

MEETING BRIEFING NOTE

DATE: December 6, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure

ISSUE: Marine Transportation and BC's Coastal Marine Strategy

MEETING: Pacific Regional Committee on Oceans Management (RCOM) on December 9, 2022

PROPOSED KEY MESSAGES:

 The Ministry continues to support efforts of the RCOM to engage with our counterparts on areas of shared interest including the Ocean Protection Plan and the Coastal Marine Strategy

PAST INTERACTIONS:

Previous RCOM meeting – June 2022 (Attendees: Lesley Ballman ED, Kirk Handrahan ED)

BACKGROUND:

In September 2004, Canada and British Columbia signed the *Memorandum of Understanding Respecting the Implementation of Canada*'s Oceans Strategy on the Pacific Coast of Canada. Canada's Oceans Action Plan was announced in 2005, as the Government of Canada's framework for sustainable development and management of Canada's oceans. The Pacific Region Committee on Ocean Management is the senior executive forum for federal and provincial governments to provide oversight to implementation of the Canada/BC Oceans MOU and elements of Canada's Oceans Action Plan on the Pacific Coast of Canada and has now been in place for nearly two decades.

Areas of Focus:

From its initial inception as a strategic oversight body of the director level Ocean Coordinating Committee ("OCC" - which is responsible for the administration of the Canada/BC Oceans MOU and related action plans), Pacific RCOM has evolved into a forum for senior level executives to provide updates on and strategic oversight of federal and provincial marine initiatives. Most recently, RCOM has discussed issues pertaining to National Marine Conservation Areas, the Blue Economy Strategy, the Marine Protected Area Network on the North Coast, the Southern BC Marine Spatial Planning Program, and other the initiatives under Canada's Ocean Protection Plan including the Salish Sea Initiative. Provincial initiatives such as the Coastal Marine Strategy, the Salmon Strategy, and the Watershed Security Strategy may utilize both the OCC and RCOM to engage with our federal counterparts on issues of shared interest. RCOM has also facilitated funding decisions for projects of shared interest (e.g., ocean economy reports, data collection and monitoring, and reporting tools.)

Membership

RCOM is comprised of senior federal representatives (Regional Directors-General level) and senior provincial representatives (Deputy Minister level) from federal and provincial departments/agencies and ministries with ocean-related mandates and interests.

Meetings:

RCOM operates on consensus and meetings are typically scheduled 1-2 times/year or as required.



DISCUSSION:

The following key topics are summarized for the December 2022 RCOM meeting:

Marine Transportation

a) Renewal of Ocean Protection Plan

Since Transport Canada launched the Ocean Protection Plan 2016, over 50 initiatives have been implemented under the Plan

In July 2022, the next phase of Canada's Oceans Protection Plan was announced with a new investment of \$2 billion over nine years, announced in Budget 2022.

Canada will establish 15 new measures to expand ocean protection initiatives to more regions and better proactively combat emerging threats to marine safety, while continuing or expanding 39 existing initiatives.

This new funding is in addition to the \$1.5 billion initially announced in 2016 and brings the total invested in support of the plan to \$3.5 billion. The renewed and expanded plan will help make further progress to:

- Enhance the protection and restoration of vulnerable marine ecosystems and wildlife;
- Improve the efficiency, safety, and sustainability of Canada's marine supply chains and mitigate their impacts on the environment, including by advancing research on marine pollution, ecosystems, and wildlife;
- Better manage marine traffic navigation off our coasts and marine incidents of all types; and
- Advance partnerships and training opportunities for Indigenous and coastal communities to incorporate their expertise and experiences in various aspects of marine safety and ecosystem protection.

b) Anchorage Management

On November 17, the Government of Canada tabled *Bill C-33 – Strengthening the Port System and Railway Safety in Canada Act*. This Bill seeks to expand the authority of ports to include vessel traffic and anchorage management.

While the Province of BC has jurisdiction of the seabed in some areas and/or adjacent to the coastline, the federal government regulates activities in the water column, and on the surface.

Under the *Canada Shipping Act*, the federal government has the authority to regulate shipping activities and navigation to protect the marine environment from impacts.

The Province continues to advocate for the federal government to, in the short term, take the concerns of local residents seriously and take action to reduce the impacts of anchorages while continuing to implement longer term solutions.

