



Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, October 22, 2025

1:30 PM

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

Special Meeting

D. Murdock (Chair), S. Goodmanson (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, D. Kobayashi, L. Szpak, 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. Presentations/Delegations

3.1. Presentations

- 3.1.1. [25-1095](#) Presentation: Jane Devonshire, South Island Climate Action Network (SI-CAN) and Linda Jeurond, View Royal Climate Coalition (VRCC) Re. New CRD Transportation Service and Its Potential Heat Mitigating and Health Co-benefits

3.2. Delegations

- 3.2.1. [25-1141](#) Delegation - Samuel Holland; Representing Better Transit YYJ: Re: Agenda Item 5.1. Motion with Notice: Region-Wide Free Youth Bus Pass Program (Directors Caradonna/Thompson), and 5.2. Motion with Notice: Rapid Transit Updated Feasibility Study (Director Murdock)
- 3.2.2. [25-1142](#) Delegation - Nathan Bird; Representing Victoria Transit Riders Union: Re: Agenda Item 5.1. Motion with Notice: Region-Wide Free Youth Bus Pass Program (Directors Caradonna/Thompson)

4. Special Meeting Matters

4.1. [25-1096](#) Bylaws No. 4711 and 4719: Dissolution of Traffic Safety Commission and Service

Recommendation: The Transportation Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4711, "Traffic Safety Commission Dissolution Bylaw No. 1, 2025" be introduced and read a first, second and third time;
2. That Bylaw No. 4711 be adopted;
3. That the assets and obligations of the Traffic Safety Commission Service under Bylaw No. 1828, "Traffic Safety Commission Establishment Bylaw No. 1, 1990", be assumed and maintained by the Transportation Service under Bylaw No. 4630, "Regional Transportation Service Establishing Bylaw No. 1, 2024", including that funds held for the Constable Sarah Beckett Memorial Scholarship continue to be used for that purpose;
4. That Bylaw No. 4719, "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 5, 2025", be read a first, second, and third time;
5. That participating area approval be obtained by way of municipal and electoral area director consent; and
6. That if successful by two-thirds consent of participants, Bylaw No. 4719 be forwarded to the Inspector of Municipalities for approval.

Attachments: [Staff Report: Bylaw Nos. 4711 & 4719: Dissolution TSC and Svc](#)
[Appendix A: Bylaw No. 4711](#)
[Appendix B: Bylaw No. 4719](#)

4.2. [25-1097](#) Regional Transportation Advisory Committee Terms of Reference

Recommendation: The Transportation Committee recommends to the Capital Regional District Board:

1. That the Regional Transportation Advisory Committee Terms of Reference be approved as attached as Appendix A;
2. That the updated 2025 Terms of Reference for the Transportation Committee be approved as attached as Appendix B.
3. That the Transportation Working Group be dissolved.

Attachments: [Staff Report: Regional Transportation Advisory Committee ToR](#)
[Appendix A: ToR - Regional Transportation Advisory Committee](#)
[Appendix B: Revised ToR - Transportation Committee](#)

4.3. [25-0965](#) Previous Minutes of Other CRD Committees and Commissions for Information

Recommendation: There is no recommendation. The following minutes are for information only:

- a) CRD Traffic Safety Commission minutes of June 10, 2025
- b) CRD Traffic Safety Commission minutes of July 8, 2025
- c) CRD Traffic Safety Commission minutes of September 9, 2025
- d) Regional Transportation Working Group minutes of February 11, 2025
- e) Regional Transportation Working Group minutes of April 15, 2025
- f) Regional Transportation Working Group minutes of April 29, 2025
- g) Regional Transportation Working Group minutes of June 16, 2025

Attachments: [Minutes: CRD Traffic Safety Commission - Jun 10, 2025](#)

[Minutes: CRD Traffic Safety Commission - Jul 8, 2025](#)

[Minutes: CRD Traffic Safety Commission - Sep 9, 2025](#)

[Minutes: Reg'l Transportation Working Group - Feb 11, 2025](#)

[Minutes: Reg'l Transportation Working Group - Apr 15, 2025](#)

[Minutes: Reg'l Transportation Working Group - Apr 29, 2025](#)

[Minutes: Reg'l Transportation Working Group - Jun 16, 2025](#)

5. Notice(s) of Motion**5.1.** [25-1109](#) Motion with Notice: Region-Wide Free Youth Bus Pass Program (Directors Caradonna/Thompson)

Recommendation: [At the October 8, 2025 CRD Board meeting, the following notice of motion was read into the record by Directors Caradonna and Thompson and referred by the CRD Chair to the next meeting of the Transportation Committee for discussion.]

The Transportation Committee recommends to the Capital Regional District Board: That the CRD Board direct staff to investigate and report back on the costs, benefits, and implications of creating a region-wide free youth bus pass program under the CRD transportation service in collaboration with BC Transit.

Attachments: [Memo](#)

5.2. [25-1110](#) Motion with Notice: Rapid Transit Updated Feasibility Study (Director Murdock)

Recommendation: [At the October 8, 2025 CRD Board meeting, the following notice of motion was read into the record by Director Murdock and referred by the CRD Chair to the next meeting of the Transportation Committee for discussion.]

The Transportation Committee recommends to the Capital Regional District Board: That the Board support a letter to senior governments, advocating for support to jointly undertake an updated study on the feasibility and alignment of rapid transit within the CRD.

6. Motion to Close the Meeting

6.1. [25-1082](#) Motion to Close the Meeting

Recommendation: That the meeting be closed for Litigation in accordance with Section 90(1)(g) of the Community Charter. [1 Item]

7. Adjournment

The next meeting will be held in 2026.



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, OCTOBER 22, 2025

SUBJECT **Bylaw Nos. 4711 and 4719: Dissolution of Traffic Safety Commission and Service**

ISSUE SUMMARY

To recommend transfer of Traffic Safety Commission (TSC) assets and remaining unallocated funds to the Regional Transportation Service (RTS), and to dissolve the TSC and repeal its service establishing bylaw.

BACKGROUND

The approval by the Capital Regional District (CRD) Board of the new RTS under Bylaw No. 4630, "Regional Transportation Service Establishment Bylaw No. 1, 2024", has changed the framework for how regional transportation matters will be governed and implemented.

The goal of the RTS is to improve efficiency and integration for transportation across the region. Implementation of the RTS is underway, including preparations for the consolidation of the CRD's existing regional transportation planning and policy functions with the management and coordination of regional trail functions. Governance considerations have also been included within the RTS implementation, including the role of the Transportation Working Group (TWG) and the Traffic Safety Commission (TSC).

The TSC Service was established under bylaw in 1990 with the objectives to:

- a) Review Traffic Safety problems in the Capital Regional District and make recommendations to the Capital Regional District Board through the Administration Committee for the purpose of reducing or eliminating the problems;
- b) plan and operate Traffic Safety education programs within the Capital Regional District as provided for in the annual budget for the Commission, as approved by the Board of the Capital Regional District; and,
- c) administer an annual Scholarship program to be called the Constable Sarah Beckett Memorial Scholarship with a maximum \$2,000 value, to be awarded to a youth entering a career in law enforcement, applying criteria approved by the Capital Regional District Board.

The establishment of the RTS, with safety included as a core mandate, has created overlap with the TSC. The RTS service establishment bylaw specifically includes scope around road and trail safety, inclusive of planning, design and behaviour change. It is the intention of the RTS to incorporate and broaden the scope and responsibility for safety in the region. New governance structures will strengthen coordination on road safety by bringing together the topics previously considered by the TSC and Transportation Working Group (TWG) under a single body, the Regional Transportation Advisory Committee (RTAC). This structure will include consideration for thematic subcommittees and will be supported and resourced by CRD staff through the RTS. The outcome will ensure the continuance of the current TSC scope with the ability to provide greater resources and coordination. More details of the RTAC are presented in the staff report titled *Regional Transportation Advisory Committee Terms of Reference*.

As part of developing and implementing the RTS (as noted in the June 2025 Transportation Committee staff report on Transportation Governance), staff have engaged with both the TWG and the TSC on potential governance changes. Engagement with these groups reflected a commitment to integrating existing bodies and fostering a more coordinated, region-wide approach to transportation planning and safety.

Staff engagement with the TSC included a survey on operations and governance to ensure its perspectives were considered. Staff reported back with a summary of findings to the TSC in July. Responses emphasized the Commission's contributions in public education, scholarships, and grassroots safety initiatives, while also identifying opportunities for an expanded mandate under the RTS to include Vision Zero, Safe Systems approaches, data analysis, and engineering expertise.

In September staff shared the intent embodied within the recommendations of this report with the TSC. While there was general understanding for the rationale of transitioning to a new model, some expressed concern about the potential loss of the Commission's independent road safety voice. These perspectives reinforce the importance of ensuring road safety remains a priority within any new governance structure. Should the Board endorse the recommendations within this report, staff will coordinate with the TSC to make use of remaining meetings to advise RTAC on identified priorities. Staff will also coordinate with RTAC to consider the establishment of a new safety subcommittee, with an emphasis on the carry forward of identified priorities.

To dissolve the TSC, two bylaws and a resolution are proposed:

- **Dissolve Commission** – Bylaw No. 4711, "Traffic Safety Commission Dissolution Bylaw No. 1, 2025", dissolves the current commission. As a governance bylaw, it may be amended by three readings and adoption at a CRD Board meeting without consent of participants or Inspector of Municipalities approval;
- **Resolve to Transfer Assets and Obligations of the TSC to the Transportation Service** – A resolution of the Board that the assets and obligations of the TSC will be undertaken by the Transportation Service.
- **Repeal Establishing Bylaw** – Bylaw No. 4719, "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 5, 2025", repeals the establishment bylaw for the TSC service.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4711, "Traffic Safety Commission Dissolution Bylaw No. 1, 2025" be introduced and read a first, second and third time;
2. That Bylaw No. 4711 be adopted;
3. That the assets and obligations of the Traffic Safety Commission Service under Bylaw No. 1828, "Traffic Safety Commission Establishment Bylaw No. 1, 1990", be assumed and maintained by the Transportation Service under Bylaw No. 4630, "Regional Transportation Service Establishing Bylaw No. 1, 2024", including that funds held for the Constable Sarah Beckett Memorial Scholarship continue to be used for that purpose;
4. That Bylaw No. 4719, "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 5, 2025", be read a first, second, and third time;
5. That participating area approval be obtained by way of municipal and electoral area director consent; and
6. That if successful by two-thirds consent of participants, Bylaw No. 4719 be forwarded to the

Inspector of Municipalities for approval.

