

TO: MAYOR & COUNCIL

FROM: COUNCILLOR GU AND COUNCILLOR SANTIAGO

SUBJECT: IMPROVING TRAFFIC SAFETY

PURPOSE: To request the Mayor to write a letter to the Provincial Government to request improvements in traffic safety at intersections with high casualties and fatalities, and to explore the feasibility of implementing no right turn on red lights at high pedestrian crash intersections.

RECOMMENDATION

THAT the Mayor write a letter to the Provincial Government to request the installation of speed and red light intersection safety cameras in the City of Burnaby, prioritizing intersections with 50 or more crashes that resulted in injuries or fatalities from 2018-2022 and provide all revenue from additional speed and red light cameras to municipalities as grants to be invested in traffic safety improvements; and,

THAT staff be directed to explore the feasibility of implementing pedestrian safety measures such as no right turn on red lights at all intersections where there were over 5 or more casualty crashes involving pedestrians from 2018-2022.

BACKGROUND

In 2021, Council unanimously approved the City's Transportation Plan, which included a target of zero serious injuries and zero deaths by 2050. These goals are inclusive of motorists, cyclists, and pedestrians.

ICBC data shows that in the City of Burnaby during the period of 2018-2022, there were 16,108 casualty crashes (crashes resulting in injury or fatality), which averages to be 3,222 per year or 8.8 per day. Most crashes in British Columbia happen at intersections, and speed was the number one contributing factor in fatal crashes in British Columbia and the Metro Vancouver region between 2018 and 2022.

Speed cameras are shown to rank among the most cost-effective interventions, with warning signs to let drivers know that the intersection has cameras. Stopping for red lights and observing speed limits help to prevent collisions, and reduce the severity of injuries and fatalities if collisions occur. These cameras can be quickly implemented, reduce preventable vehicular injuries and deaths, and provide revenue that could be directed towards more road safety initiatives, such as addressing neighbourhood road safety

infrastructure requests, including but not limited to sidewalks, pedestrian-controlled crossing signals, and flashing beacons.

Allowing right turns on red lights also increases the risk to vulnerable road users such as pedestrians, cyclists, seniors, and People with Disabilities. The City of Burnaby can explore the feasibility of changing these rules where intersection casualty crashes are high.

FINANCIAL IMPACTS

None.

DISCUSSION

Under the *Motor Vehicle Act*, the Provincial Government has authority over moving vehicular traffic. However, municipalities are at the frontlines of and bear the costs of responding to vehicular collisions (i.e. fire, police) as well as infrastructure improvements in preventing incidents from occurring. Advocacy towards the Provincial Government to ensure municipalities have the adequate tools to prevent serious injuries and fatalities is necessary.

Disallowing right turns on red lights is in the jurisdiction of municipalities, and is one immediate step that the City of Burnaby can take towards reducing the risk to vulnerable road users.

Respectfully submitted,

COUNCILLOR GU AND COUNCILLOR SANTIAGO