



## Notice of Meeting and Meeting Agenda Transportation Committee

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Wednesday, April 17, 2024

9:30 AM

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

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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. [24-399](#) Minutes of the February 21, 2024 Transportation Committee Meeting

**Recommendation:** That the minutes of the Transportation Committee meeting of February 21, 2024 be adopted as circulated.

**Attachments:** [Minutes - February 21, 2024](#)

### 4. Chair's Remarks

### 5. Presentations/Delegations

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

*Delegations will have the option to participate electronically. Please complete the online application at [www.crd.bc.ca/address](http://www.crd.bc.ca/address) no later than 4:30 pm two days before the meeting and staff will respond with details.*

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

#### 5.1. Presentations

##### 5.1.1. [24-413](#) Presentation: Chelsea Mossey and Carl Purvis, BC Transit; Re: Update on BC Transit Initiatives and Planning

**Attachments:** [Presentation: Update on BC Transit Initiatives and Planning](#)

## 5.2. Delegations

- 5.2.1. [24-425](#) Delegation - Alastair Craighead; Representing Better Island Transit: Re: Agenda Item 6.2: Mass Transit Modelling and Climate Impacts

## 6. Committee Business

- 6.1. [24-401](#) Transportation Governance Update

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

**Attachments:** [Staff Report: Transportation Governance Update](#)

- 6.2. [24-402](#) Mass Transit Modelling and Climate Impacts

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

**Attachments:** [Staff Report: Mass Transit Modelling and Climate Impacts](#)

- 6.3. [24-342](#) 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 February 13, 2024
- b) CRD Traffic Safety Commission minutes of March 12, 2024
- c) Regional Transportation Working Group minutes of March 15, 2024

**Attachments:** [Minutes: CRD Traffic Safety Commission - Feb 13, 2024](#)

[Minutes: CRD Traffic Safety Commission - Mar 12, 2024](#)

[Minutes: Reg'l Transportation Working Group - Mar 15, 2024](#)

## 7. Notice(s) of Motion

## 8. New Business

## 9. Adjournment

The next meeting is June 19, 2024.

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

## Meeting Minutes

### Transportation Committee

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Wednesday, February 21, 2024

9:00 AM

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

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#### PRESENT

Directors: L. Szpak (Vice Chair) (9:14 am), K. Armour (for B. Desjardins), P. Brent, S. Brice, J. Caradonna, Z. de Vries, S. Goodmanson, D. Kobayashi, C. McNeil-Smith (EP) (9:17 am), M. Tait (EP), D. Thompson, M. Westhaver (for D. Murdock (Chair)), C. Plant (Board Chair, ex officio) (EP)

Staff: K. Morley, Acting Chief Administrative Officer; K. Lorette, General Manager, Planning and Protective Services; M. MacIntyre, Senior Manager, Regional Parks; 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 B. Desjardins, D. Murdock

The meeting was called to order at 9:00 am.

The meeting recessed at 9:00 am.

The meeting reconvened at 9:16 am.

#### 1. Territorial Acknowledgement

Director Brice provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Brice, **SECONDED** by Alternate Director Westhaver,  
That the agenda for the February 21, 2024 Transportation Committee meeting be approved.

**CARRIED**

#### 3. Adoption of Minutes

##### 3.1. [24-176](#) Minutes of the November 15, 2023 Transportation Committee Meeting

**MOVED** by Director Brice, **SECONDED** by Alternate Director Westhaver,  
That the minutes of the Transportation Committee meeting of November 15, 2023 be adopted as circulated.

**CARRIED**

#### 4. Chair's Remarks

Acting Chair Szpak thanked everyone for attending today's meeting.

#### 5. Presentations/Delegations

- 5.1. [24-221](#) Delegation - Edward Pullman; Representing Capital Bike: Re: Agenda Item 6.3: Use of Rigid Bollards on CRD Regional Trails

E. Pullman spoke to Item 6.3.

#### 6. Committee Business

- 6.1. [24-036](#) 2024 Transportation Committee Terms of Reference

K. Lorette presented Item 6.1. for information.

- 6.2. [24-220](#) Literature Review of E-bike and Micro-mobility Safety

K. Lorette presented Item 6.2. for information.

Discussion ensued regarding:

- opportunities for participating municipalities to liaise with CRD staff
- creating a model bylaw or policy regarding micro-mobility on regional trails
- the intention of the provincial pilot program

**Motion Arising:**

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

**That the CRD Board advocate to the provincial government to consider amending the Motor Vehicle Act to allow electric wheelchairs and mobility scooters, and micro-mobility devices, to operate in designated bike lanes and/or routes.**

**MOVED by Alternate Director Armour, SECONDED by Director Caradonna,  
That the motion arising be amended by adding the words "in a safe manner" after the words "to operate".**

**CARRIED**

The question was called on the motion arising as amended.

The Transportation Committee recommends to the Capital Regional District Board:

**That the CRD Board advocate to the provincial government to consider amending the Motor Vehicle Act to allow electric wheelchairs and mobility scooters, and micro-mobility devices, to operate in a safe manner in designated bike lanes and/or routes.**

**CARRIED**

**6.3.**     [24-162](#)     Use of Rigid Bollards on CRD Regional Trails

M. MacIntyre presented Item 6.3. for information.

Discussion ensued regarding:

- the reason for using rigid rather than flexible bollards
- the effectiveness of flexible bollards
- the financial impact of replacing bollards region-wide

**Motion Arising:**

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

That the CRD Board direct staff to report back on the findings of the design phase of the Trestles and Trail widening project, including but not limited to interim options and implications regarding the use of rigid bollards and possible alternatives such as flexible bollards.

**CARRIED**

**6.4.**     [24-045](#)     Previous Minutes of Other CRD Committees and Commissions for Information

The following minutes were received for information:

- 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

**7. Notice(s) of Motion****7.1.**     [24-032](#)     Motion with Notice: Advocacy for Province-wide Trip Reduction Program (Director Caradonna)

Discussion ensued regarding the inclusion of demand management when considering a new transportation service.

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

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.

**CARRIED**

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED** by Director Thompson, **SECONDED** by Director Brice,  
That the February 21, 2024 Transportation Committee meeting be adjourned at  
10:45 am.

**CARRIED**

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CHAIR

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RECORDER



# Capital Regional District Transportation Committee

APRIL 17, 2024



# Regional Corridor Strategy

## Nearing Completion

- Revised draft 25-Year Transit Future Network Map was developed in close collaboration with local government staff through the Regional Corridor Strategy process and forms an updated framework for all future strategic planning at the corridor level.
- The final report will be presented to the Commission for endorsement at the next meeting on June 18, 2024
- The two key deliverables associated with the Regional Corridor Strategy project include the following:
  - 25-Year Transit Future Network Map Update
  - 10-Year Strategic Planning Work Plan

