

AGENDA
Transportation Advisory Committee
Committee Room 2, Municipal Hall & MS Teams
Thursday, November 23, 2023 at 4:00 p.m.

The District of Saanich lies within the territories of the ləkʷəŋən 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. CHAIR'S REMARKS & WELCOME**
- 2. APPROVAL OF MINUTES – October 26, 2023**
- 3. ACTIVE TRANSPORTATION UPDATE – ENDORSEMENT MOTION** (10 mins)
- 4. BC TRANSIT PRESENTATION** (90 mins)
 - *Levi Megenbir, Senior Transit Planner, BC Transit*
- 5. WORKING GROUPS** (15 mins)
 - a) Terms of Reference for Parking Working Group
 - b) Working Groups over the winter

* Adjournment *

In order to ensure a quorum, please contact Kirsten Brazier at 250-475-5494 ext. 3508
or kirsten.brazier@saanich.ca if you are unable to attend.

MINUTES
TRANSPORTATION ADVISORY COMMITTEE
MS Teams
Thursday, October 27, 2023, at 5:34 p.m.

Present: Councillor Teale Phelps Bondaroff (Chair), Trevor Barry, Alexandre Beaubien, Rachel Corder, Janine Konkol, Georgia Myles, Douglas Pascoe, Colin Stepney

Staff: Rebecca Newlove, Manager of Sustainability; Troy McKay, Transportation Manager, Engineering; Megan Squires, Senior Transportation Planner, Engineering; Vivian Cheung, Committee Clerk Assistant.

Regrets: Andrea Glen

CHAIRS REMARKS

Councillor Phelps Bondaroff welcomed the committee and guests.

- An agenda item on Transit Prioritization was added as the last item for discussion at this meeting.

APPROVAL OF MINUTES

MOVED by T. Barry and J. Konkol: “That the minutes of the September 28, 2023, Active Transportation Advisory Committee meeting be adopted as circulated.”

CARRIED

FINAL DRAFT OF ACTIVE TRANSPORTATION PLAN

The Senior Transportation Planner delivered a presentation on the Draft Active Transportation Plan (ATP) (presentation on file).

- Council adopted the first ATP in 2018. A commitment was made to update the plan every five years.
- The Terms of Reference provided by Council laid out where the stakeholder engagement was to be implemented. Advisory committees, various stakeholder groups and the public were consulted. Pop-up events, open houses and conversations with equity deserving groups look place.
- Page Two of the memo provided to the committee as part of the agenda package (on file) outlines the updates that were made to the plan.
- Staff have made updates and have strengthened the rationale for active transportation, noting links to climate action, the economy, health, social and safety benefits.
- The community profile has been updated as the demographics of our community have changed over the past five years, as well as travel patterns and any of the updates in data respect to mode share.
- Changes and updates to the infrastructure that have been installed in the last five years and those that are in the process of being installed now are included. Links to road safety and the mention of new mobility trends have also been captured.
- Staff have worked to increase the profile of rural Saanich in this plan and where possible to increase opportunities or ideas that would specifically support and enhance active transportation in rural areas.
- The implementation tables in Section 5 were updated as were the mapping and the tables associated with that mapping to identify where the priority projects are going to be.

- Short term priority projects, medium term priority projects and long-term priorities for the life of this plan were identified to create more transparency around the work that will be done with the active transportation network.
- The final draft plan will be presented to the Natural Areas, Parks and Trails Advisory Committee in a few weeks and then the final draft plan will be presented to Council in December of 2023.
- Staff are looking for an endorsement of the plan from this committee.
- Staff are still working on final changes to the mapping. Maps will appear in the final draft that goes to Council. Most of the changes that are being made are small or minor changes and mostly are aesthetic changes to improve the legibility of the maps.
- This item will be brought back to TAC in November for final comment.

Committee Discussion

- Committee members will send any comments by email to staff by November 6th with either concurrence or recommended changes.

MOVED by D. Pascoe and seconded by G. Myles: “That the Transportation Advisory Committee members will review the updated documents and provide feedback via email to staff by November 6th.”

