

MOTION ON NOTICE

3. Improving Transportation Safety Around Vancouver Schools

Submitted by: Councillor Boyle

WHEREAS

1. The City of Vancouver recognizes that the safety and wellbeing of children is of the utmost importance;
2. The city is growing. Over the next 30 years, we're expecting about 130,000 new residents and close to 90,000 new jobs, bringing more trips and more life to the city. The street infrastructure is largely built out, leaving few opportunities for building new roads;
3. The increased use of non-arterial roads adjacent to schools and parks is creating increased concerns over the safety of children and pedestrians;
4. The City of Vancouver's Transportation 2040 Plan, envisioned a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet. The Transportation 2040 Plan identified the following goals:
 - a. Move toward zero traffic-related fatalities;
 - b. Promoting healthy citizens in a safe, accessible, and vibrant city;
 - c. Promoting a city that enhances its natural environment, ensuring a healthy future for its people and the planet;
5. The City's Engineering department has a School Active Travel Planning (SATP) program, and school safety is part of the City's "Moving Towards Zero" traffic-related fatalities program as well as the "Grandma on the Move" traffic safety campaign;
6. The City and the Vancouver School Board recently signed an MOU for a two-year pilot for a school active travel coordinator, after a couple years of discussion and work to figure out scope and details. This City-funded position will work closely with the district to improve active travel within our schools;
7. In May 2019, Council unanimously approved a Pilot project for 30km/hour speed limits on select streets;
8. Despite being involved in fewer than 2% of collisions, pedestrians make up the majority of transportation related fatalities (45%);
9. The financial burden of physical inactivity is substantial, costing the provincial health care system more than \$570 million in 2005. We can help reverse this trend by making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily rhythm of life;

10. Increasing the visibility and viability of walking or rolling to secondary and elementary schools decreases accessibility barriers to vulnerable and minority communities;
11. The promotion and introduction of walking and rolling transportation options at an early age promotes active lifestyles later in life;
12. Climate change is already having impacts around the world, and conditions will worsen unless greenhouse gas emissions are sharply reduced. Replacing vehicle trips with safe walking, rolling, and cycling modes would reduce the probability of vehicle accidents, help reduce carbon emissions, increase physical activity, and promote vibrant neighbourhoods;
13. In the City of Vancouver, vehicles account for over 30% of greenhouse gas emissions;
14. The Transportation 2040 Plan. The 2012 Pedestrian Safety Report provided useful transportation safety information, but did not focus explicitly on school zones;
15. Vancouver City Council is considering launching a City-wide Planning Process, where prior, City Council has expressed key goals and objectives to guide a city-wide planning effort, which includes:
 - a. Maintaining Vancouver as a diverse and inclusive community;
 - b. Enhancing social well-being;
 - c. Addressing the city's transportation needs;
 - d. Improving public amenity provisions;
 - e. Rapidly reducing green-house gas emissions to help tackle the climate crisis;
 - f. Enhancing sociable and safe places for people and vibrant livable, well-designed neighbourhoods.

THEREFORE BE IT RESOLVED THAT City Council direct staff to collaborate with the Vancouver School Board and report back on recommendations for improving transportation safety in Vancouver's school zones, while actively promoting walking or rolling to schools. This report should include:

- a. A review of current infrastructure and City policies pertaining to pedestrian and cyclist safety around Vancouver's schools, any necessary infrastructure or policy changes to ensure increased safety of children, staff and families, and proposed budgets and timelines;
- b. Engagement and consultation with the public, schools and Parent Advisory Councils (PACs), the District Parent Advisory Council (DPAC), local and Provincial Public Health authorities, and the City's Transportation Advisory Committee;
- c. Specific standards that can be applied to all schools including for speed zone reductions, traffic calming, pedestrian crossings, and cycling infrastructure;

- d. Where recommendations for future work (particularly speed zones) could require support from Legal staff or from the Vancouver Police Department, that should be outlined in the report;
- e. This report back happen within the 2019/2020 school year;

FURTHER THAT Council direct the Mayor to write a letter to the Provincial Ministers of Education and Transportation informing them of Council's goal of improving transportation safety around schools, and request their support and participation.

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