

## Notice of Meeting and Meeting Agenda Transportation Committee

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Wednesday, February 16, 2022

9:30 AM

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

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

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

### 1. Territorial Acknowledgement

### 2. Approval of Agenda

### 3. Adoption of Minutes

#### 3.1. [22-063](#) Minutes of the October 20, 2021 Transportation Committee Meeting

**Recommendation:** That the minutes of the Transportation Committee meeting of October 20, 2021 be adopted as circulated.

**Attachments:** [Minutes - October 20, 2021](#)

### 4. Chair's Remarks

### 5. Presentations/Delegations

*In keeping with directives from the Province of BC, there is limited space for the public to attend CRD Board meetings in-person at this time. However, the public may continue to view meeting materials and Live Webcasts online. If you wish to attend a meeting in-person, please email [legserv@crd.bc.ca](mailto:legserv@crd.bc.ca).*

*CRD encourages delegations to participate electronically. Please complete the online application for "Addressing the Board" on our website and staff will respond with details.*

*Alternatively, you may email your comments on an agenda item to the CRD Board at [crdboard@crd.bc.ca](mailto:crdboard@crd.bc.ca).*

#### 5.1. [22-136](#) Presentation: Lisa Trotter, BC Transit Re: BC Transit Update

**Attachments:** [Presentation: BC Transit Update](#)

#### 5.2. [22-140](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together: Re: Agenda Item 6.2.: Transportation Equality

## 6. Committee Business

### 6.1. [22-025](#) 2022 Transportation Committee Terms of Reference

**Recommendation:** The Transportation Committee recommends to the Capital Regional District Board:  
That the Transportation Committee 2022 Terms of Reference attached as Appendix A be approved as amended.

**Attachments:** [Staff Report: 2022 Transportation Committee Terms of Reference](#)  
[Appendix A: Amended 2022 Transportation Committee Terms of Reference](#)  
[Appendix B: Amended 2022 Transportation Cttee TOR \(Redlined\)](#)  
[Appendix C: Brd Approved 2022 Transportation Cttee TOR \(Redlined\)](#)

### 6.2. [22-116](#) Transportation Equity

**Recommendation:** The Transportation Committee recommends to the Capital Regional District (CRD) Board:  
1) That staff be directed to work in partnership with the Community Social Planning Council to draft an equity lens to inform CRD transportation priority implementation, advocacy and future planning.  
2) That staff be directed to work in partnership with the Community Social Planning Council on a pilot study to test the application of an equity lens by reviewing gender imbalance in active transportation, focusing on the CRD regional trail network.

**Attachments:** [Staff Report: Transportation Equity](#)

### 6.3. [22-037](#) Previous Minutes of Other CRD Committees and Commissions for Information

**Recommendation:** That the following minutes be received for information:  
a) Traffic Safety Commission minutes of October 12, 2021  
b) Traffic Safety Commission minutes of November 9, 2021  
c) Traffic Safety Commission minutes of December 14, 2021  
d) Traffic Safety Commission minutes of January 11, 2022  
e) Transportation Working Group minutes of December 13, 2021  
f) Transportation Working Group minutes of January 24, 2022

**Attachments:** [Minutes: CRD Traffic Safety Commission - October 12, 2021](#)  
[Minutes: CRD Traffic Safety Commission - November 9, 2021](#)  
[Minutes: CRD Traffic Safety Commission - December 14, 2021](#)  
[Minutes: CRD Traffic Safety Commission - January 11, 2022](#)  
[Minutes: Transportation Working Group - December 13, 2021](#)  
[Minutes: Transportation Working Group - January 24, 2022](#)

## 7. Notice(s) of Motion

## 8. New Business

## 9. Adjournment

The next meeting is April 20, 2022.

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

## Meeting Minutes

### Transportation Committee

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Wednesday, October 20, 2021

10:00 AM

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

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#### PRESENT

Directors: D. Screech (Chair), J. Loveday (Vice Chair), S. Brice, B. Desjardins (EP), F. Haynes (EP), P. Brent (for D. Howe), B. Isitt (EP), C. McNeil-Smith, R. Mersereau, L. Seaton, M. Tait (EP) (10:03 am), N. Taylor (10:04 am), C. Plant (Board Chair, ex officio)

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

EP - Electronic Participation

Regrets: Directors: D. Howe, R. Martin, Councillor 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 October 20, 2021 Transportation Committee meeting be  
approved.  
CARRIED**

#### 3. Adoption of Minutes

##### 3.1. [21-802](#) Minutes of the June 16, 2021 Transportation Committee Meeting

**MOVED by Director Seaton, SECONDED by Director Mersereau,  
That the minutes of the Transportation Committee meeting of June 16, 2021 be  
adopted as circulated.  
CARRIED**

#### 4. Chair's Remarks

There were no Chair's remarks.

## 5. Presentations/Delegations

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

C. Foord spoke to the Update on CRD Traffic Safety Commission.

Discussion ensued on the following:

- coordinating with municipalities regarding trail safety
- providing the committee with the point-to-point speed cameras study submitted to the Province
- the status of the Vision Zero campaign
- educating to promote safe interactions between animals and other road or trail users

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

A. Aroutiounian spoke to the Intersection Safety Camera Program.

Discussion ensued on the following:

- recommendations for municipalities who wish to participate in this program
- the long-term vision of this evaluation study

## 6. Committee Business

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

K. Lorette spoke to Item 6.1.

Discussion ensued on the following:

- identifying the modes of active transportation in the Origin & Destination Household Travel Survey
- the division of responsibility for the trails system
- the main focus of the 2022 priorities
- collaborating with other agencies to inform the modeling
- allocating other funds to trail upgrades

**Director Desjardins left the meeting at 10:53 am.**

**MOVED by Director Mersereau, SECONDED by Director Brice,  
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.  
CARRIED**

**6.2.**     [21-791](#)

Capital Regional District Transportation Working Group Terms of Reference

K. Lorette spoke to Item 6.2.

Discussion ensued on the following:

- First Nations participation
- involving BC Ferries and Victoria Airport Authority

**MOVED** by Director Brice, **SECONDED** by Director Loveday,  
The Transportation Committee recommends to the Capital Regional District Board:  
That the Transportation Working Group Terms of Reference be approved.

**MOVED** by Director Plant, **SECONDED** by Director Loveday,  
That 4.a) of the Terms of Reference be replaced with the wording, "The Working Group will meet bi-monthly. Additional meetings, as required, may be scheduled by CRD staff."

**MOVED** by Director Isitt, **SECONDED** by Director Loveday,  
That the motion be further amended to add the wording "The frequency of meetings will be reviewed after a year." after the words "may be scheduled by CRD staff."  
**CARRIED**

The question was called on the original amendment, as amended.

**MOVED** by Director Plant, **SECONDED** by Director Loveday,  
That 4.a) of the Terms of Reference be replaced with the wording, "The Working Group will meet bi-monthly. Additional meetings, as required, may be scheduled by CRD staff. The frequency of meetings will be reviewed after a year."  
**CARRIED**

The question was called on the main motion as amended.

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

1. That 4.a) of the Terms of Reference be replaced with the wording, "The Working Group will meet bi-monthly. Additional meetings, as required, may be scheduled by CRD staff. The frequency of meetings will be reviewed after a year."
2. That the Transportation Working Group Terms of Reference be approved as amended.

**CARRIED**

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

**MOVED** by Director Mersereau, **SECONDED** by Director Seaton,  
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

**CARRIED**

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

7.1. [21-515](#) Motion with Notice: Equity Lens on Transportation Priorities (Director Loveday)

**MOVED** by Director Loveday, **SECONDED** by Director Mersereau,  
That this item be referred to the Capital Regional District Board at the next regular meeting.

**CARRIED**

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED** by Director Brice, **SECONDED** by Director Mersereau,  
That the October 20, 2021 Transportation Committee meeting be adjourned at 11:20 am

**CARRIED**

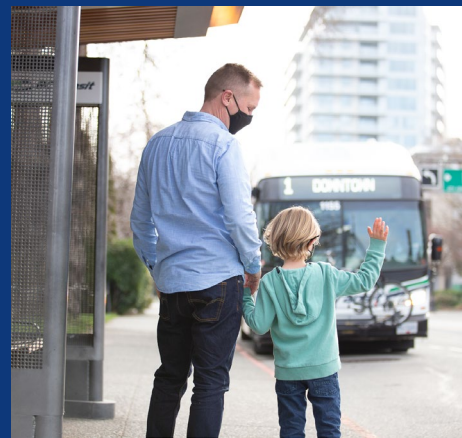
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CHAIR

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RECORDER



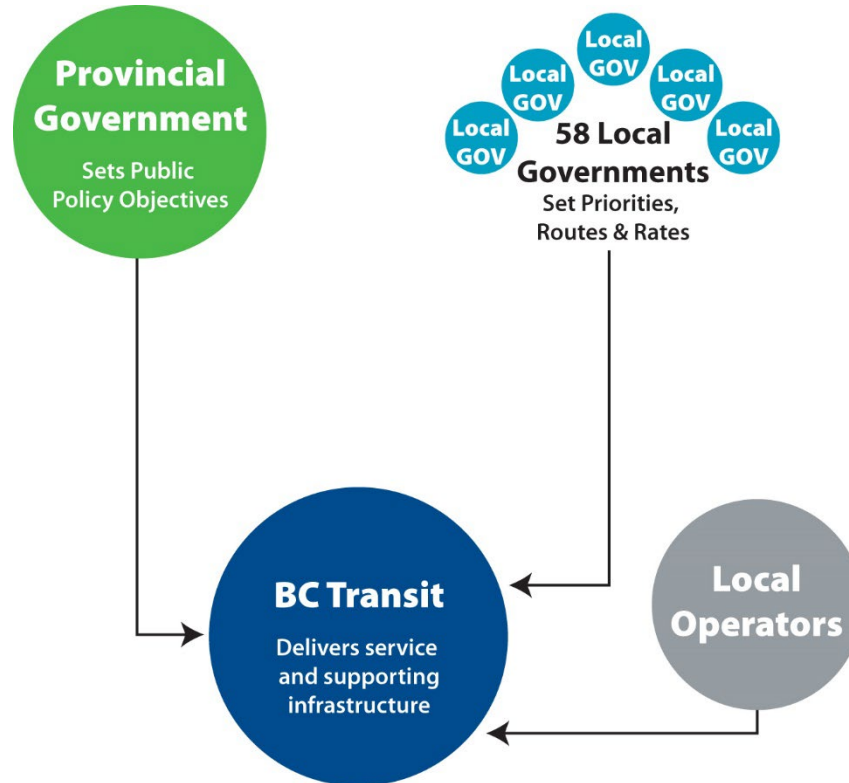


# BC Transit Update

CRD  
Transportation  
Committee  
February 16, 2022



# System Operates Through Partnership: BC Transit's Model



## Victoria Regional Transit Commission

- Plans community, establishes transit priorities and routes
- Sets service levels and approves budgets
- Set fares
- Provide local tax subsidy

## BC Transit

- Turns VRTC priorities into transit operating and capital plans
- Works with Province to access funding
- Operates Victoria conventional service
- Manages capital program

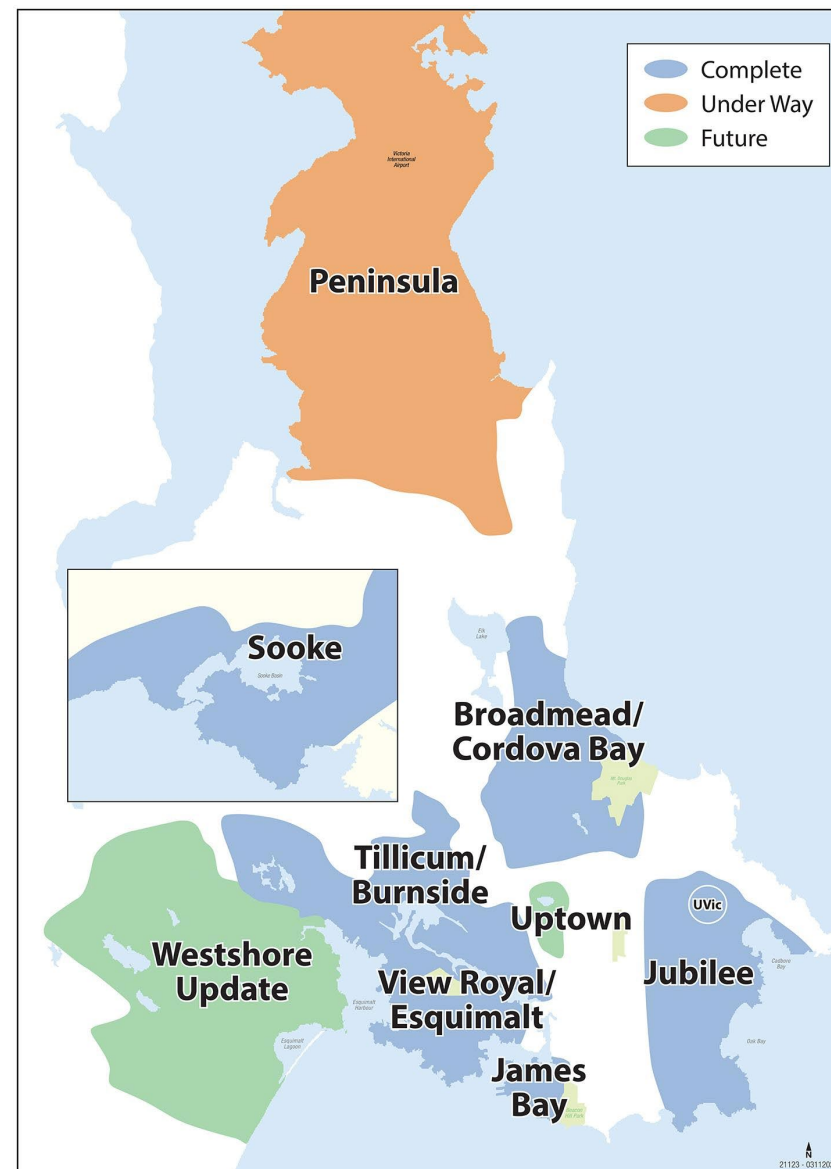
# Local Government Collaboration

- Bus stops and shelters
- Municipalities responsible for roads collaboration on infrastructure for multi modal transportation
- Local planning initiatives (OCP etc.)
- Development Referrals
- Stakeholder engagement
- Collaboration with MOTI on Highways infrastructure
- Collaboration with CRD on regional growth strategies, regional parks and trails



