

## Notice of Meeting and Meeting Agenda Transportation Committee

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Wednesday, February 26, 2025

1:30 PM

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

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D. Murdock (Chair), S. Goodmanson (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, C. Harder, D. Kobayashi, M. Tait, D. Thompson, C. McNeil-Smith (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. [25-0152](#) Minutes of the November 20, 2024 Transportation Committee Meeting

**Recommendation:** That the minutes of the Transportation Committee meeting of November 20, 2024 be adopted as circulated.

**Attachments:** [Minutes - November 20, 2024](#)

### 4. Chair's Remarks

### 5. Presentations/Delegations

#### 5.1. Presentations

##### 5.1.1. [25-0169](#) Presentation: Janelle Staite and Michael Pearson, Ministry of Transportation and Transit; Re. Capital Regional District Project and Planning Updates

**Attachments:** [Presentation: CRD Project & Planning Updates](#)

##### 5.1.2. [25-0170](#) Presentation: Chelsea Mossey, BC Transit; Re. Transit Update

**Attachments:** [Presentation: Transit Update](#)

## 5.2. Delegations

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

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

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

## 6. Committee Business

### 6.1. [25-0065](#) 2025 Transportation Committee Terms of Reference

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

**Attachments:** [Staff Report: 2025 Transportation Committee ToR](#)  
[Appendix A: 2025 Transportation Committee ToR - Approved Jan 8, 2025](#)  
[Appendix B: 2025 Transportation Committee ToR - Redlined](#)

### 6.2. [24-1208](#) Regional Trestles Renewal, Trails Widening and Lighting Project Update - November 2024

**Recommendation:** [At the December 12, 2024 Capital Regional District Board meeting it was recommended that the Regional Trestles Renewal, Trails Widening and Lighting Project Update - November 2024 be forwarded to the Transportation Committee for information.]  
There is no recommendation. This report is for information only.

**Attachments:** [Staff Report: Regional Trestles Renewal, Trails Widening & Lighting Project](#)  
[Appendix A: Swan Lake and Brett Avenue Trestles: Profile Views of Options](#)  
[Appendix B: Initial Construction Sequencing Map](#)

### 6.3. [25-0071](#) Previous Minutes of Other CRD Committees and Commissions

**Recommendation:** [At the January 14, 2025 Traffic Safety Commission meeting, the following motion was carried:]  
The Traffic Safety Commission recommends that the Transportation Committee recommend to the Capital Regional District Board:  
That the CRD Board advocate to the Province for improved interregional bus service in recognition that affordable transit and its frequency play a role in traffic safety.

**Attachments:** [Minutes: CRD Traffic Safety Commission - Nov 12, 2024](#)  
[Minutes: CRD Traffic Safety Commission - Dec 10, 2024](#)  
[Minutes: CRD Traffic Safety Commission - Jan 14, 2025](#)  
[Minutes: Reg'l Transportation Working Group - Nov 19, 2024](#)

## 7. Notice(s) of Motion

**8. New Business**

**9. Adjournment**

The next meeting is April 23, 2025.

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, November 20, 2024

9:30 AM

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

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#### PRESENT

Directors: D. Murdock (Chair), J. Bateman (for M. Tait) (9:36 am) (EP), P. Brent (EP), S. Brice, J. Caradonna, Z. de Vries, B. Desjardins (EP), S. Goodmanson (EP), C. Harder, D. Kobayashi (EP), D. Thompson, C. McNeil-Smith (Board Chair, ex officio)

Staff: T. Robbins, Chief Administrative Officer; K. Lorette, General Manager, Planning and Protective Services; P. Klassen, Senior Manager, Regional and Strategic Planning; M. Lagoa, Deputy Corporate Officer; T. Pillipow, Committee Clerk (Recorder)

EP - Electronic Participation

Guest(s): Director C. Plant (EP); S. Martin, Chair, Traffic Safety Commission; T. Bevan, CEO, Island Corridor Foundation; A. Russell, Project Coordinator, Island Corridor Foundation (EP)

Regrets: Director M. Tait

The meeting was called to order at 9:34 am.

#### 1. Territorial Acknowledgement

Director Thompson provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Brice, **SECONDED** by Director Harder,  
That the agenda for the November 20, 2024 Transportation Committee meeting  
be approved.  
**CARRIED**

#### 3. Adoption of Minutes

3.1. [24-1063](#) Minutes of the June 19, 2024 and September 11, 2024 Transportation Committee Meetings

**MOVED** by Director Brice, **SECONDED** by Director Harder,  
That the minutes of the Transportation Committee meetings of June 19, 2024 and September 11, 2024 be adopted as circulated.  
**CARRIED**

**MOVED** by Director McNeil-Smith, **SECONDED** by Director Thompson,  
That Director Plant be permitted to participate (without vote) in the November 20, 2024 session of the Transportation Committee.  
**CARRIED**

#### 4. Chair's Remarks

Chair Murdock stated that as we reach the end of the calendar year, it has been a privilege to serve as Chair of this committee.

He noted the incredible work that has taken place over the last 2 years, particularly the advancement of creating a regional transportation service. He acknowledged the exceptional efforts of staff and consultants in achieving this significant Board priority.

#### 5. Presentations/Delegations

##### 5.1. Presentations

5.1.1. [24-1190](#) Presentation: Steve Martin, CRD Traffic Safety Commission; Re: Annual Update

S. Martin presented the Traffic Safety Commission 2024 Update.

Discussion ensued regarding:

- clarification of the Automated Speed Enforcement (ASE) program and the report to come forward
- advocacy recommendations by the commission to all levels of government
- information sharing with other stakeholders, such as school districts
- that staff provide the Traffic Safety Commission with the CRD Board's historical position of the intersection camera program to better inform their report

**Director Brice left the meeting at 10:34 am.**

**5.1.2. [24-1193](#)**

Presentation: Thomas Bevan, CEO, Island Corridor Foundation; Re: Integrated Transportation Planning

T. Bevan presented the Integrated Transportation Planning Strategy for Island Corridor Foundation.

Discussion ensued regarding:

- the status of stakeholder consultations
- contingency plans should First Nations along the corridor decide against statutory right of way
- how stakeholders can assist with the project
- an update on senior levels of government's interest in, and the funds provided for this project

**5.2. Delegations**

There were no delegations.

**6. Committee Business****6.1. [24-1018](#)**

Previous Minutes of Other CRD Committees and Commissions for Information

The following minutes were for information.

- a) CRD Traffic Safety Commission minutes of July 9, 2024
- b) CRD Traffic Safety Commission minutes of September 10, 2024
- c) CRD Traffic Safety Commission minutes of October 8, 2024
- d) Regional Transportation Working Group minutes of September 5, 2024

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

There were no notice(s) of motion.

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED** by Director de Vries, **SECONDED** by Director Thompson,  
That the November 20, 2024 Transportation Committee meeting be adjourned at 10:53 am.  
**CARRIED**

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CHAIR

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RECORDER



# Capital Regional District Project and Planning updates

Mike Pearson, P. Eng.

District Manager, Vancouver Island District  
MoTT

Janelle Staite, P. Eng.

Deputy Director, South Coast Region, MoTT



Ministry of  
Transportation  
and Transit

# AGENDA

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- Introductions
- Ministry of Transportation & Transit (MoTT) Key Contacts
- Current Projects and Planning
- Questions



# New Leadership

Honourable Mike Farnworth  
Minister of Transportation and Transit



Honourable George Anderson, MLA  
Parliamentary Secretary Transit

Heather Wood  
Deputy Minister



Paula Cousins  
Associate Deputy Minister

# South Coast Region Leadership

Ashok Bhatti, Executive Director  
South Coast Region



Janelle Staite, P. Eng.  
Deputy Director South Coast Region

Mike Pearson, P. Eng.  
District Manager  
Vancouver Island District



Shawn Haley  
Operations Manager, South Island  
Vancouver Island District



# Active Projects and Current Planning



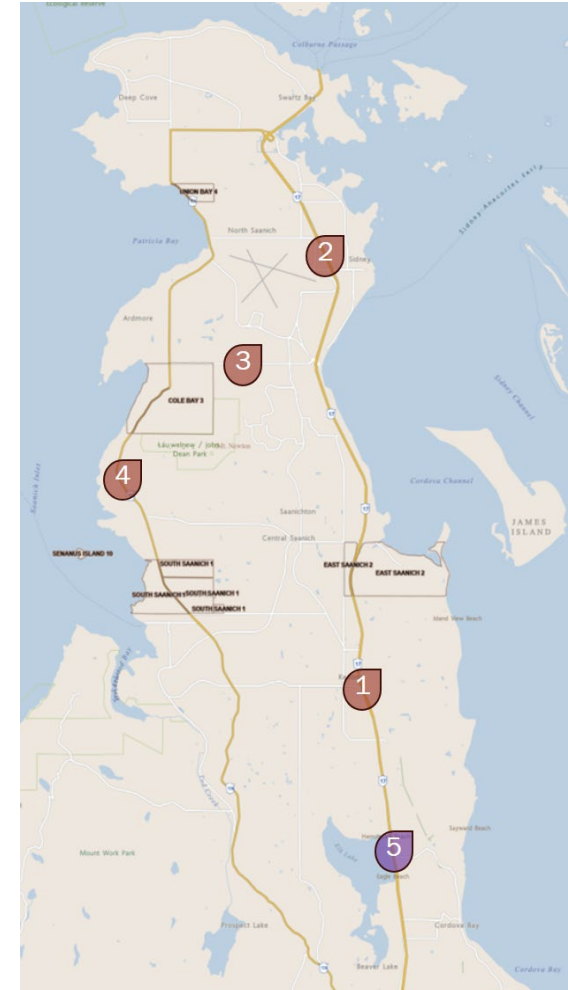
# Highway 17 - Saanich Peninsula

## Active Projects

1. Keating Cross Road Flyover
2. Resurfacing Hwy 17 McTavish to Wain
3. Resurfacing McTavish Road – West Saanich to East Saanich
4. Resurfacing West Saanich Road McTavish to Verdier

## Current Planning

5. Sayward SB Transit Stop Improvements and Queue Jump



# Highway 17 - Keating Cross Overpass

## Scope:

- NB Flyover overpass
- Installation of a new sidewalk on Keating Cross Rd.
- Accommodating future Bus on shoulder facilities along Hwy 17
- Realignment of the SB on-ramp & closures of East Saanich Rd., Martindale Rd.

## Construction Schedule:

- July 2023 – Dec 2025

## Budget:

- \$76.8M (\$16.7M Federal funding, \$57.6M Provincial, \$2.5M District of Central Saanich)
- \$54.5M contract awarded to Flatiron Contractors Canada Limited

## Project Info & Updates:

- Website:

<https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/highway-17-keating-cross-overpass>

- Email: [Keating.Overpass@gov.bc.ca](mailto:Keating.Overpass@gov.bc.ca)



# Resurfacing 2025

## Scope:

- Approx 16km of resurfacing in total
- Resurfacing Hwy 17 McTavish to Wain
- Resurfacing McTavish Road – West Saanich to East Saanich
- Resurfacing West Saanich Road McTavish to Verdier

