



## Notice of Meeting and Meeting Agenda Transportation Committee

---

Wednesday, March 15, 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. [23-230](#) Minutes of the January 18, 2023 Transportation Committee Meeting

**Recommendation:** That the minutes of the January 18, 2023 Transportation Committee meeting be adopted as circulated.

**Attachments:** [Minutes - January 18, 2023](#)

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

### 6. Committee Business

**6.1.      [23-208](#)      Cycling Facility Criteria**

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

**Attachments:**      [Staff Report: Cycling Facility Criteria](#)  
                         [Appendix A: Regional Cycling Facility Classification](#)

**6.2.      [23-209](#)      Governance Options: Transportation Planning Backgrounder**

**Recommendation:** The Transportation Committee recommends to the Capital Regional District Board:  
That staff be directed to initiate the planning required to develop transportation governance options, including a progress analysis of governance needs and an impact evaluation associated with changes to the existing mode-specific governance framework.

**Attachments:**      [Staff Report Governance Options-Transport'n Planning Backgrnder](#)  
                         [Appendix A: Existing Transportation Plans and Studies](#)  
                         [Appendix B: RTP Progress Report Summary](#)  
                         [Appendix C: Regional Transportation Priorities](#)  
                         [Appendix D: Mode-Specific Transportation Governance](#)  
                         [Appendix E: Governance Needs for RTP Outcomes](#)  
                         [Appendix F: Transportation Service Establishment Timeline](#)

**6.3.      [23-207](#)      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 December 13, 2022  
b) Traffic Safety Commission minutes of January 10, 2023  
c) Transportation Working Group minutes of February 13, 2023

**Attachments:**      [Minutes: Traffic Safety Commission - December 13, 2022](#)  
                         [Minutes: Traffic Safety Commission - January 10, 2023](#)  
                         [Minutes: Transportation Working Group February 13, 2023](#)

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

The next meeting is May 17, 2023.

To ensure quorum, please advise Jessica Dorman ([jdorman@crd.bc.ca](mailto:jdorman@crd.bc.ca)) if you or your alternate cannot attend.

## Meeting Minutes

### Transportation Committee

---

Wednesday, January 18, 2023

9:30 AM

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

---

#### PRESENT

Directors: 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 (9:50 am), D. Thompson, C. Plant (Board Chair, ex officio)

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

The meeting was called to order at 9:31 am.

#### 1. Territorial Acknowledgement

Chair Murdock provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Caradonna, **SECONDED** by Director Brent,  
That the agenda for the January 18, 2023 Transportation Committee meeting be approved.  
**CARRIED**

#### 3. Adoption of Minutes

- 3.1. [23-064](#) Minutes of the June 15, 2022, and August 3, 2022 Transportation Committee Meetings

**MOVED** by Director McNeil-Smith, **SECONDED** by Director Brice,  
That the minutes of the Transportation Committee meetings of June 15, 2022, and August 3, 2022 be adopted as circulated.  
**CARRIED**

#### 4. Chair's Remarks

Chair Murdock welcomed everyone to the first meeting of this Transportation Committee. The Chair noted that he is looking forward to what lies ahead for this committee.

#### 5. Presentations/Delegations

- 5.1. [23-067](#) Delegation - Eric Doherty; Representing Greater Victoria Acting Together:  
Re: Agenda Item 6.2.: Update on Transportation Priorities  
E. Doherty spoke to Item 6.2.
- 5.2. [23-070](#) Delegation - Corey Burger; Representing Capital Bike: Re: Agenda Item  
6.3.: Regional Cycling Facility Classification  
C. Burger spoke to Item 6.3.

## 6. Committee Business

- 6.1. [23-021](#) 2023 Transportation Committee Terms of Reference  
K. Lorette spoke to Item 6.1.  
  
Discussion ensued on the following:  
- the inclusion of "roads" to create a strong regional voice  
- the composition and reporting structure of sub-committees  
  
**MOVED by Director Thompson, SECONDED by Director de Vries,  
The Transportation Committee recommends to the CRD Board:  
That the Transportation Committee Terms of Reference be amended to replace  
the words "sustainability measures" with "climate action and sustainability  
goals".  
CARRIED**
- 6.2. [23-024](#) Update on Transportation Priorities  
K. Lorette introduced staff and spoke to Item 6.2.  
  
Discussion ensued on the following:  
- data collection of vehicle kilometers traveled within the region  
- the technical analysis and stakeholder engagement undertaken by MOTI  
on the Island Rail Corridor  
- transportation demand management opportunities  
- the levels of maintenance required for transportation and recreational trails  
  
**This report was received for information.**

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

K. Lorette spoke to Item 6.3. and identified a recent request from municipal partners to have further discussion on this item. Staff recommended a referral back to staff for further discussion through the Transportation Working Group.

Discussion ensued on the following:

- conflicts resulting from e-bikes on the regional trails
- consideration of the wide range of users of these facilities
- the distinction between the classifications
- defining the priorities of commuter and recreational trails

**Referral Motion**

**MOVED** by Director Kobayashi, **SECONDED** by Director de Vries,  
That the regional cycling facility classification be referred back to staff to have further discussion through the Transportation Working Group.  
**CARRIED**

**6.4.     [23-023](#)     Previous Minutes of Other CRD Committees and Commissions for Information**

These minutes were received for information:

- 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

**Referral Motion**

**MOVED** by Director Plant, **SECONDED** by Director Szpak,  
The Transportation Committee recommends to the CRD Board:  
That the CRD Board ask that the Traffic Safety Commission review e-bikes and e-vehicles as it relates to personal use and safety in the capital district.

**MOVED** by Director Caradonna, **SECONDED** by Director Thompson,  
That the motion be amended to add the wording "micro-mobility" after the words "the e-bikes".

**CARRIED**

**MOVED** by Director de Vries, **SECONDED** by Director Tait,  
That the motion be further amended to add the word "and" after the word "e-bikes" and to remove the wording "and e-vehicles".

**CARRIED**

The question was called on the Main Motion as amended:

The Transportation Committee recommends to the CRD Board:

That the CRD Board ask that the Traffic Safety Commission review e-bikes and micro-mobility as it relates to personal use and safety in the capital district.

**CARRIED**

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

There were no notice(s) of motion.

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED** by Director Thompson, **SECONDED** by Director de Vries,  
That the January 18, 2023 Transportation Committee meeting be adjourned at  
10:57 am.  
**CARRIED**

---

CHAIR

---

RECORDER



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MARCH 15, 2023

---

### **SUBJECT**     Cycling Facility Criteria

### **ISSUE SUMMARY**

To approve regional All-Ages and Abilities (AAA) cycling facility criteria.

### **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.

The Transportation working group requested an updated tool to support planning for connections between jurisdictions and to facilitate reporting on progress towards building out the region's future cycling network. A standard definition of AAA facility criteria that can be applied consistently across the region is needed to develop such a tool. This information helps local government and agency partners plan for connections between jurisdictions. It also facilitates reporting on progress towards building out the region's future cycling network.

AAA facilities provide a comfortable and safe cycling experience for people of AAA, including families with children, seniors and new riders. The criteria for a AAA facility are based on the BC Active Transportation Design Guide and definitions used by TransLink and the City of Vancouver. For the purposes of consistent planning and reporting, the CRD will consider AAA cycling facilities to be those that meet the criteria set out in Table 1. AAA Cycling Facility Criteria, as shown in Appendix A.

### **ALTERNATIVES**

#### *Alternative 1*

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

#### *Alternative 2*

That the Regional Cycling Facility Criteria 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 AAA facility criteria. The working group confirmed the criteria and local governments will continue implementing the regional cycling network through their planning and design efforts.

