

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM
CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, OCTOBER 26, 2020**

REPORT

12. Ridgeway Slow Speed Zone Implementation – File: 16-8330-04-0001/1

Report: Sustainable Transportation Coordinator, October 14, 2020

Moved by Councillor Bell, seconded by Councillor McIlroy

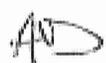
PURSUANT to the report of the Sustainable Transportation Coordinator, dated October 14, 2020, entitled “Ridgeway Slow Speed Zone Implementation”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone) be considered.

CARRIED

Councillor Back is recorded as voting contrary to the motion.



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Natalie Corbo, Sustainable Transportation Coordinator

Subject: RIDGEWAY SLOW SPEED ZONE IMPLEMENTATION

Date: October 14, 2020 File No: 16-8330-04-0001/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Sustainable Transportation Coordinator, dated October 14, 2020, entitled “Ridgeway Slow Speed Zone Implementation”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801 (Ridgeway Neighbourhood 30 km per hour Zone)” be considered.

ATTACHMENTS

1. Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801 (Ridgeway Neighbourhood 30 km per hour Zone) (CityDoc [#1951940](#))
2. Ridgeway School Zone Safety Review Action Plan (CityDoc [#1920906](#))

BACKGROUND

An expanded 30 km/h slow speed zone for the Ridgeway School neighbourhood is a key recommendation of the Ridgeway School Zone Safety Review Action Plan, completed by staff in spring 2020 (see Attachment 2). This speed reduction is part of a series of roadway changes designed to create better driver behavior that is more conducive to a safe and comfortable pedestrian and cyclist experience on these neighbourhood streets. The first set of changes in early October 2020 included corner bulges, new painted crosswalks, and sightline improvements around the school to improve pedestrian safety at intersections. An amendment to the City’s Street and Traffic Bylaw, 1991, No. 6234 is required to implement speed limits that are lower than the default speed limit of 50 km/h on most City streets, including those in the Ridgeway School neighbourhood.

