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Capital Regional District

Notice of Meeting and Meeting Agenda
Transportation Committee

Wednesday, February 24, 2021	**1:30 PM**	**6th Floor Boardroom** **625 Fisgard St.** **Victoria, BC V8W 1R7**

Special Meeting

D. Screech (Chair), J. Loveday (Vice Chair), S. Brice, B. Desjardins, D. Howe, B. Isitt,
C. McNeil-Smith, R. Martin, R. Mersereau, L. Seaton, M. Tait, N. Taylor,
C. Plant (Board Chair, ex officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Presentations/Delegations

In keeping with directives from the Province of BC, this meeting will be held by Live Webcast without the public present.

To participate electronically, complete the online application for "Addressing the Board" on our website. Alternatively, you may email the CRD Board at crdboard@crd.bc.ca.

4. Special Meeting Matters

4.1.   21-146   Traffic Safety Commission Motion

Recommendation: The Traffic Safety Commission recommends the Transportation Committee recommends to the Capital Regional District Board:
That the Capital Regional District Board write a letter to municipalities who have not agreed to participate in the 40 km/h default speed pilot project to rethink their position, and to thank those councils that have already chosen to participate.

4.2.   20-787   Transportation Gap Summary

Recommendation: [At the January 13, 2021 CRD Board meeting, the following motion arising was referred to the Transportation Committee:]
That the Board express its support for Union of BC Municipalities Resolution B143 - Shifting Investment to Low-Emission Transportation which passed at the 2019 convention, and request that staff consider the commitment in the Pan-Canadian framework on clean growth and climate change, to shift investments "from higher to lower-emitting types of transportation" in their work.
(NWA)

**Attachments:**	Staff Report: Transportation Gap Summary
	Appendix A: Transportation Related Plans
	Appendix B: Transportation Timeline
	Appendix C: Transportation Jurisdictional Roles & Responsibilities
	Appendix D: CRD Involvement in External Projects
	Appendix E: Recent and Planned MoTI Transportation Projects in the CRD
	Appendix F: Regional Transportation Plan
	Presentation: Transportation Gap Summary

4.3.   **21-031**   Letter to Transportation and Infrastructure Ministers (Director Taylor)

**Recommendation:**   [At the January 13, 2021 CRD Board meeting, the following motion with notice was referred to the Transportation Committee:]
That the Board write to Rob Fleming, Minister of Transportation and Infrastructure and Bowinn Ma, Minister of State for Infrastructure:
a) Applauding their government's commitment to fund free transit for children up to and including age 12 as an example of how we can build a better future through fighting climate change;
b) Expressing the CRD's eagerness to work with them to improve transit and other low-carbon transportation on the South Island to meet the aspirations of the South Island Transportation Strategy;
c) Noting that following through on the aspiration of the South Island Transportation Strategy to "to fundamentally shift how people move around South Vancouver Island" will be necessary to meet the CRD's goal of a 61% reduction in GHG emissions from 2007 levels by 2038, and that the CRD does not consider failure to meet this goal to be an option given the seriousness of the climate emergency; and
d) Communicating the CRD's willingness to collaborate with Minister Fleming and Minister Ma in the identification, planning and development of key transit projects in this region.

4.4.   **21-096**   Previous Minutes of Other CRD Committees and Commissions for Information

**Recommendation:**   That the following minutes be received for information:
a)   Traffic Safety Commission minutes - October 10, 2019
b)   Traffic Safety Commission minutes - November 14, 2019
c)   Traffic Safety Commission minutes - December 12, 2019
d)   Traffic Safety Commission minutes - January 9, 2020
e)   Traffic Safety Commission minutes - February 13, 2020
f)   Traffic Safety Commission minutes - March 12, 2020
g)   Traffic Safety Commission minutes - July 9, 2020
h)   Traffic Safety Commission minutes - August 13, 2020
i)   Traffic Safety Commission minutes - September 10, 2020
j)   Traffic Safety Commission minutes - October 8, 2020
k)   Traffic Safety Commission minutes - December 10, 2020
l)   Traffic Safety Commission minutes - January 12, 2021

Attachments:　　Minutes: Traffic Safety Commission - October 10, 2019

Minutes: Traffic Safety Commission - November 14, 2019

Minutes: Traffic Safety Commission - December 12, 2019

Minutes: Traffic Safety Commission - January 9, 2020

Minutes: Traffic Safety Commission - February 13, 2020

Minutes: Traffic Safety Commission - March 12, 2020

Minutes: Traffic Safety Commission - July 9, 2020

Minutes: Traffic Safety Commission - August 13, 2020

Minutes: Traffic Safety Commission - September 10, 2020

Minutes: Traffic Safety Commission - October 8, 2020

Minutes: Traffic Safety Commission - December 10, 2020

Minutes: Traffic Safety Commission - January 12, 2021

5. Adjournment

The next meeting is April 21, 2021.

To ensure quorum, please advise Tamara Pillipow (tpillipow@crd.bc.ca) if you or your alternate cannot attend.

REPORT TO COMMITTEE OF THE WHOLE
MEETING OF WEDNESDAY, DECEMBER 09, 2020

SUBJECT   **Transportation Gap Summary**

ISSUE SUMMARY

Response to Planning, Transportation and Protective Services Committee motion of October 21, 2020 for staff to provide a summary of gaps in regional transportation functions and options to address them using previously conducted work, for consideration by the Committee of the Whole.

BACKGROUND

The Capital Regional District (CRD) Board and the general public continue to identify transportation as a top regional priority. Staff have reviewed existing plans and studies, attempts to establish a transportation authority and existing transportation functions across jurisdictions. Based on the information reviewed, staff have identified opportunities and gaps, focus areas for further action and alternatives for the Committee's consideration.

Existing Plans and Studies
As shown in Appendix A, 15 transportation plans and studies have been undertaken since 2011 to define and identify solutions to two core transportation problems affecting the region:

1. Traffic congestion in the AM and PM peak periods increases travel time and decreases residents' quality of life; and
2. The regional road network is largely built out, constraining infrastructure solutions because of cost and geography; as a result, there is a need to focus on solutions that shift mode share.

The plans provide recommendations centered around four high-level actions that can be taken to address these problems, as follows:

1. Planning and policy to identify solutions to transportation problems;
2. Infrastructure investments to ensure safety and improve mode choice;
3. Land use decision making to achieve densities that can be efficiently served by transit and support active transportation; and
4. Behaviour change to promote mode shift (e.g., travel demand management, disruptive technologies).

The Regional Transportation Plan (RTP) identifies a multi-modal transportation network that is being implemented by multiple jurisdictions within existing authorities. The RTP is provided in Appendix F. Data shows that progress has been made to shift mode share and, more recently, attract provincial funding for infrastructure projects to improve public safety and mode choice. Implementation gaps remain as traffic volumes and travel times continue to increase. These gaps are:

1. No approved list of regional priorities to catalyse action or attract funding;
2. No single agency acts as a champion for regional priorities;
3. No funding mechanism to incentivise regional prioritization of infrastructure projects; and
4. There is no formal mechanism to consider the regional impacts of individual transportation decisions.

Attempts to Establish a Transportation Authority
Discussions regarding increasing the CRD's role in transportation through a service authority to catalyze action have been ongoing. Since 2011, there have been numerous unsuccessful attempts to increase the CRD's role in regional transportation. These attempts have largely failed due to concerns about loss of municipal control over transportation decisions and concerns about local cost impacts. Governance reviews, along with correspondence from the Premier's Office, indicate that the region needs to reach consensus around its transportation future at the CRD Board before it can take a leading role in regional transportation. Appendix B provides a timeline synopsis.

Transportation Functions in the Region
Responsibility for transportation functions is shared across a number of authorities in the region, each responsible for taking action on matters within their own jurisdiction. As shown in Appendix C, this creates a complex mode-based decision framework for transportation. The challenging outcome is that impacts of local transportation decisions are felt regionally while the responsibility for action lies within local or provincial authorities. Compounding this outcome is that there is no mechanism to collectively consider the regional impacts of municipal transportation decisions on the region as a whole.

Focus Areas for Future Action
Based on the above review, staff have identified three areas of focus within the CRD's existing service mandate to take action on transportation.

1. Identify and agree on regional multi-modal priorities.
2. Advocate for funding or action on approved priorities.
3. Formalize coordination across jurisdictions on matters such as infrastructure investments, transportation and land use policy and behaviour change.

ALTERNATIVES

Alternative 1
That the Committee of the Whole recommends to the Capital Regional District Board:
That staff work with jurisdictional partners to develop a list of potential transportation priorities that would be most beneficial to the region as a whole and report back to the Board for prioritization.

Alternative 2
That the Committee of the Whole recommends to the Capital Regional District (CRD) Board that:
The CRD continue to implement the Regional Transportation Plan through data and technical contributions to informal, project-based working groups led by partners, focused on their jurisdictional priorities.

Alternative 3
That the Transportation Gap Summary report be referred back to staff for additional information.

IMPLICATIONS

Environmental & Climate Implications
The CRD Board has declared a climate emergency. Road based transportation is responsible for 46% of all greenhouse gas (GHG) emissions in the region. Transportation solutions that shift mode share – get more people taking transit, walking and cycling – will help address traffic congestion and reduce GHG emissions.

Intergovernmental Implications
Responsibility for implementing the RTP is shared among multiple jurisdictions. In addition to achieving the regional outcomes set out in the RTP, each jurisdiction has its own transportation goals and objectives. This split responsibility for transportation functions has three significant impacts:

1. It has been challenging for the CRD to reach consensus on topics related to transportation as such requires both Board and municipal council support. Feedback from the various governance reviews strongly identifies that the CRD is not being heard as it is not presenting a unified message of priorities and needs.
2. Each partner jurisdiction develops transportation policies and implements projects with the objective to integrate RTP goals with jurisdictional priorities and authorities. At times, this approach means that jurisdictional priorities work at cross purposes. This is exacerbated by the alignment of jurisdictional authorities to functional transportation requirements, creating a systemic barrier to collaborative and integrated regional prioritization.
3. The region has no advocacy leverage with higher levels of government as there is no consensus on regional priorities.

Transportation infrastructure and policy projects continue to advance, led by municipal, provincial and agency partners. CRD staff currently provide data and technical expertise informally through working groups to these projects. In addition, CRD staff ensure that Board priorities related to achieving mode share targets and taking action on climate are integrated into these transportation projects. Appendix D provides a summary of project working groups in which staff participate.

Regional Growth Strategy Implications
The vital links between transportation and land use planning are clearly identified in the Regional Growth Strategy (RGS). A key transportation indicator in the RGS measures the percentage of total trips made by cycling, walking and transit in the growth management planning area. The mode share has increased from 22.4% in 2011 to 26.6% in 2017. The RGS target for 2038 is 42%.

The 2020 RGS Indicators Report highlights that recent growth in the region has largely gone to parts of the region that do not have a high active transportation and transit mode share.

Social Implications
The social implications of transportation continuing in its current ad hoc project based manner is likely to result in negative implications for residents and visitors through time spent in increased congestion. This is additional time spent away from families and diverted from social activities.

Financial Implications
The CRD does not requisition any dedicated funding towards transportation other than for regional trails, regional information services and the Traffic Safety Commission.

Up until 2014, the region received federal gas tax funding through the Regionally Significant Projects Fund on behalf of the municipalities, which the CRD Board dedicated towards transportation. The RTP was created with the understanding that this funding would be available to fund its actions and objectives. These funds are now distributed to municipalities directly and increasingly these funds are used on non-transportation projects such as water and recreation. The loss of these funds means there is no funding mechanism to incentivize regional prioritization of infrastructure projects.

Alignment with Board & Corporate Priorities
On October 21, 2020, the Planning, Transportation and Protective Service Committee requested that staff provide additional information about the planned initiatives in the 2021 service plan to deliver on Board priorities related to transportation.

The CRD Board has identified the following two transportation priorities:

1. Work with government/community partners to increase use of public transit, walking and cycling and to plan for and deliver an effective, long-term regional multi-modal transportation system.

2. Protect the E&N Corridor as a transportation corridor and participate in a provincial working group to come to agreement on the future use of the E&N corridor.

Both of the above Board priorities are cornerstones of the RTP. Participation in transportation project working groups delivers on the CRD Board priority initiative to work with government partners at an informal, staff level. Appendix D provides a summary of the working groups, and constitutes the work plan for achieving this priority initiative for 2021. Note that additional working groups may arise through the year, upon invitation by project partners. A technical study on the E&N was released by the Province in March 2020 and findings were incorporated into the South Island Transportation Strategy. With both of these studies completed, there is no formal provincial working group working on the future of the E&N Corridor. CRD staff continue to monitor for opportunities to protect the E&N Corridor for transportation in individual projects. The Board will continue to receive updates on how the CRD is advancing these priorities through the CAO quarterly report.

Alignment with Existing Plans & Strategies
As shown in Appendix D, CRD staff work collaboratively with many partners and stakeholders through informal project-based working groups to ensure alignment of the various plans and strategies with goals and objectives identified in CRD plans such as the Regional Transportation Plan, Regional Trails Management Plan and the Pedestrian and Cycling Master Plan. Furthermore staff work to ensure that the significance of the CRD climate emergency declaration is reflected in these plans. These working groups focus inwardly on individual projects and do not have the mandate to consider the broader context of regional priorities as such have not been identified.

Service Delivery
The CRD has the service authority to manage regional trails, collect and analyze transportation data and collaborate with partners to plan for the region's transportation needs. The CRD does not have a mandate to operate transit/ferries/rail, build road infrastructure, prioritize regional grant applications or dictate road standards. As a regional government, the CRD Board is in a unique position to advocate for regional priorities that would achieve objectives in its regional plans such as the RGS and the RTP. The CRD can take an effective advocacy position only once priorities have been identified and endorsed by the Board. Priority-setting can be achieved within the CRD's existing service authority.

Much of the CRD Board effort has focused on the development of a governance model that would increase CRD service levels on transportation matters, following a phased approach. The initial focus was to consolidate all existing transportation functions into one service and expand functions to include grant application support and transportation programming. Such focus has resulted in less attention on what outputs (e.g., infrastructure projects, transportation policy) the CRD would like to see prioritized and how these priorities could be achieved. As an outcome, the CRD has not committed to prioritizing and advocating for any specific initiative that would achieve regional objectives.

Regardless of these challenges, the region is progressing on many of the RTP objectives through collaborative partnerships with municipalities, electoral areas, BC Transit and the Ministry of Transportation and Infrastructure. Appendix E highlights recent and planned Ministry of Transportation and Infrastructure transportation projects for the region. Similarly many municipalities have gone on to leverage the RTP and develop their own localized transportation plans that include a regional lens and align with regional objectives.

While modest mode share increases have been made, at this rate of change the region is unlikely to meet its 2038 mode share targets.

Process
Should the Committee approve the recommendation, the next steps are as follows:
1. Working at a staff level, CRD staff will engage partner jurisdictions to develop a list of regional transportation priorities as they relate to actions identified in the RTP.
2. CRD staff will collate the priorities into a list, focusing on how to achieve the regional outcome statements in the RTP, and circulate to local area administrators for comments.
3. CRD staff will bring forward the list for Board prioritization.

Staff can undertake this work under its existing service authority. The report will include consideration of different mechanisms that could be used to ensure that local-level decisions do not have negative regional impacts.

CONCLUSION

Sustainable integrated multi-modal transportation continues to be a major regional priority. This review of previously undertaken work shows that progress is being made toward implementing the regional multi-modal transportation network. There are gaps related to priority setting and advocacy at a regional level as well as formalizing policy and project coordination across the region. There is no singular voice for multi-modal sustainable transportation in the region and as such it is challenging to consider the collective impact of individual transportation projects as well as attract the needed attention and financial support from higher levels of government for major projects.

RECOMMENDATION

That the Committee of the Whole recommends to the Capital Regional District Board
That staff work with jurisdictional partners to develop a list of potential transportation priorities that would be most beneficial to the region as a whole and report back to the Board for prioritization.

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENTS

Appendix A: Transportation Related Plans
Appendix B: Transportation Timeline
Appendix C: Transportation Jurisdictional Roles and Responsibilities
Appendix D: CRD involvement in external projects
Appendix E: Recent and Planned MoTI Transportation Projects in the CRD
Appendix F: Regional Transportation Plan

Appendix A: Existing Transportation Plans & Studies

Responsibility for transportation functions is shared across a number of authorities in the region, each responsible for taking action on matters within their own jurisdiction.

Since 2011, 15 plans and studies have been developed to define and identify solutions to two core transportation problems affecting the region:

1) Traffic congestion in AM and PM peak periods increases travel time and decreases residents' quality of life.
2) Need to shift mode share as the regional road network is largely built out, focusing on actions that improve transportation choice and change behaviour.

How are we doing?

Mode share is improving: 22.4% in 2011, compared to 26.6% in 2017.

Traffic volumes and travel times continue to increase.

Table 1 lists the existing plans. Table 2 summarizes the four high-level actions that can be taken to address these problems.

Table 1. List of Transportation Plans & Studies

Authority	Plan / Study	Year
BC Transit	Victoria Transit Future Plan	2011
CRD	Pedestrian and Cycling Master Plan (PCMP)	2011
CRD	Regional Transit Local Funding Options	2012
CRD	Transit Governance Review	2013
CRD	Regional Transportation Plan (RTP)	2014
CRD	Transportation Service Feasibility Study	2014
Province (MAH)	End of Regionally Significant Projects Fund (RSPF) for regional districts	2014
CRD	Regional Trails Management Plan	2016
CRD	Transportation Data and Analytics Program Review	2016
Province (MAH)	Governing Greater Victoria – the Role of Elected Officials and Shared Services (Bish Report)	2016
Province (MAH)	Capital Integrated Services and Governance Initiative	2017
Province (MOTI)	Move, Commute, Connect – BC Active Transportation Strategy (CleanBC)	2019
Province (MOTI)	South Island Transportation Strategy (SITS)	2020
BC Transit	Victoria Regional Transit 10 Year Vision	2020
BC Transit	(Draft) Victoria Region Rapid Bus Strategy and Implementation Action Plan	2020
BC Transit	Local Area Transit Plans	Ongoing

Appendix A: Existing Transportation Plans & Studies

Table 2. Summary of Key Actions by Jurisdiction

Jurisdiction	Planning & Policies	Infrastructure	Land Use	Behaviour Change
Purpose	Identify solutions to transportation problems	Make investments to ensure safety and improve mode choice	Achieve densities that can be efficiently served by transit and support active transportation	Promote behaviours that support using different travel modes
CRD	RTP, PCMP, trail management plan, transportation data, governance reviews	Regional trail network Lost funding mechanism in 2014	Development policy and approval in JdF EA RGS growth management concept	Climate action programming, active school travel planning
Municipalities & EAs	Transportation / active travel master plans	Local roads, including active transportation	Development policy and approval (e.g., nodal development)	Programming
BC Transit	Transit Future, Rapid Bus Strategy	Regional transit system	N/A	Education / outreach campaigns
Province	SITS, governance reviews	Provincial highways Fund transit (capital) Grants for local roads	N/A	Grants / incentives for active transportation

Opportunities:

1) The Regional Transportation Plan (RTP) identifies a regional multi-modal transportation network that is being implemented by individual jurisdictions, acting within their existing authorities.

2) Preliminary data show that volumes remain steady through the pandemic but are more distributed through the day, decreasing congestion and travel time.

3) Since 2017, the Province invested $500M in the South Island.

Gaps:

1) No approved list of regional priorities to catalyse action or attract funding.

2) No single agency acting as a champion for regional priorities.

3) No funding mechanism to incentivize regional prioritization of infrastructure projects.

4) No formal mechanism to discuss or evaluate the regional impacts of individual transportation decisions.

Appendix B: Transportation Service Timeline

This table summarizes milestones, outcomes and gaps associated with CRD attempts to address governance issues through a transportation service. The key gap is insufficient municipal support to proceed with a regional service due to concerns about loss of control over transportation decisions and local cost impacts.

Timeline	Milestone		Outcome / Gap
2011	**Transit Governance:** CRD Board requests that it replace Victoria Transit Commission as the regional authority for transit.		**Gap:** Insufficient municipal support at municipal councils.
2013 - 2014	**Regional Transportation Plan (RTP):** Staff prepare and CRD Board approves the RTP. RTP contains input from all municipalities, BC Transit and the Province.		**Outcome:** Multi-Modal Regional Transportation Network and ambitious mode share targets.
	Transportation Service Feasibility Study: CRD Board receives a recommendation to implement the RTP using a three-step approach to transportation service and governance.		**Outcome:** Proposed three-step service and governance approach 1) Consolidate existing CRD transportation functions in a new service 2) Expand service to include policy and program development 3) Bring transit under the established transportation service
2015 – 2016	**Draft Transportation Service Establishment Bylaw:** Staff prepare and CRD Board considers a draft bylaw based on the Transportation Service Feasibility Study and funding policy. • **Recommended services:** funding and partnering on infrastructure projects and grant applications, transportation programming and enhanced transportation support to EAs. Transit was not included in the service scope. • **Recommended Funding Policy:** tie requisition increases to expansion of functions and identify triggers for increased requisitions; up to $10M was initially contemplated.		**Gap:** Insufficient municipal support at municipal councils because of concerns related requisition impacts, CRD governance and loss of local control over community priorities.
			Outcome: Bylaw held in abeyance until release of the Province's Capital Integrated Services and Governance Initiative report.
2017	**Capital Integrated Services and Governance Initiative Report:** Province releases long-awaited report.		**Outcome:** No concrete recommendations for transportation. Suggests that funding could incentivize regional prioritization.
	Update Transportation Service Establishment Bylaw: CRD staff prepare and CRD Board considers updates to the bylaw based on municipal input. • **Updated Services:** Reduce service requisition upper limit (capped at $2.5M) for regional trails and transportation planning, with spending triggered through the annual service planning process and approved by the Board.		**Outcome:** The proposed requisition amount would not be sufficient to fund infrastructure, leaving that function to the Province / municipalities.
2018	**Transportation Service Not Supported:** CRD Board directs staff to stop working on service as there was no pathway to successful bylaw adoption.		**Gap 1:** Insufficient municipal support at municipal councils. **Gap 2:** Premier advises that the region needs a shared vision for its transportation goals and to articulate how a service would achieve this end.
2018 - Present	**Project Collaboration:** CRD staff provide technical expertise and data to project working groups led by jurisdictional partners around the region under existing service authorities.		**Gap:** Working groups informally consider how to advance RTP goals and CRD priorities, only focusing on infrastructure projects and policy.

Appendix C: Jurisdictional Transportation Roles & Responsibilities

	Capital Regional District	**Municipalities**	**BC Transit**	**MOTI**
Regional and Multi-Use Trails	**Primary Service Provider** Planning, design, operation, maintenance, regulation and funding of regional trail system that acts as active transportation spine.	**Level of Involvement** Integrate local trails and cycling routes into the regional system.	**Level of Involvement** Supports integration of active modes of transportation with transit.	**Level of Involvement** Leases Galloping Goose right of way to CRD.
Regional and Local Roads	**Level of Involvement** Identify multi-modal road network and policy support for all modes of transportation through RGS and RTP. Contribute data.	**Primary Service Provider** Planning, priority-setting, design, operation, maintenance, regulation and funding of roads that provide for local circulation.	**Level of Involvement** Operate transit on local roads.	**Level of Involvement** Integrate highway network for inter-regional travel into local roads.
Land Use – Corridors & Nodes	**Level of Impact** Set regional vision and high-level policies for growth management through the RGS. Contribute data.	**Primary Service Provider** Use planning, land use regulation and taxation tools to shape the location and rate of development.	**Level of Involvement** Need population and/or employment density to provide efficient and reliable transit service.	**Level of Involvement** Policy guidelines and approvals of development applications adjacent to highway corridors.
Regional Transit Network	**Level of Involvement** Policy support for transit system through RGS and RTP. Contribute data.	**Level of Involvement** Maintain roads and bus shelters, contribute to transit route planning initiatives and contribute property taxes to transit operations.	**Primary Service Provider** Planning, priority-setting, design, operation, maintenance, regulation and funding of transit routes and service.	**Level of Involvement** Enable transit operations on provincial highways. Contribute capital and operating funds.
Provincial Highways	**Level of Involvement** Policy support for inter-regional through RGS and RTP. Contribute data.	**Level of Involvement** Integrate local roads and intersections with provincial highways.	**Level of Involvement** Operate transit on provincial highways.	**Primary Service Provider** Planning, priority-setting, design, operation, maintenance, regulation and funding of provincial highways.
Outcomes	Impacts of transportation decisions are felt regionally through congestion pinch-points and intra-regional travel.	No mechanisms to collectively consider the impact of municipal transportation decisions.	CRD has no advocacy leverage on transit matters as there is no consensus on regional priorities.	CRD has no advocacy leverage on provincial investment as there is no consensus on regional priorities.

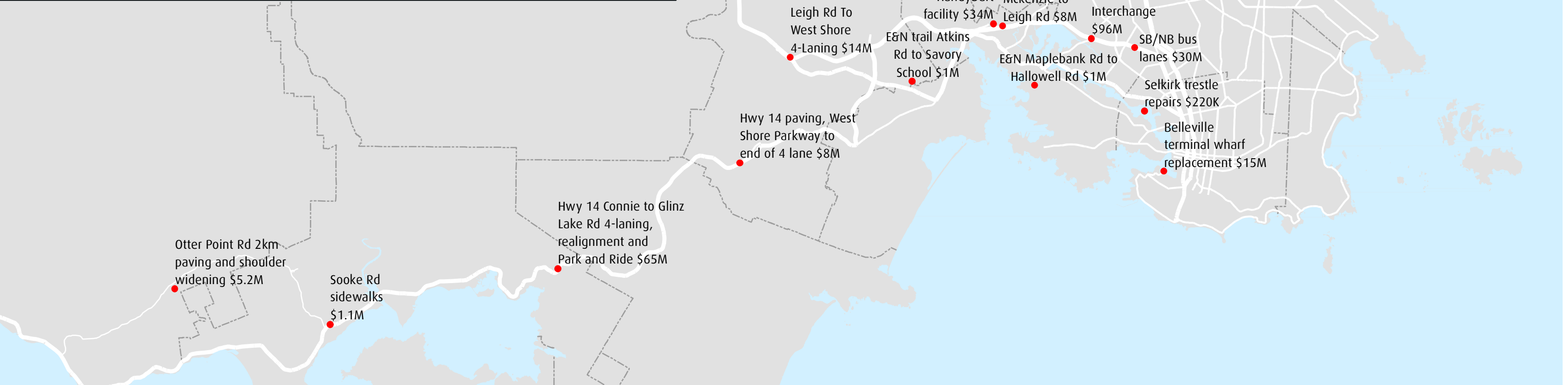# Appendix D: CRD Involvement in External Projects

The table below outlines CRD involvement in external, informal jurisdiction-led transportation projects around the region. Staff provide technical expertise and data to the working groups and ensure that CRD Board priorities for implementing the RTP and taking action on climate change are integrated into the projects. As noted in the staff report, there is no other mechanism to consider the collective impacts of each individual project at the regional scale.

Infrastructure Projects	Start	Lead	CRD Role	CRD Needs and Position	Notes
McKenzie Interchange	2016	MOTI	Advisory, technical, data, modelling, CRD departmental liaison	Seeking improvements to the Galloping Goose Regional Trail and transit infrastructure.	Nearing completion
Uptown Exchange	2019	MOTI	Advisory, technical, data, modelling, CRD departmental liaison	Seeking opportunities to integrate housing, transit and active transportation in the project.	Early design
Ganges Road SSI	2019	SSI	Advisory, technical, data, CRD departmental liaison	Seeking improvements to safety, transit and active transportation.	Ongoing
Highway 14 projects	2019	MOTI	Data, technical	Seeking improvements to safety and active transportation.	Ongoing
Island Highway Transit Priorities	2019	BC Transit	Advisory, technical, data, modelling, CRD departmental liaison	Seeking improvements to the Galloping Goose Regional Trail and transit.	Finishing design
Infrastructure Project	Start	Lead	CRD Role	CRD Needs and Position	Notes
Highway 17 1. Mt. Newton transit priorities 2. Keating flyover	2020	MOTI	Advisory, technical, data, modelling, CRD departmental liaison	Seeking improvements to safety and transit.	Early design

Planning Projects	Start	Lead	CRD Role	CRD Needs and Position	Notes
South Island Transportation Strategy (SITS)	2018	MOTI	Advisory, technical, data, modelling, CRD departmental liaison	Requesting strong climate lens as foundation and seeking alignment with RTP outcomes.	Released Fall 2020
Westshore Transit Plan	2019	BC Transit	Advisory, technical, data, modelling, CRD departmental liaison.	Supporting and strengthening partnerships to meet regional mode share targets.	Ongoing
Victoria Regional Transit System: 5 – 10 year plan	2019	BC Transit	Advisory, data.	Supporting and strengthening partnerships to meet regional mode share targets.	Ongoing
Discussion group: inter-municipal business license for ride hailing	2020	Province	Advisory	Supporting and strengthening partnerships on non-traditional means of transportation.	Exploratory discussions only.
Central Saanich Active Transportation Plan	2019	Central Saanich	Advisory, data., modelling.	Supporting and strengthening partnerships and seeking alignment with regional transportation priorities per RTP.	Nearing Completion
Sooke Transportation Master Plan	2019	Sooke	Advisory, data, modelling.	Supporting and strengthening partnerships and seeking alignment with regional transportation priorities per RTP.	Nearing Completion

Recent and Planned Transportation Projects in the CRD

Appendix E

Pacific Marine Route resurfacing $500K

Hwy 14 improvements $14M

Hwy 14 Otter Point Rd to Woodhaven Rd Shoulder widening, road resurfacing $20M

Transit and pedestrian improvements $100K

Special crosswalk $40K

Hwy 17 Keating fly over $44M

Hwy 17 high friction surface treatment $5M

Hwy 1 Malahat Village 4-Laning and saftey improvments $34M

Leigh Rd To West Shore 4-Laning $14M

E&N trail Atkins Rd to Savory School $1M

HandyDart facility $34M

Hwy 1 Paving Mckenzie to Leigh Rd $8M

Mckenzie Interchange $96M

SB/NB bus lanes $30M

E&N Maplebank Rd to Hallowell Rd $1M

Selkirk trestle repairs $220K

Belleville terminal wharf replacement $15M

Hwy 14 paving, West Shore Parkway to end of 4 lane $8M

Hwy 14 Connie to Glinz Lake Rd 4-laning, realignment and Park and Ride $65M

Otter Point Rd 2km paving and shoulder widening $5.2M

Sooke Rd sidewalks $1.1M

CRD
Making a difference...together

Capital Regional District
Regional Transportation Plan

July 2014

Prepared for the Capital Regional District (CRD) by IBI Group

IBI GROUP

Capital Regional District

Regional Transportation Plan

Prepared for the Capital Regional District by IBI Group

IBI GROUP

July 2014

Executive Summary

The Capital Regional District (CRD) developed a Regional Transportation Plan (RTP) in response to Planning, Transportation and Protective Services Committee and CRD Board direction to investigate the establishment of a Regional Transportation Service. Regional transportation was given priority status in the CRD Corporate Strategic Plan 2012-2014.

The RTP will guide transportation planning and development in the Capital Region over the next 25 years. The RTP identifies a desired Regional Multi-modal Network (RMN), outlines actions that will facilitate its ongoing development and details the required governance and funding mechanisms. Once implemented, the plan will help to create a transportation network that provides travel choices and supports smart growth and livable communities.

The RTP was created through a cooperative process with local government staff and representatives, Ministry of Transportation and Infrastructure (MoTI), and BC Transit. Key stakeholders were also involved, including major employers, major educational institutions, advocacy groups and private transportation service providers.

Planning and integrating transportation on a regional level creates efficiency. Infrastructure development is coordinated among all Capital Region local governments, MoTI, BC Transit and other key stakeholders. Collaborative transportation planning across organizations helps to fulfill our sustainability commitments and serve the needs of a growing population.

Process

Vision ➤ Principals ➤ Themes ➤ Outcomes ➤ Actions

Stakeholders and partners envision a regional transportation system based on a Regional Multi-modal Network (RMN), where walking, cycling and using transit are viable alternatives to driving alone in and between our population and service centres. The RMN identifies regionally significant transportation corridors including major roads and trails that provide connectivity with local and provincial networks and centres. Regional investment will be targeted towards infrastructure that supports multi-modal travel along these corridors. The RTP recognizes the diverse geography and settlement patterns in the Capital Region and provides actions that cater to both urban environments and the comparatively remote areas of the region.

The plan will come to fruition through the delivery of actions and outcomes which have been organized under the following five overarching themes, all of which require revised governance and funding arrangements.

1. Integration of land use and transportation
2. Creating exceptional environments for walking and cycling
3. Taking transit to the next level
4. Getting the most out of our roads and trails
5. Influencing travel behaviour

The plan includes concrete actions to make the RTP vision a reality. The list of actions, developed through an extensive stakeholder engagement process, includes planning initiatives and a major focus on a partnership model to implement tangible projects and infrastructure. Implementing the actions will require significant regional cooperation and strong partnerships. This cooperation and partnership is fundamental to the success of achieving the outcomes.

Governance

Embedded within the partnership model is a requirement for a transportation service authority. The service authority respects local and provincial autonomy and ownership of infrastructure. Under this model, partners come together through an ongoing Technical Advisory Committee (TAC) with membership from the CRD, all local municipalities and electoral areas, MoTI and BC Transit. Through its mandate, the TAC would set priorities, guide, facilitate and in some cases undertake recommended actions on the Regional Multi-modal Network based off predetermined performance metrics. Sub-regional working groups representing the West Shore, Peninsula, the Core and electoral areas would also be established to work on localized priorities and initiatives. The TAC and Sub-regional working groups would report to a new Transportation Standing Committee of the CRD Board.

With respect to BC Transit, formal consultation and engagement processes with the region would be embedded in the existing Victoria Regional Transit Commission model, in line with recommendations from the 2012 BC Transit Independent Review. Transit would not fall under the service mandate except as it relates to the consideration of multi-modal transportation issues.

Existing and proposed CRD transportation assets, facilities and services, such as Regional Trails, Electoral Area Transit Service agreements and local docks, would be consolidated into one service area under the service authority.

Implementation

The transportation service authority model would draw from existing and re-purposed funding sources to provide funding to capital projects and transportation programs on the established regional multi-modal network. A revised gas tax allocation agreement would be sought, allowing for 100% of the Strategic Priorities Fund (SPF) gas tax to be allocated to regionally significant projects. In addition, it is expected that by coordinating funding requests which have consensus backing, the success rate of attracting senior government funding will be greater.

Without the establishment of a regional transportation authority it can be assumed that MoTI, BC Transit, and local governments will continue to own, operate, and maintain the majority of infrastructure comprising the Regional Multi-modal Network. Under this status quo, the CRD work with these partners to advance the actions in the RTP would be limited to a planning and policy support role as per its existing Regional Information Service mandate as well as a management role for regional trails under the CRD Parks and Environmental Services mandate. Without a secure funding source and service authority, the ability to achieve the RTP actions would be limited and it is unlikely that the full vision for regional transportation would be achieved.

Summary

The Capital Region has an opportunity to make significant improvements to transportation over the next 25 years which will greatly assist in maintaining the high quality of life that residents currently experience. Technical data and transportation projections show that we need to effectively address transportation issues as our region grows in the coming years. Not doing so will result in increased congestion, reduced economic activity, increased greenhouse gas emissions and a reduced quality of life. The RTP focuses on improving transportation for residents and visitors by offering real choices about how they travel and providing them the information and skills to take advantage of these choices.

The RTP requires strong partnerships, the sharing of a common vision and implementation of common goals.

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Acknowledgements

We would like to acknowledge the extensive time and effort given by agencies and stakeholders to the process of developing the CRD Regional Transportation Plan (RTP) over the last two years. In particular we would like to thank and acknowledge the involvement of those individuals identified below:

RTP – Steering Committee

Bob Lapham, Capital Regional District

Marg Misek-Evans, Capital Regional District

Derek Drummond, BC Ministry of Transportation and Infrastructure

Renee Mounteney, BC Ministry of Transportation and Infrastructure

RTP – Technical Advisory Committee (RTP-TAC)

John Hicks, Capital Regional District

Malcolm MacPhail, Capital Regional District

Sue Hallatt, Capital Regional District

Dave Edgar, BC Ministry of Transportation and Infrastructure

Mike Pearson, BC Ministry of Transportation and Infrastructure

James Wadsworth, BC Transit

Kris Nichols, Islands Trust

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Mike Lai, District of Saanich

Richard Ding, District of Oak Bay

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Emmett McCusker, City of Colwood

Michael Baxter, City of Colwood

Michelle Mahovlich, City of Langford

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Laura Beckett, District of Highlands

Elizabeth Nelson, District of Sooke

June Klassen, Juan de Fuca Electoral Area

Other Committees and Commission

CRD Planning, Transportation and Protective Services Committee

CRD Transportation Select Committee

CRD Development Planning Advisory Committee

BC Transit Accessible Transportation Advisory Committee

Salt Spring Island Transportation Commission

Southern Gulf Islands Economic Development Commission

Contents

Acronyms

CRHC	Capital Regional Housing Corporation
DND	Department of National Defence
DPAC	CRD Development and Planning Advisory Committee
EA	Electoral Area
EV	Electric Vehicles
FTN	Frequent Transit Network
HOV	High-Occupancy Vehicle
KPI	Key Performance Indicators
LRT	Light Rail Transit
MMLOS	Multi-modal level of service
MoTI	Ministry of Transportation and Infrastructure (BC)
MOU	Memorandum of Understanding
OCP	Official Community Plans
PCMP	Pedestrian and Cycling Master Plan
PTPSC	Planning, Tranportation and Protective Services Committee
SGI	Southern Gulf Islands
SGI-CPT	Southern Gulf Islands Cycling and Pedestrian Draft Trail Plan
SOV	Single Occupancy Vehicle
SSI	Salt Spring Island
PCMP-SSI Edition	Pedestrian and Cycling Master Plan-Salt Spring Island Edition
RCS	Regional Context Statement
RMN	Regional Multi-modal Network
RIS	Regional Information Services
RSS	Regional Sustainability Strategy
RTN	Rapid Transit Network
RTP	Regional Transportation Plan
RTP-TAC	Regional Transportation Plan Technical Advisory Committee
RUCSPA	Regional Urban Containment and Servicing Policy Area
SOV	Single-Occupancy Vehicle
TAC	Technical Advisory Committee
TCP	Transportation Corridor Plan
TSC	Transportation Standing Committee
TDM	Transportation Demand Management
VRTC	Victoria Regional Transit Commission
VRTS	Victoria Regional Transit System
VRRTP	Victoria Regional Rapid Transit Project

1. Introduction

By many accounts, the Capital Region leads the way in Canada with regard to sustainable transportation and sustainable development. The region enjoys a healthy urban core, walking and cycling per capita have traditionally been higher than in any other major city in Canada, and transit use is higher than in comparable urban areas. There are promising recent examples of transformational policy and relatively compact suburban developments. With population growth projected to steadily increase over the next 20-30 years, a do-nothing approach, however, is not an option. The region's sustainability trajectory hinges on where and how this growth occurs, and how the transportation system is developed in relation to this growth.

Transportation continues to be identified as a high priority across all levels of government in the region. It is commonly acknowledged across all jurisdictions that continued growth in single occupancy vehicle (SOV) travel is not a sustainable option if the region is to maintain its enviable appeal to residents and visitors alike. This Regional Transportation Plan (RTP) has been built upon this common ground and recognizes the regional interdependency of transportation. The plan recognizes that building a strong regional transportation system cannot be done in silos but requires close collaboration between all municipalities, electoral areas (EAs) and key partners such as Ministry of Transportation and Infrastructure (MoTI) and BC Transit. Speaking with one united voice on matters pertaining to regionally significant transportation will provide clarity to the regional vision and greatly assist in bringing this vision to life through the implementation of actions outlined in the RTP.

Trends in land use patterns and travel behaviour as well as population growth projections suggest that the region is at a critical point in its evolution. There is a significant risk that, without strong policy and bold actions, the pattern of growth could continue to gravitate toward the dispersed auto-dependent built form and high congestion traffic patterns common in growth areas of many other North American cities. Extensive research and the experience of many North American cities demonstrate the substantial economic and environmental costs associated with this type of urban form, as well as the tremendous challenge and cost of reversing course.

Further, the reliance and use of SOVs directly relates to trends of increased fuel use and greenhouse gas emissions in the region, which directly impacts the health and well being of residents. All levels of government have set ambitious targets to address climate change and reduce emissions. Shifting transportation patterns is fundamental to achieving these targets.

Fortunately, leaders have acknowledged the need to bring a holistic perspective to regional transportation issues and continue to push the envelope on sustainable development and transportation services and infrastructure. Indeed, decisions made today will have signficant implications and benefits for future generations.

The purpose of the Regional Transportation Plan (RTP) is to identify immediate priorities and long-term strategies to guide planning and development of a regional multi-modal transportation system that meets future growth demands and is focused on sustainability.

The RTP sets out a strategic vision for transportation over the next 25 years and is closely linked with emerging initiatives in the Regional Sustainability Strategy (RSS). Considering transportation planning at a regional level ensures all modes of travel and coordinated planning efforts among the Capital Regional District's (CRD's) local governments are integrated to effectively meet future travel needs and sustainability commitments at the local and provincial levels.

The RTP is an action-oriented planning document. It is not intended to address site, corridor or municipal-specific issues, but rather establish a set of actions that, when implemented over time, will help the CRD and local governments achieve their goals of more sustainable development, healthier communities, accessible and affordable transportation choices, and efficient mobility throughout the region.

1.1 Study Area

The study area of this RTP includes the 13 incorporated municipalities and three EAs, as well as Ministry roads that pass through the 10 First Nations within the CRD boundaries (Exhibit 1.1).

EXHIBIT 1.1   Regional Transportation Plan Study Area
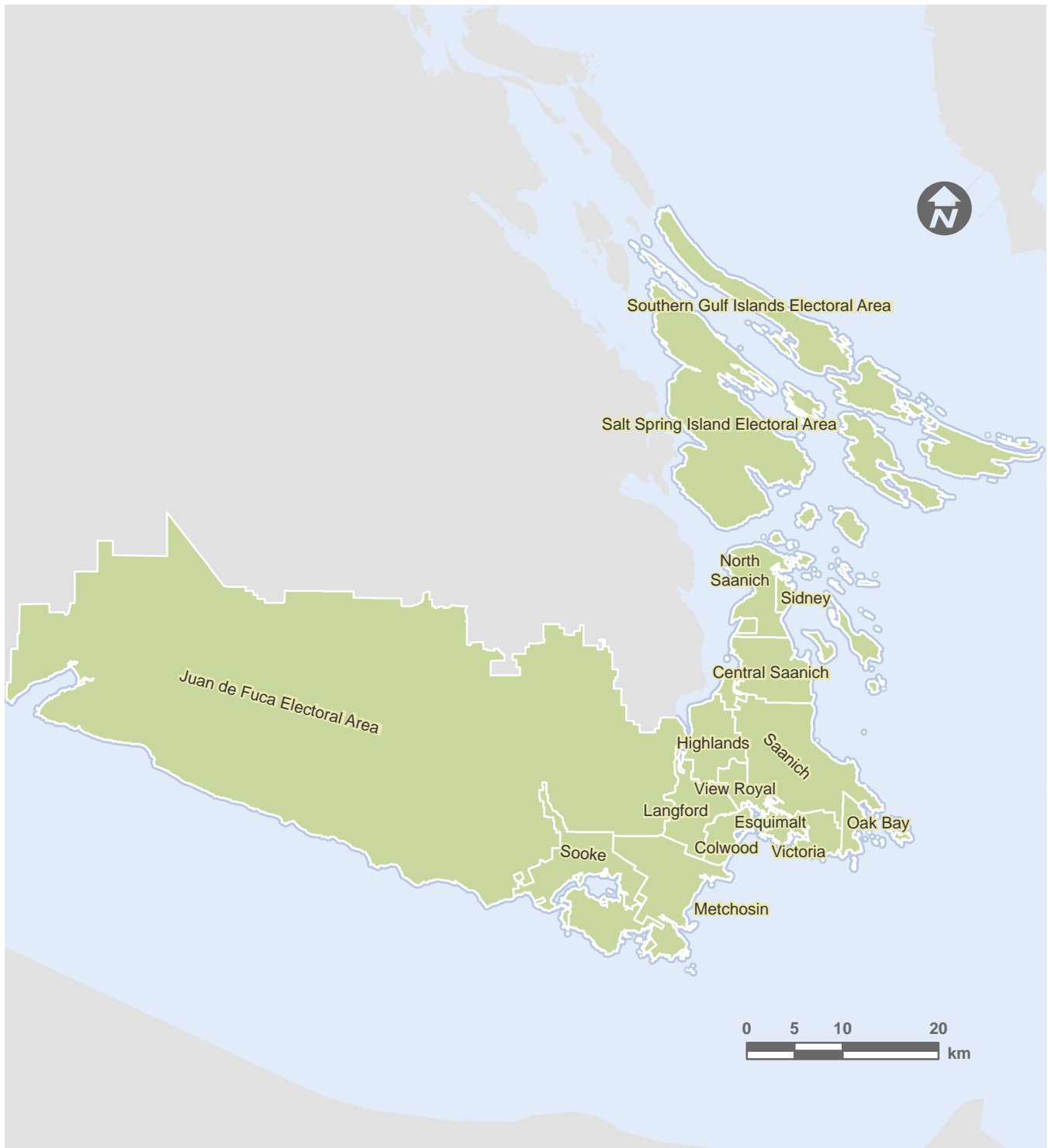
1.2 Development of the Plan

The RTP was co-funded by the CRD and MoTI. It was developed primarily by IBI Group and the CRD in association with Boulevard Transportation. Substantial input was generated from the RTP Steering Committee and RTP Technical Advisory Committee (RTP-TAC), as well as the CRD Development and Planning Advisory Committee (DPAC).

The RTP was designed to include governance options that could best achieve the vision for regional transportation and most effectively implement actions in the coming decades. Development was also coordinated in conjunction with the creation of the RSS.

1.3 Regional Planning Context

Many recent transportation studies carried out by the CRD, the Ministry of Transportation and Infrastructure (MoTI) and BC Transit (Exhibit 1.2) identify a need for integrated land use and transportation planning and enhanced mobility throughout the region. Many of these studies set future targets for land use densities and mode shares as referenced in subsequent sections of this RTP (see Appendix A for further details); most of these studies are modal or corridor specific. The RTP builds off the strong work of these previous studies; it provides an action-oriented and **integrated approach** to regional transportation networks and services.

The intent of the RTP is to present a suite of actions that serve as a road map for regional transportation priorities over the short, medium and long term. The RTP lays out a set of specific actions that can be carried out under a cooperative transportation authority. It also outlines what can be done under the existing CRD Regional Information Service (RIS) authority.

A regional transportation authority would facilitate a **cooperative and integrated multi-modal approach** where the CRD, MoTI, local governments and BC Transit all work together to guide the RTP through to implementation. A new authority would provide the conduit for the diverse transportation modes to be integrated within the context of the region's land use.

