



Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, January 18, 2023

9:30 AM

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

D. Murdock (Chair), L. Szpak (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries,
B. Desjardins, S. Goodmanson, D. Kobayashi, C. McNeil-Smith, M. Tait, D. Thompson, 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. [23-064](#) Minutes of the June 15, 2022, and August 3, 2022 Transportation Committee Meetings

Recommendation: That the minutes of the Transportation Committee meetings of June 15, 2022, and August 3, 2022 be adopted as circulated.

Attachments: [Minutes - June 15, 2022](#)
[Minutes - August 3, 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 at www.crd.bc.ca/address no later than 4:30 pm two days before the meeting 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.

5.1. [23-067](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together: Re: Agenda Item 6.2.: Update on Transportation Priorities

5.2. [23-070](#) Delegation - Corey Burger; Representing Capital Bike: Re: Agenda Item 6.3.: Regional Cycling Facility Classification

6. Committee Business

6.1. [23-021](#) 2023 Transportation Committee Terms of Reference

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

Attachments: [Staff Report: 2023 Transportation Committee Terms of Reference](#)
[Appendix A: 2023 Transportation Committee Terms of Reference](#)
[Appendix B: Transportation Cttee Terms of Reference \(Redlined\)](#)

6.2. [23-024](#) Update on Transportation Priorities

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

Attachments: [Staff Report: Update on Transportation Priorities](#)
[Appendix A: Regional Transportation Priorities Tracker](#)

6.3. [23-025](#) Regional Cycling Facility Classification

Recommendation: The Transportation Committee recommends that the Capital Regional District Board: That the Capital Regional District Board approve the regional cycling facility classification shown in Appendix A.

Attachments: [Staff Report: Regional Cycling Facility Classification](#)
[Appendix A: Regional Cycling Facility Classification](#)
[Appendix B: Updated Regional Cycling Network](#)

6.4. [23-023](#) 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 July 12, 2022
- b) Traffic Safety Commission minutes of September 13, 2022
- c) Traffic Safety Commission minutes of October 11, 2022
- d) Traffic Safety Commission minutes of November 8, 2022
- e) Transportation Working Group minutes of October 17, 2022

Attachments: [Minutes: Traffic Safety Commission - July 12, 2022](#)
[Minutes: Traffic Safety Commission - September 13, 2022](#)
[Minutes: Traffic Safety Commission - October 11, 2022](#)
[Minutes: Traffic Safety Commission - November 8, 2022](#)
[Minutes: Transportation Working Group - October 17, 2022](#)

7. Notice(s) of Motion

8. New Business

9. Adjournment

The next meeting is March 15, 2023.

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

Meeting Minutes

Transportation Committee

Wednesday, June 15, 2022

9:30 AM

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

PRESENT

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

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

EP - Electronic Participation

Regrets: Directors: F. Haynes, R. Mersereau, M. Tait

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

1. Territorial Acknowledgement

Chair Screech provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Taylor, **SECONDED** by Director Loveday,
That the agenda for the June 15, 2022 Transportation Committee meeting be approved.
CARRIED

3. Adoption of Minutes

3.1. [22-401](#) Minutes of the April 20, 2022 Transportation Committee Meeting

MOVED by Director Taylor, **SECONDED** by Director Loveday,
That the minutes of the Transportation Committee meeting of April 20, 2022 be adopted as circulated.
CARRIED

4. Chair's Remarks

The Chair spoke of the importance of the discussions to be had around the E&N Railway.

5. Presentations/Delegations

- 5.1. [22-406](#) Delegation - Corey Burger; Representing Capital Bike: Re: Agenda Items 6.3.: Regional Trails - Widening & Lighting Project and 6.4.: Temporary Closures of Regional Trails

C. Burger spoke to Items 6.3. & 6.4.

6. Committee Business

- 6.1. [22-388](#) Renewed Regional Parks and Trails Strategic Plan

J. Leahy spoke to Item 6.1.

Discussion ensued on the following:

- future plans for shared micromobility
- budget implications arising from any delay
- the importance of completing an impact assessment before creating new trails
- management of trails where they intersect with municipal roads
- the quickly evolving trail use necessitating a more fulsome plan
- protecting our relationship with the local First Nations

**MOVED by Director Plant, SECONDED by Director McNeil-Smith,
The Transportation Committee recommends to the Regional Parks Committee:
That the Capital Regional District Regional Parks and Trails Strategic Plan
2022-2032 be approved on an interim basis for one year while engagement with
First Nations continues.**

CARRIED

OPPOSED: Isitt

Motion Arising:

**MOVED by Alternate Director de Vries, SECONDED by Director Taylor,
That bike parking and e-bike charging stations be added to priority action 4-2e.**

CARRIED

6.2. [22-393](#) Island Rail Corridor (E&N Corridor) Advocacy

K. Lorette spoke to Item 6.2.

Discussion ensued on the following:

- next steps
- the importance of board approved advocacy to the federal government
- the land-use component of the Island Corridor Foundation's business case

Motion Arising:

MOVED by Director Isitt, **SECONDED** by Director Seaton,

The Transportation Committee recommends to the Capital Regional District Board:

That the Capital Regional District Board escalate advocacy for restoration and resumption of rail operations on the E&N Corridor and requests that the Chair communicates with Provincial, Federal, First Nations, and other regional elected officials on behalf of the Board.

CARRIED

Motion Arising:

MOVED by Director Desjardins, **SECONDED** by Director Isitt,

That the Transportation Committee request staff provide the Board with steps to be taken and timelines for heightened, urgent advocacy in support of protecting the corridor particularly with the Federal government given the court deadline of March 2023.

CARRIED

OPPOSED: McNeil-Smith, Plant

6.3. [22-350](#) Regional Trails - Widening & Lighting Policies

This Item was postponed until the August 3, 2022 Transportation Committee meeting.

6.4. [22-347](#) Temporary Closures of Regional Trails

This Item was postponed until the August 3, 2022 Transportation Committee meeting.

6.5. [22-396](#) Previous Minutes of Other CRD Committees and Commissions for Information

There was no recommendation. The minutes were for information only.

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 Taylor, **SECONDED** by Director McNeil-Smith,
That the June 15, 2022 Transportation Committee meeting be adjourned at 11:15
am.

CARRIED

CHAIR

RECORDER

Meeting Minutes

Transportation Committee

Wednesday, August 3, 2022

1:30 PM

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

Special Meeting

PRESENT

Directors: J. Loveday (Acting Chair), P. Brent (EP), S. Brice (EP), B. Desjardins, F. Haynes (EP), B. Isitt (EP), C. McNeil-Smith (EP), R. Martin (EP), R. Mersereau (EP), L. Seaton, M. Tait (EP), N. Taylor

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

EP - Electronic Participation

Regrets: Directors: C. Plant, D. Screech

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

1. Territorial Acknowledgement

Director Taylor provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Desjardins, **SECONDED** by Director Taylor,
That the agenda for the August 3, 2022 Transportation Committee meeting be approved.
CARRIED

3. Chair's Remarks

There were no Chair's remarks.

4. Presentations/Delegations

There were no presentations or delegations.

5. Committee Business

5.1. [22-350](#) Regional Trails - Widening & Lighting Policies

J. Leahy presented item 5.1. for information.

Discussion ensued on the following:

- the status of outstanding grant applications
- project priorities for phases one and two
- updates to the Regional Trails Management Plan
- funding strategies

This report was received for information.

5.2. [22-347](#) Temporary Closures of Regional Trails

J. Leahy presented item 5.2. for information.

Discussion ensued on the following:

- municipal cooperation for detour planning
- a strategy to minimize public impact during trail construction

This report was received for information.

5.3. [22-491](#) Island Rail Corridor Advocacy Timelines

K. Lorette presented Item 5.3. for information.

Discussion ensued on the following:

- engaging with local MLAs regarding advocacy
- communication between BC Transit and the Capital Regional District

This report was received for information.

5.4. [22-426](#) Previous Minutes of Other CRD Committees and Commissions for Information

Discussion ensued on the process of advancing a transportation demand management policy.

These minutes were received for information.

6. Adjournment

MOVED by Director Seaton, **SECONDED** by Director Desjardins,
That the August 3, 2022 Transportation Committee meeting be adjourned at 2:14 pm.

CARRIED

CHAIR

RECORDER



Making a difference...together

**REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, JANUARY 18, 2023**

SUBJECT **2023 Transportation Committee Terms of Reference**

ISSUE SUMMARY

This report is to provide the 2023 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 14, 2022, the Regional Board approved the 2023 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 2023, the mandate for the Transportation Committee was updated to include roads, policy, and the Transportation Working Group, attached as Appendix A.

A redlined copy of the 2023 Transportation Committee TOR is attached as Appendix B.

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

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

Submitted by:	Marlene Lagoa, MPA, Manager, Legislative Services & Deputy Corporate Officer
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Larisa Hutcheson, P. Eng., Acting Chief Administrative Officer

ATTACHMENTS

- Appendix A: 2023 Transportation Committee Terms of Reference
- Appendix B: Transportation Committee Terms of Reference (Redlined)

Terms of Reference



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, multi-use regional trails, and roads
 - iii. Regional Trails matters (mobility and recreation), including land acquisition, policy, 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. Transportation Working Group
 - iii. Any other advisory body established by the Committee

CRD Transportation Committee 2023 Terms of Reference

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 14, 2022

Terms of Reference



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- 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 ~~March 9, 2022~~



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REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, JANUARY 18, 2023

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

Action:

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

Pivot:

- Governance (long-term authorities)
- Island Rail Corridor (E&N corridor, protection, maintenance and upgrades)
- Westshore passenger ferry feasibility

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.

Progress Update

Strong progress is being made to deliver on approved regional transportation priorities. Appendix A summarizes progress towards each of the regional transportation priorities. Of the 12 priorities, 10 are proceeding as planned and two are experiencing delays outside of local government control:

- Westshore passenger ferry feasibility study: Delayed. as the Province is prioritizing transit recovery and expansion, transit projects that support RapidBus and implementation of the South Island Transportation Strategy.
- Governance: Paused due to an increase in focus on matters related to the Island Rail Corridor and the roll out of the collaborative partnership approach through the Transportation Working Group.

More information on the future of the Island Rail Corridor will be forthcoming in March 2023, when the federal government is expected to indicate whether it wishes to restore and fund improvements. The Ministry of Transportation and Infrastructure (MoTI) is currently undertaking a technical analysis of transportation needs along the corridor, preparing a freight study and supporting the Island Corridor Foundation (ICF) to work with affected First Nations. MoTI is actively sharing this information with the federal government in advance of the March 2023 deadline for a federal decision. The ICF indicates this support is delivering the coordinated approach requested through advocacy.

Priority Work Streams

Three key streams of CRD work advance the regional transportation priorities.

1. Research, data and analysis

Staff undertake research, data collection and analysis to inform evidence-based decision making and reporting. This work stream is foundational to each of the priorities and is part of the CRD's core service delivery. The CRD bicycle count program and the CRD Origin and Destination Household Travel Survey (O&D Survey) generate data that support local governments and partner agencies make policy, program and infrastructure decisions across the region. Shared data is a cornerstone of a connected, consistent regional transportation system, enabling jurisdictions to make decisions based on the same information.

