AGENDA
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held electronically via Microsoft Teams
Thursday, January 27, 2022 at 4:00 pm

In light of the COVID-19 pandemic and to ensure social distancing, this meeting is closed to the public and can be viewed/heard via MS Teams. Please note that MS Teams callers are identified by their phone number which can be viewed on screen by all attendees at the meeting.

*** Territorial Acknowledgement & Inclusivity Statement ***

1. **ADOPTION OF MINUTES** (attachment)
   - November 25, 2021

2. **CHAIR'S REMARKS / WELCOME AND INTRODUCTIONS**

3. **2022 MEETING DATES / TERMS OF REFERENCES/ COMMITTEE ORIENTATION** (attachments)
   - For information

4. **SAANICH TRANSPORTATION 101**
   - Troy Mckay, Senior Manager of Transportation & Development Services
   - Follow the link below to read the District's Active Transportation Plan:
     i. [Active Transportation Plan](#)

5. **ACTIVE TRANSPORTATION PLAN 2021 REPORT CARD** (attachments)
   - Troy Mckay, Senior Manager of Transportation & Development Services

6. **POLICY FRAMEWORK FOR ROAD SAFETY** (attachments)
   - Troy McKay, Senior Manager of Transportation & Development Services
   - Follow the link below for optional reading material:
     i. [City Limits, Setting Safe Speed Limits on Urban Streets](#)

* Adjournment *
Next Meeting: February 24, 2022 at 4:00 pm
In order to ensure a quorum, please contact Austin Winters at 250-475-5494 ext. 3508 or Austin.winters@saanich.ca if you are unable to attend.

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Council Chambers
Thursday November 25, 2021, at 4:01 p.m.

Present: Councillor Karen Harper (Chair), Councillor Rebecca Mersereau, Brian Collier, Graham Elder, Jim Grayson, Karen Laberee, Dave Marecek, Susan Kerr, Trevor Barry, and Rachel Corder.

Staff: Troy McKay, Manager, Transportation & Development Services; Megan Squires, Senior Transportation Planner; Megan MacDonald, Senior Committee Clerk; Steven Kruk, Saanich Police; and Benoit Lanthier, Saanich Police.

Regrets: Darrell Wick, Jade Yehia (non-voting liaison), and Robert Mcleod.

Minutes

MOVED by B. Collier and Seconded by D. Marecek: "That the Minutes of the Active Transportation Advisory Committee meeting held October 28 2021, be adopted as amended."

CARRIED

CHAIR'S REMARKS

The Chair provided information on recent committee updates and active transportation initiatives, the following was noted:

- As of December 1, 2021, Councillor Mersereau will be taking over as Chair of the ATAC Committee.
- The long time service of Committee Member D. Wick was recognized and a celebration of his tenure may be held in 2022.
- Additional funding was secured from the Federation of Canadian Municipalities (FCM) for the E-bike Incentive Pilot Program. The funding will be used in addition to the funds which were already allocated for the Program and is specifically set aside for the lower income groups.
- Equitable access to receive an E-bike incentive rebate will be a priority for the Program in the future.

UPDATE ON WORKING GROUP

A working group was formed at the October 28, 2021 meeting to discuss the concerns raised by Livable Roads for Rural Saanich, and come up with possible actions for next steps.

The following was noted:

- The Group has met twice, once in person and once virtually with staff, specifically with the Manager of Transportation & Development Services and the Director of Engineering.
- A large portion of the working group meetings was utilized by discussing what was

- brought up by Livable Roads for Rural Saanich and receiving guidance from the Engineering Department to ensure they are staying in the right direction in terms of approaches.
- The working group came to the conclusion that a strong policy framework has to be developed to underpin any pilot for speed reduction that would justify why certain decisions are being made.
- Further consultation with the Committee and interested parties is still required.
- Councillor Harper will continue to participate in the working group moving forward alongside Councillor Mercereau, as they would would like to see this process through.

DISCUSSION - STREET PARKING VERSUS BELOW GROUND PARKING IN RELATIONS TO MODO AND EVO

The Chair provided information on parking reductions resulting from new developments such as density, multi-family units requires the introduction of car-sharing programs or Modo. The following was noted:

- Currently Modo or car share programs are kept in car parkades or underground parking thus limiting their availability to the public.
- The question of whether it would make more sense to have the car share on the street level was brought forward to ensure public access.

In response to questions and comments from the committee, the following was noted:

- Increasing availability to car sharing programs was seen as potentially benefiting the community as a whole.
- Currently developers are required to provide a limited number of car sharing parking specifically for residents of the development. Thus, by altering these spots from inside parkades or underground parking to street level parking, residents of the development will have to deal with competition from the general public for these services.
- With or without assistance from developers more should be done to increase publicly available car sharing sites throughout the District of Saanich.
- More people will join Modo or a car-sharing service if they are more publicly available which in turn will increase demand for more publicly available car-sharing parking spots throughout the District.
- The current Saanich policy in relation to car-sharing parking spots is from 2018 or 2019 when a number of amendments were made to the Street and Traffic By-Law which included the definition of a shared vehicle.
- Council gave the Director of Engineering power to determine zones on public streets for shared vehicles which is in Section 701 of the Street and Traffic By-Law.
- A challenge in the long term from the perspective of the Director of Engineering is that when car-sharing companies switch to electric vehicles they will then require plug-ins at their respective parking spots.
- Modo requires a dedicated parking space for their vehicles because they are a roundtrip service.
- At the University of Victoria (U Vic), a Modo car and parking spot was just recently removed from the family housing area due to a lack of use. While another Modo car in a more public area near the security building is utilized quite often.
- A policy will be needed to provide access to car-sharing services on Saanich property not only Saanich streets.
- Look into bringing representatives from the car-sharing companies to present what goes into deciding on a location for a car-sharing parking space and how to promote overall use.
- Modo has a set of vehicle placement guidelines that Saanich staff is aware of.

MOVED by T. Barry and Seconded by D. Marecek: "That the Chair follow up on this discussion by connecting with appropriate staff and by-laws on next best steps and considerations for car share parking extending beyond Saanich streets to Saanich properties."

CARRIED

DISCUSSION – SAFE PASSING LAWS

Representatives from the Saanich Police Department, Sgt. Kruk and Cst. Lanthier presented an overview of the Safe Passing Laws and how these laws are dealt with within Saanich. The following was noted:

- The UBCM met recently and carried a motion related to this topic specifically requesting greater clarity on what is the safe distance to pass and to lobby the province on that issue.
- Sgt. Lanthier will be the committee liaison moving forward and as an officer in the bicycle patrol unit he has a vested interest in cyclist and pedestrian safety.
- Police in varying departments not fully aware of the proposed safe passing laws.
- Ottawa police service have utilized this legislation. They attach a sonar device to the handlebar of their mountain bike while they are patrolling and if a vehicle passes to closely they will receive an alert which they can they use to issue a violation ticket to the offender, which currently is only a warning.
- The issue foreseen by Sgt. Kruk with this device is a patrolling officer has to be put in an unsafe position for any potential offenders to be warned.
- A key challenge with enforcement is the ability to enforce law and have it stand the test in traffic court. An offender can appeal and there is objective testing with speeding for instance where an officer must be using a laser operator which they must test before and after.
- In contrast, with this legislation witness evidence would have to be used which is much less reliable.
- A violation ticket would be much easier to issue if there is a collision that occurs between a cyclist and a motorist.
- Once legislation is passed, an informational roll out would be more likely and would include working with the Insurance Corporation of British Columbia (ICBC) to deliver awareness campaigns.
- If a cyclist is hit by a car then police would weigh contributing factors and issue a ticket to driver or cyclist for infractions if needed.

In response to questions and comments from the committee, the following was noted:

- There has been a large increase in the volume of cyclists, pedestrians and overall traffic on multi use trails such as the Galloping Goose Trail. Thus, a bell is strongly encouraged for cyclists to make pedestrians aware that the cyclist is approaching to decrease the likelihood of a potential collision.
- Cyclists need to be defensive riders and never rely on others to stop for the cyclist to be safe.
- Questions as to the proposed legislated safe distance between protruding part of a vehicle and the cyclist were raised.
- If a cyclist is "owning a lane" the cyclist should be in the middle of the lane.
- Protected laneways for cyclists are important to ensure connectivity throughout Saanich.

DISCUSSION – E-MOBILITY DEVICE USE IN BIKE LANES

The Chair requested that due to the absence of committee member R. Mcleod, the discussion over E-mobility device use in bike lanes be postponed to the next. This request was accepted by the committee.

COMMITTEE ROUNDTABLE

The Transportation & Development Services Manager delivered a presentation on current traffic calming policies and how to go about traffic calming in Saanich. The following was noted:

- The Planning, Transportation and Economic Development Advisory Committee (PTED) carried a motion at their previous meeting "that Council direct staff to include the development of a traffic calming policy in the update of the Active Transportation Plan and consider dedicated resources for traffic calming."
- Data collected by the Transportation and Development Services shows traffic volumes are generally stable and some streets have seen a decline in the total number of vehicles using them.
- This could be a result of the increase in people taking other modes of transportation to get around such as biking and walking.
- Public transit usage was also increasing prior to COVID but will take time to recover to previous usage.
- There is an increased demand for delivered services to resident's doors such as DoorDash, SkipTheDishes, Amazon, etc.
- Flexible work schedules are much more common, thus leading to a larger spread of peak travel times.
- There is a lot of demand for electric vehicles (EVs), but the supply of these vehicles has been an issue.
- Police enforcement for issues such as speeding has shown to produce short to long term success.
- Traffic calming includes speed bumps, narrowing, closures, signs, and yield points.
- Traffic calming is a process for which there are pros and cons of implementing varying options.
- Currently, there is no Saanich specific policy with regards to traffic calming, instead the Canadian Guide to Traffic Calming is used as the point of reference for traffic calming in Saanich.
- In Saanich, traffic calming devices or measures are installed in concert with new capital projects.
- There is currently no budget set aside specifically for traffic calming measures.
- The costs associated with varying traffic calming devices range from $7,000 to $50,000.

MOVED by G. Elder and Seconded by D. Marecek: "That the Active Transportation Advisory Committee recommends that Council direct staff to include the development of a traffic calming policy in the update of the Active Transportation Plan and consider dedicated resources for traffic calming."

CARRIED

ADJOURNMENT

The meeting adjourned at 5:25 p.m.

NEXT MEETING

Next meeting is Thursday, January 27, 2022

_____
Councillor Harper, Chair

I hereby certify these Minutes are accurate.

_____
Committee Secretary

Memo

To: Active Transportation Advisory Committee

From: Austin Winters, Committee Clerk

Date: January 11, 2021

Subject: 2022 Meeting Dates for Active Transportation Advisory Committee

As per Section 85(a) of Council Procedure Bylaw 2015, No. 9321, each committee shall establish a regular schedule of meetings including the date, time and place of the committee meetings.

The meeting rooms have been booked for the fourth Thursday of the month from 4:00 pm to 6:00 pm for the year, excluding July, August and December. The proposed 2022 dates for your calendars are as follows:

2022 Meeting Date
January 27
February 24
March 24
April 28
May 26
June 23
September 22
October 27
November 24

No formal motion is required to approve the meeting schedule, committee consensus will suffice.

Austin Winters
Committee Clerk, Active Transportation Advisory Committee

Active Transportation Advisory Committee
Terms of Reference

Definition of Active Transportation

Active Transportation is any form of human-powered transportation, including walking, cycling, public transit, roller-blading, skateboarding and moving with mobility devices (including power wheelchairs and mobility scooters).

Purpose

The purpose of the Active Transportation Advisory Committee (ATAC) is to provide advice and recommendations to District of Saanich Council. Discussion will focus on achieving the District's goals of increasing active transportation mode share, working towards zero traffic related fatalities and serious injuries, and reducing greenhouse gas emissions. Discussion topics will include those related to policy, pedestrian and cycling networks, access to transit, environmental and health considerations, regional connectivity, safety and suggesting amenities and design specifications to deliver a successful Active Transportation program in Saanich. The committee will also help identify and implement programs to influence individual decisions to promote Active Transportation.

Mandate

The Active Transportation Advisory Committee will, consistent with the purpose described above, undertake the following:

- Identify strategies that work towards the District of Saanich's quantifiable goals for:
    - Increasing Active Transportation mode share
    - Reducing overall travel demand on Saanich roadways, as measured by vehicle kilometres traveled (VKT)
    - Working towards zero traffic related fatalities or serious injuries on Saanich roads
- Increase awareness of Active Transportation in Saanich through promotion, education and community outreach
- Provide advice to Council on projects, policies or bylaws under consideration by staff or Council, and on additional topics of interest to committee members that fall within the subject area of the committee.
- Provide advice and leadership on citizen and stakeholder engagement related to Active Transportation
- Raise awareness of active transportation as a healthy and environmentally sustainable activity
- Improve the quality of Active Transportation in Saanich with recommendations and support of safe, innovative, and cost effective design principles
- Encourage land use patterns that support active modes of transportation
- Promote integrated and connected Active Transportation Policy and networks across the Greater Victoria Region
- Periodically report to Council on the progress and success of Active Transportation in Saanich
- Respond to Council requests for advice and information on Active Transportation in Saanich
- Review and provide feedback on the Strategic Plan and annual Capital Plan

Any initiatives proposed by the committee that has resource implications, including staff time, would have to be approved by Council.

Active Transportation Advisory Committee
Terms of Reference

Meetings

The Committee will meet a minimum of four times per year in accordance with its regular schedule of meetings established annually at the first meeting of the year. No meetings are held during the summer and winter breaks (July, August and December). Special meetings may be held at the call of the Chair. The meeting rules and procedures will be in accordance with the Council Procedure Bylaw.

Membership

To the extent possible, Advisory Committees will have a diverse membership with respect to gender, age and cultural-ethnic background.

The committee will consist of eleven (11) members qualified in the discipline relevant to the committee mandate or with a perspective necessary for fulsome consideration of the associated topic, with preference given to some specific areas including:

- One member of Council to serve as Chair, appointed by the Mayor;
- A member of the Parent Advisory Group, preferably with experience in Safe Routes to School programming;
- A member with expertise in mobility of people with disabilities;
- A member with transit experience;
- A member from University of Victoria or Camosun College staff related to Active Transportation;
- A member from a cycling advocacy group;
- A member from a pedestrian advocacy group; and
- One youth voting member described as 16-24 years of age.

Members may serve a maximum of seven years on an Advisory Committee, consisting of a one-year term followed by a potential for three, two-year terms. Members who wish to be re-appointed after the completion of a term must re-apply and provide the application and their resume for Council's consideration.