1.4 Engagement and Consultation

Oversight

Throughout the process, work was guided by a RTP Steering Committee and the RTP-TAC as well as occasional joint meetings with DPAC. The RTP Steering Committee consisted of staff from the CRD and MoTI; its role was to manage the RTP study and review deliverables. The RTP-TAC was responsible for reviewing the RTP development at regular intervals and milestones, providing information regarding municipal and regional transportation needs and expectations, and advising on regional transportation priorities. To ensure this technical feedback came from a broad audience, RTP-TAC included staff and representatives from the CRD, MoTI, all incorporated municipalities in the CRD, the Juan de Fuca EA and BC Transit. Overall, the RTP-TAC provided a forum for the exchange of ideas and sharing of experiences and lessons learned regarding key regional transportation issues. Additional EA engagement was undertaken with the Salt Spring Island Transportation Commission and the Southern Gulf Islands Economic Development Commission.

Forum of Councils

The RTP was also discussed at a CRD's Forum of Councils, which was held in May of 2013. The half-day session was attended by 49 participants including locally-elected representatives and four municipal and Islands Trust Chief Administrative Officers. Participants discussed their thoughts on regional transportation priorities and in turn what they felt should be the CRD's regional role in implementing these priorities.

Partner Referrals

The draft RTP was referred to the councils of all 13 municipalities and 3 EAs, BC Transit Board, Victoria Regional Transit Commissions (VRTC) and MoTI for final comment. Much of the feedback received has been incorporated into the final RTP.

Stakeholders

A range of consultation activities provided the opportunity for community stakeholders to help shape the RTP by providing insights and input into regional and local transportation issues and priorities. Major activities included:

- Meetings with planning and engineering staff from local municipalities.
- One-on-one meetings with stakeholder groups such as business associations, post-secondary institutions, private transportation service providers and non-profit organizations (Exhibit 1.3).
- A workshop event with RTP-TAC, DPAC and invited representatives of stakeholder organizations on September 19, 2012 in the City of Victoria.

EXHIBIT 1.3   Stakeholder Groups Involved in Consultation Activities

» BC Cycling Coalition	» Saanich Peninsula Chamber of Commerce
» BC Ferries*	» Salt Spring Island Transportation Commission
» BC Transit	» Southern Gulf Islands Economic Development Commission
» BC Transit – Accessible Transportation Advisory Committee	» Tourism Victoria
» Bike to Work Victoria	» University of Victoria*
» Camosun College*	» University of Victoria Student Society
» Camosun College Student Society	» Vancouver Island Health Authority
» Capital Bike and Walk Society	» Victoria Airport Authority*
» Downtown Victoria Business Association	» Victoria Car-share
» Greater Victoria Cycling Coalition	» Victoria Chamber of Commerce
» Greater Victoria Harbour Authority*	» Victoria Transport Policy Institute
» Island Pathways	» West Shore Chamber of Commerce
» Royal Roads University*	

NOTE: Due to the particular regional transportation needs of these stakeholder organizations and agencies, these key informants were invited to select RTP-TAC meetings, coinciding with RTP development.

1.5 Governance Context

The CRD is the regional government for 13 municipalities. In addition, the CRD is the local government of 3 electoral areas (Exhibit 1.4). The urban centre of the CRD is the City of Victoria, and the regional district also includes many of the Gulf Islands, a number of rural municipalities, and a vast tract of wilderness that lies along the south-western coast of Vancouver Island. The CRD is generally recognized by its policy making role in relation to regional authorities and services that it provides.

These include:

- Regional governance and services for the entire Capital Region, including regional parks, regional planning, solid waste management (including recycling) and emergency 9-1-1 services. These services are provided either directly or by way of corporations such as Capital Region Emergency Services Telecommunications (CREST) and the Capital Regional Housing Corporation (CRHC).
- Partnerships between any combination of municipalities and EAs for municipal/ inter-municipal services or projects that are specific to only part of the region.
- Local (individual) services for EAs.

The CRD derives authority from Letters Patent and from provincial legislation, primarily the Local Government Act. It is run by a 24 member Board of Directors, who also sit as members of the Regional Hospital Board.

Separate studies were undertaken on CRD governance related to transit and transportation. Findings from these studies have been incorporated within this report. The recommendations developed in this report are based on regional needs under a framework of a regional transportation authority. The underlying governance structure will influence roles, responsibilities and funding approaches. A more detailed discussion of the governance structure as it relates to implementation is discussed in Chapter 5.

EXHIBIT 1.4

Capital Regional District

Municipalities

- Central Saanich
- Colwood
- Esquimalt
- Highlands
- Langford
- Metchosin
- North Saanich
- Oak Bay
- Saanich
- Sidney
- Sooke
- Victoria
- View Royal

Electoral Areas

- Juan de Fuca
- Southern Gulf Islands
- Salt Spring Island

1.6 Organization of Report

This RTP is structured into five chapters as follows:

Chapter 1: Introduction provides the introduction and context to both the region and the RTP.

Chapter 2: **Key Regional Transportation Issues** summarizes the key regional transportation planning challenges and opportunities facing the CRD, deriving from the background research material presented in Appendix A.

Chapter 3: Vision and Principles outlines the vision and principles for the RTP that guide the strategic and priority actions towards achieving a balanced and sustainable integrated transportation system in the region.

Chapter 4: Regional Outcome Statements discusses the proposed outcome statements and actions for each of the RTP themes, including an integrated approach to land use and transportation planning outlining regionally significant multi-modal corridors and mobility hubs, creating exceptional environments for walking and cycling, getting the most out of our roads and trails, taking transit to the next level and influencing travel behavior.

Chapter 5: Implementation outlines the strategies to implement the actions of the RTP. It includes a discussion of governance and partnerships and assessment of timing, as well as broad cost implications, funding needs and next steps.

Appendix A summarizes the regional planning context and relevant policy documents with regards to sustainable growth and development and existing transportation networks in the CRD. This appendix also discusses past and emerging trends in demographics, land use development and travel patterns across the region.

2. Key Regional Transportation Issues

Plans are in Place - It is Time to Take Action

To a large extent, the building blocks for the Regional Transportation Plan (RTP) are already in place. The 2003 Regional Growth Strategy (RGS) and 2005 Travel Choices plans lay the foundation for a vision of more sustainable development patterns and a regional transportation system that enhances mobility and transportation choices while setting high mode share targets for transit, walking and cycling by 2026. Expanding on these strategy documents, other regional plans have identified mode-specific transportation priorities: the Pedestrian and Cycling Master Plan (PCMP), the Pedestrian and Cycling Master Plan-Salt Spring Island Edition (SSI-PCMP), the emerging Southern Gulf Cycling and Pedestrian Draft Trail Plan (SGI-CPT), the Phase 1 Transportation Corridor Plan (TCP) and BC Transit's Transit Future Plan.

Combined, these plans form a long term vision for the Capital Regional District (CRD), but that "long term" horizon is fast approaching and despite these planning efforts, the region's mode shares have changed little since 2001 (Exhibit 2.1). In recognition of the vital role that transportation has and will continue to have on the future of the region, the CRD Board Strategic Plan 2012-2014 identified regional transportation and planning as a strategic priority. The RTP provides an opportunity to integrate the various plans and accelerate progress on key actions that will kick start real progress towards a more sustainable future and meet the region's strategic goals.

Capitalizing on the Opportunities of Growth

The population of the CRD is expected to grow to approximately 475,000 by 2038, an increase of 27% from the 2011 population of 375,000. This projected growth represents both a challenge and an opportunity. Under a business-as-usual scenario, much of this growth is projected to occur outside of the Core area, particularly in the West Shore where 87% of peak-hour trips are currently made by car.[1] Although this distribution of growth represents the region's greatest challenge, the magnitude of this growth is moderate and manageable. There is an excellent opportunity to

1 Source: CRD 2011 Origin-Destination Household Travel Survey

EXHIBIT 2.1

Daily Mode Shares

- Auto
- Transit
- Cycling + Walking
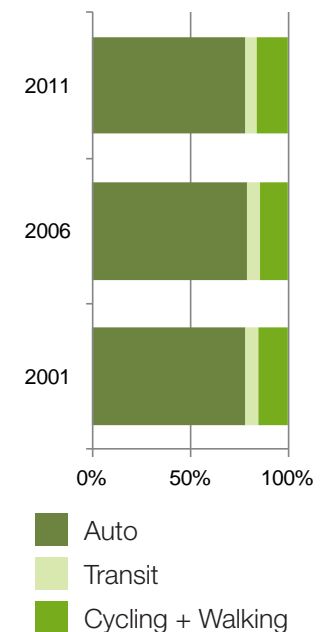
Source: 2011 CRD Household Travel Survey

The West Shore in 25 years...

57,000
new residents

88%
growth

Source: A Context for Change in the Capital Regional District, 2009

coordinate urban growth and use it to deliver sustainable transportation solutions such as by targeting mixed-use development around future rapid transit corridors and mobility hubs to help reduce commuting times and promote shorter trips. This can be difficult to do once growth slows down. If dispersed low density growth patterns continue, they can be extremely difficult and expensive to reverse. It is important that governments in the CRD seize this window of opportunity.

Substantial Investments Require Substantial Cooperation and Collaboration

As significant transportation needs emerge, so do significant investment requirements. For example, even without considering operating and maintenance costs, the Primary Inter-Community (PIC) bikeway network identified in the PCMP has a price tag of $100M for the priority projects[2]. These significant costs cannot be borne by any one municipality nor addressed piecemeal. Regional investments must be pursued through a unified voice, which also applies to exploring new revenue streams.

Inter-community Connectivity Challenges

58%
of travel
in the CRD is
Inter-Municipal

Of all travel within the CRD, 58% crosses municipal boundaries[3], yet regional connectivity continues to present many challenges. Travel by transit between many communities is impractical and only 24% of the PIC bikeway network is in place and meets what is considered an adequate level of separation from motorized traffic. Furthermore, it is clear that several segments of roadways in the region are not being used as they were intended, such as is shown by the large volumes of regional traffic on Wilkinson Road. It is crucial that regional considerations be brought to transportation planning processes across the CRD.

Addressing Growth in Auto Trips

Business
As Usual
Scenario…

100,000
new auto
trips in peak
periods

Despite a favourable culture toward sustainable transportation, it would be easy for the region to gravitate toward more auto-oriented patterns. The CRD travel demand model estimates that between 2006 and 2038 there will be over 145,000 additional peak-period trips in the region if current travel patterns continue. Assuming current travel behaviour, over 70% of these additional trips are projected to be by car. In other words, there will be over 100,000 more automobile trips in the peak periods, further straining capacity on roadway infrastructure throughout the region (see Exhibit 2.2).

2   Source: CRD Pedestrian and Cycling Master Plan, 2011

3   Source: CRD 2011 Origin-Destination Household Travel Survey

EXHIBIT 2.2   Growth in Auto Trips Under Business-as-Usual Growth by Sub-Region Origin, 2006 to 2038

Core
Growth in Auto Trips
(2006-2038)

→ 1,000 More Intercity Trips
▬ Outbound
▬ Inbound

To/From West Shore 12,400 Trips (28%)
To/From Peninsula 3,700 Trips (8%)
Internal 27,700 Trips (63%)

Note: Peak period trips only.
Volume changes <1,000 trips excluded.
Business-as-Usual Growth Scenario.

Central Saanich
Core
Langford
Colwood
Sooke

Peninsula
Growth in Auto Trips
(2006-2038)

→ 1,000 More Intercity Trips
▬ Outbound
▬ Inbound

To/From West Shore 2,700 Trips (17%)
To/From Core 3,700 Trips (23%)
Internal 9,400 Trips (60%)

Note: Peak period trips only.
Volume changes < 500 trips excluded.
Business-as-Usual Growth Scenario.

Peninsula
Saanich North
Saanich West
Saanich East
Langford
Colwood
Sooke

West Shore
Growth in Auto Trips
(2006-2038)

→ 1,000 More Intercity Trips
▬ Outbound
▬ Inbound

To/From Peninsula 2,700 Trips (4%)
To/From Core 12,400 Trips (20%)
Internal 46,900 Trips (76%)

Note: Peak period trips only.
Volume changes <1,000 trips excluded.
Business-as-Usual Growth Scenario.

Central Saanich
View Royal
Saanich West
Saanich East
West Shore
Victoria

11

Despite "green" initiatives, for many households in the CRD, particularly families, there are few incentives to choose modes of travel other than driving. This steady growth of an auto-oriented built form could outweigh potential gains in encouraging sustainable travel behaviour.

Needs and Opportunities Differ across the CRD

Interviews with staff from individual municipalities as well as organizations representing various interests highlight that the Core, West Shore, Peninsula and Gulf Islands each have unique needs and present unique opportunities.

Examples of priorities in the Core include advancing a modal hierarchy that puts pedestrians first, addressing traffic pressures from other communities, and continuing to fill in the bike network.

On the Peninsula, some of the most significant issues relate to connecting local communities by effective transit, managing truck and tour bus traffic, and advocating for additional highway interchanges to improve access and safety. In the West Shore, the rapid pace of growth means a heightened need to ensure new communities are designed to strengthen walking, cycling and transit (consistent with local policies). Ensuring that population growth is balanced with suitable job opportunities to minimize out-commuting is also a key challenge for West Shore communities (Exhibit 2.3).

Transportation needs on the Gulf Islands are perhaps the most unique, many of which cannot be addressed through "big city" solutions. To the extent possible, regional strategies developed in this plan attempt to capture the diverse range of needs and opportunities by sub-region.

A Sustainable Future is within Grasp

Initiatives in the CRD arising from all levels of government continue to provide inspiration to many other Canadian municipalities and regional governments. However, current travel patterns are not sustainable and current trends are not encouraging. Cycling in the CRD, for example, exhibits relatively high mode share compared to other Canadian municipalities, but it remains far from a mainstream travel option as it is in many European cities with similar weather and geography. If the region is to reach its sustainability goals, cycling must become more comfortable for a broader spectrum of the population, transit must become relevant to more commuters and be used more frequently for non-commuting trips, and walking must be viable to more households. This will take hard work, but this RTP stands on the shoulders of a commendable history of leadership throughout the CRD. It is critical to acknowledge the challenges facing the region, but continue to push forward with compelling and concrete actions that bring everyone living in the CRD to a more sustainable future.

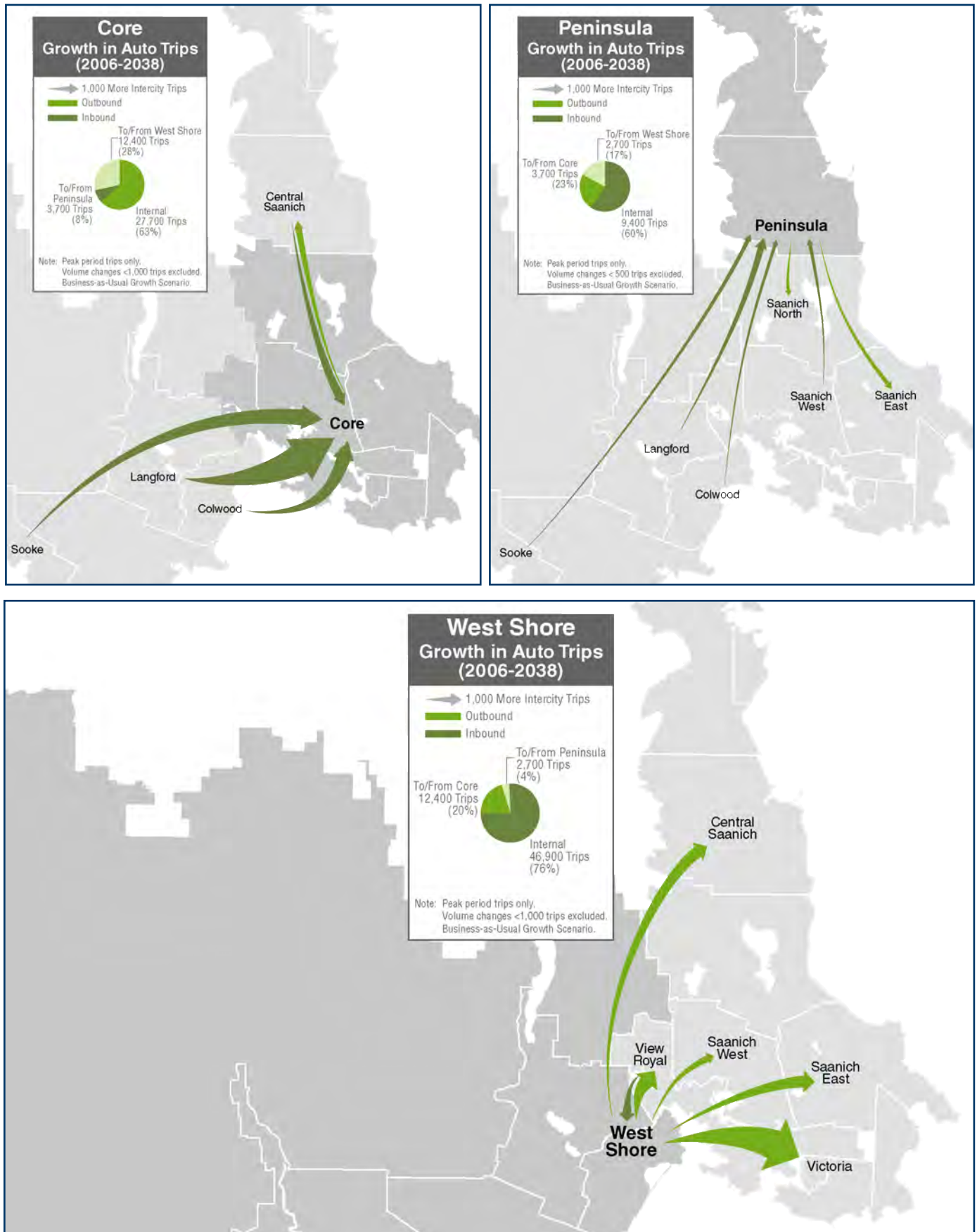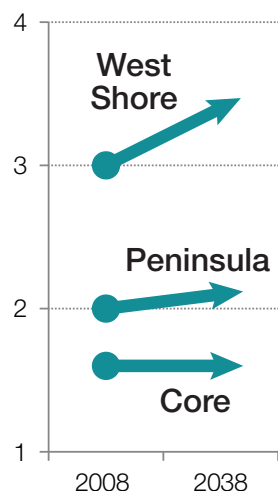**EXHIBIT 2.3**

Projected Residents per Job

Source: A Context for Change Management in the Capital Regional District (2009)

3. Vision and Principles

Guiding the development of the Regional Transportation Plan (RTP) for the Capital Regional District (CRD) requires a strong and coherent vision for transportation.

Vision: A future where transportation is sustainable, offers choice, enables smart growth and makes livable communities possible.

The vision and underlying principles set the stage for a region that is economically strong, socially inclusive, culturally vibrant and environmentally sustainable.

The following principles are intended to guide the development of the policies and actions of the RTP and to reflect the call for a multi-modal and integrated approach to transportation across the region.

Principle 1: Take a coordinated and engaged approach to planning

Transportation is directly linked to various aspects of local and regional planning, and is not a localized system. It is important that the RTP not belong only to the CRD, but that it also be considered the plan of all CRD municipalities and electoral areas – it is everyone's plan. Long-term and strategic transportation planning requires a coordinated effort between governments, service-delivery agents and stakeholders to implement and achieve common transportation goals and objectives. The direct involvement of municipalities, electoral areas (EAs) and local agencies is critical to the implementation of this plan.

A coordinated approach can be achieved with the formation of a Technical Advisory Committee (TAC) which will consist of representatives from the CRD, all local governments, Ministry of Transportation and Infrastructure (MoTI) and BC Transit. The TAC will collaboratively establish Key Performance Indicators (KPIs) for the region, identify and recommend regional transportation priorities and make recommendations regarding where regional funding for transportation will be directed.

Principle 2: Prioritize strategic investments that serve regional mobility needs

The region will continue to face increasing financial pressures to address transportation infrastructure needs that meet future demand.

The TAC will work as a united voice to leverage funding from senior levels of government for regionally significant transportation projects.

In 2012, a Local Funding Options Task Force was organized to investigate, evaluate, and recommend feasible local sources of funding in anticipation of the Victoria Regional Rapid Transit Project (VRRTP) implementation and operations being shared between local and senior governments. This was a first step in developing a comprehensive list and evaluation framework of potential funding options to address future transportation capital investment needs. Building on this work, a strategic and balanced approach needs to be developed in order to guide the long-term outlook of key transportation investments, adequately fund future growth, and support the Regional Multi-modal Network (RMN). As a priority, investments in the regional transportation system need to be made based on long-term needs and life cycle costing.

Principle 3: Reduce greenhouse gas emissions and prepare for changes

In 2010, on-road transportation accounted for 55% of greenhouse gas (GHG) emissions in the region. On-road transportation GHG emissions have increased by 16% from 2007 to 2010 (approximately 2.2 CO e tonnes per capita in 2010, an increase from 1.9 in 2007[1]). Given the relationship between fuel use, GHG emissions and climate change, all levels of government have made commitments to take action towards improving non-SOV transportation choices.

Aggressive GHG reduction targets have been set by the Province, the CRD and local governments. Emerging climate change adaptation strategies and policies have also recognized the economic, environmental and social impacts that a changing climate will have on transportation services and sectors in the capital region.

Long-term transportation planning efforts and investments are therefore needed to help reduce GHG emissions and adapt to a changing climate – both requirements are fundamental principles to all of the themes elaborated in this RTP. This means focusing on integrating land use and transportation planning to support sustainable transportation choices and reduce trip distances. Improved transportation efficiency and mobility will reduce congestion and increase occupancy levels. Promoting cycling, walking and other forms of active transportation will support an increased use of low-carbon emitting travel modes and reduced energy consumption. Trip reduction measures and programs will decrease the need for travel.

1   Capital Regional District Draft 2010 Community Energy and Emissions Inventory, BC Ministry of Environment, January 23, 2013.

Principle 4: Integrate transportation and land use planning

By 2038, the CRD population is forecast to grow by approximately 100,000. Much of this growth is forecast to occur outside of the Core area, particularly in the West Shore communities. Existing patterns of low-density development in this area are a challenge to providing efficient transit service and to encouraging transportation choices beyond the private automobile. In 2011, travel to and from the West Shore accounted for 9.8% of all daily trips in the region. A large share of these were taken by private automobile[2]. As a result of the constrained roadway network serving the West Shore, these growth patterns exert significant pressure on key east-west corridors such as the TransCanada Highway and Island Highway and surrounding areas. Under a business-as-usual scenario of land use and transportation patterns, these corridors will be further strained with dramatically increased travel times.

As a region, however, the moderate growth rate forecast presents an opportunity to capitalize on the symbiotic relationship between land use and transportation planning. By directing growth towards existing urban areas, these areas will realize sufficient trip densities to warrant more efficient transit service. Higher density and mixed-use developments also reduce trip lengths and, in turn, promote walking and cycling. Integrated planning also helps introduce pedestrian, cycling and transit design elements into these communities (e.g. direct routes/connections), which encourages more travel by these modes. This can even work at a small scale or in a rural setting.

Principle 5: Capitalize on the potential for alternatives to driving alone

While the CRD currently has comparatively high active transportation mode shares of journey-to-work trips, there remains significant potential to shift behaviour away from auto trips to more walking and cycling, particularly for short-distance trips. For example, in 2011, 61% of weekday trips in the CRD which were shorter than 5 km were taken by private automobile[3].

A greater emphasis on providing the right kind of services and infrastructure for non-captive markets is needed to encourage this shift and to make transit and active transportation more attractive and more competitive to driving. Particularly, there is a need to enhance multi-modal connections to help "extend the reach" of trips by these modes which are more effective at serving shorter distances.

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2   CRD Origin-Destination Household Travel Survey 2011
3   CRD Origin-Destination Household Travel Survey 2011

The PCMP set mode share targets of 25% for both cycling and walking in high density urban areas of the region by 2038, while the Provincial Transit Plan set a transit mode share target of 12% for service within the Victoria Regional Transit System by 2030. It is acknowledged that rural communities within the region have different priorities and needs, and therefore different targets, than those of urban population centres.

A further shift from driving to walking and cycling for work, shopping and recreational trips can help provide community and individual health benefits by reducing GHG emissions and congestion, improving air quality, and promoting an active lifestyle and personal physical activity. This shift can also help promote sustainable development by maximizing the use of existing infrastructure and reducing on-site vehicle parking needs.

Principle 6: Enhance role for public transit

Transit is crucial to realizing a significant mode shift in the region. It can be a key catalyst to support denser development patterns and it helps to expand the reach of cycling and walking trips. Currently, transit trips account for a little over 6% of the total travel market in the CRD[4], with the highest transit mode shares for travel to, from and within the Core area.

Recognizing the importance of transit, a target of 12% transit mode share by 2030 was established by the Provincial Transit Plan and later adopted by the CRD and BC Transit. Under this scenario, the region's transit system would carry over 55 million passengers annually by 2030, giving public transit a pivotal structural role in the region's transportation future. Achieving the targets will require significant investments and transit-supportive land use policies which are not currently budgeted.

If funded and implemented over the next 25 years, the proposed rapid and frequent transit networks will make transit more efficient and provide the future transportation capacity to meet forecast mobility demands. It is important to capitalize on opportunities for higher density mixed-use development not only to help shape efficient land use patterns, but also to support rapid transit investments and make transit an attractive alternative to the private automobile.

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4   CRD Origin-Destination Household Travel Survey 2011

Principle 7: Maximize efficiency of existing transportation corridors for multiple modes

Population and employment growth throughout the region will exert additional pressures to effectively and efficiently transport people and goods. However, with this growth, competing demands will largely have to make do with existing roadway capacity due to the increasingly built out urban fabric and geographical constraints of much of the region.

Various corridors in the region play key roles for different types of travel. Some serve mostly inter-municipal travel, while others serve more inter-regional or local needs. Some provide good access for commercial vehicles while others are being considered for their viability to serve rapid transit. Accommodating bicycles, pedestrians, transit, commercial vehicles and automobiles will require carefully examining and prioritizing the trade-offs of adequately accommodating these modes and maintaining their efficiency as part of the multi-modal networks identified in this RTP.

Strategic investments in capacity improvements and travel demand management will be fundamental to accommodating future demand and maintaining the integrity of multi-modal transportation corridors. Road network planning will focus on optimizing existing capacity to minimize the need for widening and expansion, and reducing infrastructure costs while managing congestion.

4. Regional Outcome Statements

The Regional Transportation Plan (RTP) is articulated through eight outcome statements. Each statement paints a picture of the type of regional transportation system that stakeholders and partners have said that they would like to see. The outcome statements can be categorized into five overarching themes – with governance and funding being fundamental to each theme. Together the outcome statements break down the collective vision for transportation and align with principles articulated in Chapter 3. These outcome statements are not mutually exclusive, but aim to capture eight broad courses of action for realizing the RTP vision. The RTP's outcome statements and themes are as follows:

THEME		REGIONAL OUTCOME STATEMENTS
Integrating Land Use and Transportation	1	Movement between communities, mobility hubs and major destinations is facilitated through a Regional Multi-modal Network of transportation corridors.
	2	Mobility Hubs align with the Regional Sustainability Strategy and provide people with access to housing, employment, services, amenities and transportation choices at a local, sub-regional and regional scale.
	3	Transportation and land use planning tools are integrated at the local and regional levels.
Creating Exceptional Environments for Walking and Cycling	4	Cycling is an appealing, safe, convenient and viable transportation option for residents and visitors of all skill and confidence levels.
	5	Walking is an increasingly popular and desirable mode of transportation that is supported by safe, convenient and accessible pedestrian infrastructure.
Taking Transit to the Next Level	6	Public transit is a preferred choice, attracting new riders through comfortable, safe, accessible and convenient service.
Getting the Most out of Our Roads and Trails	7	Existing regional transportation infrastructure is optimised and enhanced by new technology where appropriate.
Influencing Travel Behaviour	8	Regional programs and initiatives provide residents and visitors with the tools, confidence and knowledge to use active transportation, public transit, car share, taxis, high occupancy vehicles and trip reduction measures.

Each regional outcome statement includes a series of actions to be carried out over the coming years that have been specifically identified by stakeholders and partners. The actions are concrete steps to make the vision of the RTP become a reality. The list of actions includes planning initiatives and a major focus on implementing tangible projects and infrastructure based on a partnership model. Implementing the actions will require significant regional cooperation and strong partnerships. This cooperation and partnership is fundamental to the success of achieving the outcomes.

Each action has been broken down into three categories: implementation timeline, service structure and resources. A sample action item is shown below in Exhibit 4.1 and a complete table is provided in Exhibit 5.5.

EXHIBIT 4.1   Sample: RTP Outcome Statements and Actions Table (See Complete Table in Exhibit 5.5)

THEME	OUTCOME STATEMENT	ACTIONS	Implementation Timeline			Service Structure		Resources to Implement		
			1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD Function	Trans-portation Service	Mechanism	Staff	Operating and/or Capital costs
CREATING EXCEPTIONAL ENVIRON-MENTS FOR WALKING AND CYCLING	4 Cycling is an appealing, safe, convenint and viable travel option for residents and visitors	4.3 Expand and harmonize regional cycling data collection programs	X	>	>	X	X	New Project	X	Operation Costs

Implementation Timeline refers to the time frame in which the action will be undertaken. Some actions require a one-off implementation whereas others continue over longer periods or indefinitely. An **X** indicates the period that the action will start while a **>** indicates that the action will continue over a longer period.

Service Structure distinguishes between whether the action can be done under the existing structure of the CRD or whether it would require a new transportation service authority to be implemented. It is recognized that some actions could be implemented under both the existing or new transportation service structure. When this is the case both have been marked with a **X**.

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Existing CRD Function: Within the Capital Regional District (CRD) Regional and Strategic Planning Division, the Regional Information Service (RIS) function includes a limited transportation mandate with an emphasis on regional transportation data, information and policy. In addition to tracking census information, it also maintains the regional transportation model, coordinates the Origin-Destination surveys and transportation data collection programs and undertakes limited planning activities, such as the Pedestrian and Cycling Master Plan (PCMP) and the Pedestrian and Cycling Master Plan-Salt Spring Island Edition (PCMP-SSI Edition).

Other transportation-related services provided through CRD Planning and Protective Services include:

- Project management of transportation related projects in the electoral areas (EAs), such as the recent completion of Phase I of the North Ganges Transportation Master Plan
- Acting as the local partner for local transit initiatives, such as Salt Spring Island (SSI) Transit.

In addition, CRD Parks constructs, operates and maintains the regional trails (Galloping Goose, Lochside and E&N Humpback Connector) while Integrated Water Services is responsible for CRD Docks.

Within Outcome Statement 6, the **Victoria Regional Transit Commission (VRTC)** has been identified as an existing authority alongside the **existing CRD Authority**. This has been done in recognition that the VRTC, through its current decision-making powers, has the authority to bring the actions identified in the RTP through to implementation.

The RTP reflects the intent of the **CRD Board Strategic Plan** regional transportation and planning goals as indicated in Exhibit 4.2.

EXHIBIT 4.2   CRD Board Strategic Plan Regional Transportation and Planning Goals

CRD Board Regional Transportation and Planning Goals
1.   Improved regional transit governance
2.   Increased regional transportation authority
3.   Increased integration of regional transportation and land use planning
4.   Improved pedestrian and cycling facilities

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Photo: r.a.paterson (flickr)

Implementation Model for the RTP Outcomes

Implementation of the RTP is expected to occur through partnerships with existing, local and provincial partners embedded within a **transportation service authority**. The service model respects existing and local and provincial autonomy and ownership of infrastructure. Partners would come together through an ongoing Technical Advisory Committee (TAC) with membership from all local governments, the Province and BC Transit. The TAC would set priorities, guide, facilitate and in some cases, undertake the actions summarized in the table in Exhibit 5.5 with CRD staff, and report to a new Transportation Standing Committee (TSC) as described in the preferred service authority model in Chapter 5.

This model would enable the consolidation of existing and proposed CRD assets, facilities and services, such as Regional Trails, EA transit systems and Local Docks into one service area. A new establishment bylaw would be required based on the outcome of a service feasibility study. The model would rely on implementation of regional transportation priorities through performance-based metrics and agreed targets established cooperatively by the TAC. In this way, it would not be imposing upon but rather be complementary to local and provincial plans and initiatives.

Resources to Implement the RTP Outcomes

The model isn't a system funded by "new money" as much as it is repurposing existing local dollars and attracting more senior government funding from the following sources:

- Existing operating budgets within the CRD Planning and Protective Services and Parks departments for operational costs.
- A pooling of the region's share of the Significant Project Fund (SPF) to create a regional pool from which to co-fund local government and regional projects

through contributions to capital and program costs using performance-based metrics.

- Existing operating budgets of project partners through in-kind contributions of staff time on the TAC.
- Existing capital budgets and Community Works Fund Gas Tax of project partners allocated to regionally significant projects through contribution to capital and program costs based on performance based metrics.
- A leveraging of regional and local partner funds through the new regional transportation governance (TSC and Board); advocating with one common voice to increase senior government capital contributions to regionally significant projects.

This partnership model proposes a shift to a performance-based system of investment in regional transportation priorities based fundamentally on the cooperation of partners.

Transit would **not** fall under the service mandate. However, as a result of the new provincial directive stemming from the 2012 BC Transit Independent Review, formal consultation and engagement with the region will be embedded in the existing VRTC model. However, Victoria Regional Transit System projects and initiatives would not be eligible for regional funds under the transportation service authority.

Resources to Implement refers to the mechanism for implementation and the requirement for staffing and funding. The funding component is further distinguished between operating, capital and program funding. **Capital and program funding are predicated on the availability of pooled gas tax funds**.

Operating	Costs incurred by staff implementing actions
Capital	Costs associated with co-funding municipalities and electoral area infrastructure
Program	Costs associated with co-funding municipalities, electoral areas or community based programs

The RTP builds on the many previous plans by the CRD, the Province and local governments, and focuses on the necessary steps to bring these plans to fruition. The plan is just as much about the process of building a collaborative and integrated regional approach to transportation as it is about the specific actions. It is intended that the RTP remain a living document to be revisited and updated on a regular basis.

3

Regional Outcome Statement 1

Movement between communities, mobility hubs and major destinations is facilitated through a Regional Multi-modal Network of transportation corridors.

With 58% of travel in the region crossing municipal boundaries, it is critical that the RTP identify an integrated approach to travel throughout the region. This involves planning for travel across municipal boundaries and access to regional destinations, as well as ensuring due consideration for all modes of travel to address greenhouse gas emissions, public health costs and traffic congestion levels.

Through extensive consultation with stakeholders, the RTP identifies a **Regional Multi-modal Network.**

The Regional Multi-modal Network (RMN), depicted in Exhibit 4.3, is designed to:

- Identify regional transportation corridors and trails
- Provide connectivity with local and provincial networks
- Coordinate transportation and land use planning with other regional matters, such as housing, the economy and greenhouse gas (GHG) emissions.

In other words, the RMN identifies the physical transportation corridors and trails that are deemed regionally significant and that will require investments and efforts to support safe, connected and efficient travel.

Defining a Regional Multi-modal Network

In developing an RMN, CRD staff and stakeholders first had to define what it meant for a corridor to be considered regionally significant. The following four criteria were used as guiding principles in identifying the corridors that are recommended for inclusion in a RMN:

1. It serves a majority of inter-municipal and inter-regional travel;
2. It provides access to regionally-significant destinations that serve region-wide demand (e.g. hospitals, dense residential or mixed-use neighbourhoods, downtown cores, or employment nodes);
3. It is planned to receive a major infrastructure project; or
4. It provides a common regional identity and purpose.

EXHIBIT 4.3   Regional Multi-Modal Network (RMN). (Larger map on page 104)
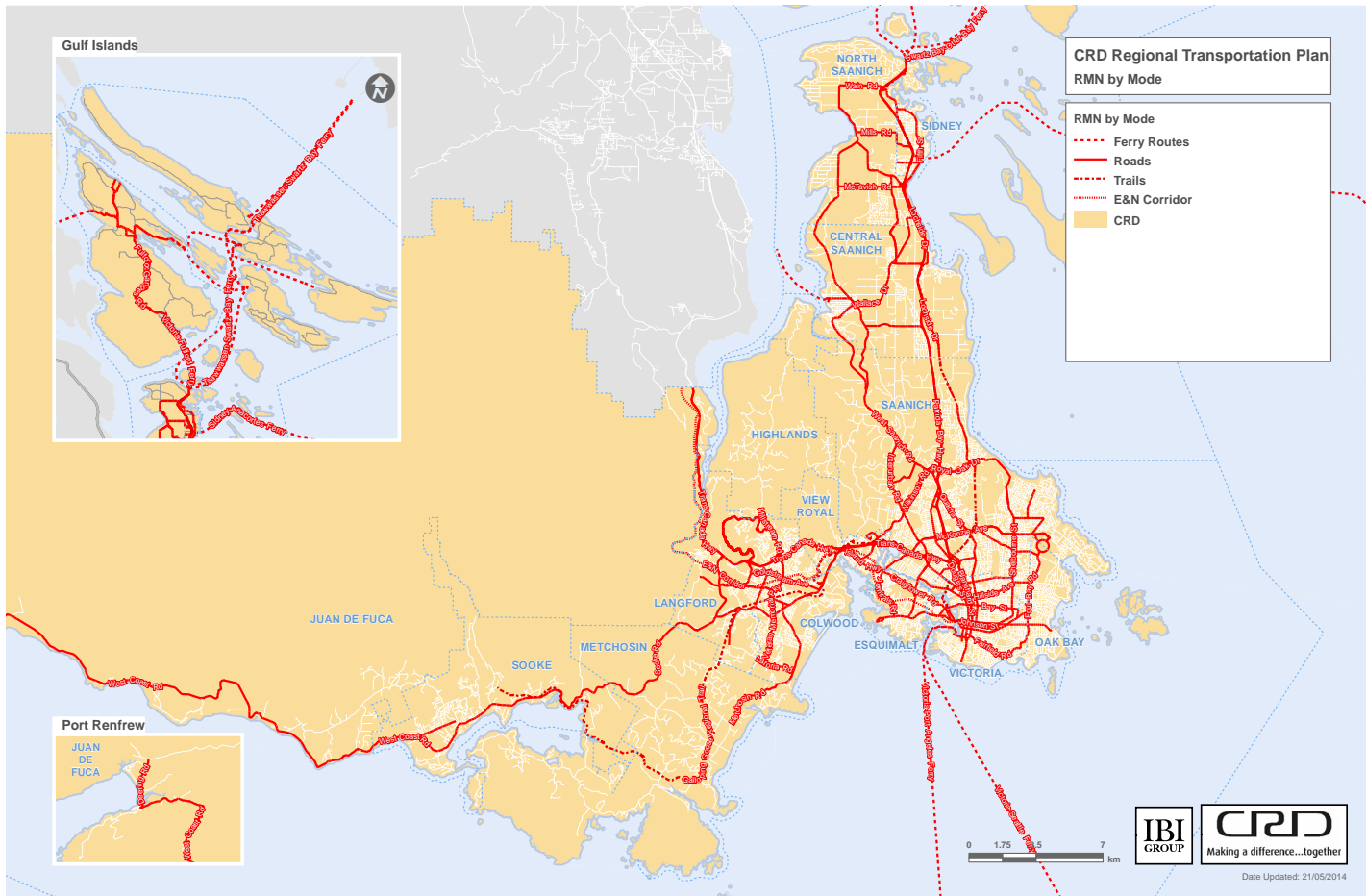
The RMN was also developed by reviewing other local, regional or provincial plans, including:

- Transit Future Plan (2011)
- Phase 1 Transportation Corridor Plan (2010)
- Pedestrian and Cycling Master Plan (2011)
- Pedestrian and Cycling Master Plan - Salt Spring Island Edition (2013)
- Highway Corridor Studies (2009, 2007 x 3)

Finally, the RMN took into consideration future travel demand forecasts from the CRD's Regional Transportation Model and future land use forecasts from local government Official Community Plans (OCPs) in order to connect future residential and employment areas.

The RMN also distinguishes between corridors under local government jurisdiction and those under Ministry of Transportation and Infrastructure (MoTI) jurisdiction. Each has different funding approaches and decision making structures. MoTI generally has jurisdictional control over major inter-regional connectors including Highway 1, 14 and 17 and roads within unincorporated EAs. The jurisdictional layers are identified in Exhibit 4.4.

EXHIBIT 4.4   Regional Multi-Modal Network (RMN) by Jurisdiction (Larger Map on page 88)
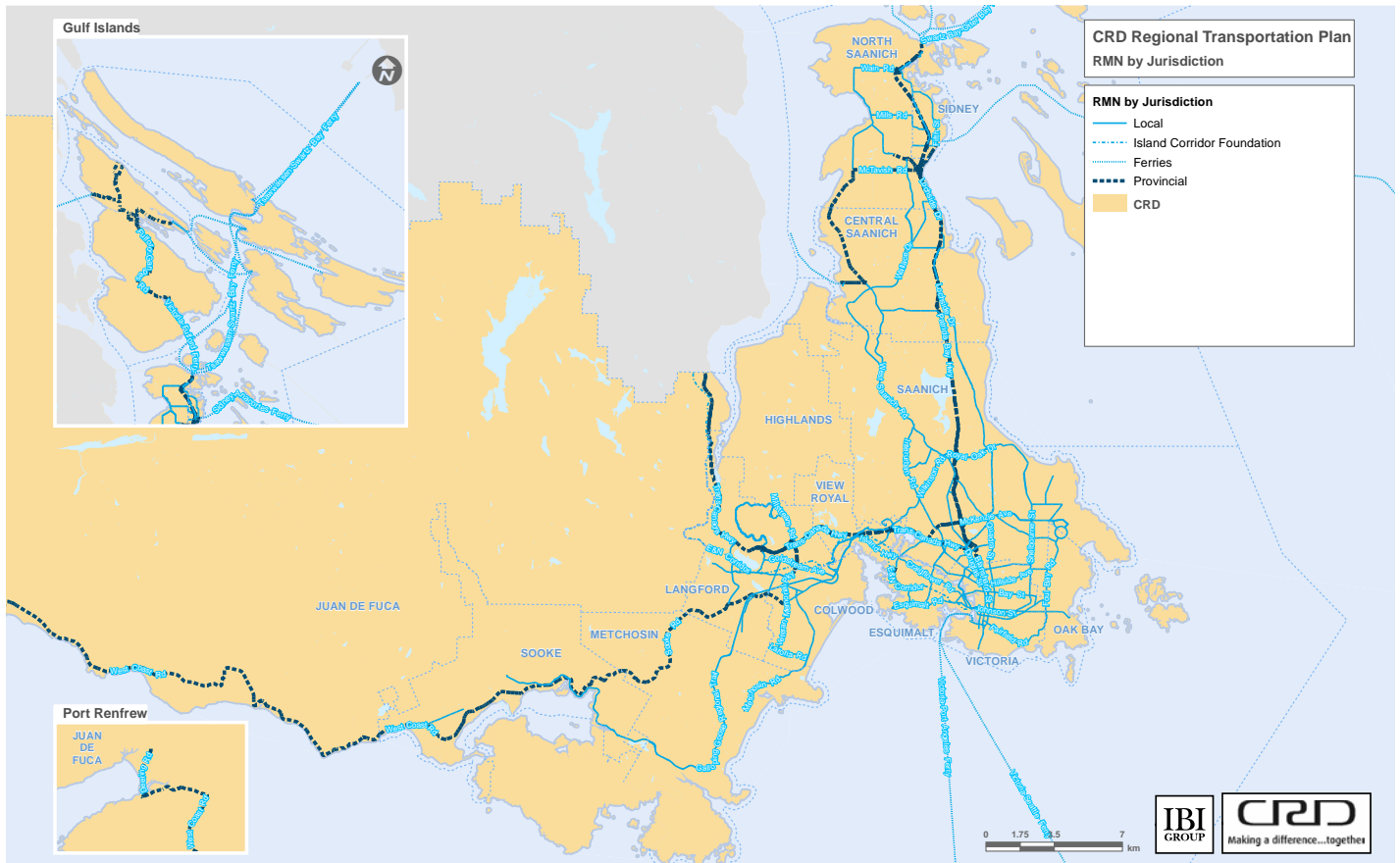
Every corridor on the RMN has been assessed in terms of the role of multi-modality and regional significance. It is recognized, however, that some corridors will move substantially larger volumes of people than others. Since regional pedestrian significance is more an issue of access to regional destinations than of longer-distance regional travel, pedestrian issues are more directly accommodated in actions under Outcome Statement 2 (mobility hubs) and Outcome Statement 5 (pedestrian infrastructure).

Regional Outcome Statement 1 Actions

Priority Action

ACTION 1.1 — **Establish a regional transportation authority and funding service to facilitate improvements to the Regional Multi-modal Network, implement demand management programs, influence land use adjacent to regionally significant transportation corridors and mobility hubs, and advocate for and source federal and provincial funding.**

Rationale

Many regional transportation projects within the region are based on mode-specific deliverables such as cycling, pedestrian, transit or automobile as opposed to examining the multi-modal requirements to best meet the needs of residents and visitors. Similarly, transportation projects undertaken at a local level are developed within the context of local improvements and often do not result in neighbouring jurisdictions making improvements along the same corridor. This method of planning has resulted in varied levels of improvements along corridors and around hubs. There is an identified need for a coordinated and consistent approach to multi-modal transportation planning on the RMN.

Approach A regional transportation service authority would be established to facilitate arterial roads and the inter-community cycling network, implement demand management programs and influence land use. As indicated earlier a regional transportation service, as described in more detail in Chapter 5, would be able to accomplish more and better outcomes than the current fragmented model. The model is predicated on the full involvement of local governments, MoTI and BC Transit staff through a TAC. A new establishment bylaw would be required based on the outcome of a service feasibility study.

ACTION 1.2	**Incorporate the Regional Multi-modal Network into all relevant future regional plans, Official Community Plans, local area plans and local transportation plans.**

Priority Action

Rationale Reinforcement across planning documents helps to realize RMN initiatives and establish a common language.

Approach At present, the RMN is being incorporated into the Regional Sustainability Strategy (RSS) and should form part of the framework for Regional Context Statements in municipal and EA OCPs and local planning policies. Ensuring that the RMN is incorporated into the plans of all levels of government will require, in particular, significant coordination with municipalities.

ACTION 1.3	**Establish an ongoing Technical Advisory Committee to identify Regional Muti-modal Network priorities, coordinate complementary local planning activities and implement priority projects through the new regional funding framework.**

Priority Action

Rationale This action will provide for the establishment of an ongoing TAC that would be responsible for establishing and monitoring Multi-modal Levels of Service (MMLOS) and Key Performance Indicators (KPIs) based on mutually agreed upon principles. The TAC would consist of municipal, MoTI and BC Transit staff, and EA representatives who would work together to implement a united vision for transportation in the RMN. The TAC would prioritize funding decisions, leverage funding from higher levels of government and make direct recommendations to a TSC.

Approach This committee would be established under CRD Board-approved Terms of Reference.

ACTION 1.4	Develop and implement a Multi-modal Level of Service model and determine targets for all Regional Multi-modal Network corridors to balance trade-offs between modes.

Rationale

Procedures for evaluating the level of service for auto travel based on travel delay are well established, but how does this affect other transportation modes? For example, synchronizing traffic signals may increase auto and bus speeds (thus increasing auto and bus level of service); however, higher auto and bus speeds adversely affect cyclist and pedestrian conditions. In quantifying the level of service for all modes, a MMLOS model offers a more equitable and integrated approach to balancing modal trade-offs by placing all modes on an equal playing field.