2. Partnerships

Local governments, agencies and the Province are each responsible for different aspects of the region's multi-modal transportation system. Coordination is needed among these jurisdictions so that projects are initiated, phased, planned and delivered in support of achieving regional priorities. The CRD supports partnerships in two ways:

- a) **Regional Transportation Working Group:** The working group advises on regional transportation matters requiring coordination and reports through the CRD Transportation Committee. The CRD convenes the working group and provides administrative support. Senior staff from the CRD, local governments, electoral areas and agency partners make up the working group. The work program through 2022 aligned plans, policies and bylaws to support a connected and consistent active travel network and confirmed the CRD could support TDM efforts by scaling its role in active travel planning. Safety will be a focus area for 2023 as several local governments are undertaking policy work. The working group will review this policy work and consider how to achieve regional consistency.
- b) **Project-Specific Technical Advice:** CRD departments, local governments, MoTI and BC Transit regularly undertake planning, engineering, design and construction of multi-modal infrastructure projects around the region. CRD staff provide policy and technical input on a project-specific basis when regional impacts are anticipated. Projects include the recently completed BC Transit queue jumpers on Highway 17 at Mount Newton Cross Road, the City of Victoria and District of Saanich's methodology development for monitoring greenhouse gas (GHG) emissions, and corridor planning. Internally, Regional and Strategic Planning and Regional Parks staff meet each month to advance shared priorities related to active travel.

3. Advocacy

As reported in the Chief Administrative Officer (CAO) quarterly update and the advocacy dashboard, the CRD has advocated to the provincial and federal governments for improved funding for active travel, including for the regional trail network, protection of the island rail corridor

and transit improvements. Such advocacy has included correspondence and meetings with the MoTI, federal ministers and members of parliament, as well as senior government and agency executives.

In response to previous advocacy on transportation, other levels of government have made it clear that regional unity is critical to advance the positions being advocated. Through 2023, staff anticipate being able to report on whether advocacy efforts are having a positive impact on funding requests and policy changes.

IMPLICATIONS

Environmental & Climate Implications

Transportation is responsible for 46% of GHG emissions regionally. Quantifying GHG emissions savings from transportation projects continues to be an important work stream for climate action and transportation staff across the region. Work is ongoing to improve data collection and reporting on GHG emissions, which will support implementation of the regional transportation priorities and efforts to reduce emissions from the transportation sector.

Intergovernmental Implications

The region's partners have diverse transportation needs; be they urban, suburban, rural or remote. Each partner, whether an electoral area, a local government, MoTI or an agency like BC Transit, is responsible for different transportation functions. As the CRD advances the regional transportation priorities, a guiding principle to the work is ensuring policy, funding or infrastructure approaches are robust enough to achieve common goals while being applicable to different local contexts around the region. The CRD has been effective at building consensus and relies on partners to make decisions that are consistent with regional priorities. Ultimately, unless in relation to regional trails, the CRD is not the decision-making authority for road-based, transit or active modes of transportation.

Regional Growth Strategy (RGS) Implications

Regional, municipal, electoral area and partner agency action on regional transportation priorities supports RGS implementation. As noted in the 2021 RGS Indicator Report, ongoing effort is needed from local governments and the Juan de Fuca Electoral Area to direct new development to locations that are well served by active travel and transit. Staff will continue to provide this input as local governments update Official Community Plans.

Financial Implications

Work to advance the transportation priorities is being done within the existing core budget, and in relation to regional trail improvements, through grant applications. Any new direction may require a reevaluation of existing resources.

Service Delivery Implications

The CRD is responsible for regional transportation planning, data collection and analysis, regional trails and transit and transportation on SSI. Through the Traffic Safety Commission, 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 through this Board term. The matter of exploring transportation governance options, referred by the previous Board, will be considered as part of the Board strategic planning process. Local governments and agency partners are responsible for making the local policy, planning and infrastructure decisions required to advance priorities related to road-based, transit and active modes.

Alignment with Board & Corporate Priorities

Through the 2019-2022 Board term, Board Priority Initiative 1(a) was to work in partnership to deliver an effective multi-modal transportation system. Implementation of the regional transportation priorities through the regional transportation working group and the above work streams operationalized this priority into core service delivery. As noted above, work to implement the regional transportation priorities will be ongoing through this Board term. The current CRD Board is considering transportation as a regional priority through the Board strategic planning process.

Alignment with Existing Plans & Strategies

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

NEXT STEPS

Staff will continue to advance the approved transportation priorities through the three work streams of research, data and analysis, partnerships and advocacy. Through the strategic planning process, the Board will be asked to confirm whether transportation should remain a priority through this term and to agree on the desired outcomes it wishes to work towards. If this process changes the regional transportation priorities, staff have the capacity to adapt and amend work plans as needed. The strategic planning process will continue through Q1 2023.

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 local government, electoral area and agency partners to collaboratively advance its regional transportation priorities through a variety of work streams. This 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. If Board priorities change through the strategic planning process, staff will adjust work plans accordingly. The priority work streams advance service delivery.

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:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS








Appendix A - Regional Transportation Priorities Tracker




Appendix A: Regional Transportation Priorities Tracker

Priorities	Progress	Actions & Outcomes	Key Results & Next Steps
Transportation Demand Management (TDM)		Develop regional approaches to TDM policy and planning to reduce pressure on existing transportation resources.	Transportation Working Group (TWG) agreed that active school travel planning provides a regional framework for shifting travel behaviours at trip generators. Capital Regional District (CRD) staff initiated a sustainable commute pilot with CFB Esquimalt and will prepare an active travel planning lessons learned to scale this approach to other sectors. Staff will report to TWG with findings for further discussion on coordination and next steps.
Safety Policy		Develop a regional safety policy approach, informed by “Vision Zero” to reduce the number of road-related injuries and deaths.	Initiated education campaigns to promote travel behaviours that enhance road safety for drivers and vulnerable road users. Local governments with vision zero policies are preparing safety action plans and will report to TWG with findings for further discussion on coordination and next steps.
Active Transportation		Complete a connected, consistent regional trail network and seek dedicated funding to active transportation infrastructure to provide transportation choice in the region.	Updated the regional cycling network based on local government’s active transportation plans and a new All-Ages and Abilities (AAA) cycling facility classification framework. Applied for three grants to accelerate widening and lighting on regional trails. Advocated for increased funding for active transportation, including for regional trails. Updated the Regional Parks and Trails Strategic Plan with new priorities for active travel on the regional trails. Supported local government grant applications. Through the TWG, CRD staff will prepare a key project list, sequence and actions to advance regional cycling network completion.
Governance (long term authorities)		Consider the need for new or adjusted decision-making authorities to advance regional transportation priorities.	CRD staff and elected officials have advocated to the Ministry of Transportation and Infrastructure (MoTI) staff, executive and Minister. Work on governance has been delayed due to an increase in focus on matters related to the E&N corridor. CRD staff will begin to examine models based on regional context.
Parking and Access Upgrades		Improve access options and mitigate problems from parking on road shoulders at regional and provincial park locations	CRD Regional Parks have undertaken multiple parking lot upgrades to accommodate increased park visitation. Staff will consider how to best improve multi-modal access to Regional Parks, as per direction in the interim Regional Parks and Trails Strategic Plan.

Legend	
	Complete
	In Progress
	Not Started
	Delayed

Appendix A: Regional Transportation Priorities Tracker

Priorities	Progress	Actions & Outcomes	Key Results & Next Steps
Strengthen Land Use		Direct growth to centres and corridors to make efficient use of existing transportation network, per Regional Growth Strategy (RGS).	CRD staff have provided input to multiple Official Community Plan processes and are scoping research opportunities in partnership with municipalities to support complete communities targets.
Salt Spring Island (SSI) / Southern Gulf Islands (SGI) Connectivity		Prioritize active travel modes in terminal design and ferry operations, active transportation in roadway projects and accelerate BC Ferries fleet electrification.	CRD staff are advancing the Salt Spring Island Active Transportation Plan and have commenced construction of the Mayne Island Regional Trail. Reached agreement with MoTI to include shoulder paving to improve cycling access on MoTI-maintained roads when right of way is available.
General Transit Investments		Improve local transit service in suburban and rural areas, including Park 'n Rides.	CRD staff have provided input to BC Transit Local Area Plans and advocated to MoTI staff, executive and Minister for transit investments.
Bus Mass Transit (RapidBus)		Accelerate implementation, link directly to growth centres, secure funding and locate density near nodes.	BC Transit and MoTI, with CRD input and advocacy are advancing the RapidBus Implementation Strategy.
Multi-Modal & Safe Highways		Prioritize safety and multi-modal improvements when investing in highways.	MoTI, with input from CRD, are advancing projects that improve transit (e.g., queue jumpers on Highway 17) and active travel infrastructure.
Westshore Passenger Ferry Feasibility Study		Plan for long-term transportation alternatives by advocating for funds to complete a feasibility study.	CRD has advocated to MoTI staff, executive and Minister for investment to explore transportation alternatives. Minister has identified transit recovery and expansion is the priority.
Island Rail Corridor (Protect, Maintain & Upgrade)		Plan for long-term transportation alternatives by preserving a rail-based option.	CRD has advocated for urgent action to protect the corridor. MoTI is currently undertaking a technical analysis of transportation needs along the corridor, preparing a freight study and supporting the Island Corridor Foundation (ICF) to work with affected First Nations. MoTI is actively sharing this information with the federal government in advance of a March 2023 deadline. The ICF indicates this is delivering on its advocacy objective for coordination.

Legend	
	Complete
	In Progress
	Not Started
	Delayed



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, JANUARY 18, 2023

SUBJECT Regional Cycling Facility Classification

ISSUE SUMMARY

To approve a regional All-Ages and Abilities (AAA) cycling facility classification in relation to an updated regional cycling network map.

BACKGROUND

On July 14, 2021, the Capital Regional District (CRD) Board directed staff to advance implementation actions for the regional transportation priorities, including the creation of a transportation working group. A key implementation action for the active transportation priority, to be advanced through the working group, is the development of a policy framework for the long-term build out of a consistent, connected cycling network.

One component of this policy framework is the regional cycling network. The transportation working group members requested an update of the 2011 Pedestrian and Cycling Masterplan cycling network to better align with current plans and the development of a standard facility classification. A regional map of the future planned cycling network using consistent facility classifications helps municipal and agency partners plan for connections between jurisdictions. It also facilitates reporting on progress towards building out the region's future cycling network.

The transportation working group identified that classifying the network into two categories – AAA and supporting network – would best support their planning and design efforts. See Appendix A for the regional cycling facility classification.

The updated regional cycling network, shown in Appendix B, reflects future cycling routes identified in local government active transportation plans. The key principles of the network are:

- A. It is a continuous connected network, linking key destinations.
- B. It is a long-term planning tool to help minimize the number of isolated/disconnected facilities.
- C. The network will not include unpaved trails not suitable to all bicycles and will not be a complete inventory of all facilities.

The regional cycling network map reflects local government plans. Note that View Royal and Sidney are in the process of developing active transportation plans and are not included in the regional network at this time; when their plans are complete, they will be added. Langford's built network was included in the network; however, no future planned work was indicated by Langford staff. If an active transportation plan is created for Langford the content will be added to the regional network.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends that the Capital Regional District Board:
That the Capital Regional District Board approve the regional cycling facility classification shown in Appendix A.

Alternative 2

That the Regional Cycling Facility Classification report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Environmental & Climate Implications

Supporting the development of a consistent AAA cycling network will allow more people to choose cycling for their travel resulting in reduced greenhouse gas emissions.

