

AGENDA
Transportation Advisory Committee
Committee Room 2 and via Microsoft Teams
Saanich Municipal Hall, 770 Vernon Road
Thursday, October 24, 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**
- 2. ADOPTION OF MINUTES**
 - September 26, 2024
- 3. TRAFFIC CALMING POLICY**
 - Megan Squires, Senior Transportation Planner
- 4. ROAD SAFETY EDUCATION INCENTIVES**
 - Update from working group
- 5. BC TRANSIT FLEET STATUS**
 - Colin Stepney, Committee Member
- 6. ACTION LIST**

* Adjournment *

Next meeting: November 28, 2024

To ensure a 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, September 26, 2024 at 4:02 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Will Bowen, Colin Stepney, Parker Little (4:07 p.m.), Janine Konkel, Trevor Barry, Alexandre Beaubien, and Rachel Corder (4:25 p.m.)

Staff: Megan Squires, Senior Transportation Planner; Glenys Verhulst, Sustainability Specialist (4:59 p.m.); and Colton Whittaker, Committee Clerk

Guests: Road Safety Advocate from Wallace Drive

Regrets: Liam Peta

ADOPTION OF THE MINUTES

MOVED by C. Stepney and Seconded by W. Bowen: "That the Minutes of the Transportation Advisory Committee meeting held May 23, 2024 be adopted as circulated"

CARRIED

MOVED by A. Beaubien and Seconded by C. Stepney: "That the Minutes of the Transportation Advisory Committee meeting held June 27, 2024 be adopted as circulated"

CARRIED

CHAIRS REMARKS

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

- Many Saanich motions were endorsed at UBCM, including motions relating to traffic count system improvements, intersection safety camera process transparency, and free transit for youth.
- UBCM motions that are endorsed are sent to the provincial government for review.

WALLACE DRIVE ROAD SAFETY

A road safety advocate presented on road safety along Wallace Drive. The following was noted in response to questions and during committee discussion:

- The Active Transportation Plan (ATP) outlines Saanich's newest cycling infrastructure plans, including long-term planning that spans decades into the future.
- Council has requested that Saanich staff explore ways to expedite the ATP's implementation.

- Ensuring road safety on longer roads like Wallace Drive is important, though it can present financial challenges.
- Wallace Drive's safety concerns are linked to tourism, as it is a frequent route for visitors traveling to Butchart Gardens.
- The Road Safety Action Plan (RSAP) prioritizes areas with high crash rates but addressing concerns on rural roads like Wallace Drive could be more preventative, taking action before incidents occur.
- The issue of road safety on Wallace Drive, along with a petition, was brought before the Administrative Traffic Committee (ATC). Staff are working on various options that could be presented later this Fall.
- Saanich collaborates with Central Saanich on road planning where possible, as there are many examples of roads shared between municipalities.
- Public transit is not as frequent in rural Saanich, which causes people to rely on driving.
- The committee expressed interest in learning more about how Saanich places street signs, particularly in rural areas.
- The committee would appreciate hearing staff findings on this issue from the ATC once available.
- Committee members were encouraged to reapply as volunteers. The application period closes on October 25, 2024, at 4:30 p.m.

***The road safety advocate from Wallace Drive left the meeting at 5:14 p.m.

E-BIKE INCENTIVE PROGRAM UPDATE

The Sustainability Specialist presented an update on the E-bike Incentive Program (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- There are income cut-offs for different rebate levels.
- Saanich collaborated with the Community Social Planning Council (CSPC) to determine low-income thresholds for the rebate program.
- The program quickly reached its funding limit, and all allocated money has been used.
- Saanich offers a range of rebate programs.
- The program successfully addressed accessibility barriers.
- Saanich has implemented safeguards, such as limiting program access to once per household.
- Income verification is done through a review of the notice of assessment for the top two income earners in a household.
- The program was accessible to participants by offering alternative ways of showing income.
- The rebate program has been transformative for many low-income individuals.
- Greenhouse gas (GHG) emissions calculations include the production of the e-bikes. After 300 km, e-bikes offset their manufacturing emissions.
- Although Electric Vehicles (EV) have significant manufacturing emissions initially, they still lead to a net reduction in GHG emissions over the vehicle's lifetime.
- The e-bike incentive program has not shown a significant reduction in vehicle ownership rates, though this may change over time.
- Encouraging youth to use transit and active transportation helps build healthy habits.
- Data on minor usage of e-bikes is not available, as the program is only open to those 19+.

- The program application included a question regarding shared usage of e-bikes within a household.
- The program required participants to purchase from specific retailers to ensure high-quality e-bikes with warranties, while also encouraging them to buy locally for easier access to repairs.

ROAD SAFETY EDUCATION INCENTIVES

The committee discussed the working group on road safety education incentives, and the following was noted:

- The working group will meet on October 17, 2024, at 4:30 p.m. at Saanich Municipal Hall to discuss road safety education incentives.

ADJOURNMENT

The meeting adjourned from a motion by T. Barry at 6:01 p.m.

NEXT MEETING

The next meeting date will be on October 24, 2024 at 4:00 p.m.

Councillor Teale Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

Colton Whittaker, Committee Clerk

Memo

To: Transportation Advisory Committee (TAC)
From: Megan Squires, Strategic Projects Manager
Date: October 24, 2024
Subject: Traffic Calming Policy



Background

The unsafe actions of drivers such as speeding and cutting through neighbourhoods enroute to other destinations can have a negative impact on livability, as well as residents' motivations to use active travel modes such as walking, rolling, and cycling.