- The report draft is not yet public and will be released when it is approved.
- Staff identified the need to incorporate equity into transportation planning work.
- Equity was looked at in terms of the content of the plan (how equity fits in to the plan) and process (how staff would make contact with those who had been left out of the system to better understand the barriers and issues that prevent them from participating in the processes around transportation planning).
- The map included in the plan plots out areas where equity deserving areas are in Saanich.
- It tells an interesting story about Saanich and where different pockets of need are located and allows staff to focus engagement on areas where there is a greater need.
- This work has become one of the criteria that staff will use to inform the priorities for investment in infrastructure and programs. Equity is now one of the new criteria that has been added to the list.
- People living with disabilities and people living with mobility challenges and do not show up on the list of factors considered as this is not information captured in the census.
- Staff have had conversations with individuals who are living with various disabilities and mobility challenges and will continue to go back to them with projects as input from the accessibility community is needed.
- Staff have also met with the Accessibility and Diversity, Equity and Inclusion Committee and have presented them with the draft plan. Staff will continue to meet with them on future project as they need input from the accessibility community.
- Seniors’ facilities, recreation centers, schools, are all considered as part of that sort of that land use component and criteria for selecting projects.
- In this version of the plan, staff have added additional content under many of the actions that speak to what part of that action or how that action may apply in rural area.
- The revised ATP provides guidance at the policy level and then priorities for infrastructure improvements. It is light on the specifics about how that infrastructure will be implemented, as guidance for this comes from the BCI Transportation Design Guide.
- Guidance on traffic calming and the traffic calming policy that is forthcoming will be included in the Road Safety Action Plan. Within the next two months staff will be bringing

an update to Council with the next phase of the Speed Limit Policy Implementation Strategy that will include recommendations for Council.

QUADRA MCKENZIE STUDY OVERVIEW

The Transportation Manager provided an overview of the Quadra McKenzie Study (QMS) on behalf of the Planning Department (presentation on file).

- This study is an example of the next evolution of local area planning in Saanich, which is called Centers, Corridors and Villages planning. This is a move away from specific Local Area Planning into planning along corridors and specific centers and villages.
- Engineering and Planning are working together to develop a plan to guide change in the Quadra area for the next 25 years.
- The plan is primarily focused on land use and transportation and is not quite as broad as a typical Local Area Plan.
- Areas of focus are the McKenzie corridor, the Quadra corridor, the Quadra McKenzie Centre (which is centered around the Quadra McKenzie intersection), and the Four Corners Village (which is the area of Quadra, Cook and Cloverdale).
- Some other additional centers and villages are being considered and others are being identified as part of the process.
- The plan is broken down into seven different sub areas of the different colors on the map. These will be addressed in the plan as it comes forward with different land use typologies and designations for each of those areas.
- On the land use side, the implementation of the Centers Corridors and Villages growth management framework is providing more guidance around where Saanich hopes to see the density managed by the municipality around these corridors and villages. It prioritizes active transportation and transit movements on those streets and is working towards car-less living.
- Many of the newly required housing supply units will be accommodated within the Quadra McKenzie area. 43% of the overall growth areas in Saanich are contained within this plan.
- Some of the areas of the corridors are well served by parks and open space. Staff are looking at the improvements that are needed to make sure that the communities that we continue to build are livable, and that people have access to nearby parks.
- This study started with some direction from Council earlier this year in February and April. Staff have been working quickly on getting some concepts developed and have begun to develop this plan.
- Four community workshops are planned and this committee will be invited to attend over the next two months. There is one specifically about the land use around the McKenzie corridor, another will focus on land use around the Quadra corridor.
- The timeline is to have a draft plan for the end of quarter two next year (middle of summer) and then a final plan presented to Council by the end of 2024.
- The focus is on having diversity in the housing supply and having that supply be affordable for community members. The housing targets from the Province for 4600 new housing units being complete and in service within five years, which is a three times increase to what Saanich produced over the previous five years.
- Staff have been working with BC Transit on future planning on the McKenzie corridor work.
- Land redevelopment work with the Saanich Operations Center and the planned redevelopment of the public works yard are included. The Ian Stewart Complex at the corner of Gordon Head and McKenzie will see land use changes for that area.

- There is new Official Community Plan (OCP) policy direction that helps inform the land use as well as the transportation side the plan. There are a few conflicting policy objectives within Saanich that the plan will bring some clarity for this area.
- The QMS study will redefine the extents of those areas and corridors and will provide parcel-based designations on the type of land use, height and density that is expected or desired in Saanich.
- The Neighborhood Homes Study (missing middle work) is getting started which will address the areas that are not covered by the new boundaries of this QMS study.
- The Planning department ran an initial engagement on this project and the study received 50 responses, which is a very good response for an initial study. The majority of the conversation that took place in the survey and in the public engagement was about transportation.
- The McKenzie corridor has been designated by BC Transit as a future rapid bus corridor.
- The Quadra Street corridor is identified for frequent transit service and is quite efficient for transit service already. It connects three of those centers and villages along through the corridor and is a primary connection through that part of Saanich.
- Further information on the study can be found on the project webpage at Saanich.ca/QMS

Committee Discussion

- Boundary designations are subject to change. The Blenkinsop Valley area contains land that is within a floodplain which excludes it from possible future densification.

DEVELOPMENT PERMIT AREAS (DPA) DESIGN GUIDELINES

The Manager of Sustainability presented on the DPA Design Guidelines updates.

