



The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: 02/16/2022
Subject: A Policy Framework for Road Safety in Saanich

RECOMMENDATION

That Council:

1. Adopt Vision Zero as the approach to road safety in Saanich;
2. Direct staff to prepare a one-time resource request for the 2022 budget deliberation for the development of a Road Safety Action Plan in alignment with Vision Zero principles and a Safe Systems approach; and
3. Direct staff to undertake the following priority items to address road safety in 2022 utilizing existing resources:
 - a. Develop a Council Speed Limit Establishment Policy; and
 - b. Continue preliminary work to update to the Active Transportation Plan.

PURPOSE

The purpose of this report is to outline an approach to road safety in Saanich that would involve development of a policy framework in alignment with *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety* that would articulate a vision and guide long-term actions to improve safety on roads (Attachment 1). This report will also provide an update to Council on the status of the speed limit reduction pilot project through the province.

BACKGROUND

Council Direction

Council passed the following motion on January 10, 2022:

“That Council direct staff to report back on options for bringing the District's practices into alignment with Vision Zero and for developing an action plan for achieving Vision Zero”

In response to this direction, staff has prepared this report to outline how Saanich can align current road safety practices with Vision Zero and a Safe-Systems Approach.

Traditional Approach to Road Safety

In the past, severe injuries and fatalities were considered an inevitable consequence of living in a world with cars. Roads were designed for maximum efficiency and convenience for drivers, and actions to improve road safety were typically grounded in a belief that user error was the primary issue. The traditional road safety paradigm placed a high priority on individual responsibility for safety.

Today, more responsibility is placed on transportation professionals, policy makers and police to ensure that roads are safe for all road users. Individuals have a responsibility to abide by the rules and laws, but ultimately if roads are unsafe, it is the professionals who must take further actions to correct issues.

Jurisdictions around the world are confronting the complex interplay between road users, road design, and vehicles and many are adopting a systems-based approach to road safety in order to anticipate and respond to issues in a more holistic way.

Current Approach to Road Safety in Saanich

The Active Transportation Plan (ATP), adopted by Council in June 2018, outlines a 30-year Vision for Saanich that is being realized through the implementation of over 100 actions, many of which are underway. While sometimes not explicit in the title or language contained in the ATP, all of these actions contribute to improved road safety in Saanich and the ATP includes a target of working towards zero traffic related fatalities or injuries.

All levels of government play a role in road safety. In Saanich, the key departments responsible for road safety are Engineering and Police. Generally speaking, engineering staff oversee management of the transportation system and the Police conduct enforcement and traffic safety education.

Engineering

Engineering staff are responsible for planning, construction and maintenance of works within the municipal road right-of-way, as well as installation and maintenance of traffic signals, signage, and road markings. They adhere to the standards outlined in guidance documents such as Schedule 'H' of the Subdivision Bylaw and manuals produced by the Transportation Association of Canada (TAC), the National Association of Transportation Officials (NACTO) and the Ministry of Transportation and Infrastructure (MOTI) to determine the design and construction of infrastructure such as sidewalks, boulevards, curbs, roads and bike lanes, as well as all signage, traffic signals and road markings.

Design guidance for transportation infrastructure is constantly evolving and in the past decade the guidance for active transportation infrastructure has changed significantly, to the point where infrastructure designed and constructed 10 years ago, using design guidance of the time is now considered substandard. Saanich engineers adopt new standards as they become available and have been leading the region in adoption of new standards, as well as new ways of thinking about streets.

Many recently completed projects are adjacent to, or near schools. In 2015 Saanich led the region with initiation of the Active and Safe Routes to Schools program which is now supported by the CRD. To date, Active School Travel Reports have been completed with every interested public elementary and middle school in Saanich (25 completed). These plans guide infrastructure designs to ensure that the improvement that get built are safe and encourage healthy travel choices for families on a daily basis.

In developing the ATP, staff recognized that a 30-year vision was too long for implementation of many of the actions, therefore a section focused on quick build techniques and strategies to accelerate temporary solutions ahead of more expensive and time consuming projects was included. Each year approximately 5 projects are built using these techniques. Many of these projects are being used as pilot or interim designs, and offer ways to make significant strides in network improvements while respecting financial constraints. An example of a quick build can be seen at the intersection of Gordon Head and Feltham Roads where bollards were placed on the lines of the bike lanes to add protection for cyclists.

