

Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, October 20, 2021

10:00 AM

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

D. Screech (Chair), J. Loveday (Vice Chair), S. Brice, B. Desjardins, F. Haynes, D. Howe,
B. Isitt, C. McNeil-Smith, R. Martin, J. Olsen, 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. [21-802](#) Minutes of the June 16, 2021 Transportation Committee Meeting

Recommendation: That the minutes of the Transportation Committee meeting of June 16, 2021 be adopted as circulated.

Attachments: [Minutes - June 16, 2021](#)

4. Chair's Remarks

5. Presentations/Delegations

Due to limited seating capacity, 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.

5.1. [21-800](#) Presentation: Chris Foord, CRD Traffic Safety Commission Re: Update on CRD Traffic Safety Commission

Attachments: [Presentation: CRD Traffic Safety Commission re Update-CRD TSC](#)

5.2. [21-799](#) Presentation: Anna Aroutiounian, RoadSafetyBC Re: Intersection Safety Camera Program

Attachments: [Presentation: RoadSafetyBC re Intersection Safety Camera Program](#)

6. Committee Business

6.1. [21-692](#) 2022 Service Planning - Transportation

Recommendation: The Transportation Committee recommends the Committee of the Whole recommend to the Capital Regional District Board:
That Appendix A, Community Need Summary - Transportation be approved as presented and form the basis of the 2022-2026 Financial Plan.

Attachments: [Staff Report: 2022 Service Planning - Transportation](#)
[Appendix A: Community Need Summary - Transportation](#)
[Appendix B: Initiative Progress Report](#)

6.2. [21-791](#) Capital Regional District Transportation Working Group Terms of Reference

Recommendation: The Transportation Committee recommends to the Capital Regional District Board:
That the Transportation Working Group Terms of Reference be approved.

Attachments: [Staff Report: CRD Transportation Working Group Terms of Reference](#)
[Appendix A: Transportation Working Group Terms of Reference](#)

6.3. [21-644](#) Previous Minutes of Other CRD Committees and Commissions for Information

Recommendation: That the following minutes be received for information:
a) Traffic Safety Commission minutes - June 8, 2021
b) Traffic Safety Commission minutes - July 13, 2021
c) Traffic Safety Commission minutes - August 10, 2021
d) Traffic Safety Commission minutes - September 14, 2021

Attachments: [Minutes: CRD Traffic Safety Commission - June 8, 2021](#)
[Minutes: CRD Traffic Safety Commission - July 13, 2021](#)
[Minutes: CRD Traffic Safety Commission - August 10, 2021](#)
[Minutes: CRD Traffic Safety Commission - September 14, 2021](#)

7. Notice(s) of Motion**7.1. 21-515 Motion with Notice: Equity Lens on Transportation Priorities (Director Loveday)**

Recommendation: That the CRD Transportation Committee direct staff to report back with a plan to undertake the data collection and analysis that is needed to apply a robust equity lens to transportation priority implementation, advocacy, and future planning.

8. New Business**9. Adjournment**

The next meeting is TBD.

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

Meeting Minutes

Transportation Committee

Wednesday, June 16, 2021

10:00 AM

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

PRESENT

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

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

EP - Electronic Participation

Regrets: Director D. Howe, Councilor J. Olsen

The meeting was called to order at 10:01 am.

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 June 16, 2021 meeting of the Transportation Committee
be approved.
CARRIED**

3. Adoption of Minutes

3.1. [21-379](#) Minutes of the April 21, 2021 Transportation Committee Meeting

**MOVED by Director Seaton, SECONDED by Director Mersereau,
That the minutes of the Transportation Committee meeting of April 21, 2021 be
adopted as circulated.
CARRIED**

4. Chair's Remarks

There were no Chair's remarks.

5. Presentations/Delegations

- 5.1. [21-506](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together: Re: Agenda Item 6.1.: Transportation Priorities Implementation Strategies
E. Doherty voiced their concerns with Item 6.1.
- 5.2. [21-511](#) Delegation - Philip Symons: Representing First Unitarian Church of Victoria: Re: Agenda Item 6.1.: Transportation Priorities Implementation Strategies
P. Symons voiced their concerns with Item 6.1.
- 5.3. [21-512](#) Delegation - Savannah Barratt: Representing Climate Justice Victoria: Re: Agenda Item 6.1.: Transportation Priorities Implementation Strategies
S. Barratt voiced their concerns with Item 6.1.

6. Committee Business

- 6.1. [21-500](#) Transportation Priorities Implementation Strategies
K. Lorette spoke to Item 6.1.
- Discussion ensued on the following:
- the prioritization process and the ability to advance actions and advocacy simultaneously
 - the focus on vehicular access to parks
 - the need for equity analysis to capture broad affordability challenges in the region
 - the need for advocacy to the Province about the rail corridor and Westshore ferry
 - the role of the Traffic Safety Commission
- MOVED by Director Mersereau, SECONDED by Director McNeil-Smith, The Transportation Committee recommends to the Capital Regional District (CRD) Board:**
1. That staff be directed to form a Transportation Advisory Committee, reporting through the Transportation Committee, with senior staff representation from CRD, municipal, electoral area and agency partners to advise on regional transportation matters requiring coordination;
 2. That staff be given the mandate to develop a region-wide approach to transportation demand management, safety policy and implementation of a connected and consistent regional trail network, working through the Transportation Advisory Committee; and
 3. That staff be directed to advance advocacy and other implementation actions, as set out in Appendix B.
- MOVED by Director Mersereau, SECONDED by Director Taylor, That the motion be amended to add to bullet 3. the wording "amended to expand the scope of the 'parking and access upgrades' action to encompass**

access to parks via active transportation and transit and rename it parks access", after the words "actions set out in Appendix B,".

CARRIED

The question was called on the main motion as amended:

The Transportation Committee recommends to the Capital Regional District (CRD) Board:

1. That staff be directed to form a Transportation Advisory Committee, reporting through the Transportation Committee, with senior staff representation from CRD, municipal, electoral area and agency partners to advise on regional transportation matters requiring coordination;
2. That staff be given the mandate to develop a region-wide approach to transportation demand management, safety policy and implementation of a connected and consistent regional trail network, working through the Transportation Advisory Committee; and
3. That staff be directed to advance advocacy and other implementation actions, as set out in Appendix B amended to expand the scope of the 'parking and access upgrades' action to encompass access to parks via active transportation and transit and rename it 'parks access'.

CARRIED

6.2. [21-469](#)

CRD Electric Vehicle Infrastructure Roadmap

L. Hutcheson introduced G. Harris who spoke to Item 6.2.

Discussion ensued on the following:

- lack of infrastructure in the Juan de Fuca Electoral Area
- process of implementation
- consideration of the increase of ebike ridership
- sending this report to the Environmental Services Committee

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

That this report be received for information.

CARRIED

6.3. [21-462](#)

Previous Minutes of Other CRD Committees and Commissions for Information

MOVED by Director Seaton, **SECONDED** by Director Mersereau,
That the following minutes be received for information:

- a) Traffic Safety Commission minutes - April 13, 2021
- b) Traffic Safety Commission minutes - May 11, 2021

CARRIED

7. Notice(s) of Motion

The following Notice of Motion was read into the record by Director Loveday, for consideration at the next regular meeting on October 20, 2021:

That the CRD Transportation Committee direct staff to report back with a plan to undertake the data collection and analysis that is needed to apply a robust equity lens to transportation priority implementation, advocacy, and future

planning.

8. New Business

There was no new business.

9. Adjournment

MOVED by Director McNeil-Smith, **SECONDED** by Director Mersereau,
That the June 16, 2021 Transportation Committee meeting be adjourned at 11:18
am.
CARRIED

Chair

Recorder

October 2021 Update



CRD TRAFFIC SAFETY
COMMISSION

Chris Foord, Community Member

Mandate of the TSC – Partnerships Based Model

- Review traffic safety problems in the CRD and make recommendations to the CRD Board, through a CRD Board Committee, for the purpose of reducing or eliminating the problems, and
- Plan and operate traffic safety education programs within the CRD, as provided for in the annual budget for the Commission, as approved by the CRD Board.

Commission Membership

- ICBC
- School District
- Police/RCMP
- Public Health
- Road Safety BC
- Cycling Coalition
- Walk-On Victoria
- Commercial Vehicle Safety
- Transportation Planning
- BCAA Road Safety
- V-I Safety Council
- Media
- University of Victoria
- MOTI
- BC Transit

Commission Membership

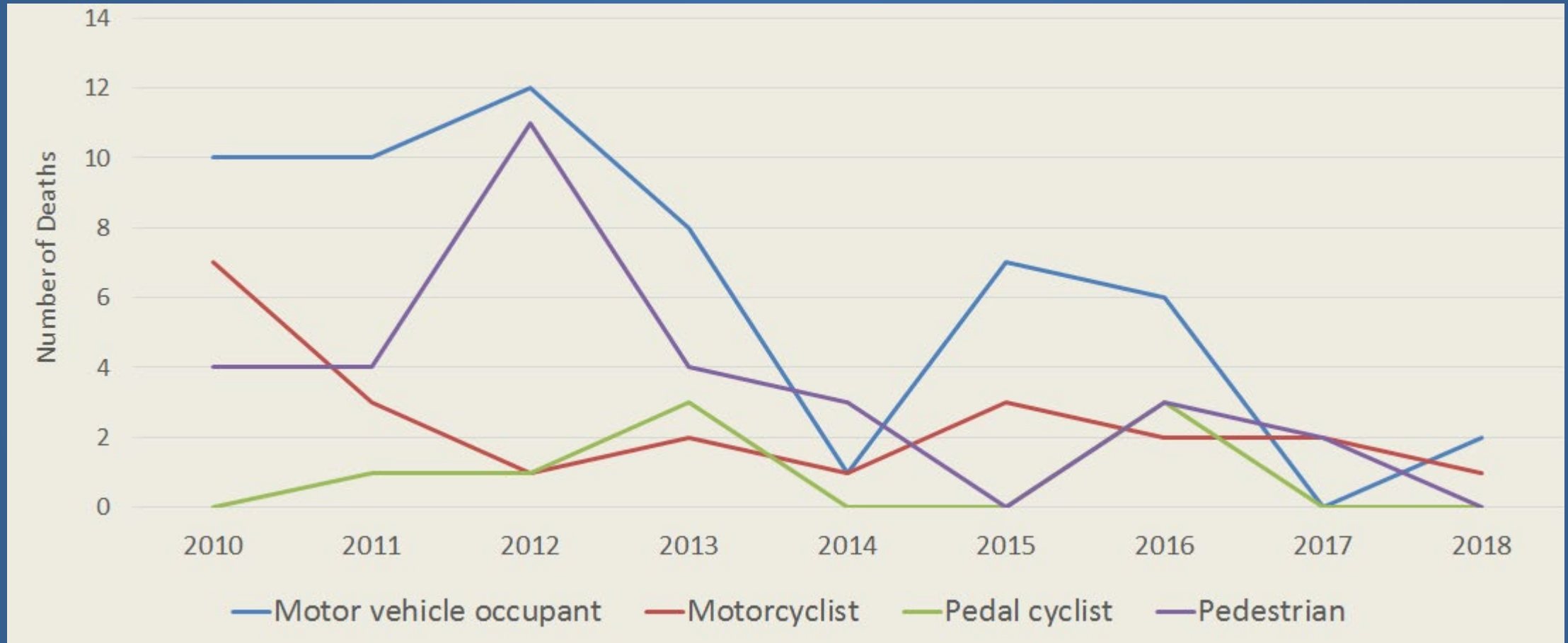


- Broad stakeholder base:
 - Range of expertise across the “4 E’s” of injury prevention
 - Varied perspectives
 - Collaboration across sectors