## Construction Schedule:

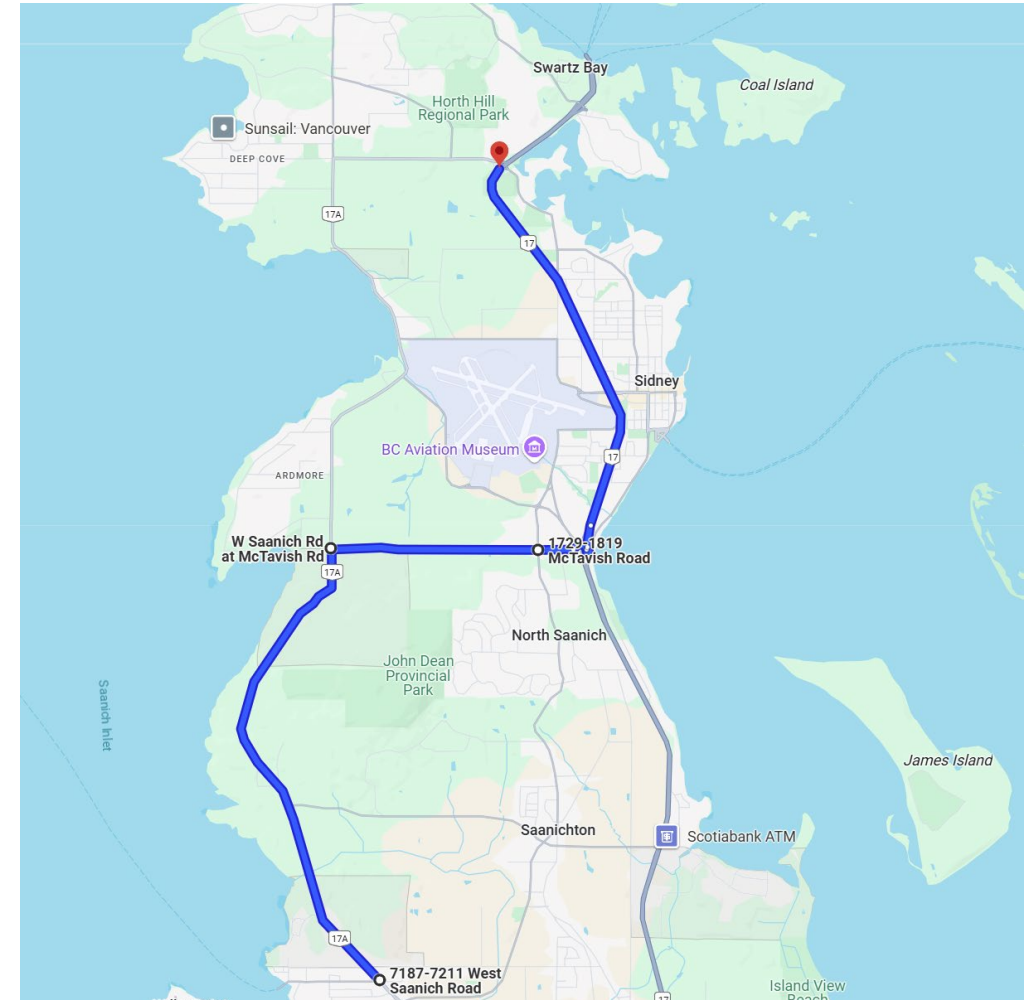
- June 2023 – Dec 2025

## Budget:

- TBD

## Project Info & Updates:

- DriveBC



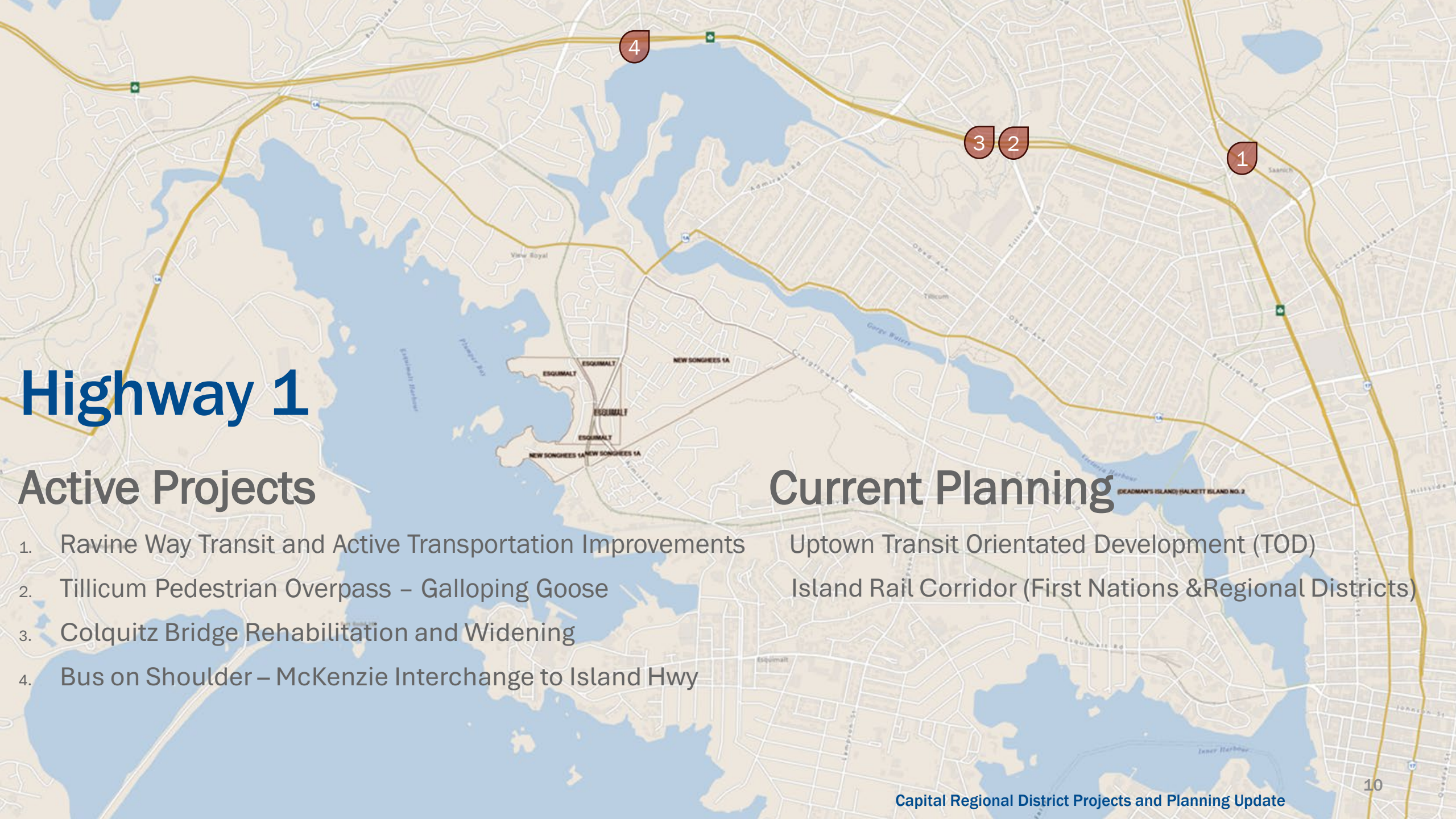


# Planning: Sayward SB Transit Upgrades

- Planning underway to understand property impacts, environmental impacts and costs associated with upgrading the existing southbound transit stop on Hwy 17 at Sayward.







# Highway 1

## Active Projects

1. Ravine Way Transit and Active Transportation Improvements
2. Tillicum Pedestrian Overpass – Galloping Goose
3. Colquitz Bridge Rehabilitation and Widening
4. Bus on Shoulder – McKenzie Interchange to Island Hwy

## Current Planning

- Uptown Transit Orientated Development (TOD)
- Island Rail Corridor (First Nations & Regional Districts)



# Ravine Way Active Transportation & Transit

## Scope:

- Dedicated Transit Only Lane
- 2-way Cycle Track, 2.5m sidewalk
- 3 Bay Transit Exchange on Carey Rd.
- New Transit stop EB Ravine Way

## Construction Schedule (underway):

- January 2025 – Summer 2025

## Budget:

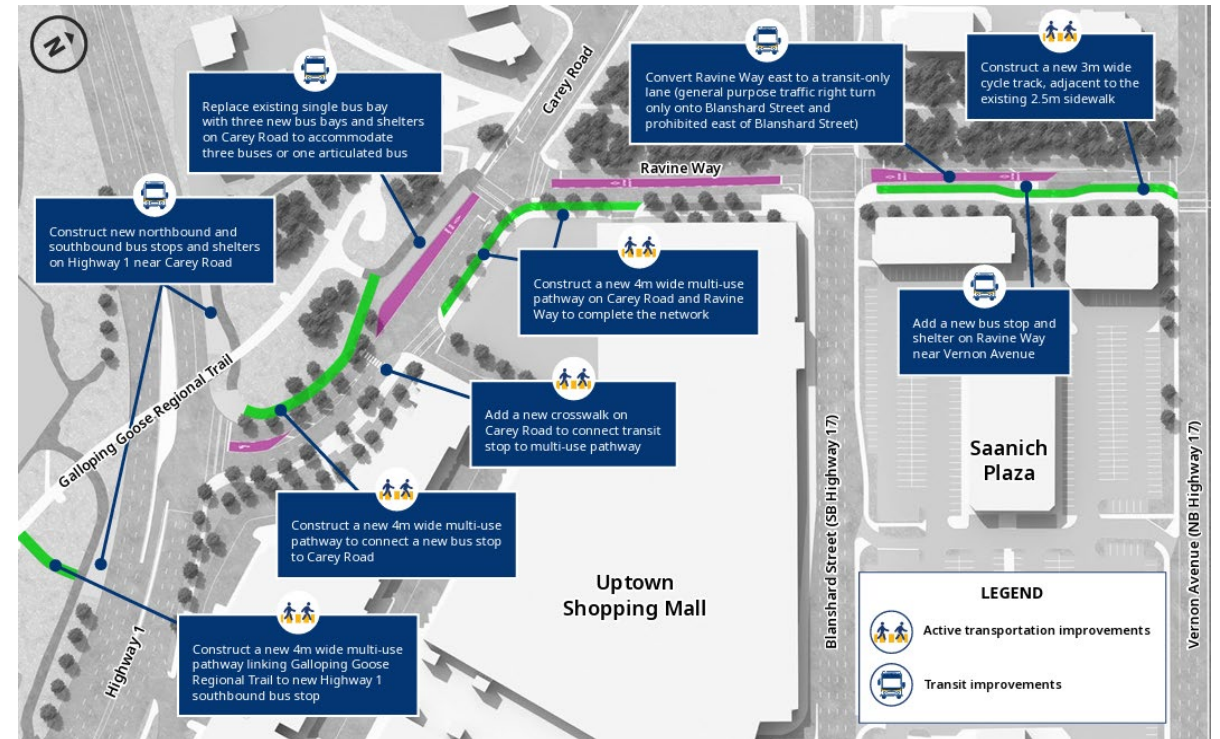
- \$20M (\$4.5M Federal funding, \$15.5M Provincial)
- \$7.5M contract awarded to Windley Contracting Ltd.

## Project Info & Updates:

- Website:

<https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/highway17ravineWAY>

- Email: [ravinewayhighway17project@collingsjohnston.com](mailto:ravinewayhighway17project@collingsjohnston.com)



# Tillicum Pedestrian Overpass

## Scope:

- 100m long overpass structure for the Galloping Goose Trail
- 6m width, grade max 5% for accessibility

## Status:

- Engineering (detailed design) in progress

## Budget:

- \$25M (Provincial – AT Capital Funding)

## Project Info:

- Learn more about MOTT's active transportation investments
- <https://news.gov.bc.ca/releases/2024MOTI0080-000952>





# Hwy 1 Colquitz Bridge Widening

## Scope:

- Widening for BoS lane and seismic retrofit of both bridges

## Construction Schedule:

- May 2024 – Dec 2025

## Budget:

- \$35.5M (\$12M Federal funding, \$23.5M Provincial)
- \$19.7M contract awarded to Pomerleau Inc.

## Project Info & Updates:

- Website:  
<https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/colquitz-river-bridges>
- Email: [mike.boissonneault@gov.bc.ca](mailto:mike.boissonneault@gov.bc.ca)





# Hwy 1 Bus on Shoulder McKenzie to 6-Mile

## Scope:

- 3.7km of new outbound and 3.1km of inbound BoS lanes

## Construction Schedule:

- March 2025 – Fall 2027

## Budget:

- \$95M (\$28M Federal funding, \$67M Provincial)
- \$54.5M contract awarded to Jacob Bros. Construction

## Project Info & Updates:

- Website:  
[Highway 1 Bus on Shoulder McKenzie to Colwood - Province of British Columbia](#)
- Email:  
[BusOnShoulders@gov.bc.ca](mailto:BusOnShoulders@gov.bc.ca)



### Highway 1 - Bus on Shoulder

McKenzie Interchange to Colwood Interchange Project Overview  
Date: July 29th 2024



# Planning – Uptown TOD

## Overview:

- The Uptown Transit Hub and TOD will create a mixed-use community that includes a future-ready transit exchange, multi-modal connections, housing and public spaces.
- Broad public engagement was conducted August - September 2024 to ensure the public was informed about the early stages of the project

## Project Info & Updates:

- Website: <https://engage.gov.bc.ca/uptowntransitorienteddevelopment>
- Email: [tod@gov.bc.ca](mailto:tod@gov.bc.ca)



# Planning – Island Rail Corridor (IRC)

## Overview:

- In March 2023, the Province committed \$18M for First Nations and Regional Districts to collectively develop a vision for corridor.
- Since 2023, the 11 First Nations and 5 Regional Districts have organized into sub-regional working groups, brought on consultants to study various potential uses, conducted public engagement (CVRD) and over the course of the next year will be reporting out on their progress and work towards a collective vision for the corridor.
- The Province has remained engaged in the discussions and activities of the groups and facilitated group meetings when requested. The works are being lead by the First Nations and Regional Districts.
- The grant funding agreements have been extended until March 31, 2026.