Most quick build projects have been completed within existing budgets and with grant funding. In 2021 Council approved accelerated funding of \$2.0 million annually in support of implementation of the ATP. They also approved a financial plan commitment to invest \$40 million in ATP works over the next 20 years. In 2021 Saanich also partnered with ICBC for funding from the Road Improvement Program totalling \$125,000 on nine projects, all focused on improving road safety for all users.

Looking ahead to the next 5 years, the capital plan for transportation infrastructure investments in Saanich includes a number of projects and programs to improve mobility options and safety of roads, largely following the guidance and direction of the Active Transportation Plan.

The Shelbourne Street Improvement Project, now under construction, is the largest capital investment on transportation (focused on one corridor) that Saanich has ever made. Once completed, the project will deliver improvements to Shelbourne Street as identified in the Shelbourne Valley Action Plan (SVAP) including, improved access for pedestrians and cyclists and enhanced safety for all road users.

Police

Road Safety is one of the key strategic priorities of the Saanich Police Department (SPD). As listed in their 2018-2022 Strategic Plan, Saanich Police is committed to reducing the frequency and severity of motor vehicle collisions through education, road safety initiatives, enforcement, and stakeholder collaboration. The Saanich Police undertakes proactive enforcement to combat distracted, impaired and dangerous driving and to protect vulnerable road users through targeted road safety initiatives and public safety campaigns.

Road safety education is a shared responsibility among many of the Saanich Police divisions and units. The Traffic Safety Unit (TSU) is comprised of 14 police officers who are responsible

for providing dedicated traffic enforcement 7 days a week, 365 days a year. TSU officers are responsible for investigating collisions, conducting proactive enforcement, and leading education campaigns in partnership with RoadSafety BC, ICBC, and the BC Association of Chiefs of Police – Traffic Safety Committee.

Traffic Safety Unit:

- Conduct enforcement in accordance with the Motor Vehicle Act, Criminal Code of Canada, additional Federal and Provincial Statutes, and Saanich Municipal Bylaws.
- Attend and investigate calls for service including, but not limited to, motor vehicle collisions, impaired drivers, and driving complaints.
- Specialized services including collision reconstruction, Standardized Field Sobriety Tests, and Drug Recognition Expert programs.
- Targeted enforcement campaigns in conjunction with Road Safety BC and the BCACP Traffic Safety Committee.
- Represent municipal police agencies on the BCACP Traffic Safety Committee in several subcommittees including Education and Enforcement sub committees.
- Manage deployment of Speed Reader Boards and Radar Trailer.
- Social Media campaigns.
- Provide data from Speed Reader Boards to Saanich Engineering and the community.
- Use of Automated License Plate Recognition technology to identify unlicensed, uninsured, and prohibited drivers.

Other SPD Divisions which assist and augment the road safety initiatives include:

Patrol Platoons:

- Enforcement of the Motor Vehicle Act and Criminal Code as part of their regular duties.
- Respond to calls for service including motor vehicle collisions, impaired drivers and in progress driving complaints.
- Annual partnership with ICBC targeting impaired drivers (road checks).

Community Engagement Division:

- Annual partnership with ICBC that focuses on pedestrian and cyclist safety.
- Reserve Constables and Summer Crime Prevention Students regularly conduct Speed Watch and Cell Watch projects to bring awareness regarding speed and distracted driving.

Youth and School Liaison

- Crossing Guard training provided to various schools to ensure safety of pedestrians and cyclists in school zones.
- “Think of Me Program” (ICBC Initiative) which includes police issuing speeding drivers photos drawn by children after being stopped in a school zone.
- “P.A.R.T.Y Program” (VIHA initiative) which includes delivering education to youths regarding alcohol and risk-related trauma. This initiative focuses on youth participants hearing first-hand experiences from police officers, paramedics, doctors, nurses, and

other healthcare professionals who have been involved in a traumatic incident and the repercussions of risk-taking behaviours.

- “Read Set Role” (CRD initiative) which helps reduce congestion in school zones so children and parents can ride and walk to school safely.
- “Graduated Licensing Program” which includes a road safety component for new drivers that police deliver to high school students.
- “Bike Rodeos” which is an elementary school-based program designed to teach children how to be safe while on their bikes.

