

AGENDA
Transportation Advisory Committee
Committee Room 2 and via Microsoft Teams
Saanich Municipal Hall, 770 Vernon Road
Thursday, March 28, 2024, at 4:00 p.m.

The District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the W SÁNEĆ peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum and Malahat Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

- 1. CHAIR'S REMARKS & WELCOME**
 - Action List

- 2. ADOPTION OF MINUTES**
 - February 22, 2024

- 3. LIVABLE ROADS FOR RURAL SAANICH**
 - Representative from Livable Roads for Rural Saanich

- 4. ROAD SAFETY ACTION PLAN**
 - Megan Squires, Senior Transportation Planner

- 5. MARCH UBCM ACTIVE TRANSPORTATION AND TRANSIT**
 - Councillor Phelps Bondaroff

- 6. VEHICLES IN BIKE LANES**

* Adjournment *

Next meeting: April 25, 2024

To ensure a quorum, please contact Colton Whittaker at 250-475-5494 ext. 3215 or colton.whittaker@saanich.ca if you are unable to attend.

MINUTES
TRANSPORTATION ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams
770 Vernon Avenue
Thursday, February 22, 2024, at 4:04 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Will Bowen, Rachel Corder, Janine Konkel, Parker Little, Liam Peta and Colin Stepney

Staff: Megan Squires, Senior Transportation Planner, Engineering and Angela Hawkshaw, Committee Clerk

Guest: Eric Doherty, Ecopath Planning representative

Regrets: Trevor Barry, Alexandre Beaubien

ADOPTION OF THE MINUTES

MOVED by R. Corder and Seconded by L. Peta: “That the Minutes of the Transportation Advisory Committee meeting held January 25, 2024, be adopted as circulated.”

CARRIED

AGENDA AMENDED

MOVED by J. Konkel and Seconded by R. Corder “That item five on the agenda, Vehicles in Bike Lanes, be postponed to a future meeting in order to allow more time for updating and reflecting on available information from Saanich staff.”

CARRIED

CHAIR’S REMARKS

The Chair welcomed committee members, and the following was noted:

- At the Capitol Regional District’s Transportation committee meeting on February 21, 2024, the topic of Rigid Bollards on Regional trails was discussed. More information will be available to this committee at a future date.

INTER-MUNICIPAL TRANSIT

The representative from Ecopath Planning gave a presentation on Inter-Municipal Transit (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- A new transit centre in Saanich will assist in implementing this plan in a cost-efficient way. This will eliminate the issue of space.
- Exploring dynamic charging electric buses, wherein batteries are charged from overhead wires, could be considered. This innovation has the potential to phase out fossil fuel buses.
- The goal of Vancouver’s Walk Bike Roll program is to achieve two-thirds of daily trips by active transportation and transit by 2030.
- It is each regions responsibility to distribute funds appropriately. Communication with the federal and provincial government in allocating these funds towards transit and active modes of transportation is encouraged.
- The Vehicle Kilometers Travelled (VKT) data is not yet available for Saanich. Purchasing this through a privately-owned company could be an option to consider.
- The University of Victoria could benefit from VKT data.

- Staff could present the targets laid out in the Active Transportation Plan (ATP) and the Official Community Plan (OCP) at a future meeting.

MOVED by J. Konkel and Seconded by C. Stepney: “That the presentation brought forward by Ecopath Planning be received.”

CARRIED

***The representative from Ecopath Planning exited the meeting at 4:49 p.m.

ROAD SAFETY ACTION PLAN

The Senior Transportation Planner gave a presentation on the Draft Road Safety Action Plan (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- An intersection safety camera is located at the Tillicum Road and Trans-Canada Highway intersection. These cameras limit red light running, speeding and crashes.
- Gathering input from Parent Advisory Committees (PAC) and students could provide valuable insight on transportation modes used to and from school.
- Electric scooters are not legislated for use in the CRD and must undergo review. A new pilot project is slated for April 2024. If Saanich participates, this will lead to legalization during this period.
- The minimum age requirement for riding electric bicycles is 16.
- Establishing an infrastructure to accommodate all active modes of travel is necessary.
- Electric vehicles typically have a higher weight compared to many other vehicles. This raises a safety issue regarding the rates of fatalities in crashes.
- Ensuring that all reporting uses respectful language when addressing fatalities is imperative.
- Safety campaigns aimed specifically at drivers could lower fatality crashes.
- Offering education and incentives to encourage people to transition away from cars could be incorporated.
- The ATP could incorporate road safety goals.
- Equipping the emergency vehicles with traffic light changing technology could allow for safer intersections.
- Education for different people groups could build confidence in transitioning people out of their cars. Forms with information about using transit could be mailed or available online.
- Safety inspections of personal vehicles could be a future discussion.
- Citizen photographic reporting technology could be explored for illegal activity. Artificial Intelligence (AI) could present challenges.
- Accurate data for cause of crash or fatalities may be available from Insurance Corporation of British Columbia (ICBC).
- Information collected from Commercial Vehicle Safety and Enforcement (CVSE) could be reviewed.
- Regulations are needed for LED headlights for cars. These lights are often too bright.
- Enforcing laws for all road users is motivating to obey laws.
- Investigating various environmentally friendly paints for road markings could be done.
- Statistics Canada data could aid in connecting and analyzing information.
- Additional graphical representation would be useful in the plan.
- More discussion is requested on the Road Safety Action Plan at a future meeting.