Island Health Authority may assign a trustee to the Committee as a non-voting liaison.

Staff Support

The Engineering Department is the primary contact and together with the Parks and Recreation, Planning, and Police Departments will provide the required professional support. The Legislative Division will provide secretarial and administrative support.

Review of Terms of Reference

These Terms of Reference will be reviewed during the committee's first meeting each term.

Advisory Committee Member Information Package

Overview

1. **What are the expectations of committee members?**

   Committee members are expected to:
   - Familiarize one's self with the mandate and/or terms of reference of the committee.
   - Strive to attend all scheduled meetings.
   - Prepare for meetings by reading agendas and any background information supplied.
   - Actively participate in the discussion and decision making process.
   - Be open-minded and allow for a variety of opinions to be heard.

2. **What are the expectations of the Chair?**

   All of the expectations of the committee members apply to the Chair. Additional expectations include:
   - Facilitate the meeting by identifying the order of proceedings or speakers.
   - Ensure active participation by all committee members.
   - Maintain decorum and ensure fairness and accountability.
   - The Chair has no responsibility to make decisions on their own. They will run a meeting in a fair and efficient manner so that the will of the majority prevails while ensuring the minority has had a fair chance to present its point of view.

3. **What are the responsibilities of the Chair and committee members?**

   Attendance:

   Generally, Advisory Committees meet once a month with no meetings in the summer and winter breaks (July, August and December) as noted in the *Committee Terms of Reference*. Special meetings may be held at the call of the Chair. The meeting rules and procedures are in accordance with the *Council Procedure Bylaw*. Subcommittees or working groups may be formed to carry out the activities of the committee which may necessitate a more frequent time commitment.

   If a committee member is unable to attend a meeting, they must let the Committee Secretary know in advance of the meeting. This will ensure a quorum is present at the meeting.

   If a committee member feels they cannot commit the requisite time to the committee, they should resign to allow others who are interested to participate on the committee.

Communications:

Unless approved by the committee or Council, a committee member should not speak on behalf of the committee in a public forum or publication.

Code of Conduct - Respectful Workplace:

The District of Saanich has an obligation to provide a respectful workplace. Committee members, members of staff, the public and members of Council are to act and be treated with respect; without bullying, abuse or intimidation in order to preserve a workplace free from harassment.

Safety:

Many meetings are held in the evening when there is limited activity in the Hall. Please familiarize yourself with the location of the committee rooms and emergency exits that are available. Should you wish to be accompanied to your vehicle after dark, please let the Committee Secretary know and it can be arranged.

Personal Information

1. **How is my personal contact information used?**

   Reasonable measures have been undertaken to ensure that personal information collected from you is used for the purpose for which it was collected (your role as a committee member). Personal information includes your email address, phone number(s) and street address. The Chair, staff liaison and Legislative Services staff have access to your contact information. Our practice when communicating with committee members is to include email addresses in the bcc field of the email. Committee members may choose to occasionally exchange emails to coordinate site visits, etc. To respect committee members' privacy and transparency of committee activities, we request this be a limited practice.

2. **Are there other privacy and confidentiality considerations?**

   The District of Saanich's Privacy Management Program facilitates the responsible management of personal information in compliance with the *Freedom of Information and Protection of Privacy Act (FIPPA).* This includes protecting the privacy and confidentiality of personal information contained in correspondence received from residents. Personal information will be redacted (blacked out) from correspondence included in committee agenda packages – this includes personal email addresses, telephone numbers and street numbers (unless the street number is required as part of the decision making process).

   The information included in agenda packages is generally available to the public. However, we respectfully request that you do not forward material you have received as a committee member. Please refer individuals to the Saanich website or the appropriate Committee Secretary.

There may be occasions where documents you have received are draft versions which have since been replaced, or contain information which cannot be released according to the *FIPPA* (for instance, building drawings which contain details that would compromise building security, or information on programs that are at the development stage). Most presentations, meeting handouts, etc. can be released, however they need to be reviewed to ensure compliance with the *FIPPA*.

Agendas and Minutes

Agendas:

Committee Chairs will work with the staff liaison and Committee Secretary to develop the committee agenda. Committee members wanting to propose future agenda items, including invitations for guest speakers, should contact the Chair directly (please copy the Committee Secretary). The Chair will decide if the item is approved for inclusion on the agenda.

Agendas are distributed electronically one week prior to the meeting date. If the attachments are particularly large, they will be circulated at the committee meeting or alternate arrangements will be made.

Reports and attachments must be received three working days prior to the agenda distribution date. Staff liaisons are provided with an annual calendar, identifying meeting dates, agenda item deadlines and agenda publish dates to assist with their preparations. Materials received after that date will not be circulated with the current agenda package. Late material related to an agenda item will be distributed to committee members at the meeting.

In the case of late reports or agenda items (items put forward less than 24 hours before agenda circulation), it is the responsibility of the staff liaison (or report writer) to obtain approval from the Chair to add the item to the agenda, and also to advise the Committee Secretary of the addition.

Publishing the committee agenda on the website is just one of the ways we ensure transparency; it also increases public awareness and encourages public interest and involvement. A set agenda also promotes meeting effectiveness as members will attend better prepared and ready to participate in discussions. It may be necessary to add a late item to the agenda when an item is of an urgent nature or the item cannot be scheduled to a future meeting. Preparing ahead ensures the agenda available to the public and committee members accurately identifies the committee's business items.

Minutes

Draft minutes from the previous meeting are distributed with the agenda package. Once the committee adopts the minutes, they are then posted on the Saanich website. Upon adoption of the minutes, recommendations arising are submitted for Council's consideration.

Meeting Procedures

1. **Are meetings open to the public?**

   Yes, committee meetings are open to the public, excluding technical committees such as the Administrative Traffic Committee. Members of the public may attend committee meetings to observe. Whenever possible, committee meetings are advertised in the weekly Notice of Meetings. In the event that a special meeting is called by the Chair, notice of the meeting will be advertised on the District's website and social media channels.

2. **Are members of the public permitted to speak at meetings?**

   Whether a member of the public is permitted to speak, is at the discretion of the Chair.
   Public input is not permitted at the Advisory Design Panel.

3. **What if the Chair is absent?**

   In accordance with the *Council Procedure Bylaw*, the committee should wait 15 minutes after the time appointed for the meeting to begin, then the Committee Secretary will call the meeting to order and ask for a motion to select a member to sit as Acting Chair until the Chair arrives.

4. **How many members must be in attendance for a quorum?**

   A majority of the committee membership is a quorum. For example, if the committee membership is a total of 11 people then six people must be present for a quorum.

5. **Can a committee conduct business when there is no quorum?**

   The committee can still continue with the session, however the minutes will indicate that the meeting was conducted without a quorum. If there is no quorum, the committee cannot pass motions.

6. **Can a committee go in-camera?**

   The rules of open and transparent government apply to Advisory Committees. It is the expectation that all Advisory Committee meetings be open to the public. Only in rare and justified circumstances should a committee hold a meeting, or portion of a meeting, that is closed to the public (referred to as "in camera").

   The Community Charter (*Section 90)* outlines the limited circumstances and appropriate procedures that must be followed in order to close a meeting. Before meeting in camera, the committee must first pass a motion in an open meeting that states the appropriate section of the *Community Charter* and the nature of the matter giving reason for the in camera meeting. The committee must restrict its discussion to only the subject matter for which the meeting was closed and as stated in the motion to close the meeting. It is important to note that in camera material and discussions are to be kept in confidence until the record is lawfully authorized to be released to the public. In camera materials should be returned to the Committee Secretary for secure retention or disposition.

7. **How are committee meetings supported?**

Advisory Committees are generally chaired by a member of Council. Meetings are attended by relevant staff representative(s) to provide support and general liaison. In order to ensure optimum use of staff resources, the relevant Department Head will determine who will attend particular committee meetings. The day-to-day support of Advisory Committees (such as coordinating multiple committee schedules, preparation/distribution of agendas and minutes) is provided by Legislative Services. The assignment of tasks can only be directed by Council or the relevant Department Head to ensure staff resources are available and prioritized with other departments or corporate initiatives that are underway.

8. **Can committees form subcommittees and working groups?**

There may be occasions when a committee would benefit from the assistance of a subcommittee or working group. The *Council Policy, Advisory Committees – Terms of Reference* gives the basic structure and should be consulted to ensure the working group or subcommittee is within the policy guidelines and whether Council approval is required.

Subcommittees – A formal subcommittee may be assigned to focus on a specific task usually of an immediate and temporary nature. **Council approval is required.** Meetings are conducted in accordance with the *Council Procedure Bylaw*. Characteristics of a subcommittee include that it is composed of a portion of the committee membership only (unless otherwise approved by Council), agendas and minutes may be prepared, meetings are open to the public, voting may occur, the subcommittee deals with matters that move towards a decision or recommended action, and decisions are reported to the committee for consideration.

Working Groups – These informal group sessions focus on receiving information, studying an issue or sharing learning amongst group members. Characteristics of a working group include that it is composed of a portion of the committee membership only, there is no quorum, the group gathers infrequently, does not follow formal procedures, there is no agenda or minutes, decisions are not made, voting does not occur, sessions are not chaired, and a report of the working group session is submitted to the committee. Committee Secretaries do not organize or attend working group meetings, and administrative support is not provided.

9. **Can the committee hold an electronic meeting?**

The Council Procedure Bylaw permits electronic meetings. This can occur as a 'special' meeting to consider an urgent matter where the quorum cannot be reached otherwise. Electronic meetings may also be appropriate if Provincial Health orders are in place. The BC Ombudsperson has published best practices for electronic meetings including that they should only occur when meeting in person is impossible or impractical. The meeting must allow all participants to hear each other and the public to hear the participation of all committee members.

Motions

1. **What is the purpose of a motion?**

   A motion formally introduces a new piece of business or proposes a decision or action. For the motion to pass, the majority of the committee must vote in favour.

2. **What is required to make a motion**?

   A member of the committee must first move a motion and another member of the committee must second it. The motion is then debated and if there is a majority vote, the motion is adopted. When you make a motion, propose the action as exactly and specifically as possible. It is a good idea to write out the motion prior to presenting it; this increases the likelihood of clarity. The written motion can then be provided to the Chair.

Example of common types of motions:

To do this	You say this	Example
Introduce business (main motion)	I move that...	"I move that the committee endorses the draft Parks Management Plan and support staff taking the Plan forward to Council for endorsement."
Take a short break (call an intermission)	I move that we recess ….	"I move that we recess until 8:00 pm." "I move that we recess until the meeting is reconvened by the Chair."
Temporarily postpone discussion of a motion	I move to table the motion.	I move that we table the motion until we can discuss the next agenda item, corporate budget plan."
Postpone discussion for a certain time	I move to postpone the discussion until...	"I move that we postpone the discussion of the 2017 budget until the next scheduled meeting."
Propose an amendment to the main motion.	I move to amend the motion by...	"I move to amend the motion by inserting _____ between _____ and _____ "I move to amend the motion by adding _____ after_____." I move to amend the motion by substituting _____ instead of_____. I move to amend the motion by striking out _____ and inserting_____." *Please note the amendment must be considered before voting on the main motion. Only one amendment can be considered at any one time.
Adjourn the meeting	I move that we adjourn.	"I move that we adjourn the meeting."

3. **Do we require the formality of motions at committee meetings?**

Adoption of meeting minutes and adjourning the meeting require motions. For some committee meetings there may be no further motions required during a meeting. Generally motions are appropriate to record a decision or provide input to Council on a specific subject matter. For example:

The committee has considered a significant municipal document or initiative.

Sample motions:
"That the Parks Trails and Recreation Advisory Committee:
   a) Receive the Inclusive Services Program Report by the Community Services Manager, and dated September 18, 2019 for information; and,
   b) Support staff in going forward with a resource request to Council for the 2020 fiscal year which describes the need for full-time staff and program support funding."

"That the Environmental and Natural Areas Advisory recommends that Council consider the development and launch of a Home Energy Retrofit Financing Pilot program as part of an upcoming strategic planning and budgeting process; and further, that Council direct staff to take steps to secure financing and grant support through FCM's Green Municipal Fund and the Real Estate Foundation of BC."

The committee has considered a topic/initiative and Council's support is required to proceed.

Sample motion:
"That the Environmental and Natural Areas Advisory Committee recommend that Council:
   1. Endorse the following recommendations:
      a) Raise regulated deposits to a level that incents people to recycle their beverage containers
      b) Expand the system to include all types of beverage containers
      c) Require products to collect and report on beverage container caps
      d) Raise regulated collection targets
      e) Enforce regulated targets in meaningful ways; and further,
   2. Send correspondence to the Province requesting that they consider the recommendations, as well as an increase in public education with regard to recycling.

The committee is considering a motion that is within the authority and mandate of the committee to undertake.
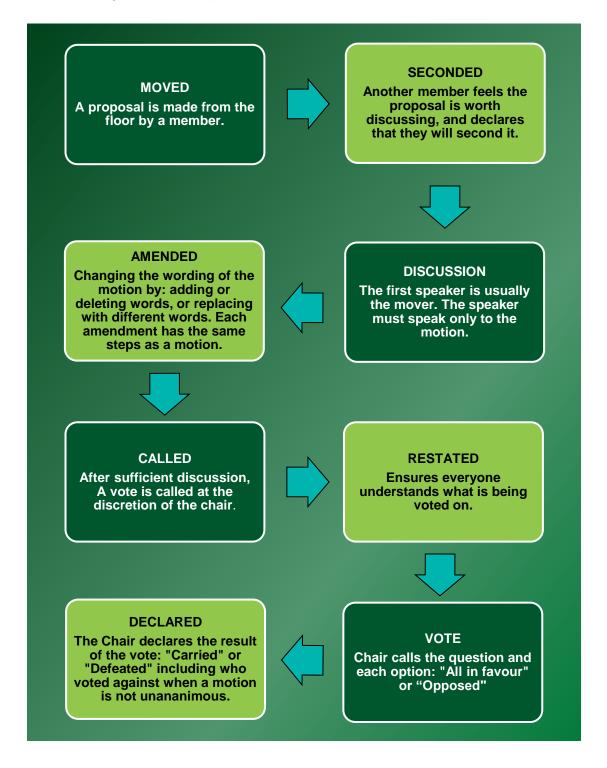
Sample motion:
"That the Planning Transportation and Economic Development Advisory Committee postpone consideration of the item to the April 11, 2019 meeting so that staff can have the opportunity to provide the committee with additional information on the matter."