- The updates to the Design Guidelines have been coordinated between the Planning and Administration departments.
- Local governments have the authority to designate areas of land as DPA's that need special treatment for certain purposes, and those can include things like the protection of natural environments and the establishment of objectives for form and character.
- When designating DPA's municipalities are required to specify specific guidelines for how proposed developments in those DPA's and can address those special conditions or objectives.
- The Provincial Government outlines framework of the DPA which includes guiding the protection of the natural areas, ecosystems and biological diversity. It guides the form and character of developments, establishes objectives to promote energy and water conservation, establishes objectives to promote the reduction of greenhouse gas emissions and objectives to protect development from hazardous conditions.
- The guidelines are adopted within the OCP. They are not bylaws and they are not policy in and of themselves. The guidelines effectively provide guidance on achieving the objectives that are outlined in the OCP, and on achieving the policies that are outlined in the LAPs or in underlying plans and strategies such as the Active Transportation Plan or the Climate Plan.
- This document is a tool to assist the design industry, staff and the Advisory Design Panel (ADP) who review development applications. It is not an empirical tool or a high-level planning tool.
- The existing DPA guidelines are a patchwork of both new and old guidelines.
- Staff have reviewed and restructured the document and have updated it based upon plans and policies that have been approved by Council.
- There are many plans currently under development (Biodiversity Conservation Strategy, Urban Forest Strategy, Active Transportation Plan) and the intention with the new DPA

document is for it to be regularly reviewed and updated.

- As new plans and policies are approved by Council, the guidelines will be reviewed at the same time and will be updated.
- Project goals include ensuring the document supports sustainable development and a more efficient development process. It is meant to be a tool to help achieve the Province’s housing targets.
- Engagement has taken place with ADP and key industry stakeholders to ensure that the structure would be feasible for them as well.
- Staff are in the midst of engagement on the draft document and ADP has provided feedback on the guidelines document and are targeting presenting the final document to Council by the end of the year.
- Core design principles are aligned with the OCP. General design guidelines apply to all the development or DPA’s within Saanich.
- As the community is changing and developing, there is a move to a typology-based approach (e.g. house, townhouse, low and mid-rise residential mixed-use and commercial, high rise residential, garden suites, commercial, retail and industrial).
- Applicants would only review the sections of the plan that are relevant to their application.
- There are six core design principles; to create great streets and public spaces, to design buildings to the human scale, to use placemaking to strengthen neighborhood identity, to grow the urban forest and enhanced green infrastructure, to increase active transportation and mobility, and to support low carbon, high performance buildings.
- The ADP has provided feedback on several items which are currently being reviewed by staff.
- The updated plan will be presented to Council in late November.

Committee Discussion

- Staff will connect with the consultant to see if there could be a supporting document or webinar to provide guidance on the new guidelines to community associations.
- Data on bike parking numbers and requirements needs to be looked into further. Staff are waiting on an analysis of the current data from the Capital Regional District.
- Further developments on bike parking guideline can be brought back to this committee.

TRANSIT DISCUSSION

The Chair lead a discussion of topics that the committee would like to discuss with BC Transit at the next meeting. The following list was developed

- **General overview of the Regional Transit System today and moving forward.**
 - Committee members were particularly interested in next steps with respect to the CRD and Regional Transportation Governance.
- **Overview of the Transit Future Plan & Overview of upcoming transit planning processes.**
 - Committee members were also interested in how transit planning in the District connects with other municipalities. For example, Saanich Corridor plans and how these connect with transit and other municipalities.
- **Fostering multi-modal trips**
 - What is currently being done to improve our current system to encourage and facilitate multi-modal trips including transit? Examples of questions committee members raised were what can be done to accommodate luggage and groceries

on buses and extending bike racks from 2 to 3 bikes.

- **UMO review based on ridership feedback**
 - UMO was recently rolled out, committee members were interested in learning more about early feedback, and how this connects with a broader discussion around fares. How will the Ecopass program be impacted/improved/connected with UMO?
- **Bike rack training.**
 - BC transit had a training rack that was available at Car Free Day several years ago, and there is one at a Skytrain station in Vancouver. What is the current situation with respect to training racks in the CRD? What is the process/procedures to determine where a rack is deployed? Can we make requests for training tacks (and/or booths for people to help with training) to be set up at specific locations? This item came up particularly around UVic and having something there for students.
- **Bus schedule accessibility.**
 - An update on NextRide coming to the region, and what other methods are being used to improve accessibility of schedules?
- **Questions around bus and bus stop accessibility.**
 - How does BC Transit identify different levels of bus stop accessibility? Is this easily found by the public? Included in maps and schedule. i.e. which stops are wheelchair accessible, have a bench, have a shelter, etc.
- **Plans for fleet expansion.**
 - Proterra, the company that produces the buses ordered by BC Transit, has gone out of business. There is a desire to have an increasingly electric fleet. What are Transits' plans around new buses? Committee members have a number of questions about this.
- **Smarter transit routes for students to and from school.**
 - Plans around improving public transit for young people going to school.
- **Seniors.**
 - What is being done to make transit more accessible and attractive to older adults?
- **RapidBus on the Peninsula.**
 - An explanation of why it will take a multi-year, consultant-driven study to implement the Peninsula RapidBus that people in Saanich will rely on as an arterial access to Downtown. Committee members were also interested in learning more about transit connectivity with Ferries and Airport.
- **Communication of important topics.**
 - Covering many of the issues above, how are changes, plans, changes in service and routes, consultations, communicated to the public, and how might this be improved?
- **Stats about ridership and transit usage in Saanich.**
- **Transit's COVID Recovery Plan/ Status Update**

