

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, May 14, 2024**

Members: Neil Arason, Island Health
Douglas Baer, Capital Bike
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Steve Martin, Community Member (Chair)
Dean Murdock, CRD Board (Vice-Chair)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Keith Vass, Media

Associates: John Hicks, CRD
Dallas Perry, BC Transit

Regrets: Ron Cronk, Vancouver Island Safety Council
Dr. Murray Fyfe, Island Health
Natalia Heilke, RoadSafetyBC
Myke Labelle, Commercial Vehicle Safety and Enforcement
Todd Litman, Walk On, Victoria
Owen Page, Ministry of Transportation and Infrastructure
Colleen Woodger, ICBC Road Safety and Community Involvement

Guest: Maddy MacDonald, Island Health Co-op Student

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:05 pm.

1. Territorial Acknowledgement

Chair Martin provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Douglas Baer, **SECONDED** by Jereme Leslie, that the agenda be approved with the following amendment to be added under Other Business: **CARRIED**

- Survey re people's knowledge, particularly youth, on cannabis impaired driving

3. Approval of Minutes – April 9, 2024

MOVED by Neil Arason, **SECONDED** by Jereme Leslie, that the minutes of the meeting held on April 9, 2024 be approved. **CARRIED**

4. Chair's Remarks

Chair Martin said he appreciates everyone taking the time to be part of the Traffic Safety Commission as road safety is hugely important.

5. Business Arising from Previous Minutes

➤ **Update on Transportation Working Group**

The Capital Regional District is in the process of looking at establishing a transportation service which is a big piece of the work that the Transportation Working Group has been doing. They have engaged with all the local governments and electoral areas. An internal forum will take place next week to which all local councillors from across the region have been invited and will be discussing the categories which are related to things such as travel behaviour, safety, transit, mobility, land use, etc. The objective of the forum is for the partners to highlight the functions which they feel are most important to advance into a transportation service and the intention is to get consensus. Some of the overarching lenses are equity and safety and they want to ensure that all the functions coming forward are looked at through that lens. There is the potential for the Commission to have a voice so that we can make sure that is reflected when the staff report is prepared with a recommendation which will inform the Transportation Committee and the Board as to which functions are being recommended and why.

The other important piece as part of this process is looking at the governance structure. For context, currently there is the Transportation Working Group which is comprised of municipal engineers and planning staff and is an internal staff with terms of reference, the Traffic Safety Commission which was formed through a service establishment bylaw, and the Transportation Committee which is the regulatory body that has information brought forward to them, and then provides recommendations to the CRD Board. It is important for the Commission to have some sort of voice in this process as the governance structure is reviewed so now would be a good time to flag any changes the members would like to see to the bylaw, mandate, membership, etc. A general statement or motion from the Commission would be sufficient.

It was agreed to add this topic under Other Business re the Commission having a role in the transportation governance discussion.

➤ **Report on Meeting with Adam Defrane of MADD**

Deferred

6. **Priority Business**

➤ **Budget Update**

The budget is looking quite healthy and there is approximately \$60,000 left for this year. The key for the Commission is looking at our priorities and establishing where we would like to spend these funds. Chair Martin reminded members to bring forward any ideas for projects that align with our priorities for discussion on possible funding.

John Hicks noted that it is time for the Sarah Beckett Memorial Scholarship to go out. The scholarship is aimed at students who are looking for a career in policing. The 2024 application has been posted on the Traffic Safety Commission website. Information will be distributed to members who are asked to distribute it to their contacts to get as wide a distribution as possible.

➤ **Proposal re Junior B Hockey Youth Outreach**

Deferred until next meeting

➤ **BCACP Calendar**

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)
- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- December – Winter Impaired Driving Campaign

The purpose of putting the BCACP calendar initiatives on our agenda is to act as a reminder for the Commission re the focus of our partners and to try and frame our advertising to support them. We could do the advertising ourselves or support any of our partners with additional funding to expand their campaigns.

Sgt. Jereme Leslie noted that May is the high risk driving campaign which targets speed enforcement. There are a number of different campaigns taking place, mostly on the highways.

7. **Other Business**

➤ **Survey re people's knowledge, particularly youth, on cannabis impaired driving**

Paweena Sukhawathanakul is working with the Ministry of Public Safety and Solicitor General to help revise their cannabis use survey which goes to BC residents to get an understanding of how people are using cannabis. Currently, the questions they have about driving are sparse so she is advocating for additional questions. A few things emerged from a previous study in terms of figuring out how people regulate their use and make decisions around driving after using cannabis. One is based on their knowledge of risk and knowledge of law in general, another is how they monitor their level of impairment and the last is how they plan to safely get home. Paweena is wanting to develop questions that are related to those aspects and integrate them into the cannabis use survey. She is hoping to get feedback from the members re questions related to gauging the level of knowledge and possible legal consequences.

