

# ENHANCED TRAFFIC ENFORCEMENT PROGRAM

ANNUAL REPORT 2019

A partnership between RoadSafetyBC, the Insurance Corporation of British Columbia, "E" Division, Royal Canadian Mounted Police and independent municipal police.



RoadSafetyBC



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## ACRONYMS

ACEM	Auto Crime Enforcement Month
ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
ASD	Approved Screening Device
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCACP TSC	British Columbia Association of Chiefs of Police Traffic Safety Committee
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CARSP	Canadian Association of Road Safety Professionals
CC	<i>Criminal Code</i>
CCMTA	Canadian Council of Motor Transportation Administrators
CFSEU-BC	Combined Forces Special Enforcement Unit BC
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ETEP	Enhanced Traffic Enforcement Program
IACP	International Association of Chiefs of Police
ICBC	Insurance Corporation of British Columbia
IIDU	Integrated Impaired Driving Unit
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
JIBC	Justice Institute of British Columbia
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MVA	<i>Motor Vehicle Act</i>
PRTC	Pacific Region Training Centre
PSSG	Ministry of Public Safety and Solicitor General
RCMP	Royal Canadian Mounted Police
RSBC	RoadSafetyBC
RSU	Road Safety Unit
VLM	Value Logic Model
VT	Violation Ticket

## MINISTER'S MESSAGE



It is my pleasure to present the 2019 Enhanced Traffic Enforcement Program Annual Report, an overview of enhanced traffic enforcement initiatives targeting our province's top road safety priorities. The efforts of all those working in enhanced enforcement are strongly aligned with BC's provincial *Road Safety Strategy: Moving to Vision Zero*.

This has been another dynamic year for the Enhanced Traffic Enforcement Program (ETEP) as it continued to build upon a strong strategic framework in support of enhanced traffic enforcement strategic goals:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving
- Minimizing the impact of vehicle crimes
- Supporting road user behavioural change
- Fostering communication and collaboration

In July 2019, with additional funding from the provincial government, program partners began implementation of automated speed enforcement in BC. Through the Intersection Safety Camera Program, 35 of its 140 cameras were upgraded for speed enforcement to help reduce deaths and serious injuries at high-risk intersections in BC.

To further support road safety following the legalization of cannabis, in 2019 ETEP directed additional overtime funds to police to support their efforts in combating drug and alcohol impaired driving, as well as to enhance provincial and local distracted driving enforcement.

I want to sincerely acknowledge the tremendous efforts that BC traffic enforcement officers, communities and citizens dedicate every day to reducing traffic injuries and saving lives.

In the year ahead, I commit to continue working with enforcement and our provincial road safety partners to help make British Columbia's roads safer for all. It is through strategic enforcement, innovation, legislative reforms and an engaged public that together we can reach Vision Zero in BC.

Honourable Mike Farnworth  
Minister of Public Safety and Solicitor General



## 2019 PROGRAM HIGHLIGHTS



ETEP received a one-time contribution of \$2 million from program funding partner ICBC for overtime enforcement targeting high-risk driving behaviours. Outputs attributable to this additional funding include:



20% increase in the number of targeted overtime enforcement hours conducted by the RCMP



32% increase in VTs and sanctions issued by the RCMP



37% increase in the number of impaired driving enforcement hours conducted by independent municipal police



87% increase in the number of ASD breath tests administered by independent municipal police



An additional targeted Distracted Driving enforcement campaign conducted by independent municipal police, resulting in over 1,400 VTs issued



RSU led the development of a Value Logic Model framework as part of the ETEP Go-Forward Plan 2018-2021

## ENHANCED TRAFFIC ENFORCEMENT PROGRAM MANDATE

### PROGRAM OVERVIEW

Annual Enhanced Traffic Enforcement Program (ETEP) funding is provided by ICBC to RoadSafetyBC through the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU). RCMP “E” Division Traffic Services manages ETEP police budgets and operations. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government.

In 2019/20, ICBC’s MOU contribution was \$24.8 million which included a one-time contribution of two million dollars for targeted overtime enforcement. The federal government contributed an additional \$9.2 million to the operational policing portion of the ETEP budget, resulting in a total of \$34 million invested in enhanced traffic enforcement road safety programming in BC.

RoadSafetyBC’s program responsibilities include:

- Administrative and financial oversight
- Intersection Safety Camera (ISC) Program enforcement and prosecution functions
- Secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC), including advertising and promotion of the BCACP Provincial Enforcement Campaign Calendar

### PROGRAM STRATEGIC GOALS AND PRINCIPLES

ETEP resources are aligned with the following strategic goals:

- Support enforcement efforts to reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Affect and support road user behavioural change
- Foster communication and collaboration

Improvement efforts are aligned towards:

- developing an intelligence-led demand management approach
- implementing a performance tracking and reporting system
- enhancing resource management controls
- aligning/improving partnership and stakeholder relations

## PROGRAM GOVERNANCE

ETEP governance and accountability measures ensure that MOU obligations are upheld, and program objectives achieved.

