



Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, February 21, 2024

9:00 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. [24-176](#) Minutes of the November 15, 2023 Transportation Committee Meeting

Recommendation: That the minutes of the Transportation Committee meeting of November 15, 2023 be adopted as circulated.

Attachments: [Minutes - November 15, 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 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. [24-221](#) Delegation - Edward Pullman; Representing Capital Bike: Re: Agenda Item 6.3: Use of Rigid Bollards on CRD Regional Trails

6. Committee Business

- 6.1. [24-036](#) 2024 Transportation Committee Terms of Reference
- Recommendation:** There is no recommendation. This report is for information only.
- Attachments:** [Staff Report: 2024 Transportation Committee ToR](#)
[Appendix A: 2024 Transportation Committee ToR - Approved Dec 13 2023](#)
[Appendix B: 2024 Transportation Committee ToR - Redlined](#)
- 6.2. [24-220](#) Literature Review of E-bike and Micro-mobility Safety
- Recommendation:** There is no recommendation. This report is for information only.
- Attachments:** [Staff Report: Literature Review of E-bike & Micro-mobility Safety](#)
[Appendix A: A Review of Micro-mobility Devices](#)
[Appendix B: Micro-mobility Brief to the Traffic Safety Commission](#)
- 6.3. [24-162](#) Use of Rigid Bollards on CRD Regional Trails
- Recommendation:** There is no recommendation. This report is for information only.
- Attachments:** [Staff Report: Use of Rigid Bollards on CRD Regional Trails](#)
[Appendix A: Letter from District of Saanich \(January 18, 2024\)](#)
[Appendix B: Letter from Town of View Royal \(January 18, 2024\)](#)
- 6.4. [24-045](#) Previous Minutes of Other CRD Committees and Commissions for Information
- Recommendation:** There is no recommendation. The following minutes are for information only.
- a) CRD Traffic Safety Commission minutes of October 10, 2023
 - b) CRD Traffic Safety Commission minutes of November 14, 2023
 - c) CRD Traffic Safety Commission minutes of December 12, 2023
 - d) CRD Traffic Safety Commission minutes of January 9, 2024
 - e) Transportation Working Group minutes of October 30, 2023
- Attachments:** [Minutes: CRD Traffic Safety Commission - Oct 10, 2023](#)
[Minutes: CRD Traffic Safety Commission - Nov 14, 2023](#)
[Minutes: CRD Traffic Safety Commission - Dec 12, 2023](#)
[Minutes: CRD Traffic Safety Commission - Jan 9, 2024](#)
[Minutes: Reg'l Transportation Working Group - Oct 30, 2023](#)

7. Notice(s) of Motion

- 7.1. [24-032](#) Motion with Notice: Advocacy for Province-wide Trip Reduction Program (Director Caradonna)
- Recommendation:** That the CRD echo Metro Vancouver's call for the BC Government to set up a province-wide trip reduction program, and that the Chair of the CRD Board send a letter to the Premier requesting the creation of and a timeline for the introduction of a trip reduction program.
- Attachments:** [Correspondence: Motion Re Advocacy Trip Reduction Program](#)

8. New Business

9. Adjournment

The next meeting is April 17, 2024.

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

Meeting Minutes

Transportation Committee

Wednesday, November 15, 2023

9:30 AM

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

PRESENT

Directors: L. Szpak (Vice Chair), J. Bateman (for M. Tait) (EP), S. Brice, J. Caradonna, Z. de Vries (EP), B. Desjardins (EP), S. Goodmanson, C. McNeil-Smith (EP), D. Thompson, M. Westhaver (for D. Murdock (Chair)), C. Plant (Board Chair, ex officio)

Staff: T. Robbins, Chief Administrative Officer; L. Hutcheson, General Manager, Parks and Environmental Services; 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)

EP - Electronic Participation

Regrets: Directors P. Brent, D. Kobayashi, D. Murdock, M. Tait

The meeting was called to order at 9:32 am.

1. Territorial Acknowledgement

Director Caradonna provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Brice, **SECONDED** by Director Caradonna,
That the agenda for the November 15, 2023 Transportation Committee meeting
be approved.
CARRIED

3. Adoption of Minutes

3.1. [23-860](#) Minutes of the July 19, 2023 and September 13, 2023 Transportation Committee Meetings

MOVED by Director Caradonna, **SECONDED** by Director Brice,
That the minutes of the Transportation Committee meetings of July 19, 2023 and
September 13, 2023 be adopted as circulated.
CARRIED

4. Chair's Remarks

Acting Chair Szpak welcomed everyone to the meeting.

5. Presentations/Delegations

MOVED by Director Brice, **SECONDED** by Director Caradonna,
That late delegation; J. Anderson, be permitted to speak.
CARRIED

- 5.1. [23-900](#) Delegation: J. Anderson Representing: Amalgamation Yes; Re: Agenda Item 6.1.: Regional Transportation Governance - What We Heard and Next Steps

J. Anderson spoke to Item 6.1.

6. Committee Business

- 6.1. [23-863](#) Regional Transportation Governance - What We Heard and Next Steps

K. Lorette introduced staff in attendance and spoke to Item 6.1.

Discussion ensued regarding:

- the potential of developing a regional transportation planning authority
- the budget for completing the first steps
- the opportunity for further engagement with municipalities

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

1. That staff be directed to initiate concept development and analysis work as set out in the Regional Transportation Governance - What We Heard and Next Steps report based on level one and level two governance change.
2. That the CRD Board endorse, as set out in the Regional Transportation Governance - What We Heard and Next Steps report, three guiding principles on transportation governance.
3. That staff be directed to develop an engagement plan and schedule a workshop by Q2 2024 with local governments, electoral areas, partner agencies and interested First Nations.

MOVED by Director de Vries, **SECONDED** by Director Brice,
That the main motion be amended by adding the following wording
"4. That connectivity, grants, and traffic flow and congestion, be included in stage 2 for the concept development and analysis and be brought through the engagement and other next steps.
5. That staff investigate options and tools needed for including transportation planning in the regional approach to transportation governance changes."

CARRIED

OPPOSED: McNeil-Smith

Director Desjardins left the meeting at 10:55 am.

The question was called on the main motion as amended:

The Transportation Committee recommends to the Capital Regional District Board:

1. That staff be directed to initiate concept development and analysis work as set out in the Regional Transportation Governance - What We Heard and Next Steps

report based on level one and level two governance change.

2. That the CRD Board endorse, as set out in the Regional Transportation Governance - What We Heard and Next Steps report, three guiding principles on transportation governance.

3. That staff be directed to develop an engagement plan and schedule a workshop by Q2 2024 with local governments, electoral areas, partner agencies and interested First Nations.

4. That connectivity, grants, and traffic flow and congestion, be included in stage 2 for the concept development and analysis and be brought through the engagement and other next steps.

5. That staff investigate options and tools needed for including transportation planning in the regional approach to transportation governance changes.

CARRIED

6.2. [23-687](#) Previous Minutes of Other CRD Committees and Commissions for Information

Discussion ensued regarding:

- plans for future traffic camera installations in the region
- the role of the Transportation Working Group in regards to regional transportation governance

Director de Vries left the meeting at 11:05 am.

The following minutes were for information:

- a) Traffic Safety Commission minutes of July 11, 2023
- b) Traffic Safety Commission minutes of September 12, 2023
- c) Transportation Working Group minutes of September 11, 2023

7. Notice(s) of Motion

7.1. [23-668](#) Motion with Notice: Intersection Safety Camera Program (Directors Kobayashi and Thompson)

**MOVED by Director Thompson, SECONDED by Director Plant,
That the CRD advocate to the provincial government to expand the Intersection Safety Camera Program, installing new red light and speeding cameras in the Capital Region in locations with high levels of casualty crashes.
CARRIED**

7.2. [23-901](#) Notice of Motion: Advocacy for Province-wide Trip Reduction Program (Director Caradonna)

Director Caradonna provided the following Notice of Motion for consideration at the next meeting of the Transportation Committee:

“That the CRD echo Metro Vancouver's call for the BC Government to set up a province-wide trip reduction program, and that the Chair of the CRD Board send a letter to the Premier requesting the creation of and a timeline for the introduction of a trip reduction program.”

7.3. [23-902](#) Notice of Motion: Presentation on BC Clean Transportation Action Plan (Director Thompson)

Director Thompson provided the following Notice of Motion for consideration at

the next meeting of the Capital Regional District Board:

"That the Board direct staff to deliver a presentation on the new BC Clean Transportation Action Plan including the Vehicle Kilometres Travelled target and other targets and goals from the Regional Transportation Plan, and Climate Action Strategy, and other plans early in the new year."

8. New Business

There was no new business.

9. Adjournment

**MOVED by Director Brice, SECONDED by Director Caradonna,
That the November 15, 2023 Transportation Committee meeting be adjourned at
11:18 am.
CARRIED**

CHAIR

RECORDER



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**REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, FEBRUARY 21, 2024**

SUBJECT 2024 Transportation Committee Terms of Reference

ISSUE SUMMARY

To provide the 2024 Transportation Committee Terms of Reference for information.

BACKGROUND

Under the *Local Government Act* and the 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 13, 2023, the CRD Board approved the 2024 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.

The Transportation Committee TOR required one housekeeping update to reflect the new naming of the Regional Parks Strategic Plan to include trails in the title as follows: “Regional Parks and Trails Strategic Plan”. The 2024 Transportation Committee TOR is attached as Appendix A, and a redlined copy is attached as Appendix B.

The TOR are being provided for information to 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. Any future revisions to the TOR will require ratification by the Board.

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:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENT(S)

Appendix A: 2024 Transportation Committee Terms of Reference – Approved Dec 13 2023
Appendix B: 2024 Transportation Committee Terms of Reference – Redlined

Terms of Reference

CRD

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 and Trails 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 climate action and sustainability goals; 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 2024 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 a liaison to the committee; and
- b) Minutes and agendas are prepared and distributed by the Corporate Services Department.

Approved by CRD Board December 13, 2023

Terms of Reference

CRD

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**CRD Transportation Committee
2024 Terms of Reference**

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Approved by CRD Board _____



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REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, FEBRUARY 21, 2024

SUBJECT Literature Review of E-bike and Micro-mobility Safety

ISSUE SUMMARY

To receive results from the Capital Regional District (CRD) Traffic Safety Commission (TSC) literature review on electronic bikes (e-bikes) and micro-mobility safety.

BACKGROUND

On February 8, 2023, the CRD Board requested that the TSC review e-bikes and micro-mobility as it relates to personal use and safety in the region. Micro-mobility is defined as lightweight electric vehicles operated at low speeds such as e-bikes and electronic kick scooters (e-kick scooters). Mobility aids, that assist people experiencing disabilities, use infrastructure as a pedestrian would and are therefore not considered as micro-mobility. Micro-mobility has rapidly grown in popularity. The TSC commissioned the University of Victoria to conduct this review. The review is provided in Appendix A.

The review reveals that a range of factors affect the adoption, risk and safety of micro-mobility devices, including demographics and city infrastructure, as well as the implication of these devices on the environment and life-long health of users. The review offers considerations for jurisdictions interested in supporting the safe use of micro-mobility.

Regulatory Framework and Provincial E-Scooter Pilot

The *British Columbia Motor Vehicle Act (MVA)* has not kept pace with the introduction of new transportation devices. Only two micro-mobility devices have regulatory frameworks under the *MVA*: e-bikes, regulated by the Motor Assisted Cycle Regulation, and e-kick scooters, subject to a provincial pilot and only for local governments participating in the pilot. An e-kick scooter is a battery-powered device with a motor, two to four wheels, a platform for standing and handlebars for steering. The *MVA* is silent on electronic skateboards and other devices. Users of these devices operate outside the *MVA*, posing safety and law enforcement challenges.

The e-kick scooter pilot project began in 2021, offering participating local governments an exemption under the *MVA* to test regulatory approaches. The pilot applies only to e-kick scooters, not other forms of micro-mobility or mobility aids. Early results show the need to balance opportunities and challenges associated with new micro-mobility devices. No local governments in the CRD participated in the initial pilot. The Province recently announced a four-year extension of this pilot, which local governments can join at various intake points starting in April 2024.

Considerations from the Traffic Safety Commission

On January 9, 2024, the TSC received the literature review and considered the findings in relation to the current regulatory framework and the provincial e-kick scooter pilot. Appendix B documents the TSC's considerations.

The TSC supports a regional model bylaw approach. A model bylaw would create consistent regulations across multiple local government jurisdictions, supporting a consistent user experience and reducing laws enforcement challenges. A model bylaw approach is not needed

for participation in the extended pilot as participating local governments opt-in to prescribed regulations.

IMPLICATIONS

Alignment with Board & Corporate Priorities

Corporate plan initiative 4b-3 is to support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy. The review has been shared with the Transportation Working Group.

Alignment with Existing Plans & Strategies

The Regional Parks and Trails Strategic Plan identifies development of a micro-mobility policy as a medium-term priority. The review findings, and any additional lessons learned from the provincial e-kick scooter pilot, could support policy development at the appropriate time.

Environmental & Climate Action

The CRD Board has declared a climate emergency. In 2022, on-road transportation accounted for 42% of all carbon pollution in the region. New travel behaviours including micro-mobility are one solution to get more people taking sustainable trips. The 2022 CRD Origin Destination Household Survey highlights that e-bikes represent about 10% of bicycles and about 30% of bicycle trips and represent a major portion of the additional bike trips reported between surveys. The review includes considerations for supporting the safe adoption of micro-mobility.

Equity, Diversity & Inclusion

The review findings show that uptake and use of micro-mobility varies across ages and geographic regions, and is affected by the availability of safe, comfortable and connected active transportation infrastructure. More research is needed to review psychological factors that influence the safe use of these modes of transportation including perceptions of risk (e.g., speeding, signaling).

