



## Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, August 3, 2022

1:30 PM

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

### Special Meeting

D. Screech (Chair), J. Loveday (Vice Chair), P. Brent, S. Brice, B. Desjardins, F. Haynes,  
B. Isitt, C. McNeil-Smith, R. Martin, R. Mersereau, L. Seaton, M. Tait, N. Taylor,  
C. Plant (Board Chair, ex officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

#### 1. Territorial Acknowledgement

#### 2. Approval of Agenda

#### 3. Chair's Remarks

#### 4. Presentations/Delegations

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

*Delegations will have the option to participate electronically. Please complete the online application for "Addressing the Board" on our website and staff will respond with details.*

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

#### 5. Committee Business

##### 5.1. [22-350](#) Regional Trails - Widening & Lighting Policies

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

**Attachments:** [Staff Report: Regional Trails - Widening & Lighting Policies](#)

##### 5.2. [22-347](#) Temporary Closures of Regional Trails

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

**Attachments:** [Staff Report: Temporary Closures of Regional Trails](#)  
[Appendix A: Summary of Services Provided for Temp. Closures - Reg. Trails](#)

**5.3.**      [22-491](#)      Island Rail Corridor Advocacy Timelines

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

**Attachments:**      [Staff Report: Island Rail Corridor Advocacy Timelines](#)

**5.4.**      [22-426](#)      Previous Minutes of Other CRD Committees and Commissions for Information

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

- a) Traffic Safety Commission minutes of May 10, 2022
- b) Traffic Safety Commission minutes of June 14, 2022
- c) Transportation Working Group minutes of May 9, 2022

**Attachments:**      [Minutes: Traffic Safety Commission - May 10, 2022](#)  
[Minutes: Traffic Safety Commission - June 14, 2022](#)  
[Minutes: Transportation Working Group - May 9, 2022](#)

**6. Adjournment**

This is the last regularly scheduled meeting for 2022.

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



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, JUNE 15, 2022

---

**SUBJECT**     **Regional Trails – Widening & Lighting Policies**

### **ISSUE SUMMARY**

In November 2021, the CRD Board requested that staff report back on current endeavors and the advisability of developing new policies relating to lighting and trail improvement/widening.

### **BACKGROUND**

The Regional Trails Management Plan (RTMP, 2016) guides management of existing and future regional trails, including the Galloping Goose, Lochside and E&N regional trails, for a 15-year horizon. The RTMP further outlines permitted uses, trail development standards and management policy direction.

Based on direction in the RTMP, a Regional Trails Widening Study was prepared in 2020 to consider widening, separating and lighting two high-use urban sections along the Goose and the Lochside regional trails, respectively. The study recommended a separated-use pathway design with lighting be implemented, and provided specifics regarding the type of lighting to be used and a priority sequence for implementation. In October 2021, the CRD Board directed staff to actively develop partnerships and pursue grant funding opportunities, including submission to the federal Active Transportation Fund, to support implementation of the separated-use pathway design with lighting.

If approved by the Board, the updated Regional Parks and Trails Strategic Plan (Strategic Plan) describes strategic priorities aimed at climate action and resiliency, as well as access and equity. Proposed actions to meet these strategic priorities include a number of initiatives that will improve the multi-modal transportation functionality of regional trails. Developing policy to support the successful implementation of these actions is recognized as an important step to be undertaken through an update to the RTMP, bringing it into alignment with CRD strategic priorities that have shifted since 2016.

### **IMPLICATIONS**

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

A CRD Board priority is to plan for and deliver an effective long-term regional multi-modal transportation system and to increase use of public transit, walking and cycling. The CRD's Regional Growth Strategy includes a target to reduce greenhouse gas emissions (GHG) by 61% from 2007 levels by 2038. Climate action has been a CRD Board priority since 2009 and, in 2019, the CRD Board declared a climate emergency. Regional trail improvements, such as widening, separation of uses and lighting on regional trails, may encourage more people to shift from gas vehicle use to active modes of transportation.

### *Alignment with Existing Plans & Strategies*

In 2021, the CRD Board approved regional transportation priorities to reduce congestion, advance mode share targets for walking, cycling and transit use and take action on climate change. The Regional Transportation Plan (2014), and related Regional Pedestrian and Cycling Master Plan (2011), guide planning and development of a regional multi-modal transportation network. Policy direction relating to both widening/separating of uses and lighting is consistent with these plans' directions to increase options for, and use of, alternate modes of travel.

### *Intergovernmental Implications*

The CRD's regional trails are located on, or near, the traditional territories of many First Nations and are managed under leases and licenses of occupation negotiated with the province and a number of municipalities. These governments and their agencies will be consulted on policy development relating to regional trails.

### *Social Implications*

When the Regional Trails Management Plan was developed (2014-2016), the CRD provided no lighting along regional trails and had no plan to light regional trails. During the 2020 Widening Study's public engagement process, lighting was identified as a way of improving trail user experience and safety. A lighting policy for the regional trails will help to determine how and where lighting will be implemented and will be developed through a public engagement process for an updated RTMP.

### *Environmental & Climate Implications*

The 2020 Widening Study proposes use of LED efficient lighting, the most environmentally sustainable choice outside of solar. Standardized design and service levels are recognized in the Strategic Plan as a key element of planning and implementing a regional active transportation network.

### *Service Delivery Implications*

As regional trail widening and lighting are undertaken across the regional trail system, there will be resource implications associated with the planning, design, development and maintenance of the system. Lighting of regional trails and widening/separating use on regional trails is considered an increased service level requiring more staff time to manage and maintain.

### *Financial Implications*

In 2022, the estimated cost for the initial 2 km of the Galloping Goose widening and lighting project, including engineering design, project management and construction, is \$6 million. The Strategic Plan identifies the need to develop a funding strategy to support priority regional trail enhancement and expansion projects, including: separated use pathway with lighting enhancements in high use sections of the Galloping Goose and Lochside regional trail development.

**CONCLUSION**

The Regional Trails Management Plan includes policy direction relating to when the CRD will consider widening a regional trail and/or separating uses into use-specific paths but does not provide design standards or implementation criteria. The Regional Trails Management Plan does not include policy direction for when lighting will be provided on regional trails. Once approved, the Strategic Plan identifies updating the Regional Trails Management Plan to include actions supporting a regional active transportation network, including the establishment of design standards and the development of policy supporting widening/separating and lighting. A funding strategy to support these initiatives is identified as a short-term strategy in the Strategic Plan.

