

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, April 11, 2023**

**Members:** Neil Arason, Island Health  
Ron Cronk, Vancouver Island Safety Council  
Dr. Murray Fyfe, Island Health  
Natalia Heilke, RoadSafetyBC  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member  
Dean Murdock, CRD Board  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

**Associates:** Natalie Bandringa, CRD (for John Hicks)  
S/Sgt. Doug Cripps, Saanich Police  
Cpl. Andres Sanchez, Sidney North Saanich RCMP

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Corey Burger, Capital Bike  
Dr. Frederick Grouzet, Centre for Youth and Society, UVic  
Sgt. Andy Harward, CRD Integrated Road Safety Unit  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Joe Perkins, Media  
Owen Page, Ministry of Transportation and Infrastructure  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:15 pm.

**1. Territorial Acknowledgement**

Chair Murdock provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Ron Cronk, **SECONDED** by Murray Fyfe, that the agenda be approved with the following addition: **CARRIED**

- Traffic Safety Commission annual report to the Transportation Committee

**3. Approval of Minutes – March 14, 2023**

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Steve Martin, that the minutes of the meeting held on March 14, 2023 be approved. **CARRIED**

**4. Chair's Remarks**

Chair Murdock thanked those members who were able to attend today's meeting and said he looks forward to our session on strategic planning.

**5. Business Arising from Previous Minutes**

➤ **Update on Transportation Working Group**

At the last meeting of the Transportation Working Group, members reviewed options on how to advance their work and what type of reporting structure was needed. The working group looked at a draft policy to develop guidelines re upcoming CRD trail work and also approved the Triple AAA criteria presented by the CRD. Saanich staff presented Saanich's Road Safety Action Plan and the current state of road safety. The City of Victoria discussed a regional ride hailing business license idea. Saanich and Victoria staff presented a joint proposal to ask the CRD Board to advocate for modernization of the Motor Vehicle Act.

At their next meeting on April 17, all partners will be sharing their priorities to identify any alignments. The Ministry of Transportation and Infrastructure will be doing a presentation on where they are with the modernization of the Motor Vehicle Act and next steps. Transportation governance will also be discussed.

## 6. Priority Business

### ➤ Budget Update

There are no changes to the budget. The surplus carryover from last year is \$43,000.

### ➤ Strategic Planning

#### Update on Data Review Project

Under the direction of Dr. Paweena Sukhawathanakul, Helia Sehatpour, a doctoral student in environmental psychology, provided an overview of her work on the Commission data review project to document factors that contribute to serious injury and fatal collisions in the Capital Regional District and the Malahat Highway. This project was approved last October in order to develop a foundation for planning by looking at what the data and evidence show about where fatalities and serious crashes are occurring, and to identify data gaps. Copies of the full report have been provided to Commission members. The link to today's presentation is <https://vimeo.com/815743974>. A summary of the presentation follows.

The report provides a descriptive analysis of motor vehicle related crashes, injuries and fatalities in the CRD from 2017-2021. The objectives were to identify crash, injury and fatality rates for local municipalities of the CRD and the CRD as a whole; compare traffic safety performance indicators with peer jurisdictions in Canada and internationally; identify crash contributing factors and various crash types; and examine collisions specifically involving vulnerable road users as well as motor vehicle occupants.

Datasets used for the report were ICBC claim reports, ICBC traffic accident system police reports and the Ministry of Health discharge abstract database which includes hospitalizations resulting from road injuries in the CRD. Only municipal regions of the CRD were included, and the Gulf Islands, rural areas and off-road accidents were excluded. The Malahat region is reported in municipal breakdowns but not included in aggregate CRD stats.

The first table shows CRD road safety highlights for crashes, injuries and fatalities from 2017-2021. There was a downward trend in crashes and injuries from 2017-2020, with an uptick in 2021. In the report there is a comparison of the CRD's fatality and injury rates by population with various cities with similar population distribution. Cities such as Berne, Switzerland; Helsinki, Finland; and Oslo, Norway all show lower rates of injuries and fatalities by population than the CRD.