#### *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*

Standard AAA cycling facility criteria 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. The BC Active Transportation Design Guide provides information about facility design considerations and applications. As noted in the design guide, all designs should be applied with sound professional judgement that considers the unique context of each project.

CRD staff will report on status of completion of the network using the criteria. Consistent AAA facility criteria allows for better monitoring and reporting of planning and service delivery outcomes.

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

The cycling facility criteria 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 criteria. Consistent AAA criteria allows for comparability between local networks and plans.

### **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. Standard AAA cycling facility criteria have been prepared to assist local government staff ensure consistency of connections between jurisdictions. The Regional Transportation working group supports the AAA cycling facility criteria.

### **RECOMMENDATION**

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

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENT**

Appendix A: Regional Cycling Facility Classification



# Regional Cycling Facility Criteria

## Background

The Capital Regional District's (CRD) 2011 Pedestrian and Cycling Master Plan (PCMP) sets out a regional cycling network and actions to support its implementation. Local government active transportation plans and the Province's BC Active Transportation Design Guide implement the network and provide detailed planning, selection, design, implementation, and maintenance guidance for active transportation facilities. The CRD Transportation working group requested an updated tool to support planning for connections between jurisdictions and to facilitate reporting on progress towards building out the region's future cycling network. A standard definition of all-ages and abilities (AAA) facility criteria that can be applied consistently across the region is needed to develop such a tool.

## AAA Cycling Facility Criteria

AAA facilities provide a comfortable and safe cycling experience for people of AAA, including families with children, seniors and new riders. The criteria for a AAA facility are based on the BC Active Transportation Design Guide\* and definitions used by TransLink and the City of Vancouver. For the purposes of consistent planning and reporting, the CRD will consider AAA cycling facilities to be those that meet the criteria set out in Table 1. AAA Cycling Facility Criteria.

**Table 1. AAA Cycling Facility Criteria**

Target Motor Vehicle Speed	Target Max Motor Vehicle Volume	Motor Vehicle Lanes	Key Operational Consideration	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 (one-way or two-way)
≤ 30 kph	≤ 1000 per day	No centerline or single lane one-way	< 50 motor vehicles per hour in peak direction at peak hour	Neighbourhood Bikeway or Advisory Bike Lane (traffic calmed shared route)
Highways, natural / linear corridors, or geographic edge conditions with limited conflict			High pedestrian volume	Separated Multi-Use Path (off-street)
			Low pedestrian Volume	Shared Multi-Use Path (off-street)

\*The BC Active Transportation Design Guide provides information about facility design considerations and applications. As noted in the design guide, all designs should be applied with sound professional judgement that considers the unique context of each project.

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MARCH 15, 2023

---

### **SUBJECT**     **Governance Options: Transportation Planning Backgrounder**

### **ISSUE SUMMARY**

To provide background information on transportation in the region and to initiate the planning required to scope regional transportation governance options.

### **BACKGROUND**

Transportation continues to be a regional priority for the Capital Regional District (CRD) Board and residents across the region. On March 8, 2023, the Board approved a strategic priority to present options for changes in governance for transportation in the region.

The Regional Transportation Plan (RTP), approved in 2014, sets out a vision for transportation in the region and identifies outcomes to guide implementation. Most significantly, the RTP provides policy direction to establish a multi-modal network that consists of regionally significant transportation corridors that include major transit routes and trails to connect with local and provincial road networks and regional activity centers. To support RTP implementation, the CRD commissioned the 2014 Transportation Service Feasibility Study to receive information about changes that could be made to governance in the region.

Through the 2019-2022 term, the CRD Board received a series of reports evaluating RTP implementation progress. The Board validated RTP policy direction, and with input from local governments, BC Transit, BC Ferries and the Province, approved 12 regional transportation priorities and associated implementation actions.

This report presents the Transportation Committee with background information on existing transportation policy direction. Based on this information, staff propose an approach to initiate the planning required to deliver this Board priority.

### **Regional Transportation: Problem Definition and Policy Direction**

As shown in Appendix A, a series of transportation plans and studies have been undertaken since 2011 to define and identify solutions to three core transportation problems affecting the region:

1. Traffic congestion in the AM and PM peak periods increases travel time and decreases residents' quality of life,
2. The regional road network is largely built out, constraining infrastructure solutions because of cost and geography; as a result, solutions are needed to shift mode share; and,
3. Transportation is responsible for 40% of the region's greenhouse gas (GHG) emissions and action is needed to curb these emissions.

On December 9, 2020, the CRD Board confirmed these problems and on May 12, 2021, identified that solutions should also help improve regional affordability and safety.

As noted above, RTP policy direction is provided through eight regional outcome statements to guide the planning and development of the multi-modal transportation network.

### **RTP Outcomes and Implementation Actions**

RTP outcomes were developed in recognition that the CRD, local governments, BC Transit and the Province are partners in building out the multi-modal transportation network. The RTP was

not intended to address site or local government-specific issues, rather to establish outcomes that partners can work towards.

There are four broad types of actions that partners can use to implement the network.

1. **Planning and policy** to define problems and identify solutions;
2. Investments in **infrastructure, service delivery and programming** to ensure safety, increase reliability and improve mode choice;
3. **Land use decisions** to achieve densities that can be efficiently served by transit, support active transportation and take action on climate change by reducing GHG emissions; and
4. **Behaviour change** to promote mode shift (e.g., travel demand management).

### **RTP Implementation: Progress to Date**

All partners have been taking action to implement the RTP. On March 10, 2021, the Board received a report evaluating progress against the RTP. Appendix B summarizes findings from the RTP progress report.

Data show that progress has been made to shift mode share and, more recently, attract provincial funding for infrastructure projects to improve public safety and mode choice. Gaps remain as traffic volumes and travel times remain stubbornly high, and the region is only halfway to achieving its mode share target of 45% of trips taken by walking, cycling and transit.

On May 12, 2021, the CRD Board agreed to a list of 12 transportation priorities and on July 14, 2021, approved implementation actions. The CRD Board receives annual progress updates on the transportation priorities. As noted in the February 8, 2023, report, strong progress is being made to deliver on approved regional transportation priorities. Of the 12 priorities, 10 are proceeding as planned and two are experiencing delays outside of local government control. The transportation priorities are shown in Appendix C.

### **Transportation Governance**

Governance, simply defined, is about decision-making. A governance structure sets out how decisions are made, who is involved in those decisions, who pays, and who is accountable for implementation.

Current transportation governance in the region is mode-specific, where each partner has responsibility for a distinct transportation mode, and independently localized, where there are 13 jurisdictions directing decisions about land use and local roads. Appendix D summarizes this mode-specific governance framework. From a regional perspective, the outcome of this governance structure is that impacts of local transportation decisions are felt regionally while the responsibility for action lies with local or provincial authorities. Put differently, there is no decision-making mechanism to collectively consider the regional impacts of municipal and provincial transportation decisions.

### **Regionalized Governance: Previous Attempts**

The CRD Transportation Service Feasibility Study, prepared in 2014 to support RTP implementation, assessed the need and feasibility for a more formalized governance structure for transportation decisions in the region. The study found that, from a policy perspective, the existing mode-specific governance framework limits the scope, scale and funding needed to improve travel time and curb greenhouse gas (GHG) emissions.

The study recommended a three-step process to shift to a collaborative multi-modal governance framework:

- Step 1: Consolidate existing CRD transportation functions within one CRD service.
- Step 2: Expand CRD service authority to undertake additional functions as necessary, including the ability to hold property, borrow and spend money, and enter into

contracts to provide an expanded range of transportation-related programs and services.

