

CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Thursday, September 10, 2020
CRD Boardroom, 625 Fisgard Street

- Members:** Corey Burger, Greater Victoria Cycling Coalition
S/Sgt. Ron Cronk, CRD Integrated Road Safety Unit
Chris Foord, Community Member
Dr. Murray Fyfe, Island Health (Vice-Chair)
Bill Laughlin, Vancouver Island Safety Council
Todd Litman, Walk On, Victoria
Cliff McNeil-Smith, CRD Director (Chair)
Joe Perkins, Media
Dr. Paweena Sukhawathanakul, UVic
Colleen Woodger, ICBC Road Safety and Community Involvement
- Associates:** Deputy Chief Constable Mark Fisher, Oak Bay Police
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police
Dallas Perry, BC Transit
Dr. Richard Stanwick, Island Health
- Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact
Dr. Frederick Grouzet, UVic Centre for Youth and Society
Shawn Haley, MOTI
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
- Participating Remotely:** Erin Anderson, RoadSafetyBC
S/Sgt. Marc Chateau, Saanich Police
Janelle Hatch, Island Health
- Guests:** Beth Hurford, Urban Systems
Troy McKay, District of Saanich
Brian Patterson, Urban Systems
- Recording Secretary:** Arlene Bowker

Chair McNeil-Smith called the meeting to order at 12:10 pm and welcomed members, associates and guests.

1. Approval of Agenda

MOVED by Colleen Woodger, **SECONDED** by Chris Foord, that the agenda be approved. **CARRIED**

2. Approval of Minutes – August 13, 2020

MOVED by Murray Fyfe, **SECONDED** by Ron Cronk, that the minutes of the meeting held on August 13, 2020 be approved as distributed. **CARRIED**

3. Presentation re Speed Limit Reduction Pilot Project

Chair McNeil-Smith introduced presenters Troy McKay and Brian Patterson.

Troy McKay provided some background on the pilot project. In 2018, Saanich Mayor Fred Haynes asked the provincial government to make changes to the Motor Vehicle Act to reduce speed limits to improve safety for vulnerable road users. The Province responded to say they were not prepared to make changes at that time but advised that the District of Saanich could consider making an application under Part 13 of the MVA which allows for pilot projects. The Mayor of Saanich has asked other mayors in the region if they would be interested in participating and to date, ten municipalities have indicated their interest.

Brian Patterson gave an overview of the project. As noted above, the District of Saanich staff are leading a collaborative initiative with several other Capital Region municipalities to coordinate

development of an application to the Ministry of Transportation and Infrastructure for a 3-year pilot project that would set the default speed limit to 40 km/h on streets without a continuous yellow centreline. This study will inform the application to MOTI who have indicated that an intake for MVA pilot projects will occur in the fall of 2020 with a general theme of projects that increase road safety for vulnerable road users.

In July, municipalities were contacted, and initial meetings held with engineering staff to gauge interest in participating and since then have worked with them to start developing what the key components of the pilot program could be. Engagement with both local and regional stakeholders will take place over the next month or so and the input received will raise awareness and inform the pilot project application. They are also working with municipalities so that updates can be provided to councils this fall, in anticipation of the application being submitted in November or December. It is expected that the announcement of successful projects would be in spring 2021, with implementation of speed limit reduction in late summer or early fall 2021 as a pilot project for up to three years. Collection of speed data would occur prior to the pilot and at specified periods over the three years.

In terms of benefits, reduced speed limits improve safety and reduce collisions, as well as improving community livability. Across the country, approximately 2000 people are killed and 165,000 injured in collisions and speeding is a significant contributing factor to traffic collisions. ICBC data from the past ten years shows that speeding is a contributing factor in about 30% of all collisions. Frequency and severity of collisions increases significantly with motor vehicle speeds. Risk of fatality increases exponentially above 40 km/h. Several Canadian and US cities have implemented reduced speed limits on residential roads. Many cities in Canada are considering a similar reduction to 40 km/h on residential roads.