Intergovernmental Implications

The regional transportation working group is comprised of designated staff from the CRD, member local governments, the Ministry of Transportation and Infrastructure and BC Transit. The working group's mandate is to provide a staff-level forum to coordinate development of advice and guidance related to the implementation of the regional transportation priorities. The working group provided input into the updated regional cycling network and the facility classification framework. The working group agreed to the content at their October 17, 2022 meeting.

Regional Growth Strategy Implications

The Regional Growth Strategy (RGS) sets a mode share target of 15% for cycling. A consistent connected network will help support this goal.

Service Delivery Implications

The updated map and regional cycling facility classification enables coordinated delivery of a consistent, connected regional cycling network. Local governments are responsible for making the local policy, planning and infrastructure decisions required to complete the network. CRD Regional Parks are responsible for those requirements in relation to the regional trails. CRD staff will report on status of completion of the network annually. CRD staff will work with local governments to maintain an updated cycling network in accordance with local plans.

Alignment with Existing Plans & Strategies

The cycling facility classification and updated regional cycling network support the outcome statement from the Regional Transportation Plan: "Cycling is an appealing, safe, convenient and viable transportation option for residents and visitors of all skill and confidence levels." In addition, this work helps implement the regional transportation priority for active transportation by providing a framework for consistent cycling facility classification according to the regional cycling network.

CONCLUSION

Active transportation is a regional transportation priority. A key implementation action for this priority is the development of a policy framework for the long-term build out of a consistent, connected cycling network. An updated map of the future planned cycling network and a standard cycling facility classification have been prepared to assist local government staff ensure consistency of connections between jurisdictions. The regional transportation working group supports the cycling facility classification and updated cycling network map.

RECOMMENDATION

The Transportation Committee recommends that the Capital Regional District Board:
That the Capital Regional District Board approve the regional cycling facility classification shown in Appendix A.

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Michael Barnes, MPP, Acting General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

- Appendix A: Regional Cycling Facility Classification
- Appendix B: Updated Regional Cycling Network

Regional Cycling Network

Background

The Capital Regional District's (CRD) 2011 Pedestrian and Cycling Master Plan's (PCMP) sets out a regional cycling network and guidelines to support its implementation. Local government active transportation plans and the Province's BC Active Transportation Design Guidelines have superseded much of the PCMP.

The CRD transportation working group identified that a regional map of the planned cycling network remains valuable for local government and agency partners as a planning tool. A map showing the envisioned future cycling network, along with a corresponding facility classification, supports a regional priority for consistent connections between jurisdictions. The CRD will work with local governments to maintain an updated future cycling network in accordance with local plans.

Key Principles

The Regional Cycling Network is:	The Regional Cycling Network is not:
<ul style="list-style-type: none"> • A continuously connected network • Links key destinations such as regional trails, parks, schools, transit centres, employment centres, regional centres, and other locations • Long term planning tool 	<ul style="list-style-type: none"> • A complete inventory of all facilities • Isolated or disconnected facilities • Unpaved trails not suitable for all bicycles

Facility Classification

At a regional scale, cycling infrastructure is classified into two categories, All Ages and Abilities (AAA) and the supporting network.

- 1) **AAA:** The AAA network provides a comfortable and safe cycling experience for children, seniors, women, people riding bike share, people of colour, low-income riders, people with disabilities, people moving goods or cargo, and confident cyclists.*
- 2) **Supporting:** The supporting network is all cycling facilities that do not meet the AAA criteria.

This two-category approach recognizes that not all facilities will be AAA and provides clear definitions for what constitutes a AAA facility. The BC Active Transportation Design Guidelines do not define AAA. Therefore, a definition is needed to ensure consistent classification throughout the region.

*Definition adapted from National Association of City Transportation Officials' Designing for AAA Contextual Guidance for High-Comfort Bicycle Facilities

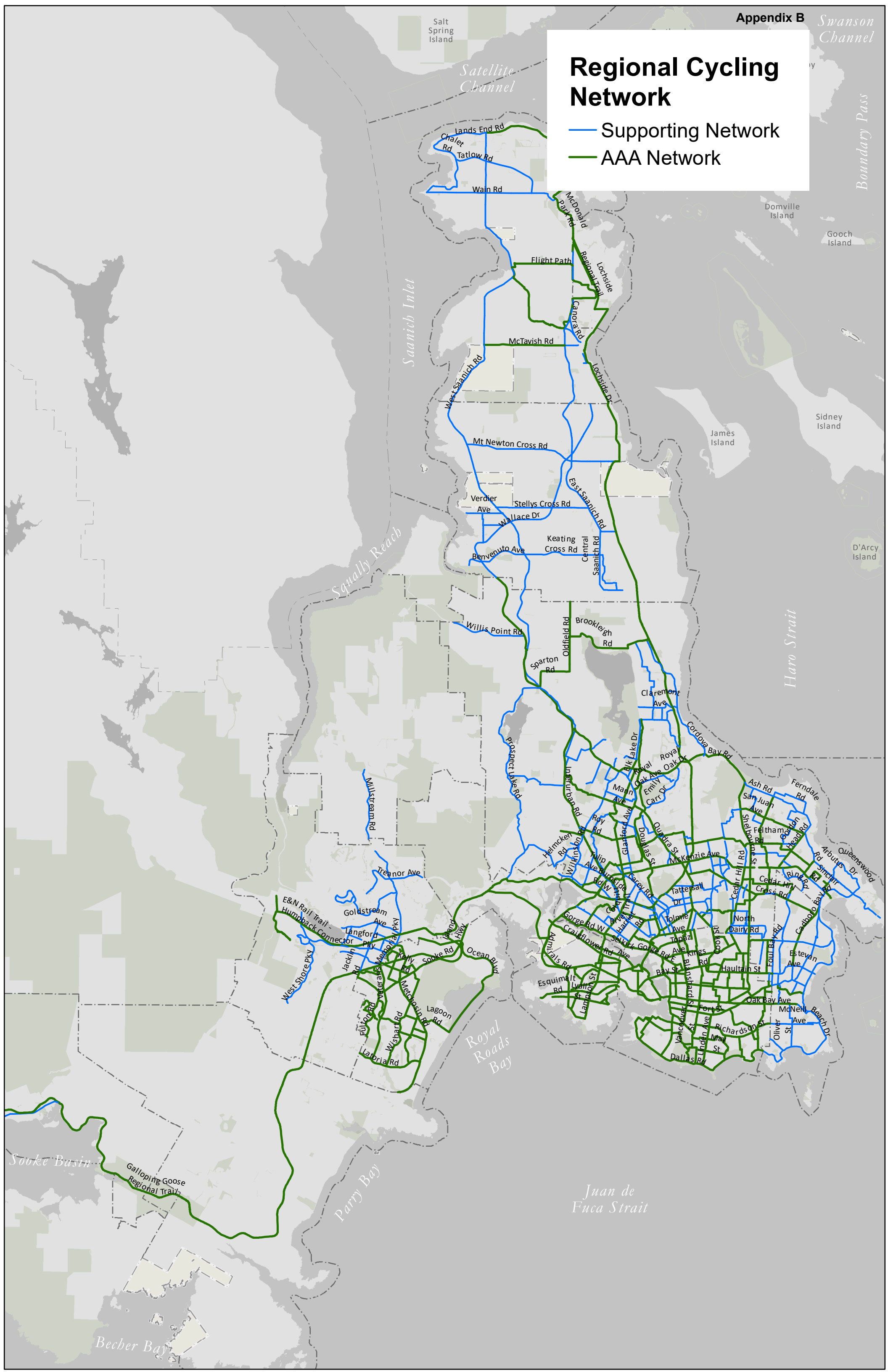
All Ages and Ability Cycling Facility Framework

The classifications for a AAA facility adapt the National Association of City Transportation Officials (NACTO) definition from the imperial to the metric system. This definition allows local governments the flexibility to select context-specific design solutions, based on key operational features.

Target Motor Vehicle Speed	Target Max Motor Vehicle Volume	Motor Vehicle Lanes	Key Operational Considerations	All Ages & Abilities Bicycle Facility
Any	Any	Any	Any of the following: High curbside activity, frequent buses, motor vehicle congestion, or turning conflicts	Protected Bike Lane
≤ 30 kph	≤ 2000	No centerline or single lane one-way	< 50 motor vehicles per hour in peak direction at peak hour	Neighbourhood Bikeway or Advisory Bike Lane
≤ 40 kph	≤ 1500			
≤ 40 kph	≤ 3000	Single lane in each direction or single lane one-way	Low curbside activity or low congestion pressure	Conventional Bike Lane
	≤ 4000	Single lane in each direction or single lane one way	Low curbside activity or low congestion pressure	Buffered Bike Lane
High Speed limited access roadways, natural corridors, or geographic edge conditions with limited conflict			High pedestrian volume	Separated Multi-Use Path
			Low pedestrian Volume	Shared Multi-Use Path