Vancouver Fraser Port Authority's (VFPA) Active Vessel Traffic Management (AVTM) Program intends to drive improvements to anchorage management and create a centralized scheduling system to manage ship movements through the Port of Vancouver.



Anchorage occupancy and duration has grown over the last decade, with utilization rates peaking when COVID-based supply chain pressures were compounded by the impacts of the wildfires and atmospheric river events in 2021.

VFPA is concluding phase 3 engagement of the AVTM to seek feedback from the community on proposed solutions, including a Draft Code of Conduct for vessels anchored near communities.

BC's Coastal Marine Strategy

a) Intentions Paper Update and Next steps

- The Ministry of Land, Water and Resource Stewardship (LWRS) is leading the development of BC's Coastal Marine Strategy. LWRS developed a Draft Intentions Paper, completed in August 2022, which is part of a phased approach that the BC government and First Nations have taken as part of the co-development of the Coastal Marine Strategy.
- The Draft Intentions Paper developed six key outcomes of the Coastal and Marine Strategy: Healthy
 and productive coast; Resilience to Climate Change; Trusting, Respectful Relationships; Holistic
 Learning and Knowledge Sharing; Community Well-being; and Sustainable and Viable Ocean
 Economy.
- Ministry staff provided input to LWRS on the inclusion of economic benefits of marine shipping and content on anchorages, which has been incorporated.

b) Alignment with Blue Economy Strategy and other federal interests

 Transport Canada is developing its Blue Economy Strategy to ensure Canada and its industry, communities and people are positioned to succeed in the fast-growing global ocean sectors of the blue economy while advancing reconciliation, conservation and climate objectives. Innovation is another key focus of the Blue Economy Strategy, which is anticipated to align with BC's Coastal and Marine Strategy.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

GBA+ has been considered in the development of the projects listed and will continue to be a critical lens of assessment through the development of any action and implementation plans.

FINANCIAL IMPLICATIONS:

· None.

PREPARED BY:	REVIEWED BY:	DATE:
David Retzer, Project Director Integrated Transportation Planning Branch (250) 319-8125	Kevin Volk, ADM Integrated Transportation & Infrastructure Services Division Heather Hill, ADM	22-Dec-4 N/A
	Finance and Risk Management Division	

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Withheld pursuant to/removed as

s.12; s.13; s.16; s.17

Page 06 of 40

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s.13; s.16; s.17

Page 07 of 40

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s.13; s.16

BRIEFING NOTE

Federal and Provincial Considerations in Prince Rupert



What:

Federal and provincial coordination to support economic, social and environmental goals in Prince Rupert and the Highway 16 corridor.

Summary:

In response to anticipated investments at the Port of Prince Rupert and at LNG facilities in the area, the City of Prince Rupert is projecting significant population growth over the next decade. Thousands of new, permanent full-time jobs are expected to be created by 2027 leading to an increase in the local population from 12,300 to between 22,000 to 24,000 by 2030.

The Port of Prince Rupert is Canada's third largest port. The port handles approximately \$60B in international trade per year, creating \$1.4B in economic activity, \$147M in annual tax revenues and more than 6,000 direct and indirect jobs in the region. Around one-quarter of B.C.'s annual container traffic moves through the port. In addition, the port provides access to B.C.'s northern trade corridor which supports the resiliency of provincial and national supply chains during disruption events such as the flooding of the Lower Mainland in November 2021.

The Port has expanded rapidly since construction of its container terminal in 2007. The Prince Rupert Port Authority (PRPA) plans to eventually increase its container capacity to 6-7M twenty-foot equivalent units (TEUs). The Port currently handles approximately 1M TEUs per year.

The City, Tsimshian First Nations and PRPA have recognized the major challenges ahead in providing a desirable mix of services, housing and lifestyle amenities to attract and retain a highly skilled workforce and their families to the region. This has led to the community planning initiative through Redesign Rupert and the subsequent Prince Rupert 2030 Vision (2019).

s.13; s.16

Background and Analysis:

The ministry is currently developing a provincial Goods Movement Strategy (GMS) based on three strategic pillars: strengthening the competitiveness of B.C.'s transportation and logistics sector; supporting B.C. exporters; and accelerating adoption of B.C. innovation and enhancing climate objectives.

