

COMMUNITY SAFETY ADVISORY COMMITTEE

DATE: Thursday, June 29, 2023
TIME: 7:00 p.m. to 9:00 p.m.
PLACE: Council Committee Room, Coquitlam City Hall

CALL TO ORDER

ADOPTION OF MINUTES

1. **Minutes of the Community Safety Advisory Committee Meeting held on Thursday, March 30, 2023**

Recommendation:

That the Minutes of the Community Safety Advisory Committee Meeting held on Thursday, March 30, 2023 be approved.

NEW BUSINESS

2. **2024 – 2027 Strategic Plan Renewal: Opportunity for Input (Presentation and Engagement Exercise by the Director Corporate Planning and Project Manager – Corporate Planning)**
7:05 – 7:30 p.m. (25 minutes)
3. **Community Wildfire Preparedness and 2023-24 Work Plan (UBCM Grant Work) (Presentation by the Deputy Fire Chief)**
7:30 – 8:00 p.m. (30 minutes)
4. **Strategic Transportation Plan Update & Road Safety Strategy Introduction (Presentation by the Director Transportation)**
8:00 – 8:30 p.m. (30 minutes)
5. **School Zone Safety Initiatives (Presentation by the Bylaw Enforcement & Animal Services Manager)**
8:30 – 8:50 p.m. (20 minutes)
6. **Committee Members' Roundtable / Emerging Issues (Standing Agenda Item)**
8:50 – 9:00 p.m. (10 minutes)

OTHER BUSINESS

NEXT MEETING DATE – Thursday, September 28, 2023

with

ADJOURNMENT

COMMUNITY SAFETY ADVISORY COMMITTEE**Thursday, March 30, 2023**

A Regular Meeting of the Community Safety Advisory Committee convened on Thursday, March 30, 2023 at 7:00 p.m. in the Council Committee Room, City Hall, 3000 Guildford Way, Coquitlam, BC, with the following persons present:

COMMITTEE MEMBERS: Councillor Craig Hodge, Chair
Councillor Teri Towner, Vice Chair
Ron Coulson, Citizen Representative (arrived at 7:46 p.m.)
David Krenz, Citizen Representative
Sarah Ramji, Citizen Representative
Amandeep Sangha, Citizen Representative
Tom Bowlware, Hope for Freedom Society
Kelly Zimmer, School District No. 43 (arrived at 7:04 p.m.)
Leslie Courchesne, Tri-Cities Chamber of Commerce
Chloe Chen, Youth Council

REGRETS: Tháбата da Costa, Tri-Cities Local Immigration Partnership

STAFF: Kim Singh, Manager Police Services
Lindsey Grist, Business Services Manager
Todd Balaban, Inspector Coquitlam RCMP
Caley Amundsen, Committee Clerk

CALL TO ORDER**1. Welcome and Roundtable of Introductions**

The Chair and Vice Chair welcomed those present to the first meeting of 2023.

Kelly Zimmer arrived to the meeting at this time (7:04 p.m.).

The Committee members and staff participated in a roundtable of introductions.

ADOPTION OF MINUTES**2. Minutes of the Community Safety Advisory Committee Meeting held on Wednesday, September 21, 2022**

The Minutes of the Community Safety Advisory Committee Meeting held on Wednesday, September 21, 2022 were approved.

NEW BUSINESS

3. Committee Orientation

The Committee Clerk provided the Committee with an orientation of its structure, mandate, and responsibilities, referencing an on-screen presentation and utilizing slides.

4. Review and Adoption of the 2023 Community Safety Advisory Committee Work Plan

The draft 2023 Work Plan was presented on-screen and the Business Services Manager provided an overview of the proposed Work Plan items.

The Committee approved the 2023 Work Plan and a copy is attached hereto, and forms a part of, these minutes.

The Committee recommended:

**COMMITTEE
RECOMMENDATION**

That Council approve the 2023 Community Safety Advisory Committee Work Plan.