# Regional Corridor Strategy

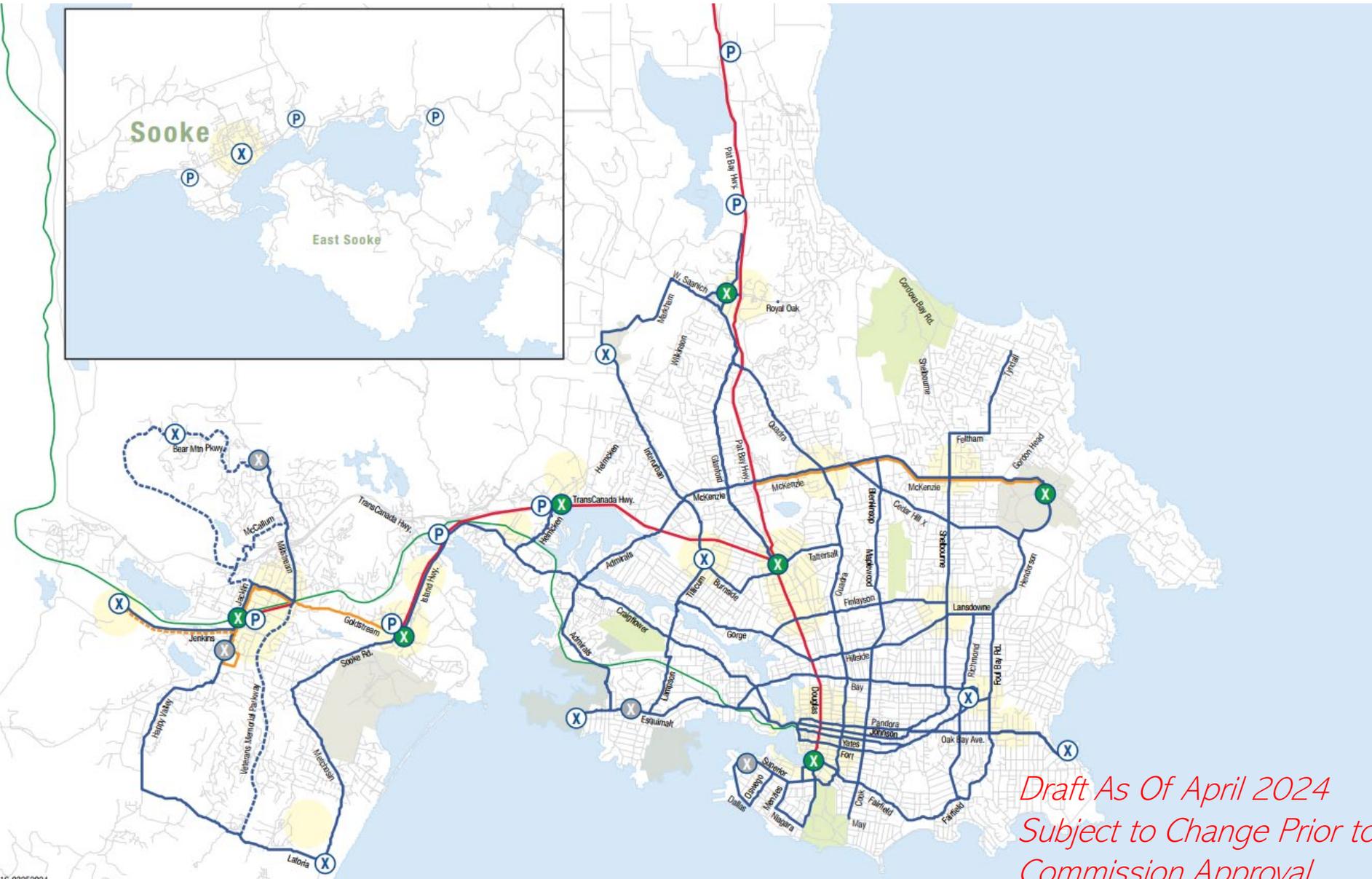
## What is Changing?

In comparison to the original 2011 version of the 25 Year Transit Future Map, added planned frequent transit corridors include:

- Finlayson Avenue
- Cook Street
- Maplewood Road
- Blenkinsop Road
- Richmond Road
- Multiple key corridors within James Bay
- Corridors within the West Shore and Peninsula based on the 2022 Local Area Transit Plans

Planned frequent transit corridors removed from the previous version of the map include:

- Royal Oak Drive
- Cordova Bay Road
- Sections of Helmcken Road, Wilkinson Road, and the Old Island Highway



# Transit Future Plan

## 25 Year Transit Future Network (2050)

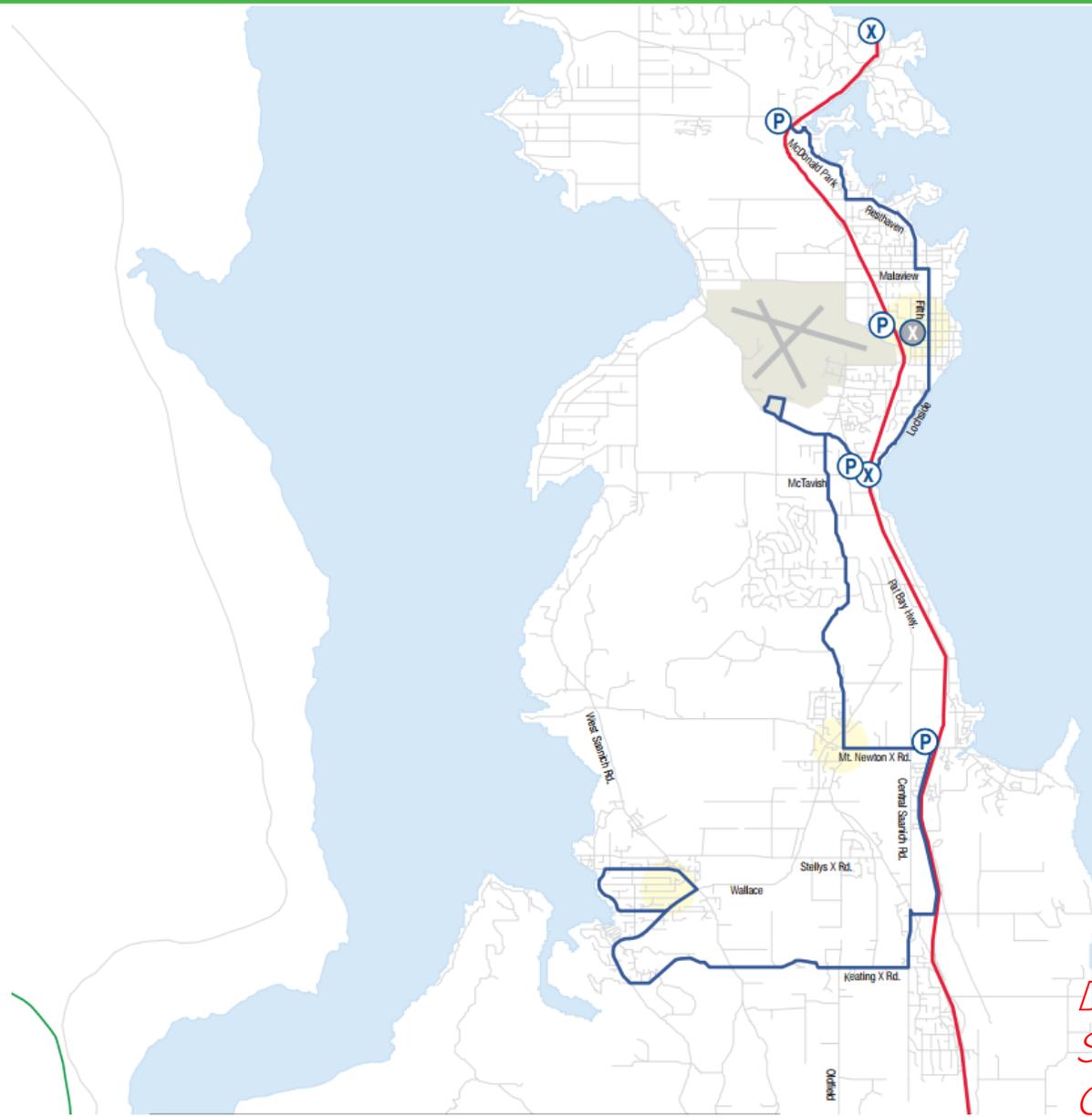
- ### RTN and FTN corridors
- Planned Corridor
  - - - - - Candidate Corridor
  - Rapid Transit Network:**
  - Exclusive Corridor
  - Priority Corridor
  - Frequent Transit Network:**
  - Frequent Corridor

- ### E&N Transportation Corridor:
- 

- CRD Growth Strategy Centres & Nodes
- Educational Institutions
- CFB Esquimalt
- Park
- ⊗ Existing Transit Exchange (TOA)
- ⊗ Existing Transit Exchange (Non TOA)
- ⊗ Future Transit Exchange
- ⊙ Park & Ride

