

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, June 11, 2024**

Members: Neil Arason, Island Health
Douglas Baer, Capital Bike
Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Ron Cronk, Vancouver Island Safety Council
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit
Todd Litman, Walk On, Victoria
Dean Murdock, CRD Board (Vice-Chair)
Owen Page, Ministry of Transportation and Infrastructure
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic
Colleen Woodger, ICBC Road Safety and Community Involvement

Associates: Natalie Bandringa, CRD
Sgt. Doug Cripps, Saanich Police
John Hicks, CRD
Dallas Perry, BC Transit

Regrets: Dr. Murray Fyfe, Island Health
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic
Natalia Heilke, RoadSafetyBC
Myke Labelle, Commercial Vehicle Safety and Enforcement
Steve Martin, Community Member (Chair)
Keith Vass, Media

Guests: Maddy MacDonald, Island Health Co-op Student
Ahneke van Lankvelt, UVic Student

Recording Secretary: Arlene Bowker

The meeting was called to order at 1:07 pm.

Vice-Chair Dean Murdock acted as Chair in the absence of Steve Martin.

1. Territorial Acknowledgement

John Hicks provided a territorial acknowledgement.

2. Approval of Agenda

MOVED by Colleen Woodger, **SECONDED** by Jereme Leslie, that the agenda be approved with the following addition. **CARRIED**

- Update on research looking into the efficacy of using automatic speed enforcement cameras and red light cameras in the CRD

3. Approval of Minutes – May 14, 2024

MOVED by Colleen Woodger, **SECONDED** by Neil Arason, that the minutes of the meeting held on May 14, 2024 be approved. **CARRIED**

4. Chair's Remarks

No remarks

5. Business Arising from Previous Minutes

- **Update on e-ticketing and Court Time for Officers**
Deferred

- **Presentation on research re efficacy of using automatic speed enforcement cameras and red light cameras in the CRD**

This research was undertaken after a request from the Transportation Committee last fall for the Commission to provide some advocacy-related proposals for red light cameras and interval cameras. Also, at their November meeting, the Transportation Committee passed the following motion: *That the CRD advocate to the provincial government to expand the Intersection Safety Camera Program, installing new red light and speeding cameras in the Capital Region in locations with high levels of casualty crashes.*

Paweena Sukhawathanakul and her student Ahneke van Lankvelt at UVic had agreed to help with this research and Ahneke presented a summary. A lengthier literature review will be circulated.

Intersection collisions and excessive speed account for a significant portion of injuries and fatalities in the CRD, e.g., 75% of claim reported injuries from 2017-2021 have been at intersections and crash injury rates where speed was a factor have remained consistent from 2017-2021.

There are two commonly used approaches to address these issues: red light cameras (RLCs) and automatic speed enforcement cameras (ASE). RLCs are installed at intersections where they automatically photograph vehicles entering the intersection after the traffic signal has changed to red. ASE systems can be operated through fixed or mobile cameras. Currently in BC there are 140 RLCs operating and 35 of them use ASE technology. There are only two RLCs operating in the CRD and neither use ASE technology.

In 1996, the BC Government introduced 30 mobile ASE cameras in BC. Initially the program was widely supported but it began to be perceived as a cash grab and the program was terminated in 2001 when there was a change in government. In March 2023, British Columbians were surveyed across all five regional health authorities in BC with a total of 2,104 participants. Results showed that acceptance of ASE varied based on community size, with small/rural and remote areas having low approval for any form of speed enforcement on highways, and major urban areas more likely to agree that ASE will save lives. Over 50% of both speeders and non-speeders were more likely to support ASE if data shows it is effective in reducing collisions and casualties.

On a global scale, RLCs have been shown to be effective in decreasing right-angle collisions, however, they have the potential to increase rear end collisions. Despite this, they have been associated with fewer injury crashes. Overall, the crash history of an intersection is key in determining the location of RLC operation, as the implementation of RLCs at an intersection with high rear-end crash rates is counterintuitive for road safety. Other traffic control methods such as ASE can complement RLCs and potentially reduce rear-end crashes.

Also on a global scale, ASE systems have been shown to reduce injuries and crashes. ASE systems can also influence driver behaviour beyond their immediate enforcement areas, a phenomenon referred to as the "halo effect." Potential negative impacts of ASE implementation include the "kangaroo effect" where drivers decrease speed just before cameras and regain speed immediately after. Additionally, drivers tend to avoid roads with ASE enforcement which can cause increased crashes on surrounding roads without ASE. Differences in the impact of fixed and mobile cameras were also reported.

A list of considerations outlined as key points to prioritize are as follows: Adoption of ASE systems; Overall ASE effective and counterproductive effects; Placement/Location of ASE cameras; ASE safety benefits; ASE economic impact; RLC effectiveness in reducing collisions; Placement/Location of RLC; and Need for Empirical Studies.

