

Welcome

Today's Agenda

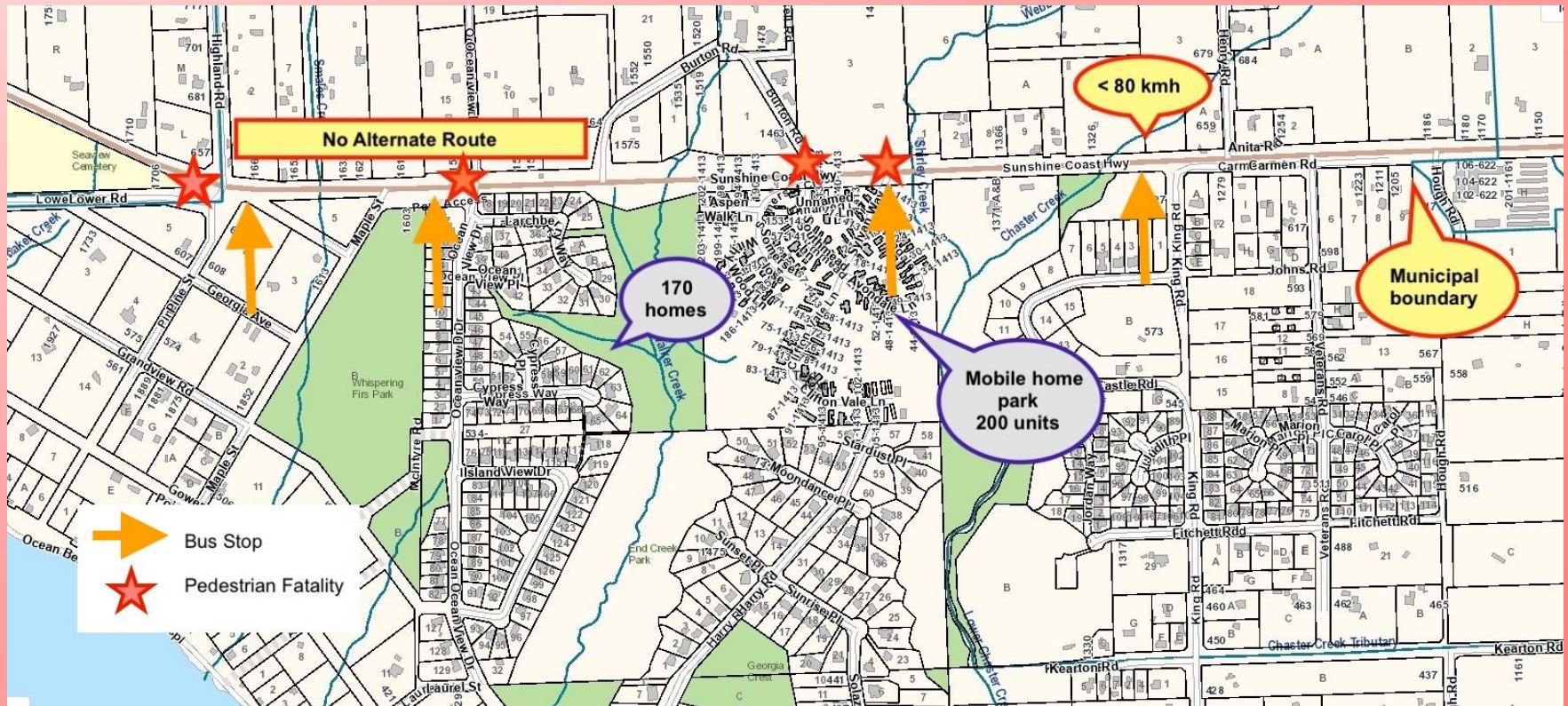
- 11:30 EA Director Lunch
- 12:00 Welcome and Introductions
- 12:10 Dollars, Deaths and Data –
Advocating with MoTT for Road Safety
- 12:30 Small Water Systems in Crisis
- 12:50 Breakout Groups
- 1:20 Sharing next steps

Dollars, Deaths and Data

Advocating with the
Ministry of Transportation
& Transit for improved
safety on Rural Roads



Welcome to the Killing Zone



Gibsons girl killed crossing highway

The Sunshine Coast is mourning the loss of yet another promising youngster. Twelve-year-old Brynn Proctor Suddes died of her injuries after she was struck by a pick-up truck on Highway 101 Tuesday afternoon.

