

## Notice of Meeting and Meeting Agenda Transportation Committee

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Wednesday, April 20, 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. [22-174](#) Minutes of the February 16, 2022 Transportation Committee Meeting

**Recommendation:** That the minutes of the Transportation Committee meeting of February 16, 2022 be adopted as circulated.

**Attachments:** [Minutes - February 16, 2022](#)

### 4. Chair's Remarks

### 5. Presentations/Delegations

*The public are welcome to attend CRD Board meetings in-person.*

*Delegations will have the option 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. [22-272](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together: Re: Agenda Item 6.2.: Update on Transportation Priorities

### 6. Committee Business

**6.1.      [22-258](#)      Regional Parks Strategic Plan Update**

**Recommendation:** There is no recommendation. This report is for information only.

**Attachments:**      [Staff Report: Regional Parks Strategic Plan Update](#)  
                         [Appendix A: Strategic Plan Update Process](#)  
                         [Appendix B: Proposed Direction of Regional Parks Strategic Plan](#)  
                         [Appendix C: Presentation](#)

**6.2.      [22-261](#)      Update on Transportation Priorities**

**Recommendation:** There is no recommendation. This report is for information only.

**Attachments:**      [Staff Report: Update on Transportation Priorities](#)  
                         [Appendix A: Regional Transportation Priority Tracking Table](#)

**6.3.      [22-263](#)      Previous Minutes of Other CRD Committees and Commissions for Information**

**Recommendation:** There is no recommendation. The following minutes are for information only.  
a) Traffic Safety Commission minutes of February 8, 2022  
b) Transportation Working Group minutes of March 14, 2022

**Attachments:**      [Minutes: Traffic Safety Commission - February 8, 2022](#)  
                         [Minutes: Transportation Working Group - March 14, 2022](#)

**7. Notice(s) of Motion****8. New Business****9. Adjournment**

The next meeting is June 15, 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, February 16, 2022

9:30 AM

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

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#### PRESENT

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

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

EP - Electronic Participation

Guest(s): L. Mullins, Senior Manager, BC Transit

Regrets: Directors D. Howe, B. Isitt, M. Tait

The meeting was called to order at 9:30 am.

#### 1. Territorial Acknowledgement

Vice Chair Loveday provided the Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Loveday, **SECONDED** by Director Mersereau,  
That the agenda for the February 16, 2022 Transportation Committee meeting be approved.  
**CARRIED**

#### 3. Adoption of Minutes

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

**MOVED** by Director Loveday, **SECONDED** by Director McNeil-Smith,  
That the minutes of the Transportation Committee meeting of October 20, 2021 be adopted as circulated.  
**CARRIED**

#### 4. Chair's Remarks

There were no Chair's remarks.

#### 5. Presentations/Delegations

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

L. Trotter (Mullins) presented the BC Transit Update.

Discussion ensued on the following:

- the funding source for Rapid Transit and route upgrades
- work underway to make transit more accessible to cyclists
- future expansion plans for better connectivity across the region
- acknowledgement of previous work completed by BC Transit
- how local government can assist with the implementation of Rapid Transit

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

E. Doherty spoke in support of Item 6.2.

#### 6. Committee Business

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

K. Lorette spoke to Item 6.1.

Discussion ensued on the following:

- Regional Parks Committee's motion to consider the evolution of the regional trail network
- reviewing the updated Regional Parks Strategic Plan at this committee before presenting it to the Regional Parks Committee
- the department responsible for maintaining regional trails
- that all regional trail matters go to a single committee

**MOVED by Director Loveday, SECONDED by Director McNeil-Smith,  
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.**

**CARRIED**

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

K. Lorette spoke to Item 6.2.

Discussion ensued on the work completed by Capital Bike on the composition of riders in the CRD.

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

**CARRIED**

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

Discussion ensued on the following:

- the Traffic Safety Committee minutes relating to a safety policy regarding the minimum passing distance between cars and bikes
- the Transportation Working Group minutes relating to this year's work plan around the three key priorities
- advocating to preserve the E&N Corridor as a transportation corridor

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

**CARRIED**

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

There were no notice(s) of motion.

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED by Director Desjardins, SECONDED by Director Loveday,  
That the February 16, 2022 Transportation Committee meeting be adjourned at 10:26 am.**

**CARRIED**

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CHAIR

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RECORDER



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, APRIL 20, 2022

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**SUBJECT**     Regional Parks Strategic Plan Update

### **ISSUE SUMMARY**

To provide information on the status of the Regional Parks Strategic Plan update.

### **BACKGROUND**

The Capital Regional District (CRD) Board initiated an update of the Regional Parks Strategic Plan at its meeting of December 8, 2021 and extended the 2012-2021 Regional Parks Strategic Plan until July 2022 when an updated document will be brought forward (Appendix A).

The Regional Parks Committee provided input on the proposed direction for the new Regional Parks Strategic Plan. On February 9, 2022, the CRD Board accepted the proposed vision, mission, values and priority statements for stakeholder, First Nations and public input and recommended that a lens of conservation and protection of biodiversity be applied to the priorities and processes (Appendix B). Engagement with stakeholder groups and the public occurred between February and April 2022. Engagement with First Nations is ongoing throughout the process.

The region faces different challenges and opportunities since the Regional Parks Strategic Plan was adopted in 2012. Revisions to the Regional Parks Strategic Plan need to be in alignment with a number of Board-approved strategies that have been passed since 2012: Regional Growth Strategy, Regional Transportation Plan, Climate Action Strategy and the Special Task Force on First Nations Relations Final Report. Updating the Strategic Plan will draw from these Board directions, the engagement process, as well as from relevant legislation and guidance documents, operational knowledge and the results of public surveys.

The Transportation Committee Terms of Reference was approved by the CRD Board on March 9, 2022. The purpose of the Committee includes providing input into the Regional Parks Strategic Plan.

An updated Regional Parks Strategic Plan with a fulsome slate of actions and targets will be presented to the Transportation Committee and Regional Parks Committee in June 2022 for input and making recommendations to the CRD Board.

### **IMPLICATIONS**

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

The 2019-2022 CRD Corporate Plan envisions that residents of the region have access to convenient, green and affordable multi-modal transportation systems that enhance community well-being. A new vision for the region and associated Corporate Plan will be developed in the fall for the 2023-2026 Board term.

### *Alignment with Existing Plans & Strategies*

CRD strategies providing direction for regional trails, mobility and active transportation adopted since the 2012-21 Regional Parks Strategic Plan was developed include: 2014 Regional Transportation Plan, 2016 Regional Trails Management Plan, 2018 Regional Growth Strategy, 2018 Gulf Islands Regional Trails Plan, 2021 Climate Action Strategy and the regional transportation priority areas. Updating the Strategic Plan to reflect how these strategic initiatives align with the Regional Parks' service, as well as modernizing the format of the document, will improve its application to service delivery.

### *Intergovernmental Implications*

The regional trails system serves as the anchor for the broader active transportation network in the region. Coordination and cooperation between CRD Regional Parks, municipalities, First Nations and other agencies is key to an integrated and functional multi-modal system. The Transportation Committee currently supports regional coordination within the existing governance structure.