*Draft As Of April 2024  
Subject to Change Prior to  
Commission Approval*

Local Transit Network and Targeted Services not displayed on map



### Transit Future Plan

25 Year Transit Future Network (2050)

**RTN and FTN corridors**

- Planned Corridor
- Candidate Corridor

**Rapid Transit Network:**

- Exclusive Corridor
- Priority Corridor

**Frequent Transit Network:**

- Frequent Corridor

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**E&N Transportation Corridor:**

- 

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- CRD Growth Strategy Centres & Nodes
- Educational Institutions
- CFB Esquimalt
- Park
- X Existing Transit Exchange (TOA)
- X Existing Transit Exchange (Non TOA)
- X Future Transit Exchange
- P Park & Ride

Local Transit Network and Targeted Services not displayed on map

*Draft As Of April 2024  
Subject to Change Prior to  
Commission Approval*



# Transit Future Plan

## A Plan for Updating This in the 24/25 Fiscal Year

- 2011 Plan has been the Cornerstone for network design, infrastructure investment, route design, and service level decisions for 13 years
- Significant changes to population projections, demographics, Municipal planning policies, Provincial planning policies, and ridership
- BC Transit will be releasing an RFP for Planning Consultant Assistance with this project later This month
- Anticipating an approximate 12 Month Timeline to Complete



Transit Future Plan  
VICTORIA REGION | May 2011



# Transit Future Plan

## New Content

- Network Design Guidelines
- RapidBus Corridor Designation Framework
- Integrated Provincial Housing Policy Consideration
- Integration of Future Uptown Mobility Hub

## Updated Content

- Background Data Update Including Census, Ridership statistics, Population Projections, and CRD Household Travel Survey Information
- Updating Relationship that the Various Victoria Regional Transit System Planning Documents
- Integrate the Updated Frequent Transit Network Map



# BC Transit Through a Sustainability Lens

## Low Carbon Fleet Program



Provincial carbon emission reductions targets:

- 16% by 2025
- 40% by 2030
- 60% by 2040
- 80% by 2050



# Victoria Regional Transit System Electric Bus Project

- Learning and engagement with the electric demonstration bus is now complete
- During the last 16 months, we accumulated 11,000 km of experience with the bus
- Charging equipment constructed at the Victoria Transit Centre is ready to support electric buses from other suppliers

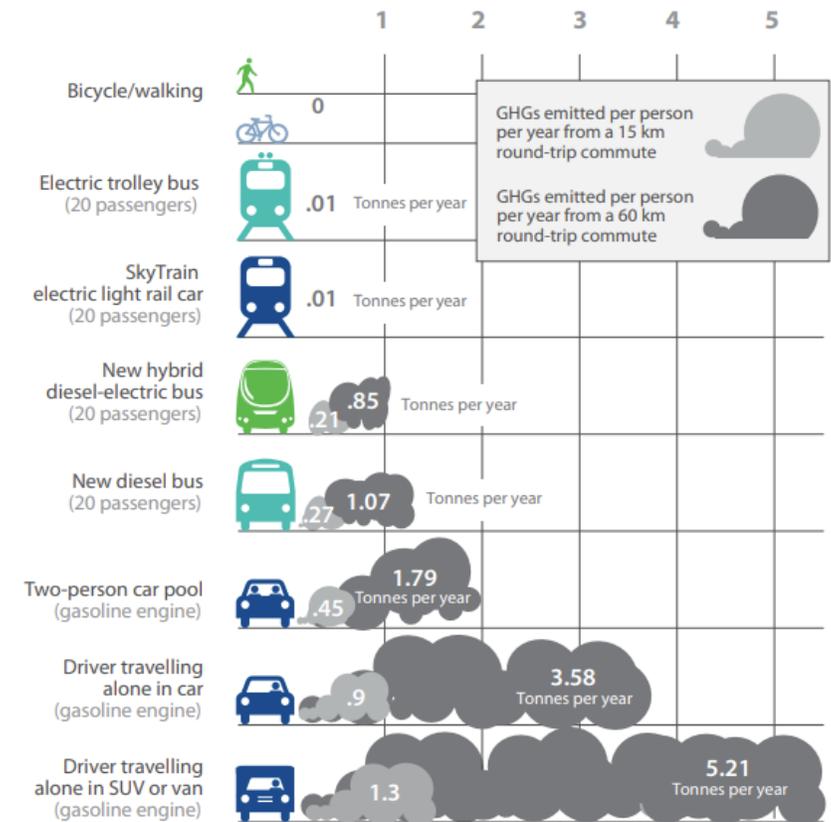


# BC Transit Through a Sustainability Lens

## GHG Modeling

- Early stages of GHG Modelling Work
- Goal is to have GHG emission data and information available by fiscal year-end
- As Work Progresses, BC Transit Will Seek to Collaborate with CRD Staff to Use Existing Mode Share Data to More Accurately Estimate Avoided Emissions

Commuting modes and greenhouse gas emissions (GHGs)



Source: 2004 RWDI for TransLink Data. Used with permission.  
Victoria Region Transit Future Plan (2011) pg.34

# Thank You



Carl Purvis – Planning Manager  
[CPurvis@bctransit.com](mailto:CPurvis@bctransit.com)

Chelsea Mossey – Senior Manager, Government Relations  
[CMossey@bctransit.com](mailto:CMossey@bctransit.com)



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## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, APRIL 17, 2024

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**SUBJECT**    **Transportation Governance Update**

### **ISSUE SUMMARY**

To provide an update on planned engagement activities required to advance the regional transportation governance initiative.

### **BACKGROUND**

Transportation is a priority for residents and the Capital Regional District (CRD) Board. The region has three transportation goals: reduce carbon pollution, support higher rates of walking, cycling and transit use, and address congestion. A 2023-2026 CRD Board strategic priority is to present options for transportation governance change. This priority shifts focus from goal setting to implementation through a new CRD transportation service.

The purpose of the transportation governance initiative is to create more tools to advance regional connectivity and integrated mobility. The short-term goal is to establish a regional transportation service. This new transportation service would consolidate existing CRD transportation functions, with additional scope to develop new programs in approved service categories that can be delivered by the CRD without requiring legislative change. The long-term goal is to integrate, where applicable, transportation functions that are best delivered at a regional scale through a new regional entity. This requires ongoing cooperation between the CRD, local governments and other transportation agencies, such as BC Transit and the Ministry of Transportation and Infrastructure (MOTI).

This approach is designed to signal to the Province of British Columbia that a regional body is ready to take on the additional responsibilities necessary to achieve the long-term regional vision for transportation. Phased this way, the CRD, local governments and affected agencies can evaluate and refine strategy, ensure that decisions are evidence-based and confirm viability of a new transportation service before scaling up more functions and moving on to the long-term goal.

In the summer and fall of 2023, the CRD engaged with member local governments, electoral areas and partner agencies to solicit feedback on regional transportation governance. The feedback provided the CRD with a baseline understanding of the aspects of transportation governance that local governments are interested in exploring further.

On December 13, 2023, the CRD Board directed staff to initiate concept development and analysis work on an inclusive list of potential transportation service categories. The Board also directed staff to plan for engagement activities and schedule a workshop for Q2 2024.

### **Transportation Service Design**

A service design and feasibility study is currently underway to provide a governance recommendation on how best to deliver the CRD's current services and suite of expanded functions. Based on feedback from the 2023 engagement, CRD staff have evolved the service categories and are preparing additional information for local government, electoral area and agency consideration.

## 2024 Engagement Plan

The next phase of engagement is divided into two streams. One stream is ongoing consultation with local government staff, BC Transit and the Ministry of Transportation and Infrastructure (MOTI). The other stream is a regional workshop in May 2024, bringing together political and staff representatives from local governments, electoral areas and First Nations.

The May 2024 workshop will seek input on potential service categories, including what new programs are possible to add to consolidated CRD functions if the category is included in the establishment bylaw. Participants will have an opportunity to ask questions, hear from regional peers and provide input that will be considered in developing a draft bylaw.

