

CRD TRAFFIC SAFETY COMMISSION

MINUTES OF MEETING

Thursday, January 11, 2018

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
Dr. Murray Fyfe, Medical Health Officer, Island Health
Janelle Hatch, Island Health
Marnice Jones, School Districts
Bill Laughlin, Vancouver Island Safety Council
Barb McLintock, BC Coroner's Service
Colin Plant, CRD Director (Chair)
Dr. Holly Tuokko, Institute on Aging and Lifelong Health, University of Victoria
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety Division

Associates: S/Sgt. Marc Chateau, Saanich Police
Sgt. Al Gurzinski, Saanich Police
John Hicks, CRD
Cpl. Heinz Krauss, West Shore RCMP
Sgt. Shannon Perkins, Victoria Police
Dr. Richard Stanwick, Island Health

Regrets: Erin Anderson, RoadSafetyBC
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Shawn Haley, Ministry of Transportation and Infrastructure
Todd Litman, Walk On Victoria
Alan Perry, Media

Guests: Dr. Kay Teschke, UBC

Recording Secretary: Arlene Bowker

The Chair called the meeting to order at 12:02 p.m.

1. Approval of Agenda

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

CARRIED

2. Approval of Minutes – December 14, 2017

MOVED by Murray Fyfe, **SECONDED** by Rudi Wetselaar, that the minutes of the meeting held on December 14, 2017 be approved as distributed.

CARRIED

3. Election of Chair and Vice-Chair

MOVED by Janelle Hatch, **SECONDED** by Bill Laughlin, that Dr. Richard Stanwick be appointed to conduct the election of the Chair and Vice-Chair.

CARRIED

Dr. Stanwick called for nominations for the position of Chair for a one-year period. Current Chair Colin Plant was nominated and as there were no other nominations, Chair Plant was reappointed by acclamation.

Dr. Stanwick called for nominations for the position of Vice-Chair for a one-year period. Current Vice-Chair Chris Foord was nominated and as there were no other nominations, Vice-Chair Foord was reappointed by acclamation.

As Vice-Chair Chris Foord will be away until April, it was agreed there should be an acting Vice-Chair in the interim. Dr. Murray Fyfe was nominated to act as Vice-Chair until April and as there were no other nominations, Dr. Fyfe was appointed.

4. Chair's Remarks

Chair Plant thanked members for their endorsement of him as Chair for another term.

Chair Plant reiterated that the objectives of the TSC are to make recommendations to the CRD Board through the Transportation Committee, and to conduct education campaigns. He recommended that for the next meeting, all members bring forward ideas for initiatives they would like the TSC to take on. Once we get into alignment what we want to do, we can work on that for much of the year. Chair Plant suggested doing some new ads, changing the "check your headrest" signs to something different, and reestablishing the scholarship subcommittee. Also, discussion needs to be held on other media campaigns and what work we can do with the UVic Centre for Youth and Society.

We have not heard back from the Province regarding the request for an extension of the deadline to give feedback regarding the proposed Malahat point to point speed trials project. The working group that was set up to devise a strategy for getting feedback on this project will be activated if we hear back from the Province prior to next month's meeting.

5. Presentation by Dr. Kay Teschke, Professor Emeritus, UBC School of Public Health, on proposed changes to the MVA

Dr. Murray Fyfe introduced Dr. Kay Teschke who has a long-standing partnership with public health on many issues, one of them being cycling safety. Dr. Teschke will be talking about enhancing the current Motor Vehicle Act, particularly relating to vulnerable road users.

Dr. Teschke thanked the TSC for the opportunity to talk about modernizing the Motor Vehicle Act as proposed in the position paper from the Road Safety Law Reform Group of BC. The main two groups that formed this are the Trial Lawyers Assn of BC and the BC Cycling Coalition. Dr. Teschke is a stand-alone member of this group.

Dr. Teschke provided some background data on fatalities per 100 million km travelled for driving, cycling and walking, which showed where BC stands compared to other jurisdictions that have a better safety record. There is a lot of opportunity for improvement in BC. To show what has been happening over time, Dr. Teschke displayed a graph depicting traffic deaths in BC from 1990 to 2015. There has been a dramatic decline in fatalities for motor vehicle drivers and passengers, with a much smaller decline in fatalities for pedestrians, and very little change for cycling fatalities. With the lesser decline for pedestrians and cyclists, they now form a greater proportion of overall injuries and death.

