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From: John Ratard [REDACTED]
Sent: November-01-16 12:43 PM
To: Clerks
Subject: Road Deaths and Enforcement

SECTION 2 COUNCIL CORRESPONDENCE (2016.11.03)
City Manager
Deputy City Manager
Dir. Public Safety & Community Services
Dir. Engineering
OIC, RCMP
Traffic Safety Committee (Dec. 6)

Dear Burnaby Council,

I am deeply concerned for the number of road fatalities in BC. I see these fatalities have decreased since 2002. Unfortunately, this does not convey a realistic view of the actual continuing cause for existing fatalities.

I am retired and have attended defensive and ice driving courses in my years at Bell Canada and Telus. Any collision has been on the rear end of my vehicle that has not been caused by myself. My experience with driving the roads in Vancouver and Burnaby are hazardous as follows:

- Many vehicles are following too close to the vehicle in front.
- Turn signals are often applied too late.
- The curb lane is a speeders delight travelling above the 10 Km allowance speed limit such that, when a parked car is in front, to duck into the moving traffic with signal applied at the last minute when pushing in. The assumption is that the cars will brake.
- A surprising survey from the BC Government included the message that the passing lane is for faster vehicles. Since most of the traffic is travelling above the 10 Km allowance, passing me travelling below the allowance in the center lane, this appears to be somehow acceptable.
- Some drivers always have to be in front so they weave in and out to get there. Even more dangerous is when two lanes converge into one after a traffic stop. The curb lane is used to pass the waiting cars lined up in the continuing lane. On green, the driver then accelerates at high speed to pass the front car in the lineup then duck into the single lane. Hopefully, the two front cars do not share the same enthusiasm.

As a defensive driving supporter, I find it difficult to maintain a 3 second rule between myself and the car in front when cars are ducking into my safety zone. If the car suddenly brakes, apart from the inconvenience, I would be now be considered at fault if I was unable to brake in time.

My conclusion is that although the number of police have increased to deal with some of the above we have lost control of the speed limits because most cars are driving above the 10 Km allowance limit. I have driven in Australia and England, where there are speed cameras that do a better job while we accept what is happening on a daily basis. In retirement, I do not drive as often as others yet I have experienced the following:

- On my way from Burnaby to Robert's Creek I left at 9 am from home to arrive on the number 1 to find blocked traffic for approximately 1/4 mile in front of the underpass before the Iron Workers Memorial bridge. The delay to clear the multi car pileup was forecast to be about 3 hours so I went back home. While at home waiting for the all clear, I heard that there was a second accident then followed by a stalled truck. I finally left a 5 pm to continue my journey. Most if not all cars are speeding in the

tunnel and over the bridge that would be an ideal place for a speed camera if we were hopefully serious.

- I left home to travel from Burnaby to Surrey. Ten minutes from home, I was stopped for 15 minutes in a line of traffic. The radio information claimed all the routes that would have taken me to my destination were stopped because of accidents for up to an hour. I returned back home and missed my appointment.

Reputable citizens can help. There are car mounted cameras that can be used to capture infractions. The images from these can be assembled to review the frequency of infractions by the police. Adopt a call in number for citizens to report serious offenders as is the case in the USA. This may not be fool proof but may be a psychological incentive for drivers to be more careful.

I find the attitude in the greater Vancouver area to road fatalities to be unbelievable when there are alternatives. Rather than wait for the next death that appears to be an acceptable tradeoff with the expense for other alternatives e.g. seriously clamping down on infractions such as I have covered above with speed cameras, much heavier fines, and the removal of driving licenses, why not get serious.

Regards,

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