AGENDA
TRANSPORTATION ADVISORY COMMITTEE

To be held virtually via MS Teams
Thursday May 22, 2025 at 5:30 PM

The District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ 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.

A. ADOPTION OF MINUTES

1. March 27, 2025

B. COMMITTEE BUSINESS ITEMS

1. CHAIRS REMARKS

2. UPDATE ON SIDEWALKS IN SAANICH

- Troy McKay, Senior Manager of Transportation & Development Services
- Kathleen Gallagher, Senior Transportation Planner

3. UNION OF BC MUNICIPALITIES (UBCM) RESOLUTION WRITING

C. ADJOURNMENT

Next Meeting: June 26, 2025 at 5:30 PM
In order to ensure a quorum, please contact Colton Whittaker at 250-475-5494 ext. 3642 or colton.whittaker@saanich.ca if you are unable to attend.

ROLL CALL

In Attendance: Zac de Vries (Chair), Trevor Barry, Rachel Corder, Janine Konkel, James Coates, Colin Stepney, Kelsea McLaughlin (via Teams) (5:34 p.m.), Isabella Harmel

Regrets: Dominick Ali

Guests: Chris Chastro, Engineering Student, University of Victoria, and Samuel Holland

Staff: Kathleen Gallagher, Senior Transportation Planner; Troy McKay, Senior Manager of Transportation & Development Services; Colton Whittaker, Committee Clerk

ADOPTION OF MINUTES

MOVED by T. Barry and Seconded by C. Stepney: "That the Minutes of the Transportation Advisory Committee meeting held February 27, 2025 be adopted as circulated."

RESULT: Carried 8 TO 0
IN FAVOUR: Barry, Corder, Konkel, de Vries, Coates, Stepney, McLaughlin, Harmel
OPPOSED: None

COMMITTEE BUSINESS ITEMS

CHAIRS REMARKS

The Chair welcomed committee members, and the following was noted:

- The Capital Regional District (CRD) has initiated an Alternate Approval Process (AAP) to establish a regional transportation service.
- The CRD's regional growth strategy includes transportation mode share targets of 15% each for transit, cycling, and walking, totaling 45%. The overall target has recently been adjusted to 42%.
- BC Transit has reduced its mode share target from 15% to 12%.
- The implementation of the Road Safety Action Plan (RSAP) did not receive the additional funding requested. A one time funding request may be brought forward at a future Council meeting.

BIKE SIGNAGE IN SAANICH

Chris Chastro, Engineering Student, University of Victoria and Samuel Holland presented on Bike Signage in Saanich (PowerPoint on File), and the following was noted in response to questions and during committee discussion:

- The Capital Regional District (CRD) is in the process of updating its bike map.
- OpenStreetMap is a useful open-source tool.
- The Transit app includes a robust bicycle mapping feature that utilizes OpenStreetMap data.
- Google Maps is often the default tool for cyclists seeking route information.
- There are no formally adopted design guidelines for bike signage in the District.
- Saanich has dedicated significant time to wayfinding efforts.
- Implementing bike signage across the District would cost approximately $500 per sign, with a total of 5,600 signs required.
- There are approximately 22,000 signs throughout Saanich.

- Efforts are underway to improve data provided to Google Maps, but responses have been limited.
- Grade changes significantly impact route planning on Google Maps, often prioritizing the least steep route over the most efficient one.
- Wayfinding signage could focus on guiding cyclists toward routes rather than specific destinations.
- Prioritizing key signage locations may be more effective than installing signs at every location recommended by CRD guidelines.
- Including distance to destination information on signs could improve their usefulness.
- Physical signage remains important for those who don't rely on mobile devices or prefer not to check their phones while using trails.
- Installing signs at intersections and requiring signage for new AAA (All Ages and Abilities) routes may be another approach.
- Saanich faces challenges in designing roads exclusively for specific transportation modes and instead seeks to accommodate all users.
- There is no standardized approach for combining bike symbols with road names on signage.
- Increasing numbers of cyclists are using alternate pathways instead of roads.
- Discussions are ongoing about widening these alternate routes, though no formal plans are in place.
- The shift to alternate pathways may be due to a lack of safe, protected bike routes.
- Adding links to third-party maps on the Saanich website could be explored by staff.
- Wayfinding signage will be part of the Quadra McKenzie Plan (QMP).

TRAFFIC CALMING POLICY AND PROGRAM PRESENTATION

The Senior Transportation Planner presented on the Traffic Calming Policy (PowerPoint on File), and the following was noted in response to questions and during committee discussion:

- Traffic calming measures are reviewed one year after implementation to assess their effectiveness.
- Construction notices are distributed in advance of traffic calming installations. Local residents receive multiple notifications for construction, surveying, and other related activities.
- Stakeholder notifications extend beyond residents and may include BC Transit, accessibility advocates, community associations, and local schools.
- Many people living in multi-family housing rely on active transportation.
- The District publishes its Capital Works Projects Guide annually on the Saanich website, summarizing planned work for the year. Some projects also have dedicated web pages.
- Staff are exploring ways to create more neighborhood-level bulletins to improve public awareness of upcoming projects.
- Most reports on potential traffic calming locations come through email and an online web form.
- A web portal where residents could submit traffic-related concerns may be beneficial.
- Saanich staff evaluate reports and have reviewed past submissions to inform the Traffic Calming Policy (TCP).
- The District aims to reduce reactive traffic calming to no more than 50% and shift toward a proactive approach.
- In the early 2000s, ICBC's Safer Cities Program supported municipal traffic calming efforts, with measures still in place in areas such as Tillicum-Gorge.
- Preliminary data from streets that recently adopted a 40 km/h speed limit show a reduction in vehicle speeds.
- More traditional traffic calming measures are used on 60 km/h roads, while residential streets require different approaches.
- A recent example of a special project area is the panhandle between Foul Bay Road and Richmond Road, where speed humps were installed simultaneously.

- Traffic calming for Special Project Areas requires a holistic approach to prevent drivers from diverting to alternate routes.
- Business associations are included as key stakeholders.
- Hosting engagement sessions at public libraries, schools, and the University of Victoria may be beneficial in reaching a wider audience.
- Road classifications are set to be re-evaluated during the next Official Community Plan (OCP) update.
- The equity analysis in place was based on census data and will be revised once new census data is available.

ADJOURNMENT

MOVED by T. Barry and Seconded by C. Stepney: "That the meeting be adjourned at 7:08 p.m."

RESULT: Carried 8 TO 0
IN FAVOUR: Barry, Corder, Konkel, de Vries, Coates, Stepney, McLaughlin, Harmel
OPPOSED: None

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CHAIR

I hereby certify these Minutes are accurate.

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COMMITTEE CLERK