Alternative 2

That this report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Alignment with Board & Corporate Priorities

The actions in this report align with the 2023-2026 CRD Board strategic priority to present options for changes in governance for transportation in the region, including the electoral areas. Additionally, they align with, Initiative 4a-1 in the CRD Corporate Plan to develop governance options, including consideration of a new transportation authority.

Financial Implications

The 2026 budget of \$76,982 for the traffic safety function will be transferred to the RTS budget. Surplus funds from 2025 operations and \$16,000 of donated funds for the Sarah Beckett Memorial Scholarship held by the Traffic Safety Commission Service will be transferred to the RTS.

Service Delivery Implications

The services currently delivered by the TSC will continue to be delivered by the RTS and can be accommodated with existing staffing. Engagement with the TSC identified a lack of dedicated staff resources as an issue. Integrating the TSC's responsibilities with the RTS will enable more resources to be dedicated to safety programming. Additionally, the TSC is a sub-regional service and whereas RTS safety programming can now be delivered regionally.

Social Implications

The TSC holds funds donated for the Sarah Beckett Memorial Scholarship and annually adjudicates this program to an eligible youth pursuing a career in policing. Without the TSC, the decision-making mind reverts to the CRD Board, acting as a whole. While some grants are administered by Executive Services and others by Committee, staff are exploring options which would delegate the scholarship nomination and selection to a third party or a sub-committee of RTAC, with the scholarship to be granted by the Board from the remaining funds available for the scholarship.

Legal Implications

The TSC as a governance commission, may be dissolved by bylaw by way of three readings and adoption by the CRD Board. The TSC service is an "extended service", an older term for a service which a regional district was empowered to create either by regulation or Order-in-Council. Should CRD choose to amend or dissolve the TSC service, it would require two-thirds consent of participants. The preferred approach would be by way of municipal and electoral area director consent, rather than alternative approval process, as this would be the more cost-effective method.

CONCLUSION

The TSC has served its function of advocating and working as a community body since the 1990s. The new Transportation Service may absorb this mandate. Should the Board choose to dissolve the TSC service, municipal consent and Inspector of Municipalities approval would be necessary.

RECOMMENDATION

The Transportation Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4711, “Traffic Safety Commission Dissolution Bylaw No. 1, 2025” be introduced and read a first, second and third time;
2. That Bylaw No. 4711 be adopted;
3. That the assets and obligations of the Traffic Safety Commission Service under Bylaw No. 1828, “Traffic Safety Commission Establishment Bylaw No. 1, 1990”, be assumed and maintained by the Transportation Service under Bylaw No. 4630, “Regional Transportation Service Establishing Bylaw No. 1, 2024”, including that funds held for the Constable Sarah Beckett Memorial Scholarship continue to be used for that purpose;
4. That Bylaw No. 4719, “Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 5, 2025”, be read a first, second, and third time;
5. That participating area approval be obtained by way of municipal and electoral area director consent; and
6. That if successful by two-thirds consent of participants, Bylaw No. 4719 be forwarded to the Inspector of Municipalities for approval.

Submitted by:	Patrick Klassen, MCIP, RPP, Senior Manager, Regional Planning and Transportation
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Housing, Planning and Protective Services
Concurrence:	Kristen Morley, J.D., Corporate Officer & General Manager, Corporate Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer & General Manager, Finance & Technology
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

- Appendix A: Bylaw No. 4711
- Appendix B: Bylaw No. 4719

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4711

A BYLAW TO REPEAL BYLAW NO. 3520, TRAFFIC SAFETY COMMISSION GOVERNANCE BYLAW

WHEREAS:

- A. By Bylaw No. 3520, "Traffic Safety Commission Bylaw No. 1, 2008", the Regional Board continued the Traffic Safety Commission, a body to exercise the powers under the extended service created by way of Order In Council 285/1990 and by Bylaw No. 1828, "Traffic Safety Commission Establishment Bylaw No. 1, 1990"; and
B. The Board of the Capital Regional District wishes to repeal Bylaw No. 3520, as the function of traffic safety and requisition for its purposes may be assumed by the CRD's transportation service under Bylaw No. 4630, "Regional Transportation Service Establishment Bylaw No. 1, 2024".

NOW THEREFORE, the Board of the Capital Regional District, in open meeting assembled hereby enacts as follows:

- 1. Bylaw No. 3520, "Traffic Safety Commission Bylaw No. 1, 2008", is repealed.
2. This Bylaw may be cited for all purposes as "Traffic Safety Commission Dissolution Bylaw No. 1, 2025"

READ A FIRST TIME THIS th day of 202_
READ A SECOND TIME THIS th day of 202_
READ A THIRD TIME THIS th day of 202_
ADOPTED THIS th day of 202_

CHAIR

CORPORATE OFFICER

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4719

A BYLAW TO REPEAL BYLAW NO. 1828, TRAFFIC SAFETY COMMISSION SERVICE ESTABLISHMENT BYLAW

WHEREAS:

- A. Under Order In Council 285/1990, and by Bylaw No. 1828, "Traffic Safety Commission Establishment Bylaw No. 1, 1990", the Capital Regional District established a Traffic Safety Commission Extended Service;
B. The Board of the Capital Regional District wishes to repeal Bylaw No. 1828, as the function of traffic safety and requisition for its purposes may be assumed by the CRD's transportation service under Bylaw No. 4630, "Regional Transportation Service Establishment Bylaw No. 1, 2024"; and
C. Consent of the participants has been obtained under ss. 346 and 349 of the Local Government Act, and the approval of the Inspector of Municipalities is required for the repeal of this extended service bylaw.

NOW THEREFORE, the Board of the Capital Regional District, in open meeting assembled hereby enacts as follows:

- 1. Bylaw No. 1828, "Traffic Safety Commission Establishment Bylaw No. 1, 1990", is repealed.
2. This Bylaw may be cited for all purposes as "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 5, 2025".

READ A FIRST TIME THIS th day of 202_

READ A SECOND TIME THIS th day of 202_

READ A THIRD TIME THIS th day of 202_

RECEIVED PARTICIPATING AREA APPROVAL UNDER SS. 346 AND 349 OF THE LGA THIS th day of 202_

APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS th day of 202_

ADOPTED THIS th day of 202_

CHAIR

CORPORATE OFFICER

**REPORT TO TRANSPORTATION COMMITTEE
 MEETING OF WEDNESDAY, OCTOBER 22, 2025**

SUBJECT Regional Transportation Advisory Committee Terms of Reference

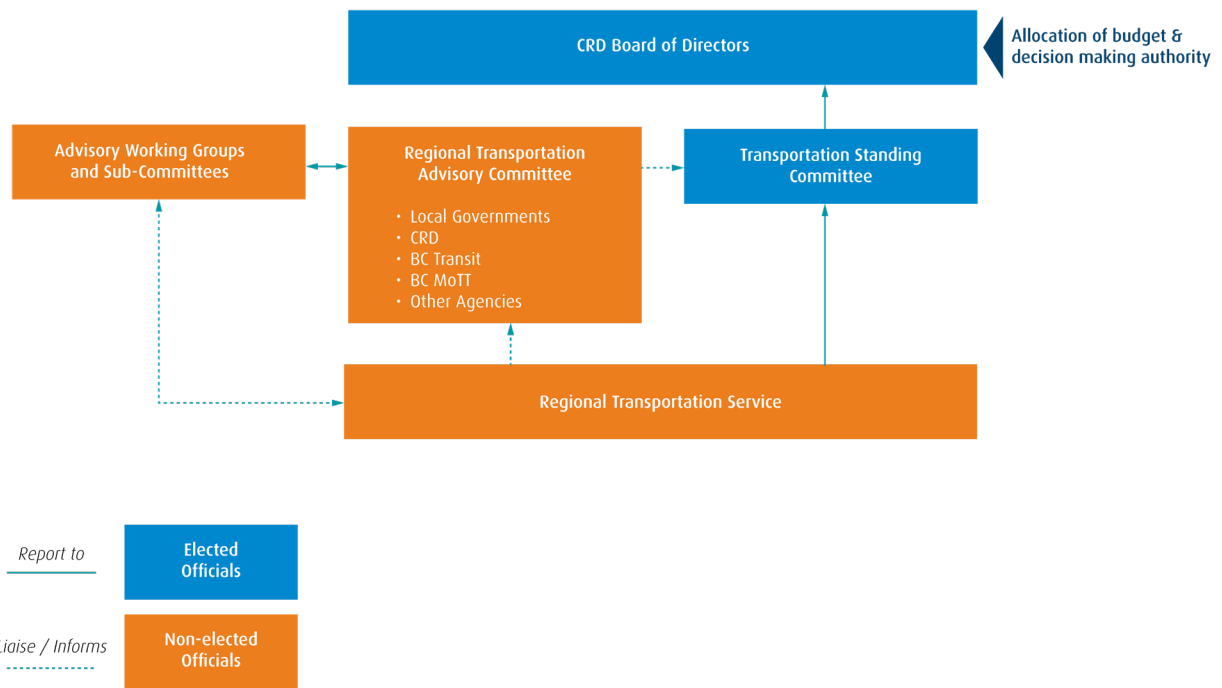
ISSUE SUMMARY

The purpose of this report is to approve the Terms of Reference (ToR) for the Regional Transportation Advisory Committee (RTAC), dissolve the Transportation Working Group (TWG), and update the ToR for the Transportation Committee.

BACKGROUND

On July 11, 2025, the Capital Regional District (CRD) Board directed staff to develop a ToR (Appendix A) for the establishment of a RTAC and supporting working groups and sub-committees and report back in the third quarter of 2025. The development of the RTAC was identified as a key action in the stepwise approach to changes in transportation governance in the region, and the implementation of the recently approved Regional Transportation Service (RTS).