Regional Cycling Network

- Supporting Network
- AAA Network



Boundary Pass

Domville Island
Gooch Island

Sidney Island

D'Arcy Island

Haro Strait

Royal Roads Bay

Juan de Fuca Strait

Sooke Basin

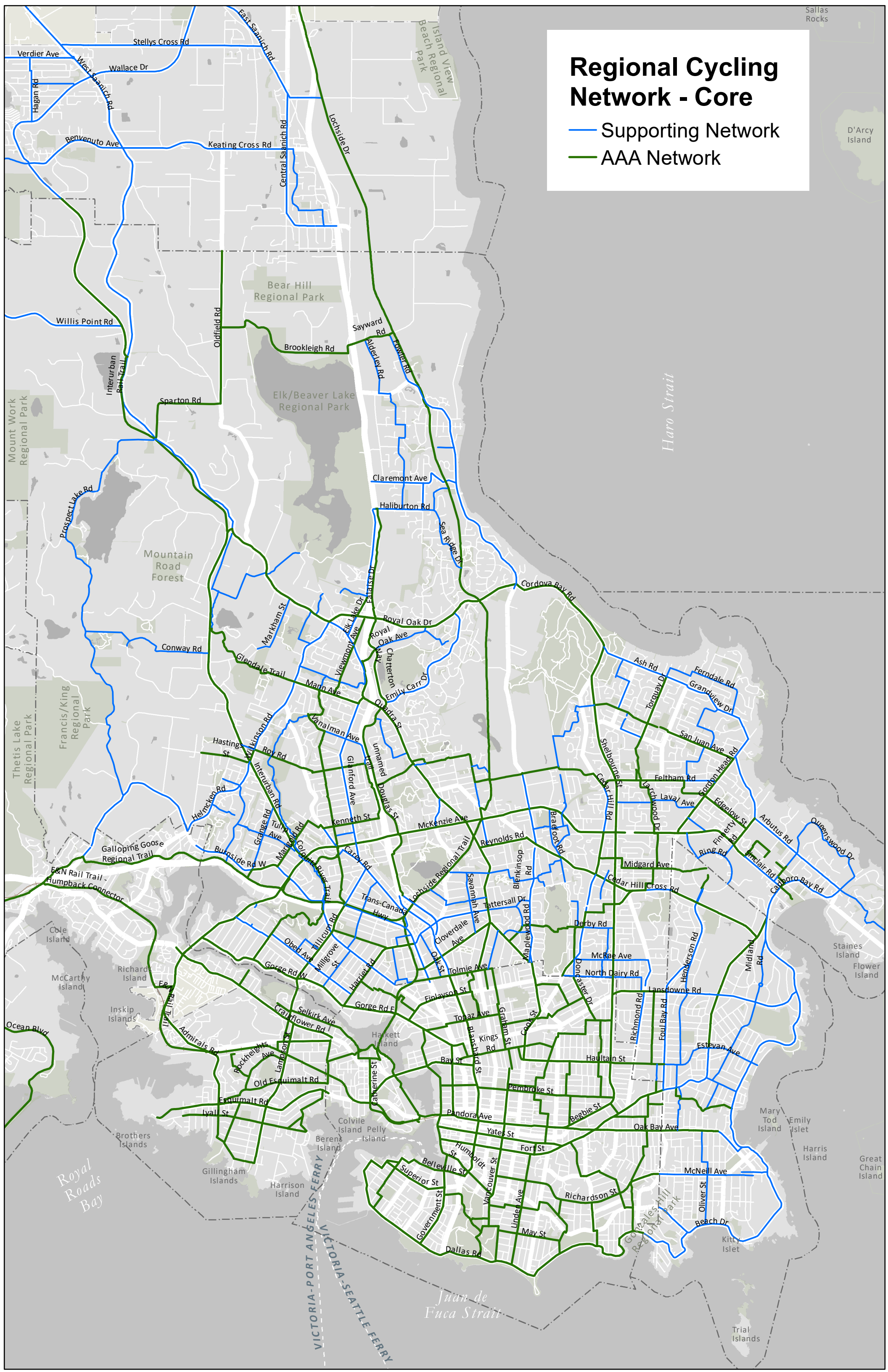
Galloping Goose Regional Trail

Parry Bay

Becher Bay

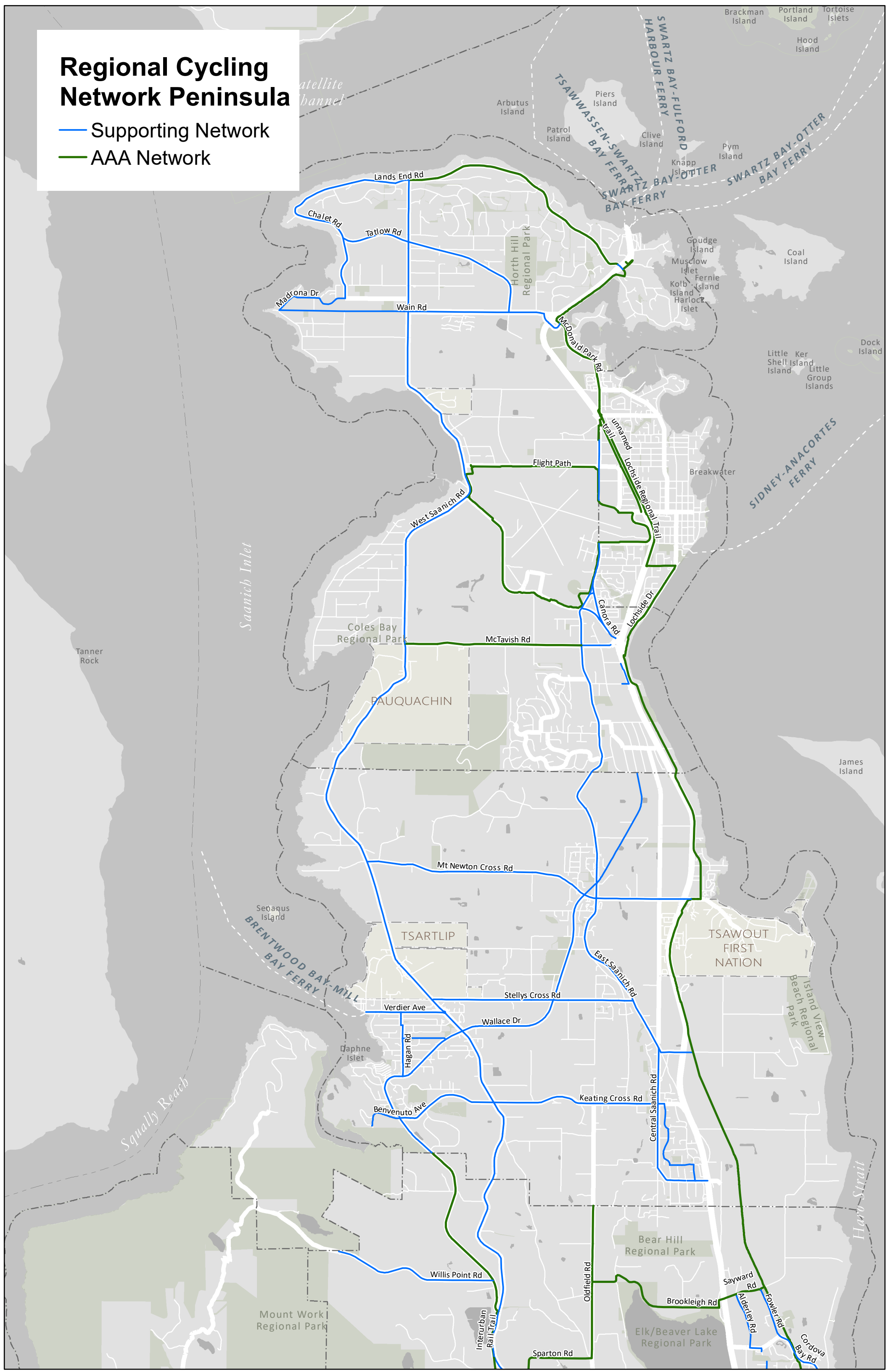
Regional Cycling Network - Core

- Supporting Network
- AAA Network



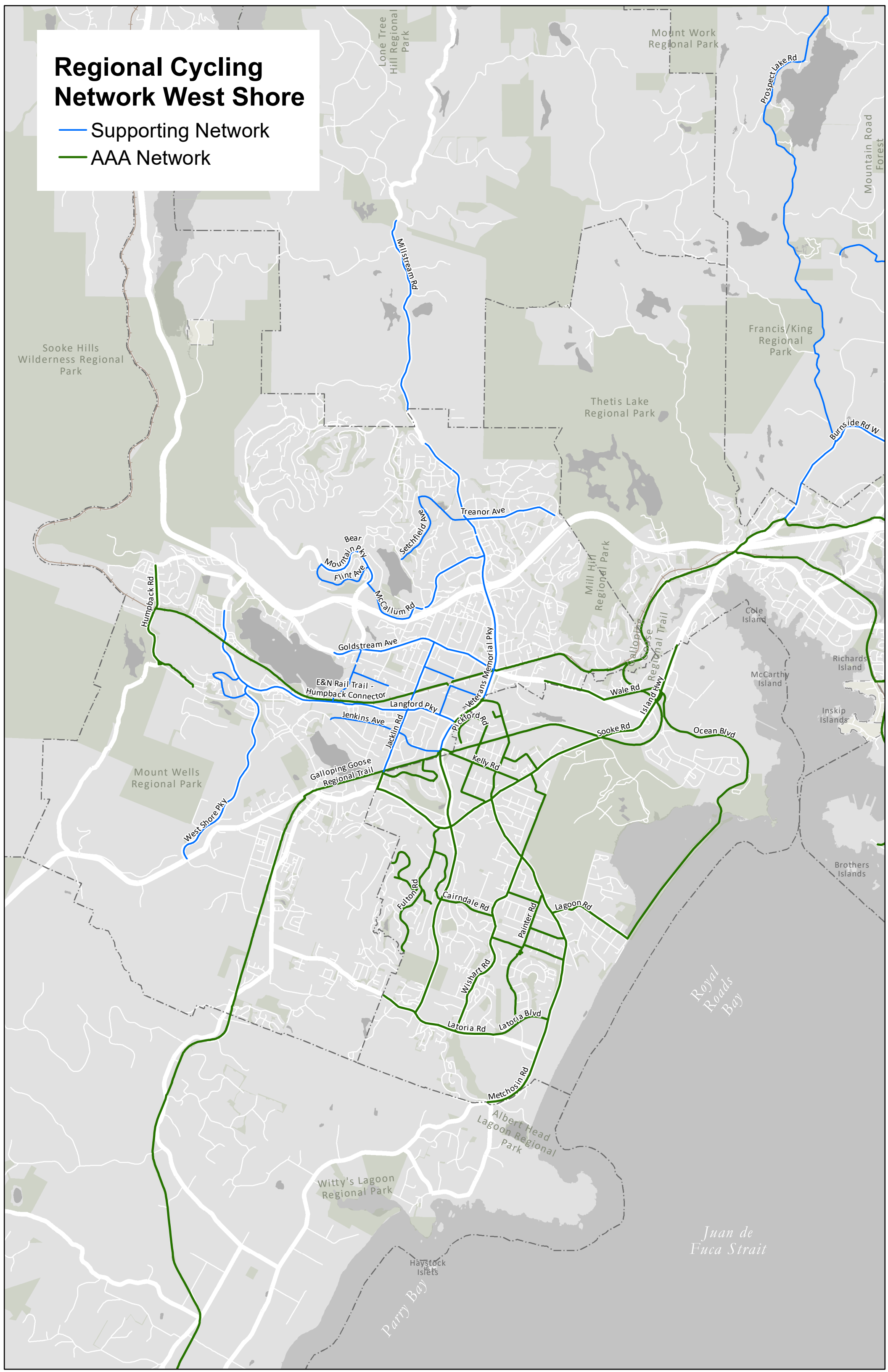
Regional Cycling Network Peninsula

- Supporting Network
- AAA Network



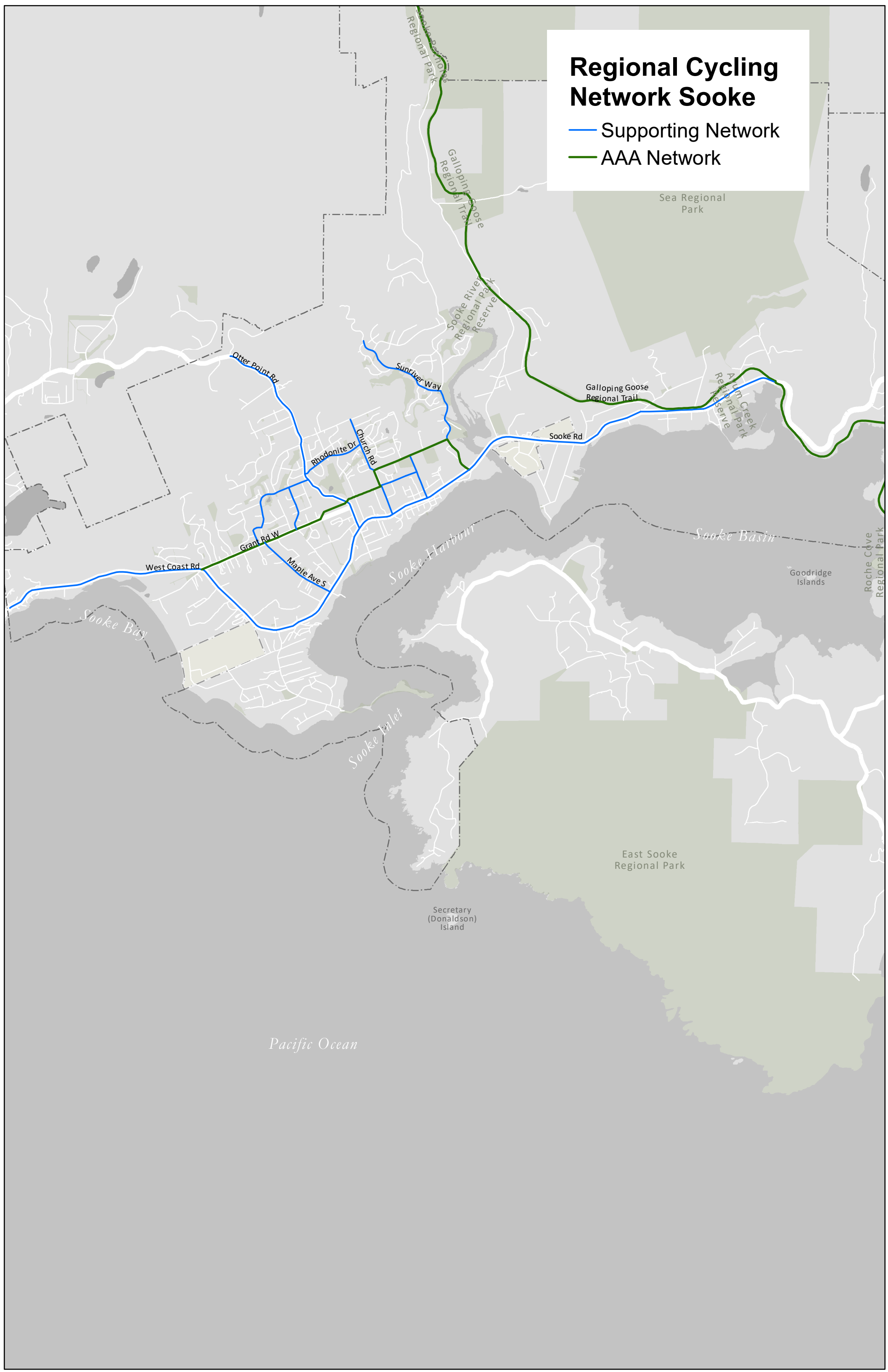
Regional Cycling Network West Shore

- Supporting Network
- AAA Network



Regional Cycling Network Sooke

- Supporting Network
- AAA Network



**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, July 12, 2022**

Members: Kash Akinkuowo, RoadSafetyBC (EP)
Neil Arason, Island Health
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact (EP)
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)
Fred Haynes, CRD Director (Chair) (EP)
Todd Litman, Walk On, Victoria
Steve Martin, Community Member
Edward Pullman, Capital Bike (for Corey Burger) (EP)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)

Associates: Natalie Bandringa, CRD (for John Hicks)
Sgt. Manny Montero, Oak Bay Police (EP)
Sgt. Ryan O'Neill, Victoria Police
Cpl. Andy Sanchez, Sidney/North Saanich RCMP

Regrets: Ron Cronk, Vancouver Island Safety Council
Shawn Haley, Ministry of Transportation and Infrastructure
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

EP – Electronic Participation

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

1. Territorial Acknowledgement

Chair Haynes provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Frederick Grouzet, **SECONDED** by Hailey Bergstrom-Parker, that the agenda be approved as distributed. **CARRIED**

3. Approval of Minutes – June 14, 2022

MOVED by Hailey Bergstrom-Parker, **SECONDED** by Paweena Sukhawathanakul, that the minutes of the meeting held on June 14, 2022 be approved. **CARRIED**

4. Chair's Remarks

Chair Haynes commented that it is good to be back, and he is looking forward to today's discussions.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

Minutes from the previous meeting have been sent out. There is no summer meeting, so the next meeting will take place in the fall. Over the summer, staff will be working with municipalities on crossings where the CRD trails cross intersections and will also be working on the regional cycling map network.

A Transportation Committee meeting will be held on August 3. There are two carry forward items that may get referred to the Commission, i.e., the regional trails widening and lighting study, and detours.

➤ **Cst. Sarah Beckett Memorial Scholarship**

Two or three Commission members are needed to review the applications received for the Cst. Sarah Beckett Scholarship. We will be able to provide two \$2000 scholarships, one from the Commission and one from donated funds.

Vice-Chair Sukhawathanakul provided information on the review process. There is established criteria that is used to evaluate the merit of the applicants. One meeting may be needed, but otherwise it can be done via email. When the review is completed, a recommendation on awarding the scholarship is brought to the Commission.

Action: Chair Haynes and Hailey Bergstrom-Parker volunteered to evaluate the scholarship applications and bring forward recommendations for scholarship winners

6. **Priority Business**

➤ **Budget Update**

2023 preliminary budgets are being finalized. The budget will be approximately \$73,000, with a carryover from 2022. It is important that the Commission endeavor to minimize the carryover through advancing education and marketing campaigns and through the support of local grants.

At the June meeting, the Commission had agreed to order some reflector strips that were going out of stock, however, after seeing a sample, it was felt they were poor quality so this purchase will not be going ahead. It is hoped to find another source for a similar product.

➤ **BCACP Calendar**

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

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission 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.

Natalie Bandringa noted that this year could be the first year that BC will not be doing a time change in the fall which would mean it will be darker in the mornings. This is something we could focus on and the CRD Let's Get Visible campaign could be brought back for the fall.

It was suggested that the Commission should look at reaching out to schools to have a conversation around safety related to darker mornings if the change to permanent Daylight Savings Time goes ahead.

Action: Add to August agenda for further discussion and update on fall Let's Get Visible Campaign

Chair Haynes said that there is an issue with crossing guards in School District 61 and Saanich Council is reaching out to the district about the program in place in School District 63 where the municipality provides funding directly to the district for crossing guards. It is hoped to have an update for the next Commission meeting.

Todd Litman commented that he is interested in seeing detailed data research done on crash rates for our region and seeing if pedestrian and bike crashes are overrepresented, with data disaggregated by age and time of year. We would be able to see if there is a spike in pedestrian and bike crashes in the fall when school starts, and whether a lot of students are being injured.

Discussion took place on this topic, and it was agreed that the best source for data would be ICBC. Steve Martin noted that in response to a question at last month's Commission meeting, Colleen Woodger had commented that there are statistics and data available on the ICBC website. However, the data would need to be disaggregated and manipulated. Getting overall data would be informative for the Commission in terms of establishing spending priorities. We may need to fund that project. The first step would be to see what data we could get and then find people to analyze it, possibly university students.

Action: Inform Colleen Woodger about this discussion so she can provide information at next meeting

Todd Litman commented that for pedestrian and cyclist risk analysis a key factor is to have some indication of exposure, i.e., the number of bike/pedestrian injuries compared with the portion of travelled kilometers by those users. The CRD travel survey could provide some indication of this. He would like to see this included in the data request.

7. Other Business

8. Member Updates

➤ RoadSafetyBC – Kash Akinkuowo