The review findings suggest that micro-mobility devices may offer older adults a means of maintaining greater independence as they transition from driving personal vehicles. E-scooters and other non-bicycle micro-mobility devices are popular with younger demographics while e-bikes are more represented in older demographics. Younger demographics are disproportionately impacted by the lack of a regulatory framework for e-mobility devices.

Social Implications

The review findings show there are physical and mental health benefits of using micro-mobility. These need to be weighed against the need for more analysis on the safety implications of increased micro-mobility. More provincial safety data is needed to assess risks associated with injuries. Such analysis would be best done at the provincial level as a component of a more nuanced data collection program.

The review findings also show that societal expectations around what is considered transportation and uptake of new technology continues to change at a rapid pace. Technological change and societal expectations move far faster than regulatory change.

Intergovernmental Implications

Micro-mobility users, like all road and trail users, travel between communities to access housing, employment, services and recreation. The provincial e-kick scooter pilot allows participating local governments to opt-in to an MVA regulation to allow the use of e-scooters on roads. There is no

longer a requirement for local governments to amend their roads bylaws to participate. The TSC supports the need for consistent regulations of e-kick scooters, and in the future other micro-mobility devices, across local governments in the region.

Service Delivery Implications

The CRD does not have the authority or resources to take a role in coordinating a consistent approach to regional micro-mobility under its current service mandate. A new transportation service, with authority over micro-mobility and model bylaw development, could have such a role. The TSC considerations could inform a micro-mobility program under a new transportation service. Initial feedback received through the transportation governance initiative suggests that micro-mobility should be scoped into such a service.

The CRD can introduce bylaws relating to use of the regional trail network. Any bylaw changes related to micro-mobility on the regional trails should be consistent with the approach of other local governments, given that the regional trail is in a connected active transportation network spanning multiple local governments.

The CRD cannot participate in the extended pilot as it does not have jurisdiction over streets and roads in the region. Electoral Areas are also exempted from applying to the pilot as their road network is under the provincial jurisdiction.

CONCLUSION

The popularity of micro-mobility devices continues to grow across the region. The review findings show micro-mobility is beneficial, when safely and consistently regulated. Safe and consistent regulation would be best achieved on a province-wide basis, through an amendment to the *MVA*. The CRD has neither the authority nor resources to take a leading role in how new transportation technologies are used in the region. A new CRD transportation service would be needed for the region to play a role in micro-mobility. This service authority is being considered through the transportation governance initiative that is currently underway.

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: A Review of Micro-mobility Devices: Implications for Use and Safety
- Appendix B: Micro-mobility Brief to the Traffic Safety Commission

**A REVIEW OF MICROMOBILITY DEVICES: IMPLICATIONS FOR USE AND
SAFETY**

Prepared for the Capital Regional District (CRD) Traffic Safety Commission

Ahneke van Lankvelt and Paweena Sukhawathanakul

University of Victoria

Introduction

Micro-mobility devices provide an alternative form of transportation that can play an important role in the future of sustainable transport along with enhancing accessibility and quality of life for users. This review examines the current literature on micro-mobility as it relates to personal use and safety. Micro-mobility in this review is defined as lightweight electric vehicles that are operated at low speeds such as electric scooters (e-scooters) and bikes (e-bikes). Findings from the review revealed that there are range of factors that affect the risks and adoption of micro-mobility devices including demographics (SES, age, geography) and city infrastructure, as well as the implication of these devices on the environment (sustainable production of components, reducing carbon emission/meeting climate action targets) and life-long health of users (physical activity and injuries).

Relevance to the Capital Regional District (CRD)

Micro-mobility and active travel are directly relevant to meeting the needs of the CRD. E-bike use accounted for 30 percent of all bike trips in the CRD in 2022 (R.A. Malatest & Associates Ltd., 2022) and active walking and bicycling modes of travel increased by 7 percent throughout the region from 2017 to 2022 (Litman, 2023). These findings highlight the growing adoption of active transportation. Additionally, the 2022 CRD travel survey indicated that many motorists want to rely more on walking, bicycling, and public transit if these options are affordable and accessible (Litman, 2023). The CRD recognizes the potential for active travel to help support sustainable communities, improve the physical and mental health of individuals, and reduce Green House Gas emissions (Ready Step Roll – Benefits of Active Travel CRD). A comprehensive understanding of the role of micro-mobility devices is applicable to the

implementation of safety messaging, effective education, and secure navigation for individuals using micro-mobility on shared trails within the CRD.

Demographic Factors and Use of Micro-mobility Devices

The demographic of users contributes to the variability in the uptake and safe use of micro-mobility devices. Globally, studies have identified that individuals with higher educational attainment and SES are more likely to be early adopters of micro-mobility devices in particular e-bikes. For example, one study in Australia found that the most frequent bikeshare members were at the upper end of the pre-tax incomes above \$A104,000 per annum (Fishman et al., 2014). Similarly, Popovich and colleagues (2014) found that e-bike users in California tend to have higher incomes and educational attainment. The cost of purchasing e-bikes can pose significant barriers to uptake. For example, a qualitative study in Norway found that high-costs was cited as a main barrier to purchasing e-bikes (Simsekoglu & Klockner, 2019). Another study of e-bike riders in China reported that cost savings – that is, anticipated money saved through using an e-bike for personal use over multiple years - was seen as the most critical motivation for purchasing an e-bike (Yasir et al., 2022). Despite the high costs of e-bikes being a barrier to purchase, emerging studies have reported that e-bikes may be economically accessible for those with lower SES. For example, a study on early-adopters of e-bikes in Austria found that the typical e-bike user in their study were 60 years or older, retired, and tend to have low incomes and levels of education (Wolf & Seebauer, 2014). In the Netherlands, a large-scale mobility survey found that among those who did not own an e-bike, those who had lower SES displayed more willingness to use an e-bike in the future (Plazier et al., 2022). Income differences have also been reported among users of different modes of micro-mobility sharing programs. Average monthly household incomes among shared dockless e-scooter users (i.e., where there are no

designated places for devices to be returned), are substantially lower than users of docked and dockless e-bikes (Reck & Axhausen, 2021).

Other notable demographic considerations that influence micro-mobility use are gender, age and physical ability. Gender differences reported in studies tend to be mixed. While some studies report an even representation of men and women e-bike and e-scooter riders (e.g., Wolf and Seebauer, 2014, Haustein & Møller, 2016), the majority of studies found men to be overrepresented (Reck & Axhausen, 2021; Christoforou et al., 2021; Pazzini et al., 2022; Laa & Leth, 2020; MacArthur et al., 2014; Johnson & Rose, 2013). On the other hand, other studies in Denmark and the Netherlands cite women as a majority of e-bike users (Marincek & Rérat, 2020; Plazier et al., 2023). Another qualitative study conducted in the UK assessed gender differences in perceptions of barriers to e-bike and e-scooter use and found that females tend to cite fear as the predominant emotional barrier to using micro-mobility use which could contribute to the lower representation of women using e-bikes and e-scooters (Parnell et al., 2023). Furthermore, uncertainty around safety levels of micro-mobility seems to broaden the gender gap (Campisi et al., 2021).

Age differences have been reported among e-scooter and e-bike users. Among e-scooter users that were observed in Norway, users were most commonly between 18 and 35 years old (Pazzini et al., 2022) and other studies have also reported that the likelihood of e-scooter uptake is higher among younger users (Castro et al., 2019; Caspi et al., 2020; Laa & Leth, 2020). A study in Denmark found that e-bike users in the age category between 60 and 69 years of age were overrepresented (Haustein & Møller, 2016). However, The Dutch National Travel Survey from 2013 to 2017 found that the percentage of older adults within a similar age category was decreasing, with an increase in younger age groups adopting the e-bike. In studies that compared

conventional bikes and e-bike usage, e-bikers are on average significantly older (Castro et al., 2019).

Age-related differences such as physical ability can also influence micro-mobility uptake. The appeal of using micro-mobility devices is that it provides an opportunity for users who have limited mobility to re-engage with active forms of transportation. For example, one study in North America found that 20% of respondents purchased an e-bike due to their reduced physical ability (MacArthur et al., 2014). Two general groups of e-bike users are often described in micro-mobility studies based on their physical abilities. One user group includes individuals who previously engaged in little physical activity levels and had no previous cycling experience (Sundfør & Fyhri, 2017); while the other group include individuals who have previous experience with cycling and are seeking the use of e-bikes to reengage with physical activity or to maintain/increase cycling levels (Marincek & Rérat, 2020). Among both groups, increased accessibility is often cited as a critical advantage to using e-bikes over conventional bikes as they can reduce barriers related to trip distance, topography, time and rider effort. Several studies highlight e-bikes' ability to enable individuals to ride more often, travel longer distances and carry more cargo with them; such as children or groceries (MacArthur et al., 2014; van Cauwenberg et al., 2018; Fishman & Cherry, 2016). With respect to the actual functionality and technology of the e-bikes as an incentive; speed capacity and mileage capacity was related to greater intentions of riders to adopt e-bikes (Yasir et al., 2022).

Lastly, with regards to the countries that were represented among these studies, studies primarily from Europe, Australia, and the USA report that micro-mobility was used mainly for leisure/recreation and commuting, with the goal of enhancing sustainable urban mobility. Cities such as Copenhagen, Munich, and Stockholm typically utilized micro-mobility for leisure and

tourism purposes. On the other hand, Barcelona and Tel Aviv riders were more likely to cite commuting as a reason for using e-bikes. (Esztergár-Kiss & Lizarraga, 2021). The findings from a survey with 2092 users in the UK analyzed journey purposes of e-bikes and found that 40% of current e-bike users used them for commuting, 20% for work travel, and 91% of them responded saying they were used for other non-work purposes like exercise, fun, and touring (Melia & Bartle, 2021). Comparatively in many cities in China, there are more e-bikes in use than conventional bicycles (Cherry et al., 2016) and there is emphasis on their use for commuting because of their more reliable travel time especially during rush hour with increased traffic and congestion (Sun et al., 2023).

Infrastructure and Use of Micro-mobility Devices

Studies often cited infrastructure as being a critical promoting factor for using micro-mobility devices, noting the intersection between usage, comfort, and safety with availability of well-designed active transportation networks. Proper infrastructure is a prerequisite for encouraging the safe use of micro-mobility devices (Haustein & Møller, 2016). Findings from case studies on bike sharing systems and expansions of cycling networks in Lisbon support the role of supportive infrastructure in cycling (Felix et al., 2020). For example, the expansion of their city cycling network lead to a 3.5-fold increase in the number of cyclists using the network. Moreover, their implementation of a bike sharing system in the city resulted in a 2.5-fold increase in cyclists. Additionally, Dill and Voros (2007) found through phone surveys in Portland, Oregon that positive attitudes towards the availability of bike lanes were associated with greater desire to bike more and increased cycling trips. Increased levels of street connectivity also raised the number of cycling trips and minutes spent e-cycling per week in another study conducted in Germany (Brüchert et al., 2022). Finally, a study on greater

Copenhagen's upgraded bicycle superhighway infrastructure which added 855km found that the number of e-bike trips increased after the expansion (Rich et al., 2021). Altogether, supportive infrastructure can increase participation in modes of active transportation.

Infrastructure that supports micro-mobility also involves consideration of how weather conditions effect riders. Ma and colleagues (2019) reviewed weather, temperature, and road infrastructure as it relates to riding behaviours. They found an increase in risky riding behaviour in extreme weather conditions; for example, increased red light running with higher UV intensity. Weather mitigation strategies such as introducing sunshades at urban intersections significantly decreased risky riding behaviours.

Comfort and safety are two coinciding themes in the literature concerning micro-mobility. Proper infrastructure mitigates many comfort and safety concerns, and facilitates an easier transition to active transportation modes. For example, switching to e-bikes not only facilitates comfort but also decreases the need for facilities at trip end points like shower facilities at the workplace (MacArthur et al., 2014; Langford et al., 2017). Moreover, assessing comfort extends past micro-mobility users to pedestrians and road users as well. In a lab-controlled field experiment (Kazemzadeh & Bansal, 2021), pedestrian crowding levels were controlled while participants rode an e-bike on a bike path. They found that busier, more crowded cycling conditions were associated with decreased comfort particularly among young e-bike riders. The authors hypothesized that the increased need to overtake other cyclists and pedestrians, as well fewer opportunities for non-verbal communication between pathway users contributed to their discomfort. Infrastructure that allows for this sort of interaction could increase rider comfort. Other studies have also found that there was greater preference for e-cyclists to ride in protected and painted bike lanes. For example, Jones and colleagues (2016)

found that e-cyclists in the Netherlands and the UK felt safer when cycling on the street as opposed to pathways with pedestrians because they were able to travel at a similar speed to the vehicles on the road. With e-scooter use, respondents in a New Zealand study expressed concern with riding on roads with heavy traffic but found busy footpaths also caused a high level of discomfort (Fitt & Curl, 2019). E-scooters seemed to fall in an awkward, intermediate speed category as they are too slow and wobbly alongside fast vehicular traffic but are too quick to be ideal for use alongside pedestrians. Protected bike lanes once again seemed to be a preference among e-scooter users. Thus, additional considerations for micro-mobility infrastructure include the need for cycling infrastructure to serve a wide range of micro-mobility vehicles including e-scooters.