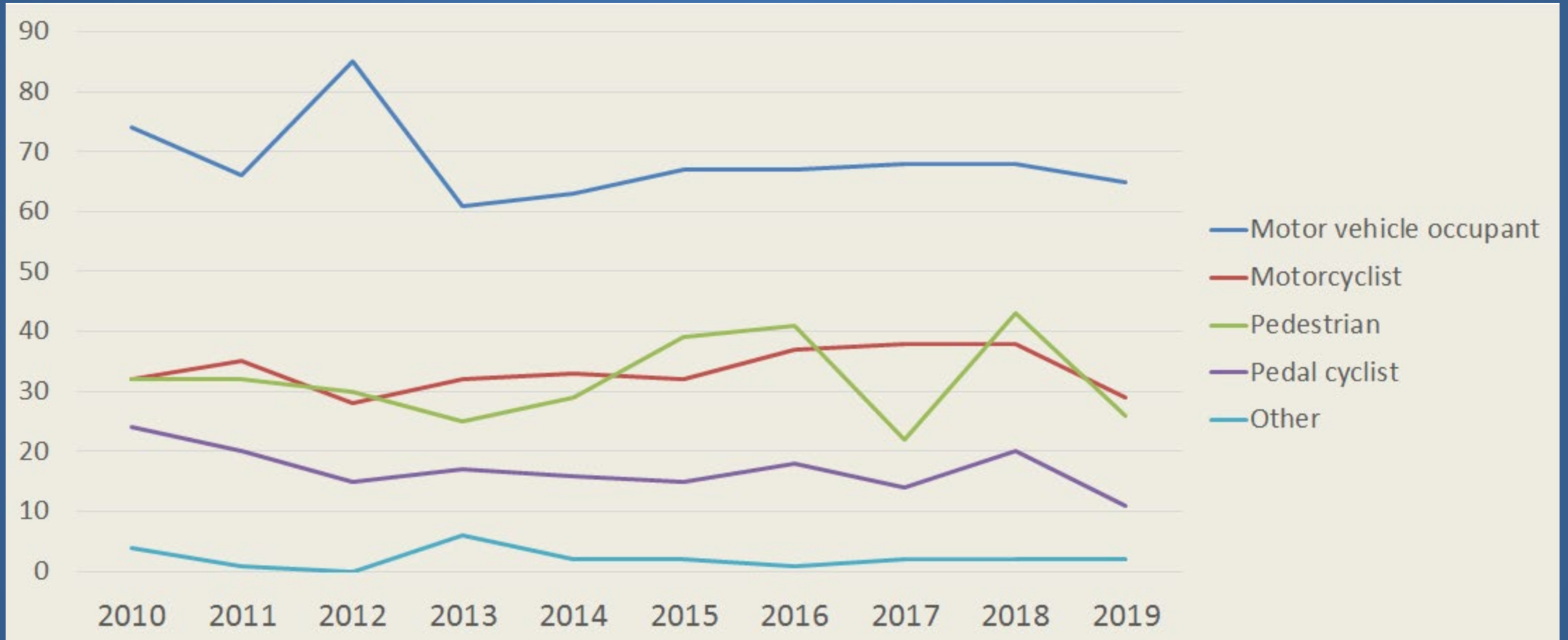
Commission Working Groups

- Communications Working Group
- Funding Applications Working Group
- Sarah Beckett Memorial Scholarship Working Group
- Data and Evidence Working Group

Crash Fatalities, CRD, 2010-2018



Crash Hospitalizations by Road User Type



Casualty Crashes by Intersection

Top 15 Intersections	# of Crashes
ADMIRALS RD & MCKENZIE AVE & TRANS-CANADA HWY	136
BLANSHARD ST & SAANICH RD	92
PATRICIA BAY HWY & SAYWARD RD	88
MCKENZIE AVE & QUADRA ST	83
MILLSTREAM RD & & TRANS-CANADA HWY & VETERANS MEMORIAL PKY	82
BOLESKINE RD & DOUGLAS ST & SAANICH RD	78
DOUGLAS ST & MCKENZIE AVE & PATRICIA BAY HWY	77
ISLAND HWY & OCEAN BLVD & WALE RD	75
BLANSHARD ST & HILLSIDE AVE	72
DOUGLAS ST & FINLAYSON ST	67
GOLDSTREAM AVE & VETERANS MEMORIAL PKY	67
GLANFORD AVE & MCKENZIE AVE	66
HAPPY VALLEY RD & SOOKE RD	62
HILLSIDE AVE & SHELBOURNE ST	62
TILlicum RD & TRANS-CANADA HWY	59



CRD TRAFFIC SAFETY
COMMISSION

* Includes interchanges, on-ramps and off-ramps
Source: Insurance Corporation of British Columbia: ICBC crash data is gathered from reports made to ICBC by insured registered vehicle owners, drivers, pedestrians and cyclists.

Education Campaigns

60% of crashes occur
at intersections



Education Campaigns



TSC Priorities

- Distracted Driving – phone and passengers as distractions
- Impaired Driving - cannabis
- Speed -
- Intersection Safety – research and data collection
- Vulnerable Road Users – road and trail etiquette

Examine all under the lens of Vision Zero

Recent/Current Campaigns

New Creative in partnership with CHEK

Social Media and Broadcast





What if that cyclist was you?



00:30



Summer 2021 Impaired Driving Campaign – Upping TSC social media Presence

- **Partnered** with ICBC on a Social Media Campaign
- 499,000 impressions on Facebook
- YouTube over 30,000 views
- Twitter over 121,000 impressions
- 3 creative ads/video used for Rideshare, Bus, Taxi
- TSC cost \$10,000

Funding of Community Partner Projects

Evaluation Criteria

- Quality of project
- Merit of project
- Proposed evaluation
- Match with TSC priorities
- Likelihood of success
- Recognition of challenges
- Budget / matching funds

Funded Projects

- UVic Centre for Youth and Society Joint Project
- Bike Sense Cycling Guide Update
- Safety and Etiquette on shared cycling and walking paths/trails
- Update the Bike Skills Instructor Manual
- CHEK TV TSC Campaigns
- Walk and Wheel to School
- Lets Get Visible
- Research on Intersection Cameras

Impact of Pandemic

- Community grant applications slowed at the outset of the pandemic as community outreach and engagement programs were postponed and cancelled.
- 2020/2021 saw organizations pivoting to update guides and develop policy.
- Second half of 2021 has seen a renewed interest in planning for community outreach and engagement for 2022.

2021 Sarah Beckett Memorial Scholarship

- Monica Amos was awarded 2021 scholarship
- Secondary Scholarship awarded to Bryce Schiebel from Vancouver Island Slain Police Officers Fund and Deputy Commissioner Jennifer Strachan Retirement Donation.



Cst. Sarah Beckett
Regimental # 51939

End of Watch
April 5, 2016



Thank you!



CRD TRAFFIC SAFETY
COMMISSION

Intersection Safety Camera Program



October 20, 2021

Agenda



- Intersection Safety Camera Program Governance
- History of Intersection Safety Camera Program in BC
- Site Selection and Technology
- Charging and Disputes
- Citizen-Centered Approach
- Monitoring and Evaluating

Intersection Safety in BC



- 63 per cent of all crashes occur at intersections
- 288 crashes take place at intersections every day
- More than 65,000 people are injured in intersection crashes each year
- 65 people lose their lives annually

Partner Governance

**Ministry of
Public Safety &
Solicitor General**

Funding and revenue

Enforcement
and prosecution

Jointly Managed

Policy and legal

Site performance
and selection

Research and
program evaluations

Communications

**Insurance Corporation
of British Columbia**

Vendor

Violation tickets
processing and
administration

Expansion – Red Light and Speed

1999

- Program inception

2010/11

- Digital upgrade of cameras
- Red light site selection
- Transfer of prosecution duties from Crown to ISC Officers

2017

- Red light activation from 25% to 100% announced
- Program secured funding

2018

- 100% red light activation (speed activation announced)
- Site selection for automated speed enforcement

2019

- Speed activation started July 2019
- New web site launched
- Online payment for ISC tickets through PayBC October 2019

2020

- Speed implementation completed at 35 sites
- Regulatory changes
- New Annual report published

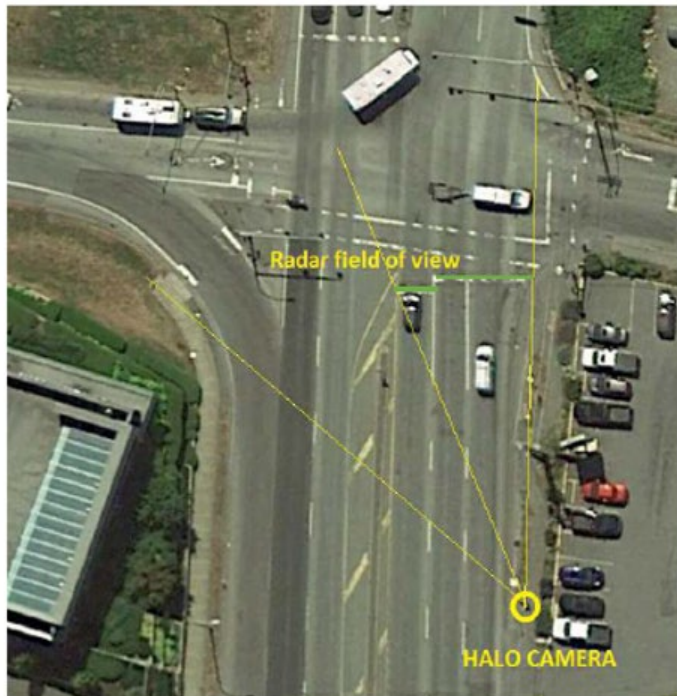


Red Light Site Selection Methodology

- 140 camera locations selected among 1,400 intersections based on several risk factors
- Based on criteria for most effective road safety results
- Post-implementation evaluations have indicated:
 - Overall 14% reduction in bodily injury collisions 18 months post-implementation
 - Further reduction of 6.4% in bodily injury collisions 36 months post-implementation



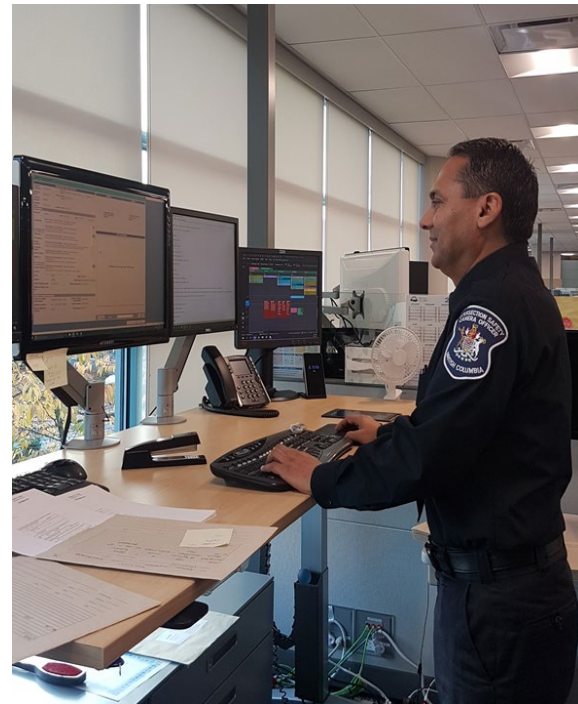
Speed Site Selection Methodology



- Current 35 speed locations selected out of existing 140 ISC locations
- Prevalence and extremity of speeding
- Record of fatal and severe injury crashes
- Regional equity and spatial distribution
- Technical feasibility
- Support current police speed enforcement practices
- Continuous 3D HD radar camera technology

Charging and Disputes

- Officers are appointed Special Provincial Constables under the Police Act
- ISC violation charging and prosecution
- Site inspections
- ISC Violation Tickets are registered owner tickets – **no penalty points**
- **No vehicle impoundment** for excessive speeding
- **No escalating fines** for multiple tickets



Citizen-Focused Service Design

[Home](#) > [Driving and transportation](#) > [Driving and cycling](#) > [RoadSafetyBC](#) >

- ▶ High-risk driving behaviours
- ▶ High-risk driver programs
- ▶ Driving suspensions and prohibitions
- ▶ Driver medical fitness
- ▼ **[Intersection safety cameras](#)**

How it works

Pay a ticket

Dispute a ticket

- ▶ Where the cameras are

Statistics

Contact

- ▶ BC Road Safety Strategy

Road safety data

Intersection safety cameras

i For the most up-to-date information on COVID-19, please visit the [BCCDC website](#).
Non-medical information about COVID-19 is also available 7:30am-8pm at 1-888-COVID19.

