

**MINUTES**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**Held at Saanich Municipal Hall, Council Chambers**  
**Thursday January 27, 2022, at 4:01 p.m.**

Present: Councillor Rebecca Mersereau (Chair), Julia Cutt, Philip Marciniak, Reed Poynter, Karen Laberee, Dave Marecek, and Trevor Barry.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; David Williams, Engineering Supervisor; Mike Goldsworthy, Park Planner Designer; Jason Bland, Saanich Police; Megan MacDonald, Senior Committee Clerk; and Austin Winters, Committee Clerk.

Regrets: Jade Yehia (non-voting liaison); Juliet Van Vliet; and Benoit Lanthier, Saanich Police

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### **Minutes**

**MOVED by T. Barry and Seconded by K. Laberee: “That the Minutes of the Active Transportation Advisory Committee meeting held November 25, 2021, be adopted as circulated.”**

**CARRIED**

### **CHAIR’S REMARKS / WELCOME AND INTRODUCTIONS**

The Chair welcomed new members to the committee. The Chair encouraged all members to contact her if they have any questions, concerns, or ideas about the committee. Members of the committee and staff participated in roundtable introductions. The following was noted from the chair’s remarks:

- There are currently gaps in the representation of the Committee with regards to needing a pedestrian user, a transit user, and a member coming from a post-secondary perspective for the Active Transportation Advisory Committee (ATAC).
- Council passed two motions at the January Council meetings to:
  1. Formally adopt Vision Zero and examine the current policy framework to see if there are adjustments needed in order to proactively pursue a Vision Zero approach; and
  2. Direct staff to report back on funding requirements for reducing the implementation timeframe of the Active Transportation Plan.
- The Chair requested all ATAC members to bring some ideas to the February ATAC meeting on quick build solutions in relation to active transportation.

### **2022 MEETING DATES / TERMS OF REFERENCE / COMMITTEE ORIENTATION**

The Chair confirmed that meetings will be held at 4:00 p.m. on the fourth Thursday of the month, except for July, August and December. The ATAC Terms of Reference and committee orientation package were provided to members of the committee for informational purposes.

### **SAANICH TRANSPORTATION 101**

The Manager of Transportation and Development Services gave an overview of Saanich’s key transportation infrastructure policies and information. The following was noted:

- The Engineering Department is the second largest department in Saanich behind Parks, Recreation and Community Services with approximately 300 staff.
- Saanich has over \$1 billion dollars' worth of active transportation assets within its network.
- There are approximately 577 km of roads, 290 km of sidewalks, 40 vehicle and pedestrian bridges, 9,000 street lights, and 20,000 traffic signs in Saanich.
- There are roughly 1,100 inquiries per year from members of the public for general road and transportation infrastructure related questions or complaints.
- Roughly 50 of these complaints go to the Administrative Traffic Committee for review.
- The *Motor Vehicle Act* requires updating and a lot of the work done by the Engineering Department refers back to that *Act*.
- The BC Active Transportation Design Guide is relatively new and can be read in the link below:
  - [https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14\\_bcatdg\\_compiled\\_digital.pdf](https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf)
- Speed and volume count data is collected over a 72 hour period in the spring and the fall annually at 60 different locations within Saanich, from which the resulting information assists in adjudicating complaints and tracking trends.
- In the past couple of years, Saanich has been installing permanent count locations for cycling, which from that information it has shown that the number of cyclists has increased.
- Data shows that even when it is cold and wet outside Saanich residents still use the active transportation infrastructure for cycling and walking.
- There are four means by which Saanich can legally obtain certain development requests from developers:
  1. A by-law requiring frontage improvements can establish that for a building to be built the development must abide by the subdivision by-law for example which lays out requirements for curbs, cycling infrastructure, or sidewalk requirements for instance.
  2. Direct impact capacity improvements can be obtained if a pump station downstream from a prospective building development is potentially overcapacity due to this development then that developer may be required to improve the pump station.
  3. Development cost charges are a fixed fee that applies to each unit built and it goes towards funding five different funding streams that include parks and transportation infrastructure.
  4. Community amenity contributions can also be negotiated with developers.
- The Active Transportation Plan was approved by Council in 2018 and it was the result of constant collaboration with various stakeholders.
- The Plan contains two main targets:
  1. Increase the number of people cycling, walking or using transit to get around Saanich.
  2. Working towards zero traffic-related fatalities and injuries.
- The next update of the Plan will look at the next 5 to 10 years and prioritize transportation infrastructure projects for that period.