Approach

MMLOS approaches tend to deal with non-auto modes as follows:

- **Pedestrian LOS:** Tends to be based around pedestrian comfort, which typically includes intersection spacing and crossing distances.
- **Cycling LOS:** Based on cyclist comfort, which is typically a function of the degree of separation relative to the speed and volume of adjacent traffic.
- **Transit LOS:** Usually transit travel times relative to auto travel times.

The TAC would develop a mutually agreed upon standard MMLOS model drawing heavily from the experience of other North American cities in their adoption of MMLOS, such as the City of Ottawa's efforts as a part of their Transportation Master Plan update. As well, this action would involve due consideration to the extensive research conducted by the National Cooperative Highway Research Program in 2008 that recommends a MMLOS framework for application to urban streets.

ACTION 1.5	**Establish, monitor and report on Key Performance Indicators.**

Rationale

Performance targets help to promote the integrity of the RMN, maximizing the use of sustainable modes, improving goods movement, addressing person capacity issues and reducing emissions. Specific areas, such as the following list, would be addressed on key predetermined RMN corridors (see Exhibit 4.6) in conjunction with broader key performance indicators (KPIs) relating to density ranges, complete streets and connectivity:

- Proportion of short local auto trips
- Modal split of trips
- Total trips by mode
- Travel time reliability index
- Average emissions per vehicle

Approach

Proposed performance targets that would monitor KPIs are:

- The proportion of short local auto trips on the Provincial highway network helps to illustrate how much capacity on these facilities is being taken up for local trips.
- The mode shares and counts at the screenlines help to monitor changes in the use of sustainable travel modes.
- A travel time reliability index highlighting both changing conditions for goods movement and person capacity.
- Average emissions per vehicle can be estimated with the help of the region's travel demand model to monitor changes in air pollutants and GHG emissions.

EXHIBIT 4.6   Recommended RMN Performance Target Screenlines
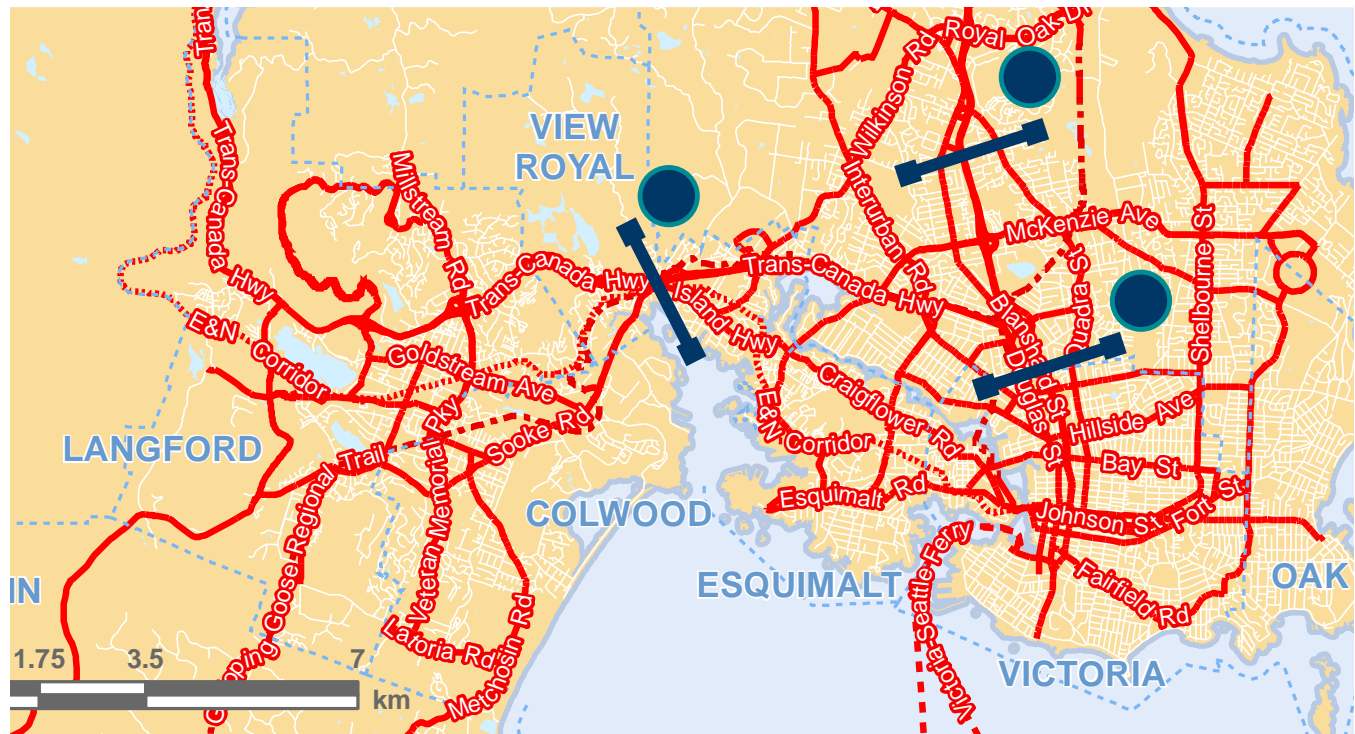
ACTION 1.6	Base the new regional funding framework for improvements on the Regional Multi-modal Network off approved Multi-Modal Level of Service and Key Performance Indicators.

Rationale

A fundamental component of the RTP is to ensure the transparency of regional transportation funding allocation across the region based on measurable targets. By approaching upper levels of government on regional projects with a cohesive argument and business case, the chances of receiving funding are strengthened.

Approach

The MMLOS and KPIs will provide measurable criteria from which proposed transportation projects on the RMN can be evaluated. The criteria will be established within the framework of the TAC. The proposed approach is for the TAC to lead the effort. There have been some excellent recent examples of cooperation, such as the Town of View Royal and District of Saanich collaborating on planning and applying for funding to replace the Craigflower Bridge, and the CRD agreeing to allocate funds from the RSPF (Exhibit 4.7).

EXHIBIT 4.7 The Craigflower Bridge Replacement and Admirals Road Upgrade project, led by the District of Saanich and the Town of View Royal and funded by a grant from the Federal Gas Tax Regionally Significant Priorities Fund, includes three vehicle lanes, 1.8-2.0m bike lanes, and 2.0m sidewalks.

ACTION 1.7	Through the Technical Advisory Committee, take an active role in regional public consultation strategies around transportation projects affecting Regional Multi-modal Network corridors.

Rationale The CRD taking an active role on these consultation efforts helps to ensure that all regionally-affected stakeholders are engaged and regional priorities are considered. The CRD will work with local governments to offer assistance, where needed, and to support consultation and engagement activities.

Approach Through the TAC, local and provincial partners will create up-to-date consultation calendars and identify where regional assistance is required. Some recent examples of multi-jurisdictional and multi-stakeholder projects include the Saanich Shelbourne Valley Action Plan, the CRD Regional Trails Management Plan, BC Transit's Victoria Regional Rapid Transit Project, MoTI's engagement as part of the Highway 17 Corridor update, and the outreach program which is part of PCMP.

ACTION 1.8	**Undertake a risk assessment of critical transportation services and infrastructure in the Regional Multi-modal Network related to potential impacts of a changing climate.**
Rationale	A changing climate (increased precipitation, more intense and frequent windstorms and extreme heat events) presents risks to existing transportation infrastructure and services on the RMN (i.e. road flooding); influence behaviour (i.e. demand for transit); or delays in the delivery of goods and services (i.e. ferry cancellations).
Approach	Numerous cities across North America have undertaken risk assessments to understand vulnerabilities associated with a changing climate and their associated economic, social and environmental risks. There are a variety of protocols to help governments measure the level of risk facing critical transportation services and infrastructure. The CRD would work in partnership with municipalities, MoTI, service agents such as Harbour Air and BC Ferries and other emergency personnel to understand the level of risk facing the region and identify potential mitigation measures to reduce potential damage or disruptions to services.

Priority Action

ACTION 1.9	**Conduct a service review of transportation in the Southern Gulf Islands and Salt Spring Island, including the identification of alternate water-based links and associated infrastructure requirements.**
Rationale	An integrated transportation plan is required for SGI and SSI to provide residents and visitors with a transportation service that meets their needs. BC Ferries' focus is largely on moving vehicles while many residents feel that smaller passenger-based services that link with public transit, ride shares or similar alternatives would provide more flexibility. Inter-island connections have also been raised as a priority area for investigation.

Approach   This would require a transportation study to be done for both the SGI and SSI to examine the needs of the market and identify, cost and recommend options that balance financial, transportation and environmental objectives. It would look at all forms of transportation and support existing documents such as the PCMP - SSI Edition, North Ganges Transportation Master Plan and SGI Cycling and Pedestrian Trail Plan Draft (SGI-CPT). Pending funding implications and community support, recommendations from the integrated transportation service reviews on SSI and SGI could be implemented through the transportation service. Implementation would require new funding agreements.

ACTION 1.10	**Expand the Car Stop rideshare program for rural sections of the Regional Multi-modal Network.**

Rationale   This program helps to encourage higher-occupancy auto travel to reduce drive-alone trips and greenhouse gas emissions in rural areas.

Approach   A Car Stop provides a physically safe location for people and vehicles to arrange on-the-spot rideshare arrangements. Arrangements are voluntary and fees are generally not exchanged. This provides passengers with a way to get around without driving, while giving drivers an opportunity to carpool and reduce overall GHG emissions. Two successful examples for rural communities are The Pender Island System, launched in 2008, and the recent SSI Car Stop Pilot Projects, launched in 2012. Each of these programs encourages sustainable transportation alternatives to driving alone. Flexible carpool programs across North America (i.e. Sluglines in Metro Washington, DC) have also been successful where there are toll roads or higher-occupancy lanes.

Complete Hub:
Downtown Sidney

Destination Hub:
University of Victoria

Gateway Hub:
McTavish Interchange / Airport

Rural Hub:
Sooke Park & Ride

Regional Outcome Statement 2

Mobility Hubs align with the Regional Sustainability Strategy and provide people with access to housing, employment, services, amenities and transportation choices on a local, sub-regional and regional scale.

The RTP builds on the need to plan for communities that are supportive of sustainable modes of transport and make major destinations in the region accessible by multiple modes of travel. Many existing destinations and emerging growth centres throughout the CRD stand to benefit from improved transportation connectivity, travel choice options and amenities. In turn, these enhancements help focus growth.

A regional approach to growth management and connectivity is taken by identifying a set of regional transportation nodes, or mobility hubs. These hubs will be key locations of regional activity and regional destinations where transportation modes will integrate seamlessly and efficiently, and where both the traveler environment and urban form will encourage transit, active transportation and other alternatives to driving alone.

Purpose of Mobility Hubs

The purpose of defining these Mobility Hubs in the CRD is to:

- Give high priority to walking, cycling and public transit to, from and within Mobility Hubs.
- Provide for attractive and convenient transitions between modes by better connecting regionally significant roads, transit and cycling networks,
- Create attractive, convenient and pedestrian-friendly environments around key transit stops and major origins and destinations.
- Build greater opportunities to live, work, learn, shop, and play within these hubs, thus reducing external trips and the amount of time spent travelling.
- Support tourism activities by providing alternative means of transport to services and attractions.
- Showcase and promote new regional transportation initiatives towards sustainable travel.

Defining Mobility Hubs

The concept of bringing together the mutually supportive roles of planning for sustainable transportation and sustainable land use patterns in the region has been identified by previous plans in recent years. The Regional Growth Strategy (RGS) identified regional centres as "walkable transit-focused and complete communities

with a dense mix of businesses, housing, services and open spaces. Subsequently, the Travel Choices strategy envisioned more direct and frequent connections, as well as providing for alternatives to driving.

The RTP builds on these previous plans in defining the region's Mobility Hubs in its approach to identify key areas of transportation activity and focused growth. Defining these Mobility Hubs also takes into account existing trip densities and locations of high transit usage (bus stop activity), feedback from CRD and municipal staff and stakeholders, and feedback from municipal councils through the RSS and RTP process. The result of this approach is the definition of four Mobility Hub typologies, defined in Exhibit 4.8.

EXHIBIT 4.8   Mobility Hub Typology, as defined in the Regional Sustainablity Strategy.

Complete

Complete Hubs are areas with high levels of multi-modal transportation activity. They are locations of major trip origins or destinations both in the peak and off-peak periods, are served by multiple or frequent transit routes, and include convenient access to bikeways, arterials and major collector roads. These hubs have an attractive urban design that encourages high pedestrian volumes.

Activity

Activity Hubs are unique locations that serve as key regional destinations with larger catchment areas and high trip volumes due to large employers and/or institutional centres. Hubs that meet this criteria include hospitals, universities/colleges, large shopping centres and major regional employers.

Gateway

Gateway Hubs are major interchanges between two or more different modes or terminal nodes in the RMN, often serving as access points into and out of the region and sometimes involving connections between multiple transportation operators.

Rural

Rural Hubs do not necessarily exhibit high levels of transportation activity as do other Mobility Hubs and they are outside the rapid and frequent transit networks. However, these locations serve as significant mobility access points for those living in rural areas of the region, particularly in providing convenient transfer from auto to transit.

EXHIBIT 4.9   Regional Mobility Hubs (larger map on page 108)
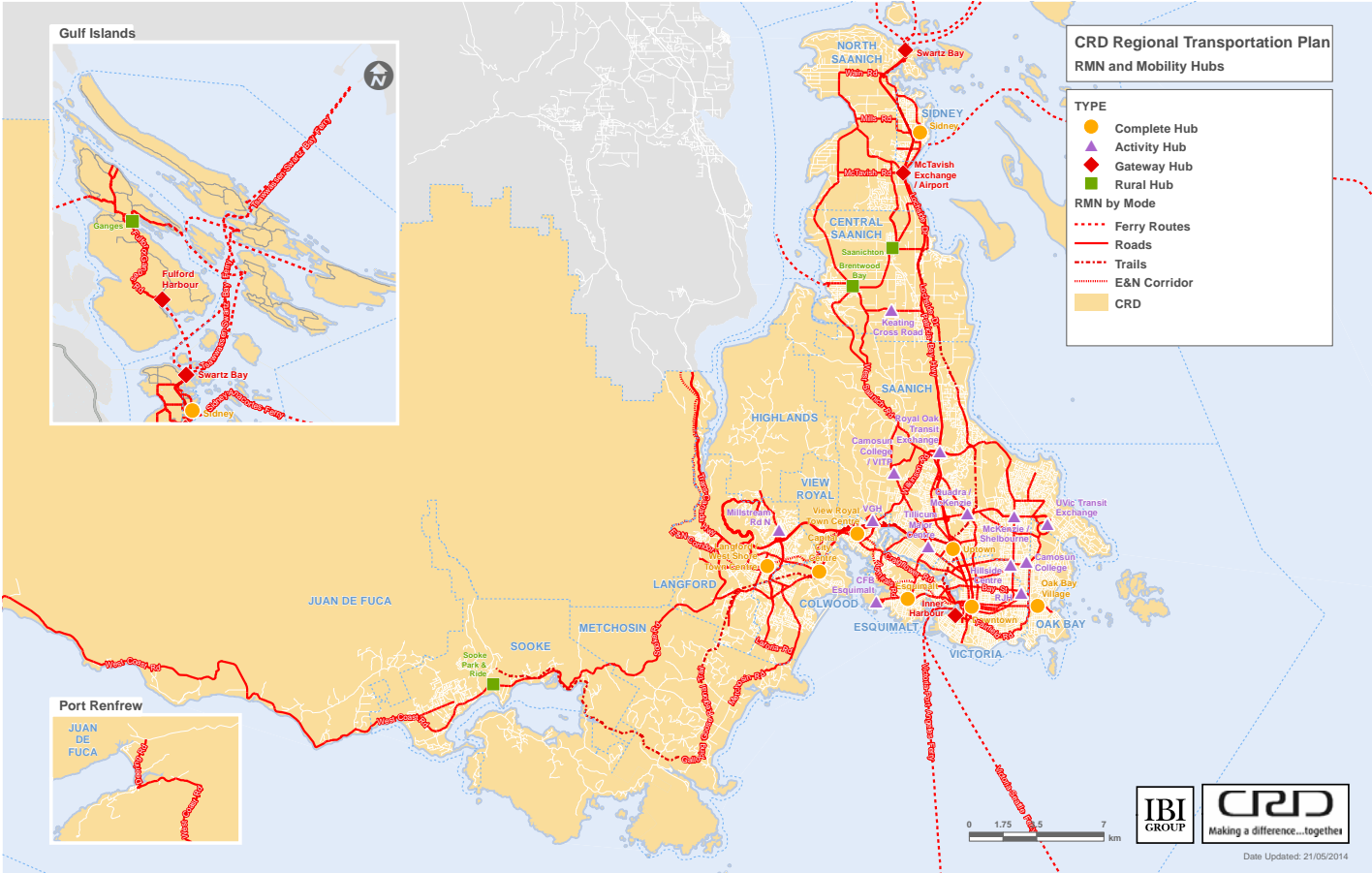
The existing regional centres defined in the RGS are included as Mobility Hubs (Exhibit 4.9); however, additional growth centres may be identified in the final RSS and they are also to be considered Mobility Hubs. It is noted that the exact boundaries of each hub will be determined later, and in some cases a single hub may capture many origins and/or destinations nearby. As such, the area captured by one mobility hub may be larger than others.

Regional Outcome Statement 2 Actions

ACTION 2.1	**Incorporate Mobility Hubs into all relevant future regional plans, Official Community Plans, local area plans and local municipal transportation master plans.**

Priority Action

Rationale Reinforcement across planning documents helps to realize mobility hub initiatives and establish a common language.

Approach Mobility Hubs are being incorporated into the RSS and should form part of the framework for municipal regional context statements in municipal OCPs. Ensuring that Mobility Hubs are incorporated into the planning efforts of all levels of government will require, in particular, significant coordination with municipalities. To mandate that the RTP be included in local transportation plans would require legislative changes similar to those used to incorporate the RSS into OCPs and the Islands Trust.

ACTION 2.2	**Prepare Mobility Hub guidelines to inform planning and development, ensuring integration of new technology such as electric vehicle infrastructure.**

Rationale Guidelines will help set out a consistent approach to Mobility Hub policies and targets, while also furthering engagement between local governments and the CRD on integrating transportation and land use (Exhibit 4.10).

Approach The concept behind the Mobility Hub guidelines is to provide planning partners (i.e. CRD, Islands Trust, municipalities, BC Transit and developers) with detailed strategies, best practices, and approaches about how mobility hubs would ideally be built-up. The Mobility Hub guidelines will be comprehensive and context-sensitive relative to the type of mobility hub in question. This will be particularly important for those municipalities without existing policies in their plans. Some municipalities define policies/guidelines for growth centres as part of their OCPs. At a minimum the guidelines will:

- Define the objectives and characteristics of Mobility Hub typologies in the region.
- Describe various approaches and strategies to meet Mobility Hub objectives.
- Provide case studies or best practices from local municipalities and other Canadian or international cities.

EXHIBIT 4.10

Page from Metrolinx' award-winning Mobility Hub Guidelines

ACTION 2.3	**Fund municipalities to develop detailed master plans for each Mobility Hub.**

Rationale   To further Action 2.2, incentive funding may trigger early adoption of Mobility Hub master plans.

Approach   Mobility Hub master plans will set out detailed strategies, capital improvements and time lines to develop the long-term vision for each Mobility Hub.

Drawing from the excellent work present in many of the existing municipal OCPs, these master plans will include initiatives to meet the urban typology and intensification objectives of the RSS and to implement the actions in Exhibit 5.5 that apply to each given Mobility Hub.

In addition, the process of detailing each Mobility Hub master plan should include neighbourhood-based consultation and public charettes. While some municipalities in the region have adopted related land use strategies and growth-centre guidelines as part of their OCPs and have staff available to develop a Mobility Hub master plan, the lead for developing these Mobility Hub master plans will vary since some smaller municipalities may lack sufficient resources to assume such a project.

Regional Outcome Statement 3

Transportation and land use planning tools are integrated at the local and regional levels.

There are many well-established strategies for shaping land use and urban structure to achieve more sustainable transportation patterns. These revolve around the following:

- Leveraging transit infrastructure investments and walkable design to stimulate higher development densities.
- Directing development to built-up areas already well served by transit and where people have a reasonable alternative to driving.
- Building higher density and mixed-use developments that are located along primary transit networks.
- Building walkable communities by both retrofitting existing communities and designing new communities for pedestrians.
- Locating employment to minimize travel effort.

Clearly, density is central to the land use aspect of the RTP. Density plays a major role in many aspects of region building. Density maximizes the efficiency of existing infrastructure and, when well-designed, it creates vibrant communities and streets, and supports public transit.

The latter relationship between density and its ability to support public transit will be a key strategy to maximizing investments in the long-term transit network. Exhibit 4.11 presents suggested density ranges for various levels of transit service based on a compilation of several studies. While these are not minimum requirements to provide the suggested level of service, they are density ranges that would minimize the cost of operating transit service while maximizing ridership potential. At present, with the exception of Downtown Victoria, most areas of the CRD would fall well below 80 persons+jobs per hectare (Exhibit 4.12).

It is generally easier to build new communities to meet targeted density thresholds since most developers are seeking to maximize their land investments. Increasing densities in existing communities is often more challenging. However, there are many opportunities to increase densities by developing smaller vacant lots and intensifying the use of older buildings. Density does not necessarily mean tall towers.

EXHIBIT 4.11 Viable Levels of Transit Service by Density[1]

DENSITY: PEOPLE + JOBS / HECTARE	TRANSIT LEVEL OF SERVICE
Under 50	Unable to support minimum level of bus service (Greater than 4-6 trips per day)
50 - 80	Minimal bus service, operating at 20 to 30 minute headways
80 - 125	Intermediate bus service (10-20 minute headways)
125 - 200	Very Frequent Bus Service (less than 5 minute headways). At the upper end of the range, may support higher-order dedicated rapid transit (BRT/LRT) if linking high density centres.
Over 200	Supports higher-order dedicated rapid transit such as BRT /LRT, ideally in high density nodes connected by medium/high density corridors. High capacity rapid transit modes such as subways can be supported when densities approach 300 people+jobs per hectare.

1   Source: Based on Ontario Ministry of Transportation (2012) Transit Supportive Guidelines

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EXHIBIT 4.12 2011 CRD Urban Densities
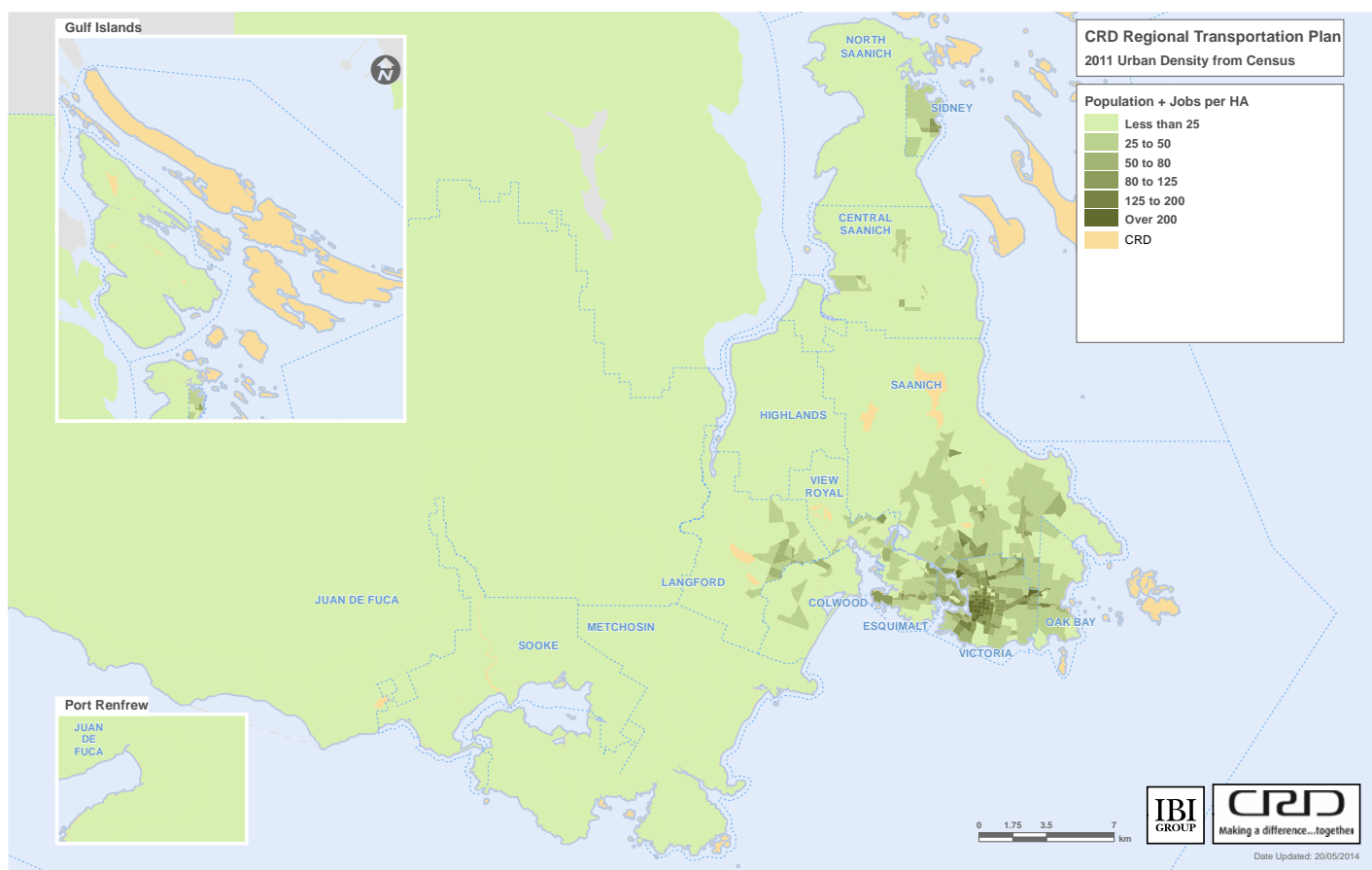
ACTION 3.1	**Establish land use and transportation functions for Growth Centres in the Regional Sustainability Strategy that support frequent and rapid transit corridors.**
Rationale	Focus growth in Growth Centres, Complete Mobility Hubs, and in areas along higher-order transit corridors to support transit and active transportation.
Approach	Targets for the metric of people and jobs per hectare will be investigated through the development of the RSS. Growth Centres, Complete Mobility Hubs and rapid transit corridors have the higher targets. According to the typology in Exhibit 4.11, Growth Centres intended to be served by future rapid transit should establish density range targets of a minimum of 125 persons plus jobs per hectare.

ACTION 3.2	**Promote land use policies that more evenly distribute the jobs to workers ratio within the CRD four sub-regions (Core, West Shore, Saanich Peninsula and Gulf Islands) in accordance with the settlement patterns identified in the Regional Sustainability Strategy.**

EXHIBIT 4.13

Current (2011) workers to jobs ratio by sub-region[1]

Rationale

By more closely matching population with job opportunities and vice versa, we reduce inter-municipal transportation demand by supporting shorter trips and complementing urban density targets.

Approach

As much as possible, this approach aims to more closely match population demographics with job opportunities and vice versa (Exhibit 4.13). Generally, this could be achieved by creating more jobs in the West Shore and by encouraging a sufficient pool of working age residents in the Peninsula to match the area's numerous employment opportunities, thereby reducing transportation demand. The actual ratio will be sensitive to and reflect local municipal OCPs and the RSS settlement patterns.

1 Source: 2011 CRD Origin-Destination Survey

ACTION 3.3	**Through the Technical Advisory Committee, identify, protect and manage existing and future transport sites and corridors such as E&N, rights of way along Regional Multi-modal Network corridors, and water access points.**

Rationale

Securing and protecting land areas and rights-of-way on the RMN associated with mobility hubs and corridor development is vital. Rights-of-way on RMN corridors are required to ensure that land is available to provide for an integrated multi-modal system. Existing development and rights-of-way along the RMN vary significantly.

Approach

Identify the required land parcels and rights-of-way and work with local governments to enshrine the requirement for this land in to their local planning. This may require detailed corridor planning on each of the RMN corridors. Recent examples of this approach include work done on Shelbourne Street in Saanich and along the Victoria end of Douglas Street.

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Regional Outcome Statement 4

Cycling is an appealing, safe, convenient and viable travel option for residents and visitors.

Municipalities throughout the CRD have made considerable progress towards supporting active transportation through the installation of infrastructure such as bike lanes and shared markings and signage. Advocacy organizations also play a key role in supporting municipal efforts through education and encouragement campaigns. Cycling provides numerous benefits for the region including environmental stewardship, economic development and improved community health.

There is a strong planning foundation to improve the cycling environment in the region. The CRD completed the PCMP in 2011 and initial projects are now underway in partnership with municipalities/EAs through a pilot program funded by the Federal Gas Tax Program. The PCMP-SSI Edition was completed in 2013 and offers a tailored approach for increasing cycling in a unique rural context. The SGI-CPT and CRD Parks Regional Trails Management Plan to guide operations over the next decade are currently underway.

The PCMP sets an aggressive 2038 regional mode share target for cycling of 15%, up from the current 3%. There is significant variability in terms of cycling rates across the region; therefore, the TAC is taking a pragmatic approach to focus immediate efforts on more densely developed areas when making implementation decisions. Achieving this high mode share target will require considerable effort to make cycling an attractive option for users of all ages and abilities. A network of adequately separated bikeways is echoed in the RTP as the critical initiative to making cycling a comfortable option for the vast majority of the population who are interested in cycling but concerned about safety.

While some parts of the RMN will be challenging to upgrade, there are many opportunities to improve the cycling environment both on and off road. It will be important for the TAC to continue to leverage support from stakeholders and comprehensively track progress. Cycling is viewed as an excellent means of extending the reach of transit in areas that cannot be efficiently served by transit operations.

Regional Outcome Statement 4 Actions

| ACTION 4.1 | **Implement Pedestrian and Cycling Master Plan, Pedestrian and Cycling Master Plan-Salt Spring Island Edition and Southern Gulf Island-Cycling and Pedestrian Draft Trail Plan recommended cycling facilities and amenities.** |

Priority Action

Rationale   This action is intended to accelerate implementation of the PCMP, PCMP-SSI Edition and SGI-CPT focusing first on corridors considered to be high priorities for active transportation on the RMN.

Approach   Gas tax funding has been allocated to the E&N Rail Trail/Humpback Connector, a portion of Admirals Road in Esquimalt and a section of West Saanich Rd. in North Saanich. The PCMP identified a number of initiatives within the RMN. It is recommended that continued co-funding of cycling infrastructure would be done through a regional funding program under the guidance of the TAC.

The PCMP-SSI Edition recommends a series of priority measures which can be undertaken through partnerships in the short-term, to significant effect. By working primarily within the existing road right-of-way, the recommendations focus on widening the shoulder so as to meet current best practices in cycling facilities, and reducing traffic speeds so as to create a calmer, safer travel environment for all modes. Providing complimentary cycling infrastructure encourages increased ridership.

ACTION 4.2	**Enhance existing regional trails and continue to fund the expansion of new trails, in line with the Pedestrian and Cycling Master Plan design guidelines, with a focus on connectivity.**

Rationale

The existing regional trails system is an important "spine" in the cycling network. Both the Galloping Goose and Lochside Trails boast record use, creating new types of tensions and requests from users such as trail widening, lane delineation, improved lighting, etiquette campaigns and enforcement measures. This action focuses on the importance of enhancing existing trails, while at the same time, funding the expansion of new regional and local government trails.

Approach

It is recommended that continued co-funding of trails expansion and management would be done through a regional funding program under the guidance of the TAC.

ACTION 4.3	**Expand and harmonize the regional cycling data collection program.**

Rationale

In order to gain insight on past successes and future priorities, this action involves closely monitoring the impacts of on-going infrastructure changes relative to control corridors, identifying under-served areas, and gaining insight on key motivations and possible mode shifts of users. Counts are currently done by CRD Regional Planning, CRD Parks and by some municipalities. This action is intended to ensure that counts are done in a consistent manner and that data is available on an ongoing basis to support decision making on cycling infrastructure improvements.

Approach

The specific recommended additions to the current cyclist data collection efforts are:

- Expand the trail counters to on-street locations;
- Install public display automated counter;
- Collect data on control corridors;
- Continue with manual counts;
- Monitor bicycle parking occupancy;
- Conduct intercept and/or preference surveys, and consider the inclusion of pedestrian activity in these data collection efforts where practical; and
- Integrate municipal data collection efforts.

| ACTION 4.4 | **Identify and market cycle tourism in the region.** |

Rationale   As the CRD has jurisdiction over the regional trails, it is imperative that the CRD lead by example while also accelerating completion of the PCMP and PCMP-SSI Edition cycling network.

Approach   In order to capture this market, the TAC will need to work collaboratively with a variety of private sector agencies, such as Tourism Victoria, to identify, develop and market circle routes. Advocacy and partnership with Tourism BC may also be an avenue to explore. Capital investments, such as way-finding signage will be required, along with supportive activities such as advertising, website development and digital applications. The existing regional trails provide an important spine for such routes with the Primary Inter-community bicycle network (PIC), as identified in the PCMP, helping cyclists reach community services and amenities.

Regional Outcome Statement 5

Walking is an increasingly popular and desirable mode of transportation that is supported by safe, convenient and accessible pedestrian infrastructure.

Walking is elemental to travel and is a practical travel option for entire trips that are within a reasonable walking distance; these trips account for a high proportion of trips (13% in 2011) in the region. Walking is nearly always a required component of any other mode of transportation such as walking to and from transit stops, bicycle storage areas, car parks and so on. Therefore, it is the one common mode of transportation that is universally used.

Many municipalities in the region, within their OCPs, have adopted a modal hierarchy to guide transportation planning decisions where pedestrians and walking are the top priority. However, pedestrian safety and connectivity continue to be taken for granted in the planning context of transportation projects, new communities/developments and the overall public realm.

The results are gaps and barriers in the pedestrian network that reduce the level of convenience, comfort and accessibility for people to walk to their destination or as part of their trip. The TAC will have an opportunity to improve the walking environment by implementing a variety of actions that are identified within other desired outcomes listed in this plan.

Regional Outcome Statement 5 Actions

Priority Action

ACTION 5.1	**Produce a series of walkability maps, in partnership with the local governments, to be used as a tool to encourage walking as an everyday mode of transportation. Maps will showcase sidewalks, separated trails and pathways, and emphasize connectivity between key land uses and multiple modes of transportation.**
Rationale	A number of jurisdictions have local maps identifying pedestrian walkways within their jurisdiction. However, there is no consistent approach across the region. Often these maps do not readily identify cut-throughs introduced via development or park trails that cut a significant amount of time from a given walking trip.

Approach   The region will provide staff resources to work in partnership with local governments to create comprehensive walking maps that show the full spectrum of walking options available to residents and visitors. Priorities may be established for program areas such as safe walking routes to schools, direct neighbourhood access to transit stops or car stops.

ACTION 5.2	**Fund pedestrian realm audits at mobility hubs and other key locations on the Regional Multi-modal Network or as identified in the local government transportation studies.**

Rationale   Help improve walkability by identifying problems with the quality of walking environments in priority areas.

Approach   There is a wide range of models for collecting walkability information, some more qualitative than others. Pedestrian experience is influenced by many factors, from the vibrancy of street activity to perceptions of safety to the design of building façades.

It is recommended that the following issues be given precedence in structuring these walkability audits for their relevance to local interests:

- Pedestrian realm connectivity, including crossing conditions and sidewalk provision
- Access to transit stations and stops
- Compliance with standards of universal access
- Perceived traffic levels and interactions with motorized traffic

Consideration should also be given to using such a tool to improve community engagement around the issue of walkability. This approach is often referred to as Community-based Walkability Audits (CWAs), which enable community groups to conduct the audits themselves. With a little coaching, but no formal training, these groups are able to produce results that are useful for planning purposes. To this end, tools should, at minimum, include template worksheets based on best practices.

ACTION 5.3	Through the Technical Advisory Committee, work with advocacy groups and existing accessibility advisory committees within the region to identify areas on the Regional Multi-modal Network in need of improvements for people with mobility challenges. This information will inform the pedestrian realm audits.
Rationale	Help improve universal access to the pedestrian realm by identifying problems with the quality of pedestrian environments in priority areas, moving forward with PCMP implementation. Help ensure progress and regional coherence in addressing pedestrian accessibility.
Approach	The TAC would solicit feedback from existing advocacy groups and accessibility advisory committees across the region regarding accessibility issues on the RMN.

All feedback would be incorporated within local pedestrian realm audits. The TAC would identify accessibility-specific funding sources and apply on behalf of the region, where appropriate. |

Regional Outcome Statement 6

Public transit is a preferred choice, attracting new riders through comfortable, safe, accessible, attractive and convenient service.

In the CRD, transit is the dominant mode of non car-based transportation and offers the potential to significantly reduce single occupancy vehicle (SOV) trips. However, big steps are required to achieve further progress towards the provincial transit mode split target of 12%. Rapid and frequent transit service holds particular promise given the concentration of travel demand in a few key corridors.

Rapid transit uses high capacity transit vehicle technology such as light rail or high capacity buses on exclusive or semi exclusive corridors. This approach results in improved travel time and reliability. The CRD's Travel Choices Transit Strategy identified a number of possible corridors, prioritizing the Langford/Downtown Victoria corridor. This priority was later echoed by BC Transit's Rapid Transit Network Development for the Victoria Region as well as the long-term vision of the Transit Future Plan, each of

which also reiterated the importance of the Saanich Peninsula and UVic corridors.

Rapid transit and enhanced transit service are the best means to address current and forecasted congestion due to increases in daily trips throughout the region. High-capacity transit service will also help influence land use and provide the basis for focusing growth around nodes/growth centres where sustainable modes are more attractive than the private automobile.

Regional Outcome Statement 6 Actions

| ACTION 6.1 | **Embed formal consultation and engagement processes with the region in the Victoria Regional Transit Commission model.** |

Priority Action

Rationale   Building upon Action 1.1 (Establish a regional transportation authority and funding service), specifically with regard to transit, there is a desire to see a more representative decision making process within the Victoria Regional Transit System. In the present format there are only 7 elected representatives on the Victoria Regional Transit Commission (VRTC). BC Transit staff create, implement and oversee all transit plans and budgets without broad regional oversight; there is no separation between the planning, administrative and operational functions. There is also no requirement for transit to consider the impact of its decisions on other modes of transportation or to complement regional and local land use strategies.

Approach   The 2012 BC Transit Independent Review suggested BC Transit could consult and engage more fully with its partners. This provides the framework for embedding consultation and engagement with the region in the VRTC model. The region would request a formal commitment from BC Transit to engage and consult with the region regularly.

A formal process would be established to identify when consultation, engagement and endorsement are required at the regional level.

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ACTION 6.2	Implement transit priority measures for all Regional Multi-modal Network priority transit corridors.

Rationale

Further support goals of increasing transit mode share through relatively inexpensive short-term adjustments to both the frequent and rapid RMN transit priority corridors, thus also advancing BC Transit's efforts to improve bus service and ridership.

Approach

Consistent with the on-going Transit Priority Project by VRTC & BC Transit (in partnership with MoTI, View Royal, Colwood, Saanich, Langford, Victoria and the CRD), the Island Highway, Highway 1, Highway 17, Douglas Street and McKenzie Avenue should be given priority for transit priority measures.

ACTION 6.3	Implement the Transit Future Plan, prioritising the Rapid and Frequent Transit Networks.

Rationale

Rapid transit uses high capacity transit vehicle technology such as light rail or high capacity buses on exclusive or semi exclusive corridors to significantly reduce the impact of general traffic on transit vehicles resulting in improved travel time and reliability. There is currently momentum behind support for investing in rapid transit in the CRD, which represents a long crescendo of studies and lobbying from stakeholders. In order to realize the goal of significantly raising transit mode shares in the region, it is crucial to prioritize the implementation of rapid and frequent transit corridors.

Approach

Considerable planning efforts are well underway related to rapid transit. This RTP echoes the importance of the rapid transit corridors, consistent with the plans laid out in the Transit Future plan, including:

- Implement rapid transit between the West Shore and Downtown Victoria in order to build ridership.
- Initiate studies for the other rapid transit corridors identified on the RMN, with a phased implementation.

ACTION 6.4	**Prioritize and expand deployment of improved customer information systems including real-time transit information technologies.**

Rationale — Providing riders and potential riders access to accurate and timely information about transit from which to make transportation decisions is imperative to maintaining and increasing ridership levels (Exhibit 4.14). Technology is advancing rapidly and there is an increasing demand from users to have access to real-time information that will inform them of current changes to schedules and routes, particularly on routes with long headways.

Approach — Work with BC Transit to identify the needs of current and future riders. Use this information as the foundation for future customer information systems. Utilise technological advancements as they become available and more cost efficient.

Google Maps real-time traffic conditions in Metro Vancouver

ACTION 6.5	**Implement and report on Service Standards and Performance Guidelines that complement priorities outlined in the Transit Future Plan.**

Rationale — In order to determine where transit funding is allocated, existing Service Standards and Performance Guidelines need to be regulary reviewed and reported on. This will provide details on transit specific targets, and establish criteria as to where resources will be allocated to support transparent decision making.

Approach — Work with VRTC to fully implement Service Standards and Performance Guidelines. Monitor and report the Service Standards and Performance Guidelines on a regular basis.

ACTION 6.6	**Update the cost benefit analysis and overall economic benefits case for Light Rail Transit. Pending the outcome of cost-benefit analyses, advance the Light Rail Transit designs and funding strategies or pursue alternatives.**
Rationale	Consider Light Rail Transit (LRT) as a possible means to significantly curb pressure on auto infrastructure in high growth areas; transit visibility would be significantly improved and more compact development would be encouraged near stations.
Approach	The Victoria Regional Rapid Transit Project Business Plan was submitted to the Provincial Government in early 2011 and no decision has yet been made. Since then, the CRD and BC Transit Joint Task Force on Funding Options was completed in Fall 2012. The TAC should continue to advance these funding options as much as possible. If cost-benefit analysis is not favourable or no progress has been made by 2015, Bus Rapid Transit options should be investigated, aligning with the chosen LRT corridors and stations.

ACTION 6.7	**Expand and enhance Salt Spring Island transit service. Refer to Priority Action 1.9**
Rationale	SSI has a popular transit system that provides access to alternative means of transportation for visitors and residents. Ridership has grown significantly over the past two years.
Approach	Expand the transit service in line with recommendations of the local transit service review.

ACTION 6.8	**Establish local transportation service on the Southern Gulf Islands pending recommendations of feasibility studies. Refer to Priority Action 1.9.**
Rationale	SGI has no public local transportation service to provide alternative transportation options to visitors and residents.
Approach	BC Transit's initial pre-feasibility study to identify the viability of introducing public transit to SGI will be expanded upon to include all modes of transportation and to identify all existing transportation options. The study would move forward and identify gaps and recommend actions to be implemented based on financial considerations.

ACTION 6.9	**Establish a working group with inter-regional and tourism-based transport service providers to coordinate and align convenient travel to and from major tourist destinations and gateways with transit and active transportation.**
Rationale	Improve the convenience of and reduce disincentives to multi-modal inter-regional travel by tourists. Provide multi-modal transportation options to and from major tourist destinations in the region to decrease tourist use of automobiles.
Approach	This task will involve considerable coordination with VRTC and Tourism Victoria's Transportation Committee, such that transit services are planned around arrival and departure/opening and closing times. Of particular importance is improving direct transit service to/from the airport, which includes meeting the needs of employees as well as travelers. Identification and discussion of the role private enterprise will have in regional transportation is a priority.

Regional Outcome Statement 7

Existing regional transportation infrastructure is optimised and enhanced by new technology where appropriate.

One of the largest problems facing the CRD is increases in automobile travel and traffic congestion, particularly in the face of population growth that is shifting to outlying communities. This trend is putting significant pressure on the major east-west and north-south roadways and impacts the safety and efficiency of the network to move people and goods throughout the region.

Automobiles will continue to be a primary mode of travel and commercial vehicles are critical to the region's economy. However, adding road capacity through new infrastructure and roadway expansion is expensive and does not help to encourage sustainable travel choices. The costs of implementing a sidewalk, multi-use trail or cycle track ranges from $160,000 to $400,000 per kilometre compared to the costs of over $1 million per kilometre to widen a 2 lane arterial to 4 lanes.

The RTP focuses on managing congestion and travel demand by maximizing the existing road network through operations management, capacity enhancements, technology and new opportunities.

Regional Outcome Statement 7 Actions

Priority Action

ACTION 7.1	Identify, prioritise and encourage the Province to implement solutions for highway interchanges in need of safety, efficiency and transit access reconfiguring to improve cyclist and pedestrian accommodation.

Rationale

Support MoTI in addressing problematic interchanges and help raise regional multi-modal concerns with respect to interchange solutions that support the redistribution of mode share to active transportation and transit. There is particular concern around requirements for goods movement around the airport, primarily due to multiple large-scale distribution centres. A detailed analysis of the trade-offs required for the various interchange improvement scenarios has not yet been initiated.

Approach

The TAC will play a consultative role and help to advance the interests of regional and municipal interests, working closely with MoTI to develop solutions. For example, a Sayward Road working group was established (comprising representatives from MoTI, the District of Saanich, CRD, BC Transit and community associations) to recommend recent safety improvements at Highway 17 and Sayward Road. Many of the recommendations have subsequently been implemented. Subsequent interchanges that should be prioritized include:

- Patricia Bay Highway at Keating Cross Road: Full-movement interchange to improve goods movement.
- Patricia Bay Highway at Beacon Avenue: Goods movement demands expected to increase.
- Patricia Bay Highway at Haliburton Road: To manage congestion.
- Trans-Canada Highway at Admirals Road & McKenzie Avenue: Relieve demand on Wilkinson Road and traffic backups on the Island Highway to manage congestion.

ACTION 7.2	**Through the Technical Advisory Committee, develop Key Performance Indicators for the Regional Multi-modal Network, agreed to through the exchange of Memorandum of Understanding.**

Rationale

The RMN division of jurisdiction between local and MoTI road networks requires that the local governments and MoTI work together to ensure the best multi-modal outcomes possible for the entire length of joint corridors. To ensure that the impact of projects on the RMN do not have negative consequences on other jurisdictional roads or discriminate against one or more transportation modes, a collaborative decision-making approach needs to be a priority.

MoTI roads link with municipal roads at key junctions, often resulting in increased congestion as large volumes of local traffic enter onto already busy roads. In order for the RTP to succeed, it is vital that MoTI and the various local jurisdictions work together to ensure that improvements along corridors are consistent. For example, in order for transit improvements along Douglas Street to be most effective, priority measures should extend through Victoria and MoTI jurisdictions. A target-based approach to corridors will identify where the pinch points are on corridors, regardless of which jurisdiction the piece of the corridor falls under.

Approach

The development of a transportation authority would provide the mechanism from which to allocate regional funds based on criteria and priorities established by the TAC. Targets would be set in-line with the delivery of funds and monitored. Target setting ensures that regional transportation investments are being allocated in a transparent manner and remain focused on key regional priorities.

