
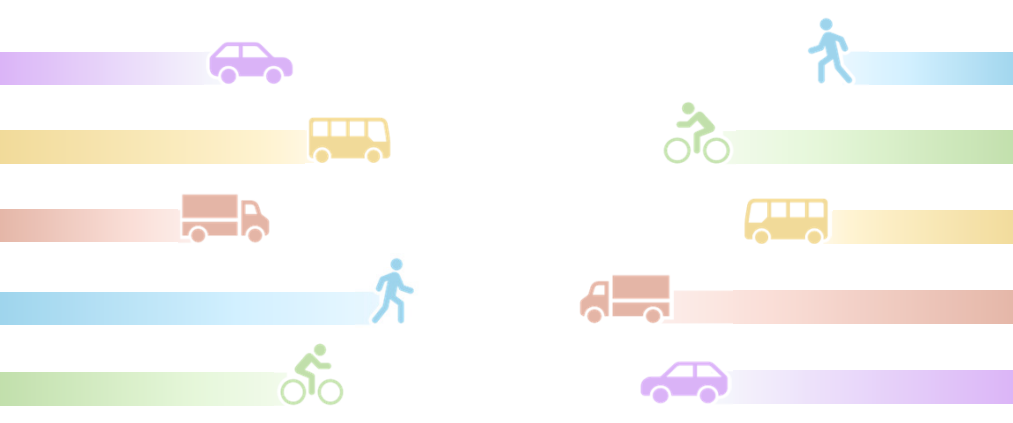


## ATTACHMENT B




July 12, 2024

# 30km/h Speed Limit Signs Near Elementary Schools




1

## Purpose



To provide the Public Safety Committee with discussion about the application of speed zones city-wide and to provide options for reduced speed limits near elementary schools and other higher risk locations.



2

## Background



Motion from Council's regular meeting 2024-FEB-26:

That the topic of 30 km/h speed limits signs in high-risk pedestrian areas be referred to the Public Safety Committee for input.



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## Discussion



- Introduction
- Speed limits within the City
- 30 km/h speed limits in high-risk pedestrian areas
- Traffic calming
- Vision Zero approach
- Additional considerations
- Options and recommendation



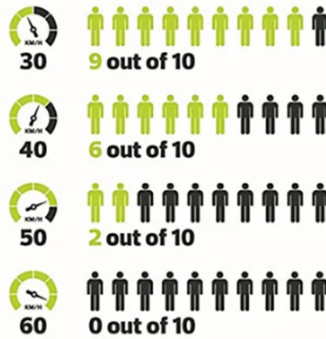
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# Discussion

## Introduction

- Managing speeds is key to pedestrian safety and comfort
- Speeding is common throughout the City
- In 2023, 36% of complaints were speeding and pedestrian safety
- Network-wide approach

Approximate survival rate if hit by a vehicle at the following speeds.



Source: Canadian Association of Road Safety Professionals  
Used with permission



# Discussion

## Speed limits within the city

- Blanket 50 km/h zone
- Modified with a bylaw
- Modified with speed limit signs



# Discussion

## 30 km/h speed limits in high-risk pedestrian areas

- Existing programs for ped infrastructure
- School zones and regulatory limits
- Urban centers
- Residential neighbourhoods



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# Discussion

## Traffic Calming

- Engineering review starts with data collection
- 2+ year process

### Traffic Calming Requests & Status

Data Collection Stage	24
Project Consideration Stage	17
Approved	1
Action Taken & Monitoring	4
Not Supported by Data	30

