

AGENDA
TRANSPORTATION ADVISORY COMMITTEE

To be held at Saanich Municipal Hall
Committee Room 2 and via MS Teams
Thursday February 27, 2025 at 5:30 PM

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. ADOPTION OF MINUTES

1. November 28, 2024
2. January 23, 2025

B. COMMITTEE BUSINESS ITEMS

1. CHAIRS REMARKS

2. BC TRANSIT VICTORIA FUTURE PLAN

- Chelsea Mossey, Senior Manager, Government Relations

3. POTENTIAL MOTOR VEHICLE ACT AMENDMENT RECOMMENDATIONS

- Memo from Councillor De Vries

4. FUTURE COMMITTEE ITEMS

C. ADJOURNMENT

Next Meeting: March 27, 2025 at 5:30 PM

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, November 28, 2024 at 4:00 p.m.

Present: Councillor Teale Phelps-Bondaroff (Chair), Alexandre Beaubien (4:02 p.m.), Colin Stepney, Janine Konkel, Parker Little, Rachel Corder (4:02 p.m.), Trevor Barry

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

Regrets: Liam Peta and Will Bowen

ADOPTION OF THE MINUTES

MOVED by T. Barry and Seconded by C. Stepney: “That the Minutes of the Transportation Advisory Committee meeting held October 24, 2024 be adopted as circulated.”

CARRIED

AGENDA AMENDED

MOVED by R. Corder and Seconded by C. Stepney: “That item C.3 titled Action List, be moved to the end of the agenda.”

CARRIED

CHAIRS REMARKS

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

- Committee members were thanked for their contributions this past year.
- A new member of Council will chair the committee next year.

DRAFT QUADRA MCKENZIE PLAN

The Planner presented on the Draft Quadra McKenzie Plan (QMP) (PowerPoint on file). The following was noted during committee discussion:

- Safe cycling routes could be improved in the Christmas Hill area.
- Committee members were encouraged to participate in the QMP survey.
- Community spaces are essential and should be considered when discussing increases in density.
- Children’s varied activities across the region can make taking public transportation challenging.
- Concerns were raised about side streets experiencing significant traffic increases and

bus lane disruptions due to traffic cutting in.

- It may be more effective to discuss mode share in terms of kilometers rather than trips.
- It is important for increases in density to be matched with expansions in schools, recreation centers, and other infrastructure.
- Incorporating community spaces and places for children to be active is critical for long-term planning.

The following was noted by staff in response to questions:

- Feedback received to date has emphasized the importance of conserving Environmentally Significant Areas (ESA).
- If implemented, the plan would require BC Transit to commit to the outlined service levels.
- The plan focuses on a 20-30 year horizon, with an initial emphasis on building out centers.
- Identified hubs in the plan already feature significant amenities, making them logical locations for development.
- Saanich is mandated to meet provincial housing requirements.
- The plan does not include provisions for light rail.
- The Shelbourne/McKenzie intersection is mostly built out, meaning changes in this area could happen sooner.
- Restoring a sense of community is a key aspect of the QMP.
- Network connectivity is crucial to keeping vehicles on main routes rather than diverting to residential roads.
- There is still substantial work to be done on this plan.
- BC Transit is planning a region-wide Transit Master Plan update next year.
- The Capital Regional District (CRD) conducts an Origin Destination Household Travel survey every five years, breaking down mode share and trip trends in Saanich. This data is used to integrate land use frameworks and future density projections to estimate new trip levels.
- Many trips in Saanich are vehicle-based due to the lack of nearby services, reinforcing the importance of creating 15-minute communities.
- The shift to active transportation will be gradual, with vehicles remaining on the roads for the foreseeable future.

BC TRANSIT FLEET STATUS

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

- BC Transit plans to introduce battery electric buses.
- Some BC Transit buses remain in operation after 15 years of service.
- Frequent service levels have been reduced due to a shortage of buses.
- Bus service levels should be increased to meet current and future demand.
- It was recommended that a BC Transit representative speak to the committee about this issue and the BC Transit Master Plan.

MOVED by T. Barry and Seconded by J. Konkel: "That the report prepared by Colin Stepney be received for information."

CARRIED

CAPITAL BIKE ACTIVE TRANSPORTATION PLAN PRESENTATION

The Secretary, Advocacy Co-Chair presented on Capital Bike and Saanich's Active Transportation Plan (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- A report on the acceleration of the Active Transportation Plan (ATP) will be going to Council in January 2025.

