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Memo

RECEIVED

By T.Da Silva, Legislative Services at 11:51 am, Mar 05, 2022

To: Angila Bains, Manager, Legislative Services
From: Austin Winters, Committee Clerk
Date: March 4, 2022
Subject: **Short-Term Solutions to Advance Active Transportation**

At their March 3, 2022 meeting the Active Transportation Advisory Committee discussed short-term solutions to advance active transportation. The Committee resolved the following:

“That the Active Transportation Advisory Committee request Council approve the eight short-term active transportation quick build recommendations provided in the memo from Councillor Mersereau dated March 2, 2022 and include these recommendations in the 2022 Budget.”

An excerpt of the March 3, 2022, Active Transportation Advisory Committee minutes are attached for your information along with Councillor Mersereau’s memo to the Active Transportation Advisory Committee, dated March 2, 2022.

A handwritten signature in black ink, appearing to read "Austin Winters", written over a faint, light-colored signature line.

Austin Winters
Committee Clerk

Attachments (2)

Cc:

Councillor Mersereau, Chair, Active Transportation Advisory Committee

SHORT-TERM SOLUTIONS TO ADVANCE ACTIVE TRANSPORTATION

The Chair led a roundtable discussion on the memo put forth by the Chair, dated March 2, 2022, on the topic of short-term solutions to advance active transportation proposed by committee members at the February 24, 2022 Committee meeting. The following was noted during discussion with committee members and staff:

- The eight short-term solutions to advance active transportation found within the memo from the Chair are listed below:
 1. Install centerline hardening improvements and pedestrian space delineation at 10 un-signalized crossings (i.e. where there are no traffic lights), focusing on crossings with a history of reported crashes or near misses or are located on higher volume or higher speed roads. Typically these roads and crossings will be 2 lane roads with no centre medians and crossings already equipped with flashing beacons. An example raised by the committee is the crossing of the Colquitz River Trail of Interurban Road, south of Marigold Road.
 2. Re-allocate the road space on Quadra Street from Chatterton Way to Tolmie Ave and on Tillicum Road from Arena Road to the Saanich Boundary with Esquimalt to remove general purpose vehicle lanes and install protected cycling lanes using quick build and lower cost techniques. It is understood that these changes could have a negative impact on traffic / transit operations along the corridor, and potentially traffic volumes on nearby streets. A corresponding public information / education campaign should take place at the time of implementation to inform stakeholders and public of the change and share information about the community benefits of these changes. The public information campaign should also address how the infrastructure will be upgraded in the future and outline how stakeholders will be able to provide input into future changes on these corridors. It is recognized that special or temporary designs or phased approaches and operational changes (turn restrictions) may be needed at key intersections and bus stops along these corridors.
 3. Install high visibility school area road markings and improved school zone signage in all school zones that are on Major or Collector Roads in Saanich. This approach was piloted in Saanich at 3 locations in 2021 and has proven to be successful and is ready for deployment across Saanich in 2022.
 4. Convert 5km of existing buffered bike lanes to protected cycling lanes by the addition hard infrastructure in the existing bike buffered bike lane spaces. Over the past few years many buffered bike lanes have been constructed in Saanich. These buffered bike lanes have sufficient space to convert them into protected bike lanes.
 5. Build walking pathways on the existing pavement on approximately 5km of high pedestrian use residential streets by removing vehicle parking areas. This approach should be used as a trial of a method to provide more pedestrian walkways in Saanich ahead of traditional sidewalk construction. Staff should be responsible for selecting the streets for this trial in consultation with the local community associations and under the following selection criteria:
 - a. The street is of sufficient pavement width to leave one side of on street parking while providing a single travel lane to be shared by cyclists and vehicles and creating a walking space for pedestrians;
 - b. The street has existing or potential for high pedestrian use; and
 - c. The street is on a route used by pedestrians to access parks, schools, recreation centres or other community services.

