

CRD TRAFFIC SAFETY COMMISSION

MINUTES OF MEETING

Thursday, October 12, 2017

The Lakes Banquet Room, 4670 Elk Lake Drive, Victoria

Members: Corey Burger, Greater Victoria Cycling Coalition
A/S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Dr. Murray Fyfe, Medical Health Officer, Island Health
Shawn Haley for Tina Rogers, Ministry of Transportation and Infrastructure
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On Victoria
Barb McLintock, BC Coroner's Service
Alan Perry, Media
Colin Plant, CRD Director (Chair)
Dr. Holly Tuokko, Institute on Aging and Lifelong Health, University of Victoria
Colleen Woodger, ICBC Road Safety Division

Associates: S/Sgt. Marc Chateau, Saanich Police
Cpl. Dawn Gilhen, Sooke RCMP
Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Insp. Ward Johnson, RCMP Traffic Services
Dr. Richard Stanwick, Island Health

Regrets: Jeff Groot, RoadSafetyBC
Janelle Hatch, Island Health
Marnice Jones, School Districts
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement

Guests: Bryce Devereaux, CRD
Alex MacLennan, RoadSafetyBC
Dr. Geoff McKee, Island Health

Recording Secretary: Arlene Bowker

The Chair called the meeting to order at 12:00 p.m.

1. **Approval of Agenda**

MOVED by Holly Tuokko, **SECONDED** by Colleen Woodger, that the agenda be approved.

CARRIED

2. **Approval of Minutes – September 14, 2017**

MOVED by Ron Cronk, **SECONDED** by Alan Perry, that the minutes of the meeting held on September 14, 2017 be approved as distributed with the following revisions to Child Passenger Safety related to Uber on Page 4:

- First paragraph, third sentence, should read "There is an exemption for taxi drivers in the Motor Vehicle Act Regulations...."
- Second paragraph, last sentence, should read "The policy intention is to balance public and road safety of the people in taxis and helping make sure that families with young children still have access to public transportation."

CARRIED

3. **Chair's Remarks**

The CRD Board has approved the CVSE membership change from Leo Belanger to Rudy Wetselaar.

Email correspondence was received from a member of the public regarding the TSC recommendation for a pilot study using speed interval cameras on the Malahat that questioned what data was used in making this recommendation and expressed the opinion that all TSC decisions and recommendations should be evidence-based. Chair Plant advised the writer that he would bring these concerns back to the TSC for reflection.

4. **Presentation on Electronic Ticketing - Alex MacLennan, RoadSafetyBC**

Alex MacLennan provided information on a multi-year project called the road safety initiative which is focused on improving road safety, increasing timeliness and accessibility to justice for citizens, and looking at efficiency and effectiveness. Some examples of the types of things it is hoped to change in the short term are maximizing the proportion of valid violation notices issued, minimizing the time before those violation notices are resolved and maximizing the quality of road safety data.

There are three parts to phase one of this initiative. 1) eTicketing, that is the ability to generate an electronic record of a violation ticket and to serve a copy of that to a citizen; 2) the ability to pay tickets online; and 3) initial improvements to business intelligence. PRIME is the system that is currently used by police in BC and it will be the platform for the eticketing solution. Printers, cables and mounts will be provided for installation in police vehicles so a copy of the ticket can be printed out and served to the citizen.

In the current system, tickets can sometimes sit for weeks before being sent to ICBC for inputting to their contravention system. This results in a couple of things, i.e., the information on violations being served is outdated; citizens are going in to pay for the tickets and sometimes the tickets don't even exist in the system yet, and most importantly, through the process end to end, it can take months and months before a disputed ticket gets scheduled to a court date. There are a lot of inefficiencies occurring. If a ticket has not been resolved through a dispute process for 11 or 12 months, how much of an actual deterrent is it on road behaviour? These are the types of things that it is anticipated the road safety initiative project will fix. In addition, \$1.5 million in revenue is lost every year for cancelled tickets which either have administrative error or are illegible.