# Questions



# Transportation Committee

FEBRUARY 26, 2025





# Agenda

- Victoria Regional Transit System Overview
- Victoria Regional Transit System Strategic Plans
  - Overview of upcoming transit planning processes
- Corporate Initiatives
  - Umo
  - Electrification and Fleet Acquisition Update

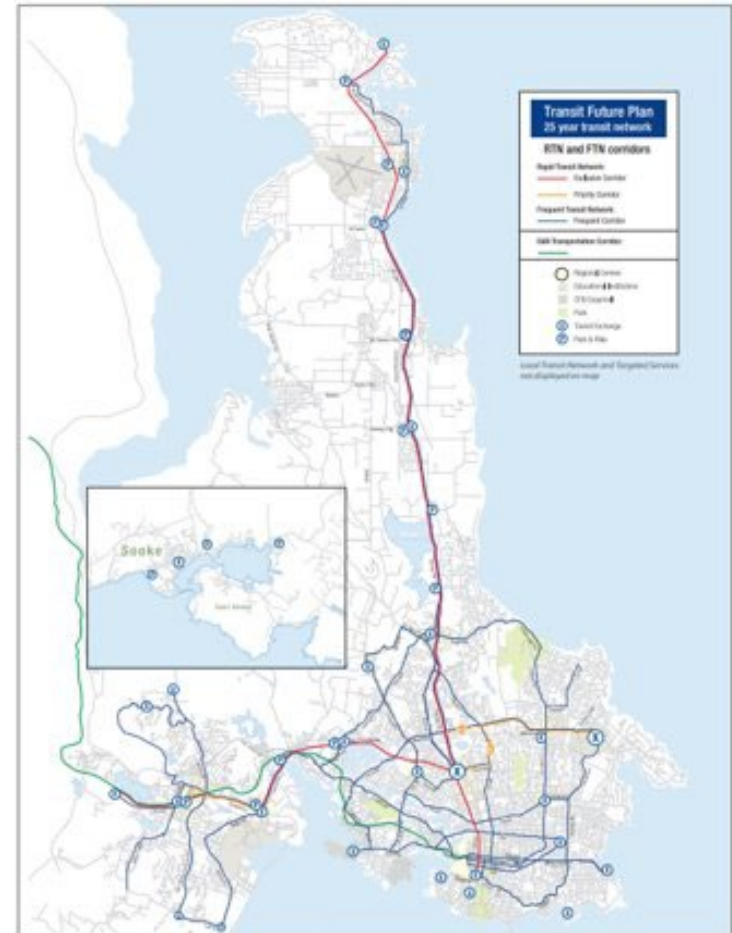
# Victoria Regional Transit System Overview

## Conventional Transit

- Fixed routes and schedules
  - 58 transit routes
- 24.8 million boardings in 2023/24
- Range of vehicles, services:
  - Double Deckers
  - 30' 35' 40' vehicles

## Custom Transit (handyDART)

- Door-to-door, demand responsive
- Eligible people with a disability
- Operated by TrandsDev
- Supported by taxi programs



# The 2011 Transit Future Plan

- The current plan which envisions the Victoria region's transit network over a 25 year time period
- Describes what services, infrastructure and investments are needed to get there
- Makes connections between land use, infrastructure, and service design, providing a framework for deciding on future service changes
- Designed to accommodate the ridership necessary to achieve the desired mode share target as set by the Victoria Regional Transit Commission



Transit Future Plan  
VICTORIA REGION | May 2011



# Victoria Regional Transit Plan

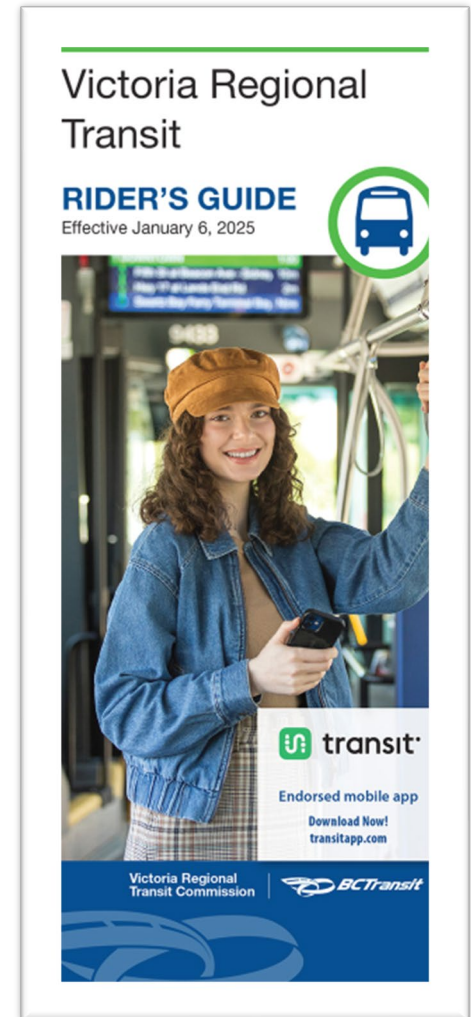
- Strategic Planning process starting in 2025
  - Will replace the 2011 Transit Future Plan as the guiding document for network design and transit investment over the course of the next 25 years.

The Plan will:

- Review and update all relevant data from the 2011 Victoria Regional Transit Future Plan to reflect the current state of the region
- Incorporate recent Provincial housing policies, including references to the content and impact of Bills 44 and 47
- Develop network and route design guidelines to inform future service changes and service expansions within the Victoria Regional Transit System
- Create Service Reliability and Transit Priority Measure Guidelines
- Anticipate system changes needed to integrate a future Uptown Mobility Hub when constructed

# 2024/25 Service Expansion

- Implemented in January 2025
- Route 76 UVic/Swartz Bay reinstated
- Service levels improved to reduce passenger crowding and pass-ups.
  - Routes 4, 6, 7, 14, 21, 26, 27, 28, 95
- Schedule changes to improve service reliability
  - Routes 30, 31, 39 75, 95, and all planned frequent transit routes



# Future Service Expansion

## **Approved by the VRTC in 2024/25:**

- 2025/26: 30,000 hours, 12 buses
- 2026/27: 40,000 hours, 16 buses
- 2027/28: 50,000 hours, 20 buses
  - Subject to Provincial funding (confirmed annually on Budget Day)

## **Key strategic service investments priorities:**

- RapidBus and Frequent Transit Network service improvements
- Development of the crosstown network on the Admirals/McKenzie corridor
- Simplifying and improving transit service on the Quadra corridor
- Improvements to YYJ Airport and Peninsula service
- Improvements to Sooke and other West Shore routes and introductory coverage service in rapidly developing communities

# Transit Operations Centres



A transit facility strategy was developed to support transit service expansion and a transition to battery electric buses and a future transit fleet of up to 600 conventional buses and 110 handyDART buses. Projects advancing include:

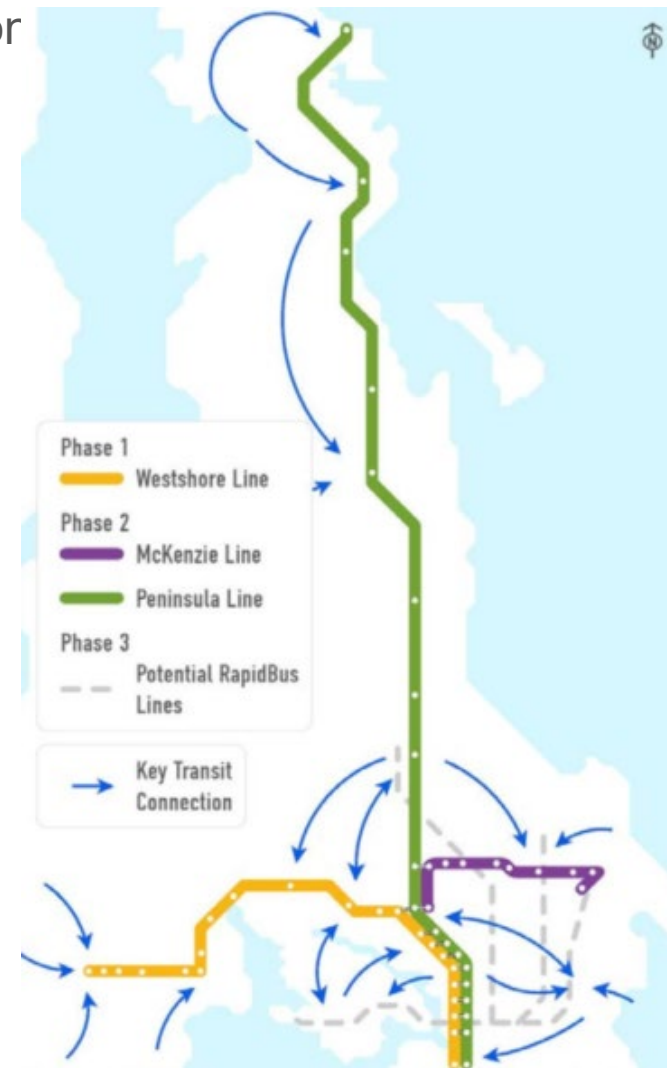
- **View Royal handydart** – Substantial completion expected in March 2025
- **Victoria and Langford Modernization and Enhancement Projects** – Being advanced to support near-term maintenance and operational service improvements. Support the implementation of battery electric buses, including the approved first 10 bus battery electric buses at VTC
- **Saanich Transit Centre Phase 1** – Developing a project for a new transit centre. Phase 1A site preparations are underway and Phase 1B business plan is being prepared with Infrastructure BC.



# RapidBus Implementation Strategy

Endorsed by the Victoria Regional Transit Commission in 2021. The RapidBus Implementation Strategy identifies three top priority RapidBus lines separated into two phases:

- **West Shore RapidBus Line (Phase 1)**
  - Island Highway Transit Priority Improvements
  - RapidBus Station Project
  - Downtown Douglas
- **McKenzie RapidBus Line (Phase 2)**
  - McKenzie Corridor Improvements
- **Peninsula RapidBus Line (Phase 2)**
  - Sidney Transit Hub study
  - Swartz Bay Transit Terminal





# Island Highway Transit Priority & RapidBus Stations

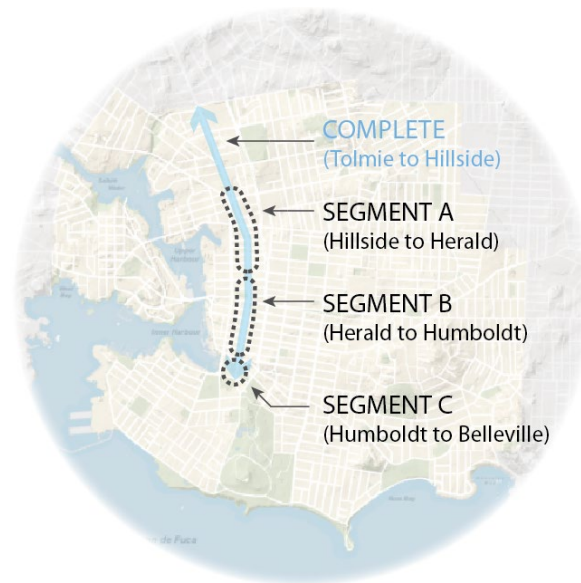
- Bus and bike lanes along portions of the Island Highway in View Royal and queue jump lanes in both directions at Wale Road in Colwood
  - View Royal portion of work expected to be complete in March 2025
  - Colwood portion still in land acquisition phase
- RapidBus Station project (23 locations) is in design & business case phase.
  - Implementation planned over the next 3-5 fiscal years



# Downtown Douglas

## What's already complete?

- Previous investments
  - » All-day bus lanes north of Tolmie Ave
- Corridor vision (Belleville St to Hillside Ave)
  - » Partnership with the City of Victoria
  - » Schematic design, no cost estimate
  - » Victoria Council approval (May 2024)
- Short-term improvements
  - » Converted peak period bus lanes to all-day bus lanes (Herald St to Hillside Ave)



## What are we working on?

- Design of transit improvements and street renewal
- Focusing on Caledonia Ave to Belleville St
- Victoria Council update in 2026

# McKenzie RapidBus

## What's already complete?

- Existing RapidBus Infrastructure
  - » UVic Transit Exchange Upgrades
  - » Uptown transit improvements (MOTT project under construction)
- Infrastructure Planning
  - » Corridor study in partnership with District of Saanich
  - » Conceptual design
- Service Planning
  - » Tillicum-McKenzie Corridor Transit Plan

## What are we working on?

- Saanich Council direction on the Quadra McKenzie Plan
- Public engagement
- Preliminary and detailed design (2025-2027)