At a regional engagement session held in Prince Rupert in 2022, the main issues raised were the burden of goods movement on local infrastructure, balancing goods movement with safety of residents on the highway, and labour shortages and difficulty of attracting new residents due to lack of infrastructure, housing and services. Concerns were also expressed that communities are seeing little economic gain with expansion of the port, while road infrastructure and safety of residents is being negatively impacted.

s.13; s.16

Prince Rupert's 2030 Vision Report anticipates that by 2030, at least 5,000 new housing units will need to be built to accommodate growth. However, the city has few developers, limited financing opportunities, and is not seen as an attractive market for investment in housing. Therefore, the report argues that public investments by B.C. Housing and a municipal housing corporation are necessary to ensure an adequate supply of housing.

The City of Prince Rupert also has a significant infrastructure deficit. The estimates provided by the City total \$600 million and includes \$200M for wastewater treatment and collection; s.13; s.16 s.13; s.16

Conclusion:

s.13; s.16

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Withheld pursuant to/removed as

s.13; s.16



CLIFF #314099 (X-REF. 308953) (X-REF. 309021)

(X-REF. 309022)

DECISION BRIEFING NOTE

DATE: December 9, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister of Transportation and Infrastructure

ISSUE: Motor Vehicle Act - Electric Kick Scooter Pilot Project

PURPOSE: Approval of the City of Coquitlam draft bylaws

RECOMMENDED OPTION:

▶ OPTION 1: Approve and sign the attached letter (Appendix 1)

BACKGROUND:

The three-year Electric Kick Scooter (e-mobility) Pilot Project Regulation (B.C. Reg. 90/2021) enacted on April 5, 2021, currently applies to twelve municipalities to enable piloted use of electric kick scooters on local roads: City of Kelowna; City of Nanaimo; City of Richmond; City of North Vancouver; City of Vernon; District of North Vancouver; Township of Langley, City of Coquitlam, Town of Oliver, Town of Osoyoos, and District of West Vancouver.

To allow electric kick scooters on roads within pilot communities, local bylaws must be first enacted designating locations where the devices may be operated.

To date, 12 communities are part of the pilot. Of those, six communities (Kelowna, Vancouver, Vernon, City of North Vancouver, District of North Vancouver, and Richmond) have enacted bylaws to allow electric kick scooters on local roads within their communities. The remaining six pilot communities (West Vancouver, Nanaimo, Oliver, Osoyoos, Langley and Coquitlam) are in the process of either preparing or drafting the necessary bylaw amendments to their street and traffic bylaws.

Under section 124.2 (2) of the Motor Vehicle Act (MVA) a bylaw respecting designated use lanes or highway located within 800 metres of an arterial highway (provincial highway) requires written provincial approval before the respective bylaw can be enacted by a municipal council.

The Council of the City of Coquitlam is considering enacting amendments to the City's Street and Traffic Bylaw to allow personally owned and shared electric kick scooters on local streets, streets with mobility lanes, and multi-use paths (refer to Appendix 1 for details of the proposed bylaw amendments and a map illustrating proposed locations).

As the City's bylaw changes for the pilot project would apply to those local streets/mobility lanes within 800 metres of an arterial highway within the City's jurisdiction (see Appendix 1), provincial approval is required prior to Council's consideration of the bylaw changes.

PAST INTERACTIONS:

- Ministry staff have been engaged with staff at the City of Coquitlam regarding their electric kick scooter bylaw framework throughout the implementation phase of the City's pilot project.
- The City of Vancouver, City of North Vancouver, and District of North Vancouver went through this
 process and were approved.



CLIFF #314099 (X-REF. 308953) (X-REF. 309021)

(X-REF. 309022)

DISCUSSION:

Provincial approval of the City's bylaw changes is necessary to comply with section 124.2 (2) of the MVA and to ensure proposed changes do not impede, interfere, or diminish the effectiveness of provincial highways that are in close proximity of the local streets/mobility lanes in question.