MoTI roads have separate funding sources, so the regional funding would be used on the local networks only. However, it is expected that whenever MoTI funding and infrastructure improvements are made, consideration will be given to how local improvements can complement them. With MoTI taking an active role in the TAC, the region will be involved from the early stages in any plans and implementation projects. For example, a KPI could be established to limit road widening on the RMN for general purposes with expansion activities prioritized for transit, high-occupancy vehicles (HOVs), active modes and/or safety reasons.

ACTION 7.3	**Develop and implement a consistent way-finding strategy to enhance connectivity on roads and trails and to support clear navigation for all modes.**

Rationale — Developing a regional way-finding strategy encourages a regional approach to thinking about transportation and can help market more sustainable means of travel while also improving usability for visitors unfamiliar with the area.

Approach — Tourism should play a key role in defining this way-finding strategy This will require close collaboration with Tourism Victoria, who already signaled a strong interest in such an initiative. The strategy, however, should not be limited to tourist destinations but should also address goods movement, transit, the pedestrian realm and the bicycle network. The way-finding strategy should be well-integrated into the navigation and mapping functionality of the "one stop shop" website proposed in Action 8.5, and include defining region wide way-finding signage standards.

ACTION 7.4	**Undertake a region-specific feasibility study on user pay strategies, such as road pricing, and how they will help influence travel choices.**

Rationale — The central goal of this action is to help minimize traffic congestion and encourage higher occupancy modes of travel, but it could also help raise much-needed revenue for improving access to SOV alternatives.

Approach — As the central goal of this action is to encourage higher occupancy travel, it is recommended that the user-pay strategies investigated include mileage-based usage fees or congestion pricing for high occupancy toll lanes. Under the latter scheme, vehicles meeting high occupancy requirements would either be charged a reduced toll or none at all. Due consideration should also be given to the revenue generation potential of different models, as discussed recently by work prepared by the Victoria Transportation Policy Institute for the CRD and BC Transit on Regional Transit Local Funding Options.

ACTION 7.5	**Apply and improve upon the existing transportation model and data collection program in line with changing regional priorities.**

Priority Action

Rationale

Since 1993 the CRD has maintained a Regional Transportation Model with updates every five years supported by relevant data acquisition programs. Over the last twenty years the Model has proven to be a valuable tool to forecast and assess the impacts of significant transportation and development proposals. The Model has been an important part of highway, rapid transit and corridor studies as well as regional growth and development strategies.

Active transportation and climate action strategies are now major components of regional transportation and development plans. This means developing model capabilities beyond measuring anticipated vehicle flows, travel times, congestion levels and transit ridership to include estimations of bike usage on proposed new facilities and outputs which can be directly used by GHG emission models. The model needs to continue to adjust to changing requirements for monitoring and reporting data.

Approach

In addition to the annual traffic count programs carried out every year and Origin-Destination Household Travel Surveys carried out every five years, CRD Regional Planning started a regular bike count program in 2011 as part of the PCMP implementation. To coordinate existing municipal and regional programs, Regional Planning is updating its transportation data protocol, identifying the types of data to be collected and arrangements for data sharing with municipal partners. Also, CRD Regional Planning will be working with municipalities and provincial agencies to develop sub-area and corridor models which will provide a greater level of local detail for area-specific operational plans.

Priority Action

ACTION 7.6 **Establish an ongoing Goods Movement Committee to collectively address regional goods movement challenges.**

Rationale By its nature, goods movement is a regional issue (Exhibit 4.15). As such, this action aims at taking a collaborative approach to tackling persistent regional goods movement issues.

Approach The aim of the committee will be to develop consensus around dealing with regional goods movement challenges. It is likely simplest to first draft a terms of reference through the TAC, to which parties of interest could then respond. Once established, the Goods Movement Committee should seek to involve key parties of interest, such as the Victoria Airport Authority and the BC Trucking Association.

Key issues raised through the course of developing this RTP, which should be addressed by this new committee, include:

- Establishing a common basis region-wide for regulating truck size and access restrictions;
- Auditing road geometry along RMN priority goods movement corridors;
- Undertaking an economic assessment for goods and service delays associated with congestion and increased frequency of transportation disruptions; and
- Disseminating best practices and other information such as route navigation aids.

EXHIBIT 4.15 Recommended Regional Multi-modal Network Goods Movement Priority Corridors
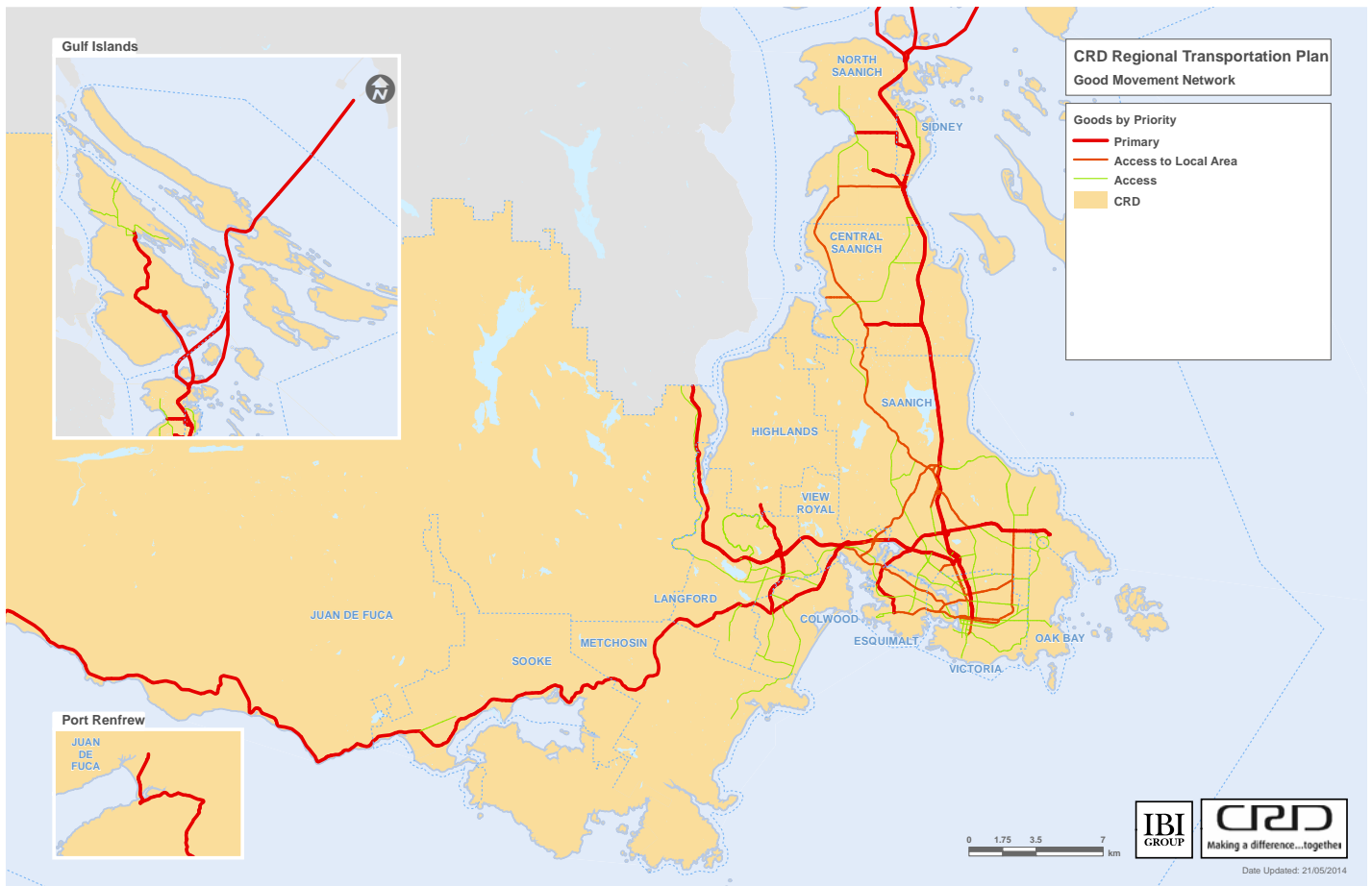
Regional Outcome Statement 8

Regional programs and initiatives provide residents and visitors with the tools, confidence and knowledge to use active transportation, public transit, car share, taxis, high occupancy vehicles and trip reduction measures.

The RTP intends to bring to the forefront the idea of premium customer service and travel for all modes. The concept being that in order to make alternatives to single occupant vehicle travel attractive enough to leave the car at home, there needs to be a comprehensive suite of infrastructure, support programs and education available to residents and visitors. This is what is known as Transportation Demand Management (TDM).

By offering a wide range of policies, programs and services aimed at influencing how, why, when and where we travel, we are more likely to induce more sustainable travel behaviour.

Several examples of TDM programs are already in place in the region:

- **U-Pass:** A discounted transit pass that all university and college students purchase, which is currently in place at the University of Victoria, Royal Roads University and Camosun College. This program was first introduced in 1999.
- **BC Transit passes**: Various discounted transit pass programs exist, including:
  - » **ProPass**: Employers offer their employees the opportunity to purchase a discounted annual transit pass through payroll deduction.
  - » **YouthPASS**: Discounted monthly transit pass for high school age youth.
  - » **Developer pass program**: A transit program where, through a contract with BC Transit, a land developer can offer discounted transit passes for residents.
- **Carsharing**: The Victoria Car Share Cooperative offers members access to 23 vehicles throughout Victoria, Saanich, Oak Bay and Esquimalt. The 600 plus members share the costs of these vehicles and do not pay for gas, maintenance, parking or insurance.
- **Formalized Carpooling**: Jack Bell Ride-Share owns a fleet of vehicles that are available for commuting to Victoria from Nanaimo, Duncan, Cowichan Bay, or Mill Bay.

While the examples above have made impacts in the region, for the most part, TDM programs, incentives and services are "one offs", meaning they lack regional support and coordination and are often rolled out for limited audiences. The following actions contained in the RTP aim to bring the convenience of regional multi-modal travel to the next level. By stitching together these and other initiatives, users will benefit from seamless and convenient access to SOV alternatives, particularly through new technologies and infrastructure that promote more sustainable travel behaviour in the region.

Regional Outcome Statement 8 Actions

| ACTION 8.1 | Establish and implement a region wide Transportation Demand Management program, including a marketing and branding strategy to support businesses, institutions, local governments and government agencies in implementing policies and initiatives. |

Priority Action

Rationale In order for TDM to be implemented effectively, a program needs to be resourced and marketed consistently across the region. By rolling out a series of high profile and attractive TDM initiatives available to residents, businesses, government agencies and institutions, the region can help to transition travel away from the single occupant vehicle.

Approach A TDM program, offered through the CRD, would be designed to support, coordinate and accelerate partnerships among the community. Programming would be decided upon by the TAC. In addition to TDM programs and incentives, this action also includes strategic marketing activities such as the development of a comprehensive sustainable transportation website portal.

| ACTION 8.2 | Undertake workplace and institutional incentive programs aimed at decreasing congestion at peak hours and increasing employee use of active transportation and public transit. |

Rationale Much research and many studies have been undertaken on the benefits that workplace and institutional incentive programs can have on shifting travel behaviour and decreasing peak hour congestion. There are numerous examples of pilot programs. Now, it is time to take action and roll out these successful programs to small business associations, large employers and public sector institutions.

Approach Incentive programs are a part of Action 8.1 above and will include activities such as flexible working hours, work from home, bike share, condensed work weeks, subsidised transit passes, provisions for end-of-trip facilities (showers, safe bike lock-ups), car share memberships and new employee travel guides.

ACTION 8.3	Partner with other agencies to develop, investigate and deploy, if financially feasible, a region-wide Mobility Pass or Smart Card for residents and tourists that provides seamless integration between transportation modes (i.e. ferries and bus transit on one pass).
Rationale	Around the world and close to home, multi-transportation smart cards are being deployed to enhance mobility between modes. Essentially, it is recognized that in order to make it easy for people to use multiple modes of travel to get to a destination, they need to be able to do so in a seamless and integrated fashion.
Approach	Often mobility cards start with a basis of public transit, and then add on other options like taxi cabs, car share, bike rentals, or ferry and train fares. The CRD would work with BC Transit and a variety of transportation service providers to pilot a Mobility Pass program.

ACTION 8.4	Through the Transportation Demand Management program, establish and expand partnerships with car-sharing operators to increase coverage into all sub-areas of the region.
Rationale	Currently car sharing is limited to four municipalities in the core area where density and transportation options, such as transit and cycling, are more extensive. There is interest for such services in communities like Langford, Sidney and Salt Spring Island. By improving access to car-sharing across the region, many households will have the option of forgoing primary or secondary automobile ownership and using other modes.
Approach	Opportunities include working with local governments on infrastructure provisions such as dedicating priority on-street parking locations to car-share vehicles. Other options may include changes to development planning processes that allow reductions to the minimum parking requirements in exchange for such initiatives as dedicated car-share parking spaces, regional marketing activities, programs for low-income households or capital investments for fleet expansion.

| ACTION 8.5 | **Develop and maintain a comprehensive web portal for regional travel information, including a multi-modal journey planner and news on regionally significant transportation projects.** |

Priority Action

Rationale — Currently residents and visitors are required to investigate numerous sources to access travel options and transportation information. By developing an attractive, easy-to-use web portal for the region in one location, it will make it easier to navigate current transportation issues and opportunities (Exhibit 4.16).

Approach — The portal can be developed in-house by the CRD and should span regional travel information such as transit, car-sharing, traffic updates (ferry advisories, construction detours, parking availability and cost) and other TDM resources. In parallel, this will involve developing a multi-modal regional journey planner and commercial travel information.
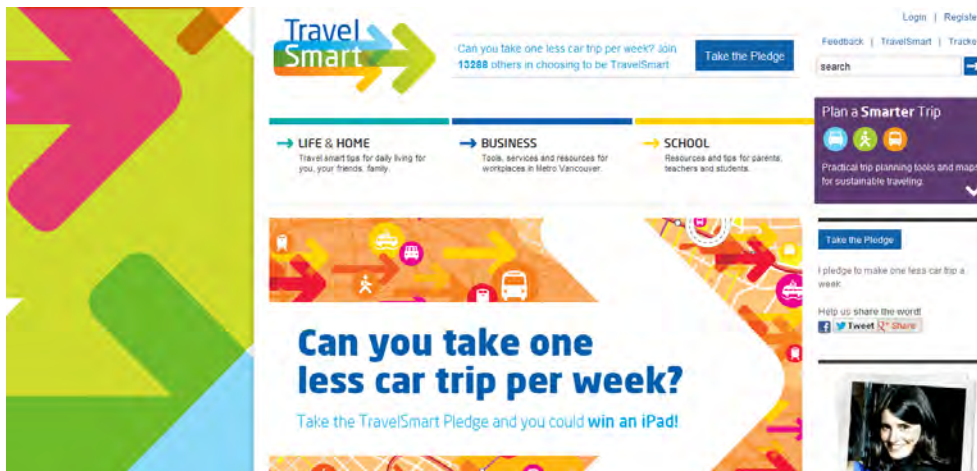
EXHIBIT 4.16

TravelSmart is a website full of information to help in Metro Vancouver residents, visitors, business and students choose more environmentally-friendly modes of travel.

| ACTION 8.6 | **Identify partnership opportunities to accelerate Active and Safe Routes to Schools (ASRTS) programs.** |

Rationale — Within the PCMP, it was recognized that in order to make significant improvements to the safety and health of children, continued emphasis needs to be placed on travel support and educational programs. Under this action, the CRD would take a leadership role to identify partners and implement ASRTS programs.

Approach Over the past decade, there have been a number of non-profit and parent groups working in partnership with municipalities, police forces and school districts on ASRTS-related programs. In Vancouver, the Hub for Action on School Transportation Emissions (HASTe) has created a successful model and demonstrated significant success. This action is intended to echo calls for the CRD to take the lead in accelerating continued ASRTS programs in partnership with community agencies.

EXHIBIT 4.17

The Greater Victoria Bike to Work (GVBTW) Society organizes the annual Bike to Work Week event, which had over 7,000 participants in 2012.

Photo: Corey Burger

ACTION 8.7 **Fund existing programs such as Bike to Work Week and Commuter Challenge, and identify new events and initiatives to promote active transportation.**

Rationale There are a number of existing successful programs that encourage residents to take part in active transportation.

Approach By partnering with organizations, business associations, municipalities and institutions, the CRD can lend financial support to encourage innovative festivals, events and forums that increase participation in active transportation (Exhibit 4.17).

ACTION 8.8 **Offer pedestrian and cycling skills courses for residents.**

Rationale To help increase cycling rates and instill a better understanding of and compliance with safe operations in an integrated transportation system, the CRD's PCMP recommends education for residents of all ages. By expanding education programs such as skills courses, the CRD will be able to encourage more cycling and improve transportation safety by reducing conflicts (Exhibit 4.18).

Approach Work with school districts, non-profit organizations and the private sector to deploy cycling skills courses to residents, including youth and seniors, across the region. Potential opportunities exist to integrate cycle and pedestrian training in the school curriculum and support emerging programs such as Right to Bike BC.

| ACTION 8.9 | **Organize training of CRD and municipal/electoral area staff in best practices of facility design.** |

Rationale

There is an opportunity to enhance safety through continually improving the design of transportation infrastructure, in line with constantly evolving best practices and standards. This includes transit, cycling, walking and driving infrastructure and amenities.

Approach

Some municipalities are well-resourced while others can use further support. Under this action, the CRD could organize, host and support training and development opportunities for municipal staff, developers, designers and decision makers that support advances in facility design. There have been numerous examples of this type of co-operative education and training in the past. Under this action, programs would be enhanced to support a variety of rural and urban issues and topics.

Other Actions Discussed

There were a number of additional suggestions received through general consultation activities. Topics included emergency access alternatives, commuter rail services, revision of technical design guidelines and private shuttle bus programs. These were considered outside of the scope of the RTP. Some of these may be identified as individual stand alone projects at a future date.

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5. Implementation

This section outlines the strategies to implement the actions of the Regional Transportation Plan (RTP). It includes a discussion of governance and partnerships and assessment of timing, as well as broad cost implications, funding needs and next steps.

5.1 A Partnership Opportunity

One of the challenges of implementing the RTP is that responsibilities for existing and future infrastructure corresponding to regional needs are divided among the Province, municipalities and Capital Regional District (CRD). With the exception of regional multi-use trails, the CRD does not operate or maintain transportation infrastructure. This means that, for the RTP to achieve its full potential, multiple partners need to work together to further develop, fund and implement the corresponding actions.

Under current governance arrangements, advocating for regional multi-use (pedestrian and cycling) trails is the role most often associated with the CRD. For other transportation services (including public transit and the arterial road network), the CRD's role is predominately that of a community stakeholder, leading or participating actively in strategic planning, consultation and collaboration.

Current governance arrangements for transportation and land use in the CRD are such that no one agency has direct authority for establishing, funding or implementing regional transportation priorities. Decisions concerning land use adjacent to major transit/transportation corridors are influenced by the region through the RSS and subsequent municipal regional context statements. The CRD Board has repeatedly promoted a change in governance that would impart the CRD with leadership and authority for transit and transportation decisions affecting the region.

Exhibit 5.1 (Derived from Appendix 4 of CRD Staff Report, June 15, 2011) summarizes the current governance arrangements for transportation and land use in the CRD. For the purpose of defining the current structure, roles are categorized as: primary (most influential, often through outright authority); cooperative (influential through collaboration and funding contributions); and consultative (least influential, reliant on indirect authorities and goodwill).

	MOTI	CRD	BC TRANSIT	MUNICIPALITIES
Provincial Highways	**Primary Role** Planning, design, standards & priority setting Operation/Maintenance Regulation, Oversight & Funding	**Consultative Role** Principally through planning initiatives to achieve sustainable transportation goals for the region	**Cooperative Role** For transit operating on provincial highways e.g., coordinate planning, transit priority measures and cost sharing	**Cooperative Role** For arterial intersections and interchanges
Regional Arterial Roads	**Cooperative Role** Planning for integration of highway network with local road networks	**Consultative / Cooperative Role** Principally through strategic planning initiatives e.g., corridor study, RGS, RSS, Pedestrian and Cycling plans	**Cooperative Role** For transit operating on municipal arterial roads	**Primary Role** Planning, design, standards & priority setting Operation/Maintenance Regulation, Oversight & Funding (tax base, dc's & government grants)
Regional Transit Network	**Cooperative Role** For transit operating on provincial highways Contribution of capital and operating funds	**Consultative / Cooperative Role** Principally through strategic planning initiatives e.g., RGS, RSS, Pedestrian and Cycling plans	**Primary Role** Planning, design, standards & priority setting Operation/Maintenance Regulation/Oversight Set budgets, service levels & fares	**Cooperative Role** Principally through transit route planning initiatives, maintenance of bus stops and shelters & property tax contributions to transit operating
Regional Multi-Use Trails	**Cooperative Role** Leases Galloping Goose right of way to CRD	**Primary Role** Planning, design, operation, maintenance, regulation, oversight and funding of trail system (Galloping Goose, E & N Trail, and parts of the Lochside Trail)	**Cooperative Role** Makes use of trails for rapid transit (e.g., Galloping Goose) and commuter rail services (e.g., E & N Trail)	**Cooperative Role** Principally through Community and Local Area Planning, and by maintaining trail sections on municipal roads
Land Use Adjacent to Regional Corridors & Network Nodes	**Consultative Role** Principally through policy guidelines and approvals of development applications adjacent to highway corridors	**Primary Role** Principally through land use and transportation policy planning, RGS and EA OCPs	**Consultative Role** Principally through transit supporting land use policies recommended in transit plans	**Primary Role** Principally through approval authorities set out in Official Community Plans, zoning bylaws, municipal property taxes & development contributions

Proposed Role

The CRD's preferred governance direction involves a transportation authority to address regional transportation issues and to facilitate the implementation of the recommendations of the RTP. Emphasis would be placed on the implementation of regional transportation priorities through performance-based metrics and agreed-upon targets established in consultation with partners.

It is proposed that the CRD's mandate would be expanded to include the following three roles with respect to regional transportation:

1) The CRD, through a partnership model, serves as the lead and coordinating body for regional transportation planning and operational delivery

Responsibilities for existing and future infrastructure corresponding to regional needs are divided among the Province, municipalities and CRD. Therefore, in order for the RTP to achieve its full potential, multiple partners need to work together to further develop, fund and implement the actions corresponding to their jurisdiction.

2) The CRD Board assumes leadership and authority for regional transportation priority setting and decision-making

Discussion and prioritization of regional transportation issues and projects is difficult under the current governance structure. There is a need to establish a single effective forum to bring forth issues, ideas and projects which can then be prioritized and put forward for funding. This forum needs to have a regional perspective and the CRD Board is best positioned to provide this perspective.

3) The CRD Board serves as the authority for managing regional transportation funding and raising transportation capital

A status quo scenario would see a continuation of individual local governments undertaking projects within their own areas. This approach tends to favour smaller, less costly projects that can be funded within the envelopes established for each local jurisdiction. Larger regionally significant projects are more difficult to advance under this funding structure. An approach involving greater pooling of resources would significantly accelerate the implementation of much needed regional transportation initiatives.

Through changes in governance, the CRD, in partnership with the Province and local governments can provide a leadership role in the implementation of the RTP and initiatives and projects stemming from this plan while respecting local and provincial autonomy and ownership of infrastructure.

Proposed Structure for a Transportation Service Authority

The proposed structure for a transportation service authority builds on the services that the CRD Board is already providing. For example, the CRD is currently responsible for parts of the transportation system including the regional trail network and local transit on Salt Spring Island (established through a service agreement).

A fundamental principle of the proposed governance structure is that it would need to support the multi-modal nature of the RTP and therefore be able to address issues related to any mode including walking, cycling, transit, car travel and goods movement. The structure would also need to facilitate the full integration of transportation and land use planning.

Existing and proposed CRD transportation assets, facilities and services, such as Regional Trails, EA Transit Service Agreements and local docks, would be consolidated into one service area under the service authority.

With respect to transit, formal consultation and engagement with the region will be embedded in the existing Victoria Regional Transit Commission (VRTC) model as a result of recommendations from the BC Transit Independent Review. Staff from the CRD and BC Transit will work together to draft a MOU outlining the consultation and engagement process. Therefore, transit would not fall under the transportation service authority mandate except as it relates to the consideration of multi-modal transportation issues. Victoria Regional Transit System projects and initiatives would not be eligible for regional funds under the transportation service authority.

Establish a Transportation Standing Committee

The above objectives can be achieved through an expansion of the CRD Board's role as it relates to transportation. As outlined on Exhibit 5.2, this could be achieved through the establishment of a Transportation Standing Committee (TSC). The role of the TSC would be to bring decisions forward for Board approval. By way of the TSC, the CRD Board would be vested with authority to define regional transportation priorities, make transportation investment decisions, manage transportation funding and raise transportation capital. It is also proposed that the TSC would establish sub-area working groups to discuss and report on specific localised priorities and initiatives, where appropriate. These working groups could be aligned by the different geographic areas of the CRD as shown on Exhibit 5.2.

EXHIBIT 5.2   Potential Transportation Committee and Working Group Structure
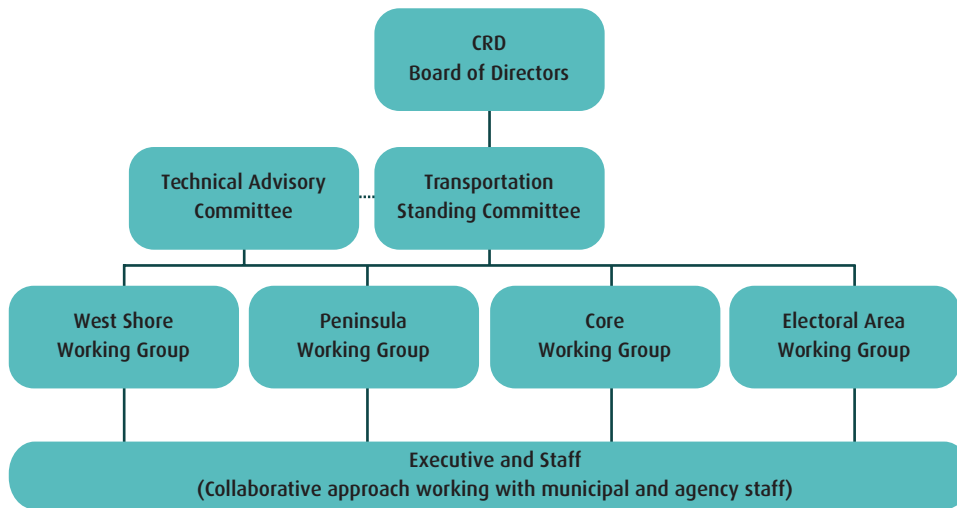
Establish a Technical Advisory Committee

In parallel, a Technical Advisory Committee (TAC) would be established. The TAC would report to the TSC. Membership would consist of local governments, MoTI and BC Transit. Membership could also include, or draw on, representatives from other non-governmental organizations. The TAC would have a mandate to guide and in some cases, undertake RTP actions, supported by CRD executives and staff. The chair for the TAC would ideally be appointed from within its membership. Similar to the TSC, the TAC could choose to establish specific working groups to address issues by geography, mode, service area or funding pool. For example, a working group on goods movement could be established. The roles and responsibilities of all parties will be identified in the implementation plan.

Evolutionary Approach

The transportation service would be established to allow for increasing regional authority in regional multi-modal transportation, aligning with the CRD Board's direction and changes in transportation. An evolutionary process has been identified whereby the transportation service would be created according to the following steps:

1. Consolidation of all existing transportation planning functions within the CRD under one transportation service;
2. Expansion to include functions specifically identified within the RTP such as Travel Demand Management; and
3. Expansion to include a stronger governance role in transit.

This phased approach will allow the role of the authority to expand to include additional functions over time in line with Board priorities and availability of resources.

5.2 Funding Context

Total transportation-related capital investments and operating expenditures by the CRD and its municipalities is difficult to determine, given reporting differences among municipalities.

Based on a small sample of municipal financial reports, recent annual capital expenditures on transportation were in the range of $200 per capita and annual operating expenditures are estimated around $230 per capita. Extrapolating out to all CRD local governments, this translates to roughly $72 million in annual capital costs and $83 million in annual operating costs. These totals address current programs, but not funding requirements that would be associated with rapid transit.

Gas Tax Allocation

The Federal Government initiated the Gas Tax Rebate Program in 2005, allocating 5 cents per litre to support environmentally sustainable priorities and projects. At the time, the program would distribute over $5 billion across Canada over a 10 year time period. Allocations of the $636 million reserved for the province of British Columbia (BC) were laid out in an agreement between the federal and provincial governments and the Union of BC Municipalities (UBCM), approved in September 2005. The agreement covered two funding periods: 2005-2010 and 2010-2015. The Gas Tax agreement has recently been renewed with major amendments. Money that had been allocated to Regionally Significant Project Funds now flows directly to local governments.

Funding for a Service Authority

The transportation service authority model would draw from the Strategic Priorities Fund (SPF), local government Community Works Funds and re-purposed funding sources. In addition, it is expected that by coordinating funding requests which have consensus backing, the success rate of attracting senior government funding will be greater.

Subject to further analysis, the transportation service authority model would draw from the following sources:

- Existing operating budgets within the CRD Planning and Protective Services and CRD Parks departments for operational costs.
- SPF to create a regional pool from which to co-fund with local government projects. Contributions to capital and program costs would be based on performance-based metrics.

- In-kind contributions of staff time by agencies or project partners through participation on the TAC.
- Existing capital budgets and Community Works Fund gas tax of project partners allocated to regionally significant projects through contribution to capital and program costs based on performance-based metrics.
- Leveraged regional and local partner funds through the new regional transportation service authority (TSC and Board); advocating with one common voice to increase senior government capital contributions to regionally significant projects.
- Local government Community Works Fund allocations

Acting Under the Status Quo

The Province, BC Transit and local governments will continue to own, operate and maintain the majority of infrastructure comprising the Regional Multi-modal Network (RMN). Under status quo, the CRD's work with these partners to advance the actions in the RTP would be limited to a planning and policy support role as per its existing Regional Information Service (RIS) mandate as well as a management role for regional trails under the CRD Parks and Environmental Services mandate. Projects of regional significance which cross local government jurisdictions would need to be funded with municipal funds. Cost divisions would have to be done on a case by case basis between local governments. This course of action would result in significantly fewer actions being implemented and would only achieve part of the regional vision for transportation (Exhibit 5.3).

Under the status quo, the CRD would work in a supportive role with partners to jointly:

- Advance the vision, principles, outcomes and associated actions to address regional transportation needs;
- Collaborate on priorities and actions;
- Set policies in support of regional transportation strategies in the Regional Sustainability Strategy (RSS);
- Undertake supporting studies and data collection to further develop specific strategies or actions;
- Coordinate potential funding streams related to supporting regional transportation initiatives; and
- Advance infrastructure improvements corresponding to the RMN.

EXHIBIT 5.3   Capacity Comparison of the Existing CRD versus the Transportation Service

Transportation Authority

Existing CRD
30 Actions Possible
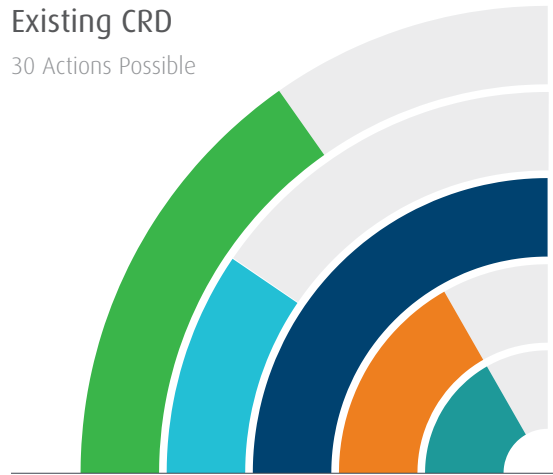
Themes

56%	Integrating Land Use and Transportation
29%	Creating Exceptional Environments for Walking and Cycling
100%	Taking Transit to the Next Level
67%	Getting the Most out of Roads and Trails
67%	Influencing Travel Behaviour

Expanded Service
47 Actions Possible

Themes

100%	Integrating Land Use and Transportation
100%	Creating Exceptional Environments for Walking and Cycling
100%	Taking Transit to the Next Level
100%	Getting the Most out of Roads and Trails
100%	Influencing Travel Behaviour

5.3 Regional Needs

Exhibit 5.4 describes the key components of the RTP Outcomes Statements and Actions Table. The exhibit identifies the actions as well as the implementation timeline, required authority and required resources to implement each action. Exhibit 5.5 summarizes the strategies and actions detailed in section 4 of the RTP.

EXHIBIT 5.4   RTP Outcome Statements and Actions Timeline, Structure and Resources Explanation Chart

IMPLEMENTATION TIMELINE			AUTHORITY		RESOURCES TO IMPLEMENT		
1 to 5 years	5 to 10 years	Over 10 years	Existing RIS	Transportation Service	Mechanism	Staff	Operation Capital and/or Program Costs
Actions that are likely to extend through multiple time frames are denoted with > symbol			Identifies what can be done under the existing CRD Regional Information Service. Largely a policy and high level planning role	Identifies the regional transportation service required to advance the implementation of the full realm of actions. This structure uses a collaborative approach to work with partners to advance regionally significant transportation priorities.	Identifies what is required to implement the action in terms of programs, policy, legislation, guidelines and studies	Identifies the requirement for staff	Identifies the requirement for operating and or capital costs for specific actions

EXHIBIT 5.5   RTP Outcome Statements and Actions Table

RTP Outcome Statements and Actions Table

Priority Actions

Existing CRD Mandate: What can be done by the CRD under its existing regional information service authority.
Expanded Transportation Service - Providing a stronger regional role that allows for leveraging of provincial and federal funding as well as a regional funding program for significant projects in line with approved RTP priorities. TAC would determine and set priorities
Additional staff would be required to implement new functions outside of the scope and existing transportation functions of the CRD.

THEME	OUTCOME STATEMENT	ACTIONS	Implementation Timeline			Authority		Resources to Implement		
			1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
1 INTEGRATING LAND USE AND TRANSPORTATION	**Movement between communities, mobility hubs and major destinations is facilitated through a Regional Multi-modal Network (RMN) of transportation corridors.** This means: • Alignment of local, transit and provincial plans • Prioritising intra-regional transportation • Speaking as one voice and implementing programs and initiatives on regional transportation priorities through a Regional Transportation Advisory Committee	**1.1 Establish a regional transportation authority and funding service to facilitate improvements to the RMN, implement demand management programs, influence land use adjacent to regionally significant transportation corridors and mobility hubs, and advocate for and source federal and provincial funding.**	X				X	**Legislative Authority**	X	**Capital and Operating Costs**
		1.2 Incorporate the RMN into all relevant future regional plans, OCPs, local area plans and local transportation plans.	X	^	^		X	**RGS, RCS, OCP Legislation (Transportation plans)**		
		1.3 Establish an ongoing TAC to identify RMN priorities, coordinate complementary local planning activities and implement priority projects through the new regional funding framework.	X	^	^	X	X	**New Committee and Decision Making Authority**	X	**Capital and Operating Costs**
		1.4 Develop and implement a MMLOS model and determine targets for all RMN corridors to balance trade offs between modes.	X			X	X	**Expand RT Model**	X	**Operating Costs**
		1.5 Establish, monitor and report on KPIs	X			X	X	**New Study and Reports**	X	**Operating Costs**
		1.6 Base the new regional funding framework for improvements on the RMN off approved MMLOS and KPIs.	X	^	^		X	**New Program**	X	**Capital Costs**
		1.7 Through the TAC, take an active role in regional public consultation strategies around transportation projects affecting RMN corridors.	X	^	^		X	**New Public Engagement Activities**	X	**Operating Costs**
		1.8 Undertake a risk assessment of critical transportation services and infrastructure in the RMN related to potential impacts of a changing climate.	X			X	X	**New Risk Assessment**	X	**Operating Costs**
		1.9 Conduct a service review of transportation in the SGI and SSI, including the identification of alternate water-based links and associated infrastructure requirements.	X	^	^	X	X	**New Study**	X	**Operating Costs**
		1.10 Expand the Car Stop rideshare program for rural sections of the RMN.	X	^	^	X	X	**New program**	X	**Capital Costs**

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EXHIBIT 5.5 RTP Outcome Statements and Actions Table (2 of 5)

THEME		OUTCOME STATEMENT	ACTIONS	Implementation Timeline			Authority		Resources to Implement		
				1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
INTEGRATING LAND USE AND TRANSPORTATION	**2**	Mobility Hubs align with the Regional Sustainability Strategy and provide people with access to housing, employment, services, amenities and transportation choices at a local, sub-regional and regional scale. This means: • Alignment of transportation with RSS settlement typologies • Offering transportation choice and transfers in one location • Facilitating connectivity between modes and between regional and local transportation networks.	2.1 Incorporate Mobility Hubs into all relevant future regional plans, OCPs, local area plans and local municipal transportation master plans.	X	^	^	X	X	RSS, RCS (OCPs) Legislation transportation plans	X	
			2.2 Prepare Mobility Hub guidelines to inform planning and development, ensuring integration of new technology such as electric vehicle infrastructure.	X			X	X	New Guide	X	Operating Costs
			2.3 Fund municipalities to develop detailed master plans for each Mobility Hub.	X	^			X	New Funding Agreements	X	Program Costs
THEME		OUTCOME STATEMENT	ACTIONS	1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
INTEGRATING LAND USE AND TRANSPORTATION	**3**	Transportation and land use planning tools are integrated at the local and regional levels. This means: • Preserving local decision making in land use and using an agreed upon performance based system to achieve regional goals • Providing tools reflective of regional transportation goals to help guide local decisions • Shaping land use and urban structure to achieve more sustainable transportation patterns	3.1 Establish land use and transportation functions for Growth Centres in the RSS that support frequent and rapid transit corridors.	X			X	X	RSS, RCS. OCPs	X	RSS Program Costs
			3.2 Promote land use policies that more evenly distribute the jobs to workers ratio within the CRD four sub-regions (Core, West Shore, Saanich Peninsula and Gulf Islands) in accordance with the settlement patterns identified in the RSS.	X	^		X	X	RSS, RCS, OCPs	X	
			3.3 Through the TAC, identify, protect and manage existing and future transport sites and corridors such as E&N, rights of way along RMN corridors and water access points.	X	^	^		X	New Program		Capital and Operating Costs

EXHIBIT 5.5 RTP Outcome Statements and Actions Table (3 of 5)

THEME	OUTCOME STATEMENT	#	ACTIONS	Implementation Timeline			Authority		Resources to Implement		
				1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs **
CREATING EXCEPTIONAL ENVIRONMENTS FOR WALKING AND CYCLING	Cycling is an appealing, safe, convenient and viable transportation option for residents and visitors. This means: • Making cycling accessible to riders of all skill levels on and off road. • Facilitating enhanced tourism and recreation.	4	4.1 Implement PCMP, PCMP-SSI Edition, SSI-CMP and SGi-CPT recommended cycling facilities and amenities.	X	>	>		X	PCMP New Program	X	Capital and Operating Costs
			4.2 Enhance existing regional trails and continue to fund the expansion of new trails, in line with the PCMP design guidelines, with a focus on connectivity.	X	>	>		X	PCMP, RPSP	X	Capital and Operating Costs
			4.3 Expand and harmonize regional cycling data collection program.	X	>	>	X	X	New Project	X	Operating Costs
			4.4 Identify and market cycle tourism in the region.	X				X	New Project	X	Capital and Operating costs

THEME	OUTCOME STATEMENT	#	ACTIONS	Implementation Timeline			Authority		Resources to Implement		
				1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
CREATING EXCEPTIONAL ENVIRONMENTS FOR WALKING AND CYCLING	Walking is an increasingly popular and desirable mode of transportation that is supported by safe, convenient and accessible pedestrian infrastructure. This means: • Supporting local municipalities/EAs in improving pedestrian connectivity and accessibility.	5	5.1 Produce a series of walkability maps, in partnership with local governments, to be used as a tool to encourage walking as an everyday mode of transportation. Maps will showcase sidewalks, separated trails and pathways, and emphasize connectivity between key land uses and multiple modes.	X			X	X	New Project	X	Operating Costs
			5.2 Fund pedestrian realm audits at mobility hubs and other key locations on the RMN or as identified in the local government transportation studies.	X	>	>		X	PCMP New Program	X	Program Costs
			5.3 Through the TAC, work with advocacy groups and existing accessibility advisory committees within the region to identify areas on the RMN in need of improvements for people with mobility challenges. This information will inform the pedestrian realm audits.	X	>	>	X	X	New Initiative	X	Operating Costs

EXHIBIT 5.5 RTP Outcome Statements and Actions Table (4 of 5)

THEME	OUTCOME STATEMENT	ACTIONS	1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
6 TAKING TRANSIT TO THE NEXT LEVEL	**Public transit is a preferred choice, attracting new riders through comfortable, safe, accessible and convenient service.** This means: • Giving all municipalities and EA's a greater say in transit • Routing and scheduling decisions will be made based on established guidelines and standards. • Implementing transit improvement plans • Ensuring due diligence is undertaken before investing operating and capital funds	6.1 Embed formal consultation and engagement processes with the region in the VRTC model.	X			X	Independent Review of BC Transit	VRTC	X	Operating Costs
		6.2 Implement transit priority measures for all RMN priority transit corridors.	X	^	^	X		VRTC	X	Operating Costs
		6.3 Implement the Transit Future Plan, prioritising the Rapid and Frequent Transit Networks.		X	^	X	The current VRTC service model would remain with consultation and engagement with the region to be embedded in to the VRTC model.	VRTC	X	Operating Costs
		6.4 Prioritize and expand deployment of improved customer information systems including real-time transit information technologies.		X		X		VRTC	X	Operating Costs
		6.5 Implement and report on Service Standards and Performance Guidelines that complement priorities outlined in the Transit Future Plan.	X			X		VRTC	X	Operating Costs
		6.6 Update the cost benefit analysis and overall economic benefits case for Light Rail Transit. Pending the outcome of cost-benefit analyses, advance the Light Rail Transit designs and funding strategies or pursue alternatives.	X			X		VRTC	X	Operating Costs
		6.7 Expand and enhance SSI transit service. Refer to Priority Action 1.9.	X	^	^	X	X	Expanded Funding Agreement	X	Operating Costs
		6.8 Establish local transportation service on the Southern Gulf Islands pending recommendations of feasibility studies. Refer to Priority Action 1.9.	X	^	^	X	X	New Funding Agreement	X	Operating Costs
		6.9 Establish a working group with inter-regional and tourism-based transport service providers to coordinate and align convenient travel to and from major tourist destinations and gateways with transit and active transportation.	X	^	^	X	X	New Committee	X	Operating Costs

THEME	OUTCOME STATEMENT	ACTIONS	1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
7 GETTING THE MOST OUT OF OUR ROADS AND TRAILS	**Existing regional transportation infrastructure is optimised and enhanced by new technology where appropriate.** This means: • Agreeing to a set of principles to guide investment decisions • Data on existing infrastructure and transportation movement is collected and used to inform decisions and investments. • Getting the highest benefit out of existing transportation infrastructure.	7.1 Identify, prioritise and encourage the Province to implement solutions for highway interchanges in need of safety, efficiency, and transit access reconfiguring to improve cyclist and pedestrian accommodation.	X	^	^	X	X	New TAC initiative	X	Operating Costs
		7.2 Through the TAC, develop KPIs for the RMN, agreed to through the exchange of MOUs.	X				X	New TAC Initiative	X	Operating Costs
		7.3 Develop and implement a consistent way-finding strategy to enhance connectivity on roads and trails and to support clear navigation for all modes.	X				X	New TAC Initiative	X	Operating Costs
		7.4 Undertake a region-specific feasibility study on user pay strategies, such as road pricing, and how they will help influence travel choices.		X		X	X	New Feasibility Study	X	Operating Costs
		7.5 Apply and improve upon the existing transportation model and data collection program in line with changing regional priorities.	X	^	^	X	X	Expanded Program	X	Operating Costs
		7.6 Establish an ongoing Goods Movement Committee to collectively address regional goods movement challenges.	X	^	^	X	X	New Committee	X	Operating Costs

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EXHIBIT 5.5 RTP Outcome Statements and Actions Table (5 of 5)

THEME	OUTCOME STATEMENT	ACTIONS	Implementation Timeline			Authority		Resources to Implement		
			1 to 5 Years	5 to 10 Years	Over 10 Years	Existing CRD	Transportation Service	Mechanism	Staff	Operating/Capital and/or Program Costs
8 INFLUENCING TRAVEL BEHAVIOUR	Regional programs and initiatives provide residents and visitors with the tools, confidence and knowledge to use active transportation, public transit, car share, taxis, high occupancy vehicles and trip reduction measures. This means: • Reducing reliance on single occupant vehicles • Making it easier for people to choose alternative modes of travel.	8.1 Establish and implement a region-wide TDM program including a marketing and branding strategy to support businesses, institutions, local governments and government agencies in implementing policies and initiatives.	X	^	^		X	New TDM Program	X	Operating and Program Costs
		8.2 Undertake workplace and institutional incentive programs aimed at decreasing congestion at peak hours and increasing employee use of active transportation and public transit.	X	^	^	X	X	New TDM Program	X	Program and Capital Costs
		8.3 Partner with other agencies to develop, investigate and deploy, if financially feasible, a region-wide Mobility Pass or Smart Card for residents and tourists that provides seamless integration between transportation modes (i.e. ferries and bus transit on one pass).		X			X	New TDM Program	X	Operating Costs
		8.4 Through the TDM program establish and expand partnerships with car-sharing operators to increase coverage into all sub-areas of the region.	X	^	^		X	New TDM Initiative	X	Operating Costs
		8.5 Develop and maintain a comprehensive web portal for regional travel information, including a multi-modal journey planner and news on regionally significant transportation projects.	X	^	^	X	X	New Project	X	Operating Costs
		8.6 Identify partnership opportunities to accelerate Active and Safe Routes to Schools programs.		X		X	X	New PCMP initiative	X	Program Costs
		8.7 Fund existing programs such as Bike to Work Week and Commuter Challenge, and identify new events and initiatives to promote active transportation.	X	^	^	X	X	New PCMP initiative	X	Program Costs
		8.8 Offer pedestrian and cycling skills courses for residents.	X	^	^	X	X	New PCMP initiative	X	Program Costs
		8.9 Organize training of CRD and municipal/electoral area staff in best practices of facility design.	X	^	^	X	X	New Initiative	X	Operating Costs

GLOSSARY

PCMP Pedestrian and Cycling Master Plan
CMP Cycling Master Plan
RSS Regional Sustainability Strategy
RCS Regional Context Statement
RIS Regional Information Service
RPSP Regional Parks Strategic Plan

TAC Transportation Advisory Committee
SSI Salt Spring Island
SGI Southern Gulf Islands
SGI-CPT Southern Gulf Islands Cycling and Pedestrian Draft Trail Plan
MOU Memorandum of Understanding
RT Model Regional Transportation Model

Appendix A
Regional Context

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Planning Context

Current Trends and Conditions

Demographics

The CRD has enjoyed steady yet manageable growth and, as of 2011, had reached approximately 375,000 residents, compared to just over 340,000 in 2001 (Exhibit A.1), which represents a moderate growth rate of roughly 1% annually. Although overall growth in the Victoria CMA is not extreme, Exhibit A.2 shows that much of the growth is increasingly shifting to the West Shore communities. The CRD's central area has also seen significant infill development.

