

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Council Chambers, Saanich Municipal Hall
Thursday June 23, 2022, at 4:03 p.m.

Present: Councillor Rebecca Mersereau (Chair), Reed Poynter, Philip Marciniak, Julia Cutt, Curran Crawford and Trevor Barry (4:13).

Staff: David Williams, Acting Manager of Transportation & Development Services; Megan Squires, Senior Transportation Planner; and Megan MacDonald, Senior Committee Clerk.

Guests: Tara Sutherland and Dave Wharf of Evo Car Share.

Regrets: Karen Laberee, Juliet Van Vliet, Janine Konkell, Alexandre Beaubien and Dave Marecek.

MINUTES

Due to a lack of Quorum, the minutes could not be adopted.

CHAIRS REMARKS

- The committee does not meet during the summer months (July/August). The regular meeting will take place in September, as well as an additional special meeting to provide input for staff to consider while updating the Active Transportation Plan.
- The Capital Regional District (CRD) has submitted a grant request to the Federal Government to widen urban sections of trails as well as add lighting in some areas.

***** Committee member T. Barry arrived at 4:13 ****

EVO EXPANSION TO SAANICH

T. Sutherland and D. Wharf of Evo Car Share presented their Petition for Vulnerable Road Users summary information (petition on file). The following was noted:

- There are changing behaviors related to transportation choices. Only 45% of North American 17 year olds had a driver license in 2010, down more than two thirds from 1978.
- 44% of millennials make an effort to replace driving with other options.
- 35% of people say losing their computer would have the greatest negative impact on their lives vs. 28% for their car.
- Evo Car Share provides a spacious Toyota Prius with four doors, five seats. A bike rack is provided on every vehicle to promote multi-modal transportation options.
- Evo is a free-floating carshare option, you can pick up a vehicle and end the trip anywhere in the home zone. Other options include station based carsharing and peer-to-peer.
- The Evo app allows users to find a car, unlock and inspect it, drive it with any necessary stops along the way, then park in a designated Evo parking area and end the trip.
- Evo launched in Vancouver in 2015 with 250 cars. Since then, they have gained over 200,000 members, a fleet of over 1,900 cars, voted the best car share in Vancouver 6

times and expanded the service area to include North Vancouver, New West and Victoria.

- The fleet is 100% hybrid and electric vehicles, with over 11,000 trips per day.
- Evo supports active transportation by being accessible and convenient to transit hubs and residents, having bike racks to encourage cycling as part of multi modal toolkit and allowing people to bridge the gap to a car-free or car-light lifestyle.
- Future plans include more electric vehicles, E-bikes and expansions into new areas.
- Evolve E-bike share is the next generation of Evo mobility designed to enable sustainable active transportation through a reliable, easy to use, zero emission shared bike program.

The following comments were noted during committee discussion:

- A current barrier to Evo expansion is the density needed to expand into a new area to ensure that the free-floating vehicles move around regularly. Finding space for parking Evo vehicles can also be difficult as permission is needed for residential and private lots.
- Conversations with Saanich staff have begun, there are many aspects to be considered including compliance, complaints, distribution, permits and potential impact to the District.
- Data from similar car share companies (ex. Car2go) shows that one car share can reduce up to 9 personal vehicles. Berkeley University also has data on benefits of carshare.
- Evo is working with students from The University of British Columbia (UBC) to create a warning system that will alert drivers if a roof mounted bicycle is too high for where they are driving. This will reduce damage to vehicles and may also enable Evo to track usage data of percent of trips the bike carriers are used for.
- Installation of children's car seats has been considered; however, it is not currently an option due to the variety of sizes and types available, and the risk of improper installation.
- All Evo vehicles are Toyota Prius models, this consistency ensures drivers are comfortable driving the vehicle and do not need to learn a new system on every trip.
- Evolve bike share is considering a possible expansion to Victoria, conversations are taking place however there is no formal commitment as of yet. It was noted that a cargo bike share would be a great future opportunity for Evolve.

ATAC INPUT FOR SAANICH'S ROAD SAFETY ACTION PLAN

The Chair provided examples of Vision Zero implementation in other cities as part of the agenda. Committee members were encouraged to provide input and ideas for Saanich's Road Safety Action Plan as it relates to Vision Zero. The following was noted:

- Many road safety plans have similar categories, including road design, speed limits, education, and cultural considerations which cohesively contribute to creating safe streets.
- The Toronto Vision Zero dashboard is accessible to the public and regularly updated.
- Keeping the public aware of initiatives and progress on the targets is beneficial.
- There are many aspects to consider when looking to create safe mobility options.
- Slip lanes are a dangerous design for vulnerable road users. Engineering is currently working to improve the safety and slowly phase them out where possible, but there will likely be several locations where they are still necessary. Surrey has "Smart right turn channels" which maximize sight lines and improve safety for all users.
- There can be many barriers to safe systems, such as signs, power polls etc. One local example is the bike lane on McKenzie between Cedar Hill and Shelbourne which creates a dangerous point where cyclists must go around a power poll into traffic.

- Keeping systems simple for all users is important.
- Traffic circles offer opportunities for all road users to have fair use of the road in a safe manner. Sightlines are maximized and cyclists have the ability to safely take the lane.
- Having a transparent way to help the community understand the priorities of the plan would be helpful. Edmonton has done well with their plan as they have outlined how geographic inequities as well as areas with less active transportation infrastructure will be prioritized.
- Collecting input from residents about site specific conflict areas would be beneficial.
- There are many areas in Saanich that are not accessible, having a way to measure accessibility and improvements to accessible infrastructure is important.

UPDATE ON THE ‘QUICK-BUILD’ ACTIVE TRANSPORTATION PROJECTS

The Acting Manager of Transportation & Development Services provided an update on the committee recommendations on quick build active transportation projects which were recently approved by Council. The following was noted:

- Detailed design is underway to reallocate road space and install protected bike lanes on both sides of Tillicum Road.
- Installation of high visibility vertical “school zone” or “school” supplementary tabs are currently being added to all school zone and school area signs in Saanich.
- Procurement for the concrete curb project to convert 5km of buffered bike lanes to protected cycling lanes by adding hard infrastructure is underway; location identification is in progress.
- Locations for building 5km of pedestrian walkways are currently being identified, focusing on pathways to schools and areas that need are currently lacking connectivity.
- The locations for the bike boxes have been identified, focusing on areas where there are high conflicts between bikes and vehicles.
- Planning is underway for pedestrian priority; locations will be finalized in the near future.
- The Speed Limit Establishment Policy is ready for Council for consideration.

UPDATE ON THE MCKENZIE AVENUE CORRIDOR PROJECT

The Acting Manager of Transportation & Development Services provided an update on the McKenzie Avenue Corridor Project. The consultants are working on gathering information and working through possible options for the McKenzie Avenue Corridor Project, the committee will receive periodic updates as they are available and applicable to the committee. There are a number of factors that are being considered, such as CRD growth projections, livability, congestion and other criteria.

ADJOURNMENT

The meeting adjourned at 6:06 p.m.

NEXT MEETING

Next meeting is to be determined.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Megan MacDonald, Committee Secretary