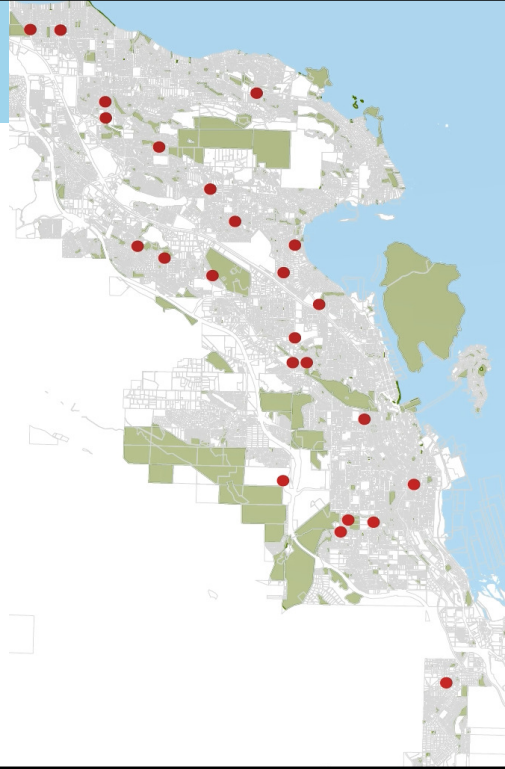


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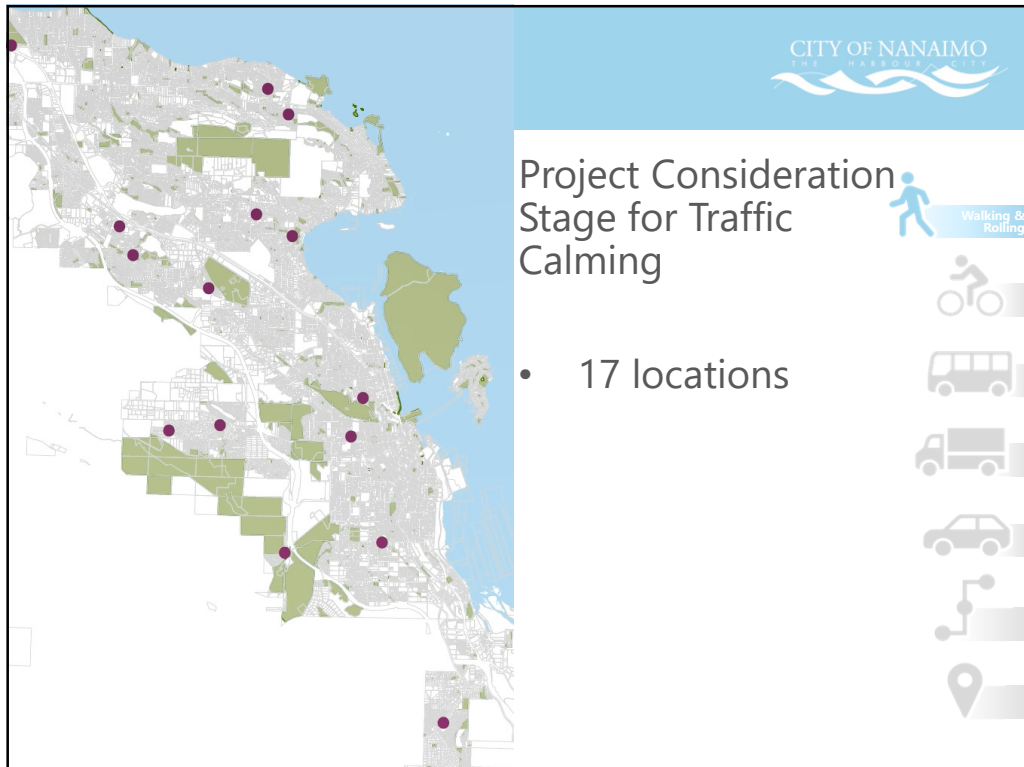
## Discussion