Environmental Impacts

Conversations about the environmental effects of micro-mobility devices frequently revolve around their capacity to alleviate urban congestion, lower carbon emissions and Global Warming Potential (GWP), potential adverse environmental consequences of relocating shared micro-mobility fleets, and the production and recycling of the components of these electronic devices. Regarding sustainable urban mobility, micro-mobility has the potential to disrupt unnecessary short vehicle trips. For example, studies in Europe and Australia have shown that increased ownership of micro-mobility devices and where micro-mobility sharing programs have been implemented, congestion and traffic have been alleviated and emissions have been reduced (Masoud et al., 2019; Rabl & De Nazelle, 2012). Changes in traffic congestion have also been observed in larger cities. Case studies conducted on two large cities in China found that increased ridership in both e-bikes and conventional bikes contributed to less congestion within cities (Cherry & Cervero, 2007). Micro-mobility has been most effective in transforming

transportation systems as first and last kilometer services. The first and last kilometer challenge is the notion that public transit or other modes of transit may be far from your starting point at home as well as far from your final destination at work or school etc. Thus, many people require an intermediate form of transportation like e-bikes and e-scooters. Investment in public transit and micro-mobility options helps to address this challenge (McQueen, 2021). These devices when used as a multi-modal transport option and through integration with public transit systems also help to reduce emissions (Shaheen et al., 2019). The devices support low carbon transport in cities because it is not just a replacement but an addition to other modes of transport when needed (Aartsma et al., 2020).

As micro-mobility options are a low carbon mode of travel, multiple studies highlight their ability to use less energy and create less pollution when compared to combustion engine vehicles (Abduljabbar et al., 2021). In the United States, e-scooter and e-bike sharing accumulated 45 million trips in 2018 (Şengül & Mostofi, 2021), potentially diverting use of transportation modes that produce carbon emissions. E-bikes emit 40 times less carbon dioxide compared to a car (Shao et al., 2012) and e-scooters can travel 128km with 1kW/h of energy as opposed to a car using fossil fuels which travels less than 1.6km using the same amount of energy. Similarly, with some of the best electric cars the same amount of energy only allows 6.4km of travel (Şengül & Mostofi, 2021). Furthermore, Hollingsworth and colleagues (2019) quantified the total environmental impacts of e-scooters using life cycle assessment and found that when e-scooter usage replaces personal car travel, in nearly all instances there is a net reduction in environmental impacts. Additionally, a case study conducted in the city of Bochum, Germany used quantitative environmental indicators to assess e-scooters and found that micro-mobility sharing services can reduce negative environmental impacts from other transportation

systems (Severengiz et al., 2020). Specifically, the Global Warming Potential (GWP) of shared e-scooters was less than half of motorized individual transport options such as privately used cars, trucks, and motorised two-wheelers. Another study in China found that e-bikes yield lower environmental impacts per passenger kilometer than private vehicles using fossil fuels (Ji et al., 2012). A study examining life cycle CO₂ emissions in seven European cities revealed that the primary contributor to travel-related emissions was car travel, accounting for approximately 2.23kgCO₂/day. In contrast, life cycle emissions from cycling, which included a 4.5% share of e-biking in the sample, were significantly lower at only 0.03 kgCO₂/day (Brand et al., 2021). This study also found that the average person who changed their travel mode from using a car to using a bike, was able to decrease life cycle CO₂ emissions by up to 3.2kgCO₂/day. These studies collectively recognized the environmental benefits of active forms of transportation that include micro-mobility.

On the other hand, studies have also recognized common concerns with shared micro-mobility services in the context of environmental mitigation. Abduljabbar and colleagues (2021) note that the improper management of the devices in e-scooter sharing programs could lead to a net increase in emissions when there is a lack of proper policies addressing the collection, battery charging, and redistribution of the scooters. A quantitative study on the life cycle of e-scooters in North Carolina found that there are many burdens associated with the materials and manufacturing of the scooters as well as the hassle of transporting the scooters back to overnight charging stations (Hollingsworth et al., 2019). Their research found that low daily usage of the scooters as well as low scooter lifetime led to high global warming impacts due to manufacturing and materials burdens. They also found that specifically shared dockless e-scooters consistently result in higher life cycle global warming impacts in comparison to public transport and personal

e-bikes but a decrease in global warming impacts when compared to individual car use. Comparing shared dockless e-bikes and e-scooters; e-scooters yield lower life cycle emissions. Another study used life cycle assessment in three case studies of electric scooters. Their results supported that the substitution of e-scooters for cars decreases GWP but the replacement of public transport or cycling lead to hardly any environmental benefits (Severengiz et al., 2021).

Durability of devices and battery technology are important considerations for the implementation of micro-mobility services. There are substantial emissions involved in the production of micro-mobility devices including battery manufacturing, swapping and maintenance. GWP has the potential to be decreased through battery technology innovations but only if implemented in a second life application because upgrading the batteries of e-scooters midway through their lifespan causes a 3% increase in GWP per passenger-km (Severengiz et al., 2021). First generation e-bikes used lead-acid battery technology which had many negative implications on the environment, but improvements caused a switch to Lithium-ion batteries (Lion; Şengül & Mostofi, 2021; Weinert et al., 2007). Some identified barriers to micro-mobility devices is the hidden cost of battery replacement and disappointment with manufacturers publicized battery range and performance (Jones et al., 2016). Additionally, areas for improvement involve safer charging and discharging, slower cell degradation, better operation in low and high temperatures and increased lifetimes of batteries. Weinert and colleagues (2007) interviewed 23 original e-bike equipment manufacturers and suppliers about maintenance issues and environmental concerns. In terms of maintenance, the manufacturers and supplied noted that new charging infrastructure is a not a requirement for personally owned e-bikes as batteries can be recharged from standard electrical outputs. However, a negative environmental impact was specifically reported among manufacturing power plants in China that were 75% coal-fired and

produced lead emissions from poor battery production and recycling practices. They estimate that 30-70% of lead in the batteries were lost to the environment. Moreover, Fishman and Cherry (2016) reviewed a decade of e-bike research and found that e-bikes have been a large driver of increasing lead consumption in China. Therefore, while micro-mobility modes of transport lowers carbon emissions associated with traffic congestion, the negative environmental impacts stemming from negligent battery manufacturing, recycling, and disposal practices must be acknowledged to promote more sustainable use of these devices.

Life-long Health of Micro-mobility Users

As micro-mobility devices become more popular, it will be important to monitor the risk and protective effects of increased exposure on the health and well-being of users. Among health benefits, micro-mobility devices have the potential to reduce mobility barriers and expand the demographic of active transportation users without minimizing the health benefits associated with convention cycling. For example, one study that examined an e-bike rider's heart rate on a 5-kilometer road circuit, found that the rider's heart rate was maintained in the target range needed to reap cardiovascular benefits without lactic acid build up (Rose & Cock, 2003). This finding suggests that e-bike riders can avoid the fatigue and muscle pain that traditionally accompanies sustained active transportation habits on conventional bikes while still demonstrating cardiovascular benefits. Other studies have also found similar cardiovascular health benefits on the ebike compared to conventional bikes (Hoj et al., 2018; Simons et al., 2009), even though the total energy expenditure when cycling on an e-bike is 37 percent lower (van Cauwenberg & Deforche, 2018). Studies cite this reduced physical exertion associated with e-biking as a motivation for use and purchase of micro-mobility devices (Fishman & Cherry, 2016; Rose, 2011; Sundfør & Fyhri, 2017). When comparing the health benefit of e-bikes to

conventional bikes, power demands from the e-bike user are lower than conventional bikes but they are still beneficial in terms of introducing active transport to sedentary individuals as often the lower power output is balanced by the longer trips taken while using an e-bike compared to conventional bikes (Langford et al., 2017). Longer trip distances among e-bike users were also reported in a sample of Dutch cyclists compared to users who use conventional bikes (van Cauwenberg & Deforche, 2018). Again, intensity levels on the e-bike surpassed the minimum needed to be health enhancing. Similarly, one study in Norway found that e-bike users accumulated more physical activity compared to conventional cyclists, with e-bike users increasing their bicycle use from 2.1 to 9.2 km per day on average (Sundfør & Fyhri, 2017). In sum, concerns surrounding lower physical exertion accompanying e-bikes is mitigated by the ability to take longer trips and reportedly higher levels of enjoyment (Fishman & Cherry, 2016; Langford et al., 2017; Jones et al., 2016; Castro et al., 2019).

Active transportation and micro-mobility options cater to the needs of an ageing population. The power assistance of these devices expands the demographic who choose active transportation methods. For example, individuals who experience discomfort riding a conventional bicycle in topographically challenging environments can achieve greater ranges of riding and maintain health enhancing physical activity with reduced effort on an e-bike (Rose, 2012; Fishman & Cherry, 2016). Topographically challenging terrain include longer distances, hills, and wind – all of which can be alleviated through the aid of micro-mobility devices (van Cauwenberg & Deforche, 2018; Jones et al., 2016). A study that interviewed the experiences and perceptions of e-bike owners in the Netherlands and United Kingdom found that e-bikes were especially preferred by individuals who have limited mobility and those with a longer commute of 10km or more (Jones et al., 2016).

The most common risky cycling behaviours found to be associated with e-micro-mobility were the tendencies to occupy motor vehicle lanes, red light running, over-speed cycling, and riding in the improper direction to the flow of traffic. One study reported that reported that 90% of e-bike traffic accidents in their sample were caused by cyclists' risky riding behaviours including violations of traffic signals (Ma et al., 2019). However, in another study, e-bike riders perceived that there are more likely to obey road rules on an e-bike because the motor assistance allows them to come to a full stop and begin riding again (e.g., at traffic lights, stops signs etc.; Rose, 2012). A majority of studies highlight the prevalence and risk of high speeds that accompany e-bikes and e-scooters. E-bike users ride at higher speeds than traditional cyclists (Dozza et al., 2016; Schleinitz et al., 2015; Popovich et al., 2014). In particular, an observational study in Norway found that male e-scooter users aged 18-35 are the fastest users (Pazzini et al., 2022). The highest speeds were recorded on the road, second fastest in cycling lanes, and the slowest in pedestrian zones/the sidewalk. Another study found that, in general, people who were more excited about the higher speed and acceleration of e-bikes were more likely to ride in less safe manners which influenced the occurrence of collision (Haustein & Møller, 2016).

Micro-mobility users represent a vulnerable group on the road and misinterpreting the speeds of these devices can contribute serious accident risks. Haustein and Møller (2016) found that underestimation of e-bike speeds by other road users was the most common cause of incidents. The misinterpretation of speed stems from the cyclists' position on the bike and lower pedaling frequency related to the actual speed of travel which can surprise other road users. In this study they also found that the heavier weight of e-bikes compared to conventional bikes has been reported to affect older riders' ability to maintain balance. Moreover, evidence from Zhao and colleagues (2022) road injury analysis spanning samples in China, Japan, India, and the USA

found that interactions with motor vehicles, rider error (related to high speed or intoxication), unintentional acceleration, loss of balance, and issues with the road surface were factors leading to high-risk situations on e-bikes.

Overall, there is an upward trend in micro-mobility injuries with variability among different demographic groups. Analyzing injuries specific to the use of e-devices is vital when weighing public health considerations and city planning. A recent review of injuries in the US found an increase in injuries and admissions from 2017 to 2018 associated with e-scooter use (Namiri et al., 2020). Impacts to the head, upper extremities and lower extremities are most common among e-scooter injuries, with the severity of such injuries tend to be mixed, according to existing reviews on the nature of e-scooter injuries (Toofany et al., 2021).

Age differences are commonly reported among studies that have examined micro-mobility-related injuries. Using road injury data, Zhao and colleagues (2022) found that adults older than 45 years of age in India, China, and the USA showed an increasing mortality and incidence rate related to micro-mobility. Specifically, using an Age-Period-Cohort analysis they found a more significant death and incidence rate related to use of micro-mobility devices in the under 25 and over 60 age group. A sharp rise was also identified in the ages from 10 years old to 24 which could be due to unsafe practices when operating such devices in the adolescent and young adult demographic.

Gender differences are reported in some studies but there are mixed findings. In one study, it was reported that older female riders sustained more severe injuries (Schepers et al., 2020). However, an injury analysis from an urban emergency department in Switzerland found that patients were predominantly male with a mean age of 47.5 and a main cause of injury identified as self-accident (Papoutsis et al., 2014). Self-accident was defined as being related to

high speed, alcohol intoxication, etc. with more injuries in the head and neck region. Most of these incidences occurred in the morning (43.5%), 26.1% in the afternoon, and 17% in the evening. Greater number of injuries in the morning could be attributed to busier bike lanes and pathways on a morning commute. Nonetheless, while e-bike users were more likely to be involved in a crash requiring treatment at an emergency department, overall crashes on e-bikes were equally as severe as conventional bikes. Older adults were still highlighted as being at higher risk for more severe injuries but not a higher incidence rate (Haustein & Møller, 2016). These findings highlight the need for more tailored preventative measures that target different demographic groups of micro-mobility users.

Future Considerations

The emerging literature on micro-mobility highlights the utility of this mode of transportation in promoting physical activity while mitigating congestion. However, demographic variability, infrastructure, environment, and the health and safety of users are facets that impact the adoption of micro-mobility devices and effectiveness in urban contexts. Addressing these factors when making policies related to urban planning will be essential in promoting safe and accessible use. Considerations based on this review are provided in the table below.

