municipal Working Group.

For more information at this time Rebecca Newlove at Rebecca.newlove@saanich.ca.

RN/

cc: Sharon Hvozdzanski, Director of Planning

Saanich Council Speed Limit Establishment Policy

1.0 PURPOSE

This Council Policy sets guidelines for appropriate speed limits on all streets under the jurisdiction and control of the Municipality of Saanich. It will be used to guide staff's recommendation to Council for enacting amendments to speed limits, which are regulated through the Streets and Traffic Regulation Bylaw.

The Council Speed Limit Establishment Policy is informed by the National Association of City Transportation Officials (NACTO) and their guide *City Limits - Setting Safe Speed Limits on Urban Streets*. The NACTO guide is intended for use on urban streets, however given that there are both urban and rural streets in Saanich, the principles for establishing safe speed limits based on the guide will apply. In some cases, staff may seek additional input from the *BC Active Transportation Design Guidelines (BCATDG)*, Saanich Official Community Plan (OCP) and the District's Engineering Specifications. The Urban Containment Boundary (UCB) will be used to determine if a street is urban or rural.

2.0 RATIONALE

The District of Saanich is committed to Vision Zero and a Safe Systems Approach to road safety. Managing motor vehicle speeds is an important way to reduce the number and severity of collisions to work towards zero traffic-related fatalities or serious injuries. Establishing appropriate speeds for motor vehicle drivers can improve safety for all users, especially pedestrians and cyclists, which can assist in the achievement of the District's target to increase the number of trips made by active transportation, as well as key priorities related to reducing greenhouse gas emissions and improving the livability in neighbourhoods.

3.0 SETTING SPEED LIMITS

Establishing speed limits for the safety of all users is an important piece in creating a safe and accessible transportation system. The speed limits on Saanich streets will be recommended by staff as follows:

3.1 Type A Street

3.1.1 Streets in this category are defined as:

- Streets without a continuous yellow centre line; and/or
- Streets where a Neighbourhood Bikeway¹ exists, or is proposed, in the Active Transportation Plan.

3.1.2 The maximum speed limit on Type A streets is 30km/h.

¹ A neighbourhood bikeway is defined in the *BC Active Transportation Design Guide (BCATDG)* as a street that have been enhanced to varying degrees to prioritize bicycle traffic that has low motor vehicle volumes and speeds.

3.2 Type B Street

3.2.1 Streets in this category are defined as:

- Streets with a continuous yellow centre line; and/or
- Streets not captured in Street Type A.

3.2.2 The maximum speed limits on Type B streets shall be set in accordance with the Safe Speed Study process outlined in Section 4.0.

4.0 SAFE SPEED STUDIES

A safe speed study will be conducted for Type B streets. The study will take place along segments of a corridor that have similar conditions and land use. A safe speed study will not be completed on individual blocks except inside a Major Centre or directly in front of a school or park. If a corridor changes significantly at a specific point, it will be divided into two or more segments. Where segments have different recommended speed limits, the lowest practicable speed limit for the longer segment will be chosen to manage both safety and legibility for users. It is generally assumed that speed limits within the UCB will not increase once lowered since activity levels will increase over time with increased density. If the nature of a street has changed significantly modifications to a speed limit may be considered.

4.1 RISK ANALYSIS

The framework described below summarizes Saanich's method for determining maximum safe speed limits. It is risk-based and depends on a number of factors including the amount of separation between road users, presence of vulnerable road users and density of potential points of conflict over a defined length of roadway. Conflict Densities and Activity Levels are evaluated using the matrix in Figure 1 to determine an appropriate maximum speed to manage the risk to all users on the street.