# Completed and Ongoing Planning

- [Victoria Transit Future Plan](#)
- [Victoria Regional Transit System 2013/2014 Service Review](#)
- [Local Area Transit Plans](#)
- [10-Year Vision](#)
- [Victoria Regional RapidBus Implementation Strategy](#)



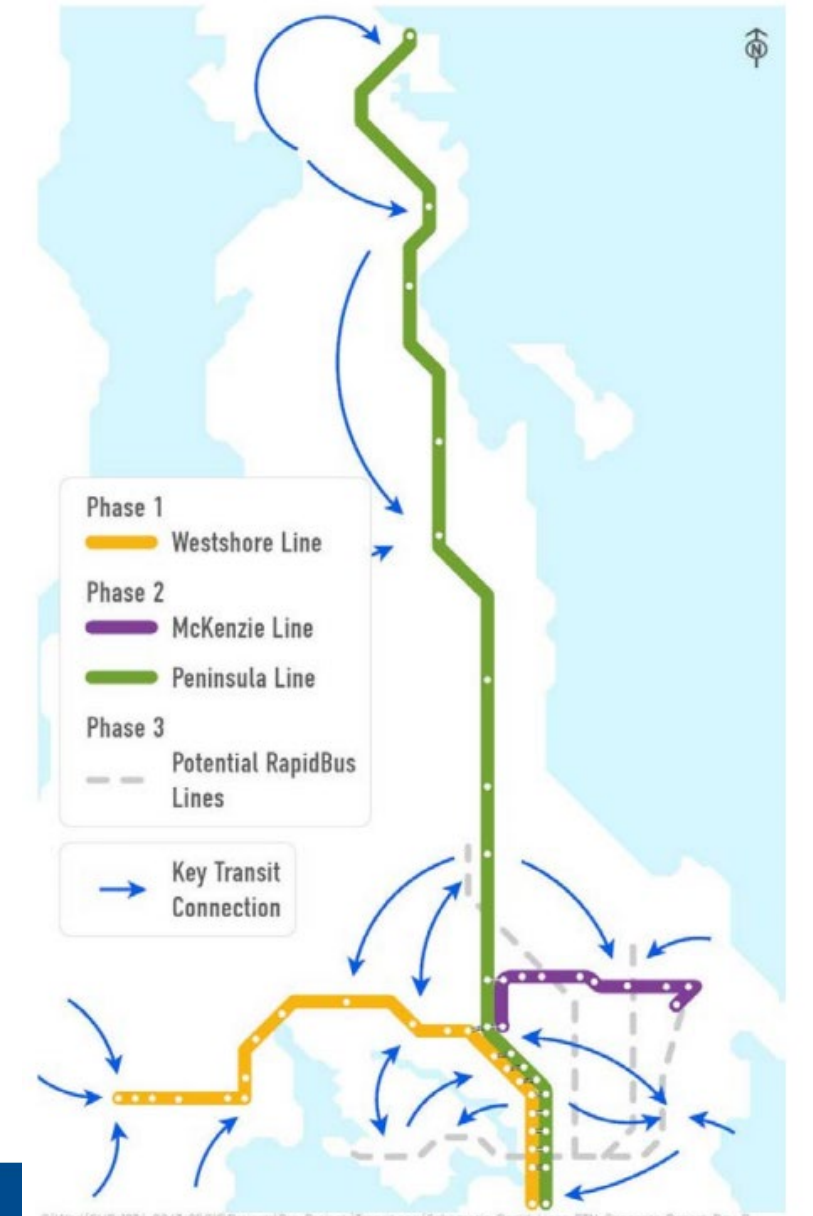




# Victoria Regional RapidBus Implementation Strategy

# Background

- In June 2021, the [Victoria Regional RapidBus Implementation Strategy](#) was released
- The Strategy is the strategic and technical foundation needed to accelerate the implementation of RapidBus services throughout the Victoria Region
- RapidBus is transit service that *outperforms the personal automobile in speed, comfort and reliability*



# Frequently Asked Questions

- When will RapidBus be implemented?
  - Westshore-Downtown line within the next three years, and other proposed lines in subsequent years.
- Is RapidBus different than the Frequent Transit Network (FTN)?
  - Yes!
- What are the impacts of Covid?
  - Communities facing a climb towards economic recovery – RapidBus can help.
- Where will RapidBus be implemented?
  - Priority areas: Westshore, Peninsula, UVIC, and Downtown Victoria.
- Why RapidBus and not Light Rail Transit (LRT)?
  - RapidBus provides sufficient capacity at a fraction of the cost and offers many of the same benefits of an LRT as a pre-cursor to potential rail-based transit in the future.



# Key Features

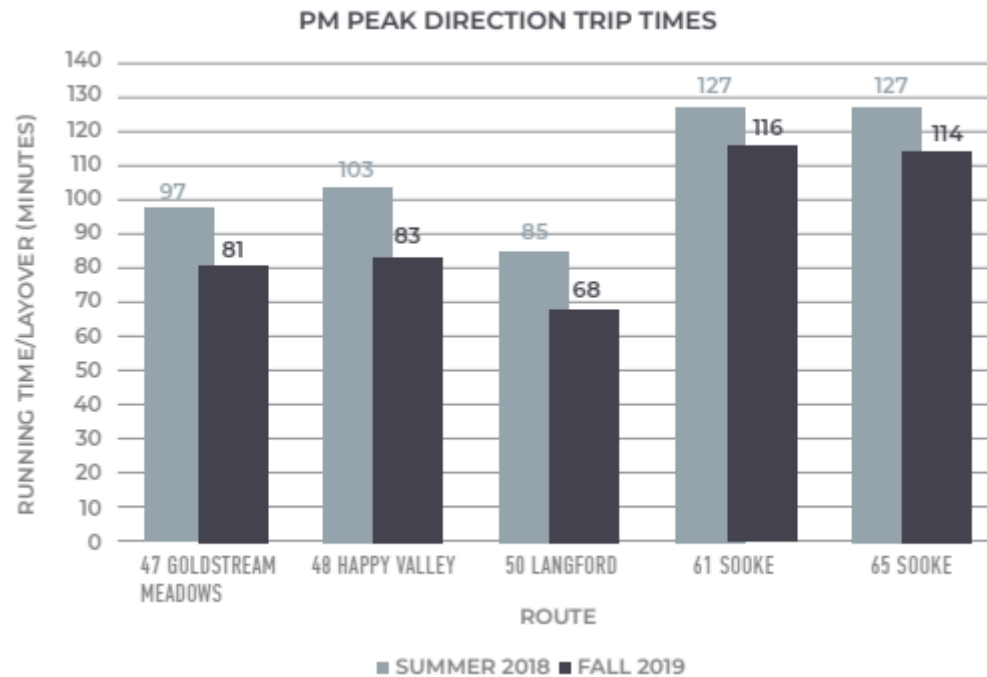
	RTN Features	FTN Features
<b>Land Use</b>	Connects designated regional nodes	Serving mixed-use corridors
<b>Vehicle Type</b>	High capacity	Standard vehicle capacity
<b>Service Frequency</b>	15 minutes or better	15 minutes
<b>Stop Interval</b>	Limited stops at key locations	Stops where needed
<b>Station / Stops</b>	Branded Rapid Transit stations: <ul style="list-style-type: none"> <li>• all door boarding;</li> <li>• off-board fare payment;</li> <li>• real time information;</li> <li>• bike storage;</li> <li>• customer information;</li> <li>• Park &amp; Ride; and</li> <li>• AT Connections</li> </ul>	High level stop amenities
<b>Priority Treatments</b>	<ul style="list-style-type: none"> <li>• Signal priority</li> <li>• Separated from traffic</li> </ul>	Transit priority treatments



Source: Transit Future Plan, 2011.

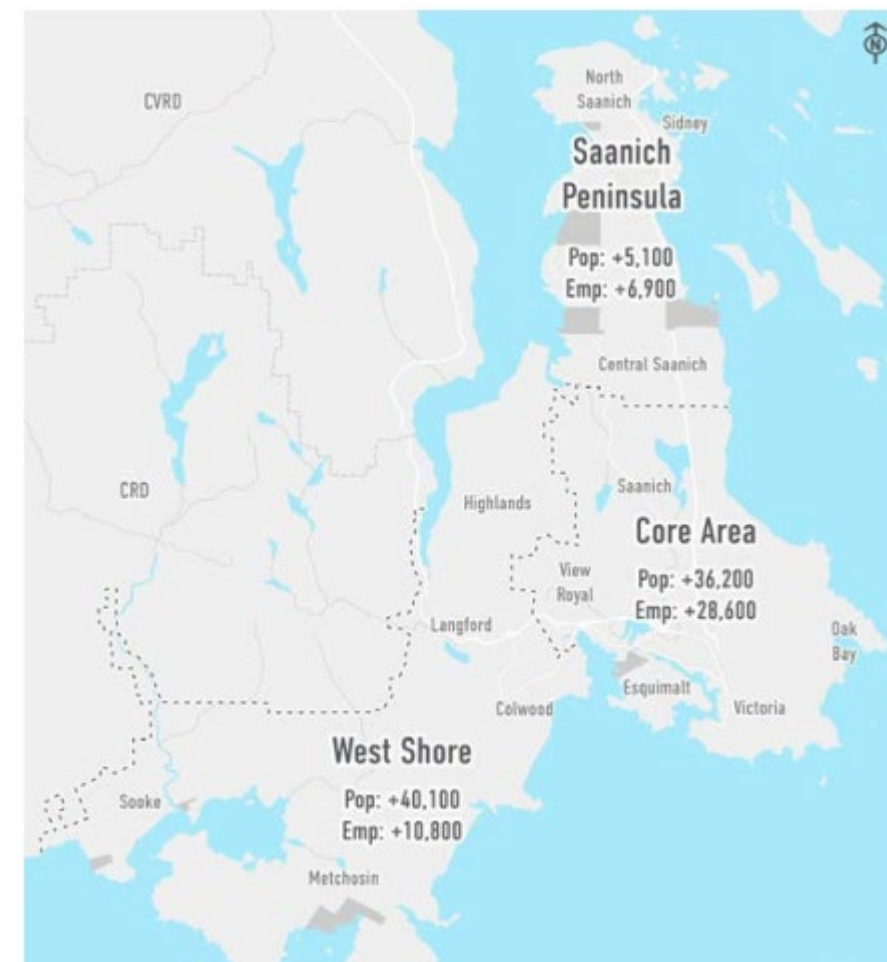
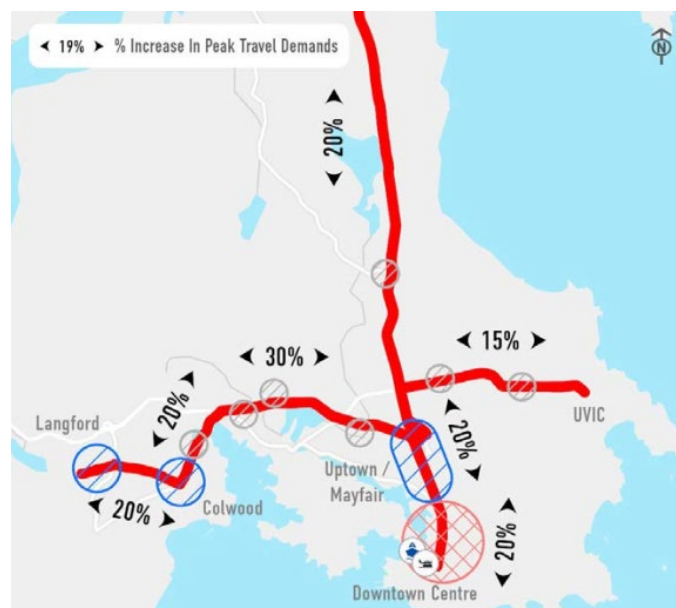
# Where We Are Now

- Enhanced transit services, infrastructure and integration.



# Challenges

- Growth, mobility and reliability.