Most crashes in British Columbia happen at intersections. To reduce injuries and save lives, B.C. installs intersection safety cameras—sometimes called red light cameras—at intersections where crashes occur frequently.

Warning signs let drivers know the intersection has cameras. Stopping for red lights and observing the speed limits help to reduce collisions, injuries and fatalities.

Payment and dispute options

Red Light Signs



Look for this sign. It lets drivers know an intersection has a red light camera.

Speed and Red Light Signs



Look for this sign. It lets drivers know an intersection has a speed and red light camera.

<https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/roadsafetybc/intersection-safety-cameras>

Program Outputs

- Regular ongoing program monitoring
- Violation tickets
- Payment rates
- Dispute rates
- Court dispositions



Monitoring and Evaluating

- Ongoing monitoring and analysis to determine the effectiveness of the program in reducing crashes at intersections and the subsequent injuries and fatalities
- Two evaluations underway for ISC program
- Academic and statistical approach to evaluations
- Require sufficient data pre- and post- intervention for proper and robust methodology for statistical analysis
- Red light – pre-post research design covering Comparison, Transition, and Treatment periods
- Literature review on automated red light enforcement underway by CRD Traffic Safety Commission
- Speed – currently one of the proposed study designs is before/after quasi experimental design



Questions?

**REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, OCTOBER 20, 2021**

SUBJECT **2022 Service Planning - Transportation**

ISSUE SUMMARY

To provide the Transportation Committee with an overview of core service levels, new and progressing initiatives and performance metrics related to the Transportation Community Need. These activities are undertaken by the Regional and Strategic Planning (RSP), Salt Spring Island (SSI) Administration and Southern Gulf Islands (SGI) Administration divisions and deliver on approved Board Strategic Priorities and the Capital Regional District (CRD) Corporate Plan.

BACKGROUND

The CRD Board identified its strategic priorities in early 2019. Subsequently, staff prepared the 2019-2022 CRD Corporate Plan to align with this direction. The CRD Corporate Plan presents the work the CRD needs to deliver over the Board term to meet the region's 15 most important needs (community needs). These initiatives are delivered in conjunction with the mandated core services and regulatory requirements that the CRD is accountable for delivering. The priorities were re-confirmed by the CRD Board at the annual check-ins on May 13, 2020 and May 12, 2021.

At the start of the Board term, staff identified that the ambitious plan for the region would require a significant amount of effort and resources to action and implement Board and Corporate Priorities and to keep pace with the anticipated increase in service demands, primarily driven by population growth and construction activity. The general level of effort deployed by the organization has been increasing to keep pace since the direction was set and in some cases emerging trends and changes in economic activity has had a significant impact on the demand for services driving additional resource requirements.

This is the final year of service plan and budget approvals for this CRD Board as well as the final year of implementation of its strategic priorities. For 2022, staff are recommending a significant package of work to finalize the delivery of the strategic priorities and CRD Corporate Plan. Implementation timeframes for much of the work initiated in 2022 will carry into 2023.

2022 is a transition year for the CRD Board. Staff anticipate that any service planning requests for 2023 will be focused on operational adjustments while the Board is determining its strategic priorities for the 2023-2026 term.

The Community Need Summary Report (Appendix A) provides an overview of the strategic context for service areas by department, core service levels for services, new initiatives and a summary of the business model and performance metrics associated with targeted outcomes.

A summary of the initiatives progressed over the course of this Board's term (Appendix B) has also been appended to this report.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends the Committee of the Whole recommend to the Capital Regional District Board:

That Appendix A, Community Need Summary – Transportation be approved as presented and form the basis of the 2022-2026 Financial Plan.

Alternative 2

The Transportation Committee recommends the Committee of the Whole recommend to the Capital Regional District Board:

That Appendix A, Community Need Summary – Transportation be approved as amended and form the basis of the 2022-2026 Financial Plan.

IMPLICATIONS

Financial Implications

The Executive Leadership Team (ELT) is taking steps to mitigate the financial impacts resulting from the work. ELT has reviewed the phasing of the work for 2022 to ensure that the activities and resources are allocated as efficiently as possible. Phasing out the initiatives over a longer period of time helps avoid delays which can occur when staff are too thinly spread across projects. Additionally, timing initiatives to start mid-year will also reduce the impact in 2022, but will have an incremental annualization impact in 2023 for ongoing impacts.

The CRD continues to look for ways to fund its services in a manner that relieves affordability pressure for the taxpayer. This is reflected in the policy for reserve balance measures and gaps/surplus which was approved by the CRD Board on July 14, 2021. The CRD has had other funding successes optimizing capital funding and leveraging grant funding in a more aggressive way than ever before.

Finally, where feasible, an incremental change management strategy has been adopted for larger projects. This means that divisions are testing out the objectives and delivery approach with a proof-of-concept and then deploying out more broadly, if the benefits can be demonstrated. This has been a successful strategy adopted for our enterprise asset management strategy deployment, for example.

A comprehensive overview of the resources required to advance the initiatives and services listed in all Community Need Summaries, including all proposed staffing changes, will be presented to the Committee of the Whole at the 2022 provisional budget review.

Service Delivery Implications

New initiatives proposed for 2022:

Staff have identified three initiatives in support of this community need that will have budget implications in 2022 (Table 1). The key drivers for this work are:

1. Minimize the materialization of risk and maintain service level: the CRD has overseen the development of regional transportation data models and analysis since 1992. This helps local government partners and other stakeholders develop and deliver evidence-based policies and programs.

2. Advancing a Board Strategic Priority: the CRD Board, through the Transportation Committee, has identified regional transportation priorities and approved strategies for their implementation. Separately, the CRD has been considering the feasibility of an integrated transportation system for SGI to increase connections and enable inter-island travel. SGI does not currently have public transit options, safe cycling routes or the ability to travel efficiently between islands.

Table 1: Transportation Community Need Initiatives

#	Initiative	Description	Year(s)	FTE impacts (2022)	Cost impacts (2022)	Funding source
2a-1.1	Transportation Data Collection, Modelling & Priority Implementation	Refresh of Origin & Destination Household Travel Survey and regional transportation model	2022	--	\$734K	Reserve transfer, requisition
2a-1.2	Transportation Priorities Implementation	Development and delivery of regional transportation priorities implementation strategies	2022	+1.0 FTE* converted	\$0	Costs offset
2e-3	SGI Transportation Service Establishment	Deliver a transportation service establishment bylaw for SGI and seek electoral assent	2022	--	\$15K	Requisition

Blue highlighted areas are initiatives that directly address a Board Priority.

** Also includes minor support service(s) adjustment*

This information reflects the business case costs which the ELT reviewed as part of their annual assessment of initiatives.

2a-1.1 Transportation Data Collection, Modelling & Priority Implementation

Transportation consistently ranks as a key priority for the region and its residents. Municipal, electoral area, agency and non-governmental organization partners rely on data from the Origin and Destination Household Travel Survey (O&D survey) and the regional transportation model to complete travel planning, programming and engineering projects around the region. The CRD relies on this data to develop policy, deliver programs and report on progress toward achievement of Board strategic priorities and Regional Growth Strategy objectives for transportation and climate action.

Since 1992, the CRD has overseen the development of an O&D survey and regional transportation model every five years, based on the Statistics Canada census release schedule. Staff support on-going partner use, analysis and interpretation of this transportation data on a request-driven basis (e.g., Housing Costs Study 2020, South Island Transportation Study 2020 and the McKenzie Interchange Program).

Initiative 2a-1.1 seeks funding to procure the O&D survey and to update the regional transportation model. Both projects are funded entirely through the operating reserve.

2a-1.2 Transportation Priorities Implementation

Following the confirmation of regional transportation priorities in April 2021, the CRD has prepared implementation strategies for each priority. Implementation activities will range from advocacy and coordination of a new working group structure to the potential delivery of new policy and planning initiatives related to travel behavior and safety. Undertaking these activities add additional scope and service levels to the current workplan.

Initiative 2a-1.2 seeks to convert an existing part-time auxiliary position to a full-time ongoing position (+1.0 FTE) to ensure that there is adequate long-term resources in the team to deliver on the scope of work. The existing auxiliary position supports the implementation of the CRD active school travel planning initiative and will continue this in addition to supporting the implementation of the transportation priorities. The cost of this shift has been offset with existing auxiliary funding meaning that change is cost-neutral.

Staffing changes increases demand and requirements for Information Technology support (e.g., hardware and software procurement, configuration, installation support, devices, access requirements, etc.). This initiative, alongside others, will result in a small adjustment to the Information Technology & GIS staffing model to accommodate the demand. To provide full transparency, the financial impact of the initiative reflects the whole cost of delivering the work, including flow-down impacts on support services.

2e-3 SGI Transportation Service Establishment

SGI does not currently have public transit options, safe cycling routes, or the ability to travel efficiently between the islands. An integrated transportation system would change the economic geography and enable shared services and increased connections throughout the islands. This would advance the Community Wellbeing Board priority by enabling public transit, active transportation networks and inter-island travel.

The CRD is currently undertaking an in-depth feasibility study for a transportation service, as well as service modelling and community engagement in the SGI Electoral Area. The community's views on the matter, which currently appear to be supportive, will be confirmed at a series of community meetings and surveys in the fall of 2021. If support is confirmed, the CRD will move to propose a service establishment bylaw in 2022 and seek electoral ascent in a referendum that will coincide with the October 2022 general election.

Initiative 2e-3 seeks a one-time budget request for the costs associated with conducting the voter assent process in line with statutory obligations.

With the additional resources to support the initiatives described above, core service levels to deliver Regional Transportation and local electoral area transportation functions can be maintained.

See Appendix A for more details about core service delivery.

Alignment with Board & Corporate Priorities

The direction given to staff was to bring forward work that is of essential nature. This was defined as:

- Initiatives that provide for public health and safety and/or deliver on a regulatory requirement
- Initiatives that are required to deliver the Board Strategic Priorities
- Initiatives that will prevent the materialization of significant negative impacts on service customers, partners, the region, local services or the CRD's finances
- Initiatives that minimize the materialization of financial, reputational or other risks and liabilities for the CRD by ensuring the organization is keeping pace with expectations and demand
- There is an imperative to deliver the work immediately and/or quickly

The ELT has reviewed and assessed all business cases against the criteria. The consolidated package of work is appropriate and commensurate to the challenge facing the organization.

