

Rural Highway Safety and Speed Review Consultation and Engagement Summary Report

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About This Report

Executive Summary – Pages 1–17

- Includes a high-level overview of the consultation methods, an overview of the quantitative results, an overview of the qualitative results, and a key theme summary.

Summary Report – Pages 18–93

- Includes an overview of the purpose, consultation and engagement methods, notification, participation, key themes and quantitative results.
- The quantitative results for the three questions (i.e., speed limits, wildlife, and slower-moving vehicles) are presented by individual highway segment.
- The qualitative results for each highway segment appear in the appendices noted below.

Appendices

- A total of 14 appendices accompany this summary report, and can be found at engage.gov.bc.ca/safetyandspeedreview. Appendices 8–14 include the quantitative and qualitative results for each highway segment organized by region, for a total of seven.
 - Appendix 8 – Vancouver Island
 - Appendix 9 – Lower Mainland
 - Appendix 10 – Southern Interior
 - Appendix 11 – Okanagan
 - Appendix 12 – Trans-Canada/Coquihalla
 - Appendix 13 – Northern
 - Appendix 14 – Central



About Kirk & Co. Consulting Ltd.

Kirk & Co. Consulting Ltd. is recognized as an industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. works with internationally recognized polling firms to independently analyze and report on large volumes of public and stakeholder input.



About Mustel Group

Mustel Group is a Canadian marketing and public opinion research firm. All consultation and engagement input received by feedback form and written submission has been independently verified and analyzed by Mustel Group.

The views represented in this report reflect the priorities and concerns of consultation and engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the Rural Highway Safety and Speed Review, and therefore do not reflect a random sample.

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Appendices

- Appendix 1 – Consultation and Engagement Discussion Guide and Feedback Form
- Appendix 2 – Display Boards
- Appendix 3 – Advertisements and Email Notification
- Appendix 4 – Social Media Notification
- Appendix 5 – Twitter Town Hall
- Appendix 6 – Feedback Forms*
- Appendix 7 – Written Submissions*

The following seven appendices include the quantitative and qualitative results for each highway segment.

- Appendix 8 – Vancouver Island
- Appendix 9 – Lower Mainland
- Appendix 10 – Southern Interior
- Appendix 11 – Okanagan
- Appendix 12 – Trans-Canada/Coquihalla
- Appendix 13 – Northern
- Appendix 14 – Central

*Available for viewing on request.

Executive Summary

A. Background

In fall 2013, the Ministry of Transportation and Infrastructure (MoTI) initiated the Rural Highway Safety and Speed Review. As part of this review, the government undertook a province-wide consultation and engagement to seek feedback about various aspects of highway safety, including speed limits, slower-moving vehicles, wildlife hazards and the use of winter tires.

The Ministry of Transportation and Infrastructure's last broad formal review of safety and speed on B.C.'s rural highways was done in 2003. The 2003 report identified some areas where speed limits could be raised, along with some areas where speed limits should be lowered. Since 2003, MoTI has used the principles outlined in that report to adjust speed limits around the province, including some increases on major highways, such as Highway 1. The current review builds on the work done during the 2003 review.

Since 2003, \$14 billion has been invested in upgrades to most of the major highway corridors in B.C., including Highway 1, Highway 97 along the Cariboo Connector, and through the Okanagan Corridor Valley.

B. Purpose

The overarching priority of this review is safety and ensuring that appropriate speed limits are set on rural highways. The Province also took this opportunity to review other key aspects of road safety, such as slower-moving vehicles, wildlife and the use of winter tires.

There are two components of this review:

- 1) The government sought feedback about various aspects of highway safety, including speed limits, slower-moving vehicles, wildlife hazards and the use of winter tires through a public consultation and engagement that ran from November 29, 2013 to January 24, 2014. Input was gathered through a series of local open houses, online engagement (gov.bc.ca/safetyandspeedreview), meetings with stakeholders, social media and other tools.
- 2) The Ministry of Transportation and Infrastructure is also undertaking technical work as part of this review. This work includes research from other jurisdictions and an evaluation of specific characteristics of highways in B.C., such as travel speed, safety history, and the volume and mix of traffic.

Public input, along with information gained through the technical review of provincial highways, will be used to identify and prioritize proposed highway and safety improvements.

C. Overview of Results

Participants provided feedback to the Rural Highway Safety and Speed Review through a variety of methods. This section is an overview of the results from input received through feedback forms, written submissions (mail and email) and telephone messages, as well as key themes from stakeholder meetings.

Participants provided feedback on one or more segments of highway from a total of 54 segments found within seven regions of the province. For each highway segment they selected, participants were presented with information about the highway segment including current speed limits, traffic volumes and incidences of wildlife encounters. They were asked to indicate whether the speed limit should increase, decrease or remain unchanged. They were then asked how frequently they found wildlife to be a safety concern on that highway segment, and how frequently they found slower-moving vehicles to be a safety concern.

Consultation and Engagement Participation

There were a total of **2,349 participant interactions** during the Rural Highway Safety and Speed Review:

- 266 people attended 8 public open houses
- 30 people attended 12 stakeholder meetings
- 1,422 feedback forms were received and tabulated
 - 1,335 online feedback forms
 - 87 hard-copy feedback forms
- 566 written submissions were received
- 65 people participated in a Twitter Town Hall

Some people may have participated through multiple methods, such as attending a consultation and engagement meeting and completing a feedback form.

The following is a high-level overview of responses organized by region. It is important to note that due to widely varying experiences and opinions, participant responses regarding each highway segment should be reviewed separately and in detail, as presented later in this report and in the appendices. The following regional summary is a broad review of the results.

Detailed results from each of the feedback methods mentioned above are summarized in this report beginning on page 32.

Speed Limits

The majority of participants across most regions support increasing speed limits.

- **70% to 81% of participants in the Lower Mainland, Okanagan, Trans Canada/Coquihalla** regions indicated that speed limits should increase on the particular highway segments they reviewed.
- **61% of participants in the Southern Interior indicated**, that speed limits should increase on the particular highway segments they reviewed.
- **55% and 56% of participants in the Vancouver Island and the Central** regions indicated that speed limits should increase on the particular highway segments they reviewed.

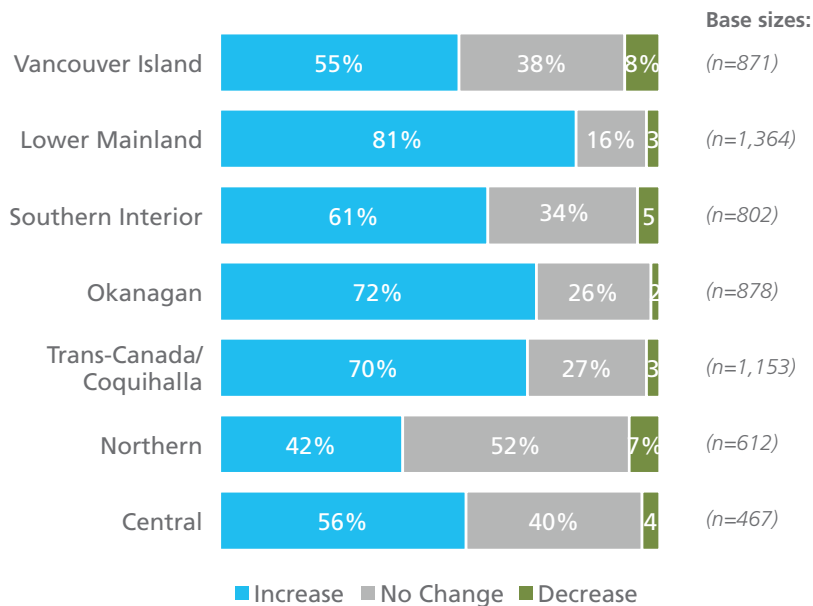
Participants in the Northern region had a more divided opinion on speed limits.

- **52% of participants** indicated they would prefer **no change** to speed limits.
- **42% of participants** indicated that speed limits should increase.

There are a number of reasons why participants indicate speed limits should increase, decrease or remain the same. The reasons indicated by participants include road design, current state of road repair and volumes of commercial and truck traffic encountered.

Speed Limit Regional Summary

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Note: Totals may not add up to 100% due to rounding.

RESULTS BY HIGHWAY SEGMENT – Speed Limits			
Question 1:			
<i>For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.</i>			
<i>Note: Totals may not add up to 100% due to rounding.</i>			
Highway Segment	Increase speed limit	No Change to speed limit	Decrease speed limit
Region 1: Vancouver Island (n=871)			
Hwy 19: Campbell River – Port Hardy (n=66)	56%	44%	0%
Hwy 4: Parksville – Tofino (n=189)	38%	54%	8%
Hwy 19: Nanaimo – Campbell River (n=198)	57%	37%	7%
Hwy 1: Victoria – Nanaimo (n=233)	66%	28%	6%
Hwy 18: Duncan – Lake Cowichan (n=70)	46%	39%	16%
Hwy 14: Victoria – Port Renfrew (n=115)	59%	28%	13%
Region 2: Lower Mainland (n=1,364)			
Hwy 99: North Vancouver – Squamish (n=368)	83%	14%	4%
Hwy 99: Squamish – Whistler (n=247)	84%	14%	2%
Hwy 1: Abbotsford – Hope (n=468)	86%	13%	1%
Hwy 7: Mission – Hope (n=169)	71%	23%	7%
Hwy 99: Whistler – Cache Creek (n=112)	68%	26%	6%
Region 3: Southern Interior (n=802)			
Hwy 3: Hope – Princeton (n=187)	68%	28%	4%
Hwy 3: Princeton – Osoyoos (n=114)	68%	31%	2%
Hwy 3: Osoyoos – Castlegar (n=87)	61%	36%	3%
Hwy 3: Castlegar – Creston (n=67)	61%	33%	6%
Hwy 3A: Castlegar – Creston (n=44)	52%	48%	0%
Hwy 3: Creston – Cranbrook (n=61)	56%	34%	10%
Hwy 3: Cranbrook – Alberta Border (n=91)	43%	46%	11%
Hwy 95/93: Cranbrook – Golden (n=64)	61%	30%	9%
Hwy 23: Nakusp – Revelstoke (n=38)	61%	40%	0%
Hwy 6: Nelson – Nakusp (n=49)	61%	35%	4%
Region 4: Okanagan (n=878)			
Hwy 97: Kelowna – Vernon (n=137)	84%	16%	0%
Hwy 97: Kelowna – Osoyoos (n=125)	77%	18%	5%
Hwy 97: Vernon – Kamloops (n=86)	66%	34%	0%
Hwy 97A: Vernon – Sicamous (n=63)	56%	43%	2%
Hwy 97B: Enderby – Salmon Arm (n=50)	56%	44%	0%
Hwy 33: Kelowna – Rock Creek (n=66)	65%	35%	0%
Hwy 97C: Peachland – Merritt (n=134)	81%	17%	2%
Hwy 5A: Princeton – Merritt (n=83)	72%	28%	0%
Hwy 5A: Merritt – Kamloops (n=134)	66%	29%	5%

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RESULTS BY HIGHWAY SEGMENT – Speed Limits**Question 1:**

For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

Note: Totals may not add up to 100% due to rounding.

Highway Segment	Increase speed limit	No Change to speed limit	Decrease speed limit
Region 5: Trans-Canada/Coquihalla (n=1,153)			
Hwy 1: Hope – Cache Creek (n=143)	65%	28%	7%
Hwy 1: Cache Creek – Kamloops (n=87)	60%	39%	1%
Hwy 1: Kamloops – Salmon Arm (n=119)	71%	24%	4%
Hwy 1: Salmon Arm – Revelstoke (n=104)	54%	44%	2%
Hwy 1: Revelstoke – Golden (n=111)	61%	37%	2%
Hwy 1: Golden – Alberta Border (n=85)	75%	25%	0%
Hwy 5: Hope – Merritt (n=304)	78%	19%	3%
Hwy 5: Merritt – Kamloops (n=200)	76%	23%	2%
Region 6: Northern (n=612)	Increase speed limit	No Change to speed limit	Decrease speed limit
Hwy 16: Prince George – Smithers (n=131)	38%	50%	12%
Hwy 16: Smithers – Terrace (n=47)	43%	53%	4%
Hwy 16: Terrace – Prince Rupert (n=51)	43%	53%	4%
Hwy 37: Terrace – Kitimat (n=42)	43%	48%	10%
Hwy 97: Prince George – Dawson Creek (n=94)	46%	48%	6%
Hwy 97: Dawson Creek – Fort St. John (n=68)	38%	53%	9%
Hwy 97: Fort St. John – Yukon Border (n=57)	42%	56%	2%
Hwy 2: Alberta Border – Dawson Creek (n=54)	50%	44%	6%
Hwy 29: Fort St. John – Tumbler Ridge (n=34)	38%	62%	0%
Hwy 37: Kitwanga – Yukon Border (n=34)	38%	56%	6%
Region 7: Central (n=467)	Increase speed limit	No Change to speed limit	Decrease speed limit
Hwy 97: Cache Creek – Williams Lake (n=111)	63%	36%	1%
Hwy 97: Williams Lake – Prince George (n=122)	57%	39%	3%
Hwy 5: Kamloops – Tête Jaune Cache (n=80)	60%	36%	4%
Hwy 16: Prince George – Alberta Border (n=86)	50%	44%	6%
Hwy 20: Williams Lake – Anahim Lake (n=40)	45%	50%	5%
Hwy 20: Anahim Lake – Bella Coola (n=28)	43%	46%	11%

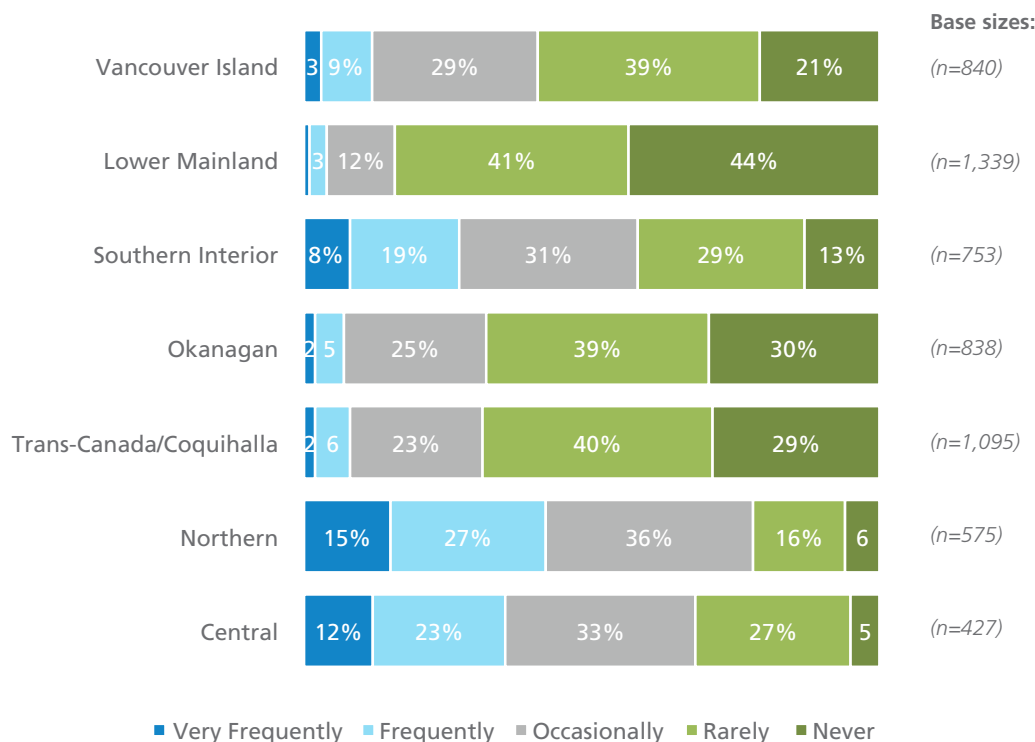
Wildlife

- The majority of participants in the Lower Mainland, Okanagan, Trans Canada/Coquihalla and Vancouver Island indicated that they rarely or never found wildlife to be a safety concern.
- Participants in the Northern and Central regions were somewhat more likely than those in other regions to find wildlife to be a safety concern.

It appears wildlife encounters may play a part in influencing opinions regarding speed limits. Regions where participants frequently found wildlife to be a safety concern were less likely to indicate that the speed limit should increase.

Wildlife Regional Summary

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Note: Totals may not add up to 100% due to rounding.

RESULTS BY HIGHWAY SEGMENT – Wildlife

Question 2:

For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Note: Totals may not add up to 100% due to rounding.

