



## Notice of Meeting and Meeting Agenda Transportation Committee

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Wednesday, April 21, 2021

10:00 AM

6th Floor Boardroom  
625 Fisgard St.  
Victoria, BC V8W 1R7

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D. Screech (Chair), J. Loveday (Vice Chair), S. Brice, B. Desjardins, F. Haynes, 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. Adoption of Minutes

- 3.1. [21-312](#) Minutes of the February 17, 2021 and February 24, 2021 Transportation Committee Meeting

**Recommendation:** That the minutes of the Transportation Committee meeting of February 17, 2021 and February 24, 2021 be adopted as circulated.

**Attachments:** [Minutes - February 17, 2021](#)  
[Minutes - February 24, 2021](#)

### 4. Chair's Remarks

### 5. 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](mailto:crdboard@crd.bc.ca).*

- 5.1. [21-308](#) Presentation: Yanique Williams, Uber Western Canada re Update on Uber's Plans to Launch in Victoria

**Attachments:** [Presentation: Uber's Plans to Launch in Victoria](#)

- 5.2. [21-318](#) Delegation - Eric Doherty: Representing Greater Victoria Acting Together: Re: Agenda Item 6.1. Identification of Regional Transportation Priorities

- 5.3. [21-319](#) Delegation - Beatrice Gentili-Hittos: Representing Climate Justice  
Victoria: Re: Agenda Item 6.1.: Identification of Regional Transportation  
Priorities
- 5.4. [21-322](#) Delegation - Todd Litman: Representing Cities for Everyone: Re:  
Agenda Item 6.1. Identification of Regional Transportation Priorities

## 6. Committee Business

- 6.1. [21-306](#) Identification of Regional Transportation Priorities

**Recommendation:** The Transportation Committee recommends to the Capital Regional District Board:

1. That the categorized priority areas listed in Appendix A be confirmed;
2. That the list of confirmed regional transportation priority areas be shared with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners; and
3. That staff be directed to develop implementation strategies for each of the approved transportation priority areas and report back to the Board on the findings, including a consideration of cooperation mechanisms.

**Attachments:** [Staff Report: Identification of Regional Transportation Priorities](#)  
[Presentation: Identification of Regional Transportation Priorities](#)  
[Appendix A: Summary of Partner Input and Priority Setting Process](#)  
[Appendix B: Regional Transportation Priority Areas](#)  
[Appendix C: Transportation and Climate Action Policy Context](#)  
[Appendix D: Summary of Regional Priorities by Transportation Function](#)

- 6.2. [21-227](#) Previous Minutes of Other CRD Committees and Commissions for  
Information

**Recommendation:** That the following minutes be received for information:

- a) Traffic Safety Commission minutes - February 9, 2021
- b) Traffic Safety Commission minutes - March 9, 2021

**Attachments:** [Minutes: Traffic Safety Commission - February 9, 2021](#)  
[Minutes: Traffic Safety Commission - March 9, 2021](#)

## 7. Notice(s) of Motion

## 8. New Business

## 9. Adjournment

The next meeting is June 16, 2021.

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

## Meeting Minutes

### Transportation Committee

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Wednesday, February 17, 2021

9:30 AM

6th Floor Boardroom  
625 Fisgard St.  
Victoria, BC V8W 1R7

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#### PRESENT

Directors: D. Screech (Chair), J. Loveday (Vice Chair), S. Brice, B. Desjardins, P. Brent (for D. Howe), B. Isitt (9:47 am) (EP), C. McNeil-Smith, R. Martin (EP), R. Mersereau, L. Seaton, M. Tait (EP), N. Taylor, C. Plant (Board Chair, ex officio)

Staff: R. Lapham, Chief Administrative Officer; K. Lorette, General Manager, Planning and Protective Services; E. Sinclair, Senior Manager, Regional and Strategic Planning; M. Lagoa, Acting Deputy Corporate Officer; T. Pillipow, Committee Clerk (Recorder)

EP - Electronic Participation

Guests: Directors F. Haynes, R. Murdoch

Regrets: Director D. Howe

The meeting was called to order at 9:32 am.

#### 1. Territorial Acknowledgement

Chair Screech provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director McNeil-Smith, **SECONDED** by Director Desjardins,  
That Director Murdoch be allowed to participate without vote in the February 17,  
2021 Transportation Committee meeting.

**CARRIED**

**MOVED** by Director Desjardins, **SECONDED** by Director McNeil-Smith,  
That Director Haynes be allowed to participate without vote in the February 17,  
2021 Transportation Committee meeting.

**CARRIED**

**MOVED** by Director Mersereau, **SECONDED** by Alternate Director Brent,  
That the agenda for the February 17, 2021 Transportation Committee meeting be  
approved as amended.

**CARRIED**

#### 3. Chair's Remarks

Chair Screech welcomed everyone to the inaugural meeting. He noted the

important work that is to be done by this committee. The needs of our region vary widely, and we need to build consensus between our members in order to be successful with our solution designs.

#### 4. Presentations/Delegations

4.1. [21-150](#) Presentation: Carrie McIntosh, BC Ferries re: Transportation Priorities and Climate Action

Director Screech introduced C. McIntosh from BC Ferries to present the BC Ferries Overview.

C. McIntosh spoke to the BC Ferries Overview.

Discussion ensued on the following:

- that BC Ferries is a for profit corporation where any revenue is reinvested into the BC Ferries system
- a feasibility study for the Westshore to Esquimalt route
- the history of coordination between the CRD and BC Ferries

4.2. [21-151](#) Presentation: Lisa Trotter, BC Transit re: Transportation Priorities and Climate Action

Director Screech introduced L. Trotter from BC Transit to present the BC Transit - Regional Priorities.

L. Trotter spoke to the BC Transit - Regional Priorities.

Discussion ensued on the following:

- rapid transit plans within Esquimalt and the peninsula
- consideration of BC Transit running a train between Victoria and Langford
- how local governments can help to implement the rapid transit plan quickly
- any plans being put in place by BC Transit to lower the cost barrier and raise ridership
- the last update of the Transit Futures Plan
- what drives their targets
- the discrepancy in mode share between the core and the peninsula owing to expected growth on the peninsula being low
- the historical and future coordination between the CRD and BC Transit

4.3. [21-152](#) Presentation: Andrea Thomas, Island Corridor Foundation re: Transportation Priorities and Climate Action

Director Screech introduced L. Stevenson from Island Corridor Foundation to present.

L. Stevenson spoke to the Island Corridor Foundation presentation.

Discussion ensued on what should happen if we lose this corridor.

4.4. [21-158](#) Delegation - Julian West; Representing Urban Thrive: Re: Agenda Item 5.4. Transportation Gap Summary

Julien West spoke in favour of Item 5.4.

- 4.5. [21-159](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together:  
Re: Agenda Item 5.4. Transportation Gap Summary, and 5.5. Letter to  
Transportation and Infrastructure Ministers

Eric Doherty spoke in favour of Items 5.4. and 5.5.

- 4.6. [21-160](#) Delegation - Gwyer Webber; Resident of Victoria: Re: Agenda Item 4.2.  
Presentation: Lisa Trotter, BC Transit re: Transportation Priorities and  
Climate Action, 4.3. Presentation: Andrea Thomas, Island Corridor  
Foundation re: Transportation Priorities and Climate Action, and 5.4.  
Transportation Gap Summary

Gwyer Webber spoke in favour of Items 4.2., 4.3. and 5.4.

- 4.7. [21-161](#) Delegation - Beatrice Gentili-Hittos; Representing Climate Justice Victoria:  
Re: Agenda Item 5.4. Transportation Gap Summary

Beatrice Gentili-Hittos spoke in favour of Items 5.4. and 5.5.

## 5. Committee Business

- 5.1. [21-095](#) 2021 Transportation Committee Terms of Reference

K. Lorette spoke to Item 5.1.

Discussion ensued on the following:

- that multi-use regional trails is now part of this committee as well as the  
Regional Parks Committee
- consideration given to the climate emergency declaration in terms of this  
committee making recommendations around mode-shift

**MOVED by Director Plant, SECONDED by Director McNeil-Smith,  
That the Transportation Committee receive the 2021 Terms of Reference attached  
as Appendix A.**

**MOVED by Director Desjardins, SECONDED by Director Mersereau,  
That the Transportation Committee Terms of Reference be amended by adding  
as a new item 1.0 (b)(iii) the following:  
"Work with other Vancouver Island Regional Districts to support major  
multi-modal transportation which support transportation and the flow of goods on  
Vancouver Island."**

**CARRIED**

The Chair called a vote on the main motion as amended

**1. That the Transportation Committee receive the 2021 Terms of Reference  
attached as Appendix A; and**

**2. That the Transportation Committee recommends to the Capital Regional  
District Board:**

**That the Transportation Committee Terms of Reference be amended by adding  
as a new item 1.0 (b)(iii) the following:**

**“Work with other Vancouver Island Regional Districts to support major multi-modal transportation which support transportation and the flow of goods on Vancouver Island.”**

**CARRIED**

**5.2.     [21-148](#)     Regional Transportation Plan Report Card**

K. Lorette spoke to Item 5.2.

Discussion ensued on the following:

- the original plan missing the rail and ferry component
- the scope of Technical Advisory Committee

**MOVED by Director Plant, SECONDED by Director Brice,  
The Transportation Committee recommends to the Capital Regional District Board:**

**That the Regional Transportation Plan Report Card report be received for information.**

**CARRIED**

**6. Notice(s) of Motion**

There were no Notice(s) of Motion.

**7. New Business**

There was no new business.

**8. Adjournment**

**MOVED by Director Loveday, SECONDED by Director Brice,  
That the February 17, 2021 Transportation Committee meeting be adjourned at 11:16 am.**

**CARRIED**

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Chair

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Recorder

## Meeting Minutes

### Transportation Committee

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Wednesday, February 24, 2021

1:30 PM

6th Floor Boardroom  
625 Fisgard St.  
Victoria, BC V8W 1R7

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#### Special Meeting

#### PRESENT

Directors: D. Screech (Chair), J. Loveday (Vice Chair) (EP), S. Brice, B. Desjardins, F. Haynes (1:32 pm) (EP), P. Brent (for D. Howe) (EP), B. Isitt (1:33 pm) (EP), C. McNeil-Smith, R. Mersereau, L. Seaton, M. Tait (EP), N. Taylor

Staff: R. Lapham, Chief Administrative Officer; K. Lorette, General Manager, Planning and Protective Services; E. Sinclair, Senior Manager, Regional and Strategic Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; M. Lagoa, Deputy Corporate Officer; T. Pillipow, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Directors D. Howe, R. Martin, C. Plant (Board Chair, ex officio)

The meeting was called to order at 1:30 pm.

#### 1. Territorial Acknowledgement

Chair Screech provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Seaton, **SECONDED** by Director Mersereau,  
That the agenda for the February 24, 2021 Transportation Committee meeting be  
approved.  
**CARRIED**

#### 3. Presentations/Delegations

There were no presentations or delegations.

#### 4. Special Meeting Matters

##### 4.1. [21-146](#) Traffic Safety Commission Motion

Director Haynes spoke to Item 4.1.

Discussion ensued on the following:  
- the timeliness of this project

- the province's role in this project
- consideration of the various municipalities' strategic priorities

**MOVED by Director Haynes, SECONDED by Director Brice,**

**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.**

**MOVED by Director Mersereau, SECONDED by Director Desjardins,**

**That the motion be amended to replace the words "...agreed to participate" with the words "confirmed participation..."**

**CARRIED**

**MOVED by Director Mersereau, SECONDED by Director Haynes,**

**That the motion be further amended to replace the words "the 40 km/h default speed pilot..." and replace with the words "a default speed reduction pilot..."**

**CARRIED**

**MOVED by Director Haynes, SECONDED by Director Brice,**

**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 confirmed participation in a default speed reduction pilot project to rethink their position, and to thank those councils that have already chosen to participate.**

**DEFEATED**

**OPPOSED: Brent, Brice, Desjardins, Haynes, Isitt, Loveday, McNeil-Smith, Mersereau, Screech, Seaton, Tait, Taylor**

**MOVED by Director Mersereau, SECONDED by Director Taylor**

**The Transportation Committee recommends to the Capital Regional District Board:**

**That the Capital Regional District advise municipalities in the region that the Traffic Safety Commission is supportive of participation in a default reduced speed pilot.**

**CARRIED**

#### **4.2. [20-787](#)**

#### **Transportation Gap Summary**

K. Lorette spoke to Item 4.2.

Discussion ensued on the following:

- supporting alternative methods of transportation to lower our GHG emissions
- the need for focus in order to move forward with our priorities

**MOVED by Director Taylor, SECONDED by Director McNeil-Smith,**

**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.**

**DEFEATED**



**OPPOSED:** Brent, Brice, Desjardins, Haynes, Loveday, McNeil-Smith, Mersereau, Screech, Seaton, Tait

**MOVED** by Director Taylor, **SECONDED** by Director McNeil-Smith,  
That the Capital Regional District Board receive this report for information.  
**CARRIED**

**4.3.**     [21-031](#)

Letter to Transportation and Infrastructure Ministers (Director Taylor)

Discussion ensued on the following:

- the need to look at the whole before focusing on the details
- timing being imperative to our success

**MOVED** by Director Taylor, **SECONDED** by Director Loveday,  
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.

**MOVED** by Director Brice, **SECONDED** by Director Taylor,  
That part d) of the motion be amended to replace the word "transit..." with the word "transportation...".  
**CARRIED**

**MOVED** by Director Desjardins, **SECONDED** by Director Seaton,  
That part b) of the motion be amended by adding the words "including rail" after the words "...low-carbon transportation".  
**CARRIED**

**MOVED** by Director Desjardins, **SECONDED** by Director Seaton,  
That this item be postponed until after transportation priorities have been established.  
**CARRIED**

**4.4.**     [21-096](#)

Previous Minutes of Other CRD Committees and Commissions for Information

**MOVED** by Director Desjardins, **SECONDED** by Director Taylor,  
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
- CARRIED**

## **5. Adjournment**

**MOVED** by Director McNeil-Smith, **SECONDED** by Director Brice,  
That the February 24, 2021 Transportation Committee meeting be adjourned at  
2:53 pm.  
**CARRIED**

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Chair

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Recorder

# **Capital Regional District: Transportation Committee**

April 21, 2021 (10:00 a.m.)

**Uber**

## Agenda

- 01** Introduction
- 02** Uber Overview
- 03** Safety Commitments
- 04** Sustainability Commitments
- 05** Vancouver Island Expansion
- 06** CRD Engagement
- 07** Community Outreach

# Introduction

Yanique Williams, Public Policy Manager, Western Canada



- Uber's Public Policy Manager responsible for Western Canada
- Also focused on the company's national safety policies including road safety, personal safety, women's safety and health safety
- Served in Canadian politics for over 8 years working to advance policies focused on international trade, empowering Canadian small businesses, gender equality, gender-based violence (GBV), rural economic development, and advising the Government of Canada on how to deliver on its diversity and inclusion commitments

# Uber Overview

- 2010 Co-founded by Calgarian Garrett Camp
- Over 10 billion trips globally
- Economic opportunity for 4M+ people globally
- Available in 65 countries
- Active in over 140 municipalities across Canada
- Launched in Vancouver January 2020
- Upcoming launch on Vancouver Island



The app opens with a simple question: **“Where to?”**

Get the **right ride at the right time**: easily compare time and cost.

