

AGENDA

Transportation Advisory Committee

To be held in Committee Room 2 and via MS Teams,
770 Vernon Avenue,
Thursday, May 23, 2024, at 4:00 p.m.

The District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum and Malahat Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

1. CHAIR'S REMARKS

- Streets and Traffic Regulations Bylaw Ammendment (see attachment)

2. ADOPTION OF MINUTES

- April 25, 2024

3. SAANICH POLICE TRANSIT ENFORCEMENT STRATEGY

- Deputy Chief Constable Robert Warren, Office of the Chief Constable
- Staff Sergeant Doug Cripps, Traffic Safety Unit
- Sergeant Mark Prill, Traffic Safety Unit

4. ACTIVE TRANSPORTATION PLAN IMPLEMENTATION UPDATE

- Troy McKay, Manager of Transportation and Development Services

5. E-SCOOTERS AND ELECTRIC MOTOR SIZE

- Councillor Teale Phelps Bondaroff

* Adjournment *

Next meeting: May 9, 2024

To ensure quorum, please contact Colton Whittaker at 250-475-5494 ext. 3642 or colton.whittaker@saanich.ca if you are unable to attend.

**MINUTES
TRANSPORTATION ADVISORY COMMITTEE**

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams
770 Vernon Avenue
Thursday, April 25, 2024 at 4:03 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Will Bowen, Rachel Corder, Janine Konkel, Parker Little (via Teams), Liam Peta, Colin Stepney, and Alexandre Beaubien (via Teams)

Staff: Megan Squires, Senior Transportation Planner, Engineering; and Colton Whittaker, Committee Clerk

Regrets: Trevor Barry

ADOPTION OF THE MINUTES

MOVED by W. Bowen and Seconded by C. Stepney: “That the Minutes of the Transportation Advisory Committee meeting held March 28, 2024 be adopted as circulated”

CARRIED

AGENDA AMENDED

MOVED by C. Stepney and Seconded by J. Konkel “That the topic of Vehicles in Bike Lanes be added as the first agenda item after the chairs remarks”

CARRIED

CHAIRS REMARKS

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

- Members were informed of the process regarding Union of BC Municipalities (UBCM) resolutions.
- An update was provided on motions related to traffic enforcement cameras, income-based fines, and vehicle kilometers traveled (VKT) that have been presented to UBCM.
- Saanich is part of a regional E-scooter pilot program.
- The topic of E-scooters, specifically motor size will be discussed at a future committee meeting.
- The Saanich E-bike incentive program is an example of a successful pilot program that the Province has supported.
- Many associations are showing support for the free transit for youth motion passed at the March 28, 2024, Transportation Advisory Committee (TAC) meeting.
- UBCM motions from this committee will be reviewed at a future Council meeting.

VEHICLES IN BIKE LANES

- It could be beneficial to receive insights from Bylaw, Police, Engineering, and Business Licensing departments on their respective roles in this discussion.
- All modes of transportation are affected by delivery vehicles parked in bike lanes and on

sidewalks.

- More information would be appreciated on how this topic is being incorporated in development applications.
- Council recently adopted a motion that abolishes parking minimums for buildings with more than 12 units. These buildings will require a loading zone and accessible parking will not be impacted.
- A comprehensive review of parking could be undertaken in the near future.
- There is a lot of pressure on delivery drivers to meet time and delivery requirements.
- Delivery drivers may opt to park close to doors for convenience instead of designated loading and unloading zones.
- Smart site design is crucial when determining the strategic placement of loading zones.
- An easily accessible loading zone might not be visually appealing, but its functionality could lead to higher utilization.
- Enforcing regulations on delivery vehicles poses challenges due to their brief parking durations.
- Committee members were urged to participate in the University of Victoria's (UVic) new University District Survey, as it includes transportation related components.

ACTION LIST

The committee had a roundtable discussion about the Action List and the following was noted:

- The goal of the action list is to identify items that members are passionate about and work towards achieving them.
- There are currently many action items underway.
- The committee discussed ways to prioritize action items.
- The committee discussed potential motions regarding the installation, application, and placement of Intersection Safety Cameras.
- Staff advised that the Committee draft a UBCM resolution on increased transparency from the Province regarding the application process for new Intersection Safety Cameras.

