

**MINUTES**  
**TRANSPORTATION ADVISORY COMMITTEE**

Held via MS Teams  
May 22, 2025 at 5:32 PM

**In Attendance:** Zac de Vries (Chair), Dominick Ali (6:32 p.m.), James Coates, Rachel Corder, Isabella Harmel, Janine Konkol, Kelsea McLaughlin  
**Regrets:** Trevor Barry, Colin Stepney  
**Staff:** Troy McKay, Senior Manager of Transportation & Development Services; Jason Hodgins, Manager of Infrastructure Design and Construction; Colton Whittaker, Committee Clerk

**ADOPTION OF MINUTES**

**MOVED by R. Corder and Seconded by J. Konkol: “That the Minutes of the Transportation Advisory Committee meeting held March 27, 2025 be adopted as circulated.”**

**RESULT: Carried 6 TO 0**

**IN FAVOUR:** Corder, Konkol, de Vries, Coates, McLaughlin, Harmel

**OPPOSED:** None

**ABSENT:** Ali

**COMMITTEE BUSINESS ITEMS**

**CHAIRS REMARKS**

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

- Council recently referred the previously discussed Union of BC Municipalities (UBCM) resolutions back to the committee, requesting that they be prioritized, formatted according to UBCM requirements, and presented to Council on June 9, 2025.

**UPDATE ON SIDEWALKS IN SAANICH**

The Manager of Infrastructure Design and Construction gave a presentation on Sidewalks in Saanich (PowerPoint on file), and the following was noted in response to questions and during committee discussion:

- When installing sidewalks, boulevard separated sidewalks are the most preferred option.
- Saanich Engineering prioritizes areas that currently lack sidewalks and then considers improvements to areas that already have them.
- The ideal scenario is to have a sidewalk, green area, and bike lane in each part of Saanich.
- Sidewalk implementation is sometimes staged due to budget constraints.
- Painted pedestrian walkways at grade on lower volume streets are used in other parts of the world. Saanich is not currently considering this approach.
- When road widening is possible, it is preferred to install physical sidewalks rather than painted lines to represent sidewalks.
- Further delays in sidewalk implementation through the Active Transportation Plan (ATP) may occur if construction cost inflation continues to outpace general economic growth.
- Most sidewalk materials are sourced from within BC, so U.S. tariffs may have limited impact. However, other construction related cost increases may still affect sidewalk projects.

- Engineering has explored the use of carbon traced concrete for its potential environmental benefits. Concrete is currently only sourced from two suppliers on the Island, resulting in a similar appearance.
- The use of painted pedestrian symbols on narrow sidewalks to deter cyclists has not been explored.
- Additional motions related to sidewalk funding may be brought forward in the Fall, ahead of budget season.
- Walking supports a more active community, and a stronger focus on pedestrian infrastructure would be appreciated.

## **UNION OF BC MUNICIPALITIES (UBCM) RESOLUTION WRITING**

The Committee discussed drafting UBCM Resolutions and the following was noted:

- The draft motion regarding the use of red arrow traffic signals and the renaming of the *Motor Vehicle Act* (MVA) may be the most basic and least controversial to bring forward.
- The draft motion to ban right turns on red lights may be too broad, as it would apply Province wide, including in rural and small town areas where such restrictions may not be practical. Adding a stipulation to prohibit right turns only where a bike lane is present could be a more balanced, incremental approach.
- A number of collisions in Saanich occur during right turns, particularly when drivers yield to the first wave of pedestrians but then strike someone crossing later.
- Globally, bans on right turns on red lights are becoming increasingly common.
- A ban on right turns could result in increased delays for drivers.
- The Province encourages municipalities to apply to the Active Transportation Grant Program to support speed limit sign changes, however, the eligibility criteria are minimal. ICBC is generally a more practical partner for discussions related to speed limit signage.
- In many cases, multiple requests must be made to the Province through UBCM in order to achieve approval and implementation, as sustained advocacy is often the best path forward.
- In 2019, the City of Vancouver submitted a UBCM resolution requesting safer, slower streets, aligning with the current draft motion advocating for 30 km/h speed limits on roads without a center line.
- At UBCM, the Resolutions Committee consolidates similar motions submitted by different municipalities to reduce duplication.
- Advance pedestrian crossings are becoming more common and allow pedestrians to cross the road before vehicles are permitted to turn right.
- Permitting the use of red arrow traffic signals offers another tool for addressing local intersection specific issues without imposing uniform, province wide rules.
- Any measure ultimately implemented by the Province involves a detailed process of evaluating consequences and trade offs.

### **UBCM Resolution #1: Saving money and saving lives: Provincial default 30 km/hr for local streets with no centre line**

**MOVED by J. Coates and Seconded by I. Harmel: "That the Transportation Advisory Committee recommend that Council submit the following resolution to the Union of British Columbia Municipalities:**

**WHEREAS the current default speed limit on local roads (roads without a centre line) is 50 km/h, and empirical evidence shows that both the likelihood and severity of collisions – particularly involving vulnerable road users – rise sharply as vehicle speeds increase from 30 km/h to 50 km/h, and as a result reducing vehicle speeds on local roads is a proven strategy to improve safety, enhance livability, reduce social costs, and support increased active transportation**

mode share;

**AND WHEREAS** existing legislation obliges municipalities to reduce speed limits via bylaws and requires that municipalities install signed speed-limit reductions on every block of local roads, which imposed substantial financial and administrative burdens on municipalities:

**THEREFORE BE IT RESOLVED THAT** the Union of British Columbia Municipalities calls on the Province of British Columbia to amend the *Motor Vehicle Act* to establish a default provincial speed limit of 30 km/h on local roads without a centre line, while preserving municipal authority to increase speed limits on such roads on a case-by-case basis through bylaw and posted signage.”