Proposed Base Case Governance Framework



RTAC is proposed to replace and expand the existing mandate of the TWG, including additional membership and the establishment of sub-committees. Future sub-committees, such as one dedicated to safety, may be established by the RTAC to address specialized areas of work. Working groups are formed for a specific purpose and in this case the TWG was to support

transportation coordination in absence of a service, including the consideration of a new service. With the RTS approved by the Board, it is appropriate to dissolve the TWG and replace it with the more formal structure of the RTAC.

The RTAC's mandate is to provide strategic advice and input to the Transportation Committee and CRD staff on regional transportation matters, including the development and implementation of the Regional Transportation Plan (RTP), governance of the RTS, and advocacy and advancement of regional multi-modal transportation priorities. The Committee reports progress to the Transportation Committee through the General Manager of Housing, Planning and Protective Services. CRD staff will act as liaison and provide agenda coordination, minutes, and other administrative support.

Proposed membership includes one senior staff representative from each participating RTS area (13 municipalities and 3 electoral areas), with additional non-voting participants from CRD Regional Planning and Transportation, the Ministry of Transportation and Transit (MoTT), BC Transit, BC Ferries, Victoria Airport Authority, Greater Victoria Harbour Authority, the Insurance Corporation of British Columbia, Island Corridor Foundation, and Island Health or Provincial Health Services Authority. First Nations will be welcomed at their discretion and interest to attend RTAC.

The Transportation Committee ToR have been updated to reference the new RTAC and remove reference to the TWG and Traffic Safety Commission (see Appendix B).

ALTERNATIVES

Alternative 1

The Transportation Committee recommends to the Capital Regional District Board:

1. That the Regional Transportation Advisory Committee Terms of Reference be approved as attached as Appendix A;
2. That the updated 2025 Terms of Reference for the Transportation Committee be approved as attached as Appendix B.
3. That the Transportation Working Group be dissolved.

Alternative 2

That this report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Alignment with Board & Corporate Priorities

The actions in this report align with the 2023-2026 CRD Board strategic priority to present options for changes in governance for transportation in the region, including the electoral areas. Additionally, they align with, Initiative 4a-1 in the CRD Corporate Plan to develop governance options, including consideration of a new transportation authority.

First Nations Implications

The ToR explicitly allows First Nations staff to attend the Committee meetings at their discretion.

Intergovernmental Implications

The RTAC provides opportunity for senior level staff at local governments, agencies and authorities to collaborate and provide strategic advice on regional transportation matters, and to guide the long-term implementation and governance of the RTS.

Service Delivery Implications

The establishment and ongoing administration of the Committee can be absorbed within existing service and financial resources. Any new planning, project or program initiatives identified by the Committee to implement transportation priorities would be considered by the Transportation Committee and Board, and should additional resources be required, advanced through the service and financial planning process.

CONCLUSION

On July 11, 2025, the CRD Board directed staff to develop Terms of Reference for a Regional Transportation Advisory Committee (RTAC). The RTAC will provide strategic advice and recommendations to the Transportation Committee on regional transportation matters, replacing the Transportation Working Group with broader membership and scope. It will meet bi-monthly.

RECOMMENDATION

The Transportation Committee recommends to the Capital Regional District Board:

1. That the Regional Transportation Advisory Committee Terms of Reference be approved as attached as Appendix A;
2. That the updated 2025 Terms of Reference for the Transportation Committee be approved as attached as Appendix B.
3. That the Transportation Working Group be dissolved.

Submitted by:	Patrick Klassen, MCIP, RPP, Senior Manager, Regional Planning and Transportation
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Housing, Planning and Protective Services
Concurrence:	Kristen Morley, J.D., Corporate Officer & General Manager, Corporate Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

- Appendix A: Terms of Reference - Regional Transportation Advisory Committee
- Appendix B: Revised Terms of Reference - Transportation Committee

Terms of Reference

CRD

Regional Transportation Advisory Committee

PREAMBLE

The Capital Regional District (CRD) Regional Transportation Advisory Committee (RTAC, or the “Committee”) is an advisory committee established by the CRD Board and will oversee and make recommendations to the Transportation Committee regarding multi-modal transportation issues of regional significance.

The Committee will also provide advice to the Transportation Committee on matters relating to the Regional Transportation Service (RTS), which was established with the goal of advancing regional connectivity and integrated mobility. The RTS granted the CRD expanded authority to develop policies and plans, manage regional trails, acquire and hold land, acquire and distribute grant funding, create programs, and develop project offerings and services in relation to transportation. These functions will support unified advocacy, regional consistency, better integration between land use and transportation, and improved road and trail safety. Through the RTS, the CRD will collaborate with local governments, the Province and other agencies in advancing the development of a robust Regional Multi-modal Network (RMN).

The Committee’s official name is to be:

Regional Transportation Advisory Committee

1.0 PURPOSE

The Committee is the principal forum for senior staff of CRD member jurisdictions and partner agencies to provide strategic input and advice on multi-modal transportation issues of regional significance.

RTAC's purpose is to:

- a) **Provide Strategic Advice:** Act as a senior-level advisory body to the Transportation Committee and CRD staff on regional transportation matters, including the development and implementation of the Regional Transportation Plan (RTP), governance of the RTS, engagement with senior government including advocating for regional transit priorities to the Victoria Regional Transit Commission (VRTC), and integrating multi-modal transportation with other regional districts on Vancouver Island.
- b) **Foster Collaboration:** Enable collaboration, engagement, and information-sharing between member agencies and CRD staff on advancing transportation initiatives of regional significance.
- c) **Support Policy Alignment:** Promote alignment between local, regional, and provincial transportation priorities and multi-modal policies, including the integration of land use, active transportation, transit, road and trail safety, and regional mobility objectives.

- d) Advise on Major Initiatives: Discuss and provide input on key CRD transportation initiatives, strategic plans, and funding programs, including advancing the RMN and prioritization of capital projects of regional significance. Resolutions may be brought forward to inform CRD staff reports to committees, the CRD Board, or external agencies.
- e) Identify Priorities: Annually review upcoming transportation-related initiatives, agree on key focus areas for the Committee's work, and establish ongoing sub-committees or ad-hoc working groups to support focusing the Committee on strategic-level discussions.

2.0 ESTABLISHMENT AND AUTHORITY

- a) The Transportation Committee will receive regular minutes of the Committee proceedings. The CRD Board is the final decision-making authority.
- b) The Committee will report on progress toward the delivery of its mandate to the Transportation Committee, through the General Manager of Housing, Planning and Protective Services.
- c) The Committee may form sub-committees or task-specific working groups to provide advice to the Committee on issues of interest for detailed discussion or technical review. Sub-committee membership may consist of Committee members (both voting and non-voting) as well as membership from external organizations and residents at-large, as needed. Membership of sub-committees shall be voted upon by the Committee.
- d) The Committee may request a revision to the Terms of Reference for consideration and approval by the CRD Board, including the composition of voting members and non-voting participants.

3.0 COMPOSITION

Appointments: Members of the Committee will be appointed by the Board.

Voting Members: The Committee will include one senior staff representative from each of the participating areas in the RTS, which includes the 13 CRD municipalities and the three electoral areas.

Non-Voting Members:

- i. CRD Regional Planning and Transportation
 - ii. Ministry of Transportation and Transit (MoTT)
 - iii. BC Transit
 - iv. BC Ferries
 - v. Victoria Airport Authority
 - vi. Greater Victoria Harbour Authority
 - vii. Insurance Corporation of British Columbia
 - viii. Island Corridor Foundation
 - ix. Vancouver Island Health Authority or Provincial Health Services Authority
- a) Members: Each organization will designate one Member to attend Committee meetings and participate in discussions. The CRD may have multiple staff present as needed based on agenda items, and to support and coordinate. Organizations are responsible for providing updates to the CRD liaison whenever the Member changes.

- b) Guests: Other individuals or organization representatives with relevant expertise may be invited as guests by the Committee Chair or CRD liaison to attend specific meetings (or portions of).
- c) First Nations: Staff are permitted to participate in committee meetings at their discretion, where the Nation has an interest in matters being considered by the Committee. However, such representatives do not contribute to a voting quorum and cannot participate in any votes.
- d) Liaison: The CRD will provide support to the Committee, including agenda coordination, meeting logistics, minute-taking, record-keeping, and follow-up.
- e) Terms: The term of any person shall not exceed three (3) years.
- f) Chair and Vice Chair: A Chair and Vice Chair for the Committee shall be elected from among the Committee Members for a 1-year term. The vote for the new Chair and Vice Chair will be administered by the CRD liaison and will occur every year.
- g) Duties of the Chair and Vice Chair: The Chair shall preside over meetings of the Committee and are responsible for ensuring the effective conduct of its business. In carrying out these duties, the Chair shall:
 - i. Preside over meetings in a fair, impartial, and orderly manner;
 - ii. Ensure that the deliberations of the Committee are focused on advancing regional transportation objectives, rather than the specific interests of any single jurisdiction or agency;
 - iii. Facilitate full and equitable participation of all Members in discussions and decision-making; and
 - iv. Collaborate with CRD liaison in the preparation of meeting agendas, ensuring that items brought forward are consistent with the Committee's mandate and strategic priorities.
 - v. In the absence of the Chair, the Vice Chair shall assume the duties of the Chair.

4.0 PROCEDURES

- a) The Committee shall meet every two months, or as required, at the call of the Chair.
- b) The agenda will be finalized by staff in consultation with the Chair. Any Committee member may make a request to place a matter within the mandate of the Committee on the agenda to the Chair.
- c) Quorum is the majority of the voting membership and is required to conduct Committee business.
- d) Decision making by vote is by majority of voting members present.

5.0 RESOURCES AND SUPPORT

- a) The CRD Regional Planning and Transportation Division is the liaison to the Committee and is responsible for administration related to the Committee.
- b) Minutes and agendas will be prepared and distributed by the CRD.

Terms of Reference



TRANSPORTATION COMMITTEE

PREAMBLE

The Capital Regional District (CRD) Transportation Committee is a standing committee established by the CRD Board and will oversee and make recommendations to the Board regarding matters related to regional transportation including the establishment of a transportation service for the region.