The Governance Council 2019/20 membership was comprised of:

- Chair: Executive Director, RoadSafetyBC, PSSG
- Vice-President of Public Affairs and Driver Licensing, ICBC
- Deputy Criminal Operations Officer, RCMP
- A representative from BCAMCP
- Executive Director of Police Services, Policing and Security Branch, PSSG



Figure 1 Governance Model

The duties and responsibilities of Governance Council are to provide advice to RoadSafetyBC (Road Safety Unit) on the implementation of the ETEP strategic plan, and to review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports.

The Governance Council also monitors the performance of ETEP under the MOU, and towards the approved strategic objectives set out in the annual ETEP Operations Plan.

## GOAL 1: TARGET AND REDUCE HIGH RISK ROAD USER BEHAVIOURS

### INTEGRATED ROAD SAFETY UNITS

Integrated Road Safety Units (IRSUs) are comprised of officers from both RCMP and independent municipal police departments and are located in jurisdictions across BC. IRSU officers enhance existing baseline traffic enforcement above and beyond traffic services funded through police.

In addition to IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP and is usually applied towards targeted enforcement. The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as 'enhanced enforcement' (EE). EE targets the dangerous driving behaviours that contribute to the majority of traffic collisions resulting in fatalities and serious injuries. Targeted enforcement priorities include speeding, distracted driving, offences at intersections, unrestrained occupants and impaired driving.



## ETEP CONTRIBUTION TO PROVINCIAL VIOLATION TICKET OUTPUT

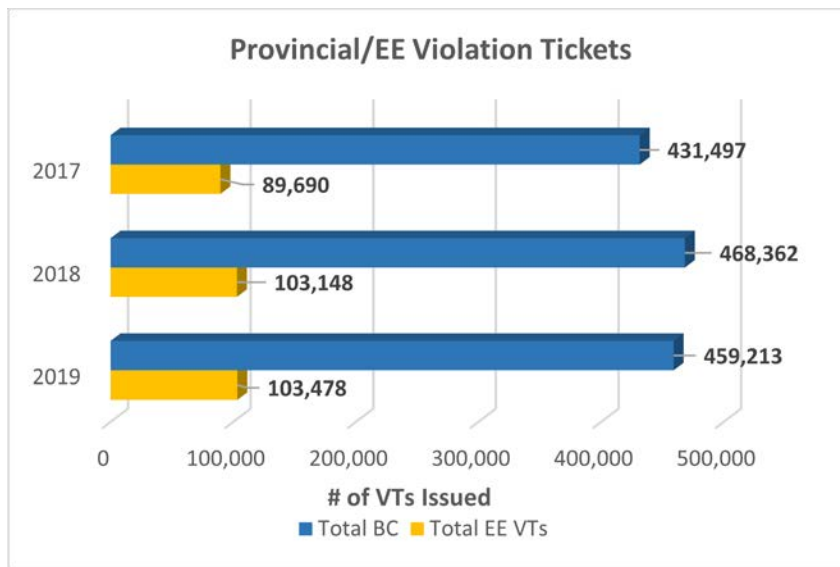


Figure 2 Provincial Violation Tickets (2017-2019)

The contribution of EE <sup>1</sup> is typically compared to the overall provincial output <sup>2</sup> of (VTs) issued by all traffic services. EE output accounted for approximately 23 percent of the total provincial output in 2019. Although the proportion of targeted enforcement priority outputs (below) remain steady compared to previous years, the total EE outputs of targeted enforcement priorities continue to grow. In 2019, this increase was largely comprised of increases in speeding VTs (+15% from 2018).