ADJOURNMENT

On a motion from L. Peta the meeting adjourned at 6:02 p.m.

NEXT MEETING

The next meeting is scheduled for Thursday March 28, 2024, at 4:00 p.m.

Councillor Teale Phelps-Bondaroff

I hereby certify these Minutes are accurate.

Angela Hawkshaw, Committee Secretary

DRAFT

TAC Action List

The goal of the 'TAC Action List' is to compile a list of potential measures that will serve to achieve the goals outlined in the Committees ToR that are not currently covered by ongoing work (for example the Road Safety Action Plan and implementation of the Speed Limit Establishment Policy, but also other Saanich projects, reports, and initiatives). The goal of compiling this list is tap into, and capture, the experience of the current Committee to identify items/policies/actions that Saanich could be working on.

This list has been compiled through conversations with Committee members and conversations with members of the community, and is presented in no particular order, and brief descriptions are provided with each item. My apologies if the descriptions do not exactly match the vision of the folks who presented these to me. Please send me better/more detailed descriptions if you feel this is the case. Likewise, send me any policies or actions that I may have inadvertently omitted.

I have given the items short titles (in bold) for ease of reference. In some instances, I have combined elements that were similar, and we can discuss if these items are too broad or narrow. I have also included some general questions which may not be policy-generating but will help inform the committee about various Saanich practices and policies.

Please note that when the item calls for an action that falls outside the ambit of the committee (such as spending money or allocating staff time), the item should be read as a request from TAC to Council to accomplish this action or the appropriate procedural course of action. Similarly, some policies fall outside of the power of the District (such as amending the Motor Vehicle Act (MVA) or lobbying around taxes), and in these cases, the action would likely take the form of a letter to a higher level of government or resolution through the Union of British Columbia Municipalities (UBCM) or the Federation of Canadian Municipalities (FCM). In some instances these are identified, in others, they can be assumed.

I have included marginal notes with updates on items. Please note that I have started to populate the 2024 list from conversations with committee members and members of the public. This list will be updated and circulated between committee members regularly.

TAC 2024

- **Logistics and Dropoffs:** Ensuring Saanich's regulations and policies support ongoing changes in logistics, in other words, future proofing urban logistics. For example, ensuring that our policies ensure that new multi-family buildings have sufficient curb-side space to facilitate drop offs and deliveries. Likewise, ensuring that delivery vehicles are not blocking active transportation infrastructure and endangering other road users (Working Group formed).
- **Updating infrastructure:** Exploring the continued use of the following infrastructure:

- Green Flasher" pedestrian controlled lights: Drivers use the red light for cross traffic as an excuse to ignore the stop sign for the uncontrolled direction of traffic. These lights should be updated to control flow of traffic in all directions. I've experienced a lot of near misses and one collision at such an intersection.
- Right-turn slip/turn lanes: These could encourage high-speed turns and use up a lot of space for the limited benefit they provide. They are also deadly for cyclists - two examples in Saanich are Cedar Hill X @ McKenzie and Cedar Hill X @ Shelbourne, both of which force cyclists between lanes of traffic.
- Sharrows: It is unclear if these serve a purpose that improves road safety.
- **Right-Turn-on-Red:** Bring a motion to UBCM for the province to ban right-turn-on-red and associated turn-on-red rights for motorists.
- **Idaho Stops for cyclists:** Explore a possible UBCM resolution to propose that the MVA be amended to permit cyclists to perform an 'Idaho Stop.' An Idaho Stop is the common name for laws that allow bicyclists to treat a stop sign as a yield sign, and a red light as a stop sign.
- **Re-Framing the MVA:** Bring a motion to UBCM for the province to completely reassess the way cyclists and pedestrians are treated in the Motor Vehicle Act (notably, unclear language on right-of-way, a lack of clear writing on elephants' feet, and a current prohibition from riding a bicycle through a crosswalk, which is outdated rubbish)
- **Driver Education:** Institute a driver awareness program within Saanich that focuses exclusively on driver responsibility (for instance, signage expressing right to "take the lane," the requirement to yield at crosswalks, speed limits are maximums, not recommendations, the fact that right lanes in the city are not passing lanes, and so on)