Step 3: Establish a framework for further service expansion, including greater operational involvement in a regional multi-modal network and a possible merger of all or part of the existing transit service into the CRD.

The recommendation is based on an analysis of governance needs in relation to the RTP outcome statements. Appendix E summarizes this analysis.

The study acknowledged that the current mode-specific governance framework is structural, as power and authorities are set out in legislation. For the best chance of success, the study recommended that a new multi-modal governance framework be developed collaboratively and implemented in a stepwise fashion where each step proves feasibility before moving to the next.

The CRD Board has made numerous attempts to increase its role in regional transportation. These attempts have been unsuccessful due to concerns about loss of municipal control over transportation decisions and local cost impacts. Governance reviews, along with correspondence from the Premier's Office, indicate that the CRD Board needs to reach consensus around its transportation future before it can take a leading role in regional transportation. Appendix F summarizes previous service establishment attempts.

### **Next Steps**

This report summarizes existing policy direction and actions taken to date to implement the region's multi-modal transportation network. The following information is needed to initiate the planning required to develop transportation governance options:

1. An analysis of progress toward meeting the region's multi-modal governance needs, given actions taken since 2014 to implement the RTP.
2. An evaluation of impacts, developed in collaboration with affected partners, associated with a shift in transportation governance.

### **ALTERNATIVES**

#### *Alternative 1*

The Transportation Committee recommends to the Capital Regional District Board:

That staff be directed to initiate the planning required to develop transportation governance options, including a progress analysis of governance needs and an impact evaluation associated with changes to the existing mode-specific governance framework.

#### *Alternative 2*

That the Governance Options: Transportation Planning Backgrounder report be referred back to staff for additional information based on Transportation Committee direction.

### **IMPLICATIONS**

#### *Environmental & Climate Implications*

The CRD Board has declared a climate emergency. Road based transportation is responsible for 46% of all GHG emissions in the region. Transportation solutions that shift mode share – get more people taking transit, walking and cycling – will help address traffic congestion and reduce GHG emissions.

#### *Intergovernmental Implications*

Responsibility for implementing the RTP is shared among multiple jurisdictions. In addition to achieving the regional outcomes set out in the RTP, each jurisdiction has its own transportation goals and objectives. It has been challenging for the CRD to reach consensus on topics related

to transportation as such requires both Board and council support. Feedback from the various governance reviews indicates that the CRD will only be heard if it can present a unified message of governance needs, supported by all affected partners. Additionally, feedback has stated that it is the CRD's responsibility to propose a change in governance; the Province has indicated it will not direct such changes without a governance proposal with unified partner support.

Both the transportation service feasibility study and lessons learned from previous change in governance attempts indicate that a collaborative approach to preparing governance options is required. The level of effort to collaborate with relevant elected representatives and staff is significant. For this reason, CRD staff propose to initiate planning for the development of governance options through analysis and impact evaluation prior to seeking direction on the scope of governance options.

#### *Regional Growth Strategy Implications*

The vital links between transportation and land use planning are clearly identified in the Regional Growth Strategy (RGS). A key transportation indicator in the RGS measures the percentage of total trips made by cycling, walking and transit in the growth management planning area. The mode share has increased from 22.4% in 2011 to 26.6% in 2017. The RGS target for 2038 is 45%. It is expected that mode share could decline when the impacts of the pandemic on travel behaviour and regional mode share are reported later in 2023 with the release of the Origin Destination Household Travel Survey.

The 2022 RGS Indicators Report highlights that recent growth in the region has largely gone to parts of the region that do not have a high active transportation and transit mode share.

#### *Social Implications*

The Regional Housing and Transportation Cost Estimate Study, prepared in 2020, identified that transportation costs can be a major household expense depending on where one lives and if one owns a vehicle for primary transportation. A key finding from the study is that transportation choice could save households money, making life more affordable in the region. Transportation solutions that help increase mode share will support improved affordability. Such solutions should be designed with equity in mind to ensure that residents have access to different transportation modes.

#### *Service Delivery Implications*

The CRD has the service authority to manage regional trails, collect and analyze transportation data and collaborate with partners to plan for the region's transportation needs. The CRD does not have a mandate to operate transit/ferries/rail, build road infrastructure, prioritize regional grant applications or dictate road standards. The CRD Board is in a unique position to advocate for regional priorities and can be most effective when presenting a unified position supported by local government councils.

Transportation infrastructure and policy projects continue to advance, led by local government, regional, provincial and agency partners. Local governments have leveraged the RTP to develop their own localized transportation plans that include a regional lens and align with regional objectives. Similarly, the Province heavily relied on the RTP to develop the 2020 South Island Transportation Strategy. The Regional Transportation Working Group, established in 2021, supports a coordinated approach to policy development and infrastructure delivery at the staff level.

#### *Financial Implications*

The CRD funds the planning, operation, maintenance, expansion and enhancement of regional trails and provides regional transportation planning functions.

Up until 2014, the CRD received federal gas tax funding through the Regionally Significant Projects Fund. The CRD administered this funding on behalf of local governments. RTP was

created with the understanding that this funding would be available to fund its actions and objectives. These funds are now distributed to local governments directly, through the Union of British Columbia Municipalities (UBCM) and increasingly these funds are used on non-transportation projects such as water and recreation. There is no funding mechanism to incentivize regional prioritization of transportation infrastructure projects.

*Alignment with Board & Corporate Priorities*

On March 8, 2023, the CRD Board approved its 2023-2026 Board Priorities. Priority 1(c) is to present options for changes in governance for transportation in the region, including the Electoral Areas. Additional analysis and impact evaluation is needed prior to seeking direction on the scope of governance options.

*Alignment with Existing Plans & Strategies*

Several CRD plans and strategies relate to the implementation of the RTP, including the RGS, the Interim Regional Parks and Strategic Plan, the Regional Trails Management Plan and the CRD Climate Action Strategy. These guiding policy documents will support the additional analysis and impact evaluation needed to scope governance options.

**CONCLUSION**

Transportation continues to be a major regional priority. The RTP provides policy direction for a regional multi-modal transportation network and the Transportation Service Feasibility Study proposes governance changes. The CRD Board validated RTP policy direction in 2021, and with input from partners, approved 12 regional transportation priorities and associated implementation actions. Additional information, including an analysis of progress toward meeting the region's multi-modal governance needs and an impact evaluation, is needed to scope transportation governance options.

**RECOMMENDATION**

The Transportation Committee recommends to the Capital Regional District Board:  
That staff be directed to initiate the planning required to develop transportation governance options, including a progress analysis of governance needs and an impact evaluation associated with changes to the existing mode-specific governance framework.

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: Existing Transportation Plans and Studies
- Appendix B: Regional Transportation Plan Progress Report Summary
- Appendix C: Regional Transportation Priorities
- Appendix D: Mode-Specific Transportation Governance
- Appendix E: Governance Needs for Regional Transportation Plan Outcomes
- Appendix F: Transportation Service Establishment Timeline

Appendix A: Existing Transportation Plans and Studies

Responsibility for transportation functions is shared across a number of partners in the region, each responsible for taking action on matters within their own jurisdiction.

Since 2011, 16 plans and studies have been developed to define and identify solutions to three core transportation problems affecting the region.

- 1) Traffic congestion in AM and PM peak periods increases travel time and decreases residents’ quality of life.
- 2) Need to shift mode share as the regional road network is largely built out, focusing on actions that improve transportation choice and change behaviour.
- 3) Transportation is responsible for 40% of the region’s greenhouse gas (GHG) emissions and action is needed to curb these emissions.