The Ministry's Lower Mainland District staff are aware of the draft bylaws and the provincial approval requirement. They have no concerns regarding the draft bylaws as they do not impact the traffic on the provincial arterial highways within the City of Coquitlam.

s.14

If the attached draft bylaw is approved by the Deputy Minister - on behalf of the Minister - and the attached letters are signed (Appendix 1), ministry staff will follow-up with the City of Coquitlam.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

In line with the principles of GBA+, availability of electric kick scooters presents an opportunity to expand affordable, low-barrier personal transportation options available for people — of all ages, abilities and from diverse socio-economic backgrounds — to move, commute and connect within their communities by supporting first and last mile connections to transit. An electric kick scooter pilot project is vital in enhancing the range of viable and accessible active transportation options for citizens and visitors in each of the pilot communities. Additionally, the pilot project regulation governs electric kick scooters similar to cycles to ensure a simple set of rules in support of low-barrier access in pilot communities. This approach supports the broader policy goals of a people centred (GBA+) approach guided by the key principles of Active Transportation: sustainability, efficiency, inclusiveness, and public health.

FINANCIAL IMPLICATIONS:

None

OPTIONS:

1. Approve and sign the attached letters (Appendix 1)

Pros:		Cons:		
0	Enables the City of Coquitlam to enact bylaw changes to support pilot project	0	None	
0	Supports ministry's mandate to work with communities to expand networks of active transportation			
0	Supports ministry's e-mobility pilot program			



CLIFF #314099 (X-REF. 308953) (X-REF. 309021) (X-REF. 309022)

s.13; s.16

APPROVED (Option1) NOT APPROVED	
The Hele	December 9, 2022
Kaye Krishna, Deputy Minister	Date
Appendix:	

1. Letter (includes a copy of draft bylaw) authorizing the City of Coquitlam to enact the draft bylaw and map illustrating locations of the bicycle lanes and provincial highways.

PREPARED BY:REVIEWED BY:DATE:Jesse Skulmoski, Director of Strategic Initiatives and Active Transportation
Clean Transportation & ProgramsReg Bawa, Assistant Deputy Minister
Policy, Programs & Partnerships Division22-Dec-6

APPENDIX 1



Reference: 314321

Angela Jarvis, E-Mobility Manager Engineering and Public Works, Transportation City of Coquitlam 3000 Guildford Way Coquitlam BC V3B 7N2

Dear Angela Jarvis:

Re: City of Coquitlam Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022; City of Coquitlam Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022; and City of Coquitlam Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022

Pursuant to section 124.2 (2) of the Motor Vehicle Act, a bylaw respecting designated use lanes or highways located within 800 metres of an arterial highway (provincial highway) requires written approval from the minister responsible for the Transportation Act, or designate, before the respective bylaw can be adopted by a municipal council.

The draft bylaws (as outlined in Appendix A and attached here) to amend the Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022; City of Coquitlam Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022; and City of Coquitlam Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022, to allow electric kick scooters in mobility lanes and local streets are approved.

Sincerely,

Kaye Krishna
Deputy Minister
Ministry of Transportation and Infrastructure

Attachment

BYLAW NO. 5274, 2022

A Bylaw to amend Street and Traffic Bylaw No. 4402, 2014

WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B. C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use of streets within the City of Coquitlam (the "City");

- B. Council has previously enacted Street and Traffic Bylaw No. 4402, 2014 (the "Street and Traffic Bylaw");
- C. Council considers it desirable to amend the Street and Traffic Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022."

2. Amendments

The Street and Traffic Bylaw, as amended, is hereby amended as follows:

- 2.1 Section 2.1 is amended by adding the following new definitions in alphabetical order: ELECTRIC KICK SCOOTER has the meaning set out in the Electric Kick Scooter Regulation; ELECTRIC KICK SCOOTER REGULATION means the Electric Kick Scooter Pilot Project Regulation, B.C. Reg. 90/2021, as amended or replaced from time to time;
- 2.2 Section 2.1 is amended by deleting the definitions of MULTI-USE PATHWAY and VEHICLE and replacing them with the following new definitions:

MULTI-USE PATHWAY means a street, or portion of a street, designed for use by a pedestrian, electric kick scooter, cycle and other non-motorized conveyances, and marked as such by a traffic control device;

VEHICLE means a device in, upon, or by which a person or property may be transported or drawn upon a street, but does not include a mobility aid, cycle, electric kick scooter, or a device designed to be moved only by human power;

2.3 Part 5 - Sidewalks, Curbs and Multi-Use Pathways is amended by deleting Section 21.2 in its entirety and replacing it with the following:

Any person operating a cycle, skateboard, longboard, in-line skates, scooter or similar non-motorized conveyance or an electric kick scooter on a multi-use pathway must yield to a pedestrian using the multi-use pathway.