# Sidney Transit Hub

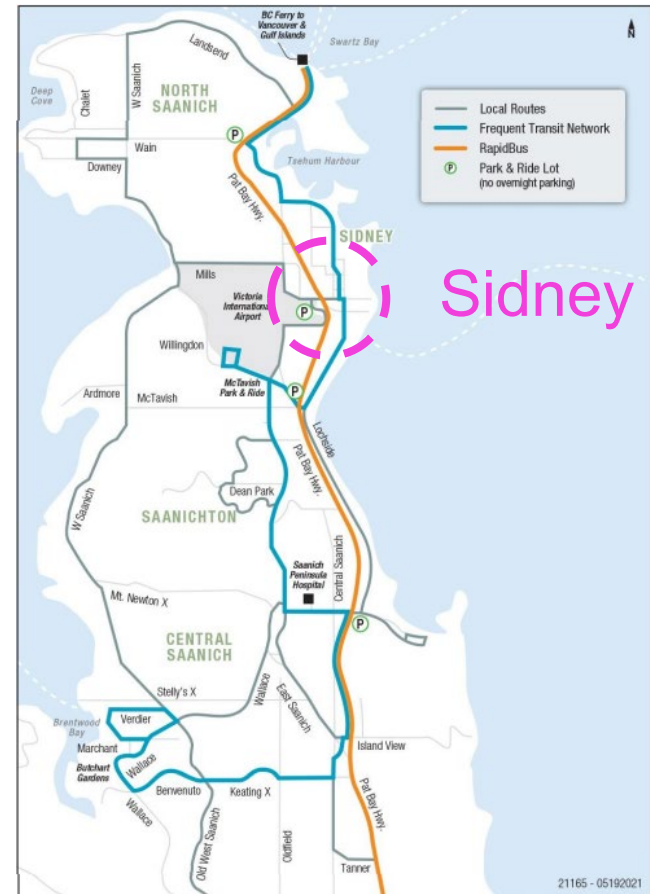
*Provide a RapidBus station with transfers to local service*

## What's already complete?

- Peninsula Local Area Transit Plan (2022)
- Transit Hub conceptual design (2023-2024)
- Sidney Council supported the recommended Transit Hub location (2024)

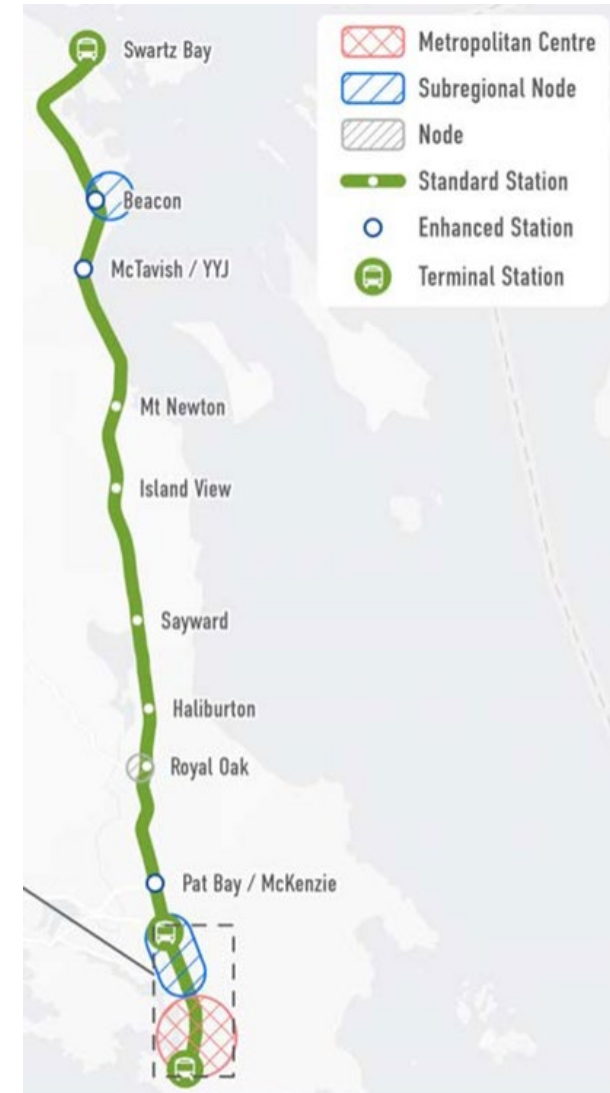
## What are we working on?

- Stakeholder engagement
- Preliminary and detailed design
- Sidney Council update in 2025/26



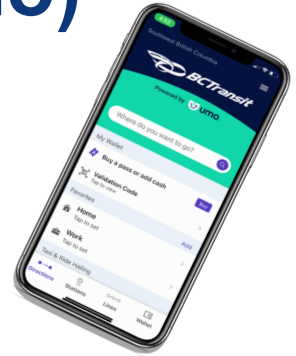
# BC Transit & BC Ferries Integration Swartz Bay Study

- Long-term improvements
  - » Enhanced customer experience, bus capacity expansion, potential BEB charging
  - » Completed feasibility study
  - » Preferred option agreed to (construction estimated at \$3M)
  - » No indication of when further design work could proceed
- Short-term improvements
  - » Potential options to replace existing shelter with a much larger canopy
  - » Potential for MOTT minor betterments funding (up to \$100k)
  - » Further discussion needed of when improvements could proceed



# Electronic Fare Collection System (Umo)

- **Phase one of BC Transit's Umo project improves the fixed-route transit experience and increases access to transit by:**
  - Introducing easy to access payment methods
  - Creating convenient new ways to purchase fare products
  - Introducing improved fare products
  - Integrating with regional U-Pass and student pass fare products to simplify administration and collect better ridership data
- **Since launching in the VRTS:**
  - Umo was launched across the province and on interregional transit routes, providing better interregional service
  - Legacy fare products were removed from distribution channels, transitioning all riders to Umo enabled fare products or cash
- **Next Steps:**
  - Turn on BC Bus Pass integration
  - Test and turn on open loop payments, enabling debit, credit, and mobile wallet payments





# Electrification & Fleet Acquisition Strategy

- 125 funded heavy-duty electric buses on order
  - First 10 electric buses are expected in the VRTS starting early 2025
- A mixture of bus propulsion and lower carbon fuel types will ensure that BC Transit has a reliable fleet that meets the growing demand for transit
- 80 diesel double decker buses being purchased to fill immediate need in the VRTS



# Questions?



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



**REPORT TO TRANSPORTATION COMMITTEE  
MEETING OF WEDNESDAY, FEBRUARY 26, 2025**

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**SUBJECT**     **2025 Transportation Committee Terms of Reference**

**ISSUE SUMMARY**

To provide the 2025 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 January 8, 2025, the CRD Board approved the 2025 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 was updated to remove the overly prescriptive timing for the schedule of committee meetings by removing the words “except August and December”. In addition, the General Manager title has been updated to reflect recent changes with CRD Evolves.

The approved 2025 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, Housing, 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: 2025 Transportation Committee Terms of Reference – Approved  
Appendix B: 2025 Transportation Committee Terms of Reference – Redlined

# Terms of Reference

The logo for the Capital Regional District (CRD) is located in the bottom right corner of the header banner. It consists of the letters 'CRD' in a stylized, bold, sans-serif font, positioned above a series of three curved, overlapping lines that suggest a landscape or water.

## 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

## **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 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 Housing, 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 January 8, 2025*

# Terms of Reference

The logo for the Capital Regional District (CRD) is located in the bottom right corner of the header banner. It consists of the letters 'CRD' in a stylized, bold, sans-serif font, positioned above a series of three curved, overlapping lines that suggest a landscape or water.

## 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

## **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 Housing~~, 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 \_\_\_\_\_*

**REPORT TO REGIONAL PARKS COMMITTEE  
MEETING OF WEDNESDAY, NOVEMBER 27, 2024**

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**SUBJECT**    **Regional Trestles Renewal, Trails Widening and Lighting Project Update  
– November 2024**

**ISSUE SUMMARY**

To provide the semi-annual update on the Regional Trestles Renewal, Trails Widening and Lighting Project and the Multi-Use Trail Safety Enhancement Study.

**BACKGROUND**

On August 9, 2023, the CRD Board approved that the Regional Trestles Renewal, Trails Widening and Lighting Project (the Project) be accelerated by the inclusion of the Project in the 2024-2028 Financial Plan, that project funds (\$53.5 million) be secured by way of debt, and that staff continue to develop partnerships, pursue grant opportunities and investigate options to generate additional funds through non-tax revenue. The scope of the Project includes critical infrastructure renewal for the Selkirk, Swan Lake and Brett Avenue Trestles, and six kilometres of separated-use, widened pathway design with lighting on the Galloping Goose Regional Trail (GGRT) and Lochside Regional Trail (LRT). Staff were directed to report on progress with the Project through bi-annual updates to the Regional Parks Committee.

**Trestle Renewals Update**

*Selkirk Trestle*

Through an invitation to tender, a contract was awarded in September 2024 to complete the Selkirk Phase 1 below deck critical repairs. The repairs are required to support a widened and lit deck. The work is not anticipated to close the trail and will be completed by Q2 of 2025. BC Transportation Financing Authority (BCTFA) will be paying for the portion of work associated with the elements of the Selkirk Trestle under BCTFA responsibility, per the BCTFA/CRD agreement.

Planning for Selkirk Phase 2, which includes widening, lighting, resurfacing and separating use, will start in 2025. The timing for completing Phase 2 will be coordinated with BCTFA and BC Hydro. BCTFA is currently exploring an application to Transport Canada to leave the bascule (lifting portion of the Selkirk Trestle) in the down position permanently, which may impact the design of the above-deck improvements. BC Hydro is planning to excavate within sections of the GGRT on the north end of the Selkirk Trestle, starting in 2026, to install a new high-voltage transmission line and remove an old line, as part of the BC Hydro Cable Replacement Project. CRD staff will aim to coordinate construction schedules so that closures of the Selkirk Trestle will align with closures of the GGRT caused by BC Hydro, to minimize the duration of trail closure.

*Swan Lake Trestle and Brett Avenue Trestle*

The Swan Lake and Brett Ave Trestles, constructed circa 1915-1917, are part of the National Historical Register and are both in deteriorating condition, with many of their structural components nearing the end of their service life. Staff retained the services of a structural engineering firm to identify options with concept designs to rehabilitate or replace the structures so that they can accommodate a widened and lit deck and achieve an extended service life.

Four options were identified for the Swan Lake Trestle and two options for the Brett Ave Trestle. Options were evaluated and ranked using weighted criteria, including remaining service life of existing timber components, impacts to historical preservation of the construction and style of the trestles, constructability, cost (Class D estimates excluding O&M costs), environmental impacts, maintenance and lifecycle costing. Profile views of each of the options are included in Appendix A. Results are summarized below:

Swan Lake Trestle Options		Cost	Ranking
Option 1	Rehabilitate existing structure, add 30-span steel trestle system using top-down construction; 75-year design life	\$7.94M	1
Option 2	Rehabilitate existing structure, add 16-span steel trestle system using ground-up construction; 75-year design	\$8.56M	3
Option 3	Remove existing structure and build new four span steel “I” girder bridge with concrete deck; 75-year design life	\$8.98M	2
Option 4	Rehabilitate existing structure by pairing new steel elements adjacent to rehabilitated existing timber elements; 30-year design life	\$9.34M	4

Brett Avenue Trestle Options		Cost	Ranking
Option 1	Add a reinforced soil integrated bridge with concrete footings and stringers with 20m span. Potential to leave some timber pier bents for aesthetics; 75-year design life	\$1.39M	1
Option 2	Remove existing structure and replace with a multi-plate arch structure; 75-year design life	\$1.79M	2

Based on the draft weighted evaluation criteria, the current best scoring option for the Swan Lake Trestle is Option 1, rehabilitation of the existing structure by constructing a 145.8 m long, 30-span steel trestle system matching a similar layout to the current timber trestle. Existing timber caps and piles can remain to maintain aesthetics. The top-down construction reduces the environmental impacts associated with ground disturbance below the trestle for access to the site. CRD staff are exploring opportunities with the Swan Lake Nature Sanctuary to coordinate construction with a potential future Blenkinsop Creek Restoration project. If the restoration project moves forward, Option 2 becomes the top-ranked option because the impacts of ground disturbance and environmental impacts on the scoring are reduced.

Next steps include engaging with District of Saanich staff to discuss the preferred options and implications of proceeding with work based on the terms of the existing District of Saanich/CRD agreement. Staff will also initiate the process for securing Heritage Alteration Permits, which will be needed for both trestles. Staff plan to return to Regional Parks Committee with recommended options for approval in 2025 before detailed design begins.

### **Trails Widening and Lighting Update**

The procurement process to engage with a consulting firm with active transportation expertise to complete detailed design and construction administration for the Project is nearing completion. Over the summer, staff issued a request for qualifications to shortlist consulting firms to invite to submit detailed proposals for detailed design and construction administration services. An offer for contract is expected to be issued to the successful proponent by the end of 2024, and detailed



design will start in 2025. The consulting firm will support the CRD project team with detour planning and coordinating construction sequencing with third-party projects happening within the Project corridor between 2025 and 2028. A final construction sequencing plan will be established in 2025 when timelines for third-party projects in the corridor are confirmed. The initial construction sequencing, with anticipated third-party project timing, is illustrated in Appendix B.

Staff have begun initial engagement with special interest groups, municipal and provincial staff and First Nations. Input from initial engagement will be carried forward to the detailed design stage of the Project, and staff have plans to complete further engagement under a comprehensive Engagement Plan starting in 2025.

Recruitment for two new four-year term positions will begin in November 2024, with the intention that staff will start in early 2025 to support project delivery, including engagement with special interest groups and First Nations.