This phase of engagement will focus on all the potential service categories to be included in the service establishment bylaw. Costing and implementation details from the feasibility study continue to be a work in progress. While it remains critical to continue collaborating on the long-term vision, and the region's transportation are of great interest to many, the more appropriate place for mobility visioning discussions would be in updates to existing transportation plans, such as the Transit Future Plan and the Regional Transportation Plan (RTP). Those documents are the foundational expression of our regional goals, and through these policy processes there will be opportunity to envision, discuss and reach agreement on a new long-term vision.

While it remains important to inform the public on potential new functions with any recommended service categories, an agreement by the CRD Board on the scope of the bylaw is needed. As such, the most appropriate time to consider the level of public information or engagement required in presenting the draft bylaw to the public would be after developing a draft bylaw.

## Next Steps

Once input is gathered, CRD staff will seek CRD Board approval for the scope of a new transportation service establishment bylaw and direction to draft the bylaw. Pending the timing of this direction and what approach the CRD Board recommends for its approval process, CRD staff anticipate bringing a draft bylaw to the CRD Board in Q4 2024.

## IMPLICATIONS

### *Alignment with Board & Corporate Priorities*

A CRD Board priority for the 2023–2026 term is to present options for changes in governance for transportation in the region, including the Electoral Areas. Initiative 4a-1 in the CRD Corporate Plan is to scope and develop governance options, including consideration of a new transportation authority. The proposed workshop, along with concept development and analysis, is the next step to advance this initiative.

### *Alignment with Existing Plans & Strategies*

CRD plans and strategies will inform concept development and analysis. Relevant plans are the Regional Growth Strategy (RGS), the RTP, the Regional Parks and Trails Strategic Plan, the Regional Trails Management Plan, the Climate Action Strategy and the intergovernmental relations policy.

### *Environmental and 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 are one solution to get more people taking transit, walking and cycling. In turn, this will reduce carbon pollution and improve mobility. CRD staff would have more tools to advance this solution with an expanded regional role in behaviour change.

*Equity, Diversity & Inclusion*

The needs of equity seeking groups will be considered through the concept development and analysis work of specific programs.

*Financial Implications*

The 2024 provisional budget includes a one-time budget adjustment of \$422,000 to complete concept development and analysis, host a workshop and undertake a bylaw approval process. Costs to implement governance change will be identified through concept development and analysis. Decisions about funding would be made through the annual service and financial planning processes.

*Intergovernmental Implications*

By bringing together both political and staff leadership, engagement is intended to support discussion and provide an opportunity for input from all 13 local governments, participating electoral areas and First Nations. The workshop will provide additional input that will inform a Board decision on what is included or not in the scope of the bylaw. Having all local governments in the CRD on the same page about the scope of a new transportation service is an essential step that will support feasibility and service impact analysis that are key steps in bylaw development.

Both MOTI and BC Transit have expressed interest in participating in the workshop as their interests may be impacted by governance changes. Individual engagement will also occur to hear directly about potential concerns and for CRD staff to receive guidance on service establishment.

*First Nations Relations Implications*

First Nations Chiefs and council members will be invited to participate in the workshop. Staff will also continue to engage First Nations on a parallel track through government-to-government meetings.

*Regional Growth Strategy Implications*

The RGS (and the RTP) are the key expressions of the long-term vision for the region. It will be made clear to workshop participants that discussing this vision is not the focus of this engagement workshop. While those conversations will be essential in the future, the current process is focused on defining the scope of a new transportation service. Discussion of vision and long-term goals are best addressed in their own process in future updates to the RGS and RTP.

*Service Delivery Implications*

The project timelines assume that 2025 is the first year to implement a new transportation service. Concept development and analysis must conclude by Q2 2024 to meet this timeline. Schedule delays will affect the CRD Board's ability to advance governance change this term.

CRD staff will continue to defer incremental improvements to the transportation data program to free up capacity to progress concept development and analysis in 2024. The data program may need to be expanded to deliver new functions. Any updates to the Regional Trail Management Plan will occur once a decision is made about service consolidation.

The CRD's Legislative Services, Legal, Finance and Regional Parks divisions also support this initiative.

**CONCLUSION**

Transportation is a priority for residents and the CRD Board. The purpose of the transportation governance initiative is to create more tools to advance regional connectivity and mobility by establishing a new regional transportation service. To support the development of a service establishment bylaw, targeted engagement is needed to seek input from mayors, councillors, electoral area directors, First Nations, senior local government staff and senior staff from MOTI

and BC Transit. This report summarizes the engagement activities planned for 2024.

**RECOMMENDATION**

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

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



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, APRIL 17, 2024

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**SUBJECT**    **Mass Transit Modelling and Climate Impacts**

### **ISSUE SUMMARY**

To report back on modelling the climate impacts of mass transit in the Capital Regional District (CRD).

### **BACKGROUND**

At the February 14, 2024, CRD Board meeting, staff were directed:

*“To report back on modelling expanded mass transit in the CRD and its potential climate impacts.”*

BC Transit is in the early stages of developing greenhouse gas (GHG) modelling and anticipates having data by the fiscal year end. This modelling will be at a system level and is not planned to include route level analysis nor forecast the impact of service level change scenarios. As the transit service provider for the region, BC Transit is well positioned with data and domain knowledge to take the lead on this project.

If the desired outcome is to maximize GHG reductions from the transportation sector, it is critical that mass transit investments be accompanied by corresponding changes in land use and active transportation networks to create the greatest impact. This is because the majority of GHG savings from mass transit are indirect and occur due to compact development around stations that support increased housing and employment density and access to amenities. Implementing mass transit to lower density areas with a focus on park and rides would attract more discretionary riders, those who have the option of driving. However, it would achieve a small GHG reduction as only a few car trips would be replaced by transit such as workday commutes, leaving residents car dependent for most trips.

Several local governments around the region are updating their Official Community Plans (OCPs) to intensify land use along transit corridors, in response to new provincial housing legislation. A new regional transportation service, with a mandate for integrated transit and mobility hub planning, would help ensure that transit service investments are fully integrated with long-range corridor planning.

Regional and Strategic Planning will support the BC Transit modelling effort. Once system-level modelling is complete, there would be an opportunity to consider whether additional scenario-based modelling is needed and have further discussion about joint project efforts between CRD and BC Transit staff.

### **IMPLICATIONS**

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

While “Support investments, expansion and equitable access to active and low carbon transportation” is within the 2023-2026 Board priorities, the current focus is on infrastructure within the CRD’s control, such as regional trails.

*Intergovernmental Implications*

Given the dependencies on land use and active transportation, the Transportation Working Group and the Development and Planning Advisory Committee (DAPC) may have an interest in this item. When BC Transit has information to share it can be brought to these groups for comment.

*Service Delivery Implications*

Regional and Strategic Planning staff can provide technical support to BC Transit. Staff are fully engaged on the Board priority for transportation governance and core service delivery and do not have the capacity at current staffing levels to take a lead on GHG modelling of mass transit.

**CONCLUSION**

BC Transit is developing climate impact models for transit at a system level. CRD staff will play a supporting role in this work and will ensure that relevant findings are shared with the Transportation Working Group and DPAC when appropriate. Once the modelling is complete, there would be an opportunity to consider whether scenario-based modelling is needed and have further discussion about joint project efforts between CRD and BC Transit staff.

**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

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, February 13, 2024**

**Members:** Neil Arason, Island Health  
Doug Baer, Capital Bike  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member (Chair)  
Dean Murdock, CRD Board (Vice-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:** Sgt. Doug Cripps, Saanich Police  
John Hicks, CRD  
Sgt. Jason Jewkes, Oak Bay Police

**Guest:** Adam Defrane, MADD Victoria

**Regrets:** Ron Cronk, Vancouver Island Safety Council  
Dr. Murray Fyfe, Island Health  
Natalia Heilke, RoadSafetyBC  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Keith Vass, Media

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:00 pm.

**1. Territorial Acknowledgement**

Chair Martin provided a territorial acknowledgement.