Some of the benefits it is hoped to achieve are to reduce the overall burden on the justice sector; reduce the amount of time required at the roadside; improve citizen experience; improve road safety; and have fewer traffic tickets cancelled.

The project involves many agencies, e.g., ICBC, Service BC, internal organizations within government, Police Services Division, Primecore, PayBC, and obviously representatives of both judiciary and police. Significant engagement is taking place with police agencies around the province, as well as with UBCM and local government executive.

Prior to implementing this across the province, pilot programs will be conducted in different communities across BC, i.e., Delta, CRD IRSU, Prince George and Vancouver. The pilot programs will begin in early 2018 and will span approximately three months. Pilots will be preceded by RSI user-testing and a province-wide procurement strategy developed with police.

This phase of the project is fully funded and includes not just the development of the software, but all the hardware required for rollout across the province. The Province estimates a significant positive impact to revenues will result from implementation of the solution components (approximately \$44 million over the next 10 years going into the Traffic Fine Revenue Sharing Program).

Phase two of the project is not yet approved or funded. Work has begun on reaching out to different stakeholders on the following three issues: a risk-based review of traffic violation fines; enhancements to the driver improvement program to increase the immediacy of response to drivers

at high risk of future crash involvement; and an administrative justice model to resolve traffic violation ticket disputes out of the courts. By April 2018 it is planned to have the business case completed and an estimation of program and associated implementation costs.

Next steps are:

- Possible public announcement
- Pilot launched in CRD IRSU in early 2018, to be followed by Delta, Vancouver and Prince George
- Province wide rollout

A question period followed the presentation.

Chair Plant thanked Alex and invited him to come back to the TSC to provide an update towards the end of the pilot, possibly around May-June. Alex indicated he would be interested in concerns, questions and input from the TSC around phase 2 of the program and the issues of administrative justice, risk-based fines and driver improvement program.

5. Media clips

Alan Perry showed an excerpt from the Times Colonist in which Attorney General David Eby is quoted as saying he is taking seriously the CRD request to try out interval-based speed cameras on the Malahat.

6. Priority Business

➤ Budget Update

John Hicks advised that this year's budget has been spent and next year's budget is in the process of being finalized. There may be a carryover depending on whether all the planned expenditures go through.

Action: The budget planning process will be a standing agenda item each November

➤ Advertising – Chek TV Proposal

Alan Perry reported that the proposal from Chek TV for the same sort of campaign we have on CTV would cost \$58,000. Chek has suggested that we come back to them if we have a month-long window for a campaign that is targeted at an older group and that would be a much more reasonable cost. Alan is going to ask them for a formal proposal.

Action: Carry forward to the November agenda

➤ Letter re Recommendations from Ernst and Young Report – “ICBC - Affordable and Effective Auto Insurance”

At last month's meeting, it was decided to recommend to the CRD Board that a letter be written to the Ministry of Transportation regarding this report and Chair Plant asked for input from members as to what issues they would like to see included. Comments were as follows:

- Corey Burger said that the role road design plays in increasing crash risk should be highlighted as an area of change that needs to happen.
- Todd Litman suggested that reference for research on usage-based insurance or “pay as you drive” be included and said it could be amplified in a letter by saying that further exploration of user-based insurance will result in safer roads. There is good research that indicates this type of insurance provides definite safety benefits and shows that reduced mileage equals less accidents. Rather than paying a yearly rate, the driver pays a usage-based rate of so many cents per kilometer. A high-risk driver would pay more per kilometer and therefore would have a greater incentive to reduce the amount of driving.

It is mentioned in the Ernst and Young report but as a high-tech version which would require a device in the vehicle and may cause concern about privacy issues. The simpler way to do it is to just have an annual odometer check when insurance is renewed and the premium is based on how many kilometers have been driven.