Ian Jacques/Editor
Jan 5, 2007 1:00 AM



The Sunshine Coast is mourning the loss of yet another promising youngster.

Twelve-year-old Brynn Proctor Suddes died of her injuries after she was struck by a pick-up truck on Highway 101 Tuesday afternoon.

Brynn and an 11-year-old friend had just got off the local transit bus at the bus stop in front of the Poplars Trailer Park in Gibsons.

Elderly woman killed on highway near Gibsons

RCMP

Sean Eckford
Mar 22, 2016 5:02 PM

Sunshine Coast RCMP are moving forward, as police continue to investigate in a March 21 accident.

RCMP said in a release that the accident occurred on Highway 101 near Oceanview Drive, at approximately 5:00 p.m.

Investigators believe the woman was crossing the highway, when she was hit by a vehicle. The woman was not helped, but the woman was pronounced dead at the scene.

Following pedestrian's death, community calls for highway safety measures

A pedestrian has died after being struck by a vehicle on Highway 101 west of Gibsons late Friday evening.



Bronwyn Beairsto, Editor
Dec 10, 2024 7:03 PM



Bouquets of flowers have been placed on a stretch of Highway 101 where a pedestrian was struck the evening of Dec. 6. | Bronwyn Beairsto photo

Teen killed in highway accident

Elphinstone Secondary School is holding an assembly this morning (March 7) to mourn the death of a Grade 9 student Friday.

Gibsons detachment RCMP and other emergency personnel were called to the scene of a fatal vehicle-pedestrian accident at 6:40 p.m., March 4, on Highway 101 near the turn-off to Lower Road.

"From our investigation at this time it has been learned that

a 1989 Ford Bronco, driven by Sheri Dileva of Wilson Creek, was travelling westbound in ferry traffic when a pedestrian, attempting to flag down the local transit bus, crossed the highway and was struck," RCMP reported.

Attempts to resuscitate the victim by the responding ambulance crew and a local doctor were unsuccessful and Jaime Maureen Dew, 14, of Gibsons

was pronounced dead at the scene.

Elphinstone principal Martyn Wilson said an assembly will be held first thing Monday morning and a grief centre will be set up at the school.

"We're really going to miss her. She was a delightful young lady to have around the school," he said.

RCMP are continuing their investigation in conjunction with the coroner's office.

HOME > LOCAL NEWS

'It took a village to build a crosswalk': Speed reduction, crossings coming to Highway 101 in Elphinstone

Accompanying the speed reduction is a pedestrian crossing at the Poplars in the spring and a pedestrian traffic signal at Woodcreek Park in the fall.



Bronwyn Beirsto, Editor

Mar 3, 2025 5:08 PM

Updated Mar 4, 2025 10:14 AM



It's a win! But Why?

What moved the dial?

- A shift in policy direction at MoTT?
- A new MLA appointed to cabinet?
- A fourth death?
- Schmoozing a retiring ADM?
- Intervention from other agencies re road safety (e.g. ICBC, VCH)?
- Advocacy from organized community groups?
- Years of resident outrage, petitions and protests?

Problems with MoTT

- Motor Vehicle Act
- Data collection for vulnerable road users (none) -> road design that kills pedestrians & cyclists
- No deviation from Bible of Road Standards
- No duty to consult residents (or plan road networks)
- No transportation expertise at regional districts
- No serious commitment to AT upgrades (\$\$)
- Active Transportation standards unattainable
- No attention to transit safety

Anatomy of MoTT

Provincial/Political Level

Minister

Parliamentary Secretary

Deputy Minister

Associate Deputy
Minister

Operations

Regional Office (South Coast)

