

MINUTES
TRANSPORTATION ADVISORY COMMITTEE

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.”

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 (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”.

CARRIED

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

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