

AGENDA
Transportation Advisory Committee
Committee Room 2 and via Microsoft Teams
Saanich Municipal Hall, 770 Vernon Road
Thursday, June 27, 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 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**
- 2. ADOPTION OF MINUTES**
 - May 23, 2024
- 3. BYLAW DEPARTMENT ENFORCEMENT STRATEGY**
 - Dean Ridley, Supervisor Bylaw & Licensing Services
- 4. ACTION LIST**

* Adjournment *

Next meeting: September 26, 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.

MINUTES
TRANSPORTATION ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams
770 Vernon Avenue
Thursday, May 23, 2024 at 4:03 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Will Bowen, Rachel Corder (4:04), Janine Konkel (via Teams), Parker Little, Colin Stepney, and Alexandre Beaubien

Staff: Troy McKay, Manager of Transportation & Development (via Teams); Megan Squires, Senior Transportation Planner (via Teams); and Colton Whittaker, Committee Clerk

Guests: Doug Cripps, Staff Sergeant, Traffic Safety Unit and Mark Prill, Sergeant, Traffic Safety Unit

Regrets: Liam Peta, Trevor Barry

ADOPTION OF THE MINUTES

MOVED by W. Bowen and Seconded by C. Stepney: “That the Minutes of the Transportation Advisory Committee meeting held April 25, 2024 be adopted as circulated”

CARRIED

CHAIRS REMARKS

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

- Council recently approved a motion asking the Union of British Columbia Municipalities (UBCM) to lobby the Provincial Government to provide free transit for youth.
- Council also expressed interest in a motion regarding free transit for seniors, this will be discussed on June 10, 2024.
- Montreal implemented free transit for residents over the age of 65, resulting in a 15-20% increase in ridership.
- The UBCM motions regarding Intersection Safety Cameras, Traffic Count Systems, Noise Cameras, and the E-Bike Rebate Program will be discussed at the Council meeting on June 10, 2024.
- The Senior Transportation Planner informed the committee of suggested amendments to the UBCM resolution regarding Intersection Safety Cameras.

UBCM Resolution - Intersection Safety Camera Process Transparency

MOVED by C. Stepney and Seconded by P. Little “That the Transportation Advisory Committee endorse the suggested amendments by the Senior Transportation Planner to the UBCM resolution regarding Intersection Safety Cameras, thereby updating the motion as follows:

WHEREAS the process for local governments to request installation of new intersection safety cameras (ISC) is not well known and there is no clear process regarding decision making and timelines about future ISCs, and as a result, municipalities are not able to

identify new locations and/or secure additional ISCs;

AND WHEREAS ISCs have proven to be an efficient and effective deterrent to ensure compliance with speed and traffic regulations, which exist to ensure road safety and help achieve Vision Zero:

THEREFORE BE IT RESOLVED that UBCM lobby the Province to develop a more transparent process for municipalities to be involved in the identification and installation of new intersection safety cameras (ISC)."

CARRIED

SAANICH POLICE TRAFFIC ENFORCEMENT STRATEGY

Saanich Police gave a presentation (PowerPoint on file), and the following was noted in response to questions and during committee discussion:

- Crash analysts with the Saanich Police compile reports on serious accidents, identifying contributing factors such as road design. These reports are then submitted to District of Saanich staff for further evaluation and action.
- Distracted driving remains a persistent problem, with Police catching impaired drivers daily.
- A large percentage of drivers dispute tickets.
- To issue a ticket, a license plate number is required. Additionally, a description of the driver is helpful.
- Having dashcam footage or at least two witnesses can significantly simplify the process of issuing tickets. Ensuring the dashcam footage has a correct date and time stamp is very important.
- Traffic enforcement may be implemented on regional trails in the future.
- Police actively patrol the Galloping Goose Trail to ensure compliance with vehicle regulations.
- Speed board data is published to the Saanich Police Department website.
- Police receive numerous complaints, including those regarding drivers going under the speed limit.
- Police prioritize education over enforcement.
- Police prioritize enforcement in areas with the highest traffic accidents.
- School zones are consistently monitored for traffic violations, particularly in September and throughout the year. Despite these efforts, the issue of motorists passing school busses persists.
- Other countries have school busses equipped with automated systems that issue tickets to drivers who illegally pass them.
- In the UK and USA there are mobile applications for citizens to report traffic violations. With a picture or video capture, citizens can submit evidence directly to law enforcement.
- An app of this nature may be worth exploring in the future.
- Residents of Saanich have the ability to record videos of any illegal activities they witness, save the footage, and report it directly to the Police.
- Parking enforcement falls under the jurisdiction of the Bylaw Department.
- It would be appreciated to hear from the Bylaw department on the topic of parking enforcement.
- Saanich has seen significant improvements in infrastructure and layout, including the addition of bike lanes. Police have noted minimal issues resulting from these changes.
- Delivery drivers obstructing bike lanes and roadways poses a hazard for all road users.
- Police do not run campaigns targeting illegal vehicle modifications; however, they do respond to complaints.