First Nations in the region are invited to engage in the Regional Parks Strategic Plan update in an early, meaningful and ongoing manner to determine the key priorities and initiatives to work on together over the next five to ten years. The updated Strategic Plan will support the CRD's commitment to reconciliation as a key priority and highlight opportunities for ongoing and meaningful engagement with First Nations on initiatives such as park management, ecosystem restoration, shared prosperity, and support the *Declaration on the Rights of Indigenous Peoples Act* Action Plan 2022-27.

### *Social Implications*

A new focus on accessibility and equity in the regional parks and trails system is proposed for the updated Strategic Plan. Initiatives that promote complete and connected communities by ensuring recreation, parks and green space can be easily accessed by transit, walking or cycling, and that strengthen an accessibility and equity lens in service delivery, are proposed that build on concepts in the Regional Growth Strategy and regional transportation priority areas.

### *Environmental & Climate Implications*

Regional parks and trails are vital in helping to achieve the region's climate action, natural resource protection and active transportation goals. The Bike and Pedestrian classification includes the Lochside, E&N and Galloping Goose between Victoria and Luxton Road in Langford. Bike and Pedestrian Trails are designated primarily to accommodate a high volume of users for recreational and commuting cycling, and for walking and running. They are the arterial cycling trails in the region and non-motorized vehicle transportation corridors for commuters. The 2020 Regional Trails Widening Study informs improved facility design standards for accessibility, safety and user comfort in the high-use sections of regional trails. Consideration will be given to the applicability of the existing regional trails classification system in light of advancing active transportation options over the next decade.

Advancing regional active transportation opportunities that contribute to greenhouse gas reduction is a key priority proposed to advance climate action and resiliency in the Regional Parks Strategic Plan.



### *Service Delivery Implications*

The CRD Regional Parks service continues to manage and operate the regional trails system while decision-making is supported by advice and recommendations provided to the CRD Board through the Regional Parks Committee and the Transportation Committee. Any changes to the operation and management of regional trails for active transportation will have service delivery implications.

### *Financial Implications*

Financial implications associated with service level adjustments identified by the updated Strategic Plan will be considered by the CRD Board in future service planning processes.

## **CONCLUSION**

The 2012-2021 Regional Parks Strategic Plan expires in July 2022. The 2022 Terms of Reference for the Transportation Committee includes input on the Regional Parks Strategic Plan. The Transportation Committee's April 20, 2022 meeting is an opportunity to receive information on the status of the Regional Parks Strategic Plan update. An updated Strategic Plan will be brought forward to the Transportation Committee and Regional Parks Committee in June 2022 for review and comment and to the Board for decision July 2022.

## **RECOMMENDATION**

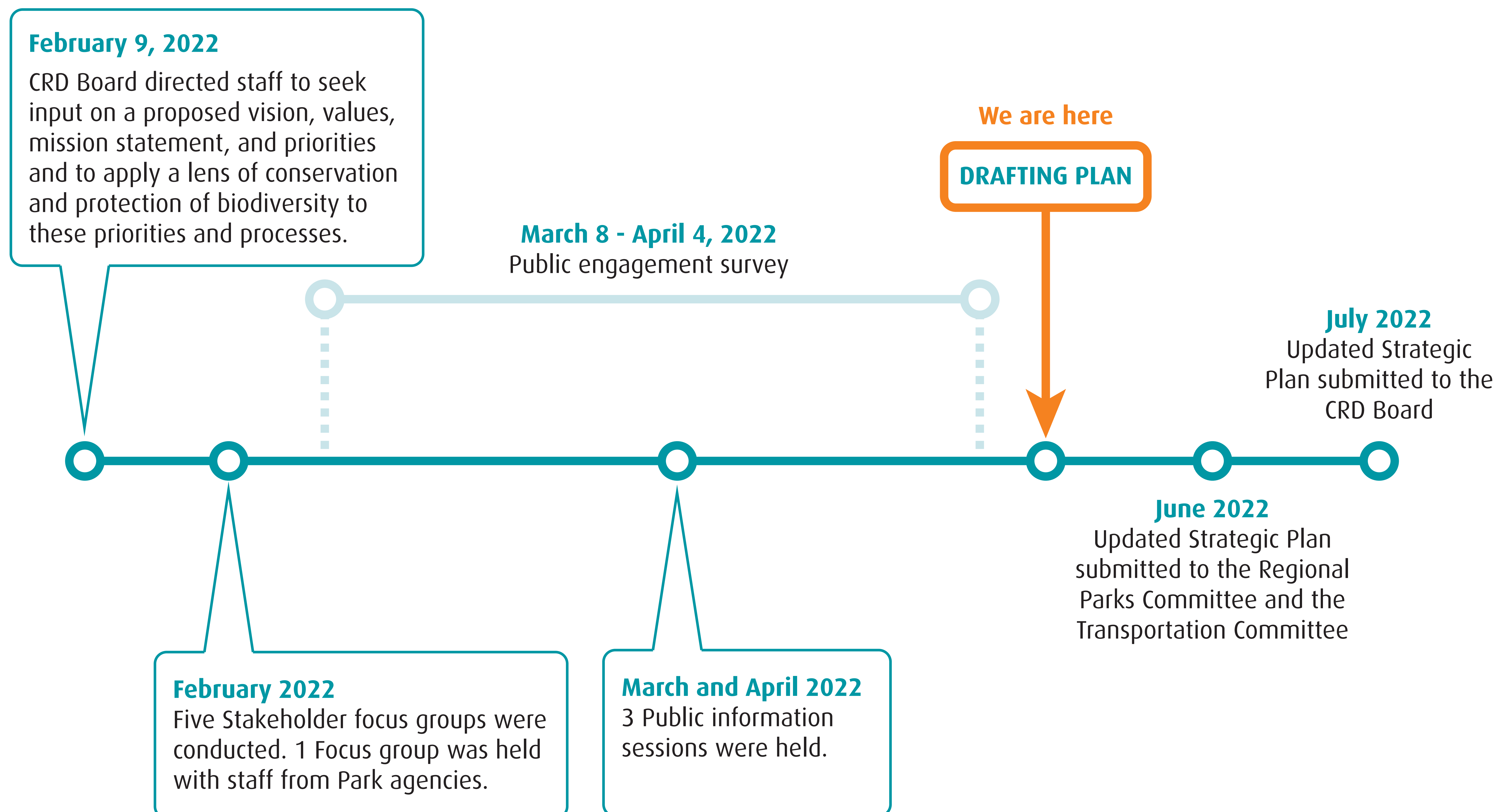
There is no recommendation. This report is for information only.

Submitted by:	Jeff Leahy, RPF, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

## **ATTACHMENTS**

Appendix A: Strategic Plan Update Process  
Appendix B: Proposed Direction of Regional Parks Strategic Plan  
Appendix C: Presentation

# Regional Parks Strategic Plan Update Process



First Nations engagement: The CRD's boundaries span the traditional territories of over 20 First Nations, whose ancestors have been taking care of the land since time immemorial. The CRD believes that a positive working relationship with First Nations is good for the whole region. Engagement with First Nations on the Regional Parks Strategic Plan is ongoing throughout 2022.

# Proposed Direction



## Vision 2032

We work cooperatively and respectfully to steward and expand an exceptional system of regional parks and trails that is rich in biodiversity and cultural heritage, resilient to change, connects people to nature and provides healthy outdoor experiences for all.



## Mission



Ensure regional parks and trails are resilient by delivering a sustainable service that is adaptable and takes action on climate change.



