

**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

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**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.

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Councillor Teale Phelps-Bondaroff, Chair I  
hereby certify these minutes are accurate.

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Colton Whittaker, Committee Clerk