



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.