Highway Segment	Frequently or Very Frequently find wildlife a safety concern	Occasionally find wildlife a safety concern	Rarely or Never find wildlife a safety concern
Region 1: Vancouver Island (n=840)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 19: Campbell River – Port Hardy (n=61)	11%	41%	48%
Hwy 4: Parksville – Tofino (n=184)	14%	36%	51%
Hwy 19: Nanaimo – Campbell River (n=194)	9%	28%	62%
Hwy 1: Victoria – Nanaimo (n=226)	6%	18%	76%
Hwy 18: Duncan – Lake Cowichan (n=64)	20%	25%	55%
Hwy 14: Victoria – Port Renfrew (n=111)	15%	34%	50%
Region 2: Lower Mainland (n=1,339)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 99: North Vancouver – Squamish (n=361)	3%	9%	89%
Hwy 99: Squamish – Whistler (n=243)	6%	14%	80%
Hwy 1: Abbotsford – Hope (n=462)	1%	6%	93%
Hwy 7: Mission – Hope (n=164)	2%	21%	77%
Hwy 99: Whistler – Cache Creek (n=109)	14%	28%	59%
Region 3: Southern Interior (n=753)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 3: Hope – Princeton (n=182)	17%	39%	45%
Hwy 3: Princeton – Osoyoos (n=107)	17%	26%	57%
Hwy 3: Osoyoos – Castlegar (n=82)	37%	27%	37%
Hwy 3: Castlegar – Creston (n=62)	26%	27%	47%
Hwy 3A: Castlegar – Creston (n=39)	15%	36%	49%
Hwy 3: Creston – Cranbrook (n=59)	42%	29%	29%
Hwy 3: Cranbrook – Alberta Border (n=87)	49%	31%	20%
Hwy 95/93: Cranbrook – Golden (n=60)	40%	30%	30%
Hwy 23: Nakusp – Revelstoke (n=33)	18%	27%	55%
Hwy 6: Nelson – Nakusp (n=42)	14%	31%	55%
Region 4: Okanagan (n=838)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 97: Kelowna – Vernon (n=130)	1%	17%	82%
Hwy 97: Kelowna – Osoyoos (n=123)	12%	26%	62%
Hwy 97: Vernon – Kamloops (n=80)	6%	35%	59%
Hwy 97A: Vernon – Sicamous (n=58)	5%	38%	57%
Hwy 97B: Enderby – Salmon Arm (n=48)	4%	29%	67%
Hwy 33: Kelowna – Rock Creek (n=65)	20%	34%	46%
Hwy 97C: Peachland – Merritt (n=128)	2%	14%	84%
Hwy 5A: Princeton – Merritt (n=79)	10%	20%	69%
Hwy 5A: Merritt – Kamloops (n=127)	5%	25%	70%

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RESULTS BY HIGHWAY SEGMENT – Wildlife			
Question 2:			
<i>For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.</i>			
<i>Note: Totals may not add up to 100% due to rounding.</i>			
Highway Segment	Frequently or Very Frequently find wildlife a safety concern	Occasionally find wildlife a safety concern	Rarely or Never find wildlife a safety concern
Region 5: Trans-Canada/Coquihalla (n=1,095)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 1: Hope – Cache Creek (n=134)	10%	26%	63%
Hwy 1: Cache Creek – Kamloops (n=80)	6%	24%	70%
Hwy 1: Kamloops – Salmon Arm (n=113)	13%	26%	61%
Hwy 1: Salmon Arm – Revelstoke (n=99)	9%	37%	54%
Hwy 1: Revelstoke – Golden (n=106)	18%	43%	40%
Hwy 1: Golden – Alberta Border (n=79)	20%	27%	53%
Hwy 5: Hope – Merritt (n=291)	2%	14%	84%
Hwy 5: Merritt – Kamloops (n=193)	2%	14%	85%
Region 6: Northern (n=575)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 16: Prince George – Smithers (n=127)	39%	47%	14%
Hwy 16: Smithers – Terrace (n=44)	36%	32%	32%
Hwy 16: Terrace – Prince Rupert (n=49)	22%	22%	55%
Hwy 37: Terrace – Kitimat (n=39)	31%	26%	44%
Hwy 97: Prince George – Dawson Creek (n=92)	40%	42%	17%
Hwy 97: Dawson Creek – Fort St. John (n=65)	54%	31%	15%
Hwy 97: Fort St. John – Yukon Border (n=51)	51%	29%	20%
Hwy 2: Alberta Border – Dawson Creek (n=50)	46%	40%	14%
Hwy 29: Fort St. John – Tumbler Ridge (n=30)	53%	33%	13%
Hwy 37: Kitwanga – Yukon Border (n=28)	47%	32%	22%
Region 7: Central (n=427)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 97: Cache Creek – Williams Lake (n=105)	30%	31%	38%
Hwy 97: Williams Lake – Prince George (n=116)	40%	29%	31%
Hwy 5: Kamloops – Tête Jaune Cache (n=75)	21%	43%	36%
Hwy 16: Prince George – Alberta Border (n=78)	44%	32%	24%
Hwy 20: Williams Lake – Anahim Lake (n=32)	47%	31%	22%
Hwy 20: Anahim Lake – Bella Coola (n=21)	43%	29%	29%

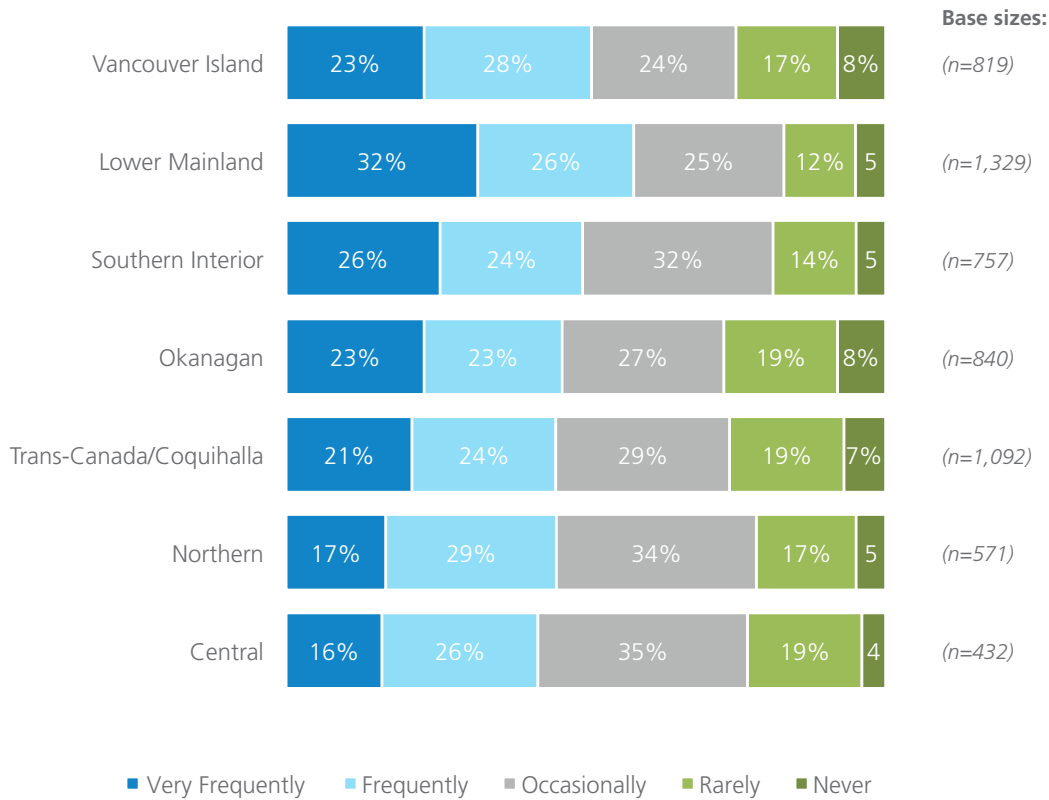
Slower-Moving Vehicles

- Participants were divided across all regions, as to whether or not they found slower-moving vehicles to be a safety concern.

Participants who found slower-moving vehicles to be a safety concern were more likely to call for highway upgrades such as passing lanes, more “Keep Right Except to Pass” signage, and improved driver education.

Slower-Moving Vehicles Regional Summary

Q.3) For the following highway segment, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Note: Totals may not add up to 100% due to rounding.

RESULTS BY HIGHWAY SEGMENT – Slower-Moving Vehicles			
Question 3:			
<i>For the following highway segment, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.</i>			
<i>Note: Totals may not add up to 100% due to rounding.</i>			
Highway Segment	Frequently or Very Frequently find slower-moving vehicles a safety concern	Occasionally find slower-moving vehicles a safety concern	Rarely or Never find slower-moving vehicles a safety concern
Region 1: Vancouver Island (n=819)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 19: Campbell River – Port Hardy (n=58)	29%	33%	38%
Hwy 4: Parksville – Tofino (n=178)	70%	17%	12%
Hwy 19: Nanaimo – Campbell River (n=190)	32%	25%	43%
Hwy 1: Victoria – Nanaimo (n=224)	60%	22%	17%
Hwy 18: Duncan – Lake Cowichan (n=61)	28%	38%	35%
Hwy 14: Victoria – Port Renfrew (n=108)	54%	25%	21%
Region 2: Lower Mainland (n=1,329)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 99: North Vancouver – Squamish (n=357)	58%	23%	19%
Hwy 99: Squamish – Whistler (n=243)	54%	32%	14%
Hwy 1: Abbotsford – Hope (n=463)	63%	20%	17%
Hwy 7: Mission – Hope (n=163)	52%	26%	22%
Hwy 99: Whistler – Cache Creek (n=103)	55%	29%	16%
Region 3: Southern Interior (n=757)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 3: Hope – Princeton (n=180)	58%	27%	16%
Hwy 3: Princeton – Osoyoos (n=108)	50%	34%	16%
Hwy 3: Osoyoos – Castlegar (n=81)	49%	28%	22%
Hwy 3: Castlegar – Creston (n=63)	43%	35%	22%
Hwy 3A: Castlegar – Creston (n=39)	51%	31%	18%
Hwy 3: Creston – Cranbrook (n=58)	45%	38%	17%
Hwy 3: Cranbrook – Alberta Border (n=88)	50%	32%	18%
Hwy 95/93: Cranbrook – Golden (n=61)	44%	38%	18%
Hwy 23: Nakusp – Revelstoke (n=35)	43%	34%	23%
Hwy 6: Nelson – Nakusp (n=44)	43%	36%	20%
Region 4: Okanagan (n=840)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 97: Kelowna – Vernon (n=132)	53%	21%	26%
Hwy 97: Kelowna – Osoyoos (n=120)	56%	28%	17%
Hwy 97: Vernon – Kamloops (n=82)	52%	27%	21%
Hwy 97A: Vernon – Sicamous (n=58)	47%	29%	24%
Hwy 97B: Enderby – Salmon Arm (n=47)	53%	17%	29%
Hwy 33: Kelowna – Rock Creek (n=64)	50%	25%	25%
Hwy 97C: Peachland – Merritt (n=129)	33%	29%	39%
Hwy 5A: Princeton – Merritt (n=80)	36%	30%	34%
Hwy 5A: Merritt – Kamloops (n=128)	38%	33%	30%

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RESULTS BY HIGHWAY SEGMENT – Slower-Moving Vehicles			
Question 3:			
<i>For the following highway segment, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.</i>			
<i>Note: Totals may not add up to 100% due to rounding.</i>			
Highway Segment	Frequently or Very Frequently find slower-moving vehicles a safety concern	Occasionally find slower-moving vehicles a safety concern	Rarely or Never find slower-moving vehicles a safety concern
Region 5: Trans-Canada/Coquihalla (n=1,092)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 1: Hope – Cache Creek (n=137)	52%	35%	13%
Hwy 1: Cache Creek – Kamloops (n=79)	48%	27%	25%
Hwy 1: Kamloops – Salmon Arm (n=112)	54%	25%	22%
Hwy 1: Salmon Arm – Revelstoke (n=97)	55%	23%	23%
Hwy 1: Revelstoke – Golden (n=103)	59%	21%	19%
Hwy 1: Golden – Alberta Border (n=80)	60%	21%	19%
Hwy 5: Hope – Merritt (n=293)	34%	36%	30%
Hwy 5: Merritt – Kamloops (n=191)	30%	30%	40%
Region 6: Northern (n=571)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 16: Prince George – Smithers (n=129)	46%	32%	22%
Hwy 16: Smithers – Terrace (n=45)	44%	42%	13%
Hwy 16: Terrace – Prince Rupert (n=48)	46%	21%	33%
Hwy 37: Terrace – Kitimat (n=39)	36%	41%	23%
Hwy 97: Prince George – Dawson Creek (n=92)	46%	36%	19%
Hwy 97: Dawson Creek – Fort St. John (n=64)	48%	38%	14%
Hwy 97: Fort St. John – Yukon Border (n=50)	48%	20%	32%
Hwy 2: Alberta Border – Dawson Creek (n=49)	43%	45%	12%
Hwy 29: Fort St. John – Tumbler Ridge (n=29)	45%	28%	28%
Hwy 37: Kitwanga – Yukon Border (n=26)	35%	31%	35%
Region 7: Central (n=432)	Frequently or Very Frequently	Occasionally	Rarely or Never
Hwy 97: Cache Creek – Williams Lake (n=105)	48%	31%	21%
Hwy 97: Williams Lake – Prince George (n=114)	46%	32%	23%
Hwy 5: Kamloops – Tête Jaune Cache (n=77)	48%	39%	13%
Hwy 16: Prince George – Alberta Border (n=81)	35%	41%	25%
Hwy 20: Williams Lake – Anahim Lake (n=33)	27%	33%	39%
Hwy 20: Anahim Lake – Bella Coola (n=22)	27%	36%	36%

Winter Tires

Participants were asked a series of questions regarding the use of winter tires.

Q.4) For sections of the highway where winter tires are mandatory (i.e., sections designated with winter travel signs), please indicate your level of agreement with the current period, October 1 – April 30, that winter tires are required.

Agree/Strongly Agree
68%

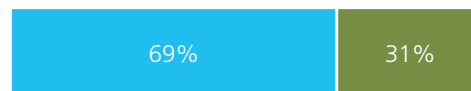


■ Strongly Agree ■ Agree ■ Neither Agree nor Disagree ■ Disagree ■ Strongly Disagree

Base: (n=1,386)

Note: Totals may not add up to 100% due to rounding.

Q.5) Do you change your tires for winter driving?



■ Yes ■ No

Base: (n=1,389)

Q.6) Please indicate the type of tire you use for winter driving.



■ Severe winter tires rated with the mountain/snowflake symbol
■ All-season tires with mud and snow rating
■ Don't know



M+S

Base: (n=1,383)

Additional Comments

A total of 563 participants provided additional comments regarding any aspect of the Rural Highway Safety and Speed Review.

The top 10 key themes were:

KEY THEMES FROM ADDITIONAL COMMENTS		
Rank	Key Theme	Number Of Mentions
1	Concerns about other drivers / driving too slowly, treating left lane like a travel lane, increases driver frustration, causes reckless driving / need to improve driver education/ increase enforcement of driving infractions)	204
2	Speed limits should be increased / road design can handle faster limit (e.g., four-lane, divided areas) / newer vehicles can easily handle higher speeds (e.g., better steering, brakes)	176
3	Do not increase speed limits / will increase accidents and fatalities/ enforce current limits	134
4	Safety/ road improvements needed (e.g., passing lanes, lack of cellphone coverage)	91
5	Should have variable speed limit system that could adjust for conditions (e.g., heavy traffic, weather conditions, time of day)	57
6	Truck/commercial vehicle comments (e.g., need more inspection, ensure proper tires/ chains are used)	51
7	Road condition/ maintenance issues	48
8	Positive comments regarding the consultation / feedback process	39
9	Agree with the use of winter tires / snowflake / should be enforced	32
10	Concerns about wildlife / need for more mitigation measures (e.g., need fencing, tunnels)	32

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

Open Submissions

A total of 566 people provided additional comments submitted by email, mail or telephone message separate from the feedback form, regarding any aspect of the Rural Highway Safety and Speed Review.