Saanich has developed a Traffic Calming Policy to articulate the process that staff will use to implement road modifications using a variety of proven measures to address the unsafe and undesirable actions of drivers. Road design is a key element of the Safe System Approach, and it is the primary focus of this policy.

Traffic calming applies to actions that are intended to slow traffic on all roads, and reallocate inappropriate traffic away from Residential roads. Specific traffic calming measures may include vertical deflections such as raised crosswalks and speed humps/tables, as well as horizontal deflections such as chicanes, and curb radius reductions. Other measures include roadway narrowing techniques, surface treatments, pavement markings, access restrictions, and design elements.

In 2022, Council directed staff to develop a Traffic Calming Policy. The updated Active Transportation Plan and draft Road Safety Action Plan both include actions to develop a policy and implement traffic calming measures across the District.

Plan Content

The draft Policy identifies the purpose, goals, and objectives of traffic calming for two types of projects. It articulates how projects are identified, screened, selected, and prioritized. It then outlines the process for prioritized projects to be implemented.

Planning Process

The draft Policy has been developed based on internal discussions with staff. It will be further refined to reflect the input received from the Transportation Advisory Committee (TAC) and stakeholders.

Once finalized, the draft Traffic Calming Policy will be presented to TAC again, then it will go to Council for their consideration.

Prepared by



Megan Squires
Strategic Projects Manager

Attachment A: draft Traffic Calming Policy

DRAFT Traffic Calming Policy

1.0 Introduction

The District of Saanich is a Vision Zero community and the safety and comfort of all people travelling on our roads is a top priority. In addition, District-wide policy prioritizes equity, multi-modal transportation, environmental sustainability, and compact and complete communities.

The unsafe actions of drivers such as speeding and cutting through neighbourhoods enroute to other destinations can have a negative impact on livability, as well as residents' motivation to use active travel modes, including walking, cycling, or rolling.

This traffic calming policy has been developed to articulate the process that staff will use to implement road modifications using a variety of proven measures to address the unsafe and undesirable actions of drivers. Traffic calming measures such as vertical and horizontal deflections, roadway narrowing techniques, surface treatments, pavement markings, access restrictions, and design elements will be used to compel drivers to behave appropriately for the surrounding context and the intended use of the road they are travelling on.

2.0 Background

In 2022, Saanich Council directed staff to develop a Traffic Calming policy.

Saanich's updated Active Transportation Plan (ATP) includes an action to develop a policy to guide implementation of traffic calming in support of safe and comfortable conditions for active transportation users. Similarly, the Road Safety Action Plan (RSAP), adopted by Council in XXX, 2024 includes a primary action to develop a traffic calming policy and program.

This policy responds to the actions of the ATP and RSAP. It replaces the "*Manual on Policies and Procedures for Traffic Calming in Saanich*" that was approved by Council in March 2000 and it builds on the following Neighbourhood Traffic Calming documents:

- Mount Tolmie Neighbourhood Traffic Management Study (1996)
- North Dairy/West Shelbourne/Camosun Neighbourhood Traffic Calming Plan (1999)
- North Dairy/West Shelbourne/Camosun Traffic Calming Review (2002)
- Tillicum-Gorge Neighbourhood Transportation Management Plan (2003)
- North Quadra Neighbourhood Transportation Management Plan (2005)

2.1 Road Classifications

Saanich has a large multi-modal transportation network that connects people to destinations within Saanich and throughout the region. This includes a road network that consists of different road types and classifications that perform different functions within the network.

Roads in Saanich are classified in the Official Community Plan (OCP) as *Highway*, *Major*, *Collector*, and *Residential* (Appendix 1). Each classification has characteristics that reflect the intended role of the road within the transportation network. For example, Major and Collector roads have higher traffic volumes and speeds and are intended to facilitate longer distance trips throughout Saanich. Residential roads provide access to neighbourhoods and are intended to accommodate lower traffic volumes and speeds.

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The road classifications provide the framework for this policy.

3.0 Purpose

This policy provides direction on the administration and implementation of traffic calming in Saanich. It outlines a process for implementation of traffic calming for two types of projects:

1. Individual Residential Roads and Neighbourhood Bikeways inside the Urban Containment Boundary.
2. Special Project Areas (SPA) that include two or more roads and require more effort to identify issues and develop traffic calming approaches. All classifications of roads, except Highways, will be considered in SPAs.

4.0 Goals

The goals of this policy are to:

1. Improve livability in neighbourhoods
2. Increase active transportation
3. Improve safety and the perception of safety for people travelling by all modes
4. Establish an equitable approach to traffic calming
5. Ensure that roads function in a way that is consistent with the surrounding context

5.0 Implementation

5.1 Identifying Projects

Staff will identify potential traffic calming projects in the following ways:

- Through resident complaints
- In coordination with capital or development projects
- In response to data and/or the results of a safety review
- In a location close to a school, playground zone, seniors' facility, community service facility (e.g., library or recreation centre) or hospital
- In an equity-deserving area
- Identified in a Saanich Plan

Traffic calming projects will not be considered on dead-end roads that only access residential properties.

5.2 Assessing the need for traffic calming

5.2.1 Preliminary screening

For each identified location, staff will conduct a preliminary screening. Based on the Residential Road classification, quantitative thresholds have been established for a series of metrics. Data will be collected for each metric (Table 1). Traffic calming will be considered in situations where any of the thresholds are exceeded.

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The metrics and thresholds in Table 1 do not apply to roads that are classified as Major or Collector. If traffic calming is requested on these types of roads, it will be considered a SPA and prioritized based on the criteria in Section 5.4.