Bike Section

- Assist with cycling and pedestrian education programs
- Conduct routine patrols on the roadway and trails, regularly interacting with vulnerable road users. Education regarding safe cycling habits, sharing the trails and helmet safety are the primary topics discussed while engaging with the public.

The Saanich Police, as a part of the CRD, is committed to ensuring all road users within the Municipality of Saanich feel safe during their travels. Saanich Police will continue to collaborate with organizations such as ICBC and Road Safety BC to ensure education on road safety is delivered to the public. Enforcement will also continue to be a priority for uniformed police officers, primarily the Traffic Safety Unit and Patrol. Saanich Police will continue to focus their efforts using a data-informed approach, and prioritizing resources where they can effect change. As proud supporters of the BC Road Safety Strategy, Saanich Police will continue to align their efforts with those of partnering police agencies, the District of Saanich, as well as their own Strategic Plan

ICBC

Provincially, the Insurance Corporation of BC (ICBC) is responsible for vehicle and driver safety. It is the province’s public auto insurer and it oversees licensing and registration, as well as insurance coverage. Road safety is a priority for ICBC and the corporation invests in road improvement projects, as well as road safety education.

When it comes to road safety, Engineering, the Police and ICBC collectively play a role in keeping Saanich’s streets safe. Most work is completed independently by the responsible parties, but in some cases partnerships and working groups between the departments and agencies occurs to deliver services and programs.

Saanich policy supports multimodal transportation networks where pedestrians, cyclists and drivers share the roads, and drivers are no longer the primary users. The municipality is committed to reducing greenhouse gas emissions and Council recently supported exploring a further acceleration of the Active Transportation Plan (ATP) in order to achieve aggressive mode shift targets that will help reduce vehicle emissions. To achieve the community’s goals it is necessary to prioritize road safety to ensure residents feel safe when they walk and cycle on Saanich roads. It is also necessary to rethink how road safety is currently managed and to

adopt a systems approach with a high degree of coordination among partners, as well as a shared commitment to achieve zero traffic fatalities and serious injuries.

Vision Zero

In 2016 the federal government adopted *Canada's Road Safety Strategy 2025*. Several Canadian provinces, including BC, developed their own strategies to align with the federal direction. *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety* was adopted in May 2021.

The principles of Vision Zero are foundational to both the national and provincial strategies; they provide the ethical framework for a road safety approach that acknowledges that people make mistakes and eliminating serious collisions requires an integrated and collaborative response from road designers and policy makers.

Vision Zero is an international initiative that was first adopted in Sweden in 1997 and has gained momentum in many other countries in Europe, as well as cities throughout Canada and the United States. The core principles of Vision Zero are:

- Traffic fatalities and serious injuries are preventable;
- Human life and health are prioritized within all aspects of transportation systems;
- Human error is inevitable and transportation systems should be forgiving;
- Safety work should focus on systems-level changes above influencing individual behaviour; and
- Speed is recognized and prioritized as the fundamental factor in crash severity.

The World Health Organization has recognized Vision Zero as an effective road safety policy, and has acknowledged its capacity to significantly reduce traffic fatalities and serious injuries among all road users, including cyclists, pedestrians and drivers.

A commitment to Vision Zero is a formal acknowledgement that road safety is a top priority. Eliminating fatalities and serious injuries is an attainable goal that can be achieved when systematic changes to street design and management choices are made that improve the way roads operate, even when individuals make mistakes.

Staff are recommending that Council adopt the Vision Zero approach and that the principles of Vision Zero become the basis of a Road Safety Action Plan and future policy work in Saanich.

Safe Systems Approach

Vision Zero is most commonly supported by a systems-based approach, commonly referred to as a “Safe Systems Approach”, which recognizes that human error is inevitable and the systems in place to guide safety on roads, including policies, physical infrastructure, education and awareness, and enforcement must be multi-faceted and collaborative to ensure a reduction in the severity of collisions and ultimately the elimination of them altogether.