4. What are the steps when the committee considers a motion?

A motion has eight possible steps:

MOVED
A proposal is made from the floor by a member.

SECONDED
Another member feels the proposal is worth discussing, and declares that they will second it.

AMENDED
Changing the wording of the motion by: adding or deleting words, or replacing with different words. Each amendment has the same steps as a motion.

DISCUSSION
The first speaker is usually the mover. The speaker must speak only to the motion.

CALLED
After sufficient discussion, A vote is called at the discretion of the chair.

RESTATED
Ensures everyone understands what is being voted on.

DECLARED
The Chair declares the result of the vote: "Carried" or "Defeated" including who voted against when a motion is not unananimous.

VOTE
Chair calls the question and each option: "All in favour" or "Opposed"

Saanich

5. **Can the Chair move or second a motion?**

Whoever is sitting as Chair of the meeting, cannot move or second a motion however, they must participate in the vote.

6. **Can a motion be withdrawn?**

After a motion has been seconded, the mover may, with the permission of the seconder, withdraw the motion at any time before it is adopted. A motion that has been withdrawn is not recorded in the minutes.

7. **What is a negative motion?**

A negative motion proposes not doing something. Negative motions are discouraged as they can be confusing when voting. Example: "I move that municipality not provide a grant to XYZ." In this case, not having the motion produces the same outcome. Instead the motion could be rephrased to "I move that the municipality approve all grant applications except to XYZ" or "I move that the municipality approve the following grant applications..." (the list would not include XYZ).

8. **Can a second motion be made, if the main motion has not been voted on?**

Yes, a second motion can be made if it is to amend or postpone the main motion. Amendments should be relevant to the main motion and not contrary to the intent of the main motion. A motion to amend must be voted on prior to voting on the main motion. If a motion is made to postpone consideration of the matter, only that motion is voted on and the main motion is further considered at a subsequent meeting.

9. **How does a committee rescind a motion?**

A motion to rescind is used to 'delete' a motion made at a previous meeting. To rescind a motion, a mover and seconder is required - the movers and seconders of the original motion do not have to be the ones to make the rescinding motion.

10. **A report has been submitted to the committee, is there a motion required to accept the report?**

Formally accepting or receiving a report through a motion is generally not required. A report is received by the virtue of the fact that it was scheduled on the agenda and was presented. The Chair may wish to simply thank the reporting member and go on to the next business item.

There can be occasions when a report contains a recommendation to take a specific action. In those cases, the motion to move all or some the recommendation(s) may be appropriate.

Saanich

Voting

1. **Who can vote?**

    The Chair and each member of the committee have a vote. Staff members may only have a vote if they are voting members of the committee. This generally would occur only with technical committees. For Advisory Committees, staff attend as a liaison or support and do not have a vote.

2. **What if a member of a committee cannot vote on a matter due to a conflict of interest?**

    If a member of the committee present at the meeting cannot vote on a matter due to a conflict of interest, the person must first state the reason for the conflict, vacate their seat prior to discussions and leave the room during consideration of the matter. The minutes must indicate when the person vacated and returned to their seat and the reason for vacating, such as in the example below.

    ****

    Jane Jones declared, pursuant to Section 91 of the Council Procedure Bylaw, that they are not entitled to participate in further discussion on the item as they are an employee of the company being considered. Jane Jones left the meeting at 7:13 pm.
    ****

3. **What does a conflict of interest mean?**

    A conflict of interest could involve a direct or indirect pecuniary interest in the matter or another interest in the matter that constitutes a conflict of interest.

    The interest may or may not involve money. If it does, it is a pecuniary interest. Pecuniary interests most frequently arise in relation to property, business interests, employment relationships, professional/client relationships, and spousal employment interests.

    Non-pecuniary interests may arise in relation to family relationships where there is no pecuniary interest involved (children, siblings, parents) and relationships with other organizations like not for profit societies, church congregations or community groups. The interest may be direct or indirect.

4. **What if a member of a committee wants to abstain from voting on a motion?**

    Members who are present cannot abstain from voting. Any person who does not indicate support or opposition to a motion, is deemed to have voted in the affirmative.

5. **What if it is a tie vote?**

    If the votes of the members of the committee are equal in support and opposition, the motion is deemed to be "defeated".

6. **Can the mover of a motion vote against the motion?**

Yes, once the motion is moved, the mover may speak once to the item but may not speak again after hearing input from others. The mover may then vote against the motion. A seconder may vote against the motion as would any other member as they may only be seconding the motion to move it to the floor for discussion.

Advisory Committee Member Information Package – Other Related Documents Attached:

- ✓ *Council Policy: Council Advisory Committees – Terms of Reference*

- ✓ *Council Procedure Bylaw – To Regulate the Proceedings of Council and Council Committees*

- ✓ *Administrative Policy: Respectful Workplace Policy*

- ✓ *Access and Privacy: A Guide for Members of Advisory Committees*

Active Transportation Plan
Report Card 2021

Through the Moving Saanich Forward project, we have worked with the community to develop a vision along with policies and actions to guide the development of safe, attractive and convenient active transportation options for people of all ages and abilities over the next 30-years.

COVID-19 continues to affect how people work and move in Saanich, and highlights why improvements to active transportation remain a priority.

An important action in the plan is to report annually on our progress. This is our third year of reporting and we have worked hard to fill gaps in our data from our last report card. Generally it appears that residents are doing well in choosing active ways of moving around, however more effort is needed if we are going to achieve all the safety goals set out in the Active Transportation Plan.

20
Traffic signals upgraded to give more pedestrian priority through Leading Pedestrian Intervals

50%
of bus stops in Saanich now meet BC Transit's accessibility guidelines

98%
of Signals now have audible equipment

Measure of Success	Where we are at	2019 to 2023	How we are doing
General			
People walking	8%	9%	On track
People cycling	5%	6%	On track
People taking transit	10%	12%	On track
ICBC reported vehicle collisions involving people walking (5yr avg)	48	<45	Behind
ICBC reported vehicle collisions involving people cycling (5yr avg)	82	<65	Behind
ICBC reported fatal vehicle collisions involving people walking and cycling (5yr avg)	1	0	Behind

#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

Saanich

Active Transportation Plan
Report Card 2021

Measure of Success	Where we are at	2019 to 2023	How we are doing
Connections			
Total length of bicycle network [km]	172	195	Behind
Off-street (AAA)	21	21	On track
Protected on-street (AAA)	4	16	Behind
Neighbourhood Bikeway (AAA)	0	25	Behind
Painted or Buffered Bikelane	117	119	On track
Shared Use Roadways (This number reduces as bike routes are upgraded)	30	12	Behind
Proportion of Saanich's total population within 400 m of the bicycle network	81%*	93%	Behind
Proportion of Saanich's total jobs within 400 m of the bicycle network	89%	90%	On track
Proportion of Saanich's urban land area within 400 m of the bicycle network	81%	80%	Ahead
Total length of sidewalk network [km]	286	306	Behind
Percentage of streets with a sidewalk on at least one side	35%	35%	On track
Percentage of bus stops that are accessible	50%	44%	Ahead
Percentage of bus stops with shelters	36%	35%	Ahead
Convenience			
Percentage of traffic signals with audible pedestrian signals	98%	75%	Ahead
Percentage of traffic signals with pedestrian countdown timers	99%	100%	On track
Percentage of curb ramps that meet Saanich's requirements for accessibility	44%	51%	Behind
Percentage of signals with cyclist detection	37%	40%	On track
Percentage of District owned and operated locations with short-term and long-term bicycle parking and end-of-trip facilities	15%	30%	Behind
Culture			
Number of schools within Saanich that have completed Active and Safe Routes to School Programs in the last 10 years	25	30	On track
Number of public wayfinding displays	22	26	Behind
Number of annual walking and cycling events including infrastructure grand openings	6	4	Ahead

* Improved GIS analysis has refined this value downward

#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

Saanich

BC Road Safety Strategy **2025**

A Collaborative Framework for Road Safety

Whether you're a driver, pedestrian, cyclist, skateboarder, or another type of road user, you want to be confident that B.C.'s roads are safe. Based on three pillars and rooted in the vision of realizing zero fatalities and serious injuries on B.C. roads, this framework outlines the tools, initiatives, awareness campaigns and enforcement programs that are creating a road safety network in B.C.

VISION ZERO

ZERO FATALITIES
BRITISH COLUMBIA
ROAD SAFETY STRATEGY
WWW.ROADSAFETYBC.CA

Contents

Message From The Ministers

The *BC Road Safety Strategy 2025* is of interest and importance to everyone in our province, no matter how you get around.

Much has changed over the years covered by the previous strategy, updated in 2016. Our government has steadily worked to advance the fundamentals of a Safe System approach for road safety: safe drivers, safe speeds, safe transportation infrastructure and safe vehicles.

Notably, B.C. has:

- Introduced mandatory entry-level training (MELT) for new commercial drivers and, working with police agencies, increased commercial vehicle safety inspections.
- Established consistent Class 4 operator training requirements across the taxi, chauffeur and ride-hailing sector.
- Increased to 24/7 the operating hours of intersection safety cameras that ticket vehicles going through red lights and added automated speed enforcement equipment at some of B.C.'s highest-risk intersections.
- Toughened penalties for drug-affected driving in ways that complement the Criminal Code provisions that the federal government brought in before legalizing non-medical cannabis.
- Deployed electronic signs that allow for varying the posted speed limit on provincial highways when road conditions change.
- Reduced the maximum posted speed limit on certain highway sections where research supported doing so to increase safety.
- Increased financial penalties and lengthened driving bans for high-risk behaviours like excessive speeding and distracted driving.

Today, more people are embracing new, sustainable and affordable vehicle alternatives—and we're responding, with a clear focus on safety. Under B.C.'s strategy for cleaner, more active transportation (Move. Commute. Connect.), we're now collaborating with a number of local governments on pilot programs allowing for legal, safe operation of electric kick scooters.

By many measures, including overall traffic fatalities and injuries, 2019 was the safest time in years to be on B.C.'s roads. We anticipate even better results when the numbers settle for 2020.

While BC's *Road Safety Strategy 2025* is a framework for further progress, its success depends on the choices that each of us make. We hope you will read with interest and make a personal commitment to the safety of yourself, your family and other road users.

**The Honourable
Mike Farnworth**
*Minister of Public Safety
and Solicitor General*

**The Honourable
Rob Fleming**
*Minister of Transportation
and Infrastructure*

Message From the *BC Road Safety Strategy* Steering Committee

Road safety is a shared responsibility that involves collaboration and engagement with many road safety partners. In B.C., we are fortunate to have an active and passionate road safety sector dedicated to the vision of reducing road traffic deaths and injuries.

As the Steering Committee leading the *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety*, we understand the importance of revitalizing B.C.'s approach to road safety to make it inclusive of all British Columbians. With this framework, we can move forward on our individual organizational mandates to support improved road safety outcomes while working together to drive innovation and action across the road safety sector. We recently expanded our Steering Committee membership to include representation from the Ministry of Indigenous Relations and Reconciliation in recognition of the unique road safety challenges faced by Indigenous communities.

This revitalized framework is focused on achievable goals that align with federal and international targets, and is based on a comprehensive, Safe System approach incorporating all factors that contribute to protecting road users. Built on three pillars that are critical to making B.C. roads safer and reducing fatalities, this framework provides the foundation for a collaborative, data-driven approach to road safety.

Together, we can be proud of what we are collectively achieving on road safety, celebrate each other's contributions, and inspire each other to go even further. We are committed to not only focus on ensuring the whole road system works to protect British Columbians, but also identifying ways to do more of what we know works.

Our success will depend on continued engagement with our partners, implementing evidence-based tools and interventions and ensuring British Columbians have the right information to make safe road choices.

Patricia Boyle, *Superintendent of Motor Vehicles, Ministry of Public Safety and Solicitor General*

Chief Neil Dubord, *(Delta Police Department) Chair of the BC Association of Chiefs of Police Traffic Safety Committee*

Lorie Hrycuik, *Executive Lead, Population and Public Health, Ministry of Health*

Lisa Lapointe, *Chief Coroner, Ministry of Public Safety and Solicitor General*

Dr. Martin Lavoie, *Deputy Provincial Health Officer, Office of the Provincial Health Officer*

Lindsay Matthews, *Vice President, Public Affairs and Driver Licensing, ICBC*

Jennifer Melles, *Assistant Deputy Minister Strategic Partnerships and Initiatives Division, Ministry of Indigenous Relations and Reconciliation*

Ed Miska, *Acting Assistant Deputy Minister Highway Services, Ministry of Transportation and Infrastructure*

Mark Ordeman, *A/Manager, Transportation and Occupational Road Safety, WorkSafeBC*

Dr. Ian Pike, *Professor, Pediatrics and Director, BC Injury Research and Prevention Unit*

Sandra Sajko, *Executive Director, Police Services, Policing and Security Branch, Ministry of Public Safety & Solicitor General*

Dr. Chris Stewart-Patterson, *Doctors of BC*

Superintendent Holly Turton, *Vice-Chair of the BC Association of Chiefs of Police Traffic Safety Committee*

Cyra Yunkws, Councillor, *Village of Warfield, Union of BC Municipalities*

Introduction

When you head out—whether by bike, by car or on foot—you want to be confident that you're going to get to your destination safely.

As our population increases, the challenge of keeping B.C. roads safe is growing more complex. By 2041, it's expected that 6.5 million people will live in B.C.—up 1.4 million from today. B.C. also welcomes more than 20 million visitors each year to all corners of our province. Together with rapidly changing technology and a shift to more active transportation options, this means more road users and types of road users than ever before.

Road safety remains one of our most pressing public health issues. Motor vehicle crashes are one of the leading causes of unintentional injury and death. Every year, collisions result in the injury or death of someone's mother, father, sister, brother or child. Last year alone, more than 250 people died on our roads and more than 92,000 people were injured in crashes. Road crashes generate large costs to society, including health care, and put additional pressure on emergency room departments and other areas of the health care delivery system.

Cost of Crashes

Every crash, whether it results in death or injury, affects our community and impacts somebody's loved one. Direct healthcare costs for transport injuries in 2019 are estimated at $526.7 million—that's $1.44 million per day or over $60,000 per hour.

The success of the *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety* requires ongoing effort and commitment from the entire road safety community. This framework supports a vision for working together to reduce fatalities and serious injuries, but it can only be achieved by the continued efforts of all partners.