EXHIBIT A.1   CRD Historic Population Growth
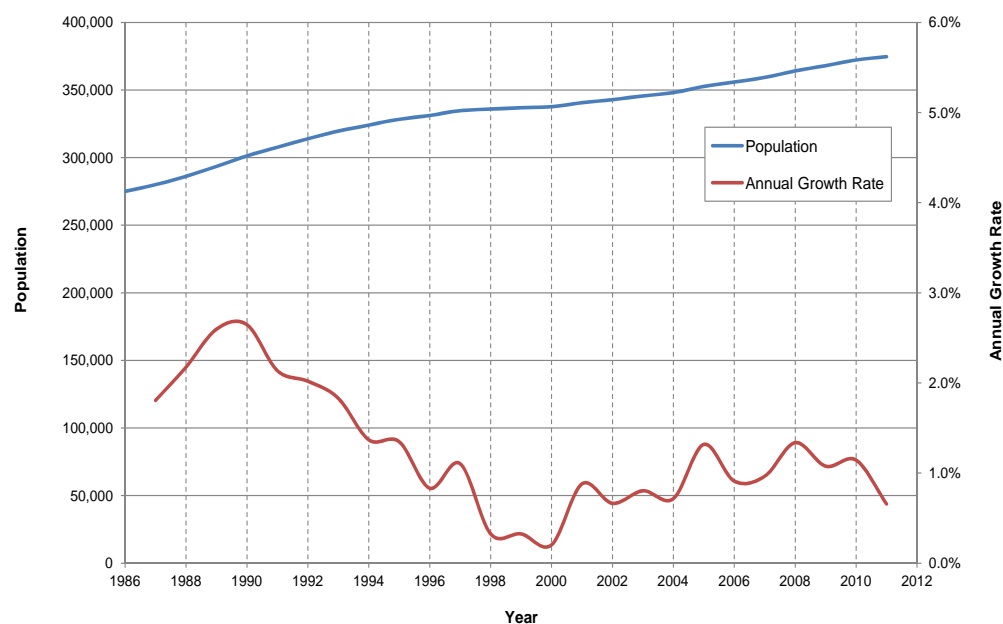
NOTES

Source: BC Stats (2012), available online: www.bcstats.gov.bc.ca/StatisticsBySubject/Demography/PopulationProjections.aspx (accessed 2012)

EXHIBIT A.2   Victoria CMA Population Changes by Census Tract, 2006-2011
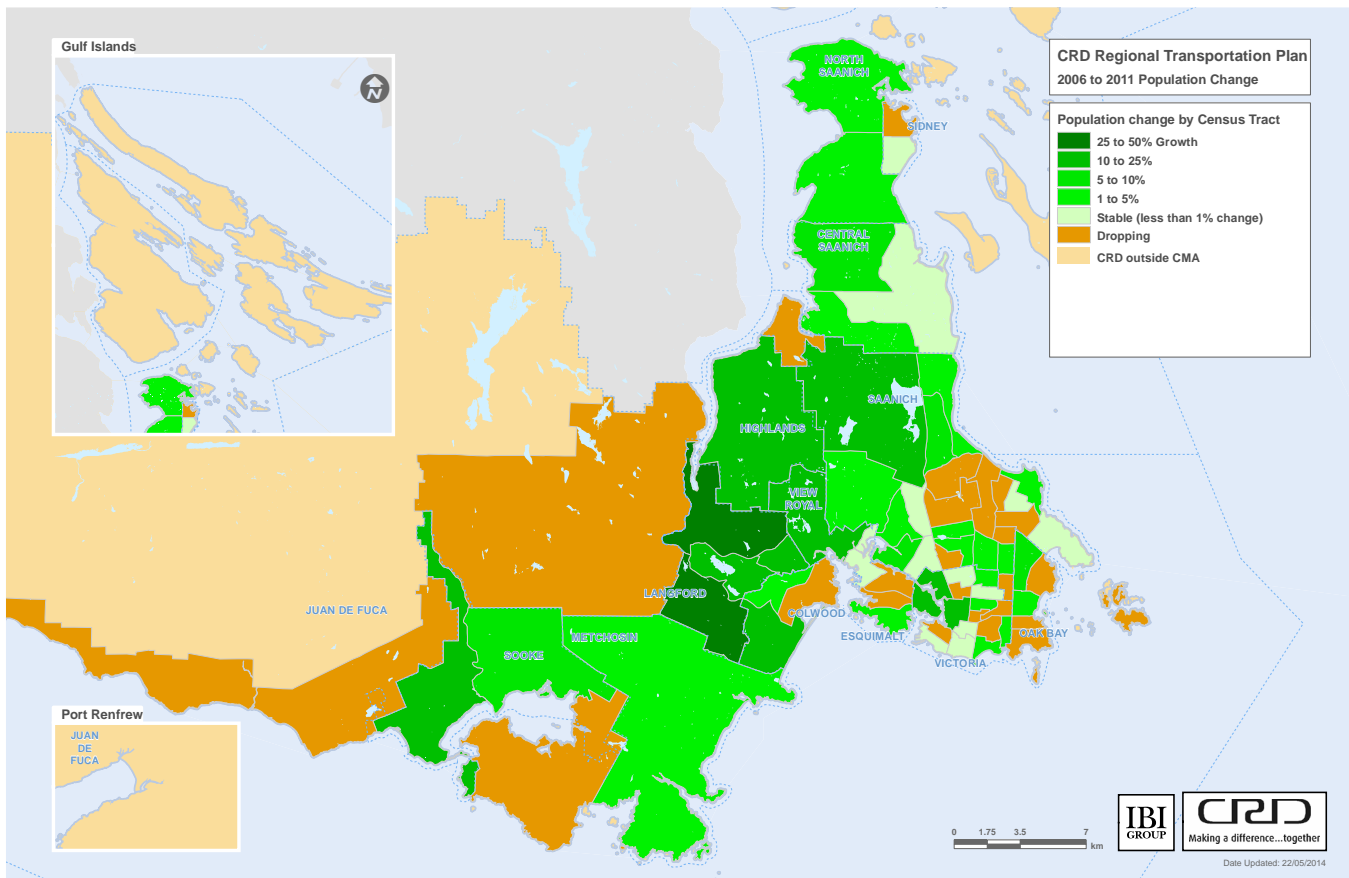
Roadway network

Roadways in the region are generally grouped into four main categories: Highways/ Arterial Highways, Arterial / Major Roads, Collectors and Local Streets. Each municipality has its own roadway classification system, although the function and design characteristics are generally consistent with this categorization. The local municipalities are responsible for local, collector and arterial roads, while the highways are part of the Provincial roadway network. The three highways serving the region are:

■ Highway 17 (Patricia Bay Highway) serves as the primary north-south corridor supporting inter-municipal travel between the core area and the Peninsula. Thus, it serves downtown Victoria, Saanich, Sidney, the airport and the Swartz Bay ferry terminal. The other significant north-south connector on the Peninsula is the rural Highway 17A / West Saanich Road, an arterial road along the western edge of the peninsula. The road serves comparatively low vehicular volumes due to its circuitous route, low speed, low vehicle capacity and design limitations.

- Highway 1 (TransCanada Highway) serves as the primary east-west corridor, supporting inter-municipal travel between the Core and West Shore communities and also connecting the CRD to all communities up-island. Highway 1 within the City of Victoria falls under municipal jurisdiction.
- Highway 14 serves as the primary corridor to and from Metchosin, Juan de Fuca and Sooke, with connections to Langford and Colwood.

These provincial highways operate as principal roadway links between the CRD's sub-regions. The intent of the provincial highway system is to accommodate the movement of people and goods between regions. Other east-west and north-south arterials are limited in reach and capacity. The CRD's 2006 transportation demand model suggests the most congested roadways in the network are Highway 1 through View Royal and the western edge of Saanich, and the Patricia Bay Highway from Royal Oak Drive to Haliburton Road (see Exhibit A.3). High volume and congestion points have been identified at the intersections of Highway 1 and McKenzie Avenue., Admirals Road and Craigflower Road, and Highway 17 and Sayward Road. Exhibit A.4 breaks down the RMN by jurisdiction.

EXHIBIT A.3   CRD Traffic Flows and Level of Service, PM Peak 2006

Source: CRD Regional Transportation Demand Model

CRD Regional Transportation Plan

RMN by Jurisdiction

RMN by Jurisdiction
- Local
- Island Corridor Foundation
- Ferries
- Provincial
- CRD

Date Updated: 23/05/2014

IBI GROUP

CRD Making a difference...together

km
0   1.75   3.5   7
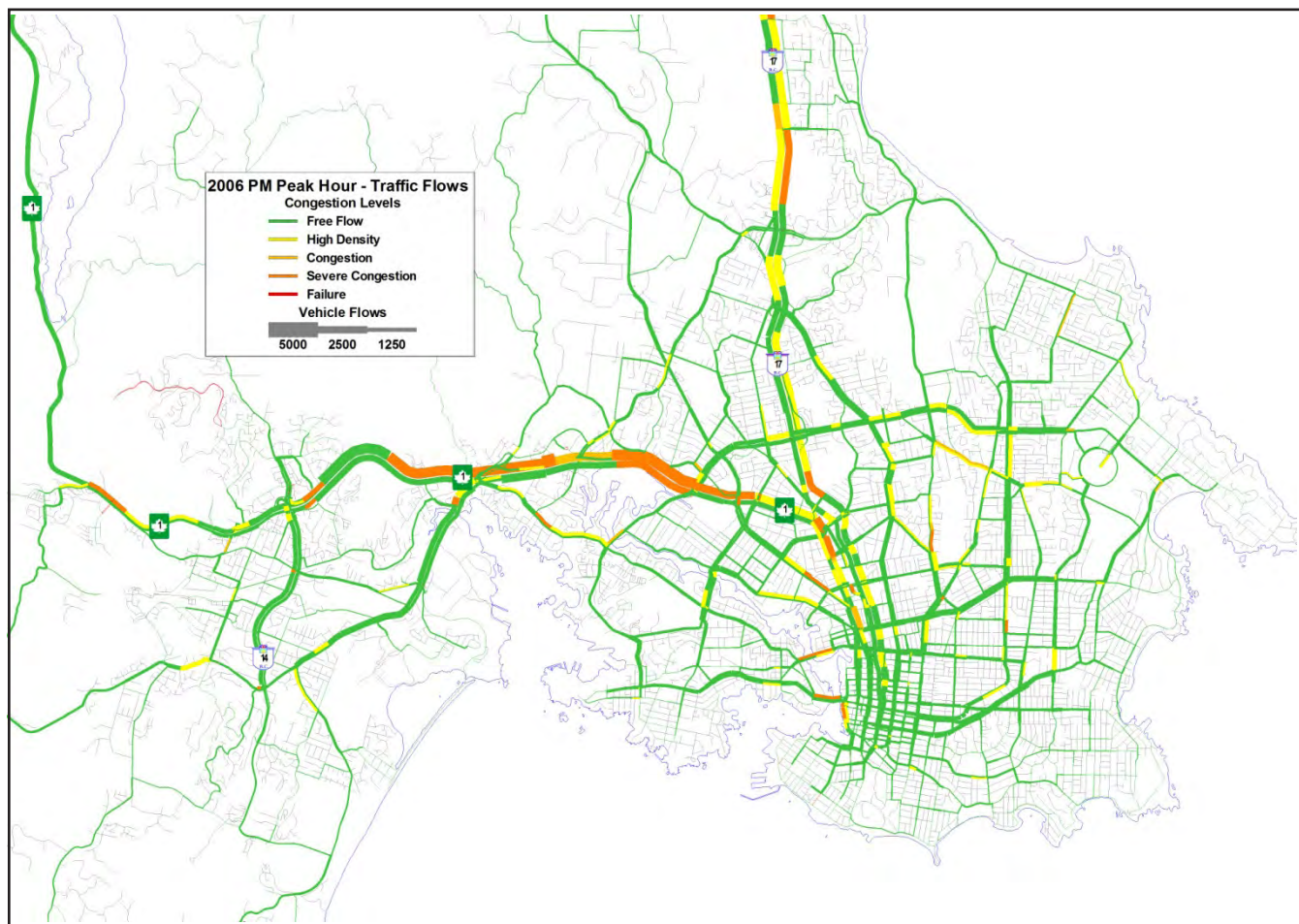
EXHIBIT A.4   Map of RMN by Jurisdiction

Gulf Islands

Port Renfrew
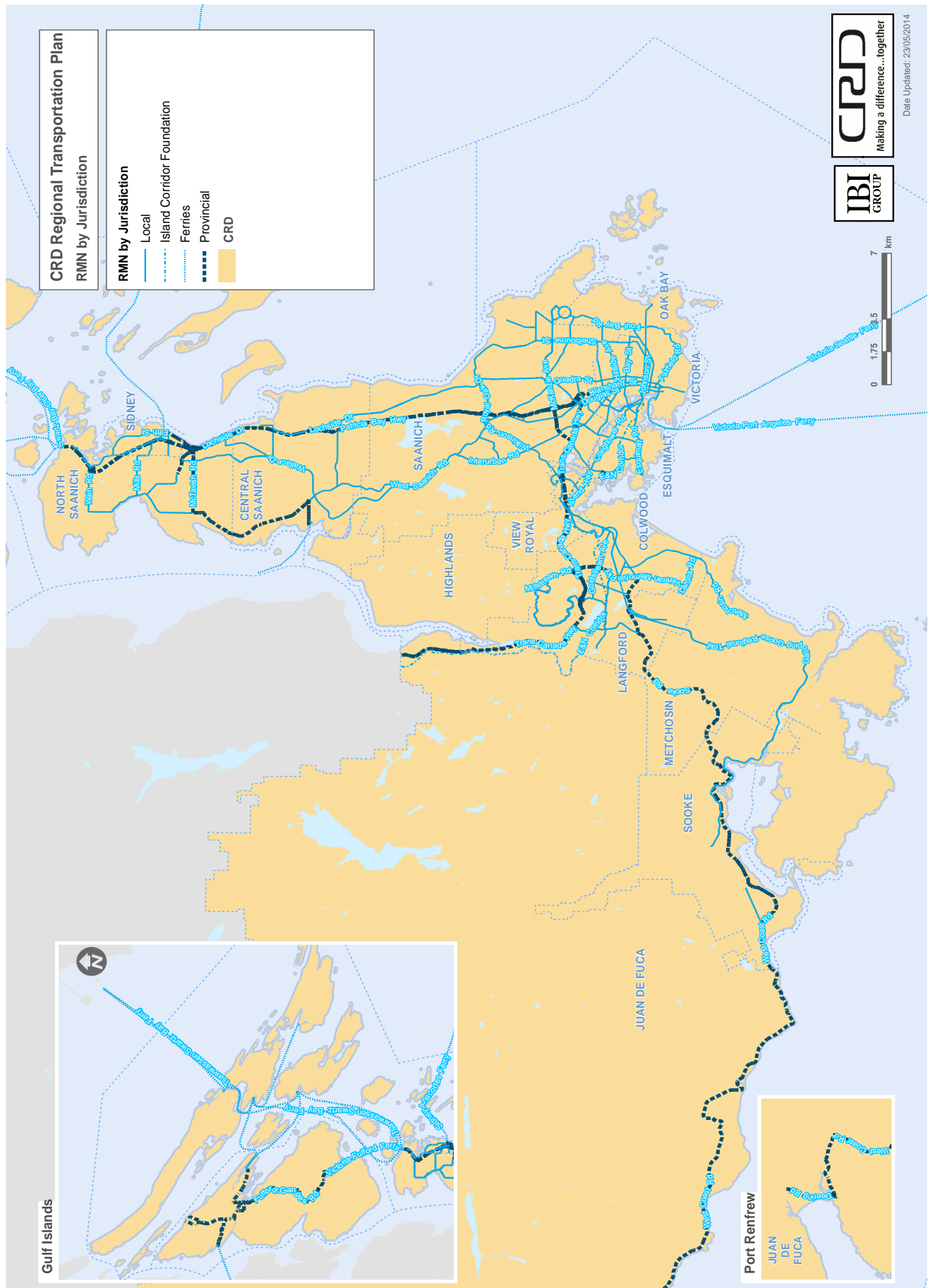
Cycling network

Although the provision of cycling facilities across the CRD has grown in recent years, there remain significant challenges to encouraging those who don't currently cycle to try cycling.

A principal thrust of the Region's Pedestrian and Cycling Master Plan (PCMP) and the recent Pedestrian Cycling Master Plan - Salt Spring Island Edition (PCMP-SSI Edition) is to encourage adequate separation of cyclists from motorized traffic. In developing the PCMP's "primary inter-community" network of bikeways, an analysis of the adequacy of bikeway separation was conducted and it was found that although the CRD has defined an inter-community cycling network of 784 km of bikeways, only 366 km (47%) have been built to date and only 179 km (24%) meet the Region's standards of adequate separation from motorized traffic. Furthermore, excluding multi-use trails, only 33 % of the 282 km of existing on-street bikeways are considered to offer an adequate degree of separation.

The map of existing facilities sggests that the bikeway network's coverage of populated areas is low in Oak Bay, Colwood, Salt Spring Island (see Exhibit A.5). This is further confirmed when comparing the kilometers of bikeways that provide adequate separation from motorized traffic in each municipality which suggests that residents of Victoria, Saanich and Esquimalt also have relatively scarce access to comfortable bikeways. Given the challenges of expanding the network of comfortable bikeways throughout the region, it is not surprising that the CRD's most recent origin and destinations survey shows that the cycling mode share has essentially remained unchanged at 3% since 2001.

CRD Regional Transportation Plan
Existing PIC Bikeways - Level of Separation

Bikeways (Level of Separation)

Good Separation
- Bicycle Lane/Paved Shoulder
- Multi-use Trail
- Shared Roadway

Insufficient Separation
- Bicycle Lane/Paved Shoulder
- Shared Roadway
- No Bikeway

Date Updated: 4/9/201

Making a difference...together

IBI GROUP

0   1.75   3.5   7   km

SIDNEY
NORTH SAANICH
CENTRAL SAANICH
SAANICH
HIGHLANDS
VIEW ROYAL
VICTORIA
ESQUIMALT
OAK BAY
COLWOOD
LANGFORD
METCHOSIN
SOOKE
JUAN DE FUCA

Gulf Islands

GALIANO ISLAND
MAYNE ISLAND
SATURNA ISLAND
PENDER ISLAND
SALTSPRING ISLAND
SIDNEY
NORTH SAANICH

Port Renfrew

JUAN DE FUCA

Transit network

The CRD is essentially served by the Victoria Regional Transit System (VRTS), which provides conventional transit and community bus service as far as Otter Point Road west of Sooke. It does not cover the Gulf Islands (Exhibit A.6). The transit system operates 54 fixed routes, seven days a week, from approximately 6:00 a.m. to around midnight, with a fleet of 285 fully accessible conventional buses and community buses. There is also transit service on Salt Spring Island, which is not part of the VRTS, but is operated as a partnership between the CRD, BC Transit and a private operator.

Today, there are five official and four unofficial park-and-ride lots, located in suburban and rural areas, which are served by multiple transit routes. Most official park-and-ride facilities offer both automobile and bicycle parking (all park-and-ride facilities have bike lockers except Helmcken). The McTavish Road and the Western Exchange park-and-ride facilities are adjacent to 2 of the 7 transit exchanges operated by the Victoria Regional Transit System. The University of Victoria (UVic) Transit Exchange is the largest and at operational capacity. It is scheduled for expansion in 2014.

Ridership has increased from 21.85 million passenger trips in 2006, to 24.85 million passenger trips in 2010 (13.7% growth), as service has expanded considerably from 623,000 revenue service hours in 2006 to over 800,000 in 2010 (28.4% growth). Transit ridership per capita is around 69.8 rides, which is high among other Canadian cities with bus-only transit systems such as Regina (34.25 rides/capita), Hamilton (40.16 rides/capita) and Halifax (51.13 rides/capita).

EXHIBIT A.6   Victoria Regional Transit System Service Area (2011)

N

Swartz Bay
BC Ferry
Terminal

Victoria
International
Airport

SIDNEY

SAANICHTON

BRENTWOOD
BAY

SAANICH
PENINSULA

SOOKE

N

ROYAL
OAK

LANGFORD

VIEW ROYAL

COLWOOD

GREATER
VICTORIA

WESTERN
COMMUNITIES

ESQUIMALT

To Sooke

OAK BAY

METCHOSIN
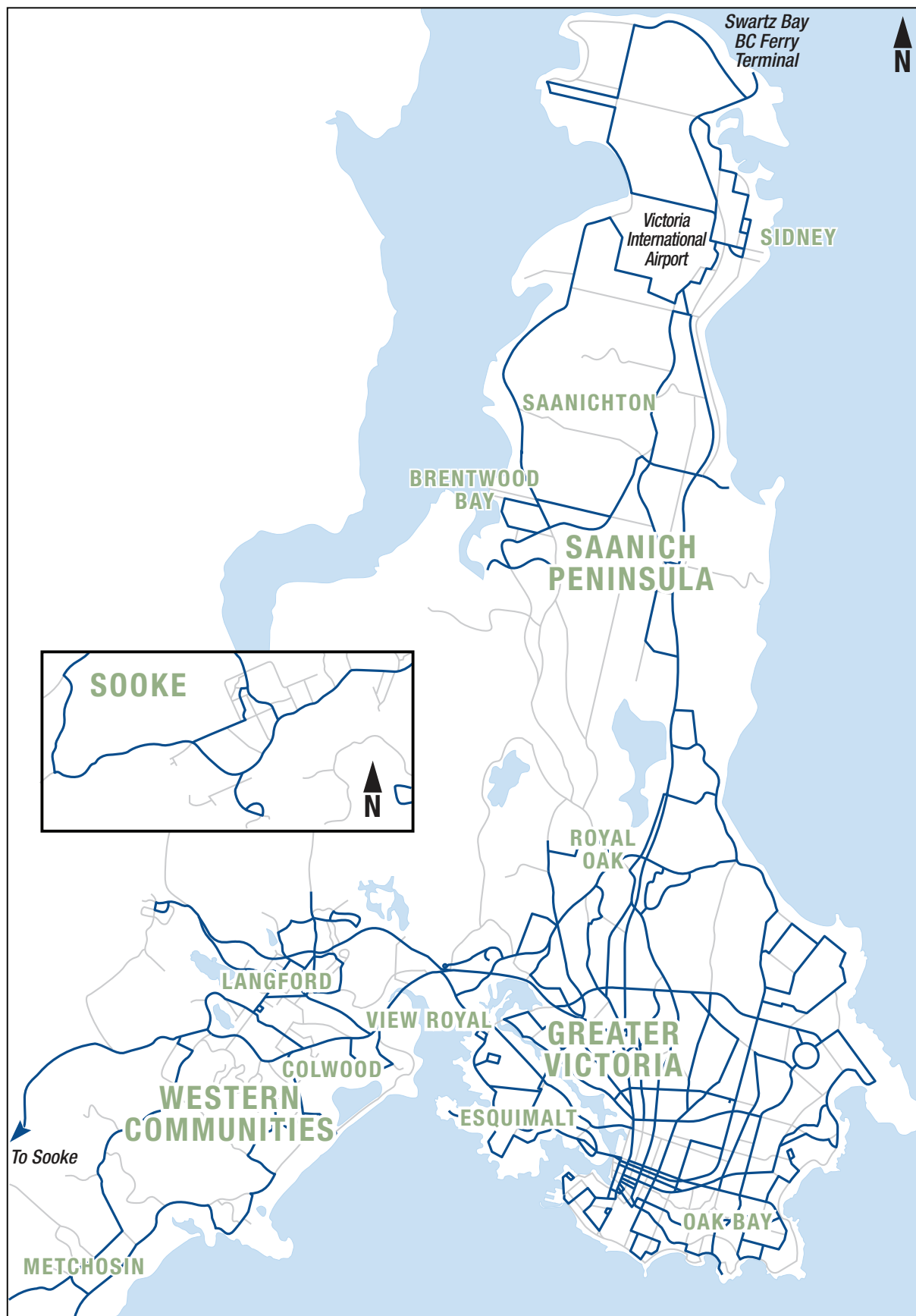
Regional travel

Data from the 2011 CRD Origin-Destination Household Travel Survey shows that over a million trips are made on a typical weekday in the CRD and 58% of these are regional in that they cross municipal borders. Although travel is relatively self-contained within the region's larger sub-areas, 17% of all travel crosses these boundaries as well, of which the largest proportion of travel is between the West Shore and Core sub-areas (8%).

Despite the CRD's higher transit and cycling levels relative to other similarly-sized Canadian urban areas, by far the majority of trips in the CRD are currently made by auto, with auto mode shares accounting for 77% of all daily trips, with 6% done by transit (Exhibit A.7). Even in the Core sub-area, auto accounts for 58% of internal trips, despite 67% of internal Core trips being shorter than 5 km. Daily mode shares have remained relatively constant over the past 10 years in terms of motorized and non-motorized travel (see Exhibit A.8). Transit and cycling mode shares have declined slightly between 2006 and 2011, although walking trips have increased in the same time period. There remains significant potential in the region for shifting from automobile travel to alternatives, but such opportunities are fading as auto and transit trip lengths steadily increase (see Exhibit A.8).

From a transportation perspective, the CRD's urban form is currently favourable to high levels of active transportation and transit use. However, average trip lengths for motorized modes have steadily increased in the last decade - a trend which means many residents are becoming increasingly reliant on motorized travel. Yet the CRD's current automobile dependence is not sustainable in the long run, particularly if future growth patterns continue to be low density and primarily located on the fringes of the CRD's built-up areas. If that is the case and the core areas continue to maintain their high share of the region's employment, transportation problems are likely to grow.

58%
of travel
in the CRD is
Inter-Municipal

Mode shares
show...
No Change

More
Action
is
Needed

EXHIBIT A.7   Daily CRD Mode Shares

TRAVEL MODE	2001	2006	2011*
Auto Driver and Passenger	78%	78%	77%
Transit	7%	7%	6%
Cycling	3%	4%	3%
Walking	12%	10%	13%
Other	1%	2%	1%

NOTES

Trips within regional planning area and by population over 11 years of age.

Source: 2011 CRD Household Travel Survey – Daily Travel Characteristics Report

* Some variation from previous surveys is likely due to considerable methodological changes.

EXHIBIT A.8   Average All-Day Trip Lengths by Mode, 2001 - 2011
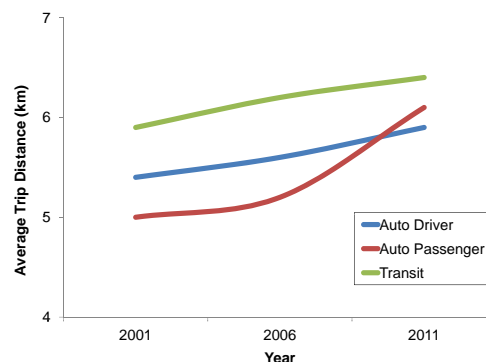
NOTES

Source: 2011 CRD Household Travel Survey – Daily Travel Characteristics Report

EXHIBIT A.9   Projected Population, Employment and Housing Growth by Sub-Area, 2008-2038

SUB-AREA	POPULATION			EMPLOYMENT			HOUSING		
	2008	2038	% CHANGE	2008	2038	% CHANGE	2008	2038	% CHANGE
Urban Core	242,360	279,720	15.4%	150,000	169,790	13.2%	111,360	137,810	23.8%
Peninsula	41,400	51,780	25.1%	21,030	24,690	17.4%	17,340	22,500	29.7%
West Shore	64,890	121,950	87.9%	21,580	36,090	67.2%	25,210	53,640	112.8%
Total CRD	**364,110**	**475,160**	**30.5%**	**198,450**	**238,190**	**20.0%**	**161,150**	**223,980**	**39.0%**

NOTES: Round to nearest 10. Sub-areas will not total CRD due to Gulf Islands not being included. Source: A Context for Change Management in the Capital Regional District (2009)

Future Outlook

Population, Employment and Demographics

The population of the CRD is expected to grow to approximately 475,000 by 2038, an increase of 26.7% from 2011 population of 375,000. Much of this growth is projected for the West Shore communities, as shown in Exhibit A.9, which are forecast to receive around 57,000 new residents (88% growth), 14,500 new jobs (67% increase) and more than double the amount of dwellings in the area.

Much of the new housing is projected to be ground-oriented dwellings[1] in terms of absolute numbers; however, there will be significant growth in apartment-type dwellings, by as much as 50% in the Peninsula and 360% in the West Shore. This is a favourable pattern towards more transit-supportive densities and mixed-use environments that better support alternatives to driving, particularly for short-distance trips.

The projected growth also results in a shift in the distribution of regional population and employment. In 2038, the Core is projected to be home to 59% of the region's population, a decrease from 67% in 2008, while the West Shore will see an increase to 26% compared to 18% share in 2008. In terms of employment, the Core's regional share is forecast to decrease from 76% in 2008 to 71% in 2038, and employment in the West Shore is forecast to account for 15% in 2038, an increase from 11% in 2008.

The Peninsula's share of regional population and employment remain relatively unchanged. Most troubling, is the change in the balance of population and jobs that is forecast for the West Shore from an already high 3.0 to 3.4, meaning more and more West Shore residents will have to commute long distances in order to get to their jobs (Exhibit A.10).

Overall, these forecasts of population and employment growth will have a significant impact in travel patterns across the region. Outward growth and changes in the job-to-population ratios in each of the sub-areas will result in more dispersed travel flows, particularly in the number of trips between the Core and the West Shore.

EXHIBIT A.10

Projected Population to Jobs Ratio, 2008-2038

SUB-AREA	POPULATION / JOBS RATIO	
	2008	2038
Urban Core	1.6	1.6
Peninsula	2.0	2.1
West Shore	3.0	3.4

The West Shore in 25 years...

57,000
new residents

88%
growth

---

1   Ground-oriented units are those that open directly to a yard and do not share a common corridor entrance., thus include single family detached, semi-detached, row/townhouses, duplex and houses with secondary suites.

Population forecasts suggest that the age group over 65 years will increase its share from 17% in 2006 to 29% in 2038. This shift has implications with regards to travel needs and behaviour, planning transportation services with a focus on accessibility and services for people with special mobility needs, as well as development planning (e.g. variety of housing types, mixed-use developments in order to provide commercial and services near where people live, etc.) with a high degree of mobility choices beyond driving for this age group.

Travel Demand

The CRD transportation model estimates that between 2006 and 2038 there will be over 145,000 additional peak period trips in the region if current travel patterns continue. Assuming current travel behaviour, over 70% of these additional trips are projected to be by car. In other words, there will be over 100,000 more automobile trips in the peak periods, further straining capacity on roadway infrastructure throughout the region. The region's primary east-west and north-south highways are presently operating at congested levels of service during peak hour periods (Exhibit A.11). Travel demand on these roadways has continued to increase as a result of population growth in the West Shore communities. A business-as-usual scenario to 2038 of travel demand implies the challenges in these stretches will deepen and congestion levels will signficantly worsen.

In addition, development in the West Shore, particularly in Langford will also increase travel demand and congestion levels along the Malahat and arterials from neighbouring West Shore municipalities. Looking specifically at the Highway 1 corridor bottleneck between the West Shore Parkway and Carey Road, Exhibit A.12 shows that under this business-as-usual scenario, already strained traffic volumes would far exceed roadway capacity for the 4.5 km stretch roughly between Veterans Memorial Parkway and McKenzie Avenue.

In contrast, travel demand forecasts under growth managed scenarios (e.g. with implementation of rapid transit and parking pricing management) suggest there is potential for reductions in these auto trip increases and shifting travel in favour of more sustainable modes such as transit and active transportation.

EXHIBIT A.11   CRD Traffic Flows and Level of Service, PM Peak 2038
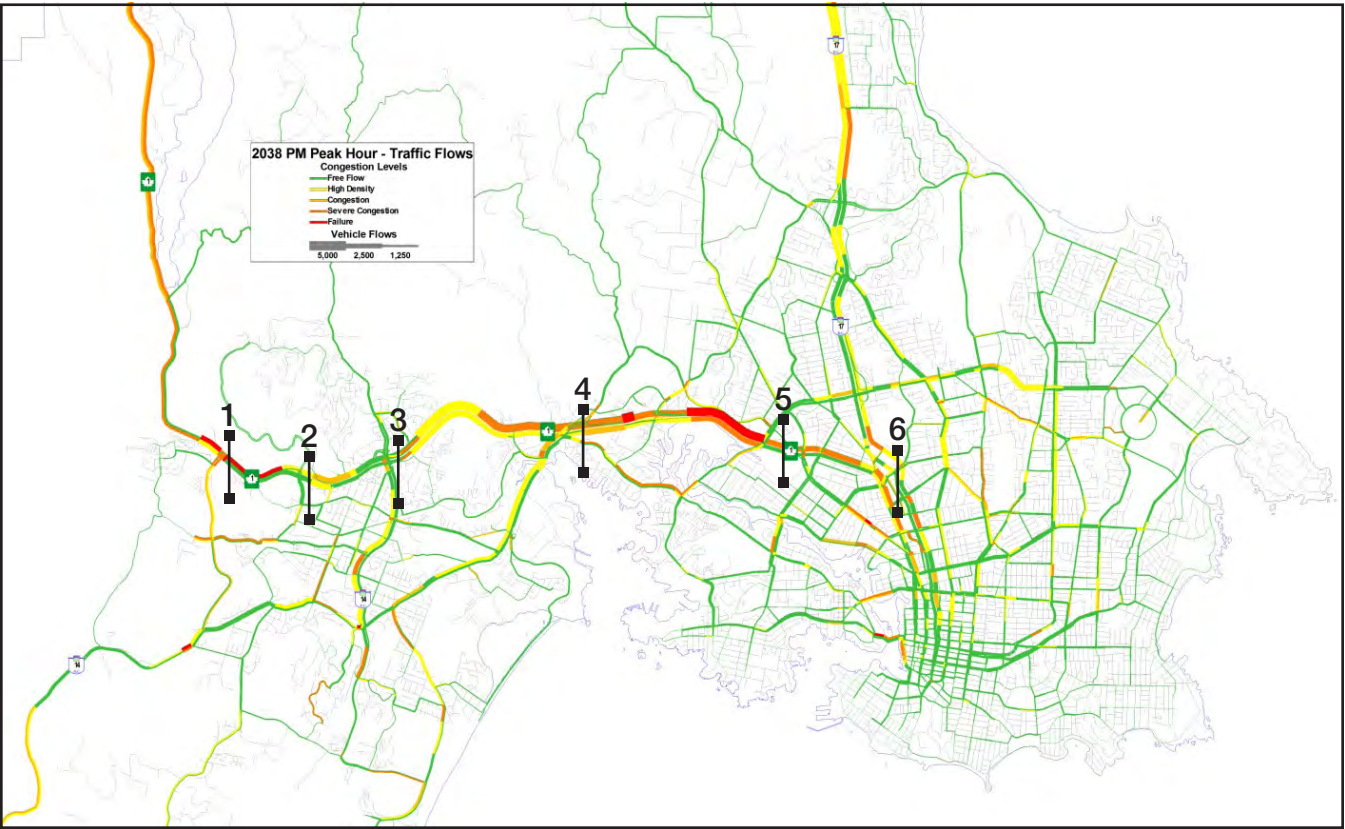
EXHIBIT A.12   Highway 1 Road Capacity Relative to Traffic Volumes Under a Business-as-usual Development Scenario, East-bound AM Peak
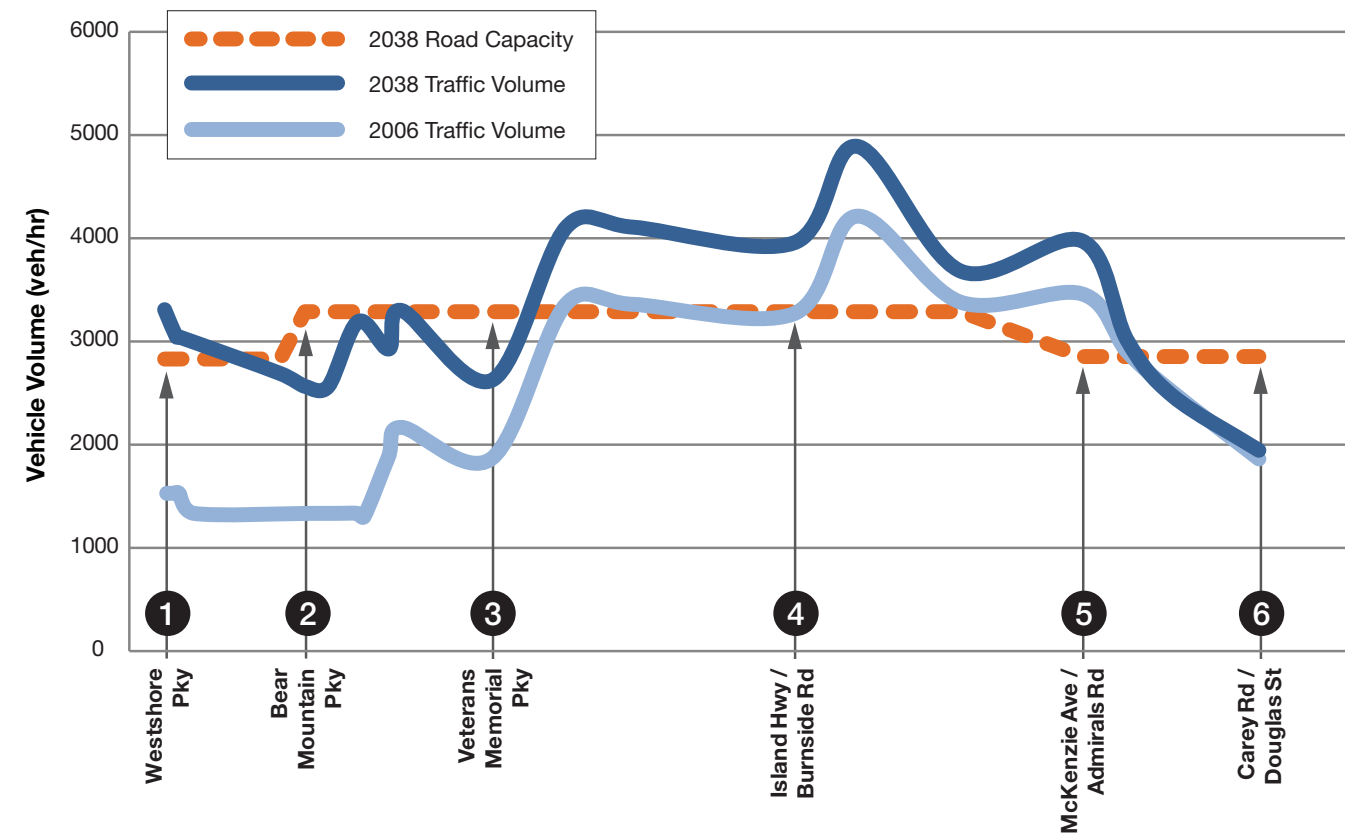
Regional Plans

Regional Growth and Sustainability

The RGS is "an agreement developed and approved by the Regional Board and member municipalities" and its goals, objectives and policies "provide guidance to the regional district and the member municipalities in the development of their Official Community Plans and other bylaws". Through partnerships with member municipalities, the Regional Growth Strategy (RGS) was adopted in 2003 after six years in development, to help support the Region's vision for economic vitality, livable communities, protection of natural and environmental resources, and a high-quality of life.

The RGS lays out various actions and policies. Among these are:

- Focus new growth in the Core, major centres and transit corridors, as well promote complete communities with high-density, walkable, transit-focused development.
- Coordinate land use and transportation planning, and support the development of a Regional Transportation Strategy to enhance mobility and transportation choices. This includes setting minimum targets for transit and cycling mode shares.
- Ensure employment lands needs are well-balanced and consistent with transportation and land use goals, including a target to accommodate employment growth in the City of Victoria and a balanced jobs-to-population ratio in the West Shore.

In 2008, the CRD opted to conduct a five-year review and update of the RGS, and to broaden its focus to a sustainability strategy. The resulting Regional Sustainability Strategy (RSS) scope has expanded to include climate action, social well-being and food systems.

The RSS Transportation Policy Option paper reiterates the importance of increasing transportation choices for regional travel, as current travel behaviour will continue to result in increased vehicle-kilometres travelled (VKT), greenhouse gas (GHG) emissions and travel times. The paper discusses policies to achieve the transportation goals, based on a status quo approach (continue existing practices) or implementing moderate to significant changes in policies. Among these potential new measures were adopting land use policies that require medium to high densities within 400m of rapid transit stations, setting corridor functions and standards, and implementing inter-jurisdictional agreements to leverage funding. The RSS planning process is currently underway and being developed concurrently with this RTP. The RSS outlines key transportation priorities from the RTP.

TravelChoices

TravelChoices is a regional transportation strategy that was developed in support of an RGS strategic initiative to increase transportation choice. Planning and development of the strategy began in 2002, while the RGS was being finalized, and several consulting reports and technical working papers were produced in support of this effort.

In order to achieve its vision to "increase the proportion of people walking, cycling, using transit, ride-sharing or using other alternatives to driving alone", TravelChoices identifies strategies under four central themes: integrating land use and transportation policies within the Region's urban containment area; enhancing alternatives to driving alone through attractive and safe facilities and demand management; managing transportation systems to maximize the mobility and safety of priority modes; and managing transportation investments in a strategic and fiscally-responsible manner. Overall, the strategies in TravelChoices would help achieve its goals for:

- At least 75% of new person-trips per day (300,000 out of 400,000 new person-trips by 2026) to be made by walking, cycling, transit and ride-sharing
- Walking mode shares of more than 15% of daily trips (240,000 trips per day)
- Cycling mode shares of more than 5% of daily trips (80,000 trips per day)
- Transit mode shares of more than 10% of daily trips (160,000 trips per day)

TravelChoices will be superseded by the RTP.

Pedestrian and Cycling Master Plan

The CRD recently completed its Pedestrian and Cycling Master Plan (PCMP). The vision for the PCMP focuses on addressing cyclists of all ages and abilities, with 3 primary goals:

1. more walking/cycling
2. safer walking/cycling
3. more places to walk/cycle

Overall, the plan describes a series of 18 objectives and categorizes them under "the 5 Es": Engineering, Encouragement, Education, Evaluation and Enforcement. Based around a framework of major regional attractors, the PCMP defines a Primary Inter-Community Network (PIC). The focus of the PIC is on separated facilities, of which 200 km ($100M worth) are identified as priorities for accelerated implementation. Recommendations for Pedestrian Priority Areas are primarily tied to the plan's Design Guidelines (e.g. universal design is to be applied in these areas).

Among the PCMP's many strategies, 11 "Priority Actions" are highlighted, which essentially speak to the following:

- Collaborating:
  - » with municipalities for funding, to provide universal pedestrian design and to implement priority projects
  - » with BC Transit to install bike lockers
  - » with partners to develop a manual count strategy
- Distributing and updating the PCMP Design Guidelines
- Establishing committees and a task force:
  - » A signage committee to develop regional signage standards
  - » A walking/cycling advisory committee
  - » A task force to advocate amendments to provincial laws
- Completing & upgrading the regional trail network

The CRD is in the process of developing its Implementation Action Plan, however, the PCMP does loosely declare 3 implementation scenarios (moderate, strong, aggressive effort). The estimated costs are in the neighbourhood of $220M, generally borne by municipalities or MoTI. Funding from the Federal Gas Tax Fund (RSPF) has been allocated to regionally significant active transportation such as the E&N Rail Trail - Humpback Connector and PCMP programs, previously. The PCMP actions have been nested within the RTP.

Pedestrian and Cycling Master Plan - Salt Spring Island Edition

The Pedestrian and Cycling Master Plan - Salt Spring Island Edition (PCMP-SSI Edition) builds off the CRD's 2011 Pedestrian and Cycling Masterplan (PCMP) by extending the Primary Inter-Community (PIC) bikeway network to include an additional 25 km on the Island.

Thus, the plan focuses on the engineering aspects of improving cycling on the island, with the central recommendations converging around widening paved shoulders and reducing motorized traffic speeds. The plan also details recommendations related to:

- Safety conditions in Fulford Village and the ferry terminal approach
- Bike lanes on Ganges Hill
- Traffic calming of Ganges Village
- Wayfinding signage which links the PIC network to local island routes and major destinations.

The PCMP-SSI actions have been nested within the RTP.

Transportation Corridor Plan

The CRD followed-up on the corridor management plan initiatives of Travel Choices and commissioned the development of a Transportation Corridor Plan (TCP) in 2010. Key objectives of the TCP were to identify CRD's principal transportation corridors and the characteristics of each to be maintained and enhanced, and to recommend strategies that support an integrated, balanced and multi-modal transportation network in line with regional and provincial goals.

The TCP identifies corridors that serve multiple transportation modes, assigning a transportation modal priority to identify the relative importance of each mode (goods movement, auto, transit, cycling and pedestrian) and the multi-modal function of each corridor. The TCP also identifies primary interchange locations and key external gateways. Beyond identifying a regional network, the TCP defines functional standards for each of the corridors in the strategic network, and discusses a possible management structure for implementation and maintenance of the proposed strategic network. In this regard, the TCP recommends an approach to establish region-wide coordination of provincial and federal funding allocations, and to monitor local funding allocations, with local funding decision-making being retained at the local level.

Overall, the TCP provides a good overview of primary corridors for each mode and those that serve a multi-modal function in the region. However, the TCP does not discuss strategies to encourage sustainable growth and future travel demand, for which stronger public and stakeholder engagement is required. The TCP will be superceded by the RTP.

Other Planning Studies

Transit Future (BC Transit)

The Transit Future Plan, prepared by BC Transit in 2011 with input from CRD, the 13 local municipalities, the Victoria Regional Transit Commission (VRTC) and the community, sets out a long-term (25-year) vision and plan for transit in the region. The Plan reviewed existing transit service, travel and land-use plans, demographic projections, and travel forecasts to evaluate the transit network priorities over the next 25 years to achieve its vision of making transit more attractive and efficient.

The Plan identifies four major components of transit service in the region:

- Rapid Transit Network (RTN) – high-capacity, high-frequency service on key corridors along exclusive or semi-exclusive rights-of-way.
- Frequent Transit Network (FTN) – frequent service (15 minute headways or better between 7:00 a.m. and 10:00 p.m.) along medium to high-density mixed-use corridors, and improved operations and infrastructure such as transit priority, right-of-way improvements and high-quality transit amenities.
- Local Transit Network (LTN) – service to connect neighbourhoods and meet local needs (e.g. commuting to school, local shopping, etc.).
- Targeted Services – collection of other services to meet specific customer needs, such as door-to-door handyDART, interregional, express services and rural para-transit.

The first Transit Future priority is the continued support of existing initiatives such as the Victoria Regional Rapid Transit Project; service improvements, such as limited-stop service along rapid transit corridors and transit priority; and expansion opportunities to the West Shore park-and-ride. The next priority of the plan is to establish critical transit facilities to support the future RTN and FTN network, followed by the implementation of both networks.