Application of a Safe Systems approach assumes that the sum total of individual treatments is greater than any one treatment used in isolation. Safety for all road users is prioritized through:

1. **Safe road designs** that prevent mistakes and/or lessen the impact of mistakes when they do occur;
2. Speed reductions to minimize the impacts of collisions and ensure **safe speeds**;
3. **Safe vehicles** that are well-maintained; and
4. **People behaving safely** and helping to create a culture of road safety (see Figure 1).

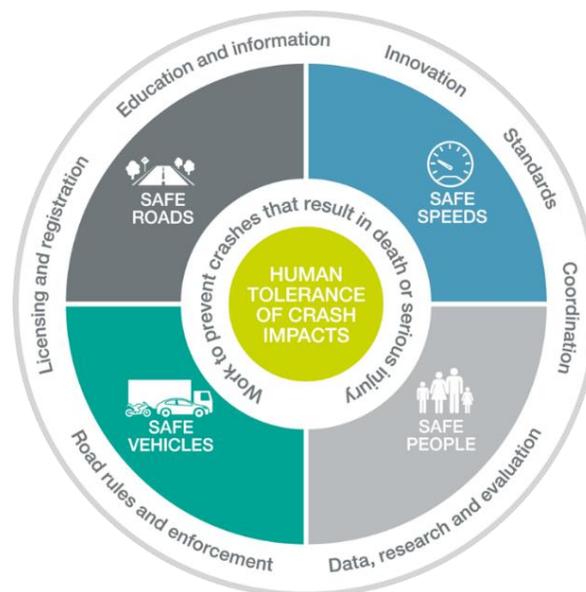


Figure 1: Safe-Systems diagram, National Road Safety Strategy: <https://www.roadsafety.gov.au/rsa>

1. Safe roads

In a Safe System, roads are designed to reduce the risk of collisions and the severity of injuries when collisions occur. Infrastructure, such as protected bike lanes and separated sidewalks incorporates safety by separating different kinds of road users, as well as traffic moving in different directions or at different speeds. Safe road interventions can reduce the potential of high-speed collisions and provide safety for vulnerable road users.

2. Safe speeds

Travel speeds are a key factor in crash severity, with the risk of death and injury increasing as travel speeds increase. Research has shown that a pedestrian hit at 30 km/h has a 90% chance of surviving, while at 55 km/h, they have only a 10% chance of surviving (Figure 2). Speeds can be managed through road design, enforcement and education measures, especially in locations where vulnerable road users are present.



Figure 2: Vehicle speed and pedestrian crash severity - Vision Zero Surrey, 2019 Year in Review

3. Safe road users

Individuals have a role to play in their personal safety, as well as the safety of those around them. Engineers aim to design and build safe roads to minimize human error, and road users typically act responsibly when they are using the roads, as drivers, cyclists or pedestrians. However mistakes still happen, and sometimes dangerous or careless decisions have devastating effects.

The Safe Systems approach requires that road users follow the rules of the road and when they fail to comply, enforcement of the laws aims to restore safety. The Safe Systems approach also uses education and awareness campaigns to ensure road users are informed about laws and signage, and how to make the right choices when they are on the roads.

4. Safe vehicles

Vehicles that are well-designed with built-in safety technologies can help prevent a crash or lessen the impacts of a crash, thereby reducing the risk of death or serious injuries. In the future, roads and vehicles will be managed within intelligent transport systems, relying more heavily on driver-less (autonomous) vehicles and smart infrastructure. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road injuries and deaths.

To activate the principles of Vision Zero, staff is recommending development of a policy framework that would embody a Safe Systems approach and would systematically account for the safety of roads, vehicle speeds, road users and vehicles.

A ROAD SAFETY APPROACH FOR SAANICH

Development of a policy framework, based on the principles of Vision Zero and a Safe Systems approach would include the following elements:

1. A Road Safety Action Plan to be started in 2022 and completed in 2023;
2. A Speed Limit Establishment Policy to be completed and implementation to start in 2022; and
3. A strategic update to the ATP to be started in 2022 and completed in 2023.

Staff would proceed with developing the speed limit establishment policy and updating the Active Transportation Plan first. However, it is acknowledged that speed reduction will be a critical component of the Road Safety Action Plan, as will elements of the updated ATP. Given this, staff would work to ensure consistency and alignment between all of the documents.

