

## COUNCIL MEMBERS' MOTION

*For consideration at the Standing Committee on City Finance and Services meeting on  
December 10, 2025*

### **4. Improve Public Safety for Everyone in Vancouver Through Safer Intersections**

Submitted by: Councillor Maloney

#### WHEREAS

1. In British Columbia, drivers are permitted to turn right on a red light, provided it's safe and a sign doesn't explicitly prohibit it. Drivers are required to come to a complete stop first and yield to pedestrians, cyclists, and other vehicles before proceeding ([Section 129\(3\) of the Motor Vehicle Act](#));
2. Vancouver has a program of implementing Leading Pedestrian Intervals, which provide pedestrians a three to seven second head start when entering an intersection with a green signal in the same direction of travel. Leading pedestrian intervals improve the visibility of pedestrians and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict ([City of Vancouver](#));
3. The safety benefits of implementing a Leading Pedestrian Interval are undermined by allowing drivers to turn right on a red light across the path of pedestrians taking advantage of the head start provided by the Leading Pedestrian Interval;
4. Right-turning on red is dangerous to all road users, increasing all right-turning crashes by 23 percent, pedestrian collisions by 60 percent, and cyclist collisions by 100 percent ([Zador, 1984](#));
5. A 2015 Toronto Public Health study found that between 2008 and 2012, right turning cars striking a pedestrian who had the right of way were responsible for 1,235 injuries and fatalities, accounting for 12 percent of all road injuries in Toronto, a crash-type largely attributable to drivers turning right on red ([Toronto Public Health, 2015](#));
6. The City of Vancouver's Pedestrian Safety Study found that "collisions involving right-turning vehicles are the second most common type of pedestrian collision", and recommended restricting right turn on red at intersections where it is common because "most of these collisions occur at signalized intersections when the pedestrian is crossing with the walk signal" ([City of Vancouver, 2012](#));
7. The B.C. Community Road Safety Toolkit created by the Ministry of Public Safety and Solicitor General identifies restricting right turn on red as an effective measure to protect all road users at intersections ([Government of British Columbia, 2018](#));

8. Right turn on red was originally introduced as a fuel efficiency measure, though recent research suggests that it often results in higher emissions due to excess acceleration and that any benefits are increasingly negated by the adoption of electric vehicles ([Appleyard et al., 2024](#));
9. Right turn on red is prohibited in the Island of Montreal, New York City, and Washington, D.C., and in the latter case saw a 97 percent reduction in vehicle-to-vehicle conflict and a 92 percent reduction in failure to yield to pedestrians during a 2018 pilot project ([Wolfgram et al., 2022](#));
10. Since 2023, the City of Seattle has required right turn on red restrictions at all new and upgraded signalized intersections installed within the City ([Seattle Department of Transportation, 2023](#)); and
11. A 2015 City of Vancouver study found that around 13 percent of cyclist-driver collisions occur on a right turn and identified prohibiting right turn on red at locations with high cycling volumes as a potential safety measure ([City of Vancouver, 2015](#)).

THEREFORE BE IT RESOLVED THAT Council directs staff to explore and report back on improving the safety of intersections in Vancouver by:

- A. Restricting right turn on red movements across all intersections where a leading pedestrian interval will be or has been installed.
- B. Restricting right turn on red movements across all intersections where a right turn movement conflicts with a bicycle lane, cycle track, greenway, multi-use path, or other cycling facility.
- C. Implementing right turn on red restrictions at existing full-signalized intersections with an elevated rate of pedestrian and cyclist injuries where such a restriction does not already exist.
- D. Working with TransLink to secure agreement to implement right turn on red restrictions at any intersection to which A, B, or C above apply, that overlaps with the Major Road Network.

\* \* \* \* \*