**2. Approval of Agenda**

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

**3. Approval of Minutes – January 9, 2024**

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Neil Arason, that the minutes of the meeting held on January 9, 2024 be approved. **CARRIED**

**4. Chair's Remarks**

No remarks

**5. Presentation – Adam Defrane, MADD (Mothers Against Drunk Driving) Victoria**

Chair Martin commented on how critical MADD has been to road safety in BC and noted that the Immediate Roadside Prohibition program wouldn't be in place if it wasn't for MADD being vocal and lending their written support for that program before it went to Cabinet in 2010.

Adam Defrane gave a brief outline of his work with MADD. He sits on the national Board of Directors for MADD and is also the community leader in Victoria. MADD is a national organization with two main mandates. The first is prevention and education around impaired driving, both by drugs and alcohol, and the second is to provide assistance to victims and families who have been impacted by impaired driving. He has been in this role for about a year and his role as a community leader is to make the connections within the community to build relationships and partnerships, promote the messaging, and work with stakeholders to build education and support for joint causes. He is a

Saanich Police Officer, and was aware of the Traffic Safety Commission. He is hoping to work with Commission members to build partnerships and see what can be accomplished together.

Sgt. Doug Cripps commented that Adam has been a member of Alexa's Team for several years. This is a program that recognizes police officers who make an extraordinary contribution to reducing the number of impaired drivers every year. It is an honour to be on Alexa's Team and it represents a tremendous effort in targeting impaired drivers.

Discussion took place on how the Commission could best include MADD. Adding a new member to the Commission requires the opening up of the bylaw, which is a long process. In the interim we may want to think about another way to bring MADD into the fold and work more closely with them. If we are going to change the bylaw, it needs to be a much more fulsome change and it will likely be done after the service establishment goes through for the transportation service which may be approximately 18 months. From MADD's perspective, Adam noted that it is about building relationships. He is currently the only local member and is working on making connections and partnerships, and still learning how he could assist. He wants to learn more about what kind of things the Commission is doing and see how MADD and the Commission can work together.

It was suggested that some Commission members meet with Adam to go over in more detail what the Commission does and look at how MADD sees itself fitting in and then report back. In the meantime, Adam is welcome to attend Commission meetings on an ad hoc basis.

It was also suggested that if we are planning to open up the bylaw, we should look at it in its entirety, including any other proposed membership changes. Commission members could give some thought to this to see if there are other organizations that might be a good fit on the Commission.

***Action: Chair Martin and Vice-Chair Murdock to meet with Adam Defrane and report back to the March meeting***

## 6. Business Arising from Previous Minutes

### ➤ Update on Transportation Working Group

An update was provided on both the Transportation Working Group and the Transportation Committee. For clarification, the Transportation Working Group is the staff committee mainly made up of the municipal directors of engineers from across the region. Meetings are held every couple of months to go over key priority areas. One of the current priorities is the governance discussion, also the consistency of bylaws. At present, they are focusing heavily on the new housing initiative and how it ties into transit. There have been a lot of informal meetings held outside of the formal structure trying to get an understanding of what that looks like and how that impacts us in terms of the road network. The Housing Act provides for increased density around identified transportation-oriented areas, which are essentially the transit exchanges. It also has other implications based on the service quality of certain routes. It is mandated that density around certain bus routes be increased, and municipalities have until June to make changes to their bylaw.

The next meeting of the Transportation Committee will be on Wednesday. There is an agenda item on the issue of micromobility as it relates to the CRD, and the report done for the Commission by Paweena and her team will be going forward. The provincial electric kick scooter pilot program has been extended for a year. The province has provided an updated regulation which is very prescriptive as to how and where e-scooters can be used which is a big change from the first pilot and it doesn't necessarily require a municipality to update their bylaws, but just to apply and get the exemption from the Motor Vehicle Act. Locally, there is currently only one municipality wanting to apply. This will cause challenges in terms of policing, enforcement and education so they are working towards having a much broader discussion in terms of what that looks like. The CRD itself has volunteered to do some of the data collection.

Another agenda item is relating to bollards and there will be a staff report going forward on that. There are two opposing perspectives from two municipalities, with one asking for the bollards to be removed, and the other asking for them to be retained. There have been some challenges with recent accounts of vehicles driving on trails, but from another standpoint, there have been concerns expressed that the bollards cause a safety challenge with the increasing size of cargo bikes, etc. From an operational perspective, bollards are seen as being effective in terms of requiring cyclists

to slow down when approaching an intersection. The CRD has separated bollards further out to allow for more space.

Other issues raised were whether there was any data available on number of people hitting the bollards, (there aren't any clear data sets); suggestion to think about other ideas for keeping cars off trails; identify areas where bollards are a problem as it doesn't need to be an all or none approach; there could be a role for the Commission in terms of education.

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

As put forward at last month's meeting, further discussion was held on what role the Commission may be able to play in helping to expand the messaging. Previously, the Commission had a spokesperson and would issue a release in support of the awareness campaigns. Adding our voice along with other organizations such as police departments and ICBC giving the same message has more impact. It was also suggested that we could reach out to Chek. As part of our advertising agreement with them, they have agreed to do some public outreach for us.

Colleen Woodger said she can share the resources she has and liaise with someone who can produce a release, but we would need a spokesperson. After further discussion, it was agreed that John Hicks can coordinate the media release through the CRD communications team with assistance from Colleen Woodger and Jereme Leslie. We could use the same language as ICBC and police departments and add a piece about what the Commission has done. This would fall within our education mandate. Chair Martin agreed to be the spokesperson.

7. **Priority Business**

➤ **Budget Update**

Budgets for this year haven't been finalized yet. We did manage to get our surplus down quite substantially. We will be getting approximately \$72,000 this year plus a small surplus.

➤ **Review of Strategic Priorities**

Based on data and evidence and our priority setting process that took place from January through March 2023, the Commission decided to focus on the top three road safety problems which are distracted driving, speed and impaired driving. Within those, we came up with the following strategic priority action areas: impaired driving; driver inattention campaigns and speed campaigns; intersections – all users; and promote leading jurisdiction best in class road safety measures. From an advocacy perspective, support for speed interval cameras and red-light cameras. All our efforts should be focused on those three areas and within those priority action areas in support of the data and evidence.

The following points were raised during discussion on this topic.

- To have a strategic plan, revisit it regularly and stay on track is important. The decision we just made regarding magnifying the work of our partners parallels the first priority. Need to keep thinking about these three areas.
- Not just about the behaviour of drivers, but also infrastructure. Need to change infrastructure.
- One of the other key objectives of the Commission has always been to multiply the effect of our partners' work and have our partners multiply our work as we have just discussed.
- Suggestion that a couple of other things should be considered. One is changes in travel demands. The latest travel survey shows that automobile trips in the CRD have declined while active transportation has increased. Responding to changes in consumer demands does justify putting more emphasis on pedestrian and cycling safety. In the CRD, 30% of bike trips are by e-bikes which indicates it will be a more important safety issue in the future. Campaigns should pay a fair share of attention to active transportation, including infrastructure. A related issue is that the CRD and province have targets to reduce automobile travel. To what degree are our programs consistent with supporting those goals?
- Vulnerable road users are addressed in all ICBC provincial campaigns. The key messaging ICBC will be sharing for our media releases will include that.
- Looking at our three-tiered strategy, and our priority action area to promote leading best in class safety strategies, infrastructure would fit there. Also, if changes to travel demands and

modal shift suggest new best practices around infrastructure that would fit there as well.

Everything can fit here but we should stay on these three things and not keep adding more.

- The research we've done informs a lot of this work. The latest work done by Paweena and her team was really good in focusing on those vulnerable road users. It gave a lot of pros and cons and highlighted that as a means of getting to a modal shift but also a means of looking at the safety-first type of approach. We are committed to doing an evidence-based approach and the work we are doing on this is giving a voice to the active users.
- The issue of educating people on how to ride e-bikes safely and properly was raised. It was noted that Capital Bike does run a program.
- The BCAA Call Centre is getting a significant number of calls about e-bikes and car seats. People are putting small children who should be in proper car seats on e-bikes that are going 30-40 km/h, and it is a concern. Is there any direction we can point people in?