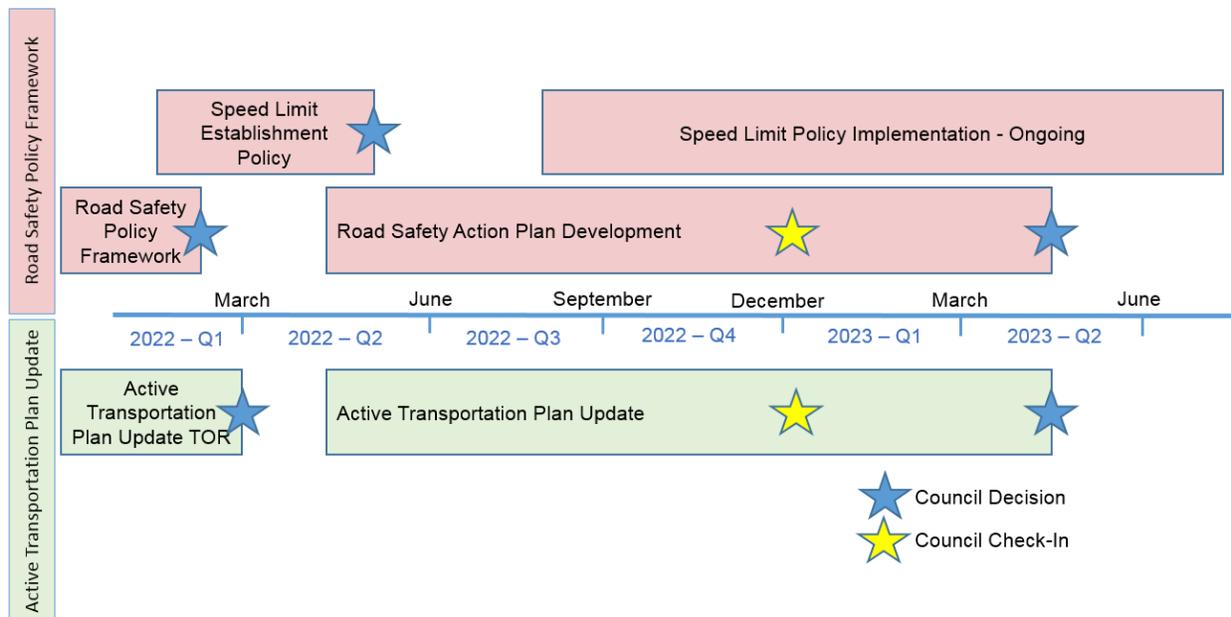


Figure 4: A Timeline for development of road safety policy and updating the Active Transportation Plan

With respect to the proposed timing of these initiatives, staff would proceed with work on a speed limit establishment policy with the expectation that implementation would begin in August 2022. Work on speed limits has been underway since 2019 and staff believe that it is important to keep moving forward with this initiative, as vehicle speed is a key aspect of a safe road system and should be prioritized.

Saanich is committed to monitoring and updating the ATP on an ongoing basis and in 2023, five years of implementation will have occurred. Staff has already started work on the update and a Terms of Reference (TOR) will be presented to Council in March 2022. The process to update the plan would take approximately one year. Among other things, the updates would prioritize actions to improve road safety for cyclists and pedestrians, in order to achieve the target of zero traffic fatalities and serious injuries.

Staff are recommending development of a comprehensive Road Safety Action Plan that would set a long-term vision and provide clear policy direction, as well as specify proactive, data-drive actions that would be undertaken to make roads safer for all users. Work on the action plan would begin in spring 2022 and would be completed in spring 2023.

The recommended documents would align with District policy, as well as regional transportation priorities, including the priority to develop and implement a “Vision Zero” policy approach that aims to keep all road users safe from the risk of being seriously injured or killed on the road network.

Road Safety Action Plan

A number of BC municipalities, including Victoria, Surrey, Vancouver and Burnaby have passed strategic road safety plans that align with Vision Zero principles and employ a Safe Systems approach. These plans are grounded in data and an equity approach, and they are supported by input gathered through public engagement.

A Road Safety Action Plan for Saanich would build on examples in other communities, but would also focus on the unique conditions in this municipality. It would align with *BC’s Road Safety Strategy 2025: A Collaborative Framework for Road Safety* and it would be structured around a Safe Systems approach.

