

McKenney/Menard

WHEREAS a bicyclist was killed in the painted bike lane on Laurier Avenue outside City Hall on Thursday May 16, 2019; and,

WHEREAS this fatality occurred nine days after a bicyclist was seriously injured on Parkdale Avenue; and,

WHEREAS this most recent death occurred five months after bicyclist Jenfung Wu was killed on the Sir John A. Macdonald Parkway; and,

WHEREAS approximately two cyclists and nearly six pedestrians are killed each year on Ottawa's streets, and dozens more injured, many severely; and,

WHEREAS there is ample evidence of the infrastructure interventions that municipalities can implement to reduce or eliminate road deaths and serious injury in the event of collisions; and,

Whereas no road deaths or catastrophic injury are acceptable; and

WHEREAS municipalities worldwide have adopted Vision Zero policies that set out that no road deaths are acceptable in those jurisdictions, with commitments to investigate road deaths that do occur and implement the measures necessary to prevent those; and,

WHEREAS Vision Zero policies further set out that all road deaths are preventable, including cyclists, pedestrians, vehicle drivers and vehicle passengers;

WHEREAS a Vision Zero Policy and Framework will set out measures to be taken in the design of city infrastructure – including but not limited to streets, roadways, bike lanes, cycletracks, sidewalks and paths – that prioritizes the safety of vulnerable road users (i.e. pedestrians and bicyclists). These measures should include, but not be limited to, the following:

- (a) All arterial roads, arterial mainstreets and mainstreets will be included in the city's official bike network, and that this will be reflected in the upcoming Official Plan and associated plans;
- (b) All arterial roads, arterial mainstreets and mainstreets, when constructed, re-constructed or resurfaced, will include the construction of infrastructure for pedestrians and bicyclists that meets the highest standards of safety;
- (c) All roads included in the city's official bike network, when constructed, re-constructed or resurfaced, will include dedicated, segregated, protected bike lanes and interesections;
- (d) All roads not covered by (a), (b) or (c), when constructed, re-constructed or resurfaced, dedicated, segregated, protected bike lanes and intersections will be considered; and where those are not included, traffic engineers will provide an evidence-based rationale;
- (e) That the speed limit on residential streets be set at 30 km/h.

THEREFORE BE IT RESOLVED that the City of Ottawa adopt the Vision Zero Policy and Framework to "eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.";

AND BE IT FURTHER RESOLVED that the staff recommendations for the City's Vision Zero Policy and Framework will be brought to Council no later than Q4 2019.

AND THEREFORE BE IT FURTHER RESOLVED that the following measures be implemented immediately:

- (a) That all traffic lights be optimized for the safety of vulnerable road users first, transit priority second and traffic flow third;
- (b) That the City eliminate all “revert reds”;
- (c) That the City eliminate all “beg buttons”;
- (d) That the City eliminate right-on-reds where bike lanes are present;
- (e) That the city undertake to identify all floating painted bike lanes (such as is located across from City Hall where the bicyclist was killed) and devise a plan to convert those to safe, segregated, protected bike lanes;
- (f) That all painted bike lanes currently on arterials, arterial mainstreets and mainstreets, or that are part of the city’s current bike network, have flex stakes installed this within three weeks and that City staff finalize plans to convert those to safe, segregated, protected bike lanes and intersections within one year.