- Police prioritize addressing impaired driving, distracted driving, and other significant violations over minor infractions.
- Law enforcement prioritizes tackling illegal activities, often delegating the responsibility of issuing parking tickets to Bylaw officers.
- Instances of illegal racing have declined over the past 10-15 years.
- Police prioritize promoting cycling safety through education over enforcement, emphasizing the importance of wearing helmets, using lights, and observing other safety measures while cycling.
- The Integrated Road Safety Unit (IRSU), a branch of CRD and BC Highway Patrol, composed of municipal officers and RCMP, solely enforces traffic laws across CRD.

***The Staff Sergeant and Sergeant from the Traffic Safety Unit left the meeting at 5:10 p.m. ***

***The Senior Transportation Planner left the meeting at 5:11 p.m. ***

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION UPDATE

The Manager of Transportation & Development gave a verbal update, and the following was noted in response to questions and during committee discussion:

- Staff will be exploring options on reducing the Active Transportation Plan (ATP) implementation timeline by half. They will present their findings to Council in the Fall.
- The Road Safety Action Plan (RSAP) will be presented to Council by the end of August.
- There will be significant financial considerations with halving the implementation timeframe for the ATP. Council will receive this information and make a final decision.
- Both the ATP and RSAP will be reviewed every five years to ensure they remain aligned with the evolving needs of the community.
- Staff are currently exploring new and innovative ways to reduce costs and still meet the needs of the community.
- The Traffic Calming Policy will be presented to the Committee in the Fall before it goes to Council.

E-SCOOTERS AND ELECTRIC MOTOR SIZE

The committee had a roundtable discussion regarding E-Scooters and Electric Motor Size. The following was noted during committee discussion:

- Saanich is currently participating in a regional E-Scooter pilot project.
- Numerous e-scooters available for online purchase have motors designed to go faster than local speed limits.
- It is the responsibility of the operator to ensure compliance with speed limits.
- The committee could consider advocating for stricter federal regulations to limit the influx of electric motors that fail to comply with local speed limits.
- Increasing education and implementing clear signage along trails could encourage riders to adjust their speed according to conditions and adhere to designated speed limits.
- The max speed permitted on CRD trails is 32km/hr.
- Cars are made with engines capable of exceeding prescribed speed limits.
- E-scooter and e-bike riders lack sufficient protective gear compared to car drivers who benefit from advanced safety features such as airbags.
- Licensing e-bikes and e-scooters has proven ineffective globally due to their widespread availability and sheer numbers. These vehicles operate in diverse environments such as trails, parks, and roads, making licensing and enforcement extremely challenging.

- Incentive programs offering rewards for completing education could enhance learning about safety. These incentives might include funds for purchasing new equipment or even a new bike.
- Education is important for Saanich's successful transition to active transportation.

***The Manager of Transportation & Development left the meeting at 5:44 p.m. ***

- Combining different modes of transportation with cars may increase the risk of accidents.
- The Active Transportation Plan (ATP) emphasizes the need for a cultural shift in society to accommodate and adapt to the increasing variety of new transportation modes.
- Pedestrians might feel unsafe on trails because they are unsure of the speeds at which e-bikes and e-scooters can travel.
- Shared infrastructure presents challenges for various transportation modes.
- A working group could be beneficial to explore ideas for active transportation safety education incentive programs.

MOVED by R. Corder and Seconded by C. Stepney “That the Transportation Advisory Committee create a working group to explore active transportation safety education incentive programs”

CARRIED

ADJOURNMENT

On a motion from C. Stepney the meeting adjourned at 6:02 p.m.

NEXT MEETING

The next meeting date will be on June 27, 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:

- 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/maximms 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.