

COUNCIL MEMBERS' MOTION

*For consideration at the Standing Committee on City Finance and Services meeting on
December 10, 2025*

8. Assessing Motor Vehicle Speeding Risk at Vancouver's Most Dangerous Intersections

Submitted by: Councillor Orr

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. At present, there are around 15 fatal road crashes in the City of Vancouver every year;
4. Many factors contribute to some intersections having more dangerous crashes than others;
5. ICBC reports that speed is the [largest contributing factor](#) of crashes in BC;
6. Speed is a very important factor in crashes, with higher speeds resulting in more frequent and more severe crashes. Larger deviations in speed also result in [more frequent crashes](#);
7. The City of Vancouver does not regularly record speeds on arterial roads, where most fatal crashes occur. Wherever the City does record speeds, many drivers are observed to be exceeding the speed limit. Speed data is recorded with [autonomous pole-mounted battery-powered radar units](#);
8. Collecting speed data is within the City's jurisdiction, and external parties that wish to collect speed data within the City must liaise with City staff. There is minimal data currently available to inform recommendations from Provincial Public Health researchers as to the speeds of vehicles currently on the road; and
9. When a clear pattern of drivers exceeding posted speed limits has been shown, street infrastructure can be modified at low cost to help reduce vehicle speeds.

THEREFORE BE IT RESOLVED

- A. THAT Council directs staff to develop and implement a program led by the City's transportation safety division to collect speed data at the sites of all road

fatalities, recording data for a target of 20 sites each year until the queue is completed.

- B. THAT fatalities from more recent years be prioritized in the queue.
- C. THAT speed data be recorded for a target of 168 hours at each location, and a minimum of 48 hours.
- D. THAT speed data be recorded at the anniversary of the fatality, when possible.
- E. THAT initial funding for this program be requested from the Province's \$20,000 Vision Zero BC grant, potentially to purchase a pole-mounted radar unit, or pay city staff, or pay contractors.

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