Transit Future does not include cost estimates for the plan's implementation, although there is note of the significant capital and operating investments required to fully implement the proposed network, as well as the need to review revenue sources beyond the existing funding mechanisms.

Provincial Highway Studies

The Ministry of Transportation and Infrastructure (MoTI) recently completed several corridor studies for potential long-term improvements covering the Highway 1, Highway 14 and Highway 17 corridors. All of the corridor studies are evaluations of improvement options to address current and future needs, and do not include detailed planning and design work (although preferred concept drawings are included in the Highway 14 study). The studies highlight the importance of these corridors for inter-regional travel, existing and forecast traffic conditions, and the need for strategies and improvements to address future demands.

All of the corridor studies identify failing levels of service over the next 20 years due to predicted significant increases in trips and future traffic volumes, resulting in reduced average travel speeds and major intersection delays. MoTI is in the early phases of developing a Vancouver Island Transportation Plan. The plan will identify a series of short, medium and longer term transportation infrastructure improvement priorities that can be implemented in the next 10 years.

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EXHIBIT A.13   RMN by Mode (Large Version)

Gulf Islands

Fulford-Ganges Rd

Victoria-Fulford Ferry

Tsawwassen-Swartz Bay Ferry

Tsawwassen-Swartz Bay Ferry

Sidney-Anacortes Ferry

JUAN DE FUCA

METCHOSIN

SOOKE

West Coast Rd

West Coast Rd

Sooke Rd

Port Renfrew

JUAN DE FUCA

Deering Rd

West Coast Rd

CRD Regional Transportation Plan

RMN by Mode

RMN by Mode

- - - - - Ferry Routes
───── Roads
─·─·─ Trails
········· E&N Corridor
CRD

NORTH SAANICH

SIDNEY

Wain Rd

Patricia Bay Hwy

Mills Rd

Fifth St

Lochside Dr

McTavish Rd

East Saanich Rd

Patricia Bay Hwy

CENTRAL SAANICH

Wallace Dr

Lochside Dr

Patricia Bay Hwy

West Saanich Rd

SAANICH

HIGHLANDS

Interurban Rd

Wilkinson Rd

Quadra St

VIEW ROYAL

Millstream Rd

Trans-Canada Hwy

Trans-Canada Hwy

E&N Corridor

Island Hwy

Shelbourne St

E&N Corridor

Sooke Rd

Hillside Ave

Bay St

Four Bay Rd

LANGFORD

Sooke Rd

COLWOOD

Esquimalt Rd

Fort St

OAK BAY

Fairfield Rd

Latoria Rd

ESQUIMALT

VICTORIA

Metchosin Rd

Galloping Goose Regional Trail

Victoria-Port Angeles Ferry

Victoria-Seattle Ferry

Ferry

IBI GROUP

CRD
Making a difference...together

0   1.75   3.5   7
km

Date Updated: 20/05/2014

105

EXHIBIT A.14   Mobility Hubs and RMN (Large Version)

Gulf Islands

Ganges

Fulford-Ganges Rd

Fulford Harbour

Tsawwassen-Swartz Bay Ferry

Tsawwassen-Swartz Bay Ferry

Swartz Bay

Sidney-Anacortes Ferry

Sidney

JUAN DE FUCA

West Coast Rd

West Coast Rd

Sooke Park & Ride

SOOKE

METCHOSIN

Port Renfrew

JUAN DE FUCA

Deering Rd

West Coast Rd

CRD Regional Transportation Plan
Mobility Hubs and RMN

Mobility Hubs
- 🟠 Complete Hub
- 🔺 Activity Hub
- 🔴 Gateway Hub
- 🟩 Rural Hub

RMN by Mode
- ---- Ferry Routes
- —— Roads
- —·— Trails
- ······ E&N Corridor
- 🟧 CRD

IBI GROUP

CRD — Making a difference...together

Date Updated: 20/05/2014

Overview

Purpose

- Review previously conducted work.

- Summarize gaps in regional transportation functions.

- Provide options for consideration.

What staff reviewed

1) Existing plans & studies
2) Governance / transportation service timeline
3) Transportation functions by jurisdiction

What staff found

1) **Current State Analysis:** problems and solutions
2) **Lessons Learned:** transportation authority
3) **Functional Analysis:** local decisions, regional impacts
4) **Implementation Gaps:** priorities, advocacy and coordination

Current State Analysis

Transportation Problem Statements

1. Traffic congestion in the AM and PM peak periods increases travel time and decreases residents' quality of life.

2. The regional road network is largely built out, constraining infrastructure solutions because of cost and geography; solutions need to improve transportation choice and change behaviour.

Taking Regional Action	CRD Board Priorities	• Work with partners to deliver a multi-modal transportation system • Take action on climate
	CRD Service Levels	• Data, technical expertise and participation in project-based working groups led by partners • Plans, builds, operates and maintains the regional trail system, which serves as a spine to the regional active transportation network

List of Transportation Plans & Studies

Authority	Plan / Study	Year
BC Transit	Victoria Transit Future Plan	2011
CRD	Pedestrian and Cycling Master Plan (PCMP)	2011
CRD	Regional Transit Local Funding Options	2012
CRD	Transit Governance Review	2013
CRD	Regional Transportation Plan (RTP)	2014
CRD	Transportation Service Feasibility Study	2014
Province (MAH)	End of Regionally Significant Projects Fund (RSPF) for regional districts	2014
CRD	Regional Trails Management Plan	2016
CRD	Transportation Data and Analytics Program Review	2016
Province (MAH)	Governing Greater Victoria – the Role of Elected Officials and Shared Services (Bish Report)	2016
Province (MAH)	Capital Integrated Services and Governance Initiative	2017
Province (MOTI)	Move, Commute, Connect – BC Active Transportation Strategy (CleanBC)	2019
Province (MOTI)	South Island Transportation Strategy (SITS)	2020
BC Transit	Victoria Regional Transit 10 Year Vision	2020
BC Transit	(Draft) Victoria Region Rapid Bus Strategy and Implementation Action Plan	2020
BC Transit	Local Area Transit Plans	Ongoing

Recommendations focus on four areas:

1) Planning & Policy
2) Infrastructure Investments
3) Land Use
4) Behaviour Change

How are we doing?

Mode share has improved from 22.4% in 2011 to 26.6% in 2017.

Traffic volumes and travel times continue to increase.

Transportation Service Timeline

Timeline	Milestone		Outcome / Gap
2011	Transit Governance Review	📍	**Gap:** Insufficient municipal council support
2013 - 2014	Regional Transportation Plan (RTP)	📊	**Outcome:** Multi-modal regional transportation network, ambitious mode share targets
	Transportation Service Feasibility Study	🖱️	**Outcome:** Proposed service and governance approach
2015 – 2016	Draft Transportation Service Establishment Bylaw • Services • Funding Policy	📍	**Gap:** Insufficient municipal support at municipal councils
		🖱️	**Outcome:** Bylaw held in abeyance until release of provincial report.
2017	Capital Integrated Services and Governance Initiative Report	📊	**Outcome:** No concrete recommendations. Suggests funding could incentivize regional prioritization.
	Update Transportation Service Establishment Bylaw	🖱️	**Outcome:** Adjusted services and requisition limit to respond to municipal concerns.
2018	Transportation Service Not Supported	📍	**Gap 1:** Insufficient municipal council / EA support. **Gap 2:** Premier advises the region needs a shared vision for its transportation goals and clearly articulate role for a service.
2018 - Present	Staff Level, Jurisdiction-Led Project Collaboration	📍	**Gap:** Working groups informally consider how to advance RTP goals, only focusing on infrastructure projects.

Lessons Learned: Establishing a Regional Authority

1. Need clear municipal support to proceed with an authority. In past, municipal councils and EAs had concerns about:

   a) loss of control over transportation decisions
   b) local cost impacts

2. Governance reviews and correspondence with the Premier indicate the region needs first to reach consensus around its transportation future before any authorities change.

3. Process alone will not resolve municipal concerns.

4. An authority will be only be effective if the region can agree on transportation priorities.

Functional Analysis

	Capital Regional District	Municipalities	BC Transit	MOTI
Regional and Multi-Use Trails	**Primary Service Provider** Plan, design, operate maintain, regulate & fund regional trail system that acts as active transportation spine.	Integrate local trails and cycling routes into the regional system.	Support integration of active modes of transportation with transit.	Leases Galloping Goose right of way to CRD.
Regional and Local Roads	Identify multi-modal road network. Develop goals, objectives and policy in support of multi-modal travel. Contribute data.	**Primary Service Provider** Plan, set priorities, design, operate, maintain, regulate and fund roads that provide for local circulation.	Operate transit on local roads.	Integrate highway network for inter-regional travel into local roads.
Land Use – Corridors & Nodes	Set regional vision and objectives in support of growth management. Contribute data.	**Primary Service Provider** Land use planning, land use regulation and taxation tools to shape the location and rate of development.	Need density to provide efficient and reliable transit service.	Policy and approval of development adjacent to highway corridors.
Regional Transit Network	Policy support for transit system. Contribute data.	Maintain roads and bus shelters. Contribute to transit route planning. Contribute property taxes to transit operations.	**Primary Service Provider** Plan, set priorities, design, operate, maintain, regulate and fund transit routes and service.	Enable transit operations on highways. Contribute capital and operating funds.
Provincial Highways	Policy support for inter-regional travel. Contribute data.	Integrate local roads and intersections with provincial highways.	Operate transit on provincial highways.	**Primary Service Provider** Plan, set priorities, design, operate, maintain, regulate and fund provincial highways.
Outcome	Impacts of transportation decisions are felt regionally through congestion pinch-points and intra-regional travel.	No mechanisms to collectively consider the impact of municipal transportation decisions.	CRD has no advocacy leverage on transit matters as there is no consensus on regional priorities.	CRD has no advocacy leverage on provincial investment there is no consensus on regional priorities.

Implementation Opportunities & Gaps

Opportunities:

1) RTP identifies a regional multi-modal transportation network that is being implemented by existing authorities, acting within their jurisdiction.

2) Preliminary data shows that volumes remain steady through the pandemic but are more distributed through the day, decreasing congestion and travel time.

3) Since 2017, the province has invested $500M in the South Island.

Gaps:

1) No approved list of regional priorities to catalyse action or attract funding.

2) No single agency acting as a champion for regional priorities.

3) No funding mechanism to incentivize regional prioritization of infrastructure projects.

4) No formal mechanism to consider the regional impacts of individual transportation decisions.

Focus Areas for Future Actions

1. **Prioritize:** Identify and agree on regional multi-modal priorities.

2. **Advocate:** Speak with one regional voice for funding on approved priority projects.

3. **Coordinate:** Formalize coordination across jurisdictions on matters such as infrastructure investments, transportation and land use policy, and behavior change.

PLEASE NOTE

- Actions are sequential (i.e., must do #1 before moving to #2).

- Region needs to validate problems before seeking solutions.

Proposed Next Steps

1 Prepare Draft Priorities List
- Work at staff level
- Engage partner jurisdictions
- Develop a draft list of regional transportation priorities as they relate to RTP actions

Circulate Draft Priorities List for Comment
- Analyze priorities against RTP regional outcome statements
- Circulate draft priorities list to local area administrators for comments

2

3 Board Prioritizes
- Staff reports back with draft priorities list and coordination mechanisms
- Board prioritizes items on the list
- Board directs implementation next steps

Discussion: Validate Analysis & Input

1) **Validation (Y/N):** Do you have any concerns with the problem statements and gap analysis? If yes, what?

2) **Input:** As a region, how do we make sure that individual decisions do not have a negative regional impact?

Transportation Problems

1. Traffic congestion in peak periods

2. Mode shift – improve mode choice and change behaviour

Why are we discussing this?

Before we can identify priorities, we need to confirm what problems we are trying to solve and the possible scope of collaboration. We need to do this to make sure that transportation solutions are not working at cross-purposes.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, October 10, 2019
Greek Community Hall, 4648 Elk Lake Drive, Victoria

Members: Erin Anderson, RoadSafetyBC
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Janelle Hatch, Island Health
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On, Victoria
Cliff McNeil-Smith, CRD Director
Carolyn Maxwell, BC Coroners Service
Alan Perry, Media

Associates: Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Dallas Perry, BC Transit

Regrets: Corey Burger, Greater Victoria Cycling Coalition
Dr. Murray Fyfe, Island Health (Chair)
Shawn Haley, Ministry of Transportation and Infrastructure
Marnice Jones, School Districts
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

The meeting will be chaired by Vice-Chair Foord in Chair Fyfe's absence.

Vice-Chair Foord welcomed Carolyn Maxwell as the new representative for the BC Coroners Service.

1. **Approval of Agenda**

   MOVED by Ron Cronk, **SECONDED** by Judy Dryden, that the agenda be approved as distributed.
   CARRIED

2. **Approval of Minutes – September 12, 2019**

   MOVED by Bill Laughlin, **SECONDED** by Erin Anderson, that the minutes of the meeting held on September 12, 2019 be approved as distributed. **CARRIED**

3. **Chair's Remarks**

   Vice-Chair Foord remarked on the following issues:
   - The Province is trying to deal with a lot of new types of mobility devices, from Segways to e-bikes to scooters, etc., to see how they should all fit together with provincial legislation and ultimately with the Motor Vehicle Act. Minister Claire Trevena has been talking about pilot projects with municipalities that would help figure out what's the best way to deal with some of these devices before possibly some broader universal legislation is brought in. The two locations mentioned were Victoria and Kelowna. Todd Litman commented that the preferred term is micro mobility and he noted that in Europe, shared scooters are becoming as common as bike sharing. It was mentioned that there are already two companies in Kelowna that have shared scooters available.
   - There is confusion around some of the distracted driving cases that have been in the media recently. S/Sgt. Ron Cronk remarked that a phone is supposed to be fixed to the car, not sitting in the cup holder. There are phone apps now available that can be used for many different things, including to control the pitch and volume of a hearing device. The law isn't as quick as technology so there needs to be some discussion around this issue.
   - There have been two motorcycle fatalities recently, one in Saanich and one in Port Renfrew. Sgt. Al Gurzinski said that both are still being investigated. Saanich Municipality has asked for a safety audit of Prospect Lake Road.

4. **Priority Business**

   ➢ **Budget Update**
   John Hicks reported that the budget hasn't changed. There is $10,000 being kept in reserve for advertising, and then another $4,000 approximately remaining.

   ➢ **Advertising Recommendation**
   • **Chek TV/CTV**
   Alan Perry said that he has spoken to Chek News and they are open to offering us similar terms to those we have received from CTV in the past and they will send a proposal. Alan suggested we postpone the decision on a media buy until next month.

   Action: Alan will distribute the proposal when it is received, and it will be discussed at next month's meeting

   ➢ **Strategic Planning for 2019**
   • **Be Truck Aware Campaign**
   It was agreed that the Be Truck Aware Campaign will be the first one done after the advertising is decided next month, to be followed by Pedestrian/Cyclist Safety and Visibility. These two campaigns will be conducted over the next 5-6 months.

   • **Cruise with Courtesy**
   Todd Litman would like to see a series of messages put out in the spring encouraging drivers to be considerate to cyclists and pedestrians. Alan Perry said that would make sense when the weather changes and more people are out cycling and walking.

   • **Pedestrian/Cyclist Safety and Visibility**
   As noted above, this campaign will be the second one undertaken this fall/winter/early spring.

   • **Road/Sidewalk/Trail User Attitudes – Take it Seriously**
   Not discussed

   • **Cannabis and other Impairment**
   Dr. Grouzet commented that he will be presenting student videos at next month's meeting and one will be on edibles.

5. **Business Arising from the Previous Minutes**
   ➢ Letter from Walk on, Victoria to CRD Parks
   Todd Litman reported that this is in progress. Deferred until next month.

6. **Member Updates**

   • **RoadSafetyBC**
   • Erin Anderson reported that November 20 is the national day of remembrance for road crash victims and the province will be proclaiming that day. Currently they are looking at communication/education opportunities and Erin will provide more information on that when it is available.

   • **ICBC**
   No update

   Alan Perry noted that ICBC is not going to decrease rates for younger drivers or for drivers coming in from other provinces and asked members if they thought this will have any impact on crash rates. Will it cut down on the number of younger drivers or dramatically reduce the number of hours driven? It is something to keep in the back of our minds.

   • **Youth and Children**
   No update

   • **Seniors**
   No update

- **CRD**
  John Hicks provided the following update:
  - Bike counts are currently taking place, with 100 plus volunteers out this week early in the morning and late in the afternoon. Numbers are coming back very high. Six permanent counters have been put in and an additional six are being added.
  - As a member of the technical and steering committee for the South Island Multi-modal Transportation Plan, John noted that they are currently working through the safety element with the consultants. A meeting with municipal staff is being hosted at the CRD where some of the report structure will be shown and information provided on where they currently are.
  - The Malahat study on an emergency bypass route will be coming out soon. A detailed analysis was done on the environmental, safety and economic costs so it is a very balanced account.
  - October 7-11 is Walk and Wheel to School Week. Thanks to the funding provided by the TSC. There are about 35 schools doing activities over the next three weeks. Janelle Hatch added that it's been a good week with a great turnout and very positive social media through Island Health, the CRD, the schools and school districts trying to promote active travel to school. As one of the trial programs introduced this year, the street around Sir James Douglas School was closed off and the impacts on traffic, etc., are being monitored.
  - Re the active school travel planning program, invitations have gone out to all the school districts to recruit for next year's five schools from across the region. The walkabouts and the PAC meetings for the five schools from this year have just been completed.

- **IRSU**
  S/Sgt. Ron Cronk gave the following update:
  - They are focusing on construction zones and the construction that will be occurring on Highway 1 from Leigh Road to West Shore Parkway as it is widened to two lanes, as well as some new construction that's been taking place over the last two weeks at Finlayson Arm and the Goldstream River Bridge. There was some harassment of flaggers occurring.
  - Six hours of active enforcement took place on the Malahat last Sunday. Over that time, 99 drivers were charged with speeding, and 17 cars were towed for excessive speed.

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  - Bill Laughlin noted it has been a bad few weeks for crashes and he would like to request from the Coroner's Service that when there are motorcyclist fatalities, they take some history on whether the rider had any training, when their last training was, etc. Information like that would very helpful.

- **GVCC**
  No update

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  No update

- **BC Transit**
  - Dallas Perry commented that a few TSC members responded to the Transit invitation to drive a bus at their Langford depot last Monday and expressed his appreciation. He wants people to be aware of what it takes to operate a bus and all the things a bus driver must deal with. He will be working with Bill Laughlin to give VISC instructors the opportunity to do this. Also, Frederick Grouzet is going to look at taking some students out.

- **MOTI**
  No update

- **Working Group for UVic Centre on Youth and Society Joint Project**
  - Frederick Grouzet reported that things are progressing well. He will be doing a presentation at the November meeting and bringing some of the videos that students have created.

7. **Other Business**

8. **Next Meeting**

The next meeting will be held on November 14, 2019 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:00 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, November 14, 2019
Greek Community Hall, 4648 Elk Lake Drive, Victoria

Members: Erin Anderson, RoadSafetyBC
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Bill Laughlin, Vancouver Island Safety Council
Don Legault, MOTI (for Shawn Haley)
Cliff McNeil-Smith, CRD Director
Alan Perry, Media
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: S/Sgt. Marc Chateau, Saanich Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police

Regrets: Corey Burger, Greater Victoria Cycling Coalition
Dr. Murray Fyfe, Island Health (Chair)
Janelle Hatch, Island Health
Marnice Jones, School Districts
Todd Litman, Walk On, Victoria
Carolyn Maxwell, BC Coroners Service
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

The meeting was chaired by Vice-Chair Foord in Chair Fyfe's absence.

1. **Approval of Agenda**

   MOVED by Judy Dryden, **SECONDED** by Colleen Woodger, that the agenda be approved as distributed.   **CARRIED**

2. **Approval of Minutes – October 10, 2019**

   MOVED by Alan Perry, **SECONDED** by Cliff McNeil-Smith, that the minutes of the meeting held on October 10, 2019 be approved as distributed.   **CARRIED**

3. **Chair's Remarks**

   Vice-Chair Foord commented that traffic wise we have been fortunate the past few weeks with the dry weather we have had.

   He also mentioned that at a meeting last night, the Greater Victoria Bike to Work Society and the Greater Victoria Cycling Coalition decided to amalgamate into a new cycling organization, which will be named the Bike Victoria Society.

4. **Presentation of Student Videos – Dr. Frederick Grouzet**

   Dr. Frederick Grouzet provided a summary of work done so far on the "Innovative Approaches to Youth Traffic Safety: Evidence and Education" project for which the TSC is providing funding. The objective of the project is to investigate when and why youth and young adults adopt safe traffic behaviours and then use the data collected to help frame educational messages.

   A literature review of video, radio and print messages is being conducted to determine what is the best way to influence youth. Also, using an "on the road" survey, data was collected on youth traffic-related behaviours, i.e., driving, cycling, motorcycling, or being a vehicle passenger. As well, data was collected on what kind of messages youth are more receptive to. This provided a framework for creating messages or selecting messages for review from existing databases, e.g., YouTube.

There are different types of messaging, so the focus is on gaining positive outcomes. Evidence-based review of message-framing literature showed that fear-based messaging may be more effective on one-time behaviours, but not for repeated behaviours, such as safe driving decisions. Moderately sensational messages may be more effective. Dr. Grouzet showed some examples of messages.

A YouTube search was done using a series of 52 search terms involving traffic related behaviours with the objective being to identify how video messages about traffic safety are framed and how they are received. The 5,000 plus videos found were then reviewed for relevance and over 2000 have been selected for analysis. A trained team of research assistants will analyze the videos in terms of the focus; if the video used humour, statistics or graphic scenes; to what extent rationale is provided on why it's a safe behaviour to adopt or whether it's an unsafe behaviour; and whether strategies or guidance are provided or what to do next to be more preventive. The quality of the video is also examined, i.e., is it professional or homemade. With approximately 300 videos analyzed so far, preliminary results show that 34% of the videos include graphic scenes, 58% of the videos are of professional quality, and the average video length is 66 seconds with 1/3 of videos under 30 seconds. Other preliminary results showed that there are more likes when videos show physical consequences for themselves or others; videos that use humour have the most likes/dislikes and are shared more; and graphic/fear-based videos get the most comments.

Based on feedback from the meeting last week with the project working group, some additional coding is going to be done on specific target audience (e.g., youth, young adults, parents, etc.); use of influencers (e.g., celebrities); and indigenous perspective. Also, the content of the comments will be analyzed.

Dr. Grouzet showed some videos that used different perspectives: humour; graphic or fear-based; providing rationale; educational, using an influencer; and preventive strategies.

Besides the research assistants that are working on the video analysis, there is an innovation lab with another group of youth that are working on creating videos that they think will communicate the message well. They selected the behaviour they would like to focus on and then looked at who the target audience will be, the objectives and the importance. These are still in progress, but examples of some student videos so far were shown on the following topics:
- "You won't know until it hits you" (related to edibles)
- "It doesn't have to be far if you're far gone" (to oppose the idea that it's not dangerous to drive high if you don't go too far)
- Distraction by passengers
- Texting and driving

A report on the project to date is being finalized now and will be delivered to the Commission by the end of the year. The report will answer the question of what type of video message youth will relate to based on the literature review, survey responses, YouTube video analysis and student created video analysis. However, relating to the video is just one part of the answer. What we want to know is whether it is efficient, does it work?

In conclusion, Dr. Grouzet said the next step will be to select videos from YouTube or from the innovation lab, based on their content and type of messages, and create different combinations in order to see how they are received in the focus groups. Also, to present some videos to external groups to see what the impact of the videos is on their attitudes and behaviour. Using data from before and after participants watched the videos, look at the long-term effect to see if behaviours change after a few months. That will be tested next spring along with some campaign strategies from the TSC.

5. **Priority Business**

   ➢ **Budget Update**
      John Hicks reported that the budget remains the same. There is $10,000 available for advertising which will be carried over to next year, plus an additional $4,000 approximately.

> ➤ **Advertising Recommendation**
>   • **Chek TV/CTV**
>   Alan Perry reported on the advertising proposals he has received from both Chek TV and CTV. For the past eight years, the Commission has used CTV for advertising campaigns. One of the reasons for not using Chek TV in the past was because their demographic was much older than desired for the majority of the TSC campaigns. The other reason was that CTV was able to offer us a better deal on our advertising. However, there has been a significant shift in the audience demographic at Chek to a younger age and personnel changes that have resulted in the Commission being offered good rates. Also, a key part of the Chek TV offer is that the TSC would own the content so we could use it on any social media platform in any format, which is not something we have had in the past. This was considered by members to be significant. There is also the possibility that the 6:00 news anchor will do regular interviews with a TSC spokesperson.
>
>   After comparison of the two proposals and some discussion, the following motion was brought forward.
>
>   **MOVED** by Bill Laughlin, **SECONDED** by Ron Cronk, that $10,000, payable monthly, be allocated for a one-year media contract with Chek TV, effective January 1. **CARRIED**
>
>   Alan Perry abstained from voting.
>
>   Discussion was also held on which of the ads presented by Dr. Grouzet could possibly be used towards advertising on Chek.
>
>   Colleen Woodger noted that when the TSC highway signs are rotated, there should be consistent messaging with whatever is produced for TV, social media, and radio.

> ➤ **Strategic Planning for 2019**
>   • **Be Truck Aware Campaign**
>   It is planned to get this campaign off the ground as quickly as possible. The main message that members would like to see conveyed to drivers is to leave more room around trucks. It would be effective to get some local dashcam video.
>
>   *Action: Alan Perry to discuss ideas for campaign ads with Chek*
>
>   • **Cruise with Courtesy**
>   No discussion
>
>   • **Pedestrian/Cyclist Safety and Visibility**
>   No discussion
>
>   • **Road/Sidewalk/Trail User Attitudes – Take it Seriously**
>   No discussion
>
>   • **Cannabis and other Impairment**
>   No discussion
>
>   *Action: Priorities for next year will be added to the December meeting agenda*

> ➤ **TSC Meeting Space**
>   Despite there being a slight increase in costs, members agreed that they would like to stay with the existing meeting space at the Greek Community Centre for 2020.

6. **Business Arising from the Previous Minutes**
   ➤ Letter from Walk on, Victoria to CRD Parks – Deferred to December meeting

7. **Member Updates**

- **RoadSafetyBC**
  Erin Anderson provided the following update:
  - November 20 is national day of remembrance for road crash victims. The Minister of Public Safety is proclaiming the day. It's basically symbolic but the Minister will be reading that in the legislature and there will be recognition of some traffic officers who are getting awards from BCACP. There will be some social media promotion of the day. If your organization can promote this, please do so. Erin will forward a social media package to members.
  - On Monday, some additional intersection safety cameras will come on-line. This is an implementation of some of the 35 that were previously announced.
  - The 2018 fatality report is going through final checks and approvals and it should be ready towards the end of this year. It provides all the police reported data for fatalities, and cross references some ICBC data.

- **ICBC**
  Colleen Woodger provided the following update:
  - The pedestrian safety campaign is continuing and has received a lot of media coverage. Colleen still has some reflectors available for distribution.
  - Regional speed watch training was conducted for all speed watch groups from Duncan south.
  - Colleen is on Twitter and it has been well received.
  - A road safety project was conducted last week with the children at the Lau, WelNew Tribal School on West Saanich Road.
  - Will be going out to school zones in early January for back to school after the holidays.

- **Youth and Children**
  Judy Dryden provided the following update:
  - In October, two local child passenger safety educator training sessions were held, one with six Vic General staff and another with the Esquimalt firefighters to add to their contingent who had previously been trained. Another resource in the community who are offering help to families with children.

- **Seniors**
  No update

- **CRD**
  John Hicks provided the following update:
  - A stakeholder meeting on the South Island Multi-modal Transportation Plan was held with regional engineers, local municipal engineers, BC Ferries, and BC Transit to get input on the most recent version of the plan. The plan should be coming out some time this fall.
  - John and Murray Fyfe attended a City of Victoria meeting re vision zero. They are looking at some sort of implementation at the local level. There was good attendance from police and fire departments and bylaw officials.
  - Fifteen schools participated in the Walk and Wheel to School Program last month which encourages kids to walk or bike at least partway to school.

- **IRSU**
  Ron Cronk provided the following update:
  - A member of IRSU will be among the traffic officers being recognized on the national day of remembrance for road crash victims on November 20.
  - The impaired driving campaign will begin in December, with Saturday, December 7, being national impaired driving enforcement day.

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  Bill Laughlin commented that he just got back from a trip to Holland, England and Ireland and noticed how aware and alert the cyclists and pedestrians were.

- **GVCC**
  No update

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  Marc Chateau provided the following update:
  - Status quo in terms of doing enforcement. Have two automated license plate readers and there have been as many as 5-6 prohibited driver arrests in one day.
  - Attended the international road safety symposium in Vancouver last week. Although it was more for academics, there was a good talk on speed and a lot of jurisdictions are pushing for lower speed limits.

- **BC Transit**
  No update

- **MOTI**
  Don Legault provided the following update:
  - Emcom Services Inc. is the new road maintenance contractor effective October 1. They are working out of Ark Road in Shawnigan Lake, but they are looking for a site somewhere on the Pat Bay Highway.
  - Working on a new road to Westshore and doing geotech testing for Westshore – Malahat.

- **Working Group for UVic Centre on Youth and Society Joint Project**
  Information already provided in presentation by Frederick Grouzet

8. **Other Business**

9. **Next Meeting**

The next meeting will be held on December 12, 2019 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:28 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, December 12, 2019
Greek Community Hall, 4648 Elk Lake Drive, Victoria

Members: S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Janelle Hatch, Island Health
Bill Laughlin, Vancouver Island Safety Council
Don Legault, MOTI (for Shawn Haley)
Cliff McNeil-Smith, CRD Director
Alan Perry, Media
Edward Pullman, Greater Victoria Cycling Coalition
Dr. Richard Stanwick (for Dr. Murray Fyfe, Island Health)
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Associates: Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police
Dallas Perry, BC Transit
Inspector Tim Walton, RCMP Traffic Services

Regrets: Erin Anderson, RoadSafetyBC
Marnice Jones, School Districts
Todd Litman, Walk On, Victoria
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

The meeting was chaired by Vice-Chair Foord and Co-Chair Stanwick in Chair Fyfe's absence.

The following item was added to the agenda:
- City of Victoria Richardson Street Advisory Bike Lanes

1. **Approval of Agenda**

   MOVED by Ron Cronk, **SECONDED** by Cliff McNeil Smith, that the agenda be approved as amended.   **CARRIED**

2. **Approval of Minutes – November 14, 2019**

   MOVED by Judy Dryden, **SECONDED** by Bill Laughlin, that the minutes of the meeting held on November 14, 2019 be approved as distributed.   **CARRIED**

3. **Chair's Remarks**

   Vice-Chair Foord noted that Alan Perry is stepping down from the Commission after 17 years. He thanked Alan for his years of service and his invaluable contribution to so many of the campaigns undertaken by the TSC.

4. **Priority Business**

   ➢ **Budget Update**
   John Hicks reported that the budgets are coming up to a close for this year. We do have a little more money than was expected. $10,000 has been dedicated to advertising for the first six months of next year and about $8,000 will be carried forward.

   ➢ **Strategic Planning for 2019**
   - **Be Truck Aware Campaign**
     Alan Perry noted that CHEK is going to start to gather some video footage for this campaign.

The first two ads running on CHEK will be on cannabis, including edibles, and on texting and driving.

- **Cruise with Courtesy**

- **Pedestrian/Cyclist Safety and Visibility**
This campaign will be done when the weather is better. We are also waiting to see what's happening with the proposed bike lanes in the City of Victoria.

Dr. Richard Stanwick commented that it is now riskier to be a pedestrian than to be in a car. Canada is among seven industrialized countries where there has been an increase in pedestrian deaths, due in part to the huge improvements to vehicle safety made by the automotive manufacturers. He questioned whether it is advisable to keep promoting active transportation and walking when so many pedestrians are being hit. He also noted that Saanich has being designated by the World Health Organization as a senior-friendly community and one of the things being promoted as part of it is reducing speed limits to make crashes survivable.

Discussion was held on whether ads on pedestrian safety should be moved to an earlier time frame. It would be relatively easy to do, with the main message being to make eye contact with drivers and to be visible. Edward Pullman commented that speed limits are set based on ideal conditions and suggested it would be a good idea to promote slowing down when conditions aren't ideal due to weather, darkness, etc. Alan Perry suggested this could be part of the campaign done in February – April.

Action: Alan Perry to advise CHEK

Dr. Richard Stanwick mentioned autonomous cars and the ability to sense pedestrians, etc. Stopping distance of those vehicles isn't perfect and we don't know how fallible the pedestrian identification device is. Where could that be worked into the messaging? As we move to more enhanced vehicle features, we will need to add the topic of inattentive driving to our ads.

S/Sgt. Ron Cronk noted that as far as the timing of the ads is concerned, the Traffic Safety Committee of the BC Association of Chiefs of Police has a yearly campaign calendar where certain months are dedicated to particular enforcement practices. He suggested that if we try to dovetail our efforts to the bigger picture, we could get out a consistent message with more staying power. Ron will provide a copy of next year's calendar. If we know in advance when certain enforcement practices are targeted, we could plan our campaigns in conjunction with them.

- **Road/Sidewalk/Trail User Attitudes – Take it Seriously**

- **Cannabis and other Impairment**

➢ **Priorities for Next Year**
It was agreed that there is still a need for ads around distracted driving and impaired driving. Driver inattention is another area that we should target. Sgt. Ryan O'Neill commented that with the impaired driving message, we should particularly be focusing on and educating new drivers and it was suggested that this would work well as a social media campaign. It is never too early to engage youth in conversations, even before they think about their driver's license.

5. **Business Arising from the Previous Minutes**
   ➢ Letter from Walk on, Victoria to CRD Parks – Deferred to January meeting

6. **Member Updates**

- **RoadSafetyBC**
No update

- **ICBC**
  No update

- **Youth and Children**
  Judy Dryden said that she has been away in Australia and commented on a couple of things she noticed there. In many of the cities, all the cyclists wear helmets and there are a lot of rental scooters and bikes. There are different styles of bike lanes and on one of the walkways in Brisbane, there were pedestrians walking in both directions on one side and cyclists biking in both directions on the other side. Also, buses in Australia have seat belts and drivers announce that seat belts should be worn, and you could be fined if you don't wear one.

- **Seniors**
  No update

- **CRD**
  John Hicks provided the following update:
  - The Malahat report and recommendations will be coming out very soon. It's important to note that it will be a sensitive topic and there is no formal position from the CRD or TSC. If there are media requests or people looking for additional information, they should be referred to John and he will put them in contact with the CRD media liaison. We need to ensure that the TSC is not seen as taking a position.

- **IRSU**
  S/Sgt. Ron Cronk provided the following update:
  - December is impaired driving month at the provincial level and last Friday and Saturday was the national enforcement push.
  - During a five-hour enforcement campaign on the Malahat last Sunday, 19 cars were seized for excessive speeding.
  - IRSU recently carried out a successful joint operation with CVSE to target commercial vehicles.

  In response to a question, discussion took place on where we are in terms of drug testing. Drug recognition experts are pushing demands for blood tests now. Roadside testing will only show cocaine, meth, and marijuana whereas blood testing will give everything, including all the other cannabis substances. It becomes more technical for the police and requires more resources to do the job. Dr. Stanwick commented that drug testing is getting more and more sophisticated and the technology that's being developed for the pre-testing of specimens will be helpful.

- **CVSE**
  Rudi Wetselaar provided the following update:
  - Several suspended drivers who were operating commercial vehicles have recently been removed from the road, not just in the CRD but right across the island. The number is higher than usual.
  - CVSE has been taking part in roadblocks with partner agencies.
  - Coming up soon, CVSE will be setting up a joint check with a forest service agency, as well as doing some checks with ICBC's investigation unit.

- **Vancouver Island Safety Council**
  No update

- **GVCC**
  Edward Pullman provided the following update:
  - The Greater Victoria Cycling Coalition and the Greater Victoria Bike to Work Society had their joint AGM last month and voted to merge the two organizations and combine boards. This is being done to leverage their strengths and be able to offer more services to the community. Rebranding is expected in time for the Bike to Work Week launch in April.

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  Sgt. Al Gurzinski, Saanich Police, provided the following update:
  - Counterattacks are taking place. Also have been getting out a lot with regular traffic safety unit and patrol units.
  - Have been heavily involved in the Ash Road court case and waiting for the decision later this month. It's been a long time coming and hopefully it will be a good decision. It was a difficult file to manage and investigate and there was a lot of good work done by a lot of people.
  - Many complaints about speeding in areas of Saanich are still being received and the police continue to put out speed reader boards and determine that there really isn't a lot of speeding. 85% of drivers are doing the speed limit or less. It seems that everyone notices the 15% of drivers that are speeding.

  Sgt. Ryan O'Neill, Victoria Police, provided the following update:
  - A lot of driving complaints are being received and in doing some analysis, it has been found that the statistics don't support the complaints. Another area of complaint has been about speeding on Richardson Street, but investigation shows that most drivers are abiding by the speed limit.
  - For encouragement to traffic members, a point system is in place around whatever the monthly focus is, e.g., distracted driving, impaired driving, bike safety, etc.

- **BC Transit**
  Dallas Perry provided the following update:
  - Transit is waiting for the inbound bus lanes on the Trans Canada to be completed. It's going to change Westshore and change how Transit delivers their service.

  Inspector Tim Walton asked if there was any thought to an enforcement campaign when the lanes do open. Dallas said that drivers travelling in bus lanes is an ongoing issue that they are trying to address.

- **MOTI**
  Don Legault provided the following update:
  - Re the McKenzie interchange project, the timeframe for opening up under McKenzie Avenue is December 20.

- **Working Group for UVic Centre on Youth and Society Joint Project**
  - Frederick Grouzet said that things are slowing down because students are doing exams. Generally, there are a lot of things in progress.

7. **Other Business**
   - ➢ **Sign for unmarked crosswalks**
     A sign proposed for unmarked crosswalks reading "All intersections are crosswalks - Stop for me" was brought forward by the GVCC for further discussion. Edward Pullman suggested that this is something we could put some branding on and distribute to community associations, neighbourhood groups, etc. It may be something we would want to talk to municipalities about first. Besides the reflector arm bands we distribute, is there other mass material we could produce to promote safety? He sees value in getting our branding out with materials, besides just with advertising.

   - ➢ **TSC membership – Coroners Service; Media**
     Vice-Chair Foord reported that Joe Perkins from CHEK will be filling one of the two media seats on the Commission beginning in January.

     Action: Vice-Chair Foord will contact the Coroners Service about a representative on the TSC as Carolyn Maxwell was unable to accept the appointment

     During a discussion around TSC membership, Richard Stanwick talked about the TSC being advisory to the CRD in terms of providing input. If things were to come up at the CRD, this would be a good place to have them considered rather than just being a one-way pathway to the CRD. At some point, would it be worthwhile to explore that? Being responsive to the CRD and maintaining relevance to the CRD is something else we need to entertain in terms of how we select our membership and what value we bring to the CRD.

➢ **Richardson Street Advisory Bike Lanes**
Vice-Chair Foord talked about the proposed idea of advisory bike lanes on Richardson Street. Edward Pullman commented that you see this type of bike lane frequently in rural areas in the Netherlands on roads where there is no centre line. The GVCC concern is that even with the traffic diversions proposed on Richardson, there are still well over 2000 cars anticipated a day. The design guidelines for advisory bike lanes call for a much lower number of cars. He doesn't think that these bike lanes will go ahead given the negative feedback.

The City is going ahead with advisory bike lanes on Humboldt from Douglas to Vancouver Streets. Vehicle counts on that section of the road are around 1000-1500.

Alan Perry suggested that although the Richardson Street bike lanes are probably not going anywhere, this is something to watch from a traffic safety point of view. He also suggested we should monitor what happens with the advisory bike lanes on Humboldt if they do go ahead.

8. **Next Meeting**

The next meeting will be held on January 9, 2020 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:27 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, January 9, 2020
Greek Community Hall, 4648 Elk Lake Drive, Victoria

Members: Erin Anderson, RoadSafetyBC
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Dr. Murray Fyfe, Island Health (Vice-Chair)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Janelle Hatch, Island Health
Bill Laughlin, Vancouver Island Safety Council
Don Legault, MOTI (for Shawn Haley)
Marnice Jones, School Districts
Todd Litman, Walk On, Victoria
Cliff McNeil-Smith, CRD Director (Chair)
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: S/Sgt. Marc Chateau, Saanich Police
Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police
Dallas Perry, BC Transit
Dr. Richard Stanwick, Island Health

Regrets: Chris Foord, Community Member
Joe Perkins, Media
Edward Pullman, Greater Victoria Cycling Coalition

Recording Secretary: Arlene Bowker

1. **Election of Chair and Vice-Chair**

Nominations were called for the position of Chair for a one-year period. Cliff McNeil-Smith, CRD Director, was nominated and as there were no other nominations, he was appointed by acclamation.

Nominations were called for the position of Vice-Chair for a one-year period. Dr. Murray Fyfe was nominated and as there were no other nominations, he was appointed by acclamation.

2. **Approval of Agenda**

MOVED by Colleen Woodger, **SECONDED** by Janelle Hatch, that the agenda be approved.
CARRIED

3. **Approval of Minutes – December 12, 2019**

MOVED by Colleen Woodger, **SECONDED** by Judy Dryden, that the minutes of the meeting held on December 12, 2019 be approved as distributed. **CARRIED**

4. **Chair's Remarks**

Chair McNeil-Smith said he is looking forward to serving as Chair over the next year. Sitting on the Commission over the last year has been a learning curve and he quickly came to appreciate the diversity of the organizations participating and the experience members bring. He thanked members for their commitment and involvement. He also spoke briefly about advertising and communications for the TSC.

5. **Priority Business**

   ➤ **Budget Update**
   John Hicks reported that the new budget has come through and there is approximately $70,000 plus a $10,000 carryover. With $15,000 allocated for admin costs, about $65,000 is left to spend.

➢ **Strategic Planning for 2020**
Chair McNeil-Smith commented that at the start of a new year, strategic planning for the year is revisited. As a process for moving forward to set priorities, we could use those topics identified last year (shown below) and ask members if they have other initiatives they would like to see pursued.

2019 Initiatives:
- Be Truck Aware Campaign
- Cruise with Courtesy
- Pedestrian/Cyclist Safety and Visibility
- Road/Sidewalk/Trail User Attitudes – Take it Seriously
- Cannabis and other Impairment

Suggestions given by members for initiatives they would like to see in 2020 were as follows:
- Cannabis, including edibles
- Pedestrians and cyclists
- 2019 initiatives
- Speed, distracted driving and impaired driving
- Intersection safety (all road users)
- Balance between vulnerable road users and drivers, with emphasis on driver education
- High risk driving behaviour (link in with BCACP traffic safety calendar)
- Ways to align traffic safety with other regional planning activities, e.g., vehicle travel reduction targets as part of climate efforts. As people drive less, there are significant safety gains and the benefits of a multimodal plan that would reduce vehicle travel on the highway from Victoria to Nanaimo could be highlighted
- Look at having our messages or campaigns target all road users equally
- Vision Zero; have planners/engineers meet with TSC to see what we could do to encourage uptake of the Vision Zero approach
- Senior drivers

Action: A list of 2020 initiatives for members and associate members to rank their top priorities will be sent with the February agenda (about 1 week prior to the next meeting)

There was general agreement that it would be a good idea to align TSC campaigns with the yearly calendar from the Traffic Safety Committee of the BC Association of Chiefs of Police.

Chair McNeil-Smith commented that he plans to meet with Vice-Chair Fyfe and John Hicks to get a sense of campaigns that have been run over the last two years and bring that as an update to the next meeting, then look to focus on how we might specifically address a particular campaign or what the next priority will be. As Chair, he would like to communicate with members between meetings in terms of where we are in preparing for the next meeting and setting priorities.

Action: Chair McNeil-Smith to work with Vice-Chair Fyfe and John Hicks to prepare a list of campaigns completed over the last 2 years for the next meeting

Regarding communications, Vice-Chair Fyfe suggested that we should have a smaller group of two or three members to work with Joe Perkins on priorities and key ideas which would then come back to the Commission for approval. Chair McNeil-Smith volunteered to be part of the communications group and will reach out to Joe Perkins. Erin Anderson also volunteered and commented that she would like to see the TSC leverage some of the other tools that are available, e.g., twitter, communication channels, etc., to get our campaigns out there. It was agreed that this is a topic the communications group could discuss.

Action: Chair McNeil-Smith to meet with Joe Perkins and Erin Anderson as an ongoing working group on communications options, and bring them to the Commission

Vice-Chair Fyfe mentioned that the other working group that has been discussed in the past that he would like to get established is around evidence and data. This group would review literature and bring data to the Commission on a periodic basis. Vice-Chair Fyfe will be part of this group and Frederick Grouzet also volunteered.

Action: Vice-Chair Fyfe to meet with Frederick Grouzet as an ongoing working group on evidence and data, and bring data to the Commission on a periodic basis

Dr. Frederick Grouzet noted that he met with Howard Harding and Rich Leboudec from CHEK News to discuss different types of campaigns that we can do. The first priority will be cannabis, especially edibles. Rich Leboudec has started working on some ideas based on what has been suggested. When the first draft is done, it will go to the youth group for input and by mid-January the campaign on edibles will be ready. Erin Anderson noted that the province is going to be doing a marketing campaign on cannabis edibles and driving which will be coming out in April. She will provide information as it is available.

6. **Business Arising from the Previous Minutes**
   ➢ **Letter from Walk on, Victoria to CRD Parks**
   Todd Litman commented on the draft letter to the CRD Parks Department from Walk on, Victoria regarding safety on trails which had been circulated to members. There are a lot of complaints about conflicts on trails and if the scope of the TSC includes off road traffic, is it worth the Commission endorsing a trail safety program?

   Discussion on this issue raised the following points:
   - In the past, trails were considered to be recreational, however, they are now part of the transportation system. Do we want to consider this is an extension of our concrete roadways as part of active transportation?
   - We need to focus on traffic safety and get something produced and delivered that is going to address fatalities and injuries.
   - With limited police resources, the focus needs to be on the worst, which are fatalities. The TSC should do the same.
   - There is an increasing emphasis on active transportation and as 80% of trail users are commuters, it would be a good idea to get some direction on our mandate.
   - The MVA doesn't apply on trails as they are not part of the highway system. Any kind of rules or regulations would be a CRD bylaw, so it is the CRD bylaw officers that need to enforce

   Chair McNeil-Smith talked about two options: 1) letter from TSC to Parks Department requesting additional signage then Parks would have to determine if it was a priority and whether they wanted to allocate some funds; 2) TSC would contribute funds to additional signage. A starting point would be for the Chair and Vice-Chair to meet with CRD Board Chair Colin Plant to get clarification of the TSC mandate and then, if needed, a motion could be made at the February meeting which would go to the Planning, Transportation and Protective Services Committee. Chair McNeil-Smith also commented that the TSC could advocate to the Parks Department for safety improvements on trails without directing any funds or doing an education campaign. We would need to determine what level we choose to go.