- 2.4 Part 6 -Pedestrians and Cycles is amended by:
- 2. 4.1 deleting the title of Part 6 "Pedestrians and Cycles" and replacing it with "Pedestrians, Cycles and Electric Kick Scooters"; and
- 2. 4. 2 deleting Section 22. 3 in its entirety and replacing it with the following: Notwithstanding the provisions of this section, every driver of a vehicle shall exercise due care for the safety of a pedestrian or person riding a cycle or electric kick scooter, and shall give warning by sounding the horn when

necessary, and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a street.

- 2. 4.3 deleting the title of Section 23 "Cycles and Non-Motorized Conveyances" and replacing it with "Electric Kick Scooters, Cycles and Non-Motorized Conveyances".
- 2. 4.4 By deleting Section 23 in its entirety and replacing it with the following:
- 23. 1. A person may operate an electric kick scooter on a street, subject to compliance with all applicable provisions of this Bylaw and the Electric Kick Scooter Regulation.
- 23. 2 No person shall ride or use any cycle or electric kick scooter of nonmotorized conveyance on any sidewalk except where permitted by a traffic control device.
- 23.3 No person shall ride a cycle or electric kick scooter or non-motorized conveyance upon a street wearing headphones, or any other manufactured device capable of transmitting sound, over or in close proximity to both ears, except that this prohibition shall not apply to the wearing of a device designed and worn for the purpose of improving the wearer's ability to hear sounds emanating from outside of the device.
- 23.4 No person shall ride a cycle or electric kick scooter upon a street unless the cycle or electric kick scooter is equipped with a bell capable of being used as a warning.
- 23. 5 Every person riding a cycle or electric kick scooter upon a street or multi-use pathway must do so in accordance with the Motor Vehicle Act of British Columbia and, without limitation, must use all of the equipment as provided in that Act pertaining to the use or operation of a cycle or electric kick scooter on a street or multi-use pathway.
- 23.6 A person must not operate an electric kick scooter on any trails, paved or unpaved, in a public park except where permitted by a traffic control device.

3. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

READ A FIRST TIME this [day] day of [month], [year].

READ A SECOND TIME this [day] day of [month], [year].

READ A THIRD TIME this [day] day of [month], [year].

[if assent of electors is required enter information here - see Council Procedure Bylaw Section 14. 3. 1]

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].

BYLAW NO. 5275, 2022

A Bylaw to amend Bylaw Notice Enforcement Bylaw No. 3749, 2006

WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B.C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use of streets within the City of Coquitlam (the "City");

- B. Council has previously enacted Bylaw Notice Enforcement Bylaw No. 3749, 2006 (the "Bylaw Notice Enforcement Bylaw");
- C. Council considers it desirable to amend the Bylaw Notice Enforcement Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022."

2. Amendments

The Bylaw Notice Enforcement Bylaw, as amended, is hereby amended as follows:

- 2.1 Schedule "A" of the Bylaw Notice Enforcement Bylaw is amended as follows;
- $2.\,1.1$ By deleting and replacing in its entirety the following of that portion of the Schedule relating to the Bylaw Notice Enforcement Bylaw

Column 1 Description	Column 2 Section No. In Bylaw	Column 3 Discounted Penalty in \$ (within 14 days)	Column 4 FULL PENALTY IN \$ (after 14 days)	Column 5 COMPLIANCE AGREEMENT DISCOUNT (where compliance agreement entered in accordance with section 8(a)(v)ofthis bylaw)
Drive without care for pedestrian/cycle/electric kick scooter	22.3	25	50	n/a
Cycle or electric kick scooter on sidewalk	23.1	25	50	n/a
Cycle rider or electric kick scooter rider wearing headphones	23.2	25	50	n/a
Cycle or electric kick scooter with no bell	23.3	25	50	n/a
Ride cycle or electric kick scooter contrary to MVA	23.4	25	50	n/a

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

READ A FIRST TIME this [day] day of [month], [year].
READ A SECOND TIME this [day] day of [month], [year].
READ A THIRD TIME this [day] day of [month], [year].
[if assent of electors is required enter information here - see Council Procedure Bylaw Section

 $14.\,3.\,1]$ GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].

