

From: Froese, Jerry F TRAN:EX
Sent: Wednesday, October 24, 2012 1:54 PM
To: Miska, Ed TRAN:EX
Subject: FW: Phone call - Speed limits

It would appear the phone call to Ian Tootill and Mike would have taken place on Tuesday, October 2nd, 2012 at 3:30 pm.

Jerry

From: Ian Tootill [[mailto:s.22](#)]
Sent: Monday, October 1, 2012 11:10 AM
To: Froese, Jerry F TRAN:EX
Cc: Mike Cain
Subject: Re: Phone call - Speed limits

That works for me.... Mike, would you like to be on the call also? Jerry, my number at my office is 604-685-6263 x 110 thank you

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From: "Froese, Jerry F TRAN:EX" <Jerry.Froese@gov.bc.ca>
To: 'Ian Tootill' <[s.22](#)>
Sent: Monday, October 1, 2012 11:05:59 AM
Subject: Phone call - Speed limits

Hello Ian,

How about 3:30 pm tomorrow?

What is your phone number?

Jerry

-

From: Ian Tootill [[mailto:s.22](#)]
Sent: Friday, September 28, 2012 1:25 PM

To: Froese, Jerry F TRAN:EX
Subject: Speed limits

Hello Jerry:

You may know that I've been critical of highway speed limits and some of the changes to the motor vehicle act which permit impounds under admin law. I don't believe one can use a heavy hand until the other has been properly sorted out... if at all. During my frequent twitter banter with whoever manages the account over at RoadsafetyBC, it's been suggested more than once that I get in touch with you to discuss speed limit setting. When do you have time to speak? Let me know thanks,
Ian Tootill

Co-Founder, SENSEBC

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From: [Iantootill](#)
To: [Lorimer, Mike TRAN:EX](#)
Subject: Re: Kelowna #BCSpeed Review Open House Feedback

Thanks for getting back to me Mike. We'll hear from you then.

Thx, Ian
Sent from my iPhone

On Dec 10, 2013, at 12:41 PM, "Lorimer, Mike TRAN:EX"
<Mike.Lorimer@gov.bc.ca> wrote:

Hi Ian,

Thank you for the note. I apologize as I am out of the office so I haven't gotten back to you.

We will be setting up some 1 hour meetings with stakeholder groups in January. We will try to time them with the Open Houses that are occurring the communities. I understand that you are based in Vancouver so I'm hoping that we could schedule this for the 9th or 10th.

I have a couple of my staff working to schedule meetings and locations so I will have them reach out to you with some details as soon as we have finalized these plans.

Thank you for your patience.

Mike Lorimer

Regional Director - Southern Interior Region

From: Ian Tootill [[mailto:s.22](#)]
Sent: Thursday, December 5, 2013 10:39 AM
To: Lorimer, Mike TRAN:EX
Subject: Kelowna #BCSpeed Review Open House Feedback

Hi Mike:

Had a couple of comments from attendees. Here's one. When are you available to speak? thx, Ian

NOT,... what I expected. I thought (for whatever reason)... it was going to be a John Yap styled liquor liberalization session... microphones, submissions... back and forth conversation. NOT....

Poster boards around the room on easels, a multi-page booklet to write in. And then back out into the dark night. I went, hoping to hear voices,.. that I would connect back to, and have them on this morning. NOT. Instead... did have Rick Blixrud, the Deputy Director out of Kamloops in a broad, general overview, what he was hoping to get, what was he hearing, were there any ³out of the box² thoughts... etc. Etc. Etc. Mid summer... we SHOULD see the results, as MLA's and the government move to rejig the speeds, laws, etc.

And THAT m¹Friend is the snapshot from last night.

Best....

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From: [Lorimer, Mike TRAN:EX](#)
To: ["Ian Tootill"](#)
Cc: [Transportation, Minister TRAN:EX](#)
Subject: RE: Reply Direct 222875 Tootill: Coquihalla and the 85th
Date: Friday, December 20, 2013 1:39:06 PM

Mr. Tootill

Thank you for your note regarding speeds on the Coquihalla Highway.

You'll be happy to know that our staff have been collecting speed data around the province since we first announced this review earlier this year. As you noted, speed surveys should be collected during snow-free conditions, and I can assure you that this is the case with the data that we have collected. Speed surveys will vary from location to location and the numbers used by the minister are consistent with data that we have collected. The more recent data collected this fall is still being compiled by our staff and will be used as we move forward with recommendations for the minister.

It is important to remember that the 85th percentile is just one of the factors that we will use as we look at speed limits. Weather, topography and road construction standards will all form the basis for any proposed changes to the speed limits.

As part of this review, I have our team reaching out to you to confirm a time to meet in January. At this meeting, I look forward to discussing your concerns in more detail and reviewing any data that you wish to present regarding this Rural Safety and Speed Review.

Thank you,

Mike Lorimer

Regional Director - Southern Interior Region

From: Ian Tootill [[mailto:s.22](#)]

Sent: December-18-13 12:00 PM

To: Transportation, Minister TRAN:EX

Subject: Fw: Coquihalla and the 85th

Todd:

email to Mike Lorimer this am fyi

Ian

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----- Forwarded Message -----

From: Ian Tootill [s.22](#)

To: Mike Lorimer <Mike.Lorimer@gov.bc.ca>

Sent: Wednesday, December 18, 2013 11:10:07 AM

Subject: Coquihalla and the 85th

Mike:

I heard Todd Stone on Bill Good this morning speaking about the Coquihalla and claiming the 85th percentile is between 118 and 125. Why is he choosing those numbers?

There are sections on the Coq where the 85th is higher ... unless something's changed dramatically.

