

**CRD TRAFFIC SAFETY COMMISSION  
MINUTES OF MEETING  
Tuesday, March 11, 2025**

**Members:** Neil Arason, Island Health  
Douglas Baer, Capital Bike  
Ron Cronk, Vancouver Island Safety Council  
Natalia Heilke, RoadSafetyBC  
Sgt. Jereme Leslie, CRD Integrated Road Safety Unit  
Todd Litman, Walk On, Victoria  
Steve Martin, Community Member (Chair)  
Dean Murdock, CRD Board (Vice-Chair)  
Dr. Paweena Sukhawathanakul, Institute on Aging and Lifelong Health, UVic

**Associates:** Adam Defrane, MADD  
Jay Douillard, CRD

**Regrets:** Hailey Bergstrom-Parker, Child Passenger Safety Program, BCAA Community Impact  
Dr. Murray Fyfe, Island Health  
Dr. Frederick Grouzet, Collaborative for Youth and Society, UVic  
Myke Labelle, Commercial Vehicle Safety and Enforcement  
Owen Page, Ministry of Transportation and Infrastructure  
Sean Powell, School District 61  
Keith Vass, Media  
Colleen Woodger, ICBC Road Safety and Community Involvement

**Guests:** Genevieve Tokgoz, CRD  
Roy Symons, ISL Engineering  
Khal Joyce, ISL Engineering

**Recording Secretary:** Arlene Bowker

The meeting was called to order at 1:02 pm.

**1. Territorial Acknowledgement**

Chair Martin provided a territorial acknowledgement.

**2. Approval of Agenda**

**MOVED** by Jereme Leslie, **SECONDED** by Ron Cronk, that the agenda be approved as distributed. **CARRIED**

**3. Approval of Minutes – February 11, 2025**

**MOVED** by Paweena Sukhawathanakul, **SECONDED** by Ron Cronk, that the minutes of the meeting held on February 11, 2025 be approved. **CARRIED**

**4. Chair's Remarks**

Chair Martin acknowledged the passing of a Saanich Police Department member from a sudden medical emergency while on duty and passed on condolences to the Saanich Police Department and the officer's family.

**5. CRD Regional Trail Safety Study – Delegation Presentation**

Representatives from the CRD and ISL Engineering gave a presentation on a study underway on safety enhancement on regional trails. A brief overview follows.

The presentation covered three categories: update on the multi-use trails safety enhancement study; existing safety initiatives; discussion and feedback.

The study focuses on the regional trail network, typically paved trails where there is mixed use without separation. It does not include regional trails located within parks. The geographic scope covers the Lochside, E&N regional trail, and Galloping Goose Regional Trails.

The report will cover data collection and analysis, options for enhancements to bridges and trestles, as well as alternatives to bollards, policy and regulatory solutions, concept sketches, implementation priorities, and interested party input.

Data from south of the switch bridge was provided, which is one of the busier locations as you get closer to Victoria. During the peak in July there were about 100,000 trips per month, with consistent year-round use showing about 40,000 trips/month in December/January. There are more riders than walkers, and given the

numbers, data and guidance suggest that separation of users should be considered which is providing a rationale for the regional trail widening study. The study will examine all sites to determine if other locations would benefit from trail widening.

Data from a study of shared use pathways in metro Vancouver is believed to reflect similar trends on the island. Figures from 2019/2020 and 2023 showed a significant decrease in conventional bike use and an increase in the use of e-bikes and stand-up e-scooters over this period. Data also showed that speeds are increasing on shared pathways in metro Vancouver. With increasing speed, the level of comfort for pedestrians has been reduced and one of the primary objectives for this study is to identify measures that can make people feel more comfortable on the trails. Potential areas for enhancements include surfaces, crossings, signage, and accessibility.

Several existing safety initiatives were highlighted: Capture google street view imagery of trails; Include regional trail accessibility information on the AccessNow website and application; Complete annual accessibility maintenance audits; Cruise with Courtesy Campaign; Advocacy; and Regional Trail Compliance Action Plan. Another initiative is the trail use data collection program. Current data is limited, and they are aiming to expand data collection.

The final safety initiative mentioned was the regional trestles renewal, trails widening and lighting project. This project will have a significant impact on improving trail safety and user comfort. It is planned to widen regional trails to 6.5 m in the busiest sections and add lighting. Additionally, three aging timber trestles will be renewed. The project began in the fall of 2024 and improvements will be carried out in phases over a 4-year period.

Input from the Commission was requested and members spoke about their main concerns with regional trail safety as follows.