The Committee's official name is to be:

Transportation Committee

1.0 PURPOSE

- a) The mandate of the Committee includes overseeing, providing advice and/or making recommendations to the Board regarding the following functions:
 - i. Regional transportation matters including regional transportation policies, plans, programs, projects, and studies including but not limited to public transit, active transportation, mobility hubs, transportation demand management, and road and trail safety.
 - ii. Encouraging a strong regional voice on regional transportation governance and matters including the regional multi-modal network, goods movement, transit, active transportation, multi-use regional trails, inter-regional transportation, and grant funding for infrastructure projects of regional significance.
 - iii. Regional trails matters including land acquisition, capital planning, policy, management, construction, operations and programs for the Galloping Goose, the Lochside, and the E&N trails.
- b) The Committee may also make recommendations to the Board to:
 - i. Advocate to senior levels of government to support major multi-modal transportation plans and projects which support the region's transportation, climate action and sustainability goals.
 - 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 inter-regional transportation which support the mobility of people transportation and the flow of goods on Vancouver Island.
- c) The following committees will report through the Transportation Committee:
 - i. ~~Traffic Safety Commission~~ Regional Transportation Advisory Committee
 - ii. ~~Transportation Working Group~~ Any other advisory body established by the Committee
 - 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 ~~July 9~~, 2025

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, June 10, 2025**

Members: Neil Arason, Island Health
Dr. Murray Fyfe, Island Health
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Victoria Klassen Jeffery, Capital Bike
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
Dr. Melissa Wan, Island Health
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Adam Defrane, MADD
Jay Douillard, CRD

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Myke Labelle, Commercial Vehicle Safety and Enforcement
Dean Murdock, CRD Board (Vice-Chair)
Sean Powell, School District 61
Keith Vass, Media

Recording Secretary: Arlene Bowker

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

1. Territorial Acknowledgement

Chair Martin provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – May 13, 2025

MOVED by Neil Arason, **SECONDED** by Paweena Sukhawathanakul, that the minutes of the meeting held on May 13, 2025 be approved. **CARRIED**

4. Chair's Remarks

Chair Martin noted that Dr. Murray Fyfe is attending his final Commission meeting as he is retiring from Island Health. Dr. Fyfe has been a member on the Commission for approximately 15 years, and Chair Martin thanked him for his service and contributions.

Dr. Fyfe said that he appreciated the opportunity to be part of the Commission, including his tenure as Chair several years ago. He commented that Commission members have worked well together over the years, undertaking many interesting initiatives and said he will be interested to see the outcomes of the new transportation planning initiative in the CRD.

Dr. Fyfe introduced Dr. Melissa Wan, who will join Island Health as a medical health officer on July 1. One of the things that Dr. Wan will focus on will be injury prevention, including traffic safety, and she will be a member on the Commission.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

The next meeting of this group will take place on Monday, June 16, and will be held in Sidney. One of the topics that will be discussed is new mobility devices and the issues that are being seen with these. They will be talking about the transportation service as well and will also be looking at any potential advocacy opportunities.

Eleven responses to the governance survey were received from Commission members. A summary of responses will be provided when it is available.

Action: Add governance survey summary to the July meeting agenda

6. Priority Business

➤ Video Shorts – Dr. Frederick Grouzet

Dr. Grouzet presented the short 30-second videos that have been developed over the last six years in collaboration with CHEK News, with funding provided by the Commission. Each month, two videos are selected and rotated daily on CHEK NEWS. Dr. Grouzet noted he would like to ask the questions listed below following each video, with the objective being to bring awareness as to how the videos were created and their impact.

Video Topics:

- Cannabis Edibles
- Distracted Driving
- Safety awareness around cyclists
- Distractions from Passengers
- Don't Drive when Tired
- Be Aware when Driving at Night
- Safety Starts with Sharing Roads

Questions:

- How do you feel after watching the video – positive, neutral, or negative?
- What aspect of the video could make you feel positive?
- What is the target behaviour?
- What is the alternative behaviour that is proposed?
- What is the reason to avoid certain behaviour and adopt a new one?
- Do you think you can adopt the new behaviour?
- Are you willing to watch the video again?

Members had the following comments re the videos.

- Appreciate the effectiveness of using humour to get the message across.
- No clear alternative behaviour to prevent dooring shown in the video re safety awareness around cyclists. Also, in the same video, suggest a comment be added at the end noting the law re safe passing distance from vulnerable road users.
- The videos may not be reaching a wide enough audience on CHEK News, particularly youth.

Action: Add further discussion on ways to get the videos more widely distributed to July meeting agenda

➤ MADD Presentations in Schools

Adam Defrane provided an update regarding MADD's cross-Canada presentations in schools for Grade 7-12 students. These presentations are about an hour in length and are conducted by facilitators who travel nationwide. A new video is produced annually, and there are speakers that are either victims of impaired driving or family members of impaired driving victims. The cost per presentation is \$1,000 and there is availability in the last week of October.

Colleen Woodger commented that the ICBC speaker tour for Grade 11 and 12 students in 42 schools wrapped up in May. There is room for the MADD program and she would be happy to help facilitate it. If we do consider a fall week tour, we can work with schools that are interested in doing an enhanced road safety day. Colleen is in full support of looking into how we could promote this.

This would be a good use of our budget, and we would need to make a decision soon if we want to pursue it. Adam will ask the MADD booking coordinator to tentatively hold some time in the last week of October for eight presentations.

Paweena commented that she will be going to the schools in the fall to give them their personalized profile of how many students are drinking and using cannabis based on the data collection for the P.A.R.T.Y. Program. Students have indicated they would like an extended conversation on substances and road safety, and it would be good if this could all be tied together with the MADD presentation.

Adam Defrane will complete the Commission project application form to request funding.

Action: Add further discussion and decision on funding to July meeting agenda

➤ Budget Update

Nothing has come out of third-party payments yet, but funding for a couple of projects has been approved which should be shown in the next budget printout. Approximately \$25,000 out of our \$40,000 has been spent.

➤ **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.

The focus in May was a high-risk driving campaign and ICBC partnered with BC Highway Patrol, Saanich Police and a number of other agencies targeting speeding. There was also a motorcycle skills day held at the end of the month.

In July, the summer impaired driving campaign will be ramping up with lots of initiatives, including counterattack road checks.

The distracted driving campaign will take place in September with an emphasis on cell phones and back to school.

7. **Other Business**

➤ **Discussion on the next TSC Project**

Chair Martin addressed the issue of what project the Commission should pursue next, following the completion of the work on automated speed enforcement. Distracted driving and impaired driving remain significant concerns. Colleen Woodger expressed support for distraction as it has the most impact on vulnerable road users and is the number one reason why cyclists and pedestrians are hit.

How will we go about moving forward on whatever topic we decide on? Will it take some more research, funding, social media?

Colleen suggested reaching out to Karen Bowman of the Traffic Injury Research Foundation and founder of the Drop It and Drive Program to have her present to the Commission and help come up with some ideas to help us move forward with a project on distracted driving.

Melissa Wan suggested instead of just approaching it from the negative side, that we consider providing some type of incentive for people who are already doing the right thing. Colleen commented that some of the incentive comes from being a safe driver and not having to pay for violation tickets or points and having lower insurance rates.

Neil Arason referred to our strategic priorities which focus on distracted driving, speed and impaired driving. Also, regarding providing incentives, he suggested looking at the appropriate theoretical models as we think about what topic we want to pursue.

Action: Neil Arason will circulate paper he prepared on distraction; Frederick Grouzet will provide a short list of theoretical models

Action: Add discussion on the next TSC Project to July meeting agenda

8. **Member Updates**

➤ **RoadSafetyBC - Natalia Heilke**

No update

➤ **ICBC – Colleen Woodger**

- Visited First Nations communities.
- Doing a lot of work with seniors and driving.
- Going into schools with CRD Ready Step Roll. Trying a new approach with taking a distracted road user course to middle schools and doing a walking tour with students to make them more aware.
- Spending a lot of time in high schools right now.

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

- BCAA's *Slow Down Kids Playing* lawn signs are now available at no cost and can be picked up at BCAA Service Locations and Auto Service Centres while supplies last.

- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
 - Launched the longitudinal study which looks at how urban planning influences cycling and walking behaviours. Participants are tracked throughout the year and assessed to look for changes in health and cognition. Capital Bike has assisted with recruiting participants and Paweena's team handed out safety equipment at the celebration station. They are still looking for 40 more adults who are 60+ to participate in the study.
- **CRD – Jay Douillard**
 - Currently working on updating CRD bike infrastructure data and trying to collect that from local governments, so getting all the data in, data quality checks and integrating that into one system again. The online version of bike maps will be updated which hasn't been done for a couple of years.
 - There haven't been any applications received yet for the Cst. Sarah Beckett Memorial Scholarship. A poster has been prepared and distributed and the CRD put out a media release.
- **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 – Victoria Klassen Jeffery**
 - Just finished with Go by Bike Week. It seemed like it was a lot busier than last year, but don't have final numbers yet.
- **Walk On, Victoria – Todd Litman**
 - Todd asked to what degree are we mapping sidewalks and crosswalks? Is there a plan for the CRD to develop a comprehensive inventory?
Jay responded that is more in the local government domain and there is a consultant currently working with several municipalities to develop a sidewalk inventory as part of the Complete Communities Project. Todd would like to see the data collection standardized and incorporated in the CRD GIS. Research shows that improving active mode facilities increases safety to the people who are using it, as well as showing that when a sidewalk network is completed there is more walking and for every additional kilometre walked, you get 10 km of reduced driving. Improving active travel is key to allowing people to use public transit so there are potentially significant safety benefits.
- **Municipal Police Forces/RCMP**

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

No update
- **Ministry of Transportation and Infrastructure - Owen Page**
 - There are various maintenance projects underway with sweeping and mowing.
 - Several major capital projects are underway in the CRD region on Highway 1 and 17. A new one that has just been announced is a safety improvement project at Saseenos elementary at the intersection of Highway 14 and Idlemore Road. There will be an open house for that on June 23.
- **Island Health – Neil Arason**
 - Will be sad to see Dr. Murray Fyfe go. He has been with Island Health for 21 years, and it is a big loss.
- **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**
 - Currently working on another video. Also working on comic strips which will be a different format. There will be a couple of characters as research has shown that the best way to convey a message is when there is a dialogue between two people.
- **Adam Defrane, MADD Canada**

No update
- **Sean Powell, School Districts**

No update

9. Next Meeting

The next meeting will be held on July 8, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:34 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, July 8, 2025**

Members: Neil Arason, Island Health
Corey Burger, Capital Bike
Ron Cronk, Vancouver Island Safety Council
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Steve Martin, Community Member (Chair)
Dean Murdock, CRD Board (Vice-Chair)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Dr. Melissa Wan, Island Health

Associates: Adam Defrane, MADD
Jay Douillard, CRD

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Myke Labelle, Commercial Vehicle Safety and Enforcement
Todd Litman, Walk On, Victoria
Owen Page, Ministry of Transportation and Infrastructure
Sean Powell, School District 61
Keith Vass, Media

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:10 pm.