5. Road & Traffic Safety

The Inspector Coquitlam RCMP provided the Committee with an on-screen presentation entitled “Coquitlam RCMP Road Safety Strategy” that covered the following topics:

- Goals, tactics, and targeted behaviours of the Road Safety Strategy
- Provincial strategic initiatives
- Municipal strategic initiatives
- HAZE – High Accident Zone Enforcement
- HVE – High Visibility Enforcement
- Tactical enforcement operations
- Public safety education
- Public awareness and transparency
- Intelligence data initiatives
- Traffic enforcement technology
- Reassessment of RCMP operations and engagement with community

Ron Coulson arrived to the meeting at this time (7:46 p.m.).

Discussion ensued relative to the following:

- Perceptions regarding use of photo radar and its effectiveness in changing driver behaviour
- Desire to install photo radar devices on bridges
- Traffic ticket revenues and whether they are reinvested into the community
- The possibility of using reflective paint at high-risk intersections such as Pinetree Way

- and Lougheed Highway
- Concern about freight trucks attempting to maneuver into loading zones at Coquitlam Centre Walmart and blocking traffic on Atlantic Avenue
- City bylaws involving freight trucks and loading zones
- Issues involving garbage pick-up and high-rise building design
- Coquitlam Centre Mall's infrastructure and parking arrangements
- Lack of parking and parking issues in high-density areas such as Coquitlam Centre
- Flaggers in construction zones being injured by oncoming traffic
- RCMP enforcement of reduced speed limits in construction zones and existence of data of crashes involving vehicles and flaggers in construction zones
- The importance of keeping road and pedestrian access safe in construction zones
- City's requirement for a traffic management plan for safe access routes through construction zones

The Chair expressed appreciation for the RCMP's efforts to improve community safety within Coquitlam.

6. Committee Members' Roundtable / Emerging Issues

The Chair invited the Committee members to share details regarding emerging safety issues in their communities. The following information was shared:

- The desire for speed bumps to be installed around elementary school drop-off zones and near community parks (Mundy Park and Spani Pool)
- Concerns regarding speeding and tailgating in school zones
- Residents feeding wildlife, approaching wildlife too closely, and not keeping garbage bins inside
- BEARAWARE Program
- Community wildfire initiatives

The Chair advised the Committee that Coquitlam uses traffic calming measures instead of speed bumps.

The Chair and Vice Chair invited Ron Coulson to introduce himself to the Committee (8:10 p.m.).

The Chair and Vice Chair thanked the Committee members for their feedback and their continued leadership in the community.

OTHER BUSINESS

NEXT MEETING – Thursday, June 29, 2023

ADJOURNMENT

The meeting adjourned at 8:12 p.m.

MINUTES CERTIFIED CORRECT:

Craig Hodge, Chair

Caley Amundsen, Committee Clerk

2023 Work Plan Community Safety Advisory Committee

Committee Mandate:

To advise Council on strategic and policy related community safety measures in alignment with the City's Strategic Plan. The following include, but are not limited to, matters that COSAC will consider throughout the term:

- A multi-lensed approach to discussion topics related to public safety;
- Quality of life for residents related to the feeling of safety;
- Assisting staff to monitor and identify social trends and issues in the City that may impact community safety;
- Addressing the related measures set out in the City's Strategic Plan related to safe and complete neighbourhoods.

To help support public safety goals within the City's Strategic Plan, the Committee will assist by:

- a) Supporting the City's community public safety programs and initiatives through the collaborative efforts of multiple City services (e.g. Bylaw Enforcement, Fire, Police and other City resources);
- b) Considering the Crime Prevention Through Environmental Design (CPTED) approach with respect to the variety of physical spaces enjoyed in the City of Coquitlam;
- c) Building community capacity by addressing ways of ensuring that individuals and neighbourhoods are prepared for emergencies;
- d) Considering and making recommendations to Council on matters identified in the Committee's work plan;
- e) Considering comprehensive approaches in response to persistent societal challenges that could impact public safety within the City; and
- f) Advocating, supporting and monitoring programs within the City that contribute to enhancing community safety and well-being.

