

UNFINISHED BUSINESS

2. Safer Slower Streets: 30 km/h Residential Street Pilot

On April 23, 2019, Vancouver City Council referred the motion below to the Standing Committee on City Finance and Services meeting on April 24, 2019, in order to hear from speakers. Subsequently, on April 24, 2019, Council heard from speakers and referred debate and decision on the matter to the Regular Council meeting following the Standing Committee meeting, as Unfinished Business.

On April 29, 2019, at the reconvened Regular Council meeting following the Standing Committee meeting, Council referred debate and decision on the above noted motion to the Regular Council meeting to be held on May 14, 2019, as Unfinished Business, due to time constraints.

The following motion is on the floor and will be considered on May 14, 2019:

WHEREAS

1. Currently, the Motor Vehicle Act (“MVA”) stipulates a speed limit of 50 kilometers per hour (“km/h”) within city limits;
2. The probability of pedestrian survival is about 90% if struck by a motor vehicle travelling at 30 km/h, while survival is reduced to 20% if struck by a motor vehicle travelling at 50 km/h;
3. Lower speed limits are more compatible with active transportation, and create safer, better engaged, healthier and more inclusive communities;
4. In 2012, the City of Vancouver’s *Pedestrian Safety Study* identified that mixed mode roadways allow for shared use of space by motor vehicles, pedestrians, and bicyclists without lane assignment. These roadways typically have posted reduced speed limits, while improving public realm, social connectivity, and increasing active transportation;
5. In 2015, the BC Road Safety Strategy set out the goal of zero traffic fatalities and serious injuries and discussed safe speeds. In 2016, the Provincial Health Officer’s Annual Report also recommended a 30 km/h speed limit in urban areas;
6. In 2016, the City of Vancouver launched its action plan “Moving Towards Zero” which is linked to *Vision Zero*, an international framework and project that prioritizes road traffic safety over speed or convenience and emphasizes that the responsibility for safety is shared by transportation system designers and road users;
7. In June 2016, as part of its position paper, *Modernizing the BC Motor Vehicle Act*, the British Columbia-based Road Safety Law Reform Group recommended: “A default provincial speed limit of 30 km/h for local (no centre line) streets should be included in the *Motor Vehicle Act*, with municipalities enabled to increase speed limits on local streets in a case-by-case basis by by-law and posted signage.”;

8. In 2018, the provincial government's *B.C. Community Road Safety Toolkit* recommended lower speed limits in downtown areas and residential roads;
9. Today, Vancouver has a 30 km/h limit on designated bike routes, in school and playground zones during posted times and on local streets. Additionally, Vancouver has designated a portion of Hastings Street, 29th Avenue and Victoria Drive with 30 km/h limit. However, a blanket speed limit reduction for local streets would require changes to the *Motor Vehicle Act* or significant signage and roadwork by the city;
10. Vancouver's goal is *Moving Towards Zero Fatalities and Serious Injuries*.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to submit the following resolution along with the above preamble (articles 1, 2, 3, 5, 7, 8) for consideration at the Lower Mainland Local Government Association and/or working with other municipalities to present at Union of BC Municipalities: *"Therefore be it resolved that the Union of BC Municipalities lobby the province to amend the Motor Vehicle Act to a default speed limit of 30 kilometers per hour for local streets with municipalities enabled to increase speed limits on local streets in a case-by-case basis by by-laws and posted signage."*
- B. THAT Council direct staff to develop a pilot 30 kilometers per hour speed limit demonstration project, focused on mixed mode use, reduced speeds, and complimentary road design with a mechanism to record and analyze before and after data.
- C. THAT Council direct staff to identify a local street, area, or areas within the city to pilot a 30 kilometer per hour speed limit demonstration project and report back with implementation strategy, timing, and budget as well as proposed road design changes by Q3 2019.

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