

BC Road Safety Strategy 2030 Framework

Land acknowledgement page

Message from the Ministers

Message from the BC Road Safety Strategy Steering Committee

Executive Summary

Introduction

The importance of road safety in BC

Key point:

- Centrality of movement and transportation to all parts of life in the province
- Inherent links between road safety and transportation needs, public safety
- Increasing complexity of road safety due to technology changes, BC population growth

Canada's national Road Safety Strategy

Key points:

- Alignment with Canada's [National Road Safety Strategy](#)
- BC's own data and research reflect importance of the national Strategy's priorities
- Alignment with BC with BC's overall priorities re: the 2026 budget
 - strengthening healthcare (post-crash care, cost of crashes to health system)
 - safer communities

What crashes cost us

Key points

- Economic and social costs of crashes
- Relevant data
- Injuries, deaths and high risk driving behaviours on our roads

Principles to help us reach Vision Zero

The three pillars

To unite all the players and tools necessary to achieve BC's road safety goals and progress toward Vision Zero, we use a collaborative framework with 3 pillars:

1. Working together
2. Tools to make roads safer
3. Education & awareness to inspire all road users to make safe choices

Content regarding each pillar is included here, and in the “working together” section there is information on:

- The role of the Province
- The role of enforcement
- The role of local governments
- The role of Modern Treaty Nations
- The role of First Nations

Safe System Approach

Alongside these foundational pillars, we need to identify and understand the different parts of travel and transportation that contribute to road safety. For this, we use the Safe System Approach.

The Safe System Approach is a practical, on-the-ground way to identify specific areas of road safety, each with measurable outcomes. These areas all come together to achieve safety on our roads and move us toward Vision Zero.

Safe roads

Safe speeds

Safe vehicles

Safe road users

Safe land use planning

Post-crash care

Taking action: strategic areas of focus

Key areas of focus for the BCRSS 2030:

1. **Infrastructure and engineering** – improving road design, infrastructure and safety interventions
2. **Enforcement and deterrence** – supporting enforcement and compliance approaches that reduce unsafe driving behaviours
3. **Data, evaluation and research** – improving access to evidence, data and evaluation to support informed decision-making
4. **Policy, legislation and regulation** – exploring legislative and policy approaches that support safer transportation systems and road user behaviours

Rolling action plans

The Strategy will utilize rolling action plans:

- Practical, continuous, each with a set of deliverable actions
- Action Plan 1: 2 years, 2027 and 2028

- Action Plan 2: 2 years, 2029 and 2030 (A small number of potential Plan 2 items are noted in Action Plan 1. A full list of Plan 2 action items will be identified ahead of its release.)
- Further action plans to be part of the next (2035) BCRSS

Measuring progress and next steps

Within each Action Plan, progress against actions will be monitored by the BCRSS Steering Committee and reported publicly where appropriate.

Each Action Plan will:

- Build on completed and in-progress actions
- Incorporate KPIs and/or evaluation measures
- Reflect new evidence, priorities and available capacity
- Respond to emerging risks, technologies, and community needs

Appendices

Research synthesis

Content here

BCRSS 2030 Action Plan 1

In effect 2027 – 2028

Overview

- 2-year duration, running through 2027 and 2028
- Initiates and supports foundational work in preparation for longer-term efforts or investments
- Emphasizes collaboration across government and with external partners
- Does not seek to exhaustively define delivery methods, funding arrangements, or final KPIs where these depend on future frameworks (e.g., data and evaluation work)
- Overseen by the BCRSS Steering Committee, responsible for:
 - Monitoring delivery progress
 - Resolving cross-government issues
 - Setting direction for future action plans

Actions and commitments

4 priority areas of action, matching the BCRSS 2030 Framework:

1. Infrastructure & engineering
2. Enforcement & deterrence
3. Data, evaluation & research
4. Policy, legislation & regulation

Table of all action items

This table includes items planned for initiation under both the 1st Action Plan (2027-2028) and the 2nd Action Plan (2029-2030).

Actions may also span multiple Action Plans, as work moves from planning and development to implementation.

Category	Action items	Planned initiation
Infrastructure & engineering	Update the Pedestrian Crossing Control Guidelines (<i>applies to highway crossings</i>)	1 st Action Plan
	Pilot solar-powered pedestrian crossing technology in rural areas	1 st Action Plan
	Support local governments in creating municipal or local road safety plans	1 st Action Plan