Is there an active speed measurement on the Coquihalla? If so, from when to when? Do you have details?

You know the results will be skewed if you measure travel speeds strictly over the winter, yes?

I am sure I do not need to tell you this, but the detractors and naysayers will be proven right if MOTI decides on a new speed limit that does not correctly encompass the 85th percentile (on all sections of the Coquihalla). In other words, for sake of discussion, if 120 is

chosen it's obvious what will happen. Drivers will simply view that as the new limit to exceed thus driving up mean vehicle speeds (not a desirable outcome).

On the other hand (and I don't know these are the correct numbers), choose 130 / 135 (or whatever the correct numbers are) and I've no doubt in my mind that most drivers will view these speeds with credibility and thus react responsibly. The outliers will be fewer.

Ian

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From: [Ian Tootill](#)
To: [Lorimer, Mike TRAN:EX](#)
Cc: [Mike Cain](#); [Chris Thompson](#)
Subject: Re: Reply Direct 222875 Tootill: Coquihalla and the 85th

Mike:

Thanks for the meeting last week.

Per our discussion about input from communities when speed limits are under review, I've made arrangements to speak with Brenda Broughton who's the mayor of Lions Bay.

Brenda tells me they are "firm" on keeping it (limit) at 60.

I've shared this with a few people who are as astonished as I am that a community can affect transportation and traffic policy like this on a provincial highway. Judy said "the Village of Lions Bay predates the S2S". Well that is not true. Even if it were true, I'd have a tough time accepting this. Not to mention the fact that anybody who's had their vehicle impounded for excessive and the inevitable finger wagging and the accompanying safety lecture about physics from the WVPD will likely not appreciate this.

How is it that a mayor and council has that kind of pull where our provincial highways are concerned? How does this work? Do you know how many cars have been impounded through that 60 Km/h section? It seems the police hang out there quite a bit.

As I said to you at the beginning of our meeting, the issue regarding speed limit setting is systemic and may I request that you pass this on to Minister Stone that the biggest challenge is to address this issue of who decides, the engineers or everyone else.

Best, Ian

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From: "Lorimer, Mike TRAN:EX" <Mike.Lorimer@gov.bc.ca>
To: 'Ian Tootill' s.22
Cc: "Transportation, Minister TRAN:EX" <Minister.Transportation@gov.bc.ca>
Sent: Friday, December 20, 2013 1:39:04 PM
Subject: RE: Reply Direct 222875 Tootill: Coquihalla and the 85th

Mr. Tootill

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It is important to remember that the 85th percentile is just one of the factors that we will use as we look at speed limits. Weather, topography and road construction standards will all form the basis for any proposed changes to the speed limits.

As part of this review, I have our team reaching out to you to confirm a time to meet in January. At this meeting, I look forward to discussing your concerns in more detail and reviewing any data that you wish to present regarding this Rural Safety and Speed Review.

Thank you,

Mike Lorimer
Regional Director - Southern Interior Region

From: Ian Tootill [<mailto:s.22>]
Sent: December-18-13 12:00 PM
To: Transportation, Minister TRAN:EX
Subject: Fw: Coquihalla and the 85th

Todd:

email to Mike Lorimer this am fyi

Ian

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----- Forwarded Message -----

From: Ian Tootill [s.22]
To: Mike Lorimer <Mike.Lorimer@gov.bc.ca>
Sent: Wednesday, December 18, 2013 11:10:07 AM
Subject: Coquihalla and the 85th

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Ian

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From: [Miska, Ed TRAN:EX](#)
To: ["Ian Tootill"](#)
Cc: ["J. Michael Cain"](#)
Subject: RE: Crash Data: Sea to Sky
Date: Monday, February 3, 2014 9:10:00 AM

Hi Ian,

It would be best to send this type of request to FOIRequests@gov.bc.ca
Ed

Ed Miska, P.Eng., PTOE
Chief Traffic, Electrical, Highway Safety and Geometric Standards Engineer

Ministry of Transportation & Infrastructure
4B-940 Blanshard St, PO BOX 9850 STN PROV GOVT
VICTORIA, BC, V8W 9T5

office: 250-387-7676 fax: 250-387-7735 mobile: 250-213-8375 e-mail: Ed.Miska@gov.bc.ca

From: Ian Tootill [mailto:[s.22](#)]

Sent: Thursday, January 30, 2014 1:36 PM

To: Miska, Ed TRAN:EX

Cc: J. Michael Cain

Subject: Re: Crash Data: Sea to Sky

Where do we direct the request?

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From: "Miska, Ed TRAN:EX" <Ed.Miska@gov.bc.ca>

To: Ian Tootill [s.22](#)

Cc: J. Michael Cain <mcaain@sense.bc.ca>

Sent: Thursday, January 30, 2014 1:05:34 PM

Subject: Re: Crash Data: Sea to Sky

Hi Ian

I wasn't part of the project team so I am not privy to those costs or that level of detail.

Ed

Ed Miska
Chief Traffic-Electrical-Hwy Safety-Geometric Stds Engineer

(250) 213 8375

On Jan 30, 2014, at 12:35 PM, "Ian Tootill"

[s.22](#)

wrote:

Thanks Ed:

Are you able to isolate the costs which were associated with noise abatement vs general upgrades on the Sea to Sky during the last upgrade? Specifically regarding Lions Bay?

If so, can you break it down for us?