Speed Limit Determination Matrix

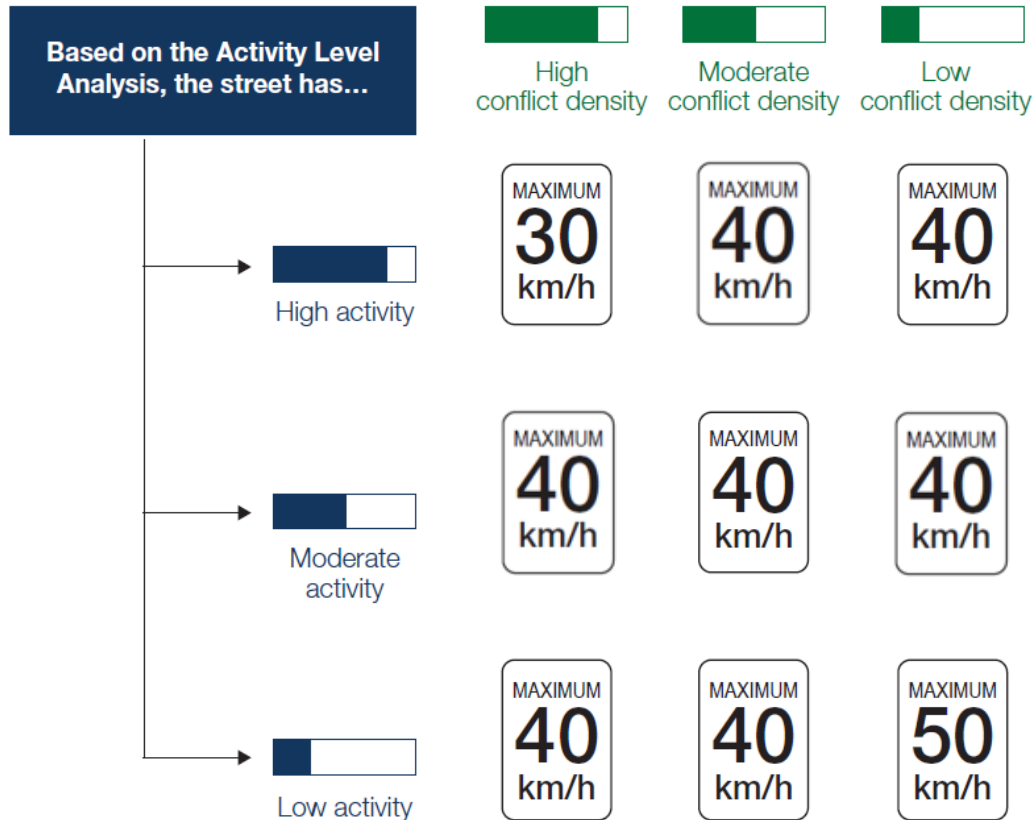


Figure 1 – Speed Limit Determination Matrix

4.2 CONFLICT DENSITY

Two primary factors determine how frequently potential conflicts between motor vehicles, and cyclists, pedestrians and other vulnerable road users occur: 1) Modal Mixing; and 2) Crossing Point Frequency.

On a street, modal mixing refers to how separated different modes are and crossing point frequency refers to how closely spaced intersections and other crossing locations are. These factors are evaluated using the matrix in Figure 2 to determine the Conflict Density.

CONFLICT DENSITY		CROSSING POINT FREQUENCY		
		HIGH	MODERATE	LOW
MODAL MIXING	HIGH	High	High	Moderate
	MODERATE	High	Moderate	Low
	LOW	Moderate	Low	Low

Figure 2 – Conflict Density Matrix

4.2.1 Modal Mixing

The following conditions will be used to determine if a segment of street has high, moderate or low modal mixing. If a segment meets any of the conditions of more than one mixing level, the higher level of mixing should apply. Streets that run along or cross the UCB will be considered as being outside of the UCB.

High Modal Mixing (Little or no separation)

a. Streets located inside the UCB

- No Sidewalk or a sidewalk only on one side.
- Sidewalks (<2.0 m wide) on both sides of the street directly adjacent to a vehicle travel lane.
- Sidewalks (<1.8 m wide) on both sides of the street separated from a vehicle travel lane by a bike lane or on-street parking.
- No cycling facilities on a Major or Collector Street.
- Narrow on-street parking and loading (<2.4 m wide) that is short-term and occurs directly adjacent to a vehicle travel lane and/or a bike lane.

b. Streets located outside the UCB

- No sidewalk or paved shoulder.
- No cycling facility where one is recommended in the BC Active Transportation Design Guide.
- On-street parking occurs regularly during peak hours.