- Currently focusing on supporting the BCACP calendar with respect to the summer impaired driving campaign

➤ ICBC – Colleen Woodger

No update

➤ Youth and Children – Hailey Bergstrom-Parker

- “Slow Down, Kids Playing” signs are available again at BCAA service centres to help keep kids safe and encourage slower driving in neighbourhoods.
- The BCAA car seat program has partnered this year with S.U.C.C.E.S.S., a social service agency that focuses on refugees and newcomers to Canada, and an additional 700 seats have been given away this year. Since 2013, over 13,500 car seats have been donated to families who don't have access or can't afford them.

➤ Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul

- Will be getting focus groups going towards the end of the summer for older adults to discuss their active transportation needs. Questions for participants are being compiled so if members have any questions they would like to see included, please contact Paweena.

➤ CRD – Natalie Bandringa

- The lessons learned from the Ready Step Roll Program are being extended to a sustainable commute initiative as a pilot program this year. CFB Esquimalt, Seaspan and the Hope Shipyards are signed up as participants.

➤ Integrated Road Safety Unit – Andy Harward

No update

➤ Commercial Vehicle Safety Enforcement – Rudi Wetselaar

No update

➤ Vancouver Island Safety Council – Ron Cronk

No update

➤ Capital Bike – Edward Pullman

- Capital Bike have partnered with Better Environmentally Sound Transportation, an active transportation group out of Vancouver, and were successful in their RFT to provide bike valet parking just outside of City Hall. It has been very successful and well received.
- Corey Burger has been doing extensive media interviews re the cyclist/truck crash at Wharf and Store Streets. There has been a lot of discussion about the road design changes being confusing, however, the changes have been in place for about two years and crashes at that intersection have dropped substantially. Capital Bike hopes to bring two issues to the Commission for further discussion, i.e., the installation of a red-light camera at that intersection; and guard rails on trucks.

- **Walk On, Victoria – Todd Litman**
 - As mentioned, there is a lot of interest in understanding the overrepresentation of pedestrian and bicycle injuries in the traffic crash statistics so looking forward to seeing the Commission work on that.
- **Municipal Police Forces – Sgt. Ryan O’Neill, Victoria Police**
 - Have started the July impaired campaign and several roadblocks are planned. The first one took place last Friday and was very successful with the highest stats he has come across in a long time. Dealt with eight separate impaired drivers and issued 30 tickets for various offences.
- **BC Transit – Dallas Perry**

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

No update
- **Island Health – Neil Arason**

Neil Arason was introduced as a new member on the Commission. He works as the Lead in Injury Prevention and Safety Promotion for Island Health. He previously worked at RoadSafetyBC, and years ago attended Traffic Safety Commission meetings. Road safety is one of Island Health’s top three priorities. Road crashes cost Island Health \$50 million annually and are a direct cost to the health system budget. Neil is looking forward to helping to support actions and communities across the island to reduce injuries.

 - Neil talked about the Vision Zero in Road Safety Grant Program. In year one, \$100,000 was available and six grants were provided in the Island Health region with amounts ranging from \$10-\$20,000. Year 2 begins in October with a callout for grant programs and there will be increased money available to fund road safety initiatives. They are looking for Indigenous communities as well to apply for grants.

Neil commented on Section 6 of the Commission bylaws which states that “the Regional Board hereby delegates the Commission the duty to advise the Board with respect to recommendations for the purpose of reducing or eliminating traffic safety problems” and asked for clarification on whether that is the main duty of the Commission. While education and awareness are good, he is thinking of big things that could be done to improve traffic safety and mentioned the Commission’s advocacy for point-to-point speed cameras on the Malahat. What is the Commission’s capacity to shape some things that could be really consequential?

Action: Add Commission mandate as an agenda item for September

- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
 - Work is currently taking place on two videos in partnership with Chek media. One is on visibility and driving when it is dark and will be ready for a fall campaign. The second video will be ready this summer and is about driving when fatigued.
 - Working on an application for a project with the Oak Bay Police Department on crosswalks and it is hoped to announce this project in September.

9. Next Meeting

The next meeting will be held on August 9, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:25 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, September 13, 2022**

Members: Kash Akinkuowo, RoadSafetyBC
Neil Arason, Island Health
Corey Burger, Capital Bike
Jen Dyer, Ministry of Transportation and Infrastructure
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Fred Haynes, CRD Director (Chair)
Todd Litman, Walk On, Victoria
Steve Martin, Community Member
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: John Hicks, CRD
Cst. Dean Johnston, Oak Bay Police
Sgt. Manny Montero, Oak Bay Police
Dallas Perry, BC Transit

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

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

1. Territorial Acknowledgement

Dallas Perry provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – July 12, 2022

MOVED by Colleen Woodger, **SECONDED** by Andy Harward, that the minutes of the meeting held on July 12, 2022 be approved. **CARRIED**

4. Chair's Remarks

Chair Haynes noted that it was good to be back to an in-person meeting.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

This group is made up of municipal engineers or senior planning staff, Ministry of Transportation staff, BC Transit staff and electoral area senior managers. Meetings are held approximately once a month and the objective is to move forward certain key transportation areas. Currently the group are looking at aligning bylaws across the municipalities. The intent is to be as consistent and transparent as possible with some of the changes across the region. The next meeting will be held in October and will be focused on the regional trail network and the connectivity into the local road network.