Thanks, Ian

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From: "Miska, Ed TRAN:EX" <Ed.Miska@gov.bc.caEd.Miska@gov.bc.ca>>

To: 'J. Michael Cain' <mcain@sense.bc.camcain@sense.bc.ca>>

Cc: 'Ian Tootill' s.22

Sent: Monday, January 27, 2014 12:54:42 PM

Subject: RE: Crash Data: Sea to Sky

Hi Michael,

The crash data that the Ministry uses comes from ICBC under a Data Sharing Agreement. When the public request raw data we direct them to ICBC as they are the owner of the data.

Ed

-----Original Message-----

From: J. Michael Cain [mailto:mcain@sense.bc.camcain@sense.bc.ca>]

Sent: Wednesday, January 22, 2014 11:51 AM

To: Miska, Ed TRAN:EX

Cc: Ian Tootill

Subject: Crash Data: Sea to Sky

Ed,

Thank you for meeting with us on the speed review. We are looking for some crash data that you might be able to generate without us going through a formal FOI.

1) The section which currently bounds Lions Bay (Sea-to-Sky Highway) where there is a 60 km/h zone.

2) The remaining highway north to Whistler.

We would like to get annual or monthly crash data for the last 20 years. Specifically fatal, injury, and PDO. The more detail the better.

We can work with raw data if that is available. Please contact me if you need further info.

Thanks,

Michael Cain, Director of Research
SENSE - Safety by Education Not Speed Enforcement
WEB-SITE: <http://www.sense.bc.ca/>
E-MAIL: info@sense.bc.cainfo@sense.bc.ca>

From: [Ian Tootill](#)
To: [Parkes, Norm E TRAN:EX](#)
Cc: [Mike Cain](#)
Subject: Meeting follow up
Date: Wednesday, June 11, 2014 11:34:03 AM

Hi Norm:

Thank you very much for investing your time with us yesterday to discuss the BC Rural Highway Speed Limit Review.

I appreciate your info and candor.

I have a question; Will you be publishing the results of the survey including the measurements on the Coquihalla? I'd be very interested in seeing that data.

Thanks, Ian

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From: [Ian Tootill](#)
To: [Parkes, Norm E TRAN:EX](#)
Cc: [Lorimer, Mike TRAN:EX](#); [Randy Rinaldo](#); [Chris Thompson](#); [Mike Cain](#)
Subject: Hi Norm: One more thing...
Date: Wednesday, June 11, 2014 3:13:10 PM

I am left with a few questions regarding the speed measurements on the Coquihalla. Did you use the same data collection locations as the previous study in 2002?

Regarding bicycles; not that they would provide a significant impact on the 85th percentile because I am sure there are not that many of them, but are they included in a speed study on highways?

Mike mentioned bicycles must be considered on all highways. Can you tell me how that consideration affects the construction of a highway like the Coquihalla and how does it impact something like the Speed Review recommendations?

Also, the big one in my mind. During all of my trips on the Coquihalla in recent memory, traffic "flow" anecdotally occurs at between 125 to 130 on many stretches of the roadway. 140 is not uncommon. If the 85th percentile has shown, during your survey, to be less than that; how do we explain the discrepancy between our anecdotal observations and the data collected?

Thanks, Ian

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From: [Ian Tootill](#)
To: [Lorimer, Mike TRAN:EX](#)
Subject: Meeting follow up

Hi Mike:

Thank you for investing your time with us yesterday. I appreciate all of your information and candor.

Best,

Ian

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From: [Ian Tootill](#)
To: [Parkes, Norm E TRAN:EX](#); [Lorimer, Mike TRAN:EX](#)
Cc: [Randy Rinaldo](#)
Subject: Meeting fallout
Date: Friday, June 13, 2014 9:35:40 AM

Mike / Norm:

Randy has received a distress call from Minister Stone and Jessica this am about a radio interview I recorded with NL news yesterday. Apparently, in their eyes, I have done something wrong.

I asked you both the other day if:

- 1) I could disclose publicly that we'd met with you and you said yes
- 2) If I could speculate on the Coquihalla speed limit (which you never gave me any specifics to anyway) and you said yes.

Additionally, I said I was going to media about KREPT and you did not tell me not to.

I am not trying to cause a problem for anybody here. Apparently there is some sort of miscommunication. How can I help?

I have four radio interviews coming ... and there is more on the way.... as I said the other day.

Ian

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From: [Ian Tootill](#)
To: [Lorimer, Mike TRAN:EX](#); [Parkes, Norm E TRAN:EX](#)
Subject: Fallout / Follow up
Date: Friday, June 13, 2014 10:55:41 AM

I have sent the communique below to Randy to forward to Minister Stone. Apologies to both of you for any trouble this has caused.

Randy:

Please tell Minister Stone, we are not trying to scoop his announcement nor are we trying to get Mike and Norm in trouble.

Please apologize sincerely for the misunderstanding.

There were no details on that short NL News clip about what was said, and anything that was said was in the context of "speculation" on my part. I believe that was clear.

Notwithstanding I've just spoken to Norm Parkes who's emphasized that they did not want me talking about any announcement at the end of the month. As you know, I posted that we expected "news" at the end of June on our Facebook page some time ago so it's expected anyway. This is what we were told in the fall.

The clip in question ran this am and is no longer running, that I can hear. MOTI can take comfort in the fact, as we all know, people have short memories and NL's reach is not huge. The interview mentioned I "expected" speed limits to rise and the Coquihalla to go to 120.

Norm and Mike were told we were already speaking to media about KREPT and that we would be doing more...and that's fair game.

What you can tell the Minister is that as a courtesy to them and to make up for my oversight, I will keep the discussions to a minimum about anything the ministry is doing and focus on what we'd like for KREPT.

The first will be on CKNW this aft at 4:35 pm.