Table 1: Metrics and thresholds to pre-screen projects on Residential Roads

| Road Classification | Metric | Threshold |
|--|--|---|
| Residential (including Neighbourhood Bikeways) | Traffic volume | >1000 vehicles per day |
| | Vehicle speed | 85 th percentile speed ¹ is ≥ 40 km/hr |
| | Crashes resulting in a serious injury or fatality, and/or involving a vulnerable road user | ≥ 1 |

5.3 Determination on a Traffic Calming Project

If the pre-screening criteria for traffic calming on an individual Residential Road is met, staff will confirm a proposed location as a project.

If staff determine that traffic calming measures implemented on one Residential Road will impact traffic patterns on an adjacent Residential Road(s), then concurrent traffic calming projects may be prioritized. However, if staff decide that a more comprehensive process is needed to determine traffic calming for two or more roads, then SPA will be identified.

Residential roads that straddle the UCB will be processed as SPAs.

If a project does not meet the pre-screening thresholds for traffic calming on a Residential Road then the process ends and the applicant(s) is notified, in writing that the project will not proceed.

5.4 Prioritization

Following preliminary screening projects will be prioritized for implementation based on an evaluation of the following criteria:

- Within 400 m of, or along a direct route leading to, one or more of the following uses and/or land use designations - school, park or playground, seniors' facility, community centre, hospital, Centre or Village
- Location in an equity-deserving area
- Existing walking and/or rolling and cycling infrastructure, and/or timeframe for infrastructure improvements through the ATP
- Existing traffic calming measures
- Evidence of a recent crash² resulting in a fatality or serious injury
- Evidence of a recent crash involving a vulnerable road user³

¹ The 85th percentile speed is the speed at or below which 85% of drivers are travelling. It represents the speed at which most drivers travel.

² A *recent crash* is a crash that has occurred within the last 5 years.

³ *Vulnerable road users* typically include pedestrians, cyclists, users of mobility devices, and motorcyclists. They are less protected from the impacts of a crash with a motor vehicle.

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- Opportunity to coordinate traffic calming measures with other capital and development projects.

Projects will be prioritized for implementation as part of the annual budget planning process. A technical memo will be prepared for projects to be implemented within the next calendar year (see 5.5.2 (ii)).

On an annual basis, all community associations will be notified about traffic calming projects prioritized for the coming year.

5.5 Projects on individual Residential Roads and Neighbourhood Bikeways

5.5.1 Objectives

The following objectives have been identified to achieve the goals of this policy for these projects:

- To slow vehicle speeds
- To prioritize infrastructure in equity deserving areas (Appendix 2)⁴

5.5.2 Steps for implementation

The steps for implementing this policy for these projects are outlined below.

i. Determining the types of traffic calming measures

Best practices and the most recent edition of the Transportation Association of Canada's "*Canadian Guide to Traffic Calming*" will inform the traffic calming measure(s) to be implemented for projects. Other guidance documents may also be used.

ii. Documenting a plan

Based on an analysis of data, a review of relevant guidance documents, and best practices Staff will prepare a technical memo summarizing the issues and outlining the rationale for traffic calming. The memo will also identify the geographic area of the project and document the traffic calming measures to be implemented.

Traffic calming measures constructed using rapid implementation methods are typically less expensive and more efficient to install than measures constructed using traditional methods. Rapid implementation methods may be used exclusively or in combination with traditional methods. When selecting which method(s) to use, staff will consider the efficient use of available funds and opportunities to test and evaluate measures before making them permanent.

iii. Consultation

In accordance with the District of Saanich Public Participation Policy the technical memo will be referred to internal stakeholders and external agencies. Feedback received through consultation will be considered in development of the final memo.

⁴ *Equity Deserving Areas* are areas in Saanich where there are higher concentrations of equity-deserving populations. Based on the equity analysis in the Road Safety Action Plan, these areas have moderate to high equity scores.

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iv. Finalizing the project

Staff will prepare the final technical memo and the applicant(s) will be notified of the plan to implement traffic calming.

v. Implementation, monitoring, and evaluation

Monitoring will commence within one year after implementation of a traffic calming project. Quantitative data on vehicle volumes, vehicle speeds, and crashes will be collected between year one and two of the project installation date. This data will be collected in the project area and on adjacent roads, as needed to determine if and how traffic patterns have been affected by the traffic calming measures.

Qualitative data on new active transportation infrastructure, and/or peoples' experiences and perceptions may also be collected during this period.

The effectiveness of the traffic calming project will be evaluated based on a review of the data collected before and after implementation. The results of the evaluation may lead to any of the following actions being taken:

- Modification or removal of any measures deemed to be not producing a significant or desired effect
- Conversion of rapid implementation measures to permanent measures
- Installation of additional measures
- Consideration of new traffic calming projects on adjacent roads

If further action is deemed necessary the project will be added to the list of traffic calming projects and re-prioritization, per Section 5.4

The technical memo for the project will be updated to include the results of the evaluation.

5.6 Special Project Areas

The following applies to projects that involve two or more roads of any classification and require more effort to identify issues and develop traffic calming approaches.

5.6.1 Objectives

The following objectives have been identified to achieve the goals of this policy these projects:

- To moderate vehicle speeds and volumes to align with surrounding land uses
- To address shortcutting⁵ by drivers
- To improve walking, rolling, and cycling connections in neighbourhoods that are bisected by Major or Collector Roads
- To prioritize infrastructure improvements in equity deserving areas

⁵ *Short-cutting* (also called infiltration) occurs when drivers travel through a neighbourhood to by-pass congestion or delay on an adjacent street to reach a destination outside the neighbourhood.

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5.6.2 Steps for implementation

The steps for implementing this policy for these types of projects on all roads are outlined below.

i. Consultation

Per the District of Saanich Public Participation Policy staff will consult with internal stakeholders, external agencies, and the public as part of the process to develop the plan for traffic calming.

ii. Developing a plan

A technical memo will be prepared, based on an analysis of data, review of guidance documents including the “*Canadian Guide to Traffic Calming*”, consideration of best practices, and input received through consultation. The memo will summarize the issues to be addressed through traffic calming. It will also identify the geographic area in question and outline the proposed measures to be implemented. The measures may be installed using rapid implementation methods, traditional construction methods, or a combination of both.

Traffic calming measures installed using rapid implementation methods such as speed humps are typically less expensive and more efficient to install. Rapid implementation methods may be used exclusively or in combination with traditional construction methods.

When selecting which method(s) to use, staff will consider the efficient use of available funds and opportunities to test and evaluate measures before making them permanent.

iii. Finalizing the project

Staff will prepare the technical memo and the applicant(s) will be notified of the plan for traffic calming.

iv. Developing a project charter

Using the information in the technical memo, a project charter will be developed to document, among other things, the scope of work, budget, opportunities for alignment with other projects, and a timeline for completion that may include phasing.

v. Implementation, monitoring, and evaluation

Monitoring will commence one year after implementation of a traffic calming project.

Quantitative data on vehicle volumes, vehicle speeds, and crashes will be collected between year one and two of the project installation date. This data will be collected in the project area and on adjacent roads, as needed to determine if and how traffic patterns have been affected by the traffic calming measures.

Qualitative data on new active transportation infrastructure, and/or peoples’ experiences and perceptions may also be collected during this period.

The effectiveness of the traffic calming project will be evaluated based on a review of the data collected before and after implementation. The results of the evaluation may lead to any of the following actions being taken:

- Modification or removal of any measures deemed ineffective
- Conversion of rapid implementation measures to permanent measures
- Installation of additional measures

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- Consideration of new traffic calming projects on adjacent roads

If further action is deemed necessary the project will be added to the list of traffic calming projects and re-prioritized, per Section 5.4.

The technical memo for the project will be updated to include the results of the evaluation.

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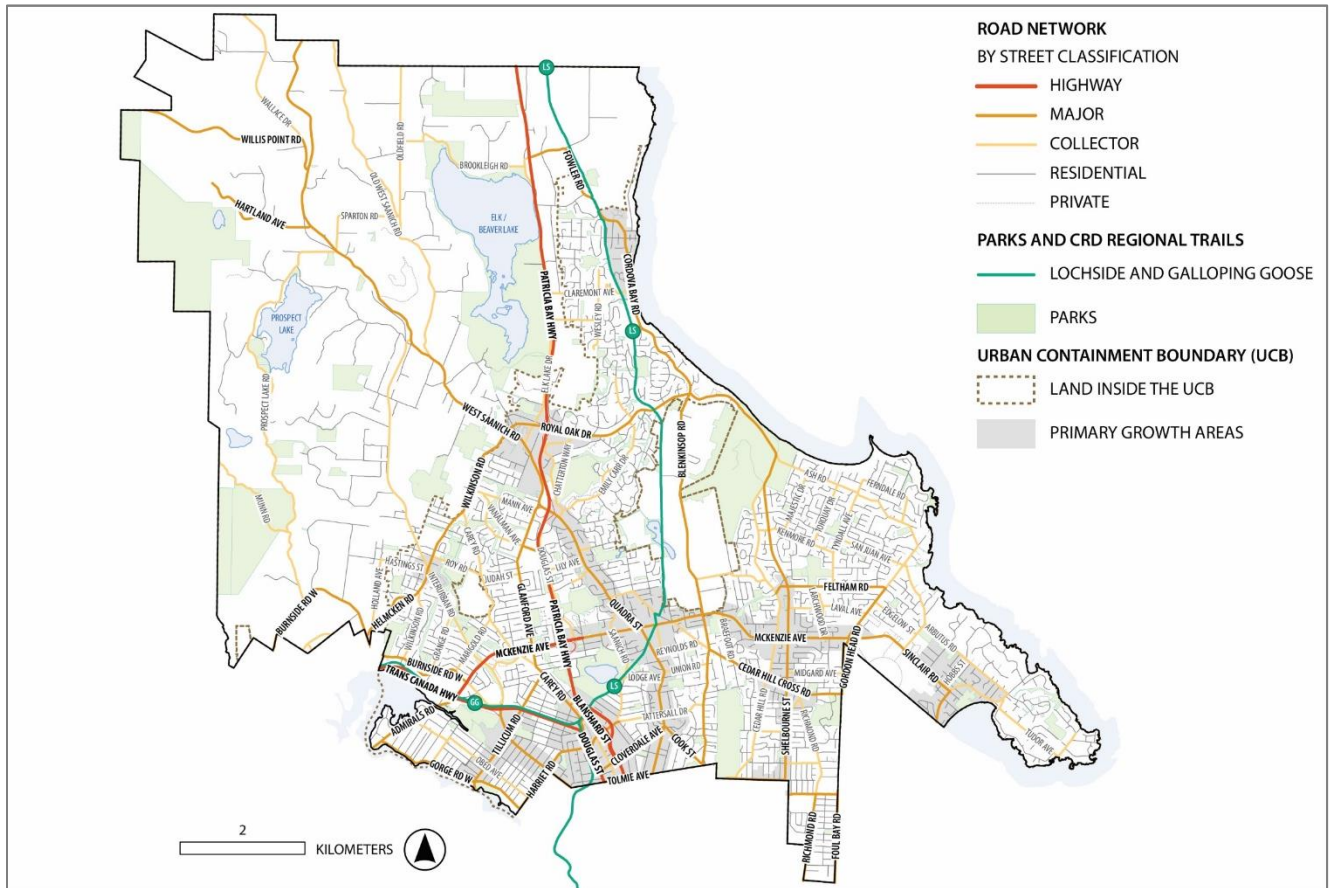
Appendix

Appendix 1 – Saanich road network map

Appendix 2 – Equity map

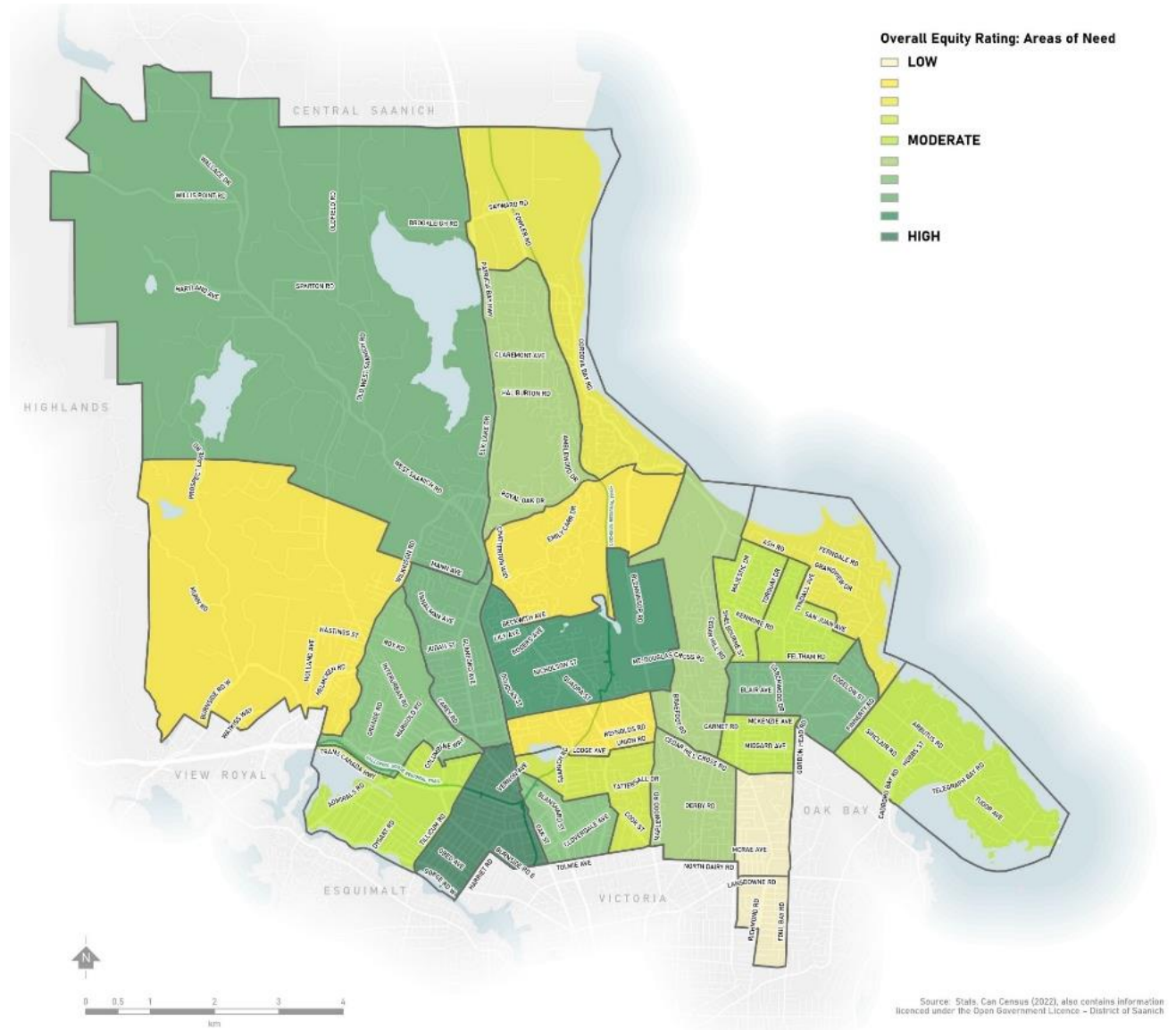
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Appendix 1 – Saanich Road Network Map



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Appendix 2 – Equity Map



Transport Advisory Committee

Prepared October 14th, 2024

Prepared by: Colin Stepney

Background:

BC Transit is now down around two dozen buses over the three previous years. One factor in this was the Proterra incident - when BC Transit chose Proterra as their source of Battery Electric Buses (BEBs), and the company went bankrupt, failing to deliver any buses. Back in 2021, there were between 20 and 25 more buses available for BC Transit to put in service in the CRD than there are today. At the beginning of September 2024, BC Transit quietly cut 10% of their operating fleet at peak periods in the Greater Victoria region as a significant portion of the double-decker fleet were withdrawn from service due to their age (some of the buses date back to 2002). Across BC, there are also over 100 NovaBus LFSs (the backbone of the fleet) that are nearing retirement age with no provision announced to replace them with equivalent units in equivalent quantities before their retirement, only refurbishment plans that may or may not successfully extend their service life. Some buses in the fleet are nearing twenty years of age - most transit systems retire buses around the sixteen year mark.

With the recent debacle around Proterra - which was an unreliable choice to begin with, even if the company had not gone into bankruptcy - there is a massive need for true, reliable fleet expansion in low-risk ways that supports the existing plans to expand service and reliability within the CRD. While service hours have increased overall, some routes - such as the number four bus - have experienced so many cuts in their frequency (which is a core component of transit usability) that they no longer technically meet BC Transit's own requirements for the Frequent Transit Network that the route is part of.

More recently, Vicinity Motor Corporation (VMC) has entered extremely dire financial problems. VMC is responsible for the manufacture of BC Transit's mini-bus fleet (excluding cutaway/shuttle-type vehicles). The Vicinity fleet in general has shown extreme reliability problems since they were introduced, with high breakdown rates resulting in a one-to-one ratio of spare units required - in simple terms, for each operational bus on the road, BC Transit has to purchase, store, and maintain an equal number of these buses at the yard as backup. With a potential upcoming shutdown or reduction in workforce at VMC, parts will become far harder to source for these already unreliable vehicles.

While most of the conventional fleet is made up of reliable, industry-standard Novabus and New Flyer International models, many of these vehicles are aging out. As the GVRTC's fleet ages, its reliability will become problematic, resulting in more cancellations and more service reductions. Already, several routes which historically received double decker bus service no longer see high capacity vehicles as the few remaining double decker buses are required on the routes where, without the capacity, the system would fail altogether due to overcrowding.

The current fleet replacements underway do not expand BC Transit's fleet. In fact, they often amount to fleet reductions as vehicle numbers decrease overall.

Year-over-year fleet reductions will have immeasurable impacts on the Greater Victoria network. Some routes, like the 6, 27/28, and 95, are already over capacity at peak times. Any reduction in service on these routes would have knock-on effects well beyond the transit system. Students will struggle to attend classes reliably, opting instead for private automobile use if buses prove

too unreliable. Families whose children rely on transit to access grade school will find themselves in a state of extreme inequity, with school attendance being impossible for some without access to transit. One bus route in Saanich - the 17 UVIC / 17 Downtown - operates only once per direction per day, and provides the only transit coverage for the area it serves. If this route experiences even a single cancellation, a large student population is left entirely without means to access education.

For Saanich residents working in and around Saanich, an unreliable bus service means a mode shift away from transit and towards private vehicles due to the perceived inherent reliability and consistency. This is even more true for Saanich residents who commute out of the District, and for residents of surrounding areas who rely on transit to commute into Saanich.

It is imperative to the transportation network of Saanich and the CRD as a whole that BC Transit work to remedy this fleet deficit as soon as possible. Within the next few years, another entire generation of double-decker buses - amounting to over 20 buses - will need to be retired as they approach end-of-life. When this happens, BC Transit will experience such a drastic reduction in services that parts of the network may become so unreliable that ridership will overburden the network, having knock-on delays and overcrowding effects.

BC Transit has previously made a commitment to purchase battery-electric vehicles. While this is a noble cause, it should be noted that battery-electric buses are an emerging technology. Emerging technologies are not appropriate in systems where basic equipment minimums are not being met. While CNG, diesel, and hybrid-electric buses have increased emissions over battery electric buses - both tailpipe and noise - they are still far more efficient than having a region-wide mode-shift away from transit due to fleet reductions. This commitment has stagnated BC Transit's fleet through the aforementioned issue around Proterra as well as fleet cost and reliability. The single Proterra unit, when in service, found itself requiring maintenance at a much higher frequency than most other buses in the fleet save for the VMC units described above.

Overall, Saanich Council should recognize the seriousness of the fleet problem at BC Transit as a problem for the residents of Saanich - and for the region as a whole - and act within their abilities to influence BC Transit to make necessary changes to remediate fleet deficiencies.

Motion(s):

That the Transportation Advisory Committee recommend that Council ask the Mayor to write a letter to the Victoria Regional Transit Commission and the Ministry of Transportation to urge them to prioritize fleet expansion to, at minimum, meet the rate of retirement of buses in the Victoria Regional Transit Commission's fleet, and ideally exceed that rate to ensure that planned service expansions are possible.

and/or

That the Transportation Advisory Committee recommend that Council ask the Mayor to write a letter to encourage BC Transit to temporarily reconsider their commitment to a zero-emissions conventional fleet due to the urgency of timeliness and reliability in fleet replacement within BC Transit.

TAC Action List

The goal of the 'TAC Action List' is to compile a list of potential measures that will serve to achieve the goals outlined in the Committees ToR that are not currently covered by ongoing work (for example the Road Safety Action Plan and implementation of the Speed Limit Establishment Policy, but also other Saanich projects, reports, and initiatives). The goal of compiling this list is tap into, and capture, the experience of the current Committee to identify items/policies/actions that Saanich could be working on.

This list has been compiled through conversations with Committee members and conversations with members of the community, and is presented in no particular order, and brief descriptions are provided with each item. My apologies if the descriptions do not exactly match the vision of the folks who presented these to me. Please send me better/more detailed descriptions if you feel this is the case. Likewise, send me any policies or actions that I may have inadvertently omitted.

I have given the items short titles (in bold) for ease of reference. In some instances, I have combined elements that were similar, and we can discuss if these items are too broad or narrow. I have also included some general questions which may not be policy-generating but will help inform the committee about various Saanich practices and policies.

Please note that when the item calls for an action that falls outside the ambit of the committee (such as spending money or allocating staff time), the item should be read as a request from TAC to Council to accomplish this action or the appropriate procedural course of action. Similarly, some policies fall outside of the power of the District (such as amending the Motor Vehicle Act (MVA) or lobbying around taxes), and in these cases, the action would likely take the form of a letter to a higher level of government or resolution through the Union of British Columbia Municipalities (UBCM) or the Federation of Canadian Municipalities (FCM). In some instances these are identified, in others, they can be assumed.

I have included marginal notes with updates on items. Please note that I have started to populate the 2024 list from conversations with committee members and members of the public. This list will be updated and circulated between committee members regularly.

TAC 2024

- **Logistics and Dropoffs:** Ensuring Saanich's regulations and policies support ongoing changes in logistics, in other words, future proofing urban logistics. For example, ensuring that our policies ensure that new multi-family buildings have sufficient curb-side space to facilitate drop offs and deliveries. Likewise, ensuring that delivery vehicles are not blocking active transportation infrastructure and endangering other road users (Working Group formed).
- **Updating infrastructure:** Exploring the continued use of the following infrastructure:

- ~~Green Flasher" pedestrian controlled lights: Drivers use the red light for cross traffic as an excuse to ignore the stop sign for the uncontrolled direction of traffic. These lights should be updated to control flow of traffic in all directions. I've experienced a lot of near misses and one collision at such an intersection.~~
- ~~Right-turn slip/turn lanes: These could encourage high-speed turns and use up a lot of space for the limited benefit they provide. They are also deadly for cyclists - two examples in Saanich are Cedar Hill X @ McKenzie and Cedar Hill X @ Shelbourne, both of which force cyclists between lanes of traffic.~~
- ~~Sharrows: It is unclear if these serve a purpose that improves road safety.~~
- **Right-Turn-on-Red:** Bring a motion to UBCM for the province to ban right-turn-on-red and associated turn-on-red rights for motorists.
- **Idaho Stops for cyclists:** Explore a possible UBCM resolution to propose that the MVA be amended to permit cyclists to perform an 'Idaho Stop.' An Idaho Stop is the common name for laws that allow bicyclists to treat a stop sign as a yield sign, and a red light as a stop sign.
- **Re-Framing the MVA:** Bring a motion to UBCM for the province to completely reassess the way cyclists and pedestrians are treated in the Motor Vehicle Act (notably, unclear language on right-of-way, a lack of clear writing on elephants' feet, and a current prohibition from riding a bicycle through a crosswalk, which is outdated rubbish)
- **Driver Education:** ~~Institute a driver awareness program within Saanich that focuses exclusively on driver responsibility (for instance, signage expressing right to "take the lane," the requirement to yield at crosswalks, speed limits are maximums, not recommendations, the fact that right lanes in the city are not passing lanes, and so on)~~

TAC 2023

- ~~**Vehicular Noise:** Propose a noise camera pilot project, improving our ability to monitor and enforce vehicular noise bylaws. (Motion adopted Feb. TAC Meeting).~~
- ~~**Explore alternative energy sources for vehicles:** Electric vehicles (EVs) are not the only non-fossil fuel powered vehicles. Hydrogen fueling stations are available in BC but limited. Explore ways of expanding access to alternative fuel sources in the District. Future proofing our fuel supplies.~~
- ~~**Unpacking the equity lens:** The District has begun including an equity dimension in its reports. This is an important step in the right direction. Committee members would be interested in a briefing about the methodology used in applying an equity lens, such as how are equity-deserving neighbourhoods identified, what are the best practices in this area, how do we know if Saanich's approach is effective, etc.~~
- **Reviewing the snow clearing policy:** A briefing on Saanich's snow clearing policy would be informative. Does our current policy have an equity lens and if

so, how is it applied? How does our current policy support transportation goals in the District? How can we improve snow clearing to support transit?

- **Improving cycling experience:**
 - ~~Stops: Explore the feasibility of the adoption of Idaho stops (where cyclists are permitted to roll through stop signs) in the province.~~
 - **Prioritizing active transportation on trails:** Remove bike stop signs at trail crossings. While this is largely a measure for the CRD, a review of Saanich locations could identify sites where improvements could be made (such as Saanich Rd., Claremont Rd., Hunt Rd., and Dooley Rd.). Explore other ways of improving safety at these sites, such as traffic calming measures (rumble strips, speed bumps).
 - **Clarify crosswalk requirements for cyclists:** When do cyclists need to dismount to cross streets and how well understood are these rules?
 - **Taxes:** Are any Provincial and Federal taxes being levied on active transportation equipment? Note that this clearly falls outside of the powers of the District, but we could lobby higher levels of government around this issue through a resolution at UBCM or FCM for example.
 - ~~Bike Lane Cleaning and Clearing: Review and improve Saanich's policies concerning cleaning/maintaining bike lanes, and clearing bike lanes from snow. This could include policies to help prevent garbage and recycling bins from ending up impeding bike lanes. What do we do about bike lanes on MOTI roads that are filled with detritus?~~
 - ~~Bollard Safety: Review bollards on trails (within Saanich jurisdiction) for safety (Motion in front of Saanich Council Jan. 2024).~~
 - **Fostering Conversation Cycling:** Efforts to widen local CRD trails are already being discussed but exploring MVA regulations that may limit cyclist ability to ride side by side.
- **Wheelchairs and Mobility scooters on AAA bike and roll routes:** Currently, the BC Motor Vehicle Act is interpreted as prohibiting the use of wheelchairs and mobility scooters on bike and roll routes. This is not widely understood and likely unenforceable, and presents significant barriers to people using these modes. The legal uncertainties need to be clarified, resolved, and/or addressed. What role can Saanich have?
- ~~Rapid bus lanes in Saanich: What are current plans around rapid bus lanes in the District and how might these plans be improved?~~
- **Transit: (Items explored with Transit at TAC meeting Nov. 2023).**
 - ~~Bus stop accessibility — Benches, shelters, sidewalk access, overall accessibility. Note that this is covered in the ATP but it has come up a lot, so I thought it best to include it so members did not think it had been neglected. Do we currently grade bus stops? Is the accessibility of stops publicly displayed/available?~~
 - ~~Free transit — For different demographics? (Covered in the ATP, for young people 13-18, 1F.4).~~

- ~~**Fostering multi-modal trips** — How can we improve our current system to encourage and facilitate multi-modal trips including transit? (This is covered in the ATP, 1F.2.)~~
- ~~**Dangerous Passing Rules:** The province recently implemented dangerous passing rules, but the distance is rather close. Are there ways of lobbying the government to improve these rules by requiring vehicles to pass cyclists and other vulnerable road users at a greater distance?~~
- **Exploring Culture Change:** One of the goals of the Committee is to explore the concept of culture change. This is an ongoing and deep conversation. Some ways of exploring this include a pop-up Lab at University to explore methods of building/shifting culture to support sustainable mobility choice. Explore other ways of shifting transportation culture and be open to running pilots that are evaluated using a wide range of robust metrics.
- ~~**Saanich's E-Bike Incentive Program:** A presentation on this pilot project, the recently launched provincial incentive, and the future of Saanich's program.~~
- **School Safety:**
 - **Drop Offs:** Explore ways of improving the safety around school drops offs in addition to what we are currently working on.
 - **Walking School Bus:** Explore ways of encouraging active transportation for school drop off and pickup, such as walking school buses, cycle to school groups, etc.
 - **Liaison with schools around road safety concerns:** To explore ongoing issues around drop off issues. Explore current levels of liaison.
- **Parking demand management:** Saanich staff are currently exploring improving parking policies. However, there are a few elements relating to parking that constantly arise, these include:
 - **Enforcement and monitoring.**
 - **Parking minimums/maximums in new builds.**
 - **Bike parking minimums in new builds.**
 - **Permitting?**
 - **Pricing?**
 - **Preventing parking on sidewalks. On-Street Parking:** Explore means to addressing on-street parking issues in Saanich, including reducing parking around parks, resident only parking programs, parking pass systems, paid parking to fund active transportation measures, and parking bylaw enforcement.
- ~~**Data gathering:** What data does Saanich currently collect with respect to transportation and are there any gaps? Note that Council just adopted a resolution destined for UBCM that calls on the province to share VKT data with municipalities.~~

- **Saanich’s road classification system:** When was the last time this was reviewed/updated? Do we need to improve or alter how we classify roads in the District?
- **Future of Plunking:** Have the designs altered since the first deployment of the rapid build protected bike lanes and if so, how and why? Ways to improve signage around plunked curbs? What is the longevity of the posts?

Items from ATAC carried over - 2022

- **Serious Accidents Clearing House/Accident Report Platform:** Creating a dashboard that documents major accidents in the District, it would include information relating to the accident – police reports, engineering reviews, recommendations, and outcomes for those involved (fines, punishments, injuries, respecting privacy). This will allow members of the public to follow up and understand what occurred (beyond immediate news media stories) and to understand what measures, if any, are being taken to evaluate the area and make any improvements should they be needed. The goal here is to provide follow-up information – how do we fix any problems that are identified, what is the timeline for these changes.
- **Crosswalk Education:** Explore ways of improving education and safety around crosswalks for all road users.
- **Quick Builds Evaluation:** Establish processes for evaluating the effectiveness of the recent quick builds.
- **Outstanding Quick Builds:** Explore implementing the quick builds that were not included in the 2022 quick build list, with possible new additions (see components of this list).
- **Public awareness of existing reporting and feedback mechanisms and Problem Area Reporting Dashboard:** Propose a simple feedback process for residents to report problem areas, one that includes a list of previously reported areas and actions taken.
- **Build a ‘Safety City’:** Explore building a regional ‘Safety City’ – a miniature town with example traffic devices to help train (young) people on traffic safety. Previously known as Tom Thumb Safety Village, this learning centre is no longer operational.
- **Pole in Sidewalk Inventory:** Identify instances of utility poles in the middle of sidewalks or impeding mobility on sidewalks.
- **Push Button Review:** Where they are used, ensure that pushbuttons are accessible. Flagged to be sent to the Accessibility, Diversity, Equity & Inclusion Advisory Committee.

- **Carrot and Stick Traffic Fines:** Explore innovative ways to improve road safety and compliance with traffic laws through how fines are levied – such as the City of Canmore’s ‘reward ticket program’ whereby drivers found not breaking the law are entered into a draw to win a gift card to a local business.
- **Giant Trucks:** Do something about the size of large personal vehicles (trucks and SUVs). This falls outside of the jurisdiction of Saanich Council, but could perhaps be a letter to a higher level of government/a regulator, or a motion to UBCM or FCM. This could include measures such as calling on higher levels of government to implement luxury vehicle taxes or fees based on vehicle size (for non-commercial vehicles), etc. Flagged as something we could send to the CRD Traffic Safety Commission.
- **Bylaw Enforcement:** Review, with an eye at improving, current practices around bylaw enforcement, including exploring increasing coverage for evenings and weekends, and less populous communities.