- Executive Director
- Regional Deputy Director

District Office

- District Manager
- Operations Manager
- Local Area Manager



Anatomy of MoTT

Assistant Deputy Minister Policy, Programs and Partnerships

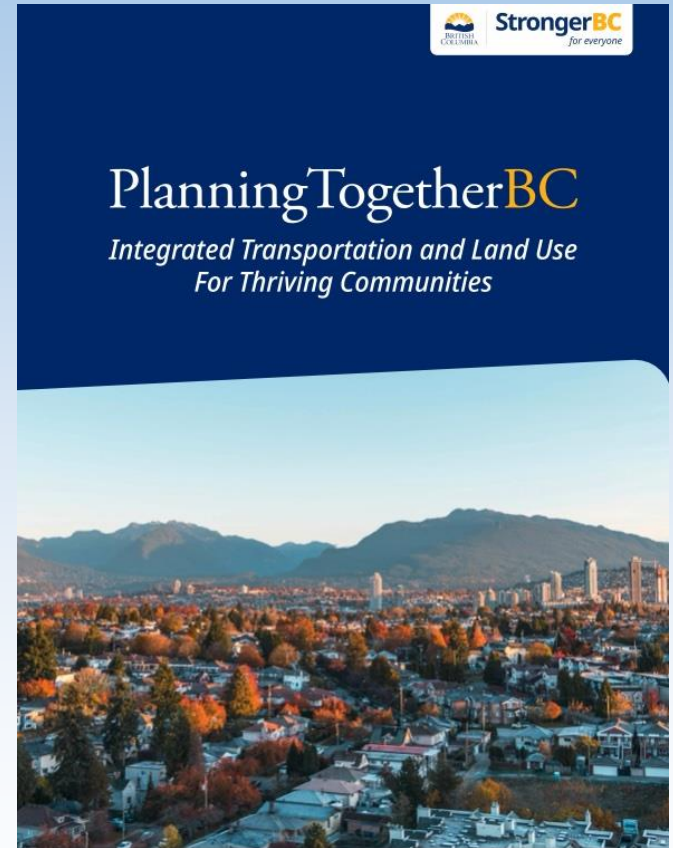
- Transit Strategy & Policy
- **Clean Transportation ***
- Marine
- Policy & Legislation

Assistant Deputy Minister Integrated Transportation & Infrastructure Services

- Integrated Transportation Planning
- Integrated Development
- Planning & Programming
- Chief Engineer's Office
- etc.

Key documents for advocacy

- Ministry Mandate Letters
- 2025-27 MoTT Service Plan
- Planning Together BC Framework (2023)
 - Goal 1: Complete Communities
 - Goal 2: Safe and Integrated Transportation Systems
 - Goal 3: Economic Competitiveness
 - Goal 4: Resilience and Climate Action



