

AGENDA
For the Special Meeting of the
Active Transportation Advisory Committee
To be held virtually via Microsoft Teams
Thursday October 28, 2021 - 4:00 p.m. – 6:00 p.m.

This meeting will be held virtually. To hear this meeting by telephone, please call:
1-833-214-3122, access code 369 575 493#

**TERRITORIAL ACKNOWLEDGEMENT AND DIVERSITY,
EQUITY AND INCLUSION STATEMENT**

1. **ADOPTION OF MINUTES** (attached)
 - June 24, 2021

2. **CHAIR'S REMARKS**
 - Vital Signs Report - [Vital-Signs-2021_web-links_Oct71.pdf \(victoriafoundation.bc.ca\)](#)
 - Regional Management of the Interurban Trail – Update
 - Reapplication to the committee

3. **PRESENTATION – LIVABLE ROADS FOR RURAL SAANICH**
 - P. Harrison, Livable Roads for Rural Saanich

4. **PRESENTATION – DRAFT CORDOVA BAY LOCAL AREA PLAN**
 - P. Hartling, Senior Planner (Community Planning)

5. **COUNCIL REFERRAL MOTIONS**
 - Discussion on motion passed at the October 18, 2021, Council meeting: “That Council ask the Active Transportation Advisory Committee to consider and recommend short-term and/or pilot projects to improve road safety/active transportation within the District of Saanich where Active Transportation projects are determined medium-to long-term priority areas.”
 - Discussion on motion passed at the October 18, 2021, Council meeting: “That Council direct staff to coordinate with the Township of Esquimalt on active transportation designs for Tillicum Road as soon as possible and identify the Tillicum Road from Arena Way to Tillicum Bridge Active Transportation Project as a short term priority in the Active Transportation Plan 2023/24 refresh.”

6. **COMMITTEE ROUNDTABLE**
 - Continuation of Road Safety Initiatives discussion.

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held virtually via Microsoft Teams
Thursday June 24, 2021, at 4:02 p.m.

Present: Councillor Karen Harper (Chair), Trevor Barry, Brian Collier, Graham Elder, Jim Grayson, Karen Laberee, Dave Marecek, and Darrell Wick.

Staff: Troy McKay, Manager of Transportation & Development Services; and Megan MacDonald, Committee Clerk.

Guests: Mayor Fred Haynes and John Hicks, Capital Regional District Traffic Safety Commission; Colleen Woodger, ICBC; Rob Warren, Inspector in Charge (Community Engagement), Saanich Police; Adam Krupper and Corey Burger, Capital Bike.

Regrets: Rachel Corder, Susan Kerr, Robert McLeod and Jade Yehia (non-voting liaison).

MINUTES

MOVED by D. Maracek and Seconded by B. Collier: "That the Minutes of the Active Transportation Advisory Committee meeting held May 27, 2021, be adopted as circulated."

CARRIED

CHAIRS REMARKS

The Chair gave a verbal update on the order of business for the committee agenda, the following was noted:

- There are a number of presenters who will be taking part in the meeting, who will speak to the role they play in enhancing traffic safety in the Capital Regional District (CRD). When all presenters have concluded, the committee will have a discussion and ask questions as they may be applicable to more than one organization.

ROAD SAFETY INITIATIVES - CRD TRAFFIC SAFETY COMMISSION

John Hicks and Mayor Fred Haynes presented information on road safety initiatives currently underway in the CRD. The following was noted:

- The Traffic Safety Commission (TSC) is a pseudo-independent body which reports to the CRD Transportation Committee.
- The TSC aims to plan and operate traffic safety programs within the CRD as provided for in the annual budget. Review traffic safety problems and make recommendations to the CRD Transportation Committee.
- Education, enforcement and evaluation play an important role.
- Members of the board include a broad network for obtaining information and outreach.
- Many projects overlap as partnerships and education campaigns are essential.
- The CRD Transportation Committee recently made the following recommendations to the CRD Board:
 - That Staff be directed to form a Transportation Advisory Committee reporting to

- the Transportation Committee, with senior staff represented from CRD, the Municipal Electoral Area and agency partners to advise on regional transportation matters requiring coordination.
- That Staff be given the mandate to develop a region wide approach to transportation demand management, safety policy and implementation, connected and consistent regional trail network, working through the Transportation Advisory Committee.
 - That Staff be directed to advise other implementation actions.
- Safety policy was recently approved as a priority in the CRD.
 - Education campaigns are either led by and funded through the commission; or grants can be given to community groups and partners who wish to expand their programs.
 - Projects are evidence based, focused on statistics which indicate there is a problem.
 - An overview of recent CRD led campaigns was provided.
 - Resources are provided via the grant process to interested non-profit and community organizations who wish to create campaigns to raise awareness and promote safety.
 - Partnerships allow for maximizing the use of resources and community outreach.
 - An overview of recent partnerships with local organizations was provided.