TAC 2023

- ~~**Vehicular Noise:** Propose a noise camera pilot project, improving our ability to monitor and enforce vehicular noise bylaws. (Motion adopted Feb. TAC Meeting).~~
- **Explore alternative energy sources for vehicles:** Electric vehicles (EVs) are not the only non-fossil fuel powered vehicles. Hydrogen fueling stations are available in BC but limited. Explore ways of expanding access to alternative fuel sources in the District. Future proofing our fuel supplies.
- **Unpacking the equity lens:** The District has begun including an equity dimension in its reports. This is an important step in the right direction. Committee members would be interested in a briefing about the methodology used in applying an equity lens, such as how are equity-deserving neighbourhoods identified, what are the best practices in this area, how do we know if Saanich's approach is effective, etc.
- **Reviewing the snow clearing policy:** A briefing on Saanich's snow clearing policy would be informative. Does our current policy have an equity lens and if

so, how is it applied? How does our current policy support transportation goals in the District? How can we improve snow clearing to support transit?

- **Improving cycling experience:**
 - **Stops:** Explore the feasibility of the adoption of Idaho stops (where cyclists are permitted to roll through stop signs) in the province.
 - **Prioritizing active transportation on trails:** Remove bike stop signs at trail crossings. While this is largely a measure for the CRD, a review of Saanich locations could identify sites where improvements could be made (such as Saanich Rd., Claremont Rd., Hunt Rd., and Dooley Rd.). Explore other ways of improving safety at these sites, such as traffic calming measures (rumble strips, speed bumps).
 - **Clarify crosswalk requirements for cyclists:** When do cyclists need to dismount to cross streets and how well understood are these rules?
 - **Taxes:** Are any Provincial and Federal taxes being levied on active transportation equipment? Note that this clearly falls outside of the powers of the District, but we could lobby higher levels of government around this issue through a resolution at UBCM or FCM for example.
 - **Bike Lane Cleaning and Clearing:** Review and improve Saanich's policies concerning cleaning/maintaining bike lanes, and clearing bike lanes from snow. This could include policies to help prevent garbage and recycling bins from ending up impeding bike lanes. What do we do about bike lanes on MOTI roads that are filled with detritus?
 - ~~**Bollard Safety:** Review bollards on trails (within Saanich jurisdiction) for safety (Motion in front of Saanich Council Jan. 2024).~~
 - **Fostering Conversation Cycling:** Efforts to widen local CRD trails are already being discussed but exploring MVA regulations that may limit cyclist ability to ride side by side.
- **Wheelchairs and Mobility scooters on AAA bike and roll routes:** Currently, the BC Motor Vehicle Act is interpreted as prohibiting the use of wheelchairs and mobility scooters on bike and roll routes. This is not widely understood and likely unenforceable, and presents significant barriers to people using these modes. The legal uncertainties need to be clarified, resolved, and/or addressed. What role can Saanich have?
- **Rapid bus lanes in Saanich:** What are current plans around rapid bus lanes in the District and how might these plans be improved?
- **Transit: (Items explored with Transit at TAC meeting Nov. 2023).**
 - ~~**Bus stop accessibility** — Benches, shelters, sidewalk access, overall accessibility. Note that this is covered in the ATP but it has come up a lot, so I thought it best to include it so members did not think it had been neglected. Do we currently grade bus stops? Is the accessibility of stops publicly displayed/available?~~
 - ~~**Free transit** — For different demographics? (Covered in the ATP, for young people 13-18, 1F.4).~~

- —**Fostering multi-modal trips**— How can we improve our current system to encourage and facilitate multi-modal trips including transit? (This is covered in the ATP, 1F.2.)
- —**Dangerous Passing Rules:** The province recently implemented dangerous passing rules, but the distance is rather close. Are there ways of lobbying the government to improve these rules by requiring vehicles to pass cyclists and other vulnerable road users at a greater distance?
- **Exploring Culture Change:** One of the goals of the Committee is to explore the concept of culture change. This is an ongoing and deep conversation. Some ways of exploring this include a pop-up Lab at University to explore methods of building/shifting culture to support sustainable mobility choice. Explore other ways of shifting transportation culture and be open to running pilots that are evaluated using a wide range of robust metrics.
- **Saanich’s E-Bike Incentive Program:** A presentation on this pilot project, the recently launched provincial incentive, and the future of Saanich’s program.
- **School Safety:**
 - **Drop Offs:** Explore ways of improving the safety around school drops offs in addition to what we are currently working on.
 - **Walking School Bus:** Explore ways of encouraging active transportation for school drop off and pickup, such as walking school buses, cycle to school groups, etc.
 - **Liaison with schools around road safety concerns:** To explore ongoing issues around drop off issues. Explore current levels of liaison.
- **Parking demand management:** Saanich staff are currently exploring improving parking policies. However, there are a few elements relating to parking that constantly arise, these include:
 - **Enforcement and monitoring.**
 - **Parking minimums/maximums in new builds.**
 - **Bike parking minimums in new builds.**
 - **Permitting?**
 - **Pricing?**
 - **Preventing parking on sidewalks. On-Street Parking:** Explore means to addressing on-street parking issues in Saanich, including reducing parking around parks, resident only parking programs, parking pass systems, paid parking to fund active transportation measures, and parking bylaw enforcement.
- **Data gathering:** What data does Saanich currently collect with respect to transportation and are there any gaps? Note that Council just adopted a resolution destined for UBCM that calls on the province to share VKT data with municipalities.