**Shortcuts** predict where you might be going. It takes just one click to get moving.

# Safety Commitments

## Helping to keep each other safe during COVID-19


We're pledging 10 million free rides and deliveries of food for frontline healthcare workers, seniors, and people in need around the world.

Uber

Door-to-Door Safety Standard


Our new features and policies help **keep you safe** on your ride.

[Learn more →](#)




**Ready to Ride Checklist**

We've built an in-app checklist for you to review before you ride and confirm you've taken proper safety steps like wearing a mask and washing your hands.




**No mask. No ride.**

Everyone—both riders and drivers—is required to wear a mask or face cover in the car.



**Wash. Wear. Air.**

We're asking everyone to follow these steps on every ride: wash your hands, wear a mask, and air out your ride with windows down.



**Mask Verification**

We've built new tech to help enforce our mask policy with drivers and riders. Drivers must take a selfie to verify they're wearing a mask before they can accept trips.



COVID-19



### COVID-19 Updates

Stay informed on how to move safely with Uber.



#### Committed to safety

We've announced additional steps we are taking to help keep our communities safe.

[Learn more](#)



#### Face coverings required

For everyone's safety, please wear a face covering.



#### Health & safety tips

We've worked with the WHO to share safety tips.

[View tips](#)



#### Supplies for drivers

Giving drivers cleaning supplies and tips to help you move with safety.

# Safety Commitments



**In-App Safety Toolkit** (Various resources including sharing location, 24/7 incident support)



## Engagement with Law Enforcement

(Law Enforcement Operations Team works with local law enforcement, 24/7 global coverage, Online portal [lert.uber.com](https://lert.uber.com))



**RideCheck** (technology to detect if a trip goes unusually off-course)



## Commitment to Women's Safety

(multi-year, multi-million dollar partners with sexual assault and domestic violence partners such as Ending Violence BC, YWCA Canada, and the Canadian Centre to End Human Trafficking)



### Uber's Community Guidelines Safety and respect for all

We're committed, along with millions of riders and drivers to:

- ✓ **Treat everyone with kindness and respect**
- ✓ **Help keep one another safe**
- ✓ **Follow the law**

As a reminder, everyone who signs up is expected to follow these guidelines.

You can read our full [Community Guidelines](#) here.

I understand



# Sustainability Commitments

2025

\$800M

To help hundreds of thousands of drivers access EVs

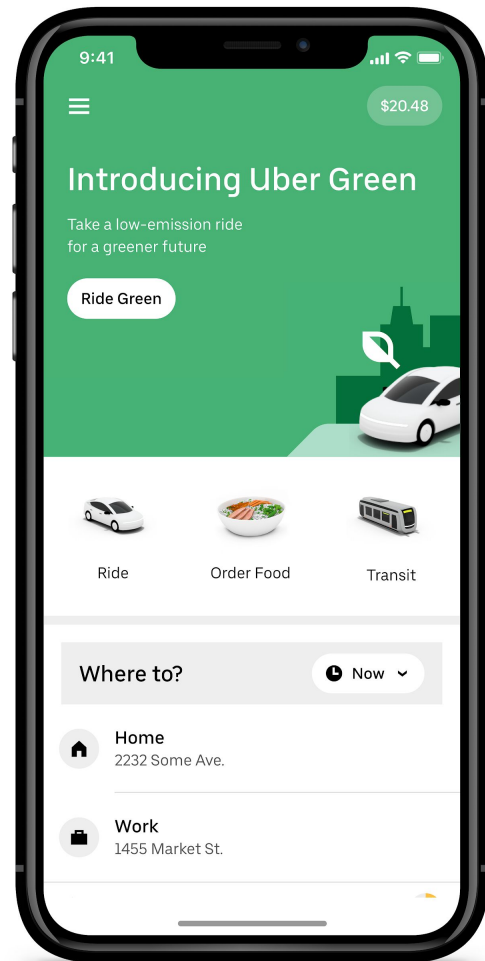
2030

100% rides in zero emission vehicles, micromobility and transit in cities:

**...in the US, Canada and Europe**

2040

**...globally**



# Vancouver Island Expansion

**Application to  
Operate Submitted  
to PTB**

September 9, 2020

**Vancouver  
Island Launch**

Pending

**PTB Business  
Licence to  
Operate**

Pending



# CRD ENGAGEMENT

## Our Asks:

- Inclusion in transportation plan adjustments
- CRD considers updating existing IMBL to include ridesharing

Uber



Making a difference...together



# Community Outreach

**THE  
CHAMBER.**

GREATER VICTORIA  
CHAMBER OF COMMERCE

bcfs



**DOWNTOWN  
Victoria**



DESTINATION GREATER

**VICTORIA**

 **BCFerries**

A photograph of a middle-aged man with glasses and a dark sweater, smiling and leaning on the hood of a white car. The background shows a scenic view of a town with colorful houses on a hillside, overlooking a body of water. The Uber logo is visible on the left side of the image.

Uber

**Yanique Williams**  
Public Policy Manager,  
Western Canada

[yanique@uber.com](mailto:yanique@uber.com)



## REPORT TO THE TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, APRIL 21, 2021

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**SUBJECT**     Identification of Regional Transportation Priorities

### **ISSUE SUMMARY**

To review municipal, electoral area and partner agency input on regional transportation priorities, and to set priorities and direct next steps based on a consideration of policy context and regional transportation and climate action needs.

### **BACKGROUND**

On December 9, 2020, the Capital Regional District (CRD) Board directed staff to work with municipalities, electoral areas and agency partners to develop a list of regional transportation priorities, informed by the CRD's declaration of a climate emergency, and report back to the Board for prioritization. The Board also directed staff to consider options to improve coordination and governance for transportation.

In directing this work, the Board confirmed three core transportation issues affecting the region:

1. **Congestion:** Traffic congestion in the AM and PM peak periods increases travel time and decreases residents' quality of life.
2. **Mode Share:** 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.
3. **Climate Change:** Transportation is the largest source of greenhouse gas (GHG) emissions in the region and with the declaration of a climate emergency, the region needs to act by substantially reducing GHG emissions from transportation.

As reported to the Board on March 10, 2021 the 2014 Regional Transportation Plan (RTP) sets out a framework for addressing the above issues. The RTP identifies a multi-modal transportation network and eight outcomes for regional transportation. The RTP catalyzed the development of municipal level transportation plans and has supported the integration of multi-modal facilities in key infrastructure projects.

Full realization of the multi-modal transportation network will require additional infrastructure investments and a concerted effort to direct growth to designated centres and corridors. The development of travel demand management policies and programs is also needed to support mode shift. As noted in the December 9, 2020 staff report, there are four key implementation gaps that need to be resolved in order to progress action on regional transportation issues:

1. Develop a list of agreed-upon regional priorities to further catalyze action and attract funding;
2. Identify an agency that can act as a champion for regional priorities;
3. Incentivize regional prioritization of infrastructure projects through new funding sources; and,
4. Based on the agreed-upon priorities, identify whether a formal coordination or governance mechanism is needed to consider regional impacts of local or agency transportation decisions.

### *Priority Identification Process*

Per Board direction, CRD staff worked collaboratively with staff from the following partners having jurisdiction over a transportation function to prepare a list of regional transportation priorities:

- 13 CRD municipalities
- 3 CRD Electoral Areas
- BC Transit
- Ministry of Transportation and Infrastructure (MoTI)
- BC Ferries
- Island Corridor Foundation

Partners were asked to identify their top three to four regional transportation priorities and assign points to indicate the relative level of importance *for their own respective priorities*. In collaboration with partners, CRD staff confirmed that priority areas accurately reflect all input. The summary of weighted partner input and a description of the priority identification process is available in Appendix A.

### *Key Findings*

Partner input reveals several key themes to consider when reviewing the draft list of priority areas:

1. Two transportation priorities received broad levels of regional support – BC Transit's RapidBus initiative and active transportation / regional trails.
2. All other transportation priorities received varying levels of sub-regional support, reflecting the different needs of communities across the region; rural and remote communities require different solutions than the urban core and more densely populated centres.
3. Partners clearly identified that their internal point allocation was intentional to drive focus on the transportation priorities of most significance to them.
4. Partners noted that they support areas to which they did not allocate points, indicating some priorities have broader levels of support than the summary suggests.

### *Priority Areas*

Given the different transportation needs of communities across the region, consideration of sub-regional priorities will build trust and consensus.

Staff have prepared a draft list of priority areas that seeks a viable path forward to resolve regional transportation issues and address implementation gaps. The proposed approach categorizes priority areas into the three types of action that will advance regional and sub-regional priorities, as shown below.

1. **Advocacy:** Priority areas related to multi-modal infrastructure investments garner cross-regional support or respond to sub-regional needs. These priority areas require action by agency partners (i.e., MoTI and BC Transit) and the CRD role is to advocate for the region's fair share of these investments.
  - **RapidBus (Bus Mass Transit):** Accelerate RapidBus Implementation.
  - **Highway Safety Improvements:** Advance highway projects that focus on multi-modal infrastructure and safety.
  - **SSI / SGI Connectivity:** Seek multi-modal and safety improvements to enhance connectivity to Salt Spring Island (SSI) and the Southern Gulf Islands (SGI).
  - **Transit – General:** Improve local transit service in rural areas.

2. **Action:** Several priority areas require regional direction or local action to implement, and all but active transportation reflect the sub-regional variations in priorities. The CRD role is to act where it has authority, coordinate where needed, and set direction on matters that are currently not the responsibility of any partner.
  - **Active Transportation:** Complete the regional trail network and seek dedicated active transportation funding.
  - **TDM:** Undertake transportation demand management (TDM) policy and programming.
  - **Safety Policy:** Develop and implement a “Vision Zero” policy approach that aims to keep all road users safe from the risk of being seriously injured or killed on the road network.
  - **Strengthen Land Use:** Continue to implement the Regional Growth Strategy (RGS) Settlement Concept by directing growth to places that encourage walking, cycling and efficient use of public transit
  - **Parking and Access Upgrades:** Improve access to transit park-n-rides and parks.
3. **Pivot:** A few priority areas require careful consideration of context. These priority areas could be challenging for the region to advance successfully in the short- to medium-term given existing senior government policy direction, current context and costs, and could detract from advancing other priorities. The CRD role is to support a balanced consideration of needs before advancing this work.
  - **Governance:** Consider initiating a process to change governance and/or authorities once the region has been able to evaluate the success of prioritization.
  - **Light Rail Link and Westshore Passenger Ferry:** Consider taking action on these alternative mass transit approaches once ridership capacity can accommodate both bus rapid transit and light rail and / or passenger ferry.

The above approach balances the distinct needs of the region and focuses on actions that can address transportation issues in the short-term. Moving forward, this approach allows for priorities to be updated as they are successfully delivered. High-level implementation actions and fact sheets that describe each priority area are provided in Appendix B.

## **ALTERNATIVES**

### *Alternative 1*

The Transportation Committee recommends to the Capital Regional District Board:

- 1) That the categorized priority areas listed in Appendix A be confirmed;
- 2) That the list of confirmed regional transportation priority areas be shared with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners; and
- 3) That staff be directed to develop implementation strategies for each of the approved transportation priority areas and report back to the Board on the findings, including a consideration of cooperation mechanisms.

### *Alternative 2*

That the Identification of Regional Transportation Priorities report be referred back to staff for additional information based on Transportation Committee direction.



## **IMPLICATIONS**

### *Environmental & Climate Implications*

The CRD Board has declared a climate emergency. Partners clearly identified the importance of taking action to mitigate the effects of climate change throughout priority identification. All priorities have been considered against climate criteria, informed by senior government policy frameworks. These policy frameworks prioritize increasing the number of zero-emission vehicles available for purchase, greening fuel sources and improving multi-modal transportation. The priority areas align to this policy framework, as summarized in Appendix C.

From a regional transportation perspective, priority areas focus on improving multi-modal transportation. Jurisdictions such as BC Transit and BC Ferries have mandate direction to pursue fleet greening through electrification or use of alternate fuel. The CRD's Climate Action Service is investigating how to support priorities related zero-emission vehicles from a community-focused perspective and greening the CRD fleet from a corporate-focused perspective. While these actions help reduce GHG emissions, they will not address the transportation problems of congestion and mode shift.

### *Intergovernmental Implications*

Responsibility for transportation policy, decision making and operations is shared across a number of jurisdictions, each with authority for different functional aspects of the transportation system. Given this context, a regional approach to transportation requires significant and ongoing collaboration to balance the needs of local, regional and higher levels of government. See Appendix D for a summary of regional priorities by transportation function.

Prior to this priority setting process most attention has been focused on the development of an authority to lead transportation decisions in the region. The region has not been able to reach consensus on the establishment of such an authority. Lessons learned from this experience is that municipalities and the electoral areas need assurance that they will not lose control over localized transportation decisions and that the potential for cost impacts are mitigated. Further, governance reviews and correspondence with the Province clearly state that the region must first establish agreed-upon transportation priorities before any consideration is given to a change in authorities. Governance did not receive high levels of partner support through this process.

Given the lessons learned and the current context, staff suggest:

1. Explore cooperation or governance mechanisms as an output of the prioritization process, rather than a priority in itself. This work could be undertaken, at a conceptual level, should staff be directed to report back on implementation strategies. Staff will be better able to provide meaningful input for consideration with a confirmed list of priorities.
2. Acknowledge that transportation solutions vary by sub-region, driven by the different needs of communities across the region. The proposed categories attempt to provide a path to success. If the region cannot reconcile sub-regional differences, any viable governance mechanism would need to significantly alter existing local government authorities to make a meaningful difference in transportation decision making.

Confirmation of regional transportation priorities follows from the 2020 release of the South Island Transportation Strategy (SITS). The Minister of Transportation and Infrastructure has indicated that the findings of the regional prioritization work will help inform ongoing priority setting and resource allocations within MoTI.

*Regional Growth Strategy Implications*

A mode share target of 42% is identified in the RGS. Land use patterns that support transit and active transportation – the densification designated centres and corridors – are needed to achieve mode share and climate change targets. The RGS sets out a settlement concept in Map 3(b) and policies to support such land use patterns.

The need for integrated land use and transportation was identified as a priority area by the region's two most populous municipalities. Generally local official community plans and transportation plans reflect the need for this integration. 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. Realizing the desired land use patterns set out in policy requires that growth be directed to designated locations and on-going monitoring to track progress against objectives.

*Social Implications*

A multi-modal transportation network supports equitable access to transportation options across the region. Different approaches, from infrastructure investment to TDM, is critical to delivering affordable and readily available transportation options. The regional priority areas reflect the needs of the people who live in the communities that make up the region.

*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.

Achieving the targeted mode share shift will require the investment of resources across all levels of government, as well as a strong commitment to change in terms of status quo. Some of the priority areas call on MoTI and BC Transit to fund significant infrastructure projects, while other priority areas require the identification of funding sources to drive regional and local action. The development of a funding strategy could be undertaken should staff be directed to report back on implementation strategies.

Within its authority for regional trails, the CRD would need to dedicate more or reallocate existing staff and financial resources to fast track improvements on the regional trail network and associated parking infrastructure. Within its authority for regional transportation planning, the CRD would need to adjust work planning to develop implementation strategies for each of the priorities.

*Service Delivery Implications*

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 including the identification of regional priorities. The CRD does not have a mandate to operate transit, ferries or rail, build road infrastructure, prioritize regional grant applications or dictate road standards. No single agency has the responsibility or direction to develop TDM policies and programs, including incentives, or safety policy. The CRD would need to expand its transportation service function to deliver regional policies and programs related to TDM or safety.