Ian

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From: [Miska, Ed TRAN:EX](#)
To: ["Ian Tootill"](#)
Subject: RE: Congratulations
Date: Friday, July 4, 2014 10:32:00 AM

Thanks Ian.

Ed

Ed Miska, P.Eng., PTOE

Chief Traffic, Electrical, Highway Safety and Geometric Standards Engineer

office: 250-387-7676 fax: 250-387-7735 mobile: 250-213-8375 e-mail: Ed.Miska@gov.bc.ca

From: Ian Tootill [mailto:[s.22](#)]

Sent: July 4, 2014 10:09 AM

To: Miska, Ed TRAN:EX

Subject: Congratulations

Hi Ed:

Good work on the Rural Highway Speed Review. I hope that it's used as a blueprint for the rest of Canada.

Ian Tootill

SENSE BC

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From: [Ian Tootill](#)
To: [Lorimer, Mike TRAN:EX](#); [Parkes, Norm E TRAN:EX](#); [Miska, Ed TRAN:EX](#)
Subject: SASK.....
Date: Monday, July 14, 2014 1:06:14 PM

some of these are more obscure, but they are out there...

<http://verbnews.com/issues/r136/editorial.html>

Ian

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From: [Ian Tootill](#)
To: [Lorimer, Mike TRAN:EX](#); [Parkes, Norm E TRAN:EX](#)
Cc: [Miska, Ed TRAN:EX](#)
Subject: MacLeans
Date: Monday, July 14, 2014 9:28:39 AM

Big turnaround in messaging from them

<https://ca.news.yahoo.com/editorial--it-s-time-for-canada-to-increase-highway-speed-limits-201459326.html>

Ian

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From: [Miska, Ed TRAN:EX](#)
To: ["Ian Tootill"](#)
Subject: RE: Hwy One
Date: Monday, July 28, 2014 10:46:00 AM

Hi Ian,

Thanks for the feedback. I hope as we do more and more education that those remaining drivers will get the message.

Ed

Ed Miska, P.Eng., PTOE

Chief Traffic, Electrical, Highway Safety and Geometric Standards Engineer

office: 250-387-7676 fax: 250-387-7735 mobile: 250-213-8375 e-mail: Ed.Miska@gov.bc.ca

From: Ian Tootill [mailto:[s.22](#)]

Sent: July 28, 2014 8:46 AM

To: Miska, Ed TRAN:EX

Subject: Hwy One

Hi Ed:

I drove to Kelowna last week for the first time since the July 2 announcements and I have to say the experience was markedly better in certain areas ... for me, anecdotally. I had a conference in Kelowna and sat at a dinner where the topic of discussion was general agreement that things were much more pleasant on the Coquihalla.

Between Hope and Kelowna, I came upon only TWO vehicles which stubbornly hogged the left lane. Lane discipline was markedly better and driving was smoother, generally flowing between 125 and 130. Nice.

Coming home was a different story. The problem seemed to occur West of Chilliwack and became very noticeable West of Abbotsford where traffic still flowed at approximately 120 but the speed limit remains unchanged at 100. Result? Idiots in the left lanes and other drivers weaving to get around them.

My two cents from behind my windshield,

Ian

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From: Parkes, Norm E TRAN:EX
Sent: Monday, July 6, 2015 9:52 AM
To: Miska, Ed TRAN:EX
Subject: FW: Lane Discipline

From: Ian Tootill
Sent: Monday, July 06, 2015 9:51:47 AM (UTC-08:00) Pacific Time (US & Canada)
To: Parkes, Norm E TRAN:EX
Cc: Randy Rinaldo; Mike Cain; Chris Thompson
Subject: Lane Discipline

Hi Norm:

I just completed another trip to the Okanagan over the weekend, which included the gong show of congestion on Highway One returning through Abbotsford on Sunday night. And, I have to say, the difference in driving was like night and day from two years ago. Traffic moved better and the increased number of drivers adhering to Keep Right was significant (and the reduced number of left lane hogs makes those who continue to hog the left lane, even more noticeable). Driving even feels safer to me. This is not just my opinion, as I've had a number of friends and acquaintances concur.

In short, well done!

I'm so pleased that the idea to change the painted lines to the approach of a passing lane was implemented. Notwithstanding, I believe there is another improvement which could be made toward the end of the passing lanes, and that is that the arrows in the driving (right hand) lane currently point to the left as a directive for drivers to merge left to a single lane. This is not consistent with the message that the right hand lane is the driving lane.

In order for there to be consistency, instead, these arrows should be in the left lane pointing right so that drivers are reminded to merge back into the driving lane. Your thoughts? Will this be changed?

Thanks, Ian Tootill

SENSE BC

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Page 23 to/à Page 27

Withheld pursuant to/removed as

s.3

Hughes, Candice JAG:EX

From: Coburn, Lindsay JAG:EX
Sent: Wednesday, May 16, 2012 3:35 PM
To: Hughes, Candice JAG:EX
Subject: FW: ICBC

Can we please file as info?

From: Ian Tootill [mailto:ian@calibercommunication.com]
Sent: Tuesday, May 15, 2012 10:08 AM
To: Coburn, Lindsay JAG:EX
Cc: Mike Cain; Ronald Niven
Subject: ICBC

Hi Lindsay:

From the land of unintended consequences, an excessive speeding charge for 40kph over may result in ICBC penalizing drivers for a "serious conviction" if one of their proposals finds its way into policy. This is bound to anger the vast majority of drivers (most people in BC) who travel safely albeit illegally over divided highway speed limits that many of us have come to realize are a joke. Minister Bond can ignore this at her peril. I am going to archive this email so I can remind all concerned when this comes back to bite.

