

**MINUTES**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**Held at Saanich Municipal Hall, Council Chambers**  
**Thursday November 25, 2021, at 4:01 p.m.**

Present: Councillor Karen Harper (Chair), Councillor Rebecca Mersereau, Brian Collier, Graham Elder, Jim Grayson, Karen Laberee, Dave Marecek, Susan Kerr, Trevor Barry, and Rachel Corder.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; Megan MacDonald, Senior Committee Clerk; Steven Kruk, Saanich Police; and Benoit Lanthier, Saanich Police.

Regrets: Darrell Wick, Jade Yehia (non-voting liaison), and Robert Mcleod.

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### **Minutes**

**MOVED by B. Collier and Seconded by D. Marecek: “That the Minutes of the Active Transportation Advisory Committee meeting held October 28 2021, be adopted as amended.”**

**CARRIED**

### **CHAIR’S REMARKS**

The Chair provided information on recent committee updates and active transportation initiatives, the following was noted:

- As of December 1, 2021, Councillor Mersereau will be taking over as Chair of the ATAC Committee.
- The long time service of Committee Member D. Wick was recognized and a celebration of his tenure may be held in 2022.
- Additional funding was secured from the Federation of Canadian Municipalities (FCM) for the E-bike Incentive Pilot Program. The funding will be used in addition to the funds which were already allocated for the Program and is specifically set aside for the lower income groups.
- Equitable access to receive an E-bike incentive rebate will be a priority for the Program in the future.

### **UPDATE ON WORKING GROUP**

A working group was formed at the October 28, 2021 meeting to discuss the concerns raised by Livable Roads for Rural Saanich, and come up with possible actions for next steps.

The following was noted:

- The Group has met twice, once in person and once virtually with staff, specifically with the Manager of Transportation & Development Services and the Director of Engineering.
- A large portion of the working group meetings was utilized by discussing what was

- brought up by Livable Roads for Rural Saanich and receiving guidance from the Engineering Department to ensure they are staying in the right direction in terms of approaches.
- The working group came to the conclusion that a strong policy framework has to be developed to underpin any pilot for speed reduction that would justify why certain decisions are being made.
  - Further consultation with the Committee and interested parties is still required.
  - Councillor Harper will continue to participate in the working group moving forward alongside Councillor Mercereau, as they would would like to see this process through.

## **DISCUSSION - STREET PARKING VERSUS BELOW GROUND PARKING IN RELATIONS TO MODO AND EVO**

The Chair provided information on parking reductions resulting from new developments such as density, multi-family units requires the introduction of car-sharing programs or Modo. The following was noted:

- Currently Modo or car share programs are kept in car parkades or underground parking thus limiting their availability to the public.
- The question of whether it would make more sense to have the car share on the street level was brought forward to ensure public access.

In response to questions and comments from the committee, the following was noted:

- Increasing availability to car sharing programs was seen as potentially benefiting the community as a whole.
- Currently developers are required to provide a limited number of car sharing parking specifically for residents of the development. Thus, by altering these spots from inside parkades or underground parking to street level parking, residents of the development will have to deal with competition from the general public for these services.
- With or without assistance from developers more should be done to increase publicly available car sharing sites throughout the District of Saanich.
- More people will join Modo or a car-sharing service if they are more publicly available which in turn will increase demand for more publicly available car-sharing parking spots throughout the District.
- The current Saanich policy in relation to car-sharing parking spots is from 2018 or 2019 when a number of amendments were made to the Street and Traffic By-Law which included the definition of a shared vehicle.
- Council gave the Director of Engineering power to determine zones on public streets for shared vehicles which is in Section 701 of the Street and Traffic By-Law.
- A challenge in the long term from the perspective of the Director of Engineering is that when car-sharing companies switch to electric vehicles they will then require plug-ins at their respective parking spots.
- Modo requires a dedicated parking space for their vehicles because they are a roundtrip service.
- At the University of Victoria (U Vic), a Modo car and parking spot was just recently removed from the family housing area due to a lack of use. While another Modo car in a more public area near the security building is utilized quite often.
- A policy will be needed to provide access to car-sharing services on Saanich property not only Saanich streets.
- Look into bringing representatives from the car-sharing companies to present what goes into deciding on a location for a car-sharing parking space and how to promote overall use.
- Modo has a set of vehicle placement guidelines that Saanich staff is aware of.