# Phased Approach

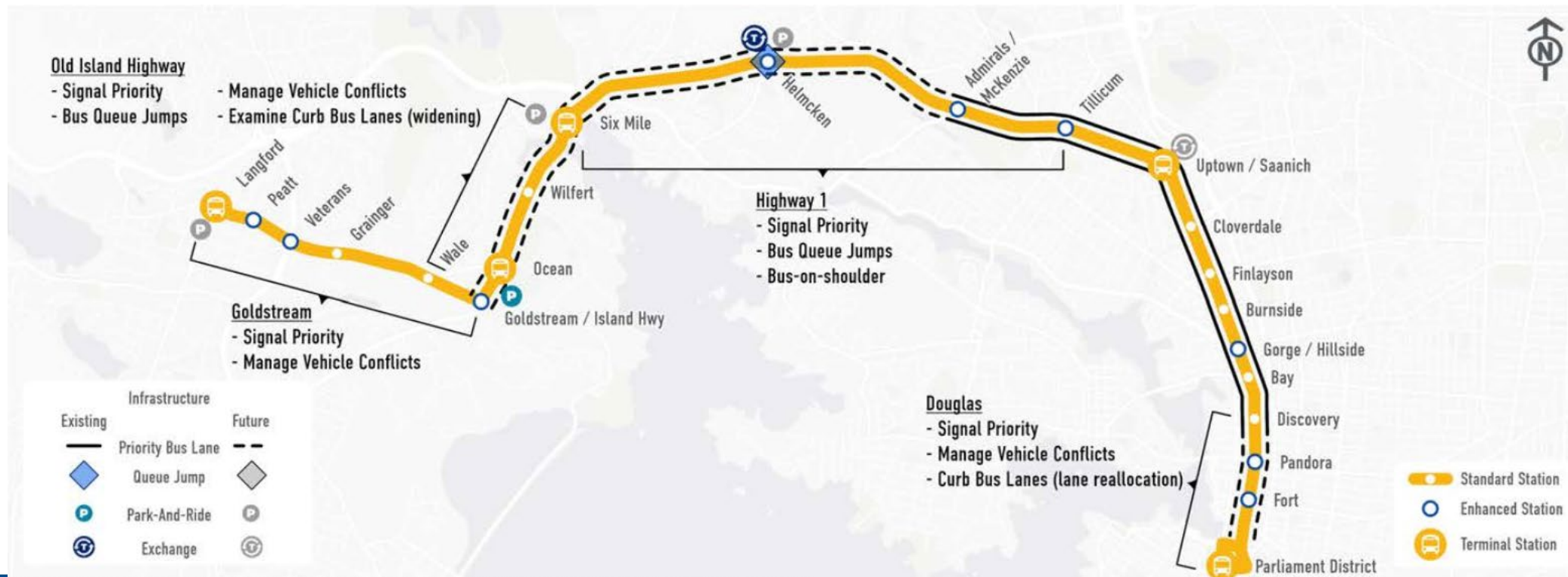
## Victoria Regional RapidBus Phasing Timeline

		2021				2022				2023
		SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	
PHASE 1 IMPLEMENTATION OF WESTSHORE TO DOWNTOWN VICTORIA RAPIDBUS LINE	Kick-off an Implementation Working Group with representation from all partners directly involved									
	Develop final branding of RapidBus services									
	Public Engagement									
	Initiate Westshore transit network planning analysis									
	Finalize service expansion resources required and secure funding									
	Finalize capital infrastructure costs and secure funding									
	Design and construct RapidBus stations									
	Commence work on Uptown Mobility Strategy	Ongoing								
	Commence work on Parliament Precinct Exchange strategy	Ongoing								
	Finalize street treatment design and budgets for Highway 1, Old Island Highway and South Douglas									
	Continue analysis of infrastructure opportunities on Sooke Road and Goldstream Avenue									
PHASE 2 CONTINUE DESIGN & CONCEPTUAL ANALYSIS OF MCKENZIE & PENINSULA RAPIDBUS LINES	Initiate a detailed corridor review of the McKenzie corridor									
	Identify bus stops along McKenzie corridor where infrastructure can be improved in preparation for a future RapidBus Line	Ongoing								
	Commence work on Uptown Mobility Strategy	Ongoing								
	Continue the development of the Peninsula Local Area Transit Plan, with emphasis on opportunities for future RapidBus Service integration									
	Continue to identify and implement infrastructure improvements on Highway 17	Ongoing								
	Complete construction of enhanced UVic exchange								Complete	
PHASE 3 EXPLORE OPPORTUNITIES TO EXPAND THE RAPIDBUS NETWORK TO OTHER PARTS OF THE VICTORIA REGION	Collaborate with Local Government partners to complete a network scan of key corridors for future RapidBus services	Timeline to be developed in collaboration with local government partners								



# Westshore to Downtown RapidBus

- Targeting a September 2022 RapidBus service Launch. Implementation date to be confirmed in March 2022

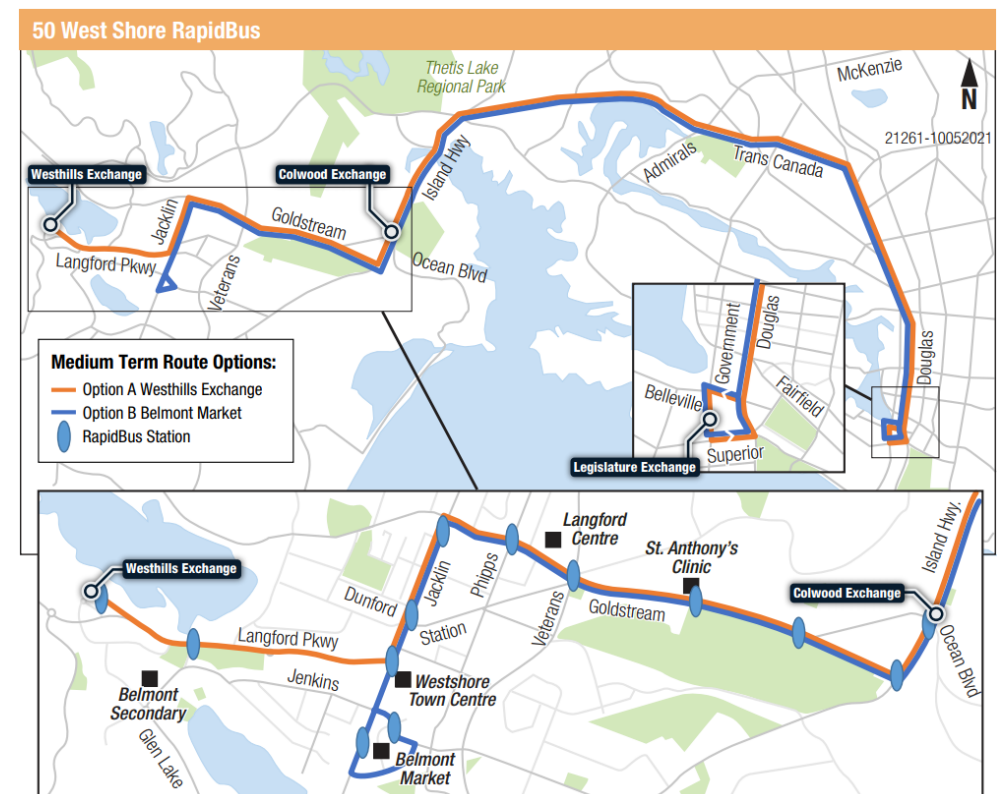
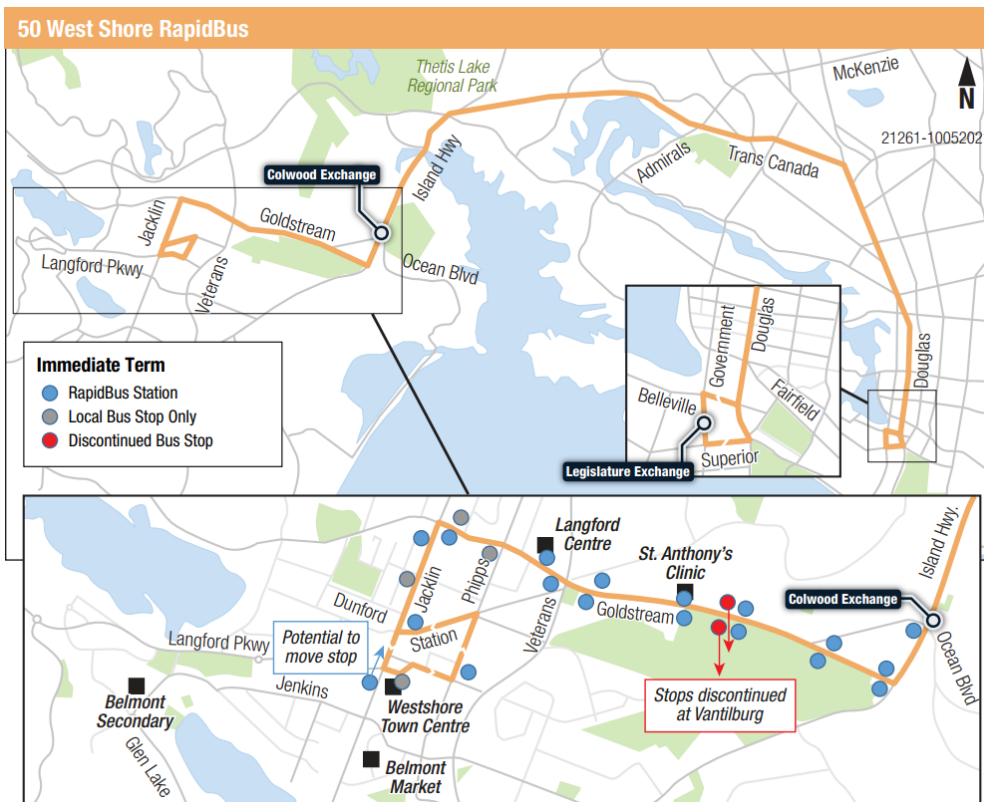


Westshore to Downtown RapidBus Attribute	Lead	Notes
<b>Service Levels:</b> Minimum 15 min headways, 7 days a week, 15 hours a day	BC Transit	Service expansion resources planned to be used in September 2022 to improve service levels beyond the minimum guidelines
<b>Branding:</b> A dedicated unique brand has been created for the RapidBus service	BC Transit	Marketing and communication strategy in development
<b>Branded RapidBus Stations:</b> to have branded lollipops, signage and other wayfinding/naming installed to make them unique to the customer	BC Transit (may need support from local government partners)	Marketing and communication strategy in development
<b>Bus Stops:</b> The number of the bus stops on the Route 50 will be reduced to provide more express like service	BC Transit with support from local government partners	The proposed bus stop removals were recently engaged with the public as part of the West Shore Local Area Plan
<b>Bus Stop Shelters:</b> All stops to have a shelter. Shelters should ideally be T4 or T5.	BC Transit, City of Victoria, District of Saanich, Town of View Royal, City of Colwood, City of Langford, MOTI	Consulting team (Watt) hired to support the analysis of RapidBus Stations. Work to progress in 2022.
<b>Island Highway Bus Lanes</b>	BC Transit, City of Colwood, City of Langford	Projected completion date is early 2023
<b>Highway 1 Expanded Bus Lanes</b>	BC Transit, MOTI	MOTI is advancing planning work along the Douglas Street/Hwy 1 Corridor to support existing BC Transit initiatives. This work includes exploring transit priority treatments that align with the BC Transit priorities identified through the Victoria Transit Future Plan and the South Island Transportation Strategy.



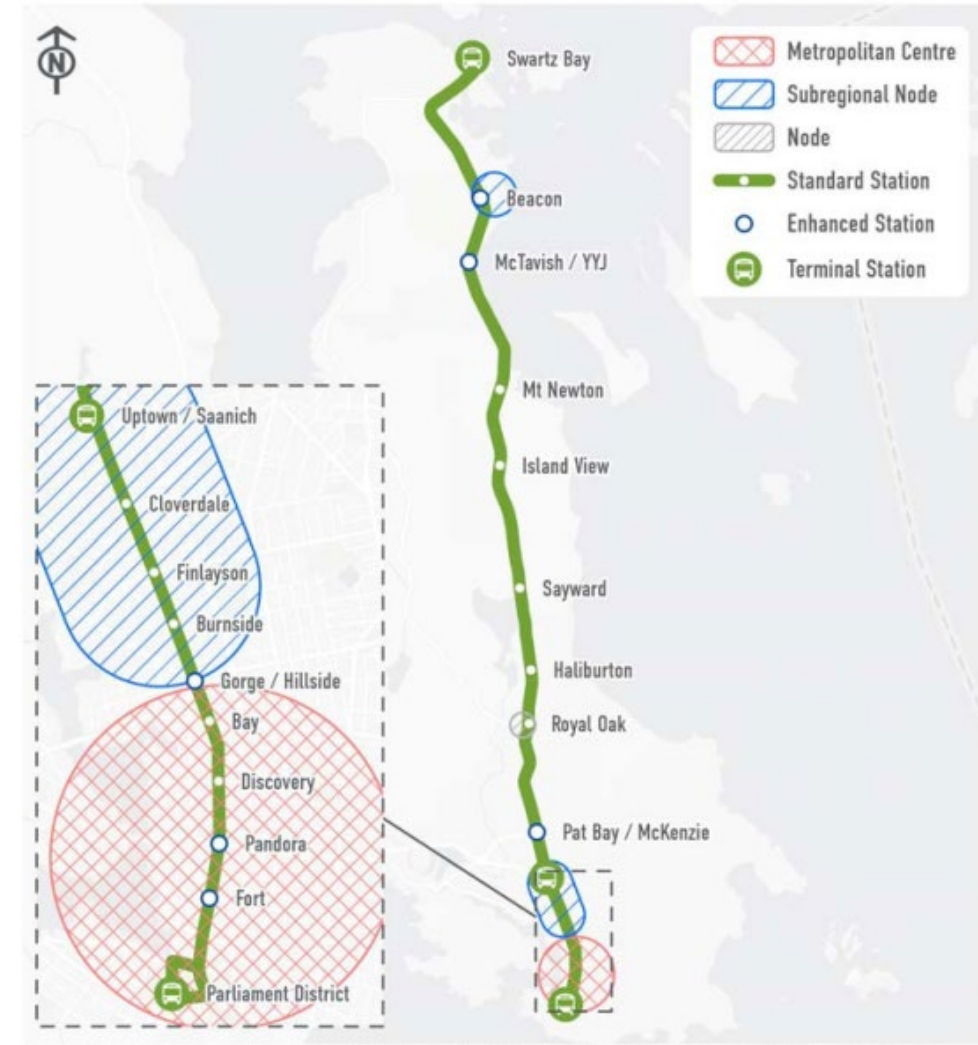
# West Shore-Downtown Victoria Line

- Short-term and medium-term configurations.