6. Install 8 bike boxes at signalized intersections. Bike boxes at intersections allow for turning cyclists to be given space and priority to position themselves at signalized intersections to complete left hand turns at intersections.
 7. Remove pedestrian push buttons at 3 major intersections to provide pedestrian priority at all times of day. A number of intersections in Saanich have had automatic pedestrian walk signal operational during day time hours since early 2020 with limited operational challenges, in addition to removing the pedestrian push buttons, the use of automatic pedestrian walk signals should be expanded.
 8. Upon adoption of the pending Speed Limit Establishment Policy, prioritize implementation of speed limit changes in Rural Saanich to improve the safety of vulnerable road users on streets with limited active transportation infrastructure.
- There was questioning over the costs associated with removing the pedestrian bush buttons and what do those costs result in.
 - Staff clarified that the costs associated with this potential recommendation would go towards traffic modeling, staff time, and then changing the information panels on the traffic signal polls which includes changing the buttons and removing the wiring.
 - To do this at 3 intersections it costs approximately \$5,000 for each intersection.
 - If the buttons were removed every time the light switches from one direction to another the pedestrian signals and audible signals would be activated.
 - Staff have noted that recommendation 7 and 8 could be incorporated into their existing work plans without cost implications.
 - With gas prices so high active transportation solutions are prudent.
 - No modeling has been done with regards to a potential road diet on Quadra Street, but modeling has been done on Shelbourne Street which has similar traffic volumes.
 - There was questioning over what the implementation of the 2nd recommendation would look like.
 - Staff clarified that for the 2nd recommendation the land lines would be grinded off; a new layout would be painted; small pieces of concrete curbs would be installed along with flexible delineators to create protected bike lanes; traffic signal heads would be moved; traffic loops would be recut; bus stops would be shared with the bike lane; and turn restrictions would have to be implemented.
 - The 2nd recommendation shows that Saanich is strong about change with respect to active transportation.
 - There was questioning over the 4th recommendation and what would be used to establish the barrier for the protected bike lanes.
 - Staff clarified that a concrete curb would be installed for the 4th recommendation.
 - A consensus was made within the Committee that all recommendations within the memo be brought forward for Council consideration.

MOVED by T. Barry and Seconded by R. Poynter: “That the Active Transportation Advisory Committee request Council consider and approve the eight short-term active transportation quick build recommendations provided in the memo from Councillor Mersereau dated March 2, 2022 and include these recommendations in the 2022 Budget.”

CARRIED

Memo

To: Active transportation Transportation Advisory Committee (ATAC)
From: Councillor Rebecca Mersereau, Chair
Date: 2 March, 2022
Subject: Supplemental information about candidate short-term/quick-build projects

BACKGROUND

At a meeting on September 27, 2021, Saanich Council passed the following motion:

That Council ask the Active Transportation Advisory Committee [ATAC] to consider and recommend short term and/or pilot projects to improve road safety and active transportation within the District of Saanich where active transportation projects are determined medium to long term priority areas.

At the ATAC meeting on February 24, Committee members developed a list of ideas that will be further discussed at a special meeting scheduled for March 3. To help advance the discussion, staff have provided supplemental information about the ideas identified at the Feb. 27 meeting. The supplemental information below consists of suggestions for the number of treatments/installations that would be viable for implementation by the end of 2022, estimated costs, and in some cases criteria to consider in implementing the measures discussed.

SUPPLEMENTAL INFORMATION ABOUT SHORT-TERM PROJECT/PILOT IDEAS

1. Install centerline hardening improvements and pedestrian space delineation at 10 un-signalized crossings (i.e. where there are no traffic lights), focusing on crossings with a history of reported crashes or near misses or are located on higher volume or higher speed roads. Typically these roads and crossings will be 2 lane roads with no centre medians and crossings already equipped with flashing beacons. An example raised by the committee is the crossing of the Colquitz River Trail of Interurban Road, south of Marigold Road.