CONCLUSION

Staff have been progressing initiatives and actions identified in the CRD Corporate Plan, including Board Strategic Priorities. The CRD Board determines resourcing through its annual review and approval of financial plans. As per previous years, to support the Board's decision-making, staff are providing recommendations on funding, timing and service levels through the service and financial planning processes.

RECOMMENDATION

The Transportation Committee recommends the Committee of the Whole recommend to the Capital Regional District Board:

That Appendix A, Community Need Summary – Transportation be approved as presented and form the basis of the 2022-2026 Financial Plan.

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

ATTACHMENTS

Appendix A: Community Need Summary – Transportation

Appendix B: Initiatives Progress Report

Community Need

2022 Summary



Transportation

Strategy

Target Outcome

We envision that residents have access to convenient, green and affordable multi-modal transportation systems that enhance community well-being.

Strategic Context

Strategies

- [Regional Transportation Plan](#)
- [Regional Housing Affordability Strategy](#)
- [Regional Growth Strategy](#)

Trends, risks and issues

- The CRD has demonstrated that playing a coordinating role on transportation projects can successfully enhance collaboration with stakeholders around the region. This is critical to securing investments and prioritizing management of the region's sustainable, long-term growth in terms of reducing congestion, improving travel time and taking action on climate change. This success has led to increasing demand for and scope of partnerships, which all have to be balanced against existing demands.
- The CRD Board confirmed a list of regional transportation priorities in July 2021 and directed staff to advance implementation actions. Implementation actions include advocacy and a new mandate related to transportation demand management and safety policy. Confirmation of regional transportation priorities is a significant new achievement toward the Board strategic priority for transportation as well as implementation of the Regional Transportation Plan (RTP) and the Regional Growth Strategy (RGS).
- The manner in which information is conveyed and absorbed is changing. Partners seek open data that is conveyed visually and is available in real-time on the CRD website. At the same time, demand for specialized data/information/modelling is increasing, with expectations for very short turn-around times. Staff aim to meet partner needs, while balancing the fast pace of change in this sector.
- The active transportation data review initiative is currently being implemented. Improved data collection has supported analysis of cycling volume along regional trails.
- The active school travel planning initiative has been in place for almost five years. Interest in the initiative and requests for participation continue to grow year-on-year.
- Statistics Canada is scheduled to release new census data in 2022. With this release, staff will initiate the Origin and Destination Household Travel Survey (O&D Survey) and begin an update to the regional transportation model. These are both multi-year data projects. Internal and external stakeholders rely on

Community Need

2022 Summary

data produced by these projects to complete travel planning, programming and engineering projects around the region, and to develop policy, deliver programs and report on progress toward achievement of regional transportation, growth management and climate action objectives.

- In the Electoral Areas (EAs), the Southern Gulf Islands (SGI) EA Administration division is working towards addressing local needs by optimizing integrated transportation opportunities by coordinating with BC ferries and others, and advance service establishment in the SGI EA (see Electoral Areas Community Need Summary for more detail).

Services

Core Services Levels	
Service	Levels
Regional Planning – Transportation Service is responsible for data collection, research and modelling related to multi-modal regional travel. The service supports the development and implementation of regional district services and informs local, agency and senior government transportation and land use planning processes.	<ul style="list-style-type: none"> • Every five years, update the regional transportation model with new census data and the origin and destination survey. ➔ Service level adjusted, see IBC 2a-1.1 • Collect and monitor multi-modal transportation data on an ongoing basis and liaise and disseminate findings to municipal, electoral area, government, academic and other partners, on demand. • Deliver active school travel planning services to five schools per year. • Analyze the impacts of actual and projected changes to the transportation system and provide transportation planning advice and expertise to regional, sub-regional and local planning and transportation projects and initiatives, on demand. • Implement and monitor the Regional Transportation Plan, including research, analysis and advice to achieve the multi-modal Regional Transportation Network and support CRD departments advance active transportation infrastructure and programming. ➔ Service level adjusted, see IBC 2a-1.2
SSI Transportation & Docks Local transit service, pathways and Fernwood Dock	<ul style="list-style-type: none"> • Develop active and passive transportation initiatives and services (studies, construction, maintenance, and pedestrian and cycling safety). • Implement transportation infrastructure projects in coordination with outside agencies (Ministry of Transportation, Island's Trust, BC Ferries, BC Transit). • Provide optimal level of service for public transit system on the island through an annual operating

Community Need



2022 Summary

	<p>agreement between the CRD, BC Transit and local contractor; construct and maintain bus stops/shelters.</p> <ul style="list-style-type: none"> Manage and operate Fernwood Dock facility.
<p>SGI Local Service Feasibility</p> <p>On SGI, transportation is being investigated as a critical part of island economic sustainability.</p>	<ul style="list-style-type: none"> Programme of work for 2021 included initiating service feasibility planning for an integrated transportation service. ➔ Service level adjusted, see IBCs 2e-3 SGI Transportation Service Establishment
<p>Support Services</p> <p>The core services listed rely on the support of several corporate and support divisions to effectively operate on a daily basis. These services are reported on in the Accountability Community Need Summary.</p>	<ul style="list-style-type: none"> Services include Asset Management, Facility Management, Financial Services, Information Technology & GIS, Information Services, Human Resources & Corporate Safety, Corporate Communications, Legislative Services, Legal Services, Risk & Insurance and Real Estate Services.

Initiatives					
Ref	Initiative	Description	Year(s)	2022 impacts	
2a-1.1	Transportation Data Collection, Modelling and Priority Implementation	Conduct Origin & Destination Household Travel Survey and regional transportation model	2022	--	\$734K reserve transfer + requisition
2a-1.2	Transportation Priorities Implementation	Support implementation of regional transportation priorities	2022	+1.0 FTE converted	\$0 costs offset
2e-3	SGI Transportation Service Establishment	Deliver a transportation service establishment bylaw for SGI and seek electoral assent	2022	--	\$15K requisition

Business Model

Funding
<p>Who contributes</p> <ul style="list-style-type: none"> All 13 Municipalities, all 3 Electoral Areas, Tsawout Nation and Songhees Nation Support Services: varies per service <p>Funding Sources</p> <ul style="list-style-type: none"> Requisitions, grants and reserve transfer

Community Need

2022 Summary

Reporting Structure

- [Transportation Committee](#)
- [Traffic Safety Commission](#)
- [Electoral Area Committee](#)

Performance

Definition and Source	2020 Actual	2021 Forecast	2022 Target
Metric 1: Multi-Modal Transportation – achieve a transportation system that sees 45% of all trips made by walking, cycling and transit by 2038 Percentage of all trips made annually in the capital region by walking, cycling and public transit; data from CRD Origin Destination survey 2017	26.7%	26.7%	26.7%
Metric 2: Active School Travel Planning – schools participating in the Ready Step Roll initiative Total number of schools that have participated in the regional Ready Step Roll initiative since 2015; data from CRD Regional Planning	35	40	45
<i>Future Metric 3: Progress toward achieving regional transportation priorities</i> New performance measures to track achievement of regional transportation priorities will be developed in 2022	N/A	N/A	TBD

Community Need



2022 Summary

Discussion

Link to Target Outcome

- Mode share is a good indicator of residents' willingness and ability to make sustainable transport choices for at least some of their trips.
- Measuring the number of schools participating in the Ready Step Roll program tracks the number of school that have received hands on support to educate younger residents on the matters of traffic safety and sustainable mode choice.

Discussion

- Metric 1: The mode share target is measured through the CRD Origin & Destination Survey, administered every five years. There is no year-on-year reporting of the target. Note that mode share for 2021 has likely dropped because of changed travel behavior during the COVID-19 pandemic. It is anticipated that this drop will persist through 2022 and 2023. It is likely that loss of transit ridership will account for the drop. New data will be available in 2023, when the Origin & Destination survey is complete.

Community Need

Initiative Progress Report



Transportation

Initiatives approved in 2020 and 2021			
Ref	Initiative	% complete	Progress to date
2a-1	Multi-modal Transportation System	75%	<p>Lead: Regional & Strategic Planning (2021)</p> <p>Part of core services – The CRD Board approved regional transportation priorities, directed staff to form an advisory group for transportation matters requiring coordination and approved implementation actions, including advocacy, to advance regional transportation priorities. Supported by a service level adjustment in 2022, staff will continue to advance advocacy and other implementation actions through appropriate channels.</p>
2a-2	E&N Corridor	100%	<p>Lead: Regional & Strategic Planning (2021)</p> <p>Completed – absorbed into core service delivery. The Province's South Island Transportation Strategy considered the E&N corridor in its findings and will continue to protect it as a transportation corridor. Staff continue to support the Board-approved advocacy motion from May 12, 2021 to plan for the long term need of maintaining and upgrading the E&N right of way for future use as a transportation corridor.</p>
2b-1	Partner Collaboration for Multi-modal Transportation	100%	<p>Lead: Regional & Strategic Planning (2020)</p> <p>Part of core services – ongoing support to provide technical expertise to partner-led working group</p>
2b-2	School Transportation Planning	100%	<p>Lead: Regional & Strategic Planning (2020)</p> <p>(initiative now known as Active School Transportation Planning)</p> <p>Part of core services – we work with five schools annually. Starts in spring and ends the following summer. 2021/22 school cohort has been selected. We will remain flexible in working with schools to deliver program while respecting COVID-19 guidelines.</p>
2c-1	Regional Transportation Data	100%	<p>Lead: Regional & Strategic Planning (2020)</p> <p>Part of core services –</p> <ul style="list-style-type: none"> • Bike counter program • Automated bike count website

Community Need



Initiative Progress Report

Initiatives approved in 2020 and 2021			
Ref	Initiative	% complete	Progress to date
			<ul style="list-style-type: none"> Traffic counts program
2d-1	Traffic Safety Education	100%	Lead: Regional & Strategic Planning (2020) Part of core services
2e-4	Assess safety and quality of dock infrastructure	100%	Lead: Integrated Water Services (2020) Part of core services – ongoing infrastructure upgrades progressing per capital plan.



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, OCTOBER 20, 2021

SUBJECT **Capital Regional District Transportation Working Group Terms of Reference**

ISSUE SUMMARY

The purpose of this report is to approve the Terms of Reference (ToR) for the Capital Regional District (CRD) Transportation Working Group (the working group).

BACKGROUND

ToR serve to clarify the mandate, responsibilities and procedures of committees, commissions and working groups, providing a point of reference and guidance to their members. Working groups provide a structure to advance the delivery of planning, projects and programs based on the mandate assigned to them by a decision-making body.

ToR, available in Appendix A, have been developed to reflect direction from the CRD Board on July 14, 2021 to:

1. Form a transportation advisory committee, reporting through the Transportation Committee, with senior staff representation from CRD, municipal, electoral area and agency partners to advise on regional transportation matters requiring coordination; and
2. Work through the advisory committee to develop a region-wide approach to transportation demand management (TDM), safety policy and implementation of a connected and consistent regional trail network.

The working group's mandate is to coordinate the development of advice and guidance related to applicable regional transportation functions, reporting to the Transportation Committee through the General Manager of Planning and Protective Services. The ToR set out the applicable transportation functions and describe how coordination will be achieved. The Regional and Strategic Planning Division will act as liaison to the working group and provide all related administrative functions. The Transportation Committee will receive working group minutes.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends to the Capital Regional District Board:
That the Transportation Working Group Terms of Reference be approved.