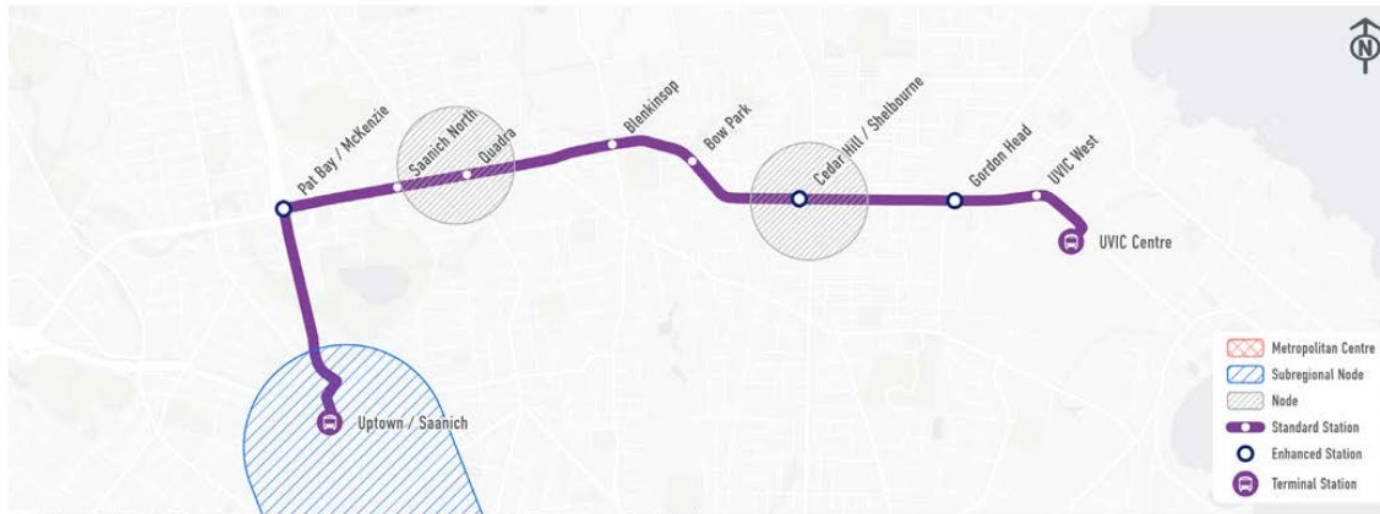
# Peninsula RapidBus

- Peninsula Local Area Transit Plan close to completion
- Transit Priority infrastructure recently announced for Mt. Newton intersection by MOTI
- Ongoing collaboration with BC Ferries



# McKenzie RapidBus

- Consultant hired to support analysis of the McKenzie RapidBus Corridor Study (McElhanney)
- UVIC – Phase 2 improvements targeted completion in summer 2022



Conceptual design. Credit: McElhanney



# Updates – Infrastructure (West Shore to Downtown)

- Island Highway Transit Priority
- RapidBus Stations
- Highway 1 Transit Priority
- West Shore Transit Priority
- Uptown Transit Priority and Transit Oriented Development





Thank you

Lisa Mullins, *Senior Manager Government Relations*  
lmullins@bctransit.com

For more information please visit [bctransit.com/victoria](https://www.bctransit.com/victoria)



**REPORT TO TRANSPORTATION COMMITTEE  
MEETING OF WEDNESDAY, FEBRUARY 16, 2022**

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**SUBJECT**      **2022 Transportation Committee Terms of Reference**

**ISSUE SUMMARY**

This report is to provide the 2022 Transportation Committee Terms of Reference for the Committee's review.

**BACKGROUND**

Under the *Local Government Act* and the Capital Regional District (CRD) Board Procedures Bylaw, the CRD Board Chair has the authority to establish standing committees and appoint members to provide advice and recommendations to the Board.

On December 8, 2021, the Regional Board approved the 2022 Terms of Reference for standing committees. Terms of Reference (TOR) serve to clarify the mandate, responsibilities and procedures of standing committees and provide a point of reference and guidance for the Committees and members.

For 2022, the mandate for Regional Trails was added to the defined purpose of the Transportation Committee and removed from the Regional Parks Committee TOR. At the January 26, 2022 Regional Parks Committee there was discussion regarding the Regional Trails and the inter-relationship between the Regional Parks and Transportation committees. Following this, the CRD Board Chair met with the Chair and Vice Chair of the Regional Parks Committee, the Chair of the Transportation Committee, and staff, and has amended the TOR to reflect this discussion (Appendix A). A redline version showing the changes since Board approval is attached as Appendix B. The Board approved version is attached as Appendix C for reference.

The TOR are being provided for review by the Committee. Any proposed revisions to the TOR will require ratification by the Board.

**CONCLUSION**

Terms of Reference serve to clarify the mandate, responsibilities and procedures of committees and provide a point of reference and guidance for the committees and their members.

**RECOMMENDATION**

The Transportation Committee recommends to the Capital Regional District Board:  
That the Transportation Committee 2022 Terms of Reference attached as Appendix A be approved as amended.

Submitted by:	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: Amended 2022 Transportation Committee Terms of Reference  
Appendix B: Amended 2022 Transportation Committee Terms of Reference (Redlined)  
Appendix C: Board Approved 2022 Transportation Committee Terms of Reference (Redlined)





## **TRANSPORTATION COMMITTEE**

### **PREAMBLE**

The Capital Regional District (CRD) Transportation Committee is a standing committee established by the CRD Board and will oversee and make recommendations to the Board regarding matters related to regional transportation including the establishment of a transportation service for the region.

The Committee's official name is to be:

Transportation Committee

### **1.0 PURPOSE**

- a) The mandate of the Committee includes overseeing, providing advice and/or making recommendations to the Board regarding the following functions:
  - i. Regional transportation matters including regional transportation priorities and regional transportation governance
  - ii. Encouraging a strong regional voice on regional transportation matters including ferries, rail, transit and multi-use regional trails
  - iii. Regional Trails matters (mobility and recreation), including land acquisition, management, operations and programs for the Galloping Goose, the Lochside and the E&N trails
  - iv. Providing input to the Regional Parks Strategic Plan
- b) The Committee may also make recommendations to the Board to:
  - i. Advocate to senior levels of government to support major multi-modal transportation projects which support the region's sustainability measures; and
  - ii. Advocate for regional transit priorities to the Victoria Regional Transit Commission.
  - iii. Work with other Vancouver Island Regional Districts to support major multi-modal transportation which support transportation and the flow of goods on Vancouver Island.
- c) The following committees will report through the Transportation Committee:
  - i. Traffic Safety Commission
  - ii. Any other advisory body established by the Committee

## **2.0 ESTABLISHMENT AND AUTHORITY**

- a) The Committee will make recommendations to the Board for consideration; and
- b) The Board Chair will appoint the Committee Chair, Vice Chair and Committee members annually.

## **3.0 COMPOSITION**

- a) Committee members will be appointed CRD Board Members;
- b) At least one member of the committee should be a liaison member of the Regional Parks Committee, the Environmental Services Committee and the Planning and Protective Services Committee.
- c) All Board members are permitted to participate in standing committee meetings, but not vote, in accordance with the CRD Board Procedures Bylaw; and
- d) First Nation members are permitted to participate in standing committee meetings at their pleasure, in accordance with the CRD Procedures Bylaw, where the Nation has an interest in matters being considered by the committee.

## **4.0 PROCEDURES**

- a) The Committee shall meet on a bi-monthly basis, except August and December, and have special meetings as required;
- b) The agenda will be finalized in consultation between staff and the Committee Chair and any Committee member may make a request to the Chair to place a matter on the agenda through the Notice of Motion process;
- c) With the approval of the Committee Chair and the Board Chair, Committee matters of an urgent or time sensitive nature may be forwarded directly to the Board for consideration; and
- d) A quorum is a majority of the Committee membership and is required to conduct Committee business.

## **5.0 RESOURCES AND SUPPORT**

- a) The General Manager of the Planning and Protective Services Department will act as liaison to the committee; and
- b) Minutes and agendas are prepared and distributed by the Corporate Services Department.

*Approved by CRD Board* \_\_\_\_\_

# Terms of Reference



## TRANSPORTATION COMMITTEE

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  - ii. Advocate for regional transit priorities to the Victoria Regional Transit Commission.
  - iii. Work with other Vancouver Island Regional Districts to support major multi-modal transportation which support transportation and the flow of goods on Vancouver Island.
- c) The following committees will report through the **Planning, —Transportation and Protective Services** Committee:
  - i. Traffic Safety Commission
  - ii. Any other advisory body established by the Committee

## **2.0 ESTABLISHMENT AND AUTHORITY**

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  - i. Regional transportation matters including regional transportation priorities and regional transportation governance
  - ii. Encouraging a strong regional voice on regional transportation matters including ferries, rail, transit and multi-use regional trails
  - iii. **Regional Trails matters, including land acquisition, management, operations and programs**
- b) The Committee may also make recommendations to the Board to:
  - i. Advocate to senior levels of government to support major multi-modal transportation projects which support the region's sustainability measures; and
  - ii. Advocate for regional transit priorities to the Victoria Regional Transit Commission.
  - iii. Work with other Vancouver Island Regional Districts to support major multi-modal transportation which support transportation and the flow of goods on Vancouver Island.
- c) The following committees will report through the Planning, Transportation and Protective Services Committee:
  - i. Traffic Safety Commission
  - ii. Any other advisory body established by the Committee

### **2.0 ESTABLISHMENT AND AUTHORITY**

- a) The Committee will make recommendations to the Board for consideration; and

- b) The Board Chair will appoint the Committee Chair, Vice Chair and Committee members annually.

### **3.0 COMPOSITION**

- a) Committee members will be appointed CRD Board Members;
- b) At least one member of the committee should be a liaison member of the Regional Parks Committee, the Environmental Services Committee and the Planning and Protective Services Committee.
- c) All Board members are permitted to participate in standing committee meetings, but not vote, in accordance with the CRD Board Procedures Bylaw; and
- d) First Nation members are permitted to participate in standing committee meetings at their pleasure, in accordance with the CRD Procedures Bylaw, where the Nation has an interest in matters being considered by the committee.

### **4.0 PROCEDURES**

- a) The Committee shall meet on a bi-monthly basis, except August and December, and have special meetings as required;
- b) The agenda will be finalized in consultation between staff and the Committee Chair and any Committee member may make a request to the Chair to place a matter on the agenda through the Notice of Motion process;
- c) With the approval of the Committee Chair and the Board Chair, Committee matters of an urgent or time sensitive nature may be forwarded directly to the Board for consideration; and
- d) A quorum is a majority of the Committee membership and is required to conduct Committee business.

### **5.0 RESOURCES AND SUPPORT**

- a) The General Manager of the Planning and Protective Services Department will act as liaison to the committee; and
- b) Minutes and agendas are prepared and distributed by the Corporate Services Department.

*Approved by CRD Board December 8, 2021*



**REPORT TO TRANSPORTATION COMMITTEE  
MEETING OF WEDNESDAY, FEBRUARY 16, 2022**

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**SUBJECT     Transportation Equity**

**ISSUE SUMMARY**

To provide the Transportation Committee with information on the implications of applying a robust equity lens to transportation priorities and seek direction on next steps.

**BACKGROUND**

On November 10, 2021, the Capital Regional District (CRD) Board directed staff to report back to the Transportation Committee with implications of applying a robust equity lens to transportation priority implementation, advocacy and future planning.

**Distinguishing equality and equity**

Equality and equity are two different concepts for determining who has access to resources or opportunities. Equality emphasizes providing people with the same resources or opportunities to achieve a goal, regardless of their needs or circumstances. Equity recognizes that people may require different resources or opportunities to meet a goal as they have different needs and circumstances.

**What does transportation equity mean?**

Transportation is a public resource that helps people access what they need for their daily lives – things like goods, services, education, jobs and recreation. An equity lens helps identify who (dis)benefits from this resource and the resulting impacts. A growing body of academic and applied research shows that income, ability, gender identity, race and other factors determine these (dis)benefits, affecting transportation availability and choice. When planners, engineers and decision-makers do not consider these factors, people are impacted by not having the transportation they need. At the community level, the outcome is these impacts become barriers to affordable social, economic and recreation opportunities. An equitable transportation system recognizes that multiple factors affect transportation availability and seeks to overcome these barriers.

Equitable transportation requires both procedural and distributive equity. Procedural equity is the representation of multiple perspectives in decision-making. It means asking whose experiences or needs are over-or under-represented in transportation and taking steps to ensure that programs and infrastructure are proactively designed to meet these varied needs. Actions are at the governance and policy level and seek to avoid creating barriers in the first place.

Distributive equity enables social and spatial access to goods, services, amenities, and economic opportunities. It recognizes that transportation availability is affected both by where infrastructure is implemented and the different factors that make it (im)possible for people to use. Actions are at the program and infrastructure level and seek to reduce existing barriers.

### **CRD Current State**

The CRD does not currently have an organization-wide equity policy. In relation to transportation, the CRD does take some distributive actions in seeking to address the needs of vulnerable road users. For example, the Ready Step Roll initiative reduces known safety barriers to travel for school-aged children and their families, the regional trail network considers the needs of people who use mobility devices, and Traffic Safety Commission education campaigns target outreach to seniors and youth to promote safe transportation options.

Localized quantitative and qualitative data related to equity is limited. Most readily available datasets relate to gender, health outcomes and income. Staff have previously used income data to produce the Housing and Transportation Cost Estimate Study. While equity impacts were not fully examined as part of the study, preliminary findings underscore that housing location directly impacts transportation cost. The study showed that transportation costs are lower in areas that are walkable, bikeable and readily served by transit. In the future, application of an equity lens could help better understand factors that determine residence location, mode choice and the impact on affordability. The CRD volunteer bike count program has observed a gender imbalance in active transportation. Knowing more about this imbalance from an equity perspective could inform mode shift efforts.