- Is there any consideration for enforcement and if so, what does that look like? If there is no consequence to dangerous trail riding what is going to prevent it? Policy or legislative changes may be needed to enhance enforcement.  
CRD response - There is some enforcement done on the trails by park rangers under the parks use bylaw. They can't enforce speed but can enforce issues around dangerous behaviour. The CRD doesn't have the capacity to do the type of enforcement they would like to do.
- The biggest speed problem has to do with devices that are not legally on the trail. If a bike doesn't have a regulator to keep it to no higher than 32 kph, then it's not legally allowed on the trail. How do you enforce that? If you don't have a mechanism to stop illegal devices on trails, we can't solve this problem.  
CRD response – Police can do enforcement at trail crossings as the Motor Vehicle Act applies.
- Concerned about conflicts on trails. As a general principle, CRD is encouraged to design their facilities and policies around protecting the most vulnerable. Bigger and faster modes need to yield to slower, more vulnerable modes. One way to phrase this is in terms of shy distance. Could we make it clear on the trail that faster cyclists need to leave at least 1 metre when passing, or if they can't, they need to slow down. Could there be signs stating this? Is there an educational component?  
CRD response - One opportunity is through the Cruise with Courtesy Campaign that is done every year. Signs stating "pass slow and with care" could be installed.
- The AccessNow website would be helpful re a study being undertaken looking at accessibility of the trails and the potential impact on health if people live nearby trail networks and can easily access them.  
AccessNow is particularly important for older folks who are cycling and want to be able to plan safe routes.
- It's great the CRD is investing in the trail system as it is becoming busier with faster speeds, etc. It's important to get it right, spend the money and apply everything we've learned about safe systems thinking.

They are seeking input from interested parties and will be holding meetings with various groups.

Commission members can reach out to Genevieve Tokgoz at [gtokgoz@crd.bc.ca](mailto:gtokgoz@crd.bc.ca) with any other input or questions. Also, written input to the following questions would be appreciated.

- What are your main concerns with regional trail safety?
- What information, experiences or observations can you share to help fill the gaps in data related to injuries, accidents, incidents on the regional trails?
- How would this group like to stay informed on outcomes of safety study, trail widening and lighting design?

The entire presentation can be viewed here:

[March 2025\250311 CRDTrail\\_Safety\\_TrafficSafetyCommission\\_Presentation.pdf](#)

## 6. Business Arising from Previous Minutes

### ➤ Update on Transportation Working Group

Jay noted that the motion from the Commission regarding advocacy for improved regional bus service has gone forward to the Transportation Committee and the Committee has made a recommendation to the CRD Board which will go to their March 12 meeting.

➤ **Revised ASE Backgrounder and Recommendations and Draft Slide Deck (Steve Martin)**

This item was discussed at our February meeting and based on the feedback received has been revised and distributed to members. It is scheduled to be presented to the Transportation Committee in April. Chair Martin has prepared a slide presentation, which we will review today. A summary is given below.

Evidence indicates that speeding is a significant issue in the CRD, contributes to a considerable number of crashes and injuries, and is a leading factor in 953 crashes. Chair Martin will be impressing to the Committee that measures taken in road safety can have a significant effect on public safety.

There are three types of automated speed enforcement (ASE): fixed cameras, mobile roadside cameras, and point-to-point. Polls between 2018-2023 consistently show that most British Columbians support ASE. While traditional enforcement is effective, it has its limitations due to other competing demands. Implementing ASE is crucial because speed significantly contributes to crashes and injuries in the CRD.

ASE compliments traditional speed enforcement. There is a proven reduction of crashes, injuries and fatalities; it provides continuous speed monitoring; it reduces congestion caused by crashes; and allows for speed monitoring on roadside areas less safe for roadside enforcement.

ASE has been implemented globally and across Canada and we can look at the lessons learned from these jurisdictions which generally fall into three categories: public education and awareness; evidence-based deployment of ASE cameras; and use of revenue. Many jurisdictions have adopted a regional approach to ASE which offers benefits such as flexibility, increased community support for ASE; removing historical baggage; and diffusing political sensitivities. Regional approaches in Canada are a proven model.

Learnings from other jurisdictions offer guidance for successful ASE implementation. The following five principles will facilitate successful implementation: public education; evidence-based deployment; transparency; dedicated revenue; and start small to build support. Adopting these five principles will ensure success in any type of ASE implementation.

Members expressed support for moving ahead with the recommendation for implementation of ASE.