Moderate Modal Mixing

a. Streets located inside the UCB

- Sidewalks (≥ 2.0 m wide) on both sides of the street directly adjacent to vehicle travel lanes.
- Sidewalks (≥ 1.8 m wide) on both sides of the street separated from vehicle travel lanes by a bike lane or on-street parking.

- A cycling facility exists, but does not meet the recommended facility type established in the *BCATDG*.
- On-street parking and loading (≥ 2.4 m wide) that is short-term and occurs directly adjacent to the vehicle travel lane.

b. Streets located outside the UCB

- Narrow paved shoulder (≤ 1.2 m wide) on one or both sides of the street.
- A cycling facility exists, but it does not meet the recommendations in the *BCATDG*.
- On-street parking occurs infrequently during peak hours.

Low Model Mixing

a. Streets located inside the UCB

- Sidewalks (minimum 1.5 m wide) on both sides separated from vehicle travel lanes by a boulevard and/or parking bays.
- A cycling facility exists and it meets the recommendations in the *BCATDG*.
- Parking (≥ 2.5 m wide) directly adjacent to a vehicle travel lane.

b. Streets located outside the UCB

- Paved shoulder or sidewalk on one or both sides of the street (≥ 1.2 m wide).
- A cycling facility exists and it meets the recommendations in the *BCATDG*.
- On-street parking is prohibited.

4.2.2 Crossing Point Frequency

Intersections and driveways are areas where pedestrians, cyclists, and drivers can be expected to cross a street. They are also points where different users, even when separated, are likely to cross paths. For the purposes of this policy, private roads will be considered as driveways.

Driveways classified as Major Driveways are applicable to this policy. Major driveways provide access to 25 or more residential parking stalls and/or service mixed-use sites that generate more than 15 vehicle trips / peak hour.

It will be determined if a segment of street has high, moderate or low crossing point density based on the following thresholds:

High Frequency

- The average spacing between intersections and/or major driveways is ≤ 125 m.

Moderate Frequency

- The average spacing between intersections and/or major driveways is between 125 m and 200 m.

Low Frequency

- The average spacing between intersections and/or major driveways is > 200 m.

4.3 Activity Level

Crashes leading to fatalities or serious injuries are generally the result of conflicts happening at speeds that are too high for a human body to endure. Therefore, streets with a greater number of potentially serious conflicts and a higher level of activity will have lower speed limits.

Pedestrian and cyclist counts will be the primary method of determining the activity level on a street. Intersection-based counts are widely available throughout Saanich and will be used to establish activity levels. Recognizing the daily variability in traffic and that intersection-based counts are a snapshot in time of that particular day's traffic. The thresholds described below will be considered as a guide and volumes within 15% of those values may be considered to meet the intention of the guideline.

In the absence of recent data and in areas outside the UCB, land uses that generate pedestrian activity can be used to approximate the expected level of pedestrian activity.

A segment of street will be determined to have a high, moderate or low activity level based on the following thresholds. If a street meets criteria in two different activity levels the higher level will be selected.

High Activity

- Generally the busiest streets within Major Centres, Neighbourhood Centres, and Villages will be considered to have high activity.
- > 240 pedestrians or cyclists in either peak hour at an intersection or along a segment **AND** > 480/4hr period (This ensures there is consistently high activity throughout the day).
- > 60 pedestrians or cyclists on either side of a street per peak hour.

Moderate Activity

- Generally streets leading to recreation centres, and schools or along popular transit, walking and cycling routes will have moderate activity.
- > 120 pedestrians or cyclists in either peak hour at an intersection or along a segment **AND** > 240/4 hr period.
- > 30 pedestrians or cyclists on either side of a street per peak hour.
- For streets outside the UCB, segments of streets located within 750 m of a school, developed park access point or Village.

Low Activity

- Generally streets that access predominantly single family homes and rural neighbourhoods will have low activity.

5.0 SIGNAGE

Speed limits will be signed in accordance with the provisions of the *Motor Vehicle Act* [RSBC 1996] C. 318, as may be amended or replaced from time to time.

6.0 DISPUTE RESOLUTION

In the event that a stakeholder disagrees with the application of this policy such disputes will be referred to the Administrative Traffic Committee for final decision.