### **Next Steps**

The CRD needs both procedural and distributive tools to make transportation more equitable through transportation priority implementation, advocacy and future planning. An equity lens would be a procedural tool to help integrate a greater number of perspectives in transportation policy work. In line with procedural equity, the first step to developing such a lens is to work in partnership with diverse and inclusive communities so that the lens is based on lived experience and reflects the needs of people who are often under-represented in transportation. The purpose of developing a lens would be to identify analytical criteria and policy decisions that could be made to promote fuller community access to affordable social, economic and recreation opportunities. The second step is to test out and apply the lens and take distributive actions. A pilot study, conducted in tandem with development of the equity lens, could help advance this work. The regional trail network would be the most appropriate focus for such a pilot as it is a transportation function that falls within CRD service authority.

## **ALTERNATIVES**

### *Alternative 1*

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

- 1) That staff be directed to work in partnership with the Community Social Planning Council to draft an equity lens to inform CRD transportation priority implementation, advocacy and future planning.
- 2) That staff be directed to work in partnership with the Community Social Planning Council on a pilot study to test the application of an equity lens by reviewing gender imbalance in active transportation, focusing on the CRD regional trail network.

### *Alternative 2*

That the Transportation Equity report be referred back to staff for additional information based on Transportation Committee direction.

## **IMPLICATIONS**

### *Social Implications*

The proposed transportation equity work must be done with input from diverse and inclusive communities across the region. The Community Social Planning Council (CSPC) specializes in community-based engagement with groups whose needs are often under-represented (e.g., Black, Indigenous and People of Color (BIPOC); Lesbian, Gay, Bisexual, Trans, Queer (LGBTQ+); seniors; people with disabilities; newcomers; women; low-income community members; and others). In addition to engagement, the CSPC administers the region's low-income transit program and is undertaking the Transportation Access, Climate and Economic Security (TACES) project. The District of Saanich is piloting an eBike subsidy initiative through the TACES project. Working in partnership with a respected organization that has established community links will ensure that lived experiences inform CRD transportation equity work. Without such a partnership, it would be very difficult for CRD staff to pursue equity work.

### *Environmental & Climate Implications*

There are environmental and climate co-benefits and co-impacts to pursuing transportation equity. Prioritizing investment in active travel and transit creates more affordable transportation options and reduces greenhouse gas emissions. The proposed equity work could help reveal the interconnected impacts of this priority and identify the distributive actions needed to maximize affordable access to social, economic and recreation opportunities.

### *Intergovernmental Implications*

The proposed transportation equity work could inform CRD service design and delivery. Should there be interest, this work could support municipal, agency and senior government partners. Additionally, the proposed lens is not intended to supersede or replace ongoing reconciliation efforts with First Nations.

The Province is currently developing anti-racism data legislation with the objective of better identifying existing gaps and creating more inclusive, equitable outcomes. The work focuses on a regulatory framework for data collection, analysis and policy design. Future provincial legislation could increase the availability of quantitative data. It should also be noted that the Province supports several targeted transportation equity programs, such as reduced-cost or free bus passes for low-income seniors, people receiving disability assistance and children aged 12 and under. CRD staff are currently working through the Transportation Working Group to baseline what efforts are being undertaken locally.

### *Service Delivery Implications*

The CRD is responsible for regional transportation planning, regional trails and transit and transportation on Salt Spring Island. The proposed equity work could inform these services once an equity lens is developed and appropriate policy direction is given.

As noted above, there is limited quantitative data for BC and a lack of qualitative data on diverse and inclusive lived experiences at a local level. The proposed partnership with the CSPC would provide staff with access to qualitative data and expertise to support longer-term improvements to the regional transportation data collection and analysis program, once provincial anti-racism data legislation is in place.

### *Financial Implications*

The proposed equity work can be done within the existing core budget, with CRD providing in-kind support to CSPC at no additional program cost. Any implementation actions resulting from the application of an equity lens may result in incremental service delivery costs or new initiatives. The proposed pilot project provides an opportunity to scope such costs. Any additional costs would be raised through the service and financial planning process, based on the outcomes of the equity work.

### *Alignment with Board & Corporate Priorities*

The CRD is responsible for a number of services whose operation and delivery result in co-benefits and co-impacts that affect transportation equity. Equity is interconnected with service delivery and is a critical component of regional livability. At a regional scale, policy decisions related to housing and climate have the most significant potential to realize equity benefits. For example, locating affordable housing in walkable, bikeable and transit-accessible environments can significantly increase access to social, economic and recreation opportunities without making new transportation investments.

## **CONCLUSION**

Income, ability, gender, race and other factors play a significant role in determining who (dis)benefits from transportation. Transportation equity recognizes the impacts these (dis)benefits can have on a community's livability in terms of affordable access to social, economic and recreation opportunities. The CRD needs both procedural and distributive tools to integrate the lived experiences of diverse and inclusive communities into transportation priority implementation, advocacy and future planning. Staff propose working in partnership with the community to develop an equity lens to support decision-making and undertake a pilot study to understand gender imbalance in active transportation better. The outcome of this work would be policy direction to inform equity actions relevant to CRD transportation initiatives.

## **RECOMMENDATION**

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

- 1) That staff be directed to work in partnership with the Community Social Planning Council to draft an equity lens to inform CRD transportation priority implementation, advocacy and future planning.
- 2) That staff be directed to work in partnership with the Community Social Planning Council on a pilot study to test the application of an equity lens by reviewing gender imbalance in active transportation, focusing on the CRD regional trail network.

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

**CRD TRAFFIC SAFETY COMMISSION**  
**MINUTES OF MEETING**  
**Tuesday, October 12, 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)  
Shawn Haley, Ministry of Transportation and Infrastructure (EP)  
Fred Haynes, CRD Director (Chair) (EP)  
Jereme Leslie, CRD Integrated Road Safety Unit (EP)  
Todd Litman, Walk On, Victoria (EP)  
Joe Perkins, Media (EP)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)  
Angela Wheeler, Island Health (EP)  
Colleen Woodger, ICBC Road Safety and Community Involvement (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  
Corey Burger, Capital Bike  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:35 pm.

**1. Territorial Acknowledgement**

Chair Haynes provided a territorial acknowledgement.

*The CRD conducts its business in Coast Salish and Nuu chah nulth territories and works to be increasingly mindful of its commitment to more inclusive governance with our neighbours. I would like to acknowledge the 11 neighbouring First Nations governments with whom we are committed to building stronger working relationships: Songhees; Esquimalt; Scia'new (Chee-Ah-nook); T'Sou-ke (SOWK); Pacheedaht; Tseycum; Tsartlip; Tsawout; Pauquachin; Malahat; and Penelekut Tribe.*

**2. Approval of Agenda**

**MOVED** by Colleen Woodger, **SECONDED** by Chris Foord, that the agenda be approved with the following addition: **CARRIED**

- Walk and Wheel to School Program grant application funding

**3. Approval of Minutes – September 14, 2021**

**MOVED** by Colleen Woodger, **SECONDED** by Todd Litman, that the minutes of the meeting held on September 14, 2021 be approved as distributed. **CARRIED**

**4. Chair's Remarks**

Chair Haynes commented that the BikeMaps.org group is working with the Regional Mayors caucus to present to the November meeting. He is also working to have them present to the Saanich Police Board and Saanich Council. Both Victoria and Saanich engineering have been using the BikeMaps data.

**5. Business Arising from Previous Minutes**

- **Update on Literature Review re the effectiveness of Red-Light Cameras in the Region**  
Vice-Chair Sukhawathanakul provided an update. Under her supervision, a grad student has been preparing a literature review on the advocacy and effectiveness of red-light cameras around the

world and it has now been completed. A summary could be presented to the Commission in November.

Erin Anderson noted that RoadSafetyBC will be giving a 10-minute presentation to the Transportation Committee on October 20 in response to their request last year for information. She will connect with Paweena and the program manager of the intersection safety camera program so the information prepared by the student can be shared for use as supporting material. RoadSafetyBC are pulling together evaluation criteria, etc., to present to the Committee.

John Hicks noted that the Board has directed that the CRD form a transportation committee working group which is made up of engineering directors from all municipalities, electoral areas, the Ministry of Transportation and Infrastructure and BC Transit. One of the pieces is in relation to traffic safety so that will have a bit of an interrelationship with this Commission. That means whatever messaging is coming through this forum can go out through a very broad audience so will have a direct input into municipal engineering departments through that process. The first meeting will be in January or February of next year.

During discussion, it was suggested that the province look at adding more sites for intersection safety cameras in the CRD besides the existing two, and that the speed function be connected on the red-light cameras.

Erin Anderson commented that the intersection safety program is a provincial program and the purpose of the presentation to the Transportation Committee on the 20<sup>th</sup> is to outline the criteria for selection and provide an update on the program. That meeting is open to the public so this group can attend if interested. She would like to clarify expectations of what this Commission is doing and how that relates to information being presented on the 20<sup>th</sup>. She noted that it had been agreed that the Commission was paying for a student to do a jurisdictional scan of other programs around the world and what evaluations they have done for red-light cameras and wanted to clarify that was the scope that was agreed to, and what further recommendations this Commission is looking at.

Vice-Chair Sukhawathanakul confirmed that the purpose of the literature review was to provide a broader collection of research to assist with the October 20 presentation, rather than making any recommendations. The summary of the review can be presented to the Commission in November. Paweena and Erin will meet to discuss.

Chair Haynes commented that after the summary is presented at the November Commission meeting, it could possibly be presented to the regional mayors for information, given that there the high incidence of crashes and injuries at intersections is a key concern.

***Action: Summary presentation of literature review to be given at the November meeting***

## 6. Priority Business

John Hicks introduced Angela Wheeler as the new interim member from Island Health replacing Jade Yehia for the next few months. Angela has a background in environmental health.

### ➤ Budget Update

John Hicks provided an update. There has been a bit of a change from last month with the additional funds allocated to ICBC to support their winter impaired campaign. Thanks to Colleen Woodger for coordinating that work. It gives the Commission a social media presence that we don't usually have. Also, we have purchased the reflectors as approved at last month's meeting. Some were distributed last week with the count volunteers and tested out on helmets, bikes, backpacks, etc. A campaign focused on visibility will be undertaken early next year.

We have approximately \$20,000 we could still spend this year, or it will be carried forward.

In response to a request by Chair Haynes, John Hicks said he could coordinate a media release going out after the annual update on the Commission's activities being presented to the Transportation Committee next week.

➤ **BC Association of Chiefs of Police Calendar**

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

• **RoadSafetyBC – Erin Anderson**

- RoadSafetyBC is continuing to roll out the BC road safety strategy that was announced in May. The steering committee is considering different subcommittee topics, and one thing being looked at is the culture of speed, i.e., why people feel that it's ok to speed so more about that behavioral analysis type idea. They are looking for other topics and ideas based on data and a data-driven approach of what we can undertake as a province to advance road safety.

• **ICBC – Colleen Woodger**

No update

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

No update

• **Seniors – Dr. Paweena Sukhawathanakul**

- Working on putting in a grant funding request for a small research project with Capital Bikes using an app that measures cognitive function in older adults and looking at whether cycling among this demographic has any impact on that. Also partnering with BikeMaps to identify municipalities that are safer and more accessible for cycling for that demographic. It was agreed that Island Health and the Traffic Safety Commission could provide letters of support.

Todd Litman asked to what degree walkers would be included and Paweena said they would like to include expanded criteria for multi-use pathways that are considered more accessible. BikeMaps is doing a pedestrian map as well. Todd noted with the changes to Vancouver Street, there are a large number of people walking dogs there and hopes that a component of the research is looking at dog walking as a subset of pedestrian activity.

• **CRD – John Hicks**

No update

• **Integrated Road Safety Unit – Jereme Leslie**

- Currently about halfway through the October Drive relative to Conditions Campaign and high crash zones, as well as normal roadways are being targeted.
- The 2022 BC Association of Chiefs of Police enforcement calendar will be out shortly.
- Because of the Victoria Police having to pull some of their resources, CRD IRSU will be down about one-third of their staffing as of November and will be holding an emergency joint management team meeting to see how that will impact daily operations.

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

No update

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

- Wrapping up the last of their motorcycle training this weekend and will start again in February. It was a very strong year and fully booked.

• **Capital Bike – Corey Burger**

No update

- **Walk On, Victoria – Todd Litman**  
No update
- **Municipal Police Forces**
  - Davinder Dalep, Oak Bay Police – Oak Bay Police have purchased a new scope and there has been an increase in violation tickets for cell phone and seat belt infractions.
  - Andy Walsh, Saanich Police – 3D scanner purchased for collision analysis team. It is a piece of equipment that can quickly map collision scenes and other major crime scenes that would otherwise take a forensic team a long time to do.
  - This month the provincial campaign is Drive Relative to Conditions so that is the focus for traffic safety. Speeding is still occurring in school zones and a fair amount of time is being spent doing enforcement at the beginning and end of the school day.
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**
  - Several projects are going on in the CRD. (1) Otter Point – Woodhaven Road shoulder widening project which is creating multi-user lanes on the side of the highway. It should be complete by July 31, 2022. (2) Gillespie interchange, Highway 14 - should be complete by September 30, 2022. (3) Keating Flyover on Highway 17 – currently at 50% detail design and it is hoped to put that out to tender in spring 2022. (4) Mt. Newton transit queue jumper will be going to tender later this week. (5) Multi-user lanes added on West Saanich Road. (6) Upgrades to Parkinson Road in Port Renfrew.
  - MOTI contractor Emcon planning on getting enforcement agencies and emergency services together at the end of October to talk about winter priorities.
- **Island Health – Angela Wheeler**  
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - The links to the video for the ad re driving with cyclists on the road had been forwarded to members for review and comment. Once it is approved, it will be shown on Chek. The three completed videos will be on YouTube, as well as social media so the number of views can be tracked.