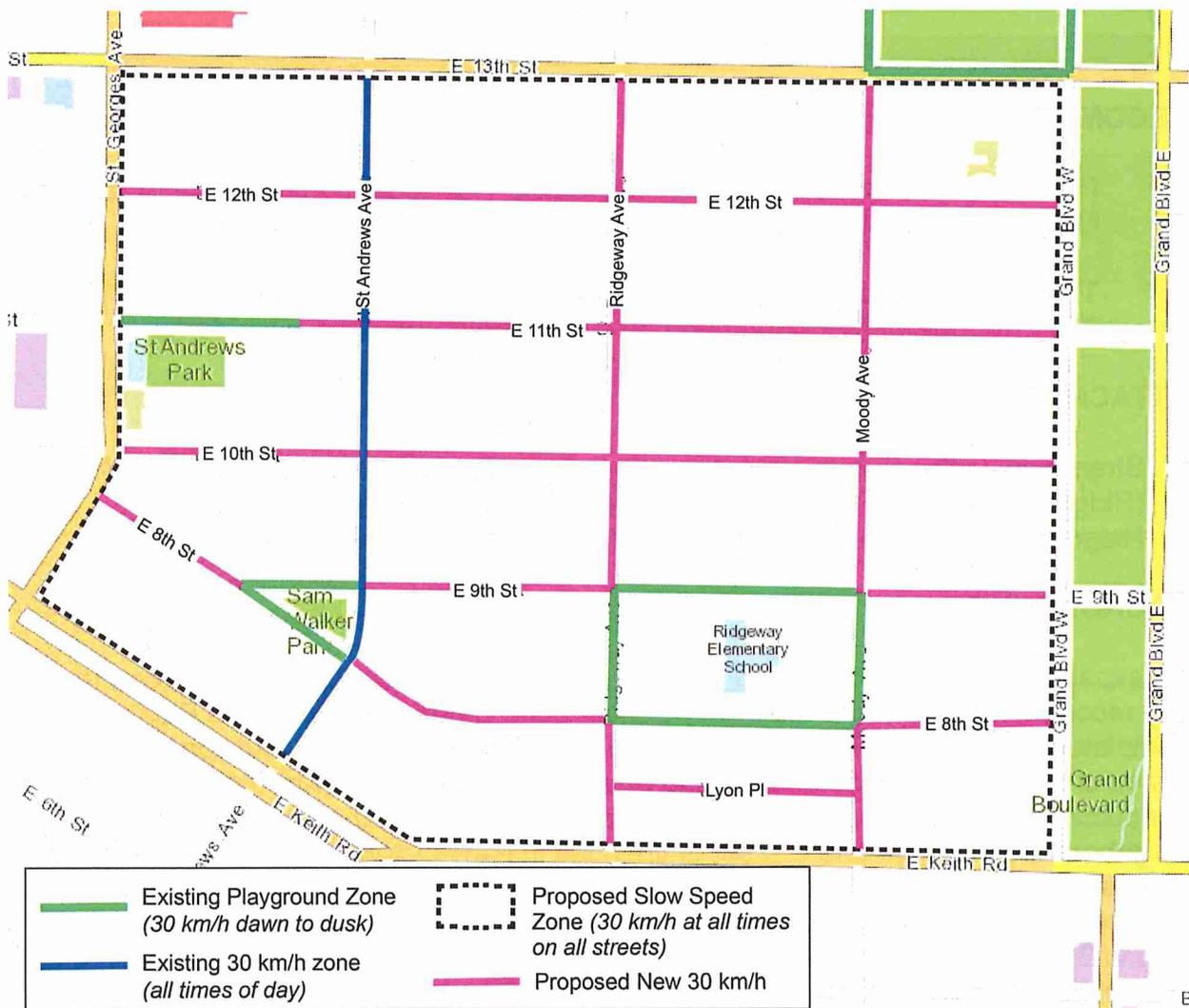
DISCUSSION

The proposed 30 km/h slow speed zone will encompass the broader Ridgeway School neighbourhood and be in effect at all times

The proposed expanded slow speed zone would lower the speed limit to 30 km/h at all times of day on all local streets within the Ridgeway Elementary School Area, shown in Figure 1.

The proposed slow speed zone would have drivers transition to 30 km/h upon turning off an arterial or collector road onto designated local roads in the neighbourhood. Aligning the change in speed with the change in road classification provides an additional visual cue for drivers, as designated local streets look and feel different from arterial roads. This change would also connect the existing slow speed zones on St Andrews Avenue, in front of St Andrews Park, around Sam Walker Park and around Ridgeway Elementary.

Figure 1: Existing and proposed 30 km/h zones



At present, there is Playground Zone signage around the school, meaning that posted speeds on the four blocks immediately surrounding the school site are reduced from 50 km/h to 30 km/h from dawn to dusk.

Lowering posted speeds will increase the safety and comfort of families and other vulnerable road users in the neighbourhood

Lower speeds protect people walking and cycling because the severity of traffic collisions involving vulnerable road users is a function of the vehicle operating speed. Studies have shown that the probability of a pedestrian being fatally injured in an accident with a car is dependent on the speed of the car; at 50 kilometers per hour there is 10% chance that the pedestrian will survive; and at 30 kilometers per hour there is a 90% chance of survival.¹

The network of streets within the Ridgeway Elementary School area are key walking routes for students and families and several of these streets are recommended as “Best Walking Routes” through the City’s Safe and Active School Travel program. A lower speed limit in this broader area is anticipated to increase the comfort levels of neighbourhood residents and school families walking in the area.

Speed data collected in recent years indicates that operating speeds are generally below 50 km/h, but feedback from school children, parents and neighbourhood residents identified that existing speeds feel too fast for the street context, and make walking and crossing the street less comfortable. Several blocks around Ridgeway Elementary are lacking sidewalks or curb ramps on both sides, which may mean that people walking need to cross the street more frequently to access a sidewalk. Overall, the area generates a relatively high number of pedestrian trips due to proximity to the school, hospital, parks and other amenities. Several school parents also identified speed as a barrier to participating in the “Drive-to-Five” program that encourages families to park several blocks away and walk five minutes to school, as they noted that it would mean dropping students off in a 50 km/h zone rather than a 30 km/h zone.

The speed limit change will also complement the other changes being implemented as part of the Ridgeway Action Plan (see Attachment 2). These include new curb bulges, painted crosswalks, and sightline improvements at intersections adjacent to the school, constructed in early October 2020. Diagonal diverters and on-street murals to highlight new crossing treatments will be implemented through early 2021. Phase 2 measures will include further enhancements to school-adjacent crossings, measures to encourage compliance with the 30 km/h zone, and enhanced intersection crossings along East Keith Road.

Reducing speeds will have limited impacts on vehicle travel time

Although current operating speeds vary on different blocks, generally about 85% of vehicle traffic using local streets in the Ridgeway neighbourhood are already traveling at speeds around 40 km/h or lower. The speed limit reduction would represent an increase in travel time of up to 15 seconds for someone driving to the nearest arterial. Vehicles

¹ City of North Vancouver Safe Mobility Strategy (2020)

traveling across the neighbourhood would experience up to 35 seconds increased travel time. However, future measures in the Ridgeway Action Plan are designed to reduce cut-through traffic in this neighbourhood.