➤ **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. Jereme Leslie noted that coming up in March is the distracted driver/occupant restraint campaign. That is a provincial campaign and officers, along with ICBC, will be promoting that.

Rolling into May and through the May long weekend, is the high risk driving campaign. There will be a large number of officers out mostly on the main corridors looking to reduce crashes through speed reduction. There will be a lot of social media posts, etc.

In July and again in December the impaired driving campaigns take place and those will also roll into the national campaign for impaired driving, both for alcohol and drugs.

In September distracted driving/occupant restraint campaigns take place again, which usually dovetails with some back-to-school education.

In October when it's time to change to winter tires, it's the drive relative to conditions campaign.

8. **Other Business**

9. **Member Updates**

➤ **RoadSafetyBC - Natalia Heilke**

No update

➤ **ICBC – Colleen Woodger**

- Will be working with Saanich police on the distracted driving campaign. Have a great group of volunteers and going to try to educate and train as many as possible to get out and do the cell watch throughout the region.
- Will be holding a connections program to try and draw new volunteers. They are the boots on the ground in some of this work.

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

- Will be training some Oak Bay firefighters in March for car seat education so that they can become educators. Trying to reach out to more community members as well to get them trained up.

- Working on a recycling program. On the mainland last year, pop-ups were held over four days and over 2000 car seats were recycled. Trying to reach out and get connected with Pacific Mobile Depot locally to get some pop-ups going on the Island.
  - Over 600 car seats were donated last year across BC to assist people who can't afford them.
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
- Rolling out a study in partnership with the Ministry of Public Safety and Solicitor General looking for regular users of cannabis and doing a focus group to understand the process underlying their decision making with regard to decisions on when to get into a vehicle, how they monitor their use, what types of past knowledge do they have to inform their risk perceptions, how they plan to get home safely. This is in anticipation of the province possibly entertaining safe consumption sites. They plan to start recruiting participants soon and will be looking for 18-25 year old regular cannabis users. There is a questionnaire on their website that must be completed in order to be eligible.
- **CRD – John Hicks**
- Have done two additional Let's Get Visible campaigns on trails, giving out bike lights and flashing reflectors for pedestrians and cyclists sponsored by the Commission. They were very well received. Had over 400 people at the Selkirk trestle and another 250-300 outside the DND base where there is a large commuting base.
  - Applications are out for the Ready Step Roll school cohort program which is open to elementary and middle schools. Doing some back up on what has happened since the program started and working with the municipalities and documenting that.
  - The sustainable commute planning pilot being done with Seaspans and CFB Esquimalt is going extremely well. It is kind of like the adult version of the Ready Step Roll school program. There is a huge commitment from CFB in particular and they are expediting funding for various infrastructure on site.
  - Doing Google Street view of the regional trail network which is basically a mapping exercise so people can see the entire trail network. It will focus on some of the trickier intersections and will give an indication of what the trail system looks like for people who aren't familiar with it. Will be able to highlight some of the pinch points and do some education training around that.
  - The RSP team has been working on scoping out transportation governance and there will likely be some potential for changes in the way education is done. Staff have had training in the 529 garage bike registration app. Will be reaching out to local police to get their understanding of how that works. There won't be any public campaigns on that until such time as there is a better understanding of how the governance structure works.
- **Integrated Road Safety Unit – Sgt. Jereme Leslie**
- The Slow Down and Move Over campaign for BC Highway Patrol is taking place until the end of February to remind drivers to move over when emergency vehicles are approaching or there is construction on the side of the road, etc.
- **Commercial Vehicle Safety Enforcement – Myke Labelle**  
No update
- **Vancouver Island Safety Council – Ron Cronk**  
No update
- **Capital Bike – Doug Baer**
- Their advocacy committee has a work group looking at Triple A - all ages and abilities definition. Engineering departments across the region generally don't appear to be willing to include Triple A specifications in their active transportation plans, arguing there is no solid definition of Triple A. The CRD does have a definition which will likely be very close to the one they end up using.
  - An emerging issue has to do with traffic signal phasing. In many municipalities where there are bicycle specific lights, they are on the same phase as pedestrians. The biggest problem has to do with a cyclist getting injured when drivers make right-hand turns because they have the green light at the same time as a cyclist and believe the phasing should include cyclists.

- They have a work group starting to look at the Motor Vehicle Act. There is a provincial work group also which may be working from position papers done by cycling organizations in 2016. Need to take a closer look at the MVA to see what's working and what's not, particularly where bike infrastructure intersects with car infrastructure.
- **Walk On, Victoria – Todd Litman**
  - Walk On, Victoria hasn't had a meeting in a couple of months but in his professional work Todd has been doing a review of CRD travel surveys which shows a significant shift in mode share. The CRD is halfway to achieving its target of a 20% reduction in car travel. He can share his research with anyone who is interested.
- **Municipal Police Forces/RCMP**  
**Sgt. Doug Cripps, Saanich**
  - There was an unfortunate incident last week with a pedestrian killed on the Pat Bay Highway. There won't be any criminal charges coming out of that.
  - Continuing to see a lot of impaired drivers at all times of the day and night, and still writing a lot of tickets in the reduced speed corridors.
- Sgt. Jason Jewkes, Oak Bay Police**
  - Oak Bay is continuing to see an upward trend in excessive speeders and enforcement is ongoing.
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure - Owen Page**
  - There are four capital projects going out to tender in the next couple of months that will be starting to break ground in the CRD this summer. Two of them are on Salt Spring, with a 3 km section heading south out of Ganges where there will be shoulder widening, and road shoulder improvements, and a bridge construction project 3 km south of the first project.
  - On Highway 1 heading out by the McKenzie interchange they will be doing a bus lane shoulder project. Also, there will be work done on a pinch point at Colquitz Bridge to accommodate a third lane for buses.
- **Island Health – Neil Arason**
  - Neil is the injury prevention specialist for South Island and Island Health is now hiring for injury prevention specialist positions for Central Island and North Island. Neil can send a link for the postings for anyone interested.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - Currently working on the video on intersections. It is more complicated than anticipated as they have to get permission to film.
  - The Centre for Youth and Society is undergoing a transition and merging into a bigger institute with some changes to the naming.

## 10. Next Meeting

The next meeting will be held on March 12, 2024 at 1:00 pm. On motion, the meeting adjourned at 2:27 pm.

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, March 12, 2024**

**Members:** Neil Arason, Island Health  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Ron Cronk, Vancouver Island Safety Council  
Natalia Heilke, RoadSafetyBC  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member (Chair)  
Dean Murdock, CRD Board (Vice-Chair)  
Joel Satre, Capital Bike  
Colleen Woodger, ICBC Road Safety and Community Involvement

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

**Guests:** Troy McKay, Senior Manager, Transportation and Development Division, District of Saanich  
Megan Squires, Senior Transportation Planner, District of Saanich

**Regrets:** Dr. Murray Fyfe, Island Health  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Owen Page, Ministry of Transportation and Infrastructure  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic  
Keith Vass, Media

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:00 pm.

**1. Territorial Acknowledgement**

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 – February 13, 2024**

**MOVED** by Colleen Woodger, **SECONDED** by Jereme Leslie, that the minutes of the meeting held on February 13, 2024 be approved. **CARRIED**

**4. Chair's Remarks**

No remarks

**5. Presentation – Saanich Road Safety Action Plan – Troy McKay, Senior Manager, Transportation and Development Division; Megan Squires, Senior Transportation Planner, District of Saanich**

A summary of today's presentation follows. The entire Saanich Road Safety Action Plan can be viewed at [www.Saanich.ca/roadsafetyaction](http://www.Saanich.ca/roadsafetyaction).