The following was noted during discussion with committee members:

- An inquiry was made over whether the District tracks any data that would have a direct correlation to the action items found within ATAC's Terms of Reference.
- The Public Works Department looks after maintenance within Saanich, specifically with regards to snow removal.
- The District does not participate in accident investigations as that is strictly a police matter.
- Woonerfs were brought up as a potential safer alternative to sidewalks.

## ACTIVE TRANSPORTATION PLAN 2021 REPORT CARD

The Manager of Transportation and Development Services gave the Committee, Saanich's Active Transportation Plan 2021 Report Card for informational purposes.

## POLICY FRAMEWORK FOR ROAD SAFETY

The Senior Transportation Planner gave a presentation on the Policy Framework for Road Safety. The following was noted:

- Traditional perspectives of road safety suggest severe injuries and fatalities are in evitable and roads are designed for maximum efficiency and convenience of vehicles.
- This perspective is shifting to one that recognizes that road safety has to acknowledge the interactions between road users, road design, and vehicles.
- There is a need for a systems based approach also known as a safe systems approach that accounts for safe roads, safe speed, safe road users and safe vehicles.
- Vision Zero is an international initiative that was first adopted in Sweden in 1997.
- Vision Zero principles are foundational to both the national and provincial road safety strategies.
- The core principles of Vision Zero are:
  - Traffic fatalities and serious injuries are preventable;
  - Human life and health are prioritized in all aspects of the transportation system;
  - Human error is inevitable and transportation systems should be forgiving;
  - Safety work should focus on systems level changes above influencing individual behaviour; and
  - Speed is recognized and prioritized as a fundamental factor in crash severity.
- A safe systems approach recognizes that human error is inevitable and the policies, physical infrastructure, education, and enforcement must be multifaceted and collaborative to reduce the severity of collisions and ultimately eliminate them altogether.
- Under the *BC Motor Vehicle Act* municipalities can only reduce speed limits through bylaws and signage.
- In 2019, the province amended Part 13 of the *Motor Vehicle Act* to allow pilot projects that would research, test and evaluate regulatory approaches to matters that aren't currently included in the legislative framework.
- The draft recommendations that are being proposed in a report to take forward to Council include:
  1. Adopting Vision Zero as the approach for road safety in Saanich;
  2. Directing staff to prepare a one-time resource request for the 2022 budget deliberations that would allow for the development of a Road Safety Action Plan in alignment with Vision Zero and the principles of the safe-system approach; and
  3. Directing staff to undertake the following priority items to address road safety in 2022 utilizing existing resources:
    - a. Develop a speed limit policy and implement it by late 2022; and
    - b. Continue preliminary work on the update of the Active Transportation Plan.

The following was noted during discussion with committee members:

- An inquiry was made over how Saanich compares to other municipalities in developing road safety policies.
- There is a broad difference in the level of road safety policy work being done by municipalities.
- Surrey is the leader in BC with respect to having an action plan with tangible targets that

can be achieved.

- At the CRD level there is a lot of priority and emphasis on coordinating between the municipalities on this type of work.
- There was enthusiasm over the work being by done Saanich staff to be a leader in road safety policies.
- Questioning took place over whether Saanich has ever looked into implementing its own photo radar for enforcement purposes.
- Currently there is no standardized collection of Exercise-Aware Knowledge Tracing (EKT) data in BC, but ICBC is working towards it.

**MOVED by K. Laberee and Seconded by D. Marecek: “That the Active Transportation Advisory Committee recommend that Council accept the Draft Policy Framework for Road Safety as presented.”**

**CARRIED**

### **ADJOURNMENT**

The meeting adjourned at 6:06 p.m.

### **NEXT MEETING**

Next meeting is Thursday, February 24, 2022.

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Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

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Austin Winters, Committee Secretary