Regards, Ian Tootill

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Paton, Susan TRAN:EX

From: Ian Tootill s.22
Sent: Tuesday, October 30, 2012 3:25 PM
To: Transportation, Minister TRAN:EX
Subject: Meeting Request / Thanks and follow up

Hi Mary;

Thanks again for investing your time with me in Whistler.

I'm thankful that we did not need to spend time to discuss the myths that have been heaped on citizens to justify what you and I both agree are frequently irrational speed limits. Not only have low speed limits done little to improve traffic safety in BC, but I believe they may have had an adverse effect on driving by dumbing down driver skills, creating disrespect for laws, as well as creating inefficient roads with unnecessary congestion.

Notwithstanding your comment that in some way you may be "selling smoke" when discussing any solution so close to an election, I hope we can still proceed on the assumptions that you shall be re-elected and that you will still be influential in crafting sensible policy. I understand full well your concerns regarding how to frame any change. You may be interested to learn that along with a number of states in the US that are increasing their speed limits to as high as 137 km/h (while finding dramatically increased speed limit compliance, they are finding that traffic speeds do not change), and recently the Dutch (among the most conservative of the EU) have recently raised some of their speed limits <http://www.houseofrepresentatives.nl/dossiers/speed-limit-increase> . All of these jurisdictions have faced the same fears you face when tinkering with what people have been brainwashed into believing.

Regrettably, I agree with you that this issue is not an election issue (although that could change with changes in enforcement) however to address it IS THE RIGHT thing to do and one of those things that effects virtually everybody. In speaking to Senior engineer Jerry Froese, he readily agreed that one does not often hear calls for REDUCED speed limits. In speaking to the minority of people who claim they always obey speed limits, there is a subset who will readily admit that they would not object if speed limits were made higher in some places. You will not see drivers avoiding states like Texas because they have higher speed limits and in the US, they refer to highways with higher speed limits as those highways offering "premium service" to users. The issue COULD be an election issue if it were made one by one party or another. Listen to any talk show and see what the reaction is from callers when the subject of speed limits and enforcement arises.

Regarding the motorcycle parking issue, I have located a section in the act that suggests it can be permitted by City By law, however perhaps the language could be tightened up so there is no ambiguity?

MVA 189

(3) Despite subsection (1) (f), a municipality may provide by bylaw that if authorized by a sign posted by the municipality a person may park a cycle or motorcycle within 6 m of the approach side of a crosswalk if the cycle or motorcycle is

(a) of a size that, and

(b) parked so that

it does not obstruct a motorist's view of the crosswalk or an intersection.

(3.1) If a municipality enacts a bylaw referred

Back to the conversation. When can we meet again? This time Mike Cain can join us and I'd like to discuss how to move forward and how we can help create the environment for the change as well as craft the message.

If you tell me in advance what I can do to make the meeting productive, I will get on it and have it ready if possible.

Thanks again.

Ian Tootill

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Paton, Susan TRAN:EX

From: Rockerbie, Kirk TRAN:EX
Sent: Monday, January 7, 2013 3:29 PM
To: 'Ian Tootill'
Cc: 'Adele Tompkins'; Transportation, Minister TRAN:EX; Brethour, Michelle TRAN:EX
Subject: 213906 - Response

Ian Tootill:

Thank you for your email of November 6, 2012, which has been referred to me for review and response, regarding a change to the *Motor Vehicle Act* to allow additional parking opportunities for motorcycles and scooters on roads in British Columbia. I appreciated reading your suggestion for updating the affected provision of the Act, and thank you for sharing with me the support you've received from the City of Vancouver for this action.

The proposed amendment would have application to all municipalities and law enforcement agencies in British Columbia. Ministry staff will advance this proposal to the Traffic Safety Committee of the BC Association of Chiefs of Police to determine their views and support for the amendment.

Should you have any questions or concerns, please don't hesitate to contact me telephone at 250 953-3068 or by email at Kirk.Rockerbie@gov.bc.ca.

Kirk Rockerbie
Manager Transportation Policy
BC Ministry of Transportation and Infrastructure

From: Ian Tootill [<mailto:s.22>]
Sent: Tuesday, November 6, 2012 4:33 PM
To: Transportation, Minister TRAN:EX
Cc: Adele Tompkins
Subject: 213906

Hi Mary:

As a followup to our discussion in Whistler: Vancouver City staff embarked on a new motorcycle and scooter parking program in 2010 which included designating corner clearances on the far side of intersections for MC parking. Further parking, on the near side of controlled (in addition to uncontrolled) could be immediately permitted in our city (and other BC municipalities with a bylaw change) with a very small change in the MVA.

I am told by Peter Judd, General Manager of Engineering Services in Vancouver, that he would support the following change:

Sec 189 (3)

(3) Despite subsection (1) (f), a municipality may provide by bylaw that if authorized by a sign posted by the municipality a person may park a cycle or motorcycle within 6 m of the approach side of a crosswalk

to be changed as follows:

*(3) Despite subsection (1) (f) **and (g)** , a municipality may provide by bylaw that if authorized by a sign posted by the municipality a person may park a cycle or motorcycle within 6 m of the approach side of a crosswalk*

Is this something you can do? Please advise.

Thank you

Ian Tootill

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May 27, 2013

Ian Tootill, Co-Founder
Sense BC
1687 West Broadway, Suite 200
Vancouver BC V6J 1X2

Reference: 215971

Dear Ian Tootill:

Re: Driving in British Columbia

I am writing in response to your letter, addressed to the Minister of Transportation and Infrastructure, regarding traffic laws, standards and enforcement and driver education in British Columbia. Now that the election is complete, the new Cabinet will be appointed soon. In the interim, I am responding on behalf of the Minister.