MOVED by T. Barry and Seconded by J. Konkel: "That when the Engineering report on the cost of accelerating the Active Transportation Plan is received, the Transportation Advisory Committee recommends that Council support efforts to accelerate the Active Transportation, and especially give consideration to:

- 1. Fixing the gaps in the cycling network;**
- 2. Adding or improving intersection and crosswalk provisions for cyclists;**
- 3. Repositioning painted bike lanes to put cyclists between parked cars and the curb when parking is on the street; and**
- 4. Speeding up the construction of infrastructure along Quadra Street."**

The following discussion ensued:

- Incorporating connectivity and a minimum viable network into the motion is important.

MOVED by R. Corder and Seconded by T. Barry: "That the motion be amended to replace the first point with "Supporting connectivity by fixing gaps in the cycling network and building a minimum viable network."

The Amendment was CARRIED

MOVED by J. Konkel and Seconded by R. Corder: "That the motion be amended to replace the third point with "Work to eliminate conflict between bike lanes and parked vehicles."

The Amendment was CARRIED

MOVED by R. Corder and Seconded by T. Barry: "That the motion be amended to add "in full or in part" after "accelerate the ATP."

The Amendment was CARRIED

The Main Motion, as Amended, was CARRIED

Motin Motion, as Amended:

"That when Council receives the Engineering report on the cost of accelerating the Active Transportation Plan, the Transportation Advisory Committee recommends that Council support efforts to accelerate the Active Transportation, in full or in part, and especially give consideration to:

- 1. Supporting connectivity by fixing gaps in the cycling network and building a**

- minimum viable network;**
- 2. Adding or improving intersection and crosswalk provisions for cyclists;**
- 3. Work to eliminate conflict between bike lanes and parked vehicles; and**
- 4. Speeding up the construction of infrastructure along Quadra Street.”**

***The committee did not address items C.3, C.5, and C.6 due to time.

ADJOURNMENT

On a motion from P. Little, the meeting adjourned at 6:09 p.m.

Councillor Teale Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

Colton Whittaker, Committee Clerk

MINUTES
TRANSPORTATION ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room 2 and via MS Teams
770 Vernon Avenue
Thursday, January 23, 2025 at 5:34 p.m.

Present: Councillor Zac De Vries (Chair), Colin Stepney, Dominick Ali, James Coates, Janine Konkell, Kelsea McLaughlin, and Rachel Corder

Staff: Megan Squires, Strategic Projects Manager; and Sharon Froud, Deputy Manager

Regrets: Trevor Barry

AGENDA AMENDED

MOVED by C. Stepney and Seconded by R. Corder: “That item B.3 titled Transportation 101 Overview Presentation, be moved to the first item on the agenda.”

CARRIED

TRANSPORTATION 101 OVERVIEW PRESENTATION

The Strategic Projects Manager presented an overview of the Transportation Division (PowerPoint on file). The following was noted in response to questions and during committee discussion:

- Transportation related issues in Saanich can be reported to engineering@saanch.ca.
- Saanich collaborates with the Ministry of Transportation and Transit (MOTT) on roadways.
- Saanich’s Official Community Plan (OCP) was updated last year and outlines the hierarchy of roads in the District.
- SaanichMap is available on the District of Saanich website and provides land designation details, including Agricultural Land Reserve (ALR) lands.
- The Transportation Division analyzes various data sources to address transportation issues.
- Sidewalk, bicycle, and trail network maps are included in the Active Transportation Plan (ATP).
- The Traffic Calming Policy is in development and will outline measures to reduce vehicle speeds.
- Saanich is the first municipality on Vancouver Island to adopt a Road Safety Action Plan (RSAP).
- Fully accessible bus stops are a priority and may be considered for future discussion.

ADOPTION OF THE MINUTES

- Distinguishing staff responses and committee discussions in the minutes would be appreciated.

- The minutes of November 28, 2024, will be considered at the next committee meeting.

CHAIRS REMARKS

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

- Saanich has a historically car-centric design.
- The committee has made significant progress and will continue its work this term.
- Committee members introduced themselves in a roundtable discussion.

TERMS OF REFERENCE OVERVIEW

The committee discussed the Terms of Reference, and the following was noted:

- Topics presented to the committee may also apply to other committees and may involve varying material.

MOVED by C. Stepney and Seconded by J. Coates: "That the Transportation Advisory Committee receive the Terms of Reference for information."