It was noted that it can take up to two-three years to have bylaws adopted or amended, but the process has started.

➤ **Cst. Sarah Beckett Memorial Scholarship**

Thanks to the members who reviewed the applications. A scholarship recipient was recommended and will be awarded the \$2000 scholarship. The recipient is dedicated to moving forward towards a career in policing.

The idea of awarding more than one scholarship was discussed, however, this would require a change to the Commission bylaw as it stipulates one \$2000 award. We have been able to give an additional scholarship in the past by using the donations received from various groups because donated money can be treated differently. John Hicks had also investigated tying our funds into a non-profit organization which could manage them on our behalf, but a substantial amount of funding would be lost by doing that.

Action: John Hicks to arrange a date for a presentation by the Commission Chair to the scholarship winner

➤ **Commission Mandate**

Neil Arason talked about the Commission mandate and asked if we could have a process to think about some of the big things we could work on that would have a greater impact on road safety in relation to our mandate, other than public education and awareness only. He suggested we should have a robust plan of attack and focus on a number of different things such as infrastructure changes, speeds, enforcement, etc.

Steve Martin commented that whatever we do, our priorities should be guided by data and evidence. That way we would know strategically if we were putting our emphasis in the areas which have the most chance of impacting fatalities and injuries.

Colleen Woodger noted that ICBC is putting as much data on their website as possible. If the website doesn't have the required information, a request can be made for a special report to be done. It can take up to 6-8 months to get the information.

Discussion was held about next steps to getting data. Besides the ICBC website, there are several other data sources, such as RoadSafetyBC, iDot, etc. Once the data has been obtained, there is funding available to hire a student to get it into a format that is understandable and useable. If it can be scoped out, it would give the Commission more credibility to ask for the funds.

The first step would be to define the scope and then we can get an understanding of what is required to get to the next level. Neil Arason volunteered to write that up. It was agreed that the scope should be kept broad and open ended at this time.

Support would be also required from the Transportation Committee which reports to the Board. We would need to find a formal process to take it through, i.e., have a Commission member go forward to do the presentation, introduce it, show the evidence and rationale, show the advocacy which has been done in advance and show the support garnered through the Commission. This would be a later step and can come out of the process as we go through it.

MOVED by Neil Arason, **SECONDED** by Steve Martin, that an ad hoc committee be formed to advance the scoping project for injury and fatality data. The committee chair will be Neil Arason and members will be Steve Martin, Corey Burger, Todd Litman and Paweena Sukhawathanakul.

CARRIED

➤ **Data re Crash Rates**

As per discussion under previous agenda item

6. **Priority Business**

➤ **Budget Update**

There is virtually no change in the budget. There is still a significant carryover for next year so please bring forward any projects you may have. Anything that could be brought forward this year would be appreciated.

➤ **BCACP Calendar**

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

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

Colleen Woodger commented that the distracted driving campaign is currently underway with lots of enforcement region wide. IRSU issued a number of violations at the Quadra and McKenzie intersection which is a high crash corridor. As part of the distracted driving campaign, ICBC leans on their volunteers to get out and do cell watch.

In October, the focus will be on a drive relative to conditions campaign, targeting drivers to slow down if it is raining, as well as strong pedestrian education. The December focus will be counterattack road checks.

Colleen is always looking for organizations or different groups to support the social media component because that's where people are getting their news and she has resource material which she will forward. Dallas Perry suggested bringing these items to people in your own organization, perhaps through occupational health and safety committees. Colleen noted that she offers presentations for education within different groups.

➤ **Trail Etiquette**

The issue of trail etiquette has been raised on several occasions and we have the opportunity to bring back the Cruise with Courtesy campaign which the Commission did several years ago. The CRD Regional Parks Department are running a campaign directly targeted at the regional trails network and John Hicks spoke to them about building on the work they have done and focusing on the hard-to-reach demographic of young adults. The Cruise with Courtesy approach is all about reminding people there is an etiquette to follow with minding your speed, and alerting people that you're coming up behind them. For \$5,000 we could build on the CRD campaign through social media and displays at UVic and Camosun College.

MOVED by Steve Martin, **SECONDED** by Neil Arason, that \$5,000 be allocated to the Cruise with Courtesy trail etiquette campaign, with specific focus on young adults. **CARRIED**

➤ **Fall Let's Get Visible Campaign**

October 27 has been set as the date to continue the Let's Get Visible Campaign. CRD Regional Parks and Planning staff will be out on the trail network giving out reflectors and using it as an opportunity to engage people in conversations re trail etiquette.

7. **Other Business**

8. **Member Updates**

➤ **RoadSafetyBC – Kash Akinkuowo**

- RoadSafetyBC is supporting the distracted driving and Buckle Up BC campaigns as per the BCACP calendar. They will be sending out a package by the end of this week.

➤ **ICBC – Colleen Woodger**

- Their pedestrian campaign launch will take place on October 4 and will be working with local police agencies on distracted driving as this is one of the main causes of people being hit in crosswalks. It will be a blend of the two campaigns and educating the drivers to be more aware behind the wheel.
- Going back into schools with the graduated licensing program with driver examiners and some police.

- The speaker tour is coming back into the schools. Speakers are crash survivors or family members left behind who talk to Grade 11 and 12 students about their story. They will be targeting 45 secondary schools on the island, and it is a very powerful program.
- Hoping to work with the P.A.R.T.Y. program again (Prevent Alcohol and Risk-Related Trauma) which is a one-day injury and prevention program for youth aged 15 and older.

- **Youth and Children – Hailey Bergstrom-Parker**
No update

- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
No update

- **CRD – John Hicks**
No update

- **Integrated Road Safety Unit – Andy Harward**
 - Saanich Staff Sgt. Jason Bland will be stepping down from the Commission and Staff Sgt. Doug Cripps will be taking over his position in October.

- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**
No update

- **Vancouver Island Safety Council – Ron Cronk**
No update

- **Capital Bike – Corey Burger**
 - Go by Bike Week will be October 3-9.
 - Capital Bike has partnered with a number of other organizations to ask municipal candidates about their support for various things, e.g., low traffic neighbourhoods; and 30 km/h speed limits.

- **Walk On, Victoria – Todd Litman**
No update

- **Municipal Police Forces**
No update

- **BC Transit – Dallas Perry**
 - Transit operators are needed. Without operators, Transit can't put a bus on the road and can't expand or get people out of cars.

- **Ministry of Transportation and Infrastructure – Owen Page**
No update

- **Island Health – Neil Arason**
 - Island Health has seen a significant increase in serious injuries in off road cyclists, looking at a 4-year period, then 2 years, compared to the most recent 2 years. These are cyclists not involved with motor vehicles or on the public road, so were likely to be cyclists on trails or mountain biking. With no motor vehicles involved, it would be very much a behavioral issue.

- **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 October 11, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:51 pm.

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

Members: Kash Akinkuowo, RoadSafetyBC
Neil Arason, Island Health
Corey Burger, Capital Bike
Jen Dyer, Ministry of Transportation and Infrastructure
Dr. Murray Fyfe, Island Health
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Todd Litman, Walk On, Victoria
Steve Martin, Community Member
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)

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

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Fred Haynes, CRD Director (Chair)
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

The meeting was called to order at 12:40 pm. In the absence of Chair Haynes, Vice-Chair Sukhawathanakul acted as Chair.

1. Territorial Acknowledgement

John Hicks provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Todd Litman, **SECONDED** by Andy Harward, that the agenda be approved as distributed. **CARRIED**

3. Approval of Minutes – September 13, 2022

MOVED by Corey Burger, **SECONDED** by Jen Dyer, that the minutes of the meeting held on September 13, 2022 be approved. **CARRIED**

4. Chair's Remarks

Vice-Chair Sukhawathanakul commented that it was a privilege to be part of the Commission's Data and Evidence Subcommittee which will be presenting their project proposal at this meeting.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

John Hicks provided an update. This group is made up of municipal engineers or senior planning staff, Ministry of Transportation staff, BC Transit staff and electoral area senior managers, with the objective being to move forward certain key transportation areas. One of the key priorities is getting consistency in bylaws and regulations across the municipalities. In some cases, there are several different regulations on street crossings, etc., and the group is working to get those standardized. This month the group was looking at definitions of what AAA means in terms of how it is being mapped and how it is identified as all ages and abilities cycling and what that means, so people understand when they cross jurisdictional borders it will be consistent.

They are also moving forward with a draft bylaw to be adopted in terms of how people cross regional trails over local street networks. This varies depending on the location so are looking to introduce some standardization and introducing elephant's feet as well. This means that cyclists will be able to ride through a crossing if it is marked with elephant's feet.

Another piece is the draft guidelines in terms of road closures, i.e., what happens with road closures and detours when work is being done on the regional trail network and we how we work on that with municipal partners. Regional Parks staff are working with the group on this issue.

In response to a question, John commented that the AAA definition comes from the National Association of City Transportation Officials (NATCO) and is used in BC Active Transportation Guidelines. It is planned to mesh those two together to get consistency across the region. Anything to do with a bylaw change would go through to each municipal government for a bylaw amendment.

Once more of the bylaw information goes out, there will likely be a request coming back for the Commission to assist with an education program on the bylaw changes.

Action: John Hicks to circulate NATCO document next week

➤ **Data and Research Proposal**

Vice-Chair Sukhawathanakul thanked members of the Data and Evidence Subcommittee for their work in putting this proposal together.

Subcommittee Chair Arason spoke on the data and research proposal. The subcommittee consisting of Neil Arason, Steve Martin, Corey Burger, Todd Litman and Paweena Sukhawathanakul was formed at the last meeting with the goal of establishing an evidence base for the Commission work. As outlined in the proposal, the purpose of the project would be to document factors that contribute to serious injury and fatal collisions in the Capital Regional District and the Malahat Highway. Funding in the amount of \$12,000 is requested for a graduate student who will be tasked with looking at the data under the supervision of Vice-Chair Sukhawathanakul. The term of the project would be November 1, 2022 to April 28, 2023 but does not preclude other phases.

Data sets that may be used to inform the project are listed as iDOT, ICBC, BC Government Open Data, Traffic Data Map, Ministry of Transportation and Infrastructure, Bikemaps.org and WalkandRollmaps.org., plus other data sets that may be available. The subcommittee will be meeting with Commission member Colleen Woodger re accessing ICBC data.

Discussion took place on the proposal with comments as follows:

- The reason for the project is to develop a foundation for planning by looking at what the data and evidence shows about where fatalities and serious crashes are occurring, and to identify data gaps.
- Asking for coordinated effort as many Commission members have access to data.
- Would be useful to get data from Coroner's Service if available.
- Off road mountain biking injuries will be excluded.
- Interested in the issue of how roadway and trailway conditions affect crash rates so ideally, we would be working toward developing that detailed information. Is there any reason to include more wording on that or assume the reference to other data sets includes it all?
- Issues can be added as they come up as ancillary recommendations to be considered in other phases down the road, etc. This proposal is what we can do in this immediate period of time. April is an aggressive timeline but there could be an extension if needed.
- Would community health data surveys for school children and adults be useful? They do provide a general idea about risk factors and behaviour.
- Document could change weekly with more data sets added. This is more like a document about principles and can consider other sources of data as it evolves.
- Consider the project as a process that we integrate members of Commission throughout and provide updates when data received and then add in other variables as we see fit.
- Could get Board advocacy for any barriers to accessing data.