As a regional government, the CRD Board is in a unique position to:

1. Advocate for regional priorities that would achieve objectives in its regional plans such as the RGS and the RTP; and
2. Develop and possibly implement region-wide TDM and safety policy.

The CRD can be most effective at addressing these gaps by undertaking strategic advocacy only once priorities have been confirmed, and driving regional action in areas where there is an agreed-upon need for regional action.

The RTP established mode share targets for the region at 15% for cycling, 15% for walking and 12% for transit. This total 42% target was seen as being ambitious. Since the adoption of these mode share targets and pre-pandemic, BC Transit increased its mode share target to 15%.

The region's mode share is currently 26.6%. The status quo will not deliver these mode share targets for several generations. Achieving these targets will require substantial investment and commitment to change across all priority areas. It should be noted that the full long term impacts of the pandemic on travel behavior and public transportation services are not yet fully understood. It is expected that it will take considerable effort and time to bring transit ridership back to pre-pandemic levels let alone surpass it. As such it is unlikely that mode share increases to transit will be seen in the short to medium term.

#### *Alignment with Board & Corporate Priorities*

The 2019-2022 Board priorities identify two priority transportation initiatives:

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 have informed the prioritization process.

#### *Alignment with Existing Plans & Strategies*

Identification of the regional transportation priorities was largely based on priorities identified in existing plans, strategies and bylaws at local, regional and provincial levels. See Appendix C for additional policy context. At the regional level, priorities align well with the RGS, RTP and the Regional Trails Management Plan. The priorities also align to plans and policies from other agencies and senior governments, including the BC Transit Future Plan, BC Transit's RapidBus Strategy, SITS and CleanBC.

### **CONCLUSION**

Confirmation of regional transportation priority areas would be the first step to resolving a number of implementation gaps in the region. This would help all partners address transportation problems related to congestion and mode shift. The proposed list of transportation priority areas reflects input from partners around the region, organized by the type of action required for implementation. Once priorities are confirmed, CRD staff can inform partners and report back to the Board on implementation strategies. Taking action on these priorities will continue to require significant and ongoing coordination, in which the CRD plays a critical role.

**RECOMMENDATION**

The Transportation Committee recommends to the Capital Regional District Board:

1. That the categorized priority areas listed in Appendix A be confirmed;
2. That the list of confirmed regional transportation priority areas be shared with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners; and
3. That staff be directed to develop implementation strategies for each of the approved transportation priority areas and report back to the Board on the findings, including a consideration of cooperation mechanisms.

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

**ATTACHMENTS**

- Appendix A: Summary of Partner Input and Priority Setting Process  
Appendix B: Regional Transportation Priority Areas  
Appendix C: Transportation and Climate Action Policy Context  
Appendix D: Summary of Regional Priorities by Transportation Function

# Overview

## Purpose

- Review input on regional transportation priorities.
- Consider regional needs and outcomes.
- Agree to priorities and direct next steps.

## What Staff Evaluated

- 1) Partner input
- 2) Regional needs & outcomes
- 3) Policy context & performance against criteria

## Filling our Implementation Gaps

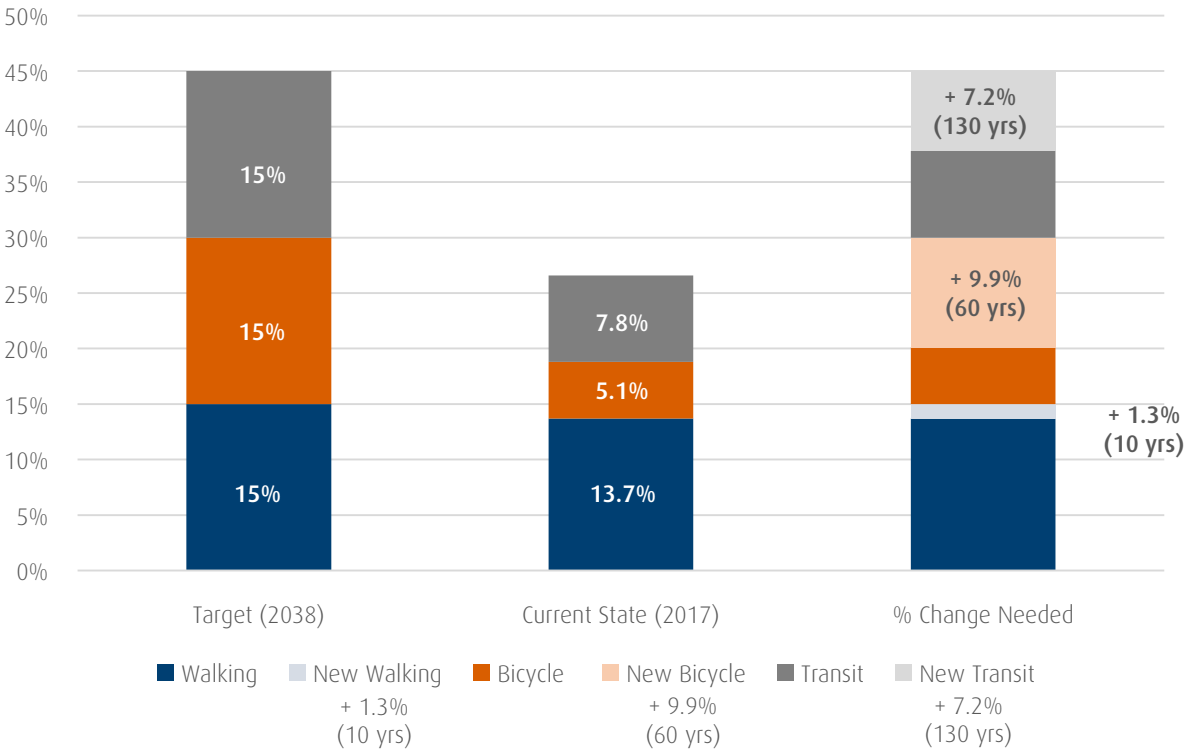
- 1) **Prioritize:** Agree to priorities that advance the RTP
- 2) **Champion:** Opportunity to speak with one regional voice
- 3) **Attract Funding:** Opportunity to leverage new funding streams
- 4) **Coordinate:** Future areas requiring coordination identified

# Current State

## Problem Statements

- 1. Traffic congestion in peak periods
- 2. Mode shift – improve mode choice and change behaviour
- 3. Reduce GHG emissions from transportation

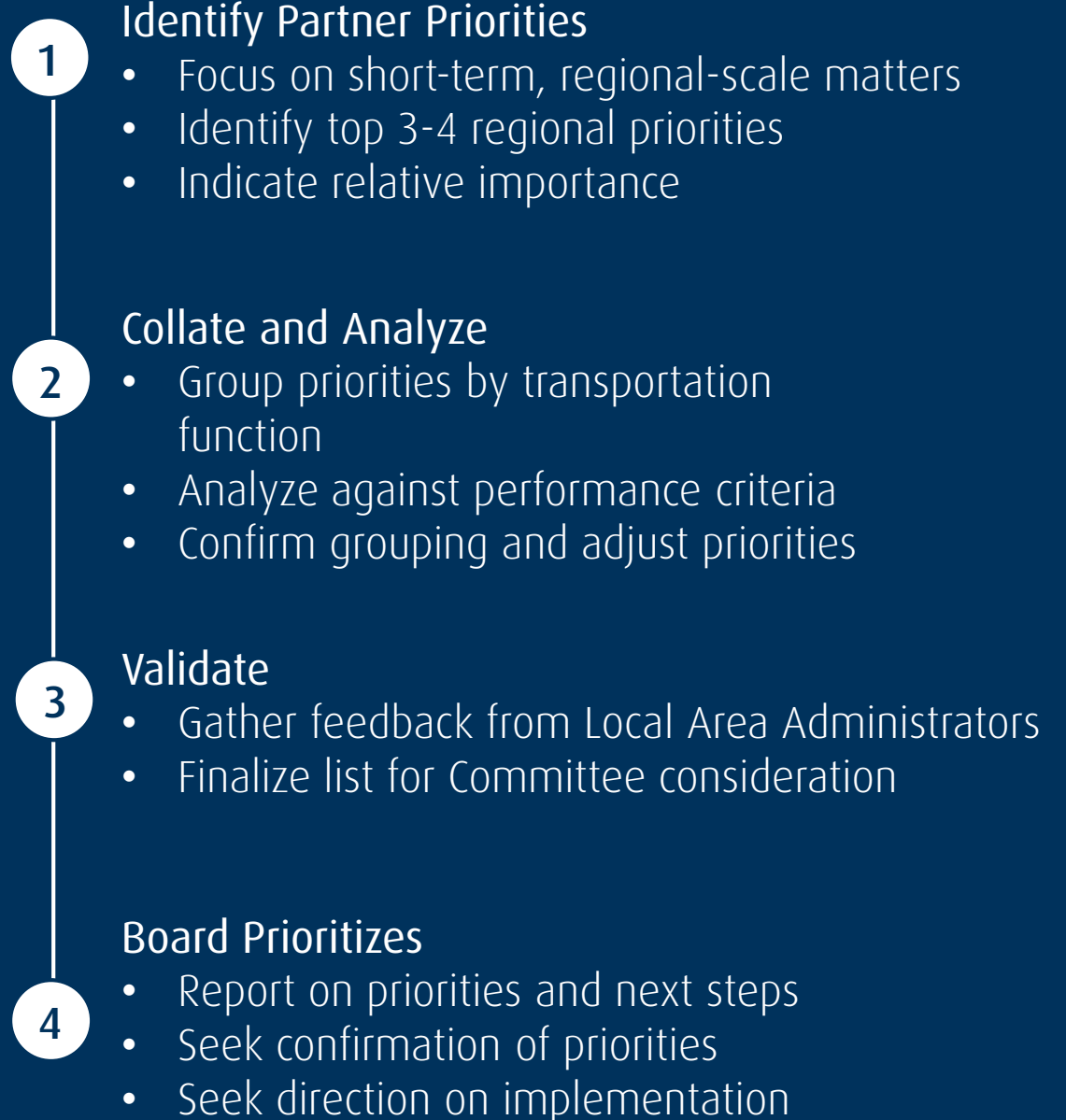
## Mode Share Context



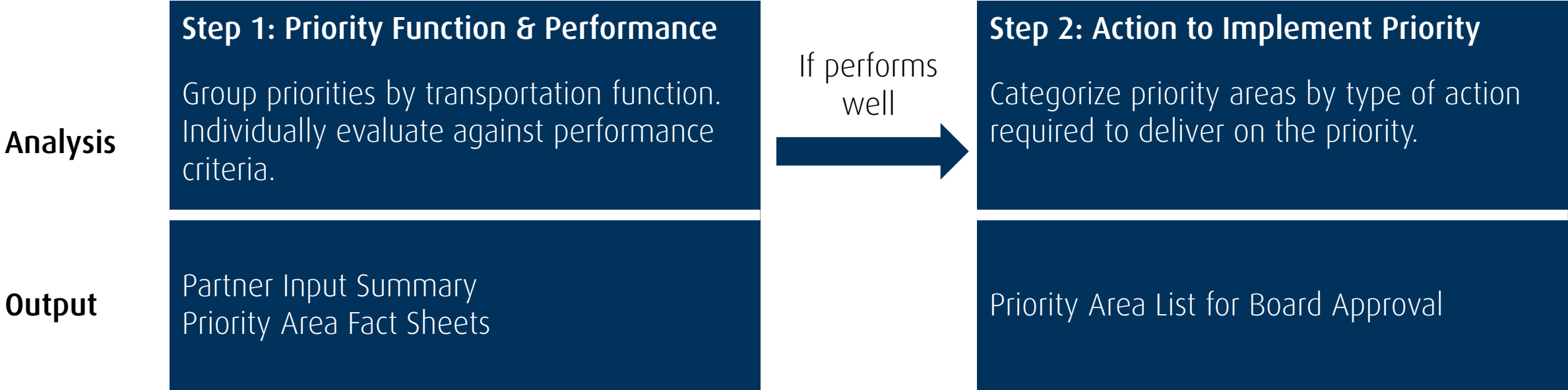
# Gathering Partner Input

## Partners

- 13 CRD Municipalities
- 3 CRD Electoral Areas
- BC Transit
- Ministry of Transportation and Infrastructure (MoTI)
- BC Ferries
- Island Corridor Foundation



# Generating the Priority List



## Findings

- 1. **Region-Wide Support:** RapidBus and active transportation
- 2. **sub-Regional Support:** All other priorities - communities have different needs
- 3. **Significance:** Point allocation focuses attention on what is most important
- 4. **Not Mutually Exclusive:** Partners support other priorities, even if didn't allocate points



# Summary of Partner Input

	TRANSIT			GOVERNANCE	AUTO		ACTIVE	TRANSPORTATION DEMAND MANAGEMENT, POLICY AND ADVOCACY	
PARTNER	Bus Mass Transit (RapidBus)	Non Bus Mass Transit	General Transit	Governance	Parking and Access Upgrades	Integrated safety focused approach to Highways and Arterials	Active Transportation including Regional Trails	Transportation Demand Management	Policy
JDF			30	30	40				
SGI	20						35		45
SSI			15				70		15
Esquimalt	40	20					40		
Oak Bay	50								50
Saanich	20						40		40
Victoria	20		20				30	15	15
View Royal		25		75					
Colwood	50	15					15	10	10
Highlands					30	40		30	
Langford	20	20			20		20	20	
Metchosin	50	15			35				
Sooke	10					90			
Central Saanich	25				25	20	25	5	
Sidney	50						35	15	
North Saanich						100			
TOTALS	355	95	65	105	150	250	310	95	175
AGENCY PARTNER	30	100	70			100			
BC Transit	30		70						
Island Corridor Foundation		100							
MoTI						100			

# Summary of Partner Input

	TRANSIT			GOVERNANCE	AUTO		ACTIVE	TRANSPORTATION DEMAND MANAGEMENT, POLICY AND ADVOCACY	
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JDF			30	30	40				
SGL	20						35		45
SSI			15				70		15
Esquimalt	40	20					40		
Oak Bay	50								50
Saanich	20						40		40
Victoria	20		20				30	15	15
View Royal		25		75					
Colwood	50	15					15	10	10
Highlands					30	40		30	
Langford	20	20			20		20	20	
Metchosin	50	15			35				
Sooke	10					90			
Central Saanich	25				25	20	25	5	
Sidney	50						35	15	
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TOTALS	355	95	65	105	150	250	310	95	175
AGENCY PARTNER	30	100	70			100			
BC Transit	30		70						
Island Corridor Foundation		100							
MoTI						100			

# Priority Areas



## Advocate

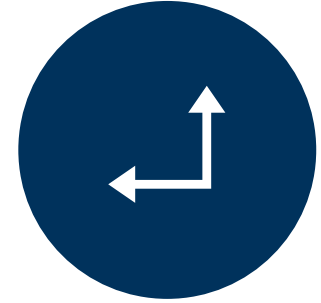
Take action now to leverage funding and project delivery. Initiatives in this category require action by agency partners. The CRD role is to advocate for the region's fair share.



## Act

Provide regional direction or take local action to deliver the work. The CRD role is:

- act where it has authority
- coordinate where needed
- set direction if no lead agency



## Pivot

Consider context carefully. Senior government policy direction, current context and costs are not favourable. The CRD role is to support balanced consideration of needs before advancing this work.