CARRIED

The following discussion ensued:

- Committee members are encouraged to contact the chair with topics they are interested in.
- The committee would appreciate a dedicated time at an upcoming meeting to discuss ideas.

ADJOURNMENT

On a motion from C. Stepney, the meeting adjourned at 6:50 p.m.

NEXT MEETING

The next meeting is scheduled for February 27, 2025 at 5:30 p.m.

COUNCILLOR ZAC DE VRIES, CHAIR

I hereby certify these Minutes are accurate.

COLTON WHITTAKER, COMMITTEE CLERK



LEGISLATIVE AND
PROTECTIVE SERVICES

Memo

To: Transportation Advisory Committee
From: Councillor De Vries
Date: February 20, 2025
Subject: Potential Motor Vehicle Act Amendment Recommendations

In response to urban expansion and evolving transportation dynamics within the District of Saanich and across the Province, there is an imperative need to update the Motor Vehicle Act. Such updates are essential to enhance road safety, harmonize with modern transportation standards, and address environmental challenges. Moreover, revising the act will facilitate better integration of emerging mobility solutions and technologies, such as electric vehicles and shared transport systems, ensuring they align with our sustainability goals and community needs. This initiative is critical in maintaining an efficient, safe, and environmentally conscious transportation ecosystem that supports our growing community.

This memo reflects the recommendations outlined in the position paper prepared by the [Road Safety Law Reform Group of British Columbia in 2016](#). While some of the recommendations from the paper were addressed through Bill 23 – Motor Vehicle Act Amendment Act, 2023, several of them have not yet been acted upon, but remain relevant. I've also added a recommendation (#12) that was identified by the community as a concern through development of our Road Safety Action Plan.

We believe that implementation of the recommendations outlined below would make immediate and meaningful change for the safety of roadways in Saanich and across BC.

Recommendation 1 (Recommendation 1 in the position paper)

The name of the legislation should be changed to the *Road Safety Act* to be more representative of the different classes of road users and to reflect the primary goal, which is to ensure safety.

Recommendation 2 (Recommendation 6 in the position paper)

The MVA should be amended to empower municipalities to adopt a default speed limit for unsigned highways within municipal boundaries, by bylaw and posting of signs at municipal boundaries. Municipalities should be empowered to adopt appropriate default speed limits without the necessity of signing every block. The present system requires municipalities, like Saanich, to commit substantial resources to adopt municipal-wide default speed limits that differ from the provincially mandated 50 km/h.

Recommendation 3 (Recommendation 7 in the position paper)

A default provincial speed limit of 30 km/h for local (no center line) streets should be included in the MVA, with municipalities enabled to increase speed limits on local streets on a case-by-case basis by bylaw and posted signage. This approach would relieve municipalities of the financial burden of installing signs on each block on local streets.

Recommendation 4 (Recommendation 9 in the position paper)

Section 183(2)(c) of the MVA should be amended to clarify that a cyclist shall ride as near as is safe to the right side of the right-most through-lane, except:

- when travelling with the normal flow of traffic on the highway,
- on a roadway with no center line,
- on a lane that is too narrow for a cycle and a vehicle to travel safely side by side within the lane,
- on a laned roadway on which traffic is restricted to one direction of movement, at which time a cyclist may ride as near as is safe to the left side of the left-most through-lane,
- if the right-most through-lane is obstructed by cycles or vehicles turning right and the cyclist first ascertains that the movement can be made with safety and without affecting the travel of any other vehicle,
- when overtaking and passing another vehicle or cycle proceeding in the same direction and first ascertains that the movement can be made with safety and without affecting the travel of any other vehicle,
- when preparing for a left turn at an intersection or into a road or driveway and first ascertains that the movement can be made with safety and without affecting the travel of any other vehicle, or
- if avoiding an obstruction on the highway that makes it unsafe to continue along the right side of the right-most through lane and the cyclist first ascertains that the movement can be made with safety and without affecting the travel of any other vehicle.

Section 183(4) should be repealed.