The top 10 key themes were:

KEY THEMES FROM OPEN SUBMISSIONS		
Rank	Key Theme	Number Of Mentions
1	Speed limit should be increased / road design can handle a faster limit (e.g., four-lane, divided areas) / newer vehicles can easily handle higher speeds (e.g., better steering, brakes)	340
2	Concerns about other drivers / driving too slowly, treating left lane like a travel lane, increases driver frustration, causes reckless driving) / need to improve driver education	142
3	Do not increase speed limits / will increase accidents and fatalities / enforce current limits	141
4	Safety / road improvements needed (e.g., passing lanes, lack of cellphone coverage)	77
5	Should have variable speed limit system that could adjust for conditions (e.g., heavy traffic, weather conditions, time of day)	63
6	Truck/commercial vehicles comments (e.g., need more inspection, ensure proper tires/ chains are used)	62
7	Increase enforcement of driving infractions	59
8	Concerns about wildlife (e.g., need fencing, tunnels)	48
9	Road condition / maintenance issues	35
10	Legislation is needed for "Keep right except to pass"	34
Petitions		
	592-signature petition to decrease speed limit on Hwy 1 in Canoe, BC	
	23-signature petition to increase speed limit on Hwy 3 in Yahk, BC	

Key Theme Summary From Stakeholder Meetings

12 stakeholder meetings were held with stakeholders to gather feedback. The following is a summary of the most frequently mentioned key themes.

This key theme summary represents a qualitative analysis of stakeholder meeting notes, as opposed to the quantitative analysis of feedback forms, which is summarized on pages 4–13 of the Executive Summary and presented in more detail starting on page 32.

Please refer to pages 25–31 for the key themes from each of the 12 stakeholder meetings.

KEY THEME SUMMARY	
<p>1. Suggestions for managing slower-moving vehicles through the use of pullouts, passing lanes and “Keep right except to pass” signage (a key theme at 12 meetings)</p>	<p>Some participants noted that pullouts and passing lanes were the most efficient way to manage slower-moving vehicles and that these should be constructed where possible on two-lane rural highways. Some participants also supported the concept of “Keep right except to pass” as an effective way of managing slower-moving vehicles and noted that more signage reminding drivers of this should be installed.</p>
<p>2. Clarity regarding the definition of ‘winter tires’ and support for use (a key theme at 6 meetings)</p>	<p>Some participants noted that there needs to be more clarity about what constitutes a ‘winter tire’, as there is currently confusion regarding the different designations, such as mountain/snowflake and mud and snow tires. Some participants also noted their support for the use of winter tires and measures such as education and clear definition of winter tires, which would increase usage.</p>
<p>3. Concerns about increasing speed limits (a key theme at 5 meetings)</p>	<p>Some participants noted that they were not in favour of increasing speed limits overall. Reasons included concerns about safety, crash severity and drivers exceeding the higher limits. Some participants noted that there would be a perceived conflict between current education programs regarding lower speeds and safety and increasing speed limits.</p>
<p>4. Requests for follow-up discussions with stakeholder groups (a key theme at 5 meetings)</p>	<p>Participants, especially first responders and ICBC, asked for advanced notice of any recommendations, particularly increases to speed limits. They asked for the opportunity to comment on draft recommendations, or for further consultation about any speed limit increases.</p>
<p>5. Increased mitigation measures to avoid wildlife collisions (a key theme at 5 meetings)</p>	<p>Some participants noted that there should be increased mitigation measures to avoid wildlife collisions. Suggestions included increased signage, wildlife fencing or over/underpasses, and more advanced measures such as electronic tracking systems in some high-risk areas.</p>

Continued on next page

Continued from previous page

<p>6. Road safety as a priority (a key theme at 4 meetings)</p> <p>Some participants noted that road safety was a priority and that any recommendations or changes resulting from the Safety and Speed Review should enhance road safety.</p>
<p>7. Conditional or variable speed limits (a key theme at 4 meetings)</p> <p>Some participants supported the concept of conditional or variable speed limits, which would mean lower speed limits on segments of highways at certain times or under certain conditions such as night, during poor weather conditions or at times of potentially high wildlife activity.</p>
<p>8. Programs to provide safety measures and further education regarding driver safety (a key theme at 3 meetings)</p> <p>Some participants suggested a need for road safety programs and further education programs. Some participants offered to partner with the Ministry of Transportation and Infrastructure to deliver these.</p>
<p>9. Maintenance of highways, including shoulders (a key theme at 3 meetings)</p> <p>Some participants noted that maintenance of highways was an important aspect of road safety and that maintenance in some areas should be increased, particular in winter. Maintenance and clearing of shoulder areas was a specific maintenance concern for cyclists.</p>
<p>10. Ongoing monitoring following the Safety and Speed Review (a key theme at 2 meetings)</p> <p>Some participants noted it would be important to implement ongoing monitoring in any areas where speed limit changes resulted from this review. Ongoing monitoring would allow the province to measure the results of changes and ensure that road safety was maintained or increased.</p>
<p>11. Distracted driving as an issue for road safety (a key theme at 2 meetings)</p> <p>Some participants noted that distracted driving was an increasing concern for road safety.</p>



1. Introduction

1.1 Rural Highway Safety and Speed Review

In fall 2013, the Ministry of Transportation and Infrastructure (MoTI) initiated the Rural Highway Safety and Speed Review. There were two components of this review:

- 1) The government sought feedback about various aspects of highway safety, including speed limits, slower-moving vehicles, wildlife hazards and the use of winter tires through a public consultation and engagement that ran from November 29, 2013 to January 24, 2014. Input was gathered through a series of local open houses, online engagement (gov.bc.ca/safetyandspeedreview), meetings with key stakeholders, social media, and other tools.
- 2) The Ministry of Transportation and Infrastructure is also undertaking technical work as part of this review. This work includes research from other jurisdictions and an evaluation of specific characteristics of highways in B.C., such as travel speed, safety history, and the volume and mix of traffic.

This Consultation and Engagement Summary Report summarizes the feedback received during the consultation period.

Public input, along with information gained through the technical review of provincial highways, will be used to identify and prioritize proposed highway and safety improvements.

1.2 What's Next?

The outcome of this review will be a report and recommendations for speed limit adjustments to longer sections of rural highways between communities, as well as recommendations related to improving vehicle flow, preventing wildlife-related collisions, the use of winter tires, and other potential rural highway safety improvements.

Any changes that result from these recommendations would be subject to ongoing monitoring to track the performance and safety of the highway segments where changes were implemented.

1.3 Background

The Ministry of Transportation and Infrastructure's last broad formal review of safety and speed on B.C.'s rural highways was done in 2003. The current review built on the work done during the 2003 review. Since 2003, \$14 billion has been invested in upgrades to most of the major highway corridors in B.C., including Highway 1, Highway 97 along the Cariboo Connector, and through the Okanagan Corridor Valley. The following are just some of the completed safety improvements:

- 180 kilometres of new four- and six-lane sections
- 30 new passing lanes
- 14 new interchanges
- 16 pullouts for slower-moving vehicles
- Over 6,500 kilometres of rumble strips

The 2003 report identified some areas where speed limits could be raised, along with some areas where speed limits should be lowered. Since 2003, MoTI has used the principles outlined in the report to adjust speed limits around the province, including some increases on major highways, such as Highway 1.

A link to the 2003 report is available on the Rural Highway Safety and Speed Review website at: engage.gov.bc.ca/safetyandspeedreview.

The overarching priority of this review was safety and ensuring that the appropriate speed limits are set on rural highways. The Province also took this opportunity to review other key aspects of road safety, such as slower-moving vehicles, wildlife hazards and the use of winter tires.

2. Rural Highway Safety and Speed Review, Consultation and Engagement

2.1 Purpose of Consultation And Engagement

From November 29, 2013 to January 24, 2014, the Ministry of Transportation and Infrastructure sought feedback from the public and stakeholders regarding the following aspects of highway safety on rural highways in British Columbia:

- Speed Limits
- Slower-Moving Vehicles
- Wildlife Hazards
- Winter Tires

2.2 How Input Will Be Used

Public and stakeholder input received during the consultation and engagement is being considered, along with information gained through the technical review of provincial highways, to identify and prioritize proposed highway and safety improvements.

2.3 Consultation and Engagement Topics

The Ministry of Transportation and Infrastructure presented information and sought feedback on the following elements:

- **Speed Limits:** Vehicle safety technology has advanced significantly in the past few years and many B.C. highways have undergone safety improvements. Reviewing speed limits will help ensure that everyone travelling B.C.'s highways can do so as safely and efficiently as possible.
- **Slower-Moving Vehicles:** Slower-moving vehicles, such as recreational vehicles, vehicles towing others or slow vehicles in the left-hand (and passing) lane, reduce the efficiency of the highway system and can cause driver frustration.
- **Wildlife Hazards:** Wildlife on the highway can pose a serious hazard to motorists in many areas of B.C., either when drivers try to avoid animals or if they strike animals.
- **Winter Tires:** Winter tires have undergone significant technological advancements in recent years, and it is time to look at the definition of a winter tire and the regulations around their use on provincial highways.

2.4 Notification

Notice of opportunities to participate in the Rural Highway Safety and Speed Review was broad and included the following:

- **Notification and Reminder Emails:** More than **1,300 stakeholders** were sent an email notification and a reminder of opportunities to participate in the stakeholder meetings and public open houses or to submit a feedback form online or by email or mail.
- **Follow-Up Phone Calls:** More than **1,500 phone calls** were made to remind stakeholders and the public of stakeholder meetings and public open houses, or to submit a feedback form online or by email or mail.

- **Advertising:** The Ministry of Transportation and Infrastructure notified stakeholders and the public about the opportunity to participate in the consultation and engagement through advertising:
 - **Newspaper:** A newspaper advertisement was placed in **15 local, regional and provincial publications**, notifying the public and stakeholders about the engagement. The advertisement included a list of meetings that were scheduled in each community around the province, as well as opportunities to provide input online.

Newspapers	Dates
<i>Kamloops Daily News</i>	November 19, 25, 30
<i>Kelowna Daily Courier</i>	November 19, 26
<i>Kamloops This Week</i>	November 19, 26, December 3
<i>Kelowna Capital News</i>	November 21
<i>Okanagan Sun</i>	November 30
<i>Vancouver Sun</i>	November 30, December 27, January 3
<i>Victoria Times Colonist</i>	November 30, December 27, January 3
<i>Vancouver Sun</i>	December 1, January 5
<i>Province</i>	December 1, January 5
<i>Dawson Creek Daily News</i>	December 27, January 2
<i>Prince George Citizen</i>	December 27, January 2, 6
<i>Nanaimo Daily News</i>	December 27, January 3, 10
<i>Cranbrook Daily Townsman</i>	December 2, January 3, 10
<i>Abbotsford News</i>	January 1,8
<i>Chilliwack Times</i>	January 2, 9

- **Radio Tags:** An advertisement was played on local radio stations in seven communities, notifying the public and stakeholders about the engagement. The advertisements were eight to 15 seconds long, and included the meeting date and location. The advertisements were scheduled leading up to the open house in each community.
- **News Releases:** A provincial news release was issued on October 4, 2013 announcing the review and the upcoming public engagement. On November 29, 2013, an additional news release was issued announcing the start of the consultation and engagement process, and notifying the public about in-person and online participation opportunities.
- **Social Media: 118 tweets** were sent from the project’s Twitter account @TranBC, which has approximately 7,000 followers.
- **Consultation and Engagement Website:** A dedicated engagement website, engage.gov.bc.ca/safetyandspeedreview was launched on November 29, 2013. All consultation and engagement materials were available on the project website. A copy of all notification materials can be found in Appendices 3 and 4.

2.5 Participation

There were multiple opportunities for the public and stakeholders to participate in the Rural Highway Safety and Speed Review from November 29, 2013 to January 24, 2014. There were a total of **2,349 participant interactions** during this time.

- **296 people attended consultation meetings**
 - 30 people attended 12 stakeholder meetings
 - 266 people attended 8 public open houses
- **1,422 feedback forms** were received and tabulated
 - 1,335 online feedback forms
 - 87 hard-copy feedback forms
- **566 open submissions were received**
 - 566 submissions were received by email, mail or telephone message separate from the feedback form.
- **65 people participated in a Twitter Town Hall**
 - @toddstonebc sent 43 tweets; @TranBC sent 118 tweets; 36,642 Reach*

* Reach = the number of unique individuals who received received tweets with the hashtag #BCSpeedReview. The number is calculated by adding up all the followers of every Twitter handle that tweeted or retweeted using #BCSpeedReview.

2.6 Consultation and Engagement Methods

Public consultation and engagement materials were available online at engage.gov.bc.ca/safetyandspeedreview beginning on November 29, 2013. Input and feedback were collected through the following methods:

2.6.1 Discussion Guide and Feedback Form

A 43-page Discussion Guide was developed that outlined what the Rural Highway Safety and Speed Review entailed, why it was needed, and the key components of the review. The Discussion Guide presented maps and descriptions of each of the highway sections under review, as well as key aspects of road safety, such as slower-moving vehicles, wildlife hazards and the use of winter tires.

The Discussion Guide was used in meetings with stakeholders and the public, and was available in PDF format on the consultation and engagement website at engage.gov.bc.ca/safetyandspeedreview. An online version of the feedback form was also available.

Results from the feedback form can be found beginning on page 32 of this report or online.

A copy of the Discussion Guide and Feedback Form can be found in Appendix 1.

2.6.2 Online Consultation

- **Consultation and Engagement Website:** All consultation and engagement materials were available on the project website engage.gov.bc.ca/safetyandspeedreview, including an online mapping application, and an online version of the feedback form that could be submitted electronically. Of the 1,422 feedback forms received, 1,335 were received online using this engagement method.
- **Social Media:** The Ministry of Transportation and Infrastructure’s Twitter account (@TranBC) was used to notify stakeholders and the public of ways to participate in the engagement, including public open house meeting dates and times, links to the online feedback form and consultation materials, the Twitter Town Hall, and reminders to submit feedback in hard copy or online before the January 24, 2014 deadline.
 - 118 tweets were sent from the Ministry of Transportation and Infrastructure Twitter account @TranBC, has approximately 7,000 followers. 43 tweets were sent from @toddstonebc during the Twitter Town Hall. 36,642 Reach*

* Reach = the number of unique individuals who received tweets with the hashtag #BCSpeedReview. The number is calculated by adding up all the followers of every Twitter handle that tweeted or retweeted using #BCSpeedReview.

2.6.3 Stakeholder Meetings

30 people attended 12 stakeholder meetings held on the following dates:

Stakeholder Meeting	Date
British Columbia Conservation Foundation – Wildlife Collision Prevention Program	January 7 at 3:00 p.m.
B.C. Road Builders & Heavy Construction Association	January 9 at 9:00 a.m.
SENSE BC	January 9 at 10:00 a.m.
British Columbia Cycling Coalition	January 9 at 11:30 a.m.
Insurance Company of British Columbia (ICBC)	January 9 at 2:30 p.m.
RCMP	January 16 at 10:30 a.m.
BC Ministry of Justice – Road Safety Unit	January 16 at 12:00 noon
Union of British Columbia Municipalities (UBCM) Safety Committee	January 23 at 11:00 a.m.
British Columbia Automobile Association (BCAA)	January 23 at 1:00 p.m.
British Columbia Trucking Association (BCTA)	January 23 at 2:30 p.m.
B.C. Association of Chiefs of Police	January 24 at 12:30 p.m.
Office of the Superintendent of Motor Vehicles (OSMV) – Policy & Strategic Initiatives	January 24 at 2:00 p.m.

A Kirk & Co. Consulting Ltd. facilitator/meeting recorder attended the stakeholder meetings with Ministry of Transportation and Infrastructure project team members. At each meeting, participants were provided with a copy of the Discussion Guide and Feedback Form and the lead from the Ministry presented information, focusing on the engagement topics. Participants were encouraged to provide comments and ask questions of the project team.

Key themes from each of the stakeholder meetings are included in this report beginning on page 24.

2.6.4 Public Open Houses

266 people attended 8 public open house meetings held on the following dates:

Open House Schedule

Area	Date	Time	Location
Kamloops	Tuesday, December 3, 2013	5:00 – 8:00 p.m.	Coast Kamloops Hotel & Conference Centre 1250 Rogers Way
Kelowna	Wednesday, December 4, 2013	5:00 – 8:00 p.m.	Ramada Kelowna Hotel & Conference Centre 2170 Harvey Avenue
Prince George	Tuesday, January 7, 2014	5:00 – 8:00 p.m.	Prince George Ramada 444 George Street
Dawson Creek	Wednesday, January 8, 2014	5:00 – 8:00 p.m.	Best Western Dawson Creek Inn 500 Highway #2
Vancouver	Thursday, January 9, 2014	5:00 – 8:00 p.m.	SFU Segal Centre 500 Granville Street
Cranbrook	Tuesday, January 14, 2014	5:00 – 8:00 p.m.	Prestige Rocky Mountain Resort Cranbrook 209 Van Horne Street South
Nanaimo	Wednesday, January 15, 2014	5:00 – 8:00 p.m.	Coast Bastion Hotel 11 Bastion Street
Chilliwack	Thursday, January 16, 2014	5:00 – 8:00 p.m.	Coast Chilliwack Hotel 45920 First Avenue

The Discussion Guide and Feedback Form was provided to those who attended the public open house meetings. Display boards summarizing the consultation and engagement materials were set up around the room, and people were encouraged to complete their feedback forms in hard copy or online.