Alternative 2

That the Transportation Working Group Terms of Reference be referred back to staff for additional information based on Transportation Committee direction

IMPLICATIONS

Intergovernmental Implications

The membership of the working group will consist of senior staff from the CRD, 13 partner municipalities, three electoral areas, BC Transit and the Ministry of Transportation. All partners have designated a member.

CRD staff, with input from designates, developed the ToR to reflect the mandate set by the CRD Board. At the recommendation of a number of designates, the working group has been formalized in a manner similar to the CRD Climate Action Inter-municipal Working Group. This recognizes the shared goals and vision of both groups while building on the success of the Climate Action Inter-municipal Working Group.

The establishment of a working group formalizes inter-regional coordination among multiple jurisdictions with their own transportation authorities. The success of such coordination in relation to delivering on the working group's mandate will inform the Board's longer-term priority related to transportation governance.

Alignment with Existing Plans and Strategies

The establishment of the working group aligns with objectives and actions outlined in the CRD Regional Transportation Plan. Furthermore, the establishment of a transportation working group will support implementation of the CRD Climate Action Plan and the Regional Trails Management Plan in areas related to the Board's transportation priorities.

Service Delivery Implications

The establishment and ongoing administration of the working group can be absorbed within existing service and financial resources. Any new planning, project or program initiatives identified by the working group to implement transportation priorities would be considered by the Board, and, should additional resources be required, advanced through the service and financial planning process.

NEXT STEPS

The working group will meet every quarter, with its first meeting to be scheduled as soon as practicable.

Coordination on matters requiring immediate action – TDM, safety policy and implementation of a connected and consistent active transportation network – will be the focus of the working group's immediate attention.

CONCLUSION

Terms of Reference serve to clarify the mandate, responsibilities and procedures of committees and working groups, providing a point of reference and guidance to their members. These terms of reference were drafted to satisfy CRD Board direction of July 14, 2021.

RECOMMENDATION

The Transportation Committee recommends to the Capital Regional District Board:
That the Transportation Working Group Terms of Reference be approved.

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

ATTACHMENT

Appendix A: Transportation Working Group Terms of Reference

Terms of Reference

The logo for the Capital Regional District (CRD) is located in the top right corner of the header. It consists of the letters 'CRD' in a stylized, bold, sans-serif font, positioned above a series of three curved, overlapping lines that suggest a landscape or water.

TRANSPORTATION WORKING GROUP

PREAMBLE

The Capital Regional District (CRD) Board approved regional transportation priorities in July 2021. These regional transportation priorities focus on advancing regional mode share targets while mitigating congestion and climate change impacts. Advancing transportation priorities will result in quality of life improvements for residents.

At the time that regional transportation priorities were approved, staff were:

- directed to establish a technical advisory committee to advise on regional transportation matters requiring coordination.
- given the mandate to develop a region-wide approach to transportation demand management, safety policy and implementation of a connected and consistent regional trail network.

Regional transportation priorities may be adjusted from time to time to align with CRD Board direction.

Working groups provide a structure to advance the delivery of planning, projects and programs based on the mandate assigned to them by a decision-making body.

The Working Group's official name is to be:

Transportation Working Group

1.0 PURPOSE

- a. The mandate of the Working Group is to provide a staff-level forum to coordinate development of advice and guidance related to the following functions:
 - i. Regional transportation matters including regional transportation priorities.
 - ii. Encouraging a strong regional voice on regional transportation matters including ferries, roads, rail, transit and multi-use regional trails.
 - iii. Local matters that would benefit from regional coordination or support, or that may impact regional transportation services.
- b. More specifically, the purpose of coordination is to provide:
 - i. Examination of transportation priorities, policies and actions through the lens of meeting regional challenges and/or targets related to congestion, climate change, mode share, safety and affordability.
 - ii. Input regarding the ways that the CRD and municipalities/electoral areas and key provincial agencies can work together to achieve municipal, regional and provincial transportation goals, targets and priorities.
 - iii. Input in developing a region wide approach to transportation demand management, safety policy and implementation of a connected and consistent regional trail network.

- iv. Guidance to CRD staff on emerging transportation issues and priorities in their communities and jurisdiction.
- v. Identification of priorities for future work planning purposes.
- vi. Review and feedback on regional or provincially significant transportation plans programs and policy, as required.
- vii. Knowledge sharing and collaboration amongst local, regional and provincial transportation staff.
- viii. Mechanism for collecting early input on partner priorities and planned capital investments from members.
- ix. Subject matter expertise to inform political advocacy work on approved regional priorities.

2.0 ESTABLISHMENT AND AUTHORITY

- a. The Transportation Committee will receive regular minutes of Working Group proceedings.
- b. The Working Group will report on progress toward delivery of its mandate to the Transportation Committee, through the General Manager of Planning and Protective Services.

3.0 COMPOSITION

- a. The Working Group shall consist of one designated staff member from the CRD, each municipality/electoral area, Ministry of Transportation and BC Transit.
- b. Working Group members will sit for an open term.
- c. Working Group members may have delegates represent them in meetings.
- d. Should a municipality or electoral area wish to change its representative on the Working Group, they can do so at any time by contacting CRD support staff.
- e. Working Group meetings will be chaired on a rotational basis amongst members.

4.0 PROCEDURES

- a. The Working Group will meet quarterly at the availability of its members.
- b. The Regional and Strategic Planning Division will finalize the agenda. Any Working Group member may make a request to place a matter within the mandate of the Working Group on the agenda through CRD support staff.
- c. Quorum is the majority of the membership.
- d. For the conduct of business each member of the Working Group will have one vote.
- e. Sub-groups may be formed to advance sub-regional work or individual project based work.
- f. The Working Group shall provide an annual presentation to the Transportation Committee outlining the work undertaken by the Working Group for that calendar year.

5.0 RESOURCES AND SUPPORT

- a. The Regional and Strategic Planning Division is the liaison to the Working Group and is responsible for administration related to the Working Group.
- b. The Regional and Strategic Planning Division will prepare and distribute minutes and agendas.

Approved by CRD Board _____

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, June 8, 2021**

Members: Erin Anderson, RoadSafetyBC (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) (EP)
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit (EP)
Todd Litman, Walk On, Victoria (EP)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)
Colleen Woodger ICBC Road Safety and Community Involvement (EP)
Jade Yehia, Island Health (EP)

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

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Corey Burger, Capital Bike
Shawn Haley, Ministry of Transportation and Infrastructure
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:02 pm.

1. Approval of Agenda

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

2. Approval of Minutes – May 11, 2021

MOVED by Colleen Woodger, **SECONDED** by Paweena Sukhawathanakul, that the minutes of the meeting held on May 11, 2021 be approved as distributed. **CARRIED**

3. Chair's Remarks

Chair Haynes commented on the citizens survey that was done in Saanich. In previous surveys, affordability and housing has been the top item mentioned, however, in the latest survey, it was road safety and pedestrian safety which was further down the list in past surveys.

4. Business Arising from the Previous Minutes

➤ **Update on advertising**

Frederick Grouzet reported that he had met with CHEK news last week and work is proceeding on the ad for driving with cyclists on the road. Various scenarios will be shown, and the ad will end with the driver realizing the cyclist is himself and the message "that could be you."

Work is also underway on the second ad regarding distraction by vehicle passengers and feedback was requested on whether the message at the end should be directed at the driver or passengers or both. Commission members commented that ultimately it is the responsibility of the driver to be under control. Ron Cronk suggested that the ad could end with all the different passengers with various distracting behaviours standing on the side of the road as the car drives away. This would be a powerful message for both the driver and passengers.

The first ad should be ready by the end of July and the second ad later in the summer. Filming has been delayed because of COVID restrictions. It was also confirmed that both ads will be

available in social media format and Frederick Grouzet will contact CHEK to confirm that the previous ads are available in social media format as well.

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

This information request came from the Transportation Committee. Erin Anderson, Paweena Sukhawathanakul and John Hicks met to come up with a plan where the Commission and RoadSafetyBC could both collaborate and agree on the same goal.

They recommended that the best way to get the requested information back to the Committee would be for a presentation from the provincial program area to the Committee outlining what the program looks like and what goes into site selection, as well as having a bit of a local view on some of the sites. Along with that, it was suggested that a literature review on the advocacy and effectiveness of the red-light cameras based on other global efforts out there would be a valuable contribution by the Commission and would complement what RoadSafetyBC are already doing. The literature review could be packaged alongside the presentation and delivered around the same time.

The presentation and information would be shared with Commission members, as well as any questions and answers that come from the Committee. Commission members could attend the presentation if desired as Committee meetings are open.

The proposed timeline for presentation to the Committee would be October.

MOVED by Chris Foord, **SECONDED** by Jade Yehia, that the Traffic Safety Commission approve funding of up to \$8000 to commission a student to undertake preliminary evaluation and literature review to align with work being undertaken by the province to evaluate the effectiveness of red-light cameras. **CARRIED**

Paweena has offered to supervise a student for this work.

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

This information request came from the Transportation Committee. John Hicks commented that we are in the same position as last month as this data is not easily accessible, so it is challenging to respond. On the bikemaps.org website, people can self-report cycling crashes, near misses, thefts, etc. Although it does provide some indication, because it is self-reported it is not statistically valid or at the level of data that the Committee was hoping for.

Colleen Woodger said that ICBC has updated their crash stats but near miss data is not collected and she is not aware of police collecting it other than through general complaints. Ron Cronk commented that there is a bit of an inherent bias in self-reporting of data, and it is not reliable. Situations can be open to review and the data needs a sober second look.

Several members commented that the mandate of the Commission is education, not advocacy or engineering, and we should be focusing on getting back to doing education campaigns.

Jade Yehia suggested that we contact Karen Laberee of Team INTERACT/Bike maps.org about doing a presentation to the Commission. It was proposed that we have Karen and her team look at what gaps there may have been in education and identify those gaps where there seems to be an apparent misunderstanding around road rules. It was agreed that this could help inform some of our future education campaigns and address some of the issues around educating vulnerable road users.

MOVED by Jade Yehia, **SECONDED** by Paweena Sukhawathanakul, that a request be made to Team INTERACT to provide a presentation and update to the Traffic Safety Commission to inform membership about potential education opportunities. **CARRIED**

Concern was expressed about the data being one-sided, however, members agreed that it would be worth listening to the presentation and then processing it through the lens of the Commission members to decide if there is something useful we can act on around education for both cyclists and motorists. This also needs to tie in with our previously identified priorities.

Action: John Hicks will check with Karen Laberee and her team to see about a timeline for a presentation

➤ **Process for putting forth recommendations**

John Hicks reported that this process is still moving forward. Work is being done on the policy framework and a bit of an overhaul of the various CRD Commissions. John will try to work our piece into that and said the Commission might end up being a pilot case as to how this moves forward. Our internal process works well, but the more challenging piece is getting a recommendation back to the Transportation Committee. If we are bringing a recommendation forward to the Committee, a summative staff report will be required and it must have the data, the stats, and the rationale for the recommendation. It will be a more procedural type of process. If a motion goes forward without support, it will be called back.

MOVED by Ron Cronk, **SECONDED** by Colleen Woodger, that this update be received for information.

CARRIED

5. **Priority Business**

➤ **Invitation from Saanich Active Transportation Advisory Committee – re presentation and update on safety initiatives for vulnerable road users**

Covered under Updates

➤ **Budget Update**

John Hicks reported there is no change in the budget, and we are in a healthy financial position. It is a particularly good year to bring projects forward. It is preferable that we don't have a lot of carryover into next year. If the budget isn't being spent, it may be decreased.