The purpose of the plan would be to articulate a vision for road safety and identify goals and targets for improving safety. It would also include strategies and actions, and a timeline and process for implementation. A key focus of implementation would be on collaboration with partners including, but not limited to Saanich Police and ICBC.

The Road Safety Action Plan Process

The process to create a Road Safety Action Plan would include identification of project objectives, which would include the following:

- To adopt Vision Zero and a Safe Systems approach;
- To implement the vision and policy of the OCP, and build on the goals and targets of the ATP and Climate Plan;
- To undertake a public engagement process to ensure opportunities for input;

- To provide evidence-based, data-driven guidance on issues related to road safety and to align strategies and action with the pillars of the Safe Systems approach – safe roads, safe speeds, safe road users, and safe vehicles; and
- To apply an equity lens to the planning process, as well as the final action plan.

The planning process would start in spring 2022 and would be completed in spring 2023. A Council check-in would be scheduled in January 2023. The purpose of the check-in would be to update Council on work completed and ensure agreement on proposed directions for the plan, prior to completion of a draft plan that would be reviewed by governments, stakeholders and the public.

Community engagement would be a fundamental part of the planning process. A strong level of community input and ownership would be key to ensuring successful implementation of the plan. Engagement would be scheduled several times throughout the process, including near the beginning to establish the vision, identify key issues and assess priorities, and again near the end when the draft plan is completed and ready for review. Strategies to facilitate engagement could include surveys, open houses, meetings, presentations and displays. Communication tools that would be used to connect with stakeholders and the public include a website, social media, print media, email and direct mail.

Saanich adheres to the International Association of Public Participation (IAP2) spectrum of participation, which identifies different level of community involvement for decision making. The levels range from inform and consult to involve and collaborate. Staff anticipate that the majority of public engagement will be at the level of inform and involve.

A project steering committee would be established early in the planning process. It would be comprised of members who would represent the interests of road safety partners and the District.

Staff are seeking Council support for a one-time resource request for a Road Safety Action Plan in 2022. The planning process and final document would be completed in 2023.

Reducing Speed Limits

There is a strong correlation between vehicle speeds and frequency and severity of collisions resulting in serious injury or death. Crashes at higher speeds are more forceful and thus more likely to be fatal. Research has shown a person hit by a car travelling 35 mph (56 km/h) is five times more likely to die than a person hit by a car travelling 20 mph (32 km/h)¹.

¹ Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Research has shown that reducing speed limits can greatly increase the chances of survival for those involved in collisions, particularly vulnerable road users, including pedestrians or cyclists who are not protected by the heavy infrastructure of a vehicle.

These findings highlight the importance of managing vehicle speeds as one way to reduce the number and severity of collisions, thus making roads safer for everyone. They also support achievement of the District's target for zero traffic-related fatalities or serious injuries, as well as other priorities related to increasing active travel modes, reducing greenhouse gas emissions and enhancing livability.

Speed Limit Reduction Pilot

Municipalities in BC have the authority to regulate speed limits on their roadways, but they do not have the ability to change the default speed limit. Under the BC MVA, municipalities can only reduce speed limits through bylaws and signage.

In 2019 the Province amended Part 13 of the MVA to allow pilot projects that would research, test, and evaluate new regulatory approaches to matters not currently set out in the legislative framework. A first phase of pilot projects (under Part 13) was launched by the Ministry of Transportation and Infrastructure (MOTI) in early 2020. It focused on zero-emission mobility devices.

A second phase for pilot projects to trial speed limit reductions on specific roads or classifications of roads was expected to occur in fall 2020. However, due to the provincial election in October, the timing of this phase was pushed back to 2021.

In October 2020 Saanich Council passed a motion directing staff to submit an application to MOTI. In anticipation of the intake process starting, Saanich initiated a collaborative effort with several municipalities in the Capital Region to prepare an application for a 3-year pilot project. Staff undertook engagement with local and regional stakeholders to raise awareness of the pilot and they initiated preparation of a data collection and monitoring.

In November 2021, MOTI informed District staff that the Minister has not provided direction to begin the second phase of pilot projects and there is currently no timeline to do so.