## EE OUTPUT BY TARGETED PRIORITY

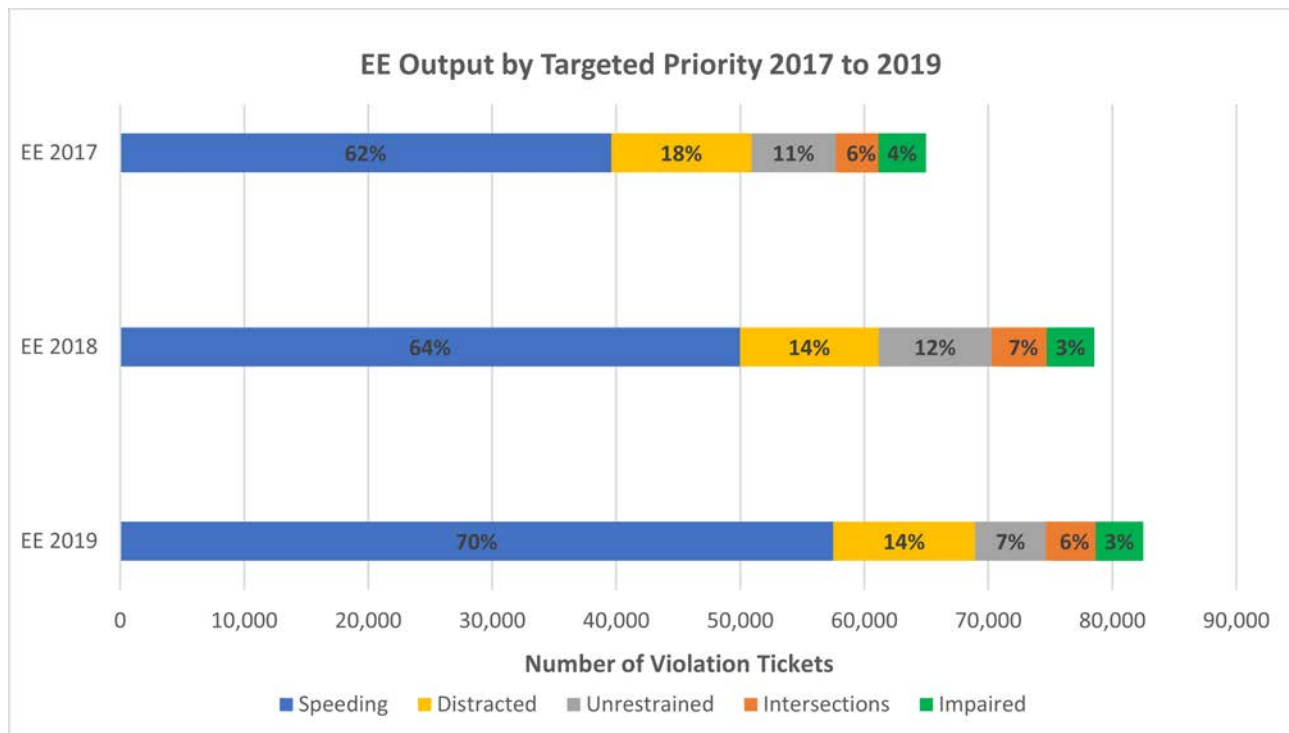


Figure 3 EE Output by Targeted Priority (2017-2019)

<sup>1</sup> EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

<sup>2</sup> Provincial data is retrieved from ICBC's Business Information Warehouse ("Contraventions Report") and is current as of June 30, 2020.

## BRITISH COLUMBIA ASSOCIATION OF CHIEFS OF POLICE

## PROVINCIAL ENFORCEMENT CAMPAIGN CALENDAR

The British Columbia Association of Chiefs of Police (BCACP) Provincial Enforcement Campaign Calendar is planned, endorsed and implemented through the BCACP Traffic Safety Committee (BCACP TSC) membership and all BC police agencies.

2019	Campaign
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupant Restraint Campaign
October 1 - 31	Drive Relative to Conditions Campaign (Speed/Pedestrian)
December 1 - 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

Table 1 BCACP Provincial Campaign Calendar 2019

## SPEED ENFORCEMENT

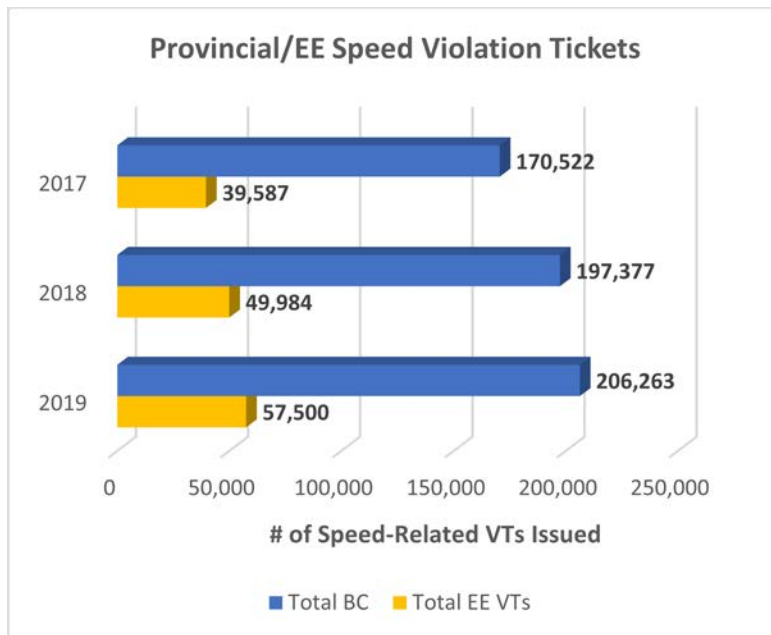


Figure 4 Speed Violation Tickets (2017-2019)

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target speed related infractions during the months of May and October. EE efforts for targeted speed enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed and excessive speed, which also includes vehicle impoundment sanction.

EE contributed approximately 28 percent of speeding violation ticket outputs to the provincial total in 2019.

## DISTRACTED DRIVING ENFORCEMENT

The BCACP Provincial Enforcement Campaign Calendar dedicates the months of March and September to target distracted drivers across BC and to remind people to not use handheld electronic devices while operating a motor vehicle.

EE contributed approximately 24 percent of distracted driving violation ticket outputs to the provincial total in 2019, on-trend from previous years.