RoadSafetyBC has secured funding through Transport Canada's Enhanced Road Safety Transfer Payment Program (ERSTPP) to help support the revitalization of the *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety*.

Photo Credit: Urban Systems

Moving Toward Vision Zero

No loss of life on our roads is acceptable. The goal of Vision Zero, a globally recognized approach to road safety, is to eliminate motor vehicle crash fatalities and serious injuries. This vision guides B.C.'s approach to road safety and has been adopted by Canada, other Canadian provinces and several B.C. cities.

Vision Zero starts with the belief that everyone has the right to move safely in their communities — by car, truck, bicycle, foot or any other method. Road system designers, policy makers and users equally share responsibility for safe travel. Vision Zero recognizes that people make mistakes, but the road system — its design, the rules of use and all associated policies and activities — can lessen the severity of the crashes resulting from inevitable mistakes.

> **"** **Every road crash death is a tragedy, especially as so many of these incidents are preventable."**
>
> — Chief Coroner Lisa Lapointe, Ministry of Public Safety and Solicitor General

VISION ZERO
ZERO FATALITIES
BRITISH COLUMBIA
ROAD SAFETY STRATEGY
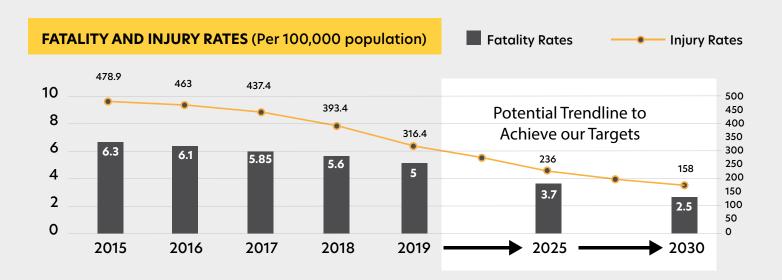WWW.ROADSAFETYBC.CA

Targets:

» **Continuous downward trends** in the rate-based number of fatalities and serious injuries (per 100,000 population).

» Support the global goal set by the Stockholm Declaration on road safety to **reduce road traffic deaths and injuries by 50% by 2030.**

To help achieve Vision Zero, road safety partners in B.C. can work together toward targets that reflect a provincial commitment to making our roads safe.

FATALITY AND INJURY RATES (Per 100,000 population)   ■ Fatality Rates   ●— Injury Rates

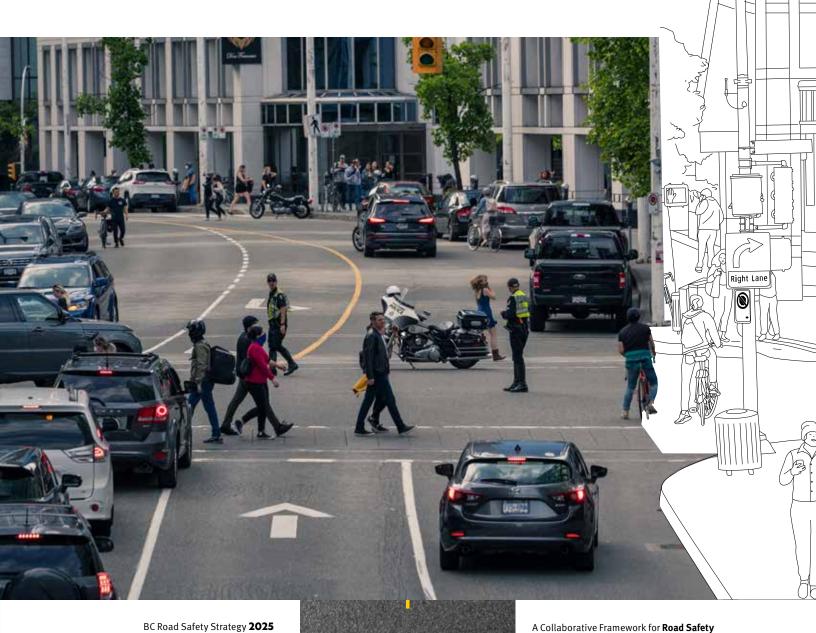| Year	Fatality Rate	Injury Rate
2015	6.3	478.9
2016	6.1	463
2017	5.85	437.4
2018	5.6	393.4
2019	5	316.4
2025	3.7	236
2030	2.5	158

Potential Trendline to Achieve our Targets

Tracking Successes

As the road safety sector works toward a continuous reduction in fatality and serious injury rates in B.C., RoadSafetyBC will track these activities and actions and report annually on progress.

In alignment with Canada's Road Safety Strategy 2025, the Steering Committee will support projects that strive to reduce the rate of fatalities and serious injuries. Overall performance will be measured by an annual downward trend over the next 10 years in fatalities and serious injuries per 100,000 population.

A website dedicated to the *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety* will provide updates on road safety initiatives underway across government, engagement opportunities for road safety partners to work with the Steering Committee on priority projects, and a road safety education and awareness calendar.

Regular communications will take place with road safety partners to create a platform to share information across the sector and keep partners informed on road safety issues, updates and successes.

The Road Already Travelled

B.C.'s first strategy, *Road Safety Strategy 2015 and Beyond*, was launched in 2013 and updated in 2016 as *Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia.*

A positive change that grew out of the *2015 and Beyond* strategy was the coming together of the road safety community. Partners who had a shared interest in road safety but had never before worked together created a forum in B.C. that supported sharing ideas and best practices and working in a new, collaborative way. Annual assembly meetings created an opportunity for partners to connect, share knowledge, learn together and identify areas for possible collaboration.

Road safety partners, working together on committees supporting the *BC Road Safety Strategy*, created several valuable resources to encourage and support road safety across B.C. These included toolkits to help municipalities design safer roads, campaigns to inform the public how to drive safely around commercial trucks, and a sector-wide road safely calendar of all major road-safety-related campaigns across the province. As well, a Vision Zero logo was designed so that partners had a visual way of identifying and promoting their road safety initiatives.

In 2018, B.C. was also host to the Canadian Association of Road Safety Professionals (CARSP) Conference, which brought together more than 250 road safety professionals from around North America and beyond to discuss and discover new and innovative road safety measures and how to integrate those best practices into their road safety plans. These activities demonstrate the steady progress that we have made over the last few years in road safety.

Statistics show how far we have come: B.C.'s fatality rate is the lowest it's ever been. Compared to other provinces, in 2018, B.C. had the fourth-lowest fatality rate behind Ontario, Quebec and Manitoba. B.C.'s injury rates are also on a downward trend, but we know that we have more work to do. The burden of injuries sustained in a crash is profound, often affecting the quality of life of British Columbians and adding to financial costs of our insurance system.

Indigenous Peoples Road Safety

Motor vehicle crashes are one of the leading causes of injury and death for Indigenous Peoples in B.C. and account for a greater proportion of deaths in this population than in the non-Indigenous population. The *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety* recognizes the unique road safety challenges faced by Indigenous communities and understands the importance of working in conjunction with Indigenous partners to help reduce fatalities and serious injuries.

Many Indigenous Peoples in B.C. live in rural and remote communities that are only accessible by resource or forestry roads. People in these communities tend to have to travel longer distances, are more likely to encounter poor road conditions or weather-related hazards and may also experience a longer emergency response time when a crash does occur. Connectivity issues in rural and remote areas add challenges, affecting communication as well as access to essential government services.

There are also often barriers to accessing driver training or driver licensing services. Without a valid licence or safe, reliable transportation options, many Indigenous Peoples can experience challenges accessing their traditional territory, securing or maintaining employment, and can be burdened with high costs to access crucial services outside of their communities.

The *BC Road Safety Strategy* Steering Committee recognizes the Province's obligations under the United Nations Declaration on the Rights of Indigenous Peoples and the Draft Principles that guide B.C.'s relationship with Indigenous Peoples. The Steering Committee is committed to working together with Indigenous Peoples in B.C. to better understand the barriers and challenges Indigenous communities face and look for avenues to address these road safety issues and concerns.

Photo Credit: Denis Sylvester Hurd

A Strong Foundation Moving Forward

The *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety* is built on three pillars. Together, the pillars form a network of tools, initiatives, awareness campaigns and enforcement that are making our roads safer. This collaborative and effective approach keeps our vision—to realize zero fatalities and injuries on our roads—front and centre.

BC Road Safety Strategy 2025

Working Together For The Future Of Road Safety

Tools To Make Our Roads Safer

Inspiring British Columbians To Make Safe Road Choices

A Collaborative Framework for Road Safety

PILLAR 1:

Working Together For The Future Of Road Safety

This pillar focuses on how the road safety sector is working together using a Safe System approach and public health perspective to solve road safety issues. This holistic approach emphasizes shared accountability for road safety and incorporates a multitude of perspectives, communities, viewpoints, and experiences.

PILLAR 2:

Tools To Make Our Roads Safer

Having the right road safety tools and using them effectively can move the needle on road safety. By showcasing innovation, leveraging business intelligence to make data-driven decisions, and highlighting technological advances, we can realize gains in road safety. This pillar highlights how enforcement, infrastructure, data and other tools can be used to make our roads safer.

PILLAR 3:

Inspiring British Columbians To Make Safe Road Choices

Education and awareness are important to helping British Columbians make safe road choices. Everyone is accountable for their actions on the road, whether they are drivers, pedestrians, cyclists, or another type of road user. It's important that everyone has the information and understanding they need to make safe road choices. This pillar emphasizes how the public can contribute to reductions in fatalities and injuries.

Pillar 1: Working Together For The Future Of Road Safety

Collaboration is key. This is especially true for road safety, where accountabilities are spread across different levels of government, private and public agencies, and partner organizations. Each has their own road safety priorities and focus areas that, together, create a comprehensive network of road safety programs, supports and accountabilities. By working together across the sector, our collective actions will deliver a comprehensive network of programs, initiatives and activities that will result in greater road safety.

The new framework focuses on the breadth of road safety programs, supports and initiatives in B.C. and creates a new, holistic and collaborative way of moving forward together. It is a living and ongoing hub of information showcasing initiatives and plans across government that are moving us toward our goal of reducing road fatalities and serious injuries across the province.

Everyone Can Make a Difference

There are a range of partners who can make a difference in road safety: all levels of government; the health, justice, transportation, public safety, insurance and non-profit sectors; road safety advocates and researchers; and local communities. To achieve the goals of Vision Zero, they all must play a part. Individual citizens also have a role to play, both in taking responsibility for learning the rules of the road and in ensuring they take safe actions when travelling around the province.

A Road System That Works Together

A Safe System approach recognizes that road users will make mistakes. This means that the systems we have in place—physical infrastructure, education and awareness, enforcement and policies—must be multi-faceted and span all partnerships to effectively reduce the severity of collisions and ultimately eliminate them altogether. Meaningful and effective actions need to be evidence-based and focused on safe road users, safe speeds, safe roads and safe vehicles.

PILLAR 1: WORKING TOGETHER

PILLAR 2: TOOLS

PILLAR 3: INSPIRING SAFE CHOICES

SAFE ROAD USERS

SAFE SPEEDS

SAFE ROADS

SAFE VEHICLES

HUMAN TOLERANCE TO PHYSICAL FORCE

CONTINUOUS REDUCTION IN FATALITIES AND SERIOUS INJURIES

Safe Road Users

Safety starts with the individual. While most people are very responsible road users, mistakes happen, and sometimes dangerous or careless decisions have devastating effects. The Safe System approach uses education and awareness campaigns to ensure road users are informed on how to make the right road choices, and gives authorities the right tools to enforce these behaviours.

Safe Speeds

Speed management is an important part of the Safe System approach. When vehicles travel at higher speeds, it increases the severity of injuries and the chance of death when a crash does happen. Even small reductions in speed make a positive difference. Efforts at all levels of government can play a role in determining high-risk areas that may benefit from a reduction of the speed limit.

Safe Roads

A fundamental part of the Safe System approach is that the roads should be designed to prevent mistakes by road users, and when mistakes do happen to lessen the impact of that mistake. As British Columbians become more active, new road improvements like protected bike lanes, high-friction surfaces and other targeted road infrastructure changes will help save lives.

Safe Vehicles

Fundamental to a safe system is ensuring that the vehicles we drive keep us safe if a crash occurs. Over the past several decades, there has been significant technological progress toward protecting road users through better vehicle safety design and advances in safety mechanisms and standards for vehicles.

The Health Sector

When a crash does happen, health care professionals are essential to the health and safety of those involved. From the first responders who rush you to the hospital, to the nurses and technicians who get you into the emergency room, to the doctors who treat your injuries—each has an important role to play in saving lives.

However, road safety is not only about preventing crashes or injuries but also about encouraging more active forms of transportation.

> " **Road Safety is at the intersection of a lot of the work that we do in a variety of sectors, and it's by working together that we can really make a difference."**
>
> — Dr. Martin Lavoie, Deputy Provincial Health Officer, Office of the Provincial Health Officer

Getting Active Together

Public health and road safety are connected when actions on the roads, such as speed and high traffic volumes, prevent opportunities for healthy transportation choices. Move. Commute. Connect., the Ministry of Transportation and Infrastructure's Active Transportation Strategy, is transforming how people move. The strategy encourages more active transportation, including walking, cycling, skateboarding, in-line skating or other wheel-based forms of human and motor-assisted transportation. The goal is to double the percentage of trips taken with active transportation in the province by 2030.

Did you know?

British Columbia has the highest percentage of active transportation trips for commuting to work (at 10%) of all Canadian provinces.

Road safety is smart business.

Safety For Workers

Road safety is a serious concern for people who drive or bike as a component of their workday. Whether running business errands in their personal vehicle, working as a bike courier or driving professionally in a company fleet vehicle, workers must be kept safe. WorkSafeBC is an important partner that promotes road safety for employers and workers through its Road Safety at Work initiative. Employers and workers can access free online resources and courses, including workshops, webinars, and consulting services, to help them plan, implement and monitor effective road safety programs aimed at eliminating work-related motor vehicle crashes, fatalities and injuries in B.C.

Coverage When You Need It

The Insurance Corporation of British Columbia (ICBC) is B.C.'s public auto insurer. It provides licences to nearly 3.6 million British Columbians. Preventing road crashes and injuries is a top priority for ICBC. For the past 30 years, ICBC's road improvement program has championed innovations in road safety, such as modern roundabouts and road safety audits, and invested over $209 million in 7,688 projects. The road improvement program is just one aspect of ICBC's commitment to help make B.C. roads safer. ICBC's road safety investments focus on the systemic causes of crashes—drivers, roads and vehicles—and

support programs proven to prevent crashes and help make everyone safer.