Foster stewardship of ecological and cultural resources by informing, engaging and collaborating with the public, volunteers, partners, and First Nations.



Provide access to regional parks and trails that facilitates healthy, safe and enjoyable outdoor recreation experiences for all.



Secure a diverse and connected system of regional parks and trails that protect and restore the integrity of our region's biodiversity and cultural landscapes.



Work with First Nations in taking care of the land and water.

## Values and Principles



**Accessibility** – We provide access to nature for all ages and abilities



**Conservation** – We work together to protect, restore and celebrate the region's natural and cultural landscapes



**Equity** – We work together to ensure regional parks and trails are inclusive and maintained as a common good



**Reconciliation** – We are committed to work towards reconciliation with First Nations



**Recreation** – We offer outdoor recreation experiences that improve our health and well-being



**Resiliency** – We take action on climate change by being adaptive and using resources sustainably with a view to benefiting future generations



## Conservation & Recreation

- Conserve biodiversity
- Enable outdoor recreation
- Work with partners
- Foster stewardship



## Access & Equity

- Enhance health & well-being
- Promote complete and connected communities
- Ensure economic fairness
- Accessibility & equity lens



## Climate Action & Resiliency

- Align sustainable service delivery with climate action
- Advance regional active transportation
- Develop partnerships
- Acquire and manage natural areas



## Reconciliation

- Incorporate First Nations reconciliation objectives
- Provide space for cultural use
- Strengthen engagement
- Support shared prosperity



## **KEY PRIORITY STATEMENTS REGIONAL PARKS STRATEGIC PLAN**

**February 2022**

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### **Conservation & Recreation**

- Take action to conserve biodiversity through acquiring land, restoration and monitoring of ecosystems across the region (UN; LAS; RGS, 2.1; RPSP, p.9)
- Enable users to recreate and have outdoor recreation experiences that are enjoyable, safe and compatible (RPSP, p.9 & 12)
- Work with partners in taking care of the land and water and providing sustainable outdoor recreation (Board, #6d & #6b-1 & #6b-2; RPSP, p.10; LAS)
- Foster stewardship through program delivery, knowledge sharing and leading by example (RPSP, p.10)

### **Access & Equity**

- Enhance health and well-being by providing nature and outdoor recreation experiences for all ages and abilities (Board, #6e; RPSP, p.9)
- Promote complete and connected communities by ensuring recreation, parks and green space can be easily accessed by transit, walking or cycling (RGS, 3.1 & 4.1; RPSP, p.9)
- Ensure economic fairness by managing regional parks and trails as a common good (RGS 5.1; Revenue, p.4)
- Strengthen an accessibility and equity lens in service delivery

### **Climate Action & Resiliency**

- Align sustainable service delivery and infrastructure improvements with climate action (RGS 7.1; CAS, 1.1 & 5.1; RPSP)
- Advance regional active transportation opportunities that contribute to greenhouse gas reduction (CAS, 3.7; RPSP; RGS, 4)
- Develop partnerships for the long-term consistent and connected management of green space and ecosystem services (RPSP; Board, #5a-5).
- Strategically acquire and manage natural areas to address climate mitigation, urban containment and access to green space for a growing population (RGS 7.1, CAS, 5.1; RPSP)

### **Reconciliation**

- Incorporate First Nation worldviews, knowledge and reconciliation objectives in the management of natural assets and cultural heritage (Board, #3a-3 & #6d; RPSP; FNSR; RNTF, p.44-45)
- Provide space for cultural and ceremonial use, food and medicine harvesting, traditional management practices and reclaiming Indigenous place names (Board, #3a-3 & #6d; RPSP; FNSR; FNTF, p.44-45)
- Strengthen engagement with First Nations in service delivery initiatives (Board, #3a-3 & #6d; RPSP; FNSR; FNTF, p.44-45; LAS)
- Seek partnerships, share information and deliver fair and equitable services in working with First Nations on achieving their economic goals (Board, #3a-3 & #6d; RPSP; FNSR; FNTF, p.44-45)



Reference Abbreviations:

Board	Capital Regional District 2019-2021 Board Priorities
CAS	Climate Action Strategy 2021
FNSR	First Nations Statement of Reconciliation
FNTF	First Nations Task Force Final Report, 2018
LAS	Land Acquisition Strategy 2020-2021
RGS	Regional Growth Strategy (RGS), Bylaw No. 4017, 2018
RPSP	Regional Parks Strategic Plan (RPSP) 2012-2021
Revenue	Draft Revenue Generation Strategy, 2021
UN	United Nations Decade on Ecosystem Restoration 2021-2030

# Regional Parks Strategic Plan Update 2022



April 20, 2022  
Transportation Committee

## Regional Parks Strategic Plan Update

1 Current Context

2 Planning Context

3 Engagement

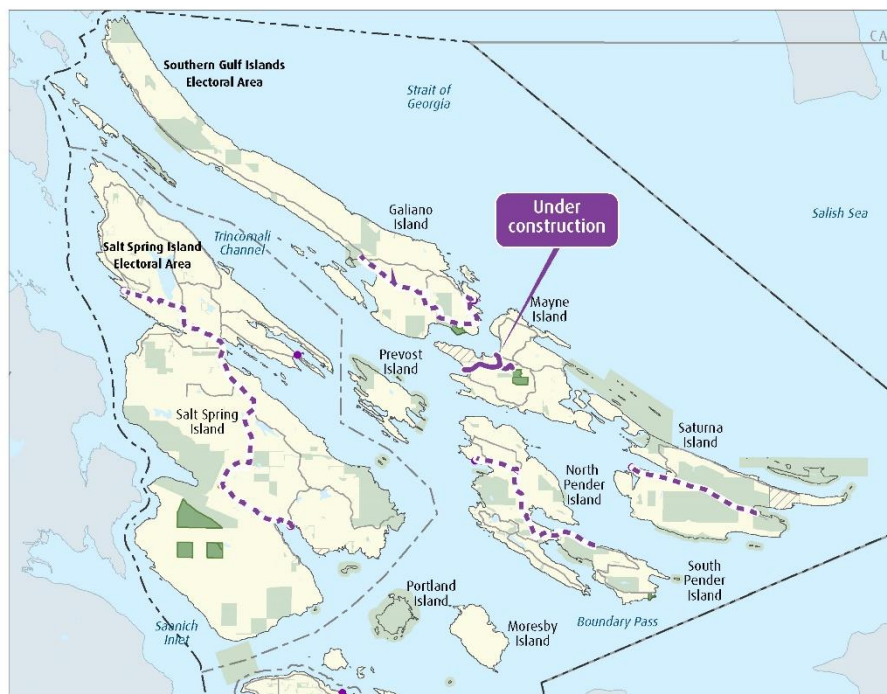
4 Proposed Direction




## Status Review 2012-21

- Strengthen management of existing parks & trails
- Plan for and open land banked parks & trails
- Strengthen community involvement, education & partnerships
- Promote health benefits
- Engage in planning for regional sustainability
- Prepare for future land acquisitions