.

How are we doing?

-  Mode share is improving: 22.4% in 2011, compared to 26.6% in 2017.
-  Traffic volumes and travel times continue to increase.
-  46% of GHG emissions are from the transportation sector.

Table 1. List of Transportation Plans & Studies

Year	Plan / Study	Authority
2011	Victoria Transit Future Plan	BC Transit
2011	Pedestrian and Cycling Master Plan (PCMP)	Capital Regional District (CRD)
2012	Regional Transit Local Funding Options	CRD
2013	Transit Governance Review	CRD
2014	Regional Transportation Plan (RTP)	CRD
2014	Transportation Service Feasibility Study	CRD
2014	End of Regionally Significant Projects Fund (RSPF) for regional districts	Province (MUNI*)
2016	Regional Trails Management Plan	CRD
2016	Transportation Data and Analytics Program Review	CRD
2016	Governing Greater Victoria – the Role of Elected Officials and Shared Services (Bish Report)	Province (MUNI)
2017	Capital Integrated Services and Governance Initiative	Province (MUNI)
2019	Move, Commute, Connect – BC Active Transportation Strategy (CleanBC)	Province (MOTI*)
2020	South Island Transportation Strategy (SITS)	Province (MOTI)
2020	Victoria Regional Transit 10 Year Vision	BC Transit
2020	(Draft) Victoria Region Rapid Bus Strategy and Implementation Action Plan	BC Transit
Ongoing	Local Area Transit Plans	BC Transit
Ongoing	Local Transportation Master Plans	Local Governments
2021	Regional Transportation Priorities	CRD

\* Acronyms: MUNI – Ministry of Municipal Affairs; MOTI – Ministry of Transportation and Infrastructure

## Appendix B: Regional Transportation Plan Progress Report Summary

### Planning

- ✓ Local government, BC Transit and Ministry of Transportation and Infrastructure have adopted transportation plans aligned to the regional multi-modal network
- ✓ All partners agreed to convene a staff-level transportation working group, reporting through the Capital Regional District (CRD) Transportation Committee

### Infrastructure / Service Delivery

- ✓ MOTI has invested in numerous safety improvements to Highways 14, 17 and Malahat and completed construction of the McKenzie Interchange
- ✓ MOTI and local governments have completed infrastructure improvements to support rapid transit service and BC Transit is ready to launch RapidBus
- ✓ Local governments have invested in their active transportation networks
- ✓ CRD has initiated a multi-year widening and lighting project for regional trails
- ~ Active travel network is implemented according to local priorities
- ~ Transit service improvements are not driven by local need or ability to pay for additional service

### Land Use

- ✓ The 2018 Regional Growth Strategy identifies settlement concepts that correspond with the regional multi-modal network
- ✓ Local government Official Community Plans integrate planning for transportation and housing
- ~ Only 20% of new growth is located in places that are meeting mode share targets

### Behaviour Change

- ✓ 45 active school travel plans have been completed
- ✓ Anecdotal evidence from the pandemic suggests that altered commute patterns can help address congestion and greenhouse gas impacts
- ✓ BC Transit has incentivized youth ridership and has education/outreach program to encourage transit ridership
- ✓ City of Victoria is investigating options to incentivize transit and active travel in the downtown core
- ✓ Traffic Safety Commission funds research and outreach campaigns to support traffic safety
- ~ Little progress has been made to establish and implement a region-wide Transportation Demand Management program beyond active travel planning initiatives



## Appendix C: Regional Transportation Priorities

Priority areas are categorized by the type of action needed to advance each priority, recognizing that communities across the region have different transportation needs. This approach is a viable step toward implementing the regional multi-modal transportation network.

### Advocacy

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

- **RapidBus (Bus Mass Transit):** Accelerate RapidBus implementation.
- **Highway Safety and Multi-modal Improvements:** Prioritize highway improvements that deliver multi-modal infrastructure and safety, while advancing regional mode share and climate targets.
- **SSI / SGI Connectivity:** Seek multi-modal and safety improvements to enhance connectivity to Salt Spring Island (SSI) and the Southern Gulf Islands (SGI).
- **Transit – General:** Improve local transit service in rural areas.
- **Westshore Passenger Ferry (Non Bus Mass Transit):** Plan for long term need by conducting a service feasibility study.
- **E&N Corridor (Non Bus Mass Transit):** Plan for long term need by maintaining and upgrading the E&N right of way for future use as a transportation corridor.

### Action

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

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

### Pivot

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

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

Appendix D: Mode-Specific Transportation Governance



Capital Regional District








Local Governments



BC Transit



MOTI

	<b>Regional and Multi-Use Trails</b>	<b>Primary Service Provider</b> Planning, design, operation, maintenance, regulation and funding of regional trail system that acts as active transportation spine.	<b>Level of Involvement</b> Integrate local trails and cycling routes into the regional system.	<b>Level of Involvement</b> Supports integration of active modes of transportation with transit.	<b>Level of Involvement</b> Leases Galloping Goose right of way to CRD.
	<b>Regional and Local Roads</b>	<b>Level of Involvement</b> Identify multi-modal road network and policy support for all modes of transportation through RGS and RTP. Contribute data.	<b>Primary Service Provider</b> Planning, priority-setting, design, operation, maintenance, regulation and funding of roads that provide for local circulation.	<b>Level of Involvement</b> Operate transit on local roads.	<b>Level of Involvement</b> Integrate highway network for inter-regional travel into local roads.
	<b>Land Use - Corridors &amp; Nodes</b>	<b>Level of Involvement</b> Set regional vision and high-level policies for growth management through the RGS. Contribute data.	<b>Primary Service Provider</b> Use planning, land use regulation and taxation tools to shape the location and rate of development.	<b>Level of Involvement</b> Need population and/or employment density to provide efficient and reliable transit service.	<b>Level of Involvement</b> Policy guidelines and approvals of development applications adjacent to highway corridors.
	<b>Regional Transit Network</b>	<b>Level of Involvement</b> Policy support for transit system through RGS and RTP. Contribute data.	<b>Level of Involvement</b> Maintain roads and bus shelters, contribute to transit route planning initiatives and contribute property taxes to transit operations.	<b>Primary Service Provider</b> Planning, priority-setting, design, operation, maintenance, regulation and funding of transit routes and service.	<b>Level of Involvement</b> Enable transit operations on provincial highways. Contribute capital and operating funds.
	<b>Provincial Highways</b>	<b>Level of Involvement</b> Policy support for inter-regional through RGS and RTP. Contribute data.	<b>Level of Involvement</b> Integrate local roads and intersections with provincial highways.	<b>Level of Involvement</b> Operate transit on provincial highways.	<b>Primary Service Provider</b> Planning, priority-setting, design, operation, maintenance, regulation and funding of provincial highways.
<b>Outcomes</b>	Impacts of transportation decisions are felt regionally through congestion pinch-points and intra-regional travel.		No mechanisms to collectively consider the impact of municipal transportation decisions.	Region has no advocacy leverage as there is no consensus on regional priorities.	Region has no advocacy leverage as there is no consensus on regional priorities.