**RECOMMENDATION**

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

Submitted by:	Jeff Leahy, RFP, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, JUNE 15, 2022

---

**SUBJECT**     Temporary Closures of Regional Trails

### **ISSUE SUMMARY**

To provide information on the process for temporarily closing regional trails.

### **BACKGROUND**

At the November 10, 2021 Capital Regional District (CRD) Board meeting, staff were directed to report on the current process for temporarily closing regional trails and whether it is advisable to develop a policy for the closures.

The CRD operates and maintains a 100-kilometre regional trail network comprised of the Galloping Goose Regional Trail, Lochside Regional Trail and the E&N Rail Trail – Humpback Connector. On occasion, staff have to implement service disruptions on the regional trail network to address operational issues or complete infrastructure repairs. When work activities are required on the regional trails, staff explore opportunities to complete the work without closing the regional trails. However, when temporary closures are required, staff utilize a set of operational guidelines that are adaptable to the variety of circumstances associated with each closure. The operational guidelines include a hierarchy of controls, including public communications in advance of the closure, temporary traffic control devices, and may include an engineered traffic management plan to implement a detour route around the closed area. Staff report that when a temporary closure of a regional trail is implemented with these measures, public complaints and inquiries are minimal. The operational guidelines are outlined in Appendix A and have been shared with the CRD Regional Transportation Working Group

There is no CRD Board approved policy with respect to regional trail closures or detour routes. Detour routes are developed to provide passage around closed sections of regional trails and they are subject to municipal or provincial government review or a permit process as the detour routes are outside of the CRD's jurisdiction. There is no regional consistency on the review or permit process for the detour routes. In order to streamline closures and have consistency across the region, a shared approach to regional trail closures and detour routes should be developed by the Transportation Working Group prior to the development of a CRD Board approved policy.

### **IMPLICATIONS**

#### *Intergovernmental Implications*

On July 14, 2021, the CRD Board directed staff to advance advocacy and implementation actions developed for each of the priorities, including the creation of a Regional Transportation Working Group. The Transportation Working Group has discussed the need to update the CRD Pedestrian and Cycling Master Plan's planned cycling network. Once the network has been updated, the working group will prepare a key project list, implementation sequence and supportive actions to advance network completion. Supportive actions include matters such as a shared approach for trail closures, detours and trail crossings.

*Financial Implications*

Costs associated to implement temporary closures are as follows:

Temporary Closures of Unpaved Sections of Regional Trails

- Temporary closures of unpaved sections of regional trails cost \$1,000 to \$3,000 for staff time and material. If additional on-site traffic management is required, costs range from \$500 to \$1,000 per day.

Temporary Closures of Paved Sections of Regional Trails

- Temporary closures of paved sections of regional trails cost \$2,000 to \$5,000 for staff time and material. An engineered traffic management plan costs \$3,000 to \$5,000. If additional on-site traffic management is required, costs range from \$500 to \$1,000 per day.

*Service Delivery Implications*

Temporary closures to sections of regional trails are provided through the CRD Regional Parks temporary closure process. Staff will continue to work with the Transportation Working Group to develop a shared approach to trail closures and detours.

*Alignment with Board & Corporate Priorities*

One of the CRD Board's priorities includes to plan for and deliver an effective long-term regional multi-modal transportation system and to increase use of public transit, walking and cycling. The increased planning, communication efforts and signed detour routes that are implemented when paved portions of the regional trails are temporarily closed ensure that active transportation can still be achieved during the service disruption.

**CONCLUSION**

When the CRD is required to close a portion of a regional trail, efforts are taken to minimize the impacts of the service disruption. Staff currently utilize a set of operational guidelines that focus on public communication and site safety to implement temporary closures of a regional trail. To develop a policy for trail closures and detour routes, the Transportation Working Group must establish a shared approach on how closures and detour routes are reviewed, approved, and implemented across the region.

**RECOMMENDATION**

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

Submitted by:	Jeff Leahy, RPF, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

**ATTACHMENT**

Appendix A: Summary of Services Provided for Temporary Closures on Regional Trails

**SUMMARY OF SERVICES PROVIDED  
FOR TEMPORARY CLOSURES ON REGIONAL TRAILS**

**June 2022**

**Temporary Closures of Unpaved Sections of Regional Trails**

Unpaved sections of the regional trail network are typified as having lower visitation levels than paved portions and have higher levels of recreational use. Temporary closures generally contain the following elements:

Temporary Closures of Unpaved Sections of Regional Trails	
Type of Closure	Services Typically Provided
Planned Short-Term Closure (generally shorter than 2 days)	<ul style="list-style-type: none"> <li>• Public communications issued prior to closure</li> <li>• On-site signage installed prior to closure</li> <li>• On-site traffic management, as required</li> </ul>
Unplanned Short-Term Closure (generally shorter than 2 days)	<ul style="list-style-type: none"> <li>• Public communications issued as soon as possible</li> <li>• On-site signage installed as soon as possible</li> <li>• On-site traffic management, as required</li> </ul>
Planned Long-Term Closure (generally longer than 2 days)	<ul style="list-style-type: none"> <li>• Public communications plan developed and implemented (news release, alerts, stakeholder notification)</li> <li>• On-site signage on site prior to closure</li> <li>• On-site traffic management, as required</li> </ul>
Unplanned Long-Term Closure (generally longer than 2 days)	<ul style="list-style-type: none"> <li>• Public communications plan developed and implemented as soon as possible (news release, alerts, stakeholder notification)</li> <li>• On-site signage as soon as possible</li> <li>• On-site traffic management, as required</li> </ul>

**Temporary Closures of Paved Sections of Regional Trails**

Paved sections of the regional trail network are typified as having higher visitation levels than unpaved sections and have more active transportation use. Temporary closures generally contain the following elements:

Temporary Closures of Paved Sections of Regional Trails	
Type of Closure	Services Typically Provided
Planned Short-Term Closure (generally shorter than 2 days)	<ul style="list-style-type: none"> <li>• Public communications issued prior to closure</li> <li>• On-site signage installed prior to closure</li> <li>• On-site traffic management, as required</li> </ul>
Unplanned Short-Term Closure (generally shorter than 2 days)	<ul style="list-style-type: none"> <li>• Public communications issued as soon as possible</li> <li>• On-site signage installed as soon as possible</li> <li>• On-site traffic management, as required</li> </ul>
Planned Long-Term Closure (generally longer than 2 days)	<ul style="list-style-type: none"> <li>• Public communications plan developed and implemented (news release, alerts, stakeholder notification)</li> <li>• On-site signage on site prior to closure</li> <li>• Develop engineered traffic management plan and provide signed detour route prior to closure (subject to municipal approval/permits)</li> <li>• On-site traffic management, as required</li> </ul>
Unplanned Long-Term Closure (generally longer than 2 days)	<ul style="list-style-type: none"> <li>• Public communications plan developed and implemented as soon as possible (news release, alerts, stakeholder notification)</li> <li>• On-site signage as soon as possible</li> <li>• Develop engineered traffic management plan and provide signed detour route as soon as possible (subject to municipal approval/permits)</li> <li>• On-site traffic management, as required</li> </ul>





Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, AUGUST 03, 2022

---

**SUBJECT**    **Island Rail Corridor Advocacy Timelines**

### **ISSUE SUMMARY**

To provide the Transportation Committee with advocacy next steps and timelines to protect the Island Rail Corridor and advance restoration of rail service.

### **BACKGROUND**

The Capital Regional District (CRD) Board has consistently recognized the 295 km Island Rail Corridor as a key component of the regional transportation system. The Snaw-naw-as Nation is seeking the segment of the corridor through their reserve to revert to the Nation, as the corridor is no longer used for railway purposes. The British Columbia (BC) Court of Appeal has given Canada until March 2023 to determine its intent for the corridor before the Nation can return to court to enforce its right of reversion.

On July 13, 2022, the CRD Board approved three advocacy motions related to the need for urgent action on the Island Rail Corridor, as follows:

- **Motion 1:** That the Board escalate advocacy for restoration and resumption for rail operations on the E&N Corridor and requests that the Chair communicates with provincial, federal, First Nations and other regional elected officials on behalf of the Board.
- **Motion 2:** Request staff provide the Board with steps to be taken and timelines for heightened urgent advocacy in support of protecting the corridor particularly with the federal government, given the court deadline of March 2023.
- **Motion 3:** That the CRD Board supports the Island Corridor Foundation request for federal and provincial governments to work together to: 1) equitably settle Indigenous claims within and along the Island Rail Corridor; 2) create a multi-disciplinary team, reflecting all affected interests, to advance rail as a transportation option on Vancouver Island; and 3) that this action be ongoing and not delay decisions required by March 2023.

A previous staff report to the June 15, 2022 Transportation Committee outlined a high-level advocacy approach, including audience analysis and tactics. This analysis, as well as an Island Corridor Foundation (ICF) business case, identified that advocacy should target provincial and federal government action on the following matters to ensure future rail use on the corridor:

- 1) Equitably resolve outstanding claims related to Indigenous interests within and along the corridor; and,
- 2) Demonstrate, through planning and funding commitments, that preservation of the corridor and restoration of rail service is in the public interest.

### **Actions Taken**

In response to the direction received from the CRD Board, the CRD Chair sent letters to the following stakeholders:

- The Honourable Omar Alghabra, P.C., M.P., Federal Minister of Transport
- The Honourable Rob Fleming, M.L.A., BC Minister of Transportation and Infrastructure
- Laurel Collins, M.P., Member of Parliament for Victoria
- Alistair MacGregor, M.P., Member of Parliament for Cowichan – Malahat – Langford
- Randall Garrison, M.P., Member of Parliament for Esquimalt – Saanich – Sooke
- Tyler Brown, Board Chair, Regional District of Nanaimo
- John Jack, Chairperson, Alberni-Clayoquot Regional District
- Jesse Ketler, Board Chair, Comox Valley Regional District
- Lori Iannidinaro, Board Chair, Cowichan Valley Regional District

The letters to the Ministers request action be taken to advance the CRD Board motions of July 13 while the letters to the Victoria area Members of Parliament ask for their assistance in securing federal engagement. The correspondence to the regional district Chairs encourage them to attend any meetings the federal and provincial governments initiate and asks them to encourage the federal and provincial governments to address this critical issue.

Staff have also engaged with senior staff from the federal Ministry of Transportation, BC Ministry of Transportation and Infrastructure, Cowichan Valley Regional District, Nanaimo Regional District and Comox Valley Regional District. Staff have shared the CRD Board's position and requested a status update from each in relation to the Island Rail Corridor.

Separately, the Island Corridor Foundation, as the land owner, has been asked to advise the 14 First Nations in which the corridor is located of the CRD's actions.

### **Advocacy Next Steps**

The CRD Board can take the following advocacy next steps to catalyze senior government action on the above matters:

#### **Step 1: Raise Federal Government Awareness and Catalyze Senior Government Action**

The CRD Board will undertake advocacy to raise federal government awareness of why restoration of rail service and corridor preservation are in the public interest. CRD Board advocacy will also emphasize the need for urgent senior government action.

Specific actions targeted for Q3 2022 include:

- 1) News release and Chair media (e.g., CFX interviews).
- 2) Chair to liaise with federal and provincial elected officials from the South Island.

#### **Step 2: Promote Inter-Jurisdictional Cooperation**

Concurrently to the Step 1 actions, the CRD Board will join ICF in requesting the creation of a multi-disciplinary team that will bring together all interests in the corridor to support open dialogue and information sharing. A dedicated team is needed, given the impending March 2023 timeline.

Specific actions targeted for Q3 2022 include:

- 1) Request that province target first multi-disciplinary team meeting for early Q4 2022, pending senior government direction.

- 2) CRD Chair to speak with other regional Districts that have an interest in the corridor across Vancouver Island and encourage them to attend any meetings the federal and provincial government initiate.

### **Step 3: Advance Rail as a Transportation Option**

Once a multi-disciplinary team is established, work through this team to advance rail as a transportation option. Such work could begin in Q1 2023, informed by progress on actions set out in Step 1 and Step 2.

Staff will evaluate advocacy success at the end of each quarter, and report through the Board Priorities Dashboard under Board Priority 1(b): Protect the E&N Corridor.