- **Saanich’s road classification system:** When was the last time this was reviewed/updated? Do we need to improve or alter how we classify roads in the District?
- **Update on Plunked Curb Designs:** Have the designs altered since the first deployment of the rapid build protected bike lanes and if so, how and why? Ways to improve signage around plunked curbs? What is the longevity of the posts?

Items from ATAC carried over - 2022

- **Serious Accidents Clearing House/Accident Report Platform:** Creating a dashboard that documents major accidents in the District, it would include information relating to the accident – police reports, engineering reviews, recommendations, and outcomes for those involved (fines, punishments, injuries, respecting privacy). This will allow members of the public to follow up and understand what occurred (beyond immediate news media stories) and to understand what measures, if any, are being taken to evaluate the area and make any improvements should they be needed. The goal here is to provide follow-up information – how do we fix any problems that are identified, what is the timeline for these changes.
- **Crosswalk Education:** Explore ways of improving education and safety around crosswalks for all road users.
- **Quick Builds Evaluation:** Establish processes for evaluating the effectiveness of the recent quick builds.
- **Outstanding Quick Builds:** Explore implementing the quick builds that were not included in the 2022 quick build list, with possible new additions (see components of this list).
- **Public awareness of existing reporting and feedback mechanisms and Problem Area Reporting Dashboard:** Propose a simple feedback process for residents to report problem areas, one that includes a list of previously reported areas and actions taken.
- **Build a ‘Safety City’:** Explore building a regional ‘Safety City’ – a miniature town with example traffic devices to help train (young) people on traffic safety. Previously known as Tom Thumb Safety Village, this learning centre is no longer operational.
- **Pole in Sidewalk Inventory:** Identify instances of utility poles in the middle of sidewalks or impeding mobility on sidewalks.
- **Push Button Review:** Where they are used, ensure that pushbuttons are accessible. Flagged to be sent to the Accessibility, Diversity, Equity & Inclusion Advisory Committee.

- **Carrot and Stick Traffic Fines:** Explore innovative ways to improve road safety and compliance with traffic laws through how fines are levied – such as the City of Canmore’s ‘reward ticket program’ whereby drivers found not breaking the law are entered into a draw to win a gift card to a local business.
- **Giant Trucks:** Do something about the size of large personal vehicles (trucks and SUVs). This falls outside of the jurisdiction of Saanich Council, but could perhaps be a letter to a higher level of government/a regulator, or a motion to UBCM or FCM. This could include measures such as calling on higher levels of government to implement luxury vehicle taxes or fees based on vehicle size (for non-commercial vehicles), etc. Flagged as something we could send to the CRD Traffic Safety Commission.
- **Bylaw Enforcement:** Review, with an eye at improving, current practices around bylaw enforcement, including exploring increasing coverage for evenings and weekends, and less populous communities.

Notice of Motion

From: Councillor Teale Phelps Bondaroff

Free Transit for Young People in BC

WHEREAS the *Get On Board!* Program allows children aged 12 and under to ride all BC Transit and TransLink transit services free of charge, and this program saves families money while offering youth low-carbon transportation that helps the province and municipalities reach emissions and transportation mode share targets;

WHEREAS encouraging young people to use public transportation early in life can lead to lifelong habits of sustainable transportation use, and this in turn can have long-term benefits for cities in terms of reduced congestion, lower emissions, and increased social inclusion;

THEREFORE BE IT RESOLVED THAT UBCM lobby the Provincial Government expand the Get On Board! program to include all youth up to the age of 18.

Backgrounder

The *Get On Board!* program currently allows children aged 12 and under to ride all BC Transit and TransLink transit services free of charge. Under this program children aged 6 to 12 are able to ride conventional and handyDART buses for free, unaccompanied and without requiring a fare product or identification. Children aged 5 and under must be accompanied by someone 12 years or older to ride the bus, and must board and depart at the same stop as their guardian. The proposal is to expand this program to include all young people, up to, and including the age of 18.

Young people, aged 13-18 are currently excluded from this important program in BC. Youth aged 13-18 in the crucial developmental stage of adolescence need basic mobility more than ever to thrive in every aspect of their lives. Our youths are the future of this province and our most valuable resource. We must ensure their right to access school and thrive, while BC brings up new generations who choose sustainable transportation for life.