ADJOURNMENT

The meeting adjourned at 7:34 p.m.

Councillor Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

Kirsten Brazier, Committee Secretary

MEMO

To: Transportation Advisory Committee (TAC)
From: Megan Squires, Sr. Transportation Planner
Date: October 19, 2023
Subject: Final Draft Active Transportation Plan (ATP)



Background

Council adopted Saanich's first active transportation plan, *Moving Saanich Forward* in June 2018 as a guide for investment in active transportation improvements over 30 years. The plan established a vision, goals, and targets. It also outlined strategies and actions to ensure progress on policies, standards, infrastructure, and programs for active transportation.

Saanich is committed to updating the ATP. The purpose of this update has been to refresh the plan in accordance with the priorities outlined below. The updated Plan will guide investment and decision-making for active transportation over the next five years, and beyond.

The update focused on the following priorities:

- Alignment with current policy documents, including recent strategies and plans for climate change, active transportation, land use, and road safety
- Incorporating current demographic and travel data, as well as collision data and statistics on new and updated infrastructure
- Addressing e-bikes and micro-mobility trends
- Incorporating Vision Zero and a Safe Systems Approach to road safety
- Reviewing progress towards achieving the vision, goals, and targets, as well as select strategies and actions and priorities for implementation
- Updating mapping
- Developing a framework for a future traffic calming policy
- Incorporate an equity approach into the updated ATP was also a key priority

Planning Process

As per the approved Terms of Reference, the process to update the ATP has been completed in five phases. Stakeholder and public engagement was implemented throughout the planning process, with specific engagement periods occurring in Phase 2, 3, 4, and 5.

Over 50 stakeholder groups and individuals were contacted in Phases 2 and 3, and participants were invited to provide written responses to discuss questions, as well as attend online workshops and meetings.

In Phase 4, an online survey received 600 survey responses and the project team hosted two open houses, seven pop-up events, seven conversations with equity-deserving groups. In addition, the project team presented to five advisory committees.

In addition to the methods of engagement outlined above, communication tools used to reach stakeholders and residents included: email – messages and notifications, social media, print media, utility bill inserts mailed to individual households, and website updates.

Plan Content

The table below provides a summary of the changes to the ATP organized by section. To a large extent, these changes reflect input received through stakeholder and public engagement.

SECTION	UPDATE IN THE PLAN
1	<ul style="list-style-type: none">• General information updates to reflect the current planning context
2	<ul style="list-style-type: none">• Updates to reflect engagement undertaken during the planning process• Updates on progress made since 2018• Strengthened rationale for active transportation – making ties to climate action, economic, health, social, and safety benefits• Changes to the community profile to reflect current demographics, land use, policy context, travel patterns, infrastructure, road safety and new mobility trends• Inclusion of new sections on community equity and road safety• Increased profile of Rural Saanich
3	<ul style="list-style-type: none">• Revised vision, goals, and target• New section on micro mobility
4	<ul style="list-style-type: none">• New principles to guide implementation of the Plan• New and revised actions under the themes of Connections, Convenience, and Culture• Reference to the BC Active Transportation Guide• Mapping updates• Definitions for Multi-Use Trails and Recreational Trails• New content on traffic calming to inform a future policy and program
5	<ul style="list-style-type: none">• Updated implementation tables• New network prioritization criteria, including criteria for trails• New mapping and tables to describe priority sidewalk, bike, and trail projects• New mapping showing buildout of the bicycle network

Next Steps

The Updated ATP is now complete, and we are seeking endorsement from the Transportation Advisory Committee before taking the Final Draft Plan to Council in December 2023. The TAC may consider passing the following motion:

“That the Transportation Advisory Committee (TAC) supports the Final Draft Active Transportation Plan with minor updates to the mapping, which are currently underway.”

Conclusion

In closing, on behalf of the project team I wish to thank members of the Transportation Advisory Committee and the former Active Transportation Advisory Committee for their time and effort in the process to update the ATP. Your commitment to this project, and your community is greatly appreciated.

Prepared by



Megan Squires

Senior Transportation Planner