# Advocate: Funding & Implementation

**RapidBus:** Accelerate RapidBus implementation.

- Faster delivery
- Corridors that link to centres

## **Highway Safety Improvements:**

Advance highway projects that focus on multi-modal infrastructure and safety.

- Multi-modal in all projects
- Prioritize safety
- Free-flow on corridors



**SSI / SGI Connectivity:** Enhance connectivity to SSI and SGI.

- Ferry electrification
- Terminal upgrades
- Prioritize reducing vehicle volume

**Transit – General:** Improve local transit service in rural areas.

- Service standardization
- Improve service frequency & span

# Act: Regional Direction / Local Action

**Active Transportation:** Focus on regional trails and dedicated funding.

- Complete regional trail network
- Develop standards & complete upgrades
- Seek dedicated funding

**TDM:** Develop regional policy and programming.

- Identify lead organization
- Seek ways to incent behaviour change

**Safety Policy:** Develop & implement a “Vision Zero” policy approach.

- Identify lead organization
- Develop regional safety policy



**Strengthen Land Use:** Continue to implement RGS Settlement Concept.

- Direct growth to places that encourage walking, cycling and efficient use of public transit
- Incent transit oriented development

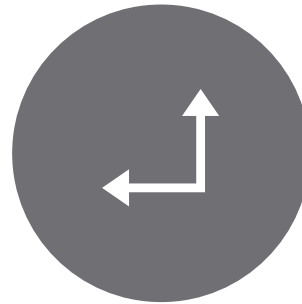
**Parking & Access:** Improve access to transit park and rides and parks.

- Increase availability in rural areas
- Improve parking & road safety at regional parks

# Pivot: Consider Regional Context

**Governance:** Consider once region has evaluated success of prioritization.

- Province and partners have identified the region must agree to priorities before governance is considered.
- Address concerns about insufficient municipal council support, loss of control over transportation decisions, possible local cost impacts and legislative implications for partner authorities.



**Light Rail Link and Westshore Passenger Ferry:** Consider once ridership share is greater.

- Investigate once ridership capacity can accommodate both bus mass transit and these alternative modes.
- Address concerns about cost, efficiency, competitiveness, density and lack of connectivity (e.g., no downtown terminus for rail, difficult to access ferry by active modes).


# Policy Context

Senior levels of government set policy that shapes funding, infrastructure and grants. Policy on climate, economic recovery and transportation will shape what gets built in the region.

- Pan-Canadian Framework on Clean Growth and Climate Change (2016 – Federal)
- CleanBC (2019 – Provincial)
- South Island Transportation Strategy (2020 – Provincial)
- Regional Growth Strategy (2018 – CRD)

Policy Direction	Priority Area Response
Transition to lower emitting vehicles	RapidBus Integrated roads and highways General transit investments Parking and access upgrades
Multi-Modal Transportation	RapidBus Dedicated active transportation funding Regional trail network completion Continue to implement RGS settlement concept SSI / SGI connectivity
Affordability	RapidBus Dedicated active transportation funding Regional trail network completion General transit investments Continue to implement RGS settlement concept
Safety	SSI / SGI island connectivity Safety policy – Vision Zero Integrated roads and highways Continue to implement RGS settlement concept

# Priorities by Transportation Function

					 Capital Regional District	 Municipalities
					 BC Transit	 MoTI
 Regional and Multi-Use Trails	Primary Service Provider				Funder	
	Complete regional trail system (incl. standardization). Upgrade parking at regional parks.				Provide secure funding for active transportation infrastructure (trails).	
	Primary Service Provider		Primary Service Provider	Primary Service Provider	Funder	
	Upgrade roads near regional and local parks. Build active transportation infrastructure once funded.			Add park and ride stations.	Provide secure funding for active transportation infrastructure (on-road).	
	Primary Service Provider		Advocacy - Policy			
 Regional and Local Roads	Continue to implement RGS growth concept. Adopt policies to incentivize transit-oriented development.		Adopt policies to incentivize transportation-oriented development.			
 Land Use – Corridors & Nodes	Primary Service Provider		Primary Service Provider		Funder	
 Regional Transit Network	Accelerate RapidBus. Ensure RapidBus directly links to centres.				Provide secure funding for ridership recovery.	
 Provincial Highways	Primary Service Provider		Upgrades / improvements. Include transit & active modes in all highway improvements.			
Outcomes	Take action once funding is secured.		Take action once funding is secured.		Consensus on these items provides advocacy leverage with MoTI.	

Responsibility for transportation in the region is shared. The table shows how each priority area would be implemented by function and jurisdiction.

Priority areas requiring regional direction or careful consideration are shown outside the table as they are either a new function or do not belong to an existing jurisdiction.

- Requires Regional Direction
- 1) Develop TDM policies and programs
  - 2) Develop regional vision zero program

- Requires Consideration of Context
- 1) Regional transportation governance
  - 2) Phased introduction of rail service on E&N corridor
  - 3) Ferry service between the Westshore and Esquimalt



# Recommendations

- 1.** Confirm the categorized priority areas listed in Appendix A.
- 2.** Share the list of confirmed regional transportation priority areas with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners.
- 3.** Direct staff to develop implementation strategies for each of the approved transportation priority areas and report back to the Board on the findings, including a consideration of cooperation mechanisms.

# Priority Areas

Priority areas are categorized by the type of action needed to advance each priority recognizing that communities across the region have different transportation needs. This proposed approach seeks a viable path forward to resolve transportation issues and address implementation gaps.

Advocacy

Priority areas related to multi-modal infrastructure investments garner cross-regional support or respond to sub-regional needs. These priority areas require action by agency partners (i.e., MoTI and BC Transit) and the CRD role is to advocate for the region’s fair share of these investments.

- **RapidBus (Bus Mass Transit):** Accelerate RapidBus implementation.
- **Highway Safety Improvements:** Advance highway projects that focus on multi-modal infrastructure and safety.
- **SSI / SGI Connectivity:** Seek multi-modal and safety improvements to enhance connectivity to Salt Spring Island (SSI) and the Southern Gulf Islands (SGI).
- **Transit – General:** Improve local transit service in rural areas.

Action

Several priority areas require regional direction or local action to implement, and all but active transportation reflect the sub-regional variations in priorities. The CRD role is to act where it has authority, coordinate where needed, and set direction on matters that are currently not the responsibility of any partner.

- **Active Transportation:** Complete the regional trail network and seek dedicated transportation funding for green transportation alternatives.
- **TDM:** Undertake transportation demand management policy and programming.
- **Safety Policy:** Develop and implement a “Vision Zero” policy approach that aims to keep all road users safe from the risk of being seriously injured or killed on the road network.
- **Strengthen Land Use:** Continue to implement the RGS Settlement Concept by directing growth to places that encourage walking, cycling and efficient use of public transit.
- **Parking and Access Upgrades:** Improve access to transit park and rides and parks.

Pivot

A few priority areas require careful consideration of context. These priority areas could be challenging for the region to advance successfully in the short- to medium-term given existing senior government policy direction, current context and costs, and could detract from advancing other priorities. The CRD role is to support a balanced consideration of needs before advancing this work.

- **Governance:** Consider initiating a process to change governance and/or authorities once the region has been able to evaluate the success of prioritization.
- **Light Rail Link and Westshore Passenger Ferry:** Consider taking action on these alternative mass transit approaches once ridership capacity can accommodate both bus rapid transit and light rail and / or passenger ferry.

# Summary of Partner Input

	TRANSIT			GOVERNANCE	AUTO		ACTIVE	TRANSPORTATION DEMAND MANAGEMENT, POLICY AND ADVOCACY	
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BC Transit	30		70						
Island Corridor Foundation		100							
MoTI						100			

# Priority Setting Process

On December 9, 2020, the CRD Board directed staff to develop a list of regional transportation priorities. Staff worked collaboratively, following an iterative process, with partners having jurisdiction over a transportation function to prepare the list.

In order to generate priorities that reflect the regional and sub-regional needs of all CRD communities, and against which the CRD can act, staff used a two-step evaluation process:



## Partners Responsible for a Transportation Function

- 13 CRD Municipalities
- 3 CRD Electoral Areas
- BC Transit
- Ministry of Transportation and Infrastructure (MoTI)
- BC Ferries
- Island Corridor Foundation

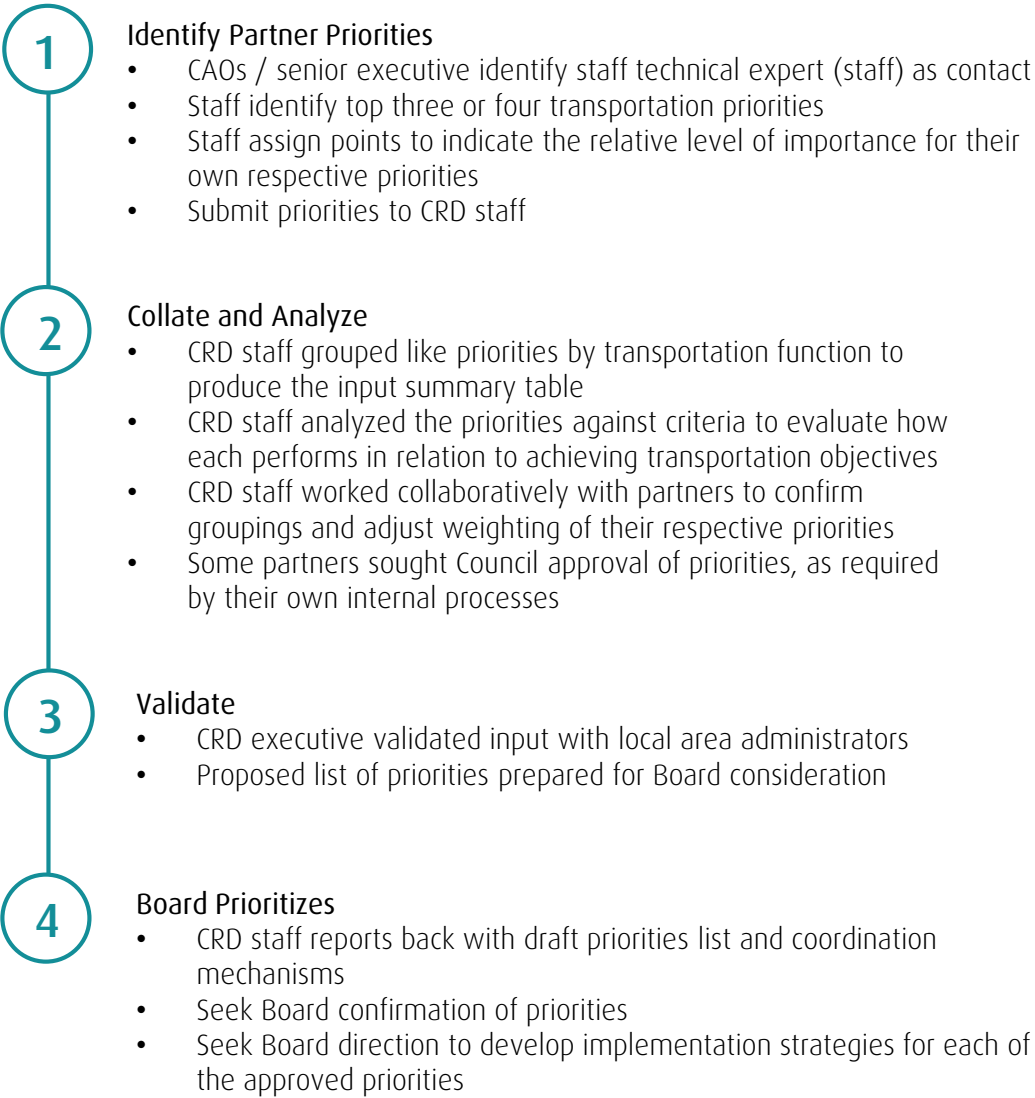
## Criteria

- Climate action
- Congestion
- Mode share
- Safety
- Affordability

## Key findings

1. Two transportation priorities received broad levels of regional support – BC Transit’s RapidBus initiative and active transportation / regional trails.
2. All other transportation priorities received varying levels of sub-regional support, reflecting the different needs of communities across the region; rural and remote communities require different solutions than the urban core and more densely populated centres.
3. Internal point allocation was intentional to drive focus on the transportation priorities of most significance to partners.
4. Partners noted that they support areas to which they did not allocate points, indicating some priorities have broader levels of support than the summary suggests.

# Process Steps



Advocate	Act	Pivot
----------	-----	-------

Advocate

↓

Take action now to leverage funding and project delivery

The Province expects that regional priorities will drive the implementation of projects and actions set out in the South Island Transportation Strategy (SITS).

The proposed priority areas:

- Reflect projects with regional and sub-regional support.
- Perform well against all criteria to address regional transportation problems and take action on climate change.

Proposed Priority Area	Implementation Action
RapidBus	Seek accelerated implementation from BC Transit / MoTI. Seek dedicated corridors with direct links to designated growth centres.
Integrated Highway Improvements	Leverage multi-modal improvements from any highway work. Seek projects that prioritize safety improvements. Support free-flow of traffic along highway corridors.
SSI / SGI Island Connectivity	Seek ferry electrification and implementation of terminal safety upgrades. Seek policy and infrastructure to prioritize reduction in vehicle volumes.
General Transit	Seek service standardization in rural areas (weekend / evening service). Seek improved frequency and span of service (incl. SGI/SSI ferry).

# BUS MASS TRANSIT / RapidBus

## REGIONAL SUPPORT

- Esquimalt
- Oak Bay
- Saanich
- Victoria
- Langford
- Colwood
- Metchosin
- Sooke
- Central Saanich
- Sidney
- SGI

RapidBus is a BC Transit initiative to provide frequent, high-capacity service along key corridors. With buses removed from general traffic, the initiative aims to significantly reduce travel times compared to single occupancy vehicle travel.

RapidBus consists of dedicated bus lanes, branding and priority measures for transit with a focus on Highway 1, Highway 17 and McKenzie Avenue. RapidBus includes the requirement for an exchange at Uptown and a new transit operations facility.

## Key Features / Key Partner Asks

- Accelerate RapidBus implementation.
- Create direct links to designated growth centres.