**MOVED by T. Barry and Seconded by D. Marecek: “That the Chair follow up on this discussion by connecting with appropriate staff and by-laws on next best steps and considerations for car share parking extending beyond Saanich streets to Saanich properties.”**

**CARRIED**

## **DISCUSSION – SAFE PASSING LAWS**

Representatives from the Saanich Police Department, Sgt. Kruk and Cst. Lanthier presented an overview of the Safe Passing Laws and how these laws are dealt with within Saanich. The following was noted:

- The UBCM met recently and carried a motion related to this topic specifically requesting greater clarity on what is the safe distance to pass and to lobby the province on that issue.
- Sgt. Lanthier will be the committee liaison moving forward and as an officer in the bicycle patrol unit he has a vested interest in cyclist and pedestrian safety.
- Police in varying departments not fully aware of the proposed safe passing laws.
- Ottawa police service have utilized this legislation. They attach a sonar device to the handlebar of their mountain bike while they are patrolling and if a vehicle passes to closely they will receive an alert which they can use to issue a violation ticket to the offender, which currently is only a warning.
- The issue foreseen by Sgt. Kruk with this device is a patrolling officer has to be put in an unsafe position for any potential offenders to be warned.
- A key challenge with enforcement is the ability to enforce law and have it stand the test in traffic court. An offender can appeal and there is objective testing with speeding for instance where an officer must be using a laser operator which they must test before and after.
- In contrast, with this legislation witness evidence would have to be used which is much less reliable.
- A violation ticket would be much easier to issue if there is a collision that occurs between a cyclist and a motorist.
- Once legislation is passed, an informational roll out would be more likely and would include working with the Insurance Corporation of British Columbia (ICBC) to deliver awareness campaigns.
- If a cyclist is hit by a car then police would weigh contributing factors and issue a ticket to driver or cyclist for infractions if needed.

In response to questions and comments from the committee, the following was noted:

- There has been a large increase in the volume of cyclists, pedestrians and overall traffic on multi use trails such as the Galloping Goose Trail. Thus, a bell is strongly encouraged for cyclists to make pedestrians aware that the cyclist is approaching to decrease the likelihood of a potential collision.
- Cyclists need to be defensive riders and never rely on others to stop for the cyclist to be safe.
- Questions as to the proposed legislated safe distance between protruding part of a vehicle and the cyclist were raised.
- If a cyclist is “owning a lane” the cyclist should be in the middle of the lane.
- Protected laneways for cyclists are important to ensure connectivity throughout Saanich.

## **DISCUSSION – E-MOBILITY DEVICE USE IN BIKE LANES**

The Chair requested that due to the absence of committee member R. Mcleod, the discussion over E-mobility device use in bike lanes be postponed to the next. This request was accepted by the committee.

## **COMMITTEE ROUNDTABLE**

The Transportation & Development Services Manager delivered a presentation on current traffic calming policies and how to go about traffic calming in Saanich. The following was noted:

- The Planning, Transportation and Economic Development Advisory Committee (PTED) carried a motion at their previous meeting “that Council direct staff to include the development of a traffic calming policy in the update of the Active Transportation Plan and consider dedicated resources for traffic calming.”
- Data collected by the Transportation and Development Services shows traffic volumes are generally stable and some streets have seen a decline in the total number of vehicles using them.
- This could be a result of the increase in people taking other modes of transportation to get around such as biking and walking.
- Public transit usage was also increasing prior to COVID but will take time to recover to previous usage.
- There is an increased demand for delivered services to resident’s doors such as DoorDash, SkipTheDishes, Amazon, etc.
- Flexible work schedules are much more common, thus leading to a larger spread of peak travel times.
- There is a lot of demand for electric vehicles (EVs), but the supply of these vehicles has been an issue.
- Police enforcement for issues such as speeding has shown to produce short to long term success.
- Traffic calming includes speed bumps, narrowing, closures, signs, and yield points.
- Traffic calming is a process for which there are pros and cons of implementing varying options.
- Currently, there is no Saanich specific policy with regards to traffic calming, instead the Canadian Guide to Traffic Calming is used as the point of reference for traffic calming in Saanich.
- In Saanich, traffic calming devices or measures are installed in concert with new capital projects.
- There is currently no budget set aside specifically for traffic calming measures.
- The costs associated with varying traffic calming devices range from \$7,000 to \$50,000.

**MOVED by G. Elder and Seconded by D. Marecek: “That the Active Transportation Advisory Committee recommends that Council direct staff to include the development of a traffic calming policy in the update of the Active Transportation Plan and consider dedicated resources for traffic calming.”**

**CARRIED**

## **ADJOURNMENT**

The meeting adjourned at 5:25 p.m.

**NEXT MEETING**

Next meeting is Thursday, January 27, 2022

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Councillor Harper, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary