

AGENDA
TRANSPORTATION ADVISORY COMMITTEE

Committee Room 2 and via Microsoft Teams
Saanich Municipal Hall, 770 Vernon Avenue
Thursday, November 28, 2024, at 4:00 p.m.

The District of Saanich lies within the territories of the ləkʷəŋən 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.

A. CHAIRS REMARKS

B. ADOPTION OF MINUTES

1. October 24, 2024

C. COMMITTEE BUSINESS ITEMS

1. **DRAFT QUADRA MCKENZIE PLAN**

Tami Gill, Planner

2. **BC TRANSIT FLEET STATUS**

Colin Stepney, Committee Member

3. **ACTION LIST**

4. **CAPITAL BIKE ACTIVE TRANSPORTATION PLAN PRESENTATION**

Douglas Baer, Secretary, Advocacy Co-Chair

5. **ROAD SAFETY EDUCATION INCENTIVES**

Update from working group

6. **THANK YOU**

D. ADJOURNMENT

* Adjournment *

In order 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, October 24, 2024 at 4:07 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Alexandre Beaubien, Janine Konkell, Rachel Corder (via Teams), Trevor Barry

Staff: Troy McKay, Senior Manager of Transportation and Development Services; Megan Squires, Senior Transportation Planner; and Colton Whittaker, Committee Clerk

Regrets: Colin Stepney, Liam Peta, Parker Little, Will Bowen

ADOPTION OF THE MINUTES

MOVED by J. Konkell and Seconded by A. Beaubien: “That the Minutes of the Transportation Advisory Committee meeting held September 26, 2024 be adopted as circulated.”

CARRIED

CHAIRS REMARKS

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

- The Road Safety Action Plan (RSAP) was recently adopted by Council.
- The deadline for applying to the committee has been extended to October 30, 2024, at 9 a.m. Committee members were encouraged to re-apply.

TRAFFIC CALMING POLICY

The Senior Transportation Planner presented on the Traffic Calming Policy (TCP) (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- Various traffic-calming measures are being considered as part of the plan.
- Input from BC Transit is essential to assess the impact on bus services.
- Transparency and awareness around the prioritization of projects within the TCP could provide clarity to residents.
- A list of upcoming and current projects across the District is distributed to Community Associations. Publishing this list online, like building permits, could enhance accessibility for residents.
- Designs with longer sightlines and a wide gap between pedestrians and cars could further create a sense of safety.
- Residents can use the complaint process on the Saanich website to submit a “Report a Problem” form for various issues, including those related to road safety.
- A drop-down menu for roads and intersections on the “Report a Problem” form could

- reduce spelling errors and increase accuracy.
- Equity is a key focus when determining project prioritization.
- The Speed Limit Establishment Policy is connected to the TCP through the Road Safety Action Plan (RSAP), with road designs reviewed to align with speed reductions and discourage speeding.
- Projects along the same road are not always scheduled simultaneously, as doing so does not always result in cost savings.
- Although historical trends are an important factor, decisions should not be exclusively reactionary.
- Streets identified by staff as potential candidates for traffic calming measures are evaluated against a matrix to confirm suitability.
- A visual map displaying identified projects overlaid with an equity map could be an engaging tool for residents.
- Speed board meters function as dual-purpose tools, providing both traffic calming and data collection.
- No changes to road classifications are currently planned.
- Saanich cannot modify intersections that belong to the Ministry of Transportation and Infrastructure (MOTI).
- Modifying collector roads presents challenges due to their central role in the road network and high usage.

***The Senior Manager of Transportation and Development Services exited the meeting at 5:06 p.m.

ROAD SAFETY EDUCATION INCENTIVES

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

- The working group has not yet met.
- This topic is referenced in the RSAP.
- The working group would like to convene to discuss ideas, including a potential cost reduction on insurance for participants who attend a safety webinar as an educational incentive.
- The working group plans to meet in the near future.

BC TRANSIT FLEET STATUS

The committee discussed the status of BC Transit's fleet, and the following was noted:

- The high costs of buses and existing supply chain issues were discussed.
- There is interest in understanding the reasons behind BC Transit's decision not to purchase additional buses.
- More information about BC Transit's procurement process would be appreciated.
- The Victoria Regional Transit Commission consists of Mayors and Councillors representing various municipalities.

MOVED by T. Barry and Seconded by J. Konkel: "That the committee postpone further discussion on this topic until the November 28, 2024 meeting."

CARRIED

***R. Corder exited the meeting at 5:36 p.m.

ACTION LIST

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

- The topic of right turns on red lights is addressed in the RSAP and was removed from the list.
- The Provincial Government may review Idaho stops in future engagement sessions to consider amendments to the *Motor Vehicle Act (MVA)*.
- The future of curb plunking is covered in the RSAP.
- The road classification system item was removed, as staff have indicated it will not be explored at this time.
- Parking demand management will remain an ongoing conversation.
- The topic of parking minimums and maximums was removed, as Council has already adopted a motion abolishing parking minimums for buildings with more than 12 units.
- School safety regarding drop-offs continues to be an ongoing discussion.
- The topic of wheelchairs and mobility scooters on AAA bike and roll routes was removed, as it is addressed in the RSAP.
- The item regarding the creation of an accident report platform was removed from the list, as it is addressed in the RSAP.
- Crosswalk education was removed from the list, as it has already been addressed.
- Public awareness of existing reporting and feedback mechanisms, as well as the problem area reporting dashboard, was removed, as it is addressed in the TCP.
- The topic of poles in sidewalks could be a discussion point for the Accessibility and Diversity, Equity, and Inclusion Advisory Committee.
- The topic of "carrot and stick" traffic fines was removed from the list.
- A review of bylaw enforcement was previously presented to the committee and has been removed from the list.

***The Senior Transportation Planner exited the meeting at 5:47 p.m.

ADJOURNMENT

The meeting adjourned at 6:01 p.m.

NEXT MEETING

The next meeting date will be on November 28, 2024 at 4:00 p.m.

Councillor Teale Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

Colton Whittaker, Committee Clerk

DRAFT

Quadra McKenzie



DRAFT PLAN + PHASE 2 ENGAGEMENT

Transportation Advisory Committee

November 28, 2024



Overview



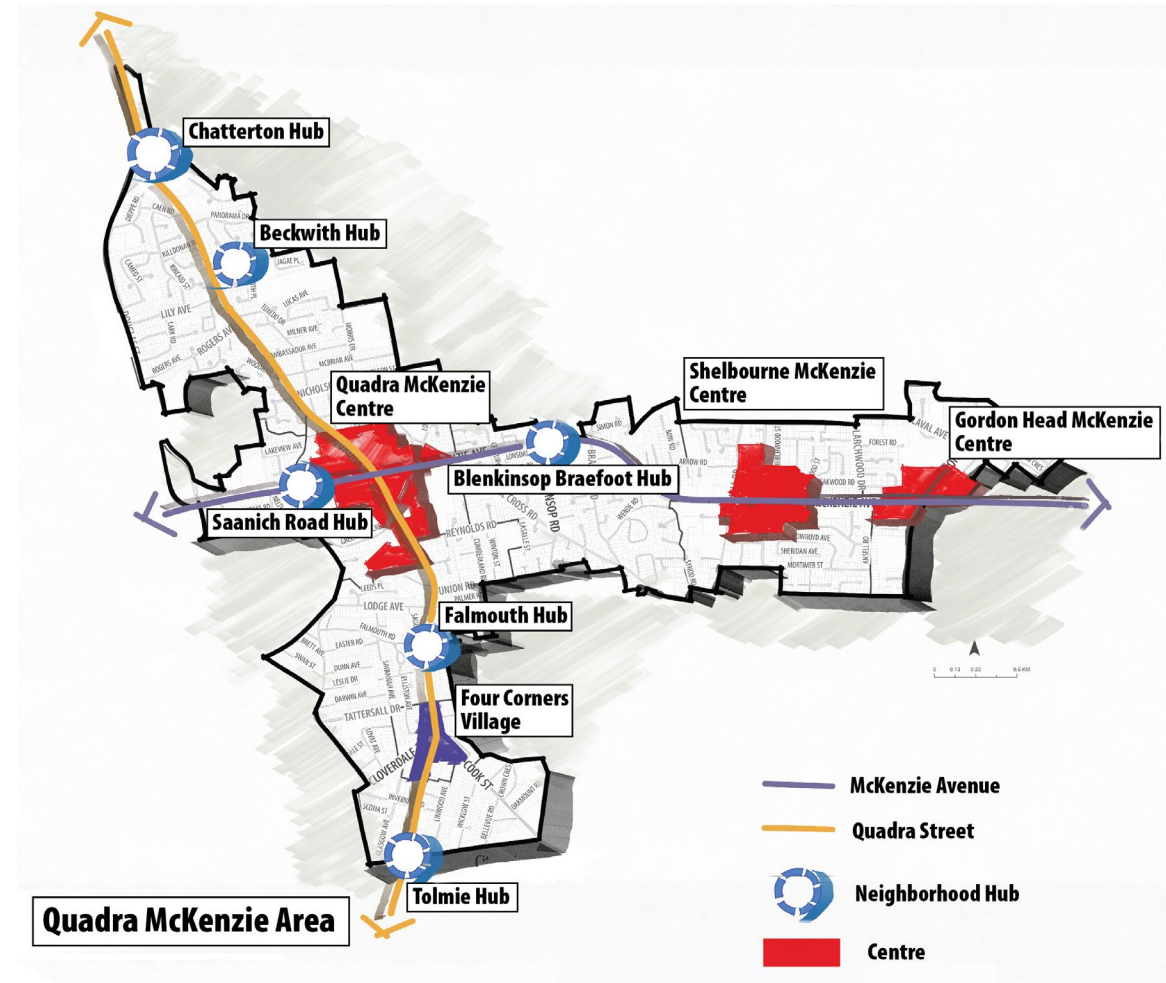
- Project Overview and Context
- Phase 2 Engagement
- Draft Plan
- Next Steps



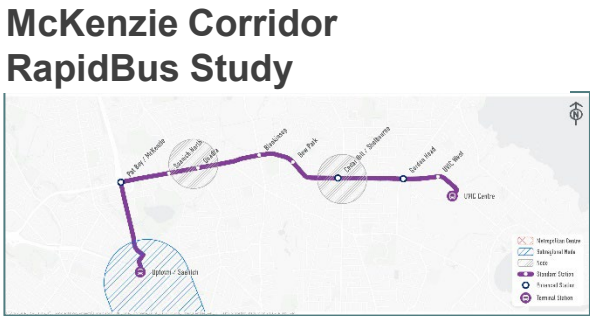
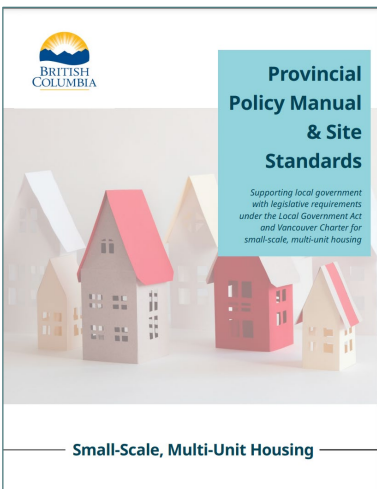
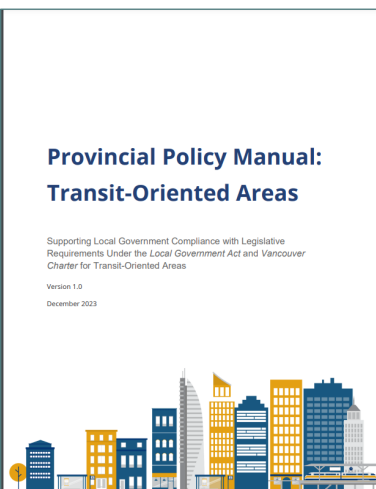
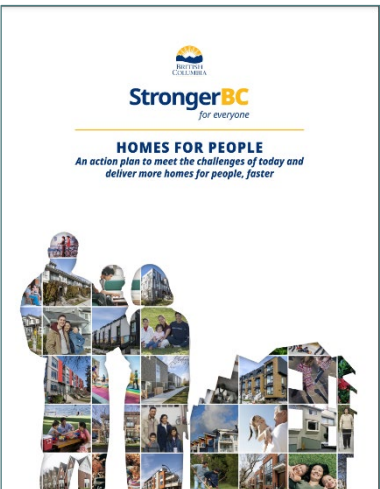
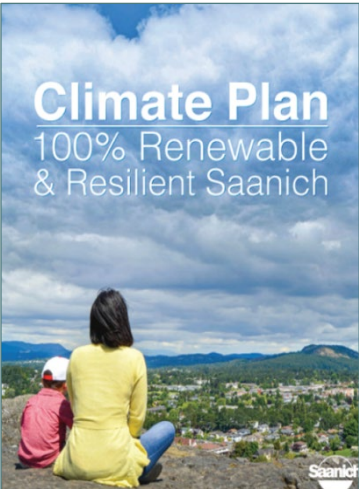
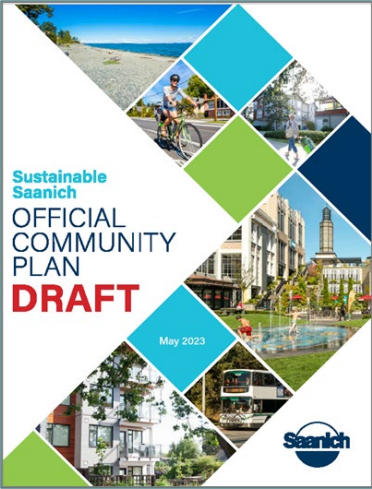
Project Overview



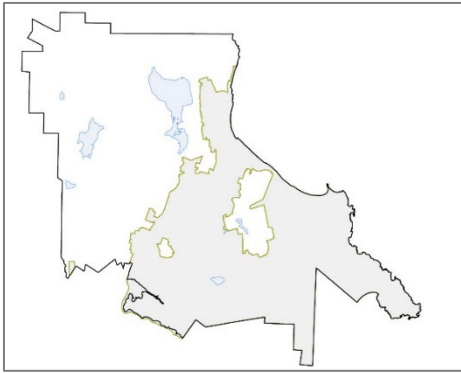
- Develop a plan to **guide growth and change over next 20 years** focused on land use and transportation.
- **Centre, Corridor and Village areas:**
 - Quadra McKenzie Centre
 - Shelbourne McKenzie Centre
 - Gordon Head McKenzie Centre (New)
 - McKenzie Corridor
 - Quadra Corridor
 - Four Corners Village
 - Hubs (New)



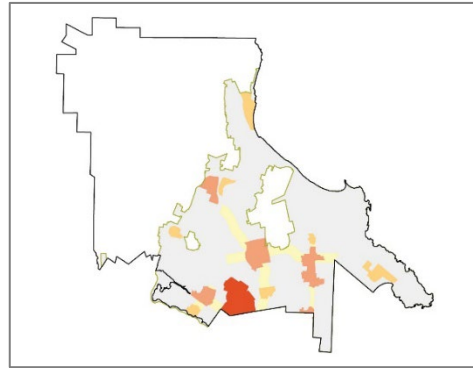
QMS Project Inputs & Influences



Saanich Official Community Plan (OCP)



Maintain the Urban Containment Boundary



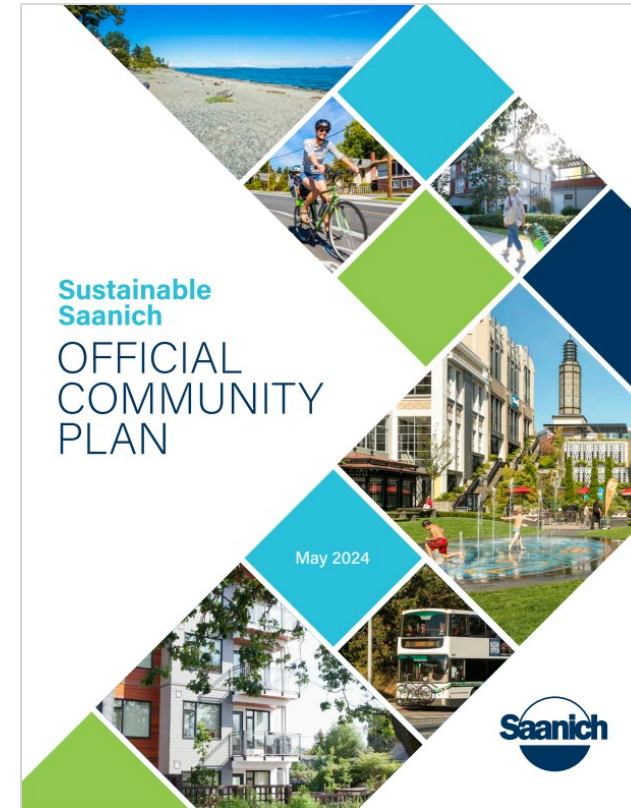
Accommodate most New Development in Primary Growth Areas



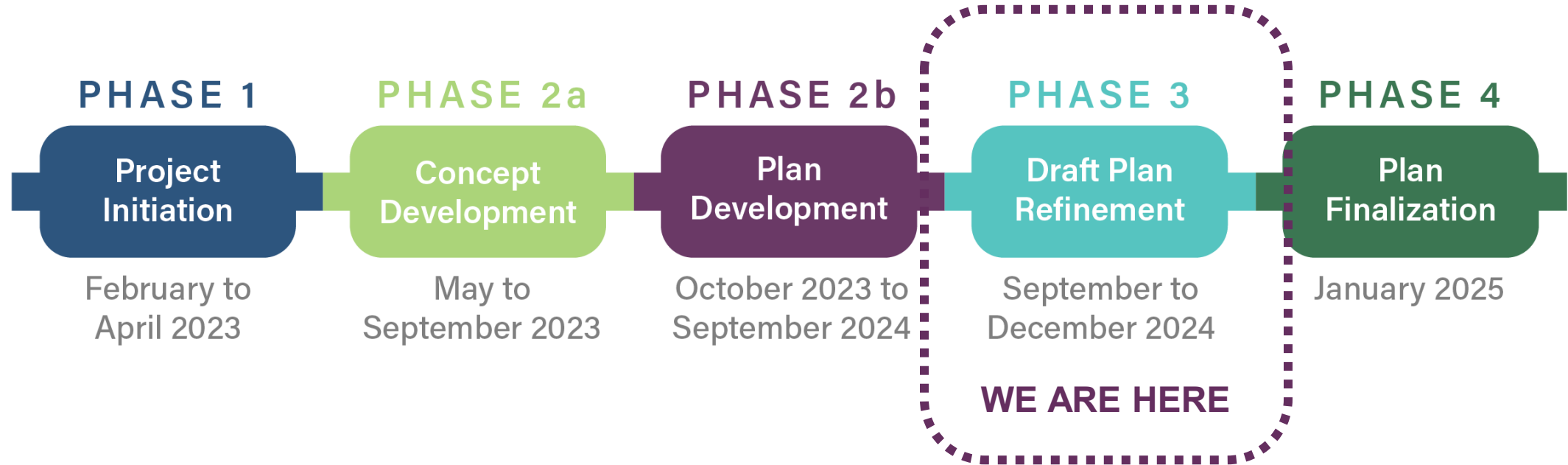
Expand Housing Diversity in Neighbourhoods



Make Saanich a 15-minute Community



Quadra McKenzie Study: Timeline



Phase 2 – Engagement Summary

- Engagement on issues/opportunities
- Feedback on land use and transportation concepts
- Phase 2 engagement – May 2023 to March 2024
 - ✓ Pop-Events (6)
 - ✓ In-person and online sessions – workshops and webinars (8)
 - ✓ Survey – online with print option and online mapping tool (2)
 - ✓ Large landowner notification
 - ✓ Targeted stakeholder interviews
 - ✓ Stakeholder meetings and webinar
 - ✓ Presentations to Community Associations



Phase 2 – Engagement Themes



Land Use

Overall acknowledgement that increasing density in Centres and along Corridors could help reduce development pressure on lower density residential neighbourhoods and natural and environmentally sensitive areas.



Transportation & Mobility

Strong support was received for a transportation and mobility plan that would help the District of Saanich meet its transportation and climate objectives.



Housing Diversity, Affordability and Supply

Housing affordability is a key concern among the public and other stakeholders. There is strong agreement that the Quadra McKenzie area presents a significant opportunity to increase housing diversity, affordability, and supply.



Public Realm & Open Space

Feedback highlighted that most participants agreed that connectivity between parks, open spaces, and the community is paramount.

Draft Quadra McKenzie Plan



QUADRA MCKENZIE PLAN
DRAFT OCTOBER 2024



Quadra McKenzie Plan: Project Goals



Land Use

Implement Centre, Corridor and Village growth management framework to build compact, livable and sustainable communities.



Transportation & Mobility

Re-design McKenzie Avenue and Quadra Street as *Complete Streets* and enhance the active transportation network.



Housing Diversity, Affordability and Supply

Focus housing growth within Quadra McKenzie Centre, Four Corners Village, and along the Quadra and McKenzie Corridors.



Public Realm & Open Space

Support community liveability through a strengthened public realm and a walkable network of parks and amenities.

Quadra McKenzie Plan: Key Plan Directions



1

Implement Rapid Transit on the McKenzie Corridor

Redesign McKenzie Avenue to provide high quality, efficient transit service that aligns with mixed-use commercial Hubs and active transportation options.



2

Connect the University of Victoria to urban Saanich

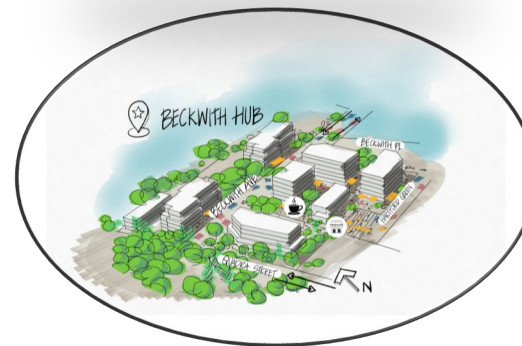
Introduce a new Centre at Gordon Head Road and McKenzie Avenue and implement land use, transportation and public realm changes that integrate the UVIC campus with Saanich.



3

Introduce Corridor Hubs to expand walkable 15-minute neighbourhoods

Support community-focused Corridor Hubs that provide commercial services, accessible public spaces and multi-modal connections to improve walkable access to daily needs.



Quadra McKenzie Plan: Key Plan Directions



4

Expand housing in locations near high frequency transit

Provide opportunities for more housing options to be located within walking distances of high frequency transit corridors to support car light living.



5

Use density incentives to obtain desired community outcomes

Trial a pilot density bonus system that incentivizes housing affordability and diversity, urban forest, environment, heritage, public realm, private amenity space and 15-minute community outcomes.



6

Provide greater housing diversity near parks

Support the integration of diverse housing opportunities near recreational parks to promote more equitable access to amenities.



Quadra McKenzie Plan: Key Plan Directions



7

Celebrate the Lochside Trail as a community asset

Enhance the role of the Lochside Trail as a community amenity, public space and regional transportation route.



8

Enhance Quadra Street as a Complete Street

Redesign Quadra Street as a complete street with enhanced transit, cycling facilities, sidewalks and treed boulevards integrated with pedestrian-oriented land uses.



9

Revitalize the Saanich Operations Centre with a greater mix of uses

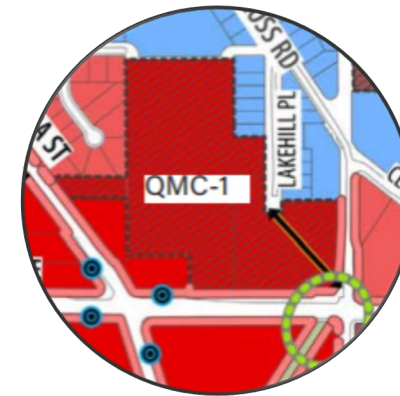
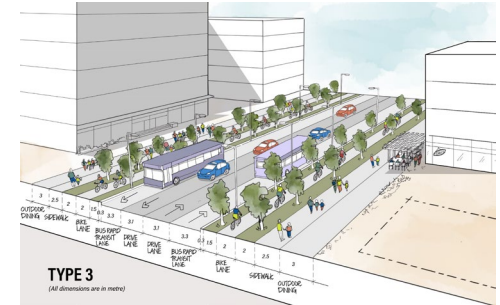
Redevelop the Saanich Operations Centre as a modern facility with a greater mix of uses and public realm improvements to serve community needs.



Land Use Framework

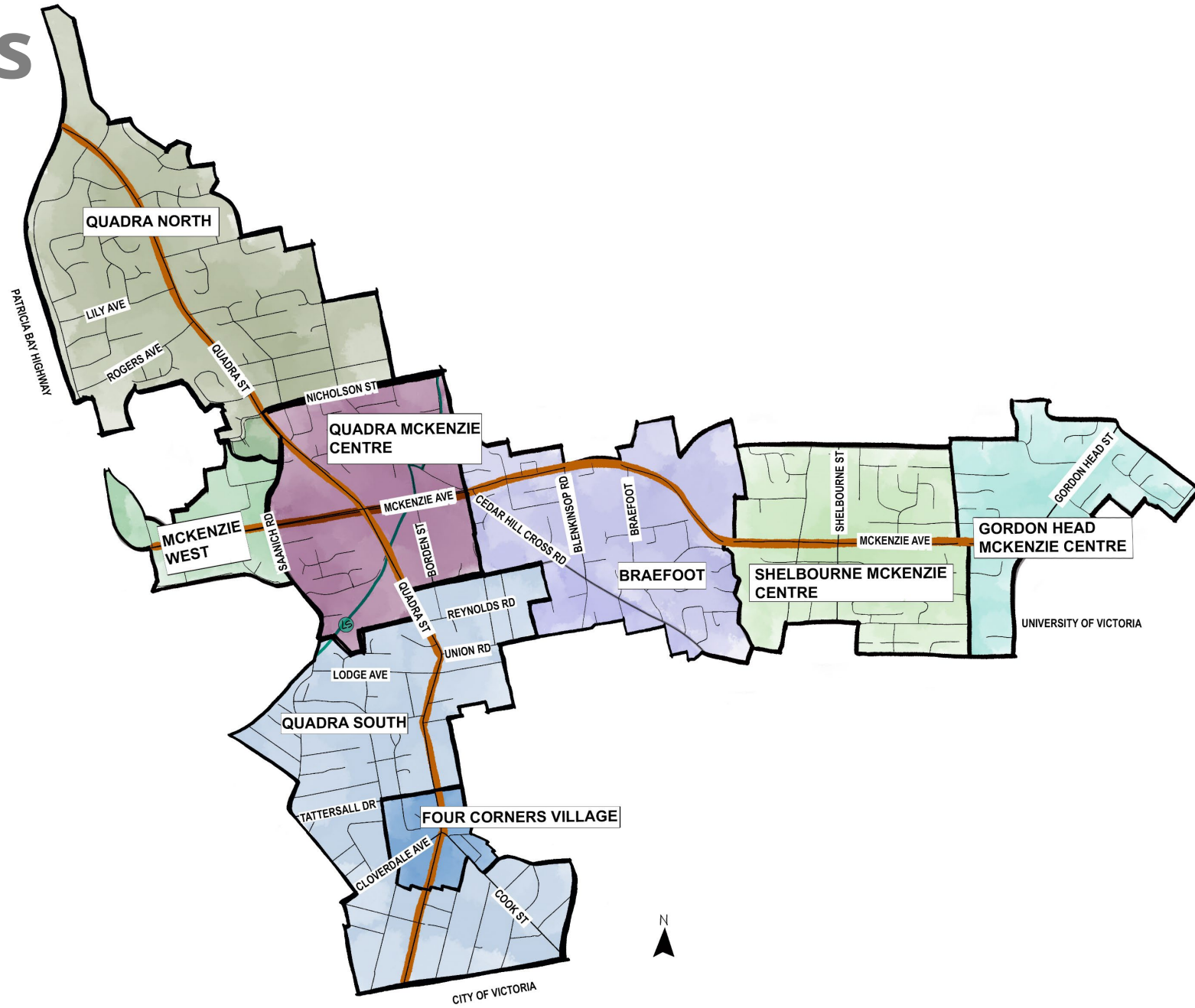


- Builds on the broader land use designations of the OCP
- Links transportation to land use with corridor design concepts for McKenzie Avenue and Quadra Street
- Special sites have been identified based on-site features (e.g. habitat areas), distinct uses and/or site complexity.
- Density Framework represents a pilot initiative that seeks to incentivize key outcomes



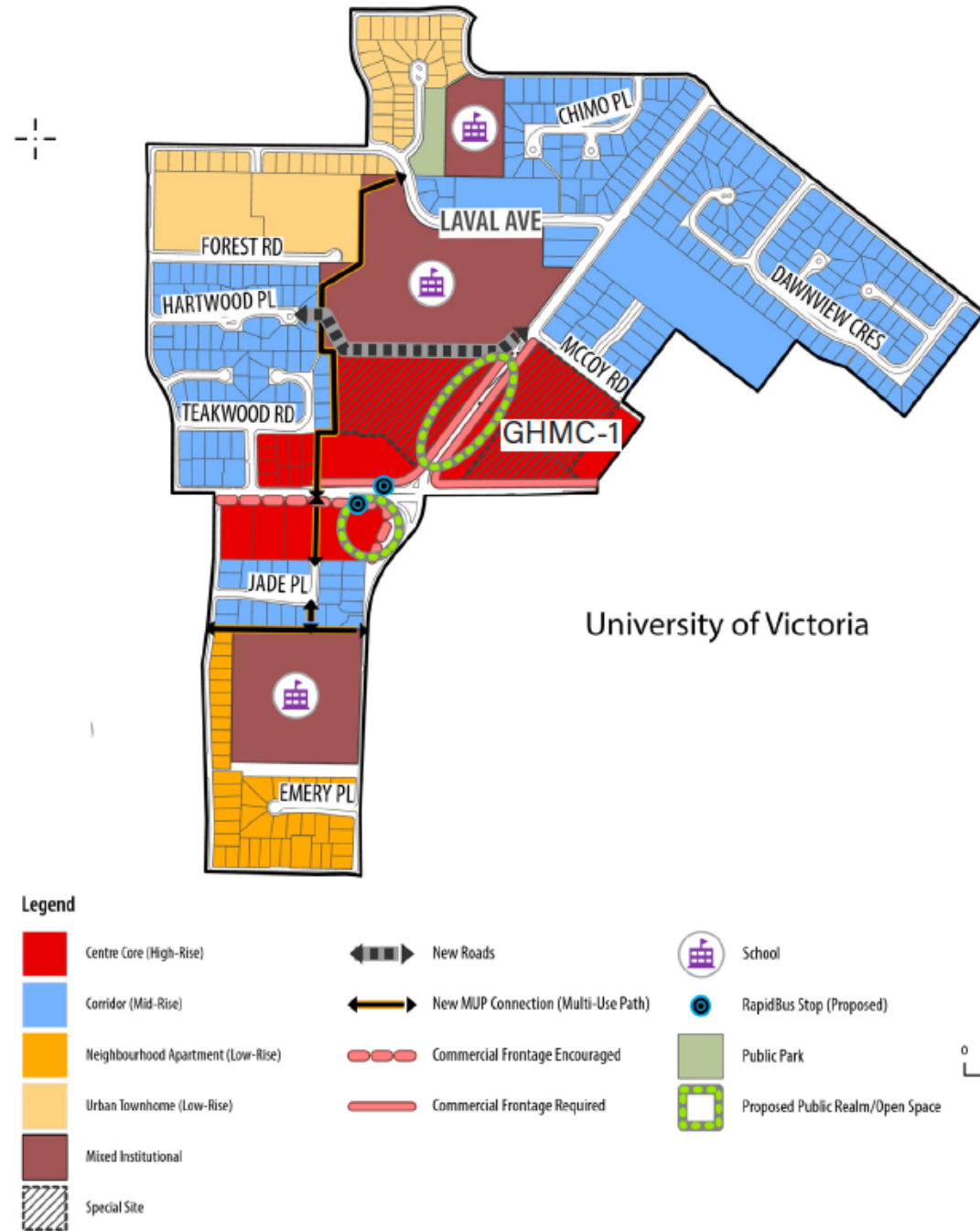
QUADRA MCKENZIE
DENSITY FRAMEWORK
Supplement to Quadra McKenzie Plan
DRAFT OCTOBER 2024