In response to a question regarding what the exposure would be per hour travelled by car vs an hour walking or cycling, Dr. Teschke said that most countries do a national travel survey that would provide those statistics, but it's not done in Canada or BC. That kind of data is needed provincially and nationally. John Hicks said that the CRD is currently doing this locally.

The MVA was originally enacted in 1957, with motorists in mind. There have been amendments to the Act but no overhaul. Since then, motor vehicle numbers are up 1400%, and cycling up over 300%. The first proposal in the position paper is to rename the Motor Vehicle Act as the Road Safety Act. This would make it clearer that it is about the protection of all road users and that safety is one of the main goals of the Act.

Other aims of the reform would be:

- Clarify rights and duties of road users to improve understanding and reduce conflict
- Align law with best practices

- Acknowledge the differences in road user vulnerabilities, i.e., higher risks faced by people on foot, bike, scooters, etc.
- Reduce crash likelihood and injury severity for people on foot or bike
- Motivate rather than deter active travel modes

Another aim of reform would be to align with other road safety initiatives in BC. Dr. Teschke referenced the Provincial Health Officer's 2016 report on traffic safety which contained a lot of recommendations including some related to the law. The Road Safety Law Reform Group of BC supports the BC Government's Vision Zero plan to eliminate road-related injuries and deaths by 2020. The group came up with 25 recommendations for reform, based on legislative history in BC and elsewhere, jurisprudence and case studies, and scientific evidence on injuries and injury reduction. Some of the sections are:

- Change the name of the Act
- Amend rules of general application
- Add rules to improve cyclist safety
- Add rules to improve cyclist-pedestrian safety
- Add fines for violations that threaten vulnerable road users

Dr. Teschke talked about particularly those recommendations where there is safety-related/injury-related evidence.

1. 30 km/h default speed limit on neighbourhood streets. The impact of being hit at 50 km/h is much greater than at 30 km/h, and the chance of both crash risk and injury severity are reduced.
2. Safe passing and following distances. There is currently no rule for following distance, as a bike is not considered a vehicle under the Act. The proposal when passing a cyclist or other vulnerable road user is at 50 km/h or under, the minimum passing distance should be 1 m; and at greater than that it should be 1.5 m.
3. Specify use of roundabouts and traffic circles. One cycling safety study found that small traffic circles are not safer for cyclists. Half of the crashes in those situations were with motor vehicles and occurred where driver and cyclist didn't know who should go first. The proposal is for posting of a sign that says, "yield to traffic in circle"; counter-clockwise travel direction; and standardized signage to be used between municipalities.
4. Increased dooring penalties. A study of ICBC data in the greater Vancouver area showed that 15% of car-bike collisions were doorings. The proposal is to increase the penalty for dooring from the current \$81 to the same as for distracted driving.
Sgt. Shannon Perkins commented that she believes that education is needed rather than increasing fines, as she doesn't feel there is a lot of awareness about this issue. S/Sgt. Ron Cronk asked whether there is the same rationale for raising the fine for a cyclist not wearing a helmet? Dr. Teschke replied that data shows on a public health level, you are better off to have someone cycling without a helmet, then to have somebody not cycling at all and higher fines would discourage cycling. The topic of helmets was a controversial item and wasn't looked at as part of the position paper.
5. Penalties for bike lane obstruction. Currently there is no basis to fine for bike lane obstruction in the MVA because there is no definition of a bike lane. S/Sgt. Ron Cronk pointed out that bike lanes are delineated by solid white lines and it is an offence for motor vehicles to cross the lines.

Dr. Teschke ended her presentation by saying it is hoped that a new law will complement modern bike facility design and be helpful for all road users and support from the TSC would be welcomed.

A question and answer period followed.

Chair Plant thanked Dr. Teschke for her presentation and commented that it would be premature for the TSC to make any recommendations or motions at this time but could be discussed further next month.

Action: Add to next month's agenda for further discussion re a possible recommendation or advertising campaign

6. **Media Clips**

There were no media clips

7. **Priority Business**

➤ **Budget Planning**

John Hicks reported that there will be a small carryover from last year's budget and that amount will be available in the next week when the final budgets are done.