## **IMPLICATIONS**

### *Intergovernmental Implications*

The ICF initial business case indicates they expect senior levels of government to resolve outstanding Indigenous claims. Within the context of the United Nations Declaration on the Rights of Indigenous Peoples and the British Columbia *Declaration Act*, both the federal and provincial governments are responsible for ensuring Indigenous interests and rights are integrated into decision-making about the future use of the Island Rail Corridor.

The CRD Board Chair would lead advocacy initiatives and communicate with Ministers in the federal and provincial governments and the Chairs of regional districts on Vancouver Island.

### *Financial Implications*

The proposed advocacy next steps can be implemented within existing service budgets.

### *Service Delivery Implications*

The proposed advocacy next steps can be implemented within existing work plans.

### *Alignment with Board & Corporate Priorities*

Undertaking the proposed advocacy supports delivery of Board Priority 1(b) “Protect the E&N Corridor as a transportation corridor and participate in a Provincial working group to come to agreement on the future use of the E&N Corridor.”

### *Alignment with Existing Plans & Strategies*

The 2014 Regional Transportation Plan (RTP) identifies the Island Rail Corridor as part of its Regional Multi-Modal Transportation Network and calls for the long-term protection of the corridor for transportation. Inter-jurisdictional cooperation among all affected parties to come to agreement on the future use of the corridor is aligned to existing CRD plans and strategies.

The proposed advocacy next steps have been developed in alignment with the approach and tactics set out in the 2019 CRD Advocacy Strategy. Consistent, targeted and focused messaging will be critical to success.

**CONCLUSION**

The CRD Board has consistently recognized the 295 km Island Rail Corridor as a key component of the regional transportation system. Board advocacy over the next six months is needed to ensure the corridor is not lost for transportation use. The proposed advocacy next steps set out clear actions and timing to advance rail as a transportation option, consistent with Board motions in support of Island Rail Corridor protection.

**RECOMMENDATION**

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

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional and Strategic Planning
Concurrence:	Andy Orr, Senior Manager, Corporate Communications
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, May 10, 2022**

**Members:** Kash Akinkuowo, RoadSafetyBC (EP)  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact (EP)  
Corey Burger, Capital Bike (EP)  
Shawn Haley, Ministry of Transportation and Infrastructure (EP)  
Sgt. Andy Harward, CRD Integrated Road Safety Unit (EP)  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member  
Joe Perkins, Media (EP)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)  
(EP)

**Associates:** John Hicks, CRD  
Cpl. Andy Sanchez, Sidney/North Saanich RCMP (EP)

**Regrets:** Ron Cronk, Vancouver Island Safety Council  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic  
Fred Haynes, CRD Director (Chair)  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement  
Angela Wheeler, Island Health  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:35 pm. In the absence of Chair Haynes, Vice-Chair Sukhawathanakul acted as Chair.

New member Steve Martin was introduced. He will be filling the vacant position on the Commission for a community member with related experience. Steve has an extensive background in road safety and spent several years as Superintendent of Motor Vehicles. He commented that he is pleased to be a member of the Commission and is looking forward to being able to contribute to road safety.

**1. Territorial Acknowledgement**

John Hicks provided a territorial acknowledgement.

**2. Approval of Agenda**

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

**3. Approval of Minutes – March 8, 2022; April 12, 2022**

**MOVED** by Andy Harward, **SECONDED** by Shawn Haley, that the minutes of the meeting held on March 8, 2022 be approved. **CARRIED**

**MOVED** by Andy Harward, **SECONDED** by Shawn Haley, that the minutes of the meeting held on April 12, 2022 be approved. **CARRIED**

**4. Chair’s Remarks**

No remarks

## 5. Business Arising from Previous Minutes

### ➤ **Update on Transportation Working Group**

John Hicks provided an update on the Transportation Working Group meeting held yesterday. This group consists largely of engineers from each of the municipalities, Ministry of Transportation staff, BC Transit staff and electoral area senior managers. Some of the agenda items relate quite closely to what the Commission is looking at in terms of regional trail intersections and crossings on local streets. The goal is to make things more consistent across the regional trails network so that people using it from one end of the network to the other understand how they can cross the streets safely. The Working Group are looking at where the gaps are and what the consistency across the region is. Regional Parks did a report through WATT Engineering looking at the best practice for crossings and we are trying to align with that report. Municipalities are keen to advance safety improvements quickly and ensure there is consistency across the region. Some of the work is scheduled for as early as this summer.

Corey Burger commented that input from user groups is important and is something that has been lacking the past.

Other issues discussed at the Working Group meeting included:

- Summer and fall road projects across the region. There is a significant amount of work scheduled so there will be considerable impact on the roads. That information will be communicated out through the individual municipalities and shared with BC Transit, etc., once schedules are finalized.
- Transportation target setting and reporting. The Provincial government has set vehicle kilometers travelled (VTK) targets in their climate change policy. The working group are letting the Ministry know that the targets create a huge challenge for municipal and regional staff trying to report back out to them and asking for support with a standard methodology we could work through.
- Cycling network map update. The pedestrian and cycling master plan (PCMP) map identifies all the regional corridors for cycling from one end of the region to the other. The PCMP was a great start which enabled municipalities to have conversations about active transportation plans and where active transportation fit into their road networks and community profiles. Most municipalities have active transportation plans and there are three more plans across the region coming out this year. Once the plans are submitted, the map will be updated and will show different levels of service on the cycling network at a regional scale. This will be an ongoing process this year.
- Transportation demand management. A pilot program working with DND – CFB Esquimalt will take place to work on travel demand management process and protocols with that large employment sector. Initial conversations are starting now and some profiling work will be done to start with.

The Working Group meeting was very well attended with lots of support. There is interest in the Traffic Safety Commission potentially supporting their work.

### ➤ **Demographics/data collected from collision information**

Further to discussions at the Commission's April meeting, Kash Akinkuowo from RoadSafetyBC confirmed that demographic data on ethnicity or similar themes is not collected on violation tickets and commented that discussions on this would be at a provincial level.

Vice-Chair Sukhawathanakul asked for input as to how we can move forward with this issue. Corey Burger commented that the challenge is that we don't have the administrative data and suggested that the Commission write a letter to the Board or the Province asking if there is a way that this information could be collected. John Hicks responded that a letter would need to go through the Transportation Committee and the Board and would need to show how it relates to the business of the CRD or our partners. He also commented that discussions around equity in transportation are already taking place with the Community Planning Council. The CRD have made a commitment to advancing this level of work and the province will probably come forward with directions as well as to what information we can gather. It was agreed to relook at this issue in about six months.