	Considerations
Equity Focused Subsidies	<ul style="list-style-type: none"> • Offer subsidies and financial incentives reduce cost barriers for low-income population and ensures a wider range of demographics can access this mode of transportation. • Build equity into micro-mobility sharing programs to ensure affordability for all users (e.g., reduced pricing to low-income or other qualifying riders, affordable flat rates).
Diverse Active Transportation Infrastructure	<ul style="list-style-type: none"> • Prioritize bike lanes and paths, and facilitate integration with public transport (e.g., dedicated spaces for parking e-bikes and e-scooters at transit hubs). • Consider weather (e.g., sunshades and covered bike parking to encourage year-round use). • Ensure accessibility for individuals with physical limitation.
Environmental Impact Mitigation	<ul style="list-style-type: none"> • Battery recycling (e.g., regulations and incentives to ensure proper disposal and recycling and promotion of full first life use and second-life applications). • Ensure proper management and redistribution of shared micro-mobility fleet (e.g., placing responsibility on the bike/scooter sharing companies). • Provide support for innovations in battery technology, sustainability, and safety enhancements.
Safety and Education	<ul style="list-style-type: none"> • Promote rider education programs that address safe riding practices (e.g., riding in adverse weather conditions) especially for at-risk users. • Set effective speed limits. • Enforce traffic laws and regulations.
Injury Prevention and Data Collection	<ul style="list-style-type: none"> • Develop tailored safety regulations and targeted campaigns based on different demographics. • Collect data on micro-mobility injuries and conduct more analysis to fill in the gaps on injury trends for different areas and demographics. • Expand research on the relation between public health and active transportation infrastructure.

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Background: Assess e-mobility (e-scooters) as safe mode of personal transportation

- Electric kick scooters are battery-powered devices with a motor, two to four wheels, a platform for standing and handlebars for steering.
- Studies show that micro-mobility devices can reduce vehicles trips and traffic congestion.

E-scooters and BC Motor Vehicle Act (MVA): Currently, the act does not allow electronic personal transportation (e-mobility devices) on public roads or sidewalks.

E-mobility Pilot Project¹: Amendments to BC MVA in 2021 over a 3-year period allowed constituents of 13 communities (Coquitlam, Cranbrook, Kelowna, Nanaimo, North Vancouver (city and district), Richmond, Vancouver, Vernon, West Vancouver, Oliver, Osoyoos and Langley Township) to legally ride an e-scooter on some municipal streets and paved pathways. The project has been extended, starting April 5, 2024, for another 4 years.

- Communities can prescribe how and where e-scooters can be used.
- City bylaws varied with regards to where these devices can operate, as well as how fast they can go.
 - In Richmond for example, e-scooters can go 20 km/h on roadways; 15 km/h on paved pathways shared with pedestrians²
 - Some communities allowing sidewalk use (e.g., Vernon) while others (e.g., Vancouver) e-scooters are only permitted to operate in streets with and without cycling facilities (e.g., bike lanes; on streets <50km), as well as shared multi-use pathways.
- Some communities are using their participation as a way to test e-mobility (e-bikes and e-scooters) shared-service programs.
- Safety evaluation is ongoing and currently led by Ministry of Transportation and Infrastructure, ICBC and the BC Injury Research and Prevention Unit.

Sample of Findings from Participating Communities³:

- Vernon reported more than 470,000 kilometres travelled by users of its shared electric kick scooter provider, with 50% of users using the devices to commute.
- Surveys from participating communities show that the majority of respondents are supportive of the project although report some concerns with safety (e.g., injuries, speed) and parking of e-scooters from shared programs.
 - More data is needed to assess injuries. Emerging data from Interior Health⁴ reports that in Kelowna, between April 2021 and September 2022, 108 injuries were identified out of 453,000 trips. After a spike in the first two months, the injury rate for e-scooters was similar to the estimated rate for bicycles. There was a 30 per cent reduction in confirmed e-scooter injuries in 2022 compared to 2021.
 - Greater public education and awareness is needed to support compliance.
 - Enforcement and regulation is challenging particularly for personal use.

Micro-mobility in the Capital Regional District (CRD)

- Promoting active travel are directly relevant to the climate action targets of the CRD. Micro-mobility devices including e-scooters offers an alternative form of carbon-efficient transportation.
- E-bike use accounted for 30 percent of all bike trips in the CRD in 2022⁵.
- Active walking and bicycling modes of travel increased by 7 percent throughout the region from 2017 to 2022⁶.

Considerations Outlined by the Traffic Safety Commission (TSC)

- Findings from a scoping review of the literature conducted by the TSC revealed that a range of factors affect the adoption, risk and safety of micro-mobility devices including demographics (variability across SES, age, geography) and city infrastructure, as well as the implication of these devices on the environment (sustainable production of components, reducing carbon emission/meeting climate action targets) and life-long health of users (effects on physical activity and injuries)⁷. Future considerations based on the findings of this review are provided in the Table below.
- The Commission recommends if interest from numerous contiguous municipalities in participating in the provincial E kick scooter pilot, that the CRD consider drafting a model bylaw which local municipalities can use to regulate e-scooter use. This model bylaw should consider placing e-scooters in the same category as bicycles subject to the same regulations (i.e., allowed on roads <50km/h, bike lanes, and multi-use pathways; not permitted on sidewalks). Given the variability in how communities interact with the e-mobility pilot program, it is recommended that the CRD consult with the latest amendment to the MVA⁸ related to speed regulation of e-scooters and consider applying such regulation to other modes of active transportation on shared multi-use pathways. The onset of these regulations will need to coincide with the launch of related safety and etiquette campaigns aimed at promoting public awareness. A focus on injury prevention is critical. Public health messaging should emphasize helmet use and dangers of impaired use.

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Table 1

General Considerations based on the Scoping Review

	Considerations
Equity Focused Subsidies	<ul style="list-style-type: none"> • Offer subsidies and financial incentives reduce cost barriers for low-income population and ensures a wider range of demographics can access this mode of transportation. • Build equity into micro-mobility sharing programs to ensure affordability for all users (e.g., reduced pricing to low-income or other qualifying riders, affordable flat rates).
Diverse Active Transportation Infrastructure	<ul style="list-style-type: none"> • Prioritize bike lanes and paths, and facilitate integration with public transport (e.g., dedicated spaces for parking e-bikes and e-scooters at transit hubs). • Consider weather (e.g., sunshades and covered bike parking to encourage year-round use). • Ensure accessibility for individuals with physical limitation.
Environmental Impact Mitigation	<ul style="list-style-type: none"> • Battery recycling (e.g., regulations and incentives to ensure proper disposal and recycling and promotion of full first life use and second-life applications). • Ensure proper management and redistribution of shared micro-mobility fleet (e.g., placing responsibility on the bike/scooter sharing companies). • Provide support for innovations in battery technology, sustainability, and safety enhancements.
Safety and Education	<ul style="list-style-type: none"> • Promote rider education programs that address safe riding practices (e.g., riding in adverse weather conditions) especially for at-risk users. • Set effective speed limits. • Enforce traffic laws and regulations.
Injury Prevention and Data Collection	<ul style="list-style-type: none"> • Develop tailored safety regulations and targeted campaigns based on different demographics. • Collect data on micro-mobility injuries and conduct more analysis to fill in the gaps on injury trends for different areas and demographics. • Expand research on the relation between public health and active transportation infrastructure.



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, FEBRUARY 21, 2024

SUBJECT Use of Rigid Bollards on CRD Regional Trails

ISSUE SUMMARY

To provide information on the Capital Regional District's (CRD) use of rigid bollards on regional trails.

BACKGROUND

The District of Saanich Council approved the following motion at its January 8, 2024 meeting:

That Council request the Mayor write the Capital Regional District requesting that the rigid bollards on regional trails be removed and retrofitted in accordance with BC's Active Transportation Design Guide and request the Capital Regional District gather data on accidents resulting in collisions with bollards.

On January 18, the District's Mayor wrote to the CRD Transportation Committee Chair with the following request: "In addition to our motion, we understand that the Capital Regional District is undertaking trail widening improvements and we request that you consider opportunities for working in harmony." (see Appendix A)

The Town of View Royal Council approved the following motion at its January 16 meeting:

That a letter be sent to the Capital Regional District requesting the retention of bollards on all regional trails for safety reasons. (see Appendix B)

This report has been prepared in response to the above-referenced letters to provide information on the CRD's use of rigid bollards on regional trails.

IMPLICATIONS

Alignment with Existing Plans & Strategies

The Regional Trails Management Plan (2016) includes the following Strategic Action:

2.5.12. CRD will review the use of bollards on trails to determine if changes are needed for safety of people riding bicycles.

Service Delivery Implications

Rigid bollards serve two functions: to prevent unauthorized vehicle/equipment access and to provide a visual indicator that users need to slow down as they are approaching an active intersection.

The CRD commissioned Watt Consulting Group to prepare a Regional Trail Crossing Report in 2018 to assess signage and pavement markings at intersections and to propose safety improvements. The report indicated that in addition to pavement markings and signage, bollards serve as visual cues that indicate to trail users that they are approaching a road crossing and should slow down and use caution. Bollards are marked with reflective tape at the top, and trails are cleared for sightlines to make the bollards, signage and intersections visible. Centre bollards are also marked with road paint on paved sections of the trail to further indicate their presence.

BC's Active Transportation Design Guide (2019) recommends against the use of rigid bollards at trail accesses without prior history of motor vehicle encroachment and/or collision. The Regional Trail Crossing Report was completed prior to the release of the BC Active Transportation Design Guide.

Staff will explore alternatives to the use of bollards through the upcoming Regional Trestles Renewal, Trails Widening and Lighting Project. This project will allow staff to consider possible standards, trial any recommendations and collaborate with the Regional Transportation Working Group to identify opportunities for safety improvements on trails throughout the region.

Staff will review available data from ICBC and open-source data via BikeMaps.org for information available on accidents related to collisions with bollards. The CRD does not currently have a data collection program to collect this information.

Environmental & Climate Action

The CRD's regional trails serve to connect parks and protected greenspace, such as the connection between Matheson Lake and Roche Cove regional parks via the Galloping Goose Regional Trail. Bollards serve to protect ecologically sensitive areas such as these from unsanctioned motorized vehicle use.

Social Implications

The CRD's regional trails have steadily increased in popularity over the last decade and now see around 3.5 million visits per year. The CRD is committed to keeping these trails free from major hazards and does so by implementing a variety of preventative safety measures, including the installation of rigid bollards where the trails and roadways intersect.

The CRD recognizes that there is interest in having vehicle and equipment access along the regional trails for utility or private property access and development. Unauthorized vehicles/equipment accessing regional trails poses a risk to the health and safety of both trail users and staff. Additionally, some bridges along the regional trail system are not rated for vehicle use.

Equity, Diversity & Inclusion

As outlined within the Regional Trails Management Plan, bollard placement allows for wheelchair, mobility scooter and standard child bike trailer (1.3 m maximum width) access. As part of the upcoming Regional Trestles Renewal, Trails Widening and Lighting Project, staff will work with municipal partners that have jurisdiction over road crossings to consider access standards when exploring alternatives to the use of rigid bollards.

Intergovernmental Implications

Local governments and the Province are responsible for road right-of-ways that intersect with the regional trails. Multi-use paths throughout the region have a variety of different intersection configurations and some municipalities also use rigid bollards. A CRD regional transportation priority is for a connected, consistent active transportation network. A regional perspective on the use of rigid bollards would benefit the consistency and connectivity of the region's active transportation network. The Regional Transportation Working Group, composed of representatives from the CRD, local governments, BC Transit and the Ministry of Transportation and Infrastructure, can offer this regional perspective as the CRD explores bollard alternatives.

Financial Implications

Costs associated with exploring bollard alternatives will be scoped into the Regional Trestles Renewal, Trails Widening and Lighting Project. There is no planned budget expenditure to establish a data collection program on accidents resulting from collisions with bollards. This type of program would constitute an enhanced level of service with added costs.

CONCLUSION

The CRD utilizes rigid bollards at regional trail intersections in order to achieve two main objectives: to prevent unauthorized vehicle/equipment access and to provide a visual indicator that users need to slow down as they are approaching an active intersection. The CRD will review the use of rigid bollards through the implementation of the Regional Trestles Renewal, Trails Widening and Lighting Project. Collaboration with the Regional Transportation Working Group on the continued use of rigid bollards will be undertaken to help ensure that a consistent approach to bollard use is applied across the region's active transportation network. The results of these initiatives will be reported back to this committee at a later date.

RECOMMENDATION

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

Submitted by:	Mike MacIntyre, Acting Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

- Appendix A: Letter from District of Saanich (January 18, 2024)
- Appendix B: Letter from Town of View Royal (January 18, 2024)



The Corporation of the District of Saanich | Mayor's Office
770 Vernon Avenue Victoria BC V8X 2W7 | T 250-475-5510 | www.saanich.ca

January 18, 2024

Dean Murdock
Chair, CRD Transportation Committee
625 Fisgard Street
Victoria, BC V8W 1R7

Dear Chair Dean Murdock:

RE: Request For Removal of Rigid Bollards

On January 8th, 2024, Saanich Council approved the following motion:

“That Council request the Mayor write the Capital Regional District requesting that the rigid bollards on regional trails be removed and retrofitted in accordance with BC’s Active Transportation Design Guide and request the Capital Regional District gather data on accidents resulting in collisions with bollards.”

In addition to our motion, we understand that the Capital Regional District is undertaking trail widening improvements and we request that you consider opportunities for working in harmony.

We appreciate your consideration of Council’s request.

Sincerely,

A handwritten signature in cursive script that reads "Dean Murdock".

Dean Murdock
Mayor

cc: Ted Robbins, Chief Administrative Officer
Kevin Lorette, General Manager of Planning and Protective Services
Larisa Hutcheson, General Manager of Parks and Environmental Services
Colin Plant, Board Chair



TOWN OF VIEW ROYAL

45 View Royal Avenue, Victoria, BC, Canada V9B 1A6

Ph. 250-479-6800 • Fx. 250-727-9551 • E. info@viewroyal.ca • www.viewroyal.ca

January 18, 2024

Capital Regional District
625 Fisgard Street
PO Box 1000
Victoria, BC
V8W 2S6

Attention: Capital Regional District (CRD) Board of Directors

Dear Chair Plant and Board Members:

Re: Retention of Bollards on all CRD Regional Trails

At the January 16, 2024 regular meeting of Council, Council considered a notice of motion from Councillor Brown regarding the retention of bollards on all CRD Regional Trails.