1. Territorial Acknowledgement

Chair Martin provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Frederick Grouzet, **SECONDED** by Ron Cronk, that the agenda be approved as distributed.

CARRIED

3. Approval of Minutes – June 10, 2025

MOVED by Jereme Leslie, **SECONDED** by Natalia Heilke, that the minutes of the meeting held on June 10, 2025 be approved.

CARRIED

4. Chair's Remarks

No remarks

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

The transportation service was discussed, including governance-related topics to be presented to the Transportation Committee, and subsequently to the Board. Feedback has since been given to the Committee.

➤ **Wider Distribution of Video Shorts**

Discussion was held on how we could maximize the audience for the video shorts. Currently, there are seven videos each 30 seconds long, with links to YouTube. The links can be shared on social media. They are also shown on the Chek evening news and are rotated two per month. Members made the following comments:

- Can we link the videos on YouTube to ICBC, etc., so when people are looking for road safety, there would be a link? Could we push it up to the CRD and some of the other big government links where people would be looking for related topics? Could we partner with UVic and school districts?
- If you search road safety on the UVic website, you will likely find the videos. However, to search outside and control that, you would have to pay Google to ensure the first hits are those videos.
- What about geofencing? Would that be an opportunity in the school districts to get these ads in front of young people?
- Can be done on YouTube as an advertisement. You could target someone who is searching for something like drag racing, and then a traffic safety campaign comes up and you could geofence that to a school. Typically, it is cheaper when you have a more specific audience. The broader your audience is, the more expensive it is.

- If we want a systematic approach, one option would be to allocate an hour in class for teachers to present the videos and use that as an opportunity to facilitate discussions on road safety. We would need to get teachers on board to do that. The ads could be shared on Facebook and Instagram, but posts would only reach existing followers.
- Can we purchase ads on Instagram and geofence them in a certain area? That would avoid the issue around followers.
- Could they be shown on TV's in the UVic cafeteria?

There are several opportunities that could be considered through our members from ICBC, and the school districts, and the possibility of an Instagram ad. Frederick Grouzet agreed to check on potential options and costs, and he will contact Sean Powell and Colleen Woodger. Regarding the suggestion to bring in a marketing specialist, Jay Douillard will speak to the communications staff at the CRD to obtain more information about how other opportunities might be accessed.

Action: Frederick Grouzet and Jay Douillard to bring more information back to the September meeting

➤ **MADD Presentations in Schools**

Adam Defrane advised that he has dates in October on hold with MADD for presentations to secondary schools. The cost is \$1,000 per school, and the plan would be for presentations in eight to ten schools. He has submitted a project application form requesting funding from the Commission in the amount of \$10,000.

As there is no Commission meeting in August, and in order to confirm the dates with MADD as soon as possible, it was suggested that conditional approval be given for the funding subject to our usual review process by the grant subcommittee.

It was noted that the MADD presentation goes directly to one of our top three priority areas and reaches our target audience and so has a lot of merit.

The grant review subcommittee chair, Paweena Sukhawathanakul, reminded members of the process for reviewing project applications. Applications go through a formal evaluation with specific criteria that are looked at in terms of assessing the feasibility, the impact, the alignment of the proposal with the Commission, also to give feedback on how to think about monitoring outcomes. Current subcommittee members are Paweena, Dallas Perry, Frederick Grouzet, and Colleen Woodger. Ron Cronk offered to sit on the subcommittee as well.

MOVED by Frederick Grouzet, **SECONDED** by Jereme Leslie, that conditional approval be given for spending up to \$10,000 for presentations by MADD in eight to ten schools within the CRD, subject to ratification of the project funding application by the grant subcommittee.

CARRIED

➤ **Discussion on the next TSC Project**

Discussion was held about what the next Commission project will be to tackle one of our top three priorities. Over the last two years, we have spent a reasonable amount of time on automated speed enforcement and now need to focus and target one of our priorities. At our last meeting, distraction was suggested as the next project. Once we decide, we could do some research and develop a report with options and recommendations, similar to what we did with automated speed enforcement.

It was noted that two of our videos are on distraction – one about the phone, and one about passengers. We could look at creating an additional one.

Comments from members follow:

- Law enforcement officials noted that distraction is not confined to any particular age group and appears to be a widespread issue, with the primary source of distraction being phones.
- Suggestion made that the worst distractions in a car are embedded systems, i.e., Apple and android car play systems. Should push for better regulations at federal level.
- While car technologies are distracting, any advocacy would have to be directed towards Transport Canada but for the last couple of decades, they have a policy of aligning with US regulations. Any advocacy is very unlikely to have any effect.
- There is a lot of literature on distraction, but one of the things we haven't seen in awhile is a broader kind of global jurisdictional scan on mitigation from other countries. Basically, we have a law that allows a fixed and secure location and one touch on your mobile device in your car. There are likely other jurisdictions that have some laws that we don't.
- What came to light in the motorcycle community with respect to training or ICBC conducting road tests was around one-way conversations vs two-way conversations. Studies have shown that it is more distracting to have a two-way conversation.
- As part of a project around distraction, there could be recommendations given for leading practices, rather than formal regulations. Focus on strategies to minimize distraction.

- Reference was made to a brief from Johns Hopkins School of Public Health which talks about the prevalence of distracted driving. Do we know the scope of the problem in our community and how many people are impacted? The report talks about different interventions that some countries have implemented. It will be forwarded to members.
- The collision data we are using that suggests distracted driving as a cause is just a tick box on an accident report so maybe there's a way we can affect change on how these accidents are reported to give us better data. That would be through RoadSafetyBC.

Chair Martin commented that there seems to be general support for moving forward with addressing driver distraction. He highlighted key areas of focus, including law and enforcement, public education, data collection and examination of leading global practices related to driver distraction and asked for suggestions on how we move ahead with this as a project.

Paweena will look at doing a broader review of leading practices and can prepare a brief updating global initiatives for the September meeting.

Frederick commented that they are in the process of working on the next video for Chek and that could be about distraction.

Action: Add to September agenda for additional discussion on moving forward with distracted driving project

6. Priority Business

➤ Summary of Governance Survey Comments

Jay Douillard provided a summary of the governance survey comments from Commission members as follows.

- Eleven members completed the survey.
- 63% thought that the region had road safety as a relative high priority
- 72% were either satisfied or very satisfied with the impact made as a TSC member to improve road safety
- In terms of the most significant impacts in improving road safety, members highlighted the value of the targeted education and awareness campaigns, especially for vulnerable road users, highlighted the strength of the collaborative, multi-disciplinary approach and data driven recommendations supporting youth in local programs and promoting practical safety improvements. Members stressed the importance of being inclusive, evidence-based and having a range of stakeholders at the group.
- Effectiveness of collaboration amongst members was rated as 3.91 out of 4.
- Communication and collaboration could be improved by structured interactions; clarify governance links and align TSC work with CRD strategic plans; ensure road safety considerations are integrated into CRD decision-making; define TSC advisory role to the Transportation Committee; establish clear processes for proposing initiatives between regular meetings
- What aspect of your contribution on the TSC are you most proud of? How do you hope your contributions will be carried forward in any future governance model?
 - Public education efforts, including videos and youth outreach; bursaries and grant program and other traffic safety initiatives; research that informs future road safety policies; intersectoral collaboration and open sharing of perspectives; raising road safety awareness at the Transportation Committee level; desire to maintain strong links between the traffic safety community and CRD decision-makers; interest in continuing to research, evaluate, and recommend strategic road safety priorities that lead to tangible outcomes
- 63% thought that monthly meetings was the right frequency; 36% thought bi-monthly might be more optimal
- What improvements should be considered from the TSC mandate to the TSC membership when reflecting on the current governance model?
 - Some support the current governance model; others see room for change; broaden the TSC mandate beyond education to include Vision Zero and Safe Systems approach, data analysis and travel behaviour change, evaluation of infrastructure and safety policies; expand membership to include all CRD municipalities, especially engineering staff; strengthen engagement with the Transportation Committee to influence planning and funding
- What constraint of the current governance model could be unlocked in creating a new model? What governance ideas should be considered to further improve road safety?
 - A new model could better integrate transportation and land-use planning; align the mandate more closely with broader CRD goals (e.g., multimodal planning, reducing VKT); merging or restructuring the TSC with the Transportation Working Group to include more engineering expertise; increase engagement frequency with the Transportation Committee; shift toward a more action-oriented approach focused on equitable outcomes across all municipalities

- Confidence that a new regional transportation service can improve road safety was rated as 3.82 out of 4.
- What specific opportunities or efficiencies could be achieved in a new governance model for the CRD to increase its regional leadership of road safety?
 - Improve consistency and efficiency in decision-making; strengthen collaboration across all CRD municipalities to reduce bureaucratic layers to enable faster action; enhance data analysis to support consensus on high-priority safety actions and enforcement of regional road safety standards; balance regional coordination with space for independent road safety thinking and advice
- What would a highly successful future version of the TSC or its successor look like?
 - Clear mandate, data access, and resources to pursue Vision Zero; framework for delivering measurable annual road safety outcomes and reducing traffic fatalities; collaborative engagement with CRD decision-makers; maintain independent, multi-sector expert representation
- Concerns about the potential transition to a new governance model?
 - Most members support the transition and see value in continuous improvement; some concerns about losing independent road safety expertise or members during the transition; overall confidence and willingness to adapt to a new governance model
- What would make you feel confident and supported through any possible transition?
 - Clear, regular communication complete with consultation and feedback loops; retaining the independent voice of the TSC
- Anything else you would like to share?
 - Align the new model with CRD goals: livability, health, climate resilience, and access to mobility; use the transition to address long-standing planning and funding gaps; ensure the new model provides real levers for measurable road safety and mobility outcomes

The next steps will be to bring back terms of reference in the fall for the Transportation Committee, along with terms of reference for a regional Transportation Advisory Committee, which will serve as a replacement for the Transportation Working Group. The initial thinking is that the Transportation Advisory Committee will have a broader membership than its current form. There is not a major step identified yet for the Commission.