**Action: Bring back to November meeting agenda**

- **Commission Role in clarifying issues around Insurance**  
ICBC has issued a news release regarding a policy change to no longer seek recovery for costs from pedestrians and cyclists in some clearly defined situations. The news release will be forwarded to Commission members. Given this information, it was agreed to relook at this issue in about six months to see what effect the policy changes have.

**Action: Bring back to November agenda**

## 6. Priority Business

- **Budget Update**  
We have approximately \$60-65,000 for the remainder of the year which gives us the ability to fund some additional grants. Please get the message out to any of the agencies or groups you are working with that there is money available to support traffic safety education.
- **Commission Membership**  
Currently in communication with the school districts to try and get a member for the Commission as this position has been vacant for some time. It is expected that the medical health officer position won't be filled for the foreseeable future due to the demands of the pandemic.
- **Cst. Sarah Beckett Memorial Scholarship**  
The Commission website has been updated with the 2022 application and we will be forwarding information that members can pass on through their contacts and social media networks.

Joe Perkins commented that he shared information about the scholarship on last night's CHEK newscast.

- **Funding Application from Capital Bike**  
Vice-Chair Sukhawathanakul noted that subcommittee members have been working on reviewing the application from Capital Bike and provided some comments on the evaluation, however, besides herself, only one other member has submitted an evaluation of the application. The subcommittee is open to new members, so if you are interested in participating, please contact Paweena.

The funding application from Capital Bike requested \$4500 to update their Kid and Youth Bike Skills Training Manual. Some feedback will be provided to Capital Bike to help strengthen and streamline the manual update to coincide with some other ongoing campaigns and initiatives, but other than that, we are very supportive of the application.

**MOVED** by Hailey Bergstrom-Parker, **SECONDED** by Todd Litman, that approval be given to grant Capital Bike funding in the amount of \$4500 to update their Kid and Youth Bike Skills Training Manual. **CARRIED**

**Note: Corey Burger, Capital Bike member on the Traffic Safety Commission, had left the meeting prior to this vote taking place.**

**Action: Vice-Chair Sukhawathanakul will circulate the evaluation details and feedback will be forwarded to Capital Bike.**

- **BCACP Calendar**
  - May – High-Risk Driving Campaign
  - July – Summer Impaired Driving Campaign
  - October – Distracted Drivers Campaign/Occupant Restraint Campaign

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

## 7. Other Business

## 8. Member Updates

- **RoadSafetyBC – Kash Akinkuowo**
  - RoadSafetyBC is supporting the high-risk driving campaign as per the BCACP calendar.
  - May is also motorcycle safety awareness month so messages are going out about that.
- **ICBC – Colleen Woodger**

No update
- **Youth and Children – Hailey Bergstrom-Parker**
  - Starting more in-person training again and currently working with Colwood Fire Rescue. Also, looking to get more local professionals trained in child car seat safety and education.
  - A slow down, move over roadside blitz is currently going on. There are some short videos on the BCAA website and promoting it on social media.
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**

No update
- **CRD –John Hicks**
  - The volunteer bike count is running this week with volunteers out across the region counting cyclist numbers at key locations and identifying gender and numbers of children to get an indication of the various user groups who are using the road networks.
- **Integrated Road Safety Unit – Andy Harward**
  - In support of the BCACP calendar, IRSU is working the highways throughout the CRD to cut down on speeders and today are focusing on the Malahat.
  - On May 21, IRSU will be doing an impaired driving blitz around the CRD.
- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**

No update
- **Vancouver Island Safety Council – Ron Cronk**

No update
- **Capital Bike – Corey Burger**

No update
- **Walk On, Victoria – Todd Litman**
  - Todd asked what would be involved for Walk On, Victoria to propose to the CRD that there be a region wide process for evaluating walking and biking conditions on roads and paths and be able to start mapping them? John Hicks replied that a submission could be forwarded to him, and he will take it through the Transportation Working Group and Transportation Committee.
- **Municipal Police Forces**
  - Cpl. Andy Sanchez, Sidney/North Saanich RCMP
    - Focusing quite heavily in the last few months on impaired driving. Several individuals from the detachment have been identified for the Alexa team.
- **BC Transit – Dallas Perry**

No update
- **Ministry of Transportation and Infrastructure – Shawn Haley**
  - No further updates from the last meeting. Their maintenance contractor is currently shifting to the spring/summer program.
  - Work will take place on repairing some of the road damage that occurred during the atmospheric river, and replacing culverts, etc.
  - It is anticipated that Tina Rogers will start sitting in on Commission meetings and be the main MOTI contact.



- **Island Health – Angela Wheeler**  
No update
  
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**
  - A Program Fair is being held on May 19 to showcase community and school-based programs and initiatives that have been created to support children and youth. Information on this event has been circulated to members.

9. **Next Meeting**

The next meeting will be held on June 14, 2022 at 12:30 pm. The meeting adjourned at 1:31 pm.

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, June 14, 2022**

**Members:** Kash Akinkuowo, RoadSafetyBC  
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact (EP)  
Corey Burger, Capital Bike (EP)  
Ron Cronk, Vancouver Island Safety Council  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)  
Shawn Haley, Ministry of Transportation and Infrastructure (EP)  
Sgt. Andy Harward, CRD Integrated Road Safety Unit (EP)  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair)  
(EP)  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Associates:** Sgt. Jason Bland, Saanich Police (EP)  
John Hicks, CRD  
Sgt. Manny Montero, Oak Bay Police

**Regrets:** Neil Arason, Island Health  
Fred Haynes, CRD Director (Chair)  
Joe Perkins, Media  
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

**Recording Secretary:** Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:32 pm. In the absence of Chair Haynes, Vice-Chair Sukhawathanakul acted as Chair.

**1. Territorial Acknowledgement**

Vice-Chair Sukhawathanakul provided a territorial acknowledgement.

**2. Approval of Agenda**

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

**3. Approval of Minutes – May 10, 2022**

**MOVED** by Colleen Woodger, **SECONDED** by Shawn Haley, that the minutes of the meeting held on May 10, 2022 be approved with the following amendment. **CARRIED**

- On page 3, add note under “Funding Application – Capital Bike” to indicate that Corey Burger, Capital Bike member on the Traffic Safety Commission, had left the meeting prior to the vote on this application being held.

