

**CRD TRAFFIC SAFETY COMMISSION
MINUTES OF MEETING
Tuesday, November 9, 2021**

Members: Erin Anderson, RoadSafetyBC (EP)
Kash Akinkuowo, RoadSafetyBC (EP)
Colleen Blundell, Child Passenger Safety Program, BCAA Community Impact (EP)
Corey Burger, Capital Bike (EP)
Ron Cronk, Vancouver Island Safety Council (EP)
Chris Foord, Community Member (EP)
Dr. Frederick Grouzet, Centre for Youth and Society, UVic (EP)
Shawn Haley, Ministry of Transportation and Infrastructure (EP)
Fred Haynes, CRD Director (Chair) (EP)
Todd Litman, Walk On, Victoria (EP)
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic (Vice-Chair) (EP)

Associates: Sgt. Davinder Dalep, Oak Bay Police (EP)
John Hicks, CRD
Sgt. Ryan O'Neill, Victoria Police (EP)
Cpl. Andy Sanchez, Sidney/North Saanich RCMP (EP)

Guest: Helia Sehatpour, Grad Student, UVic (EP)

Regrets: Jereme Leslie, CRD Integrated Road Safety Unit
Joe Perkins, Media
Rudi Wetselaar, Commercial Vehicle Safety and Enforcement
Angela Wheeler, Island Health
Colleen Woodger, ICBC Road Safety and Community Involvement

Recording Secretary: Arlene Bowker

EP – Electronic Participation

The meeting was called to order at 12:05 pm.

1. Territorial Acknowledgement

John Hicks provided a territorial acknowledgement.

The CRD conducts its business in Coast Salish and Nuu chah nulth territories and works to be increasingly mindful of its commitment to more inclusive governance with our neighbours. I would like to acknowledge the 11 neighbouring First Nations governments with whom we are committed to building stronger working relationships: Songhees; Esquimalt; Scia'new (Chee-Ah-nook); T'Sou-ke (SOWK); Pacheedaht; Tseycum; Tsartlip; Tsawout; Pauquachin; Malahat; and Penelekut Tribe.

2. Approval of Agenda

MOVED by Todd Litman, **SECONDED** by Chris Foord, that the agenda be approved with the following amendments. **CARRIED**

- Update on ads
- Questions for police members related to safe passing and lane position for cyclists

These items will be added under Other Business and renumbered as 7(b).

3. Approval of Minutes – October 12, 2021

MOVED by Paweena Sukhawathanakul, **SECONDED** by Chris Foord, that the minutes of the meeting held on October 12, 2021 be approved as distributed. **CARRIED**

4. **Presentation re literature review of advocacy and effectiveness of red-light cameras around the world**

Paweena Sukhawathanakul introduced UVic Grad Student Helia Sehatpour who will provide a summary of her review of existing research on the effectiveness of red-light cameras. This review was done to assist RoadSafetyBC in their evaluation of the effectiveness of red-light cameras in preventing crashes and ensuring safety at intersections. Please see the following link to view the presentation: [TSC RLC review presentation.pdf](#). A brief summary is given below.

- Research shows that the most common type of crash results from running red lights or ignoring traffic controls and constitutes about 40% of all collisions. Drivers run red lights due to distraction, aggressive driving behaviours and making a deliberate decision to ignore traffic signals.
- The evidence of the effectiveness of red-light cameras in preventing crashes is more complicated than it seems. Some evidence has been mixed and inconclusive. Some studies suggest that red-light cameras can reduce the number of violations, crashes and injuries, others suggest that it depends on the types of crashes being looked at. Additionally, the physical characteristics of the intersection and driver characteristics of the people using that intersection influence their effectiveness. Placing red-light cameras at all intersections is not necessarily beneficial for safety.
- There is a lack of studies on the effectiveness of red-light cameras in Canada which needs to be addressed if we are to make evidence-based decisions on the implementation of red-light cameras.
- Past reviews showed that red-light cameras reduce injury crashes by up to 20%, reduce right angle crashes by up to 24% and reduce right angle injury crashes by up to 33%, however, multiple reviews suggest that red-light cameras may increase rear-end crashes by as much as 39% as well as increasing rear-end injury crashes. It is unclear if red-light cameras actually reduce the total number of crashes.
- This review constitutes an update on the state of literature since the Golden review published in 2019. Additional factors such as driver behaviour, physical characteristics of intersection and average daily traffic were incorporated and sixteen primary studies conducted in various countries were looked at. Only one study was conducted in Canada.
- Findings of this review were similar to findings in past reviews and found that red-light cameras can reduce red light running, total number of crashes, total injury crashes, fatal crashes and right angle crashes, but may increase rear-end crashes and rear-end injury crashes. The effectiveness of red-light cameras may be related to the intersection characteristics.
- Recommendations based on research are: (1) the potential benefits of reducing traffic violations and some crash types should be weighed against the increased risk of rear-end crashes; (2) Intersection characteristics and crash history should be taken into account in red-light camera placement decisions; (3) Evidence from good quality studies and reviews needs to be used in informing decision making.

