

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, September 13, 2018
The Lakes Banquet Room, 4670 Elk Lake Drive, Victoria

Members: Erin Anderson, RoadSafetyBC
Judy Dryden, Child Passenger Safety Program, BCAA Community Impact
Chris Foord, Community Member (Vice-Chair)
Dr. Murray Fyfe, Island Health
Janelle Hatch, Island Health
Marnice Jones, School Districts
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On Victoria
Barb McLintock, BC Coroner's Service
Alan Perry, Media
Edward Pullman, Greater Victoria Cycling Coalition
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Colleen Woodger, ICBC Road Safety Division

Associates: John Hicks, CRD
Sgt. Shannon Perkins, Victoria Police
Dallas Perry, BC Transit
Dr. Richard Stanwick, Island Health

Regrets: S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Shawn Haley, Ministry of Transportation and Infrastructure
Colin Plant, CRD Director (Chair)
Dr. Paweena Sukhawathanakul, UVic

Guests: Neil Arason, Director, Injury Prevention and Healthy Settings, BC Ministry of Health
Sean Kelley, Commercial Transport Supervisor, CVSE

Recording Secretary: Arlene Bowker

Vice-Chair Foord acted as Chair in Colin Plant's absence and called the meeting to order at 12:05 p.m.

The following item was added to the agenda:

- Seatbelts on intercity buses

1. Approval of Agenda

MOVED by Judy Dryden, **SECONDED** by Janelle Hatch, that the agenda be approved as amended. **CARRIED**

2. Approval of Minutes – August 9, 2018

MOVED by Alan Perry, **SECONDED** by Barb McLintock, that the minutes of the meeting held on August 9, 2018 be approved as distributed with the following revision:

- Page 4, second point under Youth and Children, change "Legion" to "Hulitan" **CARRIED**

3. Chair's Remarks

Vice-Chair Foord talked about the ongoing issues around closure of the Malahat and said he is hopeful that the focus will stay on trying to improve things, whether it's safety improvements or a viable alternative. MOTI Minister Trevena commented this morning that she has directed her staff to look at all alternatives within the next couple of months.

4. Presentation on Road Safety – Neil Arason

Vice-Chair Foord introduced Neil Arason, Director, Injury Prevention and Healthy Settings, BC Ministry of Health. Neil said that he has worked in road safety for over a dozen years and his presentation

today will be on the safe system approach in road safety, which is the leading thinking in the world on road safety, and on Vision Zero.

Canada has about double the number of road crash fatalities than the world's best performers. The other issue is that Canada is really slipping in terms of making progress on safety for vulnerable road users, particularly pedestrians and cyclists. The current situation can be described as a system failure and is characterized by a misalignment between the size of the problem and the number of available solutions that are proven but not implemented. It doesn't get the kind of priority that it should.

Vision Zero goes back to the 1990's, particularly in Netherlands and Sweden and it is increasingly being adopted by cities. It is not about the elimination of crashes, but the elimination of death and serious injuries. In every situation where a person might fail, the road system should not. It really shifts the responsibilities to the designers of the road system.

Mr. Arason displayed a list of over 40 different conditions or situations that are proven to increase the crash risk, so there is a lot of merit to looking at other solutions that don't always involve humans. In Australia, various studies on crashes were examined and it was found that 60% of fatal crashes and 90% of serious injury crashes don't involve the purposeful breaking of laws, just human error. The current situation is marked by too few levels of protection and safety that is overly dependent on human behaviours. There are gaps and the safe system thinking is to block the gaps and design a system so that deaths and serious injuries basically can't get through. Road safety works when various interventions happen together as that is a lot more powerful than when they happen alone. The fundamental idea of safe system thinking is that there are four parts and there needs to be strong measures around all four, i.e., vehicles, roads, drivers and the right speed. It is hard to change human behaviour and there is a strong evidence base around the importance of police enforcement.

A lot of cities have adopted Vision Zero. Although cities don't have influence over vehicles so much, they do have influence around things like basic infrastructure design and maintenance, reduced speeds, and greater separation of different road user types from one another through space or time, e.g., dedicated traffic signals for dedicated movement, and leading pedestrian intervals which give pedestrians a head start to cross. Many safety measures are low cost and have shown good results. Cities are the ideal environment to get people out of cars and walking, cycling or using public transit.

In summing up the new thinking around the safe system approach, Neil said that in the past, responsibility for injuries and deaths would lie with individuals, but under the new model it lies with systems design. Under the old thinking, the focus was on what causes accidents, while under the new, it's what measures cause safety with a focus on implementing those. The emphasis is to look at how various interventions work together, not to study one at a time. The safe system approach will do much more to improve safety than mere reminders to drive safely.