A summary of key 2025 activities, with anticipated timeline for completion, is found in the table below. The first section of trail to undergo construction will be a 300 m section of the GGRT between Gorge Road and Cecelia Road, starting in summer 2025 due to City of Victoria plans for a sewer replacement project. Staff are working with City of Victoria and District of Saanich staff on a design for the AAA detour, which is anticipated to be needed for at least four months starting in late spring 2025.

<b>2025 Key Activities</b>		
<b>Phase</b>	<b>Key Activity</b>	<b>Completion</b>
Planning	Engagement Plan (First Nations & Special Interest Groups)	Q1
	Detour planning for entire Project corridor	Q2
	Design & Construction Sequencing Plan	Q2
	Swan Lake & Brett Ave Trestles: final options selected	Q2
	Selkirk Trestle – Phase 2 above deck improvements	Q4
	Environmental Impact Assessments for 2025, 2026 construction	Q4
Design	Detailed design for GGRT near Tillicum Rd	Q3*
	Detailed design for sections planned for 2026 construction	Q4
	Swan Lake & Brett Ave Trestles: initiate detailed design and heritage alteration permit process	Q4
Procurement	Tender for GGRT Section A Phase B Cecelia Rd to Dupplin Rd	Q3
	Tender for GGRT near Tillicum Rd	Q4
Construction	Selkirk Trestle – Phase 1 below deck critical repairs	Q1
	GGRT Section A Phase A Gorge Rd to Cecelia Rd (~300 m section of trail initiated by City of Victoria sewer replacement project)	Q3
	TENTATIVE - GGRT Section A Phase B Cecelia Rd to Dupplin Rd (~400 m section of trail)	Q4

\* to be coordinated with Ministry of Transportation and Infrastructure's Tillicum Active Transportation Bridge Project schedule

**CRD Multi-Use Trails Safety Enhancement Study**

At its September 2024 meeting, the Regional Parks Committee directed staff to engage a consultant to develop a study to build on previous efforts and to provide recommendations to further enhance safety on the CRD's multi-use trails, in light of the evolving characteristics of trail users, including the increasing prevalence of motorized personal mobility devices, such as e-bikes. Additionally, staff were directed to report back to the Regional Parks Committee on the findings of the safety study through bi-annual Regional Trestles Renewal, Trail Widening and Lighting Project updates. Staff have procured the services of a consulting firm with active transportation expertise to complete the study. The focus of the remainder of 2024 will be on data collection and interpretation and engagement planning to solicit qualitative input on trail user experience and comfort. Deliverables for Q1 of 2025 include a draft summary of review of use of rigid bollards. Staff anticipate having a draft study for presentation at the next bi-annual Regional Trestles Renewal, Trails Widening and Lighting Project Update Project update in spring 2025.

**ALTERNATIVES***Alternative 1*

The Regional Parks Committee recommends to the Capital Regional District Board: That the Regional Trestles Renewal, Trails Widening and Lighting Project Update – November 2024 be forwarded to the Transportation Committee for information.

*Alternative 2*

That this report be referred back to staff for additional information.

**IMPLICATIONS***Financial Implications*

Loan Authorization Bylaw No. 4588 was adopted in September 2024. Staff will continue to monitor for applicable grant opportunities and will apply for grants as they become available. At this point, the estimates for the Swan and Brett trestle projects are within budget and the overall project is deemed to be on budget.

*First Nations Reconciliation*

CRD staff are working with the Ministry of Transportation and Infrastructure on a coordinated consultation for the Project. The Ministry, as the landowner, has a duty to consult with First Nations for projects on their lands, and the CRD, as a proponent, will work with its Indigenous Relations team to fulfill engagement responsibilities. CRD staff will present updates on the Project to First Nations on a quarterly basis. Staff will also engage with environmental consultants to complete environmental impact assessments and management plans for the Project corridor.

**CONCLUSION**

In August 2023, the CRD Board approved the Regional Trestles Renewal Trails Widening and Lighting Project, encompassing critical infrastructure renewal for 3 trestles and 6 km of separated-use pathway design with lighting, with funds to be secured by way of debt, grants and revenue-generating non-tax funding. Construction on Selkirk Phase 1 below-deck repairs is underway, as are planning and procurement activities for detailed design, construction administration and the trail safety enhancement study. Staff are working with municipal and

provincial partners, special interest groups and First Nations to prepare for summer 2025 construction activities, including detour planning for up to two sections of trail. Recommended options for the Swan Lake and Brett Avenue trestles will be brought to the Regional Parks Committee in spring 2025 for approval, after which staff will move forward with detailed design and permitting.

### **RECOMMENDATION**

The Regional Parks Committee recommends to the Capital Regional District Board:  
That the Regional Trestles Renewal, Trails Widening and Lighting Project Update – November 2024 be forwarded to the Transportation Committee for information.

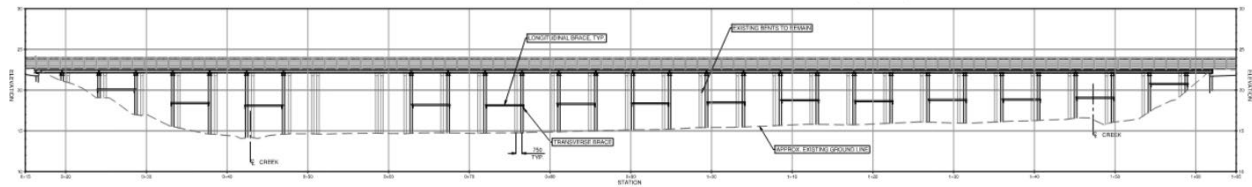
Submitted by:	Steve May, P.Eng., Senior Manager, Facilities Management & Engineering Services
Concurrence:	Glenn Harris, Ph.D., R.P.Bio., Acting General Manager, Parks, Recreation & Environmental Services
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENTS**

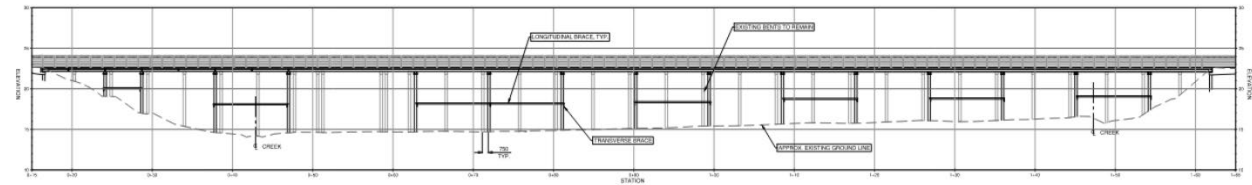
Appendix A: Swan Lake and Brett Avenue Trestles: Profile Views of Options  
Appendix B: Initial Construction Sequencing Map

# SWAN LAKE AND BRETT AVENUE TRESTLES PROFILE VIEW OF OPTIONS

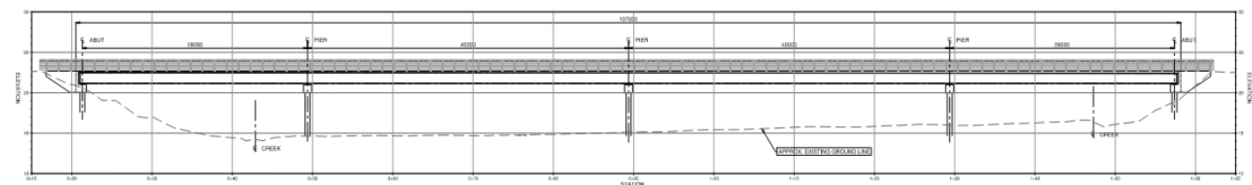
Swan Lake Trestle - Option 1



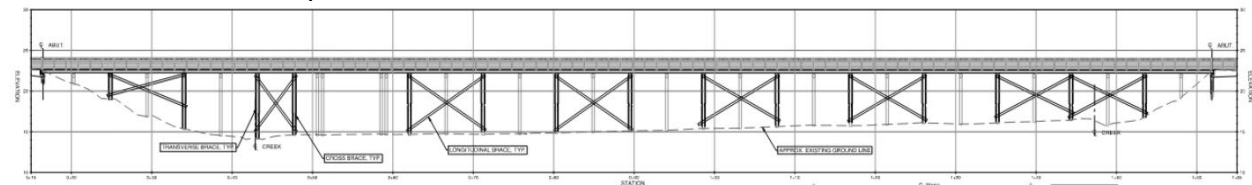
Swan Lake Trestle – Option 2



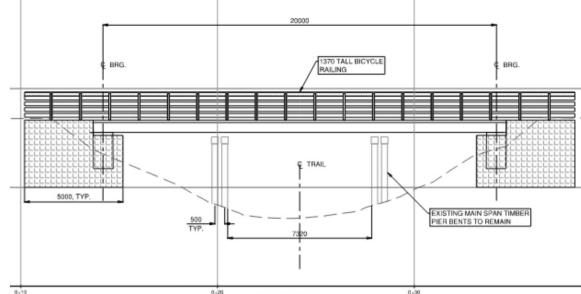
Swan Lake Trestle – Option 3



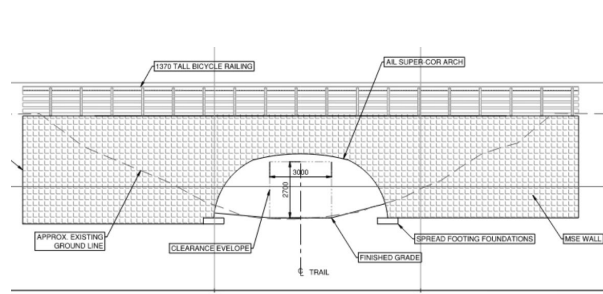
Swan Lake Trestle – Option 4



Brett Avenue Trestle – Option 1



Brett Avenue Trestle – Option 2

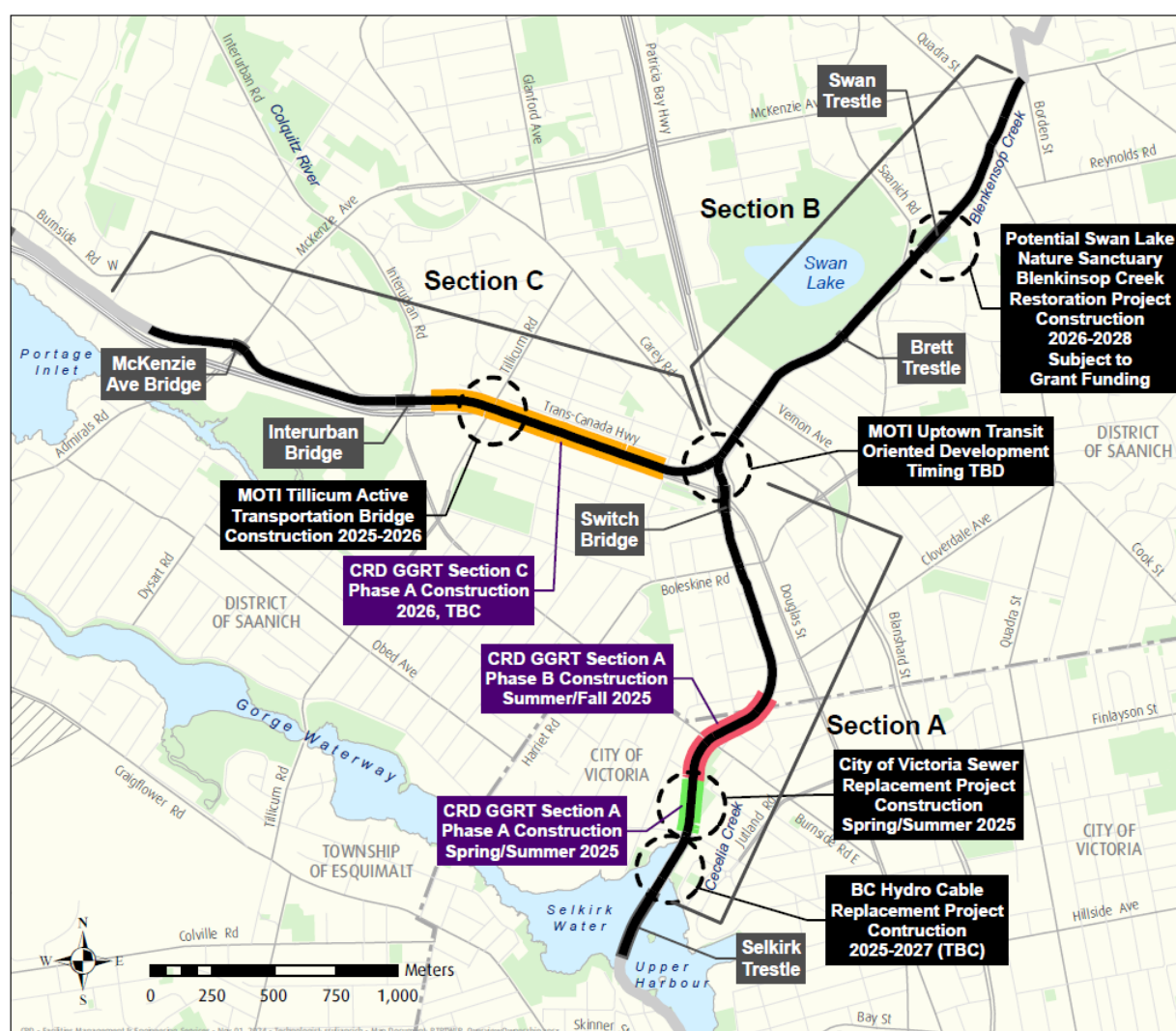


## INITIAL CONSTRUCTION SEQUENCING MAP REGIONAL TRESTLES RENEWAL – TRAILS WIDENING AND LIGHTING PROJECT

November 2024

Initial phases of construction for the Regional Trestles Renewal, Trails Widening and Lighting Project will be coordinated with the Ministry of Transportation and Infrastructure, City of Victoria, and BC Hydro projects happening within the Project corridor between 2025 and 2026.