The next section examines motor vehicle collisions involving vulnerable road users. This section reports on crashes, injuries and fatalities involving pedestrians, cyclists, and motorcyclists and includes trends by year and comparison with provincial statistics. The crash injuries involving vulnerable road users follow the same pattern as overall injury trends, with a downward trend from 2017-2020, and an increase in 2021. Pedestrians and cyclists show similar numbers of injury occurrences over the years. Motorcyclists follow the same trend.

The percentage of total fatalities by road-user type is shown in a graph. Drivers constitute the largest percentage of all traffic-related fatalities standing at more than 50 percent. Pedestrian fatalities constitute almost 30 percent of all fatalities, followed by passengers and cyclists. Pedestrian fatalities constitute a much larger portion of all fatalities than cyclists. Data on motorcyclist fatalities was not available for comparison.

The next section describes the contributing factors to crashes and injuries and is mainly sourced from police reported data. The top five factors are distracted and inattentive driving; road condition; weather condition; speeding; and impaired driving. Injury numbers from these factors show a downward trend from 2017. Impaired driving seems to be the only contributing factor where the number of injuries in 2021 was almost as high as in 2017.

Crash, injury and fatality data were also broken down by municipality. The municipality section includes the Malahat as well as the 13 municipalities of the CRD. Both claim reported and police reported crashes are shown. Victoria and Saanich have the highest number of crashes and

injuries and largest populations. Saanich has a higher number of more severe crashes and injuries reflected in the number of police reports, as well as a high number of fatalities.

The third dataset shows hospitalization data retrieved from the Ministry of Health's discharge abstract database. Cyclists have the highest number of hospitalizations, followed by car occupants and pedestrians. There are also some demographic variables available for fatalities and hospitalized victims. Individuals between the ages 55-70 have the highest number of hospitalizations among the other age groups. A large number of these individuals were reported to be vulnerable road users.

The day of the week and month of the year were also looked at to see how they were associated with crashes. The percentage of total police-reported crashes and injuries were highest in December and January, and lowest in April. Weekdays also seem to have higher numbers of claim reported crashes and injuries compared to the weekend.

There are two separate sections at the end of the report which summarize pedestrian only and cyclist only road safety statistics.

There were some limitations faced in the preparation of this report, particularly the limitation around data access constrictions when it came to municipal information. The claims reported and police reported databases are both managed by ICBC which made only certain subsets of data available for access at a time. To maintain crash victims' privacy, various factors associated with collisions were not available in conjunction with municipal information. This limited the ability to tease apart the most serious factors leading to the most severe injuries and fatalities on roads in the CRD. Future efforts to standardize reporting practices and an aim for better transparency of data would be helpful in creating improved and more accurate reports.

Another limitation was regarding municipal boundaries. Municipal boundaries could not be verified across all datasets. There is a need for consistent municipal boundaries across reporting agencies. Also, there was not enough information to verify the exact location of the road accidents for the hospitalization data. The data represents the location of the hospitalized patients living in the CRD. Therefore, future work should make sure that municipal boundaries and geographical locations of crashes are clearly defined and consistent across the various reporting agencies so that we can more accurately assess the road safety of each distinct municipality.

Members can email Helia at [hsehatpour@uvic.ca](mailto:hsehatpour@uvic.ca) with any questions or comments.

Discussion followed the presentation.

- Todd Litman – Some jurisdictions will be significantly reducing traffic speed limits and he would like to explore how we can collect data to evaluate the impacts of these changes. Would need detailed information to do it well.
- Neil Arason – This report will be a major reference document for the Commission for the next couple of years. It was interesting to see so many other cities do so much better re the number of casualties and that speaks dramatically to the amount of progress that is possible.
- Paweena Sukhawathanakul – The report was done as comprehensively as possible, but they were limited in terms of how this could be presented in a more accessible way. Possibly it could be sent to John Hicks' office to assist with getting it in a format so that it can be used as an official Commission document and posted on the Commission website. Looking at the data was challenging and to get it standardized took a lot of time.
- Todd Litman – Would like to see a broader scope of comparisons with other jurisdictions. It would be interesting to compare with other Canadian and North American cities.
- Neil Arason – The European cities that were included are "best in class" due to changes they made and are models to look at. We could have one-quarter of the amount of trauma we currently have.

➤ **Strategic Planning**

A summary of last month's strategic planning session was distributed and discussion continued on Commission priorities.

Todd Litman suggested the following three items.