When crashes do happen however, ICBC's Enhanced Care coverage will provide British Columbians with the care they need, when they need it, for as long as they need it. Drivers, passengers, pedestrians and cyclists will all have access to significantly improved care and recovery benefits if they're injured in a crash, regardless of whether they were responsible. Enhanced Care benefits are available to British Columbians injured in crashes anywhere in Canada and the U.S.

Governments Play A Key Role

All levels of government have a responsibility for road safety—national, provincial, and local.

The federal government is responsible for developing and enforcing new motor vehicle safety standards and regulations pertaining to tires and child restraints, as well as interprovincial commercial vehicle safety fitness.

The provinces and territories are responsible for building and maintaining roads, commercial vehicle operations, driver and vehicle licensing and the development and implementation of road safety strategies. In British Columbia, the *Motor Vehicle Act* governs all road use, penalties and rules, and responsibility is shared between the Ministry of Public Safety and Solicitor General and the Ministry of Transportation and Infrastructure.

Municipalities also have a role in ensuring road safety through their application of bylaws, zoning, road infrastructure maintenance and improvements to areas where mixed road use demands consideration of local community input.

Photo Credit: Dylan Passmore

Local Government Leadership

Several B.C. municipalities are leaders in road safety. For example, Victoria, Vancouver, Surrey and Burnaby all have strategic road safety plans that adopt Vision Zero in engineering practices and policies. These plans are driving road safety initiatives ranging from pilot projects for lower speed limits, to safer bicycle lanes, and to more visible crosswalks. Municipalities are also partnering with local police, school districts and health authorities to further integrate the Safe System approach into their strategies.

The City of Surrey is a national road safety leader, being among the first municipalities to adopt Vision Zero to end deaths and injuries on its roads. Using a data-driven, evidence led approach is yielding results—even within a few years, road fatalities have declined.

Enforcement

Police are important partners in road safety, ensuring that the rules of the road are enforced for all road users. Every region of the province has specific Integrated Road Safety Units (IRSU) that are made up of full-time, dedicated traffic enforcement officers from both the RCMP and independent municipal police agencies. Funded in partnership with ICBC and the federal government, these units target high-risk driving behaviours that are the most frequent contributors to casualty crashes in B.C.: speeding, aggressive driving, impaired driving, seatbelt usage, and distracted driving.

Working Together Under The New Framework

To promote ongoing collaboration, an enhanced governance structure has been established for the BC Road Safety Strategy Steering Committee that will support targeted, results-oriented projects focused on improving road safety in the province.

Through evidence-based analysis, the Steering Committee will identify key road safety challenges impacting British Columbians. Project-specific subcommittees will be convened to examine a specific issue and develop potential actions. This collaborative, issue-focused approach is designed to draw on the expertise and experience of more than 60 partner organizations and agencies, with the purpose of addressing key road safety issues in B.C.

Information about these projects and how the road safety sector partners can get involved will be included on the *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety* website.

> **Traffic safety is a top priority for police. It is important in every community and every province across Canada and it's one of the most important drivers for public trust in the police."**
>
> — Chief Neil Dubord (Delta Police Department), Chair of the BC Association of Chiefs of Police Traffic Safety Committee

Pillar 2: Tools To Make Our Roads Safer

Using the right tools will help ensure that road safety measures are effective. This framework integrates a wide range of methods, interventions and actions—including data, policy and legislation, fines and penalties, enforcement, and infrastructure—that create the foundation for safer roads.

Making Data-Informed Decisions

Road safety policies, decisions and law-making need to be data-driven and assessed through a critical lens. Research and data are essential to making choices about which interventions and tools will have a positive impact on road safety and address the top contributing factors to road crashes in the province. Data-backed decisions ensure effectiveness and avoid knee-jerk reactions. Looking at data trends over time not only shows how B.C. is progressing but also how we are effecting change.

Improving Data Management

Improving how the road safety sector manages data collection, privacy concerns, and sharing among partners is a priority. B.C. is expanding new reporting tools and ways to share data with the public, with researchers and between data-collecting agencies.

Through their partnerships, RoadSafetyBC, ICBC and the police are sharing information to support more informed decision-making. Business intelligence leverages data and technology to provide a better understanding of what is happening on the roads. New features and visual tools now under development will continue to enhance information sharing for all partners.

In September 2019, RoadSafetyBC launched the eTicketing interactive dashboard. Enforcement partners have access to near real-time statistics on issuance, disputes, online payments and cancellations on a secure server. They can narrow down their search by date, detachment and charge time to understand eTicket violation trends quickly and easily.

> **In a time of challenging mandates, competing resources and competing priorities, it's important we use evidence to guide our decisions. Data allows us to take a more measured approach to target our solutions."**
>
> — Superintendent Holly Turton, Vice-Chair, BC Association of Chiefs of Police Traffic Safety Committee

RoadSafetyBC collects and reports 10-year statistics related to motor vehicle crashes, injuries and fatalities. Work is underway to enhance ways of sharing this information so road safety partners can easily access it to inform their decision-making.
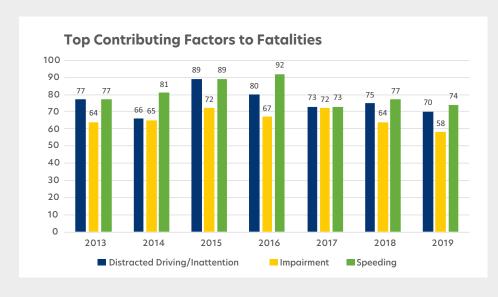
ICBC is making more data accessible to the public than ever before. In 2020, ICBC began publishing open data sets, beginning with ICBC-reported crashes and vehicle population data. The data sets are available in a convenient, customizable and self-serve format.

The BC Coroners Service is upgrading its case management system to enhance its ability to collect data and conduct ongoing surveillance of common causes and circumstances of death, including road fatalities. A robust case management system is a critical component of an effective death investigation service that provides reliable and timely information to support evidence-based public safety initiatives.

Many other organizations collect data important to understanding road safety in B.C. The health sector collects data on injury severity, patient hospitalizations and ambulance data. WorkSafeBC collects information on employer and worker safety. The transportation sector collects information on how weather conditions affect road use and the effectiveness of infrastructure in preventing crashes. The Commercial Vehicle Enforcement Agency collects safety data in relation to commercial vehicles. Taken together, data is a powerful tool for making informed, evidence-based road safety decisions.

Top Factors In Fatal Motor Vehicle Crashes

Top Contributing Factors to Fatalities

Year	Distracted Driving/Inattention	Impairment	Speeding
2013	77	64	77
2014	66	65	81
2015	89	72	89
2016	80	67	92
2017	73	72	73
2018	75	64	77
2019	70	58	74

Police-reported data show us that the top contributing factors to fatal crashes include speeding, distraction/inattention and impairment. Understanding why people are being injured and killed on our roads supports evidence-based decisions on how best to prevent these crashes.

SPOTLIGHT STORY

Wuikinuxv Nation — On the Straight and Narrow

Vancouver Coastal Health's 2019 Vision Zero Seed Grant supported First Nations, municipalities and regional districts in promoting road safety and working toward eliminating road-related fatalities and serious injuries. Through a multi-pronged and community-based approach, Wuikinuxv Nation installed road safety signs and engaged with community members to develop an ongoing, community-led road safety awareness program that includes the first-ever First Nations chapter of Mothers Against Drunk Driving (FN MADD).

Addressing High-Risk Driving Behaviours

Impairment

Effective and appropriate interventions are necessary to reduce the road safety risk caused by impaired driving. To better understand the issue of alcohol- and drug-affected driving, B.C. undertook a roadside survey in 2018 at five different locations to determine the prevalence of alcohol and/or drug use in drivers. Results showed almost 14% of drivers who participated in the survey tested positive for some form of drug or alcohol. These results established a baseline against which to compare future data and will help to determine the impact of legislation, enforcement and education campaigns in the ongoing fight against impaired driving. Planning is currently underway for a follow-up roadside survey.

Data shows that B.C. has seen significant reductions in alcohol-affected driving fatalities since 2010—a decrease of 50%. This is largely attributed to the police getting the tools they need to immediately remove alcohol-affected drivers from the road. Police can issue a 3-, 7- or 30-day Immediate Roadside Prohibition to anyone who provides a breath sample that registers over the prescribed limit. Anyone who fails the breath sample or refuses to comply will be issued a 90-day Immediate Roadside Prohibition.

Since the legalization of non-medical cannabis in 2017, new tools have been introduced for police to address drugs and driving in B.C. In July 2019, zero-tolerance restrictions were expanded to include the presence of a drug for new drivers in the Graduated Licensing Program, and the 24-hour prohibition was refined to include an administrative review process. The most significant new tool introduced was a 90-day administrative driving prohibition for driving while affected by a drug or combination of alcohol and a drug.

The legalization of cannabis is still relatively new and there are a lot of unknowns. In particular, the accumulated data and program statistics remain relatively small. Work continues to implement more advanced tools to immediately remove drug-affected drivers from the roads.

In 2019, independent municipal police increased the number of hours they spent on the road enforcing impaired driving laws by 37% and increased the administration of Approved Screening Device breath tests by 87%.

Speed

A speeding car takes longer to stop and with higher speeds, the risk of a crash increases significantly. We know this high-risk driving behaviour kills. The higher the speed, the higher the likelihood that a crash would result in a fatality. Addressing high-risk behaviours like speeding will continue to be a priority.

Did you know? If a car crashes **at 80 km/h, the likelihood of death is 20x higher** than if the car crashed at 30 km/h.

The faster a vehicle is moving on the road, the more likely it is to be involved in a crash. Every 1 km/h increase in speed results in a 3% increase in crashes that result in an injury, and a 4-5% increase in fatal crashes.

[World Health Organization]

In 2018, after a three-year review of data looking at over 1,300 kilometres of highway, the Province lowered speed limits on 15 sections to keep people safer and reduce the chance of speed-related collisions. Many contributing factors were considered in this review, including speed, distracted driving, wildlife, changing weather and people driving too fast for conditions. Continued monitoring of crash data on B.C. roads will ensure speed limits are in place for the greatest safety benefit.

In 2019, the Province installed 35 cameras at high-risk intersections to ticket the fastest vehicles and to deter high-risk speeding. Data is being collected and closely monitored for these select sites and will continue to be analyzed to ensure the greatest safety benefits.

In 2020, the new speed cameras saw 72,546 speed tickets issued, with the highest speed recorded as 182 km/h in a 60 km/h zone. Speeding tickets made up 70% of Enhanced Enforcement efforts in 2019.

B.C. has additional penalties and fines in place for drivers who are caught speeding excessively (i.e., more than 40 km/h over the speed limit). The driver's car is impounded immediately, they receive a fine (which increases based on their speed), and three penalty points are added to their licence. Excessive speeding violations also lead to higher insurance costs for the driver through ICBC's Driver Risk Premium and Driver Penalty Point Premium. Drivers may face additional penalties through the RoadSafetyBC Driver Improvement Program, including being prohibited from driving for up to one year.

Distraction & Inattention

Advances in hand-held and vehicle technology have increased the number of potential distractions for a driver while on the road. As distracted driving and inattention continues to be the number one cause of crashes, we must focus on educating drivers and enforcing distracted driving laws.

Distracted driving laws came into effect in 2010. This behaviour is now categorized as a high-risk driving offence. Repeat offenders with two or more offences in a one-year period will trigger an automatic review of their driving record. The review could result in a three- to 12-month driving prohibition. The financial penalty for one distracted driving ticket in a year is $578 (one $368 fine plus the $210 ICBC Driver Penalty Premium on four points).

New tools to help curb distracted driving are being tested. ICBC has recruited more than 1,000 newer drivers across B.C. to see if telematics can encourage safe driving behaviour and reduce the number of crashes on B.C. roads. Techpilot participants install a "smart tag" in the vehicle they drive and pair it with an app they download onto their smartphone. The tag and app gather information that assesses driver behaviour—hand-held phone use, acceleration, braking, cornering and speed—that can result in crashes. Drivers earn rewards for safe driving, which they can redeem for digital gift cards. Data collection will conclude in October 2021 and be followed by data analysis and evaluation in 2022.

Techpilot

Did you know?
that while cellphones are a top reason for distracted driving, there are many types of distraction at the wheel?

Here are the top eight:
- ≫ **Using a cellphone**
- ≫ **Eating and drinking**
- ≫ **Talking to passengers**
- ≫ **Grooming**
- ≫ **Using GPS**
- ≫ **Adjusting the radio or CD player**
- ≫ **Smoking**
- ≫ **Attending to pets**

Targeting High-Crash Locations

Intersections are some of the busiest, most congested road areas, with multiple types of road users creating high-collision zones. Using data to determine which intersections are the most high-risk is a smart way to ensure intervention initiatives and technologies are deployed effectively.

Photo Credit: Urban Systems

The Ministry of Transportation and Infrastructure has installed high-friction surface treatments at intersections with a history of crashes to help prevent or reduce skidding and rear-end collisions. Collision and claims data helped determine which locations were the highest risk. Friction between tire and road is such an important factor for stopping vehicles quickly when they need to brake suddenly. This surface treatment is expected to have a significant impact in reducing collisions, especially in wet road conditions. Early indications from a sample of video data taken from these locations show that rear-end conflicts have reduced by 33%.

Intersection safety cameras also have a proven record of curbing red-light runners and the serious crashes they cause. The Province operates 140 red-light cameras at high-crash intersections in 26 communities. The cameras take pictures of vehicles running red lights and the vehicle owners are ticketed. Camera locations were selected after examining risk factors—including crash frequency, severity and type, and the potential for improvement—at 1,400 intersections in B.C. High-risk intersections are closely monitored to ensure cameras are placed at locations that will see the greatest safety gains.

Protecting Vulnerable Road Users

People who walk, cycle, or use another type of mobility device other than a car are particularly vulnerable and at an increased risk when sharing the roadways with vehicles. In a collision, a pedestrian or cyclist is no match for a 2000-kilogram motorized vehicle. While injuries and fatalities involving collisions between vehicles have declined, similar downward trends are not happening when it comes to vehicle collisions involving cyclists and pedestrians.

In 2020, the Province announced an increase to the fine for "dooring," which occurs when a driver opens the door of their parked car into a lane of oncoming bike traffic—an action that can cause serious injury to the cyclist. With a fine of $368, drivers are reminded to be aware of other road users and look before they open their car door.