At the public open houses, participants had the opportunity to engage with Ministry of Transportation and Infrastructure staff in one-on-one and small-group discussions.

3. Key Results

3.1 Stakeholder Meetings Key Themes

The following table includes key themes from the stakeholder meetings held as part of the engagement. The meetings are listed in chronological order. As much as possible, the language expressed by the participants has been retained.

Meeting Type	Key Themes
<p>Stakeholder Meeting 1 Vancouver British Columbia Conservation Foundation – Wildlife Collision Prevention Program January 7, 2014 3:00 p.m. – 4:00 p.m.</p>	<ul style="list-style-type: none"> • The Ministry of Transportation and Infrastructure (MoTI) should take a more proactive approach to wildlife management through the following measures: <ul style="list-style-type: none"> • Share data on wildlife collisions online in a format that is clear and easy to share. • Ensure consistent collection of information about wildlife collisions among subcontractors. • Broaden implementation of practices that have demonstrated effectiveness, such as signage and public awareness. • Would like to see increased awareness, more resources and a larger budget for wildlife issues to help identify high-risk areas and develop long-term wildlife mitigation plans. • Need a review of the way the Wildlife Accident Reporting System (WARS) data is collected. MoTI should develop a more sophisticated electronic system to help capture the data digitally. This could include using GPS coordinates for reference. • Wildlife signage is the most commonly used awareness strategy, and the easiest to implement. Would like to see a review of the protocol and procedures for wildlife signs, to make them more specific to the risk of wildlife crashes in the area, and easier for the driver to identify and understand. • MoTI should invest in new technologies, such as infrared wildlife tracking systems that would activate when animals are on the road or near the road. <ul style="list-style-type: none"> • Currently, LED signage is used in four pilot projects; would like to see a study of how effective the LED-enhanced signage has been. • Would like see the speed limit decrease in the winter months, at night and during high risk wildlife crash seasons. • Would like to see a public awareness campaign about the dangers of wildlife on roadways.

Meeting Type	Key Themes
<p>Stakeholder Meeting 2 Conference Call B.C. Road Builders & Heavy Construction Association</p> <p>January 9, 2014 9:00 a.m. – 10:00 a.m.</p>	<ul style="list-style-type: none"> • It is important to arrive at a clear definition for winter tires. Safety is the most important aspect and it is crucial to get people to stop driving with summer tires in winter conditions. • Need to focus education on the importance of driving to conditions, as opposed to speed limit. <ul style="list-style-type: none"> • Consider the concept of legislation that would make the speed limit 20 km/hour lower than the posted limit in winter conditions. • Increase the use of overhead highway signs (changeable message signs) for driver education regarding winter tires, keeping right except to pass, and wildlife hazards on the road. • Passing lanes are the best solution to manage slower-moving vehicles.
<p>Stakeholder Meeting 3 Vancouver SENSE BC</p> <p>January 9, 2014 10:00 a.m. – 11:00 a.m.</p>	<ul style="list-style-type: none"> • Need a fundamental shift in driving culture to focus on improved traffic flow and developing a “cooperative driving” mindset among drivers. • Concept of “Keep right except to pass” is crucial, and more education, signage and legislation change are needed to enforce that. • Posted speed limit should be the maximum safe speed for that road, and drivers should adjust speed lower when conditions are poor. Speed limits should be changed to validate the speed that drivers are already travelling at. • Speed limits should be set using the 85th percentile, and any other influences should be limited.
<p>Stakeholder Meeting 4 Vancouver British Columbia Cycling Coalition</p> <p>January 9, 2014 11:30 a.m. – 12:30 p.m.</p>	<ul style="list-style-type: none"> • Speed limits should not be increased until safety improvements for cycling on highways are made; need to have clear shoulder areas and increased maintenance of shoulder area to remove debris, gravel/sand and ensure good pavement conditions. • Maintenance of shoulder area is a key concern. Lack of clear space on the shoulder forces cyclists onto the highway. • Should be an audit of cycling conditions on rural highways in B.C. • Requested to have a chance to comment on draft recommendations out of this review, in particular if there were areas where speed limit increases are recommended.

Meeting Type	Key Themes
<p>Stakeholder Meeting 5 Vancouver ICBC January 9, 2014 2:30 p.m. – 3:30 p.m.</p>	<ul style="list-style-type: none"> • ICBC requested more clarity and alignment on the definition of winter tires between the Ministry of Transportation and Infrastructure, ICBC and enforcement agencies. ICBC would then adjust their communications about winter tires accordingly. • ICBC is concerned about slow-moving vehicles, as frustration can lead to aggressive driving by other drivers. <ul style="list-style-type: none"> • Increased lane capacity would be beneficial in managing that, as would ensuring pullouts, especially on two-lane highways, and improving the network of rest areas. • ICBC’s main concern is ensuring that severity of crashes does not increase in any areas where there are speed limit increases as a result of this review. The primary focus should be to ensure that safety is not compromised. • Request that the review look at safety performance in areas being reviewed, and consider a road improvement program to manage crash risk. • ICBC will review crash severity resulting from any speed limit increases through ongoing monitoring. • ICBC would be willing to partner on increasing safety measures in any areas where speed is increased. <ul style="list-style-type: none"> • Suggested formation of a working group on high-risk corridors: partnering with maintenance contractors, ICBC, and enforcement to ensure drivers enter curves at a safe speed. This could apply to current and potential future ‘hot spots’ based on speed increases. • ICBC is interested in partnering on a tool that cost-effectively engages drivers in watching for and even monitoring wildlife. • ICBC recommends that MoTI come back to partners and key stakeholders, such as ICBC, before the release of recommendations from this review.
<p>Stakeholder Meeting 6 Surrey RCMP January 16, 2014 10:30 a.m. – 11:30 a.m.</p>	<ul style="list-style-type: none"> • RCMP does not support speed limit increases on current rural highways in B.C. <ul style="list-style-type: none"> • Safety is primary concern. If speed limits are contemplated, public safety must be a key priority. • RCMP could support variable speed limits based on certain conditions, for example, in snow or poor weather. • RCMP would appreciate advance notice of any speed limit increases so they can plan enforcement and other activities accordingly. • Suggested managing slower-moving vehicles by encouraging slow vehicles to move right, providing more certainty around passing opportunities through signage, and enhancing the ability to pass where technically possible. • Suggested there is a need to review signage, as the ‘winter tires or carry chains’ signage is unclear. • In the view of the RCMP, the mountain/snowflake constitutes a winter tire; the definition of a winter tire may need to be reviewed. • While October to April is the current timing that snow tires are required on designated roads, adverse conditions can happen in other months; could be helpful to emphasize need for best tire for current weather conditions. • Speed plays a key role in wildlife impacts, so the two issues are related. • There is a cross-Canada study underway on animal strikes and countermeasures, which should be reviewed and considered.

Meeting Type	Key Themes
<p>Stakeholder Meeting 7 Surrey BC Ministry of Justice – Road Safety Unit</p> <p>January 16, 2014 Noon – 1:00 p.m.</p>	<ul style="list-style-type: none"> • The priorities for the Road Safety Unit are: <ul style="list-style-type: none"> • Speed and aggressive driving, distracted driving, drugs and alcohol, seat belts, interaction safety. • Primary concern is public safety and harm reduction. • Concern that safety gains could be eroded if limits are increased, but encouraged to see “safety” included in the Safety and Speed Review. • Should consider local collision statistics and make any adjustments only on short sections that can safely accommodate change, not in the longer sections shown in the consultation material. • Road safety community has been promoting road safety and anti-speed messages for last five years. It would be challenging to balance these messages against an increase in speed limits. • Would be interested in partnering on pilot on new speed management approaches, and would appreciate involvement in drafting of recommendations, as well as advance notice of any changes. • Polling has shown that a third of B.C. drivers do not feel safe sharing the road with commercial vehicles; the review should consider addressing commercial vehicles in any slower-moving vehicle recommendations. • For slower-moving vehicles, need clarity between “Keep right except to pass” vs. “Slower vehicles stay right” signage. The former is preferred for rural highways. • Request to be involved in any drafting of winter tire legislation to help clarify legislation. • There is an opportunity to improve information on the DriveBC site. The webcams are useful, but the other info is hard to find and the site is difficult to navigate.
<p>Stakeholder Meeting 8 Richmond UBCM Safety Committee</p> <p>January 23, 2014 11:00 a.m. – Noon</p>	<ul style="list-style-type: none"> • Raised concerns about highway maintenance – both the need to increase maintenance in some areas, and ensuring that established maintenance standards are met – and the overall importance of maintenance for highway safety. • Raised concerns about certain sections of highways, including: <ul style="list-style-type: none"> • Traffic congestion between Fort St. John and Dawson Creek. • Traffic congestion between Fort St. John and Taylor, and the need to replace the Taylor Bridge. • Concerns about truck traffic on Highway 5 and the desire to move this traffic to Highway 5A. • Suggested that more pullouts to allow slower-moving vehicles to safely pull off the highway, and more wildlife fencing, especially in areas of known wildlife corridors, would help increase safety on highways. • A participant raised a previous resolution from the Southern Interior regarding the ability of local governments to recover the cost of volunteer first responders’ time to respond to accidents.

Meeting Type	Key Themes
<p>Stakeholder Meeting 9 Richmond BCAA January 23, 2014 1:00 p.m. – 2:00 p.m.</p>	<ul style="list-style-type: none"> • BCAA members are supportive of road safety programs that are measurable and proven; it is critical to monitor the results of any changes that result from this review. • Speed limits and winter tires are the two areas being looked at as part of this review that are of the most interest to BCAA members. <ul style="list-style-type: none"> • Recent survey of BCAA members showed that one of top issues for members is excessive* speeding. • BCAA does a lot of education regarding winter tires and is supportive of any actions that cause people to more strongly consider the use of winter tires. • Discussed the importance of enforcing the using lanes safely and appropriately. <ul style="list-style-type: none"> • Supportive of stronger language (“Keep right except to pass”) that is starting to appear on signage. • Passing lanes and pullouts are the most useful tools for this. • BCAA would support wildlife collision mitigation measures, such as signage/wildlife overpasses, which help with road safety. • Distracted driving is a large, emerging issue among BCAA members. <p><i>*“Excessive” is from the BCAA members’ perspective, as opposed to legislative definition (40 km/hour over the speed limit).</i></p>

Meeting Type	Key Themes
<p>Stakeholder Meeting 10 Richmond British Columbia Trucking Association (BCTA) January 23, 2014 2:30 p.m. – 3:30 p.m.</p>	<ul style="list-style-type: none"> • Priority of members is road safety and protecting all road users. • BCTA opposed speed limit increases in the previous government review of speed limits in 2003; during the last 10 years BCTA has not heard from members about the need for increases in speed. • Completed a member poll in December with the following key results: <ul style="list-style-type: none"> • Increasing speed limits not a high priority. • Specific concerns about raising limits. • Supportive of additional safety measures related to wildlife, slower-moving vehicles and the use of winter tires. • The top concerns that emerged from this survey related to speed increases included: <ul style="list-style-type: none"> • Concerns about weather/road conditions under a higher speed limit regime. • Speed differentials between trucks and cars, especially with constraints on trucks (trucks cannot travel as quickly, plus 80% of respondents have a speed policy and almost half use a speed constraint device). • Fuel consumption, which is the other reason that speed constraints are put on trucks. • When asked about potential safety measures, the strongest response from BCTA members was support for pullouts and passing lanes, followed by the need for winter maintenance on roads and within brake check and chain-up areas, and the number and quality of rest areas • Other measures for improving road safety that came up were: <ul style="list-style-type: none"> • Educating and encouraging drivers to “Keep right except to pass.” • Enforcement of and education proper use of winter tires. • How to drive safely, especially related to high speed and interaction with trucks.

Meeting Type	Key Themes
<p>Stakeholder Meeting 11 Conference Call B.C. Association of Chiefs of Police January 24, 2014 12:30 p.m. – 1:30 p.m.</p>	<ul style="list-style-type: none"> • Speed limits were identified as the main area of concern. The B.C. Police Chiefs would like to see the speed limits remain the same. • Committed to the BC Road Safety Strategy and achieving zero fatalities by 2020; speed increases the risk of a crash and the severity of a crash. • Concerned about the expectations surrounding enforcement if speed limits were to be increased. They are concerned that people would expect stricter laws around speeding, which would lead to resourcing issues associated with the number of officers on the road. • Slower-moving vehicles should drive in the right-hand lane, and the left-hand lane should be used for passing. • Asked if there had been any discussion about reducing the speed limits or using day/night variable speed limits. • Requested further consultation on the expectations surrounding enforcement, from the government and the public, if the decision was made to raise speed limits. • Would like to work with the Province on developing a pilot project to better monitor speed, in specific areas where there are enforcement and safety issues.
<p>Stakeholder Meeting 12 Conference Call Office of the Superintendent of Motor Vehicles (OSMV) – Policy & Strategic Initiatives January 24, 2014 2:00 p.m. – 3:00 p.m.</p>	<ul style="list-style-type: none"> • New vehicles are made with new safer technology; however, new vehicles have new added distractions. • Even with the new safety technology, there are still new and older drivers who are more likely to crash at higher speeds. • Effects of speed include: <ul style="list-style-type: none"> • Reduces field of vision for drivers. • Increases stopping distances. • Increases the severity of the crashes and the impact on the vehicle. • Increases the frequency and number of crashes. • Would like to see a reduction in the overall speed, as opposed to reducing the speed differential. • Usually, speed limit increases accompany highway improvements and therefore crashes often decrease. <ul style="list-style-type: none"> • They would like to see improvements to a highway without a change in speed to see how much crashes decreased. • There was agreement that speed limits could potentially be higher on divided highways; however, most rural highways do not have dividers. • Concerned that there would be a conflict between the safety programs in place regarding the dangers of speed, if highway speeds were raised.

3.2 Feedback Forms

The following section provides details from the input received through the feedback forms, in hard copy and online at engage.gov.bc.ca/safetyandspeedreview, and through written submissions. In total, 1,422 feedback forms were received and tabulated (1,335 online feedback forms and 87 hard copy feedback forms), and 566 written submissions.

This section includes quantitative feedback received for questions 1–3 for each highway segment, questions 4–6 concerning winter tires, and a summary of written submission key themes.

For quantitative and qualitative results by highway segment, please see the appendices at engage.gov.bc.ca/safetyandspeedreview.

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- Appendix 10 – Southern Interior
- Appendix 11 – Okanagan
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Region 1: Vancouver Island

1.1 Hwy 19: Campbell River – Port Hardy

1.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=66)

Note: Totals may not add up to 100% due to rounding.