The Ridgeway slow speed zone will provide neighbourhood-scale data to inform future speed reduction projects

This slow speed zone builds upon the St. Andrews 30 km/h pilot, implemented in August 2020. Per the Safe Mobility Strategy, the City will look to identify additional areas where speeds could be reduced in the future. The St. Andrews corridor pilot and the Ridgeway School neighbourhood slow speed zone will allow staff to learn about the effectiveness of signage-based speed limit reductions, and test further speed reduction measures as needed.

Ongoing monitoring will inform modifications to the slow speed zone

Staff will monitor speeds and volumes in the slow speed zone before and after implementation. Based on data and observations from staff, residents and the school community, staff will make refinements and modifications, as per Phase 2 of the action plan. This may include the installation of supporting measures such as speed humps or pavement markings to support further speed reductions if necessary. Physical changes such as these can have a significant impact on driver behavior, and encourage speeds that are more appropriate for the street—further work will be done through the upcoming Mobility Strategy to create an updated street classification system that will encourage physical design measures that better align with the primary use of the street.

North Vancouver RCMP have indicated support for efforts to increase the safety and comfort of City streets, but have advised that the availability of regular police presence (e.g., daily or weekly) to enforce the speed limit change is limited at this time. The RCMP have advised that they expect the first month of the change to elicit the most calls from the public. In response, the City will work with the volunteer Speed Watch team and the RCMP at launch to encourage compliance through education. Following this period, enforcement of the speed limit change will be incorporated into on-going traffic enforcement rotations, and targeted enforcement periods may be considered after the initial rollout.

Pending Council endorsement, staff will aim to implement 30 km/h speed limit signage in early December. Advance notice will be given to residents and the school community, and we will use signage on arterials to create awareness of the change. Transportation Planning staff will work with internal Communications staff and the School District to inform the broader community.

FINANCIAL IMPLICATIONS

In order to change the default speed limit (per the Motor Vehicle Act), 30 km/h signage is required on each block. The signage and installation costs are estimated at \$15,000. Funding is available through the existing Safe Routes to Schools project budget.

INTER-DEPARTMENTAL IMPLICATIONS

The Ridgeway School Zone Safety Review action plan was developed in collaboration with Engineering, Parks and Environment (EPE), and Communications staff will continue to support public awareness as we move to implementation. EPE was involved in developing the slow speed zone plan, and will continue to be involved in the specifics of implementation. Staff have also consulted with the RCMP on this action item.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Existing City policies support lower speeds in the Ridgeway neighbourhood. Establishing slower speed limits in expanded areas around schools is a key priority of the Safe Mobility Strategy. Slower speed limits support Council's Strategic Plan's goal of a "Connected City", by enabling more active and sustainable ways for people and goods to move to, from and within the City safely and efficiently. The initiative also supports key policy direction in the City's Official Community Plan around prioritizing the safety of school zones.

RESPECTFULLY SUBMITTED:



Natalie Corbo
Sustainable Transportation Coordinator

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8801

A Bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801**” (Ridgeway Neighbourhood 30 km per hour Zone).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. By replacing section 1004.2 with the following:
 - .2 30 km/h Streets

Notwithstanding Section 1003, it shall be unlawful for any person to drive or operate a motor vehicle at a rate of speed greater than 30 km per hour on:

- (a) Rufus Drive between Cedar Village Crescent and the City Boundary at 16th Street;
- (b) Ridgeway Avenue and Moody Avenue between East Keith Road and East 13th Street;
- (c) East 8th Street, East 9th Street, East 10th Street, East 11th Street and East 12th Street between St. Georges Avenue and Grand Boulevard West; and
- (d) Lyon Place between Ridgeway Avenue and Moody Avenue.

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Natalie Corbo, Sustainable Transportation Coordinator

Subject: RIDGEWAY SCHOOL ZONE SAFETY REVIEW ACTION PLAN

Date: June 4, 2020 File No: 16-8330-04-0001/1

SUMMARY

This report outlines the outcomes of the Ridgeway School Zone Safety Review. Actions to address issues around the school and broader neighbourhood will be delivered in phases to align with available staff and financial resources. Information on the outcomes of the review and action plan will be provided to the school and neighbourhood prior to changes being implemented.

BACKGROUND

Staff initiated the Ridgeway School Zone Safety Review in November 2019 in order to assess traffic and safety concerns around Ridgeway Elementary School and identify mitigating actions.

Key issues identified through data collection, staff observation and engagement with the school and neighbourhood community included concern about crossing safety at intersections, vehicle speeds, traffic congestion and unsafe driver behaviour in the school zone. A detailed summary of key issues and community input was provided in a Council information report dated December 19, 2019.

Options to mitigate these issues were identified by staff based on planning and engineering best practice, with consideration given to innovative and emerging tools. Options were presented for input at a public open house in February and outlined in a Council information report dated February 18, 2020.