Some suggested discussion questions are:

1. What benefits or risks do you see of reducing speed limits to 40 km/h on residential roads
2. What considerations are top of mind for you
3. Is there anything else you would like to see addressed or measured within the pilot program
4. How might we measure the success of this pilot
5. What data might you have that could inform the pilot program
6. How might we keep you engaged during the pilot

Questions and Comments:

Q: Could speed reader boards be used pre and post the speed limit reduction to get local data and see the impact on extreme speeds?

A: There is a planned data collection process with counts in about 75 locations across the region, both in locations affected by the pilot and not affected by the pilot. Will need to be critical of where data collection is done, i.e., on generic residential roads.

Q: Which municipalities are participating and are you concerned that not all municipalities have signed on?

A: Sooke, Metchosin, Langford and the Highlands are not currently participating. While it would be ideal to have all 13, currently there is a solid base in the core and continuous geography of municipalities is beneficial.

Q: Why was 40 km/h was chosen over 30 km/h? International evidence recommends 30 km/h on residential roads. The City of Toronto recently reduced from 40 km/h to 30 km/h. The City of Vancouver is going ahead with a 30 km/h pilot project.

A: While this was a question that was explored, going from 50 to 40 does have significant safety benefits. Also wanted to make sure this initiative would have broad support by municipalities and the political will to move forward is stronger at 40 than 30.

Q: Does evidence show speed reduction is also lessening the frequency rate of collisions?

A: Not sure if there is definitive evidence showing that frequency rate is greatly reduced, however, in looking at reaction times from the lower speeds, likely it would have an effect.

Vice-Chair Fyfe noted that data from Toronto showed a reduction in both severity and frequency.

Q: How will the public be made aware of the difference in speed limits between participating and non-participating municipalities?

A: There will be a large public education campaign, along with signage and will be enforceable by police because it would be enacted through regulation.

Q: Of the 58 fatalities that occurred in BC, how many were on residential streets? Most, if not all, were probably at intersections and crosswalks so how do we take the next step to say lowering speed on residential streets will help reduce fatalities?

A: It is correct to say that the 2000 fatalities across the country occurred on all roads, highways, arterial and local roads. There are some that do occur on local roads so it will have an impact.

Q: If a large proportion of injuries and fatalities occur on more major roads, was there any consideration given to expanding this beyond residential streets?

A: It was thought to be more politically palatable to make this change as a first step but there is no technical reason it could not be expanded at some point.

Q: What would the costs for the project be? Is each municipality responsible for providing their own signage?

A: Yes, but there will not be an excessive amount of signage required. Costs will vary between municipalities and haven't been finalized yet.

Q: How is lowering speed limits on residential streets going to change motorist behaviour? Cordova Bay Road already has a posted speed of 40 and most motorists are going between 51-53. Also, it would be difficult to deal with a lot of complaints about speeds on residential roads as Saanich Police traffic are already maxed out on enforcement

A: This change would affect 50-60% of the roads in Saanich which has a different effect than just signs on one road. The jury is still out in North America on this type of pilot and what the effects have been. Also, it is recognized that police enforcement priority is in high crash areas and school zones.

Q: Is there a component to look at whether speed changes affect road share? Suggested to target looking at changes in walking and biking to school, also perception, with possibly some spot studies done on specific streets.

A: Good suggestion and we should do our best to measure all users and see if there is a change in road share.

Vice-Chair Fyfe commented that he could provide data from the health side that would help with evaluation, also data from school related surveys that might be helpful in terms of looking at before and after. The project team will be meeting with school district reps.

Chair McNeil-Smith thanked Troy McKay and Brian Patterson and said we would welcome them back later in the fall or early next year for another presentation.

Follow-up discussion took place about a possible recommendation in support of the pilot project. Joe Perkins commented that if we do support this pilot project, it would be more powerful to have the whole region involved and suggests reaching out to the municipalities not currently participating. Any recommendations from the TSC would need to go through the Planning, Transportation and Protective Services Committee.

Ryan O'Neil said that he was at the area chiefs meeting when the pilot project was discussed. Saanich and Victoria Police Chiefs had some concerns regarding enforcement and whether there is a need for this to be done. They also expressed concern about not all municipalities participating.

It was agreed to wait to make any recommendations until after the next presentation when more information will be available.