### CRD

#### Advocacy

- If directed, develop an integrated advocacy strategy:
- MoTI – funding
  - BC Transit – facility planning

### BC Transit (Victoria Regional Transit Commission)

#### Service Operator

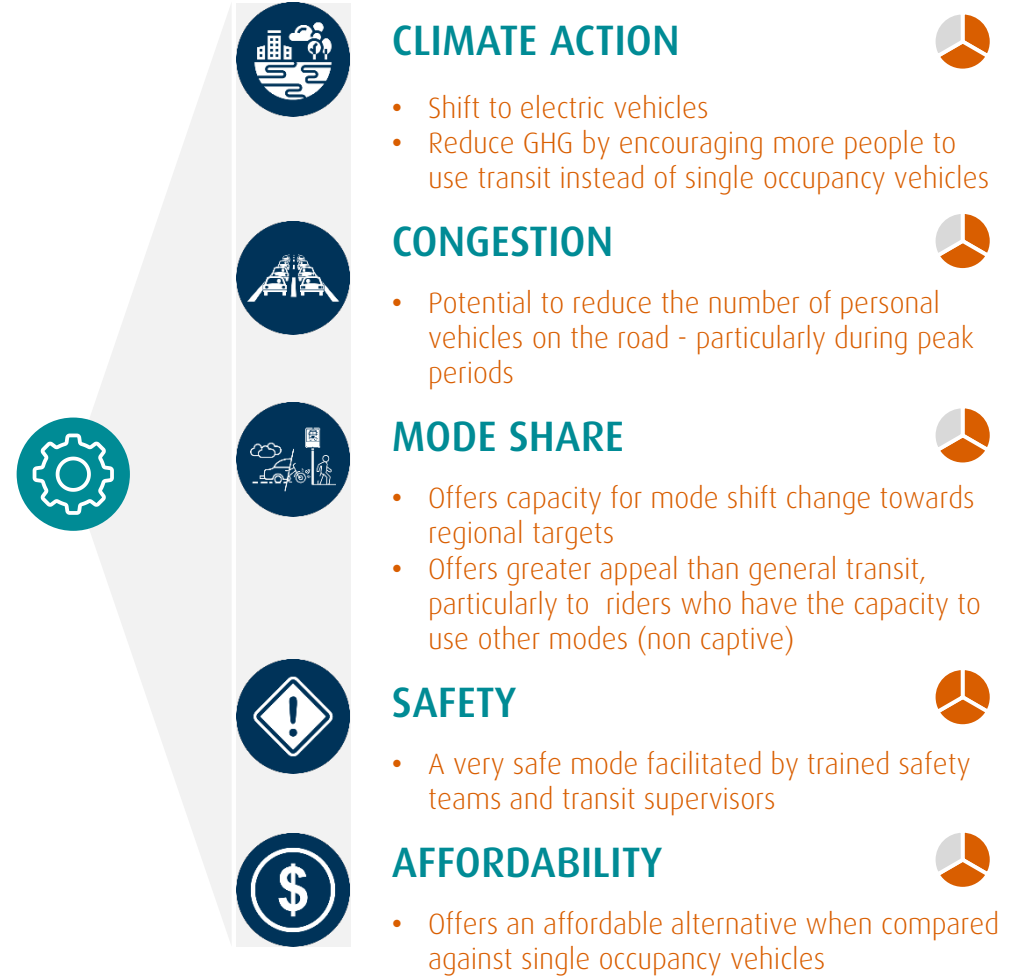
- Set operational policy, priorities and facility design (e.g., accelerate implementation)
- Set fares
- Seek fair share of funding
- Set mode share targets

### MoTI

#### Funding

- Provide funding
- Approve new service hours
- Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes bus rapid transit and fleet greening)

# PERFORMANCE EVALUATION



# AUTO / INTEGRATED SAFETY FOCUSSED APPROACH TO HIGHWAY PROJECTS AND ARTERIALS

## REGIONAL SUPPORT

- Sooke
- Highlands
- Central Saanich
- North Saanich

The highway system in the CRD consists of three major highways (1, 14 and 17) connecting major centres across the region with gateways to the rest of Vancouver Island, the mainland via ferries, and internationally via the airport. The MoTI is responsible for the highway system which allows for both freight and passenger movement.

An integrated approach to highways was a cornerstone of the South Island Transportation Strategy. Highway upgrades in the region consider the safety and movement of people across all modes. Arterial roads, which connect to the highway system, are the responsibility of local governments and often accommodate strategic employment and service centres as well as increased housing density. Support for highway improvements came from communities in the region which rely on highways to access services and employment opportunities.

## Key Features / Key Partner Asks

- Maintain arterials and highways as the dominant traffic corridors.
- Prioritize improvements based on safety.
- Integrate transit and active transportation in all highway improvements.
- Support free flow of traffic along highway corridors.

CRD	Local Government	MoTI
Advocacy	Arterial road design and maintenance	Highway design and maintenance
<ul style="list-style-type: none"> <li>• Continue to provide data and technical expertise on a project basis</li> <li>• If directed, develop an advocacy strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Set arterial policy direction</li> <li>• Plan, operate, maintain and fund arterial connections to the highway system</li> <li>• Collaborate with BC Transit and CRD Regional Trails</li> </ul>	<ul style="list-style-type: none"> <li>• Set policy direction</li> <li>• Plan, operate, maintain and fund integrated highway system</li> <li>• Collaborate with BC Transit, CRD Regional Trails and local governments</li> </ul>

# PERFORMANCE EVALUATION



# POLICY - BC FERRIES / ISLAND CONNECTIVITY

## REGIONAL SUPPORT

- SGI
- SSI

The region is dependent on the ferry system to access vital goods and services and connect with the rest of the province. This is particularly significant for the Electoral Areas of Salt Spring Island (SSI) and the Southern Gulf Islands (SGI), whose residents rely heavily on ferries to access the region.

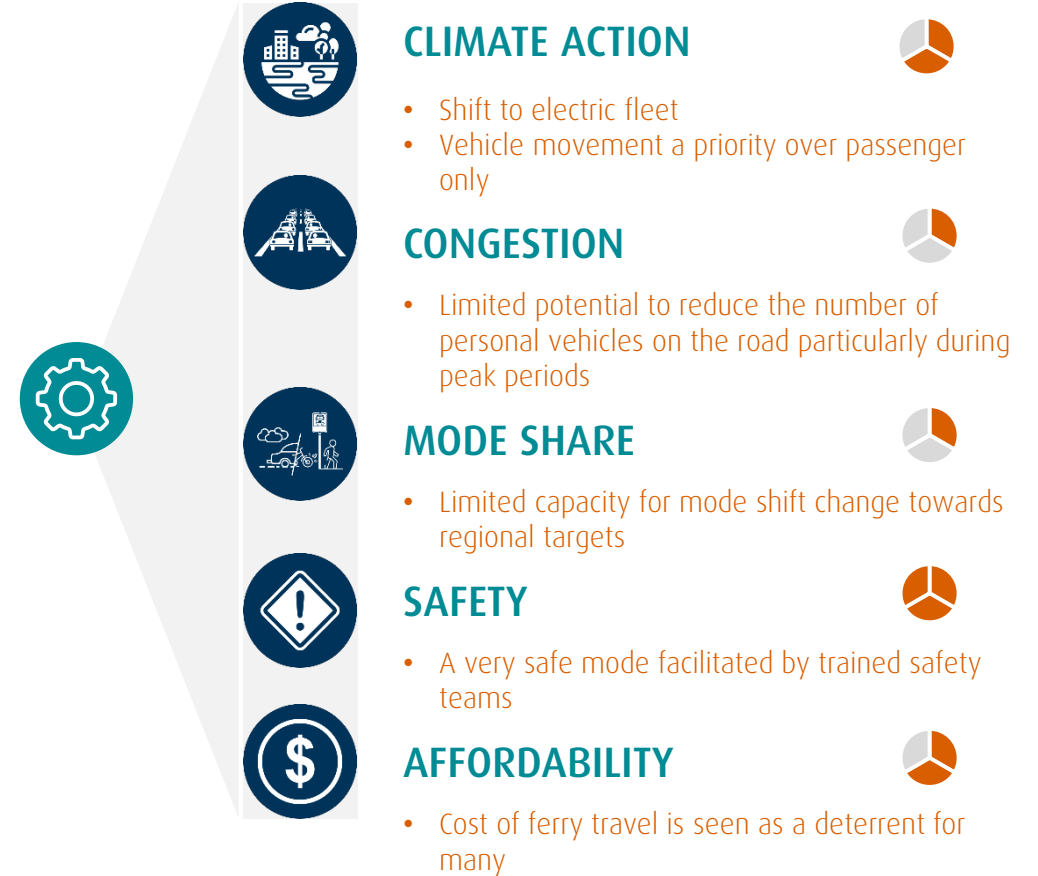
Ferries generated little discussion amongst municipal partners, but were dominant discussion points for the SSI and SGI Electoral Areas.

### Key Features / Key Partner Asks

- Electrify ferry and implement terminal safety upgrades.
- Advocate to the Province to amend mandate letter to prioritize reduction in vehicle volumes and emphasize active transportation passenger volumes.
- Advocate for MoTI to include 1.5m to 1.8m bike lanes as a part of every repaving project.

CRD	BC Ferries	MoTI
Advocacy	Service Operator	Mandate & Funding
<p>If directed, develop an integrated advocacy strategy:</p> <ul style="list-style-type: none"> <li>• MoTI – policy</li> <li>• BC Ferries – facility planning</li> </ul>	<ul style="list-style-type: none"> <li>• Act as the operating company to meet the scope of service mandated by the Province</li> <li>• Set operational policy</li> </ul>	<ul style="list-style-type: none"> <li>• Set BC Ferries operating mandate</li> <li>• Set policies and priorities</li> <li>• Provide funding</li> </ul>

# PERFORMANCE EVALUATION





# GENERAL TRANSIT

## REGIONAL SUPPORT

- Juan de Fuca
- SSI
- Victoria

BC Transit provides local bus service, connecting residents to destinations via local-serving routes. Transit provides transportation choice for significant numbers of residents and visitors. Local transit service operates buses in mixed traffic, with closely spaced stops.

Transit is working towards the greening of its fleet through the introduction of LNG and electric busses in the region.

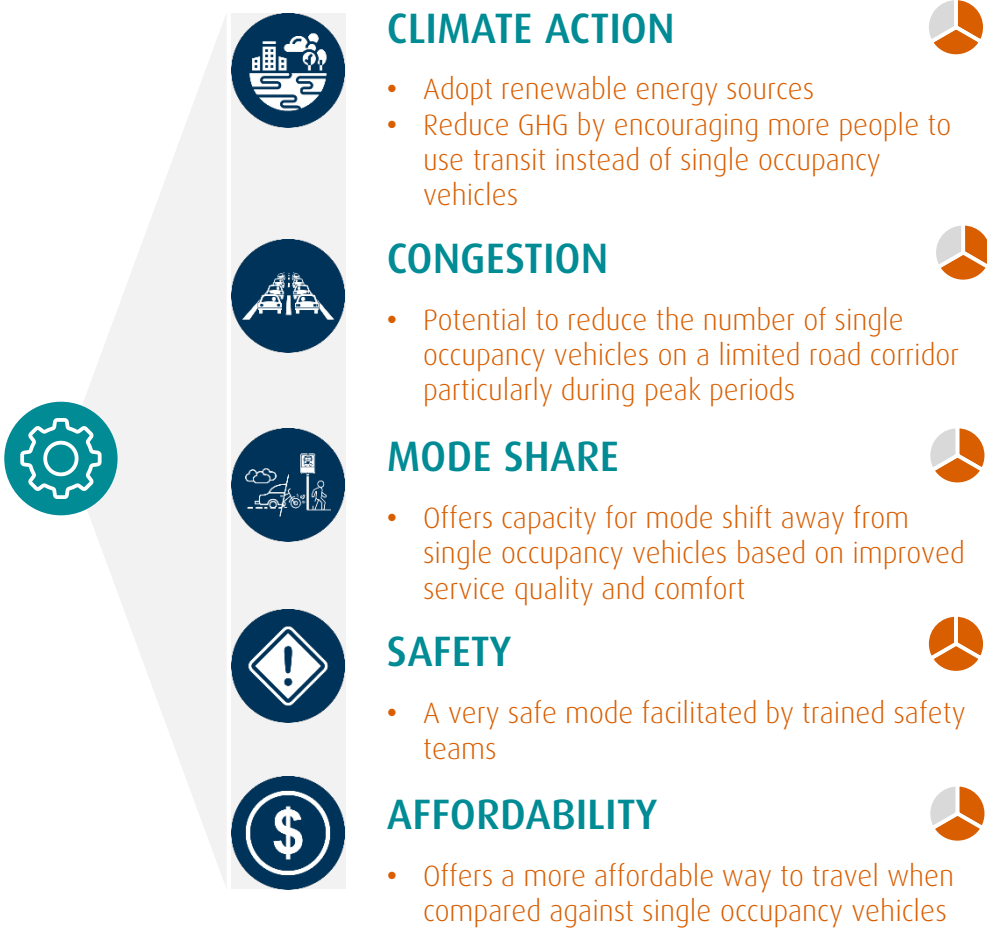
BC Transit has seen significant passenger losses as a result of the pandemic. The next few years will require significant work to build passenger confidence and volumes back. This rebuild offers potential to reexamine how routes, service span and frequency across the region represent the needs of the community.

### Key Features / Key Partner Asks

- Service standardization in communities across the region to include weekend and evening services.
- Improved frequency and span of service.
- Better integration between SGI and SSI ferries and Swartz Bay transit.

CRD	BC Transit (Victoria Regional Transit Commission)	MoTI
Advocacy	Service Operator	Funding
<ul style="list-style-type: none"> <li>• If directed, develop an advocacy strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Set operational policy and priorities</li> <li>• Approve service levels, frequency and routing</li> <li>• Set transit mode share targets</li> </ul>	<ul style="list-style-type: none"> <li>• Provide funding</li> <li>• Approve new service hours</li> <li>• Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes fleet greening)</li> </ul>

# PERFORMANCE EVALUATION



Needs Regional Direction or Local Action



Consider options to initiate work

A number of priority areas require regional or local action, or a decision to take new action. These priority areas reflect matters requiring varying levels of regional coordination.

The proposed priority areas:

- Reflect initiatives that require regional coordination and/or action to be effective.
- Require additional direction from the CRD Board to move forward as it would change aspects of CRD service delivery.

Proposed Priority Area	Implementation Action
Regional Trails and Active Transportation	Complete regional trail network. Develop trail standards and complete safety upgrades. Seek dedicated active transportation funding.
Transportation Demand Management (TDM)	Identify a lead organization. Seek ways to incentivize behaviour change. Develop and implement TDM policies and programs.
Safety Policy (Vision Zero)	Identify a lead organization. Develop and implement a regional traffic safety policy.
Strengthen Land Use	Continue to implement the RGS Settlement Concept by directing growth to places that encourage walking, cycling and efficient use of public transit. Incentivise transit oriented development.
Parking and Access Upgrades	Increase parks & rides in rural areas to make transit use more convenient. Improve parking and road safety at regional and provincial parks.

## ACTIVE TRANSPORTATION INCLUDING REGIONAL TRAILS

### REGIONAL SUPPORT

- SSI
- Langford
- Esquimalt
- Colwood
- Central Saanich
- SGI
- Saanich
- Victoria
- Sidney

The region's active transportation network is composed of three regional trails – the Galloping Goose, Lochside and E&N Rail Trail – and local active transportation infrastructure. Significant progress by both the CRD and municipalities has been made towards the implementation of this network with the construction of all ages and abilities pedestrian and cycling infrastructure throughout the region.

Cycling and walking are well documented as being the most climate friendly form of transportation options with the added bonus of health benefits to the user.

There is no longer a stable, dedicated funding pool for active transportation outside of established budgets for the general operation and maintenance of regional trails.

### Key Features / Key Partner Asks

- Standardize the regional trail network to reflect its year round use.
- Seek dedicated regional active transportation funding.
- Provide for safety upgrades.
- Complete the E&N Rail Trail.