Discussion took place around issues such as how long cannabis remains in your system as there is very little information about this. How do people determine when they are ok to drive? There are many factors involved, i.e., the quality of the cannabis, if you smoke it or take edibles, etc. That is a challenge as there is very little public health consensus on guidelines for consumption. There is also the issue of accumulation. Paweena is advocating for questions relating to monitoring, e.g., how do you determine when you're ok to drive in terms of amount of time, physiological response, etc. Understanding the risks and integrating those questions as well to give us some feedback on how people gauge and monitor their use.

From a public health standpoint, it is a driver issue but also a dependency issue so any public health messaging must include questions about awareness about how you monitor and how problematic use can be identified. Paweena also wants to include questions around use of the following strategies for getting home safely after using cannabis, e.g., ride share, bussing, designated driver, etc. Also asking people how long they typically wait before driving after using cannabis. That may give us an idea of people's perceptions and norms.

If you have any other questions you think would be of interest, please let Paweena know. She will share the final document with the Commission. If we can think of ways we can help people plan better, it might be good to include those.

Other issues raised were as follows:

- Micro-mobility devices - Suggestion that the questions be worded so they don't imply that only driving is bad when you're affected by a substance.
- Does the survey talk about all forms of cannabis consumption? Paweena is advocating for including that.
- Suggestion that a time frame be taken out of the question. Frame it as "how long after using do you drive?" Let them provide the answer. Having a time frame like two hours might imply that it is safe to drive after that time.

There is a meeting taking place next month to finalize the survey. Paweena noted that she is asking to integrate a lot of questions compared to what already exists.

➤ **The Commission having a role in the transportation governance discussion**

John Hicks noted that the governance process is looking at how we can move forward with our regional transportation priorities and goals, implement the plans that are in place and work collaboratively within the framework that we have. In other words, looking specifically at things within the Capital Regional District regulatory ability, which excludes direct decision making for transit.

The eight categories in the areas they are looking at are basically a list of functions which will be taken forward to the workshop next week. They are active transportation and road safety; new mobility, e.g., e-scooters, e-bikes. The majority of municipalities in the region have applied to participate in the e-scooter pilot program. There are regulations which come with the pilot in terms of helmet use, speed, and where the scooters are able to be used. John will be coming back to the Commission probably next month with a funding request in terms of doing some media and messaging around the requirements of the regulations to make sure e-scooter users know what the regulations are. He has made a commitment to the Transportation Working Group that as they move forward with this we would work through the Commission so that we can have consistency in the messaging going out across the region. The other categories are behaviour change; transit and mobility hubs, land use transportation integration; data management and traffic analysis; grants and funding; and transportation plans. A big piece of the transportation plans as it relates to the Commission are the safety action plans which are likely to be coming forward from the municipalities. The Commission could have a role in terms of the development of future transportation plans.

If Commission members are interested in opening up the bylaw, getting clarity on the mandate, looking at our membership, etc., the key for today would be to say that we are interested in having a discussion on the bylaw so we can at least get it on the agenda. This is an opportunity for the Commission to have some input because we're going to have to look at the relationship between the Transportation Working Group and the Traffic Safety Commission, and the internal

committee structure. We want to clarify that structure and the reporting structure up through the Capital Regional District.

Issues raised during discussion were:

- Re data collection, from a cycling perspective, the accident data may not be the perfect indicator of the degree of safety at certain intersections. There may be ways to quantify but it has to do with the status of the infrastructure, as opposed to the accident data.
- With input from users, UVic has mapped zones which are safe or unsafe for cyclists. There is the possibility to survey cyclists to see which routes they consider safe or not.
- From a health perspective, making progress in road safety will involve infrastructure changes, especially around micro-mobility. Also more public transit is needed. If we move people towards public transit and micro-mobility we could make huge gains in road safety.
- Would like an understanding of where these decisions go and how we can better communicate priorities so we're not duplicating.
- The Working Group provides technical expertise. It didn't exist when the Commission was formed. The decision making is still decentralized. There is an opportunity to centralize more planning functions with the creation of this service. How does the Commission feed into that process? It would be helpful to understand our perspective of our value-add.
- How we fit into the overall planning process, e.g., our expertise and advocacy positions. Decision makers will continue to be decentralized. How do we inform the thinking about road safety as an aspect of transportation?
- Educate and use expertise in the room. Expertise also comes from knowledge we could gather. How can we hear more from the public, how to gather information and knowledge to inform decisions.
- One of the key fundamentals of the Transportation Working Group is aimed at an integrated planning approach between all levels of government. They have been working with Transit to formalize the corridors and working with the Ministry as well. That level of work will be done as part of this process, but it is not the level of work for this group. The Commission could offer a supporting role and give advice and recommendations. We could have a joint meeting between the Commission and the Transportation Working Group. The Commission needs to determine what our role is. What can this group provide that another group can't?
- Our strength is that we are multi-disciplinary and are not technical. We can bring a more complex lens to understanding things. We are talking about adding members and being that multi-disciplinary group that is different from the other technical groups.
- It has come up repeatedly in the past that Commission members would like to see the service establishment bylaw reviewed and get clarification of our mandate and membership so at this point it would be important to have a motion from the Commission saying we would like to be engaged in future conversations around priority setting in governance.