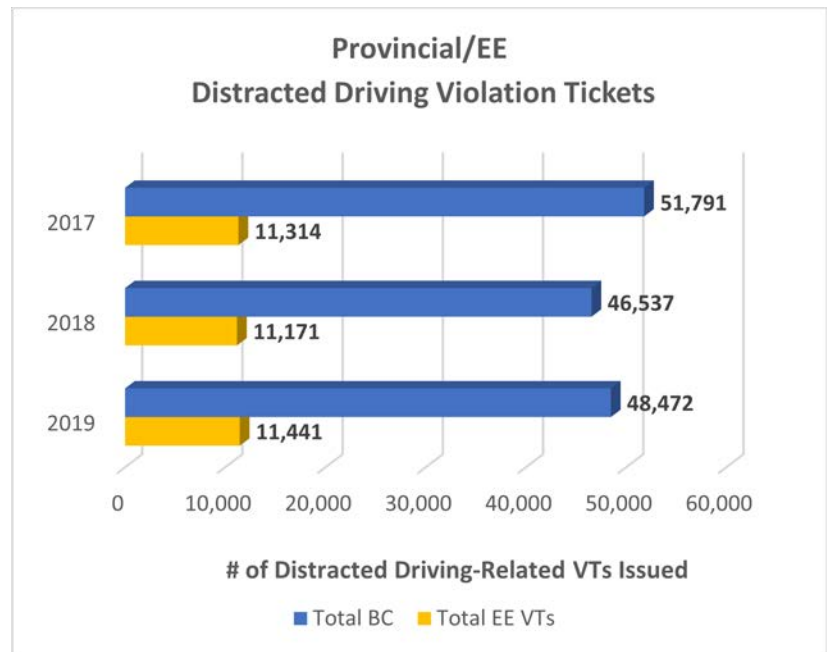


Figure 5 Distracted Driving Violation Tickets (2017-2019)

## UNRESTRAINED OCCUPANT ENFORCEMENT

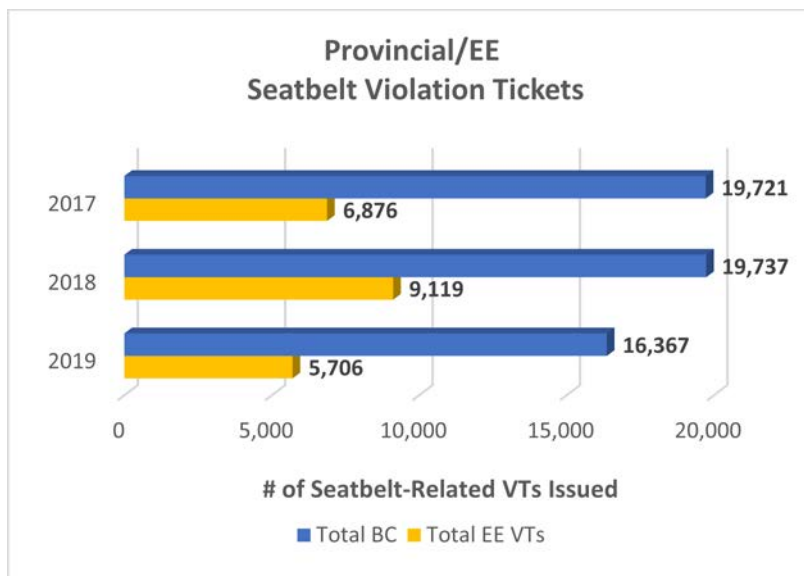


Figure 6 Unrestrained Occupants Violation Tickets (2017-2019)

In addition to year-round enforcement, officers across the province target unrestrained occupants during the months of March and September following the BCACP Provincial Enforcement Campaign Calendar. The term 'unrestrained occupants' typically refers to individuals who are not wearing seatbelts and also includes infant and/or child restraint systems and booster seats violations.

EE contributed approximately 35 percent of unrestrained occupant violation ticket outputs to the provincial total in 2019, on-trend from the previous years.

## INTERSECTION ENFORCEMENT

Intersection offences are targeted by police in May, High Risk Driving Month. Intersection offences include disobeying a traffic light and failure to yield. EE contributed approximately 10 percent of intersection-related violation ticket outputs to the provincial total in 2019, on trend from previous years. Intersection safety is also enforced year-round through automated enforcement provided by the Intersection Safety Camera (ISC) Program. The 2019 ISC Annual Report can be found here:

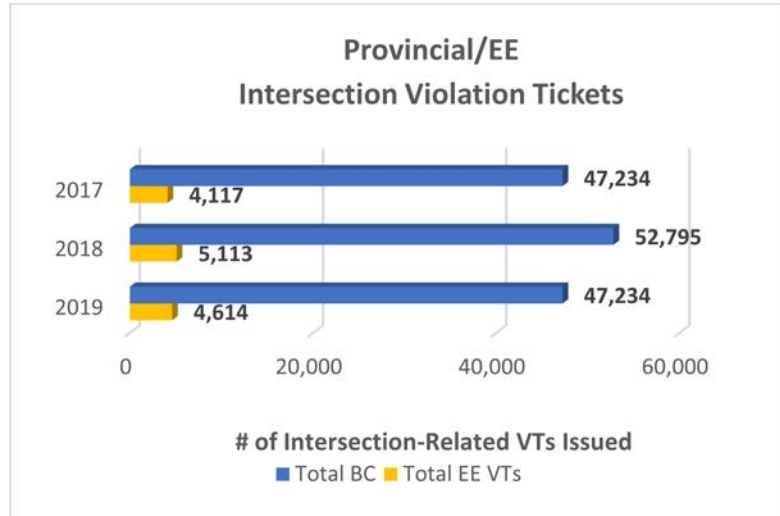
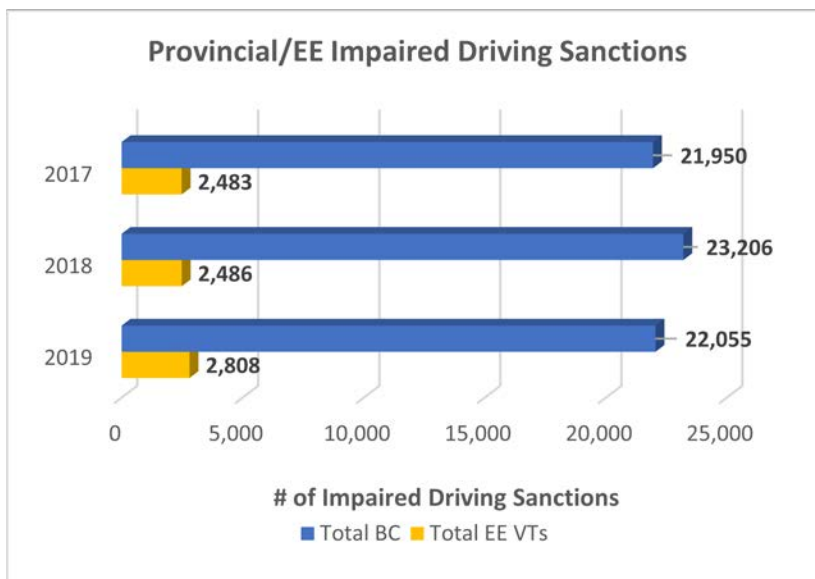


Figure 7 Intersection Violation Tickets (2017-2019)

<https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/public-safety/intersection-safety-cameras/intersection-safety-camera-2019-annual-report.pdf>

## IMPAIRED DRIVING ENFORCEMENT

ETEP supports alcohol and drug impaired driving enforcement through year-round enforcement conducted by IRSUs, additional dedicated overtime MOU funds to support independent municipal police department CounterAttack campaigns, and parallel campaigns through the RCMP.



EE contributed approximately 12 percent of alcohol and drug-affected driving outputs to the provincial total in 2019, on-trend from previous years.

Figure 8 Impaired Driving Violation Tickets (2017-2019)

## COUNTERATTACK

CounterAttack activity and output statistics are collected from the municipal police departments based on the CounterAttack funding agreements. Across the two campaigns in 2019, out of all the breath tests administered to drivers by independent municipal police during road checks, an average of:

- 90 percent of all drivers passed the breath test on a roadside screening device
- 5 percent blew warnings (over 0.05 percent BAC)
- 5 percent failed the breath test (over 0.08 percent BAC)

If a driver produces a Fail result on a breath test or refuses to provide a breath sample, a police officer may issue a 90-day Immediate Roadside Prohibition (IRP) or, at the officer's discretion, proceed by way of a *Criminal Code* charge. Across the two campaigns in 2019, 235 drivers were issued 90-day IRPs and 18 drivers were criminally charged with impaired driving by municipal officers.

The RCMP participates in National Impaired Driving Enforcement Days, which are nation-wide one-day enforcement events to combat impaired driving using check stops and other strategies similar to CounterAttack campaigns. On December 7, 2019, 17 drivers were criminally charged and 192 drivers removed from the roads for impaired driving by RCMP officers.

Visible police enforcement, including CounterAttack road checks, keeps the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

## INTEGRATED IMPAIRED DRIVING UNIT

The Integrated Impaired Driving Unit (IIDU) was created in 2018 to oversee impaired driving enforcement in BC. The Unit consists of nine Drug Recognition Expert (DRE)-certified police officers from both the RCMP and other BC police agencies who are experienced subject matter experts in impaired driving investigations.

IIDU is responsible for:

- Training and development of police in impaired driving enforcement investigations
- Providing live, real-time, 24/7 operational support throughout BC, in person or by telephone, to police involved in impaired driving investigations
- Reviewing, for training purposes, all incomplete IRPs returned by RoadSafetyBC to RCMP
- Reviewing all operational DRE evaluations completed by police to ensure they meet International Association of Chiefs of Police (IACP) standards

In 2019, IIDU members reviewed 639 operational DRE Evaluations, 168 more than in 2018; and oversaw the training and certification of 64 DREs from BC police agencies, more than double the number of members trained than in 2018.

## AUTOMATED LICENCE PLATE RECOGNITION

Automated Licence Plate Recognition (ALPR) technology has been in operation in BC traffic police vehicles since 2006. Like other provincial automated and specialized traffic technology initiatives, ALPR is delivered under the Enhanced Traffic Safety Enforcement Program (ETEP). ALPR is a police tool<sup>3</sup> that improves roadside enforcement efficiency by rapidly identifying licence plates associated with stolen vehicles; prohibited/ suspended drivers; unlicensed drivers; and vehicles linked to persons subject to *Criminal Code* (CC) arrest warrants.

Six more ALPR camera systems, for a total of 58, were added to the program in 2019 and 11 percent more plates were read over last year.