Sub Areas



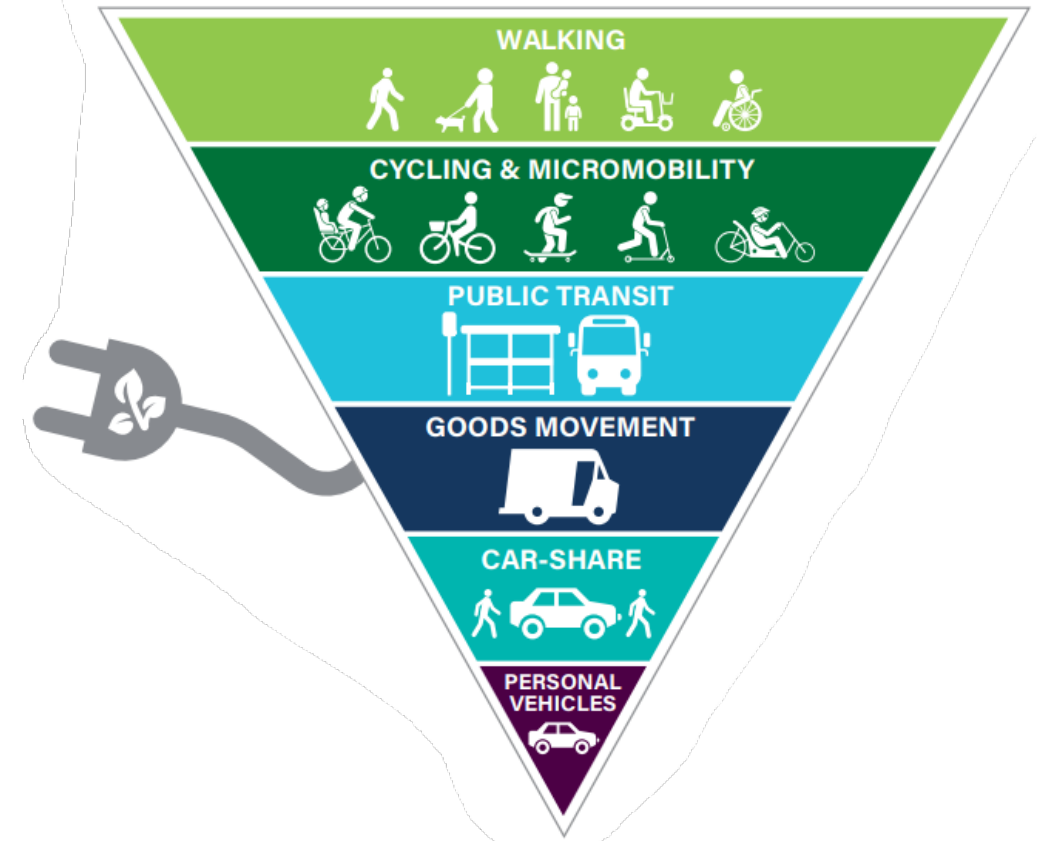
Sub Area Directions

- Land use designation by parcel
- Identification of Special Sites
- New pedestrian / cycling connections
- Priority locations for new public space
- Commercial space
- Major transit stops

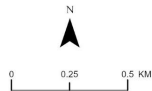
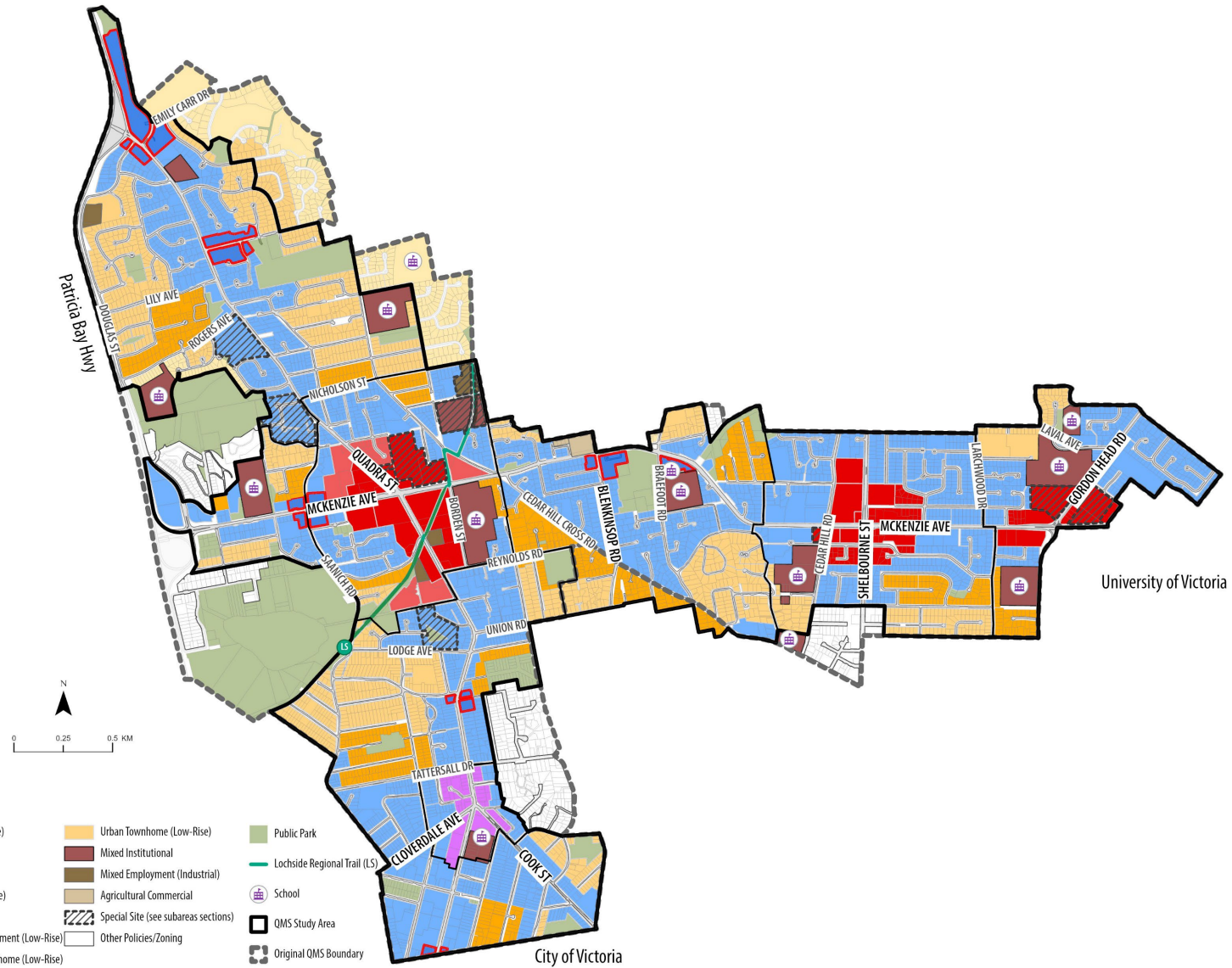


Transportation

A key direction in the OCP is to prioritize modes within the transportation network based on the Mobility Priority Pyramid by creating exceptional environments for walking and cycling and taking transit to the next level.