ROAD SAFETY INITIATIVES – ICBC

Colleen Woodger, Road Safety & Community Coordinator of the Insurance Corporation of British Columbia (ICBC), presented information on ICBC road safety initiatives currently underway regionally and provincially. The following was noted:

- ICBC uses a provincial Safety Campaign Calendar, which is concurrent with the BC Chiefs of Police Enforcement Campaign Calendar, to encourage and enforce safety topics across the province. These campaigns have a variety of enforcement tactics which are coordinated with police and stakeholders.
- ICBC funds enhanced enforcement with the police through a Memorandum of Understanding, as well as supporting the education aspects of the police campaigns.
- Messaging is promoted on social media, the radio, TV, posters and other channels. A campaign for pedestrian safety is held in October and November where reflective stickers are provided to the community for visibility during darker fall/winter months.
- Partnerships play an important role in sharing information. Teaching resources are available for free to schools around the province. Presentations take place which highlight the importance of being aware of vulnerable road users, targeted to students who may be enrolling in the Graduated Licensing Program in the near future.
- Community policing and volunteer programs play an important role.
- ICBC participates in regional campaigns and programs, such as a seat on the CRD Traffic Safety Commission, partnerships with municipalities, residential/community groups and educational courses. An overview of some recent campaigns was given.
- Locally, a partnership with the Saanich Police provides enforcement within Saanich.
- The Saanich Traffic Safety Unit & Reserve Officers participate in the Provincial Pedestrian Campaign and Distracted Driving Campaign. The Community Engagement Team participates in school activities and the speed watch and cell watch program, which are supported by ICBC training, equipment, materials and recognition.
- The Road Improvement Program helped bring 7 new marked crosswalks, new pedestrian-activated flashers at 5 existing crosswalks, new curb extensions at 3 crosswalks and new Leading Pedestrian Intervals (LPI) at 8 intersections in Saanich.
- There was over \$300,000 in funding provided to Saanich, with over \$187,000 provided to the Engineering Department for pedestrian related improvements.

ROAD SAFETY INITIATIVES – SAANICH POLICE

Rob Warren of Saanich Police provided information on initiatives within Saanich. The following was noted:

- Saanich Police Department (SPD) has a long standing partnership with ICBC. Many key SPD Strategic Priorities related to road safety align with those of ICBC.
- Road safety has been identified as a top priority in the 2018-2022 Strategic Plan.
- Reducing the frequency and severity of motor vehicle collisions through education road safety initiatives, enforcement and stakeholder collaboration is essential.
- SPD undertakes proactive enforcement of distracted, impaired and dangerous driving, which are three of the main contributors in many tragic accidents.
- The Strategic Plan also outlines a priority of protecting vulnerable road users through targeted road safety initiatives and public safety campaigns. Education is a shared responsibility for all police officers.
- The Community Engagement Division participates in the fall ICBC program to educate vulnerable road users on the importance of clothing and reflectors to ensure being visible to drivers as schools return to session and daylight hours decrease.
- The summer crime prevention students set up speed watch and cell watch projects. They monitor vehicle descriptions, licence plates and driver descriptions when violations are observed, and a letter is sent to the registered owner to advise them.
- The School Liaison Program engages with over 50 schools in Saanich and the Victoria area. This includes training crossing guards and various programs and presentations.
- The Bike Section regularly patrols pathways, parks, roadways and trails interacting with vulnerable road users and providing education to the public about safe cycling habits, sharing the trails, helmet safety and issuing violation tickets as needed.
- SPD consists of the Traffic Safety Unit and the Patrol Division.
- Traffic Safety Unit officers work 7 days a week, conducting enforcement within the *Motor Vehicle Act* (MVA), the *Criminal Code* (provincial and federal statutes) attending accident scenes, enforcing municipal bylaws, as well as laying charges and attending court when necessary. They are the primary responders for reports of impaired drivers.
- The Patrol Division is the primary response team for calls for service and emergencies, however they also provide and support road safety by issuing tickets and speed limit enforcement projects when the opportunity arises.
- The Road Safety Strategy highlights the importance of a collaborative approach to ensure all road users arrive at their destination safely.