Questions/Comments:

Chris Foord commented that the driver of the vehicle hitting the vehicle in front in rear-end crashes is even more intent on getting through the light and Helia responded that there is an area called the dilemma zone, i.e., the light is turning yellow, and the driver is deciding whether to stop or not.

Corey Burger asked about studies that looked at the impact of red-light cameras on vulnerable road users. Also, the impact of roadway design and whether there is good research that looks at trade-offs between increasing roadway width for turn lanes vs decreasing roadway width for safe crossing.

Ron Cronk asked about data based on speed at the intersection, i.e., 80 km/hr speed zones vs 50 km/h speed zones and whether there was a difference. Also, whether there was anything of interest in the speed data on red-light cameras. Helia noted that the higher the speed limit, there is more risk that red-light cameras will lead to crashes at those intersections. Regarding speed data, didn't see any study that specifically looked at speed.

Ryan O'Neill commented that municipal engineering departments would find the study beneficial re intersection design. For high crash intersections, consider introducing the new skid-resistant road surfaces currently being tested in a pilot project.

John Hicks commented that this review feeds into the work that RoadSafetyBC is doing and once they have the opportunity to review it with UVic we can look at where it goes from there. This research was done specifically in relation to a RoadSafetyBC project.

5. **Chair's Remarks**

No remarks

6. **Business Arising from Previous Minutes**

No business arising

7. **Priority Business**

➤ **Review of Chek Media Proposal for 2022**

The Commission has been using CHEK for their advertising campaigns for the past two years. As part of that, CHEK provided the opportunity to create media and we have been working with UVic to coordinate the ads. YouTube versions of the three ads created so far will be sent to members to share with their partners.

The proposal from CHEK is the same as last year and is very favourable. It will give us approximately 2.5 million views and we are able to get the information in different formats not just traditional TV. It is recommended we move forward with this proposal.

MOVED by Chris Foord, **SECONDED** by Shawn Haley, that the CHEK 2022 media proposal for advertising be approved. **CARRIED**

➤ **Budget Update**

John Hicks provided a budget update. Additional funds in the amount of \$10,000 have been allocated to ICBC to support their winter impaired campaign coming out in December. \$10,000 was spent on reflectors and the CRD will be doing an in-house campaign called "Let's get Visible." If Commission members are doing engagement with the community, John can provide campaign posters, etc., along with the reflectors. The \$3,000 in funding approved for the Walk and Wheel to School Program grant application has been released.

There is a surplus in the amount of approximately \$25,000 which will be carried over to next year. Funding requests from community groups or other proposals could still be approved this year if they are brought to the December meeting.

➤ **BC Association of Chiefs of Police Calendar**

- December – Winter Impaired Driving Campaign
- March – Distracted Drivers Campaign/Occupant Restraint 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.

7b **Other Business**

Update on Ads

Dr. Frederick Grouzet noted that the most recent ad on safe driving around cyclists is now showing on CHEK. The next video will focus on passengers as a source of distraction. It will feature the driver and three passengers and show various ways passengers can be distracting. The message will focus on stopping the distraction before starting to drive.

Input from police members related to safe passing and lane position re cycling

Corey Burger asked for input from police members related to two questions that have come up within Capital Bike. He would like police to take this away and come back with information for discussion at our next meeting. The first question relates to lane position. How far right is practical? Is there a definition that police forces use? The second question relates to safe passing. Is there an understanding of what an unsafe pass looks like? The Motor Vehicle Act is vague on both of these issues.

Ryan O'Neill, Victoria Police, noted that they come across the issue of lane position often but can't give a specific answer as this particular issue is case by case. One factor is the many different types of bikes. Police investigate with dash cam videos from motorists or cyclists, unfortunately, it is a bit of a grey area.

Safe passing is also looked at on a case-by-case basis. The approach is to ask what a reasonable driver or cyclist would expect. On a narrow street, try to change lanes if doable. Also, some cyclists feel the need to take up the whole roadway and that is an unreasonable approach.