## Regional Trails Classification



-  Bike and Pedestrian Trail
-  Multiple-use Trail
-  Proposed trail



# Current Context

CRD

1966

CRD Regional  
Parks service  
established

1986

Official Regional  
Parks Plan

1997

Regional  
Green/Blue  
Spaces Strategy

2000

Land Acquisition  
Fund Established  
CRD Parks Master  
Plan 2000-2012

2009

Citizen Advisory  
Panel

2012

Regional Parks  
Strategic Plan  
2012-2021

2017

Climate  
Action Strategy

2018

Regional Growth  
Strategy

2019

Land Acquisition  
Fund Extended to  
2029

Board declares  
climate  
emergency

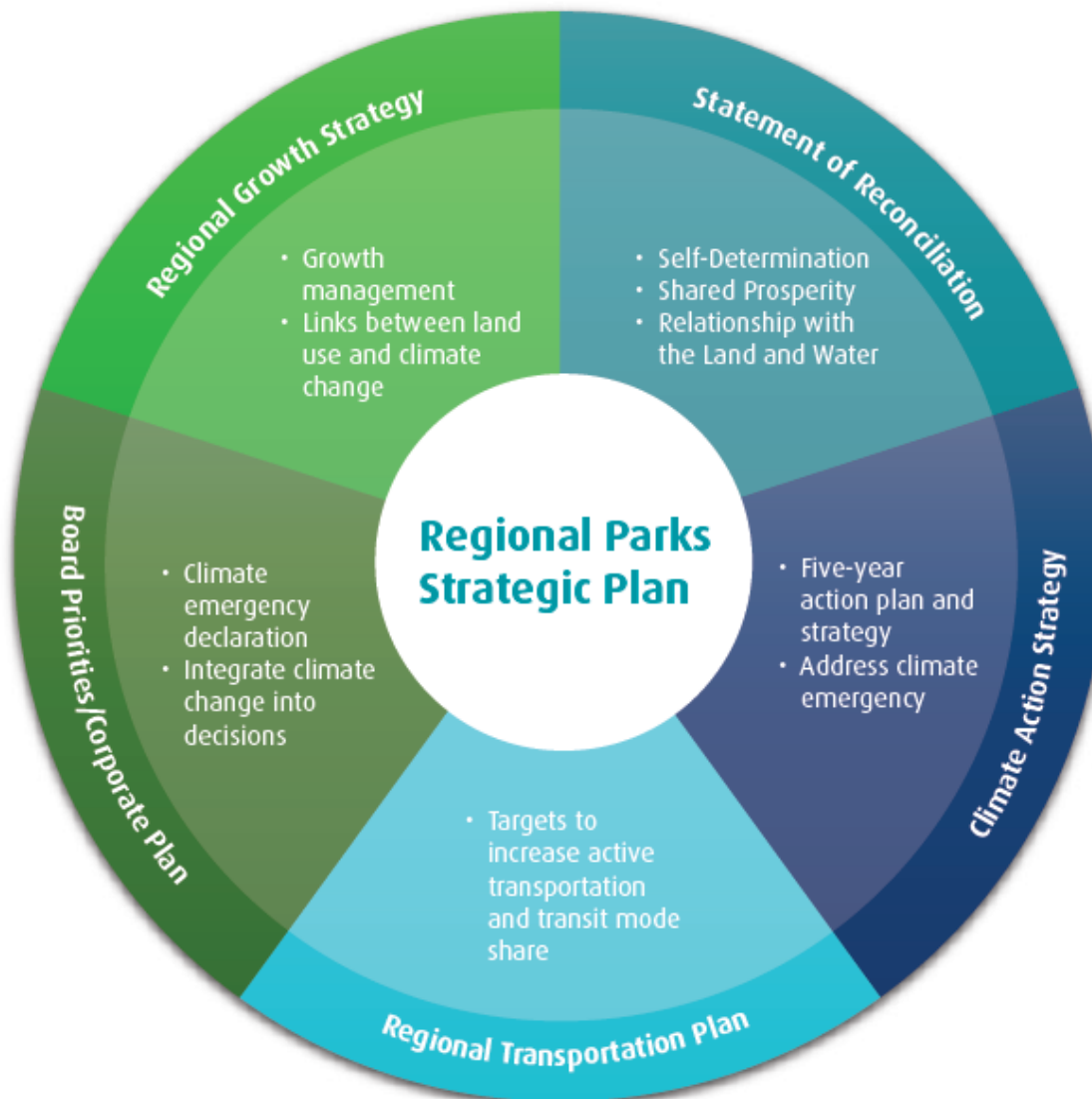
2021

New climate  
action strategy  
  
New Land  
Acquisition Fund  
model

2022

Regional Parks  
Strategic plan

# Planning Context



**Strategic Plan** – how we consistently make core directional choices to move the organization towards our hoped-for future

**Vision** – the preferred future state

**Mission** – what service is provided & why

**Values/Principles** – what is important, core beliefs

**Context** – setting, trends & issues

**Priorities** – goals, aspirations, desired outcomes

**Initiatives** – objectives or actions involved to achieve the results

**Targets** – measure success for monitoring and reporting



# Planning Context

CRD



Engagement with First Nations on the Regional Parks Strategic Plan is ongoing.

# Engagement

The logo for the Capital Regional District (CRD), featuring the letters 'CRD' in a stylized, white, sans-serif font against a teal background with wavy lines.

Who	What level	When	How
Regional Parks Committee	Input and advise	January	Workshop Meeting
First Nations	Collaborate	Ongoing	Invitation letter Meetings
Key Stakeholders	Involve	February – March	Focus groups
Public	Consult	March – April	Information sessions, Survey polls, Website, Media
Regional Parks Committee & Transportation Committee	Input and advise	June	Strategic Plan submission
CRD Board	Decision maker	July	Strategic Plan submission

## Vision 2032

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Ensure regional parks and trails are resilient by delivering a sustainable service that is adaptable and takes action on climate change.

## Values and Principles



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## Conservation & Recreation

- Conserve biodiversity
- Enable outdoor recreation
- Work with partners
- Foster stewardship
- Balance conservation & recreation



## Access & Equity

- Enhance health & well-being
- Promote complete and connected communities
- Ensure economic fairness
- Accessibility & equity lens





## Climate Action & Resiliency

- Align sustainable service delivery with climate action
- Advance regional active transportation
- Develop partnerships
- Acquire and manage natural areas



## Reconciliation

- Incorporate First Nations reconciliation objectives
- Provide space for cultural use
- Strengthen engagement
- Support shared prosperity



## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, APRIL 20, 2022

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### **SUBJECT**     Update on Transportation Priorities

### **ISSUE SUMMARY**

To report back on progress made towards advancing the regional transportation priorities.

### **BACKGROUND**

On May 12, 2021, the Capital Regional District (CRD) Board confirmed regional transportation priorities and directed staff to develop implementation strategies for each. These priorities seek to advance regional objectives to reduce congestion, improve mode share and take action on climate change. The approved priorities are as follows:

#### **Advocacy:**

- Bus mass transit (RapidBus)
- Multi-modal and safe highways
- Salt Spring Island (SSI)/Southern Gulf Islands (SGI) connectivity
- General Transit
- E&N corridor (protection, maintenance and upgrades)
- Westshore passenger ferry feasibility

#### **Action:**

- Active Transportation
- Transportation Demand Management (TDM)
- Safety policy
- Strengthening land use
- Parking and access upgrades

#### **Pivot:**

- Governance (long-term authorities)
- Non-bus mass transit (light rail, passenger ferry)

On July 14, 2021, the CRD Board directed staff to advance advocacy and implementation actions developed for each of the priorities, including the creation of a Regional Transportation Working Group. In doing so, the Board provided a clear mandate to develop a region-wide approach to TDM and safety policy, as well as to take regional action on the creation of a connected and consistent regional trail network.