After some discussion, Council passed the following motion:

“THAT a letter be sent to the Capital Regional District requesting the retention of bollards on all regional trails for safety reasons.”

Thank you for your consideration of this matter. If you have any questions, please do not hesitate to contact this office.

Sincerely,
TOWN OF VIEW ROYAL

A handwritten signature in blue ink that reads "E. Bolster".

Elena Bolster
Deputy Corporate Officer

cc: CRD Parks

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

Members: Neil Arason, Island Health
Corey Burger, Capital Bike
Ron Cronk, Vancouver Island Safety Council
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Todd Litman, Walk On, Victoria
Steve Martin, Community Member (Vice-Chair)
Dean Murdock, CRD Board (Chair)
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: S/Sgt. Doug Cripps, Saanich Police
John Hicks, CRD
Sgt. Manny Montero, Oak Bay Police

Guest: Ahneke van Lankvelt, UVic student

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Dr. Murray Fyfe, Island Health
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Myke Labelle, Commercial Vehicle Safety and Enforcement

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:04 pm.

1. Territorial Acknowledgement

Chair Murdock provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – September 12, 2023

MOVED by Colleen Woodger, **SECONDED** by Andy Harward, that the minutes of the meeting held on September 12, 2023 be approved. **CARRIED**

4. Chair's Remarks

Thanks to Paweena and her team for their work in moving ahead with the research on micro-mobility as it relates to safety in the CRD. Also, thanks to Commission members for your ongoing work in improving road safety in our community. We read headlines too often about people who have been killed or seriously injured on our roads and the actions of each of the organizations around this table help make a significant difference in preventing that and we are grateful for your time and dedication.

5. Business Arising from Previous Minutes

➤ **Commission Highway Safety Awareness Signs**

Colleen Woodger has discussed the signs with Owen Page and Owen will ask Emcon to check the quality of the signs. Provided the signs are in good condition, they could be rotated. There are five in total, two are in Sooke, one in front of Saanich City Hall, one by the ferry and one in a location that needs to be determined. If we decide to replace the signs, Colleen suggested that prior to that being done, we should look at tying new messaging into the look and feel of the wording in the education campaigns through Fred Grouzet's work at UVic so there is consistency. Owen noted that if we are going to replace the signs with new messaging, we would need to run it through the

Ministry of Transportation and Infrastructure's engineering group because there are guidelines around the size and type of lettering used.

Action: (1) Colleen Woodger to locate the fifth sign and look into rotating them.
(2) Owen Page to talk to Emcon about checking condition of the signs and whether they would rotate the signs for no cost.
(3) Colleen Woodger to connect with Fred Grouzet re possible messaging for new signs and get a quote for replacement.

➤ **Update on Transportation Working Group**

The next meeting will be held on October 30. This meeting will be largely based on an engagement session that was held in terms of governance and what the need is between local and regional governance and where there are any gaps that could be brought forward and worked on at a more regional scale.

➤ **Communication plan**

John Hicks brought forward information on a draft communication and social media plan he and his team have been working on based on what had been discussed previously by the Commission. The general messaging has been trialed out with the Ready Step Roll Program. They looked at the underlying behaviours that relate to safety--being alert, being visible, being predictable, and being courteous just as a starting point for consideration. The intent is to make sure that when the Commission are doing campaigns, we are looking at underlying behaviours. We can start working on that messaging, including the colours, patterns, the way it looks and feels. We will tie our material in with the region and work with municipalities also. It is key for us to start building consistent shared messaging.

John is hoping to start working on the campaigns that Fred has been doing and bringing those into another context so that the social media campaign can be tied directly to that. Once the plan is in further along, it will come back to the Commission for more input.

Funding in the amount of \$5000 is requested to start working with graphic designers to get the templates done.

MOVED by Colleen Woodger, **SECONDED** by Ron Cronk, that the Commission approve funding in the amount of \$5,000 to continue to advance the communications plan and graphic design work.

CARRIED

Action: John Hicks to bring the communications plan back to the Commission at the November or December meeting for discussion.

6. **Priority Business**

➤ **Follow-up on Commission Presentation to the Transportation Committee**

Vice-Chair Martin gave an update on the presentation he made to the Transportation Committee in October. He noted it was a very positive experience to see how engaged Committee members are in road safety, and how supportive and encouraging they are. They were very complimentary of our evidence-based strategy to guide our priorities. Two things they are interested in us coming to them with are some advocacy related proposals for red light cameras and interval cameras. Vice-Chair Martin reached out to Neil Arason who has done a lot of research in both those areas and asked him to bring back information to the Commission on this in the next couple of months which can then be forwarded to the Committee in January, along with the micro-mobility study. The Committee needs to have the research and evidence around these issues and some sense of how they would approach furthering those interests to more senior levels of government.

Chair Murdock, who is also Chair of the Transportation Committee, expressed his appreciation for Vice-Chair Martin's presentation of the Commission work and noted that the Committee is enthusiastic about the work that is going on and would like to see recommendations coming forward from the Commission. Chair Murdock suggested any recommendations the Commission does pass along should be in a solution-oriented format.

John Hicks also noted that the presentation was very well received and commented that the advocacy piece is a challenge in terms of how it gets to the Committee. Someone would need to be a spokesperson and advocate. Vice-Chair Martin said we would have to do an overview of the evidence and provide the Committee with concrete proposals.

➤ **Chek Advertising Proposal**

We have received an advertising proposal from Chek, and we need to decide if we want to continue our partnership with them for 2024. They have indicated they would like to continue with the contract and with the work that Fred Grouzet is doing. We would get three ads per year. Chek would do the creative and then transfer ownership to us, which is a big win for us. The general pricing is very much in line with what we are currently paying. It is \$10,570 every six months so a \$21,140 purchase for the year. We have gone a long way with the project work that Fred is doing already. If we continue with the social media and communications planning, we can start branding that even more closely to the Commission.

MOVED by Colleen Woodger, **SECONDED** by Andy Harward, that a contract in the amount of \$21,140 be awarded to Chek media for the 2024 Traffic Safety Commission media campaign.

CARRIED

Other discussion took place around getting metrics and looking at how we are measuring success. Chek does give us a breakdown of demographics and show us the different time schedules for our ads. They also target different time slots and give us priority placement on unfilled advertising space. Some of the work Fred Grouzet is doing will give us information on the success of our messaging.

We could also work with Chek to have some of our messaging disseminated online. They are very open to any suggestions we have.

Neil Arason asked to return to the previous topic re follow-up on the Commission presentation to the Transportation Committee to get some clarity on next steps and get confirmation that we want to have papers developed on point-to-point speed interval cameras and on red light cameras. Neil commented that he has lots of access to information on these issues. He noted that in a recent public opinion poll, the majority of British Columbians support automated speed enforcement. The idea would be to put together best research and best practices. To get this information back to the Committee, Chair Murdock commented that he could ask that it be included on the Committee agenda and then schedule a delegation for presentation.

Action: Neil Arason to develop papers on point-to-point speed interval cameras and on red light cameras and bring to the Commission in December.

➤ **Budget Update**

We still have a substantial amount left in the budget. If there are any proposals for funding to come forward before the end of the year, please bring them to next month's meeting.

➤ **BCACP Calendar**

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- 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.

7. **Other Business**

➤ **Review of Micro-mobility Devices and Implications for Use and Safety**

This item came forward as a directive from the Transportation Committee for the Commission to do a review of micro-mobility as it relates to personal use and safety in the CRD. Paweena Sukhawathanakul has been overseeing work on this project to assess research in terms of how micro-mobility affects daily use and what are some factors to consider when adopting this type of device to use for transportation. Ahneke van Lankvelt, the student working on this project with Paweena, presented a summary of the research. A more extensive presentation will be provided at the November meeting.

Micro-mobility devices in this review refer to e-scooters and e-bikes. Micro-mobility devices can play a transformational role in the lifelong health of older adults and will be effective for individuals from a wide range of demographics.

What are the needs of the CRD? Addressing that there is a need to develop infrastructure that can address climate action targets, promote active transportation to support healthy living and sustainability, as well as ensuring that everyone can use the road and trail network safely. The big focus is on how this need can be addressed and using this research to inform policy.

The literature review conducted from studies around the world resulted in four main categories: Demographic factors; environmental impacts; infrastructure and city planning; and life-long health. Within demographic factors individuals with higher education attainment and socioeconomic status are more often users of the devices, and found that gender, age and physical ability are big impacts in the ability to use them. With e-scooters, the demographic is much more into younger people, while e-bike users are more represented in the 60+ age category. In terms of environmental impacts, they have the capacity to alleviate congestion, lower carbon emissions, etc. There are still concerns about the production and recycling of the components. Studies also found that supportive infrastructure is a prerequisite for encouraging safe use. Bike lanes and pathways are perceived as the most comfortable and safest for users. Looking to lifelong health, the majority of studies show that e-bike riders can achieve physical activity targets. Most of the concerns relate to interactions with motor vehicles, and rider error.

Recommendations are: (1) continue with equity focused subsidies; (2) focus on creating more bike lanes and pathways and integrating micro-mobility with public transport; creating weather conductive infrastructure; (3) environmental impact mitigation with sustainable recycling, as well as placing more responsibility on manufacturers; (4) address safety through education and enforcement; (5) Tailoring safety regulations to specific demographics. Also, reassessment is very crucial with the devices as the technology is evolving quickly and continued economic and industry research is recommended.

For their next steps, Paweena and her team have been working on an active transportation longitudinal aging study (ATLAS) that is going to look more at the intersection infrastructure and lifelong health of individuals. It is hoped that will fill a lot of the gaps in this research and serve as an aid to some of these previous recommendations.

Other items raised during discussion were:

- Lack of regulatory framework for these devices in BC
- Add reference to CRD key transportation targets to the study
- Micro-mobility devices don't fit cleanly into either motor assisted cycle regulations or limited speed motorcycle regulations. A lot of the micro-mobility is currently illegal as they require a driver's license, insurance and registration and none of that is there. There needs to be some kind of legislation or controls.
- Not seeing the numbers here yet. Ironic that we control the speed and location of e-scooters, and don't do the same for motor vehicles. It might be useful when this is brought forward to the Committee to talk about objective vs subjective - comfort vs safety on multi-use trails. Lot of interest at the Committee table.
- Suggests better environmental effects than might be the reality Any examples of countries that are getting this right? Struggles everywhere – nobody has really figured out a gold standard yet. Various places have started tracking injuries specifically related to e-scooters and e-bikes.
- Give micro-mobility devices equal consideration to electric cars. Very interesting results from the CRD travel survey showing that 10% of bikes are e-bikes but 30% of bike trips in the

region are by e-bikes. Technology is only five years old. Recommend that be incorporated into the report. E-bikes essentially doubles the demand and benefits for biking. Make very clear what are safe speeds. On trails we should be thinking about having an automated system for speed control enforcement.

- Emerging concern about e-bike battery fires, particularly with people using them as courier bikes. Check to see if there are standards for bike batteries. If not, could be added as a recommendation.
- Would like to see in the report that enforcement has been consulted and there is an enforcement perspective on this.
- Interesting to explore a section about what potentially could be done about e-bikes that have been modified.
- Desire from municipal engineers to see that this is not done in a piecemeal way and is done through a regulatory framework led by the province. Ideally, one piece we would be getting from this report is some sort of advocacy approach to the province and how to move forward with regulations.

Paweena commented that the report can be revised to best represent the conversation today and clarify the recommendations.

In terms of the next steps, John Hicks recommended the report go back through the Transportation Working Group to get their input. After that, there would need to be a transmittal report to go with it back to the Transportation Committee along with a practical recommendation. It would be an advocacy piece in terms of what role the Committee could play in advancing the recommendations. Before the staff report is moved forward, John will bring it back to the Commission.

Action: John Hicks to take the report to the Transportation Working Group for input.

8. Member Updates

➤ RoadSafetyBC - Natalia Heilke

No update

➤ ICBC – Colleen Woodger

- Thanks to everyone who participated in the distracted driving enforcement campaign.
- ICBC Pedestrian Safety Campaign has launched. We are delivering driver awareness messaging and reflectors. You can only see pedestrians if you look for them. Focus on the road, be ready to stop for pedestrians and reduce your speed when pedestrians are present.
- ICBC is funding car seat training for Esquimalt & Songhees nation at the View Royal Fire Dept in partnership with the Westshore RCMP.
- Colleen has been approached by MADD Canada. Very passionate to join in or take part in education specifically targeting schools. Colleen may bring as a guest to a Commission meeting. MADD Canada does have multimedia presentations for schools and there may be an opportunity to put some funding into some of the youth related driving initiatives.

➤ Youth and Children – Hailey Bergstrom-Parker

No update

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

- Working with colleagues at the Ministry of Public Safety and Solicitor General looking at the self-regulation of cannabis use and how it relates to impaired driving. Will have some data by the end of the year. The purpose is to inform a public safety campaign coming out next year.

➤ CRD – John Hicks

No update

➤ Integrated Road Safety Unit – Sgt. Andy Harward

- September was the distracted driving and occupant seatbelt month. Joint force project on the 15th of September and wrote about 60 tickets in four hours. The majority were for distracted driving. Last month his unit wrote over 200 tickets for distracted driving and seatbelts.

- This month is speed relative to conditions. That coincides with getting darker earlier and want to make sure that people are driving at appropriate speeds.
- December is the winter impaired driving campaign. In preparation to have Vancouver Island wide light up the highway impaired driving campaign.
- Have seen a massive spike in drivers having no insurance and unlicensed vehicles.