#### CRD

##### Operations and Advocacy

- Plan, operate and maintain the three regional trails, per the Regional Trails Management Plan
- Set regional mode share targets
- Seek funding for new trail construction and improvements

#### Local Governments

##### Operations and Advocacy

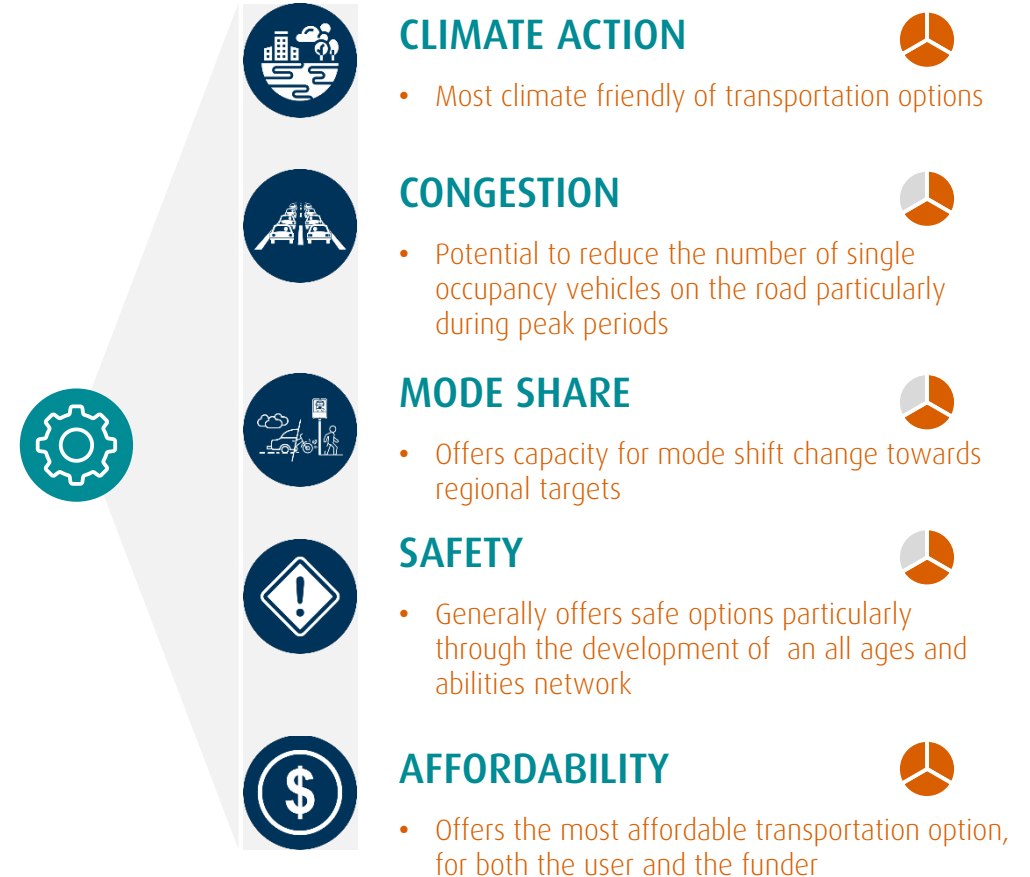
- Plan, operate and maintain local active transportation infrastructure
- Set local mode share targets
- Prioritize local service delivery

#### MoTI

##### Land Owner

- Critical funding partner
- Active transportation policy direction
- Land Owner (E&N)

## PERFORMANCE EVALUATION



# TRANSPORTATION DEMAND MANAGEMENT

## REGIONAL SUPPORT

- Colwood
- Highlands
- Victoria
- Langford
- Sidney
- Central Saanich

Transportation Demand Management (TDM) includes a range of incentives and deterrents that encourage people to make travel choices that shift modes, reduce congestion or mitigate the need for travel. The objective of TDM is to remove pressure during peak periods from high volume transit routes and road networks.

The pandemic has offered a unique trial of how some TDM measures can alter peak travel times and spread traffic volume across a longer time horizon. Other measures include incentives such as affordable passes for transit or deterrents such as parking fees or congestion charges. The most appropriate TDM measures for the region would need careful evaluation.

## Key Features / Key Partner Asks

- Strong belief from many partners that working from home and staggered work and school hours will continue after the pandemic and that the impact of this will assist in decreasing congestion.
- Incentivize active transportation, transit and high-occupancy vehicles and dis-incentivize the use of single occupancy vehicles and the need for travel.

### CRD

- If directed, develop collaborative policy
- Implement policy at a workforce level

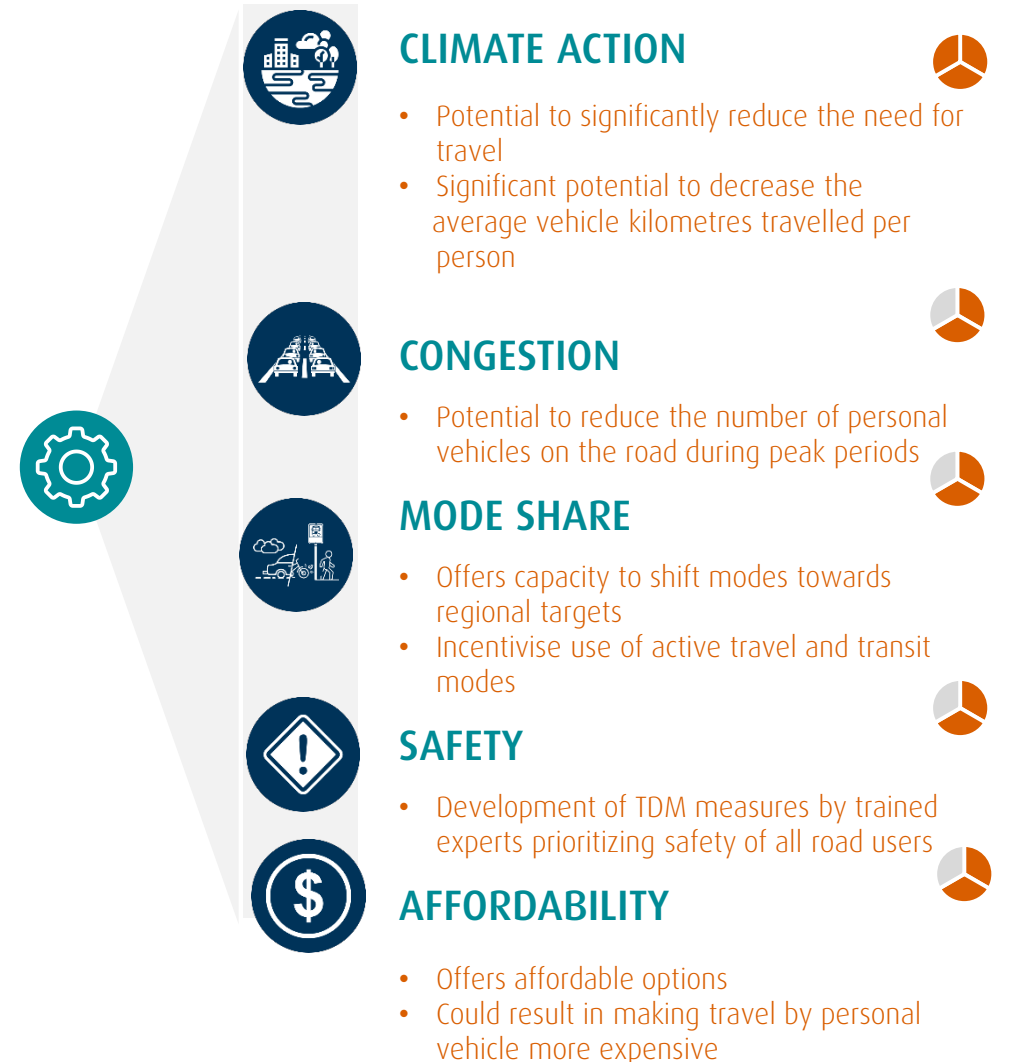
### Local Governments

- Provide and funds localized incentives (e.g., Victoria Youth Pass, pay parking)
- Develop collaborative policy
- Implement policy at a workforce level

### MoTI/ BC Transit

- Develop collaborative policy
- Implement policy at a workforce level
- Provide incentives (e.g., bus passes and promotions)

# PERFORMANCE EVALUATION



# POLICY – SAFETY VISION ZERO and DEFAULT SPEED PILOT

REGIONAL SUPPORT

- Saanich
- Oak Bay

Vision Zero is a traffic safety policy with an aim for all road users to be safe from the risk of being killed or seriously injured on the road network.

British Columbia has a default speed limit of 50km/h, where no speed limit sign is posted. The provincial government amended the *Motor Vehicle Act* to allow pilot projects that would research, test and evaluate new regulatory approaches to support active transportation and increase safety. A number of municipalities have expressed an interest in participating in a pilot of a lowered default speed.

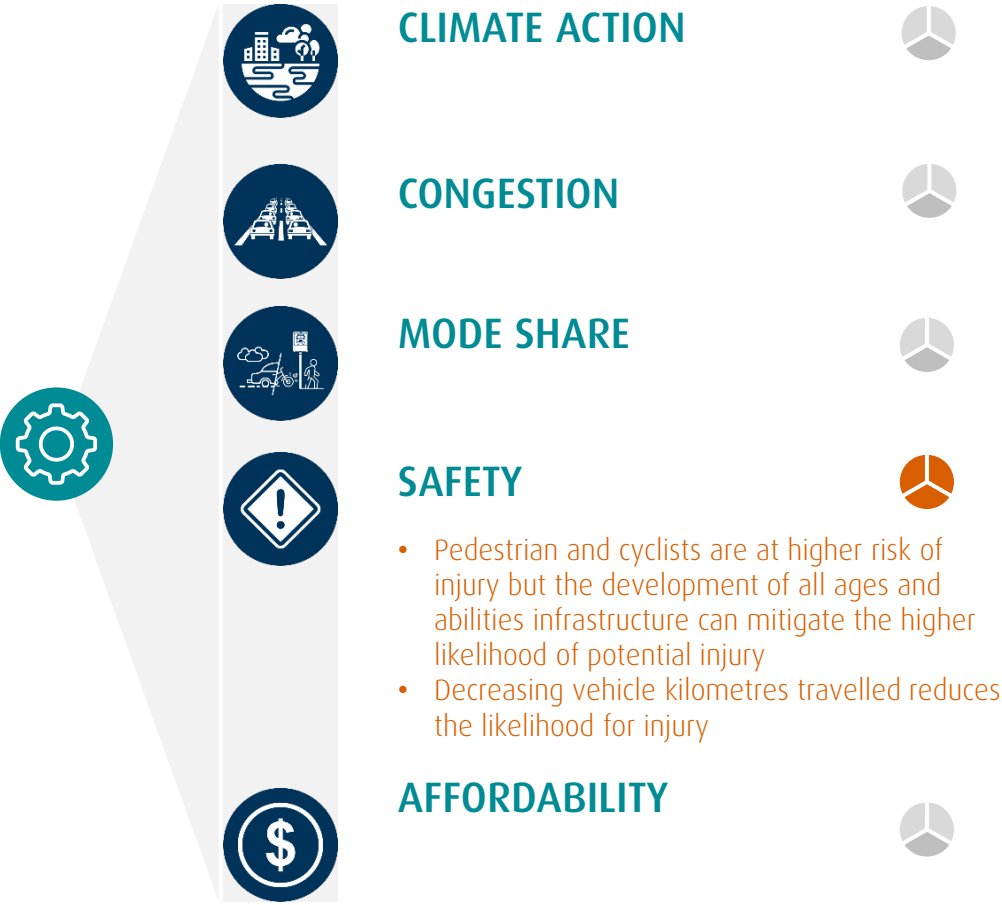
Key Features / Key Partner Asks

- Develop a regional Vision Zero program.
- Pilot lowered default speed.

CRD	Local Governments	Province
Advocacy	Infrastructure and Policy	Support and collaboration.
<div>If directed:<ul style="list-style-type: none"><li>• Develop an advocacy strategy</li><li>• Collaborate to develop and set policy direction</li></ul></div>	<div><ul style="list-style-type: none"><li>• Fund planning and engineering solutions to align with Vision Zero principles</li><li>• Collaborate to develop policy direction</li></ul></div>	<div><ul style="list-style-type: none"><li>• Set provincial legislation, policy and plans</li><li>• Fund and plan for safety upgrades on MoTI road networks</li><li>• Provide educational campaigns and disincentives such as fines for not obeying rules</li></ul></div>

# PERFORMANCE EVALUATION

NOTE: Vision Zero would have little direct impact in the short term advancement of four of the five criteria but significant potential to improve user safety.



# POLICY - LAND USE

## REGIONAL SUPPORT

- Saanich
- Victoria

Land use and transportation are intrinsically linked. The Regional Growth Strategy (RGS) provides the vision for sustainable growth including such areas as population growth, transportation and settlement patterns. Settlement patterns that densify designated centres and corridors support efficient transit service and connected active transportation networks that get people to the places they want to go.

### Key Features / Key Partner Asks

- Continue to implement RGS vision and adopt regional land use policy that supports transit oriented development.
- Develop settlement patterns that minimize the use of automobiles and encourage walking, cycling and the efficient use of public transit.

CRD	Local Governments	Province
Regional Growth Strategy	Official Community Plan	Legislation
<ul style="list-style-type: none"><li>• Draft and approve the RGS</li><li>• Approve local government regional context statements</li></ul>	<ul style="list-style-type: none"><li>• Prepare and implement Official Community Plan</li><li>• Direct and approve growth in designated centres and corridors to support efficient transit and active transportation</li></ul>	<ul style="list-style-type: none"><li>• Develop and approve legislation under the <i>Local Government Act</i> that sets requirements for content and adoption of Regional Growth Strategies and OCPs</li></ul>

# PERFORMANCE EVALUATION



# AUTO / PARKING AND ACCESS UPGRADES

## REGIONAL SUPPORT

- Juan de Fuca
- Central Saanich
- Metchosin
- Langford
- Highlands

Numerous partners identified a concern for user safety at access points to regional and provincial parks. Often the available parking is full and users are forced to park on the edge of busy roads and highways that offer no pedestrian infrastructure. It was felt strongly that access to parks needed to be available to all and that transportation options needed to reflect this.

Park and Rides linking to high quality transit were seen as an important way of attracting riders to transit particularly in areas where local transit connections are poor or non-existent.

### Key Features / Key Partner Asks

- Increased availability of Park and Rides in the outlying areas of the region to make transit more convenient and accessible.
- More parking and road access safety upgrades at regional and provincial parks, particularly in those locations where it is challenging or not possible to access by public transit or active transportation.

Local Governments and EAs	CRD/MoTI/BC Transit	BC PARKS
Advocacy & Infrastructure	Operations & Funding	Operations
<ul style="list-style-type: none"> <li>• Advocacy</li> <li>• Collaborate with BC Transit on Park and Rides</li> <li>• Collaborate on road safety upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Plan, design and maintain parking at regional parks (CRD)</li> <li>• Plan, design and maintain access points on MoTI road network (MoTI)</li> <li>• Plan, design and operate Park and Rides in collaboration with local governments (BC Transit and VRTC)</li> <li>• Various funding sources</li> </ul>	<ul style="list-style-type: none"> <li>• Plan, design and maintain parking at provincial parks</li> <li>• Funding source</li> </ul>

# PERFORMANCE EVALUATION



Needs Careful Consideration

↓

Consider delaying initiation in short- and medium-term

A few priority areas require careful consideration before advancing. These matters would be better addressed in the long-term, once conditions are more favourable for success and the effectiveness of other priorities have been evaluated.

The proposed priority areas:

- Would be difficult to implement / achieve success in the short- and medium-term given the existing senior government policy direction, current context and costs.
- Could detract from the success of priority areas receiving higher levels of support.