- Study of impacts of reduced speed limits
- Currently there is no way to find out where there are gaps in the sidewalk and bicycle networks. If we are serious about wanting to improve active transportation conditions, one of the starting points is to get an inventory of what the conditions are
- Some sort of catalogue of all the potential Vision Zero actions

Neil Arason recommended that we should focus on a small number of things. From today's presentation, pedestrians do stand out re fatality numbers. If there was one thing we could give priority to it would be pedestrians crossing at intersections and crosswalks. Why isn't every intersection a leading pedestrian interval? We could hugely reduce the number of people walking with a walk signal that are hit by a left or right turning vehicle. We could also look at more protected turning movements, so drivers only need to look for one thing at a time. Both these interventions are proven and are low cost, and we could make them our priorities.

Discussion was held on the Commission's role in communication, education and advocacy for traffic safety initiatives and the relationship between the Commission, the Transportation Committee and the Transportation Working Group. More clarification on this will be provided in the governance presentation next month.

Steve Martin commented that there is active and passive advocacy, and we should break these strategies down. One is more action oriented, and one is more information oriented. One example would be the Malahat pilot which would be something where we could be more active, looking at it and providing some analysis behind it and actively making action-oriented proposals. Another one is on the topic of enforcement which in the hierarchy of road safety has a much greater impact than information. At last month's meeting the issue of police spending a lot of time in traffic court rather than on the street doing enforcement was raised. We could advocate for strategies that would reduce the amount of people challenging traffic tickets, e.g., having deep discounts for traffic fines if paid online, so there is no court involved.

Murray Fyfe remarked that he agrees with the focus on pedestrians, and we could do some education around that. The issue around advocacy is actually about making recommendations and that is something that we have been invited by the CRD Board to do. The Commission did that with the recommendation around interval speed cameras on the Malahat and we could do something similar with respect to leading pedestrian intervals. We have the data and evidence to support a recommendation to the Board to communicate this out to the municipalities and it would be something the Commission could assist with.

Neil Arason suggested two major priorities for the Commission would be to make recommendations to the Board and the second would be all the work we do around campaigns and education. Within those two priorities, we would need to prioritize and narrow the scope of our focus. Steve Martin proposed that based on what we know about what works in road safety and what we know about the data, we could ask John Hicks and his staff to line things up for us. Chair Murdock commented that it would be a helpful next step to have this prioritized based on a number of inputs, including our discussion here.

Todd Litman said that recommended actions are somewhat different in different jurisdictions, i.e., urban and rural, so should have a framework that allows us to say that the priorities may vary according to the area.

Members agreed that "making noise" about issues can help to make change happen and we should use our voice to do this.

➤ **Governance Presentation**

Deferred to the May meeting

➤ **BCACP Calendar**

- March – Distracted Drivers Campaign/Occupant Restraint Campaign
- May – High Risk Driving Campaign
- July – Summer Impaired Driving Campaign (Alcohol/Drug)

- September – Distracted Drivers Campaign/Occupant Restraint Campaign
- October – Drive Relative to Conditions Campaign
- December – Winter Impaired Driving 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. We could do the advertising ourselves or support any of our partners with additional funding to expand their campaigns.

**7. Other Business**

- **Traffic Safety Commission annual report to the Transportation Committee**  
Deferred to the May meeting

**8. Member Updates**

Deferred to the May meeting

- **RoadSafetyBC - Natalia Heilke**
- **ICBC – Colleen Woodger**
- **Youth and Children – Hailey Bergstrom-Parker**
- **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**
- **CRD – John Hicks**
- **Integrated Road Safety Unit – Sgt. Andy Harward**
- **Commercial Vehicle Safety Enforcement – Myke Labelle**
- **Vancouver Island Safety Council – Ron Cronk**
- **Capital Bike – Corey Burger**
- **Walk On, Victoria – Todd Litman**
- **Municipal Police Forces/RCMP**
- **BC Transit – Dallas Perry**
- **Ministry of Transportation and Infrastructure - Owen Page**
- **Island Health – Neil Arason**
- **Working Group for UVic Centre on Youth and Society Joint Project – Dr. Frederick Grouzet**

**9. Next Meeting**

The next meeting will be held on May 9, 2023 at 1:00 pm. On motion, the meeting adjourned at 2:31 pm.