Summary of ALPR Statistics			
Outcome	2017	2018	2019
Number of plates read	3,595,395	3,822,947	4,254,949
Number of hits	59,818	65,517	60,296
Number of hits responded to	12,805	14,476	11,831
Number of charges and enforcement actions	5,622	5,097	5,052

Table 2 ALPR Statistics (2017-2019)

On average, about one percent of all licence plates read result in a 'hit', with on average 20 percent of these hits resulting in an officer's response<sup>4</sup>. Thirty-two percent of responses result in charges<sup>5</sup> being laid, and 11 percent of officers' responses resulted in an enforcement action<sup>6</sup> other than a CC or MVA charge, such as serving a notice of driving prohibition.

Top Three Charges		Top Three Enforcement Actions	
No Driver's Licence	45%	Serve Driving Prohibition	46%
No Insurance	31%	Vehicle Impound	21%
Driving While Prohibited	14%	Notice & Order	8%

Table 3 Top Three ALPR Charges and Enforcement Actions 2019

<sup>3</sup> For more information on the use of ALPR by traffic enforcement in BC see <http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-place-recognition>

<sup>4</sup> Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the CC and/or MVA. Not every response results in an enforcement action or a charge being laid.

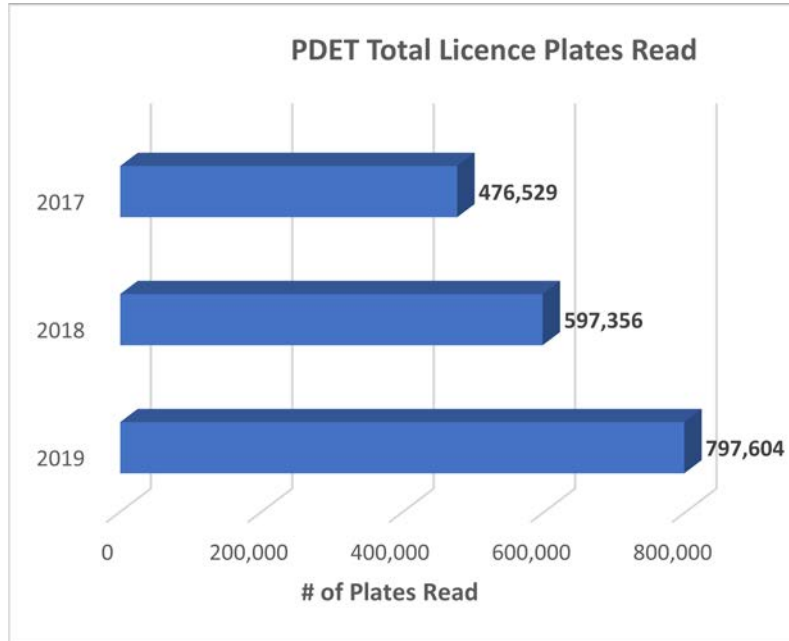
<sup>5</sup> A 'charge' is laid pursuant to the CC and/or the MVA.

<sup>6</sup> An 'enforcement action' is an action other than a charge pursuant to the CC and/or the MVA, such as property recovery/seizure, vehicle impound, IRP or ADP.