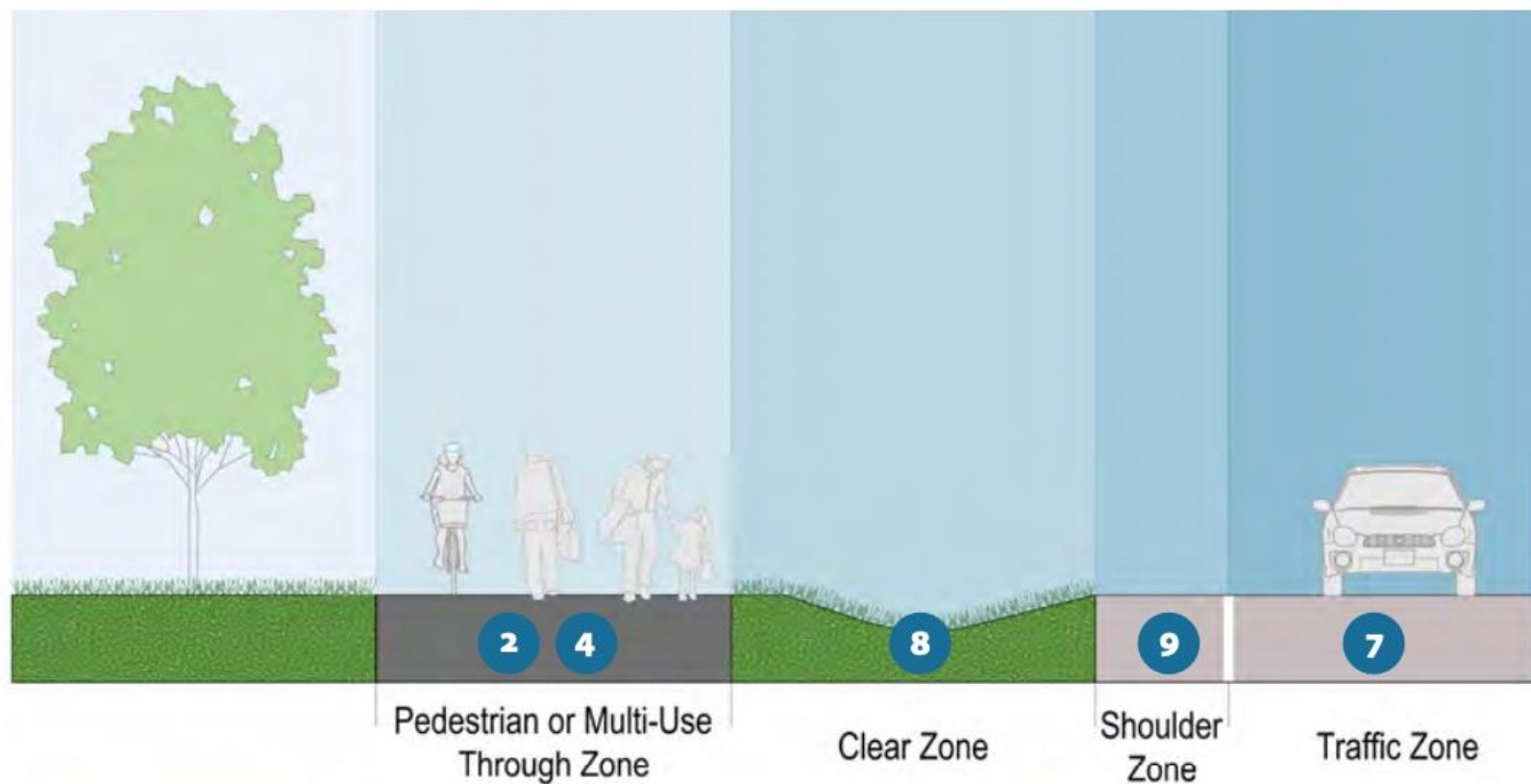


FIGURE B-3 // RURAL ROAD ZONES

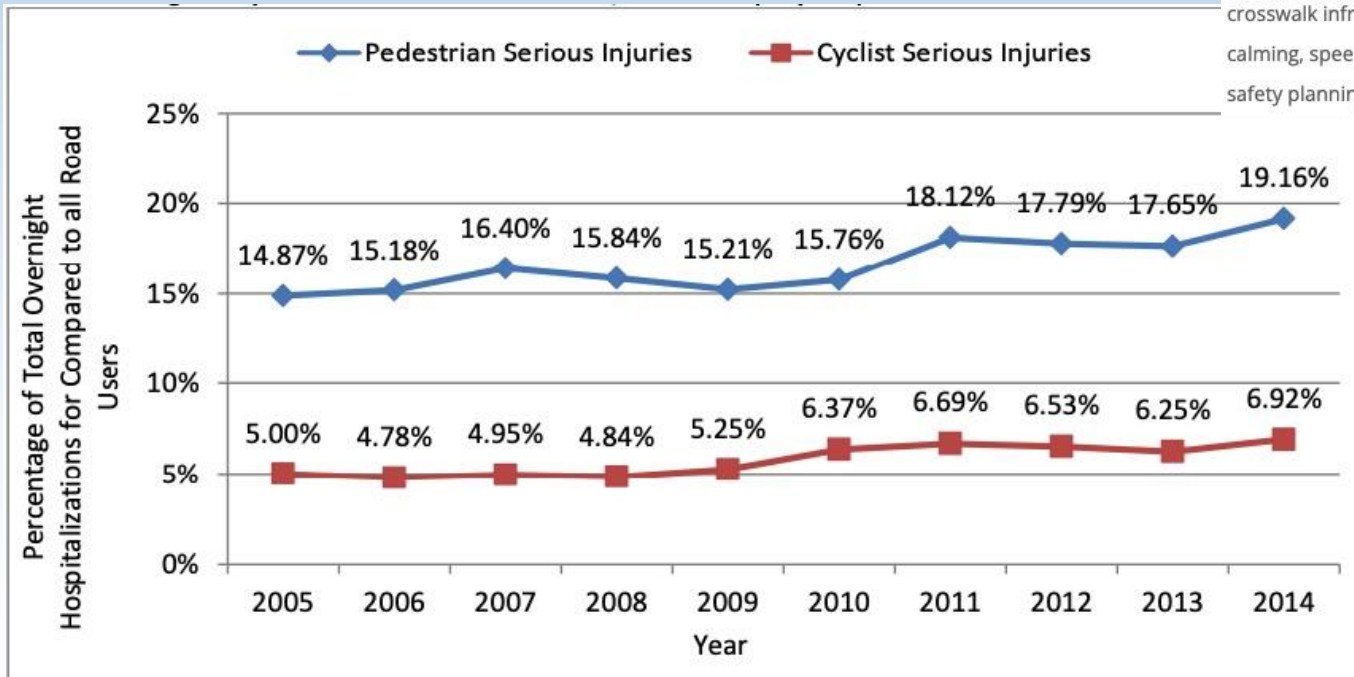
- Clean BC Active Transportation Strategy (2019)
- Active Transportation Design Guide (2019)