Recommendation 5 (Recommendation 10 in the position paper)

Amend the s.158 of the MVA to clarify and expand when cyclists may pass on the right, by:

- clarifying s.158 to state that when a cyclist travels to the left of parked vehicles in the right-most marked lane of a laned roadway, that this is an “unobstructed lane” where the cyclist is permitted to travel for the purposes of s.158 (1)(b),
- exempting cyclists from the prohibition on using the shoulder at s.158 (2)(b), and
- adding exceptions to the general rule against passing on the right at s.158 (1)(a) to (c):
 - where the driver is a cyclist, and where the highway is free from obstructions and is of sufficient width for the cyclist to pass to the right of vehicular traffic,
 - where the driver is a cyclist, and there is space marked or lane designated for bicycle traffic, or where the driver is a cyclist using a sidewalk where cycling is permitted, and
 - where it is necessary for a cyclist to access a cyclist-controlled signal button.

Recommendation 6 (Recommendation 11 in the position paper)

Sections 165, 166 and 167 of the MVA should be amended to provide that a motor vehicle must yield to a through-moving cycle or other vulnerable road user when turning. Portions of the right-hand turn rule requiring motorists to position their vehicle at the extreme right edge of the

highway should be repealed, or alternatively amended to prevent doing so when it would obstruct the travel of a person operating a cycle.

Recommendation 7 (Recommendation 12 in the position paper)

Subsection 150(3) of the MVA should be amended to provide that:

- (a) The driver of a vehicle or cycle entering a roadway in or around a rotary traffic island or roundabout shall yield the right of way to traffic already on the roadway in the circle or approaching so closely to the entering highway as to constitute an immediate hazard; and
- (b) The driver of a vehicle or cycle passing around a rotary traffic island or roundabout shall drive the vehicle in a counterclockwise direction around the island or the center of the circle.

Further, standardized signage for rotary traffic islands and roundabouts that specifies the right of way should be adopted across the province.

Recommendation 8 (Recommendation 20 in the position paper)

The MVA should be amended to clarify when adult cyclists are permitted to ride on the sidewalk and to provide that children 12 and under and people with disabilities are permitted to ride on the sidewalk. Existing s. 183(2)(a) should be replaced as follows:

- (a) must not ride on a sidewalk unless
 - (i) the person is aged 12 or under, or is a person of any age with a disability that prevents the person from safely operating a cycle on a highway,
 - (ii) authorized by a bylaw made under section 124 or otherwise directed by a sign or pavement marking,
 - (iii) directed by detour to use a sidewalk, or
 - (iv) a parallel bicycle facility is obstructed,

and where a cycle is lawfully operated on a sidewalk, the operator of the cycle must yield to any pedestrian using the sidewalk.

Recommendation 9 (Recommendation 21 in the position paper)

Section 183 be amended to introduce a new subsection permitting the operator of a cycle to proceed beyond a stop line or to proceed onto a sidewalk to operate a cyclist or pedestrian controlled traffic signal, and where the operator of a cycle proceeds onto a sidewalk to operate the signal, the operator of the cycle must yield to pedestrians lawfully on the sidewalk.

Recommendation 10 (Recommendation 22 in the position paper)

The MVA should be amended to clarify when cyclists can ride through a crosswalk and indicate that motorists must yield to cyclists if they are in a crosswalk marked by “elephant’s feet” or otherwise indicated to be a cycle crossing or cycle-priority space, such as a bike box. To that end, paragraph 183(2)(b) should be amended as follows:

- (b) must not, for the purpose of crossing a highway, ride on a crosswalk unless

(i) authorized to do so by a bylaw made under section 124,

Recommendation 11 (Recommendation 13 in the position paper)

The MVA be amended to provide for the use of red arrow traffic signals to signify when a right-turning vehicle is prohibited from turning.

Recommendation 12

The MVA should be amended to include a ban on right turns on red lights at all intersections. Research has demonstrated that banning these turns can significantly decrease the number of crashes, particularly those involving vulnerable road users.

The recommendations outlined above are well researched and support provincial and municipal Vision Zero goals.

Conclusion

In conclusion, revising the Motor Vehicle Act for the District of Saanich is not just a legislative necessity but a strategic move towards fostering a safer, more adaptive, and sustainable transportation landscape. By updating these regulations, we not only address current insufficiencies and cater to emerging trends but also ensure that our infrastructure evolves in sync with technological advancements and environmental commitments. Such progress will significantly enhance our community's quality of life, positioning Saanich as a leading example of a forward-thinking, dynamic urban district. If actioned, these amendments would lead to immediate and meaningful improvements for all road users in Saanich and across British Columbia.

Suggested Next Steps

That the Transportation Advisory Committee recommend that Council takes on advocacy for the above changes to the Motor Vehicle Act through letter writing and resolutions to UBCM.