BYLAW NO. 5276, 2022

A Bylaw to amend Municipal Ticket Information Bylaw No. 4320, 2012

WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B.C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use on streets within the City of Coquitlam (the "City");

- B. Council has previously enacted Municipal Ticket Information Bylaw No. 4320, 2012 (the "Municipal Ticket Information Bylaw");
- C. Council considers it desirable to amend the Municipal Ticket Information Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022."

2. Amendments

- 2.1 Schedule "B-22" of the Municipal Ticket Information Bylaw is amended as follows:
- 2. 1.1 By deleting and replacing in its entirety the following of that portion of the Schedule relating to the Municipal Ticket Information Bylaw

COLUMN 1 AUTHORIZED EXPRESSIONS	COLUMN 2 SECTION NO. IN BYLAW	COLUMN 3 FINE \$
Drive without care for pedestrian/cycle/electric kick scooter	22.3	1000
Cycle or electric kick scooter on sidewalk	23.1	1000
Cycle rider or electric kick scooter rider wearing headphones	23.2	1000
Cycle or electric kick scooter with no bell	23.3	1000
Ride cycle or electric kick scooter contrary to MVA	23.4	1000

3. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

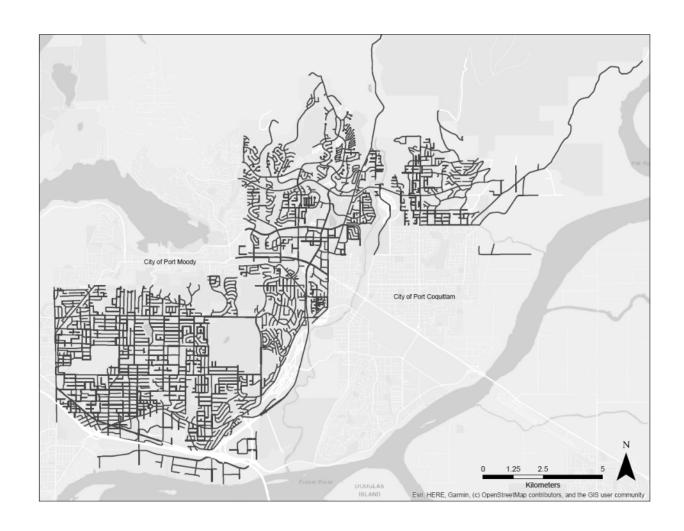
READ A FIRST TIME this [day] day of [month], [year].

READ A SECOND TIME this [day] day of [month], [year].

READ A THIRD TIME this [day] day of [month], [year].

[if assent of electors is required enter information here - see Council Procedure Bylaw Section 14. 3. 1]

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].





INFORMATION BRIEFING NOTE

DATE: December 12, 2022

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: s.17; s.21

PURPOSE: s.13; s.16

SUMMARY:

s.13; s.16; s.17; s.21

BACKGROUND:

s.13; s.16; s.17; s.21



s.13; s.16; s.17

DISCUSSION:

s.13; s.16; s.17; s.21



s.13; s.16; s.17; s.21

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

s.13; s.16



FINANCIAL IMPLICATIONS:

s.13; s.16; s.17

PREPARED BY:	REVIEWED BY:	DATE:
Shannon Price, Executive Project Director, Integrated Property Development, Integrated Transportation and	Kevin Volk, ADM Integrated Transportation and Infrastructure Services	22-Nov-30
Infrastructure Services	Heather Hill, ADM & EFO Finance and Risk Management Division	22-Dec-1
	Kaye Krishna, Deputy Minister	22-Dec-9

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s.13; s.16; s.17; s.21



MEETING BRIEFING NOTE

DATE: December 14, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister of Transportation and Infrastructure

ISSUE: Capital Project Executive Meeting

MEETING: TransLink and Transport Investment Corporation TI Corp) on December 15, 2022:

MOTI: Kaye Krishna, Kevin Volk, Reg Bawa

TransLink: Kevin Quinn, Jeff Busby

TI Corp: Amanda Farrell, James Harvey

PURPOSE: To discuss progress on major capital projects

PROPOSED KEY MESSAGES:

s.13; s.16

PAST INTERACTIONS:

s.13; s.16

BACKGROUND:

s.12; s.13; s.16; s.17



s.12; s.13; s.16; s.17

s.13; s.16; s.17

DISCUSSION:

s.12; s.13; s.16; s.17



s.12; s.13; s.16

GRA+ OR	DIVERSITY	AND INCL	LISION IMP	I ICATIONS:
aba on	DIVERSIII	AIND IINGL		LICATIONS.

