

**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 Capital 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. Konkell 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 enforce red light laws.
- 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 fatal 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.

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Councillor Teale Phelps-Bondaroff

I hereby certify these Minutes are accurate.

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Angela Hawkshaw, Committee Secretary