Timing for construction will be finalized in 2025 when more detailed information about third-party project construction schedules is expected to be available. CRD staff will engage with project partners to plan detours and develop communications plans to notify and direct trail users during closures.



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

**Members:** Douglas Baer, Capital Bike  
Ron Cronk, Vancouver Island Safety Council  
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic  
Natalia Heilke, RoadSafetyBC  
Steve Martin, Community Member (Chair)  
Dean Murdock, CRD Board (Vice-Chair)  
Sean Powell, School District 61  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Associates:** S/Sgt. Doug Cripps, Saanich Police  
Adam Defrane, MADD  
Jay Douillard, CRD

**Regrets:** Neil Arason, Island Health  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Dr. Murray Fyfe, Island Health  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit  
Todd Litman, Walk On, Victoria  
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 1:12 pm.

**1. Territorial Acknowledgement**

Chair Martin provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Doug Baer, **SECONDED** by Dean Murdock, that the agenda be approved with the following amendment:

- Add Annual Presentation to the Transportation Committee

**CARRIED**

**3. Approval of Minutes – October 8, 2024**

**MOVED** by Colleen Woodger, **SECONDED** by Ron Cronk, that the minutes of the meeting held on October 8, 2024 be approved.

**CARRIED**

**4. Chair's Remarks**

Chair Martin welcomed Sean Powell, who will be the new Commission member representing School Districts. As this position has been vacant for some time, we are pleased to have Sean join the Commission.

**5. Business Arising from Previous Minutes**

- **Briefing note re Malahat Highway Bus Improvement to Promote Traffic Safety (Todd Litman)**  
Deferred until December meeting
- **Annual Presentation to the Transportation Committee**  
Chair Martin reviewed the Traffic Safety Commission annual update which he will be presenting to the Transportation Committee on November 20. This is a good opportunity annually to reset with the Transportation Committee and talk about our mandate, i.e., to review road safety problems and make recommendations to the Committee, and plan and operate traffic safety programs within the CRD. The complete presentation can be viewed here: [Annual TSC Presentation Nov 2024.pdf](#)

Chair Martin thanked Commission members who contributed to the presentation and commented that he is looking forward to dialogue and questions from the Transportation Committee next week.

He is also planning on mentioning to the Committee that as the new transportation service is developed, we are looking forward to participating and seeing how we can offer support.

➤ **Update on Transportation Working Group**

This next meeting will be held on Monday, November 18, and transportation governance will be a discussion item.

6. **Priority Business**

➤ **Budget Update**

Overall, we are doing pretty well this year. We authorized some expenditures for third party money at last month's meeting. We do have some over expenditure for our meeting expenses due to the way the budget was set up this year, but we will correct that for next year. Our overall budget is ok, which is what ultimately matters. There is some money left in advertising.

Chair Martin asked members to start thinking about any ideas they would like to bring forward in 2025 that fit within our strategic priorities and address speed, distraction and impaired driving.

➤ **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 gave an update on the winter impaired driving campaign in December. Approval has been received from the province for funding for CounterAttack. The Light Up the Highway impaired driving campaign will take place on December 6 in the CRD and December 7 in the rest of the province. Currently there are 11 Saanich spots, but that will probably increase.

Sgt. Cripps also noted that there have been a lot of crashes in Saanich, including some serious ones. Although some are weather related, generally the cause is bad driving behaviours.

7. **Other Business**

➤ **Proposal for Public Awareness Initiative on Traffic Related Changes (Neil Arason)**

Deferred to December meeting

➤ **November 2025 Meeting Date**

As the November 2025 Commission meeting date falls on November 11, members were asked what their preference would be for a revised date. After a brief discussion, it was agreed to move the meeting to Tuesday, November 18.

➤ **Chek TV Advertising (Jay Douillard)**

We have received a new proposal from CHEK Media for our 2025 advertising. They are offering us the same rates as we received in 2024, which would be \$21,140 for one year. CHEK would give us three different creative packages for the year and transfer ownership to us, so we are able to post the ads on social media.

**MOVED** by Colleen Woodger, **SECONDED** by Natalia Heilke, that approval be given for renewal of our advertising with CHEK Media for 2025 in the amount of \$21,140. **CARRIED**



During discussion of the advertising budget, Commission members made suggestions for possible advertising campaigns in 2025.

- Sgt. Doug Cripps – With the number of bike lanes and faster bikes on the road, they are seeing a lot of vehicles turning right in front of bikes, failing to yield so something with reminders about that would be a good idea.  
Also, some reminders about pedestrians, cyclists and speed on the Galloping Goose, and sharing the trail.
- Ron Cronk – April is motorcycle awareness month, and it would be good to do some kind of advertising as the season starts up to remind motorists that motorcycles are out there. Ron and Frederick Grouzet will touch base in March next year to work together around shooting a video.

## 8. Member Updates

### ➤ RoadSafetyBC - Natalia Heilke

- BC is now partnering with the Centre for Addiction and Mental Health to provide delivery of the Responsible Driver Program. People who had been registered with the previous provider, Stroh Health Care, prior to June 15 will have a year to complete the program. Also, as of September 13, there is a new no barriers financial assistance plan in place to ease the financial burden for up to 5% of program participants each month.

### ➤ ICBC – Colleen Woodger

- ICBC will be partnering with McDonald's again this year and distributing coupons during Light up the Highway. Colleen will be working with the BC Highway Patrol.
- ICBC has partnered with the BC hockey league across the province related to hockey events and alcohol.
- Colleen has done quite a bit of work with the CRD's Ready Step Roll program. There will be a walkabout tomorrow morning at the Lau WelnewTribal School and the Think of Me program has also been done there. Also, some work with schools on Mayne and Pender Islands.
- Numbers from the previous year have been exceeded for the speaker's tour. Working on trying to get a speaker in every high school on the island to talk about speed, distraction and impaired driving as it is the last opportunity to have the attention of the high-risk audience together in a room. That rolls out in April/May.
- Talked to Metchosin seniors and hooked them up with BC Transit around bus safety.
- Partnering with the P.A.R.T.Y. Program to take the program to students on Salt Spring Island.
- All the Speed Watch groups are recruiting and looking for more volunteers. Volunteers go out on the roads with speed reader boards, and to schools and playgrounds giving drivers feedback and collecting data.
- The pedestrian campaign ends this week. About 10,000 reflectors have been given out in the past three weeks.
- Doing more reflector distribution at transit stations in the Westshore. Reflectors were distributed through the four First Nations groups on the Peninsula along with getting the message out to make eye contact and share the road.
- Special event kits are available for the impaired campaign coming up in December. They can be used for staff parties, etc., to remind people to use a designated driver or other options to get home safely.

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

No update

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

No update

### ➤ CRD – Jay Douillard

No update

### ➤ Integrated Road Safety Unit – Sgt. Jereme Leslie

No update

### ➤ Commercial Vehicle Safety Enforcement – Myke Labelle

No update

- **Vancouver Island Safety Council – Ron Cronk**  
No update. They are down for the season and will be starting up again on March 1.
- **Capital Bike – Doug Baer**
  - They will continue to advocate for better cycling infrastructure and are currently focusing on safety issues with crosswalks and phased signal intersections.
- **Walk On, Victoria – Todd Litman**  
No update
- **Municipal Police Forces/RCMP – S/Sgt. Doug Cripps**  
No update
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure - Owen Page**  
No update
- **Island Health – Neil Arason**  
No update
- **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**
  - Currently working on a new video focusing on intersections but it has been difficult to find the right intersection and to get the necessary permissions for filming. It was decided to try a different approach and re-create intersection situations and behaviours by using kids and toy cars and bikes in a big gymnasium. The video will show how to behave in an intersection.
- **Adam Defrane, MADD Canada**
  - BC is the only province that doesn't have a MADD monument honouring victims of impaired driving so Adam is working on bringing that to the island.
- **Sean Powell, School Districts**
  - Sean is an Associate Superintendent with School District 61 (Greater Victoria), but he is also very connected with the Saanich and Sooke School Districts, the French School District and independent schools. He is looking forward to sitting on the Commission and working with other members.

## 9. **Next Meeting**

The next meeting will be held on December 10 at 1:00 pm. On motion, the meeting adjourned at 2:04 pm.

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, December 10, 2024**

**Members:** Neil Arason, Island Health  
Douglas Baer, Capital Bike  
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)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

**Associates:** Jay Douillard, CRD

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Ron Cronk, Vancouver Island Safety Council  
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic  
Dr. Murray Fyfe, Island Health  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Owen Page, Ministry of Transportation and Infrastructure  
Sean Powell, School District 61  
Keith Vass, Media  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:12 pm.

**1. Territorial Acknowledgement**

Chair Martin provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Doug Baer, **SECONDED** by Natalia Heilke, that the agenda be approved as distributed.  
**CARRIED**

**3. Approval of Minutes – November 12, 2024**

**MOVED** by Jereme Leslie, **SECONDED** by Neil Arason, that the minutes of the meeting held on November 12, 2024 be approved.  
**CARRIED**

**4. Chair's Remarks**

Chair Martin acknowledged the importance of the Commission's work. There have been ongoing tragedies on our roads and people getting seriously injured. It seems to be never ending and is a bit surprising sometimes. He is looking forward to the new year and continuing to reinforce progress on our strategic priorities.

**5. Business Arising from Previous Minutes**

➤ **Debrief from Annual Presentation to the Transportation Committee**

Chair Martin provided a summary on the Commission annual update he presented to the Transportation Committee in November. At the beginning of his presentation he spent a few minutes acknowledging the new transportation service and the update to the new regional plan and expressed that we would like to participate in any way that the Committee sees fit. Topics he touched on in his presentation are as follows.

- We follow the safe systems approach – education, enforcement and engineering.
- We are pleased to now have a member from MADD joining us; also the vacancy for a school district representative has been filled. A Committee member recommended that the school district representative share information on the Commission work with the other school districts.
- The Commission's strategic priorities.
- Automated speed enforcement, including advising that we would be sending the Committee a report with implementation recommendations and how we would move this forward in terms of advocacy.

Vice-Chair Murdock commented there was a very strong interest on the part of the Committee to do some advocacy for the return of automated speed enforcement and noted there are Committee members who will champion this.

Other topics covered by Chair Martin in his update were our junior hockey engagement and our support for the P.A.R.T.Y. Program, as well as the 2024 Sarah Beckett Memorial Scholarship.

Vice-Chair Murdock noted that the presentation was very well received. There is a lot of interest in the work of this Commission and that was clearly expressed; also, there is interest in continuing to be the beneficiaries of the research that takes place through the Commission. The Committee also has an awareness that the Commission has an important role to play as the work to advance a regional transportation service continues.

➤ **Update on Transportation Working Group**

The Working Group meeting was divided into two main topics. The first was looking at transportation governance options for the region, presenting to the working group and getting feedback. Reporting structures are being reviewed in terms of committees and the Commission and looking at the Commission within the transportation service.

The second topic was looking at how the Working Group functions. The group has always been chaired by a CRD staff member, however, their terms of reference did highlight that there would be the potential for a rotating chair. This was opened up for discussion and the decision was made to elect a chair. An engineer from Saanich will be the chair for the next year, and the vice-chair will be an engineer from Langford. After having been more CRD led, they are now changing tack, and this is an opportunity for that group to function truly as a working group. In January, the meeting dates will be set for the year.

➤ **Briefing note: Malahat Bus Improvement (Todd Litman)**

Todd distributed copies of his briefing note recommending that the Commission advocate for increased bus service on the Malahat as a safety strategy.

Chair Martin commented that he had asked Jay Douillard to review this issue with respect to alignment with our mandate. Jay commented that it is easy to agree that transit is a safer option and so is in alignment with the Commission mandate. However, there are a couple of other concerns, one of which is that there are other commissions, namely the Victoria Regional Transit Commission, which really focus on this particular issue and decide on service levels. The recommendation in the briefing note does diverge into discussion on levels of service, not just that transit is a safer option. The VRTC has seen this item already. The Transportation Committee also saw this item in April and did not move it forward. As we would not be bringing new information to the Committee, this may not be the most appropriate path forward for us. Additionally, we have outlined three strategic priorities that we are currently focusing on, along with our advocacy for automated speed enforcement. The Commission will need to determine if they believe this is in alignment with their priorities.