International Standards

British Columbia's motor vehicle laws generally follow North American guidelines that are fairly similar across the continent. Signs used throughout British Columbia's transportation network also reflect Canadian and American Manual of Uniform Traffic Control Devices signing practices, standards and guidelines now in use. These standards have been in place and working well for decades, and we are not considering adopting European models at this time.

Driver Education

The Insurance Corporation of British Columbia (ICBC) is responsible for ensuring that the delivery of driver education services in British Columbia complies with the provincial Motor Vehicle Act Regulations. ICBC driving school inspectors work cooperatively with licensed driver training schools and instructors to support a high level of driver training in British Columbia that is both consistent and effective. ICBC also invests in road safety awareness and advertising programs.

.../2

Ministry of Transportation
and Infrastructure

Office of the
Deputy Minister

Mailing Address
PO Box 9850 Stn Prov Govt
Victoria BC V8W 9T5
Telephone: 250 387-3280
Fax: 250 387-6431

Location
5B 940 Blanshard Street
Victoria BC V8W 3E6
www.gov.bc.ca/tra

Many jurisdictions have recognized the safety benefits of extended learner periods and have implemented graduated licensing programs. In British Columbia, the graduated licensing program applies to all new drivers regardless of age and was introduced in 1998 to respond to the significant over-representation of new drivers in crashes. This approach allows new drivers to accumulate skills and experience in a restricted, low-risk environment before graduating to an unrestricted, full-privilege driver's licence and has been successful in reducing the new driver crash rate. It is also worth noting that national and provincial associations representing professional drivers have lobbied to extend the principles of the graduated licence program to commercial driver licences to promote improved driving practices and enhance safety.

Traffic Flow and Slower Vehicles

I understand you have written previously to Ministers and ministry staff about this matter. While the ministry encourages all motorists to keep right with our "Keep Right Except to Pass" signs, as ministry officials have advised you previously, there are often situations where drivers need to access both available travel lanes in order to pass slower vehicles, change lanes to turn left off the highway or safely move out of the way of traffic merging on to the highway from on-ramps. Law enforcement officials have the authority to ticket any driver obstructing traffic.

Provincial highways exits are generally located to the right, but our planners need to have all options available to them to ensure safe and reliable movement of traffic. Geography, land use, land availability, construction costs and general access issues dictate the design of highways and the access points that serve them.

The ministry will continue to look for ways to keep traffic flowing smoothly. For example, ministry policy staff are currently updating the process of installing slow vehicle pull-outs, which may lead to the creation of more pull-outs, as you suggest.

Speed Limits

The ministry's policy regarding the setting of speed limits has not changed. Engineers consider many important factors when determining speed limits, including adjacent land use, accident history, road geometry, traffic types and volumes and safety. The ministry also works with other highway stakeholders, including local municipalities, RCMP and ICBC, to ensure these speed limits are appropriate to the corridor. For many urban corridors, the Motor Vehicle Act allows municipalities to establish their own speed limits.

.../3

ICBC and Road Safety

ICBC invests in road safety, including enhanced traffic enforcement. Dedicated traffic enforcement of road safety issues improves safety for British Columbians and helps control claims costs. Dedicated funding for enhanced traffic enforcement enables police to successfully carry out targeted enforcement campaigns supported by the British Columbia Chiefs of Police. These efforts, combined with awareness campaigns such as CounterAttack, have contributed to a reduction in the number of crashes, particularly those involving injury and death. The visible presence of police also acts as a deterrent, as road users are less likely to break the law if they fear they may get caught.

The Ministry of Justice and Attorney General is responsible for law enforcement in British Columbia and administers funding for enhanced traffic enforcement directly to police agencies. You may wish to view the current Memorandum of Understanding, which outlines ICBC's road safety agreement with the Ministry of Justice and Attorney General, at the following link: www.icbc.com/road-safety/drivers-passengers/mou.pdf.

The provincial government does not benefit from violation ticket revenue; rather, it is returned to communities for reinvestment in public safety. Drivers with more driving offences or convictions are generally involved in more crashes than other drivers and, as a consequence, those drivers pay more for the higher risks they take and related claims costs they represent on our roads. Any revenue to ICBC from driver penalty point and driver risk premiums is used to offset overall insurance premiums to help control insurance rates for all British Columbians.

I have shared your comments about traffic law enforcement, including your suggestions that the government review the penalty points and fines structure for traffic offences, as well as your comments about the Office of the Superintendent of Motor Vehicles vision statement, with the Office of the Minister of Justice and Attorney General, as these matters fall under the jurisdiction of that ministry.

Thank you for taking the time to write.

Sincerely,



Grant Main
Deputy Minister

.../4

- 4 -

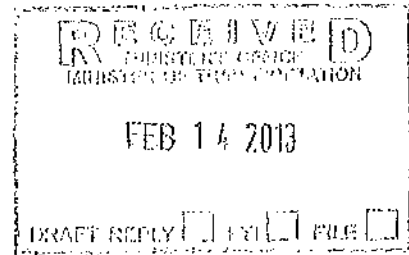
Copy to: Minister of Justice and Attorney General

Sam MacLeod, Superintendent
Office of the Superintendent of Motor Vehicles

Mark Blucher, Interim President and CEO
Insurance Corporation of British Columbia

SENSE BC

200 - 1687 West Broadway
Vancouver, BC V6J 1X2
www.sensebc.org



Hon. Mary Polak, MLA
Minister of Transportation and Infrastructure
Government of British Columbia
Room 306
Parliament Buildings
Victoria, BC
V8V 1X4

February 4, 2013

Dear Minister Polak:

Re: SENSE BC brief concerning BC Transportation, traffic safety and BC Motor Vehicle Act

Thank you for meeting with us to discuss traffic safety and enforcement in British Columbia. As promised, here is an overview outlining steps which we believe are necessary to bring BC in line with "best practices" internationally thereby improving driving culture in our province.