Andy Sanchez, Sidney/North Saanich RCMP, commented that some laws are intentionally written in a vague manner to allow police discretion on a case-by-case basis. There is no specific measurement on distance from the curb or passing but typically they would take the same reasonable approach during enforcement as identified in the Victoria Police comments.

Corey Burger asked that this be brought back to the next meeting with additional input from other police departments to see if there is a consistent approach.

Action: John Hicks to ask for additional input from police departments and bring to the December meeting for further discussion

8. Member Updates

• RoadSafetyBC – Erin Anderson

- Erin will be leaving RoadSafetyBC to take a new position and commented that it has been a pleasure to be part of the Traffic Safety Commission. The new Commission representative will be Kash Akinkuowo. He is very involved in RoadSafetyBC social media and communications so will be a great representative to help align communications with the road safety messages that the Commission wants to promote.
- The RoadSafetyBC 10-year fatality report has been posted online. The link is: [20112020 motor vehicle related crashed injuries fatalities 10-year statistics for british columbia.pdf \(gov.bc.ca\)](#)
- Kash said that it is a pleasure to join the Commission and noted that he can be a resource for communication messaging.

• ICBC – Colleen Woodger

No update

• Youth and Children – Colleen Blundell

- The BCAA child passenger safety program provides training, resources and information to communities in BC with regard to installing and providing child seats correctly and safely. There are currently certified child safety educators in 11 of the 13 municipalities that make up the CRD.
- Colleen will be training fire fighters throughout Vancouver Island in November. This is important as people go to fire halls looking for help with their car seats to make sure they are using them correctly. She is proud of the number of fire fighters they have in the program.
- In early December they will be working with some units at the Royal Jubilee Hospital to educate those people that are working with newborn infants or children with special needs.
- In-person seat checks are currently being done by appointment which can be made through the BCAA website.
- A very successful child car seat recycling pilot project was run this past summer in Kelowna in partnership with ATMO Recycling which is a non-profit social enterprise. Over 600 car seats were collected and diverted from the landfill. Exploring options for this in the CRD would be a great idea.

• Seniors – Dr. Paweena Sukhawathanakul

- Paweena thanked Commission members that prepared letters of support for the grant funding request she is preparing for a small research project re seniors. The letters helped strengthen the application.

- **CRD – John Hicks**

- Thanks to Chris Foord for presenting the annual Commission update to the Transportation Committee in October and to Erin Anderson for organizing a presentation with ICBC and RoadSafetyBC to the Transportation Committee.

Chair Haynes noted that the presentation of cheques to the winners of the Sarah Beckett Memorial Scholarship took place, and was picked up by the Times Colonist, Saanich News and others. Because of the number of excellent applications that were received for the scholarship this year and the constraints imposed by the Commission bylaw around issuing more than one scholarship, it was suggested that we check with the Victoria Foundation re being able to have them hold the funds and allocate them. John Hicks reported he has been looking into this and noted that the CRD finance and legal departments need to determine what framework would be required, and confirm that the funds that have been donated can be released to a third party. This may require getting acknowledgement from donors that their funds will be used for the same purpose and having Sarah Beckett's husband sign off on any change. The same process would apply for new funds coming in.

- **Integrated Road Safety Unit – Jereme Leslie**

No update

- **Commercial Vehicle Safety Enforcement – Rudi Wetselaar**

No update

- **Vancouver Island Safety Council – Ron Cronk**

No update

- **Capital Bike – Corey Burger**

- Wrapping up their year right now. They are gearing up for their AGM and are looking for new board members.
- Thanks to the Commission for all their support this year.

- **Walk On, Victoria – Todd Litman**

No update

- **Municipal Police Forces**

- Ryan O'Neill, Victoria Police – Winter Counterattack program taking place from November 26 to January 31. Most municipal police departments in the CRD will be participating.

- **BC Transit – Dallas Perry**

No update

- **Ministry of Transportation and Infrastructure – Shawn Haley**

- A project was started on East Sooke Road this week with shoulder paving taking place in the east bound lane through the Beecher Bay First Nations. Also, bus bays are being installed on the east bound shoulder.
- A lot of maintenance taking place to keep the falling leaves from plugging up the catch basins and culverts and to deal with all the drainage issues.

- **Island Health – Angela Wheeler**

No update

- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**

No update

9. Next Meeting

The next meeting will be held on December 14, 2021 at 12:30. On motion, the meeting adjourned at 1:55 pm.