Discussion took place around the following issues:

- Research shows that despite the kangaroo effect, overall, the benefits outweigh the negatives. Rear end crashes don't result in the same injury severity as right angle crashes. No red light cameras in the CRD are turned on for speed which is a lost opportunity given that the technology is out there and we are not taking advantage of it.
- Would be interesting to know what the dispute rate is on red light tickets vs personal interaction with law enforcement.
- Are points given for automated enforcement mechanism? Less at stake for driver than being pulled over by law enforcement.
- Implemented very badly in 1990. We have learned a lot and know how to implement it properly now. Put up warning signs as we want speed reduction not to issue tickets. Of all the things that we could do to improve crash rates, using these technologies is very much at the top.

It was agreed that a summary information report should be sent back to the Transportation Committee in response to their request. It is at the discretion of the Commission whether to include a recommendation.

MOVED by Neil Arason, **SECONDED** by Todd Litman, that this research be forwarded to the Transportation Committee along with a recommendation that the information be provided to the

Ministry of Transportation and Infrastructure and the Ministry of Public Safety and Solicitor General with copies to relevant organizations.

CARRIED

- **Report on Island Health Meeting with School District Superintendents re representative on the Commission**
Deferred

- **Update on Transportation Working Group**

The next meeting will be held on Thursday. There will be a presentation from BC Transit on their upcoming refresher to their transit plan and will also be talking about giving this group an update on the recent workshop held with elected officials and senior staff in terms of transportation governance across the region. A list of categories was brought forward at the workshop that ranged across a broad scope of areas for potential inclusion in a bylaw. There was representation from Island Health as well. How the Transportation Working Group and this Commission relate to each other will be examined as we go further along through the governance review discussion.

At the Transportation Committee meeting next Wednesday there will be a recommendation going forward around possibly moving forward with the drafting of a bylaw.

6. **Priority Business**

- **Budget Update**

There has not been much change to the budget from last month. We still have a substantial amount of money for our activities and advertising. If you have any projects or know of any community groups who are looking at traffic safety related programs, please have them contact us at crdtsc@crd.bc.ca to put forward a funding application for review by the Commission.

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

Sgt. Doug Cripps reported that he contacted the President of the Vancouver Island Junior Hockey League who has confirmed they are interested in our proposal and said he will reach out to their executive. As discussed at the April Commission meeting, the idea would be that once the teams are established in the fall, Sgt. Cripps and his partner will do a simple presentation approximately one hour long on road safety. The plan is to provide some pizza and possibly some gift certificates for the players. Sgt. Cripps will have something more formalized and ready to bring to the Commission by September/October which will likely include a request for funding.

- **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.

7. **Other Business**

8. **Member Updates**

- **RoadSafetyBC - Natalia Heilke**

No update

- **ICBC – Colleen Woodger**

- Attended LAU, WELNEW school this morning re the graduated licensing program. Uses the approach of saying “I’m giving you information so you can make an informed decision” which seems to go over well.
- Working on distracted driving project with Westshore RCMP and the Ministry of Transportation and Infrastructure. There will be a heavy focus on education.