➤ **Budget Update**

No update

➤ **BCACP Calendar**

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

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

7. **Other Business**

➤ **Subcommittee to Review Cst. Sarah Beckett Memorial Scholarship Applications**

A subcommittee was established to review the three applications received for the Cst. Sarah Beckett Memorial Scholarship. Subcommittee members are Ron Cronk, Adam Defrane, Neil Arason, and Colleen Woodger. Jay Douillard noted he has the applications redacted and scanned and is prepared to do the final point tally. He will distribute the applications and scoring sheets to subcommittee members.

Action: Add to September agenda for confirmation of the scholarship winner

8. **Member Updates**

Member updates were deferred until the September meeting.

9. **Next Meeting**

The next meeting will be held on September 9, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:29 pm.

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, September 9, 2025**

Members: Neil Arason, Island Health
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Todd Litman, Walk On, Victoria
Dean Murdock, CRD Board (Vice-Chair)
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Colleen Woodger, ICBC

Associates: Cst. Kevin Baird, Oak Bay Police
Adam Defrane, MADD
Jay Douillard, CRD

Regrets: Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Victoria Klassen Jeffery, Capital Bike
Myke Labelle, Commercial Vehicle Safety and Enforcement
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Steve Martin, Community Member (Chair)
Sean Powell, School District 61
Keith Vass, Media
Dr. Melissa Wan, Island Health

Guests: Dale Bracewell, Mobility Foresight

Recording Secretary: Arlene Bowker

Acting Chair Murdock acted as Chair and called the meeting to order at 1:05 pm.

1. Territorial Acknowledgement

Vice-Chair Murdock provided a territorial acknowledgement.

2. Approval of Agenda

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

3. Approval of Minutes – July 8, 2025

MOVED by Neil Arason, **SECONDED** by Colleen Woodger, that the minutes of the meeting held on July 8, 2025 be approved. **CARRIED**

4. Chair's Remarks

No remarks

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

There are no updates at this time as the next meeting of the Transportation Working Group is scheduled for September 16.

➤ **Wider Distribution of Video Shorts**

Frederick Grouzet presented the new distracted driving video, the eighth developed with Chek TV. The video focuses on how any device in a vehicle can be distracting, and it is our responsibility to stay focused regardless of the technology.

The aim is to achieve broader distribution of the videos, which are 30 seconds in length and include audio. At present, they are broadcast on Chek News and can be viewed on YouTube. In addition, negotiations are underway to determine whether the videos can be displayed on televisions at various locations across the UVic campus; currently, only 15-second, silent clips are permitted. The videos could also be adapted for social media platforms with some modifications.

Jay Douillard advised that he had connected with a CRD communication liaison representative who expressed willingness to attend a meeting and offer guidance to the Commission. There is also the potential to tap into CRD social media.

Frederick Grouzet requested feedback on the first comic strip developed, which focuses on the 30 km/h speed limit. A new comic strip will be produced each month featuring the characters Bear and Marmot, and members are invited to provide input and suggestions. The comic strips could be distributed through various channels, such as Commission members' internal newsletters and school newsletters.

➤ **Confirmation of Funding for MADD Canada Presentations**

Conditional approval was given at the July Commission meeting to spend up to \$10,000 on presentations by MADD in eight to ten schools within the CRD, subject to ratification of the project funding application by the grant subcommittee. The application review has been completed, and preliminary approval was granted. Some comments from subcommittee members who reviewed the application were as follows: provide the Commission with more detailed information on the content to be presented in the presentations; provide more information on how the applicant plans to gather feedback; suggestions on ways that conversations about impaired driving risks can be sustained.

6. **Priority Business**

➤ **Budget Update**

There is \$7,700 remaining in third party funding. Everything else is on track in terms of our meeting budget and advertising.

➤ **Cst. Sarah Beckett Memorial Scholarship – Application Review Results**

Thanks to the selection panel. There were several strong applicants for the scholarship, and the successful applicant is Marcus Janisch from Royal Bay Secondary School. He will be attending Camosun College for the Criminal Justice Program and has a strong record of volunteerism and high academic achievement and plans to pursue a career in law enforcement.

MOVED by Colleen Woodger, **SECONDED** by Frederick Grouzet, that the Cst. Sarah Beckett Memorial Scholarship in the amount of \$2000 be awarded to Marcus Janisch from Royal Bay Secondary School.

CARRIED

➤ **Update on CRD Regional Transportation Service and Transportation Governance**

Dale Bracewell from Mobility Foresight provided information on the roll out of the new regional transportation service. The Board has given some direction for the base case model for transportation governance in delivering the regional transportation service. Some changes will be rolled out this year with others to be explored over the next two years.

Staff are currently preparing a report which will be going to the October meeting of the Transportation Committee. The idea is to establish effective regional collaboration among municipalities, electoral areas, and other transportation organizations, with the goal of greater efficiency and more holistic integration.

The CRD is starting some organizational changes, for example, the management of trails is now moving from parks into the newly established planning and transportation division. Another big next step is to establish the Regional Transportation Advisory Committee (RTAC), which will be the main strategic advisory body to the Committee, with RTAC having the ability to set up working groups and subcommittees. Safety is a core mandate of the regional transportation service, whose bylaw covers road and trail safety in a holistic way, including planning, design, and behaviour change and promotion. RTAC will include municipal representatives, BC Transit, Ministry of Transportation and Infrastructure, and other relevant agencies and will have both voting and non-voting members.

There is an overlap between the Commission's safety mandate and what will be the core responsibilities of the RTAC and the areas that should be delegated to a working group. To avoid redundancy, staff will be recommending that the Transportation Working Group be restructured, and the Traffic Safety Commission be decommissioned. Every type of function and budgeting, and every type of decision the Commission is making can be translated into the new governance. If the report is approved by the Transportation Committee and ultimately by the Board, the Commission would continue to exist for the remainder of the year.

The RTS is a regional service, so safety will be mandated across the CRD. Commission members, as safety partners, are already being considered in those other agencies but specific roles have not been defined yet. Once RTAC is established, they will be able to determine the members of the subcommittees and working groups. The first meeting of RTAC would most likely be in January if the proposal is approved.

If the proposal does receive approval in October, it is recommended that a significant portion of the Commission meeting agenda in November be dedicated to giving members the opportunity to contribute input on topics they think would be relevant at both the RTAC and strategic level. It was also suggested that the December meeting be made a little more celebratory, with recognition for all the safety work that has been done. Additionally, during November and December, members interested in joining any working group or subcommittee that may be established within RTAC are encouraged to express their interest.

Questions and discussion followed.

- There is an opportunity to help shape working groups. As suggested, include on the November Commission meeting agenda a discussion regarding which aspects of your safety conversation are appropriate for strategic level consideration.
- RTAC will have the ability to form subcommittees and working groups and does not require Board approval. The intention is that there could be both long-running and short-term working groups and subcommittees. There also could be different levels of staff.
- In October, the staff report will outline the process for implementing the base governance model through the Committee to the Board, which would include approving terms of reference to invite members to join the first Regional Transportation Advisory Committee. It is taking the most important things that happen in the Transportation Working Group and the Traffic Safety Commission and integrating them to deliver the regional transportation service.
- The budget for funding for community programs would still be there. It would not be an immediate translation, but RTAC could make those strategic decisions or create a working group.
- It was confirmed that the funding for the Sarah Beckett Scholarship does not go into that budget. It is a separate line item. It was suggested that the Greater Victoria Police Foundation would be a good place to put the funds for the Sarah Beckett scholarship to keep that program moving forward.
- Commission members could be invited into working groups or subcommittees. There is the potential to create ad hoc groups that are short term but also could be a long-running subcommittee group that would have a membership list and be ongoing. Meeting frequency needs to be determined.

Acting Chair Murdock expressed his appreciation to Dale Bracewell and Jay Douillard for their work. This is all new and requires thinking through all the component parts to help enable this new service. Safety is going to play an integral role in informing the work of that new service. He is looking forward to the priority setting and handoff that can happen from the Commission to a future subcommittee or working group.

➤ **Grant Application – “Let’s Get Visible”**

A grant application for funding for the CRD’s seasonal “Let’s Get Visible” campaign was received and reviewed by the Commission’s grant review subcommittee. Approval of funding was recommended with the following feedback: additional information to help demonstrate how well received the campaign was; additional background on the need for such a campaign; more detailed breakdown of the cost of materials; more information on how it is planned to monitor the success of the campaign.

Clarification was provided that the funds will go towards light-up, rechargeable wristbands and high-quality rear red blinking lights which also can be worn by pedestrians. CRD staff will do outreach on the trails, UVic campus and other locations. Safety messaging is also included with the handouts and the Traffic Safety Commission is prominently mentioned and promoted.

MOVED by Colleen Woodger, **SECONDED** by Paweena Sukhawathanakul, that funding in the amount of \$5,000 be approved to support the CRD “Let’s Get Visible” campaign. **CARRIED**

It was suggested that next year there could be a handout providing clear information on safety requirements.

➤ **Proposed Project on Distracted Driving**

This work has started, but some direction is needed on where to specifically focus, i.e., broad legislation and policies like we did with automated speed enforcement, where we are actually working to influence the province to make a change vs things that we could probably do ourselves.

