

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: April 29, 2024

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director, Engineering and Municipal Operations

SUBJECT: Speed Limit Reductions – Buena Vista and Thrift Avenues - Street and Traffic Bylaw

RECOMMENDATIONS

THAT Council receive the corporate report dated April 29, 2024, from the Director of Engineering and Municipal Operations, titled “Speed Limit Reductions – Buena Vista and Thrift Avenues - Street and Traffic Bylaw;” and

1. Endorse that the Street and Traffic Bylaw be changed to set a 30 km/h speed limit on Buena Vista Avenue between Oxford Street and Johnston Road and also on Thrift Avenue between Johnston Road and Oxford Street; and
2. Endorse the housekeeping edits proposed herein.

EXECUTIVE SUMMARY

Residents expressed concerns about traffic safety at Buena Vista Avenue and Vidal Street and also at Thrift Avenue, west of Johnston Road. Measures to improve traffic safety have been taken at both locations; however, further initiatives, including speed limit reductions to 30 km/h are planned.

This report provides Council with background related to proposed changes to the Street and Traffic Bylaw included for approval in section 9.1.a of this Council Agenda. These Bylaw changes would set a 30 km/h speed limit on Buena Vista Avenue between Oxford Street and Johnston Road and also on Thrift Avenue between Johnston Road and Oxford Street.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2024-045 February 12, 2024	1. Approve the speed and traffic calming project prioritization outlined herein; and 2. Direct staff to process and proceed with project prioritization. <p style="text-align: right;">CARRIED</p>

INTRODUCTION/BACKGROUND

Residents expressed concerns about traffic safety at Buena Vista Avenue and Vidal Street and also at Thrift Avenue, west of Johnston Road. Measures to improve traffic safety have been taken at both locations; however, further initiatives, including speed limit reductions to 30 km/h are planned.

Buena Vista Avenue at Vidal Street

A convex mirror was removed from the north side of the road due to liability and maintenance issues. Residents subsequently expressed concerns about sight distances for vehicles exiting Vidal Street and entering onto Buena Vista Avenue. Conditions at the intersection were reviewed in a Traffic Calming Study referenced in the February 12, 2024 Council report noted above.

Council approved the report recommendations on traffic calming prioritization. Short term improvements for this intersection are to prune vegetation to improve sight distance, reduce the posted speed limit to 30km/h, and relocate the existing crosswalk on Buena Vista Avenue out of the driveway.

Staff will periodically prune as necessary and will undertake design steps to relocate the crosswalk. Subject to Council approval and public notice, the speed limit will be reduced within the next two months.

Thrift Avenue west of Johnston Road

Buses staging on the north side of Thrift Avenue west of Jonston Road were creating conflicts with vehicles exiting the underground parking areas to the north. Staff worked with TransLink and Coast Mountain Bus company to address this issue.

An additional bus staging area was created to the west of the driveways, along with a right turn only sign for exiting vehicles. The situation improved considerably; however, a speed limit reduction to 30 km/h will further improve conditions for vehicles egressing the parking areas.

Blanket (default) Speed Limits

The Provincial *Motor Vehicle Act* sets a default speed limit of 50 km/h for BC municipalities, but local governments can set lower speed limits on a street-by-street basis through a bylaw. In addition to inclusion in a bylaw, each street must be signed with the lower speed limit which can be costly.

While local governments have requested the ability to set their own lower default speed limits, the provincial government does not support this (Appendix A). There was a recent possibility for a pilot project for a Vancouver Island municipality to set its own default speed limit, but it did not happen.

Housekeeping Bylaw Edits

In addition to making changes to the 30km/h zone throughout White Rock, this report recommends housekeeping edits to the City's Street & Traffic bylaw as follows.

Staff recommend dividing the schedules for improved bylaw readability to:

- Schedule B identifies the City's truck routes
- Schedule C identifies the City's speed zones
- Schedule D identifies the street network classification as endorsed by the City's Integrated Transportation & Infrastructure Management Plan

In order to improve safety around school zones before and after school hours and during summer school, staff recommend extending the school zone hours to between the hours of 7:00 a.m. and

10:00 p.m. on a school day. This is expected to significantly improve safety by ensuring that the reduced speed limit is enforced during times when children are most likely to be present, not just during standard school hours but also for after school activities and during summer school sessions. This extension can help to reduce the risk of accidents during busy times such as drop-off and pick-up hours and provide a safer environment for all school-related activities. Additionally, it aligns with the goals of ensuring pedestrian and traffic safety, as endorsed in the City's Integrated Transportation & Infrastructure Management Plan .

FINANCIAL IMPLICATIONS

There are costs associated with new signage; however, these can be accommodated within existing budgets.

LEGAL IMPLICATIONS

The new 30 km/h speed limits will need to be enforced.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The proposed changes are related to community feedback. Advanced notice of the proposed speed limit changes will be posted on the streets.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

White Rock RCMP will need to enforce the speed limits and have been consulted about these changes.

ALIGNMENT WITH STRATEGIC PRIORITIES

The speed limit reductions align with Council's strategic priority of Community "We foster a livable city with connected residents enjoying distinctive places and activities."

OPTIONS / RISKS / ALTERNATIVES

If Council decides not to make the recommended speed limit reductions, drivers will have reduced ease accessing Buena Vista Avenue and Thrift Avenue.

CONCLUSION

Residents expressed concerns about traffic safety at Buena Vista Avenue and Vidal Street and also at Thrift Avenue, west of Johnston Road. Measures to improve traffic safety have been taken at both locations; however, a further initiative of speed limit reductions to 30 km/h is recommended.

It is recommended that the Street and Traffic Bylaw be changed to set a 30 km/h speed limit on Buena Vista Avenue between Oxford Street and Johnston Road and also on Thrift Avenue between Johnston Road and Oxford Street and that the housekeeping edits proposed herein be endorsed by Council.

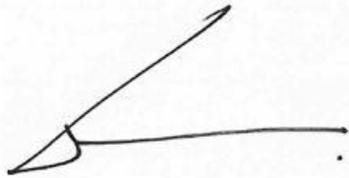
Respectfully submitted,

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Jim Gordon, P.Eng.,
Director, Engineering and Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light grey rectangular background.

Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Blanket Speed Limit – Ministry Response
- Appendix B: Street & Traffic Bylaw Amendment Bylaw 2505
- Appendix C: Street & Traffic Bylaw Schedule B
- Appendix D: Street & Traffic Bylaw Schedule C
- Appendix E: Street & Traffic Bylaw Schedule D