

COUNCIL MEMBERS' MOTION

4. Allocating Additional Funds to Accelerate Pedestrian Safety Measures

Submitted by: Councillor Dominato and Councillor Zhou

WHEREAS

1. The City of Vancouver has a stated goal to have zero traffic related fatalities and serious injuries – even one fatality is too many;
2. Although progress has been made toward zero traffic related fatalities and serious injuries, more work needs to be done given the fact that fatalities and serious injuries still occur;
3. In recent years, steps taken to improve transportation safety include – but are not limited to – launching the school slow street initiative, the pilot program for two new neighbourhood traffic management plans, and the recently adopted motion to explore lowering residential street speed limits to 30km/hr;
4. In June 2022, Council directed staff “to explore opportunities to double the funding allocation for the Transportation Safety Program as an amendment to the 2023-2026 Capital Plan: Final Plan, specifically for traffic signals, flashing beacons, and zebra markings at crossings, as part of the Capital Plan Mid-term Update in 2024;
5. The current 2023-2026 Capital Plan includes \$13.4M allocated for installation of 16 signals and 100+ other safety improvements;
6. Flashing beacons and zebra crossings serve as vital tools that enhance driver awareness of pedestrian rights of way, thereby fostering a safer environment for both drivers and pedestrians by reducing the risk of collisions;
7. In addition to safety measures such as flashing beacons and zebra markings, Leading Pedestrian Interval (LPIs) at major pedestrian crossings have proven to be effective in Vancouver and elsewhere. According to City staff, these can reduce vehicle-pedestrian crashes by an estimated 60%. The cost to install an LPI is approximately \$2,000;
8. There are currently 57 LPIs across the city and the City of Vancouver’s traffic safety plans for 2024 include the installation of 15 new LPIs at a total cost of \$30K, mainly in the Downtown;
9. Given the relatively low cost to install LPIs, and the moderate safety impacts identified in a study completed by UBC, the potential exists to double or even triple the number of new LPIs in the 2023-2026 Capital Plan;
10. The toolkit of traffic calming measures, strategies, and safety improvements that contribute to pedestrian safety also includes daylighting intersections to increase visibility (particularly near schools, parks, and community centres), road

narrowing (ranging from flexiposts and striped paint that define spaces through to more permanent concrete infrastructure), raised zebras crossings, curb bulges, restricting right turns on red lights, accessible pedestrian signals, adjusted walk times, as well as other mechanisms that provide visual cues and signals for drivers to reduce speed at pedestrian-driver interface points;

11. The selection of LPI locations and locations for new and upgraded traffic signals, flashing beacons, and zebra markings etc. depends on many factors such as collision history, traffic volumes, pedestrian volumes, community amenities nearby, and crosswalk visibility issues, among other factors; and
12. It is imperative that Council continue to prioritize pedestrian safety wherever and whenever possible and ensure that an appropriate level of funds and operational capacity are allocated toward traffic safety measures that have a high impact such as LPIs and flashing pedestrian beacons.

THEREFORE BE IT RESOLVED THAT Council direct staff to report back as part of the Mid-term Capital Update in June 2024 with an operational plan to identify and then allocate additional capital funds and capacity to accelerate the installation of pedestrian safety measures across the city, particularly around schools, community centres, and parks;

FURTHER THAT this operational plan and funding allocation include:

- a specific target to increase the number of pedestrian controlled traffic signals and rapid flashing beacons as part of the 2023-2026 Capital Plan;
- a specific target to double or triple the number of leading pedestrian interval (LPI) crossings in the city as part of the 2023-2026 Capital Plan, including exploration of restricting right turns on red lights at LPI-enabled intersections; and
- an increase and prioritization of zebra markings and other safety improvements such as those noted in clause 10 of the preamble above.