Action: Bring forward to the October meeting for further discussion. Members can email Paweena Sukhawathanakul with suggestions or bring them to the October 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.

Colleen Woodger provided an update on the campaigns.

The impaired driving campaign this year ran beyond July. The number of impaired drivers was shocking. It is a big issue and there is a lot of work to do, and education is needed.

Currently we are into the distracted driving campaign which is heavily weighted on back to school and has a big police presence. Both distracted driving and speed are being addressed during this campaign. At the end of this month, the first messages in motion project will be conducted with Victoria Police and their Crime Watch team, involving signage displayed while walking through intersections. It has a significant impact, along with the heavy enforcement.

The seatbelt campaign will be next, and all the major intersections will be targeted.

7. Other Business

No other business

8. Member Updates

➤ **ICBC - Colleen Woodger**

- Grateful for the amount of work by the media. A number of initiatives were set up which were well received.
- ICBC's CEO will be speaking at a Chamber of Commerce business leaders' luncheon on October 9.
- The Union of BC Municipalities 2025 convention is coming up from September 22-26 in Victoria.
- As part of ICBC's partnership with Global, Road Safety Coordinators across the province are delivering road safer tips on Global TV.
- Working on getting the ICBC speaker program underway.

There were no other member updates.

9. Next Meeting

The next meeting will be held on October 14, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:15 pm.



Making a difference...together

Meeting Notes of the Regional Transportation Working Group Held Tuesday, February 11th, 2025, at Langford City Hall

PRESENT: Staff:

P. Klassen, Senior Manager, Regional Planning; J. Douillard, Senior Transportation Planner, Regional Planning; G. Tokgoz, Manager of Regional Trails, Facilities Management and Engineering Services; K. Mullin, Administrative Clerk, Regional Planning (recorder).

Also present:

K. Balzer, City of Langford; L. Beckett, District of the Highlands; C. Davie, Township of Esquimalt; J. Hicks, City of Victoria; I. Leung, Town of View Royal; T. McKay, District of Saanich; C. Mossey, BC Transit; J. Merkley, MoTT; P. Webber, MoTT; M. Pearson, MoTT; P. Webber, MoTT; J. Baylis, City of Colwood; A. Vizcarra, District of North Saanich, R. Ding, District of Oak Bay; D. Puskas, District of Central Saanich.

REGRETS:

K. Lorette, General Manager, Housing Planning and Protective Services; M. MacIntrye, Senior Manager, Regional Parks; B. Demaere, City of Sidney; J. Carter, Sooke.

The meeting was called to order at 9:06am.

1. Welcome and Introductions

T. McKay welcomed members of the Regional Transportation Working Group (working group) and K. Balzer provided a Territorial Acknowledgement.

T. McKay introduced Agenda and requests introductions from participants.

2. Approval of Agenda

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

3. Review of Terms of Reference

T. McKay initiates a review of the Terms of Reference document.

Discussion of the document's "purpose" section arose with several mentions that language should be stronger to reflect the regional transportation service.

4. Discussion of Future Agenda Items from Membership

The working group members discussed topics revolving around increasing traffic safety education and campaigning. Mention of including a member of ICBC in future meetings would be beneficial to provide insight on emerging technologies, signage and safety concerns.

5. Regional Transportation Service

P. Klassen provided an update on the establishment of the Regional Transportation Service particularly regarding the AAP process. Discussion around AAPs and members' experiences arose regarding public's concerns and understanding of the process. The encouragement of

public educational workshops and materials was mentioned to mitigate confusion and misinformation regarding AAPs.

P. Klassen provided an overview of the Island Corridor project with a focus on the importance of aligning the regional transportation plan with the Island Corridor Foundation's vision.

J. Douillard led a breakout session for members to discuss the relevance and updates needed for the regional transportation plan's vision and key themes.

The working group members suggested adding safety, efficiency and affordability to the vision.

Regarding the Regional Transportation Plan, members mentioned the need for alignment with municipalities' local visions and the importance of clear objectives and outcomes. Working group members also mentioned the need for consistency in terminology and definitions across the Victoria Regional Transit plan, Regional Growth Strategy, Regional Transportation Plan and municipalities' plans.

G. Tokgoz provided information on the Federal Active Transportation Fund and an update on the CRD's application process.

6. Fall Road Safety Campaign Planning

The working group members discussed the need for increasing traffic safety campaigns particularly around mid-block crossings, regional trail crossings, elephant's feet and mixing zones. The discussion of collaborating with the Traffic Safety Commission and ICBC on future traffic safety campaigns was proposed. The working group members agreed that consistency of language in municipal bylaws related to active transportation needs to be further explored especially around terms such as "elephant's feet" and "mixing zones". The proposal of drafting an advocacy letter to province was proposed.

- **Action:** CRD staff to assist in drafting an advocacy letter to province regarding MVA amendments related to mid-block crossings and other road safety issues.
- **Action:** CRD staff to explore collaboration opportunities with the Traffic Safety Commission around road safety.
- **Action:** Discuss consistency in municipal bylaws related to active transportation in future meetings.

T. McKay concluded the meeting with a roundtable. 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.

7. Adjournment

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



Making a difference...together

Meeting Notes of the Regional Transportation Working Group Held Tuesday April 15, 2025, via Microsoft Teams

PRESENT: Staff:

K. Lorette, General Manager, Housing Planning and Protective Services; P. Klassen, Senior Manager, Regional Planning; J. Douillard, Senior Transportation Planner, Regional Planning; G. Tokgoz, Manager of Regional Trails, I. Lawrence, Senior Manager JdF Local Area Services; N. Bandringa, Planner; L. Hube, Planning Assistant; C. Neilson, Senior Manager, People Safety and Culture, K. Mullin, Administrative Clerk, Regional Planning (recorder).

Also present:

K. Balzer, City of Langford; C. Davie, Township of Esquimalt; J. Hicks, City of Victoria; B. Lubberts, Town of View Royal; T. McKay, District of Saanich; C. Mossey, BC Transit; P. Webber, MoTT; M. Pearson, MoTT; P. Webber, MoTT; J. Rosenberg, City of Colwood; D. Penney, District of North Saanich, S. Rennick, District of Oak Bay; D. Puskas, District of Central Saanich, E. Taylor, District of Sooke, T. Johnson, District of Metchosin; Y. Sylvestre, District of Central Saanich; J. Carter, Sooke; B. Demaere, City of Sidney.

REGRETS:

M. MacIntrye, Senior Manager, Regional Parks; I. Leung, Town of View Royal.

The meeting was called to order at 10:02am.

1. Welcome and Introductions

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

T. McKay introduced Agenda and called to members for updates.

2. Approval of Agenda

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

3. BC Transit

C. Mossey provided brief updates on the work being done by BC Transit including Spring service change that went into effect as of April 14th. Other updates included service expansion approval by HandyDart and introduction of electric busses that are expected to be arriving over the next year.

4. Regional Transportation Service

P. Klassen provided an update on the Regional Transportation Service including that the AAP is live until May 16th. Additionally, P. Klassen mentioned the success of the virtual information session that was held on April 1st with 40 members of the public present.

5. CRD Accessibility Advisory Committee

C. Neilson noted that there is a request to provide more advocacy regarding permitting the use of mobility scooters in bike lanes. The requests have gone to the province which have

then noted that sharing lanes becomes municipal jurisdiction. Conversation around this topic will continue to be ongoing.

6. Round Table Updates

The working group members provided updates on their current and future project work taking place in their jurisdictions.

MoTT representatives presented a PowerPoint presentation on the Highway 17- Keating Cross Flyover project, Ravine Way Action Transportation and Transit, Tillicum Pedestrian Overpass, Uptown TOD and the Island Rail Corridor.

D. Penney from District of North Saanich mentioned they are working towards completing public engagement in the fall.

B. Demaere mentioned that the City of Sidney is wrapping up their first active transportation project. The Bowerbank Road Neighbourhood Bikeway is scheduled for construction this summer.

D. Puskas from District of Central Saanich mentioned they are working towards a speed reduction plan that involves a 10km reduction across the board.

T. McKay from District of Saanich provided updates on the district's DCC bylaw.

S. Rennick from District of Oak Bay mentioned that the municipality has developed a cost charge program that was approved by the inspector of municipalities in January.

J. Hicks from City of Victoria mentioned that work around redesigning Government St is underway. OCP is going to council. Bike valet renewal with Capital Bike has taken place.

B. Lubberts from Town of View Royal mentioned their Transportation Master plan is set to be updated this year. They are also undertaking a speed limit reduction study.

K. Balzer from City of Langford noted that SCIANEW STELITKEL Elementary school will be opening in September, connecting all high density areas to the school.

T. Johnson from District of Metchosin noted that they are looking to complete their first active transportation plan and are working on determining the priority network and projects.

P. Klassen from CRD mentioned the planning of an upcoming roadshow for councils in late June/July.

G. Tokgoz from CRD has the intention of sharing the Mult-Use Trails Safety Enhancement Study draft report with the group for input and comments. The construction of this project is expected to begin next spring.

7. Adjournment

The working group meeting was adjourned at 12:14pm.



Making a difference...together

Meeting Notes of TWG & DPAC Workshop Held Tuesday, April 29, 2025, at CRD Headquarters

PRESENT: Staff:

P. Klassen, Senior Manager, Regional Planning; J. Douillard, Senior Transportation Planner, Regional Planning; R. Lishman, Communications Liaison, N. Brotman, Research Planner; D. Bracewell, Transportation Consultant, I. Lawrence, Senior Manager, JdF Services, J. Starke, Manager, SGI Service Delivery; K. Mullin, Administrative Clerk, Regional Planning (recorder).

Also present:

K. Balzer, City of Langford; L. Beckett, District of the Highlands; C. Davie, Township of Esquimalt; J. Hicks, City of Victoria; T. McKay, District of Saanich; C. Newcomb, City of Sidney; P. Hartling, District of Oak Bay; J. Carter, District of Sooke; A. Boel, District of Oak Bay; L. Stohmann, City of Langford; D. Puskas, District of Central Saanich; J. Clary, Township of Esquimalt; M. Boyd, BC Transit; L. Megenbir, BC Transit; K. Clark, District of Central Saanich; A. Tang, District of Esquimalt, L. Klose, City of Victoria; P. Webber, MoTT; J. Spindel, MoTT; E. Taylor, District of Sooke.