Discussion followed and is summarized below.

- There are parts of the recommendation that the Transportation Committee wouldn't be surprised to see the Commission offer support for, i.e., recognizing public transit improvements as a traffic safety strategy, and developing incentives that encourage travellers to use public transit when possible. However, the Committee would not expect the Commission to offer support to parts of the recommendation around transit schedules and fares and where transit funding should be allocated.
- The CRD regional transportation plan already highlights improving transit as a safety strategy and developing incentives that encourage travellers to use public transit when possible.
- As there are other committees and organizations that are involved in this, is there a way we could align it and still provide recommendations and offer support?
- The VRTC is not part of the CRD Board, but it may still be appropriate for the CRD Board to express an opinion about what it thinks about general transit development.
- It would be appropriate for the Commission to make a recommendation to the Committee and Board and the Board could do advocacy to the Transit Commission, however, this same request went to the Committee in April and was not moved forward.



- Although a date hasn't been set, BC Transit will be presenting to the Transportation Committee which will be an opportunity for Committee members to ask BC Transit about inter regional transit service as a priority. That would be an opportunity to continue some advocacy which still allows this Commission to not be specifically weighing in on transit priorities, but there is representation at that table who could ask those questions.
- A fan of public transit and the safety benefits are there. As an organization, we need to have a smaller number of priorities. Before we spend time on projects, we should make sure they align with our priorities.
- Our strategic plan tells us what we emphasize, not that we can't look at other issues.
- The Commission advocated to the province for point-to-point speed cameras on the Malahat to support a particular traffic safety strategy over the Malahat so it is clear that safety over the Malahat is within our scope. The Province has budgeted over \$160 million to widen the highway through Goldstream Park so there is quite a bit of work planned for increasing safety over the Malahat. There is still not a multi modal approach, i.e., currently the Ministry does not consider public transportation as part of their safety plan. Respectfully disagree that this is not within the scope of the Commission.
- Based on Jay's comments and the fact there are other avenues to move this forward, is this something that we want to use our platform with the Transportation Committee for. We don't want to use up our capital with the Committee.
- We do report to the CRD Board, and it makes less sense that we would make a recommendation that would go to the Transit Commission. We do have a mandate to recommend safety strategies.
- What are we asking the CRD Board to do and who are we asking them to ask? There is some complexity because the buses go over the Malahat, so it is not just the VRTC's jurisdiction.
- The briefing note could be revised if Commission members think it is worthwhile. There is a special message for the Commission to point out that frequent and affordable transit service is a road safety strategy.
- Agree that frequent and affordable transit service is something that the Commission could advocate for as a road safety strategy. The concern is effective use of the limited dollars to get people around safely. What's the maximum way we can make the system safer for users? Concern about the Commission putting an oar in the water recommending prioritizing transit service on the Malahat vs saying that we know transit is a safer way for people to travel.
- There is a gap in the system. In working with regional councils and the province, they are both waiting for the other to take the lead. Region has to come up with 50% of subsidy cost. Think there is an important message to go to the province and considering that the Ministry is ready to spend \$160 million on 1.5 km of safety improvement, there is a very strong argument that money could be better spent. The Commission does have a bit of a role to point that out.
- The question the VRTC would be asking is whether this is safer than investing locally.
- Would be more supportive of something that is more generic, e.g., let's recognize that the absence of public transportation is connected to safety and recommend to the province that they provide funding specifically for inter urban public transportation.

In the absence of consensus about the next steps, the following motion was made.

**MOVED** by Doug Baer, **SECONDED** by Paweena Sukhawathanakul, that this issue be deferred to the next meeting. **DEFEATED**

Discussion continued and Jay offered some wording for a possible motion: That the Traffic Safety Commission recommends that the Transportation Committee recommend that the CRD Board advocate to the province to (list request).

It was suggested that a straw poll be taken to determine if members were generally supportive or not of moving forward prior to spending any additional time on wording for a recommendation to the Transportation Committee. Vice-Chair Murdock commented it would be better to get the motion/recommendation properly worded and bring it back to the January meeting.

**MOVED** by Doug Baer, **SECONDED** by Dean Murdock, that consideration of this issue be postponed to the January meeting. **CARRIED**

Chair Martin asked that a very specific motion be brought forward to the January meeting, with discussion of no more than 10 minutes, followed by a vote.

## 6. Priority Business

### ➤ Budget Update

Our budget is in good shape, and we will level out the year close to zero. We have done a good job of spending our money.

### ➤ 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 in December the winter impaired driving campaign takes place and the kickoff in the CRD was on December 6. There were approximately 50 officers out doing counterattack roadblocks. There were not as many impaired drivers as expected. December 7 was the provincial kickoff for impaired driving. The CRD Integrated Road Safety Unit met the Cowichan road safety group on the Malahat and conducted road checks. There will be extra enforcement out for the month of December through to January 1.

There has been an overall increase in impaired driving. There is a shift in the demographics from older people to the younger generation in their 20's to early 30's and is mostly alcohol related. From a communications perspective, the Commission could possibly look at meeting some of the different generations on their platform.

Paweena referred to a recent study done in conjunction with the Ministry of Public Safety and Solicitor General looking at cannabis and co-use of both cannabis and alcohol. Often the way people determine their level of impairment with cannabis is based on alcohol and that comparison is hard for people to gauge so messaging could be about how to balance the two. The study showed that both the younger and older generation are using at high levels but regulate themselves in different ways. High regulators may be more receptive to public health messaging that appeals to their awareness. The study will be circulated to Commission members.

Jereme Leslie will reach out to the analyst in Saanich who can crunch the numbers around demographics.

## 7. Other Business

### ➤ Proposal for Public Awareness Initiative on Traffic Related Changes (Neil Arason)

Neil met with Frederick Grouzet about the proposed public awareness initiative. Frederick is very interested and could work with students on this project. He has lots of ideas on how a campaign could work and be effective, e.g., consistent use of a character and someone people could identify with. It is tied to the work Frederick already does with students but would be more about infrastructure. Some funding would be needed but it wouldn't be a large amount. They will have a proposal ready to present to the January meeting around timelines, topics, funding, media reach, etc. Chair Martin suggested bringing enforcement into it and Jereme Leslie agreed to participate.

***Action: Detailed proposal to be brought to the January meeting***

## 8. Member Updates

### ➤ RoadSafetyBC - Natalia Heilke

- Brianna Fougere will be the new Deputy Superintendent at RoadSafetyBC. She is currently working in the office of the Premier.

- Funding has been received through the Transport Canada Enhanced Road Safety Transfer Payment Program for doing the 2030 road safety strategy. The links to the complete list of projects that received funding, as well as the Transport Canada news release follow:  
<https://tc.canada.ca/en/programs/funding-programs/enhanced-road-safety-transfer-payment-program/projects-funded-enhanced-road-safety-transfer-payment-program-2024-2026>  
<https://www.canada.ca/en/transport-canada/news/2024/12/government-of-canada-invests-in-building-safer-communities.html>
- **ICBC – Colleen Woodger**  
No update
- **Youth and Children – Hailey Bergstrom-Parker**  
No update
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
  - Met with Todd Litman, Doug Baer and Jay Douillard to consult with them on developing bikeability and walkability indices that would be representative of the CRD. The purpose is related to a longitudinal study being conducted looking at the relationship between transportation infrastructure and changes in rider and pedestrian cognition, physical and mental health.
  - Have just finished up the fall data collection for the P.A.R.T.Y. Program. Generally, have received some great feedback from the students on how we can continue this conversation on substances and road safety. Students would like an extended conversation on this and are interested in a continued conversation with enforcement and others. They are interested in information on what they can do if they find themselves in a risky situation. It is hoped to have some preliminary findings by early next year.
  - An extension of the study done with the Ministry of Public Safety and Solicitor General re cannabis and driving will look at product type. There are a lot of different modes of consumption for cannabis and will be looking at how the product type influences impaired driving.
- **CRD – Jay Douillard**
  - A Let's Get Visible campaign was conducted this morning in Langford and approximately 160 lights and reflectors were distributed courtesy of the Commission. It was very successful and reached different groups of people than in other locations.
- **Integrated Road Safety Unit – Sgt. Jereme Leslie**
  - This month they are working with Commercial Vehicle Safety and Enforcement looking at illegal ride share, or ride share operators that aren't complying with regulations.
  - Starting to get organized for speaking to high school students about traffic safety, etc., at the Greater Victoria Police Camp in the spring.
- **Commercial Vehicle Safety Enforcement – Myke Labelle**  
No update
- **Vancouver Island Safety Council – Ron Cronk**  
No update
- **Capital Bike – Doug Baer**  
They will be looking at the following from a safety perspective.
  - Identifying dangerous right turn lanes.
  - Phased intersection signals are often not well identified for what a cyclist should be doing, and they will be lobbying municipalities to either install separate cyclist signals or put up a sign telling cyclists to use pedestrian signals.
  - They are looking to see where crosswalks are suitable for cyclists but don't have elephant ears, etc., to indicate cyclists can use them. They want to see that buttons are accessible to cyclists and add a cyclist icon.

- Cyclist rules for bus lanes. If there is an HOV lane, cyclists are permitted to use it, but they are not permitted to use a bus lane. In some areas, this is a major safety issue, e.g., on Douglas north of Tolmie.

➤ **Walk On, Victoria – Todd Litman**

- Thanks to Paweena for organizing the research project. The research project is currently defined in terms of seniors, and they are hoping that can be leveraged to address the needs of all ages.
- The City of Victoria Council passed a bylaw saying that 30 and 40 km/h speed limits will be implemented. This is an important pedestrian and cyclist safety action.

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

No update

➤ **BC Transit – Dallas Perry**

No update

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

No update

➤ **Island Health – Neil Arason**

No update

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

No update

➤ **Adam Defrane, MADD Canada**

No update

➤ **Sean Powell, School Districts**

No update

9. **Next Meeting**

The next meeting will be held on January 14, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:34 pm.

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, January 14, 2025**

**Members:** Neil Arason, Island Health  
Douglas Baer, Capital Bike  
Ron Cronk, Vancouver Island Safety Council  
Dr. Murray Fyfe, Island Health  
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic  
Natalia Heilke, RoadSafetyBC  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member (Chair)  
Owen Page, Ministry of Transportation and Infrastructure  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

**Associates:** S/Sgt. Doug Cripps, Saanich Police  
Adam Defrane, MADD  
Jay Douillard, CRD

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Dean Murdock, CRD Board (Vice-Chair)  
Sean Powell, School District 61  
Keith Vass, Media  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Guests:** Dr. Tribesty Nguyen, Medical Resident working with Island Health

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:02 pm.

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

Nominations were called for the position of Chair for a one-year period. Ron Cronk nominated Steve Martin, seconded by Murray Fyfe. As no other nominations or expressions of interest were received, Steve Martin was acclaimed as Chair for 2025.

Nominations were called for the position of Vice-Chair for a one-year period. Steve Martin nominated Dean Murdock, seconded by Jereme Leslie. As no other nominations or expressions of interest were received, Dean Murdock was acclaimed as Vice-Chair for 2025.

**2. Territorial Acknowledgement**

Chair Martin provided a territorial acknowledgement.

**3. Approval of Agenda**

**MOVED** by Frederick Grouzet, **SECONDED** by Murray Fyfe, that the agenda be approved as distributed.

**CARRIED**

**4. Approval of Minutes – December 10, 2024**

**MOVED** by Neil Arason, **SECONDED** by Jereme Leslie, that the minutes of the meeting held on December 10, 2024 be approved.

**CARRIED**

**5. Chair's Remarks**

We have a very full meeting today. Frederick Grouzet will be making a presentation, and we want to leave a good amount of time for that.

**6. Business Arising from Previous Minutes**

➤ **Update on Transportation Working Group**

There has been no meeting of this group since our last Commission meeting. Their next meeting is scheduled for February 11.



➤ **Malahat Bus Improvement – Recommendation (Todd Litman)**

As agreed at the last meeting, Todd has brought forward a one-page summary and recommendations for improvement to bus service over the Malahat. The proposed recommendations are as follows:

The Traffic Safety Commission recommends that the CRD Transportation Committee request the Province to:

1. Recognize public transit improvements and incentives as traffic safety strategies.
2. Provide frequent and affordable BC Transit service between the CRD and the CVRD, with at least hourly departures and interregional fares no more than two local fares.
3. Apply the Province's enhanced funding model to this and other interregional routes that have significant unmet public transit travel demands.