- Info from police is provided to ICBC, however, police do go to crashes which aren't reported to ICBC. Police members can assist with getting that information.
- Can get data on enforcement, e.g., traffic citations or stops by various types of violations, from RoadSafetyBC. We may want to add that if we are adding more categories of data.

Action: Vice-Chair Sukhawathanakul to update proposal to reflect suggested additions

MOVED BY Neil Arason, **SECONDED** by Murray Fyfe, that the Commission approve expenditure of \$12,000 to fund a project to document factors that contribute to serious injury and fatal collisions in the Capital Regional District and the Malahat Highway. **CARRIED**

John Hicks confirmed that funds can come from the current year's budget.

6. Priority Business

➤ Budget Update

There is not much change to the budget. In September/October, reports are closed for a short period of time and forecasts for next year go for approval. There will be an inflationary increase to the budget, and it will need to be determined what flexibility we have around the carryover. The scholarship funds that we have received through donations have been moved so they won't show up as a surplus every year.

If you have any projects, please bring them forward to the next meeting.

➤ BCACP Calendar

- October – Drive Relative to Conditions Campaign (Speed/Pedestrian)
- December – Winter Impaired Driving Campaign

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

The "Let's Get Visible" campaign will be held on October 27 at the Switch Bridge to remind people of the seasons changing and encouraging use of lights, reflectors, etc. Motorists will be targeted as well. The campaign is being supported by the reflectors funded by the Commission and they are also available for use by members for any campaigns they are doing.

Steve Martin raised the issue of putting pressure on the provincial tax system for having safety equipment be exempt from provincial sales tax. John Hicks noted it is within our bylaw to do something like that, but it would have to be a motion carried forward from the Commission, would need some background and someone would need to speak to it at Committee. John will try to determine what the reception would be if we did bring this forward. It was suggested that we develop something and wait for the right timing.

Action: Add to November meeting agenda

A question was raised regarding the status of our advertising videos and members requested that links for the videos be forwarded.

Action: Ask Dr. Frederick Grouzet to circulate links to advertising videos

7. Other Business

Corey Burger noted that the new Motor Assisted Cycle Regulations were published today. He will forward a link for distribution.

8. Member Updates

➤ RoadSafetyBC – Kash Akinkuowo

- Currently doing the Drive Relative to Conditions Campaign and the Shift into Winter campaign is coming up with messaging around early darkness, winter tires, etc. Messaging on pedestrian safety will be included as well.

- **ICBC – Colleen Woodger**
No update
- **Youth and Children – Hailey Bergstrom-Parker**
No update
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
No update
- **CRD – John Hicks**
 - Next week bike counters will be out on the streets and trails doing a manual count to identify volumes and gender and also numbers of children.
- **Integrated Road Safety Unit – Andy Harward**
 - The driving and cell phone campaign held last month across the region has finished and will be moving onto driving speed relative to conditions campaign.
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**
No update
- **Vancouver Island Safety Council – Ron Cronk**
No update
- **Capital Bike – Corey Burger**
 - Last week was fall Go by Bike week. Rides need to be logged by Sunday. It's a form of advocacy to the province to let them know that people are cycling.
 - Gearing up for thinking about the new Council and Board terms and what the next four years will look like.
 - They will be recruiting for their Board of Directors in the next couple of months so if members know of anyone who might be interested, put them in contact with Corey.
- **Walk On, Victoria – Todd Litman**
 - Following the City of Victoria's new 30 km/h speed limit on local streets and are looking forward to seeing how that is implemented and how it will affect pedestrian safety.
- **Municipal Police Forces – Sgt. Ryan O'Neil, Victoria Police**
 - Finished their distracted driving campaign.
 - Attending the BC Chiefs of Police Convention in Vancouver next week. His subcommittee prepares the BCACP traffic safety calendar, and it will be distributed after the convention.
- **BC Transit – Dallas Perry**
No update
- **Ministry of Transportation and Infrastructure – Jen Dyer**
 - Last week chain checks for commercial vehicles were done on the Malahat as an educational exercise. No tickets were issued.
 - Currently preparing for the rainy season and monitoring flood sites from last year's atmospheric river to make sure they are stable. Also monitoring drainage infrastructure, culverts, ditches, catch basins, etc., and working with media team to educate the public on jurisdiction and responsibility when it comes to culverts. The Ministry maintains cross culverts that go under roads, and private landowners are responsible for their driveway culverts.
 - Capital projects update: Highway 14 widening between Otter Point and Woodhaven Road is now complete; Highway 14 realignment at Gillespie is still ongoing; the Mt. Newton X Road bus queue jumper is nearing completion; the Keating X Road flyover project should be tendered by the end of November; and the Malahat at Tunnel Hill project is underway.

➤ **Island Health – Neil Arason**

- The Vision Zero in Road Safety Grant Program is funded by the Ministry of Health and the Ministry of Transportation and Infrastructure. Last year there were six projects in Island Health with the following two being in this region: Installation of solar powered pedestrian and cyclist crossing signs where the Galloping Goose crosses Happy Valley Road; installation of two solar powered speed feedback signs and new school zone pavement markings by Macaulay Elementary School.
- On November 1, year 2 of the Vision Zero Program will be launched and will be open for a couple of months to local governments, non-government organizations, parent advisory councils, etc. There are two streams – one for non-indigenous governments and one for indigenous governments. They are hoping to get some indigenous applicants so if anyone can get the word out on that, it would be appreciated.

➤ **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 November 8, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:52 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, November 8, 2022**

Members: Kash Akinkuowo, RoadSafetyBC
Neil Arason, Island Health
Jen Dyer, Ministry of Transportation and Infrastructure
Dr. Murray Fyfe, Island Health
Margaret Gibbs, ICBC (for Colleen Woodger)
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Todd Litman, Walk On, Victoria
Steve Martin, Community Member
Joe Perkins, Media
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)

Associates: Cst. Tim Cosgrove, Sidney North Saanich RCMP
S/Sgt. Doug Cripps, Saanich Police
Jay Douillard, CRD (for John Hicks)
Sgt. Manny Montero, Oak Bay Police
Cpl. Andy Sanchez, Sidney North Saanich RCMP

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Corey Burger, Capital Bike
Ron Cronk, Vancouver Island Safety Council
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

The meeting was called to order at 12:31 pm. Vice-Chair Sukhawathanakul acted as Chair.

1. Territorial Acknowledgement

Vice-Chair Sukhawathanakul provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Todd Litman, **SECONDED** by Andy Harward, that the agenda be approved as distributed. **CARRIED**

3. Approval of Minutes – October 11, 2022

MOVED by Neil Arason, **SECONDED** by Jen Dyer, that the minutes of the meeting held on October 11, 2022 be approved. **CARRIED**

4. Chair's Remarks

No remarks

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

At the last meeting of the Transportation Working Group, one of the key issues discussed was the regional cycling network. This is an effort to update the pedestrian cycling master plan to reflect current municipal plans in terms of the cycling network. By the next working group meeting, there should be an established regional cycling network which essentially rolls up all the active transportation plans into one document and provides an idea of places that don't currently have an active transportation plan. There was also discussion on aligning various bylaws throughout the municipalities to provide some standardization of regional trail crossings as this varies depending on the location.

A question was raised regarding to what degree walkability would be incorporated into the plan, however, there is currently insufficient data quality and consistency at the municipal level.

Building on coming up with some standardized indices for cyclability and walkability would be something we could consider. What are some factors that influence comfort and safety in using these trails. We can continue to have this discussion and do some research.

➤ **Demographics/data collected from collision information/violation tickets (from May meeting)**

This item was raised at the May meeting and moved forward to November for an update.

Kash Akinkuowo, RoadSafetyBC, confirmed that as mentioned in May, demographic data on ethnicity or similar themes is not collected on violation tickets. He will check to see if there are any discussions currently taking place on this issue.

Also, as noted in May, discussions around equity in transportation were taking place with the Community Social Planning Council. It was suggested that we get an update from John Hicks on these discussions.

It was agreed to table this issue until we can get more information on what data is already being collected. This is a challenging subject, and the Commission needs to think carefully about the priorities we put on collecting data. This issue may also be outside the scope of what the Commission can do.

Dr. Murray Fyfe suggested he could check with the Research Unit to see if this is something they would consider taking on.

Vice-Chair Sukhawathanakul will follow up with Corey Burger who initially raised this subject at the May meeting.

➤ **Commission Role in clarifying issues around Insurance (from May meeting)**

The context around this issue being raised in May was to do with an ICBC policy change to no longer seek recovery for costs from pedestrians and cyclists in some clearly defined situations. It was moved forward to November to see what effect the policy changes have had.

Members commented that, although there are many issues related to road safety that we could discuss, the Commission should be thinking of issues that align with our mandate and what we are trying to do. It was agreed that we should discuss our mandate at the next meeting in preparation for creating a strategic plan for 2023 at the January meeting. Clarification will be requested around whether the Commission can establish terms of reference.

Action: Add discussion on the Commission bylaw/mandate to December meeting agenda

6. **Priority Business**

➤ **Implementation of Low-cost Road Safety Measures**

Neil Arason offered to do a presentation to the Commission on ten low-cost things that local governments can do to improve road safety. From that presentation, the Commission could possibly put forward recommendations to the Transportation Committee. There are many low-cost things that could be done, and this could tie back to the Commission data project currently underway. There also could be an education component if some of the measures are implemented.

Members discussed that we need to find the best way to give advice to the CRD Board around what would be effective ways of reducing casualties on our roads, which could then be passed on as recommendations by the Board to member municipalities. It was suggested that the Commission could pilot one simple recommendation for a low-cost road safety measure and members agreed this would be a good direction for the Commission.

Action: Add presentation by Neil Arason to December meeting agenda

➤ **Provincial Taxes on Safety Equipment**

Steve Martin commented that this is the season where many pedestrians and cyclists would benefit from having safety equipment and being more visible. There is provincial tax on bike lights, bike vests, etc. Could we look at the issue and perhaps make recommendations for these items to be tax free. This might be something that could drive a public conversation and make

people aware of how invisible they are. How do we weave through the appropriate channels to do this.

It was suggested that we could bolster the case with evidence that cost is a deterrent for people to use safety equipment. We could consider commissioning a piece of work to look at this.

Action: Vice-Chair Sukhawathanakul will discuss further with John Hicks re advancing this initiative

➤ **2023 TV Advertising**

The proposal from CHEK for advertising for the next 12 months was discussed. The creative that we have been making with Chek is being shared on many different platforms, so it is not just related to TV ad time. A decision about this proposal needs to be made at this meeting as payment would start in December.

Fredrick Grouzet talked about the context around the advertising videos that have been produced, prior to showing them to the Commission. About five years ago, the Commission started looking at how to reach youth and young adults re road safety messaging and entered into a partnership with the UVic Centre for Youth and Society. The Centre undertook surveys, focus groups, and reviewed existing videos to see what was well received, and had youth groups working on identifying what the key behaviours are that need to be addressed. It was originally planned to have youth create the videos, however, three years ago it was decided to start working with CHEK to create something more professional. Since then, four 30-second PSA videos have been created on the following topics: cannabis edibles; put your phone away when you drive; distraction by passengers; and sharing the road with bikes. Two other videos are currently in production on visibility and driving when fatigued. Besides being shown on CHEK, the videos are on YouTube, and traditional social media. The format would need to be changed to put them on TikTok.