Emerging Personal Transportation Options

People are changing the way they travel, and it's important that regulations address e-mobility as an emerging mode of personal transportation. In March 2021, the Province announced e-mobility pilot projects for the use of electric kick scooters in six communities. *Motor Vehicle Act* changes have allowed these communities to collaborate with the Province in a three-year pilot project that examines the safety of the electric kick scooter on public roadways. Additional pilots may be considered as the Ministry of Transportation and Infrastructure works with communities on increasing safety for vulnerable road users.

The six participating municipalities are:

» **City of Kelowna**
» **City of Vancouver**
» **City of North Vancouver**
» **District of North Vancouver**
» **District of West Vancouver**
» **City of Vernon**

Active Transportation projects are helping to achieve the CleanBC goal of doubling trips taken by walking, biking and other kinds of active networks by the year 2030.

Supporting CleanBC

With the focus on climate change and the desire to find travel alternates to motorized vehicles, active transportation is on the rise as a GHG-emission-free transportation option. With more people moving around in these active ways, there is an increased need for tools to keep people safe. Evidence shows that physically separating cars and trucks from other road users significantly reduces the crash risk. The Province has recently invested $16.7 million through StrongerBC, B.C.'s Economic Recovery Plan, toward more than 45 infrastructure projects on provincial roads and properties focused on active transportation safety and access improvements. This includes multi-use pathways and rail trails, highway crossings, transit stop improvements, sidewalk installations, lighting, and shoulder widening for pedestrians and cyclists.

The Province is also partnering with local communities across the province to invest in building safer active transportation infrastructure through the Active Transportation Grant program. Indigenous governments and local governments can apply to have the B.C. government share the cost of their active transportation infrastructure projects, such as protected multi-use paths, lighting, end-of-trip facilities, way-finding and more. The *British Columbia Active Transportation Design Guide* also provides practical design guidance and application information on active transportation infrastructure for jurisdictions of all sizes throughout the province.

SPOTLIGHT STORY

Burns Lake and Lake Babine First Nation—Safe Walking

Indigenous Peoples have a disproportionate number of road-related injuries and deaths. Something as simple as better sidewalks can make a significant difference. With funding from the Active Transportation Infrastructure Grants program, the Village of Burns Lake and Lake Babine First Nation are partnering to create safe walking access on improved sidewalks that will link two seniors' residential facilities, the hospital, Lake Babine Nation, William Konkin Elementary and the Rod Reid Nature Trail. Other northern First Nations—Gitga'at First Nation and Witset First Nation—are following suit with their own active transportation plans.

Village of Pemberton — Signal Hill Elementary Crosswalk Lights

Funded through Vancouver Coastal Health's Vision Zero grant program, the Village of Pemberton installed a flashing crosswalk light at a local elementary school on a busy section of this provincial highway. This project is intended to reduce speed on this frequented corridor to better facilitate active transport of children attending school. It will also increase safe and convenient access to nearby trails, encouraging use of existing infrastructure that facilitates physical activity and social connectedness.

Pillar 3: Inspiring British Columbians To Make Safe Road Choices

To complement the tools, laws and penalties in place to keep our roads safe, road users need to have the best information to make safe road choices. Each one of us has a responsibility to keep ourselves and others safe when on the road. Education and awareness programs can help us make smart decisions.

Getting The Message Out

Broadly accepted marketing wisdom says that a person needs to hear a message at least seven times before it sinks in. Getting the word out on road safety takes co-ordination and partnership. Education and awareness would not be possible without the help of B.C.'s road safety partners. Many different campaigns take place throughout the year, addressing road safety risks and reinforcing life-saving information with the goal of inspiring safe habits in road users. It's only through these combined efforts with our partners that the road safety message will permeate the public consciousness and change behaviour.

Motorcycle Safety

Motorcyclists make up a very small percentage of actively licensed drivers in B.C., but they are over-represented in casualty crashes. In 2019, there were 2,200 motorcycle crash incidents, resulting in 31 fatalities. B.C.'s Graduated Licensing Program for Motorcycles (GLP-M) has remained largely unchanged since 1998, while increased standards have been introduced elsewhere in Canada. To ensure the safety of new riders, B.C. is examining licensing requirements for motorcycles.

C.O.R.E.Y. Motorcycle Safety was founded by Denise Lodge after her 21-year-old son Corey was killed riding his motorcycle. Corey died less than 24 hours after writing his motorcycle knowledge test and purchasing his bike. CoreySafe Society's program "C.O.R.E.Y. Ride & Drive Safe" gives an introduction to motorcycle safety that covers risks for drivers as well as riders. Topics include the importance of getting training from qualified instructors, the proper protective safety equipment to wear whether riding a road or dirt bike or ATV, riding a motorcycle that fits your skill level, and legal consequences related to both on-road and off-road driving. The school program has been in operation since 2016 and is an example of how one person can save lives and make a positive impact on road safety through education and awareness.

Mothers Against Drunk Driving (MADD)

For more than three decades, MADD Canada has delivered effective education and awareness campaigns and victim services, while advocating for public policy changes to address impaired driving. Some of the movement's earliest pioneers started in British Columbia and there are now 16 Chapters or Community Leaders operating in the province. While campaign approaches have changed over the years, in B.C., MADD has recently reached into the vault to resurrect an effective crash-car campaign. It simply but powerfully exhibits, at a high-traffic location, a vehicle that was involved in an impaired driving crash.

Awareness and education campaigns provide British Columbians with important road safety tips and information. Many campaigns are accompanied by targeted and effective law enforcement actions carried out by the RCMP and other police agencies. While road safety laws are in place year-round, these well-publicized enforcement efforts remind drivers that their behavior and habits on the road matter.

Communication methods have changed significantly over the last 20 years and today, a lot of information is just a click away. To keep up with this trend, road safety education efforts must also shift and adapt. Social media is now extensively used to impart critical road safety information to the public. Twitter accounts by @RoadSafetyBC, @TranBC and @ICBC, as well as blogs, YouTube and other social media channels, all share road safety information. Being nimble and responsive with how road safety information is shared will not only keep B.C. a step ahead in an ever-changing communications landscape but will also ensure critical information gets out to road users quickly and effectively.

Sharing The Road With Commercial Vehicles And Road Workers

In recent years, there has been more focused attention on road interactions with commercial vehicles, along with recognition that roads are often places where people work. Government agencies and the private sector are acting to reduce these types of collisions, by giving all road users the information they need to make smart and safe choices.

Mandatory Entry-Level Training

According to ICBC data, in 2019 there were almost 810,000 commercial vehicles insured in the province. Commercial vehicle drivers navigate long driving routes and challenging driving conditions like winding, narrow mountain passes and icy highways, all while carrying large, heavy loads. On March 31, 2021, the
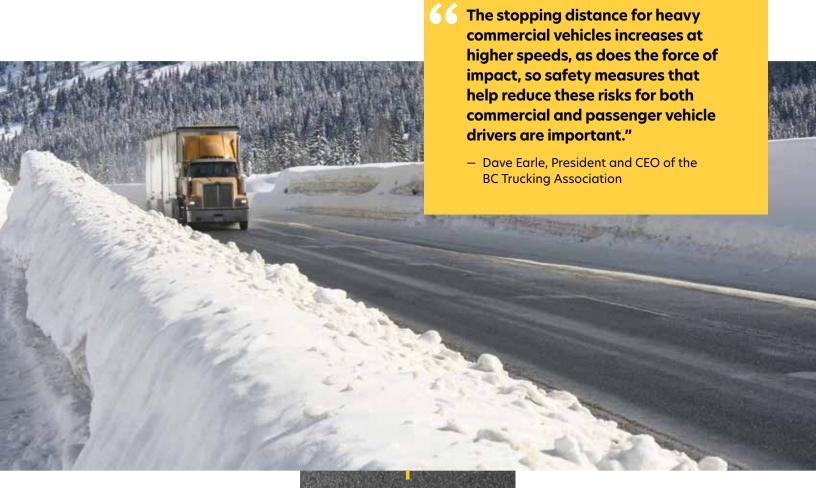
Ministry of Transportation and Infrastructure announced the Province would introduce Mandatory Entry-Level Training (MELT) for new Class 1 commercial driver's licence applicants, effective October 18, 2021. B.C.'s new Class 1 MELT course curriculum exceeds the minimum training standards set out in the National Safety

Code Standard 16 for Class 1 entry-level training of truck drivers and aligns with best practices from other Canadian jurisdictions with a Class 1 MELT program. B.C.'s Class 1 MELT course curriculum includes 140 hours of training divided between practical behind-the-wheel driving hours, in-yard hours and theoretical instructional hours, as well as air brake training. The training emphasizes safe operating practices for mountainous geography and diverse driving conditions to ensure commercial drivers are prepared for B.C.'s highway network and changing weather patterns.

Be Truck Aware

Almost 20% of traffic fatalities involve a crash with a heavy commercial vehicle, even though they make up a relatively small percentage of all registered vehicles in the province. Studies also show that in fatal car-truck crashes, the driver of the passenger vehicle is at fault in at least two-thirds of the incidents. When crashes between cars and large trucks occur, the occupants of the passenger vehicle are at least four times more likely to be killed than the driver of the truck.

The Be Truck Aware campaign brings together an alliance of partners from across the commercial vehicle industry, including the BC Trucking Association, Safety Driven—Trucking Safety Council of BC, Teamsters Local 31, Commercial Vehicle Safety and Enforcement, RCMP, ICBC, WorkSafeBC and RoadSafetyBC. Usually held in October, this campaign raises awareness of the hazards of passenger vehicles and large commercial trucks not sharing the road safely. The first Be Truck Aware campaign ran in 2017 and planning is underway for the 2021 campaign.

> " The stopping distance for heavy commercial vehicles increases at higher speeds, as does the force of impact, so safety measures that help reduce these risks for both commercial and passenger vehicle drivers are important."
>
> — Dave Earle, President and CEO of the BC Trucking Association

Cone Zone

Between 2010 and 2019, 13 roadside workers were killed and 204 injured. Cone Zone is an annual campaign highlighting the need for employers, workers, and drivers to do their part to prevent injuries and fatalities of roadside workers. Over 22 organizations—from government to the commercial vehicle industry to roadside employers—participate and share this message across the province. From May to August, drivers are urged to slow down and pay attention when approaching a cone zone. The Cone Zone campaign also educates employers about their legal responsibilities around employee health and safety, and provides roadside workers with information on how they can work safely. Social media stats on

Cone Zone show that more people are getting the message. In 2019, the estimated number of people reached through Twitter campaigns increased by 158% to almost 1.3 million, up from just under 500,000 five years prior.

Driver Behavior: High Risk And Poor Habits

The goal of road safety education is to inform and inspire road users to change their driving behaviours and attitudes. Certain behaviours create significantly more danger not only for the driver, but for other road users as well. Education that addresses unsafe or careless behaviours can help inspire this change.

#BuckleUpBC

Wearing a seatbelt is the simplest way for drivers and passengers to protect themselves. The chance of surviving a vehicle crash increases dramatically if people are wearing a seatbelt properly. Based on data available from 2011 to 2016, 29% of drivers and passengers who were killed in a crash were not wearing a seatbelt. Seatbelt use has also been shown to provide a 53% reduction in risk of any injury among vehicle occupants following collisions.

The #BuckleUpBC campaign spreads awareness about the safety benefits of using properly installed occupant restraint systems, including seatbelts and child/booster seats. The campaign employs a powerful combination of social media to raise awareness and enforcement, to drive the message home at roadside. While seatbelt laws are in place year-round, every March and September police across B.C. participate in the Occupant Restraint targeted enforcement campaign. Police issue fines of $167 while reminding people that their seatbelt is the single most effective piece of safety equipment in the vehicle.

Cracking Down on Distracted Drivers

On average, 79 people are killed every year because of distracted and inattentive driving—making up more than one quarter of all crash fatalities in B.C. Just under 10,000 more people are injured, many of them seriously. It remains one of the top contributing factors in police-reported injury crashes. During the Distracted Driving campaign held twice a year, police target distracted driving with the goal of ending this dangerous behavior. Distracted driving can result in significant financial penalties, both in terms of fines and impact on insurance costs.

There are many types of distraction, but one of the most common is the use of personal electronic devices. You're five times more likely to crash if you're on your phone.
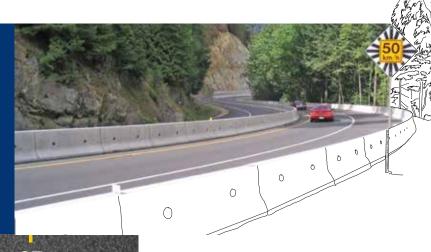
— #EyesForwardBC

@RoadSafetyBC

www.RoadSafetyBC.ca

Seeing Success with CounterAttack

Alcohol- or drug-affected driving continues to be a high-risk behaviour that kills people on our roads. CounterAttack is a police-run roadblock tactic that catches drug- and alcohol-affected drivers and helps reduce injuries and fatalities. CounterAttack campaigns have been run in B.C. for over 35 years, usually during July and December. Over time, CounterAttack has contributed to a downward trend in impairment-related injuries and fatalities. In 1976, the year before CounterAttack road checks were introduced, more than 300 fatalities in B.C. resulted from impairment-related crashes; in 2019, 58 people were killed in such crashes.

> " **The RCMP have a commitment to all components of road safety, not just enforcement. The RCMP's commitment to education is done through concentrating on public awareness through external communications with the public, such as media releases, social media and press conferences."**
>
> — Superintendent Holly Turton, Vice-Chair of the BC Association of Chiefs of Police Traffic Safety Committee

Rapidly Changing Road Conditions

Crashes where someone is killed or injured due to driving too fast for the road conditions more than double during the winter months—from an average of 99 crashes (September) to 220 crashes (December). The winter months are a particularly dangerous time for people who drive for work, with nearly 28% of all work-related crashes that result in injury and time loss occurring during these months.

Shift Into Winter

Held annually from October to April, the Shift Into Winter campaign provides resources on how to stay safe on the roads during winter. Between 2013 and 2019, Shift Into Winter Twitter activity increased by 311%, reaching a potential 3.5 million people. The campaign provides drivers with comprehensive information on how they can more safety drive on winter roads. The Province has also increased safety efforts with road maintenance, regulations for drivers and commercial drivers, and more effective signage about changing road conditions.

