

## COUNCIL MEMBERS' MOTION

*For consideration at the Standing Committee meeting of City Council on July 9, 2025*

### 4. Developing a Vision Zero Road Safety Policy and Action Plan

Submitted by: Councillor Maloney

#### WHEREAS

1. The only acceptable number of deaths and serious injuries on Vancouver's roads is zero;
2. Vision Zero is a worldwide movement dedicated to eliminating traffic deaths and serious injuries through proven interventions, including safer street design, which is one of the City of Vancouver's core responsibilities [[The Vision Zero Handbook](#)];
3. The City of Vancouver has had an aspirational goal of moving towards zero traffic-related fatalities since 2012 [[Transportation 2040](#)], and approved its Moving Towards Zero Safety Action Plan in 2016 [[City of Vancouver](#)];
4. Between 2020 and 2024, motorists injured 3,505 cyclists and 3,079 pedestrians in the City of Vancouver. Over the same period, crashes also injured 36,097 vehicle occupants [[ICBC](#)]. Road violence has claimed at least 10 lives per year in this city for every year in the past decade except 2020. The highest number of annual fatalities (22) occurred in 2021;
5. Though crashes hurt drivers and their passengers, injuries to those outside the vehicle are generally more severe. Between 2018 and 2023, pedestrians and cyclists accounted for 60% of road fatalities in Vancouver [[VGH Injury Data](#), [VPD](#)];
6. Vehicle speed is the top factor contributing to traffic fatalities in British Columbia. [[ICBC](#)]. Every one km/h speed increase results in a 3% increase in injury-causing crashes, and increases fatalities by 4 to 5% [[Government of British Columbia](#)];
7. Streets designed to prioritize pedestrian safety encourage active transportation, which improves public health [[Health Canada](#)], reduces traffic congestion, and lowers neighbourhood air and noise pollution;
8. In 2023, parents or caregivers drove their children to primary school in the City of Vancouver on 27,000 occasions. This number increased 3,000 trips over the previous survey in 2017. Meanwhile, the number of elementary school trips made by bike declined over the same period, from 3,000 in 2017 to 2,000 in 2023 [[Translink](#)]. Road safety concerns are frequently cited as a barrier to walking, biking, or rolling to school, resulting in more children being driven to school than ever before [[About Here](#)];
9. Though fewer than 20% of the City of Vancouver's residents are seniors, they represent close to half of all pedestrian deaths in traffic crashes [[CoV](#), [Statistics Canada](#)]. Vancouver's population is rapidly aging; between 2016 and 2021, the

population of people 65+ was five times that of those under age 65 [[City of Vancouver](#)];

10. Other British Columbian local governments, such as the District of Saanich, have recently adopted evidence-based plans to reduce traffic violence. The District of Saanich's 2024 Road Safety Action Plan sets a measurable target to cut traffic fatalities and serious injuries in half by 2030, compared with a 2017–2021 baseline, and will regularly update its plan to ensure meaningful progress;
11. In 2020, the Province of British Columbia released a comprehensive Road Safety Toolkit that aims to help local governments implement evidence-based road-safety strategies [[Government of BC](#)]. The City could consider its recommendations in an updated Moving Towards Zero Safety Action Plan; and
12. The City's 2016 Moving Towards Zero Safety Action Plan has yet to substantially reduce serious injuries and fatalities on Vancouver's roads [[City of Vancouver \(2016\)](#), [City of Vancouver \(2021\)](#), [Vancouver Police Department](#)];

THEREFORE BE IT RESOLVED

THAT Vancouver City Council directs staff to:

- i. Review the City's Moving Towards Zero Safety Action Plan, develop a new Vision Zero Road Safety Policy and Action Plan to reduce motor vehicle deaths and serious injuries to zero in the City of Vancouver, and bring it back to Council in Q2 2026.
- ii. In drafting the policy and action plan, prioritize measures shown to substantially reduce serious traffic injuries and deaths, and eliminate measures that have not proven to be effective.
- iii. Consider work done by other municipalities worldwide throughout the development of the Vision Zero Road Safety Policy and Action Plan, including cities that have achieved Vision Zero, and those that have recently updated their Road Safety Action Plans with steps to achieve it.
- iv. Take into consideration measures that will complement the work currently being undertaken to prevent vehicle incursion into temporary and permanent pedestrianized spaces in the City.
- v. Consult relevant stakeholders including, but not limited to, BC Emergency Health Services, BC Injury Research and Prevention Unit, District Parents' Advisory Councils, HUB Cycling, ICBC, Infrastructure Canada, the Provincial Ministry of Transportation and Transit, Movement, Strong Towns Vancouver, neighbouring municipalities, RoadSafetyBC, Society for Children and Youth of BC, the relevant City advisory committees, TransLink, Transport Canada, Vancouver Coastal Health, Vancouver Fire Rescue Services, Vancouver Police Department, Vision Zero Vancouver, and the Vancouver School Board.