



Your **Cycling** Connection

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Safer Intersections

Problem Statement: Closing the Gaps in Road Safety — Advancing Motor Vehicle Act Reforms to Achieve Vision Zero

While the passage of Bill 23 in 2023 marked a critical step forward in modernizing British Columbia's outdated Motor Vehicle Act, our streets are still far from safe—particularly for vulnerable road users such as people walking, biking, using mobility devices, or pushing strollers. Despite growing public support and strong evidence from global best practices, BC's legislative and enforcement frameworks continue to fall short of what is needed to meet its Vision Zero targets: eliminating serious injuries and deaths on our roads.

The Motor Vehicle Act still permits dangerous and outdated practices that disproportionately impact children, seniors, and people using active transportation. **Key contributors to collisions and fatalities—such as right turns on red lights, excessive vehicle speeds, and lack of automated enforcement—remain insufficiently addressed.** This inaction has real consequences: ICBC data shows that 80% of pedestrian collisions occur at intersections, and transport incidents are the third-highest cause of injury costs in BC, amounting to \$575 million in 2023 alone.

In spring 2023, the BC Government passed legislation based on some of these recommendations. Bill 23 was the first step to reforming the outdated Motor Vehicle Act (MVA). There are many positive changes, including:

- Vulnerable Road User, Cycle, Pedestrian, and Motor Assisted Cycle (e-bike) are now defined in the full Act, providing more clarity and accountability.
- A duty (of care) imposed on drivers of motor vehicles in relation to vulnerable road users.
- Stronger penalties for unsafe behaviour around vulnerable road users

HUB Cycling and BCCC, alongside its partners, remain dedicated to advocating for further improvements to the MVA and submitted an updated list of recommendations to the Provincial Government in 2024, including advocating for a **Safe Neighbourhood Speeds Law** as well as **Restrictions on Right Turns on Red at Intersections**, which causes many injuries to vulnerable road users, and is particularly dangerous for children. HUB Cycling and BCCC would also like to see the minimum passing distances expanded in the future.

These additional updates to the BC MVA are needed to achieve "Vision Zero" road safety targets across BC.

In order to effectively design and implement safer streets for all, HUB Cycling proposes amendments to the BC MVA to address intersection treatment, making them safer for all road users.

CONCERNS

1. Frequency of collision in intersections
 1. Impact on vulnerable road users
 2. Province-wide reforms
 3. Lack of dedicated revenue streams for walking, cycling and rolling infrastructure
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Potential Solutions

1. Restricting Right Turns on Red Lights

Recommendation

HUB recommends the Province support municipalities in implementing no right turns on red lights at high-crash intersections and support a provincial-wide restriction on right turns on red lights as part of the BC Motor Vehicle Act reforms.

Case for Support - Restricting Right Turns on Red Lights

According to ICBC data, 80% of collisions involving pedestrians across the Province occur at intersections.¹ Increasing safety for both drivers and vulnerable road users like pedestrians, cyclists, scooter riders and people using mobility devices is paramount if BC wants to meet its Vision Zero targets.

- By restricting drivers from turning right on red lights, we can improve safety for vulnerable road users like people walking, rolling, scooting and using wheelchairs. Without such protections, allowing right turn on red lights creates conflict between people driving, walking and cycling and increases the chances of collision.
- Numerous studies have demonstrated that banning right turns on red lights can significantly decrease the number of crashes, particularly those involving people walking, rolling and cycling.
- The Washington State Department of Transportation found 20% of collisions involving a driver hitting a pedestrian or cyclist occurred on a right turn. In a weeklong study of 40 intersections, the city of Bellevue found right turns made up two-thirds of conflicts between cars and pedestrians at intersections.²
- Right turn on red appears clearly as the most dangerous motorist maneuver for pedestrians at intersections with a crash rate about three times higher than the level of exposure (see chart below with comparisons of relative risk)

Table 3
RELATIVE RISK OF MOTORIST MANOEUVRES
FOR PEDESTRIANS AT INTERSECTIONS (Knaublauch & al., 1984)

Vehicle action	Accidents (%)	Manoeuvres (%)	Relative Risk
Straight forward	90.0%	84.6%	1.06
Right turn	3.8%	7.7%	0.49
Left turn	4.6%	7.2%	0.64
RTOR	1.6%	0.5%	3.20
All	100.0%	100.0%	1.00

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¹ [ICBC and police warn that pedestrian fatalities more than double in fall and winter](#)

² [Seattle to expand bans on right turns on red | The Seattle Times](#)

- Prohibitions on right turns on red lights exist in many countries and have been proven to enhance safety at intersections for all road users by reducing conflicts between turning vehicles and vulnerable road users.
- The evidence is clear: prohibiting right turns on red lights saves lives.