Vulnerable Road Users

There are more options and active ways to move around our communities now than ever before. New and improved infrastructure like protected bike lanes provides a safer way to get cycling. A 2011 study of cyclist injuries in Vancouver and Toronto found that protected bike lanes were safer than painted bike lanes on streets with parked cars, safer than multi-use paths for cyclists and pedestrians and safer than streets that had "sharrows"—shared lanes for cars and bikes. Most people know how to ride a bicycle, but not necessarily how to ride effectively and safely. It's important to educate all road users about the rules of the road and how to safely share the space.

Did you know? B.C. is one of only two provinces in Canada that defines what a winter tire is and specifies where and when it is required to use them.

CONDITIONS CHANGE. SO SHOULD YOUR SPEED.

SHIFT INTO WINTER

SPOTLIGHT STORY

The BC Cycling Coalition, a non-profit advocacy organization, is embarking on a major revision of Bike Sense: The British Columbia Bicycle Operator's Manual, last updated in 2013. The seventh edition will have useful information on bicycles and cycling for all ages and abilities and will be available free to all British Columbians by summer 2021.

Supporting Healthy Transportation Options

Spreading the word about active transportation helps more British Columbians utilize this healthy and efficient travel option. Bike to work and school events, like GoByBike week, motivate people to try commuting by bicycle. Supportive teams and fun prizes attract more new riders every year. Since 2012, the number of people participating in these events has more than tripled. The 2019 spring event attracted 11,824 first-time riders.

The Eagle Feather Reflector

After consultation with members of First Nations communities, ICBC chose the shape of an eagle feather for a new pedestrian reflector. The eagle feather is recognized by all First Nations in British Columbia as an esteemed symbol of honour, strength, trust, wisdom, power and freedom. The eagle is a protector and these reflectors are meant to protect the people who wear them. The reflectors were introduced to the public at the 2019 BC Elders Conference in Vancouver.

SPOTLIGHT STORY

Stark reminders are the backbone of Preventable campaigns

'Pavement Patty' is a pavement decal that can be installed at crosswalks near schools to create the illusion of a child running across the street to fetch a ball as vehicles come closer. Patty first appeared near B.C. schools in 2009, and since then she's attracted media around the globe, including in Germany and Japan. She's noted in Ripley's Believe It or Not! and international scholars have referenced 'Pavement Patty" in books and manuscripts, specifically addressing how to get a driver's attention.

Looking Ahead To The Future Of Road Safety

The *BC Road Safety Strategy 2025: A Collaborative Framework for Road Safety*, shares a path forward for road safety that is for all British Columbians.

Innovation and Technology

For decades, driverless cars have been things of science fiction and fantasy—and now, they're a reality. The road safety landscape in B.C. has already begun to shift into these uncharted waters. As technology evolves and new technologies emerge, our approach to road safety must continue to adjust and adapt. Autonomous and driverless cars, e-scooters and hoverboards are just some of the new transportation technologies on our roads. Innovation and new technologies will play an important role in enhancing mobility and road safety in our communities.

Culture And Trends

How people move around is also evolving quickly. Trends toward more shared mobility options, increased sustainability and more active transportation must all be taken into consideration when looking at road design, policy development and community planning.

Fostering a culture of road safety in B.C. starts with protecting the most vulnerable road users. Continuing to create safe road systems that include safe spaces for walking, cycling and accessing mass transit will help B.C. move toward Vision Zero and the end goal of zero traffic fatalities.

> **The future will be completely different than the past... with technology advancing very fast. Our problem used to be in not having enough data. Now, we have big data. We can completely change how we evaluate and optimize the system."**
>
> — UBC professor Dr. Tarek Sayed

> **Without a doubt, the most important benefit of innovation and technology is the role it plays in improving safety in our automobiles. We can expect even greater developments that monitor our driving activity, and provide information about mechanical or system problems, lane departure systems, forward collision warning systems and brake assist, to name but a few. An emerging technology called predictive maintenance will be able to alert drivers to potential issues they may experience in the future, from engine troubles to faulty brakes, or a taillight that's about to burn out."**
>
> — Blair Qualey, New Car Dealers Association

Moving Forward Together

The importance of road safety cannot be underestimated. Every day in B.C., lives are permanently changed by road accidents caused by impairment, speeding, using a cellphone while driving or crossing the street, or any number of other momentary lapses in judgement or behaviour. The *BC Road Safety Strategy 2025* creates a collaborative framework for making B.C. a better and safer place to live.

It is only by working together as a sector and inspiring safer choices on the road that B.C. will realize the continuous downward trend in fatalities and serious injuries that will lead to our success in reducing road traffic deaths and injuries by 50% by 2030. Together, we can make progress toward the vision of eliminating motor vehicle crash fatalities and serious injuries in B.C.

Appendix 1: Funding Streams

Active Transportation Grants

https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/active-transportation-infrastructure-grants

The B.C. Active Transportation Infrastructure Grants Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs supports the development of active transportation infrastructure for all ages and abilities.

- Active Transportation Network Planning Grant: Network planning grants help communities develop active transportation network plans to support active transportation for all ages and abilities. The province cost-shares to a maximum of 50% or $50,000, whichever is less.

- Active Transportation Infrastructure Grant: Funding from these grant programs supports the development of active transportation infrastructure for all ages and abilities. The province cost-shares to a maximum of $500,000 per project.

Active Transportation Planning Program

https://www.ubcm.ca/EN/main/funding/lgps/active-transportation.html

The Active Transportation Planning program supports local governments in incorporating or enhancing active transportation components of formal planning documents (Official Community Plan, Sustainability Plan, Neighbourhood Plan, or Transportation Plan), including research, consultation, and policy development. Funding is provided by the Province of B.C. Local governments with a population of up to 25,000 that meet the grant criteria are eligible for up to $10,000 toward their active transportation planning costs.

Federation of Canadian Municipalities

https://fcm.ca/en/funding

Through the Federation of Canadian Municipalities you can apply for funding to support plans, studies, pilot projects and projects. This funding helps Canadian cities and communities of all sizes reduce energy consumption and greenhouse gas emissions (GHGs) and improve their air quality.

- **Plans** – Funding to create a plan that builds on a municipality's sustainable community plans or strategies it already has in place.
- **Studies** – Funding to assess whether a municipality's initiative is technically and financially feasible, as well as its potential environmental, social and economic impact.
- **Pilot Projects** – Funding to evaluate a small-scale version of a municipality's proposed initiative in real-life conditions.
- **Projects** – Funding to install a full-scale version of a municipality's project, usually done after a pilot project.

Infrastructure Canada - Federal Gas Tax Fund

http://www.infrastructure.gc.ca/plan/gtf-fte-eng.html

The federal Gas Tax Fund (GTF) is a permanent source of funding provided up front, twice a year to provinces and territories, that in turn give this funding to their municipalities to support local infrastructure priorities. Municipalities can pool, bank and borrow against this funding, providing significant financial flexibility.

Appendix 2: Statistical Information

Charts and graphs included in this document are reported from RoadSafetyBC's published report: Motor Vehicle Related Crashes, Injuries and Fatalities 10-year Statistics for British Columbia, 2010-2019. For more detailed information, and including data settling and definitions, please visit this report at www.roadsafetybc.ca

Fatality and Injury Rates (per 100,000 population)

Year	Police-Reported Fatalities	Police-Reported Injuries
2010	8	461.5
2011	6.4	426.3
2012	6.2	444.5
2013	5.9	445.6
2014	6.3	455.5
2015	6.3	478.9
2016	6.1	463
2017	5.7	437.4
2018	5.6	393.4
2019	5	316.4

Fatalities and Injuries (Police Reported)

Year	Police-Reported Fatalities	Police-Reported Injuries
2010	364	21,093
2011	292	19,720
2012	281	20,256
2013	269	20,789
2014	289	21,209
2015	295	22,507
2016	288	22,104
2017	285	21,194
2018	295	19,776
2019	252	16,045

Top Contributing Factors to Fatalities

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Aggressive Driving	56	50	40	45	30	43	51	49	34	33
Distracted Driving/Inattention	102	79	80	77	66	89	80	73	75	70
Driver Error/Confusion	100	60	46	56	54	63	56	58	71	54
Environmental	60	61	72	47	77	67	53	54	58	52
Impairment	127	75	57	64	65	72	67	72	64	58
Medical Issue	40	16	16	15	32	18	17	23	17	25
Road Issue	9	9	10	7	7	11	13	5	10	13
Speeding	113	98	100	77	81	89	92	73	77	74
Vehicle Issue	18	10	18	14	12	9	14	13	6	7
Wild Animal	7	4	2	3	2	2	2	6	4	3
Provincial Total	364	292	281	269	289	295	288	285	295	252

Top Contributing Factors to Injuries

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Aggressive Driving	7,222	6,559	6,599	7,127	7,138	7,987	7,575	7,289	6,636	5,268
Distracted Driving/Inattention	9,027	8,607	8,686	9,101	9,116	9,744	9,052	8,347	7,672	6,241
Driver Error/Confusion	4,233	3,760	3,513	3,459	3,678	3,929	3,816	3,677	3,666	3,015
Environmental	3,991	4,040	4,098	3,699	4,017	3,735	4,401	4,209	3,910	2,857
Impairment	2,196	1,674	1,699	1,785	1,692	1,897	1,788	1,851	1,723	1,363
Medical Issue	1,007	824	957	987	1,132	1,121	1,100	1,100	1,120	969
Road Issue	670	596	636	611	618	756	682	651	746	583
Speeding	3,473	2,997	3,037	2,880	2,955	3,116	3,201	3,241	2,841	2,232
Vehicle Issue	539	585	598	568	582	583	610	537	533	394
Wild Animal	528	475	510	474	433	491	464	473	376	344
Provincial Total	21,093	19,720	20,256	20,789	21,209	22507	22104	21,194	19776	16,045

CANADA'S ROAD SAFETY STRATEGY 2025

Towards Zero: The Safest Roads in the World

January 2016

RETHINK ROAD SAFETY

rethinkroadsafety.ca

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Canadian Council of Motor Transport Administrators
Conseil canadien des administrateurs en transport motorisé

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1   EXECUTIVE SUMMARY

Road Safety Strategy (RSS) 2025 is similar to its predecessors in a number of ways. It retains the long-term vision of *Making Canada's roads the safest in the world* but combines this with the vision of *Towards Zero*. As well, a number of principles key to the strategy's success have been aligned with international best practices in road safety. These principles include adopting the Safe System Approach, having a 10-year strategy and providing an inventory of proven and promising best practices to address key risk groups and contributing factors. RSS 2025 continues with a flexible approach to allow for jurisdictions to implement road safety programs that meet their own specific needs.

The RSS 2025 strategy is intended to encourage road safety stakeholders from all levels of government as well as private sector and non-governmental stakeholders to collaborate in making Canada's roads the safest in the world and unite efforts to reach our long-term vision of zero fatalities and serious injuries on our roads.

2   INTRODUCTION

Each year in Canada, about 2,000 people are killed and 165,000 are injured, (10,000 seriously), while using our road transportation system and costs society $37 billion (2.2% of Canadian GDP) annually (1). Addressing road crash casualties is a challenge that each country in the world is facing. Making improvements to our road system of users, infrastructure and vehicles can reduce the number of Canadians that will die or be injured on our roads.

Canada is one of the first countries in the world to adopt a national road safety strategy and to date, three national strategies have been implemented. Road Safety Vision (RSV) 2001, was Canada's inaugural national road safety strategy adopted by the Council of Ministers Responsible for Transportation and Highway Safety in 1996. The progress made during RSV 2001 can be measured by the 10% decrease in fatalities and 16% decline in serious injuries despite steady increases in the road user population (2).

In 2001, the second strategy, Road Safety Vision (RSV) 2010 was approved by the Council of Ministers. The vision and strategic objectives of this second road safety strategy were based on RSV 2001 and a decision was made to include an overall national target and sub-targets. The quantitative targets were intended to provide road safety stakeholders with key road safety indicators, against which the impact of intervention efforts could be measured. The national target called for a 30% decrease in the average number of road users killed and seriously injured during the 2008-2010 period compared to 1996-2001 baseline figures. The proposed reductions in sub-targets ranged from 20% to 40% and addressed the specific areas of occupant protection, impaired driving, commercial vehicle safety, vulnerable road users, speed and intersection safety, rural roadways, young drivers and high-risk drivers. It was expected that the achievement of these sub-targets would further reduce Canada's road fatality total to fewer than 2,100 by 2010. Although the 30% reduction in fatalities and serious injuries was not achieved by 2010, it was achieved soon after in 2011 (3).

Road Safety Strategy (RSS) 2015 was launched in 2011 as Canada's third national strategy and built upon the previous road safety vision and strategic objectives. RSS 2015 approached road safety in a different way introducing the safer systems concept as a holistic way to tackle road user, vehicle and road infrastructure issues and moved away from having established numerical targets.

A significant shift in this strategy was the introduction of a framework of best practices, consisting of a multi-cell matrix of key risk groups and contributing factors, along with an inventory of road safety initiatives that jurisdictions could adopt to address their specific jurisdictional priorities. Canadian jurisdictions were encouraged to develop their own road safety plans and to adopt interventions from the inventory to reduce fatalities and serious injuries, to meet their individual needs depending on their suitability, feasibility and acceptability.

In 2013, the number of fatalities and serious injuries on Canada's roads both decreased by 21% when compared to the 2006-2010 baseline period. When vehicle kilometres travelled are factored in, the reduction in fatality and serious injury rates are similar. According to the United Nations' World Health Organization, "the best-performing countries have road fatality rates of around 5-7 killed per 100,000 population" (4). In 2012, Canada had a rate of 6.0 fatalities per 100,000 population (5). In 2012, Canada's ranking among Organization for Economic Cooperation and Development (OECD) member countries was 13th based on fatalities per billion vehicle kilometres traveled (6).

Canada continues to see progress and the downward trends in fatalities and serious injuries during the 2011 to 2013 period are promising but there is a need to remain diligent and strive to remain focussed on making greater gains in improving Canada's level of road safety.

3 ROAD SAFETY STRATEGY 2025

Road Safety Strategy (RSS) 2025 is Canada's fourth national road safety strategy. The updated strategy is guided by the principles outlined in the report entitled*: Towards Zero: Ambitious Road Safety Targets and the Safe System Approach.* (7) Many of the Organization for Economic Cooperation and Development (OECD) countries with leading road safety records have modeled their road safety performance on this multidisciplinary approach and it has come to be recognized as an international best practice in road safety.

The purpose of the strategy is to continue our national effort in addressing important road safety issues in Canada by providing a framework for governments and other road safety stakeholders to establish their own road safety plans, objectives, and interventions to eliminate road crashes which result in serious injuries or fatalities.