ROAD SAFETY INITIATIVES – CAPITAL BIKE

Adam Krupper and Corey Burger introduced the new Capital Bike to the committee and touched on the importance of road safety to their organization. The following was noted:

- Capital Bike is a recently formed organization which used to be two separate societies, the Greater Victoria Bike to Work Society and the Greater Victoria Cycling Coalition.
- This partnership is an evolution of the two organizations realizing there is an opportunity to strengthen the advocacy, education and outreach abilities in the region.
- There is a broad mission to get more people biking to more places, more often.
- The organization is highly inclusive, recognizing vulnerable road users that may otherwise be underrepresented by applying an equity, diversity and inclusion lens.
- Educate, advocate and celebrate is the motto of Capital Bike.
- Bike to Work Week was rebranded to Go by Bike Week, which broadened the scope to recognize that members of the community can go anywhere by bike. This event and

- sponsorships from it help to fund other programs in the society as well.
- A partnership with the Province has allowed for cycling instructors to visit schools and train grade 4 and 5 students in bike safety. Initial teaching in the class room educates kids about stop signs, signals and safety. Following class room learning, students are put in a variety of simulated scenarios, including multi use trails, stop signs, yield signs and opportunities to build skills on bikes. There were 14 schools and 1,142 kids taught last year during COVID. This partnership has been extended based on success so far.
 - Bike skills courses are designed to improve urban riding skills in a safe and lawful way.
 - There are 11 certified instructors with a variety of courses offered including 55+ courses, E-Bike training, municipal bike fleet and corporate training. Youth courses toddler courses are also offered through partnerships with community centers.
 - The TSC recently provided a grant which allowed for an updated training manual.
 - The TSC also provided funding for the Light the Night campaign to raise awareness on how to be seen in low light. This campaign was a targeted partnership with local organizations which provided lights to vulnerable people who rely on their bicycles.
 - Work is being done to modernize the *Motor Vehicle Act*, including safe passing laws and pilot projects to reduce the speed on residential streets.
 - There needs to be a holistic approach that encompasses all aspects to improve safety.
 - One challenge is overcoming the auto-centric way communities function. Data collection plays an important role. ICBC collects information on car-bike collisions, however currently nobody collects information about bike/bike, bike/people or bike/infrastructure collisions. This could be better supported regionally. There is interest in working with the committee.

COMMITTEE ROUNDTABLE DISCUSSION

Committee members discussed the presentations and initiatives in place and asked clarification from the presenters. During discussion, the following was noted:

- The committee Terms of Reference align with many of the goals and actions of the presenters. The committee could look at updating the Terms of Reference to improve collaboration between ATAC and the groups to support positive changes.
- There is currently collaboration between Saanich staff and the TSC, it may be beneficial to identify ways to include the committee could be more informed.
- A request interval cameras on the Malahat was sent to the Province. They have decided to prioritize intersection and red light cameras prior to the Malahat initiative.
- The wide variety of initiatives and approaches is appreciated by members.
- Technology for bike lights has improved with LED lights being available. It is important to consider power, many cyclists are not aware their lights are insufficient to be seen.
- Knowledge that front lights are crucial is shared through the Light the Night campaign.
- There is an opportunity for the SPD school liaison at the University of Victoria to remind students of safety protocols and that good quality lighting is required.
- Theft of lights is an issue for riders, along with bike thefts and other goods being taken.
- When the TSC provides a grant, the recipient reports back with information on outreach and indicators of success, which helps inform future efforts.
- There are many data gaps and challenges to measuring the impact of safety campaigns. It may be more helpful to measure if roads are becoming safer.
- Bike Maps is a crowd sourced program does collect some data on collisions, they are launching a walking version as well which may help pull in data to identify hot spots for accidents and incidents.
- The Road Safety Law Reform Group is advocating for new safe passing laws.
- New technology such as Electric Scooters and E-bikes are missed in the MVA. The

current language is difficult to enforce. Some areas in the United Kingdom have implemented laws which require a minimum distance required for cars to pass vulnerable road users, they issue tickets if drivers are within the minimum distance.

- ICBC utilizes insurance brokers and driver licensing offices to promote the campaigns, as well as a large group of provincial stakeholders which are notified.
- ICBC has recently made crash data available online to the public, as well as providing engineering data to Saanich to assist with making road improvement decisions.
- Analyzing crashes by volume is important. There are approximately the same number of incidents in the summer and fall, however when you factor in bike counter data, it becomes clear that there is a much higher ratio of crashes per rider in the fall.
- Combining data from all sources is a crucial piece that is currently missing.
- There are a number of contributing factors for accidents, most of which are similar in summer and winter months. Accidents typically increase in the fall.
- Micro-mobility, e-mobility and autonomous vehicle use is increasing. With this, inter-modal conflicts will increase and become more complex. There is potential for separation of some trails and safety improvements to roads and corridors. There is also potential for insurance requirements for methods that go over a set speed.

ADJOURNMENT

The meeting adjourned at 6:03 p.m.

NEXT MEETING

Next meeting is Thursday, October 28, 2021 at 4:00 p.m.

Councillor Harper, Chair

I hereby certify these Minutes are accurate.

Committee Secretary