It was suggested that there be more continuity in the videos so people can recognize right off that they are safety messages from the CRD Traffic Safety Commission.

MOVED by Murray Fyfe, **SECONDED** by Frederick Grouzet, that the partnership with CHEK Media for advertising in the amount of \$21,140 be continued for the next 12 months. **CARRIED**

➤ **Budget Update**

There are still significant funds available to provide project grants, but applications must be submitted before the December 13 meeting.

➤ **BCACP Calendar**

- December – Winter Impaired Driving Campaign

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

Sgt. Andy Harward advised that IRSU and partner agencies will be taking part in the national campaign for roadblocks on December 3.

7. **Other Business**

8. **Member Updates**

➤ **RoadSafetyBC – Kash Akinkuowo**

- They continue to follow the BCACP traffic enforcement calendar for their campaigns.
- November 16 is a National Day of Remembrance for road crash victims. A proclamation from the Minister will be going out and some messaging will be shared on social media.

- **ICBC – Margaret Gibbs (for Colleen Woodger)**
 - The ICBC Road Improvement Program (RIP) aligns with Neil Arason’s upcoming discussion in December of low-cost countermeasures, as the RIP cost-shares with municipalities on a number of these types of countermeasures. The RIP has committed \$590,000 in cost-share funding to CRD municipalities this fiscal year (2022/23), including for countermeasures such as sign upgrades, pedestrian flashers, curb extensions, new and upgraded crosswalks, new sidewalks, School Zone markings, speed reader boards, traffic calming measures, and Leading Pedestrian Intervals at signalized intersections.
 - A reminder that ICBC now provides interactive Open Data sets on its website, where data on ICBC-reported crashes, police-reported (TAS) crashes, Contraventions, and Vehicle Registrations can be accessed and (to a degree consistent with client confidentiality) searched. So, for example, with reference to the last bullet point in Item 5 (Business Arising from Previous Minutes) of the Minutes of the October 2022 meeting, regarding data on enforcement: As mentioned in the meeting, the online ICBC Open Data includes searchable data on Contraventions (click on “Contraventions Data Set” tab near the top of the webpage) that may be useful.

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

No update

- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
 - A graduate student under the supervision of Vice-Chair Sukhawathanakul is working on compiling data re factors that contribute to serious injury and fatal collisions in the CRD and recently met with ICBC to talk about what quality of data they have. A preliminary report is currently being compiled and it is hoped that can be circulated in December. It is being modelled after RoadSafetyBC’s report on injuries and fatalities for the whole province. Meetings will take place with RoadSafetyBC and Island Health in the next week.

- **CRD – John Hicks**
 - The “Let’s Get Visible” campaign had a pop-up at the Switch Bridge last week. Four representatives of Saanich Police were in attendance, and ICBC and BikeMaps gave out lots of reflective materials.
 - Doing some procurement for reflective arm/leg bands which will be another potential giveaway item.

- **Integrated Road Safety Unit – Andy Harward**
 - A campaign on speed related road conditions was held in October

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

No update

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

No update

- **Capital Bike – Corey Burger**

No update

- **Walk On, Victoria – Todd Litman**
 - Pleased that the new Saanich mayor has made a commitment to increasing safety and is considering some speed reduction targets

- **Municipal Police Forces/RCMP**
 - Thanks to Tim Cosgrove and Colleen Woodger for reestablishing the volunteer group and training them for the Speed Watch program.
 - Saanich Police will be running their counterattacks every weekend in December.

- **BC Transit – Dallas Perry**

No update

- **Ministry of Transportation and Infrastructure – Jen Dyer**
 - Held another chain check exercise on the Malahat this morning.
 - Emcon are having their winter preparedness meeting tomorrow and giving an update on how they are preparing for the winter season.

- **Island Health – Neil Arason**
 - Year 2 of the Vision Zero grant in road safety grant program has been launched and is open for applications. The link is visionzerobc.ca.

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

Joe Perkins from CHEK mentioned that he is always open to receiving information on safety related campaigns/events taking place that could be mentioned on the newscast.

9. **Next Meeting**

The next meeting will be held on December 13, 2022 at 12:30 pm. On motion, the meeting adjourned at 2:01 pm.



Making a difference...together

Notes of a Meeting of the Regional Transportation Working Group Held October 17, 2022

PRESENT: Staff: K. Lorette, General Manager of Planning and Protective Services, E. Sinclair, Senior Manager, Regional and Strategic Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; J. Douillard, Research Planner, Regional and Strategic Planning; L. Hutcheson, General Manager Parks and Environmental Services; J. Leahy, Senior Manager, Regional Parks; E. Taylor, Planner, Regional Parks; S. Walsh, Acting Manager Regional Park Operations, Regional Parks; J. Starke, Southern Gulf Island Electoral Area; C. MacKenzie (recorder).

Also present: J. Baylis, City of Colwood; L. Beckett, District of Highlands; R. Campeau, Town of Sidney; Jenn Clary, Town of Sidney; Joel Clary, Township of Esquimalt; C. Davie, Township of Esquimalt; B. DeMaere, Town of Sidney; C. Fudge, BC Transit; I. Leung, Town of View Royal; M. Mahovich, City of Langford; T. McKay, District of Saanich; C. Newcomb, Town of Sidney; M. Pearson, Province of British Columbia MOTI; S. Renick, District of Oak Bay; J. Rosenberg, City of Colwood; Y. Sylvestre, District of Central Saanich; S. Webb, City of Victoria; P. Webber, MOTI.

REGRETS: J. Carter, District of Sooke; K. Campbell, Salt Spring Island Electoral Area; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning; K. Lesyshen, District of Metchosin; R. Mattson, District of Sooke.

The meeting was called to order at 10:00 am.

E. Sinclair provided a Territorial Acknowledgement.

I. Approval of Agenda

The Transportation Working Group approved the agenda.

II. Pedestrian and Cycling Master Plan/Regional Cycling Network

J. Douillard presented an All-Ages and Abilities (AAA) cycling facility framework and an updated map of the regional cycling network. key features of the AAA cycling facility framework include:

- a) The proposed AAA framework is based on the National Association of City Transportation Officials (NACTO) definition of AAA facilities.
- b) The proposed AAA framework has been amended from imperial to metric and aligned to the BC Active Transportation Design Guide. Note that the BC Active Transportation Design Guide does not define a AAA facility.
- c) Per the NACTO definition, the framework is based on the principle that speed and volume of traffic impacts user comfort and identifies the types of facilities that are comfortable for all ages and abilities based on traffic speed and volume criteria.

Transportation Working Group Meeting Minutes May 9, 2022

J. Douillard provided updates on the factors that make a bicycle facility comfortable for all ages and abilities. The group agreed that the speeds should reflect the 85% posted speed for the AAA framework.

The regional cycling network reflects future cycling routes identified in municipal active transportation plans. The key principles of the network are:

- a) It is a continuous connected network, linking key destinations.
- b) It is a long-term planning tool to help minimize the number of isolated/disconnected facilities.
- c) The network will not include unpaved trails not suitable to all bicycles and will not be a complete inventory of all facilities.

Note that two municipalities are currently updating their networks and changes will be reflected as they receive municipal approval.

The group generally agreed with the proposed AAA definition and updated cycling network. The group discussed the importance of minimizing bespoke AAA definitions. In the absence of a provincially endorsed definition, the proposed definition provides regional consistency by adapting the NACTO definition to a BC context. The group also discussed next steps, including timing to provide edits to the cycling network, presentation to the Capital Regional District (CRD) Transportation Committee, and future actions such as determining frequency of network updates, prioritizing gaps in the network, discussing wayfinding and considering the impacts of micromobility.

ACTION: Provide J. Douillard with any edits to the cycling network; discuss next steps at future working group meetings.

III. Draft Detour and Closure Guidelines

E. Taylor, Planner at Regional Parks, indicated that Regional Parks, at the request of the CRD Transportation Committee, is developing standardized trail detour and closure guidelines. Consensus is being sought from the working group on an approach to regional trail detours and closures that can be supported on local roads. Such standards are needed to ensure a consistent regional approach, and in anticipation of upcoming trail widening that will result in trail closures of significant length and duration (e.g., the trail widening project will impact the Galloping Goose from Selkirk Trestle to Switch Bridge and the Lochside to McKenzie).

S. Walsh, Acting Manager, Regional Parks Operations, outlined a staff report that was considered by the Transportation Committee on August 3, 2022, providing information on the CRD's current process for temporarily closing regional trails that aims to minimize impacts to users. S. Walsh highlighted that the CRD Regional Parks guideline for temporary closures on regional trails differentiates between the unpaved and paved sections of trail and between short term and longer-term closures. He added that implementation of detours is subject to municipal or provincial government approvals and may or may not include communication to the public, signage, on-site traffic management and the development of a traffic management plan.

E. Taylor requested that Working Group members consider if the guideline is supportable and what additional criteria should be included.

ACTION: Members are asked to share their feedback on regional trail detours and closures with S Walsh and E. Taylor by December 1, 2022.

IV. Consistency of Road Crossings

J. Hicks, Senior Transportation Planner, indicated that the intent of this process is to allow for consistency at crossings across the region through the adoption and/or amendment of local bylaws. The bylaws will aim to specifically reference elephant's feet as a distinct design element. Doing this will provide a more consistent user experience. The BC Motor Vehicle Act (MVA) currently does not include elephant's feet. As a result, the only way to allow for their use in the region is to have every local government include them in their local bylaws.

A number of municipalities propose amending their bylaw early next year while others will need more time. He further acknowledged that councils will make that final decision to approve any amendments.

The Transportation Working Group made it clear they would rather the MVA be amended instead of each municipality having to amend their own bylaws. The MOTI representative acknowledged that in the absence of the MVA including language around elephant's feet, the inclusion in local bylaws was needed. The group requested that MOTI prioritize such an amendment.

Members then discussed whether there is a role for the CRD Transportation Committee or CRD Board in at a committee level to advocate for this item.

ACTION: Continue to raise the need for legislative change at a staff level and explore additional advocacy pathways.

V. Regional Trails Management Plan

E. Taylor indicated that the Interim CRD Regional Parks and Trails Strategic Plan 2022-2032 was adopted in July this year. The Strategic Plan identifies a number of priorities for regional trails, including updating the Regional Trails Management Plan (RTMP) as a short-term action item. The RTMP was developed in 2016 with input from a technical advisory group and implementation is ongoing. The RTMP update will incorporate a new separated use pathway and trail lighting standards, future regional trail expansion and enhancements, and be informed by best practice design standards and current active transportation planning and infrastructure development in the region.

Staff will be preparing a scope of work for the RTMP update this fall and invites any input from Transportation Working Group members.

ACTION: E. Taylor will provide the Transportation Working Group members updates on the RTMP update.

VI. Updates on Additional Business

1. Etiquette Campaign-Cruise with Courtesy.

The advertising campaign is live. The focus is on sharing the trails.

2. Safety Campaign – Let's Get Visible (October 27 – Switch Bridge.).

The campaign will focus on the safety of users of the trail system. Reflectors will be provided to the public to assist in making them more visible to each other.

3. Origin Destination Household Travel Survey.

The surveying has started and is moving along according to schedule. The next wave of letters was being delivered this week. The results of the survey will be available in fall 2023.

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4. Lochside trail agreement.

Partners are prepared to re-engage on finalizing the draft agreement.

VII. Adjournment

The Transportation Working Group meeting was adjourned at 12:00 pm.