

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**

To be held at Saanich Municipal Hall, Committee Room 2 and via MS Teams  
Thursday September 25, 2025 at 5:30 PM

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*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. June 26, 2025

**B. COMMITTEE BUSINESS ITEMS**

**1. CHAIRS REMARKS**

**2. QUADRA MCKENZIE PLAN – PHASE 4 PRESENTATION**

- Tami Gill, Planner

**C. ADJOURNMENT**

Next Meeting: October 23, 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](mailto:colton.whittaker@saanich.ca) if you are unable to attend.

**MINUTES**  
**TRANSPORTATION ADVISORY COMMITTEE**

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams  
770 Vernon Avenue  
June 26, 2025 at 5:33 PM

**In Attendance:** Zac de Vries (Chair), Trevor Barry, James Coates, Isabella Harmel, Janine Konkel, Colin Stepney  
**Regrets:** Rachel Corder, Kelsea McLaughlin, Kathleen Woodruff  
**Guests:** Jay Douillard, Senior Transportation Planner, Capital Regional District  
**Staff:** Kathleen Gallagher, Senior Transportation Planner; Colton Whittaker, Committee Clerk

**ADOPTION OF MINUTES**

**MOVED by J. Konkel and Seconded by I. Harmel: "That the Minutes of the Transportation Advisory Committee meeting held May 22, 2025 be adopted as circulated."**

**RESULT: Carried 6 TO 0**

**IN FAVOUR:** Barry, Konkel, de Vries, Coates, Stepney, Harmel

**OPPOSED:** None

**COMMITTEE BUSINESS ITEMS**

**CHAIRS REMARKS**

No comments were made.

**CAPITAL REGIONAL DISTRICT PRESENTATION – REGIONAL TRANSPORTATION SERVICE/PLAN PROCESS**

The Senior Transportation Planner from the Capital Regional District (CRD) gave a presentation (PowerPoint on file), and the following was noted in response to questions and during committee discussion:

- The Province is making changes at the Switch Bridge and the CRD is collaborating on other trail upgrades.
- School buses are essential for reducing road congestion during pick-up and drop-off times.
- School traffic contributes significantly to overall regional traffic.
- Trip chaining, such as dropping off children at a daycare before commuting to work is becoming more common.
- The Victoria region is the only area in BC with a transit commission. The commission makes decisions about funding and services for BC Transit.
- The role of the Victoria Regional Transit Commission may be reconsidered through the Regional Transit Board governance review.
- The CRD supports multi-modal transportation across the region.
- A transportation service was first proposed in 2014 and was successfully established in June 2025.
- The new transportation service allows the CRD to take over transportation-related services from the parks service.
- The Interurban Trail is not included in the scope of the transportation service.
- The transportation service creates opportunities to retain and maintain other trails based on funding and priorities.

- Advisory committees with regional representation provide diverse perspectives and may include citizen engagement.
- Transportation planning considers trade-offs between different modes of travel.
- ICBC vehicle data and the CRD's household travel surveys inform the region's greenhouse gas (GHG) emission projections.
- The Lochside Trail near Swan Lake is unlit; the CRD is exploring lighting solutions that respect the natural environment.
- Regional services allow multiple municipalities and districts to contribute toward shared infrastructure and benefits.
- The CRD's Regional Growth Strategy guides growth management and defines the urban containment boundary.
- Planning for schools and supporting infrastructure is important in areas targeted for densification.
- Regional services include water, wastewater, landfills, recreation centers, and food access.
- A pilot Regional Foodlands Access Service is underway at Bear Hill Park.
- Rising recreation costs have prompted discussions about making recreation a regional service.
- There is significant daily travel from the Cowichan Valley to the CRD.
- More data is needed to understand growth patterns in the Cowichan Valley.
- Demand continues for single-family homes with green space but many prefer compact living closer to work and services.
- Regional population and transportation demand continue to grow.
- The CRD leases many sections of the Galloping Goose Trail from the Province and is evaluating the option to purchase the land.
- The lease provides flexibility for the CRD though some projects still follow Provincial processes.
- The Transportation Service Bylaw is written broadly and allows for a wide range of projects if approved by the Board.
- A regionally significant projects fund supports major transportation initiatives under the new bylaw.
- The CRD is taking an incremental approach to developing the transportation service.
- Negotiations are underway regarding ownership of the Galloping Goose section near the new Ministry of Transportation and Transit (MOTT) bridge at Tillicum road.

\*\*\*The Senior Transportation Planner from the CRD left the meeting at 6:38 p.m.\*\*\*

## **TRAFFIC CALMING POLICY UPDATE**

The Senior Transportation Planner gave a presentation (PowerPoint on file), and the following was noted in response to questions and during committee discussion:

- The \$250,000 request represents a 0.15% tax increase, as outlined in the report.
- The funding request includes expanding the data collection program, staff time, and infrastructure. The proposed budget would support approximately five small projects per year.
- Larger network wide upgrades would require multiple years of funding.
- Low traffic volumes and speeds on neighbourhood bikeways improve safety.
- Many students live near Ash Road and commute to UVic. This area lacks sidewalks.
- Ash Road is classified as a Collector Road.
- Traffic calming will support achieving active transportation goals.
- A master list of potential traffic calming projects for both Residential road or Neighbourhood Bikeway projects that pass the preliminary screening and Special Area Projects will be created and prioritized using criteria outlined in the draft policy.
- The Active Transportation Plan (ATP) includes plans to expand sidewalk coverage throughout the District.
- Some space on wide roads may be reallocated to create walking space in lieu of raised sidewalks.

- The fiscal environment remains challenging.
- One goal of the policy is to reduce cut through traffic and keep vehicles on main roads.
- Speed limits are determined through the Speed Limit Establishment Policy.
- Residents want safe sidewalk routes for children walking to school.
- Including the term "vulnerable road users" in the policy aligns with Motor Vehicle Act (MVA) language.
- This policy is a positive step, though some areas continue to feel overlooked.
- Reviewing past project locations and identifying underserved areas could guide future efforts.
- Traffic calming projects may be posted on HelloSaanich in the future.

**MOVED by T. Barry and Seconded by C. Stepney: "That the Transportation Advisory Committee supports the Traffic Calming Policy developed by administration, as presented, and supports the recommendation that Council forward a request for \$250,000 per year to fund a traffic calming program as part of the 2026 budget process."**

**RESULT: Carried 6 TO 0**

**IN FAVOUR:** Barry, Konkel, de Vries, Coates, Stepney, Harmel

**OPPOSED:** None

#### **ADJOURNMENT**

**MOVED by T. Barry and Seconded by J. Konkel: "That the meeting be adjourned."**

**RESULT: Carried 6 TO 0**

**IN FAVOUR:** Barry, Konkel, de Vries, Coates, Stepney, Harmel

**OPPOSED:** None

The meeting adjourned at 7:37 p.m.

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CHAIR

I hereby certify these Minutes are accurate.

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COMMITTEE CLERK