A universal approach, ensures that no youth is left behind or singled out due to their socioeconomic status. We cannot separate the right of every youth to access their school from their access to the mobility to do so.

Youth mobility is also about the opportunity to participate in important extra-curricular activities and the freedom youth need to grow, whether they are accessing a pool, a

drop-in centre, a job, a shelter, a counsellor's office, or an extended family member's home across town.

For low-income youth whose families may not have access to a vehicle and the means to provide transit passes, youth facing marginalization, and youth living in a household where adult guardian(s) work full time, transit access is a survival lifeline to access shelter, school, jobs, community programs, support services, health care, and food security.

The cost of ensuring at-risk youth can access the essential programs and services funded to support youth outcomes in BC is downloaded onto non-profits that often struggle to 'remove the access barrier' of lack of access to transit. That youth-in-need may miss the lifesaving supports available in BC due to mobility poverty and lack of access to transit is an avoidable travesty solved with free transit up to age 18.

The City of Vancouver ran a free transit pilot project in 2021-2022, and this pilot project captured the impact of unlimited, free transit on low-income youth from their parents' perspectives. Youth took more initiative to organize their lives; parents witnessed increased uptake of after-school activities, mental health support services, and increased social inclusion. There was an overall increase in mental health and well-being among youth since they were no longer left behind or had to experience shame when asking for free rides. We can no longer afford to leave our most valuable resource behind, our youth, and we must build a new culture of green transportation rooted in generations to come.

The benefits of this program are wide-ranging, and include:

Increased accessibility: Young people, especially those from low-income families, may face barriers to accessing public transportation due to cost. Making transit free removes this barrier and ensures that young people can access education, employment, social activities, and other essential services more easily.

Fosters environmental sustainability: Encouraging the use of public transportation among young people can contribute to sustainability efforts by reducing the carbon footprint associated with individual car travel. It promotes environmentally friendly modes of transportation and helps instill sustainable habits in young people from a young age.

Equity and social inclusion: Providing free transit for young people promotes equity by ensuring that all young people, regardless of socioeconomic status, have equal access to transportation options. It helps create more inclusive communities where everyone can participate fully in social, educational, and economic activities.

Long-term benefits: Encouraging young people to use public transportation early in life can lead to lifelong habits of sustainable transportation use. This can have long-term

benefits for cities in terms of reduced congestion, lower emissions, and increased social inclusion.

Promotes independence: Free transit allows young people to travel independently, which can be empowering and important for their personal development. It enables them to participate in extracurricular activities, hold a job, visit friends and family, and explore their community without relying on others for transportation.

Reduces traffic congestion: Encouraging young people to use public transportation can help reduce the number of cars on the road, easing traffic congestion and potentially lowering emissions and improving air quality.

Supports education: Access to free transit can help ensure that young people have the ability to attend school regularly, arrive to school on time, and participate in extracurricular activities, regardless of their family's financial situation. This can contribute to improved educational outcomes and opportunities for young people.

Overall, making transit free for young people can contribute to creating more equitable, sustainable, and accessible transportation systems and communities.

Previous Relevant UBCM Resolutions

Expanding the Fare-Free Transit Program

Year: 2022

Number: NR58

Sponsor(s): Central Saanich

Whereas the BC Governments fare-free transit program for youth aged 12 and under grade 6 saves families money while offering youth low-carbon transportation that helps the province and municipalities reach carbon neutrality targets;

And whereas expanding eligibility to those aged 13 and under grade 7 would reduce the current disparity between the have fare-free and those who have not within middle schools:

Therefore be it resolved that the UBCM endorse a request that the Province of BC expands the fare-free transit program for youth aged 13 and under grade 7.

Convention Decision: Endorsed

Partnerships for Fare-Free Public Transit

Year: 2020

Number: NR26

Sponsor(s): Victoria

Whereas equitable access to mobility is fundamental to full and meaningful participation in local communities, including access to education, employment, services, recreation, culture and community life, and noting that emissions from transportation generate a majority of community-based emissions in many communities, meaning that changes in transportation options have the potential to have a substantial impact in reducing greenhouse gas emissions;

And whereas forward-looking jurisdictions around the world from Kingston, Ontario to Kansas City, Missouri, to Luxembourg and Estonia are eliminating user-fee barriers to public transit ridership, with residents paying for transit services through the tax system rather than at the fare box:

Therefore be it resolved that UBCM call on the provincial government to work with local governments to introduce fare-free public transit services where communities support the elimination of user-fee barriers to public transit ridership.