**MOVED** by Chris Foord, **SECONDED** by Paweena Sukhawathanakul, that the ad re driving with cyclists on the road be approved. **CARRIED**

**Action: Dr. Fred Grouzet to send YouTube and social media links to John Hicks**

## 8. Other Business

- **Walk and Wheel to School Program Grant Application Funding**  
As discussed at last month's meeting, members of the grant subcommittee had identified areas of concern with the Walk and Wheel to School Program grant application and the applicant was asked to articulate a more comprehensive plan. This additional information has now been received and members are asked to approve the funding request.

**MOVED** by Chris Foord, **SECONDED** by Todd Litman, that approval be given for funding in the amount of \$3,000 for the Walk and Wheel to School Program grant application. **CARRIED**

## 9. Next Meeting

The next meeting will be held on November 9, 2021 at 12:30. On motion, the meeting adjourned at 1:40 pm.



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

**Members:** Erin Anderson, RoadSafetyBC (EP)  
Kash Akinkuowo, RoadSafetyBC (EP)  
Colleen Blundell, Child Passenger Safety Program, BCAA Community Impact (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)  
Shawn Haley, Ministry of Transportation and Infrastructure (EP)  
Fred Haynes, CRD Director (Chair) (EP)  
Todd Litman, Walk On, Victoria (EP)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)

**Associates:** Sgt. Davinder Dalep, Oak Bay Police (EP)  
John Hicks, CRD  
Sgt. Ryan O'Neill, Victoria Police (EP)  
Cpl. Andy Sanchez, Sidney/North Saanich RCMP (EP)

**Guest:** Helia Sehatpour, Grad Student, UVic (EP)

**Regrets:** Jereme Leslie, CRD Integrated Road Safety Unit  
Joe Perkins, Media  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement  
Angela Wheeler, Island Health  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

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

**1. Territorial Acknowledgement**

John Hicks provided a territorial acknowledgement.

*The CRD conducts its business in Coast Salish and Nuuchalnat territories and works to be increasingly mindful of its commitment to more inclusive governance with our neighbours. I would like to acknowledge the 11 neighbouring First Nations governments with whom we are committed to building stronger working relationships: Songhees; Esquimalt; Scia'new (Chee-Ah-nook); T'Sou-ke (SOWK); Pacheedaht; Tseyacum; Tsartlip; Tsawout; Pauquachin; Malahat; and Penelekut Tribe.*

**2. Approval of Agenda**

**MOVED** by Todd Litman, **SECONDED** by Chris Foord, that the agenda be approved with the following amendments. **CARRIED**

- Update on ads
- Questions for police members related to safe passing and lane position for cyclists

These items will be added under Other Business and renumbered as 7(b).

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

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Chris Foord, that the minutes of the meeting held on October 12, 2021 be approved as distributed. **CARRIED**

#### 4. Presentation re literature review of advocacy and effectiveness of red-light cameras around the world

Paweena Sukhawathanakul introduced UVic Grad Student Helia Sehatpour who will provide a summary of her review of existing research on the effectiveness of red-light cameras. This review was done to assist RoadSafetyBC in their evaluation of the effectiveness of red-light cameras in preventing crashes and ensuring safety at intersections. Please see the following link to view the presentation: [TSC RLC review presentation.pdf](#). A brief summary is given below.

- Research shows that the most common type of crash results from running red lights or ignoring traffic controls and constitutes about 40% of all collisions. Drivers run red lights due to distraction, aggressive driving behaviours and making a deliberate decision to ignore traffic signals.
- The evidence of the effectiveness of red-light cameras in preventing crashes is more complicated than it seems. Some evidence has been mixed and inconclusive. Some studies suggest that red-light cameras can reduce the number of violations, crashes and injuries, others suggest that it depends on the types of crashes being looked at. Additionally, the physical characteristics of the intersection and driver characteristics of the people using that intersection influence their effectiveness. Placing red-light cameras at all intersections is not necessarily beneficial for safety.
- There is a lack of studies on the effectiveness of red-light cameras in Canada which needs to be addressed if we are to make evidence-based decisions on the implementation of red-light cameras.
- Past reviews showed that red-light cameras reduce injury crashes by up to 20%, reduce right angle crashes by up to 24% and reduce right angle injury crashes by up to 33%, however, multiple reviews suggest that red-light cameras may increase rear-end crashes by as much as 39% as well as increasing rear-end injury crashes. It is unclear if red-light cameras actually reduce the total number of crashes.
- This review constitutes an update on the state of literature since the Golden review published in 2019. Additional factors such as driver behaviour, physical characteristics of intersection and average daily traffic were incorporated and sixteen primary studies conducted in various countries were looked at. Only one study was conducted in Canada.
- Findings of this review were similar to findings in past reviews and found that red-light cameras can reduce red light running, total number of crashes, total injury crashes, fatal crashes and right angle crashes, but may increase rear-end crashes and rear-end injury crashes. The effectiveness of red-light cameras may be related to the intersection characteristics.
- Recommendations based on research are: (1) the potential benefits of reducing traffic violations and some crash types should be weighed against the increased risk of rear-end crashes; (2) Intersection characteristics and crash history should be taken into account in red-light camera placement decisions; (3) Evidence from good quality studies and reviews needs to be used in informing decision making.

#### Questions/Comments:

Chris Foord commented that the driver of the vehicle hitting the vehicle in front in rear-end crashes is even more intent on getting through the light and Helia responded that there is an area called the dilemma zone, i.e., the light is turning yellow, and the driver is deciding whether to stop or not.

Corey Burger asked about studies that looked at the impact of red-light cameras on vulnerable road users. Also, the impact of roadway design and whether there is good research that looks at trade-offs between increasing roadway width for turn lanes vs decreasing roadway width for safe crossing.

Ron Cronk asked about data based on speed at the intersection, i.e., 80 km/hr speed zones vs 50 km/h speed zones and whether there was a difference. Also, whether there was anything of interest in the speed data on red-light cameras. Helia noted that the higher the speed limit, there is more risk that red-light cameras will lead to crashes at those intersections. Regarding speed data, didn't see any study that specifically looked at speed.

Ryan O'Neill commented that municipal engineering departments would find the study beneficial re intersection design. For high crash intersections, consider introducing the new skid-resistant road surfaces currently being tested in a pilot project.

John Hicks commented that this review feeds into the work that RoadSafetyBC is doing and once they have the opportunity to review it with UVic we can look at where it goes from there. This research was done specifically in relation to a RoadSafetyBC project.

5. **Chair's Remarks**

No remarks

6. **Business Arising from Previous Minutes**

No business arising

7. **Priority Business**

➤ **Review of Chek Media Proposal for 2022**

The Commission has been using CHEK for their advertising campaigns for the past two years. As part of that, CHEK provided the opportunity to create media and we have been working with UVic to coordinate the ads. YouTube versions of the three ads created so far will be sent to members to share with their partners.

The proposal from CHEK is the same as last year and is very favourable. It will give us approximately 2.5 million views and we are able to get the information in different formats not just traditional TV. It is recommended we move forward with this proposal.

**MOVED** by Chris Foord, **SECONDED** by Shawn Haley, that the CHEK 2022 media proposal for advertising be approved. **CARRIED**

➤ **Budget Update**

John Hicks provided a budget update. Additional funds in the amount of \$10,000 have been allocated to ICBC to support their winter impaired campaign coming out in December. \$10,000 was spent on reflectors and the CRD will be doing an in-house campaign called "Let's get Visible." If Commission members are doing engagement with the community, John can provide campaign posters, etc., along with the reflectors. The \$3,000 in funding approved for the Walk and Wheel to School Program grant application has been released.

There is a surplus in the amount of approximately \$25,000 which will be carried over to next year. Funding requests from community groups or other proposals could still be approved this year if they are brought to the December meeting.

➤ **BC Association of Chiefs of Police Calendar**

- December – Winter Impaired Driving Campaign
- March – Distracted Drivers Campaign/Occupant Restraint 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.

7b **Other Business**

**Update on Ads**

Dr. Frederick Grouzet noted that the most recent ad on safe driving around cyclists is now showing on CHEK. The next video will focus on passengers as a source of distraction. It will feature the driver and three passengers and show various ways passengers can be distracting. The message will focus on stopping the distraction before starting to drive.

**Input from police members related to safe passing and lane position re cycling**

Corey Burger asked for input from police members related to two questions that have come up within Capital Bike. He would like police to take this away and come back with information for discussion at our next meeting. The first question relates to lane position. How far right is practical? Is there a definition that police forces use? The second question relates to safe passing. Is there an understanding of what an unsafe pass looks like? The Motor Vehicle Act is vague on both of these issues.

Ryan O'Neill, Victoria Police, noted that they come across the issue of lane position often but can't give a specific answer as this particular issue is case by case. One factor is the many different types of bikes. Police investigate with dash cam videos from motorists or cyclists, unfortunately, it is a bit of a grey area.

Safe passing is also looked at on a case-by-case basis. The approach is to ask what a reasonable driver or cyclist would expect. On a narrow street, try to change lanes if doable. Also, some cyclists feel the need to take up the whole roadway and that is an unreasonable approach.

Andy Sanchez, Sidney/North Saanich RCMP, commented that some laws are intentionally written in a vague manner to allow police discretion on a case-by-case basis. There is no specific measurement on distance from the curb or passing but typically they would take the same reasonable approach during enforcement as identified in the Victoria Police comments.

Corey Burger asked that this be brought back to the next meeting with additional input from other police departments to see if there is a consistent approach.

**Action: John Hicks to ask for additional input from police departments and bring to the December meeting for further discussion**

## 8. Member Updates

### • RoadSafetyBC – Erin Anderson

- Erin will be leaving RoadSafetyBC to take a new position and commented that it has been a pleasure to be part of the Traffic Safety Commission. The new Commission representative will be Kash Akinkuowo. He is very involved in RoadSafetyBC social media and communications so will be a great representative to help align communications with the road safety messages that the Commission wants to promote.
- The RoadSafetyBC 10-year fatality report has been posted online. The link is: [20112020 motor vehicle related crashed injuries fatalities 10-year statistics for british columbia.pdf \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/safety/road_safety/road_safety_bc/road_safety_bc_10_year_statistics_for_british_columbia.pdf)
- Kash said that it is a pleasure to join the Commission and noted that he can be a resource for communication messaging.

### • ICBC – Colleen Woodger

No update

### • Youth and Children – Colleen Blundell

- The BCAA child passenger safety program provides training, resources and information to communities in BC with regard to installing and providing child seats correctly and safely. There are currently certified child safety educators in 11 of the 13 municipalities that make up the CRD.
- Colleen will be training fire fighters throughout Vancouver Island in November. This is important as people go to fire halls looking for help with their car seats to make sure they are using them correctly. She is proud of the number of fire fighters they have in the program.
- In early December they will be working with some units at the Royal Jubilee Hospital to educate those people that are working with newborn infants or children with special needs.
- In-person seat checks are currently being done by appointment which can be made through the BCAA website.
- A very successful child car seat recycling pilot project was run this past summer in Kelowna in partnership with ATMO Recycling which is a non-profit social enterprise. Over 600 car seats were collected and diverted from the landfill. Exploring options for this in the CRD would be a great idea.

### • Seniors – Dr. Paweena Sukhawathanakul

- Paweena thanked Commission members that prepared letters of support for the grant funding request she is preparing for a small research project re seniors. The letters helped strengthen the application.

- **CRD – John Hicks**

- Thanks to Chris Foord for presenting the annual Commission update to the Transportation Committee in October and to Erin Anderson for organizing a presentation with ICBC and RoadSafetyBC to the Transportation Committee.

Chair Haynes noted that the presentation of cheques to the winners of the Sarah Beckett Memorial Scholarship took place, and was picked up by the Times Colonist, Saanich News and others. Because of the number of excellent applications that were received for the scholarship this year and the constraints imposed by the Commission bylaw around issuing more than one scholarship, it was suggested that we check with the Victoria Foundation re being able to have them hold the funds and allocate them. John Hicks reported he has been looking into this and noted that the CRD finance and legal departments need to determine what framework would be required, and confirm that the funds that have been donated can be released to a third party. This may require getting acknowledgement from donors that their funds will be used for the same purpose and having Sarah Beckett's husband sign off on any change. The same process would apply for new funds coming in.

- **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**

- Wrapping up their year right now. They are gearing up for their AGM and are looking for new board members.
- Thanks to the Commission for all their support this year.

- **Walk On, Victoria – Todd Litman**

No update

- **Municipal Police Forces**

- Ryan O'Neill, Victoria Police – Winter Counterattack program taking place from November 26 to January 31. Most municipal police departments in the CRD will be participating.

- **BC Transit – Dallas Perry**

No update

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

- A project was started on East Sooke Road this week with shoulder paving taking place in the east bound lane through the Beecher Bay First Nations. Also, bus bays are being installed on the east bound shoulder.
- A lot of maintenance taking place to keep the falling leaves from plugging up the catch basins and culverts and to deal with all the drainage issues.

- **Island Health – Angela Wheeler**

No update

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

No update

## 9. **Next Meeting**

The next meeting will be held on December 14, 2021 at 12:30. On motion, the meeting adjourned at 1:55 pm.



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

**Members:** 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)  
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)  
Angela Wheeler, Island Health (EP)  
Colleen Woodger, ICBC Road Safety and Community Involvement (EP)

**Associates:** John Hicks, CRD (EP)  
Sgt. Ryan O'Neill, Victoria Police (EP)  
Dallas Perry, BC Transit (EP)

**Regrets:** Kash Akinkuowo, RoadSafetyBC  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Shawn Haley, Ministry of Transportation and Infrastructure  
Joe Perkins, Media  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

**Recording Secretary:** Arlene Bowker (EP)

EP – Electronic Participation

The meeting was called to order at 12:34 pm.

**1. Territorial Acknowledgement**

John Hicks provided a territorial acknowledgement.

