APPENDIX B

Discussion #1 – Opportunities and Concerns for Road Safety in Saanich

Discussion #1 focused on opportunities and concerns for road safety in Saanich. Facilitators worked with their groups to address the following questions:

1. Did anything surprise you in hearing the results of the pre-workshop survey?
2. What aspects of road safety are of greatest concerns and/or importance to you?
3. How can we improve safety for road users, including pedestrians, cyclists, drivers, and motorcyclists?

The following is a summary of the group discussions.

Opportunities

- We are in a period of change and post-pandemic. Acknowledge peoples' context and reality so they can connect to the plan better
- Consider older adults - we may not be able to adapt as we age
- Humans are operating the vehicle - remove the human decision (engineering controls)
- Increase funding for infrastructure for vulnerable users
- Crowd source solutions
- Raised crosswalks with activated flashers improve safety at crosswalks
- Surrey was referenced as a community that has undertaken wide-spread crosswalk improvements
- Ongoing monitoring and testing
- Further separation of users will lead to better safety
- Speed is a huge factor of safety
- Density and traffic volume encourages slower speeds
- Saanich is doing better than similar municipalities
- Low number of fatalities for pedestrians and cyclists
- Cyclist education and enforcement - ensure people know the risks of what they are doing
- Broaden accident descriptions
- Education for Seniors using mobility devices
- 24/7 school / playground zone of 30 km/hr
- Traffic calming at all intersections
- Adopting national standards for visually impaired and mobility impaired persons throughout the region
- Transit improvements
- Exposure data is a good source of data
- Share network screening document regionally
- Hospitalization data

Concerns

- This is a regional problem overall
- Do we need to redefine the term "safe"?
- Can other groups be involved in crash investigations or recommendations?
- What will SPD's decision do to change how they respond / affect our data sources?

- Vision Zero is limiting – should include scooters, e-mobility devices, etc.
- Perception of safety in vehicles is viewed more favourably than active modes, when data suggests you are more likely to get into a crash when travelling by vehicle
- Greater feeling of safety in large vehicles leads to more people owning larger vehicles, which negatively impacts safety for other road users
- Driver training leads to more people feeling safe and comfortable driving
- Lack of cycling training and lack of cycling facilities make cycling feel unsafe
- Crosswalks are the location of greatest concern
- Motorists feel unsafe with delinquent driving behaviours by other road users, particularly cyclists
- Term "road" is outdated
- Lack of education for people walking, cycling, etc.
- Uncertainty over where and how e-mobility devices are supposed to operate
- Business and number of different activities in the roadway
- Growth in use of e-mobility devices expected in the 10-year timeframe of this plan
- More needs to be done to get people out of their cars
- Community is reliant on vehicles
- Motorcyclists are under-represented or not represented at all
- Safety for vulnerable users (Senior citizens, students)
- Development and traffic volume increases throughout the region
- Data Limitations: Single vehicle accidents not reported. And Key point indicators (KPI) does not capture the feeling / quality of an incident
- Rural roads are not safe and do not feel safe for pedestrians and cyclists
- Concern about collision with another cyclist (bike vs bike) or pedestrian (bike vs pedestrian)

Discussion #2 – Objectives of the Safe Systems Approach

The second discussion focused on the objectives of the Safe Systems Approach, including:

- Safe speeds
- Safe road users
- Safe vehicles
- Safe road design
- Post-crash care
- Safe land use planning

Each group was assigned two of the objectives (e.g., safe speeds and safe vehicles) and asked to identify two to three actions for each that could be included in the RSAP. The following is a summary of the actions identified by the groups:

Safe Speeds
- Data collection e.g., photo radar
- Enforcement is a supplement, not a tool
- Expand the number of roads for reduced speed limits and the analysis for those roads - work on both major and residential streets (potential that Saanich may need dedicated Staff to accomplish this within 10 years)
- Enforcement and engineering design are needed to reduce speed limits (signs are not enough, traffic calming is needed)
- Partnerships

- - Work in partnership with other municipalities to reduce speeds on continuing corridors and to provide education opportunities
    - Community associations to help provide funding (e.g., for speed display devices and speed humps)
- Perception of speeds: does a lack of infrastructure to support other modes make the issue of speed feel more significant?
- Actions
    - Complete speed analysis on 100% of collector and major classified roadways within 5 years
    - Improve data collection and implement protocols for conducting speed analysis
- Enforcing speeds is a supplement to safe speeds

Safe Road Users
- Educating users on traffic signage and regulations
- Promote safe behaviours and community use (on buses!)
- Implement improvements in the active transportation realm – build infrastructure to separate uses
- More people not in vehicles (less damage incurred)
    - Community associations partnerships e.g., neighbourhood signage like rural Saanich
- Create goals about livability and streetscapes within neighbourhoods
- There is a need to change the societal "attitude" towards road safety and educate users that everyone is responsible
- Directing servicing requirements for development of first-class facilities
- Reduce speed limits on all streets not just the ones identified in the policy
- Ensure all crosswalks are close to the major transit stops in the region
- Fully understand why the roads are unsafe (delve further into the details of the ICBC and police data and put engineering controls in place)
- Collecting additional data to analyze
- More quick build (we love the protected bike lanes. More temporary intersection improvements)
- Evaluating all gaps in the pedestrian and cycling networks and updating priorities
- Additional school markings to all schools, not just elementary schools
- Actions
    - Develop targeted campaigns for creating safer road users and develop partnerships to provide education about new infrastructure and "how to use"
    - Implement a neighbourhood traffic calming program with dedicate funding