Appendix E: Governance Needs for Regional Transportation Plan Outcomes

RTP Outcomes	Outcome Statement	Required Governance
Integrate Land Use and Transportation	<p>The regional multi-modal network facilitates movement between communities.</p> <p>Mobility hubs align with the Regional Growth Strategy to provide people with access to housing, employment, services, amenities and transportation choices at different scales (local, sub-regional and regional).</p> <p>Transportation and land use planning tools are integrated at the local and regional levels.</p>	Ability to significantly influence land use
Create Exceptional Environments for Walking and Cycling	<p>Cycling is an appealing, safe and viable transportation option at all skill levels.</p> <p>Walking is supported by safe, convenient and accessible infrastructure.</p>	Authority and/or influence to take action needed to meet cycling and walking mode share targets of 15% each by 2038
Take Transit to the Next Level	Public transit is a preferred transportation choice and attracts new riders through comfortable, safe, accessible and convenient service.	Authority and/or influence to create and operate a transit system that attracts new riders and meet the transit mode share target of 15% by 2038. (Note: BC Transit increased the original target of 12% to 15%)
Get the Most of Our Roads and Trails	Existing regional transportation infrastructure is optimized and enhanced by new technology where appropriate.	Authority and/or influence to take action needed to improve the existing road and trails network, including implementation of technology
Influence Travel Behaviour	Regional programs and initiatives provide residents and visitors with the tools, confidence and knowledge to use all modes.	Authority and/or influence over tools and programs to shift travel behaviours towards sustainable modes of travel

## Appendix F: Transportation Service Establishment Timeline

This table summarizes milestones, outcomes and gaps associated with Capital Regional District (CRD) attempts to increase its role in regional transportation. The key gap is insufficient local government support due to concerns about loss of control over transportation decisions and local cost impacts.

Timeline	Milestone	Outcome / Gap
2011	<b>Transit Governance:</b> CRD Board requests that it replace Victoria Transit Commission as the regional authority for transit.	<b>Gap:</b> Insufficient municipal support at municipal councils.
2013 - 2014	<b>Regional Transportation Plan (RTP):</b> CRD Board approves the RTP. RTP contains input from all municipalities, BC Transit and the Province.	<b>Outcome:</b> Policy direction for a regional multi-modal transportation network and ambitious mode share targets.
	<b>Transportation Service Feasibility Study:</b> CRD Board receives a recommendation to implement the RTP using a three-step approach to transportation service and governance.	<b>Outcome:</b> Proposed three-step service and governance approach 1) Consolidate existing CRD transportation functions in a new service. 2) New CRD authorities to borrow, invest and run programs. 3) Bring transit under the established transportation service.
2015 – 2016	<b>Draft Transportation Service Establishment Bylaw:</b> CRD Board considers a series of draft bylaws based on the feasibility study and in consideration of funding needs. <ul style="list-style-type: none"> <li>• <b>Proposed services:</b> new authority to fund and partner on infrastructure projects and grant applications, transportation programming in support of demand management and enhanced support to Electoral Areas; transit was dropped from the first draft bylaw.</li> <li>• <b>Proposed funding policy:</b> tie requisition increases to expansion of functions and identify triggers for increased requisitions; up to \$10M was initially contemplated.</li> </ul>	<b>Gap:</b> Insufficient local government support at municipal councils because of concerns related requisition impacts, CRD governance and loss of local control over community priorities.
2017	<b>Capital Integrated Services and Governance Initiative Report:</b> Province releases long-awaited report on regional service delivery. <b>Update Transportation Service Establishment Bylaw:</b> CRD Board considers updates to the draft transportation bylaw, based on municipal input. <ul style="list-style-type: none"> <li>• <b>Proposed services (re-scope):</b> Allow for up to a \$1.5M increase to existing service requisitions for regional trails and transportation planning, triggered through the annual service planning process and approved by the Board.</li> </ul>	<b>Outcome:</b> After considering several revised versions of the bylaw, the bylaw is held in abeyance until release of the Province’s Capital Integrated Services and Governance Initiative report.
		<b>Outcome:</b> No concrete transportation recommendations. Suggestion that funding could incentivize prioritization of regionally significant projects.
		<b>Outcome:</b> The proposed requisition amount would not be sufficient to fund infrastructure, leaving that function to the province and local governments.
2018	<b>Transportation Service Not Supported:</b> CRD Board directs staff to stop working on service as there was no pathway to successful bylaw adoption.	<b>Gap 1:</b> Insufficient local government support at municipal councils.
		<b>Gap 2:</b> Premier advises the region needs a shared vision for its transportation goals and places responsibility on CRD to articulate how a service would achieve this end.
2018 - Present	<b>Project Collaboration:</b> CRD staff provide technical expertise and data to project working groups led by jurisdictional partners around the region under existing service authorities.	<b>Outcome:</b> New transportation working group to advance RTP goals and CRD priorities, focusing on infrastructure projects and policy.

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

**Members:** Kash Akinkuowo, RoadSafetyBC  
Neil Arason, Island Health  
Corey Burger, Capital Bike  
Ron Cronk, Vancouver Island Safety Council  
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  
Dean Murdock, CRD Board  
Owen Page, Ministry of Transportation and Infrastructure  
Joe Perkins, Media  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Associates:** S/Sgt. Doug Cripps, Saanich Police  
John Hicks, CRD  
Sgt. Manny Montero, Oak Bay Police  
Ivan Sylvester, District of Central Saanich Engineering Department  
Kristine Ethier, Ministry of Transportation and Infrastructure

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Dr. Murray Fyfe, Island Health  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 12:35. Steve Martin acted as Chair.

**1. Territorial Acknowledgement**

Acting Chair Steve Martin provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Frederick Grouzet, **SECONDED** by Neil Arason, that the agenda be approved with the following addition under Other Business. **CARRIED**

- 2023 Commission Meeting Location

**3. Approval of Minutes – November 8, 2022**

**MOVED** by Colleen Woodger, **SECONDED** by Andy Harward, that the minutes of the meeting held on November 8, 2022 be approved. **CARRIED**

Corey Burger noted that further to the discussion on demographics at the November meeting, he will be bringing additional information on this issue back to the Commission.

**4. Chair's Remarks**

Acting Chair Martin expressed appreciation and thanks to our law enforcement colleagues on the Commission for their work out on the streets and noted that from a road safety perspective, enforcement is pivotal.

**5. Presentation – Low-cost Road Safety Measures – Neil Arason**

Neil Arason gave a presentation on low-cost road safety measures.

Road crashes kill 1.3 million people annually worldwide. Canada and BC don't compare well internationally, with double the trauma compared to best performers such as Europe and Japan, and we're not making very good progress around pedestrians and cyclists.

The leading thinking in the world to reduce the number of road crashes is the Safe System Approach in Vision Zero. Hundreds of cities with populations over 50,000 have achieved Vision Zero, which is the elimination of fatalities and serious injuries. Safe System thinking is like the “Swiss cheese” model. There are different layers, i.e., roads, vehicles, speeds, behaviours, and there are holes and wherever an event can get through a hole, that’s when a trauma incident occurs. Safe System thinking is simple—you just plug up the holes. We need better programs for drivers, vehicles, roads, and speeds so the catastrophic serious injury event has a harder time getting through the layers.

The presentation today focuses on urban design and the five principles.

- Principle 1 – Basic infrastructure. Infrastructure needs to be in good shape.
- Principle 2 – Reduced speeds. Speed exponentially contributes to the likelihood of a crash and there are many ways to reduce speeds.
- Principle 3 – Greater separation between different road user types through time or space. Only in North America do vehicles have a green light to turn at the same time as pedestrians have a walk signal. We need to move away from permissive turns where concurrent movements happen, to protected turns where only one thing can happen at a time. There is also separation through space with the use of bollards, sidewalk bulges, etc.
- Principle 4 – Highly supported and “nudged” decision-making, i.e., more measures to help drivers do the right thing.
- Principle 5 – Modal shift. The more people that are getting around by public transit, walking, or cycling, the safer it is.