Issues raised during discussion follow:

- This is a big ask. One of the points that isn't in here is whether we are aligned with the Cowichan traffic safety committee. Like the idea of recognizing this as a safety strategy but it is out of our lane to dictate when the buses should leave. Also, it is not our issue to figure out funding. That is a government issue.
- Supportive of this as it is important from a public health perspective. In terms of actual recommendations, suggest we say that we are supportive of increasing the frequency of transit without dictating what that should be. It needs to be affordable, comfortable and frequent enough, but we shouldn't get into the specifics. Are we able to find out about the utilization, i.e., how many people are on the buses?
- There are about 25 people per bus, with four buses a day over the Malahat. There are no trips from the Capital Regional District to the Cowichan Valley Regional District because the buses originate in the CVRD, and they manage the bus system.
- In terms of safety, people believe it is safer to be on a bus. Adding that this would also take drivers off the road is something that would convey multiple layers of safety.

Chair Martin noted he had discussed this with Vice-Chair Murdock and there was alignment with some of the comments made here. Chair Martin suggested the following motion that we could make to the Transportation Committee: That the Traffic Safety Commission recommends to the CRD Board that the CRD Board advocate to the Province for improved interregional bus service in recognition that affordable transit improvements and their frequency play a role in traffic safety.

It was suggested that the word "improvements" be deleted and the wording changed to "its frequency."

Todd commented that there is a structural gap. Local transit authorities are being asked to fund half of the cost of interregional transit services. It would be useful for the Commission to make it clear that there is significant safety potential for improving affordable and frequent transit service on interregional corridors and the funding is a critical factor.

It was agreed to vote on the two motions and determine which of the motions, if any, we would like to pass.

**MOVED** by Todd Litman, **SECONDED** by Doug Baer, that the Traffic Safety Commission recommends that the CRD Transportation Committee request the Province to:

1. Recognize public transit improvements and incentives as traffic safety strategies.
2. Provide frequent and affordable BC Transit service between the CRD and the CVRD, with at least hourly departures and interregional fares no more than two local fares.
3. Apply the Province's enhanced funding model to this and other interregional routes that have significant unmet public transit travel demands.

**DEFEATED**

**Amendment to Motion:**

**MOVED** by Steve Martin, **SECONDED** by Ron Cronk, that the Traffic Safety Commission recommends to the CRD Board that the CRD Board advocate to the Province for improved interregional bus service in recognition that affordable transit and its frequency play a role in traffic safety.

**CARRIED**

**Abstained:** Natalia Heilke; Owen Page

➤ **Update on Working Group re Automated Speed Enforcement Implementation Recommendations (Steve Martin)**

The working group consisting of Chair Martin, Jereme Leslie, Doug Baer, Ron Cronk, Neil Arason and Paweena Sukhawathanakul have been working to prepare implementation recommendations for automated speed enforcement. Chair Martin will circulate the draft recommendations to members within the next week. The draft consists of a half-page background, a recommendation and five principles for implementation. It is hoped this will ultimately be used as a blueprint for the Transportation Committee, the CRD and us to advocate for automated speed enforcement.

The five principles are public education; evidence-based deployment; transparency; dedicated revenue; and start small and build support. Trying to set the table for success is the concept behind these principles. A recommendation will be brought to our next meeting as follows: The Traffic Safety Commission recommends the Transportation Committee and CRD advocate for automated speed enforcement and request that the provincial government develop enabling legislation that would permit regional governments the ability to decide, fund and implement automated speed enforcement (both fixed cameras and point to point cameras). According to a September 2024 report by the Traffic Injury Research Foundation eight other jurisdictions in Canada have designated cities or regional governments as their lead agencies to operate automated speed enforcement. Chair Martin noted that Alberta is pulling back on automated speed enforcement camera zones because of local governments using it as a revenue grab.

Comments made during discussion follow:

- Is there any additional benefit in advocating for the CRD to take it to the Union of BC Municipalities Convention? This could be used as a presentation point to the Board suggesting UBCM as a potential point of advocacy.
- Three different organizations have conducted public opinion polls, and they all show that most people in BC support automated speed enforcement. Hopefully, we can get that message out to the Committee.
- If there is any data on why it would be advantageous for municipalities to have that level of control it would be good to include it.  
Lobby groups have effectively rallied against this sort of thing by targeting the provincial government and convincing them that it is a bad idea. There is a much better chance of implementation at a regional level than a provincial level.

Chair Martin asked Neil to send out the information on the public opinion polls and Alberta automated speed enforcement and Paweena to circulate her original report so that everyone has all the information on hand for a discussion in February.

***Action: Add Automated Speed Enforcement Implementation Recommendations to the February meeting agenda***

## 7. Priority Business

### ➤ Budget Update

The goal for the year is that we spend some of our third-party money sooner in the year, rather than trying to spend it out at the end of the year. There will be a small surplus from last year and an update on this will be provided at the next 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.

Jereme Leslie said that the winter impaired driving campaign has finished. There were a number of impaired drivers taken off the road in December and it has been a record-breaking year overall for impaired driving. In a few short hours into the new year, the Integrated Road Safety Unit had already taken nine impaired drivers off the road by 7:00 am. Jereme has just received some information from a Saanich traffic analyst which showed that most impaired drivers are age 39 and younger, and 30% of impaired drivers are from novice to age 29.

As discussed at a previous meeting, Chair Martin commented that we should think about doing some public information outreach on the consequences of impaired driving and have it in place before the summer.

## 8. Other Business

### ➤ Proposal for Public Awareness Initiative on Traffic Related Changes (Neil Arason/Frederick Grouzet)

Frederick Grouzet gave a presentation on a proposal for a public awareness initiative on traffic related changes. A summary follows.

The origin of the proposal is the observation that people are frustrated about a lot of things they are asked to do and don't understand why. People don't like doing things that don't make sense and don't like being told what to do. People need autonomy and self-determination.

Some rules have never been explained or have been forgotten and there are new and complex rules around new infrastructure, increased considerations for multi-users, etc. Some of the things that need to be explained are: reduced urban speed limits; traffic calming measures; elimination of right-turn bay (slip lane) at intersections; decreased lane widths; dedicated bicycle lanes; leading pedestrian intervals that give pedestrians a head start of 4-12 seconds at intersections; pedestrian scramble intersections (PSI); ban on right turn red; curb extensions and centre median pedestrian islands; "elephant's feet" at crosswalk locations.

Explain the rules to people in a positive way and incorporate humor. Besides using videos, other media can be used, e.g., comic strips. An advantage of using comic strips is that you can create a character which people will remember. Identify a central character that can be followed in different situations and conditions.

The potential impact of using this approach would be social media coverage; partnerships with local journals; a way to target all age groups and future road users; and possibly a mascot for the Commission which could be used to educate and explain different things.

This can be achieved through research, character builder and tests (January-February), comic strip design and tests (March-April), dissemination (May-December – 1 every month) and evaluation (June and December – report to/presentation at Commission meeting).

The cost for this project would be \$16,800 (research assistants, graphic design, material).

Issues raised during discussion follow:

- Concerned that by seeking to explain some things, you can problematize something that people would just adapt to anyways.
- One metre passing rule for vulnerable road users needs to be added.
- There is a difference between telling and explaining. It's the way that things are explained. There are some elements that would be much easier than others. We need a group of advisors to work on this list.
- The list is just to get us started. There are lots of examples and they can be looked at one by one.
- Differentiate and treat differently things we are seeking public support for, and things where we are seeking compliance behaviours.
- Humor is difficult and it can fall flat. Equally important to humor is fairness which can evoke an emotional response so another approach would be communicating a message about fairness.
- Messages will be positive, in contrast to those that are negative or fear based and will be tested before using.
- When the characters are being developed and thinking about our priorities, would those characters work for broader priorities? May need two different characters. Also, keep in mind when developing the characters, there are real life victims.
- Testing and research are important. When representing the Commission, need to be careful of what you do and how you do it.
- Take some of the perspectives mentioned today and channel them to the students.

**MOVED** by Neil Arason, **SECONDED** by Jereme Leslie, that the Traffic Safety Commission approve funding in the amount of \$16,800 for Dr. Frederick Grouzet and his students to develop a public awareness campaign on traffic-related changes.

**CARRIED**

**Abstained:** Frederick Grouzet

## 9. Member Updates

### ➤ RoadSafetyBC - Natalia Heilke

- No ADM currently

### ➤ ICBC – Colleen Woodger

No update

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

- Training in both regular child car seats and special needs car seats will be taking place in February at Queen Alexandra Centre for a group of Victoria General nurses, occupational therapists and physiotherapists.

- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**  
No update
- **CRD – Jay Douillard**  
No update
- **Integrated Road Safety Unit – Sgt. Jereme Leslie**  
No update
- **Commercial Vehicle Safety Enforcement – Myke Labelle**  
No update
- **Vancouver Island Safety Council – Ron Cronk**  
No update
- **Capital Bike – Doug Baer**
  - Possible agenda item for next meeting would be to get a motion to recommend to the Province that they add bicycles to the regulations under 153 of the Motor Vehicle Act so cyclists can travel on the right side of the bus lanes, rather than the left side.
- **Walk On, Victoria – Todd Litman**
  - Interested in the new technologies that allow municipal governments to inventory their sidewalks. In the past, determining where the sidewalks are has been expensive but the costs have come way down. Is it appropriate for us to ask the status of inventorying sidewalks and developing a sidewalk completion plan where the CRD would set the standards?  
Jay Douillard replied that kind of policy and inventory would be at the municipal level.
- **Municipal Police Forces/RCMP – S/Sgt. Doug Cripps**
  - The hockey program is starting to roll out and will have an update next month.
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure - Owen Page**  
No update
- **Island Health – Murray Fyfe**
  - Introduced Dr. Tribesty Nguyen who is a physician in training currently working with Island Health.
- **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**  
No update
- **Adam Defrane, MADD Canada**  
No update
- **Sean Powell, School Districts**  
No update

#### 10. **Next Meeting**

The next meeting will be held on February 11, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:30 pm.

## **Notes of a Meeting of the Regional Transportation Working Group Held Tuesday, November 19, 2024, at Esquimalt Gorge Park Pavilion**

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### **PRESENT: Staff:**

P. Klassen, Senior Manager, Regional Planning; G. Tokgoz, Manager Regional Trails and Trestles Renewal, Facilities Management and Engineering Services; N. Bandringa, Research Planner, Regional Planning; K. Webber, Parks Planner, Regional Parks; D. Pagani, Administrative Clerk, Regional Planning (recorder).

### **Also present:**

K. Balzer, City of Langford; C. Davie, Township of Esquimalt; B. DeMaere, Town of Sidney; R. Ding, District of Oak Bay; J. Hicks, City of Victoria; I. Leung, Town of View Royal; T. McKay, District of Saanich; C. Mossey, BC Transit; D. Penney, District of North Saanich; M. Storzer, District of North Saanich.

### **Consultant, CRD Transportation Governance:**

D. Bracewell, Principal, Mobility Foresight.

### **REGRETS:**

J. Douillard, Transportation Planner, Regional Planning.

The meeting was called to order at 10:07 am.

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

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

### **2. Roundtable Updates**

The working group members provided updates on projects taking place within their jurisdictions. Updates were provided by the Capital Regional District (CRD), BC Transit and each local government represented by a member at this meeting.

Discussion ensued on the future of the E&N Regional Trail, given ongoing visioning work with First Nations and the Island Corridor Foundation, and how this might impact projects along this corridor.

The topic of regional connectivity arose during a discussion of speed limit changes, particularly regarding signage when crossing between local government boundaries. This topic was flagged for future discussion.

Regarding the CRD Growth and Mobility Study, staff communicated that it is intended to be a dynamic tool, taking a static look at the current situation (in terms of data), while still being able to be updated and supplemented with new data.

### **3. Update on Transportation Governance**

D. Bracewell provided an update on transportation governance as it relates to the forthcoming Regional Transportation Service (RTS), including potential models that can deliver the RTS and others currently outside of the CRD's legislative abilities. CRD staff noted this was for information and feedback, recognizing no current recommendation for any particular governance model was being presented.



Regarding the scope of changes related to the RTS, the working group members discussed ways to clarify the information, both in terms of the impact these changes will have on their work as well as how the information itself will be presented to the CRD Board, anticipated to be after the electoral approval process. Similar questions were raised during the presentation on the short list of potential governance model options.

- **Action:** CRD staff to consider revisiting how to bring back the governance model options prior to their presentation to the CRD Board, with particular attention to how the staff report at that time may incorporate commentary / thoughts from the working group.

#### **4. Strategic Discussion on Moving Forward as a Working Group**

The working group members discussed the future of the working group, particularly as it relates to the development of the RTS and the anticipated update to the Regional Transportation Plan (RTP). Topics included confirming the frequency of meetings, preference for online or in-person meetings, formalizing a rotating chair and brainstorming desired content and format for future meetings.

Given time constraints during this meeting, these items were not discussed in detail; however, the decision was made to nominate T. McKay as Chair and K. Balzer as Vice Chair.

- **Action:** CRD staff to work with the Chair and Vice Chair to schedule the meeting dates for 2025.
- **Action:** CRD staff to ensure a call for agenda items goes out before the next meeting.

#### **5. Adjournment**

The working group meeting was adjourned at 12:19 pm.