AGENDA
Transportation Advisory Committee
Committee Room 2 and via Microsoft Teams
Saanich Municipal Hall, 770 Vernon Road
Thursday, April 25, 2024, at 4:00 p.m.

The District of Saanich lies within the territories of the lək̓ʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ 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**

2. **ADOPTION OF MINUTES**
    - March 28, 2024

3. **Action List**
    - Review
    - Identify priority items
    - Discussion of priority items

* Adjournment *
Next meeting: May 23, 2024
To ensure a quorum, please contact Colton Whittaker at 250-475-5494 ext. 3642 or
colton.whittaker@saanich.ca if you are unable to attend

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams
770 Vernon Avenue
Thursday, March 28, 2024 at 4:04 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Will Bowen, Rachel Corder, Janine Konkel, Parker Little, Trevor Barry (via Teams), and Alexandre Beaubien

Staff: Troy McKay, Manager of Transportation & Development; Megan Squires, Senior Transportation Planner, Engineering; Colton Whittaker, Committee Clerk; and Angela Hawkshaw, Committee Clerk

Guests: Livable Roads for Rural Saanich Representatives

Regrets: Liam Peta and Colin Stepney

CHAIRS REMARKS

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

-   The Chair will update the committee on Council's noise camera motion as it goes through the strategic planning process.
-   Members were informed of the strategic planning process.
-   The broader issue of noise pollution was discussed.

ADOPTION OF THE MINUTES

MOVED by W. Bowen and Seconded by P. Little: "That the Minutes of the Transportation Advisory Committee meeting held February 22, 2024 as amended be adopted."

CARRIED

Note: The minutes were amended to change "Capitol" to "Capital" as well as "These cameras limit red light running, speeding and crashes" to "These cameras enforce red light laws".

LIVABLE ROADS FOR RURAL SAANICH

The representative from Livable Roads for Rural Saanich (LRRS) gave a presentation on rural road safety (report on file). The following was noted in response to questions and during committee discussion:

-   Residents and people commuting through Saanich are all impacted by road safety.
-   Navigating rural roads can be challenging.
-   Sidewalks can provide a safe walking space for pedestrians.
-   It is important to include equestrians and different modes of transportation in enhancing rural road safety.
-   Sidewalk prioritization is included in the Active Transportation Plan.

- Potential tools that track crash data and close calls could be explored. Tools such as Bikemap.net track bike incidents.
- Saanich partners with Bikemap.net to produce an annual report that tracks hotspots and highlights trends.
- Walkrollmap.org has a reporting mechanism for infrastructure issues.
- Perception of safety is different than feeling safe.
- People may be more likely to use active transportation if they feel safe.
- Lack of access to safe roads is an equity issue.
- The citizen's survey asks residents questions relating to perceptions of road safety.
- Geographical data can be used to see if there are different perceptions of road safety depending on region.
- There are various ways to collect speed data including digital speed signs.
- The District of Saanich posts speed data to its website throughout the year.
- Adding stakeholders and advocacy groups could add value to this conversation.

MOVED by A. Beaubien and Seconded by R. Corder: "That the Transportation Advisory Committee receive the report from Livable Roads for Rural Saanich for information and send to staff for consideration."

CARRIED

ROAD SAFETY ACTION PLAN

The committee had a roundtable discussion about the Road Safety Action Plan (RSAP) and the following was noted:

- Having crosswalks closer to bus stops can create a safer environment.
- Many crashes and fatalities occur at crosswalks, especially those with flashing yellow lights.
- There has been little guidance in the past on where to install crosswalks.
- Priority setting for new crosswalks is outlined in the Active Transportation Plan.
- Sidewalks and transit stops are considered in conjunction with each other.
- Mid intersection crosswalks can be unsafe.
- The Active Transportation Plan outlines priorities for road projects.
- Survey data will be reviewed after it closes on March 31, 2024.
- Reporting from community engagement sessions will be summarized and provided to Council and posted on the Saanich website in the future.
- Visual elements can make roads seem narrower.
- Vehicles turning right on red lights can pose risks to pedestrians.
- Safe street design features such as protected left turns are explored in the RSAP.
- Installing left turn lights in intersections can be costly.
- Cycling and pedestrian advance lights are relatively easy to install but conflicts with vehicles turning left at intersections may pose a risk.
- Saanich currently has one scramble crosswalk.
- The RSAP will be presented to Council before September.

MOVED by R. Corder and Seconded by W. Bowen: "That the Transportation Advisory Committee supports the Road Safety Action Plan in principle."

The following was noted during committee discussion:

- The committee clarified what it means to support the RSAP in principle.
- The RSAP will not come before the committee again before it is brought to Council.

The Motion was then Put and CARRIED

The Senior Transportation Planner left the meeting at 5:13 p.m.

MARCH UBCM ACTIVE TRANSPORTATION AND TRANSIT

The committee considered a motion brought forward by Councillor Phelps Bondaroff.

UBCM Resolution #1 – Get on Board! Program

MOVED by J. Konkel and Seconded by A. Beaubien: "That the Transportation Advisory Committee recommend that Council request the Union of BC Municipalities (UBCM) lobby the Provincial Government to expand the *Get On Board!* program to include all youth up to the age of 18 as follows:

RECOMMENDATION:

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;

AND 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."