Proposed Priority Area	Implementation Action
New Governance Authority	Investigate once it is possible to evaluate the relative success of establishing and implementing regional priorities as an approach. Address previously raised concerns about insufficient municipal council support, loss of control over transportation decisions, possible local cost impacts and legislative implications for partner authorities.
Light Rail Link and Westshore Passenger Ferry	Investigate once ridership capacity is competitive to bus mass transit. Address concerns about cost, efficiency, competitiveness, density and lack of connectivity (e.g., no downtown terminus for rail, difficult to access ferry by active modes).



# GOVERNANCE

## REGIONAL SUPPORT

- View Royal
- Juan de Fuca

Governance refers to the decision making body and process related to the delivery of transportation services. In the CRD, transportation governance is multi-jurisdictional: the CRD is responsible for regional trails, local governments for local roads and active transportation infrastructure, BC Transit for bus transit and the Province for highways and BC Ferries. The federal government also sets regulations for some waterways and airports.

Historically, transportation governance has not received consensus support at the CRD Board. Governance can only be examined once priorities have been agreed upon and there is a demonstrated gap that cannot be addressed within existing jurisdictional roles.

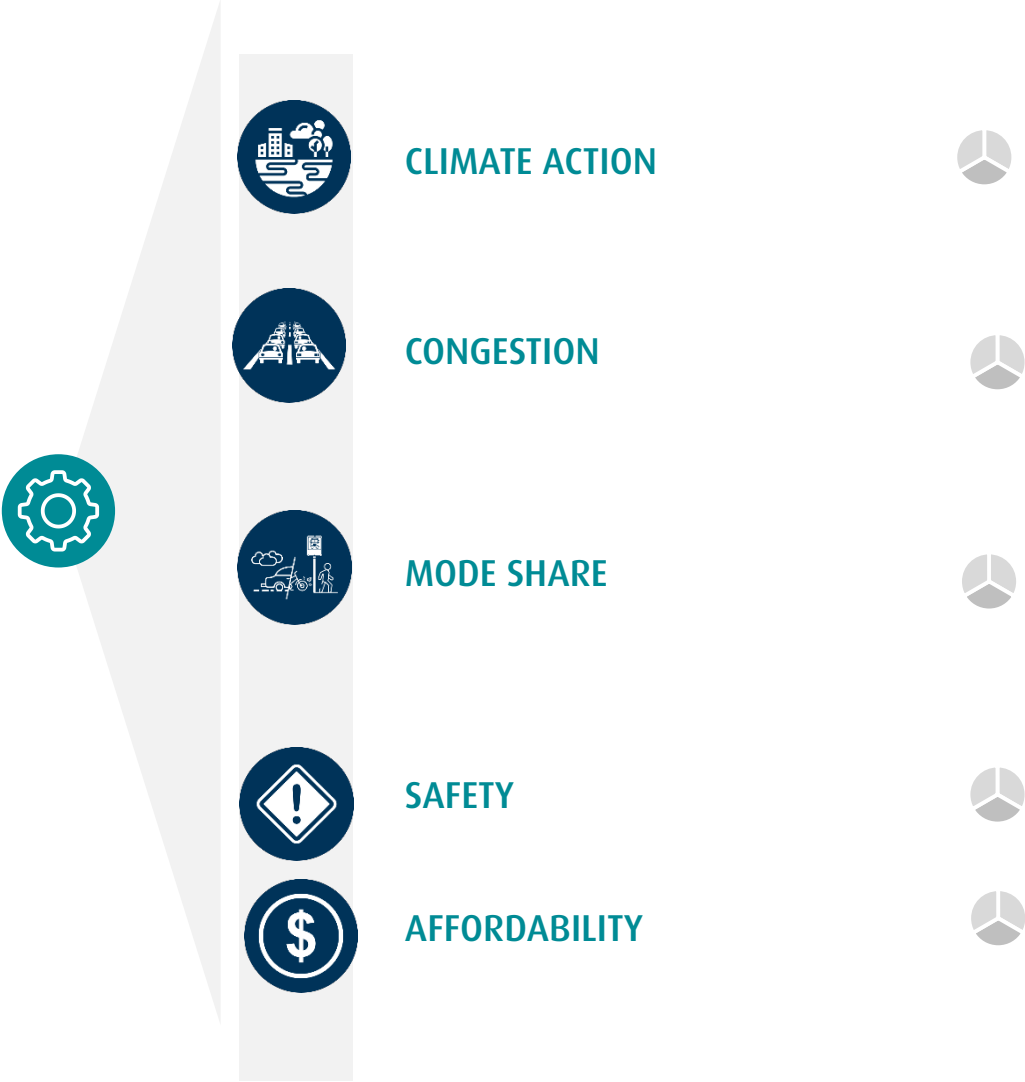
### Key Features / Key Partner Asks

- The creation of a new regional transportation authority.
- If and when a new governance model is discussed, the impacts to and contributions from smaller isolated electoral areas and municipalities needs to be examined.

CRD	Local Governments	BC Transit / MoTI
Advocacy and priority setting	Advocacy and priority setting	Advocacy and priority setting
<ul style="list-style-type: none"><li>• Set policy, plan, operate and maintain regional trails</li><li>• Provide data and technical expertise on regional transportation</li></ul>	<ul style="list-style-type: none"><li>• Set policy, plan, operate and maintain local roads and active transportation</li></ul>	<ul style="list-style-type: none"><li>• MoTI: Set policy, plan, operate and maintain highways</li><li>• MoTI: Set mandate for BC Ferries</li><li>• BC Transit: Set policy, plan and operate transit</li></ul>

# PERFORMANCE EVALUATION

Governance changes would have little direct impact in the short term advancement of the five performance criteria.



# NON BUS MASS TRANSIT / RAIL & PASSENGER FERRY

## REGIONAL SUPPORT

- Esquimalt
- View Royal
- Metchosin
- Colwood
- Langford

Non bus mass transit refers to the introduction of rail along the E&N corridor and a passenger ferry from the Westshore to Esquimalt and Victoria.

Numerous rail studies indicate that ridership capacity would be uncompetitive to bus transit and that costs are prohibitively expensive. Island Corridor Foundation have questioned the findings of these reports and believe that the costs could be substantially reduced. Rail service would be unable to enter the employment and service hub of downtown Victoria.

Preliminary investigation of a passenger ferry shows that ridership capacity would be significantly smaller than other modes of transit and that population density and land use patterns would be challenged to sustain a viable passenger ferry service.

## Key Features / Key Partner Asks

- Phased introduction of rail in the region and up island.
- Further investigate a Westshore passenger ferry.
- Consider Light Rail Transit.

### Island Corridor Foundation

#### Advocacy

- Manage the former E&N rail corridor
- Set vision and advocates for connected rail service along the corridor

### BC Transit (Victoria Regional Transit Commission)

#### Service Operation

- Set policy and priorities for land-based modes of transportation
- Set mode share targets

### MoTI

#### Funding

- Fund studies and implementation
- Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes bus rapid transit and fleet greening)

# PERFORMANCE EVALUATION



# Policy Context

Senior levels of government set policy that shapes funding, infrastructure and grants. Policy on climate, economic recovery and transportation will shape what gets built in the region.

Table 1 shows the regulatory and planning frameworks by transportation function.  
Table 2 summarizes how the proposed priority areas deliver on key policy commitments.

Table 1: Policy Framework Summary

Focus Area	Legislative Framework	Policy and Regulatory Framework
Land Use	<i>Local Government Act</i>	Regional Growth Strategy, Official Community Plans, Local Area Plans, regional and municipal bylaws
Highway and Road Network	<i>Motor Vehicle Act</i>	South Island Transportation Strategy, Regional Transportation Plan, municipal transportation plans, regional and municipal bylaws
Transit	<i>BC Transit Act</i>	BC on the Move, Victoria Transit Future Plan, Transit Local Area Plans RapidBus Strategy, regional and municipal bylaws
Active Transportation	<i>Motor Vehicle Act</i>	CRD Pedestrian and Cycling Master Plan, Regional Trails Management Plan, municipal active transportation plans, regional and municipal bylaws
Climate Change	<i>Carbon Tax Act (2008), Climate Change Accountability Act (2007), Zero-Emission Vehicles Act (2019), Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act (2008/2009), Community Charter, Local Government Act, BC Climate Action Charter</i>	Pan-Canadian Framework on Clean Growth and Climate Change (2016), CleanBC (2019), Regional Growth Strategy, Official Community Plans, Local Area Plans, regional and municipal climate action plans, regional and municipal bylaws

## KEY FEATURES OF STRATEGIC POLICY DOCUMENTS

### PAN-CANADIAN FRAMEWORK ON CLEAN GROWTH AND CLIMATE CHANGE (2016 – Federal)

The Pan-Canadian Framework is the national plan that sets out how the federal government will take action on climate change. The federal approach to addressing emissions from transportation is to create the economic conditions needed to transition to lower emitting vehicles: (1) improve vehicle emission standards, (2) expand the number of zero-emission vehicles on the road, (3) invest in infrastructure that supports mode shift and (4) use cleaner fuels.

### CLEANBC (2019 – Provincial)

CleanBC is the provincial plan sets BC’s climate action visions and targets. Informed by the federal approach, the Province will take action on emissions from transportation by: (1) making zero-emission vehicle use more convenient and affordable, (2) increasing the supply of green fuels and (3) investing in infrastructure that supports mode shift, focusing on bus rapid transit and integrated active transportation.

### SOUTH ISLAND TRANSPORTATION STRATEGY (2020 – Provincial)

SITS is the most recent provincial planning document related to transportation on the South Island. The strategy takes an integrated multi-modal approach to transportation in the region. It is aligned with CleanBC and sets clear goals for the integration of transit and active transportation in the overall transportation network. It has a strong focus on safety, reliability of transportation and connections between modes and communities.










### REGIONAL GROWTH STRATEGY (2018 – CRD)

The RGS establishes a vision and targets for the growth management of the region under the authority of the *Local Government Act*. The strategy focuses on reducing GHG emissions and improving multi-modal connectivity and mobility by setting out a compact settlement concept that directs growth to designated nodes and corridors.

Table 2: Priority Area Alignment to Key Policy Priorities

Priority Area Alignment	<p>➤ The proposed priority areas align to senior government policy frameworks. Senior government focus on greening fuel sources will significantly help reduce GHG emissions, but will not address the transportation problems of congestion and mode shift.</p> <p>➤ The region needs to agree to these priority areas to leverage maximum access to investments.</p>	
	Senior Government Policy Priorities	Proposed Regional Priority Areas
	Transition to Lower Emitting Vehicles <ul style="list-style-type: none"> <li>- Expand charging infrastructure</li> <li>- Make zero-emission vehicles more affordable</li> <li>- Expand the low-carbon fuel standard</li> <li>- Increase the supply of renewable fuels</li> </ul>	RapidBus Integrated roads and highways General transit investments Parking and access upgrades
	Multi-Modal Transportation <ul style="list-style-type: none"> <li>- Invest in integrated infrastructure</li> <li>- Improve public transit by investing in bus rapid transit</li> </ul>	RapidBus Dedicated active transportation funding Regional trail network completion Continue to implement RGS settlement concept SSI / SGI connectivity
	Affordability <ul style="list-style-type: none"> <li>- Pandemic recovery</li> <li>- Integrate transportation into an economic vision for the South Island (SITS)</li> <li>- Promote investment, economic development and job opportunities near affordable housing (SITS)</li> </ul>	RapidBus Dedicated active transportation funding Regional trail network completion General transit investments Continue to implement RGS settlement concept
	Safety <ul style="list-style-type: none"> <li>- Explore trail enhancements</li> <li>- Focus on intersection improvements</li> <li>- Protect vulnerable road users (i.e. Vision Zero)</li> <li>- Implement highway safety improvements</li> <li>- Target investments to improve network connectivity</li> </ul>	SSI / SGI island connectivity Safety policy – Vision Zero Integrated roads and highways Continue to implement RGS settlement concept

Priorities by Transportation Function

		 Capital Regional District	 Municipalities	 BC Transit	 MoTI	<p>Responsibility for transportation in the region is shared. The table shows how each priority area would be implemented by function and jurisdiction.</p> <p>Priority areas requiring regional direction or careful consideration are shown outside the table as they are either a new function or do not belong to an existing jurisdiction.</p> <div><b>Requires Regional Direction</b></div> <div><div>1) Develop TDM policies and programs</div><div>2) Develop regional vision zero program</div></div> <div><b>Requires Consideration of Context</b></div> <div><div>1) Regional transportation governance</div><div>2) Phased introduction of rail service on E&amp;N corridor</div><div>3) Ferry service between the Westshore and Esquimalt</div></div>
		Primary Service Provider			Funder	
	Regional and Multi-Use Trails	Complete regional trail system (incl. standardization). Upgrade parking at regional parks.			Provide secure funding for active transportation infrastructure (trails).	
	Regional and Local Roads		Primary Service Provider Upgrade roads near regional and local parks. Build active transportation infrastructure once funded.	Primary Service Provider Add park and ride stations.	Funder Provide secure funding for active transportation infrastructure (on-road).	
	Land Use – Corridors & Nodes		Primary Service Provider Continue to implement RGS growth concept. Adopt policies to incentivize transit-oriented development	Advocacy - Policy Adopt policies to incentivize transportation-oriented development.		
	Regional Transit Network			Primary Service Provider Accelerate RapidBus. Ensure RapidBus directly links to centres.	Funder Provide secure funding for ridership recovery.	
	Provincial Highways				Primary Service Provider Upgrades / improvements. Include transit & active modes in all highway improvements	
Outcomes		Take action once funding is secured.	Take action once funding is secured.	Consensus on these items provides advocacy leverage with BC Transit.	Consensus on these items provides advocacy leverage with MoTI.	

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**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, February 9, 2021**

**Members:** Erin Anderson, RoadSafetyBC (EP)  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact (EP)  
Corey Burger, Greater Victoria Cycling Coalition (EP)  
Ron Cronk, Vancouver Island Safety Council (EP)  
Chris Foord, Community Member (EP)  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)  
Fred Haynes, CRD Director (Chair)  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit (EP)  
Todd Litman, Walk On, Victoria (EP)  
Joe Perkins, Media (EP)  
Dr. Paweena Sukhawathanakul, Institute of Aging and Lifelong Health, UVic (EP)  
Colleen Woodger, ICBC Road Safety and Community Involvement (EP)

**Associates:** John Hicks, CRD  
Sgt. Ryan O'Neill, Victoria Police (EP)  
Dallas Perry, BC Transit (EP)  
S/Sgt. Andy Walsh, Saanich Police (EP)  
Insp. Tim Walton, RCMP (EP)

**Regrets:** Shawn Haley, Ministry of Transportation and Infrastructure  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement  
Jade Yehia, Island Health

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:03 pm.

**1. Election of Vice-Chair**

The Vice-Chair position was not filled.

**Action:** *Carry forward to the March meeting*

**2. Approval of Agenda**

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

**3. Approval of Minutes – January 12, 2021**

**MOVED** by Chris Foord, **SECONDED** by Corey Burger, that the minutes of the meeting held on January 12, 2021 be approved with the following amended motion. **CARRIED**

**MOVED** by Corey Burger, **SECONDED** by Chris Foord, that 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. **CARRIED**

**4. Chair's Remarks**

Chair Haynes thanked everyone for their work and noted there are some vacancies on the Commission that we should look at filling.

**Action:** *A revised membership list will be distributed, with vacancies to be discussed at the March meeting*

Chair Haynes also commented that there was an item on the North Saanich Council meeting agenda of February 8 which, if approved, would bring North Saanich into the collective on the application process for the 40 km/h default speed limit pilot project.