Eight low-cost road safety improvements are: Reduced speeds; Speed feedback signs; Use of curbs and bollards to calm traffic at crosswalks; Turn calming devices; Rapid rectangular flashing beacons; Raised crosswalks; Protected turning movements; and Leading pedestrian interval.

One of the best places to look for evidence is the Crash Modification Factors Clearinghouse funded by the United States Department of Transportation maintained by the University of North Carolina and Neil provided statistics from that website.

Local governments have an opportunity to make improvements and Neil recommended that all these low-cost measures be considered. Just for Island Health alone, injuries cost \$428 million annually and road crashes are a significant part of that and are one of their top three priorities.

The following points were raised during discussion after the presentation.

- John Hicks commented that some of the municipal engineers have been invited to attend a Commission meeting early next year and talk about the things that they are doing in the region. This is also being discussed at the Transportation Working Group.
- Colleen Woodger noted that driver education is needed as new features or infrastructure are introduced.
- Todd Litman said that the CRD, municipal governments and the province all have targets to reduce vehicle travel by 20%. This is usually presented as climate action, but his research suggests that you get proportional reduction in crashes also and he would like to see that message communicated as well. He also commented that he hopes our local traffic engineers are encouraged to implement traffic circles and roundabouts to replace mechanical signals whenever possible as they can provide substantial safety benefits.
- In terms of next steps, John Hicks said the intent is to have the engineers involved. He will take this information back to the Transportation Working Group to see if there’s any alignment or misfit between what the Commission is thinking and what the Ministry and other municipalities are doing. It tends to be that as one or two jurisdictions start to move forward, others usually do too. There is some great work going on that we can feed into as well.  
It’s also a matter of doing what Colleen suggested as well. Education is needed when new infrastructure comes in, e.g., elephant’s feet. Next year, some municipalities will be coming forward to request that the Commission assist with an education campaign as the new bylaws roll out. The first piece for us is to hear from the engineers and when they come to a Commission meeting, they can hear our perspective. A lot of the options that Neil mentioned in his presentation are already being undertaken or thoroughly investigated. It behooves us to wait until the engineers come and then go from there.

- Education for all road users is needed and we will be looking at that as part of the 2023 strategic planning.
- Corey Burger commented that there is a need for data when looking at who is responsible in crashes.

Neil said that to sum up, education is important, but we shouldn't focus on that alone. Jurisdictions that have made the most progress do it all and use the Safe System Approach. We need to make progress in all these areas, not just one.

Ron Cronk asked that with 13 municipalities, how do we have a consistent message across the board when infrastructure is being implemented. John Hicks replied that is the scope of work for the Transportation Working Group. The whole intent is to try and get consistency across the region in key areas. It is a challenge, but progress is being made in amending bylaws for consistency.

## 6. Business Arising from Previous Minutes

### ➤ Update on Transportation Working Group

As per comments above

### ➤ Provincial Taxes on Safety Equipment

With reference to a previous suggestion that the Commission look into making recommendations for safety equipment to be exempt from provincial sales tax, it has been determined that this is already the case.

## 7. Priority Business

### ➤ Commission Bylaw

There is a Service Establishment Bylaw which spells out the role for the Commission, but there are no working terms of reference. The CRD Board determined that this is a function that they had prioritized when they established the Bylaw so any significant changes in terms of mandate or terms of reference would have to go back through a process to the Board. We can provide recommendations, but the Board is the decision body.

The next round of the Board's strategic planning is coming in January and that's when they will get more into the details of the Board priorities. From general discussions to date, there is a strong interest in transportation but how that will pan out remains to be seen. We can tie back into the Board priorities as much as possible.

It is planned to devote a significant portion of time in the Commission January and February Commission meetings to strategic planning and discussion around our bylaw/mandate. Before the February meeting, there will be some data available from the Commission's Data and Evidence Sub-Committee and we can talk about our priorities and how the evidence supports the priorities.

It was suggested that it would be very beneficial for the discussion on priorities for the police to give consideration as to what they would like to see from their perspective. There has been great success this year with the Oak Bay Police and some programs with the schools.

### ➤ Budget Update

This year's budget is currently being finalized. The funds that had been approved for the purchase of reflective arm bands will revert to the budget, as it was discovered that the quality of the arm bands was not good. We will have a carryover of approximately \$40,000, plus our annual budget of about \$73,000. It is a substantial amount that could be used to fund some good programs so we can start to think about how to best utilize the funding as we go through strategic planning. Also, please encourage any community groups that you know of that are looking at doing some sort of road safety initiative, to apply directly.

### ➤ BCACP Calendar

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

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

Colleen Woodger said that Counterattack campaigns are currently underway and ICBC and RoadSafetyBC are doing their education piece. ICBC has partnered with McDonald's on designated driving coffee coupons which have been distributed around the South Island for detachments to hand out at roadblocks. They have also created special events kits which include materials to help you encourage your guests to use a designated driver or other safe options to get home safely. ICBC are always looking for different organizations that help support the message of safe ride home through their social media package. It's surprising that we still need to send out this message.

Discussion took place about the need for more messages around the consequences of breaking the impaired driving laws. We also need to look at what influences people's decision making, other than the consequences. Another aspect of this is that research shows impaired driving declines when viable alternatives exist.

## 8. Other Business

### ➤ 2023 Commission Meeting Format/Location

After a brief discussion, it was agreed by most Commission members that the preference was to have in-person meetings, rather than hybrid.

## 9. Member Updates

### ➤ RoadSafetyBC – Kash Akinkuowo

- New Superintendent Amy Miller will be starting in January so should see some of the RoadSafetyBC projects pick up the pace.
- Kash is temporarily moving to the Office of the Attorney General so he will be replaced on the Commission, and he will advise when someone has been designated.

### ➤ ICBC – Colleen Woodger

- It has been announced that an application has been made with the BC Utilities Commission for a two-year freeze on insurance rates.
- Colleen had the honour of training the first civilian Saanich Speed Watch team. They will initially be focusing primarily on school zones.
- Lots of planning going into the speaker program this year. Schools are very excited to have in person presentations again.

### ➤ Youth and Children – Hailey Bergstrom-Parker

No update

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

No update

### ➤ CRD – John Hicks

- The Ready, Step, Roll Active School Planning Program is moving into a work force type of project as well and will be working with the DND Graving Dock and Seaspan in Esquimalt on some very structured and targeted safety messaging for distinct demographics who will be participating in the program. Something for us to think about early next year as well.

### ➤ Integrated Road Safety Unit – Andy Harward

- Impaired driving campaigns are the focus for December. There was a series of them held on December 3 in conjunction with other municipalities. Unfortunately, still seeing numbers of impaired drivers out there.



- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**  
No update
- **Vancouver Island Safety Council – Ron Cronk**
  - VISC teaches people how to ride motorcycles safely and is the third largest motorcycle training facility in the province. VISC is also represented on a graduated licensing program review with the government on motorcycles and young motorcyclists.
  - VISC teaches about 400-500 new motorcycle riders every year. In response to highlights in the Coroners Service report on motorcycle fatalities, one of the target groups being addressed for training are people who have gotten back into riding a motorcycle after having been away from it for several years and may not have had any formal motorcycle training. They will be running five courses this year to teach the basics through to road safety situational awareness. Ron is planning to bring some education ideas back to the Commission for Motorcycle Awareness Month in April.
- **Capital Bike – Corey Burger**
  - Preparation of a cycling road map is the final stages.
  - The AGM is in January, and it is expected there will be a new Board. Corey may be stepping away from Capital Bike, so that would mean a new representative on the Commission.
- **Walk On, Victoria – Todd Litman**  
No update
- **Municipal Police Forces/RCMP**  
**Sgt. Manny Montero, Oak Bay Police**
  - Doing their Counterattack campaigns this month. Also, dealing with speeders as an ongoing issue.
  - Their School Liaison Officer will be working with schools again in the new year re safe crossing.  
**Sgt. Doug Cripps, Saanich Police**
  - Counterattack campaigns are still going on for the month of December.
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure – Owen Page**
  - Jennifer Dyer, who has been the MOTI rep at the last two Commission meetings, is leaving the Ministry next month so they will be looking at a new alternative member on the Commission.
  - They have a portable speed reader board that can be used where needed, so if anyone has a suggested location, let them know
  - The Highway 14 four lane project will be changing the traffic patterns at the end of this week
  - The Mt. Newton bus lanes have been completed, however, they haven't been opened as the bus shelters are not up yet. It is expected that will be happening very soon.
- **Island Health – Neil Arason**  
No update
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - Two new videos have just been completed and he will send links for them.

## 10. Next Meeting

The next meeting will be held on January 10, 2023 at 12:30 pm. On motion, the meeting adjourned at 2:06 pm.

**CRD TRAFFIC SAFETY COMMISSION**  
**MINUTES OF MEETING**  
**Tuesday, January 10, 2023**

**Members:** Neil Arason, Island Health  
Corey Burger, Capital Bike  
Ron Cronk, Vancouver Island Safety Council  
Jen Dyer, Ministry of Transportation and Infrastructure  
Dr. Murray Fyfe, Island Health  
Sgt. Andy Harward, CRD Integrated Road Safety Unit  
Steve Martin, Community Member  
Dean Murdock, CRD Board

**Associates:** S/Sgt. Doug Cripps, Saanich Police  
John Hicks, CRD  
Sgt. Ryan O'Neill, Victoria Police  
Dallas Perry, BC Transit  
Cpl. Andres Sanchez, Sidney North Saanich RCMP

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic  
Todd Litman, Walk On, Victoria  
Joe Perkins, Media  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic  
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 12:35 pm.

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

Nominations were called for the position of Chair for a one-year period. Director Dean Murdock expressed interest. Other nominations or expressions of interest were called for three times and as none were received, Director Dean Murdock was acclaimed as Chair for 2023.

Nominations were called for the position of Vice-Chair for a one-year period. Steve Martin expressed interest. Other nominations or expressions of interest were called for three times and as none were received, Steve Martin was acclaimed as Vice-Chair for 2023.

Chair Murdock thanked everyone for the opportunity to serve as Chair and said he is looking forward to the year ahead. He offered congratulations and thanks to Steve Martin for standing as Vice-Chair.

**2. Territorial Acknowledgement**

Chair Murdock provided a territorial acknowledgement.

**3. Approval of Agenda**

**MOVED** by Andy Harward, **SECONDED** by Jen Dyer, that the agenda be approved as distributed.

**CARRIED**

**4. Approval of Minutes – December 13, 2022**

**MOVED** by Ron Cronk, **SECONDED** by Andy Harward, that the minutes of the meeting held on December 13, 2022 be approved.

**CARRIED**

**5. Chair's Remarks**

Chair Murdock said he has already offered the Chair's remarks and asked John Hicks if there was anything he wanted to share prior to proceeding with the meeting.

John noted that we are looking to fill several vacant membership positions on the Commission. Also, due to a change in the teaching schedule for our two university members, they will be unable to attend meetings for the first few months of this year so it will be important we have as many members attend meetings as possible in order to reach quorum.

He also commented that this Commission reports back to the Transportation Committee which is a Committee of the CRD Board. The Board is in the process of undertaking their strategic planning and from the discussions that have taken place so far, it is likely that there will be some form of profile on transportation safety.

Chair Murdock remarked that improving safety for people in our community is a topic of interest for many Board members, and as he is also Chair of the Transportation Committee, he is looking forward to the connection between both bodies and believes the Commission is well positioned to have influence in that process.

## 6. **Business Arising from Previous Minutes**

## 7. **Priority Business**

### ➤ **Strategic Planning**

There are a number of priorities that were identified last year through the Transportation Committee and the Board, and they will likely be similar this year. Once the CRD Board has identified their priorities this year, we will get some direction from that and can look at establishing the Commission priorities. We will have more information about the Board priorities next month.

Also, in context with that, as a follow-up to Neil Arason's presentation last month on low-cost road safety measures, staff from Victoria and Saanich have been invited to speak to the Commission on their road safety action plans.

Neil Arason provided a brief update on the work of the Data and Evidence Subcommittee and the project being undertaken to document factors that contribute to serious injury and fatal collisions in the Capital Regional District and the Malahat Highway. The intent of this work is to assist with setting strategic planning priorities. It is hoped that we will be able to get a short presentation from the graduate student working on this project at the February meeting.

Vice-Chair Martin commented that another item relating to this that would also help form the foundation for strategic planning would be a discussion of the current bylaws and the role that we see for the Commission.

### ➤ **Budget Update**

Our annual budget is approximately \$73,000. We also have a carryover which is not yet finalized, and we won't get the approved amount until March. We need to spend as much as possible from the carryover this year otherwise that funding will likely be pulled back. We have a good opportunity this year to bring forward meaningful projects that meet our priorities and we also encourage community groups and non-profit organizations to come forward with relevant projects for funding.

### ➤ **BCACP Calendar**

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

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.

In response to a question, Sgt. Harward said that he can bring back to the Commission the list of the BC Association of Chiefs of Police priorities aside from the normal calendar of events.

It was suggested that it would be worthwhile to align our ads on Chek with the BCACP campaigns and it was noted that part of the intent of strategic planning is to get calendars aligned so we don't miss opportunities. The contract with Chek has been renewed for this year and they will be doing several new ads for us.

## 8. Other Business

Corey Burger asked what the timeframe is for the new regional AAA cycling network going to the Board. John Hicks advised it will be going to Committee next week and clarified that it is identification of the AAA network across the region based on each of the municipal plans.

## 9. Member Updates

### ➤ RoadSafetyBC

No update

### ➤ 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 Hick

- Moving forward with the Let's Get Visible campaign and looking at doing one on the Peninsula, targeting Sidney, both for pedestrians along the waterfront walkway, and where Lochside Trail meets McDonald Park Road as a secondary location. There will be visibility campaigns, along with discussions on safe cycling, etc., with ICBC and the local police involved, and focusing on youth who are using the Lochside Trail to get to school, along with the senior demographic along the waterfront.
- Another big focus this term will be on training children and adults with disabilities to ride bikes. A "train the trainer" program will be held where district school staff and some non-profit staff will be trained on how to run these programs and have contracted with an organization out of Edmonton to do that. Also, there is a good program at Panorama Recreation Centre which will do on the ground summer camp work in a specialized program and teach children with disabilities how to ride.

Ron Cronk raised the issue of education for adult oriented e-bike riding, particularly for people who haven't ridden bikes for a long time and now are riding e-bikes. There are some things involved for cycling at higher rates of speed that people need to learn about. Is this something we could get behind? Corey Burger commented that Capital Bike had previously submitted a grant application around this and will look at resurrecting the application and submitting it to the Commission.