### Current Data Collection Stage for Traffic Calming

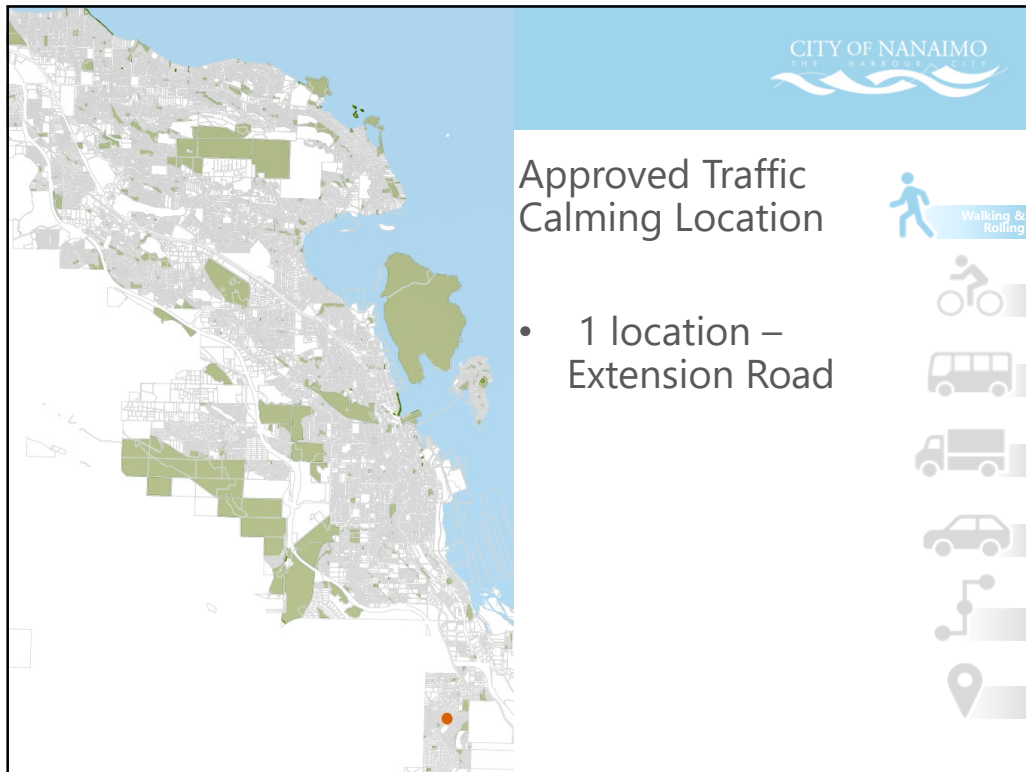
- 24 locations



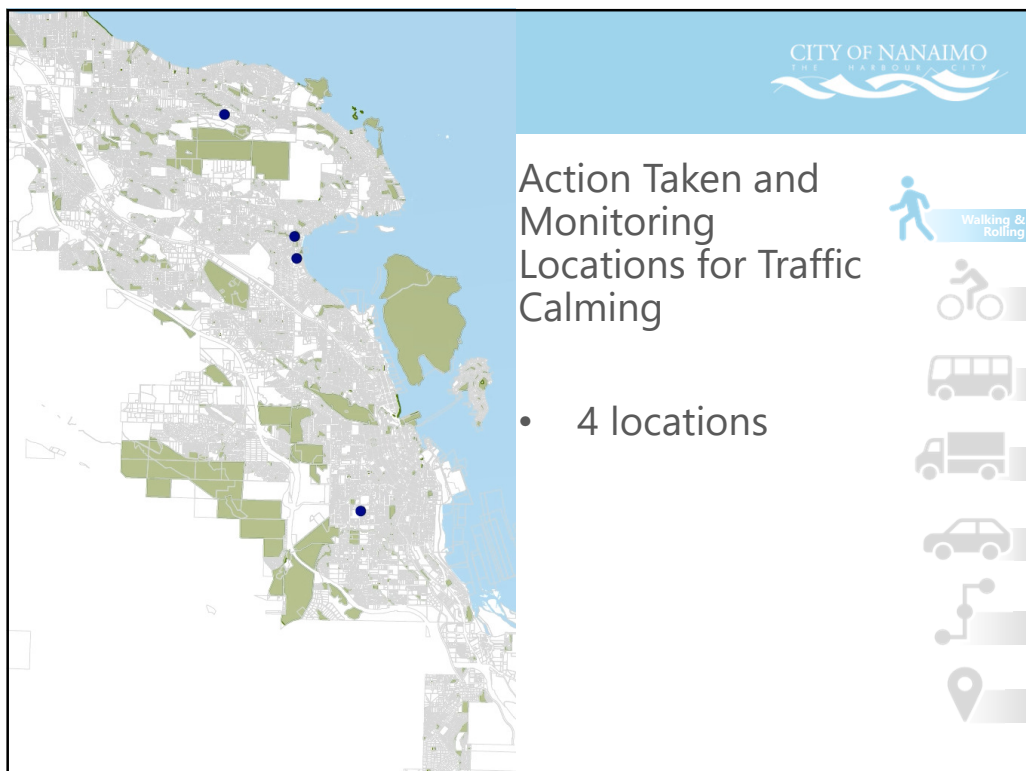
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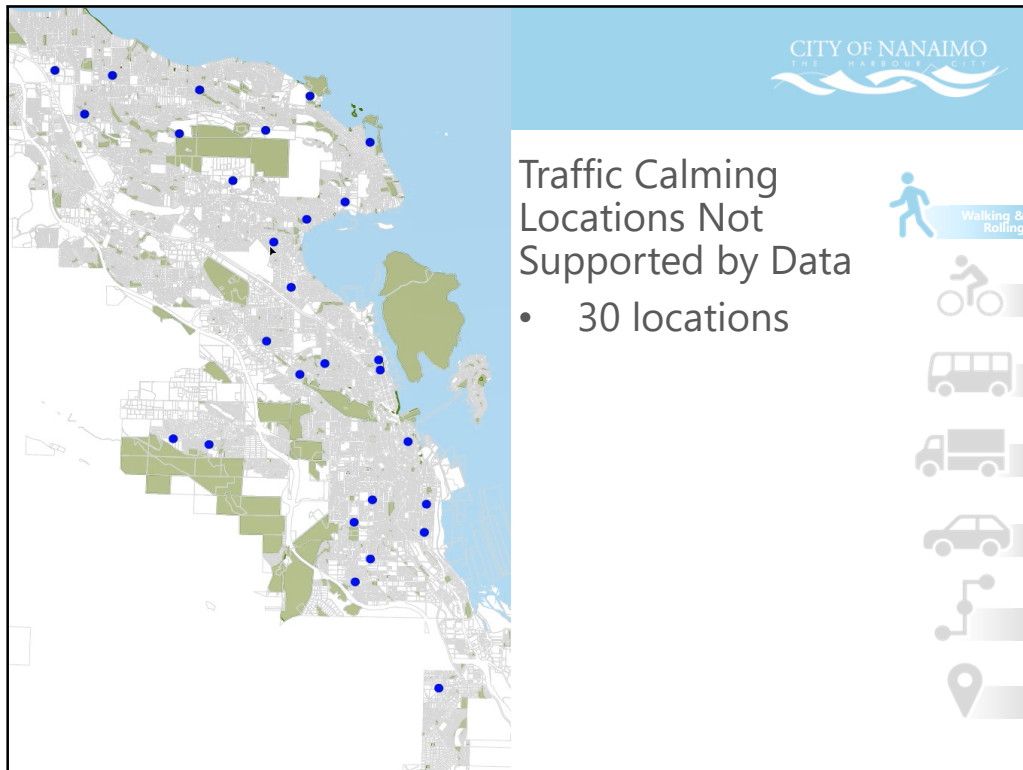
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## Discussion