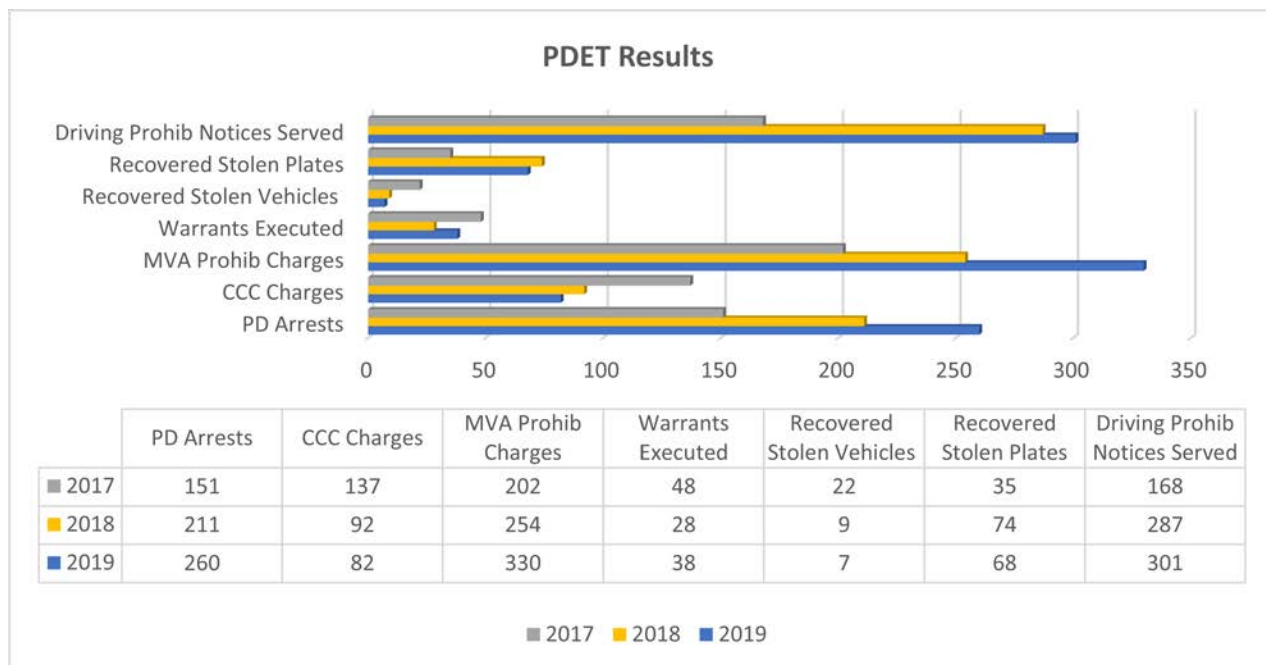
## PROHIBITED DRIVER ENFORCEMENT TEAM

Prohibited drivers are over-represented in at-fault motor vehicle collisions and have multiple negative contacts with police. Research and evidence indicate that many criminals continue to drive regardless if they are suspended or prohibited. The Prohibited Driver Enforcement Team (PDET) was created to target these high-risk offending drivers using ALPR technology and remove them from the roadways making BC communities and roads safer.



Now in its fourth year of full-time operation, PDET is made up of six plainclothes IRSU officers, who work in partnership with BC's Traffic Safety Helicopter, Probation Office, and Civil Forfeiture Office as well as municipal police departments and RCMP detachments. Through intelligence-led policing, the team, operating in covert vehicles, conducts surveillance, locates, and arrests prohibited drivers.

**Figure 9 PDET Total Licence Plates Read (2017-2019)**



**Figure 10 PDET Results (2017-2019)**

## GOAL 2: MINIMIZE THE IMPACT OF VEHICLE CRIME

### INTEGRATED MUNICIPAL PROVINCIAL AUTO CRIME TEAM AND BAITCAR

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The IMPACT Policy Board provides strategic direction to the team and is comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, BC Prosecution Service and Policing and Security Branch.

The BaitCar Program (BCP) continued to catch auto thieves across the province in 2019. Bait vehicles and bait property were provided to various detachments across BC to deploy in "hot spots" identified through intelligence-led policing. 2019 saw a 26 percent increase in activations and a 34 percent increase in arrests.

The BCP provides training to every new BaitCar liaison that joins the program. Training sessions were completed in seven BC jurisdictions in 2019.

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2017	2018	2019
IMPACT and BaitCar Arrests	99	127	139
Stolen Vehicle Recovery	233	220	203

**Table 4 IMPACT Arrests and Stolen Vehicle Recovery (2017-2019)**

IMPACT saw continued growth in community outreach and education using social media. IMPACT utilizes various social media platforms to spread prevention messages throughout the province.

IMPACT continued to focus media and public attention on prevention of vehicle crimes through Auto Crime Enforcement Month (ACEM). IMPACT launched the 2019 ACEM on March 29, 2019 with the key message: "Check Your Doors Before They Do", to encourage vehicle owners to reduce the likelihood of being a victim of crimes of opportunity by making sure their vehicles are always locked and secured. IMPACT also endorsed the "9PM Routine", a program developed by the Pasco Sheriff's Department in Florida. This program encourages everyone to check the locks on their vehicles and homes to make sure everything is secure at the same time each night.

## GOAL 3: SUPPORT ROAD USER BEHAVIOURAL CHANGE

### JUSTICE INSTITUTE OF BRITISH COLUMBIA

ETEP provides funding to the Justice Institute of British Columbia (JIBC) principally for municipal police officers to receive specialized traffic-related training.

The JIBC and the RCMP Pacific Region Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced traffic training courses. This has resulted in RCMP IRSU officers accessing JIBC courses and municipal officers attending PRTC courses to maximize course offerings and enhance specific traffic enforcement skills.

In 2019, a total of 66 officers accessed ETEP-funded advanced traffic training at the JIBC in areas such as:

- Blood Alcohol Content (BAC) testing certification
- Drug Recognition Expert (DRE)
- On scene collision investigation
- Commercial Vehicle Police Enforcement

Standardized Field Sobriety Testing (SFST) training continued throughout 2019 with federal funding under the *Building and Enhancing Law Enforcement Capacity in British Columbia to Address Drug-Impaired Driving in Canada* Contribution Agreement.

## MEDIA AND PUBLIC AWARENESS EFFORTS

ETEP supports road safety enforcement public awareness through earned media efforts and paid advertising aligned with the BCACP Provincial Enforcement Calendar. The objective of these advertising and media strategies is to increase awareness among drivers that risky behaviours are being targeted by enforcement. RSU works with the BCACP Traffic Safety Committee to plan and implement an enhanced public awareness approach. In 2019, in an effort to better reach 16 to 34 year olds who are less likely to be listening to the radio than older demographic groups, the RSU continued supporting advertising on Spotify's non-subscription music streaming service, as well as developing targeted social media content for campaigns aligned with radio messaging. \*

A mix of radio and Spotify ads aired during the 'high risk driving', 'impaired driving' and 'distractions' provincial campaigns, providing new and broader public awareness opportunities.