Initially, this letter was lengthy however, in the sincere hope that you are able to move the issue forward sooner than later, we have kept it short to get things started.

The suggestions are to be considered solutions to some of our primary concerns but are by no means a complete outline of the steps necessary to bring BC up to international driving standards.

Transportation of goods, services and people is the lifeblood of British Columbia. Large expenditures on provincial highways are only well invested if the roads are utilized as intended and provide the efficient movement of the above.

We recommend the BC Government adopt a **"Drive with Purpose. Faster where possible, slower where necessary"** mission statement and go about meeting the objectives with the following:

1. Implement a comprehensive traffic safety program that includes a focus on driver education, enforcement, and engineering.

2. Implement a comprehensive traffic safety program that includes a focus on driver education, enforcement, and engineering.

What we propose:

1. Adoption and promotion of world standards of driving, driver education and signage.
2. Graduated licensing to be reduced and the adoption of rigorous driver education and testing such as in Germany. Although many may resist the costs associated with advanced driver testing, it may be pointed out that it would be considerably less expensive than the financial consequences as a result of many of the current provisions of the BC MVA.
3. Recognition of dangers associated with interruption of traffic flow and heightened speed variance.
 - Keep Right Except to Pass signage and law (in Germany it is ILLEGAL to pass on right)
 - On ramps and off ramps designed for vehicle exit to the right of all highways (not currently the case on Hwy One near the new Port Mann Bridge).....
 - Driving lanes on highways should always be the right lanes (some passing lanes on highways in BC are painted in a manner which forces vehicles to change lanes to get to the right when it should be the other way around).
 - More slow traffic pullouts.
 - HOV lanes: encouragement through advertising that slow(er) traffic should be courteous and yield to faster traffic; in other words, no need to be in an HOV lane if you are moving no faster than other traffic to the right.
 - Impeding traffic laws such as in Oregon where slow moving vehicles with more than 5 vehicles following must pull over and yield to faster vehicles.
4. Adoption of international standards with traffic control devices.
 - Implementation of the Manual of Uniform Traffic Control Devices (MUTCD) as the underlying basis for erecting traffic control devices in British Columbia.
 - The BC Motor Vehicle Act to be amended to require signage is posted in compliance with the MUTCD.
5. The BC Motor Vehicle Act should be amended to require speed limits to be posted in compliance with an engineering study based upon prevailing TRUE 85th percentile traffic speeds on non-urban roads.
6. The government should protect motorists from marginal violations of under posted speed limits and/or revenue-motivated enforcement of speed limits by adopting *prima facie* speed limit laws. These laws would not reduce the ability of police to ticket truly dangerous drivers – thus the only defence to not enacting these changes is the knowledge that current laws permit revenue to be raised from safe drivers.
7. ICBC should be prohibited from providing police traffic funding or directing police activities. ICBC remains in a direct conflict of interest in that it (1) functions at the whim of the government which benefits from fine revenue that flows to general revenue, (2) ICBC receives penalty point premiums from tickets, and (3) the public relations-motivated, government of the day priorities of ICBC are not necessarily those of the traffic safety-motivated police.
8. Based upon the findings of the study *Driver Accident Risk in Relation to the Penalty Point System*

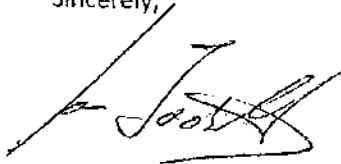
in British Columbia, the government should review both the penalty points and fines structure applied to traffic offences in BC, and make revenue-neutral changes required to better recognize the true proportionate risk involved with each type of offence. Non-safety-related *Motor Vehicle Act* offences should not have penalty points attached. Low at fault crash correlated offences should not cost as much as higher at fault crash correlated offences.

9. Realistic goals to be established by ministries concerning traffic safety. Currently the "vision" of the office of the SMV reads: "As a leader in road safety our vision is to have the safest roads in North America and work toward an ultimate goal of **zero traffic fatalities**."

An unrealistic goal, which is unachievable at virtually any cost, taken in a literal sense leads to expensive legislation which can neither be understood nor accepted by the general driving population.

Thank you in advance for considering the above changes. We look forward to discussing the above and any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ian Tootill', with a stylized flourish at the end.

Ian Tootill

Co-Founder,

SENSEBC

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Paton, Susan TRAN:EX

From: Ian Tootill [s.22](#)
Sent: Thursday, September 12, 2013 4:32 PM
To: Transportation, Minister TRAN:EX
Cc: Mike Cain
Subject: Attention Todd Stone

Hi Todd:

I've had a couple of comments forwarded that I thought I'd pass on to you.

- 1) Speed limit setting methodology is a mess in BC because;
 - a) it's been politicized, and because of that fact
 - b) we do NOT utilize the 85th percentile to set limits.

So talking 85th percentile is great, however you cannot advocate using the 85th percentile which involves the measurement of free flowing traffic (unencumbered by the threat of enforcement) and setting speeds there on one hand, and on the next hand say that you'll be listening to local groups for their input on how to set speeds.

Local groups and politics are precisely why speed limits are messed up.