On November 20, 2021, the CRD Board approved the terms of reference for the Regional Transportation Working Group.

### **Progress and Priority Work Streams**

Appendix A provides a snapshot of progress towards each of the regional transportation priorities. The work streams described below explain how staff are advancing the priorities.

#### **1. Transportation Working Group**

Reporting through the Transportation Committee, the Transportation Working Group is composed of senior staff from the CRD, municipalities, electoral areas and agency partners to advise on regional transportation matters requiring coordination. The group had its first meeting in December 2021 and met again in January and March 2022. The group is scheduled to meet every two months. The initial work program has focused on preparing a baseline of existing



targets, planning, program and infrastructure projects underway in the areas of TDM, safety policy and active travel. Working from these baselines, the group has scoped project deliverables to advance regional approaches to TDM, safety policy and creation of a connected and consistent regional trail network. See below and in Appendix A for more detail.

## **2. Baseline Targets, Planning, Program and Infrastructure Projects**

Transportation working group partners provided baseline information related to targets, priorities, planning, program and infrastructure for each of the three work program areas.

Overall, the baseline confirms that all partners are working towards regional objectives. Additionally, the baseline confirms that partners have incorporated the regional multi-modal transportation network into their respective local planning documents, a priority action in the Regional Transportation Plan.

Key findings from the baseline include:

- a. Partners are advancing transportation projects and policies as both transportation and climate change initiatives, demonstrating a strong interrelationship between climate change and transportation across the region.
- b. While partners have put in place oversight frameworks to monitor progress, there is no consistent approach to how partners set, monitor and report on targets. Some partners focus on mode share, others focus on specific climate targets such as Greenhouse Gas (GHG) reductions and some remain silent.
- c. Partners continue to advance infrastructure delivery priorities, with significant level of effort focused on engineering projects. Partners reported that depending on the item, resources are not always available to develop and deliver monitoring programs, education, engagement and approaches to advance policy, guidelines or behaviour change programs.

The baseline suggests that regional effort would be best spent to support monitoring, education and engagement. In addition, there is an opportunity to work in partnership with municipalities who are developing policy frameworks and testing implementation actions. By playing a convening role, the CRD can respond through information sharing and capacity building so that a common approach can be applied in local contexts around the region. The work streams described below provide more information.

## **3. Active Transportation – CRD Pedestrian and Cycling Master Plan**

Since the CRD Pedestrian and Cycling Master Plan (PCMP) was completed in 2011, the vast majority of partners have drafted local active transportation plans and/or comprehensive transportation plans. These plans now align to, or supersede, many sections of the PCMP by identifying preferred alignments for active transportation routes, setting out facility types and in many cases surpassing PCMP aspirations. For example, the Victoria Regional Transit Commission has moved from a 12% mode share target to a 15% mode share target. This change effectively moves the regional mode share target to 45% up from 42%. Another example are the PCMP design guidelines, which are now surpassed by the 2019 BC Active Transportation (BCAT) Design Guide and supplemental BC Active Transportation and Transit Oriented Development Design Guide.

The working group discussed the need to update the PCMP's planned cycling network based on the new plans. Once the network has been updated, the working group will prepare a key project list, implementation sequence and supportive actions to advance network completion. Supportive actions could include matters such as a shared approach for trail closures, detours and trail crossings.

Ministry of Transportation and Infrastructure, in partnership with the CRD, applied to the Federal Active Travel Fund for the Selkirk Trestle upgrade and Galloping Goose Widening project. If successful, this project will undertake needed refurbishment of the Selkirk Trestle and leverage the provincial contribution for the refurbishment to advance Phase 1 of the Galloping Goose widening, from Selkirk to the Switch Bridge. Considerable investment to maintain critical regional trail infrastructure is needed from the Province in order to continue to operate the regional trail network. The CRD provided letters of support to four other municipal applications to the fund, including expansion of AAA bike lanes in Victoria along Fort Street, extension and enhancements of bike lanes in Saanich on Shelbourne Street, implementation of Esquimalt's active transportation corridor on Tillicum Road and pedestrian and transit improvements in Colwood.

#### **4. Transportation Demand Management (TDM)**

The CRD currently provides active travel planning to partner municipalities and schools across the four school districts (SD) through its Ready Step Roll initiative. This planning initiative provides education and engagement to support active travel choices to/from school – a key trip generator for families across the region. SD62 has partnered closely with the initiative and are applying lessons learned on a district-wide basis at existing and new schools. Working at the SD level helps expand the reach of the initiative from a TDM perspective.

The working group has indicated there is value in the consistent regional approach to active school travel planning. The group expressed interest in how a scaled-up application to institutional and commercial trip generators could support TDM efforts. CRD staff have initiated discussions with Canadian Forces Base-Esquimalt to develop and implement a pilot Workplace Travel Planning initiative to encourage more staff to choose sustainable transportation. This will be done in partnership with municipalities, agencies and First Nations. Staff will report back to the working group with findings for further discussion on coordination and next steps.

#### **5. Safety Policy, Education and Engagement**

The CRD Traffic Safety Commission (TSC) is working with its many partners to focus on distracted and impaired driving this quarter. This includes the development of a youth focused new social media and television campaign targeted at recognizing and mitigating distraction from passengers. This campaign has been designed by youth/for youth as part of a collaborative partnership between the TSC and the University of Victoria.

The TSC's education and engagement efforts are complemented by a Let's Get Visible safety campaign, originally developed for Ready Step Roll schools and scaled to a regional application. Working in collaboration with CRD staff, the TSC, local police, Insurance Corporation of British Columbia (ICBC) and the University of Victoria, the campaign aims to provide people with safety tools and educate vulnerable users about the importance of being visible when moving throughout the region. Staff have undertaken two very successful engagement campaigns at the University of Victoria and on the Galloping Goose by the Selkirk Trestle. Each campaign saw interaction with approximately 500 to 600 individual users.

From a policy perspective, municipalities with vision zero policies are preparing action plans to test implementation approaches. Pending outcomes, these municipalities will report back to the working group with findings for further discussion on coordination and next steps.

## **6. Advocacy**

When developing implementation strategies, staff identified that advocacy would be most effective if the region speaks with one voice to secure senior government investment in regional priorities and accelerate delivery of high quality transit service. Staff noted that such advocacy needs to happen through multiple channels, including at the elected official, executive and senior staff levels.

To date, the Board Chair and Vice-Chair have met twice with the Minister of Transportation and Infrastructure to discuss general transit investments, accelerate the implementation of RapidBus, increase funding for the regional trail network, enhance transit and active travel facilities in highway projects, provide funding for a West Shore passenger ferry feasibility study, plan for the long term use of the E&N rail corridor and investigate values-based governance models based on CRD context. CRD staff have raised these items, as well as connectivity with Salt Spring Island and the Southern Gulf Islands, with ministry and agency colleagues at both the executive and staff levels.