**4. Chair’s Remarks**

Vice-Chair Sukhawathanakul mentioned that as we go into the summer months, we should be mindful of the increased activity that we will see on the roads and related to active transportation avenues as well. There are more cyclists and pedestrians on the road as the weather improves and perhaps we could look at leveraging some campaigns to target all road users.

**5. Business Arising from Previous Minutes**

- **Update on Transportation Working Group**  
No update

John Hicks noted that the Transportation Committee is meeting tomorrow, and it will focus on some areas related to the regional trail network, particularly the strategic plan. They are also bringing forward some discussion on detour policies along with the Island Rail Corridor discussions.

## 6. Priority Business

### ➤ Budget Update

We still have a healthy budget of approximately \$60,000 for the year and are open to grant applications coming forward.

We have an opportunity to purchase some reflector strips that are going out of stock. The CRD had been looking at these as part of the "Let's Get Visible" campaign. There is capacity for us to purchase some and keep them for our campaigns and for campaigns done by our partners. They will have "CRD Traffic Safety Commission" printed on one band across the centre. The cost is \$2.20 for a double pack.

**MOVED** by Colleen Woodger, **SECONDED** by Ron Cronk, that the Traffic Safety Commission purchase 4,000 packages of reflector strips at a cost of approximately \$8500. **CARRIED**

Frederick Grouzet asked that some of these be put aside to be incorporated into the Chek video that is being produced about driving in the dark.

Steve Martin asked if this will be tied into a fall campaign re vulnerable road users. John Hicks commented that the CRD "Let's Get Visible" campaign started last year, and the intent is to keep that rolling for a couple of years. It also ties into some of the campaigns that our partner organizations do.

### ➤ BCACP Calendar

- July – Summer Impaired Driving Campaign
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign (Speed/Pedestrian)

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 commented that the May campaign on high-risk driving/speed has just wrapped up. It was well delivered with great work by local enforcement, both municipal and RCMP.

The next one coming up is the summer impaired driving campaign, with officers setting up roadblocks through July. ICBC will give continued support through their social media channels, and they are open to any organizations who want to help stretch that message. Colleen will be sending out materials to all agencies that are part of the Commission to see if they can help get the message out through their own organizations.

September will be busy with back to school, along with the distracted driving campaign. They try to dual message the activities the volunteers are doing. Colleen is open to any ideas the CRD has to work together to get this message out and to reduce as many injuries and fatalities as possible.

It was suggested that there could be an opportunity to possibly join up with some regional sporting groups and target events and festivals where alcohol is served.

A question was raised about whether press releases providing information/statistics are issued after an enforcement campaign wraps up. It isn't something that is routinely done as it is difficult to try and collect information and it is hard to track. Municipal officers do their own data collection on the campaigns and prepare month end summaries. Sgt. Andy Harward commented that stats are collected but are not openly broadcast to the media unless there is something of particular interest.

If the local police departments and IRSU wanted additional coverage, we could support that, however it is something we would need to have discussions about with the local police departments. There are protocols we need to be aware of and follow.

Colleen Woodger commented that there are statistics on the ICBC website that cover contraventions from 2016 – 2021. ICBC puts as much data online and available to the public as possible. The link is: [Contraventions](#)

## 7. Other Business

There are two new members on the Commission. Neil Arason has replaced Angela Wheeler as Island Health rep, and as introduced last month, Steve Martin has replaced Chris Foord as community member rep.

Re the Cst. Sarah Beckett Memorial Scholarship, the deadline for the applications is June 24 and some applications have already been received. A reminder to get the message out about the scholarship.

## 8. Member Updates

### ➤ RoadSafetyBC – Kash Akinkuowo

- Re the Sarah Beckett scholarship, RoadSafetyBC are looking to push that on social media.
- They continue to follow the BCACP calendar; also this month they will be focusing on vulnerable road users and promoting road safety messages. Always looking to be involved and open to promoting campaigns to spread the road safety message.
- The current Superintendent of Motor Vehicles is moving to a new position so there will be a new superintendent coming in.

### ➤ ICBC – Colleen Woodger

- Joy MacPhail is retiring from the ICBC Board. She has taken ICBC through a very challenging time.
- Saanich police are doing a great job trying to track down the motorcyclists who were travelling at 270 km/h on the Pat Bay Highway a couple of weeks ago.

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

- There are additional funds and time available for training new car seat educators. Please reach out to Hailey for more information on this. Hailey to connect with Fred Grouzet and Colleen Woodger.

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

- Planning on creating a safety information package on active transportation for older vulnerable road users. The Institute has some information pamphlets and resources available but would like more specific messaging re active transportation. Paweena will contact Corey Burger about this.

### ➤ CRD –John Hicks

- Cst. Natalie Mishrigi, Oak Bay Police, is doing a good job of keeping us informed about progress on the elementary school crosswalk safety project that the Commission provided funding for. She has worked with students from kindergarten to Grade 5 at Willows Elementary and she has also teamed up with Fred Grouzet and his team who will be doing some research so that we get an indication of pre and post project data.
- The CRD are finalizing work on the origin destination household travel survey contract and will be getting 7500 validated responses from across the region to identify mode share changes over the last five years.

### ➤ Integrated Road Safety Unit – Andy Harward

- A number of road safety campaigns took place in association with the high-risk driving campaign going on throughout the CRD last month. Several hundred violation tickets were written over the month, as well as taking many impaired drivers off the road. In terms of the focus that we had on high-risk drivers, it was a success.
- Gearing up with Victoria Police to do some roadblocks in relation to downtown festivals.

➤ **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**

No update

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

- It is a very busy time for Vancouver Island Safety Council, and it's been a banner year with people wanting to learn how to ride motorcycles. Courses are filled up until September.
- Motorcycle safety awareness month took place in May, and the message used was "motorcycle safety is everyone's responsibility." There was support at the provincial level with the Superintendent of Motor Vehicles declaring May to be Motorcycle Safety Awareness Month, and locally, VISC did some interviews around motorcycle awareness.
- There were plans in place for public engagement with some motorcycle skills opportunity where we would partner with ICBC and other stakeholders. VISC will be having something for next year to provide an opportunity for local agencies to get out there and motorcyclists to sharpen some old skills and learn some new skills. There is an opportunity for the Commission to put messaging out re motorcycle awareness. May is chosen because that is generally when more motorcycles tend to come out.
- Vancouver Island Safety Council provided a response to the media re the reckless driving and excessive speed by a few motorcyclists on the Pat Bay Highway.
- It's been a busy time and we certainly need to change the focus from the negative aspects of motorcycles to a more positive one and take responsibility for ourselves on the road.