The committee drafted the following motion for consideration:

UBCM Resolution - Intersection Safety Camera Process Transparency

MOVED by R. Corder and Seconded by C. Stepney “That the Transportation Advisory Committee (TAC) recommend that Council submit the following resolution to UBCM:

WHEREAS the process for local governments to apply to the Province requesting the 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, many municipalities have difficulty accessing the program;

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 and predictable process for municipalities requesting the installation of new intersection safety cameras (ISC).”

The following discussion ensued:

- The committee discussed potential titles for the resolution and agreed upon "Intersection Safety Camera Process Transparency".

The Motion was then Put and Carried

MOVED by W. Bowen and Seconded by P. Little "That the Transportation Advisory Committee (TAC) recommend that Council ask the Mayor to write the Province to request that additional intersection safety cameras be installed at high risk intersections in the District of Saanich.

CARRIED

The Committee reviewed the Action List and removed items that have been completed or are no longer relevant. The following was noted:

- The Committee may ask the Province to explore a pilot program on non-intersection cameras next year.
- A potential new action item could involve requesting BC Transit to develop bus maps to enhance public transit accessibility within the municipality.
- The subject of logistics and drop-offs has been addressed and is currently being worked on within the Committee.
- Right-hand turn slip lanes are reviewed in the Road Safety Action Plan (RSAP).
- Left hand turns at the Cedar Hill Cross Road and McKenzie intersection is being explored in the Cedar Hill Study.
- Sidewalks greatly enhance safety for everyone.
- This fall Council will discuss accelerating the implementation of the Active Transportation Plan (ATP), which mentions sidewalks.
- There is a primary action in the RSAP to pursue infrastructure solutions to improve safety, including banning right turns on red lights.
- The Province appears open to changes at the municipal level concerning traffic safety.
- The Committee may explore Idaho stops for cyclists in the future.
- The District of Saanich is exploring driver education and safety programs through the RSAP.
- Supporting Action 21 in the RSAP enforces other laws that promote safe behaviour for all road users, including cyclists, pedestrians, and people using micromobility devices.
- Continuing road safety and transportation education throughout a student's schooling could be beneficial.
- Members believe that equity is well-represented in the RSAP.
- Saanich's snow clearing policy may be discussed at a later meeting in the Fall.
- It would be beneficial to explore methods of incentivizing the purchase of transportation safety equipment in the future, such as exempting helmets from GST.
- Bike lane cleaning and clearing may be discussed at a later date.
- Exploring Motor Vehicle Act (MVA) regulations regarding whether cyclists are required to ride in single file or side by side may be considered in the future.
- The ongoing discussion about wheelchair mobility scooters on AAA cycle routes may be addressed in the future.
- Rapid bus lanes in Saanich are covered in the Quadra McKenzie Study (QMS), however, further discussion would be appreciated.
- Bus stop accessibility and free transit have both been explored by the Committee in the past.
- The Committee's ultimate goal is to foster a cultural change towards active transportation.
- The E-bike incentive program is one example of a successful program that Saanich pioneered.
- It would be valuable to hear from staff regarding any new data gathered from the E-bike

- incentive program.
- The CRD has information on the locations of all bike counters in the region.
- Further discussion on transportation to and from schools, as well as catchment areas would be appreciated.
- The topic of parking may be explored at a later meeting.
- Further details on how emergency vehicles navigate new curbs on the side of roads would be helpful.
- All members are encouraged to contact the chair to add action items to the list.

ADJOURNMENT

On a motion from C. Stepney the meeting adjourned at 6:00 p.m.

NEXT MEETING

The next meeting date will be on May 23, 2024 at 4:00 p.m.

Councillor Teale Phelps-Bondaroff, Chair

I hereby certify these minutes are accurate.

Colton Whittaker, Committee Clerk

DRAFT

**STREETS AND TRAFFIC REGULATION BYLAW, 2002, AMENDMENT
BYLAW, 2024, NO. 9997**

Additional Motion:

“That Council refer the matter of E-scooters to our Transportation Advisory Committee; specifically, in regard to electric motor size and the potential for advocacy for requiring Canada to have more stringent import regulations.”