**CITY OF NANAIMO**  
THE HARBOUR CITY

### Vision Zero approach

- Elimination of serious injuries and fatalities
- Why do we need this?
- 2021 Statistics:
 

In 2021, collisions led to:

  - 1,768 Canadians killed on our roads
  - 8,185 seriously injured on our roads in Canada
  - 324 pedestrians and cyclists killed

Transport injuries cost \$3.6 billion a year.
- Speeding was a factor in 25 per cent of fatal collisions, according to Transport Canada

Source: Parachute.ca | Used with permission

Walking & Rolling  
Bicycling  
Bus  
Truck  
Car  
Location Pin

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## Discussion

### Vision Zero approach

- Identified in city's TMP 2014
- Adopted in City Plan 2022
- Safe, healthy, and equitable mobility
- Network-wide, multi-disciplinary

Long-term road safety trends for Sweden										
Reported safety data	1990	2000	2010	2018	2019	2020	2020 % change over			
							2019	2010	2000	1990
Fatalities	772	591	266	324	221	204	-7.7	-23.3	-65.5	-73.6
Injury crashes	16 975	15 770	16 499	14 233	13 684	12 217	-10.7	-26.0	-22.5	-28.0

Source: Road Safety Report 2021: Sweden | International Transport Forum | Road Safety Data



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## Discussion

### Additional considerations

- Changing speed limits alone has minor effect
- Complete streets = self-explaining roads



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# Discussion

## Additional considerations

- Complete streets + Vision Zero

- Speed reduction: Built for speed saving lives.
- Improved road design: Build our roads to guide, not collide.
- Understanding that humans make mistakes, but road design shouldn't.
- Equity and shared road use: Safety for all – each road user needs their own space.



Source: Parachute.ca | Used with permission



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# Discussion

## Additional considerations

- Metral Drive Complete Street



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## Discussion



- Introduction
- Speed limits within the City
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## Options



- Undertake City-wide review of speed limits
- Continue work on elementary schools using school zones and regulatory limits
- Change the blanket speed zone
- Alternative direction



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## Recommendation



- That the Public Safety Committee recommend that Council direct Staff to undertake a city-wide speed zone study to review how and where speed zones below 50 km/h are applied; taking into account adjacent land use near schools and urban centres where pedestrians are expected to congregate.



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## Closing



Thank you



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