In 2019, the overall campaign theme with a new 'We See You' message platform was extended to speeding and impaired driving advertising. This approach advances a perception of an increased risk of apprehension and utilizes the underlying theme of 'new tools and tactics' for police, whether that be new legislation, new technology, or new enforcement strategies.

In addition to paid and social media, the RSU also helps coordinate PSSG's ministerial and police leadership road safety messaging and participates in campaign media events.

RSU worked with BC road safety partners on seven proactive earned media activities promoting enhanced enforcements efforts and the activities of the BCACP Traffic Safety Committee. Targeted efforts help raise the public's perception of the risk of apprehension and are a leading practice in road safety harm reduction.

\* All 2019 radio/streaming campaigns achieved their Gross Rating Points (GRP) which measure advertising impact by calculating a percent of the reached target market multiplied by the exposure frequency.

## GOAL 4: FOSTER COMMUNICATION AND COLLABORATION

### BRITISH COLUMBIA ASSOCIATION OF CHIEFS OF POLICE

#### TRAFFIC SAFETY COMMITTEE

The BCACP TSC general membership is comprised of traffic police and road safety partners throughout the province. The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. The Impaired Driving Advisory Committee, a special working group addressing impaired driving enforcement, reports through the Legal Sub-Committee. Together, these working forums help police to study, advance, and address road safety enforcement issues.

RSU supports the work of BCACP TSC members and executive as its Secretariat, arranging meetings and engagement opportunities for technical presentations, advancing road safety research, policies and professional networking, and sharing innovative solutions and strategies.

TSC Executive met four times in 2019 and the General Membership and Sub-Committees met in September 2019, and submitted the following motions to BCACP for support:

- Amendment to Section 188 of the *MVA* - Towing attended and unattended vehicles
- Amendments to Section 69 of the *MVA* - Violation Tickets for fraudulent activity
- Endorsement of the 2020 BCACP Provincial Enforcement Campaign Schedule

The 2018 BCACP Traffic Safety Awards for excellence in the delivery of traffic safety programs throughout BC were presented in 2019. There were a total of six recipients in the following categories: Traffic Law Enforcement, Traffic Safety Education, Crash Investigation, Outstanding Traffic Team Effort and Criminal Interdiction/Civil Forfeiture.

## GO-FORWARD PLAN/VALUE LOGIC MODEL

The ETEP Go-Forward Plan 2018-2021 is a cornerstone of the program's ability to support BC's Provincial Road Safety Strategy. Four high-level action plans were approved by Governance Council to focus on the following priorities: implementing intelligence-led enforcement management; enhancing performance tracking and reporting; improving resource management; and improving/aligning partnership and stakeholder relations. RSU is leading the ambitious priority of creating and implementing a Value Logic Model (VLM).

In 2019, the MOU Working Group developed ETEP's VLM framework to enable an understanding of which program enforcement activities contribute the most value and have the greatest impact on road safety outcomes, and specifically ETEP priorities.

The iterative model provides a logical basis to make decisions about allocations of inputs and activities toward desired outcomes. Business intelligence tools monitor and analyze program data in a timely and systematic way, creating a platform for the program to interpret operational data and develop meaningful, evidence-based enforcement strategies. Identified strategies can be better aligned to priority enforcement areas and ETEP strategic initiatives, while better managing program costs and evolving priorities. By using E-Ticketing data which captures violation ticket information in the moment, at the scene, the VLM helps ensure that decisions can be made based on reliable, current, and accurate data.

Future phases of the VLM will involve developing a set of performance indicators to systematically and strategically use and share data among program partners and road safety organizations.



## ROAD SAFETY PARTNERSHIPS AND STAKEHOLDER RELATIONS



ETEP is supported by a network of road safety professionals and partnerships. RSU engages with groups and agencies in support of improved road safety and achieving Vision Zero in BC, including:

BC Road Safety Strategy – led by an interdisciplinary group of executives and supported by hundreds of road safety partners. In 2019, RSU participated in both the Data and Research, and Education and Awareness Working Committees.

Disputed Violation Ticket Steering Committee – an interdisciplinary justice sector committee working to resolve systemic issues affecting disputed VTs scheduled for BC courts. RSU's participation in this committee helped courts and justice sector partners effectively manage the significant increase of Intersection Safety Camera violation tickets throughout 2019.

BC Injury Prevention Alliance – a provincial multi-disciplinary group focused on injury prevention. RSU participated in the 2019 BC Vision Zero Summit Debrief, and epidemiology and control of cellphone use while driving webinars, as well as contributing to research efforts on automated speed enforcement.

Canadian Association of Road Safety Professionals - national, interdisciplinary road safety organization promoting excellence in road safety research and applied interventions. In 2019, RSU participated in professional development webinars, including Cannabis and Injured Drivers, Interaction between Automated Vehicles and Pedestrians, Distracted Driving and recent trends in Road Safety Data and Research.

Canadian Council of Motor Transport Administrators – a national non-profit organization that coordinates administration and regulation of motor vehicle transportation and highway safety. In 2019, RSU participated in the Annual General Meeting in Ottawa, ON as an associate to the Road Safety Research and Policy Standing Committee, including jurisdictional research and best practices, as well as seminars on research in cannabis impaired driving, vulnerable road users and commercial vehicle safety.