

## COUNCIL MEMBERS' MOTION

### 2. Creating Safer Streets for People of All Ages with Intersection Safety Cameras

Submitted by: Councillor Boyle

#### WHEREAS

1. The City of Vancouver has committed to “Vision Zero”, an approach to ending the epidemic of traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all;
2. ICBC data shows that in the City of Vancouver during the period of 2018-2022 there were 41,096 casualty crashes (crashes resulting in injury or fatality, as opposed to crashes involving just property damage), which is 8,219 per year or 22 per day;<sup>1</sup>
3. In 2021 over 7,300 people in Vancouver were treated in hospital for injuries sustained in motor vehicle crashes, and 18 people were killed;<sup>2</sup>
4. Vulnerable road users suffer disproportionate adverse consequences from motor vehicle collisions. In Vancouver, people walking and cycling represent over 50% of all motor vehicle-related serious injuries and fatalities, and senior citizens represent 45%;<sup>3</sup>
5. The direct hospitalization costs of motor vehicle collisions in BC average \$504,142 for a fatality, \$26,026 for a non-fatal hospital admission, and \$2,367 for an emergency department visit<sup>4</sup>. Therefore using 2021 Vancouver crash statistics, the direct annual cost resulting from motor vehicle incidents was \$33.6 million, or \$92,000 per day; with the social cost of a fatal crash estimated at over \$8.1 million per incident;<sup>5</sup>
6. The Government of BC's Road Safety BC website states that:
  - a. “Most crashes in British Columbia happen at intersections. To reduce injuries and save lives, B.C. installs intersection safety cameras—sometimes called red light cameras—at intersections where crashes occur frequently. Warning signs let drivers know the intersection has cameras. Stopping for red lights and observing the speed limits help to reduce collisions, injuries and

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<sup>1</sup> <https://public.tableau.com/app/profile/icbc/viz/LowerMainlandCrashes/LMDashboard>

<sup>2</sup> <https://vancouver.ca/streets-transportation/collision-injury-data.aspx>

<sup>3</sup> <https://vancouver.ca/streets-transportation/collision-injury-data.aspx>

<sup>4</sup> <https://www.costofinjury.ca/bc/cost-by-cause-of-injury>

<sup>5</sup> 2020 statistics on the social costs of collisions in Canada. Available at: <https://tc.canada.ca/en/road-transportation/statistics-data/statistics-data-road-safety/2020-statistics-social-costs-collisions-canada>

fatalities”;<sup>6</sup>

- b. “The cameras are proven to be effective at reducing side-impact, head-on and pedestrian crashes, and are located where red light running and high speed cause serious crashes”;<sup>7</sup>
7. “Studies have also shown speed cameras to rank among the most cost-effective interventions, with some reports demonstrating estimated benefit-cost ratios exceeding 10:1”;<sup>8</sup>
8. Speed was the number one contributing factor in fatal crashes in BC and in the Lower Mainland between 2018 and 2022,<sup>9</sup> and speed is the fundamental factor contributing to injury severity;
9. There are currently 43 traffic cameras in the City of Vancouver, of which 12 capture both red light and speed violations, and 31 monitor red light violations only. These cameras have generated an average of \$8.2 million in annual revenue;<sup>10</sup>
10. Victoria City Council recently unanimously approved a motion requesting that the Province install speed and red light cameras at all intersections with 20 or more casualty crashes between 2018-2022, or that the Province allow BC municipalities to install speed and red light cameras at their own cost and collect fines;<sup>11</sup>
11. The City of Vancouver has been working toward our Vision Zero commitment through a variety of initiatives and infrastructure improvements. However these efforts have been slow and there continues to be a significant backlog of requests for road safety improvements in neighbourhoods across Vancouver, including requests from Parent Advisory Councils for improvements to road safety around schools. The speed at which Vancouver implements these requests is slowed by a limited amount of capital budget funding and staff resources directed toward neighbourhood road safety;
12. Speed and red light cameras can be quickly implemented. Along with the primary goal of reducing motor vehicle speeds and reducing preventable injuries and deaths,

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<sup>6</sup> BC government website, intersection safety information. Available at: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/roadsafetybc/intersection-safety-cameras>

<sup>7</sup> BC government website, “Where intersection safety cameras are located”. Available at: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/roadsafetybc/intersection-safety-cameras/where-the-cameras-are>

<sup>8</sup> Journal of Transport & Health, Volume 26, September 2022, 101461

<https://www.sciencedirect.com/science/article/pii/S2214140522001335>

<sup>9</sup> [https://public.tableau.com/app/profile/icbc/viz/ContributingFactorsPublic\\_0/FatalVictimsbyContributingFactors](https://public.tableau.com/app/profile/icbc/viz/ContributingFactorsPublic_0/FatalVictimsbyContributingFactors)

<sup>10</sup> <https://catalogue.data.gov.bc.ca/dataset/intersection-safety-camera-violation-tickets-by-location>

<sup>11</sup> <https://www.cheknews.ca/victoria-red-light-speed-camera-motion-unanimously-passes-first-step-1167853/>

revenue from these cameras can be directed toward road safety initiatives such as addressing the backlog of neighbourhood road safety infrastructure requests, including pedestrian-controlled crossing signals, safer crosswalks, flashing beacons, and sidewalk upgrades that improve safety for vulnerable road users;

13. Traffic safety cameras are a complement to, and not a replacement of, traditional police enforcement, enabling police officers to focus on other critical and time-sensitive tasks;
14. Working to eliminate traffic fatalities and severe injuries by reducing motor vehicle speed and investing in safer streets will make Vancouver safer, healthier, and more equitable for residents and visitors of all ages and abilities;

THEREFORE BE IT RESOLVED

- A. THAT Vancouver City Council direct the Mayor to write a letter to the Provincial Government to request that the Provincial Government:
  - a. Install additional speed and red light intersection safety cameras in the City of Vancouver, prioritizing:
    - i. Intersections with a high rate of crashes that resulted in injuries or fatalities, and other risk data, in consultation with road safety experts including at least intersections where there were more than 100 such crashes between 2018 and 2022; and
    - ii. Intersections near schools with a high rate of crashes that resulted in injuries or fatalities, including at least intersections where there were more than 50 such crashes between 2018 and 2022;
  - b. Also allow BC local governments to install speed and red light cameras at their own cost and collect fines; and
  - c. Provide all revenue from additional speed and red light cameras to municipalities as grants to be invested in implementing road safety improvements (such as flashing beacons, accessible pedestrian signals, curb cuts, median extensions, modal filters, active mobility lanes, etc.).
- B. THAT Vancouver City Council direct the Mayor to send this motion to other local governments across BC and request that they write similar letters.

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