## 5. Business Arising from the Previous Minutes

### ➤ **Request from the Planning, Transportation and Protective Services Committee for information on the effectiveness of red-light cameras in the region and near miss data for vulnerable road users**

John Hicks reported he had a discussion with Erin Anderson regarding the red-light cameras to see what information is available that could be shared. He also noted that he had been contacted by Corey Burger to see how we can move forward with getting the near miss data for vulnerable road users.

Erin Anderson commented that she has some information that she can share on the two cameras in the CRD. She noted that as this is a provincial program, not a municipal program, any information compiled by the Commission would be recommendations only. If anything additional is required, a request would need to be made directly to the program area responsible. John said that basically the request is for information on the effectiveness of the red-light cameras, e.g., any report which had been done in relation to their impact, crash stats on the affected intersections, etc.

Chair Haynes asked if there was information available on the effectiveness of red-light cameras in other jurisdictions and Erin confirmed she has some data she can include. John Hicks will have this information summarized.

On the data side, John Hicks and Corey Burger had a conversation about the process in terms of looking at offering some options to the Committee as to what they might want as opposed to suggesting one option. Some work needs to be done on this to figure out how that would look and how we would present it to the Committee. Realistically, because of the timing, it won't be in the 2021 budget so there is time for the Commission to mull it over before it is sent to the Committee.

Chair Haynes asked if members had information on the second part of the request which dealt with near miss data for vulnerable road users. Corey Burger commented that this specific request could be folded in under the general data piece. Saanich active transportation planners have some good language around this because they are looking at combining near miss information with police and ICBC data and that is the model we might want to consider. There are further discussions that need to take place and ultimately that comes back to the idea of presenting some options to the Committee.

As there are two pieces to this request, it was agreed to report on them as two separate items, i.e., effectiveness of red-light cameras and near miss data for vulnerable road users.

***Action: John Hicks to provide an update on these items at the March meeting***

## 6. Priority Business

### ➤ **Budget Update**

John Hicks reported that there is a substantial surplus of about \$40,000 from last year so there is the opportunity this year to fund larger than usual projects. In total, there will be around \$70-80,000 available for advertising and grant applications.

Chris Foord suggested looking at some of the TSC past campaigns such as "Slow Down, Move Over."

Colleen Woodger mentioned a possible opportunity around a pilot program on active school travel through BC Healthy Communities. A couple of schools in the CRD are part of it, separate from the CRD Ready Step Roll Program. There is probably an appetite for some support around safe school travel. Chair Haynes commented that he has heard from Claremont Secondary regarding a youth action team looking for projects to take on and he will put this forward to them as an idea to get their thoughts on traffic safety. He also noted that if the proposed 40 km/h speed limit pilot project goes ahead, a large part of it will be the education piece so there may be possible funding

opportunities later in the year for schools or parents to take on education around road safety and speed reduction.

**Action: Add ideas for grants/funding to the March meeting agenda**

➤ **Topic for next advertising campaign**

Discussion was held on the topic for the next advertising campaign. Dr. Frederick Grouzet said they are looking for feedback from the Commission on what the third ad should be. The first and second ads were on distracted driving and cannabis edibles.

Two possible topics mentioned were young drivers with new vehicles, i.e., taking the time to see how the vehicle performs; and vehicle passengers and screens in cars.

Joe Perkins confirmed that Chek is waiting on whatever the Commission decides in terms of the next campaign.

**Action: Dr. Frederick Grouzet to send list of priorities as identified by youth research to Commission members for discussion at the March meeting**

➤ **Grant Application from Bike Victoria Society**

(Corey Burger recused himself from participating in discussion due to a potential conflict)

Sub-committee members Dr. Paweena Sukhawathanakul, Dallas Perry, Colleen Woodger and Dr. Frederick Grouzet evaluated this funding application and Paweena reported on the application details and evaluation process using the assessment criteria developed by the Commission.

The Bike Victoria Society had submitted a grant application for funding to update a bike skills instructor manual that will be used to train instructors for upcoming BVS courses related to developing safe cycling habits and behaviours. Funds in the amount of \$4483 were requested to cover expenses related to hiring independent contractors to support staff in updating the manual, as well as costs related to printing and binding of the manuals.

Subcommittee members unanimously saw merit in the project, and it met the funding criteria, however, clarification is requested from the applicant on several items prior to releasing the funds.

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Colleen Woodger, that approval be given to funding the Bike Victoria Society application in the amount of \$4483 subject to the requested information being supplied.

**CARRIED**

## 7. Member Updates

• **RoadSafetyBC – Erin Anderson**

- Still dealing with some challenges from the pandemic around driver medical fitness assessments. Issuance of driver medical examination reports for drivers over 80 has stopped due to concern about overwhelming the medical community
- Looking at renewal of the BC road safety strategy

• **ICBC – Colleen Woodger**

- Doing some work with the CRD Ready Step Roll program on a couple of initiatives that will be coming out in the coming weeks
- The road safety speaker tour is going virtual. Schools choose from four different speakers with a virtual presentation, and then have a live question and answer session
- The distracted driving campaign will be taking place in March
- The ICBC enhanced care model is rolling out so lots of change coming with the way claims are processed, etc.
- Spent time the past month profiling some of the great work the road improvement team has done with municipalities and MOTI
- Promoting their community grants and looking for good quality grants to help support financially
- Has established a good connection with the new corporal on Salt Spring Island
- Volunteers are still standing down. Connecting by Zoom or other ways to try and keep proactive community members engaged



- **Youth and Children – Hailey Bergstrom-Parker**

- In partnership with the United Way, the BCAA community child car seat program provides child car seats annually to eligible non-profit agencies and community groups. In the past year, 66 seats were provided to different programs in the CRD
- Regarding project grants, suggestion that a TSC representative attend an open school board meeting to bring grant availability information which would then be reflected in the minutes and also could be passed along to administrators

***Action: John Hicks will discuss with Ready Step Roll program staff who already have contacts with schools and school districts and provide feedback for next meeting***

- **Seniors – Dr. Paweena Sukhawathanakul**

No update

- **CRD – John Hicks**

- The Ready Step Roll program will have eight schools participating, largely from the Westshore
- Winter Bike to Work Week is coming up

- **Integrated Road Safety Unit - Sgt. Jereme Leslie**

- Ron Cronk has retired from the police and Jereme Leslie is taking over for the next while. Will be working with ICBC next month on the distracted driving campaign

- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**

No update

- **Vancouver Island Safety Council – Ron Cronk**

- Bill Laughlin has retired, and Ron Cronk is now in his first month as representative from Vancouver Island Safety Council
- Registrations for learning to ride motorcycles are filling up faster than they ever have so anticipating a lot of new riders on the road this spring and summer

- **Greater Victoria Cycling Coalition – Corey Burger**

No update

- **Walk On, Victoria – Todd Litman**

- Happy to hear that the TSC is looking for projects to fund and will contact his board about possible pedestrian safety projects

- **Municipal Police Forces – Sgt. Ryan O'Neill, Victoria; Sgt. Andy Walsh, Saanich**

- Both police agencies will be participating in the provincial campaign on distracted driving in March

- **BC Transit – Dallas Perry**

No update

- **Ministry of Transportation and Infrastructure – Shawn Haley**

No update

- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**

Update given under “topic for next advertising campaign”

8. **Other Business**

9. **Next Meeting**

The next meeting will be held on March 9, 2021 at noon. On motion, the meeting adjourned at 1:05 pm.

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, March 9, 2021**

**Members:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact (EP)  
Corey Burger, Greater Victoria Cycling Coalition (EP)  
Ron Cronk, Vancouver Island Safety Council (EP)  
Chris Foord, Community Member (EP)  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)  
Fred Haynes, CRD Director (Chair)  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit (EP)  
Todd Litman, Walk On, Victoria (EP)  
Dr. Paweena Sukhawathanakul, Institute of Aging and Lifelong Health, UVic (EP)  
Jade Yehia, Island Health (EP)

**Associates:** John Hicks, CRD  
S/Sgt. Andy Walsh, Saanich Police (EP)

**Regrets:** Erin Anderson, RoadSafetyBC  
Shawn Haley, Ministry of Transportation and Infrastructure  
Joe Perkins, Media  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:00 pm.

**1. Approval of Agenda**

**MOVED** by Todd Litman, **SECONDED** by Chris Foord, that the agenda be approved as distributed.

**CARRIED**

**2. Approval of Minutes – February 9, 2021**

**MOVED** by Ron Cronk, **SECONDED** by Todd Litman, that the minutes of the meeting held on February 9, 2021 be approved as distributed.

**CARRIED**

**3. Chair's Remarks**

No remarks

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

➤ **Election of Vice-Chair**

Dr. Paweena Sukhawathanakul has agreed to serve as Vice-Chair.

**MOVED** by Chris Foord, **SECONDED** by Jade Yehia, that Dr. Paweena Sukhawathanakul be appointed as the Traffic Safety Commission Vice-Chair.

**CARRIED**

➤ **Commission membership/vacancies**

More work will be done on this and it will be carried forward to the next meeting.

**Action: Carry forward to the April meeting**

➤ **Update on information on the effectiveness of red-light cameras in the region**

John Hicks advised that Erin Anderson has provided some base data and staff are currently working to get a summary of the data into a more user-friendly format. When it is ready, it will be brought back to the Commission before it is forwarded to the Transportation Committee.

**Action: Carry forward to the May meeting**

➤ **Update on near miss data for vulnerable road users**

John Hicks commented that it is difficult to collect near miss data. He has the bike map information, however, a lot of near misses are not recorded so that is very challenging. Corey Burger commented that BikeMaps.org are planning on starting a walk, roll map as well which will capture near misses for people who are walking and cycling. He has obtained data from them in the past and they are open to sharing it. He questioned what we do with it after we get it. John noted the information is accessible, however, it is lacking in terms of pedestrians and motor bikes. Chair Haynes suggested that we look at the information and quality of data and see what we might consider for improving it or using what is there.

**Action: Carry forward to the May meeting**

5. **Priority Business**

➤ **Budget Update**

John Hicks reported there has been little change to the budget and we are still in a healthy financial position. Regarding the grant application that was given conditional approval at last month's meeting, he confirmed the requested information has been received from the applicant, and funding can now move forward. He thanked Dr. Paweena Sukhawathanakul and her sub-committee members for the good job they did working through the evaluation criteria and working with the applicant to strengthen their business case.

➤ **Project/Grant Ideas**

Members were asked to try and get the message out to stakeholder groups and groups they are working with that there is grant money available in relation to traffic safety. The application form is available on the Commission website. John Hicks commented that he is happy to respond directly to anyone who may be interested and walk them through the process if necessary.

Chair Haynes mentioned two possibilities for potential grants, and he has put both groups in touch with John Hicks. One is a Global Perspectives class at Claremont Secondary which are looking at various projects, including one regarding road safety. The other one is an inquiry received from the Chair of SCAN (Saanich Community Association Network) which is comprised of 16 community associations in Saanich, many which have traffic committees. They are interested in trying to scope out a suitable type of project re traffic safety issues at the community level in Saanich. John commented that in the past we have approved a variety of grants up to about \$20,000. Community grants are usually around \$4,000-8,000. There is some flexibility and in kind can be considered as well. Chair Haynes said that we should be active in getting word out about these grant opportunities.

Paweena Sukhawathanakul suggested expanding the criteria and using the grants as an opportunity to collect data, e.g., on the red-light cameras, near miss data, or other topics. Conceptualize what we are looking for and put an ad out with a call to people who may have an interest in these particular areas. John Hicks commented that is a valid point, however, we have had previous discussions about this, and it was clear that people wanted to encourage some of the smaller groups which do not necessarily have the same skill sets or resources. We rely on the Commission membership to get this information out.

6. **Member Updates**

- **RoadSafetyBC – Erin Anderson**  
No update
- **ICBC – Colleen Woodger**  
No update
- **Youth and Children – Hailey Bergstrom-Parker**  
No update
- **Seniors – Dr. Paweena Sukhawathanakul**  
No update

- **CRD – John Hicks**  
No update
- **Integrated Road Safety Unit - Sgt. Jereme Leslie**  
No update
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**  
No update
- **Vancouver Island Safety Council – Ron Cronk**  
They are going full speed ahead with training and are getting an unusually large number of bookings which means there are a lot of people learning to ride motorcycles. It is encouraging that so many people are getting formal training.
- **Greater Victoria Cycling Coalition – Corey Burger**  
Training is taking place and they are looking at what their events might look like this year because of COVID. Their AGM was held recently, and they may be applying for more grant money from the Commission.
- **Walk On, Victoria – Todd Litman**  
No update
- **Municipal Police Forces**  
No update
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**  
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**  
Discussion will take place re the next advertising campaign under Item 7 on the agenda.  
Also, new data will be available by mid-April.
- **Island Health - Jade Yehia**  
The Injury Data Online Tool which looks at injury data across the province has recently been updated and some excellent visualization tools have been created. Information on this will be distributed to members.

#### 7. **Topic for next advertising campaign/Aligning campaigns with BCACP calendar**

Discussion took place on which issue members would like to see addressed in the next advertising campaign as identified from the UVic pre COVID-19 focus groups and listed below. The other two topics previously identified were distracted driving and edibles and these were addressed in our first two ads.

- Youth drivers rate passengers as their greatest form of distraction
- Youth drivers who believe that drinking and driving is ok if it's only for a short distance
- Driving with cyclists on the road--how to work together

After discussion and voting on the preferred topics, it was decided that the next two ads done with Chek should be driving with cyclists on the road and distraction by vehicle passengers. Because of COVID-19 public health restrictions, it was felt that filming would be easier for the ad re driving with cyclists on the road so it will be the first one done, with distraction by passengers to follow in the late spring or summer.

Another topic raised for consideration for a future ad was drivers not knowing how to merge.

**MOVED** by Frederick Grouzet, **SECONDED** by Jade Yehia, that the topics for the next two advertising campaigns undertaken by the Traffic Safety Commission will be: (1) driving with cyclists on the road; and (2) distraction by vehicle passengers. **CARRIED**

Frederick Grouzet will work with Chek to get the next video made and it should be possible to get the second video done quickly also.

#### **Aligning campaigns with BCACP calendar**

John Hicks commented that we are trying to align our campaigns with the BC Association of Chiefs of Police enforcement calendar that has been distributed to members. The BCACP current enforcement campaign is targeting distracted driving, with a high-risk driving campaign coming up in May, and an impaired driving campaign in July and we will match our campaigns to these as much as possible.

### **8. Other Business**

#### **(a) Additional Advertising**

Chris Foord remarked that one of the most effective TSC campaigns in the last 15-20 years was using the sides of public vehicles to display ads from some of the campaigns. For the cost of vinyl, we can get years of advertising. It was agreed that this was a good idea, and we can reach out through members or through CRD staff. The visual from some of the ads can be put onto a vinyl board and could also be used in other ways. We have the creative license with Chek to be able to do that.

#### **(b) Malahat Speed Cameras**

Chris Foord asked whether we have heard anything back from Minister Farnworth's office regarding speed cameras on the Malahat. John Hicks reported that this has gone and back forth on at least three occasions, but the government's current focus is on the intersection cameras and speed cameras are not on their priority list.

### **9. Next Meeting**

The next meeting will be held on April 13, 2021 at noon. On motion, the meeting adjourned at 12:53 pm.