1.1.2 Wildlife

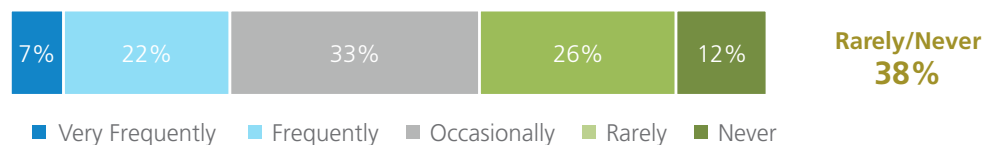
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=61)

1.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

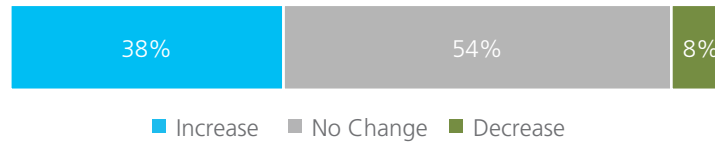


Base: (n=58)

1.2 Hwy 4: Parksville – Tofino

1.2.1 Speed Limits

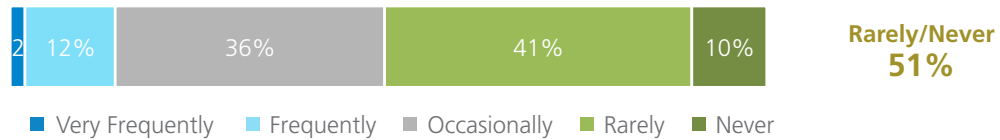
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=189)

1.2.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

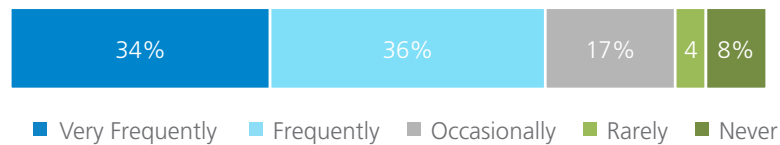


Base: (n=184)

1.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
70%



Base: (n=178)

1.3 Hwy 19: Nanaimo – Campbell River

1.3.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=198)

1.3.2 Wildlife

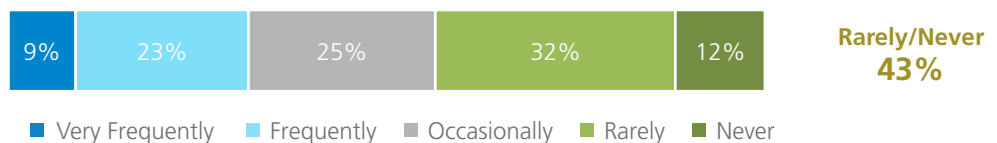
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=194)

1.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

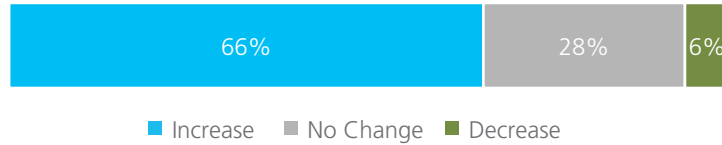


Base: (n=190)

1.4 Hwy 1: Victoria – Nanaimo

1.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=233)

1.4.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

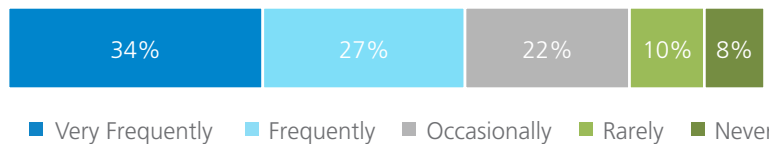


Base: (n=226)

1.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
60%



Base: (n=224)

1.5 Hwy 18: Duncan – Lake Cowichan

1.5.1 Speed Limits

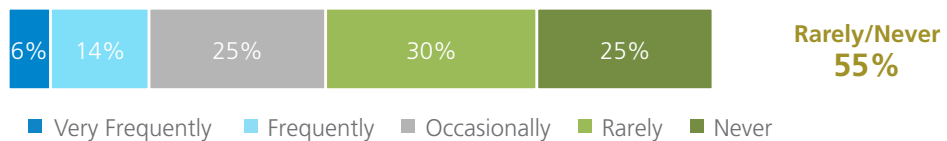
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=70)

1.5.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



55% of participants rarely or never find wildlife to be a safety concern.

Base: (n=64)

1.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

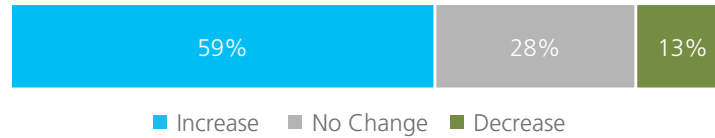


Base: (n=61)

1.6 Hwy 14: Victoria – Port Renfrew

1.6.1 Speed Limits

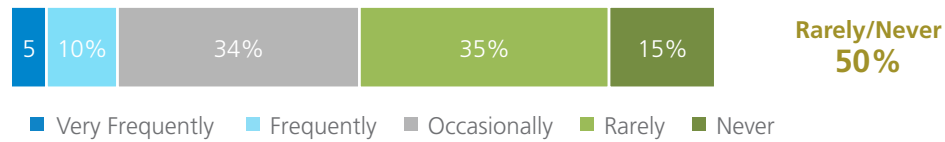
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=115)

1.6.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=111)

1.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
54%



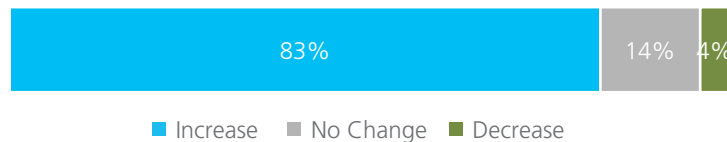
Base: (n=108)

2.0 Region 2: Lower Mainland

2.1 Hwy 99: North Vancouver – Squamish

2.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=368)

2.1.2 Wildlife

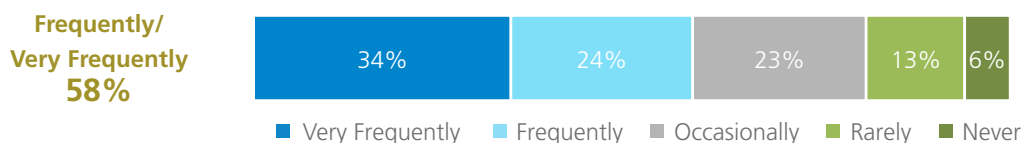
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=361)

2.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

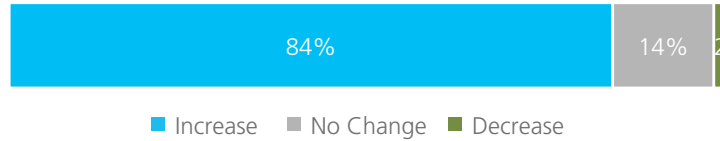


Base: (n=357)

2.2 Hwy 99: Squamish – Whistler

2.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=247)

2.2.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

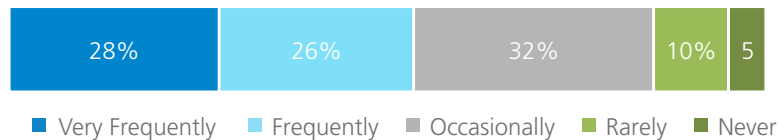


Base: (n=243)

2.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
54%**

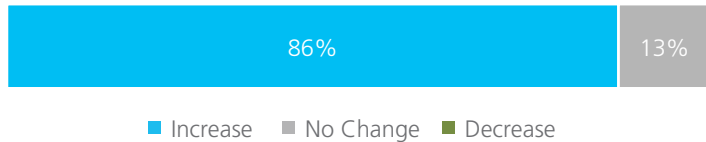


Base: (n=243)

2.3 Hwy 1: Abbotsford – Hope

2.3.1 Speed Limits

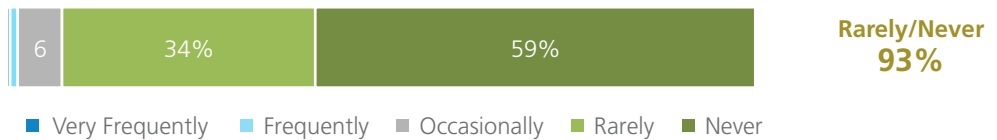
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=468)

2.3.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

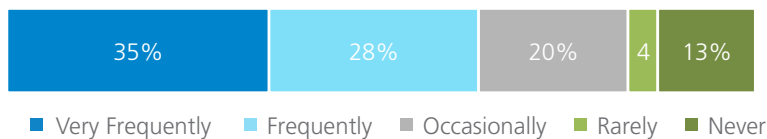


Base: (n=462)

2.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
63%**

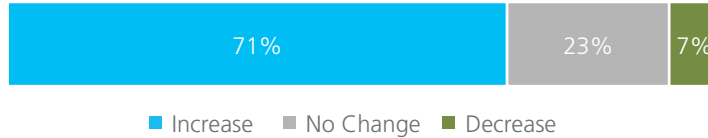


Base: (n=463)

2.4 Hwy 7: Mission – Hope

2.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=169)

2.4.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

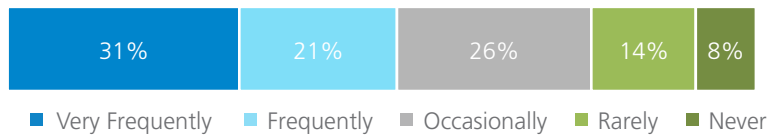


Base: (n=164)

2.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
52%

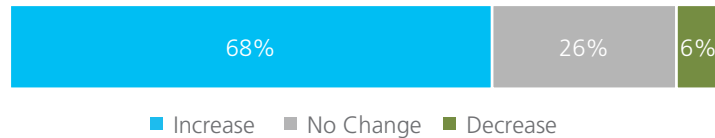


Base: (n=163)

2.5 Hwy 99: Whistler – Cache Creek

2.5.1 Speed Limits

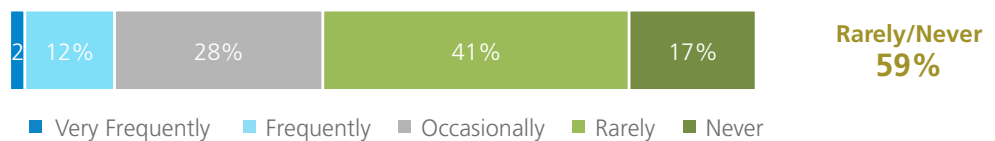
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=112)

2.5.2 Wildlife

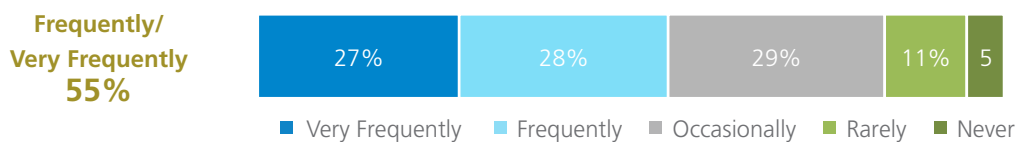
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=109)

2.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



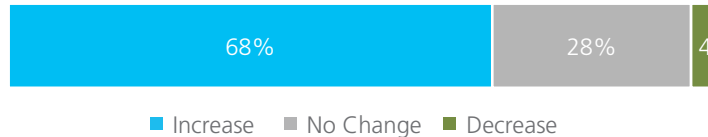
Base: (n=103)

3.0 Region 3: Southern Interior

3.1 Hwy 3: Hope – Princeton

3.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=187)

3.1.2 Wildlife

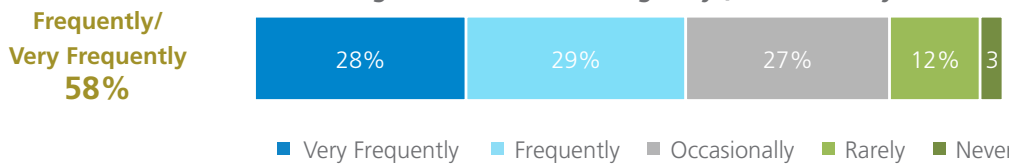
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=182)

3.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

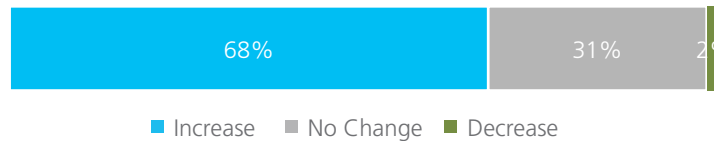


Base: (n=180)

3.2 Hwy 3: Princeton – Osoyoos

3.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=114)

3.2.2 Wildlife

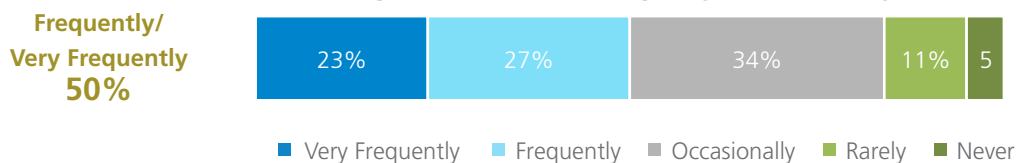
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=107)

3.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

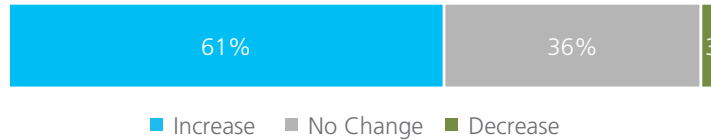


Base: (n=108)

3.3 Hwy 3: Osoyoos – Castlegar

3.3.1 Speed Limits

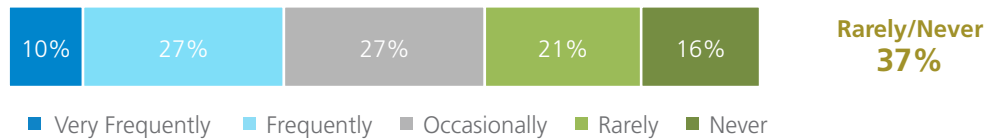
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=87)

3.3.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

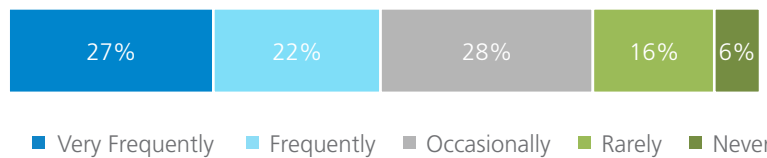


Base: (n=82)

3.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
49%

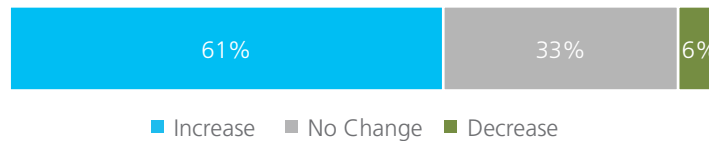


Base: (n=81)

3.4 Hwy 3: Castlegar – Creston

3.4.1 Speed Limits

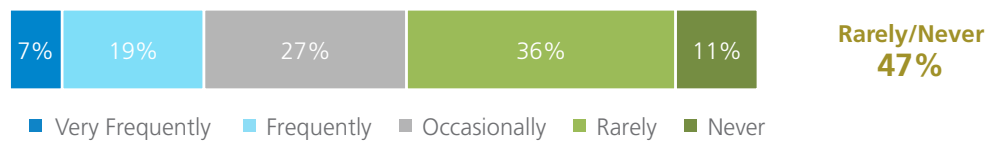
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=67)

3.4.2 Wildlife

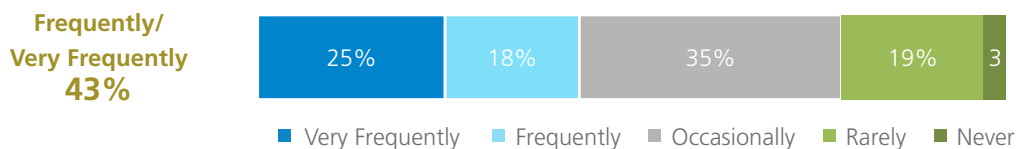
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=62)

3.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Base: (n=63)

3.5 Hwy 3A: Castlegar – Creston

3.5.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=44)

3.5.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

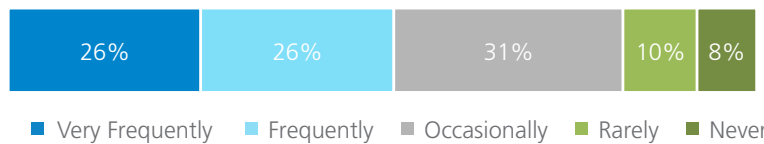


Base: (n=39)

3.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
51%**



Base: (n=39)

3.6 Hwy 3: Creston – Cranbrook

3.6.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

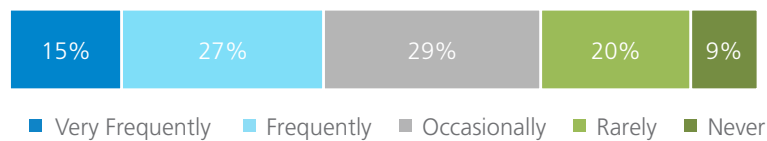


Base: (n=61)

3.6.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
42%

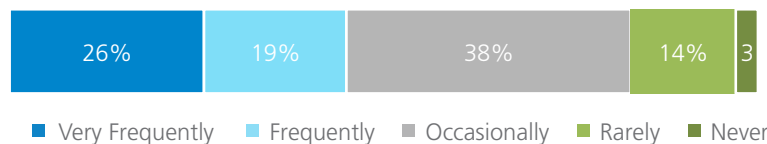


Base: (n=59)

3.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
45%



Base: (n=58)