The Minister has signalled support for improvements to transit and active travel, with projects to be funded and implemented as recommended in the South Island Transportation Strategy. The Minister has identified that transit recovery and RapidBus expansion is the current provincial priority over investments in long-term transportation alternatives. The Minister is open to joint advocacy to the federal government about long-term plans for the E&N rail corridor. Staff will continue the current advocacy approach, providing support to the Chair and Vice-Chair in meetings with the Minister and working with executive and senior staff as appropriate.

## **7. Equity in Transportation**

On March 9, 2022 the CRD Board directed staff to draft an equity lens that could be applied to transportation priority implementation, advocacy and future planning. The Board also directed staff to undertake a pilot study to test the application of an equity lens by reviewing gender imbalance in active transportation. Staff are undertaking this work in partnership with the Community Social Planning Council (CSPC).

To date, staff have shared quantitative data on ridership and Capital Bike's equity strategy with the CSPC, and are preparing the project charter. The CSPC has proposed research methodology to gather input and develop possible solutions based on the lived experiences of women using CRD regional trails. This work will inform two key components in the development of the equity lens: 1) applicability of qualitative data gathering methodology; and, 2) preliminary frameworks for policy and options development. Once the project charter is finalized, the CSPC will begin gathering data. The working group will be kept informed of progress and is interested in project outcomes for future discussion and potential coordination.

## **IMPLICATIONS**

### *Environmental & Climate Implications*

Quantifying GHG emissions savings from transportation projects continues to be an important work stream for climate action staff across the region. Staff are working with the City of Victoria and the District of Saanich to develop a methodology to use Vehicle Kilometers Travelled (VKT) for reporting and monitoring GHG emissions. The CRD Origin and Destination Household Travel Survey (O&D) will be administered in fall 2022, with findings about mode share prepared for early 2024. In addition to the above, staff continue to explore options for additional climate and transportation performance reporting.

*Intergovernmental Implications*

The regional transportation priorities and municipal transportation plans reflect the diverse needs of the region's partners; be it rural, semi-rural, urban, suburban or remote. As the CRD explores options for regional approaches to TDM, safety policy and a connected and consistent regional trail network, a guiding principle to the work is ensuring such approaches are robust enough to achieve common goals while being applicable to different local contexts around the region.

*Regional Growth Strategy Implications*

Regional, municipal, electoral area and partner agency action on regional transportation priorities supports Regional Growth Strategy (RGS) implementation. As noted in the 2021 RGS Indicator Report, ongoing effort is needed from municipalities and the Juan de Fuca Electoral Area to direct new dwelling unit development to locations that are well served by active travel and transit to most quickly and efficiently reduce GHG emissions.

*Service Delivery Implications*

The CRD is responsible for regional transportation planning, regional trails and transit and transportation on Salt Spring Island. Through the TSC the CRD also takes a leading role in transportation safety education. The priority work streams described above advance service delivery at pace, and will be ongoing into the next Board term.

*Financial Implications*

The identified work to advance the transportation priorities is being done within the existing core budget.

*Alignment with Board & Corporate Priorities*

Board Priority Initiative 1(a) identifies working in partnership to deliver an effective multi-modal transportation system as a priority for the 2019-2022 Board term. Implementation of the regional transportation priorities through the Regional Transportation Working Group and the above work streams operationalizes this priority into core service delivery. As noted above, this work will be ongoing into the next Board term.

*Alignment with Existing Plans & Strategies*

Advancing the regional transportation priorities aligns to the RGS, Regional Transportation Plan and Regional Trails Management Plan.

**CONCLUSION**

Transportation is a key priority for the CRD Board and residents of the region. Transportation's impact on affordability, climate change and general livability is well documented. The CRD is working with municipal, electoral area and agency partners to collaboratively advance its regional transportation priorities through a variety of work streams. This partnership approach enables the CRD to focus attention on areas where it can efficiently make the most impact within its existing service mandate. Staff have developed work plans to ensure these priority actions continue to advance, with progress reported in Appendix A Regional Transportation Priorities Tracking Table. The priority work streams advance service delivery at pace, and will carry forward into the next Board term.

**RECOMMENDATION**

There is no recommendation. This report is for information only.

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




**ATTACHMENT**

Appendix A: Regional Transportation Priority Tracking Table

## Appendix A: Regional Transportation Priorities Tracker

Priorities	Progress	Key Results
Transportation Demand Management (TDM)		Working group agreed that active school travel planning provides a regional framework for shifting travel behaviours at trip generators. Capital Regional District (CRD) staff will prepare lessons learned and scale this approach to other sectors and report back with findings for further discussion on coordination and next steps.
Safety Policy		Education campaigns underway to promote travel behaviours that enhance road safety for vulnerable road users. Municipalities with vision zero policies are preparing action plans and will report back to working group with findings for further discussion on coordination and next steps.
Active Transportation		Working group agreed to update the planned regional cycling network based on new active travel plans and to prepare a key project list, sequence and actions to advance network completion. Ministry of Transportation and Infrastructure (MoTI), in partnership with CRD, and four municipalities applied for the federal active transportation grant.
Governance		CRD staff and elected officials have advocated to MoTI staff, executive and Minister. CRD staff will begin to research values-based governance models based on regional context.
Parking Upgrades		CRD Regional Parks have undertaken multiple parking lot upgrades to accommodate increased park visitation and minimize safety issues on rural roads.
Strengthen Land Use		CRD staff have provided input to multiple Official Community Plan (OCP) processes and are scoping research opportunities in partnership with municipalities to support complete communities targets.
Salt Spring Island (SSI) / Southern Gulf Islands (SGI) Connectivity		CRD staff are advancing the SSI Active Transportation Plan and a demonstration project on Mayne Island.
General Transit Investments		CRD staff have provided input to BC Transit Local Area plan development and advocated to MoTI staff, executive and Minister for transit investments.
Bus Mass Transit (RapidBus)		BC Transit and MoTI, with input and advocacy from CRD staff and elected officials are advancing the RapidBus Implementation Strategy.
Multi-Modal & Safe Highways		MoTI, with input from CRD staff, are advancing projects that improve transit (e.g., queue jumpers on Highway 17) and active travel infrastructure.
Westshore Passenger Ferry Feasibility Study		CRD staff and elected officials have advocated to MoTI staff, executive and Minister for investment transportation alternatives. Minister has identified transit recovery and expansion is the priority.
E&N Corridor (Protect, Maintain & Upgrade)		CRD staff and elected officials have advocated to MoTI staff, executive and Minister for investment transportation alternatives. Minister is interested in joint advocacy efforts to the federal government.

### Legend

-  Proceeding as planned
-  Delay / emerging issue
-  Problem / issue

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, February 8, 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)  
Fred Haynes, CRD Director (Chair) (EP)  
Sgt. Andy Harward, 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)  
S/Sgt. Adam Tallboy, CRD Integrated Road Safety Unit (EP)  
Angela Wheeler, Island Health (EP)  
Colleen Woodger, ICBC Road Safety and Community Involvement (EP)

**Associates:** Sgt. Mark Fisher, Oak Bay Police (EP)  
John Hicks, CRD (EP)  
Dallas Perry, BC Transit (EP)

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Ron Cronk, Vancouver Island Safety Council  
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 12:30 pm.

**1. Territorial Acknowledgement**

Chair Haynes provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Corey Burger, that the agenda be approved with the following addition: **CARRIED**

- Grant application from the Oak Bay Police for a crosswalk safety project. This item will be added after Chair's remarks.