4. Chair's Remarks

No remarks

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

➤ **Update from Communications Working Group**

Action: Defer to next meeting

6. **Priority Business**

➤ **Budget Update**

John Hicks reported that there hasn't been any change to the budget. He advised that Bike Victoria did get back to him regarding the request for additional information for their grant application and he forwarded the information to Paweena Sukhawathanakul. Paweena confirmed that the additional information was sufficient to give final approval to the funding application. She also commented that for future funding applications, applicants should have to provide an evaluation statement or some sort of monitoring of their progress.

➤ **Review of Cst. Sarah Beckett Scholarship application form and criteria**

At the July meeting, Corey Burger had raised the question of equity for scholarship applicants. He advised that he has had a discussion with Janelle Hatch and he and Janelle will meet to look at the some of the language used by Island Health and then bring recommendations to the Commission.

Action: Bring back to a future meeting

7. **Member Updates**

• **RoadSafetyBC**

Erin Anderson said they are in the midst of their BuckleUpBC social media campaign which follows up on the BCACP law enforcement calendar and have asked some of their partners to participate as well.

• **ICBC**

Colleen Woodger reported that volunteer programs are starting up again. She is currently involved with back to school. Distracted driving campaign is also going on this month and working with different groups and police to raise awareness. The pedestrian safety campaign is ramping up and widespread distribution of reflectors will take place. The secondary school speaker tour has been finalized and will be going with recorded presentations. Schools will have a two-week window to receive the presentation and then there will be an opportunity for a one-hour question and answer session with the speakers. John Westhaver did the pilot and there was a huge amount of conversation that came out from the students, so it is quite promising. Continuing to work with the P.A.R.T.Y. Program and support them financially. Also, doing lots of training with volunteer programs. Driver tests are up and running and the number of driving examiners has been increased, also opening up centres and working on clearing up the backlog. Thanks for supporting campaigns.

• **Youth and Children**

Janelle Hatch commented that the Walk and Wheel to School Campaign will be going ahead this year, although it will look different than in previous years. The campaign this year is somewhat reduced, but the information has just gone out to schools in the last couple days and still want to provide support and encouragement for active transportation to school. The project will take place October 5-9.

• **Seniors**

No update

• **CRD**

John Hicks reported that the Active and Safe Routes to School Program is working on different pilot programs and will be a little more interactive. Also working on road education for cyclists as opposed to the traditional training where it was done on school grounds. The permanent counter program has been extended across the region so there will be a significant amount of data

available. Another eight counters are being added. Victoria, Saanich and UVic are on board so all that data is on the same website. The volunteer count program this year will be done on a smaller scale with a particular focus on identifying gender and number of children cycling.

- **IRSU**

Ron Cronk said they are currently working through the BCACP enforcement calendar which in September focuses on seatbelt compliance and distracted driving. Also partnering with community police agencies on school zone speed enforcement. Today in school zones found more seatbelt and distracted driving infractions than speed. Prior to the next TSC meeting, Ron will be attending the BCACP Traffic Safety Committee AGM in Vancouver.

- **CVSE**

No update

- **Vancouver Island Safety Council**

Bill Laughlin commented that they are busy and have been swamped with registrations.

- **GVCC**

Corey Burger noted that Go by Bike Week is the 28th and it has been rebranded from Bike to Work Week. All trips will be tracked regardless of where people are going. The launch will be on Monday and will be online. Also, GVCC is starting a new branding process.

- **Walk On, Victoria**

No update

- **Municipal Police Forces**

- S/Sgt. Marc Chateau, Saanich Police, commented that Saanich and Victoria traffic have been working together on a project and will be working together again later this month on distracted driving and seatbelts.
- Sgt. Ryan O'Neill, Victoria Police, said that it is good working with the different police agencies on certain projects. Victoria Police have been doing enforcement at South Park School.

- **BC Transit**

Dallas Perry thanked Colleen Woodger for the information she supplied and will be using it for his next occupational health and safety meeting for distracted driving. He also noted that masks are mandatory when using BC Transit and there has been about a 90% compliance rate.

- **MOTI**

No update

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

No update

8. **Other Business**

9. **Next Meeting**

The next meeting will be held on October 8, 2020 at noon at the CRD Boardroom, 625 Fisgard Street. On motion, the meeting adjourned at 1:30 pm.