A question period followed the presentation. Some of the points raised were as follows:

- Dr. Murray Fyfe mentioned that the TSC had talked about adopting the Vision Zero approach and had decided to not act on it until after it had been discussed by the municipal engineers. Neil said that one of the best examples of Vision Zero being successful on a smaller scale is New York City and their data is showing real declines in deaths and serious injuries. They are implementing the safe system approach.
- Alan Perry referred to one of the slides from Neil's presentation and noted some of the things that we can advocate for, i.e., automated enforcement through speed cameras placed at red lights; reduced speed in residential areas to 30 km/h; six-second advance walk signals to make people more visible; pedestrian scramble at busy corners to keep cars and people from moving at the same time; lime yellow markings, including for bike lanes, to catch drivers' attention, etc.
- Dallas Perry commented that in looking at anything that has a zero goal, it seems that the harder that you try to get to zero, the more elusive it gets. In the safety world, we are really trying to strive more for zero unsafe behaviours and would have better success with that than trying to reach the elusive goal of zero. Neil replied that looking back to 1973, Canadian road fatalities peaked at 26 per 100,000, and we are 5 today. Given that, it doesn't take a lot of imagination to think that we will get closer to zero. Police enforcement and automated speed enforcement are very effective, and education is important, but it can't be done in a vacuum and needs to be done with our partners.

- Todd Litman said that exposure is a big factor, and Seattle is a good example where, over the last 20 years, a lot of money has been invested in public transportation. There has been a significant increase in transit use and a large reduction in traffic fatalities which seems to be linked to the higher use of transit. The latest ICBC rate reform includes nothing about encouraging transit use. What would it take for traffic safety to be incorporated into the MOTI decisions and other provincial policies?
- Dr. Richard Stanwick commented that the whole judicial system is set up to blame someone and there needs to be a huge philosophical shift. The argument has been made for 50 years that we need to think much more holistically, and we still haven't been able to make that shift. We could pick some of the things on the list to take on here and be part of the philosophical shift against investing in behaviour. He is totally supportive of trying for zero.
- Sgt. Shannon Perkins said there is a limited amount of money for enforcement and the long list of human behaviours could never be addressed. She supports the idea of some sort of action, e.g., a letter or recommendation to municipal transportation departments.

Vice-Chair Foord thanked Neil for his presentation.

5. Priority Business

➤ Budget Update

After approval was given for \$8,000 in funding to be given to the two applicants as recommended by the subcommittee, John Hicks provided an update and advised that the budget has now been allocated. He asked that any outstanding invoices be submitted as soon as possible so the budget can be finalized.

➤ Recommendations re Funding Applications

Dr. Fyfe summarized the recommendations of the subcommittee that had been tasked with reviewing the funding applications according to the TSC Project Evaluation Criteria. The recommendations were for the Greater Victoria Bike to Work Society application (Bike Skills Programming for School-age Children) to be funded at \$6,000 and the Greater Victoria Cycling Coalition application (Education re Bike Lighting) to be funded at \$2,000. It was felt that the application from Varinder Badh (Changing the Discourse) didn't sufficiently meet the criteria for funding.

Prior to discussion and voting on the recommendations, Chris Foord and Edward Pullman excused themselves from the room because of a perceived conflict of interest with two of the applications. As part of the discussion, it was agreed that the TSC Project Evaluation Criteria would be added to the website.

MOVED by Bill Laughlin, **SECONDED** by Todd Litman, that the Greater Victoria Bike to Work Society application for Bike Skills Programming for School-age Children be funded in the amount of \$6,000. **CARRIED**

Chris Foord returned to the meeting.

MOVED by Judy Dryden, **SECONDED** by Alan Perry, that the Greater Victoria Cycling Coalition application for Education re Bike Lighting be funded in the amount of \$2,000, and that the GVCC be encouraged to target vulnerable groups. **CARRIED**

OPPOSED: Colleen Woodger

Edward Pullman returned to the meeting.

MOVED by Barb McLintock, **SECONDED** by Bill Laughlin, that the application from Varinder Badh re Changing the Discourse not be approved at this time. The applicant will be provided reasons for denial of the application and encouraged to reapply. **CARRIED**

Action: Murray Fyfe will talk to Paweena Sukhawathanakul about sending letters to the applicants

6. Business Arising from the Previous Minutes

➤ **MOTI Approval of Road Signs**

Further to discussion at last month's meeting, Colleen Woodger confirmed that she had emailed the Ministry regarding the signs and had received approval. She will communicate with Shawn Haley about this issue.

➤ **Marijuana Legalization**

The Federal Government has rolled out the Draeger 2000 for roadside screening but there isn't a timeline yet for getting it into officers' hands.

Todd Litman raised the issue of lack of data around safe use of marijuana and levels of impairment and wondered if the TSC could produce a simple, non-technical document that would provide people with some information. People don't have the tools they need to deal with this new situation. Dr. Stanwick commented that he will be in Ottawa on October 1 where the Federal Government will be looking at their publication program around cannabis and he will raise that issue. There is some information available.

Barb McLintock commented that the coroner's office has concluded that it would be very difficult to cite marijuana use as a factor in crash fatalities because there are so many variables.

Sgt. Shannon Perkins said that the Victoria PD is starting a campaign with the message "Wait Until You Get Home" and are hoping to work with marijuana suppliers to create a poster and send that message. The focus needs to be on letting drivers know what the legal limits are and encouraging safe behaviour, not on telling drivers how much they can use.