N/A

FINANCIAL IMPLICATIONS:

s.13; s.16; s.17

PREPARED BY:	REVIEWED BY:	DATE:
Peter Argast, Executive Director	Kevin Volk, ADM	22-Dec-13
Major Projects and Alternate Procurement Branch	Integrated Transportation & Infrastructure Services Division	
	Reg Bawa, ADM	22-Dec-12
	Policy, Programs & Partnerships Division	



DECISION BRIEFING NOTE

DATE: December 19, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister

ISSUE: Provincial Highways and Operations Meeting

PURPOSE: Requesting approval to hold a provincial operations conference to foster education and

knowledge-transfer, resulting in the evolution of ideas and processes.

RECOMMENDED OPTION:

 OPTION 1: Provide approval for provincial operations meeting utilizing non-government meeting space.

BACKGROUND:

We are seeking to host a meeting in 2023 for Operations Managers, Road Area Managers, Bridge Area Managers, and Operations Technicians. The 2023 operations meeting will focus on developing knowledge within a naturally diverse job stream through presentations, technical learning opportunities, cross divisional knowledge sharing, networking, and by exploring tools and technology that will be a part of business now and into the future.

Staff travel costs for the meeting are estimated at \$63,000 which is covered by the individual business units. Catering for the event is estimated at \$20,000, which includes a dinner on night one to further encourage networking amongst peers. Participants will be asked to waive their per-diems in lieu of the meals provided. Quotes were solicited from 9 hotels ins.15

Government facilities are not available to accommodate a group this size (148 total including Executive Directors, District Managers, Operations Managers, Area Managers, Operations Technicians, and operational support staff).

The $^{\rm s.15}$ in $_{\rm s.15}$ offers the best price with a spacious auditorium, complete with breakout rooms that come complimentary with the catering package. The location, in addition to being cost effective, is convenient – both for those traveling and for the many staff who reside in the interior.

This event would capitalize on an opportunity to fulfill initiatives pursuant to the Ministry's Strategic Plan for proactive strategies of professional development, facilitating a learning culture through inclusion, teamwork and relationship building, and cultivating a culture of resiliency and empowerment.

A full proposed agenda is attached (see Attachment 1).

DISCUSSION:

The ministry's operations staff play a key role in the safe and reliable operation of our provincial highway network. With approximately 150 employees across the province, staff are on the front line interacting with the public and key stakeholders, on our roads working to deliver projects, responding to emergencies, and ensuring appropriate service levels for maintenance of our roads and bridges.

There has not been a province-wide operations meeting since 2016; the timing of this meeting offers an opportunity to reunite our team after a long period of limited contact and/or isolation.

In the period since the last operations meeting, operations staff have experienced the implementation of the 2018-19 Highway Maintenance Agreement, a dramatic increase in widescale emergency events, stronger commitment towards the implementation of UNDRIP, and the newly implemented corporate strategic and divisional plans.



The demographic within the operations stream has many staff within 5 years of retirement, as well as many staff in the first 5 years of their career. Province-wide, the turnover since the 2016 conference is 64%.

Bringing the team together in person is critical to sharing anecdotal knowledge and challenges, providing opportunities to build organizational awareness for the ministry's front-line staff, and building relationships amongst peers.

Feedback from the previous 2016 conference indicated that the experience of community-building and inperson learning was a highly valuable use of staff time; they specifically highlighted the benefit of networking with people from across the province and getting fresh perspectives from their colleagues. They found the agenda topics relevant and expressed interest in conducting even more smaller breakout groups to focus on knowledge transfer and allow for more networking opportunities. These considerations have been incorporated into the forthcoming agenda.

GBA+ & DIVERSITY AND INCLUSION IMPLICATIONS:

The 2023 provincial operations conference will provide an opportunity for people with all backgrounds and lived experiences to gather. Participants will have the opportunity to examine matters from their unique perspectives and for everyone to gain appreciation for different viewpoints the ministry represents. The conference will host a noted presenter to further develop staff's understanding of the GBA+ initiative and result in a more integrated execution of this policy throughout the ministry's day-to-day activities.

FINANCIAL IMPLICATIONS:

The total cost of the event is estimated at \$83,000.