Safe Vehicles
- Reduced on-site parking requirements for developments creates dangerous pedestrian environments where there are no sidewalk and residents park on the street
- The modern tinting of new vehicles makes it difficult for eye contact
- Weight-based road taxes
- Further sway larger vehicles off the roads (e.g., design roads to make larger vehicles very difficult to access places)
- Developing design standards that cater to future installation of automated vehicles
- Increase transit service

- More mode balancing on roads

Safe Roads
- Design
  - More roundabouts
  - Need new and expanded sidewalks
- Implement the ATP

Post-crash Care
- Catalogue of crashes including combining factors to help Saanich residents make travel choices and contribute to improvement
  - Information portal should be available to residents
- Resident-populated feedback form regarding issues
  - "Pre-crash care"
  - More pro-active responses
- Post crash doesn't cover crashes that don't occur (near misses). These should also be recorded
- Signage / notification of high-crash locations
- Using recorded incidences to prioritize improvements
  - Post-crash analysis / post-crash follow-up
- Concern that post-crash care doesn't address Vision Zero
- Facilitate / support improved ambulance / paramedic response
- Locate emergency services relative to crash locations (regional approach)
- Saanich to advocate against no-fault insurance (ICBC)
- Traffic congestion can make it hard for emergency services to attend accidents
- Saanich should research why an individual stops using active transportation after a crash
- Post-crash analysis should include a Safe Systems approach

Safe Land Use Planning
- Road design for safety - use traffic circles and physical measures
- Would like to see a different use of the road
- Data collection
  - Want to know the percentage of kids walking to school
  - Are there targets for streets around schools?
  - Need to see higher ridership to school
  - Independent data collection
- Separated infrastructure
  - Mixed-use / emergency service lanes
  - Dedicated bus lanes
  - Increase recovery zone size and separate from public realm and active transportation infrastructure
- Install bright rectangular rapid flashing beacons (RRFBs)
- Zoning
  - Remove R1 zoning: allow density in neighbourhoods: people should have better access / more opportunities to live in the District
  - Mixed-use, mixed-density, walkable communities (meet needs within a short distance)
- Bylaws
  - Saanich should consider a form-based bylaws that do not focus on height

- o Update the subdivision bylaw to include standards for better infrastructure (ex. Sidewalks)
- Regulate
  - o Parking behind buildings
  - o Green spaces for new developments (green spaces to accompany rising densities)
  - o Urban sprawl
- Dedicated car-share services, better parking for different bikes
- Design considerations:
  - o Remove slip lanes and dual turns
  - o Build towns for liveability: need transportation to improve connectivity
  - o Remove parking minimums (while conserving nature)
  - o Design roads to allow for school bus parking
  - o Seasonal changes
    - ▪ Winters are dark and roads can have black ice
    - ▪ Lighted trails to improve safety at all times of day + in all seasons

Discussion #3 – Vision and Guiding Principles

At the start of discussion #3 the Project Team presented the draft vision and guiding principles of the RSAP and provided an overview of how they were drafted and where they would be used in the Plan. Participants were asked to share their impressions about the vision statement and to identify anything that might be missing. Due to limited time, most groups did not get to discuss the guiding principles.

The feedback from the group discussions is summarized below.

First impressions

- Reduce the length and divide into 3 paragraphs: Vision, Goal, and Mission
- Safe System Approach is too confusing
- Be explicit about plans
- The 2nd paragraph conflicts with Vision Zero
- First statement is too long; remove second paragraph
- Not supportive of word "traffic" – replace with transportation or mobility
- "Ultimate" is not an appropriate term
- Don't like "transportation system" – change to "welcoming and livable community"
- Like "partners and government"
- Like "prioritize, fund, implement, and evaluate" – include "enforce"
- Vision in current form does not seem achievable
- Target within the vision seems weird
- Framed negatively

What's missing?

- Add multi-modal transportation
- Consider expanding to address all crashes
- Focus on safety, Vision Zero as an outcome
- Recognize the positive impacts of the feeling of safety
- Change wording from public to community (community builds strong relationships, public seem individualistic)

- Analysis should include more than just fatalities and serious injuries
- Following best practices
- No emotion / inspiration in it as is
- Focus on a feeling of safety
- Include performance targets somewhere in the plan (not the vision statement)
- Make branding memorable
- Draft statement - "Saanich will be a leader and together with our partners, other levels of government and our community, we will prioritize, fund, implement, enforce, and evaluate road safety initiatives using the Safe Systems Approach, to create a safe, welcome, and livable community for all Saanich residents and visitors"