



Making a difference...together

Notes of a Meeting of the Regional Transportation Working Group Held October 17, 2022

PRESENT: Staff: K. Lorette, General Manager of Planning and Protective Services, E. Sinclair, Senior Manager, Regional and Strategic Planning; J. Hicks, Senior Transportation Planner, Regional and Strategic Planning; J. Douillard, Research Planner, Regional and Strategic Planning; L. Hutcheson, General Manager Parks and Environmental Services; J. Leahy, Senior Manager, Regional Parks; E. Taylor, Planner, Regional Parks; S. Walsh, Acting Manager Regional Park Operations, Regional Parks; J. Starke, Southern Gulf Island Electoral Area; C. MacKenzie (recorder).

Also present: J. Baylis, City of Colwood; L. Beckett, District of Highlands; R. Campeau, Town of Sidney; Jenn Clary, Town of Sidney; Joel Clary, Township of Esquimalt; C. Davie, Township of Esquimalt; B. DeMaere, Town of Sidney; C. Fudge, BC Transit; I. Leung, Town of View Royal; M. Mahovich, City of Langford; T. McKay, District of Saanich; C. Newcomb, Town of Sidney; M. Pearson, Province of British Columbia MOTI; S. Renick, District of Oak Bay; J. Rosenberg, City of Colwood; Y. Sylvestre, District of Central Saanich; S. Webb, City of Victoria; P. Webber, MOTI.

REGRETS: J. Carter, District of Sooke; K. Campbell, Salt Spring Island Electoral Area; I. Lawrence, Manager, Juan de Fuca Electoral Area Planning; K. Lesyshen, District of Metchosin; R. Mattson, District of Sooke.

The meeting was called to order at 10:00 am.

E. Sinclair provided a Territorial Acknowledgement.

I. Approval of Agenda

The Transportation Working Group approved the agenda.

II. Pedestrian and Cycling Master Plan/Regional Cycling Network

J. Douillard presented an All-Ages and Abilities (AAA) cycling facility framework and an updated map of the regional cycling network. key features of the AAA cycling facility framework include:

- a) The proposed AAA framework is based on the National Association of City Transportation Officials (NACTO) definition of AAA facilities.
- b) The proposed AAA framework has been amended from imperial to metric and aligned to the BC Active Transportation Design Guide. Note that the BC Active Transportation Design Guide does not define a AAA facility.
- c) Per the NACTO definition, the framework is based on the principle that speed and volume of traffic impacts user comfort and identifies the types of facilities that are comfortable for all ages and abilities based on traffic speed and volume criteria.

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J. Douillard provided updates on the factors that make a bicycle facility comfortable for all ages and abilities. The group agreed that the speeds should reflect the 85% posted speed for the AAA framework.

The regional cycling network reflects future cycling routes identified in municipal active transportation plans. The key principles of the network are:

- a) It is a continuous connected network, linking key destinations.
- b) It is a long-term planning tool to help minimize the number of isolated/disconnected facilities.
- c) The network will not include unpaved trails not suitable to all bicycles and will not be a complete inventory of all facilities.

Note that two municipalities are currently updating their networks and changes will be reflected as they receive municipal approval.

The group generally agreed with the proposed AAA definition and updated cycling network. The group discussed the importance of minimizing bespoke AAA definitions. In the absence of a provincially endorsed definition, the proposed definition provides regional consistency by adapting the NACTO definition to a BC context. The group also discussed next steps, including timing to provide edits to the cycling network, presentation to the Capital Regional District (CRD) Transportation Committee, and future actions such as determining frequency of network updates, prioritizing gaps in the network, discussing wayfinding and considering the impacts of micromobility.

ACTION: Provide J. Douillard with any edits to the cycling network; discuss next steps at future working group meetings.

III. Draft Detour and Closure Guidelines

E. Taylor, Planner at Regional Parks, indicated that Regional Parks, at the request of the CRD Transportation Committee, is developing standardized trail detour and closure guidelines. Consensus is being sought from the working group on an approach to regional trail detours and closures that can be supported on local roads. Such standards are needed to ensure a consistent regional approach, and in anticipation of upcoming trail widening that will result in trail closures of significant length and duration (e.g., the trail widening project will impact the Galloping Goose from Selkirk Trestle to Switch Bridge and the Lochside to McKenzie).

S. Walsh, Acting Manager, Regional Parks Operations, outlined a staff report that was considered by the Transportation Committee on August 3, 2022, providing information on the CRD's current process for temporarily closing regional trails that aims to minimize impacts to users. S. Walsh highlighted that the CRD Regional Parks guideline for temporary closures on regional trails differentiates between the unpaved and paved sections of trail and between short term and longer-term closures. He added that implementation of detours is subject to municipal or provincial government approvals and may or may not include communication to the public, signage, on-site traffic management and the development of a traffic management plan.

E. Taylor requested that Working Group members consider if the guideline is supportable and what additional criteria should be included.

ACTION: Members are asked to share their feedback on regional trail detours and closures with S Walsh and E. Taylor by December 1, 2022.

IV. Consistency of Road Crossings

J. Hicks, Senior Transportation Planner, indicated that the intent of this process is to allow for consistency at crossings across the region through the adoption and/or amendment of local bylaws. The bylaws will aim to specifically reference elephant's feet as a distinct design element. Doing this will provide a more consistent user experience. The BC Motor Vehicle Act (MVA) currently does not include elephant's feet. As a result, the only way to allow for their use in the region is to have every local government include them in their local bylaws.

A number of municipalities propose amending their bylaw early next year while others will need more time. He further acknowledged that councils will make that final decision to approve any amendments.

The Transportation Working Group made it clear they would rather the MVA be amended instead of each municipality having to amend their own bylaws. The MOTI representative acknowledged that in the absence of the MVA including language around elephant's feet, the inclusion in local bylaws was needed. The group requested that MOTI prioritize such an amendment.

Members then discussed whether there is a role for the CRD Transportation Committee or CRD Board in at a committee level to advocate for this item.

ACTION: Continue to raise the need for legislative change at a staff level and explore additional advocacy pathways.

V. Regional Trails Management Plan

E. Taylor indicated that the Interim CRD Regional Parks and Trails Strategic Plan 2022-2032 was adopted in July this year. The Strategic Plan identifies a number of priorities for regional trails, including updating the Regional Trails Management Plan (RTMP) as a short-term action item. The RTMP was developed in 2016 with input from a technical advisory group and implementation is ongoing. The RTMP update will incorporate a new separated use pathway and trail lighting standards, future regional trail expansion and enhancements, and be informed by best practice design standards and current active transportation planning and infrastructure development in the region.

Staff will be preparing a scope of work for the RTMP update this fall and invites any input from Transportation Working Group members.

ACTION: E. Taylor will provide the Transportation Working Group members updates on the RTMP update.

VI. Updates on Additional Business

1. Etiquette Campaign-Cruise with Courtesy.

The advertising campaign is live. The focus is on sharing the trails.

2. Safety Campaign – Let's Get Visible (October 27 – Switch Bridge.).

The campaign will focus on the safety of users of the trail system. Reflectors will be provided to the public to assist in making them more visible to each other.

3. Origin Destination Household Travel Survey.

The surveying has started and is moving along according to schedule. The next wave of letters was being delivered this week. The results of the survey will be available in fall 2023.

4. Lochside trail agreement.

Partners are prepared to re-engage on finalizing the draft agreement.

VII. Adjournment

The Transportation Working Group meeting was adjourned at 12:00 pm.