Troy McKay noted he attended a Commission meeting a year ago to present a report on the state of road safety which was the background data that was developed to support the development of this plan. Saanich has been working on this initiative for about two years to get to this stage and wanted to have a data driven and evidence-based plan that is tangibly feasible.

Megan Squires provided an overview of what is included in the Road Safety Action Plan. It is an evidence-based and data driven 10-year plan that is grounded in Vision Zero and the Safe System Approach and will help guide implementation of safety on Saanich roads for all road users. The presentation today will focus on what is in the road safety plan, the plan framework, the current state

of road safety in Saanich, and look at the action plan component of the document, implementation of the plan and the engagement process.

Road safety is a priority for the District of Saanich. In 2022, Saanich Council adopted Vision Zero and the Safe System Approach as a framework for road safety. The District is looking at ways to improve safety on their roads for all road users with a particular focus on vulnerable road users. Road safety is also going to play an important role in terms of Saanich moving towards their vision for complete and compact communities. The document includes vision and mission statements, and both were shared with the community as part of the public engagement. Adjustments were made based on the input that was received.

The eight guiding principles in the plan are: data and evidence; collaboration and partnerships; protect the most vulnerable road users; speed and conflict management; shift to safer vehicles and also shift people to use safer modes of transportation; equity; sustainable long term funding; and support a growing culture of road safety.

Responsibility for road safety is spread across different levels of government, as well as private and public agencies and partner organizations.

The Safe System portion of the action plan includes six elements. They are: safe speeds; safe road users; safe vehicles; safe streets; post-crash care; and safe land use planning. Within the framework of the Safe System, 31 actions have been identified. There are 9 primary actions, and these are the actions with the greatest potential to achieve Vision Zero and are also the actions where Saanich is primarily responsible. The other 22 actions are supporting actions and in some cases are longer term or not necessarily within the direct control of Saanich.

The primary actions are: prioritize road safety investments in high priority locations; build multi-modal streets that include transit priority and infrastructure for walking, rolling and cycling; pursue infrastructure solutions with demonstrated positive safety performance; conduct a Saanich-wide crosswalk safety review; develop a traffic calming policy and program; review speed limits to support reduced speeds; continue to enforce impaired driving laws; continue to enforce distracted driving laws; and carry out road safety audits. The supporting actions are also important in the pursuit of Vision Zero and will be implemented over the 10 years of the plan and include a range of actions to address engineering, enforcement, education and awareness and equity.

The plan also touches on advocacy and collaboration. Some of the key areas for advocacy that are identified in the plan include expanding the intersection safety camera program, safety inspections for older vehicles and mandated vehicle safety features.

Gaps in existing data sets on crash data have been identified. Key areas of focus around data are: improve crash reporting; increase data on distracted and impaired drivers; improve data on crashes involving active transportation; and integrate crash data and make it available to municipalities.

Implementation of the plan will require a dedicated and consistent approach, working closely with partners across the sector, establishing a dedicated and sustainable funding source, and continuing to work with the Transportation Advisory Committee.

The draft plan is available for public review and feedback until March 31. There is an online survey available on the Saanich website and public engagement pop-up events have been held throughout the community. Based on the feedback received, final changes will be made and a final draft prepared to be presented to Council in summer of 2024.

Questions and discussion followed the presentation.

- Has there been engagement with other municipalities? Participation in regional meetings takes place where policy items are frequently discussed. Have met with individual municipalities that share borders with Saanich re this plan. Saanich is one of the few municipalities that have gone to this level so have received limited feedback from adjacent municipalities.
- How can safety data on major shared roads be collected? Collecting the data is not much different than it would be on non-shared roads. Through the data bases, can pull out the data specifically. There's not a lot of difference in how the analysis is done.

- Re implementation, there are specific legal agreements with other municipalities on who is responsible for what.
- What would be the role of the CRD and partner jurisdictions in implementing this, particularly relating to principle 5 re shift to safer vehicles? How can we take these ideas and make sure they are implemented at the CRD level? There are a number of actions in the document that have been specifically called out as items that require effort at the CRD level. Saanich can't do it alone but there is a lot that can be done when it comes to having sound land use decisions and building complete communities.
- As part of the Traffic Safety Commission, our role would be to see how we can make sure that other jurisdictions are consistent as there doesn't seem to be coordination for some of these efforts. Something that this group can do would be on the data side. Data that is collected in all the different pots doesn't mix together. This is an area that is a challenge province wide and needs a lot of work to improve analysis of road safety issues.
- This plan has been good for a regional approach. It is something other municipalities have been watching carefully and Saanich has taken the leading step and identified a lot of the gaps and best initiatives. It is also something that the Transportation Working Group is working on in terms of consistency with bylaws, implementation, etc. There is a lot of work you don't see that is taking place between municipalities as they are doing their planning, particularly as they are coordinating their infrastructure for their cycling and rolling areas. That type of future role for the CRD will be part of the current transportation service discussion.
- Is there a plan re integration of data? It is one of those things that would be nice to work on but as far as making meaningful changes for people using Saanich roads it's lower on the list. It would be more of a regional or provincial initiative, but is very challenging.
- There is a data innovation program run by the Ministry of Citizen Services. The datasets have been linked together but it is only for research purposes. It does show that it is doable. The program needs to be changed so that it can be used for surveillance and monitoring as well.
- Re active transportation and corridors, a lot of integration takes place with BC Transit.
- What regulatory changes for motor vehicles would be advocated for? Larger vehicles have more impact on vulnerable road users so advocate for things like hood heights for pick-up trucks and side skirts for semis.
- Saanich is a leader. There are lots of things that other municipalities can be inspired by and learn from so it would be great to continue to think about how the Commission can ensure that Saanich gets showcased so other municipalities can follow.

Vice-Chair Murdock acknowledged the incredible amount of work by Saanich Engineering and Transportation Division that has gone into putting the Saanich Road Safety Action Plan together.

Chair Martin invited Troy and Megan to come back in approximately a year and let us know how the consultation process finished up and provide a status report on their implementation date.

## 6. Business Arising from Previous Minutes

### ➤ Update on Transportation Working Group

The Transportation Working Group will be meeting this Friday, and bollards and e-scooters will be on the agenda. Saanich and Victoria have both put forward their application to be part of the e-scooter pilot project. They are currently the only municipalities in the region that have applied and the implications of that will be discussed on Friday. The transportation service will also be discussed and are looking at that in terms of how it will be presented back to the Transportation Committee.

Regarding the question of how we engage with different municipalities, meetings are held one on one as well as in the Working Group. Regional meetings also take place between municipalities that have adjoining boundaries.

### ➤ Report on Meeting with Adam Defrane of MADD

Deferred to next meeting.

## 7. Priority Business

### ➤ Budget Update

The budget has come through and we have approximately \$70,000 remaining for this year. We were able to get our larger expenses paid out of last year's budget so got our surplus down quite substantially.

➤ **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. Jereme Leslie noted that the distracted driving/occupant restraint campaign is taking place this month as per the BCACP calendar and the next one will be the high-risk driving campaign in May. Although it is not on the calendar, they have just completed the slow down, move over campaign which is a provincial priority.

Colleen Woodger commented they worked with Saanich on the distracted driving/occupant restraint campaign. There were many volunteers and reserves also on the road doing the education component. There was no capacity to do media for that but planning to get something out next month.

8. **Other Business**

9. **Member Updates**

➤ **RoadSafetyBC - Natalia Heilke**

No update

➤ **ICBC – Colleen Woodger**

- There will be a volunteer symposium taking place in April in Nanaimo. Hoping to rejuvenate them and do some more recruitment.
- The speaker tour will be taking place in May with most of the schools on board.
- The BC hockey league sponsorship has finished. They were able to get announcements and distracted driving messages on the jumbotron and used players as spokespersons. It was a pilot so will reconvene and see what that looks like next year.
- Will be doing a senior presentation in Gordon Head this week along with a Saanich traffic member to speak to the mature driver about keeping safe.
- Have done eight high school presentations in the past month including at Claremont and Stelly's.
- Community grants are finished with funding given to Victoria Crimewatch and Ready Step Roll.
- Volunteer appreciation week will be held in April and funding will go out to volunteer groups.
- Our highway signs have been rotated, with a plan to take a look at refreshing the theme, branding and messaging on the signs in June/July.
- Did some work at Oak Bay Secondary on the social responsibility program. It is not as strong as when it's coming from the police but trying to offer support as much as possible.