   Action: Chair McNeil-Smith, Vice-Chair Fyfe, and John Hicks to meet with CRD Board Chair (and former TSC Chair) Colin Plant to seek clarification on the TSC mandate

   Todd Litman clarified that Walk On, Victoria is hoping that the TSC will express some support in communication to CRD Parks and are not expecting police to be doing enforcement. It's more about education. Also, if the TSC is going to develop any sort of pedestrian/cyclist education materials, it should be for both roads and trails. With all the new technologies, e.g., e-bikes, hover boards, etc., it is time to be thinking more comprehensively.

   ➢ **Update re Coroners Service representative**

   Action: Vice-Chair Fyfe will follow up with the Coroners Service

   ➢ **Exploring the role of the TSC re providing input to CRD issues**
   This has already been discussed in terms of finding a formal process for reporting out. We should present to the Planning, Transportation and Protective Services Committee in the spring to advise of our priorities and again in the fall to give an update on what was accomplished.

➢ **Producing more safety related mass materials**
This was raised last month by the GVCC, however, they were not in attendance today. John Hicks commented this could possibly be something that could be considered as a grant proposal. There is money set aside for proposals from community groups or advocacy groups with an interest in traffic safety but there weren't many applications last year and he suggested that members could communicate back to their individual sources to let people know that grants are available.

Action: Defer to next meeting

➢ **Coordinating TSC campaigns with the BC Chiefs of Police Traffic Safety Committee yearly campaign calendar**
As previously discussed, there was general agreement that it would be a good idea to align TSC campaigns with the BC Association of Chiefs of Police Traffic Safety Committee yearly campaign calendar. Colleen Woodger noted that ICBC aligns all their education campaigns with this calendar so that their education and awareness message ties into the activities that the police are undertaking on the road. There is also a BC wide road safety calendar that's been developed through the Road Safety Strategy. It's currently being updated, and it shows everything that's going on provincially and it links to each of the participating organizations. Once it is finally approved, it would be a good idea to distribute it to members.

7. **Member Updates**

➢ **RoadSafetyBC**
- Erin Anderson reported that a project committee that included RoadSafetyBC, ICBC, MOTI and government communications has just finalized a best practices guide for road safety education and awareness. This was part of the provincial government response to the Auditor General's report on commercial vehicle safety. One of the recommendations was to have a framework around developing and evaluating education campaigns and the project team decided to broaden it to include all road safety campaigns, not just commercial vehicles. Erin will send this resource to Commission members and it can be used by the TSC communications working group when we start to develop our plans.
- There is currently funding available through Transport Canada for projects to create tools that address road safety challenges. The deadline for applications is January 19 but they are also looking to have it available next year. Erin will share the link for this.

➢ **ICBC**
- Colleen Woodger acknowledged the great police efforts around impaired driving over the last month or so. She was able to go out one evening with Saanich Police and commented that she saw fewer impaired drivers than in past years.
- More planning is being done around distracted driving and working on getting more troops on the ground with their volunteer component.
- Successful speed watch training took place in November
- Putting a project together to see how police can complement the Operation Hang Up Island-wide campaign but will continue to work with the volunteer component
- The speaker tour is continuing and response from schools to Colleen's email has been good
- The driver licensing and senior presentations are still very popular. Many seniors are reached each year through participation in safety fairs and things like that

➢ **Youth and Children**
- Judy Dryden noted that Sunny Hill Health Centre for Children in Vancouver has put out a revised document on special needs transportation for children. This is an updated document and is being sent out to therapists.
- A few months ago, Dr. Richard Stanwick, Jocelyn Pedder and BCAA devised a reporting form for therapists to be able to indicate any issues they were having with seating children appropriately. Reports are coming back on those which is providing some very interesting information on the issues they are having.

➢ **Seniors**
No update

➤ **CRD**
   • John Hicks reported that the school travel planning program is looking for applications for five new schools for this year. There has been good uptake from Victoria schools but not SD 62, 63 or 64. If members have contacts in other districts, please encourage them to apply.

➤ **IRSU**
No update

➤ **CVSE**
No update

➤ **Vancouver Island Safety Council**
   • Bill Laughlin referred to the video he had shared on distracted driving and asked if the TSC is interested in promoting something like that. Chair McNeil Smith said that if our next ad campaign is directed to that topic, we could look at getting permission to use it. Frederick Grouzet commented that a video on texting will be the next one produced, after cannabis edibles. He also noted that different versions of videos can be created, depending on who the target audience will be.

➤ **GVCC**
No update

➤ **Walk On, Victoria**
   • Todd Litman reported that Walk On, Victoria has been talking about how they can work with local governments to develop pedestrian mapping that would identify which streets have decent sidewalks and good crosswalks and other pedestrian facilities. The potential is there but no jurisdiction in the region currently has anything that shows the level of service and Walk On, Victoria has been talking about what would be needed to convince local governments to do this kind of mapping. Individual jurisdictions would have to invest in a state-of-the-art mapping system. They want to see more sophisticated tools for identifying where walking is good or not and be able to identify where improvements are needed.

   Sgt. Ryan O'Neill said that he is on a committee on capital planning for bike safety and pedestrians which is using engineering drawings to look at crosswalks and intersections, etc., and this seems to be moving forward.

   John Hicks said that some municipalities have mapping already through their engineering departments that shows where sidewalks are but it's not on a GIS level.

➤ **Municipal Police Forces**
   • S/Sgt. Marc Chateau, Saanich Police, said that there are some big shakeups coming in Saanich with the traffic safety schedule changing and they will be better staffed for the next while at least.
   • Saanich has some automated license plate recognition systems. In terms of traffic safety, some of the prohibited drivers that are still driving are the worst and the highest risk. Police cars that have this system can read 2 or 3 license plates every five minutes and it will pick up if a car goes by that has a prohibited driver

   • Sgt. Ryan O'Neill, Victoria Police, commented on the counterattack program that was in place over Christmas. Some pursuits were covered in the media. There is relatively new legislation through civil forfeiture which states that if someone flees from police and there is a dangerous driving component, police can seize vehicles permanently. Statistics over a month showed police are responding to two legitimate impaired driving (drugs or alcohol) per day.

➤ **BC Transit**
   • Dallas Perry said that with the overpass at McKenzie and the highway, operators are saving about 8-9 minutes, so it is making that route much more efficient.
   • He noted that he is an auxiliary constable for Westshore RCMP and is checking to see if he can represent Westshore on the TSC with any traffic issues.

➢ **MOTI**
  • Don Legault noted that the McKenzie opening was a day late. He commented that the flooding that has occurred is because there is another drainage pipe that still must go in.

➢ **Working Group for UVic Centre on Youth and Society Joint Project**
  • Dr. Frederick Grouzet reminded members to send material for testing by youth. The objective is to test reception of materials and whether it changes attitudes and behaviours.

8. **Other Business**

Malahat safety strategy will be added to next month's meeting agenda

9. **Next Meeting**

The next meeting will be held on February 13, 2020 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:30 pm.

Members: Erin Anderson, RoadSafetyBC
Corey Burger, Greater Victoria Cycling Coalition
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Dr. Murray Fyfe, Island Health (Vice-Chair)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Janelle Hatch, Island Health
Bill Laughlin, Vancouver Island Safety Council
Don Legault, MOTI (for Shawn Haley)
Todd Litman, Walk On, Victoria
Cliff McNeil-Smith, CRD Director (Chair)
Joe Perkins, Media
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police
Dr. Richard Stanwick, Island Health

Regrets: S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Chris Foord, Community Member
Marnice Jones, School Districts
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Guests: Jocelyn Pedder, Transport Canada

Recording Secretary: Arlene Bowker

The agenda was amended as follows:
- Reverse the order of Nos. 4 and 5 - Priority Business and Business Arising
- Under Other Business add item on communications from Erin Anderson. The additional item from Dr. Frederick Grouzet will be dealt with under Updates.

1. **Approval of Agenda**

   MOVED by Murray Fyfe, **SECONDED** by Corey Burger, that the agenda be approved as amended.
   CARRIED

2. **Approval of Minutes – January 9, 2020**

   MOVED by Bill Laughlin, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on January 9, 2020 be approved as distributed.   **CARRIED**

3. **Chair's Remarks**

   Chair McNeil-Smith welcomed Joe Perkins from CHEK TV as the new media representative on the Commission.

4. **Business Arising from the Previous Minutes**

   Chair McNeil-Smith updated the action items from the January meeting.

   ➢ **2020 Priorities**
   Will be discussed later in the meeting.

   ➢ **List of Campaigns completed over the last two years**
   In progress. Carry forward to the next meeting.

   ➢ **Working Group on Communications Options**
   No meeting was held, however, Erin Anderson has brought forward an item related to communications and it will be discussed under Other Business.

➢ **Working Group on Evidence and Data**

Action: Vice-Chair Fyfe and Dr. Frederick Grouzet are developing a plan and will provide an update at the next meeting

➢ **Clarification of TSC Mandate**
Chair McNeil-Smith and John Hicks met with CRD Board Chair (and former TSC Chair) Colin Plant to get clarification on the TSC mandate. This was as a result of a request from Walk On, Victoria for support for a letter they wanted to send to the CRD regarding safety on trails. Chair McNeil-Smith read two sections of the bylaw relating to the TSC mandate and commented that the mandate as originally conceived in the bylaw was to deal with traffic. Also, in terms of enforcement, the Motor Vehicle Act pertains to roadways, not the regional trails. A change of mandate would be needed for the Commission to take on regional trails in terms of education, engineering and enforcement. Chair McNeil-Smith also noted that the Commission does report directly to the Planning, Transportation and Protective Services Committee of the CRD Board. The Parks Committee of the Board is responsible for the regional parks and trails so if the TSC mandate encompassed trails, issues pertaining to those would actually go through the Parks Committee and that structure is not set up for reporting for our mandate at this time. Board Chair Plant suggested that the TSC could request CRD Parks staff to give a presentation at a future meeting on what initiatives around safety and signage are currently underway.

Corey Burger, GVCC, questioned the definition of traffic in the TSC mandate and suggested that walking and biking are part of traffic, regardless of whether it is on a roadway or trail. Initially CRD trails were managed only for recreational use but that has changed, and they are now seen as transportation trails. He would like to see the Commission mandate include trails and have the bylaw changed to reflect this.

Chair McNeil-Smith reiterated that under the establishment bylaw, the TSC reports to the Transportation Committee and that Committee only has responsibility for the roadways. If the TSC is going to make recommendations to the Parks Committee regarding regional trails, then the mandate would have to be changed. We are already able to share information through to Parks colleagues.

A change to the TSC membership was made in 2017 to include the Greater Victoria Cycling Coalition and Walk On, Victoria and that change was made in appreciation of pedestrians and cyclists interacting with the road network. It wasn't about pedestrians and cyclists using the trails. Our current challenge is to determine our priority for this year around road safety and move forward with an action plan on that as soon as possible.

Other points raised during discussion were:
• The TSC has regularly experienced spill-over of campaigns into other areas and over the years has struggled with the mandate. We need to live with what we have now, and to accomplish what we have the mandate to do.
• In the broader scope of things, we can frame this in terms of the changing paradigm that transportation professionals use. The new paradigm is multimodal and transportation planning institutions will need to change in order to accommodate the new paradigm.
• We do have multimodal representation on the TSC, and the issue is where do we focus it. We need to focus on a campaign that we can deliver on as opposed to having a conversation about all these different pieces. We can be more effective by pinpointing and coming up with an actual education campaign.
• The suggestion of having Parks come to a meeting and give a presentation is a good one. We could benefit from collaboration without changing the mandate and this is something we could consider later in the year. Our current focus needs to continue to be based on where people are seriously injured or killed and that tends to be on the roadways, not on trails, and at points of conflicts such as intersections.

Chair McNeill-Smith wrapped up the discussion by stating that if there is a consensus, we could consider requesting a mandate change later this year. A follow-up meeting with Colin Plant and John Hicks would be needed in terms of the process. Currently, we need to focus on establishing priorities and getting a campaign delivered.

➢ **Update re Coroners Service representative**
Vice-Chair Fyfe contacted the Coroners Service regarding a representative on the Commission. He was advised that they do want to participate in the TSC but are currently undergoing a workload reorganization within in the office and will appoint a representative at a future date.

➢ **Producing more safety related mass materials**
Not discussed

5. **Priority Business**

➢ **Budget Update**
John Hicks reported that the budget has come through for the year. We receive approximately $74,000 annually and there is an additional carryover from last year of $18,000. In addition, there is $20,000 allocated for the Constable Sarah Beckett Memorial Scholarship. The Commission will decide each year how much will be spent on the scholarship.

➢ **2020 Priorities**
Members had been asked to rank their top three priorities for 2020 from the suggestions made last month. Results were as follows:

1. Speed, distracted driving, and impaired driving; High risk driving behaviour (These two items can be combined and linked in to the BCACP initiatives calendar)
2. Cannabis, including edibles (There is already something underway on this. It could be considered under impaired, however, as it is new it was felt there needed to be some specific education on it.)
3. Intersection safety – all road users (A campaign was done on this two years ago, however, it was not sustained)
4. Vision Zero. This could possibly be linked to education campaigns as part of messaging. It was suggested the first step would be to ask the CRD Board to endorse Vision Zero. Chair McNeil-Smith commented that would need to go through the Transportation Committee and perhaps could be done concurrently with the next campaign.

Three other items each received one priority vote as follows:
- Vulnerable road users. Do we want to do a specific campaign to target drivers in terms of their role in ensuring the safety of vulnerable road users? Driver distraction is the leading cause of pedestrians being hit. This is not just about cell phones, but about paying attention to those road users in all situations.
- Ways to align traffic safety with other regional planning activities, e.g., vehicle reduction targets as part of climate efforts
- Look at having campaigns target all road users (that can come within how we set our priorities for campaigns)

Action: Chair McNeil-Smith will work with Vice-Chair Fyfe and John Hicks to prepare a list of campaigns completed over the last two years and bring to the next meeting to help determine what the next campaign will be from the suggested priorities

➢ **Malahat Safety Strategies**
The Province's current priority is to roll out the intersection safety cameras and Minister Trevena has ruled out implementation of point-to-point cameras at the present time. Also, the Ministry decided not to implement any Malahat bypass routes but has committed to continuing with additional safety measures. It was suggested that discussion be held on other Malahat corridor safety improvement strategies that the TSC could support.

Action: Chair McNeil-Smith will check with the CRD Board Chair re following up on the request for point-to-point cameras and then the TSC can determine how they would like to proceed

6. **Member Updates**

   ➢ **RoadSafetyBC**
   Erin Anderson reported that they are coming up to a time in the BC Road Safety Strategy where they are looking to renew it and plan for the next five years. They are hosting an assembly meeting in April to bring some of their partners together to talk about future plans.

   ➢ **ICBC**
   Colleen Woodger talked about the new enhanced care model that is focusing on improved care and bringing rates down. She encouraged people to check out 2021.icbc.com. There is lots of information coming out.

   ➢ **Youth and Children**
   Jocelyn Pedder commented on a meeting held with Judy Dryden and Dr. Richard Stanwick with a specific focus on special needs. It is a real challenge for people needing special needs restraints in motor vehicles. In Canada there are very few Canadian Motor Vehicle Safety Standards certified special needs seats. The problem is that the Provincial At Home Program will only fund CMVSS certified child seats and this has caused a major problem for many special needs families. Dr. Stanwick is going to try and pursue this at a high level.

   ➢ **Seniors**
   No update

   ➢ **CRD**
   John Hicks reported that the active and safe routes to schools program planning for the five selected schools is moving ahead. More applications than there is space for have been received for next year. Other than that, it is a very busy grant period with many municipalities getting their projects ready for funding.

   ➢ **IRSU**
   No update

   ➢ **CVSE**
   No update

   ➢ **Vancouver Island Safety Council**
   Bill Laughlin mentioned that the Government has issued a press release to say that changes to the Motor Vehicle Act are coming. Erin Anderson clarified that they are mostly housekeeping amendments.

   ➢ **GVCC**
   Corey Burger noted that the Greater Victoria Cycling Coalition and the Greater Victoria Bike to Work Society have merged, effective December 5. The new name is the Bike Victoria Society and Corey will serve as President. Related to that, February 14 is the 2020 Winter Bike to Work Day. Corey also mentioned that it is the 25th anniversary of Victoria's first bike lane.

   ➢ **Walk On, Victoria**
   Todd Litman said that Walk On is working on a project to review the status of pedestrian plans by jurisdiction in this region. In reply to a question, John Hicks advised that there are plans to update pieces of the 2011 regional pedestrian bicycle plan in terms of the mapping and the networks. Walk On is going to see what other jurisdictions are doing and which jurisdictions have targets for certain levels of pedestrians and bikes.

   ➢ **Municipal Police Forces**
   Ryan O'Neill, Victoria Police, noted that the focus this month is on intersection safety and police are actively working on that. The focus for next month will be distracted driving with a big campaign planned.

   ➢ **BC Transit**
   No update

➢ **MOTI**
No update

➢ **Working Group for UVic Centre on Youth and Society Joint Project**
Frederick Grouzet said they have been working with CHEK to create a video on cannabis edibles with the message "you won't know until it hits you." He showed some of the scenes that have been shot. The filming is now done, and the ad should be ready within two weeks.

7. **Other Business**

(a) **Social Media/Communications Contractor**

Erin Anderson raised the idea of hiring a communications contractor to put together an actual campaign and rollout plan. The TSC needs to decide what modes of communication we want to employ and if we don't have the capacity at this table to do it, perhaps we should be hiring someone.

Joe Perkins commented that part of the new CHEK media campaign will include CHEK Around (a short magazine style interview) which will be looking at the research going on at UVic. In terms of what the contract entails, there will be some short interviews included in the 6:00 news around whatever our current campaign/message is and those can be molded however we want. Also, as part of the contract, there will be statements from a TSC member giving support to CHEK News and perhaps linking the statements to a campaign. Joe said that CHEK are excited to be involved and are willing to provide a little more than just what the Commission is paying for. He also commented that the Commission should be on Instagram, Facebook, and Twitter.

Action: Chair McNeil-Smith, Erin Anderson, and Joe Perkins will meet prior to the next meeting to discuss communications

8. **Next Meeting**

The next meeting will be held on March 12, 2020 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:38 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, March 12, 2020
Greek Community Hall, 4648 Elk Lake Drive, Victoria

Members: Erin Anderson, RoadSafetyBC
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Dr. Murray Fyfe, Island Health (Vice-Chair)
Peggy Gibbs, ICBC (for Colleen Woodger)
Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)
Janelle Hatch, Island Health
Marnice Jones, School Districts
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On, Victoria

Associates: John Hicks, CRD
Dallas Perry, BC Transit

Regrets: Corey Burger, Greater Victoria Cycling Coalition
Chris Foord, Community Member
Shawn Haley, MOTI
Cliff McNeil-Smith, CRD Director (Chair)
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Guests: Hailey Bergstrom Parker, BCAA

Recording Secretary: Arlene Bowker

Vice-Chair Murray Fyfe chaired the meeting in the absence of Chair Cliff McNeil-Smith.

1. **Approval of Agenda**

   MOVED by Erin Anderson, **SECONDED** by Bill Laughlin, that the agenda be approved as amended.
   CARRIED

2. **Approval of Minutes – February 13, 2020**

   MOVED by Judy Dryden, **SECONDED** by Peggy Gibbs, that the minutes of the meeting held on February 13, 2020 be approved as distributed.   **CARRIED**

3. **Chair's Remarks**

   Vice-Chair Fyfe noted that today is the last meeting for Judy Dryden who has been a member on the Commission for approximately 20 years, initially as a public health nurse, and then as the BCAA Child Passenger Safety Program representative. Judy introduced Hailey Bergstrom Parker who will be the new BCAA representative effective April 1.

   In response to a question regarding the coronavirus, Vice-Chair Fyfe said that as the TSC is a small group, we should be able to continue to hold our monthly meeting but will have to see what happens in the next while. Having teleconferences instead may be a possibility.

   Members who have suggestions for agenda items between meetings should email Chair McNeil-Smith and copy Vice-Chair Fyfe and Arlene Bowker.

4. **Business Arising from the Previous Minutes**

   ➢ **List of campaigns completed over last two years**
   John Hicks distributed copies of a list of the most significant TSC campaigns and contributions provided over the last two years. The core has always been the advertising campaign through the media. Also, over the last three years, the Commission has provided substantial funding to the UVic Centre for Youth and Society for the project around youth traffic safety. Other campaigns/contributions are as follows: Beacon Community Services car seat program which the

TSC has supported for numerous years; the Cst. Sarah Beckett Memorial Scholarship; Walk and Wheel to School Program; Malahat study re point to point interval cameras; Victoria Police Department "Impaired is Impaired" campaign; and purchase and distribution of wrist bands in support of visibility/education campaigns.

Something that may need to be considered for this year is the wording on the road signs that are in several spots along the highway as they haven't been changed for two years.

Action: John Hicks will bring a list of TV advertising topics in the last two years to the next meeting

Vice-Chair Fyfe noted that it would be a good idea to have our signs reinforce the messages we are putting out with our ad campaigns and that could be discussed by the communications group.

➢ **Update from Working Group on Evidence and Data**
Vice-Chair Fyfe provided an update on the meeting held earlier this week with Frederick Grouzet and Corey Burger. The goals are to provide data that are going to inform TSC annual planning by identifying/confirming patterns of injury collisions that are high priority for the Commission to address and also provide data to allow for evaluation of TSC campaigns or programs that we implement or fund.

Objectives:
• Look at the impact of traffic incidents on population (injuries, fatalities)
• Confirm some of the highest risk locations for collisions
• Confirm the most common contributing factors (ideally by location)
• Identify prevalence of risk factors or safety behaviours associated with collisions or injuries among road users

Data sources:
• Collision data (locations, contributing factors, injuries)
• ICBC, police/TAS data, other possible source - ambulance (BCEHS)

Outcome data (injuries, fatalities)
• Hospitalizations; Emergency Dept.
• Coroner; Vital Stats

Behaviour data (restraint use, helmet use, substance use, distracted driving, etc.)
• Canadian Community Health Survey; BC Adolescent Health Survey; proposed local survey
• Observational surveys (i.e., Bike to Work Week, etc.)

Evidence reviews
• Goal is to provide up-to-date evidence to support TSC campaigns and programs

Approach
• Work with UVic Centre for Youth and Society
• Ongoing scan of relevant publications and key published literature (provide brief summary of a few of the most relevant research papers)
• Provide detailed reviews on specific topics identified by TSC members three times per year

Vice-Chair Fyfe said it is hoped to bring some information around evidence to the next meeting.

Action: Members to bring potential research topics for discussion at next meeting

Action: Peggy Gibbs will put in a request for ICBC crash data by intersection

➢ **Follow up on request for point-to-point cameras on the Malahat**
Action: Deferred to next meeting

➢ **Update from Communications Working Group**
Erin Anderson provided an update on the meeting held with Chair McNeil-Smith and Joe Perkins. Direction is required from the TSC regarding this year's priorities before a communications plan can be determined. Another meeting is planned for next week.

➢ **Video re Cannabis Edibles**
The video on cannabis edibles that has been completed for our first campaign this year was shown to members. It was produced as part of the funding given to the UVic Centre for Youth and Society to provide this type of material aimed at the younger demographic. It is now playing on CHEK TV and will be making its way into social media. Frederick Grouzet said the response to the video on social media will be tracked.

5. **Priority Business**

➢ **Budget Update**
John Hicks reported that there hasn't been any change to the budget.

➢ **2020 Priorities**
Erin Anderson commented that we should focus on topics that are already generating material through Frederick Grouzet's group so that as we are thinking about communications, we can leverage the content being created. Frederick said that besides cannabis, the second topic identified is distracted driving. Work has just started on that and a meeting will take place with CHEK next week. Other possible topics for the younger demographic are cycling, pedestrians, and other modes of transportation, e.g., scooters, skateboards.

Discussion was held about the monthly priorities as listed in the Safety Committee calendar of the BC Association of Chiefs of Police. The focus for March is distracted driving and we should look at what's coming up in April and May so we can plan for that.

Erin Anderson said that through the Road Safety Strategy there is a collective campaign calendar that includes BCACP, police, ICBC, as well as other partners like MADD, etc., The link to the calendar is: https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/bc-road-safety-calendar-2020.pdf. This month the focus is on seatbelts and distracted driving. Next week, RoadSafetyBC is launching a campaign on "Buckle Up BC" which goes along with supporting the campaigns being done by the police and ICBC. When we are planning communications, we should look at the calendar so we can leverage the campaigns that are already out there and boost our message.

MOVED by Ron Cronk, **SECONDED** by Bill Laughlin, that the next campaign to be undertaken will be on distracted driving.   **CARRIED**

Action: Erin Anderson will connect with Frederick Grouzet's group re planning around communications on distracted driving and other topics

Erin Anderson talked about the proposal to hire a contractor to manage social platforms for the TSC as suggested at last month's meeting. If desired, we could also add a graphic design component for the road signs, etc. At the next communications meeting, a proposal request could be developed with the parameters, a potential dollar amount, and what the deliverables from the contractor would be. Erin will bring this information to the next meeting to be put to a vote and then contractors could be asked to submit a quote.

Frederick said it would be a good idea to work together regarding campaign approaches and commented that he has a core of youth and young adults that can review messaging, test new campaign material to see the response, etc.

➢ **Cst. Sarah Beckett Memorial Scholarship**
The updated application for 2020 will be added to the website, with the deadline for applications to be June 26th. A working group consisting Ron Cronk, Colleen Woodger, Cliff McNeil-Smith, and Murray Fyfe will review the applications and recommend a winner(s).

6. **Member Updates**
➢ **RoadSafetyBC**
Erin Anderson noted that the "Buckle Up BC" campaign will be launched next week

➢ **ICBC**
Peggy Gibbs commented that the road safety campaign for this month is distracted driving

- ➤ **Youth and Children**
  - Judy Dryden said that child passenger safety educator training was held in Oak Bay last week and nurses from Vic General were among the participants.
  - The special needs part of Judy's job will be taken over by a child passenger safety instructor from Merritt who works with children with special needs. Special needs updates will be provided through Hailey Bergstrom Parker, Richard Stanwick, or Jocelyn Pedder who will be aware of what's happening.
  - Judy stated that Dr. Richard Stanwick has done a resolution to the Canadian Paediatric Society which is for Transport Canada to revise and update their 2008 document related to transporting infants and children with special needs in personal vehicles due to the many issues faced by families/caregivers.

- ➤ **Seniors**
  No update

- ➤ **CRD**
  John Hicks advised that the active and safe routes to schools will be announced next week

- ➤ **IRSU**
  No update

- ➤ **CVSE**
  No update

- ➤ **Vancouver Island Safety Council**
  No update

- ➤ **GVCC**
  No update

- ➤ **Walk On, Victoria**
  No update

  Vice-Chair Fyfe commented that as we are developing campaigns, we need to consider both sides, i.e., drivers and vulnerable road users. For the upcoming distracted driving campaign, we may want to have a component that talks about the impact on vulnerable road users. As campaigns develop, we need to have that ongoing discussion. Todd Litman said this might be a good research topic for targeted research.

- ➤ **Municipal Police Forces**
  No update

- ➤ **BC Transit**
  - Dallas Perry commented that not only do transit drivers watch for road safety but also community safety
  - The transit lanes are just about done
  - Transit has plans in place in case of the coronavirus worsening

- ➤ **MOTI**
  No update

- ➤ **Working Group for UVic Centre on Youth and Society Joint Project**
  Frederick Grouzet said that his group is continuing to code videos and test messaging

7. **Other Business**

8. **Next Meeting**

The next meeting will be held on April 9, 2020 at noon at the Greek Community Centre. On motion, the meeting adjourned at 1:05 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, July 9, 2020
CRD Boardroom, 625 Fisgard Street

Members: Corey Burger, Greater Victoria Cycling Coalition
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Chris Foord, Community Member
Dr. Murray Fyfe, Island Health (Vice-Chair)
Shawn Haley, MOTI
Janelle Hatch, Island Health
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On, Victoria
Cliff McNeil-Smith, CRD Director (Chair)
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police

Regrets: Erin Anderson, RoadSafetyBC
Marnice Jones, School Districts
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Participating   Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Remotely: Dr. Frederick Grouzet, UVic Centre for Youth and Society (for Dr. P. Sukhawathanakul)

Guests: Colin Plant, CRD Board Chair

Recording Secretary: Arlene Bowker

TSC Chair McNeil-Smith called the meeting to order at 12:35 pm and acknowledged the Commission meeting was being held on First Nations territory.

He welcomed members and associate members in attendance as well as those participating remotely.

The following items were added to the agenda:

Under Business Arising:
- Update on request from ICBC for crash data
- Update on next campaign on distracted driving

Under Priority Business:
- Funding Application from Greater Victoria Bike to Work Society
- Cst. Sarah Beckett Memorial Scholarship

1. **Approval of Agenda**

   MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the agenda be approved as amended.
   CARRIED

2. **Approval of Minutes – March 12, 2020**

   MOVED by Colleen Woodger, **SECONDED** by Janelle Hatch, that the minutes of the meeting held on March 12, 2020 be approved as distributed. **CARRIED**

3. **Chair's Remarks**

   Chair McNeil-Smith thanked CRD staff for the work done during the pandemic, particularly regarding cleaning and preparation of this room so that we can meet in person.

   He expressed hope that everyone has kept well over the last four months. As individuals and communities, we have adapted extremely well. He gave particular thanks to Dr. Murray Fyfe and

Dr. Richard Stanwick for the remarkable work done by Island Health during the pandemic. He is also encouraged to see everyone in attendance today. There is a great deal of uncertainty ahead, but from the success we have had individually and collectively, we should have optimism and confidence as we move forward in our communities and with our Commission work.

4. **Business Arising from the Previous Minutes**

   ➢ **List of campaigns completed over last two years**
   John Hicks said that a list has been prepared but some updates are needed.

   Action: John Hicks will bring this information to the next meeting

   ➢ **Update from Working Group on Evidence and Data**
   Vice-Chair Fyfe advised there hasn't been a meeting of the working group since the last TSC meeting. The two components of the working group are to gather data to inform TSC planning, as well as ongoing review of published literature. It was planned for members to bring potential research topics for discussion at the April meeting, however, that meeting did not take place and a discussion will be held at a future meeting on what topics we would like to have researched. It is also planned to have UVic grad students doing literature searches for us on specific topics, and to do ongoing searches on our own.

   Action: Bring forward to the next meeting for discussion

   ➢ **Follow up on request for point-to-point cameras on the Malahat**
   Discussion was held about asking the CRD Board to follow up on the 2018 survey showing public support for point-to-point speed cameras on the Malahat. Members were in agreement and a proposed motion was considered, however, CRD Board Chair Plant who was in attendance at the meeting, said that he could follow up on this directly by sending a letter to Minister Farnworth asking for a status update and then provide an update to the TSC through Chair McNeil-Smith.

   ➢ **Update from Communications Working Group**
   The working group will meet as soon as possible and provide an update for the next meeting.

   Action: Bring forward to the next meeting

   ➢ **Update on request for ICBC crash data**
   Colleen Woodger advised that an internal meeting had been held to see what data ICBC could give to the Commission. She has suggested that ICBC provide a list of what they can make available and the TSC can decide what is appropriate. Colleen is hoping that the request can be prioritized for the Commission. ICBC will continue to liaise with the TSC to get that information to us.

   ➢ **Update on distracted driving campaign**
   Frederick Grouzet advised that he has met with CHEK twice on the design of this campaign. Because behaviours have changed during the pandemic and there has been a big increase in speeding, Frederick asked the Commission to confirm what the priority should be and whether the campaign should be on speeding rather than on distracted driving.

   Chair McNeil-Smith asked if there are speeding statistics or other information available from the police. S/Sgt. Ron Cronk replied that habits have changed during the pandemic, but he also said that the police are trying to align campaigns on a provincial, as well as a federal basis. It has been suggested previously that the TSC align campaigns with the police campaigns as that would have the most impact locally. There is one speed campaign a year and it took place in May.

   Sgt. Ryan O'Neil commented that distracted driving complaints were down, and speeding complaints rose exponentially, with extreme speeds because of less traffic. Sgt. Al Gurzinski said that during the pandemic there was a lot of excessive speeding. Saanich police had high tolerances but have moved them down again. They are still seeing a lot of distracted driving. While complaints about speeding are constant, data from speed reader boards show that a lot of the complaints on residential streets are mostly unfounded and it is more a perception problem. He noted they are constantly doing enforcement especially around intersections and construction zones and do see a lot of speeders.

Chair McNeil-Smith asked if there is a particular campaign coming up in the next couple of months on the police calendar that we would want to target. It was noted a counterattack campaign takes place in July and August and distracted driving in September. We do have the video produced by UVic around cannabis impairment which will be running until we have an alternative. It was decided to aim for an ad for September on distracted driving to match the police calendar. Frederick Grouzet confirmed that it is possible to have something ready.

MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the TSC will focus on a campaign for distracted driving to be ready for September.   **CARRIED**

Discussion was held on using material from other jurisdictions in our ads and reference was made specifically to two videos on texting, one from Australia brought forward by Bill Laughlin, and one from Quebec brought forward by Frederick Grouzet.

MOVED by Chris Foord, **SECONDED** by Bill Laughlin, that permission will be sought to use material from these two ads.   **CARRIED**

Action: Bring forward to the next meeting

5. **Priority Business**

    ➤ **Budget Update**
        John Hicks advised that with the pandemic and no meetings taking place, there hasn't been an opportunity to spend money, however, $10,000 was committed to the extension of the contract with CHEK until the end of the year. Also, an additional $3500 was received for the Cst. Sarah Beckett Memorial Scholarship from the Vancouver Island Slain Police Officers fund.

    ➤ **2020 Priorities**
        This has already been covered under Business Arising

    ➤ **Applications for Funding**
        John Hicks provided information on the two applications for funding that have been received, one from the Greater Victoria Placemaking Society and another one from the Greater Victoria Bike to Work Society. A working group was established last year to review funding applications using the established criteria and then bring recommendations back to the Commission. Vice-Chair Fyfe will follow up with members of the working group about reviewing the applications.

        MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the funding applications from the Greater Victoria Placemaking Society and the Greater Victoria Bike to Work Society be reviewed by the working group with recommendations to be brought to the August meeting.   **CARRIED**

    ➤ **Cst. Sarah Beckett Memorial Scholarship**
        Vice-Chair Fyfe provided an update on applications received for the Cst. Sarah Beckett Memorial Scholarship which were reviewed by members of the scholarship committee. There were seven applications received and they came from three out of four local school districts, one independent school, and one applicant who is already in post-secondary education. Each of the four scholarship committee members independently reviewed the applications. Of the seven received, there were four applicants that stood out, with a top two and then another two that were close. With the additional funding received for the scholarship from outside sources, it was proposed that four scholarships be given out.

        Vice-Chair Fyfe outlined the qualifications of the two applicants who were ranked highest by the committee based on the established criteria.

        MOVED by Colleen Woodger, **SECONDED** by Chris Foord, that applicant no. 1 be offered a $2000 Cst. Sarah Beckett Memorial Scholarship.   **CARRIED**

        MOVED by Colleen Woodger, **SECONDED** by Todd Litman, that applicant no. 2 be offered a $2000 Cst. Sarah Beckett Memorial Scholarship.   **CARRIED**

        Vice-Chair Fyfe outlined the qualifications of applicants who were ranked third and fourth by the committee based on the established criteria and proposed that because of the additional $3500

received, consideration be given to also providing $2000 scholarships to these applicants. CRD Board Chair Plant reminded the Commission that the bylaw that was passed to create this scholarship only refers to "one $2000 scholarship." Vice-Chair Fyfe withdrew his proposal and suggested that as per the recommendations of the scholarship committee, the third and fourth ranked candidates each receive $1000 scholarships from the additional funds.

MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the third and fourth ranked applicants receive scholarships in the amount of $1000 each. The highest ranked applicant would be awarded a $2000 scholarship from the Commission budget, with the next three ranked applicants awarded scholarships from additional donations received by the Commission.   **CARRIED**

Corey Burger asked whether equity is a consideration for scholarship candidates, i.e., gender, household income, ethnic background. John Hicks said that financial need is part of the criteria and applicants are asked to address that in their cover letter. Other personal information is redacted when the applications are being reviewed. Corey Burger suggested that next year we ask applicants to self-identify on a number of criteria around equity. After additional discussion, the following motion was brought forward.

MOVED by Corey Burger, **SECONDED** by Janelle Hatch, that the Cst. Sarah Beckett Memorial Scholarship application form and criteria be brought to the next meeting for discussion on proposed changes around equity.   **CARRIED**

Todd Litman suggested that we could differentiate between the scholarship given from CRD funds and others given from the additional funding by using different names. CRD Board Chair Colin Plant pointed out that there is a process that needs to be followed and if the Commission wants to give out more than one scholarship, a request should be made for the bylaw to be changed.

MOVED by Corey Burger, **SECONDED** by Chris Foord, that a request be sent to the Planning, Transportation and Protective Services Committee calling for an amendment to the Commission Bylaw to allow the Commission to award more than one scholarship.   **CARRIED**

6. **Member Updates**
   - **RoadSafetyBC**
     No update

   - **ICBC**
     Colleen Woodger commented that with the pandemic, ICBC had to transition very quickly from a face to face business to an online business and transfer over 3000 staff to work from home. She has been working on the road in essential service. Volunteer programs are slowly starting up again and she has been working with the Saanich Police summer students and the reserves, getting them trained. Big thanks to the police for being out there during these times. Road tests are back on and ICBC are reaching out to those whose tests had been cancelled. There are no walk-ins. Check out details at ICBC.com. Patience is appreciated. It's been a challenge getting PPE's for everyone involved. She is also looking at how the school programs can be done.

   - **Youth and Children**
     Hailey Bergstrom-Parker noted that BCAA staff have been working remotely as well. They have started doing car seat training sessions online and have been updating the website with videos and resources that people can access for child passenger safety.

   - **Seniors**
     No update

   - **CRD**
     No update

   - **IRSU**
     S/Sgt. Ron Cronk commented that it is counterattack month and they are working towards strategies to target impaired drivers

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  Bill Laughlin noted that there have been two motorcycle fatalities this year and speed was the major contributing factor in both. Also, VISC training has ramped back up. In addition, Bill mentioned the many comments that he received regarding S/Sgt. Ron Cronk and a partner patrolling the Renfrew Loop on their bikes during the pandemic. The visibility of having police out there hit a lot of forums.

- **GVCC**
  Corey Burger said that everything has been on pause. Bike to Work week has been postponed until late September and various other rides and training have also been postponed. Numbers on bike counters have shown that cycling is down on weekday and up on weekends. He has heard from bike stores that they can't keep stock in and are doing lots of repairs.

- **Walk On, Victoria**
  Todd Litman commented there has been a lot of research among public health professionals about the relationship between travel activity and COVID exposure with both public transit and automobile being considered contagion risks and active transportation the least risky activity. In response, many cities are working to encourage or improve walking and biking conditions. A lot of discussion is taking place among planners about the degree to which that should be both a current and post pandemic strategy. If we are going to recognize the health/infection reduction benefits of a more walkable, bikeable community, there will probably be some interesting implications for the TSC.

- **Municipal Police Forces**
  - Sgt. Ryan O'Neill said they will be focusing on impaired driving. Based on some public comments, they are working on a revised enforcement strategy with a modified approach to keep both officers and the public safe and are looking at a few different options.
  - Sgt. Al Gurzinski commented that Saanich Police will also be doing an impaired driving campaign this month with at least five roadblocks. The three things they target mostly are impaired driving, speeding, and distracted driving. There doesn't seem to be enough time in the day to do the education or the enforcement and are constantly on speeding. There has been an uptick in motorcycle collisions with two of the last three being caused by rider error.

- **BC Transit**
  No update

- **MOTI**
  Shawn Haley said that he has recently come back after being away in the north island for seven months and is happy to be back on the TSC. He noted that there are a lot of construction projects going on. The Keating X Road flyover is being explored with some closures taking place while core samples are taken; also work being done along Highway 14, and various other smaller projects.

- **Working Group for UVic Centre on Youth and Society Joint Project**
  Frederick Grouzet said they are working on putting together a survey around traffic behaviours in the spring which will provide data on whether youth behaviour changed during that time.

7. **Other Business**

8. **Next Meeting**

   The next meeting will be held on August 13, 2020 at noon at the CRD Boardroom, 625 Fisgard Street. On motion, the meeting adjourned at 2:07 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, August 13, 2020
CRD Boardroom, 625 Fisgard Street

Members: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
                  S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
                  Chris Foord, Community Member
                  Dr. Murray Fyfe, Island Health (Vice-Chair)
                  Shawn Haley, MOTI
                  Janelle Hatch, Island Health
                  Bill Laughlin, Vancouver Island Safety Council
                  Todd Litman, Walk On, Victoria
                  Cliff McNeil-Smith, CRD Director (Chair)
                  Joe Perkins, Media
                  Dr. Paweena Sukhawathanakul, UVic

Associates: John Hicks, CRD
                  Dallas Perry, BC Transit

Regrets: Corey Burger, Greater Victoria Cycling Coalition
                  Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
                  Colleen Woodger, ICBC Road Safety and Community Involvement

Participating Erin Anderson, RoadSafetyBC
Remotely: S/Sgt. Marc Chateau, Saanich Police
                   Dr. Frederick Grouzet, UVic Centre for Youth and Society

Guests: Faith Brown, Scholarship winner (and her parents)
                  Dr. Charuka Maheswaren, Island Health
                  Cassandra Olson, Scholarship winner
                  Retired RCMP Staff Sgt. Major Kathy Rochlitz, Vancouver Island Slain Police Officers Fund

Recording Secretary: Arlene Bowker

Chair McNeil-Smith called the meeting to order at 12:10 pm and welcomed members, associates and guests.

Vice-Chair Fyfe introduced his guest, Dr. Charuka Maheswaren, a medical resident who is currently working with Island Health.

1. **Approval of Agenda**

   MOVED by Ron Cronk, **SECONDED** by Chris Foord, that the agenda be approved.   **CARRIED**

2. **Approval of Minutes – July 9, 2020**

   MOVED by Janelle Hatch, **SECONDED** by Shawn Haley, that the minutes of the meeting held on July 9, 2020 be approved as distributed.   **CARRIED**

3. **Presentation of Cst. Sarah Beckett Memorial Scholarship**

   Chair McNeil-Smith spoke about the Cst. Sarah Beckett Memorial Scholarship that was established after Cst. Sarah Beckett from the West Shore RCMP Detachment lost her life in 2016 in an automobile crash while on duty. A scholarship is awarded annually to a post-secondary student living in the CRD who demonstrates academic achievement, financial need, community service and an expressed interest in pursuing a career in law enforcement.

   Members of the Scholarship Committee had reviewed the scholarship applications and brought forward a recommendation for a winner. Two scholarships will be awarded this year due to a donation received from the Vancouver Island Slain Police Officers Fund and Chair McNeil-Smith introduced the winners who are in attendance at today's meeting:

- Cassandra Olsen, winner of this year's Cst. Sarah Beckett Memorial Scholarship. Cassandra is a graduate of Belmont Secondary and has been accepted into the University of Alberta Criminology Program this fall. Cassandra has shown exceptional commitment to her academic, music and sporting goals over the years. Her end goal is to enter a career in law enforcement. John Hicks, CRD, presented the scholarship to Cassandra.

- Faith Brown, winner of the additional scholarship funded by the Vancouver Island Slain Police Officers Fund. Faith attended Stelly's Secondary where she worked hard to achieve her academic and sporting goals. She has a long history of volunteering in the community. Faith has long dreamed of following her father into a career in policing and is excited to have accepted an undergraduate degree position at the University of Victoria for the fall semester with a goal of eventually joining the RCMP. The scholarship was presented by retired RCMP Staff Sergeant Major Kathy Rochlitz representing the Vancouver Island Slain Police Officers Fund.
  Chair McNeil-Smith also acknowledged Faith's parents who were in attendance.

4. **Chair's Remarks**

   Chair McNeil-Smith commented that it was a pleasure to award the scholarships on behalf of the Commission.

5. **Business Arising from the Previous Minutes**

   ➢ **List of campaigns completed over the last two years**
     John Hicks provided a list of TV campaigns that were carried out over the last two years as follows: Headrest positioning; Don't be Dead Right; Crotches Kill; Leave your Phone Alone; Get Home Safe; Slow down, Move over; ICBC – Designated Dog; and ICBC – Driving Blind.

     Other general campaigns carried out were impaired driving; motorcycle safety; making the Malahat safer; backroad impaired "Even out Here;" stupid distractions; and cycling safety.

     Chair McNeil-Smith noted that at last month's meeting a motion was passed to make distracted driving the focus for the next TSC campaign, to be ready for September. There were two ads on distracted driving from other jurisdictions that were of interest to the Commission, however, approval hasn't yet been received for use of these.

     Frederick Grouzet gave an update on how the distracted driving campaign ad is proceeding. A meeting was held with CHEK news this morning and the script for the ad had been reviewed. It is proposed that the video would feature a cell phone ringing while a young woman is driving, and a small "self" sitting on her shoulder asking her to respond. The message at the end of the video would be "put your phone on airplane mode and enjoy the drive." Shooting for the ad could take place by the end of August and it should be ready around the beginning of September. He requested feedback on the proposed message.

     During discussion, members expressed the view that a message about putting a phone on airplane mode while driving could be confusing. If someone is holding their phone (even if it is on airplane mode) or the phone is visible in the car, a fine for distracted driving could still be given. Case law is clear that the phone should either be attached to the car or not be visible. It was agreed that the message needs to be clear and concise and a better message would be "put your phone away while driving."

   ➢ **Discussion on future research topics**
     Vice-Chair Fyfe said that the Data and Evidence Group consisting of himself, Corey Burger and Frederick Grouzet haven't met but they will try to get together within the next month. He asked members for suggestions for topics for literature review that could be done to get the latest evidence on something that could help influence future campaigns. Suggestions should be forwarded to Murray or Fred within the next few weeks.

   ➢ **Update from Communications Working Group**
     Chair McNeil-Smith said he, Erin Anderson and Joe Perkins will meet soon to discuss how to move forward with the messaging around the upcoming distracted driving campaign.

Joe Perkins provided an update around some of the things happening with CHEK. The campaign that has been running through the summer is coming to an end and the new campaign on distracted driving will run through fall and winter. CHEK has been covering safety issues all summer, with COVID-19 taking much of the focus. Corey Burger was on CHEK recently to talk about cycling and new federal funding for transportation infrastructure projects. In terms of opportunities for the Commission, a new weekly podcast is starting on CHEK and will provide TSC members the opportunity to talk about safety. It is CHEK's first experience with podcasting and the format allows for them to take some time on various topics. Also, the sales team is interested in having a TSC member on the newscast to talk about issues that the Commission wants to discuss publicly and 8-10 minutes on the weekend show would be available for that.

Joe also commented that in terms of email received, the number one issue is bike lanes.

➢ **Approval for using ads from other jurisdictions**
Already discussed

6. **Priority Business**

➢ **Budget Update**
John Hicks advised that this year's budget is being closed off. We will have a $32,000-35,000 carryover and because of this, there hasn't been a cost of living increase requested for next year.

➢ **Recommendations re Funding Applications**
Paweena Sukhawathanakul provided information on the evaluation of the two applications for funding that she, Janelle Hatch and Dallas Perry had carried out. The applications submitted were for a Light the Night Campaign by the Bike Victoria Society and a Be Bright intersection safety campaign by the Greater Victoria Placemaking Network.