Land Use Designations



Legend

- | | | |
|--|--|--|
| ■ Centre Core (High-Rise) | ■ Urban Townhome (Low-Rise) | ■ Public Park |
| ■ Centre (Mid-Rise) | ■ Mixed Institutional | — Lochside Regional Trail (LS) |
| ■ Corridor (Mid-Rise) | ■ Mixed Employment (Industrial) | ■ School |
| ■ Corridor Hub (Mid-Rise) | ■ Agricultural Commercial | ■ QMS Study Area |
| ■ Village (Mid-Rise) | ■ Special Site (see subareas sections) | ■ Original QMS Boundary |
| ■ Neighbourhood Apartment (Low-Rise) | ■ Other Policies/Zoning | |
| ■ Neighbourhood Townhome (Low-Rise) | | |

Frequent and Rapid Transit



Network Connectivity



McKenzie Corridor



- Rapid Transit Corridor
- Primary East-West Corridor in Saanich
- Connections with UVIC and Provincial Highways
- Long stretches of Corridor with limited services and amenities

CORRIDOR



LAND USE



HOUSING



TRANSPORTATION



PUBLIC REALM



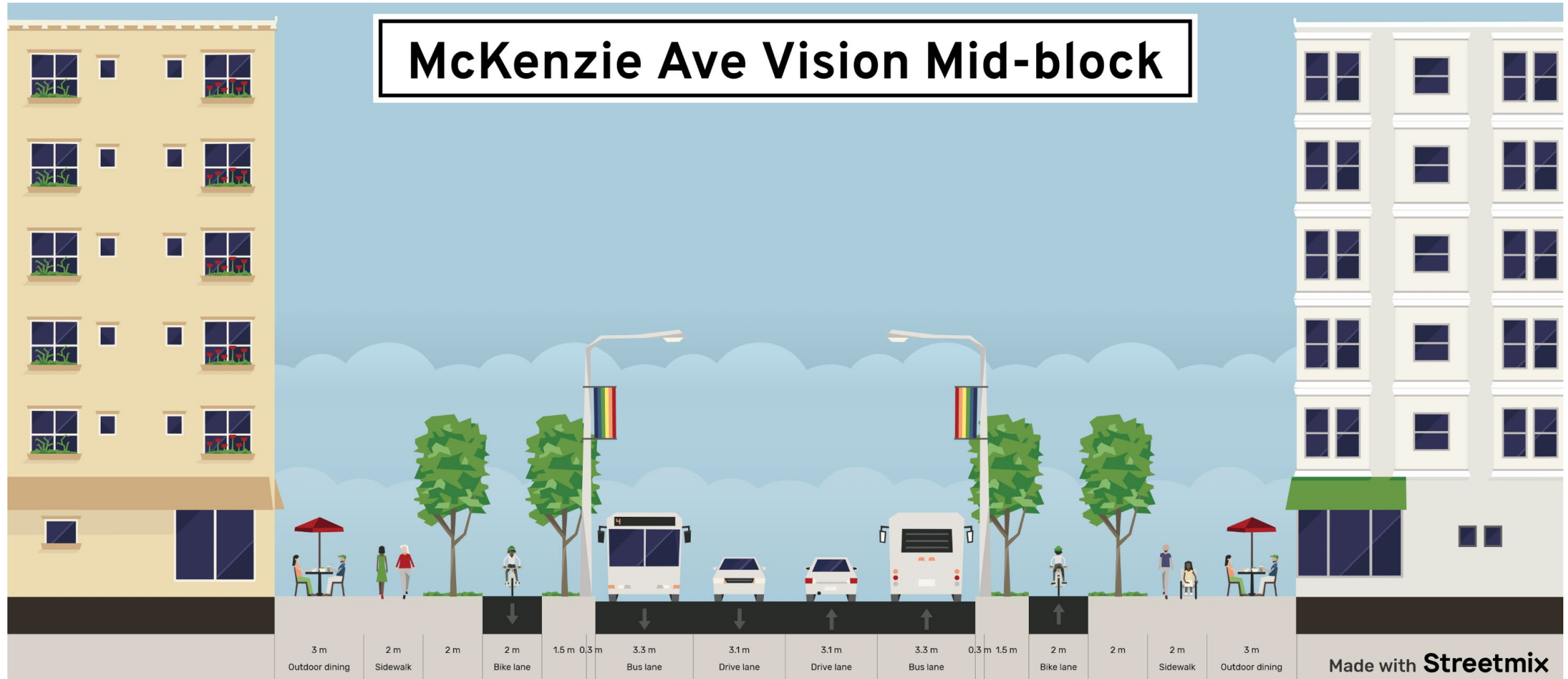
McKenzie Ave RapidBus Corridor Study

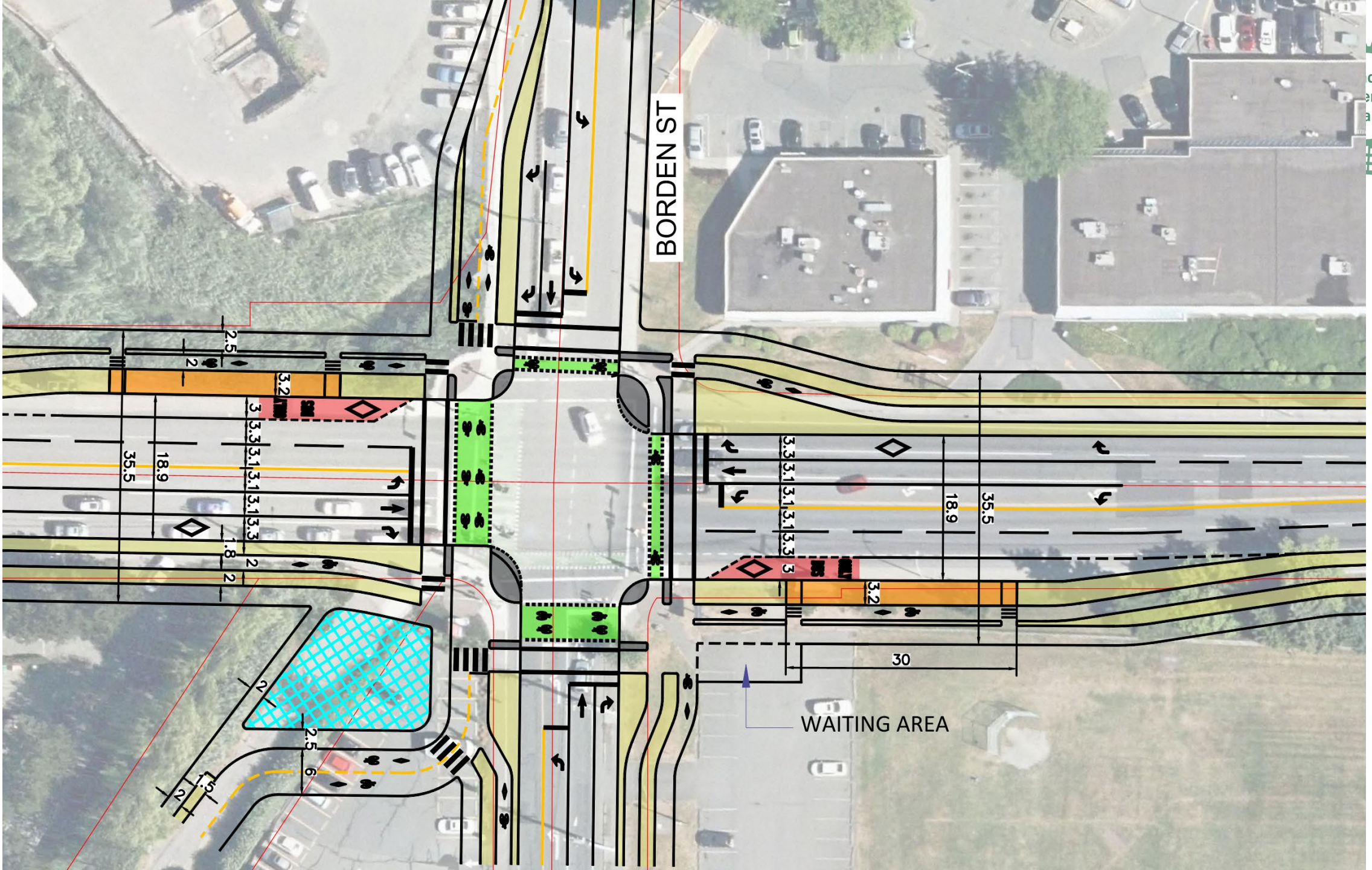
McKenzie Ave Vision at Intersections



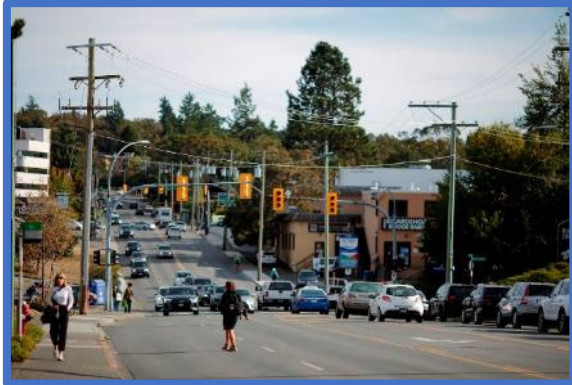
McKenzie Ave RapidBus Corridor Study

McKenzie Ave Vision Mid-block





Quadra Corridor



- Frequent Transit Corridor (7-minute frequency)
- Four Corners Village
- Connection with City of Victoria
- Long stretches of Corridor with limited services and amenities

