

**MINUTES**  
**PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE**  
Saanich Municipal Hall, Committee Room 2  
**February 9, 2023, at 5:30 pm**

Present: Councillor Susan Brice (Chair); Fiann Crane; Kevin Elliott; Robert McLeod; Peter Spindloe; Douglas Pascoe; Robert Finlay; Richard Michaels (at 5:47 pm)

Staff: Troy McKay, Senior Manager, Transportation & Development Services; Megan Squires, Senior Transportation Manager; David Sparanese, Senior Manager, Public Works; Reuben Hubbard, Manager of Street Operations, Engineering Services; Kirsten Brazier, Committee Clerk

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**ADOPTION OF MINUTES**

**MOVED by D. Pascoe and Seconded by F. Crane: "That the minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held January 12, 2023, be adopted as circulated."**

**CARRIED**

**CHAIR'S REMARKS**

The Chair welcomed members to the meeting. Staff will deliver an update to the roundtable discussion on new electric vehicles.

**ROAD SAFETY STATE OF REPORT**

The Senior Manager of Transportation and Development Services, and the Senior Transportation Manager, delivered a presentation for the Road Safety Report.

- Council directed staff to complete a Road Safety Action Plan (RSAP) last spring.
- Staff presented in "State of Report" in draft for discussion and further expansion.
- Following the Project Schedule, we are now in Phase Two of engagement and developing a draft plan.
- Phase Three will take place in the summer with the Final Plan to be presented in the fall. A stakeholder workshop will be held in early March.
- Staff are also working on an update to the Active Transportation Plan.
- The Speed Limit Establishment Policy will be presented to Council shortly.
- Nine corridors were selected to start with, and work is now complete on what the speed limits will be.
- New speed limits will likely be posted this summer in accordance with Provincial legislation.
- The Councillor noted that Council reached out to the Province to see if Saanich could participate in a pilot project for setting a default speed limit of 30 to 40 km/hr in conjunction with neighbouring jurisdictions. The Province did not see this as priority at that time. Saanich continued to move forward with the project
- Saanich is one of 10 large municipalities to adopt a Vision Zero policy. Saanich will be the only community in Vancouver Island to have a RSAP.
- According to ICBC data, a crash in Saanich occurs every four hours.
- The trend of crashes has been reducing each year.
- In comparison with other similar communities, Saanich rates lower on the crashes per

resident scale.

- ICBC data reports that in Saanich 85% of crashes are by motor vehicles, 5% bicycle, 3% pedestrian.
- Driver inattention is attributed to 35% of crashes, with excessive speed following at 11%.
- Equity analysis has been added to this project. This aims to map the locations of equity-deserving groups in Saanich. Nine indicators have been identified, and areas with larger equity-deserving populations are noted in the report.
- The Uptown area has a higher equity need than other areas, along with the Shelbourne Street corridor and Gordon Head.
- An industry expert is completing a third-party review of the equity study.
- Staff are still working on the network screening. At the end of the screening staff will have a list of the top 30 to 50 crash locations that can be improved on.
- Stakeholder meetings are now underway.

### **Committee Discussion**

- A committee member inquired if there is evidence that the crashes which are occurring in these identified areas are initiated by drivers from areas other than Saanich.
- Modelling completed by Saanich is looking at the future states and what is forecasted in the action plans. This document will be built on the same assumptions and understanding.
- Public input has been considered where areas of concern have been reported.
- Staff are working towards a framework of how residents can provide input or make request for traffic calming in specific areas of the municipality.
- Committee members noted that infrastructure upgrades can make a difference in areas of concern.
- The Councillor noted that a change in human behaviour is needed to see a significant result. One of the tools to achieve this is enforcement.
- As distracted driving is a large contributor to crashes, more enforcement in this area would be helpful.
- The costs of installing the speed limit signs are currently borne by Saanich. It was suggested that this could be cost-shared with the savings ICBC will see with a reduction in crashes.
- This year Saanich is receiving \$250,000 for road safety improvement projects.
- Saanich continues to be in conversation with ICBC each year. We may be able to approach them on a cost-sharing framework this year.
- The Police and driver distraction programs have dedicated teams who work with the Integrated Road Safety group.

### **Discussion questions were brought forward by staff. The following was noted:**

- A member inquired as to what kind of investment would result in a notable behaviour change.
- Staff noted that enforcement by traffic cameras is currently not an option. There are restrictions in the provincial legislation that currently prevent Saanich from employing these.
- Intersections provide opportunities for the most conflict between various user modes.
- It would be appreciated if more information could be shared with the committee as to what planned use changes are being contemplated.
- The data presented is in absolute numbers. The network screening that is being completed will show higher risk areas.

## **SNOW CLEARING**

The Senior Manager, Public Works and Manager of Street Operations, Engineering Services, delivered a presentation on snow clearing.

- Saanich has several microclimate zones across the municipality.
- The annual budget for snow clearing is \$317,000.
- The storm event in December totalled \$150,000 in expenditures.
- Staff provided background on past storm events.
- Snow Control and Ice Manual was designed to establish a framework for snow and ice removal.
- 180 km of roads are on 14 priority routes which are treated within 24 hours. Staff work with emergency services on access to priority routes.
- High priority bus stops have been identified for clearing early in the event (e.g., Royal Oak Transit Exchange, Uptown).
- Third party contractors are brought in to assist with large events.
- In 2005 Saanich began a brining treatment as a complement to snow and ice removal. This assists with reducing the bonding of snow to roads.
- Salt and sand are used in more extreme conditions.
- Weather forecasting is important. Saanich has access to a meteorologist 24/7 to assist with planning.
- After a significant event, a review is undertaken. At times, result of these reviews leads to a modification in routes.
- Council has provided funding to acquire two additional vehicles.
- Social Media is utilized to communicate with motorists.
- Challenges that presented in the last event are the area to cover, microclimate zones and elevations, operator fatigue and equipment failures.
- The new protected bike lanes will require strategizing on how best to clear in a snow event.

## **Committee Discussion**

- There is an equity component to snow removal. Some areas were impassable for pedestrians. A number of equity groups were not able to get to work due to their mode of transport (walking, bus service).
- On large corridors the goal is to get them clear as soon as possible.
- Equipment to clear the sidewalks and protected bike lanes may be a tool that could be utilized in the future.
- Educational campaigns through social media would be helpful. Staff noted that this is taking place and staff are looking for opportunities to utilize this platform more in the future.

## **ROUNDTABLE DISCUSSION**

### **New Electric Vehicles**

- 32% of corporate emission are from the municipal fleet.
- 15% of fleet vehicles are now electrified.
- Two electric trucks were purchased and are now being utilized.
- Five electric cargo vans have been ordered with delivery expected in 2024.
- As the market opens for medium and heavy-duty applications the municipality will be

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- looking to add additional electric vehicles to the fleet.
- Staff are developing a fleet replacement plan for 2040 in conjunction with the Sustainability Department.

**ADJOURNMENT**

The meeting was adjourned at 6:57 pm.

**NEXT MEETING**

The next meeting is scheduled for March 9, 2023.

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Councillor Brice, Chair

I hereby certify these minutes are accurate.

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Kirsten Brazier, Committee Clerk