➤ **Commercial Vehicle Safety Enforcement – Myke Labelle**

No update

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

- This will be the last weekend for motorcycle training for the year before shutting down until February. It was a good year, and they were sold out for all their training by June.
- It is hoped they will be able to get another grant from the Commission. The funding received this year was money well spent and the feedback was very good. Ron will work on putting together a presentation of the data, possibly for January.

➤ **Capital Bike – Corey Burger**

- Go by Bike Week is October 16-29 and will be out with celebration stations. Also it is CRD bike count week.
- Working on some branding for their bike skills training.
- AGM will be taking place in late November.

➤ **Walk On, Victoria – Todd Litman**

- Attended the regional ITE lunch and learn presentation by Saanich engineering. They are developing their speed limit standards and are extremely thoughtful and methodical about how they are doing it.

➤ **Municipal Police Forces/RCMP
S/Sgt. Doug Cripps, Saanich**

- Unfortunately, they are still seeing a lot of impaired driving by alcohol in Saanich and are getting one or two a day. Last weekend over the four-day Operation Impact, a Canadian Association of Chiefs of Police program, they ended up with 11 impaired driving files.
- There was another pedestrian fatality in a crosswalk last month and messaging and advertising around crosswalk safety can't come soon enough.

➤ **BC Transit – Dallas Perry**

No update

➤ **Ministry of Transportation and Infrastructure - Owen Page**

- October 1 marked the first day of the winter season for their maintenance contractors. They are wrapping up final summer activities and getting their equipment ready for plow attachments and making sure their salt stockpiles are topped up.
- Looking to do a mock chain check exercise at the Malahat for commercial vehicles around the end of October. October 1 also marks the start of the season for pedestrian vehicles to have snow rated tires to go over high mountain passes.
- The road recovery project on the Malahat should be concluded in the next couple of weeks.

➤ **Island Health – Neil Arason**

No update

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

No update

9. **Next Meeting**

The next meeting will be held on November 14, 2023 at 1:00 pm. On motion, the meeting adjourned at 2:38 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, November 14, 2023**

Members: Neil Arason, Island Health
Doug Baer, Capital Bike
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
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
Natalia Heilke, RoadSafetyBC
Todd Litman, Walk On, Victoria
Steve Martin, Community Member (Vice-Chair)
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: John Hicks, CRD

Regrets: Dr. Murray Fyfe, Island Health
Myke Labelle, Commercial Vehicle Safety and Enforcement
Dean Murdock, CRD Board (Chair)
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:04 pm. In the absence of Chair Murdock, Vice-Chair Martin acted as Chair.

1. Territorial Acknowledgement

Vice-Chair Martin provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – October 10, 2023

MOVED by Neil Arason, **SECONDED** by Andy Harward, that the minutes of the meeting held on October 10, 2023 be approved. **CARRIED**

4. Chair's Remarks

Vice-Chair Martin commented that he hoped everyone took some time over the weekend to reflect on the many people that defend us today and have given up their lives or been injured as a result of conflict. It is always a bit of a somber day.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

The CRD has completed an engagement process with all the municipalities, electoral areas, BC Transit, BC Ferries, the Victoria Regional Transit Commission and the Ministry of Transportation and Infrastructure in terms of a governance structure across the region regarding regional transportation. Each of the municipalities came forward with their interest in moving forward in different areas and staff have highlighted the areas that had some degree of majority and would have the most likelihood of success. The findings of the engagement are coming out tomorrow at the CRD Transportation Committee meeting. There will also likely be a workshop with the municipal mayors, electoral area directors, and ideally senior staff. Part of that discussion may link back to the Traffic Safety Commission and particularly its relationship with the Transportation Committee and the Transportation Working Group to see how the processes can be aligned and how the input from the Commission and the Working Group can be used to inform decisions.

➤ **Update from RoadSafetyBC**

Natalia Heilke provided an update on the following items which had been discussed at an earlier meeting.

- **Capacity of existing CRD red light cameras to also monitor speed**

The existing cameras don't have that capacity and there would have to be a new installation to capture speed.

- **Potential of offering higher discounts for early payment of traffic fines**

This is something that possibly would be considered. It was noted that fine amounts are regulated by the Ministry of the Attorney General so any changes would have to go through them. RoadSafetyBC is undertaking a review generally of traffic fines so this could possibly be included. It would need to be determined if offering discounts would have the desired effect of decreasing traffic court attendance by police and ensure there aren't any unintended consequences of changes.

Vice-Chair Martin asked if there would be a consultation process when the review is undertaken. It is early in the process and Natalia is unsure if this has been determined yet, but she will ask.

John Hicks noted that there is a lot of political discussion on automated enforcement. It is something which has come up through various committees and he expects that there will be more of a push for it.

Vice-Chair Martin asked if there was any broader discussion taking place on automated enforcement other than traffic cameras. That is something that the RoadSafetyBC policy team has looked into and is continuing to do so.

Corey Burger talked about the Commission passing a motion advocating that the CRD Board support the UBCM motion around allowing local governments to implement traffic enforcement cameras. It was agreed to wait until after the Commission discussion on the papers that Neil Arason is preparing on point-to-point speed interval cameras and on red light cameras, which will come to the January Commission meeting.

Action: Add agenda item re papers on point-to-point speed interval cameras and red light cameras to the December meeting

6. **Priority Business**

➤ **Budget Update**

The budget is looking good and there is plenty of opportunity to accept more grants. There is about \$50-55,000 to be spent by the end of this year. There are two grant applications coming forward, but we are always open to more. The risk is that if we don't spend this money on projects we are interested in advancing, it may be rolled back.

Action: Add agenda item re potential spending initiatives in support of strategic priorities to the December meeting

➤ **BCACP Calendar**

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- 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 noted that the national impaired driving campaign will take place in December and includes the province wide “Light up the Highway” campaign. In the CRD, they will be doing a cross jurisdictional impaired driving check stop program. There will be ten CRD Integrated Road Safety Unit members participating, along with members from various RCMP detachments in the CRD, Saanich, Oak Bay and Central Saanich police, and ICBC.

Colleen Woodger said that the campaign carries on to Port Hardy and her peers on the lower mainland will target all the bridges and main highways, so it is really “Light up the Province.” ICBC partners with McDonald’s to provide designated driver certificates for coffee. MADD Victoria will be providing giveaways at the roadblocks as well. It is hoped to have the national representative for MADD on Vancouver Island attend a Commission meeting in the future.

7. Other Business

➤ Funding Applications

- Vancouver Island Safety Council

This funding application for motorcycle skills training is currently being reviewed and will come back to the December meeting.

Action: Add agenda item re Vancouver Island Safety Council funding application to the December meeting

- Evaluation of the P.A.R.T.Y. Program (Prevent Alcohol and Risk-Related Trauma in Youth)

Neil Arason spoke about this funding application. The Commission had a presentation on this program in July by Amelia Smit, the program coordinator. The program heavily focuses on the role of alcohol and teaches mostly 15-year-olds about the relationship between alcohol and trauma. In the CRD, the program is offered at Spectrum, Oak Bay, Stelly’s and Claremont. Island Health runs the program, however, there isn’t any evaluation of it in the Island Health Region. There have been discussions between Neil, Paweena Sukhawathanakul, Fred Grouzet and Amelia Smit and a proposal has been put forward requesting funding for an evaluation of the program in the amount of \$21,420. Students at the four secondary schools participating would be surveyed before and after participating in the program. This would be a first step towards finding out if the program is effective.

Since the pandemic, the program has been presented online, rather than in person as in the past. Some members commented that, although the online version of the program is effective, it doesn’t have the same impact as the in-person program did and doesn’t reach as many students. However, without evidence, it is hard to justify shifting back to an in-person program. It is hoped that as part of the evaluation there could be a piece where the students who completed the in-person program could be surveyed.

Fred Grouzet commented that they are unable to directly compare the in-person and online programs because it is only currently being done online. This is a preliminary evaluation, and the long-term objective is to have a full evaluation and comparison with the in-person program, also looking at the type of message that is sent and received by youth directly related to what we are doing with Chek News and the videos and how to address the message so it is well received by youth. The short-term immediate objective is to look at the program as it is right now, and the long-term objective is to see how the program itself could be improved.

Colleen Woodger said that there may be an opportunity for 400 kids to participate in a one day in-person program in May and have them complete a survey that could be used as part of the evaluation. Fred and Colleen will discuss, and Colleen will bring back an update in January.

Action: Add agenda item on P.A.R.T.Y. Program Evaluation update to the January meeting

MOVED by Neil Arason, **SECONDED** by Colleen Woodger, that funding in the amount of \$21,420 be approved to undertake an evaluation of the P.A.R.T.Y. Program (Prevent Alcohol and Risk-Related Trauma in Youth). **CARRIED**

8. Member Updates

➤ RoadSafetyBC - Natalia Heilke

- RoadSafetyBC has a new social media person, and they are hoping to expand their social media presence beyond Twitter.
- They will be participating in the December counterattack campaigns.

➤ ICBC – Colleen Woodger

- Waiting to hear back from MOTI re the quality of our existing highway signs to see if they are in good enough condition to rotate for now. After that, we could look at the theme of our next ads re possible new messaging on signs.
Sgt. Harward commented on the large number of cell phone infractions occurring in front of the Westshore detachment and suggested that one of the signs be moved to that location.
- ICBC just finished their pedestrian campaign and focused much of their messaging on drivers and distractions. Many reflectors were distributed to pedestrians at various locations.
- There are three speakers travelling in the area this year on the speaker's tour which targets grades 11 and 12 on high risk driving and decision making.
- They will be focusing on counterattack in December and there will be TV, radio and social media on that. Special events kits are available for anyone who would like to hand them out at large events.

➤ Youth and Children – Hailey Bergstrom-Parker

- BCAA's School Safety Patrol Program helps promote school zone safety by training students in grades 5-7 to become crosswalk patrollers. Their program provides all the equipment and training resources.
- BCAA offers *Slow Down Kids Playing* lawn signs to all British Columbians, one per household, available at any BCAA location.
- BCAA partnered with Queensborough Landing Return-It on the mainland to dispose of used, damaged, or expired car seats. They are finding that people are ignoring the expiry dates on car seats and often have been pushing their kids up to the next size seat too soon. Over 2000 car seats were diverted from the land fill. BCAA donated \$5 for every car seat collected to the Mamas for Mamas group. Hailey is pushing to have this program available on the island as well.
- Hailey does the car seat training for the island. Lots of communities are very open to it, but unfortunately some are not.

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

No update

➤ CRD – John Hicks

- Let's Get Visible campaigns are going out again this year and will be in Oak Bay, Langford and Esquimalt on the trail intersections, providing some reflective gear and bike lights. They have been very well received previously. They aim for a broad demographic and find that by moving into the town core after doing the trail intersections they can get a lot more pedestrians.
- Doing the workplace project with D and D. They have been extremely supportive with the highest number of survey results ever seen of people expressing interest in various campaigns.

➤ Integrated Road Safety Unit – Sgt. Andy Harward

- IRSU have been focusing on cell phones. One member has issued 350 tickets himself this year so it is certainly not something that is going away.
- Sgt. Harward has been to a number of fatal crashes where the cause is people paying attention to their phone, and not the road.

➤ Commercial Vehicle Safety Enforcement – Myke Labelle

No update

- **Vancouver Island Safety Council – Ron Cronk**
 - Their season is over, and they are currently populating their next series of courses. They will be starting back in March. The feedback from the rider refresher course this year was positive and it is planned to do it again next year.
- **Capital Bike – Corey Burger**
 - They are in the middle of a refresh of their bike skills courses.
 - Capital Bike supports the Ministry of Transportation and Infrastructure sponsored program *Everyone Rides Grades 4-5*.
 - Go by Bike Week was held a couple of weeks ago and there were lots of people out. There will be a winter bike to week work.
 - Corey referred to motions by the District of North Vancouver regarding two items: right on red restrictions, and writing a letter to the province re red light speed cameras.
 - Interesting research has just come out from the Insurance Institute for Highway Safety looking at bumper height and curb hood design leading to pedestrian injuries and fatalities. Modern giant trucks with their huge hoods are a lot more dangerous for pedestrians. It is an emerging problem we may have to tackle.
 - Doug Baer will be the co-chair this year. Corey is stepping away from the Board and December will likely be his last Commission meeting. Doug or someone else will be taking over.
- **Walk On, Victoria – Todd Litman**

No update
- **Municipal Police Forces/RCMP**

No update
- **BC Transit – Dallas Perry**

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

No update
- **Island Health – Neil Arason**
 - Island Health vision zero and road safety grant program is now open until January 15. This is year 3 of the program and grants up to \$20,000 are available.
 - Building up public health within Island Health and hiring some additional injury prevention specialists and a healthy school specialist as well.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
 - They are working on the script for the new video which will focus on crosswalks and look at the perspective of the driver, cyclist, and pedestrian.
 - Has been in contact with Chek news about the videos that will be presented in December and January. We have six videos available now. Chek presents two per month and try to show videos that are relevant to the time of the year. In December they will be showing videos about paying attention when it is dark outside, and about people being distracted by passengers. In January they will be showing videos about how driving when fatigued can be a source of distraction, and about the use of cell phones.
 - They are currently testing the impact of the videos and plan to use that information to inform new videos in terms of the components. They would like to use UVic as a mini lab to see the impact of the messages from one student to another and see how the information is distributed, not just using social media, but how the video will be shared among other people. They are working on how to assess that and see how quickly a video circulates after it is launched.