MOVED by Douglas Baer, **SECONDED** by Keith Vass, that the Traffic Safety Commission would like to have a role in the transportation governance discussion. **CARRIED**

MOVED by Douglas Baer, **SECONDED** by Paweena Sukhawathanakul, that the Traffic Safety Commission ask the Transportation Working Group to hold a joint meeting. **CARRIED**

8. Member Updates

➤ RoadSafetyBC - Natalia Heilke

No update

➤ ICBC – Colleen Woodger

No update

➤ Youth and Children – Hailey Bergstrom-Parker

No update

➤ Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul

- The evaluation of the online version of the P.A.R.T.Y. Program is underway. Paweena's student Maddy MacDonald who is doing a co-op term with Island Health went into the schools as part of this evaluation. Maddy noted that the students weren't very engaged. The feeling seemed to be that it was hard to be engaged with the on-line program and teachers felt the same way.

There will be pre and post surveys done and feedback forwarded to Island Health. Suggestions for improvement will be provided and a summary given to the schools in June. That will be circulated to the Commission as well. It is hoped to do an evaluation in the fall as well and another round of surveys which will provide a gauge of perceptions.

➤ **CRD – John Hicks**

- There will be volunteers out at the end of month counting e-scooters, regular bikes and e-bikes on the trails and road networks. They also note children and gender.

➤ **Integrated Road Safety Unit – Sgt. Jereme Leslie**

- Over the May long weekend there are unfortunately a lot of motorists killed because of impaired driving mostly. There will be extra enforcement out.
- Working with ICBC and Vancouver Island Safety Council and holding a motorcycle skills day on May 25. Hope to be able to talk on CFAX next week about it to get an educational piece out there. Hopefully we can better prepare for this event next year and have some involvement by the Commission on messaging.

➤ **Commercial Vehicle Safety Enforcement – Myke Labelle**

No update

➤ **Vancouver Island Safety Council – Ron Cronk**

No update

➤ **Capital Bike – Doug Baer**

- Go by Bike Week takes place from June 3-9. There will be bike safety brochures, etc., available and they are hoping for good attendance.
- Capital Bike's advocacy group is putting some attention on the problem of roadways and crossings under the jurisdiction of the Ministry of Transportation and Infrastructure. The intersections on Sayward and Haliburton were made worse by the removal of the south bound crosswalk which makes it impossible for a cyclist to cross unless a car shows up to trigger the sensors. They are trying to set up a meeting with MOTI.

➤ **Walk On, Victoria – Todd Litman**

No update

➤ **Municipal Police Forces/RCMP**

No update

➤ **BC Transit – Dallas Perry**

No update

➤ **Ministry of Transportation and Infrastructure - Owen Page**

No update

➤ **Island Health – Neil Arason**

- Neil shared from a study re accident analysis and prevention by Fred Wegman of the Netherlands which looked at cyclists and e-bikes. The Netherlands continues to be committed to eliminating death and serious injuries by 2050 but they are seeing a rise in cycling injuries. Almost one in three cyclist fatalities is an e-bike user. The majority of seriously injured road users were injured with no motor vehicle involved. Prof. Wegman argues that the Safe System Approach is still the leading thinking in the world for road safety, but we need to extend it in the case of micro-mobility. He makes the case that we really need to think about further investment in infrastructure for micro-mobility and designing it well.

➤ **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**

- Name has changed from Centre for Youth and Society to Collaborative for Youth and Society.

9. **Next Meeting**

The next meeting will be held on June 11, 2024 at 1:00 pm. On motion, the meeting adjourned at 2:33 pm.