- Barb McLintock said that she thinks we need to be cautious about this because looking at it on a provincial basis there will be issues around urban/rural driving, places that transit/places that don't have transit, etc., and it will be highly political. Todd responded that ICBC already uses territory as a rating factor, so rural residents who drive less than average for rural residents save money. He said there needs to be more education on this topic and he can share some of the research.
- Dr. Stanwick commented that there are times of the day and days of the week where risk is more substantial. To be fairer, there really should be a careful tracking of time and location where the kilometers have been accumulated, however, this could be a privacy issue.
- Alan Perry pointed out the three items from the report where he believes the TSC would have the most success, i.e., penalty review, enforcement, and awareness and asked if we wanted to comment on any of these.
- Dr. Stanwick suggested that the letter should encourage that every facet of the report that would improve road safety should be explored.
- Corey Burger said that we can also reference other reports that have been done by the Province in recent years which echo many of the points in the Ernst & Young report.
- Colleen Woodger reiterated that all the points in that report are being reviewed and taken very seriously. More crashes, more claims and higher costs are putting significant external pressure on insurance rates. ICBC is committed to working alongside government to make changes and improvements. ICBC's insurance system is the last of its kind in this country and we can look to the other provinces and learn from their systems to find what works best for BC. This is a provincial issue and we need to look at the big picture. As a Commission, we need to keep focus on initiatives that reduce and prevent injuries and fatalities.
- Chair Plant asked that Dr. Stanwick and Corey Burger draft a letter which will include the issues of penalty review, enforcement, awareness, usage-based insurance, will make reference to previous reports, and, in general, state that the TSC supports any initiative that makes roads safer.

Action: Dr. Stanwick and Corey Burger will draft a letter and bring back to the November meeting

➤ **Noise Pollution from loud vehicles/motorcycles**

Chair Plant advised that this issue was brought to him by Director Hicks of the Juan de Fuca Electoral Area. After discussion, it was agreed that this is a noise issue, not a road safety issue and therefore not something the TSC has domain over.

Action: Chair Plant will respond to Director Hicks

7. **Business Arising from the Previous Minutes**

➤ **Letter to CRD Board recommending mandatory use of bike helmets on trails**

John Hicks had asked for an internal legal opinion, however, was unable to get a definite decision because there's no standing. Sgt. Gurzinski had previously suggested a solution with the wording of definitions given in the Motor Vehicle Act and Transportation Act, however, he advised that the Justice of the Peace at Traffic Court had reviewed it and his opinion was that this wording does not fit with being on a trail. John Hicks advised that studies have shown that compliance rates are actually very high on trails. After discussion, it was agreed that an education campaign would be the most effective way to go

Action: Move into November budget discussion

➤ **Distributing Bike Lights**

Action: Move into November budget discussion

➤ **Partnership Research with UVic Centre for Youth and Society**

A working committee was established which will meet quarterly with the UVic Centre for Youth and Society regarding the partnership agreement. Members on the committee will be Dr. Richard Stanwick, Dr. Holly Tuokko, Barb McLintock, Janelle Hatch, Marnice Jones and John Hicks.

Action: John Hicks to advise UVic of names of the working committee members

8. **Member Updates**

➤ **RoadSafetyBC**

No update

➤ **ICBC**

No update

➤ **Youth and Children**

Judy Dryden mentioned the Beacon Community Services 2017 Child Passenger Safety Report which had been sent to members via email. This will be added to next month's budget discussion.

➤ **Seniors**

No update

➤ **Active Transportation**

Dr. Murray Fyfe advised that he has heard from Trisalyn Nelson who has presented to the TSC in the past and was involved in starting BikeMaps.ca. She is interested in presenting to the TSC on findings on bike safety research in Victoria, possibly next July.

➤ **IRSU**

No update

➤ **CVSE**

No update

➤ **Vancouver Island Safety Council**

No update

➤ **GVCC**

Corey Burger advised that he sits on a Motor Vehicle Act review committee with the trial lawyers of BC and other agencies and next month he will be bringing forward a position paper on changes they would like to see to the MVA.

➤ **Walk On Victoria**

No update

9. **Other Business**

10. **Next Meeting**

The next meeting will be held on Thursday, November 9, 2017 at noon in The Lakes banquet room.

On motion, the meeting adjourned at 1:42 pm.