9. Next Meeting

The next meeting will be held on December 12, 2023 at 1:00 pm. On motion, the meeting adjourned at 2:19 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, December 12, 2023**

Members: Neil Arason, Island Health
Ron Cronk, Vancouver Island Safety Council
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Steve Martin, Community Member (Vice-Chair)
Dean Murdock, CRD Board (Chair)
Keith Vass, Media
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Sgt. Doug Cripps, Saanich Police
John Hicks, CRD

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Corey Burger, Capital Bike
Dr. Murray Fyfe, Island Health
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Myke Labelle, Commercial Vehicle Safety and Enforcement
Todd Litman, Walk On, Victoria
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:11 pm.

1. Territorial Acknowledgement

Chair Murdock provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – November 14, 2023

MOVED by Ron Cronk, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on November 14, 2023 be approved. **CARRIED**

4. Chair's Remarks

No remarks

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

This group comprised predominantly of the directors of engineering from each municipality, along with representatives from BC Transit and the Ministry of Transportation and Infrastructure meets regularly to talk about various topics in relation to regional consistency in transportation. A lot of the work currently is focused on the governance discussion and looking at consistency with bylaws and messaging.

➤ **E-scooter Pilot Project**

John Hicks provided an update on this project on behalf of Corey Burger who had asked to have it added to the agenda but was unable to attend today's meeting. The project on electric kick scooters was established by the province in 2021 and was originally a three-year pilot in participating communities. It has now been extended for an additional four years. We have talked about this at the Commission previously and it has also been discussed at the Transportation Committee. We currently have some outstanding work on this which came about as a request from the Transportation Committee to the Commission to undertake some research on e-mobility as it

relates to the CRD. This work is being led by Paweena Sukhawathanakul and the report will be coming back to the Commission in January for review and comment after which it will go to the Transportation Committee in February. At this time, there is no direction or position from any of the municipalities or the CRD in terms of participation. Scooters technically are not allowed on the road network because they are not covered under the Motor Vehicle Act but that doesn't stop many of them from using the roads which causes issues in terms of liability and risk, etc.

Action: Add Report on e-mobility Research to the January meeting agenda

6. Priority Business

➤ Funding Application from Vancouver Island Safety Council

Ron Cronk provided some background. The Vancouver Island Safety Council is a non-profit organization which teaches people how to ride motorcycles and provides opportunities for new riders as well as returning riders to sharpen their skills. The program is run out of the Interurban campus of Camosun College and goes from March 1 to October 31 with classes being sold out by June. A BC Coroner's report found two age groups with high motorcycle fatalities, i.e., ages 16-25 and 50-75 and earlier this year the Safety Council, with the support of the Commission, rolled out a training program for riders who have a motorcycle license but never had any formal training. Before and after surveys showed it to be successful and the Safety Council would like to repeat the program next year and are requesting funding from the Commission.

In the absence of Paweena Sukhawathanakul, chair of the Funding Subcommittee, John Hicks provided information on the subcommittee's recommendations for this application. Members of the subcommittee conducted a formal evaluation of the funding application based on the pre-established criteria and found that the need and value of the refresher course was well articulated and aligns with the Commission's role and responsibilities. Based on the feedback from students of this year's program, it was clear that the course had delivered on its commitment. The subcommittee members saw considerable merit in this program and unanimously recommended approval of funding. Subcommittee members did note some considerations that the applicant may want to take into account, i.e., better articulation of challenges, evaluation plans and recognition there is a requirement for a sustainable funding option over time. Overall, it is recommended that funding be approved in the amount of \$6,000.

MOVED by Frederick Grouzet, **SECONDED** by Neil Arason, that funding in the amount of \$6,000 be approved for the Vancouver Island Safety Council Rider Refresher Training Program.

CARRIED

Action: Ron Cronk to circulate Coroner's report to members

➤ Potential Spending Initiatives in support of Strategic Priorities

Every year we look for our priorities under the traffic safety umbrella. We are trying to ensure consistency with any funding grants we approve and with our messaging. We will also be working with municipalities and our partners such as ICBC and RoadSafetyBC so we can put our messaging all under the same umbrella.

The underlying behaviours that relate to safety are as follows: being informed, being alert, being visible, being predictable and being courteous. We are running campaigns through the CRD and with our municipal partners as well as the Commission on all these areas. The intent is that our future planning will be brought back under this, and we can package it and message it out so that we are all speaking the same language. We will be working with the Transportation Working Group and with municipal partners to ensure we are acting together.

For next year, please think about any programs you would like to be running and bring those forward as early as possible. Discussions at the Transportation Committee are showing an appetite for a good look at transportation safety and the Saanich Safety Action Plan will also be released which will be a starting point for other municipalities looking at transportation safety in their own jurisdictions. The intent would be to ideally build off some of those working programs so we can show we are supporting those first initiatives.

➤ **Budget Update**

There is a small surplus of approximately \$20,000 that will be carried over to next year. The P.A.R.T.Y. Program analysis funding has been approved and will come out of this year's budget. Also, some merchandise was purchased for distribution during some of the outreach programs, e.g., reflective arm bands, etc. The first outreach program for the Let's Get Visible Campaign recently took place in Oak Bay and it was very well received with a lot of positive comments. There will be another one held in Esquimalt in January. This is done in conjunction with the Ready Step Roll school program.

➤ **BCACP Calendar**

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- 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. Doug Cripps, Saanich Police, commented that a Saanich member has been selected for a position as one of the Regional Directors for MADD Canada for BC and the Yukon. There was a news splash done on that in November which preceded the yearly MADD red ribbon campaign to promote sober driving during the holiday season.

The province wide Light up the Highway project took place on December 2. Locally, there were over 30 members out. They took about 130 breath samples and issued 6 or 7 impaired tickets and numerous other violation tickets. Light up the Highway kicks off the winter impaired driving campaign and CounterAttack campaigns were conducted last weekend which resulted in a few more impaired and other violation tickets.

In 2023, there will be three Saanich members on Team Alexa which is a program that recognizes BC police officers for their efforts in impaired driving investigations. Each of the Saanich members has gotten over 50 impaired drivers during the last year. The program is in honour of a young girl who was struck and killed by an impaired driver.

7. **Other Business**

(1) **Ads**

Frederick Grouzet showed the six ads which have been produced so far in conjunction with CHEK.

- Passengers as a source of distraction
- Cyclist awareness – “It could be you”
- The phone as a source of distraction
- Cannabis edibles
- Driving when fatigued
- Driving in the dark

The next ad will be on intersections and is currently in production.

The ads are based on research, youth surveys and focus groups which have determined the best way to frame the message. The videos are all available on YouTube and the comments that people make are monitored, along with how often the videos are viewed.

(2) **Update on CRD Highway Traffic Signs**

Colleen Woodger provided an update. There are four signs in total, and it has been determined that they are still in good shape and can be rotated if desired at a cost of approximately \$1000. This would provide a refresh while we work through the process of having new signs produced and in place, which could take up to a year.

MOVED by Colleen Woodger, **SECONDED** by Steve Martin, that funding up to \$1100 be approved to have the existing CRD highway traffic safety signs rotated throughout the region as we work towards replacing the signs. **CARRIED**

It was also suggested that as part of this process, we establish criteria to determine how often the signs would be rotated in the future and then it could be done as a regular part of our planning framework.

(3) Papers on point-to-point speed interval cameras and red light cameras

Neil Arason advised that Paweena Sukhawathanakul and her student Ahneke van Lankvelt at UVic have agreed to help with preparing these two papers. Although it will take a few months, it will result in a more thorough job and as it is a sensitive issue, we want to be sure we do it right. Members agreed with this plan.

Natalia Heilke provided information on an issue raised at the November meeting regarding whether consultation would take place when the RoadSafetyBC review on traffic fines is undertaken. At this time there are no plans for consultation, but it is very early in the process. Currently the potential impacts of making changes on other jurisdictions is being explored and then executive direction would be sought before undertaking any consultation.

8. Member Updates

➤ **RoadSafetyBC - Natalia Heilke**

- Their Coms team did the National Day of Remembrance for road crash victims on November 15.
- Currently they are supporting the CounterAttack and Shift into Winter campaigns.
- Some of the RoadSafetyBC staff in Richmond participated in the Light Up the Highway campaign.

➤ **ICBC – Colleen Woodger**

- Colleen was at the December 2 CounterAttack launch. They partnered with McDonald's to give out gift certificates for coffee for designated drivers. Colleen gave out 35 N stickers as many new drivers are not posting the N on the back of their vehicle as is required.
- ICBC will be partnering with the BC Hockey League across the province and working with the league and the players themselves related to hockey events and alcohol.

➤ **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 – Sgt. Andy Harward**

No update

➤ **Commercial Vehicle Safety Enforcement – Myke Labelle**

No update

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

- Thanked the Commission again for approving his funding request. He will take the recommendations from the sub-committee, make some changes and move forward.

➤ **Capital Bike – Corey Burger**

No update

➤ **Walk On, Victoria – Todd Litman**

No update

- **Municipal Police Forces/RCMP – Sgt. Doug Cripps**
 - Sgt. Andy Harward is leaving his position at IRSU and will be replaced by Saanich member Sgt. Jereme Leslie.
- **BC Transit – Dallas Perry**
No update
- **Ministry of Transportation and Infrastructure - Owen Page**
No update
- **Island Health – Neil Arason**
 - The work of the Saanich Road Safety Advisory Group is coming along. Saanich is a leader in road safety with this action plan and is one of the first local governments in BC to have an action plan.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
No update

Vice-Chair Martin noted that he would like to have an item added to the January agenda around the possibility of having a representative from MADD Canada on the Commission.

Chair Murdock wished everyone a very happy holiday season and commented that he will look forward to seeing everyone in the New Year.

9. **Next Meeting**

The next meeting will be held on January 9, 2024 at 1:00 pm. On motion, the meeting adjourned at 2:20 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, January 9, 2024**

Members: Neil Arason, Island Health
Doug Baer, Capital Bike
Dr. Murray Fyfe, Island Health
Dr. Frederick Grouzet, Centre for Youth and Society, UVic
Sgt. Andy Harward, CRD Integrated Road Safety Unit
Natalia Heilke, RoadSafetyBC
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Steve Martin, Community Member (Chair)
Dean Murdock, CRD Board (Vice-Chair)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Keith Vass, Media
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Sgt. Doug Cripps, Saanich Police
John Hicks, CRD

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Myke Labelle, Commercial Vehicle Safety and Enforcement
Todd Litman, Walk On, Victoria
Owen Page, Ministry of Transportation and Infrastructure

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:04 pm.

1. Election of Chair and Vice-Chair

Nominations were called for the position of Chair for a one-year period. Dean Murdock nominated Steve Martin. Other nominations or expressions of interest were called for three times and as none were received, Steve Martin was acclaimed as Chair for 2024.

Nominations were called for the position of Vice-Chair for a one-year period. Neil Arason nominated Dean Murdock. Other nominations or expressions of interest were called for three times and as none were received, Dean Murdock was acclaimed as Vice-Chair for 2024.

2. Territorial Acknowledgement

Chair Martin provided a territorial acknowledgement.

3. Approval of Agenda

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

4. Approval of Minutes – December 12, 2023

MOVED by Neil Arason, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on December 12, 2023 be approved. **CARRIED**

5. Chair's Remarks

Chair Martin said he is looking forward to this year as we have a lot of exciting things on our plate. At next month's meeting, he would like to do a review of the Commission's strategic priorities.

6. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

This group is comprised largely of engineers from each of the municipalities, the Ministry of Transportation and Infrastructure, and representation from BC Transit. Meetings are held every

couple of months to go through key priority areas. A lot of time is being focused currently on some of the new housing policy in terms of changes in zoning across the region. Another issue of interest is the e-mobility pilot program which has been extended for four years. There is no commitment from any of the municipalities to move forward with that at this stage.

On another topic of interest to the Commission, it was noted that the CRD Board passed the following motion at their December meeting: *That the CRD advocate to the provincial government to expand the Intersection Safety Camera Program, installing new red light and speeding cameras in the Capital Region in locations with high levels of casualty crashes.* That letter will be going forward to the Honorable Mike Farnworth.

Discussion took place on whether the Commission would like to lend its support to that letter, which would require a motion. A question was raised on whether we have local BC data on the effectiveness of the cameras. There is data available, but data analysis is still being done for the first several years of the project. It would be important to look at more serious crashes, rather than minor collisions.

MOVED by Murray Fyfe, **SECONDED** by Neil Arason, that the Traffic Safety Commission support increasing the number of intersection cameras both for red light infractions and speed throughout the region and we would also request that additional data be produced for our region on the impact that the existing cameras have had since they were implemented in the CRD. **CARRIED**

Abstained: Natalia Heilke

➤ **Report on e-mobility Research**

Paweena Sukhawathanakul provided a summary of the review of the current research on micro-mobility as it relates to personal use and safety. This review was requested by the CRD Board.

As a background, e-mobility involves e-bikes and e-scooters. The pilot program underway is related specifically to e-scooters. Studies show that micro-mobility devices can reduce vehicle trips and traffic congestion. Under the Motor Vehicle Act, scooters are not allowed on public roads or sidewalks. The e-mobility pilot project allows participating communities to determine how and where these e-scooters can be used. City bylaws vary regarding where these devices can operate, as well as their speed. Some communities are using their participation to test e-mobility shared service programs. The pilot project was implemented in 2021 for a three-year period but has now been extended for another four years. An ongoing safety evaluation is taking place led by the Ministry of Transportation and Infrastructure, ICBC and the BC Injury Research and Prevention Unit.

A sample of findings from participating communities based on the shared e-scooter program found that in Kelowna and Vernon more than 600,000 trips were recorded in approximately two years, 48% of which replaced vehicle trips. Challenges with the e-scooter sharing program are issues around parking, enforcement and regulation. Analysis of injuries and fatalities in those communities is still ongoing. It was also reported that greater public education and awareness is needed to support compliance.