- Put together a tailgate trainer program which is going to all volunteer groups around the island and making sure they are ready to go for BCACP campaigns.
 - Went out and did some education on passing lane laws with signage for drivers and handing out stickers for cyclists to help promote this law.
 - Did some joint forces with volunteers on a speed campaign with support of police team. Put volunteers out in different locations. At Braefoot Park and McKenzie there were five volunteers, high visibility, cones, and speed reader board and police still gave out nine tickets in an hour.
 - Completed the volunteer symposium with 60 volunteers from around the island.
 - Did a pilot project at Malahat Nation doing some knowledge tests with some success.
 - A high-risk driving event was held at Royal Bay with Grade 10 students and taking them through the P.A.R.T.Y. Program. The Brain Injury Society joined with the SHINE Program.
 - Went out with the Oak Bay Police Department to help with education re high risk driving behaviour.
 - Impaired driving campaign starts at the end of this week. Have special events kits available.
- **Youth and Children – Hailey Bergstrom-Parker**
- Looking at doing a car seat recycling pop-up clinic somewhere in the Victoria area. Currently the Pacific Mobile Depot is the only place that accepts car seats so trying to work with them to do a car seat recycling program and set something up where people can drop off their car seats for a discounted cost. It was suggested that a funding application could be made to the Commission for this project.
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
- Received funding from the Social Sciences and Humanities Research Council to do a study on active transportation and aging. Will be pairing up with Capital Bike at some point to look at active transportation and possible relationship with functional changes to cognition.
- **CRD – John Hicks**
- Just completed spring bike counts. It was pouring rain for most of it, so numbers were low.
 - Very busy with the governance review work.
 - Schools starting the Ready Step Roll program in September are Gordon Head Middle School, McKenzie Elementary, Galiano School, Mayne School and Ecole Victor-Brodeur.
 - The Sarah Beckett scholarship is open for application.
- **Integrated Road Safety Unit – Sgt. Jereme Leslie**
- The speed campaign with the two-strike program was very successful.
 - Distracted driving campaign. Had officers out for a few hours and were writing distracted driving tickets every 3 ½ minutes for several hours.
 - In May participated in a free motorcycle skills event with BC Highway Patrol, ICBC and Vancouver Island Safety Council. Motorcycle instructors were there and it was a successful event with riders coming in and honing up their skills. Want to make it an annual event and hope to come to the Commission next year to get some support with campaigns or ads, etc.
- **Commercial Vehicle Safety Enforcement – Myke Labelle**
- No update
- **Vancouver Island Safety Council – Ron Cronk**
- Closely watching the car seat return program because he gets similar calls re motorcycle helmets. They go directly to a landfill. There might be an opportunity to work together.
 - They are booked up until late August for motorcycle training.
- **Capital Bike – Doug Baer**
- One particular challenge is to find safe ways to revise infrastructure in rural areas. They work with Livable Roads for Rural Saanich but there is also a group in Central Saanich trying to figure out what to do about Wallace Drive near Saanichton. Share the road doesn't always work very well. What are the solutions? Capital Bike would like to see the Commission spend more time on infrastructure. There could be some idea sharing around infrastructure, maybe just as a set of best practices, maybe as a way of making recommendations with respect to provincial guidelines, etc.

- Province wide cycling organization/Motor Vehicle Act group that meets monthly and are looking at what the next things are that need to be done.
- **Walk On, Victoria – Todd Litman**
 - Pleased to see Times Colonist articles on trail safety. One of the questions the Commission deals with is whether we are talking about road safety or traffic safety? The articles were interesting but still not sure how good the implementation of speed control on trails is. Would strongly support clearer guidance on high-speed enforcement on trails and dealing with congestion. We are exceeding the limit of what those conflicts can resolve themselves and there needs to be more guidance to users. It was noted that at the CRD, there are discussions coming forward on those topics. Also, the trail widening and lighting project is underway.
 - Re the CRD travel survey, that and other research shows that having an e-bike essentially doubles the amount of cycling that people do. That suggests it is time to ramp up our active transportation facilities. Remember that the most basic users are pedestrians.
 - There is a lot of discussion among transportation engineers about a book called “Killed by Traffic Engineers” which has been getting a lot of attention. Transportation engineering that has been done in the past is not necessarily optimal for what we want in the future.
- **Municipal Police Forces/RCMP – Sgt. Doug Cripps, Saanich Police**
 - Had an interesting file where one young male posted on social media he and two others merging onto the Pat Bay Highway at Royal Oak and reaching speeds of 219 km/h, passing on the right, and weaving in and out. He was threatened so many times on Facebook that he went into the police department and the police will be submitting charges of dangerous driving.
 - Summer counterattack will be starting up soon.
- **BC Transit – Dallas Perry**

No update
- **Ministry of Transportation and Infrastructure - Owen Page**
 - The Colquitz Bridge project just started and will be ongoing for the rest of the year.
 - There will be a road widening and resurfacing project on Salt Spring Island coming southbound out of Ganges and that should be awarded by the end of the month.
 - A crosswalk review is being done at four schools through Sooke so hopefully will see some upgrades to crossings there.
 - A speed limit review assessment is taking place beginning at the west intersection of Otter Point Road with Highway 14.
- **Island Health – Neil Arason**
 - Island Health Chief Medical Health Officer Dr. Reka Gustafson delegated Neil and Dr. Murray Fyfe to attend the May 24 CRD workshop on establishing a transportation service and has reiterated how important it is for Island Health staff to be involved in conversations about transportation because there are so many benefits. Shifting the mode to more walking, cycling and public transit will reduce environmental impacts, increase physical activity, reduce injuries by getting people out of cars, respond to inequities and increase social connectedness.
 - Results are just coming out now from the last McCreary Survey which is done every five years. In School District 62 young people said they wanted two things more than anything else to address their mental health, one is access to transportation and the other is access to volunteer opportunities.
- **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**

No update

Acting Chair Dean Murdock acknowledged John Hicks who is starting a new job with the City of Victoria. John has been a constant presence and shepherded the Commission for many years. He is the subject matter expert and has been relied on extensively to help guide the work here and at the Transportation Committee and he will be sorely missed.

9. Next Meeting

The next meeting will be held on July 9, 2024 at 1:00 pm. On motion, the meeting adjourned at 2:23 pm.