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

- BCAA is currently pushing distracted driving material as well.
- Will be doing car seat training with Colwood Fire Department, not Oak Bay as mentioned last month. Also have booked an additional two training sessions with Victoria Fire Department so in total will have 21 new educators in the CRD by the end of April.

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

No update

➤ **CRD – John Hicks**

- Some staff have been trained in the 529 Garage bike registration. It will be tried internally with staff first to see how it goes.
- Let's Get Visible events have just come to an end. It has been very successful.

- Ready Step Roll – schools from last year just finishing up. Municipalities have been working well with that and putting in additional infrastructure. Next year's program is fully subscribed.
- Doing a Google Street view mapping exercise going down through regional trails showing access points, safety issues, etc. Will be out on the trail network in June running that and it will go online so people can view information on the trails.
- **Integrated Road Safety Unit – Sgt. Jereme Leslie**
  - Next week will be instructing/teaching and providing education to 16 local youth as part of the Greater Victoria police camp which is a leadership camp for which the Greater Victoria Police Foundation provides funding.
- **Commercial Vehicle Safety Enforcement – Myke Labelle**  
No update
- **Vancouver Island Safety Council – Ron Cronk**
  - May is motorcycle awareness month so will have a media splash there.
  - Already underway and are booked up until July.
  - The first course in the rider refresher training that the Commission endorsed will be on April 19.
- **Capital Bike – Joel Satre**
  - A new executive director will be announced soon.
  - There has been some staff turnover but have been able to fill the positions.
  - Winter Go by Bike Week took place in February.
  - Capital Bike have taken a supportive stance on the mobility scooter in bike lane issue.
  - Will be doing some e-bike training and bike education in schools.
- **Walk On, Victoria – Todd Litman**
  - There's been a high number of traffic fatalities and serious injuries lately and several of them were pedestrians. Walk On received some media requests and forwarded the UVic study on factors that contribute to serious injury and fatal collisions contracted by the Commission. Todd did highlight the good news that the CRD traffic fatality rate has been declining, but this year there seems to be an inordinate number of pedestrian fatalities and it highlights the importance of addressing those.
- **Municipal Police Forces/RCMP  
Sgt. Doug Cripps, Saanich**
  - Distracted driving campaign ongoing for the month
  - Planning on putting a proposal together with Colleen Woodger for a project in the fall
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure - Owen Page**  
No update
- **Island Health – Neil Arason**
  - Competition is still open for two more injury prevention specialists, one for mid Island and one for north Island. Neil can send a link for the postings to anyone interested.
  - Ten grants will be going out under the Vision Zero grant program. More information will be provided at next month's meeting.
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**  
No update

## 10. Next Meeting

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



Making a difference...together

## **Notes of a Meeting of the Regional Transportation Working Group Held Friday, March 15, 2024, via MS Teams**

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### **PRESENT: Staff:**

E. Sinclair, Senior Manager, Regional and Strategic Planning; I. Lawrence, Senior Manager, Juan de Fuca Electoral Area Planning; K. Campbell, Senior Manager, Salt Spring Island Electoral Area; J. Starke, Manager Service Delivery, Southern Gulf Island Electoral Area; J. Mooney, Manager Park Operations, Regional Parks; G. Tokgoz, Manager Regional Trails and Trestles Renewal, Facilities Management and Engineering Services; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; N. Bandringa, Research 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; 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. Ding, District of Oak Bay; R. Kenny, City of Victoria; I. Leung, Town of View Royal; T. McKay, District of Saanich; C. Mossey, BC Transit; D. Puskas, District of Central Saanich; J. Rosenberg, City of Colwood; P. Webber, Province of British Columbia Ministry of Transportation, and Infrastructure (MoTI).

### **Transportation Service Consultant:**

D. Bracewell, Principal, Mobility Foresight.

### **REGRETS:**

L. Beckett, District of the Highlands; J. Carter, District of Sooke; K. Lesyshen, District of Metchosin; B. Martin, District of North Saanich.

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. e-Kick Scooter Pilot**

J. Hicks, Senior Transportation Planner, Regional and Strategic Planning, enquired about any local governments planning to move forward with council motions to apply for the Province of British Columbia's electric kick scooter pilot project. Responses from the working group members varied, with staff from Central Saanich, Esquimalt and Langford indicating interest or pending motions from their councils.

Discussion ensued on the visibility of information related to the pilot on BC Transit's website, with C. Mossey indicating efforts are being made by the organization's web team to make information more prominent.

- **Action:** Working group members to contact J. Hicks if their municipal councils are considering motions, and J. Hicks to touch base with the working group members who indicated their councils are interested in applying for the pilot.

#### **4. Bollards on Regional Trail Entrances and Intersecting Roadways**

J. Mooney, Manager Park Operations, Regional Parks, presented information about rigid bollards on regional trails. The presentation included analysis of the CRD Transportation Committee referrals, the subsequent committee meeting on February 21, 2024, information about the bollards' purpose, technical specifications and next steps.

After the presentation, discussion ensued about evaluating practical applications of bollards.

- **Action:** J. Hicks to distribute the following questions to the working group members, and request responses for the end of April 2024:
  - How are bollards being used on multi-use paths?
  - What are your design specifications and parameters?
  - Are there any changes planned?
  - Do Transportation Working Group staff support the removal of rigid bollards at intersections of the regional trails and local government roadways?
  - How might any changes to bollards affect road crossings from a safety and design perspective?

#### **5. CRD Transportation Service Update**

E. Sinclair provided an update on the CRD Transportation Service project. The presentation was divided into two sections.

The first section (Process and Engagement) summarized the timeline and implications, CRD Board direction, engagement with local government elected officials and staff, and the structure and outputs expected at the May 2024 workshop.

E. Sinclair indicated other organizations (e.g., MoTI) are also welcome to participate in the workshop.

The working group members raised concerns about the short timeline for council briefings, the deadline to reach agreement on participants, and potential challenges resulting from the limitation of five elected officials and staff per local government.

- **Action:** Staff to consider changes to the timeline, while acknowledging constraints from the CRD Board (i.e., direction to introduce a bylaw in 2025).

The working group members asked that the invitation letter be specific on several points: confirming the number of participants permitted to attend the workshop, clarifying that this number includes staff and perhaps recommending that at least one staff member be included in each council's delegation.

- **Action:** Staff to consider changes to the draft invitation letter based on the above concerns.

The second section (Content) provided details on the content being developed, including revised and expanded information on the categories and concepts for a transportation service. Staff previewed the step-by-step progressions, which outline the value proposition and progression of work (i.e., moving from current programs to potential new programs to transportation authority). Similarly, staff previewed the narrative-style booklet, which provides further details, and appeals to a different audience, by communicating the information in a different format than the step-by-step progression format.

The working group members raised additional concerns about the timeline, the briefing process, distribution of the information package and the level of engagement with councils.

- **Action:** CRD staff to investigate additional opportunities to bring together councils to discuss their communities and hear from others.
- **Action:** CRD staff to invite local government staff to one-on-one meetings to receive input on the workshop content.
- **Action:** CRD staff to consider scheduling another working group meeting once the workshop packages are distributed to help prepare local government staff for council briefings.
- **Action:** CRD staff to speak with C. Mossey about the transit category prior to the workshop.

E. Sinclair concluded with a message of appreciation to the working group members for their feedback on and attention to this project.

## **6. Next Meeting**

Date and time TBD.

## **7. Adjournment**

The working group meeting was adjourned at 11:08 am.