There may be one application coming through one of the school districts in terms of some new school programming in the Westshore. We are waiting for them to formalize something and bring it back to the Commission. There may also be potential to look at payment in advance for some of the media work.

Discussion took place about possible projects and funding opportunities. In past years there have been more requests from outside agencies for funding, but with the pandemic, a lot of groups have not been meeting regularly so those funding requests haven't come in. It was suggested that the Commission look at resurrecting some of our past ads and bring forward to the next meeting a list of priorities that had been discussed earlier this year. We need to be strategic in our messaging and use social media as well. We could extend the BCACP summer impaired driving campaign into August and look at adapting it into the current context around opening up after the pandemic.

In terms of getting this work done, John Hicks said he will talk to the CRD media relations specialist who could possibly assist. Colleen Woodger will get more detail on what the provincial perspective is so we can have consistent messaging. Chris Foord said he can assist as well.

MOVED by Chris Foord, **SECONDED** by Jade Yehia, that up to \$10,000 be allocated towards a summer impaired campaign that would look to extend campaigns beginning in July and that would include past messaging, as well as messaging pertinent to coming back safely post pandemic.

CARRIED

Action: Bring forward to the July meeting

➤ **BCACP Calendar**

- July – Summer Impaired Driving Campaign
- September – Distracted Drivers Campaign/Occupant Restraint Campaign

See previous discussion under Budget Update

6. **Member Updates**

Chair Haynes commented that he would like to start doing a territorial acknowledgement at the next meeting. He will send a suggested acknowledgement out through John Hicks and members can provide feedback if they wish.

- **RoadSafetyBC – Erin Anderson**
 - As the culmination of a couple of months work, the BC Road Safety Strategy 2025 was announced last month. The link for that will be forwarded to Commission members. RoadSafetyBC and other partners across government as well as the non-profit sector have fed into the new strategy. It is exciting to have that launched. It revitalizes what they continue to work on in the province and that is Vision Zero with the ultimate goal of reducing and eliminating traffic fatalities and serious injuries but realistic goals are also needed to help along the way. BC has committed to the international target of reducing road fatalities and serious injuries by 50% by 2030. That is signed on by Canada as well as through the international Stockholm declaration.
- **ICBC – Colleen Woodger**
 - The speed campaign ran for the month of May and some great work took place with high schools through their speaker program. A crashed car display was done with speed bumper stickers (#noneedforspeed) placed down both sides of the car so when students were taking pictures of the car, they were getting the reinforcement message. Lots of work with the police and Colleen focused on small communities. Hearing from a significant number of residents concerned about speed around schools zones and on their own streets.
 - Working with the Saanich summer students getting them prepped to do speed watch and cell watch getting them out in supporting some of the ICBC programs.
 - Through her work in promoting the Sarah Beckett scholarship, Colleen may have to step off the selection committee because of the relationships she has developed with students.
 - Getting thoughts together re work on impaired driving as they will be sending resources to golf courses and places like that. Reaching out to some of the larger police departments to look at some more high-profile education.
 - Schools are having some issues with speeding and distracted driving and Colleen is working with seven different schools in the region on Think of Me program which has a lot of pedestrian safety.
 - Still working with Grade 10's in talking about the graduated licensing program and starting to bring police in helping to create some of that dialogue.
- **Youth and Children – Hailey Bergstrom-Parker**

No update
- **Seniors – Dr. Paweena Sukhawathanakul**
 - Noted all the wonderful work that Colleen has been doing.
 - Youth and young adults are eager to get back to being more involved with the community. If organizations need student volunteers, particularly in the area of road safety, please contact Paweena.
- **CRD – John Hicks**
 - A letter was received from the Saanich Active Transportation Advisory Committee asking for a presentation on regional safety initiatives for vulnerable road users. John will do the presentation on June 24 and it will be a summary of some of the work we have done. He will share the summary notes with Commission members at our next meeting.
- **Integrated Road Safety Unit - Sgt. Jereme Leslie**
 - The May high risk driving campaign was successful. A number of drivers were taken off the road and their vehicles impounded. The focus was on the main corridors, i.e., the Pat Bay Highway and Trans-Canada Highway. As mentioned last month, there is an ongoing issue with speed on the Malahat. The summer impaired driving campaign starts in July and then starting to project towards the many different fall campaigns.
 - S/Sgt. Adam Tallboy is the new unit commander and will now be the CRD Integrated Road Safety Unit representative on the Commission.
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**

No update
- **Vancouver Island Safety Council – Ron Cronk**
 - May was motorcycle awareness month and Ron did a shout out on CFX

- **Capital Bike – Corey Burger**
No update
- **Walk On, Victoria – Todd Litman**
No update
- **Municipal Police Forces – S/Sgt. Andy Walsh, Saanich Police**
 - Gearing up for the summer impaired campaign. Roadblocks will take place during the month of July.
- **BC Transit – Dallas Perry**
No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**
No update
- **Island Health - Jade Yehia**
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
No update

7. **Other Business**

8. **Next Meeting**

The next meeting will be held on July 13, 2021 at noon. On motion, the meeting adjourned at 1:20 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, July 13, 2021

Members: Erin Anderson, RoadSafetyBC (EP)
Corey Burger, Capital Bike (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) (EP)
Todd Litman, Walk On, Victoria (EP)
Joe Perkins, Media (EP)
Jade Yehia, Island Health (EP)

Associates: John Hicks, CRD
Sgt. Davinder Dalep, Oak Bay Police (EP)

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Shawn Haley, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)
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 12:03 pm.

1. Territorial Acknowledgement

We appreciate that we are working today on the territorial and historic lands of the coast Salish peoples. It is our privilege to be here as their guests and we appreciate the responsibility that this brings.

2. Approval of Agenda

MOVED by Ron Cronk, **SECONDED** by Chris Foord, that the agenda be approved as distributed.

CARRIED

3. Approval of Minutes – June 8, 2021

MOVED by Ron Cronk, **SECONDED** by Chris Foord, that the minutes of the meeting held on June 8, 2021 be approved as distributed.

CARRIED

4. Chair's Remarks

No remarks

5. Business Arising from the Previous Minutes

➤ **Update on advertising**

Joe Perkins provided a link to our second ad which is currently running on Chek. Frederick Grouzet advised that the script is ready for the third ad, but the actor used in the previous two ads is not available. Once another actor is found, filming will take place, and the ad will run on Chek when completed.

At the June meeting, \$10,000 was allocated towards a summer impaired campaign that would look to extend campaigns beginning in July. John Hicks gave an update on work being undertaken on this by CRD staff in two ways, i.e., to supply some additional funding to groups already doing the campaign, and a follow-up messaging package which we can use to extend the profile as well. The intent is to extend the length of that program and keep the momentum going over the whole summer.

➤ **Update on near miss data for vulnerable road users re possible presentation**

Paweena Sukhawathanakul provided a written update. She met with Karen Laberee from www.BikeMaps.org and Project INTERACT. Karen has data she can share with us regarding near misses integrating information from BikeMaps, ICBC, and Island Health. They also have a pedestrian version of BikeMaps that they are currently developing that will provide more data with regards to accessibility and safety of different areas. Karen and her team would be delighted to present this information to the Commission.

Action: Karen Laberee will be invited to present to the Commission at the September meeting

Corey Burger commented that he spoke to the Saanich Active Transportation Advisory Committee last month about this topic. He noted that although the near miss data being reported is volunteered information, it does provide some decent data, but it needs more work.

Ron Cronk said his concern is that the near miss data is one-sided as it is self-reported. Qualitative data is not helpful to figure out what is going on, but it is helpful to tell us where there are conflicts. We should be cautious about relying on this data in the absence of collision data, etc.

Corey Burger said the BikeMaps data provides a textual description and as well as being self-reported, there are reports by witnesses. There are some powerful things we can look at.

It was agreed that the presentation by Karen Laberee will help answer some of these questions and concerns.

Jade Yehia commented that there is also the INTERACT study that Karen Laberee is involved in. It is self-reported as well but there is a mechanism for people to use their iPhone to track their routes, so it has the power of mapping routes, not just identifying crash data.

➤ **Update on work re Summer Impaired Driving Campaign**

Update given under Advertising

➤ **Review of Established Priorities**

John Hicks provided a list of priorities previously established by the Commission.

1. Speed, distracted driving, and impaired driving. These have been the focus for our recent advertising on Chek.
2. Cannabis, including edibles. This was included in a previous ad on Chek.
3. Intersection safety – all road users. A campaign was done on this 2-3 years ago, however, it was not sustained.
4. Vision Zero. This has not been a focus for the Commission, but it has been identified through the CRD regional transportation priorities. At this stage we don't have confirmation as to where the CRD sits on this, but it is something that is likely to come forward again next year.

Three additional items which had been ranked as a lower priority by members were:

- Vulnerable road users – making sure all Commission advertising could be used for all modes of transportation

Motorcyclists have received limited attention in Commission advertising over the past few years, but they weigh heavily in the crash stats and significant injury stats. It would be a good opportunity for the Vancouver Island Safety Council to bring this forward as a focus for the Commission to make sure that we are targeting the vulnerable road users based on research and evidence.

- Sharing the trail system and shared use paths
We have received a grant application from the City of Victoria for a trail safety campaign. Volume on trails has increased significantly during the pandemic.

Discussion was held about whether trails are covered under the Commission mandate. There is rationale for our involvement regarding safety messaging/education and our service bylaw covers this in terms of the education component, however, the engineering/design component of trails would be outside our mandate.

Chris Foord suggested signage for trails regarding helmet wearing and speed limits but as there are no identified speed limits on trails, nothing could be enforced. If the City of Victoria's grant application is successful, we could work with them in terms of other safety messaging on the trail system.

6. Priority Business

➤ Budget Update

John Hicks reported there has been little change to the budget. We have plenty of funds compared to our forecast so we can move forward with issues that fall within the priorities of the Commission. Funding for \$10,000 was approved at the last meeting towards a summer impaired campaign and as already mentioned, we have received a grant application from the City of Victoria for \$15,000 which will need to be reviewed.

Action: Grant sub-committee to review the application from the City of Victoria and bring back a recommendation to the August meeting

➤ BCACP Calendar

- July – Summer Impaired Driving Campaign
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign (Speed/Pedestrian)

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission as to the focus of our partners and to try and frame our advertising to support them.

➤ Cst. Sarah Beckett Memorial Scholarship

We have received several applications for this scholarship. Fred Haynes, Chris Foord, and Jade Yehia have offered to review the applications and bring forward a recommendation for a scholarship winner.

Action: A recommendation for awarding the scholarship will be brought to the August meeting

John Hicks advised that we have received a \$300 donation to the scholarship in honour of retiring RCMP Deputy Commissioner Jennifer Strachan.

7. Member Updates

• RoadSafetyBC – Erin Anderson

- Supporting the BCACP calendar and impaired driving campaign over the summer through social media, as well as the Cone Zone campaign for roadside workers.

• ICBC – Colleen Woodger

No update

• Youth and Children – Hailey Bergstrom-Parker

No update

• Seniors – Dr. Paweena Sukhawathanakul

No update

• CRD – John Hicks

- Transportation priorities for the region are going forward to the Board tomorrow for approval and one big component of that is safety across all areas. After Board approval, there will be a committee working group of government agencies and local government staff to come forward with ways to fill that gap and that would likely end up linking back to the Traffic Safety Commission.