*The CRD conducts its business in Coast Salish and Nuuchalnat territories and works to be increasingly mindful of its commitment to more inclusive governance with our neighbours. I would like to acknowledge the 11 neighbouring First Nations governments with whom we are committed to building stronger working relationships: Songhees; Esquimalt; Scia'new (Chee-Ah-nook); T'Sou-ke (SOWK); Pacheedaht; Tseycum; Tsartlip; Tsawout; Pauquachin; Malahat; and Penelekut Tribe.*

**2. Approval of Agenda**

**MOVED** by Frederick Grouzet, **SECONDED** by Colleen Woodger, that the agenda be approved with the following amendments: **CARRIED**

- Information on alternative funding method for Sarah Beckett Memorial Scholarship to be included under Budget Update in Item 6
- Feedback on fourth video to be included under Working Group for UVic Centre on Youth and Society Joint Project update
- Education Campaign on Visibility at Night

**3. Approval of Minutes – November 9, 2021**

**MOVED** by Chris Foord, **SECONDED** by Ron Cronk, that the minutes of the meeting held on November 9, 2021 be approved with the following amendment:

- Under the MOTI update on page 4, remove "30" in the reference to bus bays **CARRIED**

**4. Chair's Remarks**

Chair Haynes extended good wishes for the season. He also commented on the tragic pedestrian fatality in Saanich and noted that work is still being done on the investigation report. Saanich is proposing to reduce the completion time of their active transportation work from 30 years to 15 years.

## 5. Business Arising from Previous Minutes

### ➤ **Input from police members related to safe passing and lane position re cycling**

Sgt. Ryan O'Neill said that he had canvassed his team and they confirmed his comments made at the last meeting which were that this issue is handled on a case-by-case basis and with a common sense approach. Some advertising has gone out to the public, possibly from ICBC, which states that cyclists should be one metre from the curb, and vehicles should be one metre from cyclists. Colleen Woodger noted that the ICBC Drive Smart Manual says that the standard is one metre. From the education side, whatever the regulation is, she promotes it in all her presentations to schools, seniors, etc. She has no position on whether it needs to be changed or not. Frederick Grouzet noted that the video recently completed on safe driving around cyclists talks about safe space between a car and bike.

## 6. Priority Business

### ➤ **Budget Update**

John Hicks said this year's budget is being finalized. There are still two invoices to come through and then the final update can be done. There will be a carryover of approximately \$30,000. The new budget comes through on January 1 and will be about \$70,000 plus the carryover. Also, work is in progress on taking the Sarah Beckett Memorial Scholarship fund outside the budget which will make it much cleaner for next year.

### ➤ **Literature review on reduction of default speed in rural areas (50 km to 40 km)**

Chair Haynes raised the question whether there would be an effect on road safety if rural road speeds were reduced from 50 to 40 km. There does seem to be an interest in speed reduction in rural areas.

Points raised during discussion were:

- Recommending engineering changes takes us away from our work around education. Seems to be out of context to what the Commission does.
- What is the goal of the literature review? Would it be a push to engineering or lobby government to change the Motor Vehicle Act or is it about education? Are we saying we need to do more enforcement or are we trying to reduce speeds, which is outside of our mandate?
- There could be an educational piece for drivers on rural roads re slowing down, depending on what the literature review shows.
- We have been asked in the past by the Transportation Committee to comment on areas outside our mandate. Education can just be a statement on what the research is and can also be education for engineers and politicians in the region, not just the public.
- If we are gathering information and our goal is to educate end users, we can take our educational piece and advocate for change with the engineers and government.
- Difficult to keep people to reasonable limits at any speed and we should keep working on advocating for the use of speed cameras.
- Any literature review should include two elements, i.e., the impact of witnessing speed in rural areas, and how regulation of this kind could have an impact on the population and how would it be received. Any education campaign needs to use the right message, or it won't be well received. The main objective of the Commission is education.
- The CRD has a regional working group made up of municipal engineers, the Ministry of Transportation and Infrastructure and BC Transit. What came up in terms of priorities for rural areas was around safe access. We could bring this up with the targeted groups from those municipalities as it would be helpful to have their input to determine if there would be support before the Commission moves ahead.
- Part of the Traffic Safety Commission bylaw states that the Commission will review traffic safety problems in the CRD and make recommendations to the CRD Board. This puts a speed limit review within the bounds of what we can do.

**Action: John Hicks to get input on this issue from the regional transportation working group and bring to January meeting for discussion**

➤ **Education Campaign re Visibility at Night**

It was suggested that the Commission consider undertaking an education campaign on visibility at night. Chair Haynes noted there are a higher number of incidents on rural roads from mid-January to mid-March and it is difficult to see people in dark clothing where there are no lights or sidewalks. It could be a safety campaign for all road users and encourage cyclists and pedestrians to wear lighter colours or use a light.

Points raised during discussion were:

- Transportation engineers have a whole menu of strategies for increasing safety on rural roads and if this is a concern, there is much more we can do.
- Suggestion that driving in difficult weather could be a topic for an ad in 2022 and can be discussed in youth focus groups to see if it is an issue for that age group.
- If we're going to talk to one group of users regarding their actions as they relate to safety, then we need to make sure we are following the research and that means talking to all users about their actions, i.e., telling drivers to buy light colour cars and that high bumper vehicles are dangerous for vulnerable road users. Also, telling engineers that one of the best crash mitigating factors is adding lights to all roads.
- The campaign would talk to many users and each video talks to a particular user group. Unfortunately, the infrastructure to light up all rural roads is very expensive and difficult and is many years away, but a pedestrian or cyclist can easily wear something light coloured and there has been proven research on this in many countries.
- Our messaging should follow on who causes the most harm so the predominant message should be directed to vehicle drivers. We should have serious discussions about how we message users, and we need to have some metrics going forward.
- We can increase messaging for certain populations but not at the detriment of other messages. It is important to continue to target all users.
- This is one tool in our toolbox and doesn't take away from any other campaigns we might be doing. We do get a lot of requests from the public for the visibility campaign, and it has been very successful. There has been a lot of demand, particularly from parents, for this type of program, acknowledging that it is just one piece of a bigger picture.
- We should look at what we want to achieve, which is fewer crashes, injuries and fatalities and if encouraging people to be more visible, wear reflectors and light colours decreases injuries and deaths, then that's a good focus.
- A recently completed pedestrian campaign and distribution of 13,000 reflectors in one month to all user groups was very well received. What we are trying to do is to get people to talk about it and raise the awareness. All road users need the message. We need to avoid the blame game and the divide that is coming between different road users. We are all looking to reduce collisions and while research is important, so is common sense. The challenge is that we all need to be behind this, so we come across as united in our message. We want to help lift each other up in our campaigns and continue to focus on keeping all road users safe.

➤ **Examine implications of renaming Commission to Road User Safety Commission**

Discussion was held around the implications of renaming the Commission to the Road User Safety Commission. Members commented that the term traffic safety is broad and inclusive and does focus the discussion. Also, the Traffic Safety Commission branding has a long history behind it and people are familiar with it. There was general agreement amongst the membership that the name should remain as the Traffic Safety Commission.

➤ **Presentation for departing members**

Commission member Chris Foord was recognized for his long service to the Commission as this will be his last meeting. Chris has been a Commission member since about 1996 and will be sorely missed. His passion for traffic safety has focused a lot of attention on the Commission. Chris spoke about some of the good work that the Commission has done over the years and said he will keep advocating for the use of speed cameras.

➤ **Let's Get Visible campaign**

John Hicks talked about the CRD Let's Get Visible Campaign. The campaign has started, however, it was decided to postpone any new projects after last week's pedestrian fatality. Next week they

will be out on regional trails handing out reflectors and talking to people about visibility. The campaign has been very well received.

➤ **BCACP Calendar**

- December – Winter Impaired Driving Campaign
- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk 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.

Re future advertising, Frederick Grouzet said that there are students at the Centre who are active on TikTok and if the Commission is interested, some messaging could be created around being visible. Members agreed that anything that can be done to engage this age group would be a good idea. If it is successful, it could be used for messaging on other topics.

**MOVED** by Colleen Woodger, **SECONDED** by Chris Foord, that the Traffic Safety Commission give support in principle to using TikTok for messaging around visibility and other traffic safety issues.

**CARRIED**

7. **Other Business**

8. **Member Updates**

• **RoadSafetyBC – Kash Akinkuowo**

No update

• **ICBC – Colleen Woodger**

- The pedestrian campaign was very well received. It was a lot of work and volunteers, and reserves were out. She is available to help promote the Let's Get Visible campaign if needed.
- The December 3 impaired driving event was the largest joint forces traffic project Colleen has ever attended. Chief Superintendent of BC Highways Patrol Holly Turton came out; also, the Alexa bus was there. There were 40 officers out that evening. Will be doing it again with the North Cowichan/Duncan RCMP on December 17. Crash car will be out and wrapped with Christmas lights to make a spectacle of the event.
- The CRD top up for social media is up and running for our area.
- Still working with schools to do the Think of Me program.
- Will partner again with CRD active transportation Ready, Step, Roll next year and working with some schools this year on their active transportation work.
- March is distracted driving month and she is hoping to do a large awareness campaign. She will be making her plans in late January, so by the February meeting the Commission could look at what they would like to do to help deliver that message of getting drivers focused and present behind the wheel.

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

No update

• **Seniors – Dr. Paweena Sukhawathanakul**

No update

• **CRD – John Hicks**

- Next month's meeting of the working group of district engineers across the region will focus on reviewing all safety initiatives which have been undertaken in recent years at a local level. The intent is to be able to leverage that information amongst all partners and provide it to anyone who wants to use it. John will report back with that information to this group at some stage. We can use that working group, and they can use the Commission to highlight some of their biggest concerns. It's about making that partnership with our local partners stronger.

- **Integrated Road Safety Unit – Jereme Leslie**
  - The winter impaired driving campaign is ongoing. They are out 3-4 evenings a week conducting roadblocks and have been taking impaired drivers off the road every night. The campaign will continue to the new year.
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**  
No update
- **Vancouver Island Safety Council – Ron Cronk**
  - They are rolling out the schedule for the coming year for motorcycle safety for the novice learner through to the experienced driver. There are about 150 people on the wait list to register so we can expect to see a lot of new riders. We will be teaching them how to ride safely and have a proper mindset when they're out on the road so they don't make mistakes.
- **Capital Bike – Corey Burger**
  - Deeply concerned and saddened by the recent pedestrian death and have been talking internally and with others about what needs to happen to prevent this.
  - Other work continues, with the recent Christmas lights ride and the AGM is coming up in January. It has been a lot of work to merge two organizations.
- **Walk On, Victoria – Todd Litman**
  - Very concerned about the recent traffic death and the high proportion of pedestrian and cyclist traffic deaths. At the provincial level, 22% of traffic deaths in BC are cyclists and pedestrians. Cyclists and pedestrians represent about 5-10% of vehicle kilometres so are over-represented by 2-3 times. A draft list of actions has been developed that the region could implement to increase safety. They are based on the most recent research concerning how the community wide structural factors affect safety. We're hoping that this can be used as an opportunity to identify some actions that local government could take to increase safety.
- **Municipal Police Forces – Sgt. Ryan O'Neill, Victoria Police**
  - They are in the middle of their winter impaired driving campaign program and had a great joint operation with the CRD Integrated Road Safety Unit, West Shore RCMP and Saanich Police. There was an incident where a driver who was impaired came into the roadblock and almost ran over an officer. They have some more dates in mind for the campaign.
- **BC Transit – Dallas Perry**
  - BC Transit are looking for transit operators so please put the word out if you know of anyone who would be interested.
- **Ministry of Transportation and Infrastructure – Shawn Haley**  
No update
- **Island Health – Angela Wheeler**
  - Participated in the webinar series for the Healthy Built Environment Alliance which included a presentation on Vision Zero. She gained a lot of information and ideas from that which she can use to respond to local government looking at community planning and advocate for safer engineering aspects in roadways.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - Frederick Grouzet shared the most recent ad which featured distraction by vehicle passengers. Members thought it was well done and the message came across very well. Besides being shown on Chek, it will be on YouTube, and other social media. Responses and number of views will be tracked.

## 9. Next Meeting

The next meeting will be held on January 11, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:56 pm.



**CRD TRAFFIC SAFETY COMMISSION**  
**MINUTES OF MEETING**  
**Tuesday, January 11, 2022**

**Members:** Kash Akinkuowo, RoadSafetyBC (EP)  
Corey Burger, Capital Bike (EP)  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)  
Shawn Haley, Ministry of Transportation and Infrastructure (EP)  
Todd Litman, Walk On, Victoria (EP)  
Joe Perkins, Media (EP)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)

**Associates:** Cst. Vince Clandening, Central Saanich Police (EP)  
Sgt. Davindar Dalep, Oak Bay Police (EP)  
John Hicks, CRD (EP)  
Sgt. Cordell Phillips, Saanich Police (EP)  
Cpl. Andy Sanchez, Sidney/North Saanich RCMP (EP)

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Ron Cronk, Vancouver Island Safety Council  
Fred Haynes, CRD Director (Chair)  
Jereme Leslie, CRD Integrated Road Safety Unit  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement  
Angela Wheeler, Island Health  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker (EP)

EP – Electronic Participation

The meeting was called to order at 12:31pm.

Vice-Chair Paweena Sukhawathanakul will act as Chair in Director Haynes' absence.

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

John Hicks spoke about the bylaw for the Traffic Safety Commission which lays out the rules under which the Commission operates, the funding and partnerships we have and the mandate and procedures that we follow. Part of that procedure today is the election of the Chair and Vice-Chair which is required at the beginning of the year.

The bylaw states that the Traffic Safety Commission will (1) undertake education campaigns and advertising campaigns for the betterment of road safety across the region, and (2) make recommendations to the CRD Transportation Committee and Board on potential traffic safety improvements across the region. The CRD has recently established a new working group of regional engineers, BC Transit, and the Ministry of Transportation and Infrastructure, and as that progresses throughout this year, we will be working on a process as to how that group and the Commission will work together to bring forward recommendations. He also asked police officers in attendance to bring forward any traffic safety issues that they feel could benefit from advertising as we move forward this year with our education campaigns.