3.7 Hwy 3: Cranbrook – Alberta Border

3.7.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

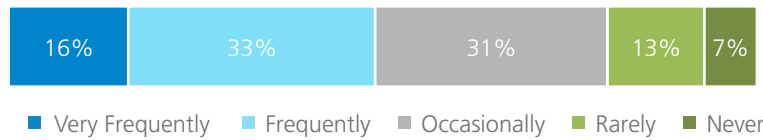


Base: (n=91)

3.7.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
49%

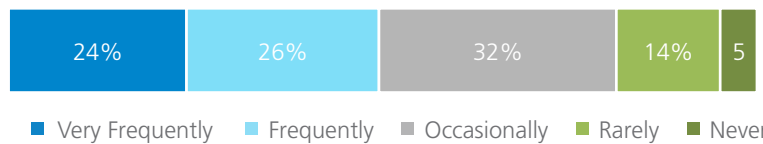


Base: (n=87)

3.7.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
50%

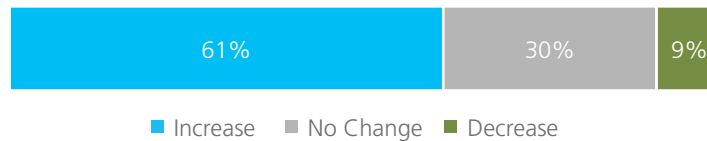


Base: (n=88)

3.8 Hwy 95/93: Cranbrook – Golden

3.8.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

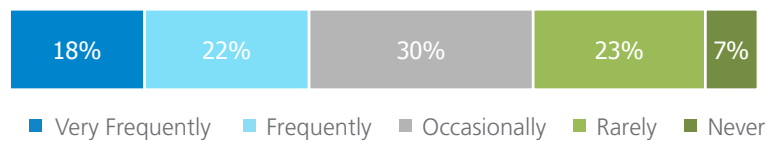


Base: (n=64)

3.8.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
40%

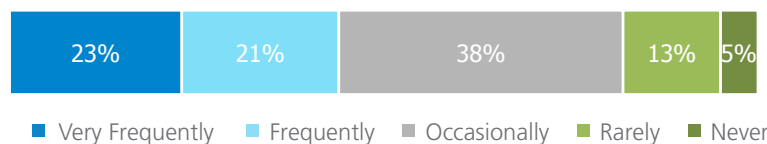


Base: (n=60)

3.8.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
44%

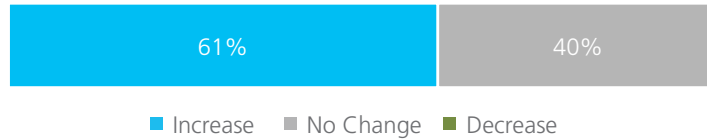


Base: (n=61)

3.9 Hwy 23: Nakusp – Revelstoke

3.9.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=38)

3.9.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

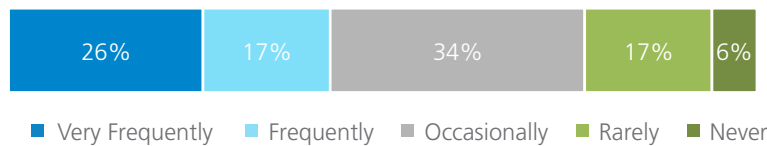


Base: (n=33)

3.9.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
43%

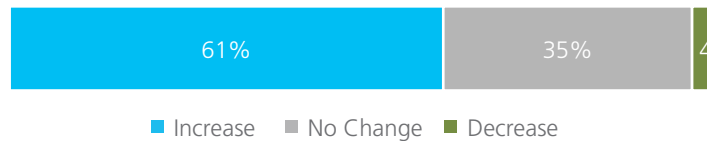


Base: (n=35)

3.10 Hwy 6: Nelson – Nakusp

3.10.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=49)

3.10.2 Wildlife

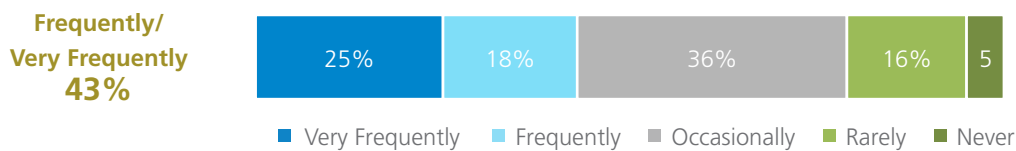
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=42)

3.10.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



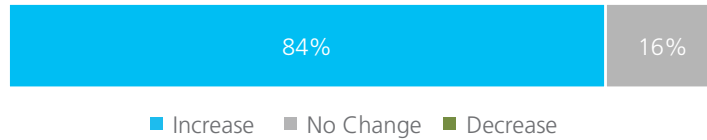
Base: (n=44)

4.0 Region 4: Okanagan

4.1 Hwy 97: Kelowna – Vernon

4.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=137)

4.1.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

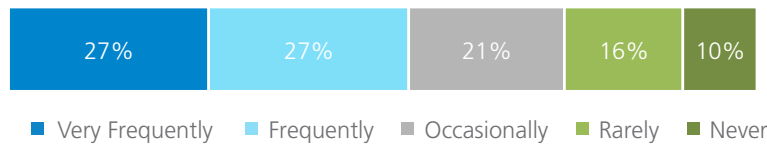


Base: (n=130)

4.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
53%**

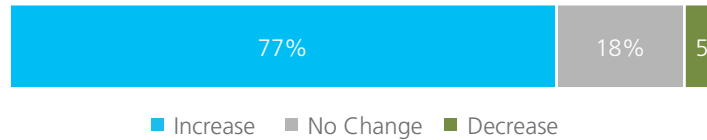


Base: (n=132)

4.2 Hwy 97: Kelowna – Osoyoos

4.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=125)

4.2.2 Wildlife

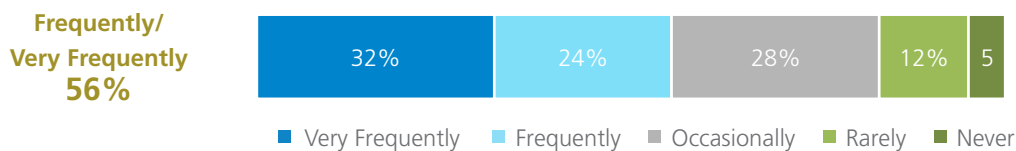
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=123)

4.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

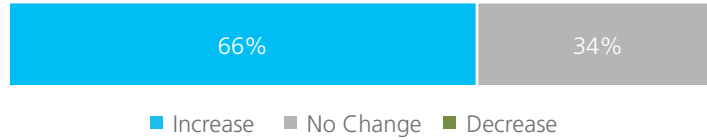


Base: (n=120)

4.3 Hwy 97: Vernon – Kamloops

4.3.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=86)

4.3.2 Wildlife

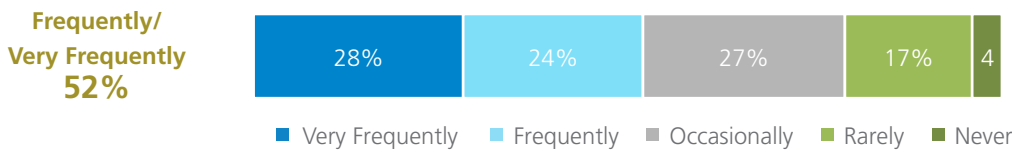
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=80)

4.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Base: (n=82)

4.4 Hwy 97A: Vernon – Sicamous

4.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=63)

4.4.2 Wildlife

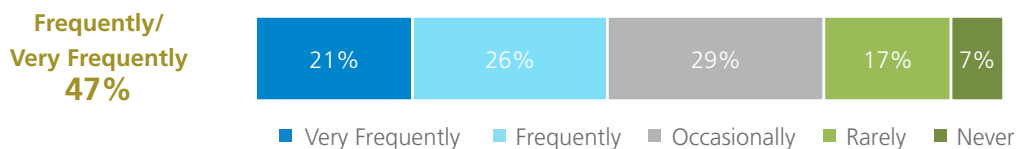
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=58)

4.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Base: (n=58)

4.5 Hwy 97B: Enderby – Salmon Arm

4.5.1 Speed Limits

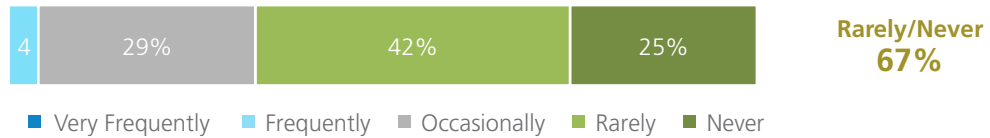
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=50)

4.5.2 Wildlife

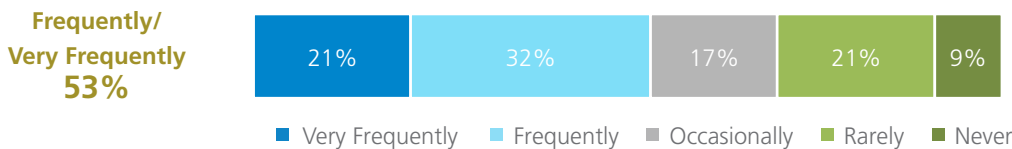
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=48)

4.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

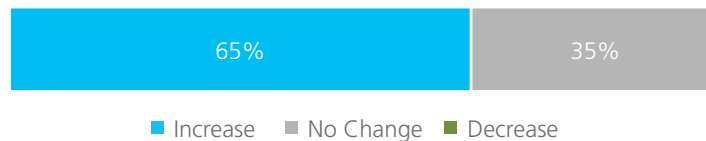


Base: (n=47)

4.6 Hwy 33: Kelowna – Rock Creek

4.6.1 Speed Limits

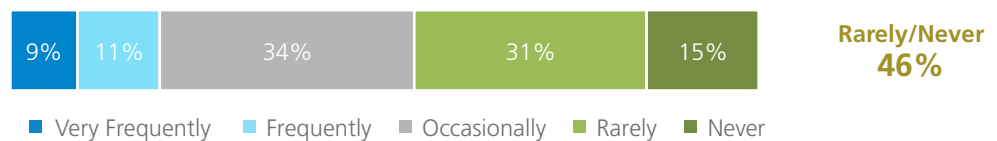
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=66)

4.6.2 Wildlife

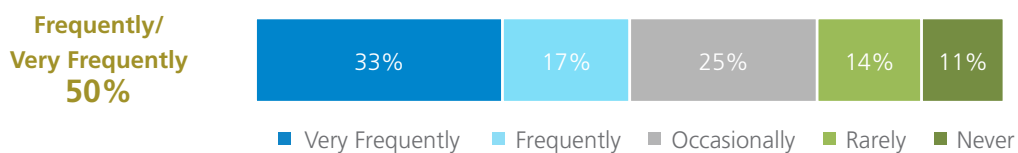
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=65)

4.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

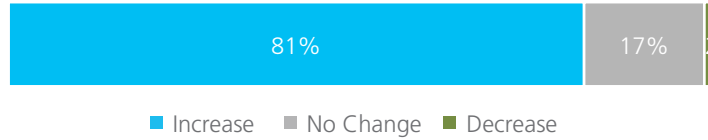


Base: (n=64)

4.7 Hwy 97C: Peachland – Merritt

4.7.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=134)

4.7.2 Wildlife

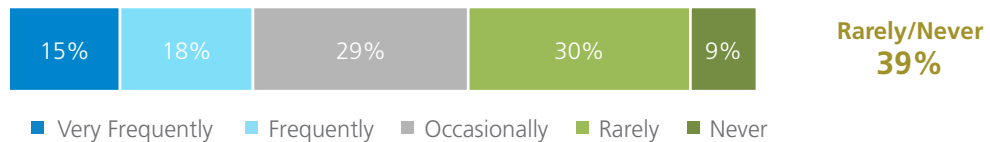
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=128)

4.7.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

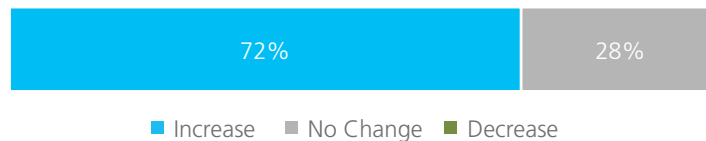


Base: (n=129)

4.8 Hwy 5A: Princeton – Merritt

4.8.1 Speed Limits

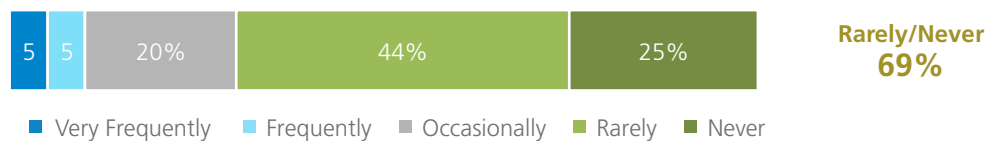
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=83)

4.8.2 Wildlife

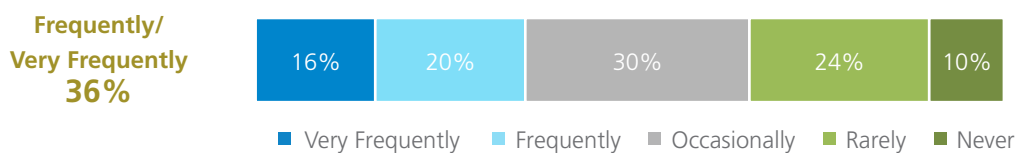
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=79)

4.8.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

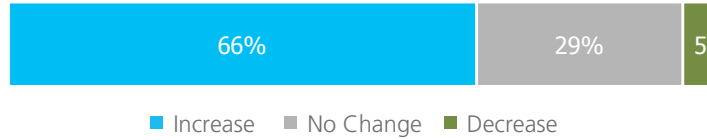


Base: (n=80)

4.9 Hwy 5A: Merritt – Kamloops

4.9.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=134)

4.9.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

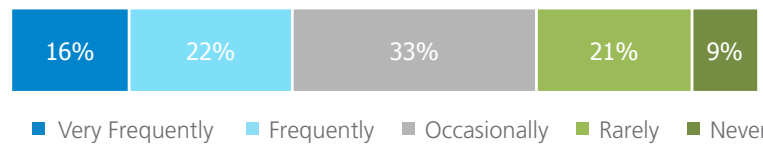


Base: (n=127)

4.9.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
38%**



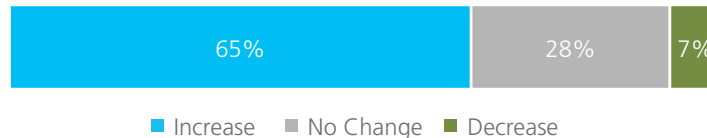
Base: (n=128)

5.0 Trans-Canada/Coquihalla

5.1 Hwy 1: Hope – Cache Creek

5.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=143)

5.1.2 Wildlife

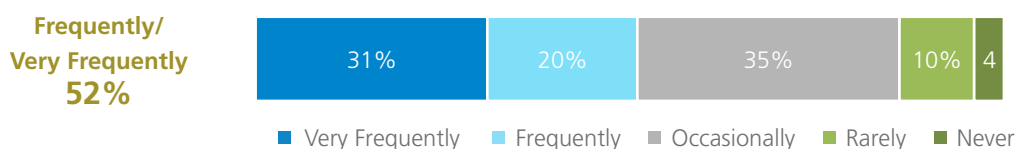
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=134)

5.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

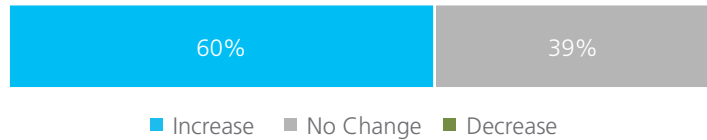


Base: (n=137)

5.2 Hwy 1: Cache Creek – Kamloops

5.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=87)

5.2.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

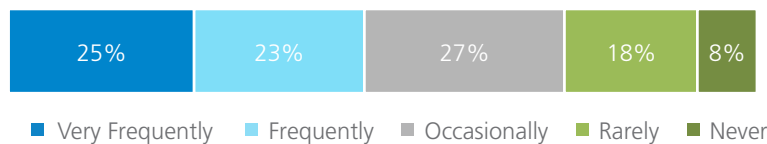


Base: (n=80)

5.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
48%**

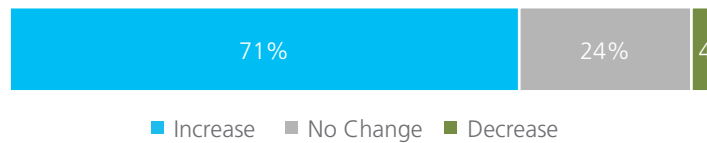


Base: (n=79)