2023 Work Plan Community Safety Advisory Committee

WORK PLAN ITEMS	DEPARTMENT AND/OR PRESENTER(S)	COMMENT (i.e. initiated by, Priority Assignment A, B, C)
1) Committee Orientation & Mandate Review	Staff Lead / Committee Clerk	Staff
2) Review and Approve 2023 Work Plan	Chair / Staff Lead	Staff
3) Road & Traffic Safety <ul style="list-style-type: none"> Road Safety Strategy HIVE/HAZE Programs 	RCMP	Staff
4) Community Wildfire Preparedness and 2023-24 work plan (UBCM grant work)	Fire	Staff
5) Business Safety & Crime Prevention Initiatives	Economic Development & RCMP	Staff
6) School Zone Safety Initiatives	Bylaw Enforcement	Staff
7) HEROS Community Emergency Preparedness Volunteer Program Refresh	Risk and Emergency Management	Staff
8) Building Safer Communities Fund – Program Overview	FLP	Staff
9) Community Policing Update	RCMP	Staff
10) Fire Risk Reduction Dashboard and Targeted Community Outreach	Fire	Staff
11) Park Patrol Information Presentation	Bylaw Enforcement	Staff
12) 2023 Year-end Review / Identify potential items for the draft 2024 Work Plan – Committee feedback / input	Staff Lead	Staff

2023 Work Plan
Community Safety Advisory Committee

WORK PLAN ITEMS	DEPARTMENT AND/OR PRESENTER(S)	COMMENT (i.e. initiated by, Priority Assignment A, B, C)
13) Committee Roundtable / Emerging Community Safety Issues (Standing Agenda Item)	Committee	Staff



Purpose

- Review Coquitlam's planning framework and the purpose of a Strategic Plan
- Share how we're renewing the plan, and what components are expected to be updated
- Opportunity for input/engagement exercise



Coquitlam's Integrated Planning Process

Council approves all plans & projects

Community Engagement through:

- Public meetings
- Community stakeholders
- Government partners
- City employees
- Businesses
- Residents



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What is a Strategic Plan?

- Outlines a framework for decision-making and outcomes over a set period of time
- In municipal sector, focus on the core responsibilities of local government
- Contains organization's vision, missions, values, strategic goals and broad statements about how goals will be achieved and measured
- Strategic Plan was last updated for 2020-2023; this is the first opportunity to renew the plan against the 2032 vision



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What is in the Strategic Plan?

Core Components – Established in 2020

- Vision and Mission Statements
- Five Strategic Goals

Components to be updated in 2024 & 2028

- Strategic Direction statements
 - How the vision and goals are achieved
- Key Performance Indicators
- Organizational Values

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2024-2027 Renewal

Over the next few months, we will be conducting an engagement process to update the plan:

- Online engagement using a public open survey
- Pop-up in-person engagement at Canada Day
- Formal sessions with community groups (like this)



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Environmental Scan

Part of updating the Strategic Plan is looking at the macro-environmental factors to identify broad themes.

- Themes identified as part of the City's Annual Business Plan
 - Equity, Diversity and Inclusion; Reconciliation; Balanced Growth and Livability; Resiliency
- Themes identified as part of the Ipsos Survey
 - Post-pandemic realities; Housing Affordability; Transportation
- Other macro-environment themes
 - Economic uncertainty; Public Safety; Environmental Anxiety

Engagement Activity

How will your input be used and communicated to Council?

- Responses will be grouped thematically
 - Specific actions that we hear over and over could be included as deliverables
- No unique-identifiers will be used and feedback will be grouped by the type of engagement activity (public survey, pop-up, community group)
- All feedback will be shared with Council in a report in the fall
- Responses will be used by City staff and Council to develop specific deliverables and actionable items, using the Strategic Goals

[Activity Link](#)

Thank you!

- Please share the open survey link with your networks

[Letstalkcoquitlam.ca/strategicplan](https://letstalkcoquitlam.ca/strategicplan)



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2024-2027 Strategic Plan Renewal Process

Thank you!