CRD Director Fred Haynes and current Commission Chair has advised that he will stand for Chair again. Other nominations for Chair were called for three times and as none were received, Director Fred Haynes was acclaimed as Chair for 2022.

Current Vice-Chair Paweena Sukhawathanakul has advised that she will stand for Vice-Chair again. Other nominations for Vice-Chair were called for three times and as none were received, Paweena Sukhawathanakul was acclaimed as Vice-Chair for 2022.

**2. Territorial Acknowledgement**

Paweena Sukhawathanakul provided a territorial acknowledgement.

### 3. Approval of Agenda

**MOVED** by Frederick Grouzet, **SECONDED** by Shawn Haley, that the agenda be approved as distributed.

**CARRIED**

### 4. Approval of Minutes – December 14, 2021

**MOVED** by Corey Burger, **SECONDED** by Shawn Haley, that the minutes of the meeting held on December 14, 2021 be approved.

**CARRIED**

### 5. Chair's Remarks

Acting Chair Sukhawathanakul welcomed everyone back for the new year and talked about moving forward with our mandate to carry out education campaigns related to traffic safety issues.

### 6. Business Arising from Previous Minutes

#### ➤ Feedback from regional transportation working group re literature review on reduction of default speed in rural areas (50 km to 40 km)

As per discussion at last month's meeting, John Hicks has reached out to engineers in rural areas through the working group of regional engineers, to see their interest in moving forward with this. This will be discussed in more detail over the next couple of months and will be brought back to a future Commission meeting when more information is available.

***Action: In progress. This item will be brought back to a future meeting after more discussion with regional engineers.***

### 7. Priority Business

#### ➤ Budget Update

The new budget for this year is approximately \$72,000, along with a carryover of around \$30,000 which gives us about \$100,000 for the year. Vice-Chair Sukhawathanakul reminded members that we do provide funds to groups for projects which support traffic safety in the CRD, and we should encourage applications when we can.

Frederick Grouzet advised that next month he will be bringing more information forward on the use of TikTok for messaging as per the motion made at the December meeting.

#### ➤ BCACP Calendar

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk 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. We could do the advertising ourselves or support any of our partners with additional funding to expand their campaigns.

It was noted that the Commission hasn't done much occupant restraint advertising in the past few years so there may be interest in doing something on that. Kash Akinkuowo commented that RoadSafetyBC follows the BCACP calendar and will be doing a Twitter campaign for two weeks in March called Buckle Up BC. They will be preparing a social media package and can share their campaign documents with interested partners. Acting Chair Sukhawathanakul suggested that some of the proposed TikTok messages could be aligned with the Buckle Up BC campaign.

John Hicks noted there are funds available to help expand the RoadSafetyBC campaign if desired.

### 8. Other Business

### 9. Member Updates

#### • RoadSafetyBC – Kash Akinkuowo

- As already mentioned, the Buckle Up BC campaign will take place in March.

- Looking forward to working together with the CRD to get campaign information out, along with education and learning opportunities.
- John Hicks advised that the topic of interval speed cameras came up again at the CRD Board meeting so there may be correspondence coming through with an update on that.
- **ICBC – Colleen Woodger**  
No update
- **Youth and Children – Hailey Bergstrom-Parker**  
No update
- **Seniors – Dr. Paweena Sukhawathanakul**  
No update
- **CRD – John Hicks**
  - As part of the Let's Get Visible campaign, John, along with a Parks ranger and the school travel planning coordinator visited regional trails and distributed the reflectors that were purchased last year. It was very successful and well received. There was a lot of conversation about safety with trail users, and it was a good opportunity for the Parks ranger to reinforce some of the rules on the trails.
- **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**
  - Saanich Municipality last night talked about accelerating their active transportation plan and Vision Zero which is something the Commission has also discussed. Saanich staff have been asked to come back with a plan. Saanich Council was unanimous in getting this first step moving forward. There was another hit and run in Saanich last night so it's clear there is a traffic safety issue there that needs to be solved.
- **Walk On, Victoria – Todd Litman**
  - Walk On is also very concerned. They have been unable to come up with regional data, but on a provincial level, walking and cycling casualties represent 22% of all traffic fatalities. Approximately 15% of trips are made by active modes but those trips tend to be short, so there's probably less than 10% of travel by walking and cycling, and yet that makes up 22% of fatalities. If the crash rate in the CRD is similar to the province wide rate, then there is a huge over representation of active travel. Local, regional and provincial governments have targets to essentially double active transportation over the next decade. There are very good reasons to say that improving active transportation safety is justified. The research initiative by regional transportation professionals looking at how to reduce traffic speeds and increase safety through various strategies is particularly interesting. Simply changing speed limits is not adequate; there needs to be structural reforms in terms of transportation and land use.
  - Acting Chair Sukhawathanakul noted that discussion was held at the last meeting about increasing our focus on campaigns around visibility, but it is more complex than that. How can we promote synergy between drivers and pedestrians and cyclists? There is a lot of work that needs to be done to coordinate our campaigns.
- **Municipal Police Forces**  
No update

- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**
  - It was previously announced that there would be three new bus stops on East Sooke Road through the Beecher Bay First Nations, but that has been upgraded to eight new bus stops along East Sooke Road.
  - Maintenance crews have largely shifted to winter maintenance. With the forecast of another atmospheric river, they are making sure catch basins are clear to prevent flooding. There are over 100 road recovery sites that are currently being monitored. With the state of emergency in place, it is a very busy time.
- **Island Health – Angela Wheeler**  
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - A youth focus group was held last week, and it is planned to put together a video as quickly as possible on paying attention to people who are not visible. Walkers and cyclists need to be visible, but it is important that drivers are paying attention. The script is being worked on. Lots of ideas were received from youth in focus groups and it is hoped to have something ready by next month. Will be holding more focus groups next week with a larger youth group. If anyone has suggestions, please forward them. The impact of the videos is being monitored based on reactions on social media.
  - John Hicks provided context for the new Commission members regarding the funding provided by the Traffic Safety Commission for a joint project with the UVic Centre on Youth and Society to do research with youth. Students are working on the creative and Chek News are doing the television ads. Ideas for advertising, particularly re youth, are welcome.
  - One message would be to assume that nobody will stop for you. From a pedestrian perspective, assume nobody can see you and always be cautious. Making eye contact with the driver is a reasonable message but it can't be the only one we talk about. Eye contact can't happen when it is dark and raining, and with cars getting bigger and taller, that also makes eye contact more difficult.

## 10. Next Meeting

The next meeting will be held on February 8, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:14 pm.



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## **Notes of a Meeting of the Transportation Working Group Held December 13, 2021 as a MS Teams Meeting**

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**PRESENT Staff:** K. Lorette, General Manager, Planning and Protective Services; E. Sinclair, Senior Manager, Regional and Strategic Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning;

**Also present:** L. Beckett, District of Highlands; J. Carter, District of Sooke; J. Clary, Township of Esquimalt; B. Martin, District of North Saanich; T. McKay, District of Saanich; L. Mullin, BC Transit; M. Pearson, Province of British Columbia, MoTI; A. Pickard, District of Central Saanich; S. Renick, District of Oak Bay; J. Rosenberg, Town of View Royal; J. Starke, Southern Gulf Island Electoral Area; S. Webb, City of Victoria

**ABSENT:** K. Campbell, Salt Spring Island Electoral Area; B. DeMaere, Town of Sidney; H. Lockart, City of Colwood; Sherry Hurst, District of Metchosin; M. Mahovlich, City of Langford; R. Mattson, District of Sooke; B. Molnar, City of Colwood; R. Newlove, District of Saanich

The meeting was called to order at 3:00 pm.

E. Sinclair provided a Territorial Acknowledgement.

### **1. Approval of Agenda**

The Transportation Working Group approved the agenda.

### **2. Welcome and Introductions**

K. Lorette welcomed members and provided an overview of the Transportation Working Group's purpose in relation to advancing the Capital Regional District (CRD) Board-approved regional transportation priorities.

### **3. Terms of Reference**

The working group reviewed its Terms of Reference, as approved by the CRD Board on November 10, 2021.

E. Sinclair explained the format and frequency of working group meetings and the reporting structure to the CRD Transportation Committee.

### **4. Priority Areas**

E. Sinclair and J. Hicks provided an overview of the three transportation priority areas that require a region-wide approach for implementation: safety policy, transportation demand management (TDM) and implementation of a connected and consistent active travel network. The overview included a summary of how the CRD can support advancement of these priority areas.

E. Sinclair noted that the working group will be asked to report out on actions underway at the local and agency level related to these three priority areas at the January meeting. The working group requested that a template be provided to gather information.



## **5. CRD Transportation Update**

J. Hicks provided an update on current CRD projects underway that could benefit from regional coordination, including the Origin and Destination Household Travel Survey (O&D Survey), the planned update to the regional transportation model, active school travel planning, road safety etiquette campaigns and cycling infrastructure upgrades.

The working group discussed opportunities for value-add analysis related to the O&D survey. J. Hicks indicated the O&D survey must balance the need for consistent reporting and being a functional survey instrument with emerging trends in transportation. Opportunities for value-add analysis could be through scoping follow-up projects and recruiting interested participants through the O&D survey.

The working group had a preliminary discussion about road safety policy. The working group identified the need to specifically define what is meant by “regional approach”. Input gathered from members will support development of such a definition.

## **6. Working Relationships with Partner Divisions and Departments**

J. Hicks indicated that sub-committees may be needed to functionally advance work. Topics and make-up of such sub-committees will be determined once local and agency-level actions are documented. It was acknowledged that members have different transportation needs and that the working group should reflect a cross-section of these needs in order to be successful.

Several working group members requested updates from BC Transit and the Ministry of Transportation and Infrastructure on their priority projects and opportunities for alignment. Such updates will be provided at a future meeting.

## **7. Action List**

- **J. Hicks** – prepare a template to gather information about actions underway to advance a regional approach to safety policy, TDM and implementation of a connected and consistent active travel network.
- **All members** – be prepared to provide a verbal update on transportation actions underway at the local and agency level.

## **8. Adjournment**

The Transportation Working Group meeting was adjourned at 4:00 pm to January 24, 2022.



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## **Notes of a Meeting of the Transportation Working Group Held January 24, 2022 as a MS Teams Meeting**

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**PRESENT: Staff:** E. Sinclair, Senior Manager, Regional and Strategic Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning; C. Stewart, Planner, Regional Parks; C. MacKenzie (recorder)

**Also present:** L. Beckett, District of Highlands; J. Clary, Town of Sidney; J. Clary, Township of Esquimalt; Sherry Hurst, District of Metchosin; R. Kenny, City of Victoria; H. Lockhart, City of Colwood; T. McKay, District of Saanich; L. Mullins, BC Transit; M. Pearson, Province of British Columbia, MoTI; S. Renick, District of Oak Bay; J. Rosenberg, Town of View Royal; P. Webber, Province of British Columbia, MoTI

**ABSENT:** K. Campbell, Salt Spring Island Electoral Area; J. Carter, District of Sooke; M. Mahovlich, City of Langford; B. Martin, District of North Saanich; A. Pickard, District of Central Saanich; J. Starke, Southern Gulf Island Electoral Area;

The meeting was called to order at 2:31 pm.

E. Sinclair provided a Territorial Acknowledgement.

### **1. Approval of Agenda**

The Transportation Working Group approved the agenda.

### **2. Meeting Format and Structure**

E. Sinclair reviewed the meeting format and reporting structure with the Capital Regional District (CRD) Transportation Committee.

### **3. Member Updates – Sharing of Baseline Information**

Capital Regional District (CRD) staff prepared a template to seek input from working group members on the following: leading plans and policies, mode share targets, and the three transportation priority areas that require a region-wide approach for implementation (safety policy, transportation demand management and implementation of a connected and consistent active travel network). Input will be gathered from working group participants and used to create a baseline of ongoing actions across the region. The baseline will identify gaps for the working group to address.

Members shared information from their templates with the group, as summarized below.

#### **a) Leading Plans and Policies**

The municipalities of Sidney, View Royal, Colwood and the Salt Spring Island Electoral Area identified that they are developing new active transportation plans. Esquimalt is in the process of finalizing their active transportation plan.

The working group discussed its interest in using information from completed local active transportation plans to review the CRD Pedestrian and Cycling Master Plan (PCMP) and consider updates for future use. Such an update would support advancing the priority for implementing a connected and consistent active transportation network.

**b) Monitoring including Mode Share Targets**

The working group discussed target setting and monitoring efforts. Data-gathering, analysis and reporting needs will be an ongoing agenda item for discussion.

J. Hicks provided an update on the pending Origin and Destination Travel Survey scheduled for release in late 2023. The working group identified challenges with only receiving mode share data every five or six years and expressed interest in examining options to increase reporting in interim years.

**c) Priority Areas**

**Connected and consistent active transportation network**

C. Stewart provided an update on the Regional Trails Management Plan (RTMP). RTMP actions include a number of matters that relate to the working group's mandate related to implementing a connected and consistent active transportation network.

E. Sinclair and J. Hicks highlighted that the working group will be asked for input on actions related to construction and detour policies and trail widening policies, at the request of the Regional Parks Committee.

**Safety Policy**

The working group discussed the vision zero approach and other approaches to transportation safety in existing plans.

**Transportation Demand Management (TDM)**

The working group discussed different approaches to TDM, including parking, school travel planning, land use and development approval variances.

**4. Action List**

- **All members** – provide completed templates to J. Hicks by mid-February.
- **J. Hicks** – collate information in to a regional summary for discussion at the next meeting.

**5. Adjournment**

The Transportation Working Group meeting was adjourned at 3:30 pm to March 14, 2022.