Convention Decision: Not Considered - Automatic Referral to Executive

Executive Decision: Not Endorsed

Identical resolutions:

- NEB2 (2022) – Not endorsed
- NR17 (2021) – Not endorsed

Prioritizing Provincial Funding for Large Transit Expansions

Year: 2022

Number: NR57

Sponsor(s): Nanaimo RD

Whereas transit systems across BC would benefit from expanded service hours to better serve residents and enable them to travel efficiently;

And whereas to remain in line with regional and provincial strategic goals for sustainable transportation, larger expansions of transit systems are necessary as they move regions and municipalities towards common goals and improve transit for a greater portion of the population:

Therefore be it resolved that UBCM urge the Ministry of Transportation and Infrastructure and BC Transit to prioritize large transit expansions when determining allocation of transit funding, in line with regional and provincial strategic goals for sustainable transportation.

Convention Decision: Endorsed as Amended

Funding for Improved Traffic Count Systems

1st Draft – 2024-02-11

Whereas the provincial government has set a vehicle kilometers travelled (VKT) reduction target as part of the [CleanBC Roadmap to 2030](#), and local governments are expected to act to help achieve this important climate target;

And whereas many municipalities and regional districts may not have adequate traffic count systems in place to rigorously evaluate VKT reduction interventions and measure progress towards achieving this target, and that will be a financial cost to design, create, and operate improved traffic count systems.

Therefore be it resolved that UBCM request that the Province provide funding and technical assistance for local governments to improve traffic count systems for evaluating VKT reduction interventions and measuring progress towards the CleanBC VKT reduction target.

Backgrounder on VKT measurement: <https://ecoplanning.ca/wp-content/uploads/2023/12/2023-12-04-BC-CEC-VKT-measurement-backgrounder.pdf>

Draft motion regarding Quadra McKenzie Plan and CleanBC VKT target:

Whereas:

- The Sustainable Saanich - Official Community Plan Draft (December 2023) states that “Saanich is experiencing a global climate emergency. The latest climate science confirms the grave and mounting threat. . . Saanich Council declared a Climate Emergency in 2019.” (P 19)¹
- In 2021 the government of BC adopted the CleanBC target to reduce “distances travelled in light-duty vehicles by 25% by 2030, compared to 2020.” This is the most ambitious target for reducing vehicle kilometers travelled (VKT) in Canada, and is only achievable with significant changes in provincial transportation policy and collaboration from municipalities and regional districts.²
- VKT reduction measures can have multiple benefits regarding health, safety, affordability, livability, and even reducing water pollution from tire particulates.³
- Saanich’s ongoing Quadra McKenzie Study process will shape the future of two major transportation routes, and have a significant impact on VKT and greenhouse gas pollution in Saanich.
- The initial Quadra McKenzie Study documents and presentations do not mention the CleanBC VKT reduction target.
- Consideration of VKT targets is not necessarily onerous or costly, and Saanich has considered traffic volume targets in the past.⁴
- Saanich has an ethical obligation to consider provincial climate targets.

Therefore:

That the TAC recommend that Saanich Council direct staff to explicitly consider the CleanBC vehicle kilometers travelled reduction target in the Quadra McKenzie Study and future District transportation planning processes.

¹ https://www.saanich.ca/assets/Community/Documents/Planning/plans/OCP-proposed-2023%20Dec-v2.10_web.pdf

² <https://ecoplanning.ca/wp-content/uploads/2023/11/Traffic-Evaporation-Plan-Canada-Fall-2022.pdf>

³ E.g. <https://www.nature.com/articles/s41370-022-00423-y>

⁴ <https://ecoplanning.ca/wp-content/uploads/2023/12/2023-12-04-BC-CEC-VKT-measurement-background.pdf> ; Saanich's 2015-2018 Strategic Plan (2015) included a quantitative target for reducing "Average daily automobile traffic volume on key routes in Saanich" (Page 16)

Backgrounder – Vehicle Kilometer Traveled (VKT) measurement and estimation in BC

By Eric Doherty, MCIP

December 4, 2023

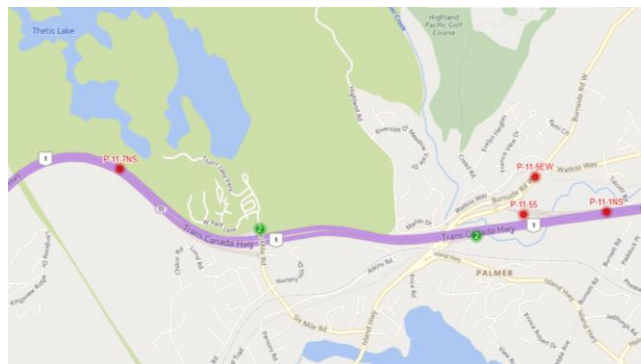
In October 2021 the government of BC adopted the CleanBC target to reduce “distances travelled in light-duty vehicles by 25% by 2030, compared to 2020.” This is the most ambitious target for reducing vehicle kilometers travelled (VKT) in Canada, and is only achievable with significant changes in provincial transportation policy and collaboration from municipalities and regional districts.¹

The provincial government is now working on a new Clean Transportation Action Plan (CTAP), which includes a strong focus on meeting the 25% by 2030 VKT reduction target.