[f](#) [t](#) [i](#) [v](#) [i](#) | coquitlam.ca

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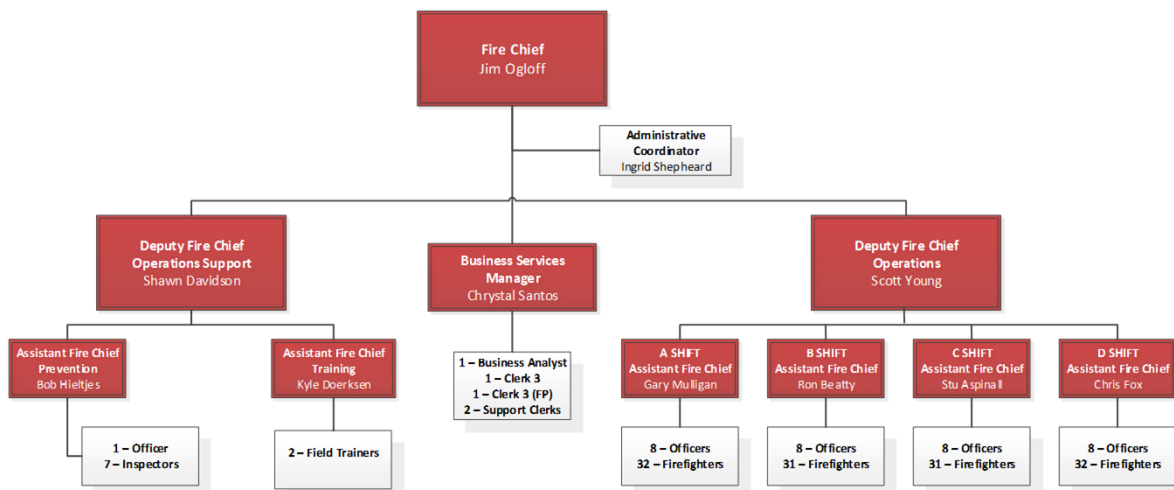


City of Coquitlam Wildfire Preparedness 2023

f t i y l n | coquitlam.ca/

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Operational Capabilities- Org Chart



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Operational Capabilities- Apparatus

Frontline Apparatus:

- 4 Engines
- 1 Quint
- 2 Ladders
- 2 Rescues
- 1 Light Attack Vehicle
- 1- Hazmat Response Vehicle
- 1- Rescue Boat
- 1- Tender
- 2 Forward Command Vehicles



Reserve Apparatus

- 4 Engines
- 1 Quint
- Emergency Support Unit

Specialty Apparatus

- Tech Rope Trailer
- 2- UTV's
- HUSAR Trailer
- Trench Rescue Trailer
- Command Trailer
- 3 SPU Trailers

Structure Protection Team

- Two Type 2 SPU's
- One Type 3
- 36 S-115 trained SPU members
- 164- SPP WFF-1 trained firefighters



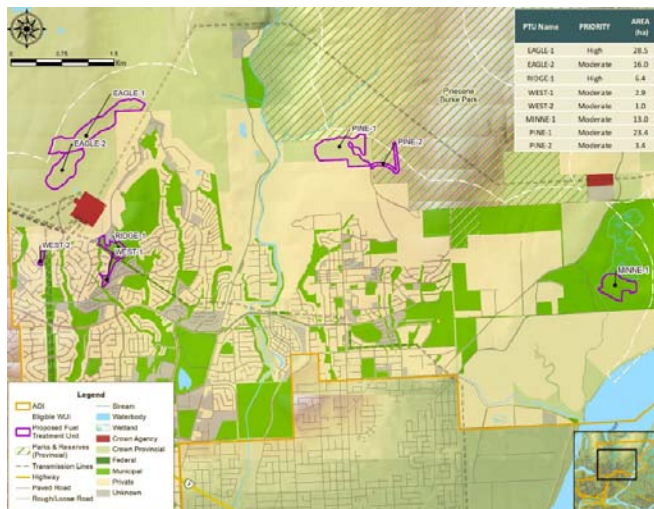
2023 CRI Funding Projects



Three Projects out of the \$200K Funding

- 1) Fuel Prescriptions
 - 2) S-115 Training
 - 3) Fire Smart Coordinator
- Community Education and Engagement
 - Home Assessments
 - Engagement with interface stakeholders