2. Automated Enforcement Technologies (Red light/speed cameras)

Recommendation

HUB recommends the Province support municipalities in expanding their automated enforcement technologies, specifically speed cameras and red light cameras across the province and supports a provincial wide amendment of the BC Motor Vehicle Act for the implementation of additional red light/speed cameras at high crash intersections across the province.

More than seven in ten British Columbians (72 per cent) approve of speed use.³

Case for Support - Automated Enforcement Technologies

Each day, over 760 traffic crashes happen in BC, with about 150 being serious or fatal. Speeding, distracted driving, and impaired driving are the leading contributing factors for motor vehicle collisions.⁴ Transport incidents rank as the third highest injury costs in BC. In 2023, the total cost of transport incidents in BC was \$575 million. This includes \$364 million in direct costs, like health care expenses, and \$211 million in indirect costs, such as lost productivity.⁵

³ [B.C. embraces photo radar as Alberta dials back enforcement - Business in Vancouver](#) and [Unswerving support for automated speed enforcement in B.C., poll finds - Business in Vancouver](#)

⁴ [BCIRPU](#)

⁵ [BCIRPU](#)

Higher speeds result in greater impact energy during a collision, increasing the risk of serious harm to vehicle occupants. Reducing the number of speeding drivers has been proven to lower both the frequency and severity of crashes. As such, speed reduction strategies, including the use of speed cameras, red light cameras and automated enforcement technologies are vital for promoting safe driving behavior and are an effective way to curb speeding and to incentivize safer driving.

- BC currently operates intersection safety cameras at 140 high-risk intersections, 24 hours a day, seven days a week throughout B.C. 105 cameras monitor red light violations and 35 monitor both red light and speed violations⁶. **BC Provincial data show data evaluated through the program has shown that there's been a significant reduction in red light running across all camera sites⁷**
- The cameras are proven to be effective at reducing side-impact, head-on, and pedestrian crashes. These improvements are directly correlated with increased safety for all road users.⁸
- Similar data can also be found in other areas of the world. NYC's speed cameras reduced traffic crashes by 14% and decreased speeding violations by 75%. The study indicates that cameras typically reach a "strong level" of effectiveness within six months.⁹
- Drive Smart BC report concluded: the judgement can be made that in the year ending March 2004, camera operations at more than 4,000 sites across Great Britain prevented some 3,600 personal injury collisions, saving around 1,000 people from being killed or seriously injured. If British Columbia intends to reach its Vision Zero goal for 2020 speed enforcement by police and voluntary compliance by drivers will not be sufficient as that is the current status quo to be improved on. Automated enforcement has a place and should be part of the political will if we truly intend to reach the goal.¹⁰
- In 2024, the Province collected \$16,083,000 in revenue through its Intersection Safety Cameras across BC's 140 camera sites.¹¹
- Based on rough calculations conducted by the Vancouver Sun in 2019, fines from speed cameras across the province could be bringing in \$72m a year.¹²

⁶ [Intersection safety cameras - Province of British Columbia](#)

⁷ [Where the cameras are - Province of British Columbia](#)

⁸ [Statistics - Province of British Columbia](#)

⁹ [Speed Cameras Reduce Traffic Violations in NYC](#)- this study tracked each camera location over an extended period, rather than just looking at overall numbers. Approach revealed that different neighborhoods respond differently to speed cameras, and driver behavior changes gradually rather than overnight. By understanding these patterns, cities can make smarter decisions about where to place cameras and how to measure their success.

¹⁰ [RESEARCH - The Effectiveness of Speed Cameras | DriveSmartBC](#)

¹¹ [Statistics - Province of British Columbia](#)

¹² [Five things to know about speed cameras coming to 35 B.C. intersections this summer | Vancouver Sun](#)

Funding for Automated Enforcement Technologies

HUB Cycling believes that speed and automated enforcement technologies such as red light and speed cameras, are essential tools for improving road safety and protecting vulnerable road users, including people who bike, walk, use wheelchairs or other mobility aids.

To fund the expansion and maintenance of these automated enforcement technologies, HUB Cycling recommends:

- **ICBC annual driver rebates:** In 2025, ICBC paid out \$410 million ICBC rebates to drivers. In 2024 they paid out \$400 million in rebates. These funds should be redirected towards road safety initiatives that benefits all road users including pedestrians, people who bike and mobility users.
- **Revenue generated from Automated Enforcement Technologies:** In 2024, the Province collected \$16,083,000 in revenue through its Intersection Safety Cameras across BC's 140 camera sites ([Statistics - Province of British Columbia](#)). Any fines collected typically go back into the public budget, potentially funding more traffic safety programs or infrastructure. These devices also reduce police enforcement costs and help with long-term behavioural changes.