In recent meetings with staff and elected officials at multiple levels of government, however, BC Climate Emergency Campaign members have heard claims of uncertainty on how to measure or estimate VKT. This uncertainty is delaying action on meeting this target.

Meanwhile, jurisdictions including Washington State and California have longer standing traffic reduction targets and largely rely on traffic counts. *There is no justification for delay.*

Figure 1: Map showing four permanent count stations in Greater Victoria



Traffic counts are essential and provide adequate data for many purposes:

A common, and very valuable, way to track VKT is traffic counts using permanent and temporarily installed automatic traffic recorders. The BC Ministry of Transportation and

¹ Road space reallocation by municipalities is a key action for reducing VKT. See: Eric Doherty (2022) “Traffic Evaporation: Why planners need to understand climate impacts of reallocating road space” Plan Canada, Vo.62(3) pp 16-19. <https://ecoplanning.ca/wp-content/uploads/2023/11/Traffic-Evaporation-Plan-Canada-Fall-2022.pdf>

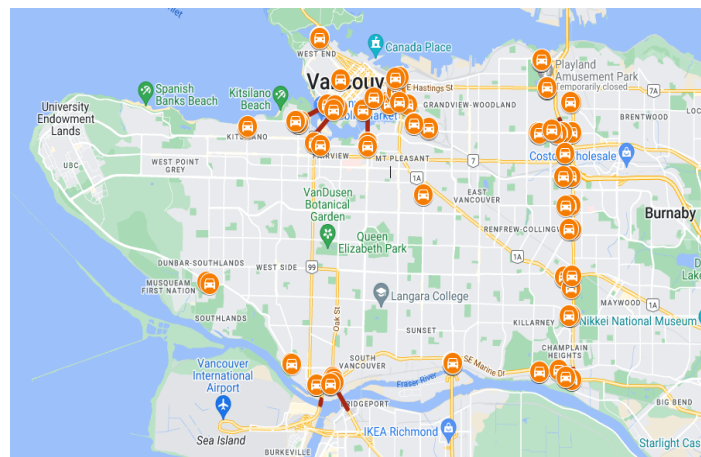
Infrastructure monitors traffic volumes continuously at 120 permanent count stations, and every three years at over 500 other locations.

Figure 1 above shows four permanent count stations in Greater Victoria, marked by red dots, where traffic volumes are monitored continuously.² Continuous traffic count stations can use several different technologies, including inductive loops in the pavement and video cameras with software to count vehicles.³

The value of continuous traffic counts includes the fact that they can provide timely information on the impacts of interventions to reduce VKT, such as reallocating existing road space to bus lanes or protected bike and roll lanes.

Traffic counts provide municipalities with information about what they can influence most directly – travel on their municipal road network. **Figure 2** below shows the City of Vancouver’s network of permanent traffic count stations.

Figure 2: Vancouver’s network of permanent traffic count stations.⁴



Establishing reasonably accurate 2020 baseline traffic counts for most municipalities and regional districts should not be expensive or challenging. A high degree of precision is not required given that the target is to cut VKT by ¼ in only a decade (with less than that remaining) – the trend needs to be a rapid and dramatic reduction in traffic volumes, not subtle and difficult to detect changes.

Experts can use traffic counts to estimate increases or decreases in VKT, with greater or lesser precision depending on the number and placement of stations. Continuous traffic counts are

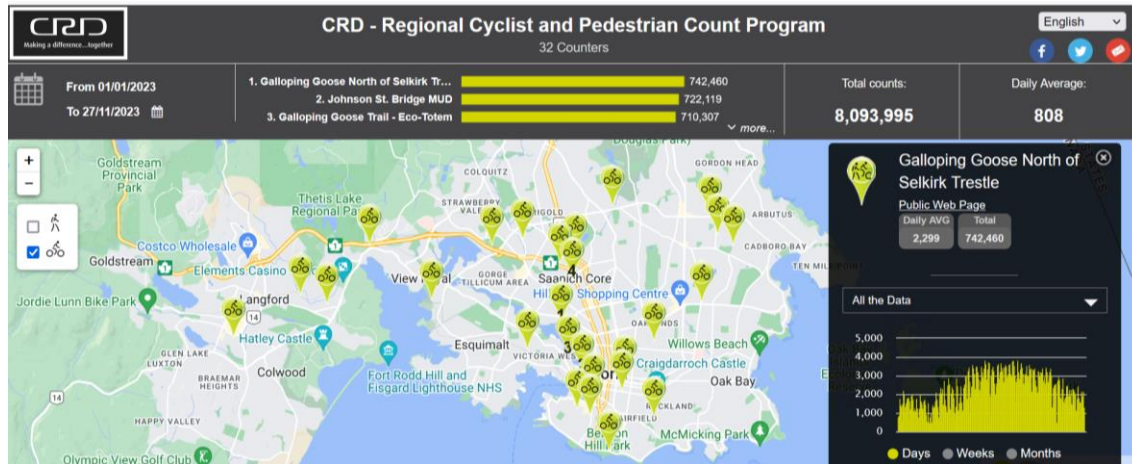
² <https://www.th.gov.bc.ca/trafficData/index.html>; <https://prdoas6.pub-apps.th.gov.bc.ca/tsg/>