5.3 Hwy 1: Kamloops – Salmon Arm

5.3.1 Speed Limits

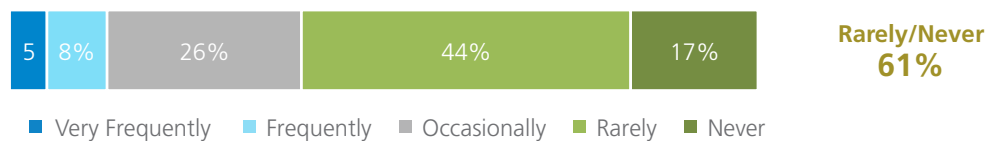
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=119)

5.3.2 Wildlife

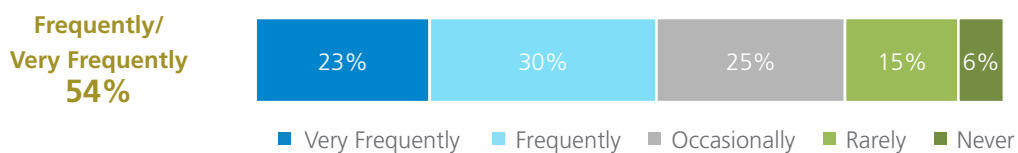
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=113)

5.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Base: (n=112)

5.4 Hwy 1: Salmon Arm – Revelstoke

5.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=104)

5.4.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

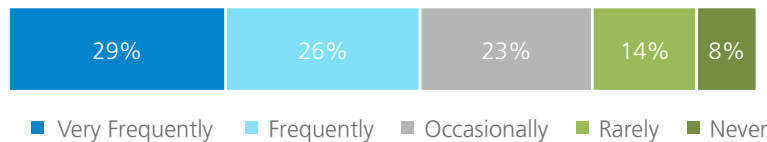


Base: (n=99)

5.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
55%**

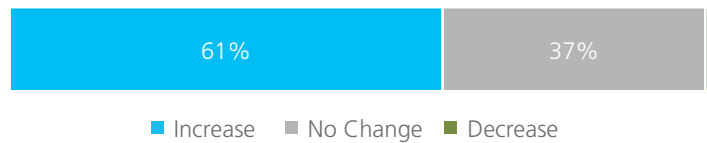


Base: (n=97)

5.5 Hwy 1: Revelstoke – Golden

5.5.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=111)

5.5.2 Wildlife

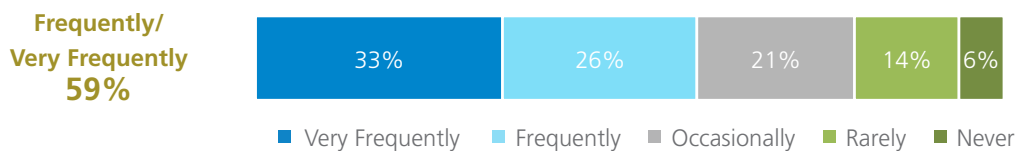
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=106)

5.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

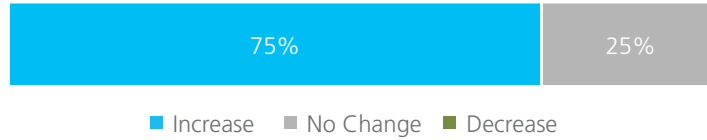


Base: (n=103)

5.6 Hwy 1: Golden – Alberta Border

5.6.1 Speed Limits

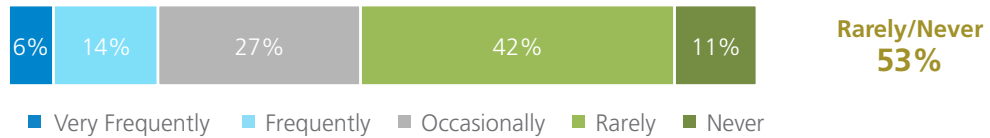
Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=85)

5.6.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

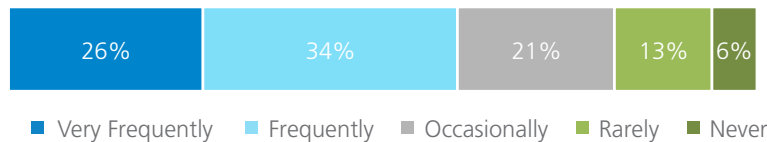


Base: (n=79)

5.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
60%**

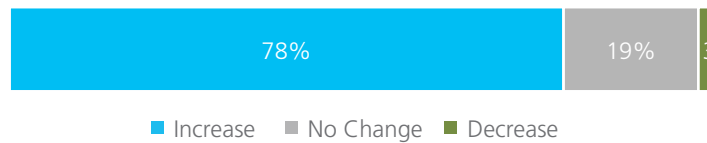


Base: (n=80)

5.7 Hwy 5: Hope – Merritt

5.7.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=304)

5.7.2 Wildlife

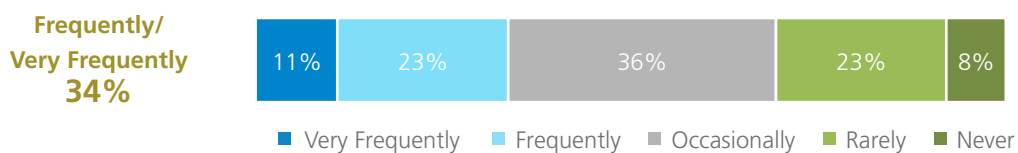
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=291)

5.7.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

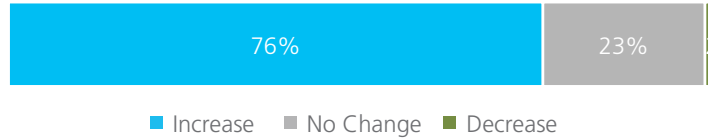


Base: (n=293)

5.8 Hwy 5: Merritt – Kamloops

5.8.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=200)

5.8.2 Wildlife

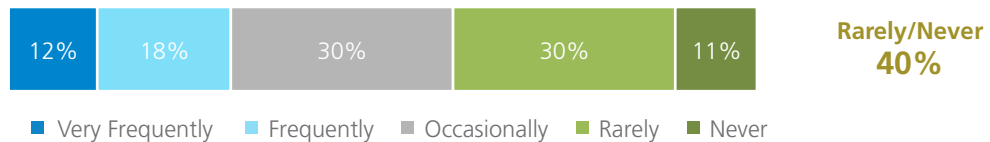
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=193)

5.8.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



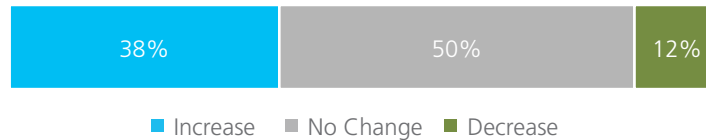
Base: (n=191)

6.0 Region 6: Northern

6.1 Hwy 16: Prince George – Smithers

6.1.1 Speed Limit

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

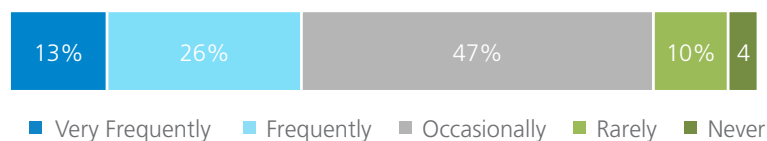


Base: (n=131)

6.1.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
39%

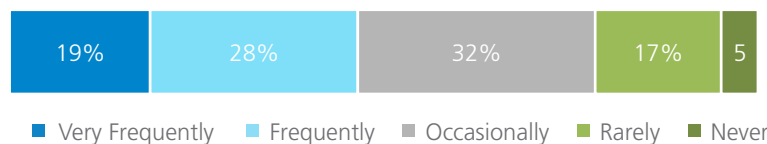


Base: (n=127)

6.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
46%



Base: (n=129)

6.2 Hwy 16: Smithers – Terrace

6.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

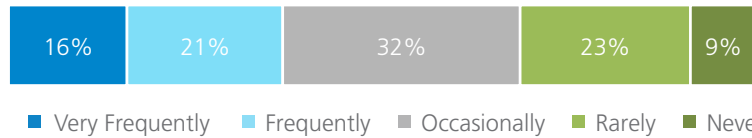


Base: (n=47)

6.2.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
36%



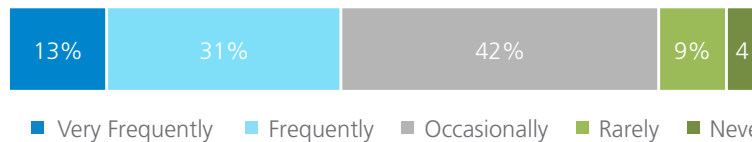
36% of participants frequently or very frequently find wildlife to be a safety concern.

Base: (n=44)

6.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
44%



44% of participants frequently or very frequently find slower-moving vehicles to be a safety concern.

Base: (n=45)

6.3 Hwy 16: Terrace – Prince Rupert

6.3.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=51)

6.3.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

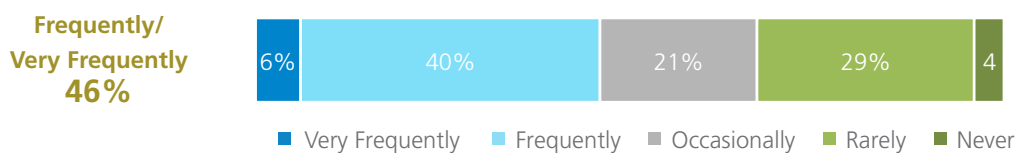


55% of participants rarely or never find wildlife to be a safety concern.

Base: (n=49)

6.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



46% of participants frequently or very frequently find slower-moving vehicles to be a safety concern.

Base: (n=48)

6.4 Hwy 37: Terrace – Kitimat

6.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=42)

6.4.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

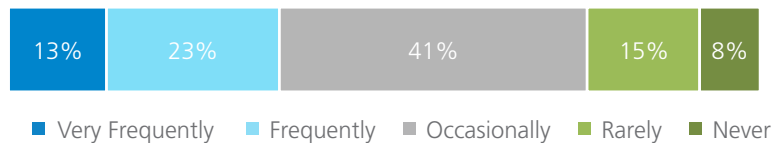


Base: (n=39)

6.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
36%**



Base: (n=39)

6.5 Hwy 97: Prince George – Dawson Creek

6.5.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

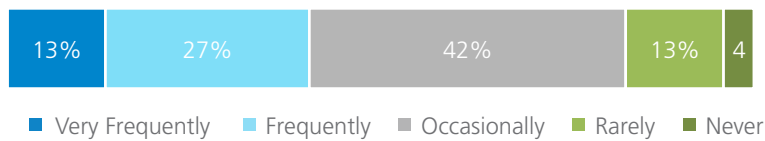


Base: (n=94)

6.5.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
40%

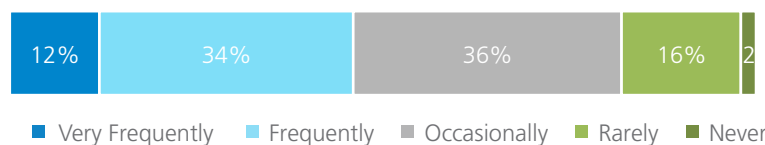


Base: (n=92)

6.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
46%

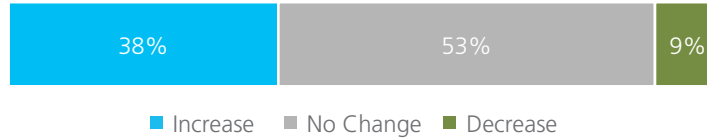


Base: (n=92)

6.6 Hwy 97: Dawson Creek – Fort St. John

6.6.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

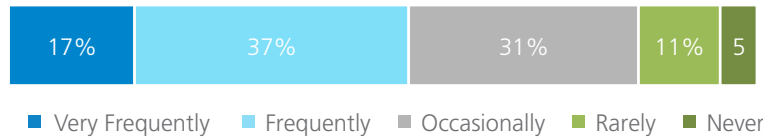


Base: (n=68)

6.6.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
54%

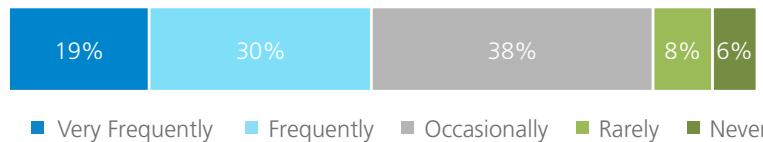


Base: (n=65)

6.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
48%

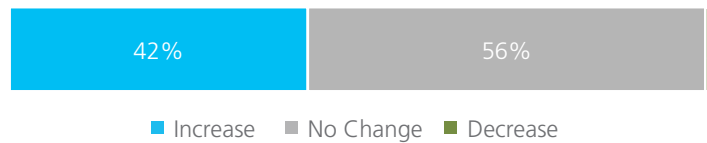


Base: (n=64)

6.7 Hwy 97: Fort St. John – Yukon Border

6.7.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

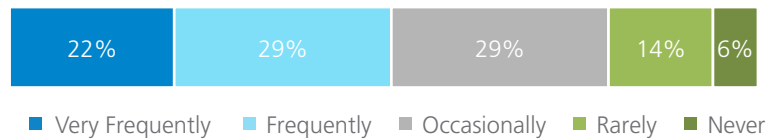


Base: (n=57)

6.7.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
51%

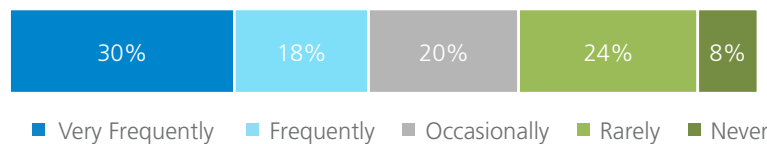


Base: (n=51)

6.7.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
48%

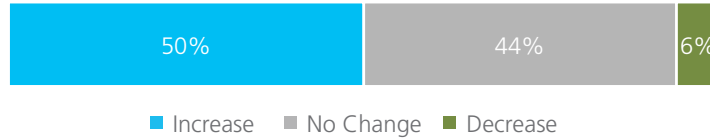


Base: (n=50)

6.8 Hwy 2: Alberta Border – Dawson Creek

6.8.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

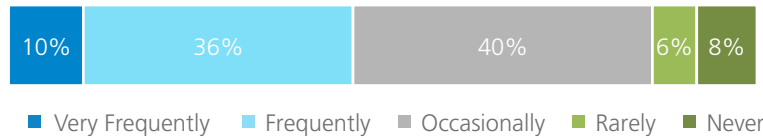


Base: (n=54)

6.8.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
46%

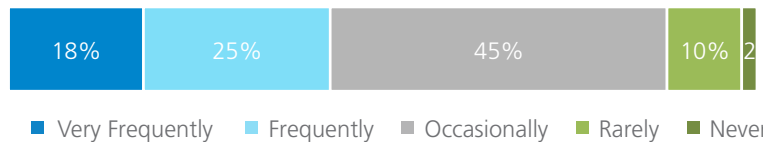


Base: (n=50)

6.8.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
43%



Base: (n=49)

6.9 Hwy 29: Fort St. John – Tumbler Ridge

6.9.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

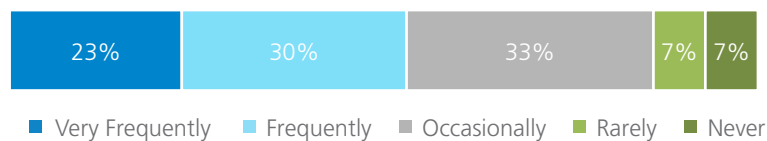


Base: (n=34)

6.9.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
53%

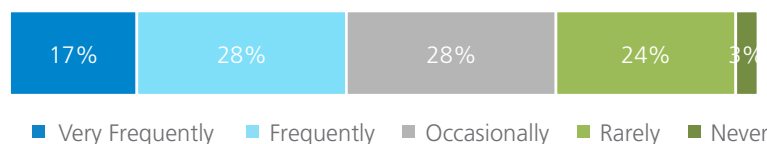


Base: (n=30)

6.9.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
45%

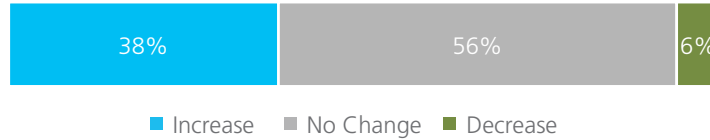


Base: (n=29)