Chair Plant reminded members to encourage any organization that wants to partner with the TSC around traffic safety initiatives to apply via the application form on the website.

➤ **Strategy for providing feedback to Minister Farnworth re Malahat campaign**

John Hicks has spoken to the CRD Freedom of Information Officers who have advised that we could forward feedback from the public collected on the website but could not include any names. The best way of moving forward would be for people to send comments to the Province directly. The Province had provided an email address for people to be able to respond to them and when the information on the campaign is posted on the website, a link and pop-up with the email address for the Province could be added.

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

➤ **Municipal Collaboration on Road Markings**

This was brought forward from the presentation at last month's meeting on road markings to discuss whether the TSC wanted to forward a recommendation to the CRD to consider coordinating municipal uniformity for road markings. It was decided that there is already a forum there through the engineers who meet regularly on issues like this and it would be more successful at the staff level. It is also very much a municipal budget issue.

➤ **Guidelines for Funding Applications**

The TSC does not currently have any guidelines for funding applications and approval has been decided on a case by case basis. It was decided to establish a small group willing to work on some proposed guidelines to bring back to next month's meeting for discussion. Dr. Holly Tuokko, Dr. Murray Fyfe and John Hicks agreed to meet to prepare some draft guidelines.

Action: Bring back proposed guidelines to next month's meeting

9. **Member Updates**

➤ **RoadSafetyBC**

No update

➤ **ICBC**

No update

➤ **Youth and Children**

No update

➤ **Seniors**

Dr. Holly Tuokko said that the Metchosin Seniors Assn. is looking for someone to speak on the topic of seniors and driving tips and advice at a March 20 meeting, however, she is not available. Barb McLintock suggested that Alan Perry had developed a presentation on that and may be able to do it. Dr. Tuokko will forward the invitation to him.

➤ **Active Transportation**

No update

- **IRSU**
No update
- **CVSE**
No update
- **Vancouver Island Safety Council**
No update
- **GVCC**
No update
- **Walk On Victoria**
No update
- **Municipal Police Forces**
Sgt. Shannon Perkins, Victoria Police, gave the following update:
 - There is a lot of bike lane construction taking place, with much debate, argument, and complaints from all road users.
 - Drug impaired driving is first and foremost on the minds of municipal police forces and the RCMP. For 2018, it is planned to try and increase the number of officers on the road who are capable of detecting and prosecuting drug impaired driving.
 - Chair Plant mentioned the recent article in the paper regarding an education program alternative to a fine for distracted driving. Sgt. Perkins said this was a pilot project spearheaded by the Restorative Justice Program. The police supported it as a platform to bring attention and conversation to distracted driving and are not sure where it is going from here. The people who participated will be tracked for the next two years so don't yet if it was effective or not. Corey Burger asked about equity because tickets are based on a flat rate and not on people's ability to pay and wondered if from a restorative justice viewpoint there was any discussion taking place about someone with multiple offences being unable to pay the fine. Sgt. Perkins believes removing the vehicle from the road and impounding it is the way to answer that. S/Sgt. Cronk commented that there is already a mechanism in place through Traffic Court regarding people's ability to pay or not.S/Sgt. Marc Chateau, Saanich Police, gave the following update:
 - Always trying to keep the mandate of their unit in mind which is to make roads safer. Extra speed reader boards are being used throughout the municipality to address concerns. About 5000 driving complaints a year are received. Most of the reports from speed reader boards show no excessive speeding issue. Regarding the idea of changing the speed on all neighbourhood streets to 30 km/h as mentioned today, there would need to be much more information gathered. The speed reader board program has been effective, and it is planned to maximize it. It does allow police to target the areas where they see there is a speeding issue. Regarding some of the recent high-profile crashes in Saanich, there hasn't been any evidence they have been caused by speed limits or road design.
- **Working Group for UVic Centre on Youth and Society Joint Project**
 - Dr. Stanwick advised that a working group meeting is taking place on the 30th so there will be an update for the February TSC meeting.

10. **Other Business**

11. **Next Meeting**

The next meeting will be held on **Thursday, February 8, 2018 at noon in The Lakes banquet room.**

On motion, the meeting adjourned at 1:36 pm.