Vice-Chair Sukhawathanakul asked if the Commission could assist in putting some information out around motorcycle safety. Ron said it would be timely to publish something on social media platforms to say that motorcycle safety is everyone's responsibility and to say that we support the local police who are investigating the incident with the motorcyclists on the highway. John Hicks will see about getting the assistance of the CRD social media coordinator to get something out.

➤ **Capital Bike – Corey Burger**

- Go by Bike Week took place from May 30-June 5. Numbers of people who came out to celebration stations was the most successful since 2019, however, the number of people who registered rides was down.
- They have successfully launched a bike valet service with various festivals, etc. It provides lots of opportunity to talk to people and could also be used as an opportunity for education.

➤ **Walk On, Victoria – Todd Litman**

- Todd asked to follow up on something that was raised several months ago regarding whether it is within the scope of the Commission to address conflicts on trails and sidewalks with e-bikes and e-scooters, etc. Is it the appropriate time for Walk On, Victoria and others to be thinking about doing some education enforcement campaigns?

John Hicks said that with the creation of the Transportation Working Group, it may be an opportunity for the Commission to bring some of these concerns forward through them. Some of these issues are also already on their radar. A lot of this stems back to the Motor Vehicle Act and ties into that as well so we could start identifying the issues where the MVA hasn't kept pace with changes. The Commission could come forward with a plan for a couple of priority areas we would like to see investigated and put that through onto the agenda for the Transportation Working Group.

In terms of a more local and educational perspective around issues of acceptable behaviour, discussions are already underway in terms of doing education campaigns. John has suggested that perhaps the Commission could assist with messaging.

Todd noted that Walk On, Victoria are particularly interested in sidewalks and he will forward some additional questions he has to John Hicks.

RoadSafetyBC and the Ministry of Transportation and Infrastructure commented that this is also an issue for them. RoadSafetyBC is working on policy and a comprehensive framework, and it is hoped by the fall there will be a framework that can be shared with the Commission.

***Action: Hold ongoing discussions on this topic to keep updated on decisions of various organizations. Look at developing a research and development plan at a future meeting.***

➤ **Municipal Police Forces – Sgt. Jason Bland, Saanich Police**

- Very busy in the traffic safety unit partnering with BCACP traffic initiatives on distracted driving and occupant restraints for May and June. Have run some very visible campaigns on those issues with a lot of violation tickets being handed out. Also seeing an uptick in daytime impaired driving offences. Several administrative driving prohibitions and immediate roadside prohibitions have been issued over the last couple of months.
- The Pat Bay motorcycle file is ongoing and it's been an active and productive investigation so far. Police continue to gather as much information and intelligence as possible. Hopefully, there will be a positive outcome in the coming month or so.

➤ **BC Transit – Dallas Perry**

No update

➤ **Ministry of Transportation and Infrastructure – Shawn Haley**

- Re the Keating flyover project, it is hoped to put it out to tender in September.
- The contract has been awarded for the Malahat Tunnel Hill project, with the kickoff meeting to be held on June 20. Hoping to complete this project by this time next year.
- Tina Rogers has accepted a position with another Ministry so Shawn will continue to sit in on Commission meetings for the time being

➤ **Island Health – Neil Arason**

No update

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

- There are two new ads in progress. One is on visibility and driving when it is dark. The script is ready and filming will be done soon. The second video is about fatigue and the risk of driving when tired.

**9. Next Meeting**

The next meeting will be held on July 12, 2022 at 12:30 pm. On motion, the meeting adjourned at 1:40 pm.



Making a difference...together

## Notes of a Meeting of the Transportation Working Group Held May 09, 2022

---

**PRESENT:** **Staff:** E. Sinclair, Senior Manager, Regional and Strategic Planning; N. Bandringa, Research Planner, Regional and Strategic Planning; K. Campbell, Senior Manager, Salt Spring Island Electoral Area; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning; B. MacPherson, Facility Maintenance Worker; J. Mooney, Park Operations Technician; M. Solomon, Park Operations Supervisor North, Regional Parks; C. Stewart, Planner, Regional Parks; C. MacKenzie (recorder).  
**Also present:** L. Beckett, District of Highlands; K. Berniaz, Province of British Columbia, MOTI; J. Clary, Township of Esquimalt; B. DeMaere, Town of Sidney; R. Kenny, City of Victoria; I. Leung, Town of View Royal; H. Lockhart, City of Colwood; B. Lubberts, Town of View Royal; M. Mahovlich, City of Langford; B. Martin, District of North Saanich; T. McKay, District of Saanich; L. Mullins, BC Transit; A. Pickard, District of Central Saanich; S. Rennick, District of Oak Bay.  
**ABSENT:** J. Carter, District of Sooke; Sherry Hurst, District of Metchosin; E. Nicholls, Province of British Columbia, M. Pearson, Province of British Columbia, MOTI; J. Starke, Manager, Southern Gulf Island Electoral Area.

The meeting was called to order at 10:37 am.  
E. Sinclair provided a Territorial Acknowledgement.

### I. Approval of Agenda

The Transportation Working Group approved the agenda.

### II. Street/Traffic Bylaw related to trail/local street intersections and crossings

J. Hicks explained that having a consistent user experience in relation to trail crossings has been identified as a topic that could be examined through the working group. He acknowledged there are challenges related to providing consistent experiences for users at crossings across the region.

The Transportation Working Group agreed that consistency would be welcomed and valuable in terms of user expectations and experiences. J. Hicks noted there are discrepancies amongst what is regulated by the Motor Vehicle Act (MVA) and what is regulated by municipal bylaw. These gaps are due in large part to the MVA not keeping pace with changes in active transportation, requiring local governments to rely upon municipal bylaws when introducing crossing treatments such as elephant's feet.