OPTIONS:

Provide approval for provincial operations meeting utilizing non-government meeting space s.15
 s.15

Pros:

- Staff receive valuable training opportunity, knowledge transfer, team building, and mentorship.
- Networking provides key information to our provincial operations team and promotes consistency.

Cons:

 The gathering of public servants in one place and the perception associated with public funds be expended efficiently and prudently.



2. Do not provide approval for non-government meeting space:

s.13; s.17

APPROVED (Option1) / NOT APPROVED	
Talun Kelu	December 19, 2022
Kaye Krishna,	Date
Deputy Minister of Transportation and Infrastructure	

Attachments:

1. Agenda, Provincial Operations Conference 2023

PREPARED BY:	REVIEWED BY:	DATE:
Steve Sirett, Executive Director Southern Interior Region	Kevin Richter, Associate DM Highways & Regional Services Division	22-Dec-13
Highways & Regional Services	Heather Hill, ADM & EFO Finance & Risk Management Division	22-Dec-14



Time	Loc	Topic	Type of	Proposed
		·	Activity	Presenter
7:15 - 8:30		Breakfast		
8:30 - 9:00		Intro, Housekeeping, and FN Territorial Acknowledgement and general engagement	Listen/Do	Need an Emcee DM Kaye Krishna via video or in person welcome ADM – Kevin Richter
9:00 - 9:30		Health and Wellness	Listen	Amy Baskin
9:30 – 10:15		MC Contract – Renewal – where do we go from here. Tables can chat about top three things that need to change for next round.	Do	Dan Palesch / Rodrigo Disegni +Facilitator
10:15 – 10:30		Coffee Break		
10:30 – 11:30		MC Contract – Renewal - Tables report out	Listen	Each table +Facilitator
11:30 – 12:00		MC Partnering	Do	Bob Vaughn
Noon – 1:00		Lunch – Plow simulator	I.	
1:00 – 1:30		Knowledge: Dragons Den – Bridge/Culvert Innovation and /or products	Listen/Look	Armtec Rep – 15min presentation/15min questions
1:45 – 2:45		Knowledge: Hard surfacing presentation (types, why, where, how, pavement conditions, solutions (crack sealing), etc.)	Listen/Do	Al Schmidt or other pavement SME
2:45 – 3:15		H200 Tool, Audit Review and First Nations or CVSE Org Structure	Listen	TBD? Samantha Eburne/Steve Haywood
3:15 - 3:30		Break		
3:30- 4:00		RWIS/RAWS	Listen	Simon Walker
4:00 - 4:30		Climate Resiliency	Listen	Ian Pilkington

		Open Time – Plow Simulator/Social	Do	
Day 2				
Time	Loc	Topic	Type of Activity	Proposed Presenter
7:45- 8:30		Breakfast		
8:30 - 8:45		Day Intro	Listen	Emcee
8:45 – 9:15		GBA+ Link to the Work We Do	Listen	Paula's Group? TBD
9:15 – 10:00		Option 1: Geotech Presentation	Break out session –	Gord Hunter
		Option 2: Bridges (Low Volume)	sign up choice	Gary Farnden/Carl Lutz
		Option 3: Sign Shop		Larry Macko
10:00 - 10:15		Coffee Break		
10:15- 11:00		Option 1: Section 42	Break out session –	Jessica Taylor or s.14 AG
		Option 2: Traffic Management	sign up choice	Ryan Oakley/Eng.
		Option 3: Active Transportation		Jesse Skulmoski
11:00 – 11:45		Drainage Law and Litigation	Listen	AG Lawyer – s.14
11:45 – 12:15		Transit Branch	Listen	Jodi Dong
12:15 – 1:00		Lunch – Plow Simulator		
1:00 – 1:30		Knowledge: Dragons Den – Geotextiles products	Listen/Look	Nilex rep – 15min presentation/15min questions
1:30 - 2:00		Budgets/Programming	Listen	Joey Vassen
2:00 – 2:45		Indigenous Relations & Reconciliation	Listen/Do	Nick Nixon
2:45 - 3:00		Break		
3:00 – 3:45		ADM Richter Town Hall	Listen	Kevin Richter
3:45 - 4:00		Wrap Up	Listen	Emcee
		Depart		

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Withheld pursuant to/removed as

s.13; s.17