• Integrated Road Safety Unit - Sgt. Adam Tallboy

- CRD IRSU is focusing on the impaired driver summer campaign with check stops throughout the CRD for the month of July

- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**
No update
- **Vancouver Island Safety Council – Ron Cronk**
No update
- **Capital Bike – Corey Burger**
 - One of the key things that the merger allowed us to do is to take GVCC's recreational rides and add in bike skills instruction from the Bike to Work side so some education can be provided to people as they go for a recreational ride. The new event name is Go by Bike.
- **Walk On, Victoria – Todd Litman**
No update
- **Municipal Police Forces – Sgt. Davinder Dalep, Oak Bay Police**
 - Focus is on the summer impaired driving campaign. There have been several roadside prohibitions issued in the past week.

John Hicks suggested that if there are any issues from the police perspective that could benefit from some sort of messaging they should be brought forward to the Commission. Davinder will touch base with Chris Foord regarding information from previous campaigns that may be helpful.

- **BC Transit – Dallas Perry**
No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**
No update
- **Island Health - Jade Yehia**
 - Janelle Hatch provided an overview of the Middle Development Index (MDI) data that was recently published for SD61. There are 13 school districts on Vancouver Island that collect this data. In the CRD, SD61 is the only school district. This indicator collects information on critical years during the developmental phase and looks at the child as a whole.

There are different indices and compiled questions. For Grade 4, they collect data on 77 questions and for Grade 7, they collect 100 questions.

From this phase of data, Janelle highlighted a few data points: drop in protective adult relationships, lower numbers in nutrition and sleep, less than 50% consider themselves as healthy, decrease in connectedness (i.e., connection to adults in their lives and community). But of most pertinence to the Traffic Safety Commission is the data on transportation to and from school. The data is on page 15 for the Grade 6 report:
<http://earlylearning.ubc.ca/maps/mdi/nh/sd61/>

- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
No update

8. Other Business

No additional business

9. Next Meeting

The next meeting will be held on August 10, 2021 at noon. On motion, the meeting adjourned at 1:00 pm.

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, August 10, 2021

Members: Corey Burger, Capital Bike (EP)
Chris Foord, Community Member (EP)
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)
Fred Haynes, CRD Director (Chair)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)
S/Sgt. Adam Tallboy, CRD Integrated Road Safety Unit (EP)
Jade Yehia, Island Health (EP)

Associates: Sgt. Davinder Dalep, Oak Bay Police (EP)
John Hicks, CRD
S/Sgt. Andy Walsh, Saanich Police (EP)

Regrets: Erin Anderson, RoadSafetyBC
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Shawn Haley, Ministry of Transportation and Infrastructure
Todd Litman, Walk on, Victoria
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

EP – Electronic Participation

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

1. Territorial Acknowledgement

Chair Haynes acknowledged that we are on the unceded territory of the coast Salish people and we sit here with respect as their guests, and we appreciate the responsibility that this brings.

2. Approval of Agenda

Carry forward to next meeting due to lack of quorum

3. Approval of Minutes – July 13, 2021

Carry forward to next meeting due to lack of quorum

4. Chair's Remarks

Chair Haynes commented he is pleased to see everyone and noted there are some exciting things to talk about such as the City of Victoria grant application and the Cst. Sarah Beckett Memorial Scholarship.

5. Business Arising from the Previous Minutes

➤ **Update on advertising**

John Hicks gave an update re the \$10,000 that the Traffic Safety Commission approved in June to extend summer campaigns. Through a partnership agreement, additional funding has been provided to ICBC to extend their campaign and it will be going out extensively on social media. This builds on the Commission work in terms of leveraging existing work from our partners. Thanks to Colleen Woodger for her support with this.

➤ **BCACP Calendar**

- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign (Speed/Pedestrian), Shift into Winter
- December – Winter Impaired Driving Campaign

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission re the focus of our partners and to try and frame our advertising to support them.

6. Priority Business

➤ Budget Update

John Hicks noted that there are some budget items coming forward today, i.e., a grant application from the City of Victoria and the Cst. Sarah Beckett Memorial Scholarship. There has also been a grant application received from the Bike to Work program which will be going for evaluation through the subcommittee.

At this stage our budget is between \$40,000-\$50,000 which we still need to allocate or carry over. It looks like we will have a surplus again. Carrying over an ongoing surplus is problematic because we won't be able to ask for our general incremental increase.

➤ Recommendation re City of Victoria Grant Application

Paweena Sukhawathanakul provided an evaluation summary on the grant application received from the City of Victoria and thanked Dallas Perry, Colleen Woodger and Fred Grouzet for their participation on the evaluation subcommittee. The grant application from the City of Victoria requested \$15,000 towards an education campaign to improve safety and etiquette among individuals walking and cycling on shared road neighbourhood bikeways and multi-use pathways. Subcommittee members felt that there was a lot of merit in the project and that it aligns with the traffic safety objectives of the Commission and believe the project is fundable. There are some items that require more clarification, but given the time specificity of this campaign, it is recommended that the funds be released and have the applicant provide the requested clarification when they can.

MOVED by Paweena Sukhawathanakul, **SECONDED** by Chris Foord, that the grant proposal from the City of Victoria for their education campaign re walking and cycling on shared road neighbourhood bikeways and multi-use pathways be approved in the amount of \$15,000.

CARRIED

➤ Recommendation for Cst. Sarah Beckett Memorial Scholarship

Jade Yehia, Chris Foord and Fred Haynes met to review the seven applications that had been received. Due to the strength of the applicants, it was difficult to choose just one scholarship winner as it was felt that there were four very deserving applicants, and there was also a desire to provide funding for one applicant for two years.

Chair Haynes spoke about the strength of applicants and noted that it was clear that the Cst. Sarah Beckett award process has captured the support of the law enforcement community. Discussion was held to see if there are any options to award more than one scholarship.

John Hicks noted that we are constrained by what the bylaw stipulates which is that the Commission can provide one \$2000 scholarship on an annual basis. Also, it would be problematic to provide funding for a two-year period as budgets are approved on a yearly basis. Previously, we have been able to provide one scholarship from the Commission and a secondary scholarship from funds donated by other groups. We have the capacity to do that again this year as there is \$1800 available in donated funds from the Vancouver Island Slain Police Officers Fund and funds donated in honour of retiring RCMP Deputy Commissioner Jennifer Strachan.

The only way we can change this is by opening up the bylaw. The bylaw review process would take about 18 months as it would have to go out to every participating municipality and electoral area and go through Board approval. Even requesting just this one change in the bylaw will still open it completely and could also mean a full review of the bylaw by CRD Legislative Services.

Corey Burger talked about the sustainability of the fund and commented that if the bylaw is opened to make this change, he would want to have a detailed discussion about several other changes he believes are needed.

After discussion, the following motion was made.

MOVED by Chris Foord, **SECONDED** by Jade Yehia, that the Cst. Sarah Beckett Memorial Scholarship in the amount of \$2000 be awarded to Candidate 1; and that a second scholarship in the amount of \$1800 be given to Candidate 3 from funds donated by the Vancouver Island Slain Police Officers Fund and funds donated in honour of retiring RCMP Deputy Commissioner Jennifer Strachan.

CARRIED

A formal presentation to the scholarship winners will be made at the October 12 Commission meeting.

Chair Haynes commented that a discussion could be held on coming up with a strategy on how funds may come in to support a different approach to give more awards. John Hicks noted that we can also encourage applicants who weren't awarded this year to apply again next year.

Jade Yehia recommended that for future consideration, new members be given a link to the bylaw so they are aware of its contents.

7. Member Updates

- **RoadSafetyBC – Erin Anderson**

No update

- **ICBC – Colleen Woodger**

No update

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

No update

- **Seniors – Dr. Paweena Sukhawathanakul**

Further to Corey Burger's comment about looking for data from vulnerable road users, particularly around the use of e-bikes, at the Institute there is a lot of interest in trying to gauge how seniors are using e-bikes to enhance accessibility on certain roads and this is something they would like to follow up on.

- **CRD – John Hicks**

- An update was provided regarding the questions on red-light cameras and near miss data for vulnerable road users that came from the Transportation Committee during the Commission presentation to the Committee last year. Paweena Sukhawathanakul is supervising a student working on the red-light camera literature review and Dr. Karen Laberee will be speaking to the Commission next month about some of the work she is doing in terms of tracking near miss information. Once we have the information, we need to package it as part of our annual presentation to the Transportation Committee. This year that will likely be in October and we will need a volunteer to do the presentation.

- John showed some reflector strips that can be used on clothing, shoes, helmets, etc. They are made by a company that will no longer be producing them and is selling them off for \$1.50 US/package, reduced from \$15 US. He is working with CRD staff to come forward with a proposal on getting a package deal and will bring more information to the September meeting.

Chair Haynes questioned if we should be looking at doing some advertising around encouraging cyclists to make themselves more visible. Corey Burger said that there has been a focus on that in various campaigns run by cycling groups so the Commission could take that language and run with it.

- **Integrated Road Safety Unit - Sgt. Adam Tallboy**

The focus has been on the impaired campaign along with all the other police agencies. There has been a disturbing 200% increase in the number of impaired drivers taken off the road. They will be ramping up for the distracted driving campaign in September and working with ICBC to have some events for that.

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

No update

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

No update

- **Capital Bike – Corey Burger**

- One of the pieces they have been focusing on is the safety of people on shared roadways that are parallel to some of the new all ages and abilities bike lanes. For example, people are getting harassed for biking on Cook Street with Vancouver Street being a block over. They are planning on doing some education around this.

Chair Haynes asked whether the UN declaration on climate change will cause people to buy more bikes and Corey said he expects there will be a dramatic increase over the next few years, especially around the use of e-bikes. In 2022, when the CRD does their origin destination travel study, we will get information about numbers of e-bikes in the region.

Chris Foord said from a traffic safety perspective the speed of e-bikes is a concern and there is a need to get the word out that trails are not raceways.

- Jade Yehia commented that as part of the Island Health COVID Speak Survey there were some questions around transportation. Survey results should be up in September, and she will have more information next month. There may be some data to tap into.

- **Walk On, Victoria – Todd Litman**

No update

- **Municipal Police Forces**

- S/Sgt. Andy Walsh, Saanich Police – In July the focus was on the summer impaired driving campaign. Funding from ICBC allowed them to do some overtime counterattack shifts. They have also been getting out on the lake with their boat patrol and checking boaters.
- Sgt. Davinder Dalep, Oak Bay Police – Their focus has also been on impaired driving. There was a significant increase in July in 3-day and 90-day IRP's and that has continued into August.

- **BC Transit – Dallas Perry**

No update

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

No update

- **Island Health - Jade Yehia**

No update

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

It is planned to do the shooting of the third video next week and to have it ready for the following week and then will move to doing the fourth video.

8. **Other Business**

No additional business

9. **Next Meeting**

The next meeting will be held on September 14, 2021 at noon. On motion, the meeting adjourned at 1:15 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, September 14, 2021**

Members: Erin Anderson, RoadSafetyBC (EP)
Corey Burger, Capital Bike (EP)
Chris Foord, Community Member (EP)
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)
Fred Haynes, CRD Director (Chair) (EP)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)
Colleen Woodger ICBC Road Safety and Community Involvement (EP)
Jade Yehia, Island Health (EP)

Associates: Sgt. Davinder Dalep, Oak Bay Police (EP)
John Hicks, CRD
S/Sgt. Andy Walsh, Saanich Police (EP)

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Shawn Haley, Ministry of Transportation and Infrastructure
Jereme Leslie, CRD Integrated Road Safety Unit
Todd Litman, Walk On, Victoria
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:05 pm.