**MOVED** by Steve Martin, **SECONDED** by Doug Baer, that the Traffic Safety Commission recommends that the Transportation Committee recommend to the CRD Board to advocate for automated speed enforcement (ASE) and request the Provincial Government develop enabling legislation that would permit regional governments (through designation) the ability to decide, fund and implement ASE using a principle-based approach; and, that the Provincial Government require designated regional governments to adopt the following five principles to guide regional implementations:

1. Public Education: That public education regarding the safety objectives of ASE be a central component and priority of ASE throughout implementation and ongoing deployment.
2. Evidence Based Deployment: That an evidence-based process guides the location of ASE cameras to ensure that deployment is implemented with a clear view to achieving road safety outcomes.
3. Transparency: Publicize location and safety rationale of ASE camera locations including location specific warning signs so there are no surprises for drivers. Report on the achievement of outcomes based on a clearly defined program baseline.
4. Dedicate Revenue: The overarching goal of ASE is to reduce unsafe speed and lower speed related injuries and fatalities. ASE revenues should be dedicated to ASE cost recovery and road safety programs. A 2024 national report survey emphasized that a critical element of ongoing public support was that ASE programs are not perceived as a general revenue cash grab.
5. Start Small and Build Support: Implement with a view to build and maintain public acceptance. Engage community stakeholders to guide implementation and promote support. Adopt a graduated implementation approach beginning with a pilot deployment in high-risk areas including school and playground zones. Consider "soft" initial implementation where drivers are issued warning tickets during a predefined period.

**CARRIED**

**Abstained:** Natalie Heilke

7. **Priority Business**

➤ **Budget Update**

No change from last month

➤ **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.

Sgt. Jereme Leslie noted that the Distracted Driving and Seatbelt Campaign is currently underway. CRD Integrated Road Safety Unit is conducting multiple campaigns with police agencies in Saanich, Victoria, the West Shore RCMP and some of the other detachments as well. The focus of the campaign is “leave your phone alone.”

They are gearing up for the High-Risk Driving Campaign in May and part of that is a huge motorcycle safety campaign. This year they will be conducting that with the West Shore RCMP.

## 8. Other Business

### ➤ **Grant Request – Vancouver Island Safety Council Rider Refresher Training**

Ron Cronk provided an overview of this grant request. This is the third year the Vancouver Island Safety Council has requested funding for a rider refresher training course, which is based on the 2012 Coroner's report and statistics regarding motorcycle fatalities. The course targets riders with previous riding experience who have not ridden for several years and want to resume riding. It is a three-day course, starting with a 2-hour classroom lecture; participants then practice in the parking lot on the second day and move out onto the roads on the last day. At the end of the course, participants are asked to complete a pre-and-post survey.

Vancouver Safety Council is requesting \$5500 to help with the costs of the course and instructor time. This year, they are going to establish an instructional manual.

The grant request will be reviewed according to our established criteria and the evaluation results will be discussed at the April meeting.

**Action: Add to April meeting agenda**

## 9. Member Updates

### ➤ **RoadSafetyBC - Natalia Heilke**

- The new Assistant Deputy Minister at RoadSafetyBC is Toby Louie who joined them on March 7. He was previously with the Ministry of Finance.

### ➤ **ICBC – Colleen Woodger**

No update

### ➤ **Youth and Children – Hailey Bergstrom-Parker**

No update

### ➤ **Institute on Aging and Lifelong Health – Dr. Paweena Sukhawathanakul**

No update

### ➤ **CRD – Jay Douillard**

No update

### ➤ **Integrated Road Safety Unit – Sgt. Jereme Leslie**

No update

### ➤ **Commercial Vehicle Safety Enforcement – Myke Labelle**

No update

### ➤ **Vancouver Island Safety Council – Ron Cronk**

No update

### ➤ **Capital Bike – Doug Baer**

- They now have a local committee covering the municipalities of Langford, View Royal and Colwood .
- Trying to organize a celebration ride along the length of the Gorge from Oak Bay into Saanich to let people know about the infrastructure that is about to be completed.

### ➤ **Walk On, Victoria – Todd Litman**

No update

- **Municipal Police Forces/RCMP**  
No update
- **BC Transit – Dallas Perry**  
No update
- **Ministry of Transportation and Infrastructure - Owen Page**  
No update
- **Island Health – Neil Arason**
  - Under the Island Health vision zero and road safety grant program, nine grants have been given across the island, with three being in the CRD. They are the City of Victoria for a rapid rectangular flashing beacon near Esquimalt High School, School District 61 for signage near Craigflower Elementary, and Metchosin for a rapid rectangular flashing beacon near Hans Helgesen Elementary.
- **Working Group for UVic Collaborative for Youth and Society Joint Project – Dr. Frederick Grouzet**  
No update
- **Adam Defrane, MADD Canada**
  - Adam and Sgt. Doug Cripps started their talks with Junior B hockey teams. The first one went very well, however, because of the playoffs, the rest will be delayed until September.
- **Sean Powell, School Districts**  
No update

**10. Next Meeting**

The next meeting will be held on April 8, 2025 at 1:00 pm. On motion, the meeting adjourned at 2:29 pm.