**3. Approval of Minutes – January 11, 2022**

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on January 11, 2022 be approved. **CARRIED**

**4. Chair's Remarks**

Chair Haynes commented that it is good to be back in the new year and he is looking forward to the Commission's work this year.

**5. Grant Application (agenda item added)**

Vice-Chair Sukhawathanakul provided information on a funding application received from Oak Bay Police for a crosswalk safety program. Funds are requested for two handheld LED stop signs and ten LED visible vests. The application is partially in response to the increased incidence of pedestrians being hit at crosswalks and in relation to issues around sustainability of the crossing guard program. This is an educational program which will have police present to engage students in conversations about safety. Although the evaluative component of the application needs to be strengthened, it would be in the interests of the Commission to support this type of pilot program. We can work with the applicant to strengthen the evaluative component, perhaps by providing ways in which we can

engage more feedback from the participants, etc. It is a valuable program and affordable for the Commission to fund.

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Colleen Woodger, that approval in principle be given to provide funding in the amount of \$1700 to the Oak Bay Police Department for an educational program around crosswalk safety. **CARRIED**

Discussion was held regarding providing additional funds to strengthen the evaluative component of the application. The Commission has the resources to do this, and we could possibly get some university students involved to provide more assistance. The members of the grant sub-committee will need to have further discussion about how to make this grant stronger, but we do want to support police led educational campaigns.

Additional comments on the application were as follows:

- Colleen Woodger said she is excited to see this application and fully supports the program. It is rare that we see enforcement officers take a lead on this kind of outreach.
- Frederick Grouzet commented that he understands the importance of this but would want it documented, so it's not just one shot, one location. Evaluation is important.
- Corey Burger remarked that the funding of crossing guards has been challenging throughout the region. He doesn't see any regionalized picture with this application; what are other issues associated with this? Hopeful this will be a pilot project that will pick up some of the issues and bring them forward which would be useful for us to go out to the larger region.
- John Hicks said that he has had conversations with the Oak Bay Police regarding the application and said that they are committed to doing monthly activity sheets with patrol times and areas where there are patrols; recording any traffic offences, including warnings issued to drivers; and noting any file numbers that involve incidents at crosswalks or crossings in and around Willows School. A police officer will be present working with students and crossing guards. Oak Bay Engineering is on board as is Willows School, so they have made sure there is a strong partnership. The intent is to see from the information collected whether it's a workable option for other jurisdictions.
- Sgt. Mark Fisher from Oak Bay Police echoed what John had to say and said there is obviously a need for some evaluation around the project and they are fully invested in that. There is a lot of pre-enforcement data to rely on from the work the police do in that school zone which would provide a bit of a baseline.
- Corey Burger commented that everyone is on their best behaviour when police are present and suggested that one of the evaluation pieces we should be asking for is looking at that difference. What impact will what we're funding have when police aren't present; is there a characteristic difference between before and after when police aren't present?
- Frederick Grouzet suggested that as part of the evaluation, UVic students could be used to observe when police are present and when they're not.

Vice-Chair Sukhawathanakul noted that the Commission has some clear expectations of how to measure impact in terms of assessing the amount of safety with police presence and without. If you have specific measures you would like to see included, please advise her or any of the grant application subcommittee members (Colleen Woodger, Dallas Perry, Frederick Grouzet). They do want to work with the applicant to provide options, measures of success, etc.

**MOVED** by Todd Litman, **SECONDED** by Corey Burger, that approval be given to provide added funding for this grant application in the amount of \$1500 to allow for additional support and evaluation with assistance from UVic. **CARRIED**

## 6. Business Arising from Previous Minutes

### ➤ Update on proposed use of TikTok for messaging

Frederick Grouzet provided information on the proposed use of TikTok for messaging. He explained that we would need to work with influencers that are already connected. They would record and disseminate one message re traffic safety each month for us, with the message topic to be provided one month in advance. We would use the model that has been used for our videos and messages would align with the BC Association of Chiefs of Police traffic enforcement calendar.



**MOVED** by Todd Litman, **SECONDED** by Colleen Woodger, that funding in the amount of \$2000 be allocated to pay for a monthly subscription for influencers to disseminate traffic safety messaging via TikTok. **CARRIED**

Colleen Woodger said that she can assist with providing key messaging and there is also general messaging on the ICBC website that could be used.

## 7. Priority Business

### ➤ Budget Update

There are no changes to the budget. It will be about \$100,000 including the carryover which is being finalized at the end of this week. There is a very healthy budget to support campaigns, and we should continue to advertise that funding opportunities are available.

### ➤ Traffic Safety Commission Membership Vacancies

John Hicks advised that, due to Chris Foord leaving the Commission, there is a vacancy for a member at large with experience in transportation or safety. If members know of anyone who has that background experience, have them contact John.

We are also currently missing members from Island Health (Medical Health Officer), the Coroner's Service, and School Districts. Due to the demands of the pandemic, these organizations are unable to participate right now. It is expected they will be back once things are at a calmer level for them.

Vice-Chair Sukhawathanakul commented that she has some school counsellor contacts and may reach out to see if there is a school district representative available.

### ➤ BCACP Calendar

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission re the focus of our partners and to try and frame our advertising to support them. We could do the advertising ourselves or support any of our partners with additional funding to expand their campaigns.

Colleen Woodger noted that March 1-31 is the provincial distracted driving campaign and police across the province will be focusing enhanced efforts on motorists who are distracted behind the wheel. There will be two projects on the Island, one working the Peninsula, and one Island wide which will have two large enforcement awareness days involving police, volunteers, reserves and the Ministry of Transportation. ICBC will also have their social media campaigns, and from the education/awareness side, there is a big push on all their presentations during that time focusing on distracted driving.

Frederick Grouzet commented that the new ad being produced will align well and will be ready for March. Also, he will share the BCACP calendar with Chek so that we can plan the rotation of the ads according to the calendar.

## 8. Other Business

## 9. Member Updates

### ➤ RoadSafetyBC – Kash Akinkuowo

- RoadSafetyBC has a new Director of Public Priorities who has replaced Erin Anderson. Kash will remain as a member on the Commission, but the new Director would also like to attend a Commission meeting.
- Their campaigns are ongoing and supporting the ICBC distracted driving campaign as well. Also, the Buckle Up BC campaign will take place in March. There will be a social media package and their campaign documents can be shared with interested partners.