In terms of how this relates to us, the CRD travel survey showed that micro-mobility devices are on the rise, with e-bike use accounting for 30% of all bike trips in the CRD in 2022. Active walking and biking modes of travel increased by 7% in the region from 2017 to 2022. Based on the literature review, there are some things that need to be taken into account. If the CRD is considering rolling out sharing programs like this, there needs to be some kind of equity focused lens, as well as having diverse active transportation infrastructure, e.g., sunshades and covered parking to ensure year-round use. Also, while these devices reduce congestion and carbon emissions, there is an indirect consequence of their production and there needs to be a plan in place for battery recycling, regulating disposal, recycling and maintenance, etc., to ensure we're not causing more harm to the environment. Another consideration is safety and education. It is hard to enforce safety in terms of using these devices, so it depends on how the municipalities are going to roll out safety campaigns. Lastly, more effort is needed to target data collection related to injury and prevention.

The following points were raised during discussion on this issue.

- Municipal governments can opt into the pilot program so would our role be to provide advice and guidance? There are a lot of different questions around this issue including the matter of enforcement when the devices aren't legal to begin with.
- We are doing this work based on Board direction to look at e-mobility safety in the CRD. It is more about reporting back on the research findings based on the direction given by the Board, including some considerations which would need to be taken into account, rather than providing a recommendation. The CRD does not have the authority to create a bylaw to cover the whole region and it would have to be done on an individual basis, which would require every municipality to come to an agreement of some sort. Prior to the extension of the pilot program, a recommendation could have been made to use the information from the program, regulate the use and amend the Motor Vehicle Act, but the Province has essentially said they're not going to do that by extending the pilot program.
- In the past, where it doesn't have jurisdiction, the CRD has created a model bylaw, and this is something that could be considered.
- From a police perspective, treating these devices like a bike would be the easiest. Get them off the sidewalks, into a bike lane, along the Galloping Goose, and make helmets mandatory. We're not going to stop it, but at least it would be safer.
- Another issue is around impairment. It is a motorized device so is a risk for the individual as well as others they may encounter.
- There is the issue of people dumping rented scooters anywhere, as has happened in the past with bikes. It was noted that because the scooters are valuable, it is likely that the rental companies would be more concerned about tracking them down.
- Could this be used as a topic for one of our advertising videos or included in the CRD etiquette campaign?
- Propose a model bylaw which allows them and bring in the right requirements for safety and regulate them properly. Could also consider whether there is a place for e-scooter sharing programs. There could be merit in a proposed law as we can't keep ignoring them.
- The work that Paweena is doing is much broader than the provincial pilot. Really like the idea of proposing a model bylaw. The CRD can move much faster on this than the province. The comments raised today could be taken into consideration in the report.
- Questions about injuries and death came up in conversations with other municipalities. One suggestion is to put more accountability on sharing companies to have an educational plan in place. Prior to using one of these devices, users would have to do some training and awareness and have a commitment to safety in some way.
- Like to see some dedicated enforcement from the CRD around e-mobility which would put teeth into regulations around safety. It would be interesting to see the results of an enforcement campaign. Education, not enforcement, would be better.
- Will continue to communicate with other municipalities and follow up with the BC Injury and Prevention Unit to see what their progress is with looking at data. Also, will go back and review some of the municipal bylaws, compile them and hand them over to John to see what might be useful for a model bylaw.

John Hicks noted that a report of the findings will be going back to the Transportation Committee in February and commentary from this meeting can be added. The summary will be appended to the staff report. The report won't be coming back to us again, so today is our opportunity to comment. The report will present items to consider but won't be providing a formal recommendation.

Vice-Chair Murdock said he will be interested in the Committee's perspective as to whether there is value in proceeding collaboratively with some sort of pilot effort which would require a harmonious bylaw.

Chair Martin asked if we could do anything to follow up on the report that the Committee will receive in February to lend our perspective on speed, helmets, and advocate for a region wide model bylaw.

It was noted that the staff report integrates the findings from the research, states it is prepared in collaboration with the Commission and will include the considerations that we are bringing up as a

group. That includes perhaps developing a model bylaw that will involve looking at an amendment to the Motor Vehicle Act with the pilot program in consideration.

Chair Martin asked if there would be support for a motion to the effect that we strongly endorse these findings and that we recommend consideration be given to treating e-scooters as bicycles, making helmets mandatory, and developing a model regional bylaw. Murray Fyfe noted that there is still the option of having a bylaw that prohibits them and John Hicks commented that they are not permitted as it is which is why the exemptions are provided to opt into the pilot program. In order to opt into the pilot program there needs to be a bylaw in place and have a willing jurisdiction.

The current Government pilot program is very narrow and it's not really covering what's out there. This is something that is going to proliferate and is something that we should be concerned about given that this is a safety issue. The Motor Vehicle Act trumps everything so there couldn't actually be a CRD wide bylaw but there is nothing stopping us from saying we support the thoughts in the report. The Ministry outlines a series of requirements and regulations and then the bylaw can cover additional requirements and regulations so it's not very clear cut. An amendment to the Motor Vehicle Act that was passed in December does list things like helmet use so moving forward there could be a standard way for municipalities to develop a bylaw.

Chair Martin asked if the Commission would like to draft a letter of support or pass a resolution saying that we support the work that has been done. John Hicks commented that the staff report notes that this has already gone through the Commission and that members made additional comments as noted. It will be clear that the Commission identified the potential for a region wide model bylaw. It was agreed that a letter or resolution was not required.

7. Priority Business

➤ Budget Update

The new budget for this year will be approximately \$73,000, plus whatever carryover remains. The final carryover figure isn't available yet.

➤ Communications Plan

John Hicks noted that he and his team are working on a full communications plan for the Commission in relation to our key priorities.

➤ BCACP Calendar

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- December – Winter Impaired Driving Campaign

8. Other Business

➤ Proposal for a representative from MADD Canada to sit on the Commission

Deferred to the February meeting.

➤ Potential role for the Commission in the upcoming BCACP calendar road safety monthly awareness campaigns

Neil Arason and Colleen Woodger brought forward a proposal that the Commission investigate ways to strengthen our outreach, e.g., the BCACP calendar and our ads on Chek. Are there ways we can magnify those efforts? Colleen noted that several years ago, the Commission would put out media releases supporting the campaigns in the BCACP calendar, and have a member speak to the media on behalf of the Commission, however, that lapsed. The spokesperson for the Commission would need to be independent and not affiliated with an organization, however, there is no reason we couldn't put something out to the media.

Doug Baer mentioned that the CRD typically runs a booth at one of the celebration stations during Go by Bike Week twice a year and suggested that the Commission could distribute material at that booth. John Hicks said that as part of the communications plan, we can do media releases through the CRD as well and have an internal spokesperson to speak directly to the campaign. That could be done off the annual calendar. Colleen noted we could pull in resources to support that. It would be an opportunity for a higher profile.

Action: Add to the February meeting agenda for further discussion

9. Member Updates

Deferred to the February meeting.

10. Next Meeting

The next meeting will be held on February 13, 2024 at 1:00 pm. On motion, the meeting adjourned at 2:27 pm.



Making a difference...together

Notes of a Meeting of the Regional Transportation Working Group Held Monday, October 30, 2023

PRESENT: Staff:

E. Sinclair, Senior Manager, Regional and Strategic Planning; I. Lawrence, Senior Manager, Juan de Fuca Electoral Area Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; N. Brotman, Research Planner, Regional and Strategic Planning; J. Douillard, Research Planner, Regional and Strategic Planning; L. Hube, Planning Assistant, Regional and Strategic Planning; D. Pagani (recorder).

Also present:

K. Balzer, City of Langford; L. Beckett, District of the Highlands; S. Button, BC Transit; J. Clary, Town of Sidney; J. Clary, Township of Esquimalt; C. Davie, Township of Esquimalt; B. DeMaere, Town of Sidney; R. Kenny, City of Victoria; T. McKay, District of Saanich; C. Mossey, BC Transit; M. Pearson, Province of British Columbia Ministry of Transportation, and Infrastructure (MoTI); D. Puskas, District of Central Saanich; J. Rosenberg, City of Colwood.

REGRETS:

N. Bandringa, Research Planner, Regional and Strategic Planning; K. Campbell, Senior Manager, Salt Spring Island Electoral Area; J. Carter, District of Sooke; L. Hutcheson, General Manager, Parks & Environmental Services; J. Leahy, Senior Manager, Regional Parks; K. Lesyshen, District of Metchosin; I. Leung, Town of View Royal; K. Lorette, General Manager, Planning and Protective Services; M. MacIntyre, Manager Park Planning & Development, Regional Parks; B. Martin, District of North Saanich; S. Rennick, District of Oak Bay; J. Starke, Manager Service Delivery, Southern Gulf Island Electoral Area; Y. Sylvestre, District of Central Saanich; P. Webber, Province of British Columbia MoTI.

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

1. Welcome and Introductions

E. Sinclair, Senior Manager, Regional and Strategic Planning, provided a welcome, Territorial Acknowledgement and roll call for members of the Regional Transportation Working Group (working group).

2. Approval of Agenda

The working group members approved the agenda without addition of further items.

3. 2024 Meeting Schedule

J. Hicks, Senior Transportation Planner, Regional and Strategic Planning, requested input from the members regarding which day works best to meet in 2024.

- **Action:** D. Pagani to distribute a poll to working group members.

4. Regional Transportation – Engagement – What We Heard and Next Steps

E. Sinclair and J. Hicks presented the preliminary results of the transportation engagement process. They began with a message of thanks to the working group members for helping their respective local governments, electoral areas and agencies complete the transportation governance engagement workbook.

The results will be submitted with a staff report to the CRD Transportation Committee on November 15, 2023, meaning the information will be publicly available on November 10, 2023.

J. Hicks presented the results of Questions 1, 2 and 3. He showed charts and tables of response data and highlighted key takeaways, including which areas received regional, local and mixed support, as well as what emerged as key areas of agreement for moving forward and grey areas for further discussion.

E. Sinclair presented the results of Questions 4, 5, and 6. She similarly highlighted areas of agreement, but also indicated sections that, while providing useful information, are not relevant at this time. She then moved on to next steps, beginning with an overview of the scope of Level 1, Level 2 and Level 3.

J. Hicks explained the focus of the work going forward, including a timeline and pending sequence of events. He also noted that the CRD Board wants movement within the current term (2023-2026).

E. Sinclair concluded the presentation by responding to feedback received from councils during the engagement process. The November committee meeting will be the next opportunity to validate CRD Board direction and the schedule. Pending Board direction, the next step is to undertake concept development and analysis that would be used to scope a draft service establishment bylaw. While the course can be adjusted, staff are following the direction they received from the CRD Board in June 2023.

Following the presentation, the working group discussed the results of the transportation governance engagement workbook. Topics included:

- Whether discussions will take place regarding what can be done outside of regulatory change on topics such as transit.
- Inclusions of the “both” responses that appeared in Questions 1a to 1i.
- Suggestions to improve the clarity of information in the presentation.
- Interest in performance metrics for different stages and collaboration on goals.
- The working group’s role in assessing and studying the process going forward.
- Timing and next steps for the service feasibility study, forum of councils and bylaw establishment.
- Timeline of CRD Board and committee meetings, including when the results will be presented and when updates and further direction may be received.

During the discussion, the working group determined several follow-up actions:

- **Action:** Staff to do more cross-referencing regarding the order of Questions 1a to 1i for clarity of information.
- **Action:** Staff to determine which of the City of Langford’s items from Question 7 can receive formal responses.

- **Action:** Staff to provide a copy of the transportation engagement presentation to working group members. These preliminary responses are to be kept internal to staff, not to political representation.

E. Sinclair concluded with a message of thanks to the working group members, acknowledging all the hard work that went on through the summer. She asked that members pass on thanks to all who made this engagement process possible.

5. Next Meeting

Date and time TBD

6. Adjournment

The working group meeting was adjourned at 10:45 am.

Subject: Notice of Motion for Transportation Committee

From: Jeremy Caradonna
Sent: Monday, September 25, 2023 2:18 PM
To: Marlene Lagoa
Subject: Notice of Motion for Transportation Committee

Hi Marlene,

I'd like to submit a Notice of Motion for the next Transportation Committee meeting.

Title: Advocacy to the Provincial Government for a Province-wide Trip Reduction Program

Background: Recently, Metro Vancouver advocated for "the BC Government to require [all] large employers and other major trip generators (e.g., shopping malls) to implement trip reduction programs. Such programs could require large employers and other major trip generators to measure staff or customer driving habits and take action to reduce driving. These programs should consider availability of lower emission alternatives and opportunities for remote and flexible work options." [See Clean Air Plan, Action 1.1.9, page 26: [Clean Air Plan 2021 \(metrovancouver.org\)](https://www.metrovancouver.org/clean-air-plan)]. Implementing a province-wide trip reduction program would bring benefits to the residents, economy, and environment of the Capital Regional District, including improved affordability, reduced greenhouse gases and pollution, increased cycling, walking and transit use, lower operating costs for businesses, reduced traffic congestion, improved safety, reduced road maintenance costs, and more. Further, a province-wide trip reduction program would align with, and boost the effectiveness of, the CRD's current and planned environment, transportation, and safety objectives. Finally, this is the right moment for advocacy as the Province is inviting input on its Clean Transportation Action Plan.

Recommendation:

That the CRD echo Metro Vancouver's call for the BC Government to set up a province-wide trip reduction program, and that the Chair of the CRD Board send a letter to the Premier requesting the creation of and a timeline for the introduction of a trip reduction program.

Thanks,

Director Jeremy Caradonna