Action: Dr. Murray Fyfe will bring a copy of the low risk use guidelines to next month's meeting. This is possibly something we could vote to support and add as a link on the TSC website.

➤ **Bike Helmets – Getting data for possible education campaign – Dr. Murray Fyfe**

Deferred to next month

➤ **Helmets on U-Bikes – Report from Victoria PD**

Sgt. Shannon Perkins said that the issue of helmets has been discussed by the City at a meeting with U-Bikes. Having the helmets attached to the bikes hasn't worked as the helmets get stolen so it's going to have to be up to the user to supply a helmet.

7. Member Updates

➤ **RoadSafetyBC**

Erin Anderson provided the following update:

- Patty Boyle has been appointed as the new Superintendent of Motor Vehicles and ADM of RoadSafetyBC. She was previously with the Ministry of Public Safety.
- The Minister's office has sent a letter to the CRD Board Chair giving results of the input received on a proposed point to point speed trial project on the Malahat. Of the 1424 responses received, 70% were in favour, 27% were against and 3% were neutral. Currently, the Ministry's priority is on the speed activation of intersection safety cameras.
- Erin has been talking to BCAA and a couple of other partners about an occupant restraint education campaign, specifically through social media. She will send a package to the TSC.

➤ **ICBC**

Colleen Woodger provided the following update:

- ICBC is modernizing how basic insurance premiums are set. The current model is 30 years old and one of the proposed changes would be to the insurance territory and boundaries.
- The distracted driving campaign is ongoing with a heavy focus on enforcement, specifically at intersections. There are some new tools and a scope with high visibility is being utilized.
- Back to school time was busy with lots of work done with volunteers and a strong police presence.
- A pedestrian campaign will be rolling out in October with a focus on reflectivity.

- Working with senior groups recently re changes to the advanced road assessment. There are a lot of fairs going on that are helping mature drivers to prepare themselves to plan for retirement from driving.
- Kudos to BC Transit for their upcoming campaign “Text & Ride” to invite drivers to take the bus so they can text and use their smart phones during their work commute.
- **Youth and Children**
Judy Dryden provided the following update:
 - There are many questions coming in from the public re transporting children with special needs and still doing research on issues around that.
- **Seniors**
No update
- **Active Transportation**
John Hicks provided the following update:
 - Walk and Wheel to School Week is October 1-5 and 25 schools have signed up. Celebration stations will be set up in conjunction with Island Health and trivia prizes will be given out.
- **IRSU**
No update
- **CVSE**
Rudi Wetselaar provided the following update:
 - Have been busy over the last month with active transportation checks on taxis, limos and buses in conjunction with Victoria Police and the Passenger Transportation Board, and an education and enforcement blitz. Also, daytime and evening checks were carried out at the cruise ship terminal at Ogden Point.
 - Joint operations took place with the Victoria and Saanich Police over the last month and several unsafe vehicles were removed from the road.
 - When the Malahat was closed recently due to the rock slide, it was coincidental that CVSE were already out on the Pacific Marine route doing a road check with the RCMP. Normally when there is a highway closure, the CVSE go out to the Pacific Marine route to do enforcement.
- **Vancouver Island Safety Council**
Bill Laughlin provided the following update:
 - There has been an increase in fatalities with motorcycles. VISC is promoting mandatory training and has sent a letter to the Coroner’s office requesting that more detailed information be obtained after fatalities to get the rider’s history, training, etc. Barb McLintock commented that the Coroner’s office was surprised by the results of their motorcycle report which showed there were a lot more errors on the part of motorcycle drivers than were expected.
- **GVCC**
Edward Pullman provided the following update:
 - Along with other transportation groups, the GVCC has launched a survey for municipal candidates called “Victorians for Transportation Choice”
 - The GVCC will be holding their AGM on October 25 at Uptown and have invited the Manager of Transportation Planning for the City of Vancouver to attend
- **Walk On Victoria**
No update
- **Municipal Police Forces**
Sgt. Shannon Perkins provided the following update:
 - Work with partners is key as there are very few officers to do enforcement so a lot of time is spent partnering, educating and enforcing where they can.
- **BC Transit**
No update

➤ **Working Group for UVic Centre on Youth and Society Joint Project**

Dr. Murray Fyfe said that Dr. Frederick Grouzet would like to come back to a TSC meeting in October or November to provide an update on this project

8. Other Business

Judy Dryden raised the issue of seatbelts on intercity buses and asked if this was something that the TSC would like to talk about. She has some information from Transport Canada that she could bring to the next meeting.

Action: Add as an agenda item for October, with particular interest in seatbelts on school buses. Dr. Richard Stanwick and Dr. Murray Fyfe will check on the status of seatbelts on school buses in the Saanich, Sooke and Gulf Islands School Districts

9. Next Meeting

The next meeting will be held on Thursday, October 11, 2018 at noon in The Lakes banquet room.

On motion, the meeting adjourned at 1:38 pm.