The following was noted during committee discussion:

- Young people are faced with a lack of transportation options.
- Similar programs have been explored in other municipalities throughout the country.
- Enhanced transit accessibility might encourage young individuals to opt out of driving.
- Businesses might find it easier to hire young people.
- Freedom to travel provides a sense of independence.
- There is a large movement in British Columbia in support of free transit.
- The current program allows individuals under the age of 12 to ride public transit for free.
- Fostering a lifetime of using public transit could allow for more volunteer and work opportunities.
- UBCM has passed similar resolutions in the past and has delegates from all over the province.
- Large sums of money are spent on transit enforcement in other jurisdictions.

- There is a racialized element to transit enforcement and a broader equity issue.
- It would be appreciated to hear from transit users in the community.

MOVED by J. Konkel and Seconded by A. Beaubien: "That the UBCM motion be amended to remove the exclamation mark."

<div align="right">

The Amendment was CARRIED

The Main Motion, as Amended, was CARRIED

</div>

<u>Main Motion, as Amended:</u>

"That the Transportation Advisory Committee recommend that Council request the Union of BC Municipalities (UBCM) lobby the Provincial Government to expand the *Get On Board* program to include all youth up to the age of 18 as follows:

RECOMMENDATION:

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;

AND 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 to expand the Get On Board Program to include all youth up to the age of 18."

MOVED by T. Barry and Seconded by T. Phelps Bondaroff: "That the backgrounder be updated to add "reduces traffic" and "improving travel efficiency".

<div align="right">

CARRIED

</div>

UBCM Resolution #2 – Traffic Count Systems Improvements

MOVED by J. Konkel and Seconded by T. Barry: "That the Transportation Advisory Committee recommend that Council request the Union of BC Municipalities lobby the Province to provide funding and technical assistance for local governments to improve traffic count systems for evaluating Vehicle Kilometer Travelled reduction interventions and measuring progress towards the CleanBC Vehicle Kilometer Travelled reduction target as follows:

RECOMMENDATION:

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 Vehicle Kilometer Travelled 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"

The following was noted during committee discussion:

- Having permanent traffic counters year-round would be appreciated.
- The Province is collecting VKT data through ICBC.
- There was a previous motion requesting VKT data from ICBC.
- Other municipalities have purchased VKT data from private companies.
- More clarity on how Saanich can reach the CleanBC Vehicle Kilometer Travelled reduction target set by the Province would be appreciated.

Moved by R. Corder and Seconded by T. Barry: "That the motion be amended to say "support" instead of "provide funding and technical assistance"

The Amendment was CARRIED

The Main Motion, as Amended, was CARRIED

Main Motion, as Amended:

"That the Transportation Advisory Committee recommend that Council request the Union of BC Municipalities lobby the Province to support local governments to improve traffic count systems for evaluating Vehicle Kilometer Travelled reduction interventions and measuring progress towards the CleanBC Vehicle Kilometer Travelled reduction target as follows."

RECOMMENDATION:

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 Vehicle Kilometer Travelled 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 support local governments to improve traffic count systems for evaluating VKT reduction interventions and measuring progress towards the CleanBC VKT reduction target"

The following was noted during committee discussion regarding the consideration of the CleanBC VKT reduction target in the Quadra McKenzie study and other district transportation planning processes:

- Saanich's Official Community Plan mentions VKT and similar language.
- Staff already have direction on VKT and no further motions are needed at this time
- The TAC committee will receive a presentation on the Quadra McKenzie study in the future.

MOVED by R. Corder and Seconded by T. Barry: "That the Transportation Advisory Committee explore motions relating to the Quadra McKenzie study once it has been brought to the committee."

CARRIED

VEHICLES IN BIKE LANES

The committee had a roundtable discussion on delivery vehicles in bike lanes and the following was noted:

- Staff suggested that input from staff be sought to better understand their role in addressing this issue.
- The Business Licensing and Bylaw divisions might provide valuable suggestions.
- A recent Council motion removing parking minimums also specified that buildings with over 12 units must have designated delivery zones.
- Understanding the scope of this issue is important.
- Market forces put on companies such as Amazon could play a role in the increasing number of vehicles in bike lanes.

- Committee members were encouraged to contact the Chair for additions to the action list.

ADJOURNMENT

On a motion from T. Barry the meeting adjourned at 5:55 p.m.

NEXT MEETING

The next meeting date will be on April 25, 2024 at 4:00 p.m.

_____
Councillor Teale Phelps-Bondaroff, Chair

I hereby certify these minutes are accurate.

_____
Colton Whittaker, Committee Clerk

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:

- o 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.
  - o 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.
  - o 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**:
  - o **Stops**: Explore the feasibility of the adoption of Idaho stops (where cyclists are permitted to roll through stop signs) in the province.
  - o **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).
  - o **Clarify crosswalk requirements for cyclists**: When do cyclists need to dismount to cross streets and how well understood are these rules?
  - o **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.
  - o **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?
  - o ~~**Bollard Safety**: Review bollards on trails (within Saanich jurisdiction) for safety~~ (Motion in front of Saanich Council Jan. 2024).
  - o **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).**
  - o ~~**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?~~
  - o ~~**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.