- **ICBC – Colleen Woodger**
  - Central Saanich Municipality have started a speed watch group.
  - Doing GLP presentations with schools.
  - Working with the Malahat nation doing car seat training for their community.
  - Had the opportunity to go out with Westshore RCMP to support some of the Ready, Set, Roll school programs.
- **Youth and Children – Hailey Bergstrom-Parker**

No update
- **Seniors – Dr. Paweena Sukhawathanakul**
  - Thanks to Angela Wheeler, John Hicks, Todd Litman and Corey Burger for helping to support the ATLAS project. Will be looking for more funding opportunities for that project.
- **CRD – John Hicks**
  - The next Let's Get Visible date will be March 1 at UVic. Karen Laberee from BikeMaps.org will be there along with representatives from the CRD School Travel Planning and the Traffic Safety Commission doing the Let's Get Visible work focusing on pedestrians and cycling.
- **Integrated Road Safety Unit – Adam Tallboy**
  - Sgt. Andy Harward will be the new member representing the Integrated Road Safety Unit.
  - IRSU is working with police partners around the CRD doing education and enforcement and working with ICBC on the BCACP campaigns in March.
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**
  - No update
- **Vancouver Island Safety Council – Ron Cronk**
  - No update
- **Capital Bike – Corey Burger**
  - Their AGM was held two weeks ago and Corey will be on the Board for the next two years.
  - It is currently Winter Go by Bike Week and you can log your cycling trips.
  - Still working through pieces of the Motor Vehicle Act reform. It is slowly moving forward. Looking for clarity around safe passing and lane positioning.
- **Walk On, Victoria – Todd Litman**
  - No update
- **Municipal Police Forces – Sgt. Mark Fisher, Oak Bay Police**
  - Happy to hear that Colleen Woodger is doing work on child seat training as there is a big demand for this.
  - Thanks to the Commission for supporting the crosswalk education program application.
- **BC Transit – Dallas Perry**

No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**

No updates
- **Island Health – Angela Wheeler**
  - The Vision Zero and road safety grant program adjudication is coming up this week and eight applications will be reviewed in that process.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - No update

## 10. Next Meeting

The next meeting will be held on March 8, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:20 pm.



Making a difference...together

## Notes of a Meeting of the Transportation Working Group Held March 14, 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; M. MacIntyre, Manager, Planning Resource Management and Development; M. Solomon, Park Operations Supervisor North; C. Stewart, Planner, Regional Parks; C. MacKenzie (recorder)

**Also present:** J. Clary, Township of Esquimalt; B. DeMaere, Town of Sidney; R. Ding, District of Oak Bay, R. Kenny, City of Victoria; H. Lockhart, City of Colwood; M. Mahovich, City of Langford; R. Mattson, District of Sooke ; T. McKay, District of Saanich; M. Pearson, Province of British Columbia, MoTI; A. Pickard, District of Central Saanich; J. Rosenberg, Town of View Royal; P. Webber, Province of British Columbia, MoTI; B. Martin (District of North Saanich)

**ABSENT:** L. Mullins, BC Transit.

**EXEMPT:** L. Beckett, District of Highlands; K. Campbell, Salt Spring Island Electoral Area; J. Carter, District of Sooke; S. Hurst, District of Metchosin; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning; J. Starke, Manager Southern Gulf Island Electoral Area

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

E. Sinclair provided a Territorial Acknowledgement.

### I. **Approval of Agenda**

The Transportation Working Group approved the agenda.

### II. **Priority Business**

#### 1) **Connected and consistent regional trails network**

##### a) **Detour guidelines**

J. Hicks discussed the desire for regional cooperation in relation to trail detour guidelines. He indicated there is significant advocacy from the public for consistency and transparency around what to expect when detours are required, particularly in relation to Triple A facilities.

The District of Saanich is planning on creating a detour policy later this year and the City of Victoria identified that they have nothing formal but apply a AAA lens. M. Solomon from Regional Parks added that municipal input is considered.

**ACTION:** Options for preparing a common detour guideline will be explored at future meetings.

##### b) **Consistency of crossings**

J. Hicks explained that having consistency in user experience at trail crossings would be favorable.

**ACTION:** J. Hicks will reach out to individual members to discuss how best to advance consistency and bring back the findings to the group.

**c) Trail widening and lighting**

J. Hicks noted that CRD effort on trail widening, and lighting will be focused on the urban sections of the Galloping Goose regional trail. Drivers for this work include increased trail use, faster observed travel speeds and changing size of mobility devices, including e-bikes. The group observed that the need for a coordinated approach on detours will be critical when trail widening gets underway.

T. McKay asked about the funding strategy to advance trail widening, noting that reliance on grants could be risky. M. McIntyre indicated that there were no additional funding sources but that they were looking at developing a capital planning process to identify matching requirements under the grant. R. Kenny and T. McKay stated that it would be beneficial to develop secure dedicated funding streams for such important regional infrastructure projects.

**2) Traffic Safety**

**a) Default speed reduction pilot update (Distinct of Saanich)**

T. McKay noted that the default speed reduction pilot was on hold. The District of Saanich is planning on developing a policy around speed limits based on guidance from National Association of City Transportation Officials (NACTO) and will report out to the group for further discussion on coordination and next steps at a later date.

**b) BC Association of Police Chief's – Safety Calendar- Distracted Driving/Occupant Restraint Campaign**

J. Hicks advised that the Traffic Safety Commission (TSC) follows this calendar in determining its work plan. TSC is currently developing screen and print materials related to distracted driving.

**c) Capital Regional District (CRD) Ready Step Roll and CRD Traffic Safety Commission – Let's get visible – Pedestrian and Cyclist visibility**

J. Hicks advised that the "Let's get visible" campaign has been successful, both with Ready Step Roll schools and with broader community events. The campaign promotes the importance of being visible in low-light conditions, with education for both drivers and vulnerable road users.

**III. Transportation Demand Management (TDM)**

**a) School based TDM – Ready Step Roll**

J. Hicks noted there are fewer school applicants to the 2022-23 Ready Step Roll cohort, due to pandemic fatigue within school administration and parent advisory councils. Efforts for this year will be shifted to undertaking a program review and launching a scaled-up application to other sectors (see item below for more information).

M. Malhovich from the City of Langford shared her positive experience with the initiative, specifically 'Walk & Wheel for 5' template signage and strong relationship with School District 62. The group agreed a consistent regional approach to signage is of value. A. Pickard suggested Keating Elementary school would be a good school to review again post highway infrastructure changes. T. McKay noted working with other school districts would be useful.

**b) Workplace TDM – Department of National Defense (DND)**

J. Hicks noted CRD is looking to build on the lessons learned from school travel planning to pilot a workforce initiative for CRD to extend to the school network planning.

**IV. Update from February 16, 2022 Transportation Committee**

**1) Equity Staff Report – approved motions and work plan**

J. Hicks noted the Board has directed staff to undertake a pilot project on the disparity in gender use of the regional trails and to develop equity lens to transportation decision making.

**V. Additional Business**

**1) Federal Government Active Transportation Fund Applications**

The following plan partners intend to apply for the Federal grant: CRD Parks/MoTI, District of North Saanich, District of Saanich, Township of Esquimalt, District of Sooke and City of Victoria.

**2) Partner Baselines**

J. Hicks noted the baselines have been summarised. The results show that partners are generally working towards the same vision and goals. Showed intrinsic link between climate and transportation along with differences in reporting and setting targets.

**3) Origin and Destination Household Survey Update**

J. Hicks informed the group that the survey will be starting in the fall. Additional questions will be added in relation to ebikes.

**4) Pedestrian and Cycling Master Plan (PCMP) and Bike Maps**

E. Sinclair indicated that the PCMP had served the region well. However now that most partners have developed their own active transportation plans it was no longer serving its purpose. She indicated that the network plan as shown by the bike map was still important to show connectivity gaps, aspirations and changes over time. She indicated that CRD will work to update the map. J. Hicks mentioned that the current bike map was changed at the last minute to reflect public concerns relayed to municipal partners in relation to shared streets. Some shared streets have been removed.

**ACTION:** CRD staff will set up individual meetings to discuss updated PCMP network mapping later in Q2.

**VI. Adjournment**

The Transportation Working Group meeting was adjourned at 3:30 pm to May 9, 2022.