Speed Limit Establishment Policy

In light of the recent direction from the Province, Staff is recommending development of a policy for establishing speed limits that would work within the existing statutory powers of the BC MVA and would, in part, be modelled on the National Association of Transportation Officials (NACTO) guide, *City Limits: Setting Safe Speed Limits on Urban Streets* (Attachment 2). The NACTO process is data-driven and provides a logical progression of steps to allow staff to assess and lower speed limits. For roads that have a high-crash rate or are determined to be high priority corridors, there is a process to conduct Safe Speed Studies to evaluate individual conditions and determine appropriate speeds based on the data collected.

The purpose of the policy would be to establish policy direction and outline a process to identify and implement potential speed limit changes on streets in Saanich.

Update to the Active Transportation Plan

The District's first active transportation plan, *Moving Saanich Forward* was adopted by Council in June 2018 as a guide for investment in active transportation improvements for the next 30 years. The award-winning plan establishes a vision, goals and targets. It also outlines strategies and actions to ensure progress on the District's policies, standards, infrastructure and programs for active transportation.

Saanich is committed to monitoring and updating the Active Transportation Plan (ATP) on an on-going basis and in 2023, five years of implementation will have occurred. The purpose of the recommended update is to refresh and develop specific sections of the plan to ensure that it continues to be relevant and actionable for the next five years, and beyond.

As part of the update a more in-depth discussion is needed about how Saanich will prioritize road safety to achieve its target of zero traffic-related fatalities and serious injuries, as well as its target to double the proportion of all trips made by active transportation. Working closely with Saanich Police and Fire, partner agencies including MOTI and ICBC, and neighbouring municipalities, the District will articulate the strategies and actions needed to achieve these targets in the updated ATP.

ALTERNATIVES

Options to move forward with the recommendations identified at the top of this report are outlined below.

1. That Council approve the recommendations as outlined in the staff report.

The recommended sequencing of the work would allow staff to continue moving forward on speed limits, while also addressing road safety issues for pedestrians and cyclists through the update to the Active Transportation Plan. The Road Safety Action Plan would be completed in 2023. Staff would ensure alignment between the Speed Limit Establishment Policy, Active Transportation Plan and the action plan.

2. That Council reject the recommendations as outlined in the staff report.

If Council were to reject the recommendations as outlined in this report, staff would continue to monitor the status of the speed limit reduction pilot opportunity under Part 13 of the BC MVA. A planned update to the Active Transportation Plan would proceed, however the Road Safety Action Plan would not.

3. That Council provide alternative direction to Staff.

FINANCIAL IMPLICATIONS

Work on developing a speed limit policy would be undertaken using existing resources.

Staff is recommending a one-time resource request of approximately \$150,000 for the 2022 budget deliberation for the development of a Road Safety Action Plan.

Implementation on the Road Safety Action Plan and speed limit policy will have significant ongoing financial implications across the organization, which will be presented to Council when these documents are brought forward for a decision.

The update to the Active Transportation Plan is funded as part of the Transportation Capital Program, which includes contributions from general revenue and DCC's.

PLANNING IMPLICATIONS

Policy

The following federal and provincial policies are applicable to road safety in Saanich.

Federal and Provincial Policy

The principles of Vision Zero are embedded in the national strategy for road safety - *Canada's Road Safety Strategy 2025*, as well as British Columbia's strategy - *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety*. These policy documents provide a strong foundation for Saanich to develop its own road safety approach.

The following District of Saanich policies are applicable to road safety in Saanich.

Official Community Plan (2008)

- 4.2.9.6 "Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network."
- 4.2.9.9 "Construct pedestrian and cycling improvements when upgrading major roads or collector streets, where feasible."
- 4.2.9.12 "Establish priorities in the financial plan for constructing sidewalks, footpaths, and bikeways and upgrading the visibility of pedestrian crosswalks, with a focus on "Centres", "Villages" and major employment centres."
- 4.2.9.16 "Encourage the Ministry of Transportation to incorporate pedestrian routes and bike lanes on Ministry controlled roads to comparable municipal standards."
- 4.2.9.18 "Integrate transit with other modes of transportation by:
 - Ensuring safe accessible pedestrian and cycle routes between transit stops and major local and regional destinations."