³ E.g. https://www150.statcan.gc.ca/n1/en/pub/18-001-x/18-001-x2022001-eng.pdf?st=OH0meN_W; <https://www.vizion.com/vehicle-count.html>

⁴ <https://vancouver.ca/streets-transportation/traffic-count-data.aspx#permanent-count-stations>

relatively inexpensive, as illustrated by the fact that Capital Regional District (Greater Victoria) already has a good network of continuous bicycle traffic count stations, shown in **Figure 3** below.

Figure 3: Permanent bicycle traffic count stations in Greater Victoria⁵



Permanent stations that collect data 24/7 provide more valuable data than periodic counts only done for a few days every two or three years. However, it is normal that the baseline uses whatever traffic counts are available.

Percentage targets are easier to work with than numerical targets. That is, it isn't necessary to know the precise VKT in a municipality to determine that VKT is down by (for example) 9% plus or minus 0.8% (between 8.2 and 9.8%).

Recommendations:

The provincial government, regional districts, and municipalities should⁶

- 1) Establish and publish year 2020 traffic count baselines using the best available data.
- 2) Publish reports of the change from the baseline and if the jurisdiction is on-track to meet or exceed the 2030 target at least annually, using the available traffic counts.
- 3) Quickly increase the number of continuous, permanent, traffic count stations to allow more accurate and more frequent reporting. This would be cost effective and simple.

⁵ <https://data.eco-counter.com/ParcPublic/?id=4828>

⁶ Either TransLink or the Metro Vancouver Regional District could take on the regional role in Metro Vancouver.

Additional layers of data and analysis:

As discussed above, traffic counts are essential and sufficient for many purposes (particularly at the municipal and regional district level). However, additional layers of data and analysis should be added. These should include:

- **ICBC odometer data:** Since 2010 the Union of BC Municipalities has repeatedly requested that the Insurance Corporation of British Columbia collect and provide odometer data annually.⁷ The Minister of Public Safety and Solicitor General, who is responsible for ICBC, should ensure that this is done without delay.
- **Information on commercial truck movements:** More sophisticated traffic count stations can gather some information on the types of vehicles, including the weights of heavy trucks. Other data sources, such as port facilities, are publicly owned. Given the significant proportion of GHG emissions that come from goods movement, more data and analysis would be valuable.⁸
- **Analysis using traffic modeling software:** Traffic modeling software (which uses traffic counts as an input) can provide valuable insights into traffic volumes and VKT. Consideration should be given to using new or existing modeling software. Note, however, that most of the software commonly used in North America is not suitable for predicting *traffic evaporation*.⁹
- **Periodic surveys:** The Capital Regional District does an Origin Destination Household Travel Survey every five years.¹⁰ These kinds of surveys should be done more frequently, as they can provide analysts with valuable insights into changing travel patterns for specific demographic groups.
- **Analysis and education on Traffic Evaporation:** When any jurisdiction takes action to reduce VKT, such as converting general purpose lanes to 24/7 bus lanes to induce traffic evaporation, reports should be promptly published on the results of the intervention.¹¹ Similarly, analysis and education on other traffic demand management interventions would be very valuable.¹² BC Transit and TransLink should be involved in this work.
- **Fuel sales data:** In addition to VKT data, motor fuel sales data would provide important information that is directly linked to GHG and local pollution levels. Providing this data should be a requirement of selling motor fuel anywhere in the province, and the provincial government should publish this information monthly.

Thank you to everyone who took the time to contribute to this document. If you have questions or comments, please contact Eric Doherty – eric[at]ecoplanning.ca.

⁷ EB42 ICBC Data Saanich - <https://www.ubcm.ca/sites/default/files/2023-08/2023-UBCM-Resolutions-Book.pdf>

⁸ <https://business.edf.org/wp-content/blogs.dir/90/files/Decarbonizing-Long-Haul-Freight.pdf>

⁹ E.g. <https://t4america.org/2023/06/29/the-traffic-forecast-used-to-justify-your-road-widening-is-bogus/>

¹⁰ <https://www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel-survey>

¹¹ See e.g. Eric Doherty (2022) "Traffic Evaporation: Why planners need to understand climate impacts of reallocating road space" Plan Canada, Vo.62(3) pp 16-19. <https://ecoplanning.ca/wp-content/uploads/2023/11/Traffic-Evaporation-Plan-Canada-Fall-2022.pdf>

¹² See e.g. <https://www.vtqi.org/tqm/index.php>