Also present via MS Teams:

I. Leung, Town of View Royal; J. Rosenberg, City of Colwood; Y. Hernandez, City of Colwood; L. Chase, Town of View Royal.

REGRETS:

T. Johnson, District of Metchosin.

The meeting was called to order at 10:02 am.

1. Introduction

J. Douillard provides introduction and Territorial Acknowledgement.

J. Douillard organized members into three separate breakout groups to discuss questions related to the development of the Regional Transportation Plan.

2. Engagement Strategy

How should staff and elected officials at local governments be engaged in the RTP process?

- Staff and elected officials should be brought together in this process to help prevent conflicts.
- There should be options for elected officials to be involved early in the process.
- There was a focus on the importance of explaining the relevance of the RTP work to elected officials.
- Members mentioned that ongoing engagement workshops for elected officials should continue to be explored.

- Members should engage municipal staff to lead the engagement process with their respective councils.
- First Nations engagement should be prioritized with a focus on planning the long-term horizon.
- Staff and elected officials should leverage off completed transportation master plans and reconcile any discrepancies.
- It was recognized that challenges may arise due to the number of OCPs in the works and in varying stages. Clear communication and regular check-in meetings with municipalities can help keep consistency.

When and how should we engage the public to ensure meaningful input without overloading them or overlapping with other engagement efforts?

- Too much public engagement can be counterproductive.
- The public should only be engaged with specific questions and objectives.
- Public engagement should be aligning with other OCP Master Plans to not overwhelm the public.
- Some members suggested the use of online surveys for public engagement and aligning with other transportation master plans and OCP updates.

3. The Scope of the RTP

Would a dedicated RTP working group help guide the process?

- Members agreed that a dedicated working group would be beneficial but clear objectives are needed.
- It would be beneficial to continue using DPAC and other groups so that all parties have opportunity for input.
- One group suggested instead of creating a working group to streamline conversations between members and councillors involved once milestones are reached.

Should we include the Regional Cycling Network?

- Members agreed that cycling is a mode of transportation and should be included.
- Including the Regional Cycling Network would encourage residents to shift from car dependency (support the overall mode shift).
- Supporting a mode shift away from cars should be a key priority of the RTP.

Should the RTP include a prioritized list of regional infrastructure investments?

- Members noted that the plan should have a priority of what is regional and critical.
- Determining what the priorities are is challenging and this conversation should be continued.

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- Determining what the priorities are is challenging and this conversation should be continued.

The Big Picture: Setting Ambitions for the RTP Questions

4. Aspiring to Transportation Plan Excellence

Which Canadian city or region exemplifies national best practices in visionary, long-range mobility planning?

- Members mentioned cities - Vancouver, Montreal, and Halifax - to follow for best practices.
- Metro Vancouver was used as an example of reliable transit and the need for new corridors and crossing.
- In Halifax, Dalhousie has a working group called DalTRAC which is beneficial in supporting the region's transportation network.

Are there global cities or regions that we should benchmark against?

- Members mentioned cities – Amsterdam and Hong Kong – as great examples of network that allow for easy mode switches.

5. Unlocking a Unified Future Mobility

How do we best structure this plan to attract funding from senior government?

- Members mentioned the benefits of having a more regional view of transportation that allows municipalities to look beyond themselves. Regional priorities must be agreed upon to attract funding.
- Members also noted the importance of brining initiatives forward, building around higher density areas and determining where key nodes are.
- Members should prioritize creating key regional hubs as well as prioritizing the region's climate strategy goals (reducing GHGs).
- Group 4 mentioned that the plan should paint the story of the benefit for future generations and emphasize the fact that change takes time but is still achievable.

What key enablers or barriers must we address in creating the RTP?

- There was an overall acknowledgement of barriers like public resistance and the need to educate and encourage public support for the benefit of the future.
- The group discussed that the public should be educated on examples of successful transit initiatives.

How can scenario planning help us envision a bold, visionary, mobility future?

- There were a lot of scenarios mentioned such as sea level rises, trip generators, increase in remote working, train vs no train and how these would impact long-term planning.
- Other examples mentioned include cost of car versus alternative modes, rapid transit from ferry to core, moving people and highways for goods and services.
- Members mentioned that scenario planning can be used to focus on population projects and demand network.
- Group 1 mentioned that with scenario planning it is important to maintain the overarching long-term planning technical practices.
- Members mentioned that scenario planning can be used to address barriers regarding the public's resistance by providing personal connections.

6. Next Steps

The working group members discussed the need to continue discussions between the two groups. The next steps include background studies, determining population projections and creating a regional transportation demand model.

7. Adjournment

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



Making a difference...together

Meeting Notes of the Regional Transportation Working Group Meeting Held Monday June 16th, 2025 via Sidney Community Safety Building

PRESENT: Staff:

J. Douillard, Senior Transportation Planner, Regional Planning; G. Tokgoz, Manager of Regional Trails, K. Mullin, Administrative Clerk, Regional Planning (recorder).

Also present:

K. Balzer, City of Langford; C. Davie, Township of Esquimalt; M. Van der Laan, City of Victoria; I. Leung, Town of View Royal; T. McKay, District of Saanich; E. Wren, BC Transit; P. Webber, MoTT; R. Ding, District of Oak Bay; D. Puskas, District of Central Saanich; J. Clary, City of Sidney; L. Beckett, District of Highlands, B. Martin, District of North Saanich.

REGRETS:

P. Klassen, Senior Manager, Regional Planning; D. Penney, District of North Saanich; T. Johnson, District of Metchosin; J. Hicks, City of Victoria; J. Carter, District of Sooke.

The meeting was called to order at 9:11am.

1. Welcome and Introductions/Agenda

T. McKay welcomed members of the Regional Transportation Working Group and provided a Territorial Acknowledgement.

E. Wren was introduced and welcomed by members.

T. McKay introduced Agenda and called to members for updates.

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

2. Speed Limits

C. Davie presented a PowerPoint presentation on the recent work being done by Township of Esquimalt to create more pedestrian friendly neighbourhoods. The presentation highlighted the reduction of speed limits in all major roads to 40km/h with collector/local roads being reduced to 30km/h. C. Davie also mentioned increased awareness signage on major collector roads, school zones and playground zones as well as the use of speed bumps and planters as a form of traffic calming. The results from the Township's count data proved that the majority of baseline speeds were reduced with only limited locations where speeds did not decrease.

3. Regional Transportation Service Update

J. Douillard announced that on June 11th the CRD Board has adopted Bylaw No. 4630 to establish the new Regional Transportation Service. The service establishment allows for new services to now be offered. On June 25th a staff report will be coming out to present governance options for the service. The department is recommending that a Regional Transportation Advisory Committee (RTAC) be established. The continuation of the Traffic Safety Commission will be addressed and guided by the Board. A terms of reference document for the RTAC will be sent to TWG members for feedback in the next upcoming months.

G.Tokgoz informed the group that the draft ISL Engineering Multi-Use Trails Safety Enhancement Study has been circulated and that the CRD is seeking feedback from TWG members. A meeting invitation has been sent out to provide an opportunity for input, which can also be submitted via email before July 18.

4. Break

Break was held from 10:30am-10:40am.

5. Setting Levels of Service for Transit – Reconciling Community Expectations and Reality

T. McKay began the discussion with a focus on gaps between BC Transit's and individual municipalities' transportation priorities.

K. Balzer mentioned that Langford residents have expressed that they are often bypassed by busses which reduces the city's overall ridership targets. K. Balzer also mentioned that the city of Langford can not meet their mode share targets due to the lack of service in the region.

Members mentioned that it would be beneficial to have a formal report on bypasses recorded by BC Transit.

Members mentioned that it would be useful to have BC Transit's data more accessible for determining ridership at specific stops. The suggestion of developing a database platform that is available for members was proposed.

6. Road Safety Improvements – Advocacy to Federal Gov/Transportation Canada for better regulation of vehicle design and imported new mobility devices

T. McKay began the discussion with mention of the increase of e-scooter related injuries. The lack of border regulations has made it easier for people to purchase e-scooters with speeds that exceed Provincial regulations.

J. Douillard mentioned that the group can make a motion to recommend to the Transportation Committee to write an advocacy letter to the Federal government.

J. Douillard to formulate a memo to bring back to committee with recommendations and an advocacy approach.

7. Regional Template Bylaws

T. McKay inquired if the CRD would include template language into municipalities' bylaws particularly regarding "multi-use crosstrail crossings".

J. Douillard mentioned that joint purchasing of traffic safety related equipment/supplies can be facilitated by the CRD.

T. McKay encouraged members to send regional template Bylaw ideas to J. Douillard directly.

J. Douillard to draft multi-use trail crossing model bylaw language for the next TWG meeting.

Adjournment

The working group meeting was adjourned at 11:44 am.

Background

In 2019, the City of Victoria implemented a free youth bus pass program for residents aged 13 to 18, allowing them to ride the Victoria Regional Transit System for free. This program has been extremely successful and approximately 70% of youths in Victoria use the youth pass system. It is helping to build the next generation of transit users, and thereby support an expanded transit system with improved service for everyone.

At the same time, criticism is often voiced that this program does not exist for youths across other communities in the region. In an age of soaring household costs, free youth bus passes can have a significant positive impact on families.

The success of the Victoria program suggests that extending this program equitably across the region would deliver more value for CRD residents and increase transit ridership. The Victoria Regional Transit Commission has set an ambitious target of 15% ridership by 2050, and that target requires more youths to become habitual transit users. A regional youth bus pass program would align with CRD climate, transportation, accessibility, and equity goals, and would better enable young people to access school, work, and recreation opportunities.

Recommendation

That the CRD Transportation Committee recommends to the CRD Board to direct staff to investigate and report back on the costs, benefits, and implications of creating a region-wide free youth bus pass program under the CRD transportation service in collaboration with BC Transit.

Director Dave Thompson

Director Jeremy Caradonna