DISCUSSION

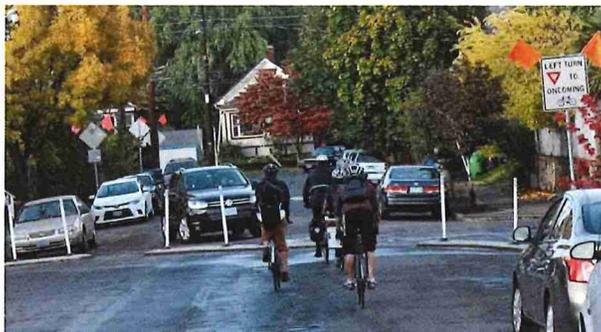
The action plan detailed below responds to the following objectives that were established at the outset of the project. Staff have selected interventions that best met these objectives, with budget as the primary constraint:

1. Supports active travel to school
2. Reduces congestion in the school zone
3. Improves safety by minimizing risk of conflicts between vehicles and vulnerable road users
4. Addresses community input
5. Is cost effective and replicable
6. Is feasible to implement on a long-term, permanent basis

Phase 1 Actions: 2020

The measures introduced in phase 1 will be a mix of permanent and temporary changes. This will allow staff to monitor impacts and make adjustments as needed. This approach also enables staff to accomplish more within existing budgets. These actions will be delivered by the end of 2020.

- a. *Increase visibility of high-volume pedestrian crossings near the school:* Enhance the safety and comfort of crossings nearest to the school, as crossing safety was the number one concern we heard about through the engagement process. These treatments will also aim to increase overall awareness and visibility of the school zone. Specific interventions will include:
 - Additional painted crosswalks leading to the school site
 - Physical barriers in “no-stopping” zones to improve traffic flow and sightlines
 - Expanded curb bulges to improve sightlines
 - Use of paint and signage where possible to highlight the school zone
- b. *Install diagonal diverters at key intersections:* New diagonal diverters are anticipated to reduce the potential for conflict between vehicles, thereby mitigating the impacts of congestion, as well as reducing the potential for conflicts between vehicles and pedestrians. This treatment can also discourage non-local traffic cutting through the neighbourhood and encourage more efficient traffic flow in the school zone. Initial implementation will be completed with temporary materials to allow for adjustments as required. See the images below for examples.



Diagonal diverter with temporary materials, Portland OR

- c. *Expanded slow speed zone:* Expand the existing 30 km/h zone area beyond the immediate school boundaries and adjust it to be in affect at all times of day. This improves the safety of pedestrian and cycling routes in all directions near the school and addresses the discomfort that residents and families feel with existing speeds. Furthermore, this may support families who have concerns about parking several blocks away and walking to the school in a 50 km/h zone. Council direction is required for this change and staff will present a plan for Council's consideration this summer.
- d. *On-street murals to highlight tactical treatments:* When feasible (physical distancing restrictions make this instalment challenging), staff aim to involve the community in creating several on-street murals. Paint and bright colours can be used to highlight curb bulges, no stopping zones and pedestrian priority areas, while enlivening the streets. A community-based process will promote a sense of ownership among students and families.

To support the phase 1 interventions, staff will also monitor the effectiveness of the City's new Open Street Action Plan and determine if possible expansion of the Open Streets network to include key streets in the Ridgeway neighbourhood may be appropriate.

Phase 2: 2021-2022

Higher-cost upgrades are not possible within existing budgets and are also contingent on prioritization through a City-wide process. Phase 2 will include monitoring of volumes, speeds and conflicts to allow staff to adjust physical measures as needed. Measures to be considered in phase 2 include:

- Adjustments to phase 1 measures
- Additional speed reduction measures to support the expanded 30 km/h zone, if necessary, e.g., additional speed hump, curb bump-outs, etc.
- Enhanced pedestrian crossings along East Keith Road
- Further physical enhancements to pedestrian crossings adjacent to the school

Communications Plan

Staff will continue to update the Ridgeway Let's Talk page as the primary resource for community members. Updates regarding the outcomes of the safety review and action plan implementation will be communicated in the coming weeks via web updates and emails to the school community sent in collaboration with the school and the North Vancouver School District. Residents will be also be notified via mail-outs.

FINANCIAL IMPLICATIONS

Phase 1 initiatives are estimated to cost approximately \$60,000 and are feasible within the existing Safe Routes to School Budget. If further funding is required to adjust measures or enhance them with more permanent materials, budget requests will be made for 2021. Phase 2 measures would cost upwards of \$300,000, which is not available within existing budgets. Proceeding with phase 2 initiatives will require future budget requests.

NEXT STEPS

Staff will proceed with implementation of phase 1 through summer and fall 2020, subject to Engineering Operations staff availability. Staff will also seek Council direction for an expanded slow speed zone in summer 2020.

RESPECTFULLY SUBMITTED:



Natalie Corbo
Sustainable Transportation Coordinator