1. Territorial Acknowledgement

Chair Haynes acknowledged that we are privileged to live, work and play on the unceded territories of our local First Nations whose rights to this land continue to this day and we appreciate their stewardship of the land and look forward to doing our part.

2. Approval of Agenda - August 10 and September 14

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

3. Approval of Minutes – July 13, 2021 and August 10, 2021

MOVED by Chris Foord, **SECONDED** by Colleen Woodger that the minutes of the meetings held on July 13 and August 10 be approved as distributed. **CARRIED**

Corey Burger noted that he should have recused himself from the vote on the City of Victoria grant application at the August 10 meeting and expressed his regrets to the Commission. At the time he did not realize that Capital Bike would be part of the project.

As the vote for approval of the application was unanimous, the outcome would not be affected.

4. Chair's Remarks

No remarks

5. Presentation by Dr. Karen Laberee re near miss data for vulnerable road users

Chair Hayes introduced Dr. Karen Laberee from BikeMaps.org. Summary points from the presentation are listed below.

- Since beginning in 2014, 10,800 reports have been collected worldwide. Most of the reports are in Canada and on the west coast where BikeMaps.org started and have done most of the

promotion. The idea for BikeMaps.org came from Trisalyn Nelson who was a geography professor at UVic after a near miss incident while biking to work. Her idea was to harness citizen science to fill in data gaps.

- It is hard to get a handle on how few bike crashes with vehicles are reported but it is estimated that only about one-third are reported.
- Bicycling safety data comes from police reports, ICBC claims, hospital admin data, and coroner's reports. Crowd sourcing platforms such as BikeMaps.org can contribute by providing precise spatial data, information on injury data; context of what happened; weather, direction of travel, etc.
- For every 500 incidents reported, there are another 3600 that were unreported. Near misses might offer a way to highlight some locations that are problematic. BikeMaps.org shines a light on a different subset of data.
- Reports can be made on falls, collisions and near misses and other hazards. Near miss reporting identifies potential dangers and highlights uncomfortable scenarios for cyclists. With the large data base BikeMaps.org now have, they are starting to understand the ratio of near misses and how that changes depending on context.
- Recently published data took all the reports made in nine different Canadian municipal areas and divided them into different types of bike incidents which helps to understand which incidents people tend to report. This research also looks at how likely people are to report and seek medical treatment. The types of incidents most likely to result in medical treatment are collisions with left turning vehicles, animals (deer) and railroad tracks.
- They do get out into the community quite a bit to speak with cyclists and remind them to use BikeMaps.org although these efforts have been somewhat curtailed in the past 18 months. The information collected on BikeMaps.org is shared with municipalities wherever possible which allows them to identify hot spots and can be used to fix some problematic areas.
- To summarize, some of the benefits of using BikeMaps.org are that it is a single point, easy to use, and data is available immediately. It allows municipalities to keep track of issues and hazards for free and highlights local issues. It also provides municipalities with data to support their active transportation planning and allows them to do surveillance on new issues and provides data for research on cycling safety.

Discussion on various issues was held after the presentation including how Commission members can help. Dr. Labaree said continuing to let people know about the platform would be beneficial. Also, although they work closely with some municipalities, they would like to work with others so sharing their information with more municipal staff would be useful.

Chair Haynes commented that regional mayors hold regular meetings via Zoom and suggested possibly BikeMaps.org could do a presentation in November or December which may help motivate some other mayors to come on board in terms of activity. Dr. Labaree confirmed she is interested in doing this and Chair Haynes will follow up. Chair Haynes also said he would inform the Saanich Police Board and Saanich Council on the presentation by Dr. Labaree and recommend they invite both BikeMaps.org and Capital Bikes for a presentation.

Dr. Labaree noted that they are going to be launching a new platform for pedestrians in the next few weeks similar to the bike maps platform.

Chair Haynes said there are interest groups such as Block Watch and community associations that are trying to identify traffic issues and asked Dr. Labaree if they are aware of those. Dr. Labaree said they are not plugged into all of them but she is always interested in making new connections. Chair Haynes indicated he would contact Saanich Block Watch to let them know about BikeMaps.org and suggest they have a presentation, along with Capital Bikes.

A copy of Dr. Labaree's presentation will be forwarded to Commission members.

6. Business Arising from Previous Minutes

➤ Update on advertising

John Hicks provided an update on the \$10,000 that was approved for a partnership agreement with ICBC to extend the ICBC summer impaired campaign. It has worked out as a successful first

attempt at partnering with one of our organizations and gave the Commission a social media presence. Thanks to Colleen Woodger for her work on this.

After discussion, it was agreed that more messaging on impaired driving is important, and it was suggested that additional funds be allocated to ICBC to support the winter impaired campaign. It was noted this does align with the priorities previously identified by the Commission.

MOVED by Chris Foord, **SECONDED** by Colleen Woodger, that up to \$10,000 be allocated to support the ICBC winter impaired driving campaign. **CARRIED**

Frederick Grouzet provided an update on filming for the third video which was supposed to take place at the end of August. Filming has been postponed by Chek, but it is hoped that it will be done next week and that the video will be ready by next month's meeting.

Action: Frederick Grouzet will provide links to John Hicks so the ad can be shared on social media

➤ **BCACP Calendar**

- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign (Speed/Pedestrian), Shift into Winter
- December – Winter Impaired Driving Campaign

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission re the focus of our partners and to try and frame our advertising to support them.

7. **Priority Business**

➤ **Budget Update**

John Hicks noted that the Cst. Sarah Beckett memorial scholarship winners were notified and were extremely happy and appreciative. They both have been provided with a cheque, but they are also happy to come in at a time when the Commission is meeting in person to thank members personally. A second scholarship was able to be awarded through funds donated by another organization.

John has been working with the CRD Finance Department re the budget carryover for next year. At this stage it is provisional, so we do have the capacity to spend more if desired until the budget is given final approval. We have been able to get the budget down due to funding provided for a UVic student to do a literature review re the advocacy and effectiveness of red-light cameras, and the partnership initiative with ICBC.

As mentioned at the last meeting, John talked about some reflector strips that are available at a greatly reduced price by a company that will no longer be producing them. A campaign called "Let's get Visible" will be run through municipalities and their partner agencies with the reflectors being distributed at various activities. We could store them at the CRD and provide to partner agencies for any engagement sessions they are doing. It was suggested that up to \$10,000 be allocated to buy these reflectors.

In discussion, members agreed that the reflectors would be useful in helping to promote safety and visibility for cyclists and pedestrians.

MOVED by Paweena Sukhawathanakul, **SECONDED** by Colleen Woodger, that up to \$10,000 be allocated for the purchase of reflector strips for use by Commission partner agencies. **CARRIED**

➤ **Grant Applications**

John Hicks reported there is an outstanding grant application from the Walk and Wheel to School Program which was forwarded to Paweena Sukhawathanakul for review by the sub-committee and Paweena commented as follows. We have funded this in the past and the \$3000 amount requested is the same. Subcommittee members noted merit of the application and its alignment with the Commission's safety objectives. Concern was expressed that because this is a grant application that outlines specific criteria for evaluation and we do want to challenge our applicants to keep track of how they measure the success of these campaigns, it was felt that this section was a bit sparse,

as well as articulating the challenges. The difference with the campaign this year is that rather than all the schools doing it at a particular time in October, it has been changed to a kind of on-demand model where schools and classrooms can access the walk and wheel resources throughout the school year and run an event that's most convenient for them, however, this is not well articulated with regard to the need and how many schools will be registered this year. The sub-committee recommended that conditional approval be given to provide funding in the amount of \$3000 subject to the applicant articulating more comprehensive strategies.

Paweena noted that the sub-committee is recommending that the evaluation criteria be revisited because it is felt that the criteria unnecessarily handicaps the evaluations and should be weighted differently. The subcommittee members will get together to adjust grant application criteria so that it is more representative of what we are looking for. We want applicants to outline the strategy for evaluation, but we understand that the quality can vary depending on the program and project.

Action: Final approval of the Walk and Wheel grant application will be moved once additional information is brought forward

Corey Burger noted that he won't be participating in the vote due to a conflict of interest.

➤ **Annual Presentation to Transportation Committee**

Under our bylaw we are required to do an annual presentation to the Transportation Committee on the Commission's activities in the past year. The meeting will take place in October. RoadSafetyBC will also be presenting at that meeting on the intersection safety cameras. Chris Foord agreed to do the presentation and John Hicks will send him the date and other details.

Chair Haynes noted that in looking at applications for the Sarah Beckett scholarship, there were many high-quality applicants that the committee would like to have provided with funding but were unable to due to the conditions of the Commission bylaw. There is a suggestion that we might be able to work with the Saanich legacy foundation. John Hicks commented that we have a guaranteed \$2000 coming into our budget every year for the scholarship and on top of that we have received donations from other organizations. The challenge we have had is to release those funds once they go into the budget.

Action: John Hicks to have a conversation with the Saanich Legacy Foundation, which acts as a non-profit, auspice group to enable donations to be received, tax receipts issued, and the funds to be directed to predetermined causes. This could provide a possible vehicle for the Traffic Safety Commission to consider.

8. Member Updates

- **RoadSafetyBC – Erin Anderson**

- RoadSafetyBC is supporting the campaign this month from ICBC as well as the BC Association of Chiefs of Police focusing on distracted driving. In the next couple of months they will be supporting the focus on shift into winter and driving relative to conditions campaigns and then in December the winter impaired driving campaign.
- RoadSafetyBC will be presenting to the Transportation Committee with an update on the intersection safety camera program and will focus on the program itself and some of the details on criteria and placement of cameras. Erin will follow up with Paweena on the literature review being conducted around the advocacy and effectiveness of intersection safety cameras.

- **ICBC – Colleen Woodger**

- Distracted driving enforcement is the current focus. Limited on the number of volunteers coming back. The municipal volunteers are very focused on school zones and having a presence there.
- Actively getting out the "Think of Me" message which is a partnership with CRD active transportation, and it is being well received.
- Colleen has put in a request to get sample ads from the summer impaired campaign that could be included in the presentation to the CRD Transportation Committee.
- Schools are reaching out for ICBC programming.

- **Youth and Children – Hailey Bergstrom-Parker**
No update
- **Seniors – Dr. Paweena Sukhawathanakul**
No update
- **CRD – John Hicks**
 - Active school travel planning will be running slightly differently this year. They have had a great opportunity in working with School District 62 in advance of the opening of their new schools so as the schools are opening, catchment maps and walkability information will be available.
 - As part of the CRD Transportation Committee's mandate, they have asked for more transportation demand management to be done so will be working with partners across the region, MOTI, BC Transit, as well as DND on how to do a program specifically for the base.
- **Integrated Road Safety Unit – Jereme Leslie**
No update
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**
No update
- **Vancouver Island Safety Council – Ron Cronk**
No update
- **Capital Bike – Corey Burger**
 - Go by Bike Week will be September 27 to October 3 and it hoped to have in-person celebration stations again. Also, moving forward they will be having some discussions around masking and vaccinations. Something the Commission may want to think about is that enforcement and education require in-person communication and what that means in an era where Covid is more transmissible than it has been in the past.
- **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**
Looking at doing some restaffing so will get a new delegate in the next month or two
- **Island Health - Jade Yehia**
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
No update

9. **Other Business**

No additional business

10. **Next Meeting**

The next meeting will be held on October 12, 2021 at 12:30. On motion, the meeting adjourned at 1:26 pm.