- 4.2.9.19 “Support new transit routes that service “Centres” and “Villages” and run along major and collector roads.”
- 5.1.4.4 “Continue to improve transportation safety through the implementation of infrastructure, design, and construction Best Management Practices.”
- 5.1.4.5 “Work with school districts to provide safe routes to school, including walking and cycling options.”

Active Transportation Plan (2018) and the Climate Plan: 100% Renewable Saanich (2020) Moving Saanich Forward, is a 30-year Active Transportation Plan (ATP) that guides investment and action in active transportation. Target No. 2 in the plan identifies a commitment to work toward zero traffic-related fatalities or serious injuries. The strategies, actions, and implementation framework in the plan all prioritize an increase in active travel.

The Climate Plan articulates the vision and outlines the targets, strategies and action to address climate change. The plan sets a target to reduce GHG emissions from the 2007 territorial baseline by 2030 and 100% by 2050. It also sets a target for 22% of all trips to be taken by walking and cycling by 2030.

Strategy M1 identifies investment in active transportation and the following actions would result in additional cyclists and pedestrians on Saanich roadways:

- M1.1 “Accelerate the implementation of the Active Transportation Plan”
- M1.2 “Pilot an electric bicycle incentive program”
- M1.5 “Explore integration between transit and other shared mobility providers”
- M1.6 “Support bike shares and other mobility services”
- M1.7 “Support lower speed limits on residential streets”

Both the Active Transportation Plan (2018) and Climate Plan (2020) support increases in active transportation. Through public consultation safety was identified as a concern for residents currently using active travel modes, as well as a barrier for those wanting to walk and cycle more. Reducing the number of serious collisions and making the roads safer for all users will ensure that more people can safely and comfortably participate in different modes of travel. In turn, as more people choose active travel, there will be fewer cars on the road, which will reduce traffic and make roads safer for everyone.

STRATEGIC PLAN IMPLICATIONS

The proposed policy would align with the community well-being, affordable housing, land use and infrastructure management, and climate action and environmental leadership goals articulated in the Strategic Plan – 2019-2023.

CONCLUSIONS

The road safety paradigm is changing and there is growing acknowledgment of the complex interactions between road users, road design, and vehicles. The need for a systematic, holistic approach to road safety is gaining ground in municipalities across BC.

At the same time, municipalities, including Saanich are committed to sustainability and recognizes the importance of active transportation to achieve mode share and emission reduction targets, as well as enhance community livability.

Engineering, Police and ICBC collectively play a role in road safety in Saanich. Most work is completed independently by the responsible parties, but in some cases partnerships and working groups between departments and agencies occur to deliver services and programs.

Staff is recommending a policy framework to guide future decisions on road safety. Saanich's framework would align with *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety* and embody the principles of Vision Zero and a Safe Systems approach. A Road Safety Action Plan would be started in 2022 and completed at the end of 2023. It would form the organizing framework for other policy work and would set the vision and direction for implementation of actions to improve road safety. Collaboration will be key to successful implementation of the action plan and the municipality's ability to achieve of zero traffic fatalities and serious injuries.

A draft Speed Limit Establishment Policy would be completed by the second quarter and brought back to Council for consideration. Reducing speed limits is a core component of a safe road system and work to reduce speed on Saanich roads has been underway since 2019, therefore staff believe that it is important to move forward to with this initiative ahead of the Road Safety Action plan. However, staff would ensure that the policy, as well as updates to the Active Transportation Plan align with the principles and key directions of the Road Safety Action Plan.

An update to the Active Transportation Plan would begin in 2022 and would include, among other things, a more in-depth discussion about how Saanich will prioritize road safety to achieve its target of zero traffic-related fatalities and serious injuries, as well as its target to double the proportion of all trips made by active transportation. Working closely with Saanich Police and partner agencies including MOTI and ICBC, as well as neighbouring municipalities, the District will articulate the strategies and actions needed to achieve these targets in the updated ATP.

Prepared by



Megan Squires
Senior Transportation Planner

Reviewed by



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Reviewed by



Dean Duthie
Police Chief Constable

Approved by



Harley Machielse
Director of Engineering

cc: Valla Tinney, Director of Finance

Attachments: *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety*

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I endorse the recommendation from the Director of Engineering.

Brent Reems, Chief Administrative Officer