6.10 Hwy 37: Kitwanga – Yukon Border

6.10.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

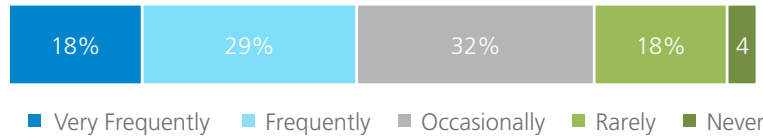


Base: (n=34)

6.10.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
47%

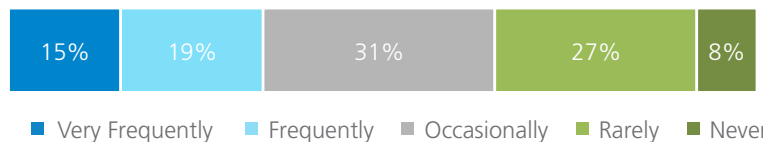


Base: (n=28)

6.10.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
35%



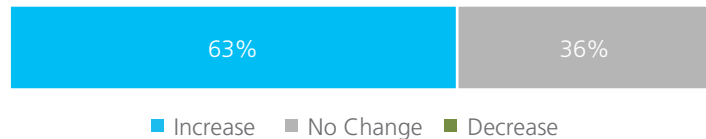
Base: (n=26)

7.0 Region 7: Central

7.1 Hwy 97: Cache Creek – Williams Lake

7.1.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=111)

7.1.2 Wildlife

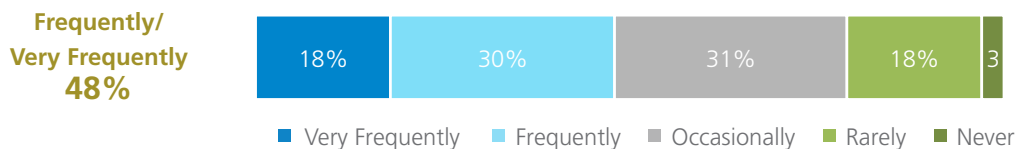
Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



Base: (n=105)

7.1.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

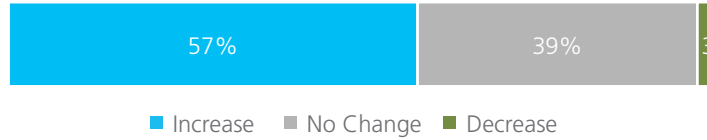


Base: (n=105)

7.2 Hwy 97: Williams Lake – Prince George

7.2.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

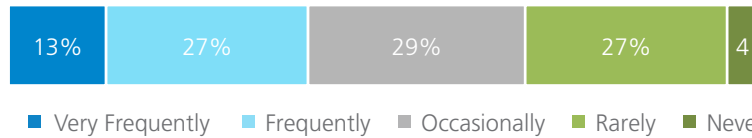


Base: (n=122)

7.2.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
40%



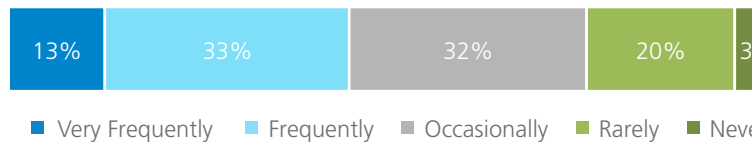
40% of participants frequently or very frequently find wildlife to be a safety concern.

Base: (n=116)

7.2.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
46%



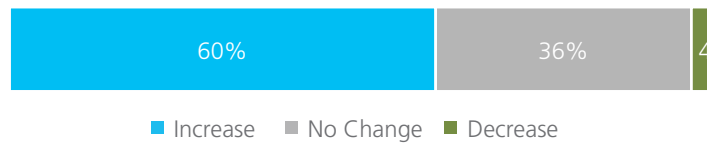
46% of participants frequently or very frequently find slower-moving vehicles to be a safety concern.

Base: (n=114)

7.3 Hwy 5: Kamloops – Tête Jaune Cache

7.3.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.



Base: (n=80)

7.3.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.



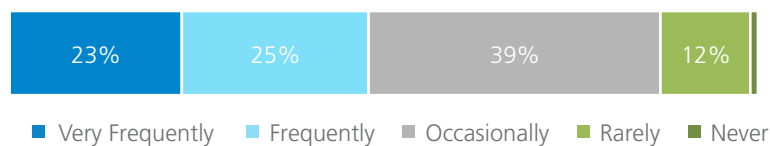
36% of participants rarely or never find wildlife to be a safety concern.

Base: (n=75)

7.3.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

**Frequently/
Very Frequently
48%**



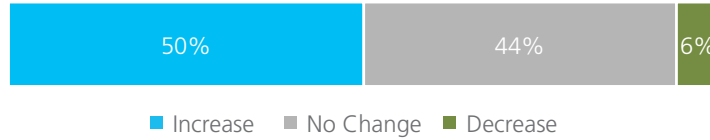
48% of participants frequently or very frequently find slower-moving vehicles to be a safety concern.

Base: (n=77)

7.4 Hwy 16: Prince George – Alberta Border

7.4.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

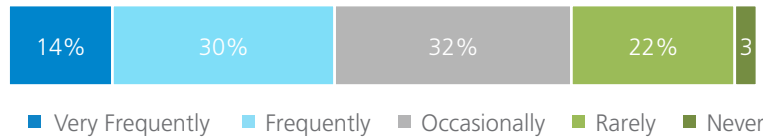


Base: (n=86)

7.4.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
44%

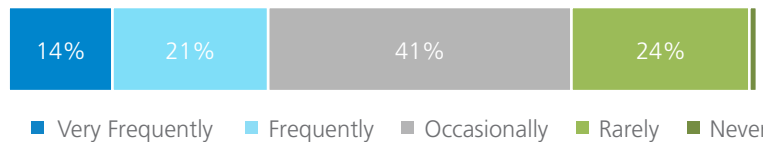


Base: (n=78)

7.4.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Frequently/
Very Frequently
35%



Base: (n=81)

7.5 Hwy 20: Williams Lake – Anahim Lake

7.5.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

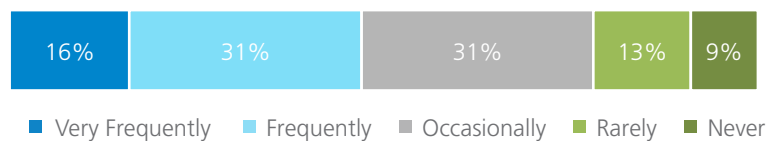


Base: (n=40)

7.5.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

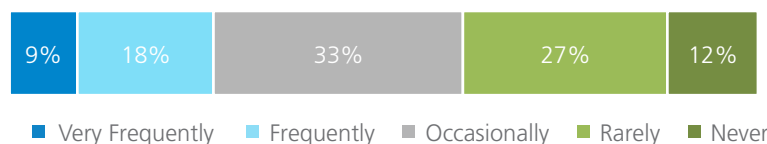
Frequently/
Very Frequently
47%



Base: (n=32)

7.5.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Rarely/Never
39%

Base: (n=33)

7.6 Hwy 20: Anahim Lake – Bella Coola

7.6.1 Speed Limits

Q.1) For the following highway segment, please indicate whether you think the speed limit should decrease, stay the same or increase.

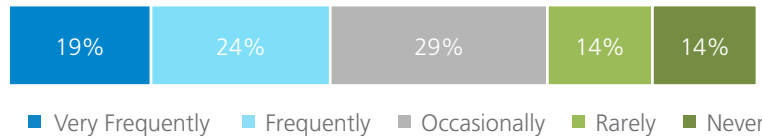


Base: (n=28)

7.6.2 Wildlife

Q.2) For the following highway segment, please indicate how frequently you find wildlife to be a safety concern.

Frequently/
Very Frequently
43%

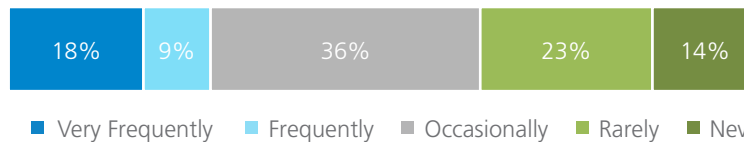


43% of participants frequently or very frequently find wildlife to be a safety concern.

Base: (n=21)

7.6.3 Slower-Moving Vehicles

Q.3) For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.



Rarely/Never
36%

36% of participants rarely or never find slower-moving vehicles to be a safety concern.

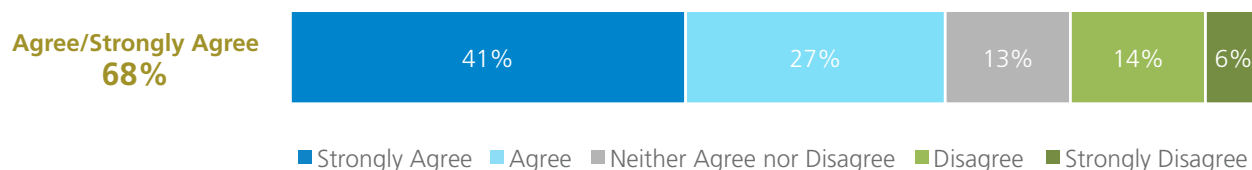
Base: (n=22)

8.0 Winter Tires

On completion of the Rural Highway Safety and Speed Review questions, participants were asked a series of questions regarding the use of winter tires.

8.1 Mandatory Winter Tire Season

Q.4) For sections of the highway where winter tires are mandatory (i.e., sections designated with winter travel signs), please indicate your level of agreement with the current period, October 1 – April 30, that winter tires are required.



Base: (n=1,386)

Additional Comments:

A total of 421 participants provided additional comments regarding the mandatory winter tire season. Following are the collected comments.

Comments Regarding Mandatory Winter Tire Season	
Comments	Total Commenting 421 #
Agree with the use of winter tires/ should be enforced	121
Time period suggestions (e.g., Nov 1 to Apr 1, Nov to Mar)	114
Oct 1 to Apr 30 is too long/ should be based on road / weather conditions	96
Weather conditions are too variable around the province / should be mandatory in appropriate areas	87
Prefer to use all-season/ M+S (not convinced that winter tires are necessary, too expensive)	66
People need to learn to drive appropriately for the road / weather conditions	39
Seems to be an appropriate length of time	39
Depends upon the vehicle (e.g., 4WD, working condition, motorcycles)	37
Should also carry / use chains where appropriate	23
Ministry of Transportation and Infrastructure needs to improve road maintenance	15
Truck/ commercial vehicle comments (e.g., need more inspection, ensure proper tires/ chains are used)	9

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

8.2 Use of Winter Tires

Q.5) Do you change your tires for winter driving?



■ Yes ■ No

Base: (n=1,389)

Additional Comments:

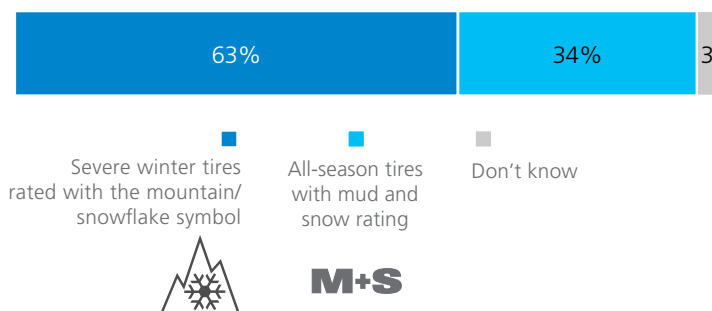
A total of 289 participants provided additional comments regarding the tires used for winter driving. Following are the collected comments.

Comments Regarding Tire Changing for Winter Driving	
Comments	Total Commenting 289 #
Prefer to use all-season tires / winter-rated tires	81
Not convinced that winter tires are necessary/ rarely get snow / icy conditions	66
Vehicle doesn't need it (e.g., 4WD, AWD, truck)	43
No need (e.g., don't drive in winter conditions, leave the country during winter)	41
Winter/ snow tires necessary in this area / for the routes I use	40
Prefer to use M+S tires	29
Winter/ snow tires are safer / better for winter road conditions	29
Use studded tires	27
Agree with the use of winter tires / should be enforced	23
Drive appropriately for the road / weather conditions	19
Carry/ use chains where appropriate	19
Winter tires are too expensive	19
Have another vehicle with winter tires for winter driving	18
Use winter tires all year	16
Haven't previously, but will use winter tires in the future	9

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

8.3 Type of Tires Used for Winter Driving

Q.6) Please indicate the type of tires you use for winter driving.



Base: (n=1,383)

Additional Comments:

A total of 148 participants provided additional comments regarding the type of tires they use for winter driving. Following are the collected comments.

Comments Regarding Type of Tires Used for Winter Driving	
Comments	Total Commenting #
Use studded tires	46
Not convinced that winter tires are necessary / rarely get snow / icy conditions	34
Winter/ Snow tires are safer / better for winter road conditions	24
Winter/ Snow tires are necessary for this area / for the routes I use	17
Tires have snowflake symbol	11
Vehicle doesn't need winter tires (e.g., 4WD, AWD, Truck)	10
Drive appropriately for the road / weather conditions	8
Carry/ use chains where appropriate	7
Winter tires are too expensive	4
No need (e.g., I don't drive in winter conditions, leave the country during winter)	3
Miscellaneous comments	7

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

9.0 Additional Comments

A total of 563 participants provided additional comments regarding any aspect of the Safety and Speed Review. Following are the collected comments.

Comments Regarding Any Aspect of Safety and Speed Review	
Comments	Total Commenting 563 #
Concerns about other drivers / driving too slowly, treating left lane like a travel lane, increases driver frustration, causes reckless driving / need to improve driver education/ increase enforcement of driving infractions)	204
Speed limits should be increased / road design can handle faster limit (e.g., four-lane, divided areas) / newer vehicles can easily handle higher speeds (e.g., better steering, brakes)	176
Do not increase speed limits / will increase accidents and fatalities/ enforce current limits	134
Safety/ road improvements needed (e.g., passing lanes, lack of cellphone coverage)	91
Should have variable speed limit system that could adjust for conditions (e.g., heavy traffic, weather conditions, time of day)	57
Truck/commercial vehicle comments (e.g., need more inspection, ensure proper tires/ chains are used)	51
Road condition/ maintenance issues	48
Positive comments regarding the consultation / feedback process	39
Agree with the use of winter tires / snowflake/ should be enforced	32
Concerns about wildlife / need for more mitigation measures (e.g., need fencing, tunnels)	32
Cyclist concerns (e.g., width of shoulder, road maintenance)	19
The "Safety" section of the survey is too focused on speed/ not comprehensive enough	18
Legislation is needed for "Keep right except to pass"	17
Not convinced that winter tires are necessary/ rarely get snow/ icy conditions	17

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

10.0 Open Submissions

A total of 566 people provided additional comments submitted by email, mail and telephone message, separate from the feedback form, regarding any aspect of the Rural Highway Safety and Speed Review. The following are the collected comments.

Open Submissions Regarding Any Aspect of Safety and Speed Review	
Comments	Total Commenting 566 #
Speed limit should be increased / road design can handle a faster limit (e.g., four-lane, divided areas) / newer vehicles can easily handle higher speeds (e.g., better steering, brakes)	340
Concerns about other drivers / driving too slowly, treating left lane like a travel lane, increases driver frustration, causes reckless driving) / need to improve driver education	142
Do not increase speed limits / will increase accidents and fatalities / enforce current limits	141
Safety / road improvements needed (e.g., passing lanes, lack of cellphone coverage)	77
Should have variable speed limit system that could adjust for conditions (e.g., heavy traffic, weather conditions, time of day)	63
Truck/commercial vehicles comments (e.g., need more inspection, ensure proper tires/chains are used)	62
Increase enforcement of driving infractions	59
Concerns about wildlife (e.g., need fencing, tunnels)	48
Road condition / maintenance issues	35
Legislation is needed for "Keep right except to pass"	34
Environmental benefits of lower speeds	32
Positive comments regarding the consultation/ feedback process (e.g., happy that the MoTI is doing a speed limit review, pleased to provide feedback)	31
Not convinced that winter tires are necessary / rarely get snow/icy conditions / motorcycles should be exempt	30
Negative comments about the consultation (e.g., survey questions too limited/ biased, no in-person consultation in the area)	27
Agree with the use of winter tires / snowflake / should be enforced	14
Proposals / project suggestions	14
Cyclist concerns (e.g., width of shoulders, road maintenance)	12
Petitions / form letters <ul style="list-style-type: none"> • 592-signature petition to decrease speed limit on Hwy 1 in Canoe, BC • 23-signature petition to increase speed limit on Hwy 3 in Yahk, BC 	2

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