### ➤ Integrated Road Safety Unit – Sgt. Andy Harward

- In line with the BCACP campaigns, they conducted roadblocks in Westshore on New Year's Eve. Most people were acting responsibly but did have to take some drivers off the road.
- Continuing their enforcement efforts throughout the year and will be doing speed campaigns to target high risk drivers on the Malahat. The four main components in IRSU are speed, distracted driving, accident and collision zones within the intersections and impaired driving.

### ➤ Commercial Vehicle Safety Enforcement – Rudi Wetselaar

No update

### ➤ Vancouver Island Safety Council – Ron Cronk

- 2023 registration begins on January 16, and they are expecting high numbers of registrants. As mentioned last month, it is planned to target people who have gotten back into riding a motorcycle after having been away from it for several years and may not have had any formal motorcycle training.

- **Capital Bike – Corey Burger**
  - Their AGM will be held on February 1.
  - Winter Go by Bike Week will take place from February 6-12.
- **Walk On, Victoria – Todd Litman**

No update
- **Municipal Police Forces/RCMP**
  - **Sgt. Ryan O'Neill, Victoria Police**
    - Impaired campaigns were held through December and saw a lot of alcohol related impairments, and drug impairments.
  - **Sgt. Doug Cripps, Saanich Police**
    - Saanich also held impaired campaigns through December and saw impaired drivers during the day as well as in the evening.
    - They will be doing the BCACP campaigns throughout the year.
  - **Cpl. Andres Sanchez, Sidney North Saanich RCMP**
    - They have seen a huge increase in immediate roadside prohibitions (IRP's) over the last few years and are seeing more IRP's during the day. They have touched base with the Liquor Control Board as there is an issue with the local liquor stores serving people who are impaired. Several discussions have been held with point-of-sale businesses about educating them in refusing sales to people who are impaired.

It was suggested that possibly some education is needed to provide awareness of the consequences of receiving an IRP.

- **BC Transit – Dallas Perry**

No update
- **Ministry of Transportation and Infrastructure – Jennifer Dyer**

No update
- **Island Health**
  - **Dr. Murray Fyfe**
    - The provincial injury prevention committee is looking at redoing the survey re Malahat speed enforcement, particularly point to point, that was done about five years ago. That survey showed good support and they would like to redo it and increase the sample size to gauge public support and identify factors that would improve public acceptance of speed enforcement.
    - Island Health have a request out for proposals for grants up to \$50,000 around substance use. Millions of dollars are going into treatment for addiction and overdoses, etc., but there is a lot that could be done around prevention for youth. One of the streams of grants is for developing youth resiliency. One thing that is important to think about is when young people start driving that they have less risky behaviour around substance use. The deadline is next week, so if you're aware of anyone who might be interested in applying for a grant, please let them know. Information is posted on the Island Health website.
  - Neil Arason noted that Island Health has three grant programs this year. The wellness grant, the resiliency and safety grant that Murray just mentioned, and the Vision Zero grant program.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**

No update

## 10. Next Meeting

The next meeting will be held on February 14, 2023 at 12:30 pm. On motion, the meeting adjourned at 1:54 pm.



Making a difference...together

## **Notes of a Meeting of the Regional Transportation Working Group Held Monday, February 13, 2023, via MS Teams**

---

**PRESENT: Staff:** K. Campbell, Senior Manager, Salt Spring Island Electoral Area; J. Leahy, Senior Manager, Regional Parks; E. Sinclair, Senior Manager, Regional and Strategic Planning; I. Lawrence, Senior Manager, Juan de Fuca Electoral Area Planning; M. Macintyre, Manager Planning Resources Management and Development, Regional Parks; J. Starke, Manager Service Delivery, Southern Gulf Island Electoral Area; S. Walsh, Park Operations Supervisor, Regional Parks; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; J. Douillard, Research Planner, Regional and Strategic Planning; E. Taylor, Planner, Regional Parks; C. MacKenzie (recorder).

**Also present:** L. Byers, BC Transit; J. Clary, Township of Esquimalt; B. DeMaere, Town of Sidney; R. Ding, District of Oak Bay; I. Leung, Town of View Royal; M. Mahovlich, City of Langford; T. McKay, District of Saanich; M. Pearson, Province of British Columbia Ministry of Transportation, and Infrastructure (MOTI); D. Penney, District of North Saanich; D. Puskas, District of Central Saanich; J. Rosenberg, City of Colwood; S. Webb, City of Victoria; P. Webber, MOTI.

**REGRETS:** L. Beckett, District of the Highlands; J. Carter, District of Sooke; K. Lesyshen, District of Metchosin.

The meeting was called to order at 10:30 am.

### **1. Welcome and Introductions**

E. Sinclair welcomed members of the Regional Transportation Working Group (working group) and provided a Territorial Acknowledgement.

She discussed the processes the working group can use to advance its work along with its relationship to the Transportation Committee and Capital Regional District (CRD) Board.

**ACTION:** A document outlining the processes and reporting structures will be circulated for member review and comments. Comments are requested by March 10, 2023.

### **2. Approval of Agenda**

The working group members approved the agenda.

### **3. Draft Trail detour and closure guidelines**

E. Taylor, Planner at Regional Parks, discussed the draft trails closure policy with the working group. She indicated that Regional Parks is seeking any additional feedback from members with a view to take the report forward to committee in May. Consensus is sought from the working group on an approach to regional trail detours and closures that can be supported on local roads.

The policy aligns with the CRD's current process for temporarily closing regional trails that aims to minimize impacts to users.

S. Walsh, Operations Supervisor, Regional Parks Operations, went through the trails closure policy with the members. The working group discussed the need to clarify that the policy is only intended to apply to off-road segments of the regional trails. The working group also discussed the need to clarify the process for approval of a lesser standard in circumstances where an All Ages and Abilities (AAA) facility cannot be reasonably provided.

E. Taylor requested that the working group members consider if the guideline is supportable and if additional criteria should be included.

**ACTION:** CRD Regional Parks will work offline to address the items raised for clarification. Members are asked to share any additional feedback on the draft regional trail detours and closures policy with S. Walsh and E. Taylor.

#### **4. All Ages and Abilities (AAA) criteria**

J Hicks provided a general update on the AAA cycling facility criteria. The working group discussed the AAA cycling facility criteria report which is to be brought to the Transportation committee in March. Discussion focussed on the language and its intent. Staff reinforced that the criteria need to accompany the Trails Closure Policy and as such needs Committee and Board approval. A small number of changes were suggested to the language and one additional inclusion. Staff committed to making these minor changes to the criteria and will advance the report to Committee for approval.

#### **5. Saanich Road Safety Action Plan Current State of Road Safety**

T. McKay, from the District of Saanich presented the Saanich Road Safety Plan to the members, which led to a discussion with the working group. Much of the discussion focussed on the equity work and data sources, collection and methodology.

#### **6. Regional Ride Hail Business**

S. Webb from the City of Victoria discussed regional ride hail business Licencing.

**ACTION:** Members are asked to send her and J. Hicks an email outlining their local government positions/ideas, to get a regional picture by March 10, 2023.

#### **7. Modernization of the *Motor Vehicle Act* (MVA)**

T. McKay from the District of Saanich and S. Webb from the City of Victoria presented a joint proposal to the group, asking the group to advise the CRD Board of the need for advocacy to modernize the MVA. M. Pearson from the Ministry of Transportation and Infrastructure (MOTI) confirmed there was ongoing work at the province in relation to the modernisation of the MVA. He committed to bringing an update on this work to the April meeting.

**ACTION:** M Pearson to provide update on MVA modernisation at April working group meeting.

#### **8. Adjournment**

The working group meeting was adjourned at 12:00 pm.