I also hear you say you have "no opinion" on speed limits. Let me share with you that if limits are not set properly after a proper (independent review... and FYI, it's going to be unlikely you'll do any proper review on most highways during winter months, but I'll let your engineer tell you that) you will validate the naysayers' concerns and find your compliance does NOT go up. What I mean is if you set the Coq at 120, you're still going to find 85th percentile speeds at 120 to 135 and you will have achieved nothing but optics and the result will be more cynicism.

I think you are smart and know that.

Please feel free to contact me. An email sometime to let me know whether you find these communiques useful or not would be appreciated.

Best,
Ian Tootill

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Paton, Susan TRAN:EX

From: Ian Tootill s.22
Sent: Tuesday, September 17, 2013 8:39 PM
To: Jim deBolebec
Cc: Mike Cain; Transportation, Minister TRAN:EX
Subject: 220348 FYI Re: 85%

Hi Jim:

Chris Klimek (Stop100.ca) and I argue this strategy all the time. I agree with what you say. And, it's impossible to accurately measure the 85th percentile unless the all the propaganda is removed and the corresponding threat of enforcement is removed for months prior to measurement.

So technically you are right.

However for practical purposes, whether we technical purists appreciate / agree with it or not, speed limits will, for the foreseeable future in BC, be a political issue. Our SENSE is (and we've been right so far on a number of fronts) that the public will NOT go for your proposal regardless of whether or not we are right.

So we believe, better we argue the methodology (Stop100.ca is simply demanding a number of 130 on 400 Series highways), push for as realistic as we can get ... hope that we are not blocked by the usual cheerleaders in the so-called "stakeholders" and move forward. Once people see there is nothing to be afraid of and that driving skills improve as the bar is raised, there may be an appetite and acceptance of what you propose.

The good news is the trend is clear and limits in North America are moving your direction. I've taken the liberty of cc'ing your Transportation Minister, Hon. Todd Stone on this response to your thoughtful note.

Best,
Ian Tootill
SENSE BC

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From: Jim deBolebec s.22
To: itootill@sense.bc.ca
Sent: Tuesday, September 17, 2013 7:42:59 PM
Subject: 85%

Hi Ian:

I just wanted to let you know that I do not support your 85 percentile campaign for the following reason.

The vast majority of my acquaintances rather than face the prospect of getting a ticket will set their Cruise Control between 6 – 8K over the speed limit feeling they are safe. Therefore the 85% is not an accurate speed of what people would like to travel, and it also corroborates what the cops say that if you raise the speed limit most people are going to continue to travel over the limit.

What I would support is a radical change of pushing for the removal of speed limits on all 4 lane sections of highway with maybe the exception from Abbotsford to Vancouver where it might be best to go for 130. For the remainder of the highways in B.C. I would like to see a minimum of 120 but would prefer to see it raised to what has been found the average speed in other countries of 130 – 135.

There should also be pressure put onto Parks Canada that all speed limits in National Parks have to be raised. Currently even on 4 lane freeway sections in Banff National Park the limit is 90. These sections should be raised to the 130 – 135 (or removed) to reflect what most motorists are driving. Two lane sections should be raised to at least 120.

To support my argument several years back Highway 93/95 south from Golden to Cranbrook had the speed raised from 90 to 100 as that is what the cops said the majority of motorist were driving. Today the majority are travelling 110. This just supports the police argument that everyone will continue to drive over the speed limit. If the speed had been raised to 120 I am sure most would travel the limit.

Yours truly

Jim deBolebec

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From: Ian Tootill s.22
Sent: Friday, February 21, 2014 9:22 AM
To: Lorimer, Mike TRAN:EX
Cc: Transportation, Minister TRAN:EX; Mike Cain
Subject: 225374 FYI You'll find this interesting, last bullet..... 33%...

Mike:

What do you suppose the number would be in BC?

I am becoming more and more convinced that the biggest impediment to sensible laws is contained in the last bullet point below. If we continue to have people with no engineering knowledge, nor objective supporting evidence, for demanding (and having) MOTI acquiesce to some things...

Procedures Used to Set Speed Limits

The methods used to set speed limits have been reviewed by several authors (22, 54, 55). A recent review was conducted by an Institute of Transportation Engineers (ITE) Technical Committee with the following findings (56).

- The 85th percentile speed is the predominant factor used in setting speed limits (by 99 percent of the agencies surveyed). Both roadway geometry and accident experiences are "always or usually considered" by more than 90 percent of the agencies, and roadside development is also popular, being considered "always or usually" by 85 percent of the respondents.
- In an open-ended question, the top three factors used in establishing speed zones other than 85th percentile speed were roadway geometry, accident experience, and a new factor not present in the previous question: political pressure.
- Most jurisdictions allow deviations from the 85th percentile speed, with most being between 5 and 10 mph (8.1 and 16.1 km/h). Reasons for the deviation include politics (33 percent), accidents (13 percent), roadway areas (11 percent), and roadway geometry (9 percent).

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http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_504.pdf

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Paton, Susan TRAN:EX

From: Writing Services, Transportation TRAN:EX
Subject: 227173 Speed Limit Review

From: Ian Tootill [mailto:s.22]
Sent: April-29-14 9:47 AM
To: Transportation, Minister TRAN:EX
Subject: 227173 Speed Limit Review

Todd:
Can you give me an update? When do you expect to announce the results of the review and what changes we can expect to rural highway speed limits?
Regards,
Ian Tootill
SENSE BC

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Paton, Susan TRAN:EX

From: Ian Tootill s.22
Sent: Tuesday, July 15, 2014 5:57 PM
To: Nigel Malkin
Cc: Transportation, Minister TRAN:EX
Subject: Todd Stone

I know he will appreciate your thoughts... Taking lots of heat
minister.transportation@gov.bc.ca

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