CORRIDOR



LAND USE



HOUSING



TRANSPORTATION



PUBLIC REALM



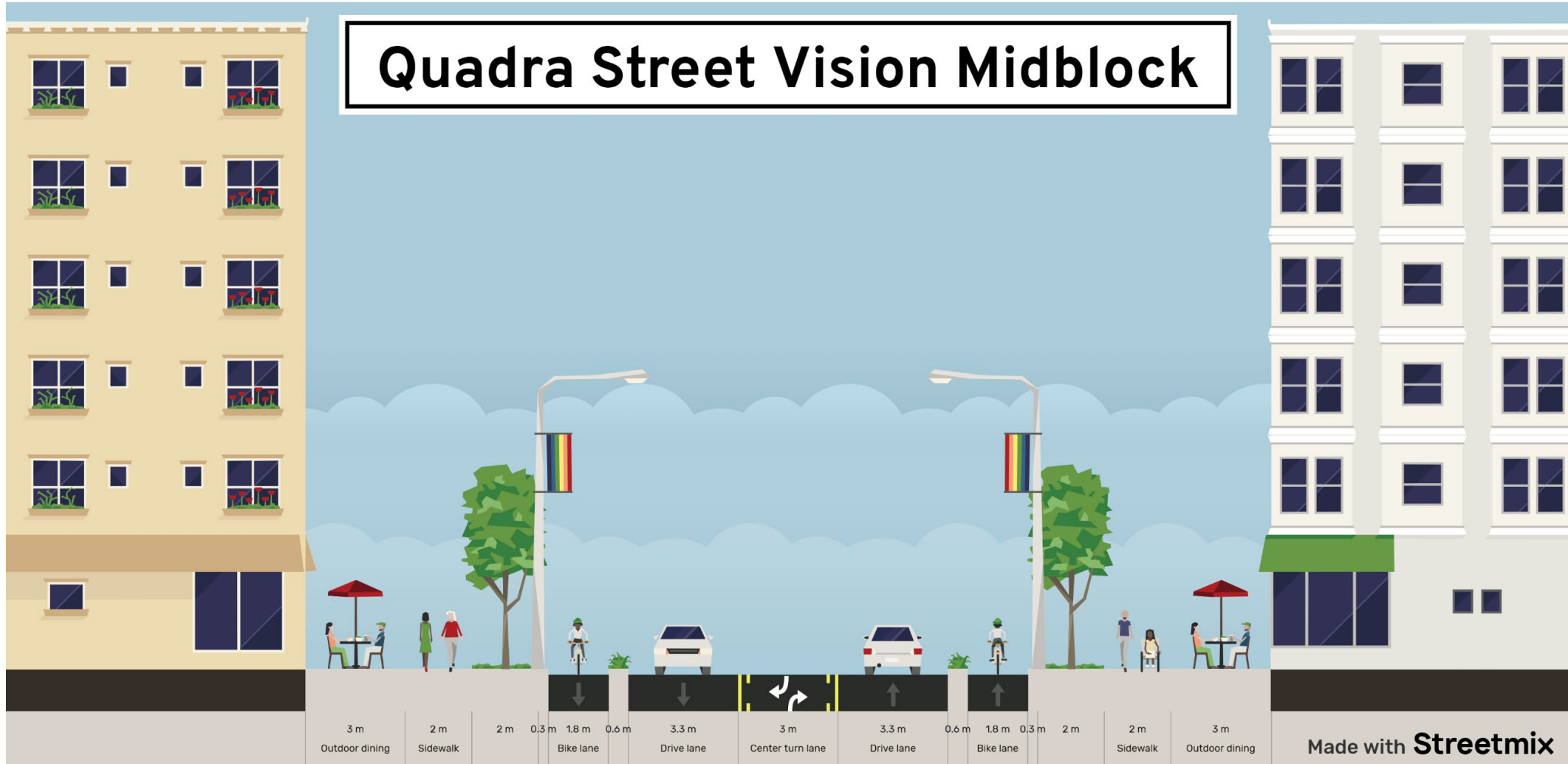
Quadra Street Vision

Quadra Street Vision at Centres / Villages



Quadra Street Vision

Quadra Street Vision Midblock



Made with **Streetmix**

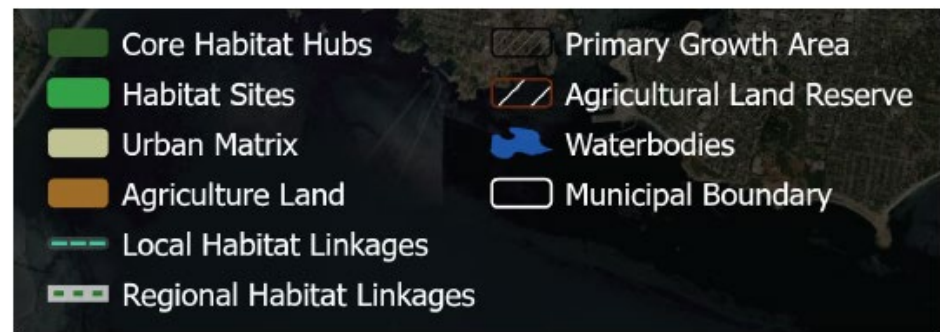
Parks Open Spaces and Community Facilities



- Build on Urban Forest Strategy and Biodiversity Conservation Strategy
- Guided by 3-30-300 Principle
- Locations for new public spaces identified
- Enhance Lochside Trail as a community focal point
- Expand the role of Institutional sites



Biodiversity Conservation Strategy – Habitat Sites



Implementation



- Quadra McKenzie Plan will be aligned with Official Community Plan
- Policy will guide future decision making
- Combination of private investment and capital projects
- Land use changes only occur when initiated by property owners
- Additional work required to amend regulations, complete detailed design for infrastructure changes, etc.

Engagement Opportunities



WHAT	WHEN	WHERE
Webinars	Wed. Oct. 30, 2024 12:00pm - 1:30pm or 6:30pm - 8:00pm	Register for webinars online at: saanich.ca/QMS
Open House #1	Sat. Nov. 2, 2024 11:00am - 3:00pm	Saanich Centre #105 - 3995 Quadra St.
Open House #2	Tues. Nov. 5, 2024 4:00pm - 8:00pm	Saanich Centre #105 - 3995 Quadra St.
Online Survey	Oct. 22, 2024 - Nov. 25, 2024	Online at: saanich.ca/QMS
Pop-up Events	Refer to webpage for locations and times at: saanich.ca/QMS	