Fuel Prescriptions



BA Blackwell Contracted to Produce Fuel Management Prescriptions

A Fuel Management Prescription is a comprehensive plan to manage fuel in a selected forest, which can eventually be implemented in one or more treatments. They do not involve physical alteration to the forest until implementation. Each prescription identifies the current wildfire threat and strategies to reduce the threat. The prescriptions also provide strategies to protect ecological, recreational, social, cultural, and spiritual values.

S-115 Training



S-115 Course

In March and April this year we ran two courses under the instructions of Gord Parker and Tom Boechler to ensure our members all are up to date with required training.

Fire Smart Coordinator



Coordinator Position Approved

In 2023 City Council approved a Fire Prevention position that includes half-time position dedicated to the Fire Smart Coordination role.

Fire Smart Coordinator

Coordinator Activities Include

- Planning Public Education Events
- Community Engagement
- Overseeing FireSmart Programs
- FireSmart Home Inspections
- Critical Infrastructure Assessments
- Supporting the 43 recommendations of the CWRP

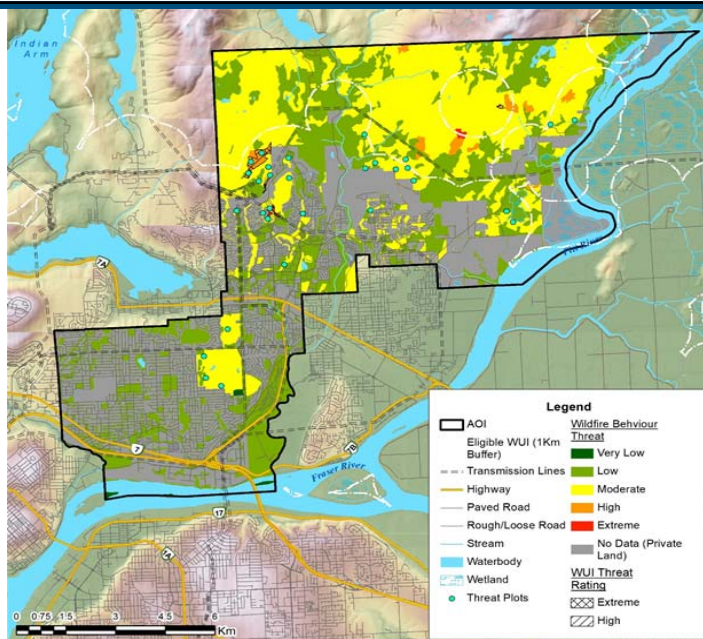


Where is the Greatest Risk in Our Community?



Map 7 Local Fire Behavior Threat

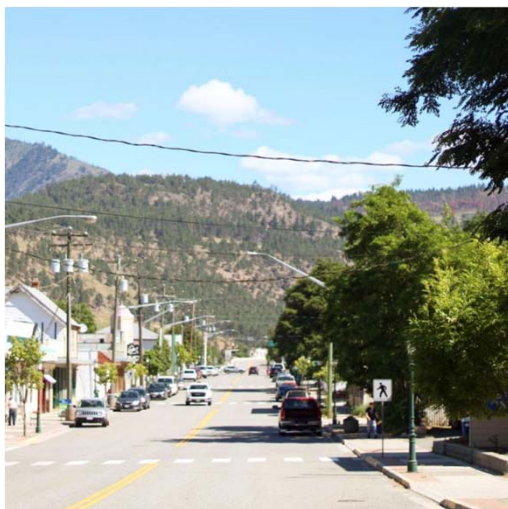
Fire behaviour		
Threat Class	Hectares	%
Extreme	11.9	<1%
High	120.0	1%
Moderate	3,775.2	22%
Low	4,330.5	25%
Very Low/No Threat (Water)	660.5	4%
No Data (Private Land and Private Managed Forest Land)	4,093.8	24%