This work has an estimated cost of \$100k

2. Re-allocate the road space on Quadra Street from Chatterton Way to Tolmie Ave and on Tillicum Road from Arena Road to the Saanich Boundary with Esquimalt to remove general purpose vehicle lanes and install protected cycling lanes using quick build and lower cost techniques. It is understood that these changes could have a negative impact on traffic / transit operations along the corridor, and potentially traffic volumes on nearby streets. A corresponding public information / education campaign should take place at the time of implementation to inform stakeholders and public of the change and share information about the community benefits of these changes. The public information campaign should also

address how the infrastructure will be upgraded in the future and outline how stakeholders will be able to provide input into future changes on these corridors.

It is recognized that special or temporary designs or phased approaches and operational changes (turn restrictions) may be needed at key intersections and bus stops along these corridors.

This work has an estimated cost of \$1.7 million

3. Install high visibility school area road markings and improved school zone signage in all school zones that are on Major or Collector Roads in Saanich. This approach was piloted in Saanich at 3 locations in 2021 and has proven to be successful and is ready for deployment across Saanich in 2022.

This work has an estimated cost of \$600k

4. Convert 5km of existing buffered bike lanes to protected cycling lanes by the addition hard infrastructure in the existing bike buffered bike lane spaces. Over the past few years many buffered bike lanes have been constructed in Saanich. These buffered bike lanes have sufficient space to convert them into protected bike lanes.

This work has an estimated cost of \$500k

5. Build walking pathways on the existing pavement on approximately 5km of high pedestrian use residential streets by removing vehicle parking areas. This approach should be used as a trial of a method to provide more pedestrian walkways in Saanich ahead of traditional sidewalk construction. Staff should be responsible for selecting the streets for this trial in consultation with the local community associations and under the following selection criteria:

- a. The street is of sufficient pavement width to leave one side of onstreet parking while providing a single travel lane to be shared by cyclists and vehicles and creating a walking space for pedestrians.
- b. The street has existing or potential for high pedestrian use
- c. The street is on a route used by pedestrians to access parks, schools, rec-centres or other community services

This work has an estimated cost of \$300k

6. Install 8 bike boxes at signalized intersections. Bike boxes at intersections allow for turning cyclists to be given space and priority to position themselves at signalized intersections to complete left hand turns at intersections.

This work has an estimated cost of \$100k

7. Remove pedestrian push buttons at 3 major intersections to provide pedestrian priority at all times of day. A number of intersections in Saanich have had automatic pedestrian walk signal operational during day time hours since early 2020 with limited operational

challenges, in addition to removing the pedestrian push buttons, the use of automatic pedestrian walk signals should be expanded.

This work has an estimated cost of \$15k

8. Upon adoption of the pending Speed Limit Establishment Policy, prioritize implementation of speed limit changes in Rural Saanich to improve the safety of vulnerable road users on streets with limited active transportation infrastructure.

This work has an estimated cost of \$15k

SUMMARY OF COST IMPACTS AND IMPLICATIONS

- The total estimated cost of these works is \$3.33 million.
- Staff in the Engineering department have advised that the costs associated with items 7 & 8 can be accommodated within the existing emerging priorities portion of the Transportation Capital Budget without disrupting the delivery of other planned works.
- To deliver the remaining items, an additional \$3.3 million would be required beyond what is currently included in the draft 2022 budget.

NEXT STEPS

- It is anticipated that the Committee will recommend that Council fund and implement (in 2022) the project(s) above it considers most promising to improve road safety and advance active transportation mode share.
- Any motions passed by the Committee on March 3 will be presented to Council during budget deliberations in March or early April (the budget is finalized in early May).
- To support the recommended projects in 2022, Council will have to either approve the required funding in addition to what is in the 2022 budget, or replace other planned works/expenses 2022 with the recommended project(s).

RECOMMENDATION TEMPLATE

The Active Transportation Advisory Committee had an in-depth conversation on February 24th and March 3rd and in consultation with staff from Engineering are pleased to recommend the following actions to Council for implementation by the end of 2022, in response to Council's request for advice on short term and/or pilot projects to improve road safety and active transportation:

- *Insert the recommended projects/pilots*

Prepared by



Rebecca Mersereau
Councillor & Chair of the Active Transportation Committee