- Vision Zero (2013)
updated in 2016 and 2025
- Vision Zero Road Safety Grant Program
(2021)

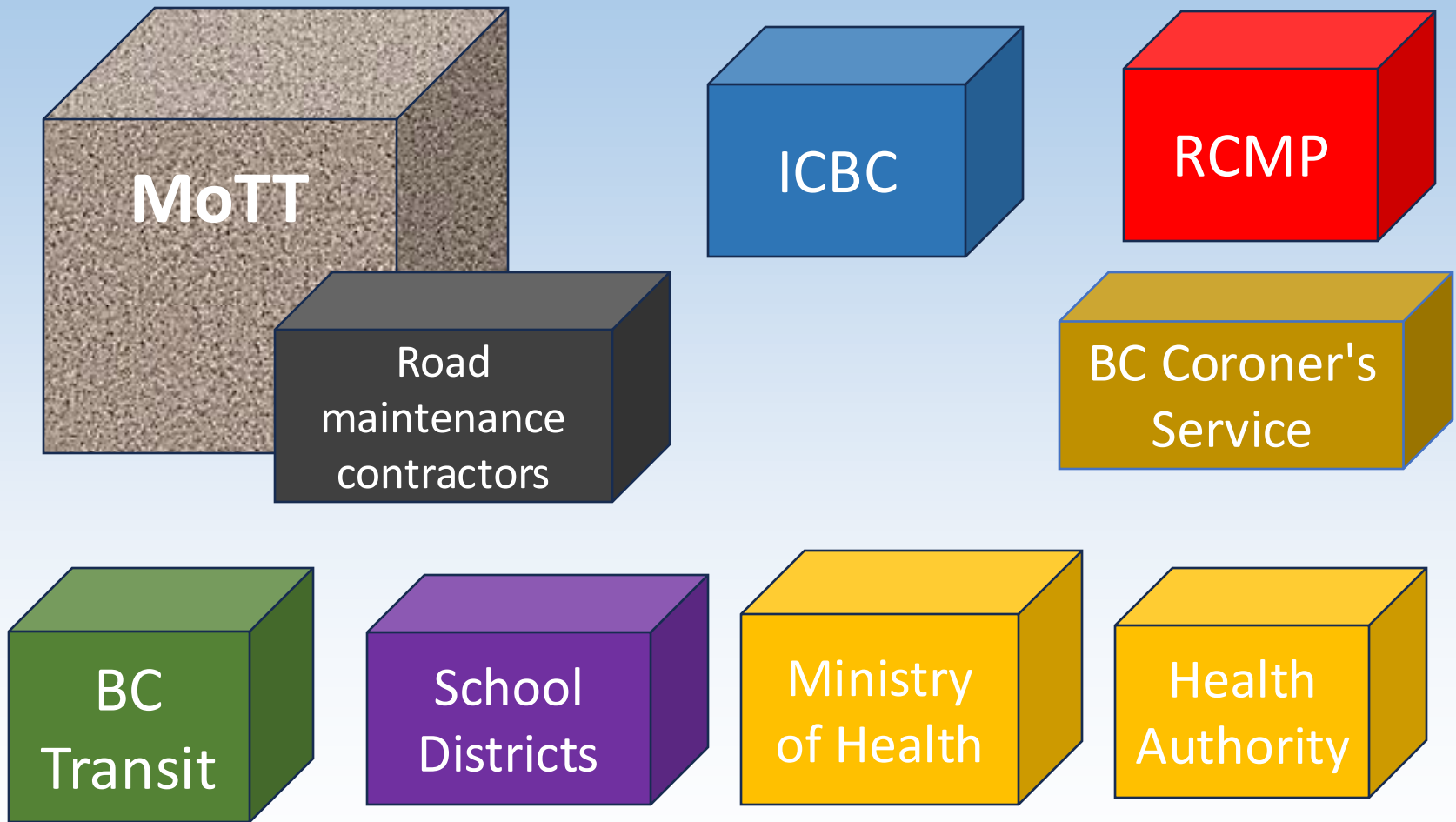


37 projects funded in this year's Vision Zero Grant Program

Projects funded include improvements such as crosswalk infrastructure, closed streets, traffic calming, speed limit reduction pilots, and road safety planning.



Road Safety Partners?

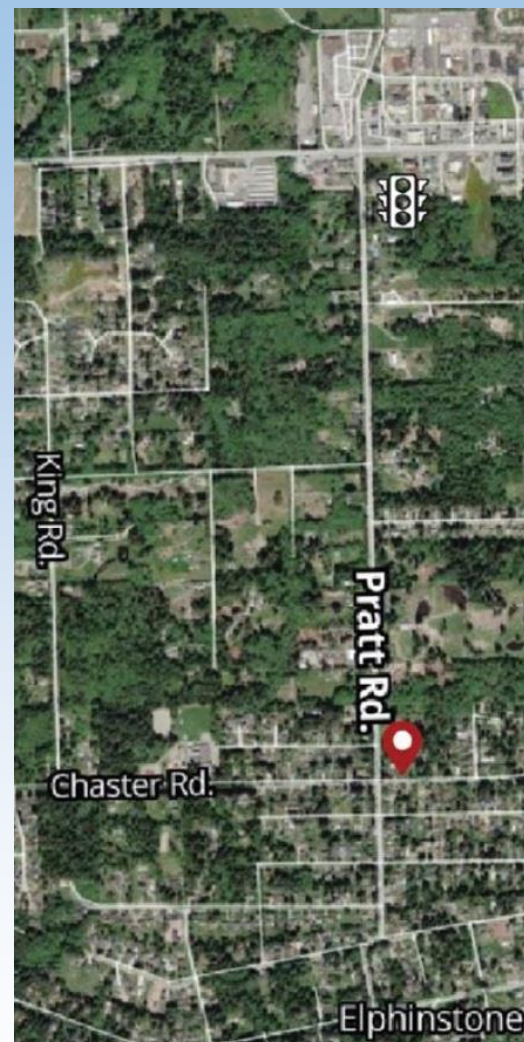


Advocacy Efforts: Community

- Community associations circulated petitions and wrote to their MLA and the province (for two decades!)
- Policy staff at VCH worked with MoTT staff on policy changes to support healthy communities
- School District, VCH and parents engaged ICBC Road Safety Engineering on Safe Routes to School
- Volunteers collected data on traffic at key intersections near schools
- Active Transportation advocacy group analyzed data according to Transportation Assn. of Canada standards