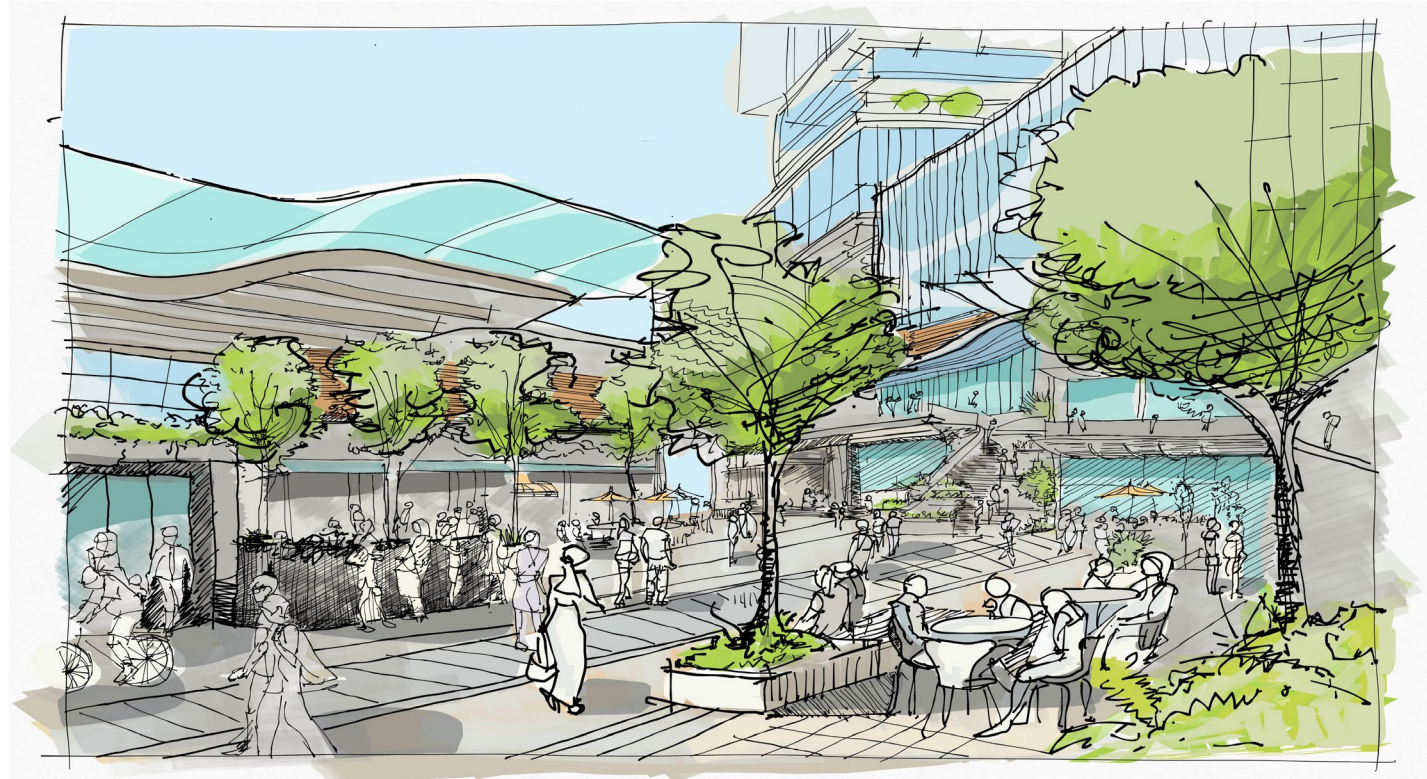
Next Steps



- Public review of Draft Plan
- Staff analysis of public feedback and further plan refinement
- Proposed Plan presented to Council for consideration – Targeted Spring of 2025
- Public Hearing



Thank
You



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 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 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.

Addendum

November 6th, 2024

In response to questions posed during the October TAC meeting,

1. What is going on with bus purchasing right now?

BC Transit has announced orders for standard single-level conventional BEBs, 29 diesel-powered double deckers to replace the aging fleet of already-retired 2002 Tridents, the 2004 Enviro500s, and one additional bus that requires replacement (a 1-to-1 replacement with no allocation for fleet expansion). An RFSQ is currently posted for ten (10) battery-electric double-decker buses, being the only provision for double-decker fleet expansion currently publicly known. Eight (8) XN40s (CNG fueled) are on order. Thirty-three (33) BEB NovaBus LFSe+ and thirty-three (33) New Flyer XE40s are on order, with an unknown number intended for Victoria, but it is clear that a not-insignificant number will be deployed outside Victoria as an RFP for electric bus charging infrastructure in Kelowna has been awarded (see 3.). The 41 total buses are far fewer than the approximately 100 NovaBus LFS units nearing retirement age in the next two years (including over 60 that are *beyond* their expected lifetime). The only information about the destination of these buses is that BC Transit intends to spread the 66 battery electric buses across ten systems.

<https://www.bctransit.com/bc-transit-bringing-electric-buses-to-more-locations/>

The decker RFSQ itself acknowledges that half of the BC Transit fleet is due for retirement in the next ten years.

2. Is the procurement process part of the problem?

The RFSQ and RFP process are drawn out, and while the timeline is certainly part of the problem, it cannot be eliminated due to the requirements of government contracts. The overall complete timeline and decision to buy low-rate-of-delivery vehicles is compounding the usual longer procurement and delivery times. As we saw with Proterra, BEB technology is not mature, supply chain issues result in long delivery timelines, and high demand for these vehicles across the continent means prolonged order delays. While the process of procurement is not typically problematic, applying it to the also drawn-out and slow nature of BEB procurement results in extensive delays.

3. What is the regional context?

All BC Transit buses in British Columbia (other than in Tofino, Ucluelet, Haida Gwaii, Gabriola Island, Denman Island, Hornby Island, and a small fleet of shared-operations vehicles in Revelstoke owned and operated by a ski resort) are owned by BC Transit, while operations and fleet maintenance are contracted out (with the exception of the Victoria Regional Transit System). All systems are facing, and will continue to face, the same fleet shortages. Victoria is the most populated and high-ridership system served by BC Transit, with some of the highest transit mobility modeshare in Canada for a bus-only system. As such, fleet shortages in Victoria specifically will have knock-on societal effects due to the disproportionate ratio of Capital Regional District residents who rely on 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.~~

Connecting the Dots & Making Cycling Safer In Urban Saanich



November 2024

The Opportunity

- ❖ In 2022, Saanich Council passed a motion asking Saanich Engineering to report back to Council on the estimated cost of completing the Active Transportation Plan's Long Term Bicycle Network in 15 years instead of a completion target of 2050 or later.
- ❖ The discussion around whether or not to accelerate cycling infrastructure planning and construction provide an opportunity for Saanich to show leadership

A Minimum Viable Network

- ❖ Capital Bike advocates the short-term build out of a minimum viable network
- ❖ A minimum viable network would:
 - Provide major east-west and north-south connections within the community and to high and medium-usage origin and destination points in adjacent municipalities
 - Provide bike lanes with protection of some sort (minimally, bollards but preferably concrete barrier) for the major portion of the route taken by a cyclist to get from their origin to their destination point
 - Have no major detours required to reach destinations
- ❖ We can look to the City of Victoria to see how a minimum viable network would work: Victoria has made great efforts to construct key protected bikeways which connect to form a complete system. Saanich does not currently have such a network nor will it create such a network under its short-term priority planning for 2030.

What we want Saanich to Do in the Short Term:

1. Fix the gaps

There are numerous instances where cycling routes are broken by **gaps** which are either very short or are relatively inexpensive to fix (especially with “quick build” construction) or both. These gaps render existing (and future) infrastructure – constructed at great expense – less useful than they could be.



For details on the gaps we have identified, write us at Capital Bike (advocacy@capitalbike.ca or Douglas.Baer@capitalbike.ca)



2. Create cycle lanes along Quadra street to form an important north-south route and to serve planned medium and high density development

The length of Quadra Street from the City of Victoria to West Saanich Rd. is an important north-south route especially given the relative paucity of alternative routes other than the Lochside-Galloping Goose trails. For roughly half of Saanich residents, this is the most direct route from their homes or place of business into City of Victoria destinations or other destinations within Saanich. This corridor is identified as a **Saanich primary growth area**.

Current planning leaves open the question of when cycling infrastructure will be built along Quadra (Active Transportation Plan: not until as late as 2040; the Quadra-

McKenzie Plan: “expedite” but no clear date). We believe that it is important to construct cycling infrastructure along this corridor *as quickly as possible*.

3. Relocate paint lines for bike lanes on the wrong location on the street

Where streets have bike lanes and parking spaces for cars, the bike lane needs to be on the “inside” – between the parked car and the curb – and not on the much less safe “outside”.



4. Make intersections safe

Saanich’s **Road Safety Action Plan** makes it clear that intersections represent a large safety concern for cyclists and other active transportation users. We would like:

- ❖ A program to reduce the number of dangerous right turn (“slip”) lanes at intersections
- ❖ Making phased signals (signals where pedestrians get a green light a few seconds before cars to) work for cyclists, by adding cyclist indicators or at least adding “cyclists use pedestrian signal” signs as is done in the City of Victoria

5. Upgrade crosswalks to make them work for cyclists and not just pedestrians

- ❖ Add “elephant feet” markers and revise signage at crosswalks to indicate the crosswalk is to be used by pedestrians **and cyclists**
- ❖ Install cyclist-level activation buttons on both sides of the cross street, giving priority to locations where a bikeway crosses a busy street (e.g., Salisbury & Cook)
- ❖ Work with Capital Bike to construct a priority list for crosswalk upgrades