3.1   The Vision

The vision for Road Safety Strategy 2025 is "*Towards Zero: Having the safest roads in the world*". This towards zero approach is coupled with Canada's long standing goal of "Having the safest roads in the world". It is based on an international best practice first adopted by Sweden in 1997, where Vision Zero was approved by their parliament and has permeated their approach to transportation ever since. This highly effective and innovative approach by Sweden has resulted in one of the lowest traffic-related fatality rates world-wide and its proven track record has resulted in other countries and municipal governments initiating similar approaches.

The Towards Zero vision is not a target to be achieved by a certain date but rather it is aspirational in nature. This vision will continue beyond the RSS 2025's timelines and highlights the desire for the best road safety outcomes for all Canadian jurisdictions, provincial, territorial or municipal.

3.2   Strategic Objectives

The following strategic objectives form the cornerstone of RSS 2025 and focus on safer road users, road infrastructure and vehicles:
- Raising public awareness and commitment to road safety,
- Improving communication, cooperation and collaboration among stakeholders,
- Enhancing legislation and enforcement,
- Improving road safety information in support of research and evaluation,
- Improving the safety of vehicles and road infrastructure, and
- Leveraging technology and innovation.

3.3   Principles

The development of the strategy is based on the following key guiding principles:

Adopt a safe system approach

The Safe System Approach (SSA) is a means by which many countries leading in road safety are achieving their visions of eliminating deaths and serious injuries. SSA has the following principles:

- Ethics: human life and health are paramount and take priority over mobility and other objectives of the road traffic system (i.e., life and health can never be exchanged for other benefits within the society);
- Responsibility: providers and regulators of the road traffic system share responsibility with users;
- Safety: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and
- Mechanisms for change: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.

It is recognized that Canadian jurisdictions will implement the SSA in a manner that is appropriate to their environment.
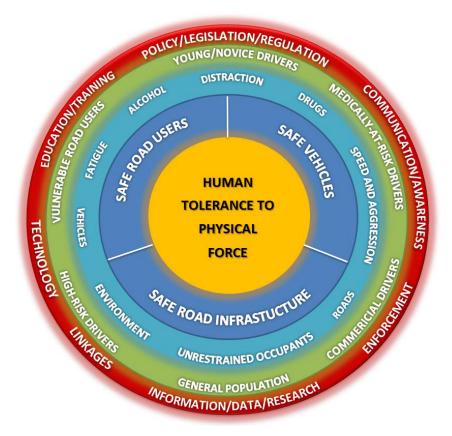

Figure 1.1 .Source: This diagram is Canadian version adapted from the 2009 WHO report on the Global Status on Road Safety which was in turn modified from work commissioned by the Government of Western Australia.

Downward trend towards zero

RSS 2025 seeks to achieve directional downward trends in the rate-based number of fatalities and serious injuries rather than in the actual numbers of fatalities and serious injuries. These trends will be measured at the national level annually using multi-year rolling averages to smooth out short-term fluctuations since year-over-year reductions may not be practical or attainable.

Two rate-based indicators commonly used internationally are fatalities and serious injuries per 100,000 population (World Health Organization, 2014) and fatalities and serious injuries per billion kilometres travelled (Organization for Economic Cooperation and Development and International Transport Forum, 2012). In Canada, the rate-based indicators will be:

1. fatalities and serious injuries per billion kilometres travelled, and
2. fatalities and serious injuries per one hundred thousand population.

Although the strategy does not include hard quantitative targets, it does not preclude individual jurisdictions or organizations from establishing their own targets when there is government, law enforcement and/or road safety stakeholder support for doing so.

Best practices

It is important that Canadian jurisdictions have the ability to adopt road safety initiatives without having to research best practices individually. As such, core to the strategy is an inventory of best practices interventions that have been used by the leading road safety countries and found to be effective in reducing fatalities and serious injuries. In order to support national consistency and allow jurisdictions to reference the best practices for their own road safety plans, the CCMTA has developed an on-line inventory at roadsafetystrategy.ca.

4   RISK GROUPS, CONTRIBUTING FACTORS AND INTERVENTIONS

The following key risk groups and contributing factors have been identified based on emerging trends and research and analysis conducted over Canada's last three road safety strategies.

4.1   Key Risk Groups

The key risk groups are defined as follows:

Risk Group	Definition
Young/Novice Drivers	Drivers who are under the age of 25 or have less than 2 years driving experience.
Medically at Risk Drivers	Drivers with physical or cognitive impairments which affect a person's ability to operate vehicles safely.
Vulnerable Road Users	Pedestrians, motorcyclists, cyclists and persons in personal mobilized devices (e.g., motorized wheelchairs and scooters).
Commercial Drivers	Drivers of heavy commercial vehicles (e.g., vehicles over 4,586 kg or passenger transportation).
High Risk Drivers	Repeat offenders with a pattern of illegal driving behaviours (e.g., recurring incidences of alcohol/drug impaired driving, traffic violations, collision involvement, or suspended/prohibited drivers).
General Population	Road users who benefit from strategies, interventions, regulations, and legislation introduced to make roads, vehicles and road users safer.

4.2   Key Contributing Factors

The key factors contributing to collisions are defined as follows:

Contributing Factor	Definition
Distracted Driving	Distracted driving occurs when a driver's attention is diverted from the driving task by secondary activities (e.g., eating, talking to passengers, talking or texting on electronic communication devices (ECDs) such as cell phones and smart phones).
Alcohol Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of alcohol.
Drug Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of psychotropic drugs (e.g., cannabis, prescription drugs, narcotics, etc.).
Fatigue Impaired Drivers	Fatigue is a general state caused by lack of sleep, time of day, time on task, or task monotony which diminishes the ability to drive by altering alertness and vigilance.
Speed and Aggressive Drivers	Includes driving at speeds beyond posted legal limits or driving too fast for road conditions and driver behaviours which are deemed illegal or outside socially acceptable norms which put other road users at risk (e.g., tailgating, improper passing, failure to signal, etc.).
Unrestrained Occupants	Includes factors pertaining to proper restraint use by all road users (e.g., seat belts, child safety seats, booster seats).
Environmental Factors	Includes factors that may affect the likelihood or severity of crash occurrence (e.g. weather conditions, wildlife on road).
Road Infrastructure	Includes factors that may affect the likelihood or severity of crash occurrence (e.g., roadway configuration, road construction, road surface condition, road and roadside design, lighting and signage).
Vehicle Factors	Includes factors related to vehicle design (e.g., crash avoidance, crashworthiness), maintenance, recalls, aftermarket vehicle equipment, commercial vehicles, unusual vehicles, automated vehicles, new and emerging vehicle technologies.

It should be noted that there may be significant overlap in these risk groups and contributing factors (e.g., high risk drivers and alcohol impaired driving) and that their priority may change over time. Jurisdictions are encouraged to monitor emerging issues and use appropriate interventions as needed to ensure their initiatives are effective and innovative. A visual of the matrix can be found on the Road Safety Strategy 2025 website.

4.3   Road Safety Interventions

For each risk group and contributing factor, there may be more than one intervention for promoting safer road users, safer infrastructure and safer vehicles. A combination of interventions could result in even greater improvements to safety.

The interventions are categorized as follows:

Intervention Type	Definition
Policy/Legislation/ Regulation	Includes evidence-based jurisdictional policies, laws, and regulations intended to improve road user behaviour and the safety of the road infrastructure and vehicles.
Education/ Training	Includes activities that provide knowledge and/or test the capacity of a person to demonstrate appropriate behaviour with respect to road safety (e.g., proactive and remedial education, driver training, child restraint training).
Communication/ Awareness	Includes any activities that contribute to increased awareness and knowledge of key road safety issues by the general public or target audience that may lead to safer road user behaviour. (e.g., ad campaigns, social media, etc.).
Enforcement	Includes activities carried out by enforcement agencies in order to apprehend offenders and to raise the perceived likelihood of being apprehended (e.g., enhanced Check Stops, Selective Traffic Enforcement Programs (STEP), intelligence-based enforcement, automated enforcement, commercial vehicle inspections).
Information/Data/ Research	Includes capturing and compiling complete, uniform and timely data (e.g., crash, trauma, exposure) to expedite the identification of emerging trends/issues for the further development of evidence-based road safety interventions. This also includes the evaluation of road safety measures and the monitoring of road safety indicators over time.
Technology	Includes using technology and innovation to improve the safety of the driver (e.g., installment of alcohol ignition interlock, speed and red light cameras); vehicle (e.g., electronic stability control, side curtains and airbags) and infrastructure. (e.g., Intelligent Transportation Systems, roundabouts).

Intervention Type	Definition
Linkages	Includes the establishment of linkages between jurisdictional, national or international governmental and non-governmental organizations with a vested interest in road safety. This will foster partnerships, knowledge sharing and best practice guidelines, and improve cooperation and collaboration among key road safety stakeholders (e.g., police, health professionals, etc.).

The CCMTA's on-line inventory of best practices contains "proven practices" for reducing or preventing fatalities and injuries. In addition to these, many other potentially good initiatives have been reviewed but are considered too "young" to demonstrate effectiveness in reducing fatalities and serious injuries and hence are considered to be "promising". These proven and promising practices can be at found at roadsafetystrategy.ca.

4.3.1   Road User Initiatives

The inventory includes a number of road user interventions that have been proven to be effective or at least are considered to be promising in addressing the challenges of dealing with those who drink and drive, speed or drive aggressively, refrain from buckling up, or drive while distracted.

4.3.2   Road Infrastructure Initiatives

The road infrastructure elements are diverse and depending on the initiative, can address rural and urban situations, focusing on the road and the roadside. The objective of infrastructure initiatives is to reduce the likelihood and/or the severity of a collision recognizing that despite best efforts, human errors will occur. Many of these initiatives have been evaluated and, as such, their effect on fatalities and serious injuries after implementation has been proven. The inventory also includes promising initiatives.

4.3.3   Vehicle Initiatives

Road safety advances for vehicle safety may be realized through innovative measures adopted by the vehicle manufacturers as well as the passing of Canada Motor Vehicle Safety Standards (CMVSS). Adoption of new vehicle technologies (e.g., electronic stability control, brake assist) can also be advanced through consumer demand for safety improvements based on New Car Assessment Programs.

4.3.4   Proven and Promising Initiatives Assessment Tool

CCMTA has developed an assessment tool to determine whether initiatives are proven or promising by identifying:

- characteristics of initiatives being considered;
- performance measures, where available;
- evaluations or cost benefit/cost-effective analysis, where available; and
- initiatives that address the various risk groups and contributing factors.

The assessment tool used to evaluate initiatives can be referenced in Appendix A. The initiatives are intended to be used by CCMTA and its member jurisdictions and other stakeholders as a reference for the development of their own policy and programs.

5   MANAGEMENT AND GOVERNANCE OF THE STRATEGY

5.1   Updating and ownership

As custodian of the RSS 2025, the CCMTA, working through the jurisdictions and its committees, task forces, and working groups, will be responsible for maintaining, updating and reporting on the strategy. Given the strategy's approach, these up-dates may include progress on new research projects, identifying new initiatives, key risk groups or contributing factors.

It is recommended that each jurisdiction develop its own provincial/territorial action plans, and in creating these plans, utilize the appropriate strategies that have been proven effective in Canada and elsewhere.

5.2   Ten year timeframe

A 10-year timeframe was chosen for RSS 2025 for the following reasons:

- CCMTA's experience with past RSSs has shown that a longer timeframe is essential to set the strategy up for success by allowing for policies to be introduced and implemented over a longer time period;
- an extended timeframe takes into account the reality that collision data collection can take up to 2-3 years, making it difficult to identify road safety trends in a 5-year period.

A mid-term review of the strategy will be scheduled after the fifth year of RSS 2025 (i.e. 2020). In order to keep the strategy's 10-year approach relevant and front and centre for all stakeholders, annual reporting on progress and evaluations of road safety initiatives is essential.

5.3   Reporting

 CCMTA will produce a report (based on Transport Canada's annual fatality and serious injury data) on progress using rate-based indicators for fatalities and serious injury rates as well as key risk groups and contributing factors. Additionally, CCMTA will also report on qualitative measures on an annual basis.

6. REFERENCES

1. Transport Canada, 2015 *Draft Report on the Social Costs of Collisions in Canada, 1996-2012*.
2. Transport Canada, 2004, *Road Safety Vision 2010, 2002 Annual Report*.
3. Canadian Council of Motor Transport Administrators, *Road Safety Vision 2010, Final Report*, November 2013
4. OECD and International Transport Forum, Transport Research Centre, Towards Zero: Ambitious Road Safety Targets and the Safe System Approach. 2008.
5. Transport Canada (2015a) Canadian Motor Vehicle Collision Statistics: 2013.
6. Organization for Economic Cooperation and Development and International Transport Forum, *Road Safety Annual Report 2014*.
7. Organization for Economic Cooperation and Development and International Transport Forum (2008), Transport Research Centre, Towards Zero: Ambitious Road Safety Targets and the Safe System Approach.

APPENDIX A: ASSESSMENT TOOL FOR IDENTIFYING BEST PRACTICES

SECTION ONE: Recommended Initiative
Initiative Title:
Synopsis:
Applicable uses according to target group:
Applicable uses according to causal factor:
Applicable uses according to strategies:

SECTION TWO: Performance Measures	Yes	No
Were any evaluations, cost/benefit analyses, or cost effectiveness analyses conducted?		
If yes, please indicate the author, title, source, and/or web-link where the cost-benefit/cost-effective analyses can be located.	**Works Cited**	
	Scope of the Problem	
	Evidence	

SECTION THREE: Evidence		LEGEND	EVALUATION
How would you rate the research-based evidence that might support this initiative?	Demonstrated to be effective by one or more high-quality evaluations with consistent results (systemic review, multi-centre studies)	☆☆☆☆☆	
	Demonstrated to be effective in certain situations	☆☆☆☆	
	Likely to be effective based on balance of evidence from high-quality evaluations or other sources	☆☆☆	
	Effectiveness still undetermined; different methods of implementing this countermeasure produce different results	☆☆	
	Limited or poor-quality evaluation evidence (descriptive studies, case studies, expert opinion, studies of poor methodological quality)	☆	

SECTION FOUR: Scoring and Recommendation	PROVEN Must have at least 4-5 stars for question 3	PROMISING Must have at least 2-3 stars for questions 3	NOT ACCEPTED No evaluations, cost/benefit analyses, or cost effectiveness analyses
It is recommended that this initiative be attributed the following rating with respect to including it into the RSS 2025 on-line inventory.			