Pratt Road and Chaster Road

Speed limit	50 km/h
Actual speeds recorded (85th percentile of cars)	59-63 km/h
Required active transportation crossings (pedestrian, etc.)	Every 200 - 400 metres
Actual distance to next active transportation crossing	1.6 km
Threshold for number of active transportation users crossing over 4 hours	25 per hour
Actual number of active transportation users crossing over 4 hours	45 per hour 179 over 4 hours
Threshold for daily motor vehicle traffic volumes	1,500 ADT
Actual daily motor vehicle traffic volume	4,380 - 7,300
Crossing control measure	WARRANTED



Advocacy Efforts: Local Govt

- Elected reps (RD and muni) advocated endlessly with MoTT staff and MLA.
- Late 2023 invited the ADM for a tour of the area. He brought staff from the regional office.
- This triggered a follow-up meeting which led to a safety review.
- Our newly elected MLA held a briefing with the Minister in December 2024.
- Another pedestrian was killed in December 2024.



And the 4 Way Stop

Questions?

Small Water Systems in Crisis

What is the future of small rural water systems and improvement districts?

CANADA'S
**NATIONAL
OBSERVER**

OPINION ANALYSIS CLIMATE SOLUTIONS SPECIAL REPORTS PODCASTS NEWSLETTERS NEWS TEAM ABOUT ADVERTISE



When it comes to water security, small rural communities in B.C. largely left high and dry

By [Rochelle Baker](#) | [News, Island Insider](#) | September 6th 2023



Rural residents concerned with water security get little help from the province as water levels drop and severe summer droughts plague the Vancouver Island region for a third year running. Photo Rochelle Baker

Improvement Districts

- Created to provide local services, e.g. water, fire
- Have authority to tax property owners
- 189 in BC, many very small
- Province is not creating new improvement districts
- Improvement districts no longer eligible for funding
- Policy is to convert to regional district services
- BUT there is **no financial support** for this
- Many water systems are not economically viable,
REGARDLESS OF THE GOVERNANCE MODEL

Conversion Process

- RD Board and Improvement District Board agree on conversion and notify Ministry of Municipal Affairs
- Local Government studies feasibility and costs of maintaining the service
- Landowners review study conclusions and provide input
- Once all parties are fully informed, Cabinet may authorize the elimination of the Improvement District and transfer of all assets and liabilities to the local government

Case Study: Lund Waterworks District

- Established 1973, currently in receivership
- Serves 145 connections
- 2 dams, 3 reservoirs, 3 pumping stations
- Estimated to need \$12 to \$30 million in upgrades