The applications were evaluated using the TSC funding criteria. Based on this, only one application matched the criteria and that was the "Light the Night" campaign and conditional approval for funding is recommended subject to the submission of some additional information. The other funding application did not meet the established criteria.

MOVED by Paweena Sukhawathanakul, **SECONDED** by Bill Laughlin, that the "Light the Night" campaign organized by the Bike Victoria Society conditionally receive the requested funding of $4,030.50 pending the submission of additional information.   **CARRIED**

➢ **Review of Cst. Sarah Beckett Scholarship application form and criteria**
Further to last month's discussion regarding the terms for awarding the scholarship as per the bylaw, John Hicks commented that if we want to award more than one scholarship, the bylaw needs to be changed. It may be worth having a look at the bylaw in detail to see if there are any other revisions the Commission would like to make.

He also referred to the issue of equity in the scholarship criteria as raised last month and asked if the Commission wants to formally articulate some sort of equity piece in the criteria or leave as is.

Action: Defer to next meeting. The criteria will be circulated to members.

Chris Foord noted that he had received a report on the Roy Watson Traffic Safety Award which is administered by UVic. This year there is about $7,000 available, which includes a $3,000 carryover.

7. **Member Updates**

• **RoadSafetyBC**
Erin Anderson commented that RoadSafetyBC is ramping up communications around distracted driving and seatbelts. They will be running a social media campaign called "Buckle up BC" targeting back to school from August 8-20 and during the month of September to support the distracted driving campaigns that ICBC and the BCACP traffic safety committee will launch.

• **ICBC**
No update

- **Youth and Children**
Hailey Bergstrom-Parker noted that "slow down, kids playing" signs are available for families and can be picked up at service centres across the Island. Also, online video training sessions are now being offered to local family organizations for car seat and child passenger safety.

- **Seniors**
No update

- **CRD**
No update

- **IRSU**
S/Sgt. Ron Cronk commented they are wrapping up the impaired driving campaign held in July. It was challenging with COVID-19 to find ways to detect impaired drivers. They are working through different processes and talking with health officials re best practices.
For September, distracted driving and seatbelt compliance will be targeted and police will be on street corners and in rush hour traffic.

- **CVSE**
No update

- **Vancouver Island Safety Council**
Bill Laughlin noted that "The Upside" portion of CHEK news did a segment on the Safety Council which received an immediate response. Besides cycling, motorcycling has also increased a lot. It has been a good season with lack of crashes and a high profile.

- **Media**
Joe Perkins mentioned that "The Upside" is a new segment CHEK has been doing since COVID started and it has been a huge success. It runs for about eight minutes every night and showcases something in the community. They are open to suggestions if anyone has any ideas on how to use this as an additional way to get the safety message out.

- **GVCC**
No update

- **Walk On, Victoria**
Todd Litman mentioned that there is a current discussion about whether to reduce speed limits in BC from 50 km/h to 40 or 30 in urban areas and referred to a study from Toronto that showed when speed limits were reduced to 30, there was a very substantial reduction in pedestrian crashes and severity. He suggested that looking at those impacts could be a TSC research project and looking at how that could be applied in the CRD could be a future discussion topic.

- **Municipal Police Forces**
No update

- **BC Transit**
Dallas Perry noted that in June, BC Transit held a successful 4-day seatbelt campaign targeting their morning and afternoon operators. When operators came through the gates, a visual check was done to see if seatbelts were being worn.
He also commented that within the next few days, mask wearing will become mandatory on buses.

- **MOTI**
Shawn Haley gave an update on highway projects: the McKenzie Interchange should be complete in the next few weeks; pavement replacement has been completed on a couple kilometers on Highway 14 and also some ramps on the Trans-Canada Highway; a Sooke pedestrian enhancement project is about to start; a contract has recently been awarded for 11 km of highway widening on Highway 14 from Otter Point to Woodhaven; the high friction surface treatment on some intersections is being redone this summer; the Gillespie flyover project is currently out for tender; and Otter Point Road is being widened. Altogether there is about $150 million worth of projects taking place.

- **Working Group for UVic Centre on Youth and Society Joint Project**
  No update

- **Island Health**
  Janelle Hatch noted that back to school guidelines are encouraging active forms of transportation to and from school to try and lessen bus travel with distancing issues on school buses so hopefully there will be more kids walking and cycling.

  Vice-Chair Fyfe commented that a meeting with school districts is being held next week re back to school plans and they do want to encourage active transportation. Janelle mentioned that the Walk and Wheel to School Week which usually occurs the first week of October has been cancelled.

8. **Other Business**

9. **Next Meeting**

   The next meeting will be held on September 10, 2020 at noon at the CRD Boardroom, 625 Fisgard Street. On motion, the meeting adjourned at 1:16 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, September 10, 2020
CRD Boardroom, 625 Fisgard Street

Members: Corey Burger, Greater Victoria Cycling Coalition
               S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
               Chris Foord, Community Member
               Dr. Murray Fyfe, Island Health (Vice-Chair)
               Bill Laughlin, Vancouver Island Safety Council
               Todd Litman, Walk On, Victoria
               Cliff McNeil-Smith, CRD Director (Chair)
               Joe Perkins, Media
               Dr. Paweena Sukhawathanakul, UVic
               Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Deputy Chief Constable Mark Fisher, Oak Bay Police
               John Hicks, CRD
               Sgt. Ryan O'Neill, Victoria Police
               Dallas Perry, BC Transit
               Dr. Richard Stanwick, Island Health

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
               Dr. Frederick Grouzet, UVic Centre for Youth and Society
               Shawn Haley, MOTI
               Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

**Participating   Erin Anderson, RoadSafetyBC
Remotely:**   S/Sgt. Marc Chateau, Saanich Police
               Janelle Hatch, Island Health

Guests: Beth Hurford, Urban Systems
               Troy McKay, District of Saanich
               Brian Patterson, Urban Systems

Recording Secretary: Arlene Bowker

Chair McNeil-Smith called the meeting to order at 12:10 pm and welcomed members, associates and guests.

1. **Approval of Agenda**

    MOVED by Colleen Woodger, **SECONDED** by Chris Foord, that the agenda be approved. **CARRIED**

2. **Approval of Minutes – August 13, 2020**

    MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the minutes of the meeting held on August 13, 2020 be approved as distributed.   **CARRIED**

3. **Presentation re Speed Limit Reduction Pilot Project**

    Chair McNeil-Smith introduced presenters Troy McKay and Brian Patterson.

    Troy McKay provided some background on the pilot project. In 2018, Saanich Mayor Fred Haynes asked the provincial government to make changes to the Motor Vehicle Act to reduce speed limits to improve safety for vulnerable road users. The Province responded to say they were not prepared to make changes at that time but advised that the District of Saanich could consider making an application under Part 13 of the MVA which allows for pilot projects. The Mayor of Saanich has asked other mayors in the region if they would be interested in participating and to date, ten municipalities have indicated their interest.

    Brian Patterson gave an overview of the project. As noted above, the District of Saanich staff are leading a collaborative initiative with several other Capital Region municipalities to coordinate

development of an application to the Ministry of Transportation and Infrastructure for a 3-year pilot project that would set the default speed limit to 40 km/h on streets without a continuous yellow centreline. This study will inform the application to MOTI who have indicated that an intake for MVA pilot projects will occur in the fall of 2020 with a general theme of projects that increase road safety for vulnerable road users.

In July, municipalities were contacted, and initial meetings held with engineering staff to gauge interest in participating and since then have worked with them to start developing what the key components of the pilot program could be. Engagement with both local and regional stakeholders will take place over the next month or so and the input received will raise awareness and inform the pilot project application. They are also working with municipalities so that updates can be provided to councils this fall, in anticipation of the application being submitted in November or December. It is expected that the announcement of successful projects would be in spring 2021, with implementation of speed limit reduction in late summer or early fall 2021 as a pilot project for up to three years. Collection of speed data would occur prior to the pilot and at specified periods over the three years.

In terms of benefits, reduced speed limits improve safety and reduce collisions, as well as improving community livability. Across the country, approximately 2000 people are killed and 165,000 injured in collisions and speeding is a significant contributing factor to traffic collisions. ICBC data from the past ten years shows that speeding is a contributing factor in about 30% of all collisions. Frequency and severity of collisions increases significantly with motor vehicle speeds. Risk of fatality increases exponentially above 40 km/h. Several Canadian and US cities have implemented reduced speed limits on residential roads. Many cities in Canada are considering a similar reduction to 40 km/h on residential roads.

Some suggested discussion questions are:
1. What benefits or risks do you see of reducing speed limits to 40 km/h on residential roads
2. What considerations are top of mind for you
3. Is there anything else you would to see addressed or measured within the pilot program
4. How might we measure the success of this pilot
5. What data might you have that could inform the pilot program
6. How might we keep you engaged during the pilot

Questions and Comments:

Q: Could speed reader boards be used pre and post the speed limit reduction to get local data and see the impact on extreme speeds?
A: There is a planned data collection process with counts in about 75 locations across the region, both in locations affected by the pilot and not affected by the pilot. Will need to be critical of where data collection is done, i.e., on generic residential roads.

Q: Which municipalities are participating and are you concerned that not all municipalities have signed on?
A: Sooke, Metchosin, Langford and the Highlands are not currently participating. While it would be ideal to have all 13, currently there is a solid base in the core and continuous geography of municipalities is beneficial.

Q: Why was 40 km/h was chosen over 30 km/h? International evidence recommends 30 km/h on residential roads. The City of Toronto recently reduced from 40 km/h to 30 km/h. The City of Vancouver is going ahead with a 30 km/h pilot project.
A: While this was a question that was explored, going from 50 to 40 does have significant safety benefits. Also wanted to make sure this initiative would have broad support by municipalities and the political will to move forward is stronger at 40 than 30.

Q: Does evidence show speed reduction is also lessening the frequency rate of collisions?
A: Not sure if there is definitive evidence showing that frequency rate is greatly reduced, however, in looking at reaction times from the lower speeds, likely it would have an effect.

Vice-Chair Fyfe noted that data from Toronto showed a reduction in both severity and frequency.

Q: How will the public be made aware of the difference in speed limits between participating and non-participating municipalities?

A: There will be a large public education campaign, along with signage and will be enforceable by police because it would be enacted through regulation.

Q: Of the 58 fatalities that occurred in BC, how many were on residential streets? Most, if not all, were probably at intersections and crosswalks so how do we take the next step to say lowering speed on residential streets will help reduce fatalities?

A: It is correct to say that the 2000 fatalities across the country occurred on all roads, highways, arterial and local roads. There are some that do occur on local roads so it will have an impact.

Q: If a large proportion of injuries and fatalities occur on more major roads, was there any consideration given to expanding this beyond residential streets?

A: It was thought to be more politically palatable to make this change as a first step but there is no technical reason it could not be expanded at some point.

Q: What would the costs for the project be? Is each municipality responsible for providing their own signage?

A: Yes, but there will not be an excessive amount of signage required. Costs will vary between municipalities and haven't been finalized yet.

Q: How is lowering speed limits on residential streets going to change motorist behaviour? Cordova Bay Road already has a posted speed of 40 and most motorists are going between 51-53. Also, it would be difficult to deal with a lot of complaints about speeds on residential roads as Saanich Police traffic are already maxed out on enforcement

A: This change would affect 50-60% of the roads in Saanich which has a different effect than just signs on one road. The jury is still out in North America on this type of pilot and what the effects have been. Also, it is recognized that police enforcement priority is in high crash areas and school zones.

Q: Is there a component to look at whether speed changes affect road share? Suggested to target looking at changes in walking and biking to school, also perception, with possibly some spot studies done on specific streets.

A: Good suggestion and we should do our best to measure all users and see if there is a change in road share.

Vice-Chair Fyfe commented that he could provide data from the health side that would help with evaluation, also data from school related surveys that might be helpful in terms of looking at before and after. The project team will be meeting with school district reps.

Chair McNeil-Smith thanked Troy McKay and Brian Patterson and said we would welcome them back later in the fall or early next year for another presentation.

Follow-up discussion took place about a possible recommendation in support of the pilot project. Joe Perkins commented that if we do support this pilot project, it would be more powerful to have the whole region involved and suggests reaching out to the municipalities not currently participating. Any recommendations from the TSC would need to go through the Planning, Transportation and Protective Services Committee.

Ryan O'Neil said that he was at the area chiefs meeting when the pilot project was discussed. Saanich and Victoria Police Chiefs had some concerns regarding enforcement and whether there is a need for this to be done. They also expressed concern about not all municipalities participating.

It was agreed to wait to make any recommendations until after the next presentation when more information will be available.

4. **Chair's Remarks**

No remarks

5. **Business Arising from the Previous Minutes**

    ➢ **Update from Communications Working Group**

    Action: Defer to next meeting

6. **Priority Business**

    ➢ **Budget Update**
    John Hicks reported that there hasn't been any change to the budget. He advised that Bike Victoria did get back to him regarding the request for additional information for their grant application and he forwarded the information to Paweena Sukhawathanakul. Paweena confirmed that the additional information was sufficient to give final approval to the funding application. She also commented that for future funding applications, applicants should have to provide an evaluation statement or some sort of monitoring of their progress.

    ➢ **Review of Cst. Sarah Beckett Scholarship application form and criteria**
    At the July meeting, Corey Burger had raised the question of equity for scholarship applicants. He advised that he has had a discussion with Janelle Hatch and he and Janelle will meet to look at the some of the language used by Island Health and then bring recommendations to the Commission.

    Action: Bring back to a future meeting

7. **Member Updates**

    •   **RoadSafetyBC**
    Erin Anderson said they are in the midst of their BuckleUpBC social media campaign which follows up on the BCACP law enforcement calendar and have asked some of their partners to participate as well.

    •   **ICBC**
    Colleen Woodger reported that volunteer programs are starting up again. She is currently involved with back to school. Distracted driving campaign is also going on this month and working with different groups and police to raise awareness. The pedestrian safety campaign is ramping up and widespread distribution of reflectors will take place. The secondary school speaker tour has been finalized and will be going with recorded presentations. Schools will have a two-week window to receive the presentation and then there will be an opportunity for a one-hour question and answer session with the speakers. John Westhaver did the pilot and there was a huge amount of conversation that came out from the students, so it is quite promising. Continuing to work with the P.A.R.T.Y. Program and support them financially. Also, doing lots of training with volunteer programs. Driver tests are up and running and the number of driving examiners has been increased, also opening up centres and working on clearing up the backlog. Thanks for supporting campaigns.

    •   **Youth and Children**
    Janelle Hatch commented that the Walk and Wheel to School Campaign will be going ahead this year, although it will look different than in previous years. The campaign this year is somewhat reduced, but the information has just gone out to schools in the last couple days and still want to provide support and encouragement for active transportation to school. The project will take place October 5-9.

    •   **Seniors**
    No update

    •   **CRD**
    John Hicks reported that the Active and Safe Routes to School Program is working on different pilot programs and will be a little more interactive. Also working on road education for cyclists as opposed to the traditional training where it was done on school grounds. The permanent counter program has been extended across the region so there will be a significant amount of data

available. Another eight counters are being added. Victoria, Saanich and UVic are on board so all that data is on the same website. The volunteer count program this year will be done on a smaller scale with a particular focus on identifying gender and number of children cycling.

- **IRSU**
  Ron Cronk said they are currently working through the BCACP enforcement calendar which in September focuses on seatbelt compliance and distracted driving. Also partnering with community police agencies on school zone speed enforcement. Today in school zones found more seatbelt and distracted driving infractions than speed. Prior to the next TSC meeting, Ron will be attending the BCACP Traffic Safety Committee AGM in Vancouver.

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  Bill Laughlin commented that they are busy and have been swamped with registrations.

- **GVCC**
  Corey Burger noted that Go by Bike Week is the 28th and it has been rebranded from Bike to Work Week. All trips will be tracked regardless of where people are going. The launch will be on Monday and will be online. Also, GVCC is starting a new branding process.

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  - S/Sgt. Marc Chateau, Saanich Police, commented that Saanich and Victoria traffic have been working together on a project and will be working together again later this month on distracted driving and seatbelts.
  - Sgt. Ryan O'Neill, Victoria Police, said that it is good working with the different police agencies on certain projects. Victoria Police have been doing enforcement at South Park School.

- **BC Transit**
  Dallas Perry thanked Colleen Woodger for the information she supplied and will be using it for his next occupational health and safety meeting for distracted driving. He also noted that masks are mandatory when using BC Transit and there has been about a 90% compliance rate.

- **MOTI**
  No update

- **Working Group for UVic Centre on Youth and Society Joint Project**
  No update

8. **Other Business**

9. **Next Meeting**

The next meeting will be held on October 8, 2020 at noon at the CRD Boardroom, 625 Fisgard Street. On motion, the meeting adjourned at 1:30 pm.

Members: Corey Burger, Greater Victoria Cycling Coalition
                Chris Foord, Community Member
                Dr. Murray Fyfe, Island Health (Vice-Chair)
                Bill Laughlin, Vancouver Island Safety Council
                Cliff McNeil-Smith, CRD Director (Chair)
                Dr. Paweena Sukhawathanakul, UVic
                Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Cst. Rod Fraser, West Shore RCMP
                John Hicks, CRD

Regrets: Erin Anderson, RoadSafetyBC
                Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
                S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
                Shawn Haley, MOTI
                Todd Litman, Walk On, Victoria
                Joe Perkins, Media
                Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Participating   Dr. Frederick Grouzet, UVic Centre for Youth and Society
Remotely: Janelle Hatch, Island Health

Recording Secretary: Arlene Bowker

Chair McNeil-Smith called the meeting to order at 12:10 pm. He welcomed members and associates and introduced Cst. Rod Fraser as the new representative from the West Shore RCMP.

1. **Approval of Agenda**

    MOVED by Colleen Woodger, **SECONDED** by Chris Foord, that the agenda be approved. **CARRIED**

2. **Approval of Minutes – September 10, 2020**

    MOVED by Murray Fyfe, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on September 10, 2020 be approved as distributed with the following amendment:
    - Add Dr. Frederick Grouzet's name to "Regrets" on page 1   **CARRIED**

3. **Chair's Remarks**

    No remarks

4. **Business Arising from the Previous Minutes**

    ➢ **Review of Cst. Sarah Beckett Scholarship Application Form and Criteria**
    Janelle Hatch provided an update on discussions with Corey Burger and John Hicks on possible minor revisions to the application and some changes around process. One change being considered is including a diversity and inclusion statement on the application form. There are many examples of this that we could draw on. Janelle has been able to pull several examples and John will be looking at what is currently being used on CRD job postings.

    Action: A draft will be prepared and brought back to the Commission

    Another item discussed was finding out how applicants are learning about the scholarship. This will help to ensure that we are reaching out broadly enough. Adding a question on the actual application form to that end would assist in getting a broader diversity of people applying. Comments or feedback on the proposed changes would be welcomed.

    John commented that in terms of timelines, the minor changes to the application form itself can be done quickly and the inclusion statement could be ready by January or February which would give

time to get it through Legislative Services and be ready for next year's application cycle. Janelle will be providing John with information on the Island Health inclusion statement. Chair McNeil-Smith noted that the CRD Board has recently adopted an inclusion statement on all its agendas.

Vice-Chair Fyfe asked whether the diversity and inclusion statement would be included in the criteria for selection of candidates. John replied that it is more about getting communication out that we are encouraging different demographics to apply.

Corey noted that he and Janelle had discussed speaking to the 2020 scholarship committee about how they felt the process might work and whether this was something we might want to include for next year.

Chair McNeil-Smith commented that after John has a discussion with Legislative Services, we will have a better idea what it would look like and options to consider. He thanked Janelle, Corey and John for their work on this.

5. **Priority Business**

➢ **Budget Update**
John Hicks gave an update on the budget and noted that because no meetings were held for four months due to the corona virus, there will be a significant surplus for next year. There has only been approximately $5,000-$6,000 used of the funds allocated for grants so there is an additional $30,000 from that and meeting expenses are well below what had been expected. Last year, there were grants to UVic in the amount of $15,000 and Beacon Community Services in the amount of $11,000, along with the Walk and Wheel to School Program. There haven't been a significant number of grant applications this year, one reason being that some organizations have put their programming on hold.

Corey Burger noted that applications could still come in this year and said that the BC Cycling Coalition took over the ICBC cyclists' manual from the GVCC and are planning on doing a new edition and are currently speaking to funding partners. Corey will reach out to BCCC to make them aware that they could apply for funding through the TSC.

Colleen Woodger commented that the TSC doesn't get the volume of applications we have had in the past and said that we need to do a better job of promoting the funding that is available through the Commission. She suggested that possibly CHEK could do a feature. Corey asked if something could be sent out through CRD social media.

Action: Chair McNeil-Smith will take this up with the communications committee

➢ **Update on Fall Campaign**
Frederick Grouzet gave an update on the status of the distracted driving campaign ad. Some changes were made based on the feedback from the TSC at the August meeting. There has been a delay in shooting the video, but it is hoped shooting will start next week and that the ad will be ready for broadcast by the end of October. He will keep in touch with John Hicks re the timeline.

➢ **CHEK Marketing Campaign Agreement**
John Hicks said that we have received an advertising proposal from CHEK which is basically a continuation of the existing agreement, with one key piece being that the cost includes CHEK doing our creative. A six-month extension of the contract would cost $10,500 or $21,000 for a one-year period. We would be getting prime time ads on the news, along with some bonus ads. It was also noted that the viewership on CHEK has gone up substantially through the pandemic.

Chair McNeil-Smith commented that in 2019 we had asked for advertising proposals from CTV and CHEK and at that time, the decision was made to move to CHEK from CTV. An agreement was signed for the period of January to June 2020 and then renewed from July to the end of this year. One of the decision points in moving to CHEK was that they were able to provide the creative. Chair McNeil-Smith asked if there was any indication on the limit of the number of different ads within a six-month or twelve-month period and John will check on this.

Chris Foord commented that he would be in favour of extending the contract for a one-year period so we could build up a series of ads and rotate them depending on the season.

Corey Burger said that in the past we have discussed applying some of the criteria that we use for grant applicants to our own spending. It would be useful to be able to show what we are getting for the money we are spending.

John said that the program that we had funded with UVic is essentially what is informing the ads and so they are intrinsically linked with one of our funding projects. Colleen Woodger commented that she sees this as different from our regular application process and more as a way for us to get our campaigns out. Vice-Chair Fyfe noted that through the periodic reports received from CHEK, we get an idea of how much reach we have. Possibly in a year or so, we may want to go back and do an RFP. He also commented it would be complicated and expensive for us to do a more thorough evaluation.

Chair McNeil-Smith remarked that in terms of reach to the public, there are different ways we could promote or market our messages, e.g., social media, YouTube, etc. He could take this to the communications committee to see what other opportunities there are.

Corey said as this is one of our largest expenses, we should be holding ourselves to the fire the same as we do for grant applicants. The world is changing in terms of media and it behooves us as an organization to look at other methods. After this year he would like to see CHEK come back with their demographics showing who they are reaching for the money spent. We should be deciding in January what our priorities are for the coming year, with the messaging and budget approved at the same time and a single document showing what we're spending money on, how much we're spending, and what our expected outcomes are.

John noted that CHEK has provided that information with costs and number of people reached, demographics, etc. In terms of our ads, they were agreed on by the TSC and followed our general priorities set out earlier this year and are in conjunction with the research being done by UVic through the grant money from the TSC.

Vice-Chair Fyfe commented that we need to be linking the different types of media that we are working through. In the past we have used ads on buses, the sides of vehicles, etc. The advantage of that is that it really emphasizes the TV ads and is free or very low-cost advertising and we should be looking at doing that again with our next campaign.

MOVED by Bill Laughlin, **SECONDED** by Chris Foord, that the contract with CHEK be renewed for a one-year period from January-December 2021, and that we look at expanding to other venues as well. **CARRIED**

Action: Chair McNeil-Smith will meet with Erin Anderson and Joe Perkins re messages across different platforms and may invite others to join discussions

Action: John Hicks will confirm with CHEK whether we can use their creative on other advertising as well

6. **Member Updates**

   - **RoadSafetyBC**
     No update

   - **ICBC**
     No update

   - **Youth and Children**
     No update

   - **Seniors**
     No update

- **CRD**
  No update

- **IRSU**
  No update

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  No update

- **GVCC**
  Corey Burger noted that Go By Bike Week has finished. Participation was down this year and there were also less workplace teams.

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  No update

- **BC Transit**
  No update

- **MOTI**
  No update

- **Working Group for UVic Centre on Youth and Society Joint Project**
  No update

- Chris Foord remarked that he has had a couple of opportunities to cover some topics on the radio

7. **Other Business**

   ➤ **November and December Meetings**
   Chair McNeil-Smith said the CRD Boardroom is available for the November 12 meeting, however, may not be available for the December 10 meeting. John Hicks will confirm. Chair McNeil-Smith also noted that we don't have specifics to go forward to the November meeting agenda so possibly we may want to cancel that meeting. He will confirm whether it will go ahead.

8. **Next Meeting**

   Next meeting date to be confirmed. On motion, the meeting adjourned at 1:10 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, December 10, 2020
(Meeting held virtually)

Members: Erin Anderson, RoadSafetyBC
              Corey Burger, Greater Victoria Cycling Coalition
              Chris Foord, Community Member
              Dr. Murray Fyfe, Island Health (Vice-Chair)
              Dr. Frederick Grouzet, UVic Centre for Youth and Society
              Janelle Hatch, Island Health
              Bill Laughlin, Vancouver Island Safety Council
              Todd Litman, Walk On, Victoria
              Cliff McNeil-Smith, CRD Director (Chair)
              Dr. Paweena Sukhawathanakul, UVic
              Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
              Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Sgt. Al Gurzinski, Saanich Police
              John Hicks, CRD
              Sgt. Ryan O'Neill, Victoria Police

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
              S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
              Shawn Haley, MOTI
              Joe Perkins, Media

Recording Secretary: Arlene Bowker

Chair McNeil-Smith called the meeting to order at 12:05 pm.

1. **Approval of Agenda**

   MOVED by Bill Laughlin, **SECONDED** by Janelle Hatch, that the agenda be approved.   **CARRIED**

2. **Approval of Minutes – October 8, 2020**

   MOVED by Corey Burger, **SECONDED** by Bill Laughlin, that the minutes of the meeting held on October 8, 2020 be approved as distributed.   **CARRIED**

3. **Chair's Remarks**

   Chair McNeil-Smith thanked all members of the Commission for their participation in 2020. It has been a challenging year since the start of the pandemic in March. He also thanked John Hicks for the support work he does for the Commission, and thanked Arlene Bowker for organizing communications with members and producing the minutes and agendas.

   Chair McNeil-Smith commented on changes to the TSC membership and thanked members who are leaving for their service to the Commission. Dr. Murray Fyfe is a long-standing member of the Commission and will be leaving at the end of this year. Chair McNeil-Smith noted that he has enjoyed working with Dr. Fyfe in their roles as Chair and Vice-Chair. Sgt. Ron Cronk will be retiring from IRSU at the end of December and stepping down from the Commission in that role, however, in February he will be replacing Bill Laughlin as the representative from the Vancouver Island Safety Council as Bill will be retiring.

   Chair McNeil-Smith also noted that at yesterday's CRD Board meeting, he was reappointed to other committees and commissions and will not be serving on the TSC in 2021. Mayor Fred Haynes from Saanich has been appointed as the CRD Board representative on the Commission. Elections will be held in January to appoint a new Chair and Vice-Chair on the TSC.

4. **Business Arising from the Previous Minutes**

   ➢ **Inclusion/equity Statement for the Cst. Sarah Beckett Memorial Scholarship Application**
   Janelle Hatch provided information on the proposed inclusion/equity statement which she, Corey Burger and John Hicks have prepared, and which is based on the CRD statement in use. The statement reads as follows:

   "The CRD strives to be a place where inclusion is paramount and people are treated with dignity regardless of race, colour, ancestry, place of origin, religion, marital status, family status, physical or mental disability, sex, sexual orientation, gender identity or expression, or economic status."

   It was also proposed that lead into the application would be with one of the following two options:

   Option 1: We welcome applications for this scholarship from all groups

   Option 2: We strongly encourage applications from First Nations, Métis and Inuit peoples, racialized persons and those who identify as 2SLGBTQ+

Chair McNeil-Smith proposed the TSC approach this in two parts and asked for a motion for approval of just the inclusion/equity statement.

MOVED by Janelle Hatch, **SECONDED** by Corey Burger, that the inclusion/equity statement as presented above, be approved for inclusion in the Cst. Sarah Beckett Memorial Scholarship application.

Discussion was held on the motion as follows. Paweena Sukhawathanakul questioned whether we are asking applicants to self-identify. Janelle replied that is not part of the application and said that the statement is about encouraging diversity of applicants. Vice-Chair Fyfe commented that there should be a statement included which says that we are not asking applicants to disclose, i.e., while we strongly encourage, it will not be considered in awarding the scholarship. The Chair said he sees this as an option for an additional sentence to be included in the inclusion/equity statement and proposes a revised statement be brought to the next meeting.

Revised Motion:
MOVED by Janelle Hatch, **SECONDED** by Corey Burger, that a revised inclusion/equity statement be brought forward to the January meeting. **CARRIED**

Chair McNeil-Smith asked for comments on options 1 and 2.

MOVED by Janelle Hatch, **SECONDED** by Corey Burger, that option 2 as presented above be adopted.

Vice-Chair Fyfe asked whether the wording could be a combination of option 1 and 2, rather than one or the other and commented that in terms of the statement, it would be easier to have a statement of what we do consider, e.g., applicants are considered based on financial need, motivation to become a police officer, etc.

The motion was withdrawn, and it was agreed that wording for option 1 or 2 will be revised and brought to the January meeting.

5. **Priority Business**

   ➢ **Budget Update**
   John Hicks said that budgets have been finalized for next year. With the TSC not meeting for several months because of the pandemic there will be a substantial carryover of approximately $45,000-50,000 so there is potential to do some fairly extensive work next year if there are significant projects people are interested in moving forward.

   ➢ **BC Cycling Coalition Project Grant Application**
   Paweena Sukhawathanakul provided information on the evaluation of this application based on the established criteria and carried out by the subcommittee consisting of herself, Janelle Hatch and Dallas Perry.

The Coalition asked for funding in the amount of $10,000 to help update the BIKE SENSE publication which is a bicycle operating guide that is distributed around the province. This publication is based on input from various stakeholders and organizations. In line with the education goals of the TSC to promote road safety, the subcommittee unanimously agreed that it is worth supporting. The subcommittee also noted that there a few areas they would like more clarification on. Specifically, more information is needed about anticipated challenges such as possibly developing a contingency plan if complete funds are not obtained (i.e., there is a discrepancy between funds confirmed and budgeted amount), elaborating more on the evaluation process (e.g., the roll-out of qualitative surveys), and clarifying the intended audience of this publication. Final approval of the funding application will be contingent upon responses to these concerns.

Discussion took place on the following:
- The Commission has funded this in the past. Overall project cost of $100,000 seems high
- Publication will be online and printed. Large portion of the budget is for editing, illustrations, printing and distribution; breadth and reach will contribute to cost
- BCCC going after sponsorship as well but the Commission does not directly sponsor so will go through as a grant
- CRD is one of the stakeholders, and it is anticipated that several of the organizations represented on the TSC will be contacted
- Publication should be accessible to those outside mainstream cycling community
- Content needs to be consistent with Motor Vehicle Act

MOVED by Paweena Sukhawathanakul, **SECONDED** by Janelle Hatch, that the Commission supports funding the BC Cycling Coalition application in the amount of $10,000.   **CARRIED**

➢ **Update on November 18th TSC Presentation to Planning, Transportation & Protective Services Committee**
Vice-Chair Fyfe provided information on the presentation he made to this committee which focused on the following:
- TSC mandate and membership
- TSC working groups
- Data for trends in traffic related injuries in the CRD compared to other jurisdictions with emphasis on the fact that we have seen gains in terms of improvements around traffic safety for vehicle occupants, but have not seen the same advantage for vulnerable road users
- TSC campaigns with a focus on current campaigns with the UVic Centre for Youth and Society

The presentation was well-received, and the Directors seemed quite interested in the TSC activities. The CRD Board Chair remarked that he would like to see the TSC taking issues and recommendations to the committee with more back and forth consultation. The committee also raised two issues that they would like the TSC to consider: effectiveness of red-light cameras in the region and near miss data for vulnerable users. These items were added to the December meeting agenda.

Todd Litman commented that yesterday the CRD Board was reviewing the MOTI South Island Transportation Strategy which identifies several provincial actions, including many with local and regional participation. The analysis that was done does not look at how each of those proposed strategies would affect safety. He suggested that we raise that issue with the CRD and identify that there is a gap in the traffic safety analysis.

Chair McNeil-Smith responded that he participated in the committee of the whole meeting yesterday which discussed transportation as a CRD strategic plan priority. He noted that the Board has expressed publicly its disappointment with the South Island Transportation Strategy report. Resolutions were passed yesterday to form a new transportation committee, and to go to jurisdictional partners which would include all 13 municipal partners and 3 electoral areas and other transportation agencies to look at the regional transportation plan and to use the information in the SITS report to set priorities and bring those back to the CRD Board. In responding to Todd's comments, he said safety will be a lens that is implied when priorities are being considered.

> ➢ **Effectiveness of red-light cameras in the region**
> John Hicks noted that from Vice-Chair Fyfe's presentation, the committee requested some information back, particularly in terms of the effectiveness of the red-light cameras. It would be a report back to the committee with a general summary of where the cameras are, how they have been working, etc. Erin Anderson said that this is a provincial program run through RoadSafetyBC and she could point John in the right direction to get the information.
>
> Vice-Chair Fyfe clarified that the Committee wanted to know if this is something we could look at, specifically within the CRD. The intention is that the Board would look at the data and use it to support more cameras in the CRD. The first step would be to get back to them advising whether this could be done and if so, then how it could be done. Erin Anderson responded that she could not be part of any kind of analysis on this as it would be a conflict of interest. She would need more scope to know how she is able or not able to participate.
>
> *Action: Motions from the Planning, Transportation & Protective Services Committee regarding this will be brought forward to the January meeting*
>
> ➢ **Near miss data for vulnerable users**
> Corey Burger commented that at the next Commission meeting he would like to bring forward a motion asking the CRD for a comprehensive data review on traffic safety for vulnerable road users as this is lacking.
>
> Chair McNeil-Smith remarked that the regional transportation plan was approved by the Board in 2014 and the next steps were to pursue a new governance model in the region and to go to a full CRD service. The previous Board from 2014-2018 was not successful in establishing a new CRD service so a new governance model and funding did not come forward. Additional motions were passed yesterday to look at governance and funding. Corey said that this could probably fit into the existing transportation data collection service that is already operating at the CRD. John Hicks said we would need to get that onto the work plan, and it could be taken to the transportation committee meeting which will set up soon.
>
> *Action: Corey Burger will prepare something on this and send to John Hicks*

6. **Member Updates**

- **RoadSafetyBC**
  No update

- **ICBC**
  No update

- **Youth and Children**
  Chair McNeil-Smith noted that Janelle Hatch is leaving the Commission at the end of this year. Janelle said she has enjoyed her time on the TSC. Her replacement from Island Health will be Jade Yehia.

- **Seniors**
  Paweena Sukhawathanakul thanked Dr. Fyfe and Island Health for their efforts to help keep everyone safe and expressed appreciation for the work being done in that regard.

  She commented that they are launching another round of data collection re older adults. It is a small sample of older adults in the community on a variety of measures, including cognitive assessment and mental and physical health. They will be asking about behaviours specific to COVID-19, including adherence measures, psychological distress and looking at differences in their behaviours as well, e.g., driving behaviours. If anyone has pertinent questions to ask the older adult community, please let Paweena know and she would be happy to consider it.

- **CRD**
  No update

- **IRSU**
  No update

- **CVSE**
  Rudi Wetselaar commented that he may be stepping away from the Commission once a replacement can be identified

- **Vancouver Island Safety Council**
  No update

- **GVCC**
  No update

- **Walk On, Victoria**
  Todd Litman said he has been doing research on some of the implications of the South Island Transportation Strategy and will share it with the TSC

- **Municipal Police Forces**
  Sgt Ryan O'Neil, Victoria Police commented that they are busy dealing with the impaired driving campaign. It is challenging with COVID-19 and having to implement new protocols to keep both the police and public safe.

- **BC Transit**
  No update

- **MOTI**
  No update

- **Working Group for UVic Centre on Youth and Society Joint Project**
  Fred Grouzet said that the latest video and ad on distracted driving were launched a couple of weeks ago and they are watching how it is being received on social media. He will have more information about that in January. They have just started working on a third ad and he will bring more information on it in January.

  Vice-Chair Fyfe noted that as part of the pandemic, he sits on a committee on unintended consequence which is looking at all the impacts related to measures put in place to control the virus. One of the unintended consequences that happened in the first wave of the pandemic was the substantial reduction in motor vehicle fatalities in the province.

  He also commented that he has enjoyed his time on the Commission but is having to step back because the focus of work at Island Health right now is around COVID-19 and it does not leave time for anything else. There is concern about what is going to happen over the holiday season and what might happen in January as a consequence. Also, next year will be busy for 6-9 months with immunizations. He commented that the work of this Commission around traffic safety is critical and he is sorry to be stepping away, even temporarily. He hopes to be able to rejoin in the future.

7. **Other Business**

8. **Next Meeting**

   The next meeting will be held on January 14, 2021 at noon. On motion, the meeting adjourned at 1:20 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, January 12, 2021
(Meeting held virtually)

Members: Erin Anderson, RoadSafetyBC
Corey Burger, Greater Victoria Cycling Coalition
Chris Foord, Community Member
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Fred Haynes, CRD Director
Bill Laughlin, Vancouver Island Safety Council
Dr. Paweena Sukhawathanakul, Institute of Aging and Lifelong Health, UVic
Jade Yehia, Island Health

Associates: Deputy Chief Mark Fisher, Oak Bay Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police
S/Sgt. Andy Walsh, Saanich Police

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Shawn Haley, MOTI
Todd Litman, Walk On, Victoria
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

The meeting came to order at 12:10 pm and introductions were made.

1. **Election of Chair and Vice-Chair**

   CRD Fred Haynes has put his name forward as Chair. Other nominations were called for three times and as none were received, Director Fred Haynes was acclaimed as Chair for 2021.

   Chair Haynes asked for nominations for Vice-Chair and suggested that to have gender balance, a female should be considered. As no member put their name forward and as several members were absent, it was agreed to postpone the election of a Vice-Chair until the next meeting.

   Action: Election of a Vice-Chair will be carried forward to the February meeting

2. **Approval of Agenda**

   MOVED by Chris Foord, **SECONDED** by Corey Burger, that the agenda be approved with the addition of the following item: **CARRIED**
   * Commission input re the proposed 40 km/h speed limit pilot project

3. **Approval of Minutes – December 10, 2020**

   MOVED by Corey Burger, **SECONDED** by Paweena Sukhawathanakul, that the minutes of the meeting held on December 10, 2020 be approved as distributed.   **CARRIED**

4. **Chair's Remarks**

   Chair Haynes commented that he is delighted to be here and is looking forward to some good conversations. One thing we have heard from the CRD Board is that they would like the Commission to be more active in bringing forward recommendations and resolutions.

5. **Business Arising from the Previous Minutes**

   ➢ **Inclusion/equity Statement for the Cst. Sarah Beckett Memorial Scholarship Application**
   At the December meeting, Corey Burger and Janelle Hatch brought forward a suggested inclusion/equity statement for the Cst. Sarah Beckett Memorial Scholarship application.

"The CRD strives to be a place where inclusion is paramount and people are treated with dignity regardless of race, colour, ancestry, place of origin, religion, marital status, family status, physical or mental disability, sex, sexual orientation, gender identity or expression, or economic status."

The scholarship applications are evaluated based on academic achievement, financial need as expressed in the covering letter, and community service record.

Option 1:   We welcome applications for this scholarship from all groups
Option 2:   We strongly encourage applications from First Nations, Métis and Inuit peoples, racialized persons and those who identify as 2SLGBTQ+

After discussion at the December meeting, it was agreed to combine the wording from options 1 and 2 and bring back a revised statement to the January meeting.

MOVED by Corey Burger, **SECONDED** by Chris Foord, that the above inclusion/equity statement be added to the Cst. Sarah Beckett Memorial Scholarship application and that option one and two be merged to read as follows: We welcome applications for this scholarship from all groups. We strongly encourage applications from First Nations, Métis and Inuit peoples, racialized persons and those who identify as 2SLGBTQ+.   **CARRIED**

6.   **Priority Business**

➢   **Budget Update**
John Hicks gave a budget update. A new budget of approximately $73-74,000 has come through. There is a significant carryover of approximately $40,000 from last year because we were unable to continue with some of our grant programs due to the pandemic; also meeting costs were much less. We have a substantial amount of funds and it would be a good opportunity this year to consider doing some significant projects.

MOVED by Chris Foord, **SECONDED** by Bill Laughlin, that the budget update be received for information.   **CARRIED**

➢   **Motions from Planning, Transportation and Protective Services Committee Nov. 18 meeting re requests to TSC for information**
At the December meeting, in response to a request from the Planning, Transportation and Protective Services Committee, discussion had been held regarding doing some research on the effectiveness of red-light cameras in the region. John Hicks noted that parameters are still being determined and he will be reaching out to some of our partners to get a defined scope.

Action: Carry forward to the February meeting

➢   **Near miss data for vulnerable users**
John Hicks had reached out to a couple local organizations, however, it is quite challenging to get recent data. He will continue to work on this, along with Corey Burger.

Action: Carry forward to the February meeting

MOVED by Corey Burger, **SECONDED** by Chris Foord, that the updates on the effectiveness of red-light cameras and near miss data for vulnerable road users be received for information.   **CARRIED**

7.   **Member Updates**

•   **RoadSafetyBC**
Erin Anderson commented that continuation of the pandemic has affected some of their operations. Issuing of the driver medical examination reports has stopped on the recommendation of the medical community.
Plans for revitalizing the road safety strategy are continuing. A townhall was held in December and the strategy for the next five years is currently being reviewed and written.

•   **ICBC**
No update

- **Youth and Children**
  No update

- **Seniors**
  Paweena Sukhawathanakul noted that another wave of study for local seniors is being implemented, particularly continuing work on cognitive mobile assessments and working remotely with seniors during this time. A new measure that is of relevance to the Commission would be driving patterns during the pandemic and hopefully some of that feedback will be helpful.

- **CRD**
  John Hicks reported that the new active and safe routes to schools programs is rolling out into the Westshore. The program will also be taking place in some middle schools this year.
  The regional trails report is currently being finalized and it will be brought forward to Committee in the next few months.
  The CRD Board directed that a new transportation committee be formed, and priorities be established across the region with each municipality and agency to determine a prioritized list of projects basically following on the South Island Transportation Strategy. This would inform an advocacy approach down the line with the province and other partners.

- **IRSU**
  No update

- **CVSE**
  No update

- **Vancouver Island Safety Council**
  No update

- **GVCC**
  Corey Burger noted that Winter Bike to Work Day is coming up on February 12 and will be a virtual event. Also, planning is continuing on 2021 projects, including training, etc., however, plans may change due to the ongoing pandemic.

- **Walk On, Victoria**
  No update

- **Municipal Police Forces**
  - Deputy Chief Mark Fisher, Oak Bay Police – No specific report. Focus has been on traffic enforcement in the last few weeks
  - S/Sgt. Andy Walsh, Saanich Police – No specific report. This is his first Commission meeting as he has recently transferred to the traffic safety unit
  - Sgt. Ryan O'Neill, Victoria Police - Current focus is speed enforcement in school zones and distracted driving

- **BC Transit**
  No update

- **MOTI**
  No update

- **Working Group for UVic Centre on Youth and Society Joint Project**
  Fred Grouzet noted that they are ready to work on the third ad and need to confirm a topic for that. The first two ads were on cannabis edibles and distracted driving.

  Action: Topic for next ad to be added as an item to the February agenda

8. **Other Business**
   ➢ **Proposed 40 km/h Speed Limit Pilot Project**
   Chair Fred Haynes asked Commission members for input into this project and discussion took place as follows.

Ryan O'Neill commented that the pilot project did not seem to be supported by evidence to say it would reduce crashes in residential areas. Enforcement will also be an issue. The pilot project is not going to go over very well if police do not have the ability to enforce it. Anything done in the community needs to be evidence based and enforcement based.

Corey Burger suggested we should be writing a letter to the CRD Board through the Planning, Transportation and Services Committee asking all municipalities to participate in the pilot project. Chair Haynes noted that every municipality has been invited to join but Langford, View Royal, Colwood and Sooke have indicated they will not participate at this time. A letter from the Commission to municipalities could get them to rethink their position, i.e., a statement that the TSC has a positive understanding of the pilot project and thought it of value to reach out to municipalities not currently participating to ask them to reconsider.

Chris Foord commented on the proposal from the TSC three years ago for point-to-point speed cameras on Malahat and believes speeding on the Malahat is a far more dangerous happening than speeding on residential streets. However, if the pilot project gives the province the encouragement to upgrade the MVA, it may be worth doing.

Chair Haynes said that the proposed speed limit reduction is something that has been on the UBCM agenda for many years and Saanich and other municipalities are proceeding with the application for the pilot project. Once the application is in, the Ministry will provide details in terms of signage, education, scope of their expectations, etc. He agrees that it needs to be evidence based and enforcement based, and once the policy is in place, they can work forward with that with the police forces. There is some evidence to suggest punitive levels of ticketing will change behaviour. Currently, there is confusion about the difference in speed limits between jurisdictions, so having a uniform speed limit throughout the region would be effective. There is no harm in reducing speed and it is part of the continuum of improving the feeling of safety on the streets. The three-year pilot project will provide evidence that is lacking. It would be inherent on the CRD Traffic Safety Commission to support an opportunity to get data through a pilot project and he is hoping for a motion from the Commission for a letter to municipalities.

MOVED by Corey Burger, **SECONDED** by Chris Foord, that the TSC request that the Transportation Committee ask the CRD Board to write a letter to municipalities who have not agreed to participate in the 40km per hour default speed limit pilot project to rethink their position, and to thank those councils who have already chosen to participate.   **CARRIED**

Opposed: Bill Laughlin

Bill Laughlin asked whether accident statistics have been looked at and suggested education is the way we should be proceeding. How do we measure the success of the project? Chair Haynes responded that education is important, and the Province will come back with the design of the project with expectations around education. The point of the project is to get answers.

Ryan O'Neill said that police do not have the resources to deal with large numbers of complaints about speeding on residential streets and past surveillance has not shown that this is a problem. The issue is on the main arteries. He believes the speed limit reduction will cause a lot of problems.

Corey Burger commented on a study from the City of Toronto re reductions to their speed limits which showed significant changes to behaviour without necessarily requiring additional police resources. It will make a big difference if we can get the Westshore municipalities on board.

Chair Haynes said he understands police concerns, however, in other regions where speed limits have been reduced, the concerns about enforcement did not materialize. Saanich are prepared to look at more resources for their police department if needed. He believes there are more positives than negatives in going ahead with the pilot project.

9. **Next Meeting**

   The next meeting will be held on February 9, 2021 at noon. On motion, the meeting adjourned at 1:15 pm.