**RESULT: Carried 7 TO 0**

**IN FAVOUR:** Corder, Konkkel, de Vries, Coates, McLaughlin, Harmel, Ali

**OPPOSED:** None

**UBCM Resolution #2: Saving money and saving lives: Empower municipal default speed limits**

**MOVED** by R. Corder and **Seconded** by I. Harmel: “That the Transportation Advisory Committee recommend that Council submit the following resolution to the Union of British Columbia Municipalities:

**WHEREAS** the current Provincial default speed limit on local roads is 50 km/h, and empirical evidence shows that both the likelihood and severity of collisions – particularly involving vulnerable road users – rise sharply as vehicle speeds increase from 30 km/h to 50 km/h, and as a result reducing vehicle speeds on local roads is a proven strategy to improve safety, enhance livability, reduce social costs, and support increased active transportation mode share;

**AND WHEREAS** default speed limits are established by the province, existing legislation obliges municipalities to reduce speed limits via bylaws and requires that municipalities install signed speed-limit reductions on every block of local roads, resulting in substantial financial and administrative burdens on municipalities:

**THEREFORE BE IT RESOLVED THAT** the Union of British Columbia Municipalities request the Province amend the *Motor Vehicle Act* to empower municipalities to adopt a default speed limit for unsigned roads within municipal boundaries by bylaw and posting of signs at municipal boundaries, rather than needing to install and maintain signs on every block of every road.”

**RESULT: Carried 7 TO 0**

**IN FAVOUR:** Corder, Konkkel, de Vries, Coates, McLaughlin, Harmel, Ali

**OPPOSED:** None

**UBCM Resolution #3: Right turns on red**

**MOVED** by R. Corder and **Seconded** by J. Konkkel: “That the Transportation Advisory Committee recommend that Council submit the following resolution to the Union of British Columbia Municipalities:

**WHEREAS** the *Motor Vehicle Act* permits right turns on red lights unless otherwise signed;

**AND WHEREAS** right turns on red lights are a significant source of crashes involving vulnerable road users, in part because drivers’ attention is often directed left as they turn right, and prohibiting right turns on red, unless signed as permitted, has been demonstrated to

significantly reduce the number of crashes:

**THEREFORE BE IT RESOLVED THAT the Union of British Columbia Municipalities request the Province explore options for implementing a ban on right turns on red lights in BC where a bike lane is present.”**

**RESULT: Carried 6 TO 1**

**IN FAVOUR:** Corder, Konkel, de Vries, Coates, McLaughlin, Harmel

**OPPOSED:** Ali

**UBCM Resolution #4: Permit use of red arrow traffic signals**

**MOVED by I. Harmel and Seconded by J. Konkel: “That the Transportation Advisory Committee recommend that Council submit the following resolution to the Union of British Columbia Municipalities:**

**WHEREAS the *Motor Vehicle Act* does not authorize or define the use of red arrow traffic signals to signify when a right-turning vehicle is prohibited from turning;**

**AND WHEREAS most crashes occur at intersections, making clarity in relation to rights of way particularly important at intersections:**

**THEREFORE BE IT RESOLVED THAT the Union of British Columbia Municipalities request the Province to amend the *Motor Vehicle Act* to enable the use of red arrow traffic signals to signify when a right-turning vehicle is prohibited from turning.”**

**RESULT: Carried 7 TO 0**

**IN FAVOUR:** Corder, Konkel, de Vries, Coates, McLaughlin, Harmel, Ali

**OPPOSED:** None

**UBCM Resolution #5: Update name of MVA**

**MOVED by J. Coates and Seconded by D. Ali: “That the Transportation Advisory Committee recommend that Council submit the following resolution to the Union of British Columbia Municipalities:**

**WHEREAS the name of the *Motor Vehicle Act*, RSBC 1996 c 318 (“the MVA”) does not reflect its purpose of regulating rights and responsibilities in relation to all road users nor of its primary goal of ensuring safety;**

**AND WHEREAS roads must serve a wide range and growing number of users in addition to motor vehicles, including pedestrians, cyclists, equestrians, those using other mobility devices and public transit:**

**THEREFORE BE IT RESOLVED THAT the Union of British Columbia Municipalities request the Province to change the name of the MVA to the *Road Safety Act*.”**

**RESULT: Carried 7 TO 0**

**IN FAVOUR:** Corder, Konkel, de Vries, Coates, McLaughlin, Harmel, Ali

**OPPOSED:** None

**ADJOURNMENT**

**MOVED by D. Ali and Seconded by R. Corder: "That the meeting be adjourned"**

**RESULT: Carried 7 TO 0**

**IN FAVOUR:** Corder, Konkell, de Vries, Coates, McLaughlin, Harmel, Ali

**OPPOSED:** None

The meeting adjourned at 7:14 p.m.

---

CHAIR

I hereby certify these Minutes are accurate.

---

COMMITTEE CLERK

DRAFT