	Develop guidelines for 2+1 highways with median barriers	2 nd Action Plan
	Update practices & guidelines for setting speed limits on BC highways	2 nd Action Plan
	Review the BC Community Road Safety Toolkit, informed by working with local governments to understand their needs	2 nd Action Plan
Enforcement & deterrence	Plan and develop recommendations for the continued and future use of automated speed enforcement and monitoring	1 st Action Plan
	Develop a province-wide approach for automated enforcement, allowing flexibility for future technologies	1 st Action Plan
Data, evaluation & research	Develop a BC Road Safety Research Agenda and approach	1 st Action Plan
	Identify how to better leverage existing research organizations and align research priorities	1 st Action Plan
	Develop a BC Road Safety Data Action Plan, including: - Improving injury-cause coding in emergency departments - Expanding data linkage across agencies - Considering real-time data tools - Exploring telematics and connected vehicle data - Developing a Strategy-wide Measurement and Evaluation Framework	1 st Action Plan
	Planning for integration of road crash injury cost analysis into provincial Cost of Injury reporting	1 st Action Plan
	Update and modernize the MV6020 (police crash reporting) form	1 st Action Plan
Policy, legislation & regulation	Consider legislative changes to the Motor Vehicle Act to improve road safety	1 st Action Plan
	Consider legislation and/or regulation to enable lower default community-wide speed limits and improved safety in school and playground zones	1 st Action Plan
	Consider administrative monetary penalties to improve commercial motor vehicle safety	1 st Action Plan

	Consider legislation and/or regulation of new traffic control devices to improve safety for vulnerable road users	1 st Action Plan
	Consider legislation and/or regulation of emerging automated vehicle technology	1 st Action Plan
	Consider a Micromobility Strategy, including consideration of safety implications of new mobility trends	2 nd Action Plan

Infrastructure & engineering

Objective: Improve road and crossing safety through evidence-informed design and standards.

Actions to be initiated under 1st Action Plan:

- Update the Pedestrian Crossing Control Guidelines
- Pilot solar-powered pedestrian crossing technology in rural areas
- Support local governments in creating municipal / local road safety plans

Actions to be initiated under 2nd Action Plan:

- Develop guidelines for 2+1 highways with median barriers
- Update practices & guidelines for setting speed limits on BC highways
- Review the BC Community Road Safety Toolkit, informed by working with local governments to understand their needs

Leads:

- Ministry of Transportation & Transit
- BC Road Safety Steering Committee (supporting local government planning)

Implementation Focus:

- Develop guidance and standards
- Continue or begin pilots and ensure readiness for future expansion
- Collaboration with local governments where applicable

Enforcement & deterrence

Objective: Strengthen deterrence and prepare for future enforcement approaches.

Actions to be initiated under 1st Action Plan:

- Plan and develop recommendations for the continued and future use of automated speed enforcement and monitoring
- Develop a province-wide approach for automated enforcement, allowing flexibility for future technologies

Implementation Focus:

- Monitor trends in enforcement activity

- Explore measures of deterrence and behavioural change (recognizing current data limitations)

Leads: RoadSafetyBC & ICBC (shared responsibility)

Data, evaluation & research

Objective: Strengthen capacity for data sharing and further evaluation work.

Note that detailed KPIs will be developed through a Data Action Plan and Measurement Framework, rather than embedded in this Action Plan.

Actions to be initiated under 1st Action Plan:

- Develop a BC Road Safety Research Agenda and approach
- Identify how to better leverage existing research organizations and align research priorities
- *Develop a BC Road Safety Data Action Plan, including:
 - Improving injury-cause coding in emergency departments
 - Expanding data linkage across agencies
 - Considering real-time data tools
 - Exploring telematics and connected vehicle data
 - Developing a Strategy-wide Measurement and Evaluation Framework
- *Integrate road crash injury cost analysis into provincial Cost of Injury reporting
- Update and modernize the MV6020 (police crash reporting) form

*While these items will be initiated under the 1st Action Plan, their full implementation is expected to span multiple BCRSS Action Plans.

Implementation Focus:

- Strengthen focus and cohesion in the use of road safety data and research, through shared planning and approach
- Improve collection, analysis and/or integration of specific data

Leads:

- BCRSS Steering Committee
- RoadSafetyBC (MV6020 form updates)
- Ministry of Health (injury cost analysis integration)

Policy, legislation & regulation

Objective: Ensure BC's policies, regulations and legislation support safer roads.

Actions to be initiated under 1st Action Plan:

- Consider legislative changes to the MVA to improve road safety
- Consider legislation and/or regulation to enable lower default community-wide speed limits and improved safety in school and playground zones
- Consider administrative monetary penalties to improve commercial motor vehicle safety

- Consider legislation and/or regulation of new traffic control devices to improve safety for vulnerable road users
- Consider legislation and/or regulation of emerging automated vehicle technology

Actions to be initiated under 2nd Action Plan:

- Consider a Micromobility Strategy, including consideration of safety implications of new mobility trends

Lead: Ministry of Transportation & Transit

Implementation Focus:

- Reporting on enacted legislative or regulatory updates that improve road safety

Monitoring and Reporting

Progress on actions will be:

- Monitored by the BCRSS Steering Committee
- Reported publicly where appropriate

Future Action Plans will:

- Build on completed and in-progress actions
- Reflect new evidence, priorities and available capacity

Looking Ahead

This Action Plan establishes the foundations for longer-term change under the BC Road Safety Strategy 2030.

Future rolling action plans will:

- Refine and expand actions
- Incorporate appropriate KPIs and evaluation measures
- Respond to emerging risks, technologies, and community needs