Much of the conversation focussed on the role of elephant's feet as a crossing treatment. Few municipalities identified trail connection crossing treatments within a bylaw. This issue is of varying significance to different members given their interfaces with the regional trail network. The bylaw discussion was related to road and street crossings under local government jurisdiction, not lands forming part of the CRD regional Trail System.

T. McKay introduced the bylaw that Saanich Council has adopted the (e.g.: *"No person shall ride a bicycle in a marked crosswalk unless it is also marked with an elephant's feet markings"*

*on one or both sides of the crosswalk, or such movement is otherwise permitted by a traffic control device”).*

The group discussed the benefit of running an education campaign alongside the introduction of elephant’s feet as a crossing treatment. The group also discussed operational needs, including the costs associated with creating consistent crossing treatments and responsibility for enforcement.

There is general support for the CRD providing regional guidance related to consistent bylaw language, education and enforcement. At present, there is no budget room to support crossing treatments on municipal roadways. Pending Board direction, the CRD could also play an advocacy role toward updating the MVA.

J. Hicks reiterated that any changes will be a process and that this conversation was just the first step.

**ACTION:** J. Hicks to reach out to the province for more information about the role of elephant’s feet from a provincial perspective. CRD to prepare draft materials for a future discussion about draft bylaw language and high-level options analysis of a regional education campaign and enforcement impacts.

### **III. Municipal work schedule for summer and Fall Road projects resulting in lane closures and/or detours of sustained duration on arterials, collector and major bus routes**

BC Transit requested information about road construction so they could give consideration to possible impacts on their bus routing and scheduling.

J. Hicks and L. Mullins noted that CRD and BC Transit receive public feedback about the cumulative impacts of road delays, felt region-wide. There is a desire to get information out to the public if prolonged work is scheduled. The public isn’t concerned about which jurisdiction the work is in but rather how the work will impact their travel. It was noted there is value to having all the information consolidated in one place to support responding to public inquiries.

T. McKay highlighted that much of this information is available on google and wants to ensure that transit does not use the information to adjust routes and schedules in a way that negatively impacts users.

**ACTION:** Members are asked to share anticipated summer work schedules and the platforms they use to disseminate road closures with L. Mullins and J. Hicks.

### **IV. Transportation target setting and reporting**

J. Hicks has presented the regional targets, he mentioned that they are only at approximately 50% of the way there. He pointed out that CRD relies on the Origin and Destination Survey (O&D) and census for reporting and that it is a very large piece of work. He said, every single municipality will have mode share data coming out of the O&D scheduled for release in mid 2023.



**V. Interim reporting cycles (outside O&D and census cycle)**

J. Hicks indicated that the CRD Transportation Committee has expressed interest in interim reporting tools (i.e., what can be reported between O & D and census cycles). T. McKay indicated that Saanich Council shared this interest.

J. Hicks indicated that traffic and cycling counts provide some information. The CRD has various count programs, such as permanent and volunteer bike counts and traffic counts. The CRD does a survey on travel time every five years. J. Hicks mentioned that the CRD has the potential to work with municipalities on specific projects around interim reporting if needed.

E. Sinclair said that the region has done a lot of data collection in recent years and asked the Working Group if there are other areas the CRD need to focus on in terms of data gathering.

**ACTION:** Members are to provide J. Hicks with any suggestions or proposals.

**VI. Cycling Network map update**

N. Bandringa introduced the mapping project which aims to update the regional cycling network that will replace the retiring Pedestrian Cycling Master Plan (PCMP). Recognition was given to all the work the local governments have done in drafting and updating active transportation and transportation plans and that the regional cycling network needs to reflect this work.

The Working Group was divided into sub-regional groups and reviewed the maps in relation to their approved networks. Changes were made as needed. A number of members indicated that they were in the process of working on active transportation plans and as such they could not commit to their networks at this stage.

**ACTION:** In lieu of the next full working group, CRD staff led by N. Bandringa and J. Douillard will reach out to members individually and schedule times to review the amended maps in person.

**VII. Presentation re: Climate/Active Transportation (AT) from Ministry of Transportation and Infrastructure (MOTI)**

K. Berniaz presented a PowerPoint.

She highlighted that MOTI is committed to releasing the Clean Transportation Action Plan (CTAP) in 2023 and its goal is to reduce the vehicle transportation within using clean energy instead.

MOTI had a discussion on funding \$20 million per year in active travel grant program for the next three years, with a focus on high-quality, separated infrastructure. She highlighted that integrating active transportation into MOTI projects is more important these days (e.g., Surrey-Langley sky train, AAA bike facility along the corridor).

K. Berniaz said data and information sharing is key to MOTI. She added that the MOTI is looking at count and ancillary programs in Metro Vancouver and the CRD as a means to validate whether people are walking or cycling more.

The Working Group agreed that funding is the biggest challenge and that while targets are important if there is no way of measuring them than their value is questionable.

J. Hicks indicated that there was a need for the province to provide standard methodologies and datasets that enable consistent reporting across municipalities and the province. Other members reiterated this need. K. Berniaz acknowledged that there are challenges in collecting and reporting data related to targets and that it was something the province was very much aware of.

### **VIII. Transportation demand management**

N. Bandringa noted that only two schools (Monterrey Middle School and Oaklands Elementary) applied to the ready step roll project and asked the Working Group to think how they could integrate the ready step roll action plan into their work plans. The CRD will be doing lessons learned in terms of active school travel planning.

N. Bandringa said that the CRD will be starting a new pilot on a sustainable workplace commute planning initiative with Canadian Force Base Esquimalt, SeaSpan and potentially other large tenants in this regionally significant commercial cluster. CRD staff will be reaching out to Esquimalt, Colwood and View Royal as well as BC Transit, MoTI and First Nations.

### **IX. Action List**

- J. Hicks to reach out to the province to confirm its position on the role of elephant's feet and other crossing treatments.
- CRD will work with membership to further investigate the development of guiding bylaw language along with the potential for a related regional education campaign and potential enforcement and resourcing impacts.
- N Bandringa and J Douillard will reach out to schedule individual meetings with working group members relating to updating the regional cycling network map.
- J. Hicks to provide BC Transit with a list of the scheduled summer projects that were shared by members.
- Members are to provide J. Hicks with suggestions for data collection and interim transportation reporting metrics.

### **X. Adjournment**

The Transportation Working Group meeting was adjourned at 2:00 pm on May 9, 2022.