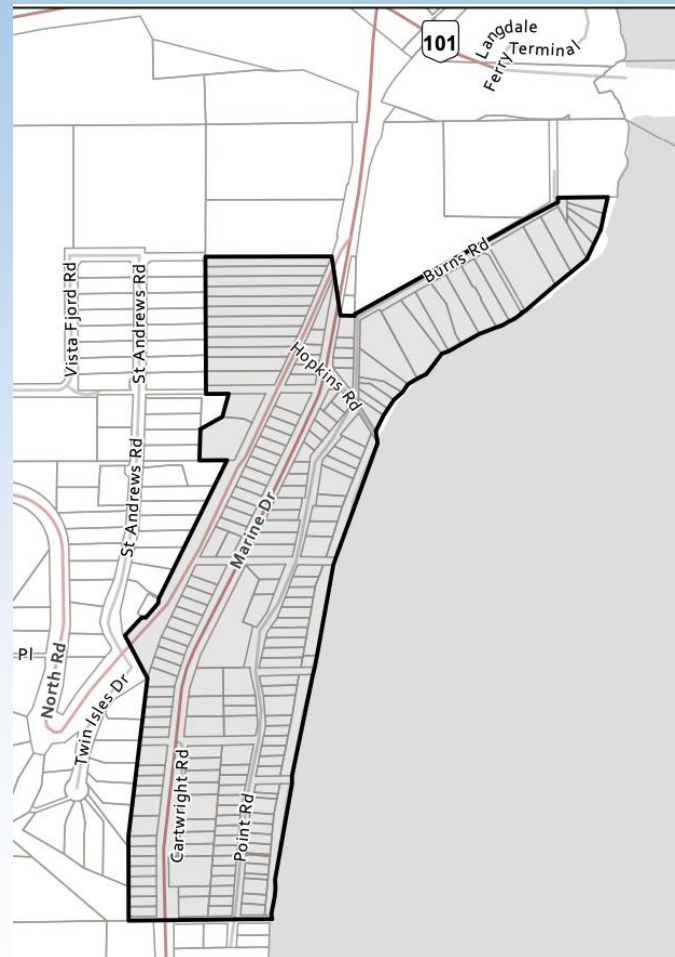


Photo 1: Thulin Lake Dam



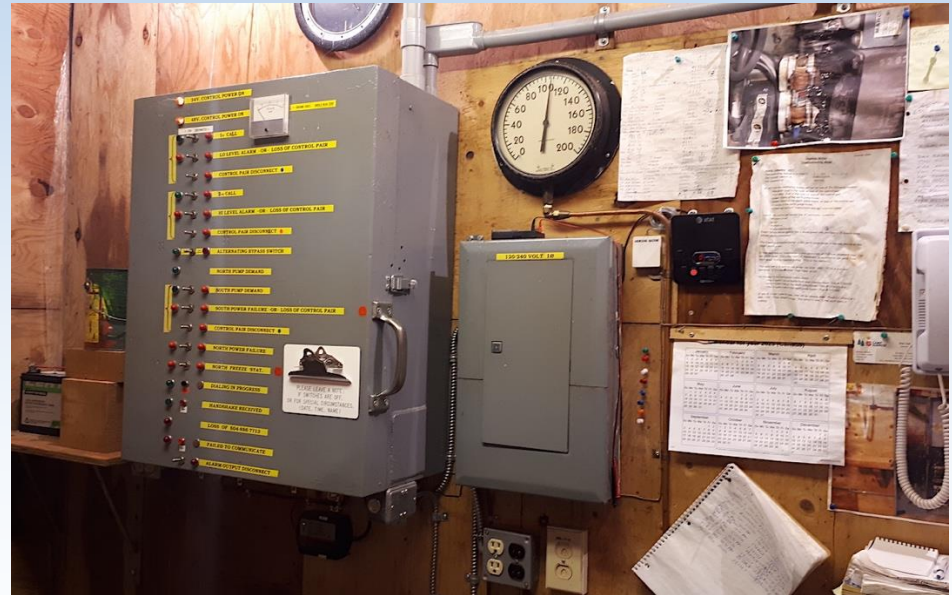
Case Study: Hopkins Landing Waterworks District

- Established late 1960's
- Serves 175 households
- 2 wells, 2 reservoirs, 7 fire hydrants
- Asbestos concrete water mains are regularly failing
- Volunteers have aged out



Hopkins cont.

- Feb. 2023 requested conversion to SCRD service
- Practice has been to keep annual fees cheap for users
- Funds in Hand:
\$250,000
- Upgrades needed:
\$10 Million
- Cost per residence
approx. \$55,000
- PLUS higher
operating costs



What's the worst that could happen?

- Unsafe water could harm residents
- Uncertainty of water supply and cost of upgrades could impact property values, or make homes unsaleable
- Crisis for residents whose only major asset is their home
- Crisis for remote communities



History of Advocacy

- Many resolutions have been submitted to UBCM over the years:
 - 2022 Funding for Water Improvement Districts (qRD)
 - 2022 Sustainable Funding for Very Small Water Systems (TNRD)
 - 2020 Access to Infrastructure Grant Funding for Improvement Districts (CKRD)
 - 2019 Improvement District Governance Policy (RDN)
- New resolution headed to UBCM and FCM
- Core Problem: Small water systems cannot possibly afford to meet standards designed and legislated for large water systems

Solutions?

- More funding from senior government?
- Different standards for small water systems?
- Place responsibility for water treatment on households (point of use treatment), rather than piping potable water?
- Or...?



Questions?

in Conclusion...

- Do these two issues affect many electoral areas?
- If yes, what would be the best next steps? Shall we each pursue this individually, or...
- Is there an appetite for organized advocacy on these two topics via AVICC and UBCM?
- Is anyone interested in forming a working group to support either issue?

Breakout Groups: Solutioning next steps

1. Road safety for vulnerable road users
2. Small Water Systems/Improvement Districts
3. Other