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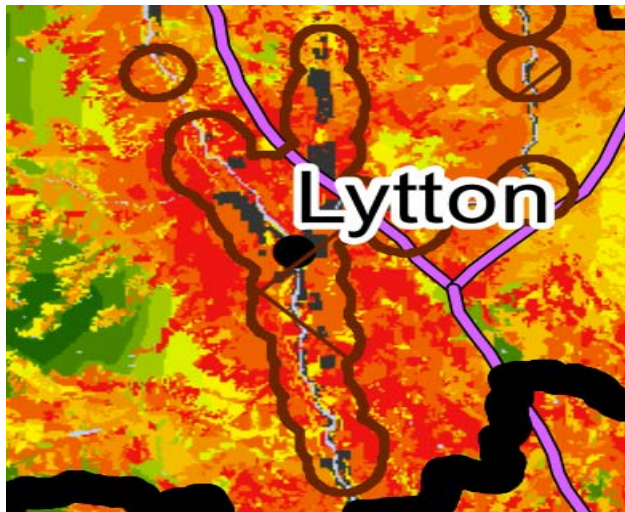
Lytton, BC Before and After Pictures



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Threat WUI Map of Lytton, BC in 2021



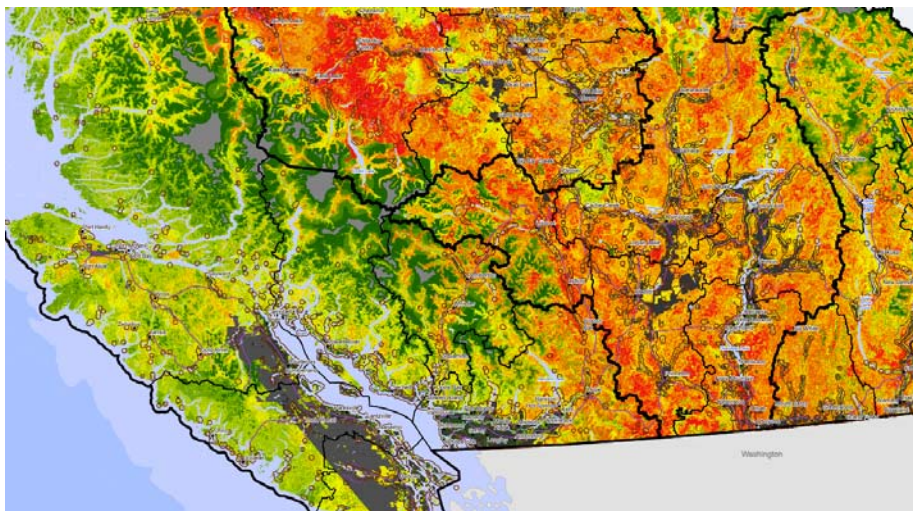
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Threat WUI Map of Southern BC in 2021

PSTA

Provincial
Strategic
Threat
Analysis



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Northeast Sector FireSmart Program

Project Partners: Coquitlam, Port Coquitlam, Anmore, Belcarra.

Grant Funding from Community Resiliency Investment Fund (\$500,000)

Project completed at end of 2022

Properties Canvased

- Anmore 693
- Port Coquitlam 1100
- TOTAL= 7615
- Belcarra 280
- Coquitlam 5542

Properties Assessed

- Anmore 37
- Port Coquitlam 13
- TOTAL= 139
- Belcarra 11
- Coquitlam 78

Properties Yet to Assess

- Anmore 3
- Port Coquitlam 6
- TOTAL= 49 + 4 Strata units
- Belcarra 10
- Coquitlam 30

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Watershed Wildfire Strategic Partners Working Group

- Multi Agency Wildfire Exercise threatening residential structures and watershed infrastructure May 25th, 2022.
- Group has continued to meet to discuss a variety of wildfire scenarios and how we would address them.
- Group has met Jan 12 and March 9th of 2023 to talk through wildfire scenarios.



westvancouver

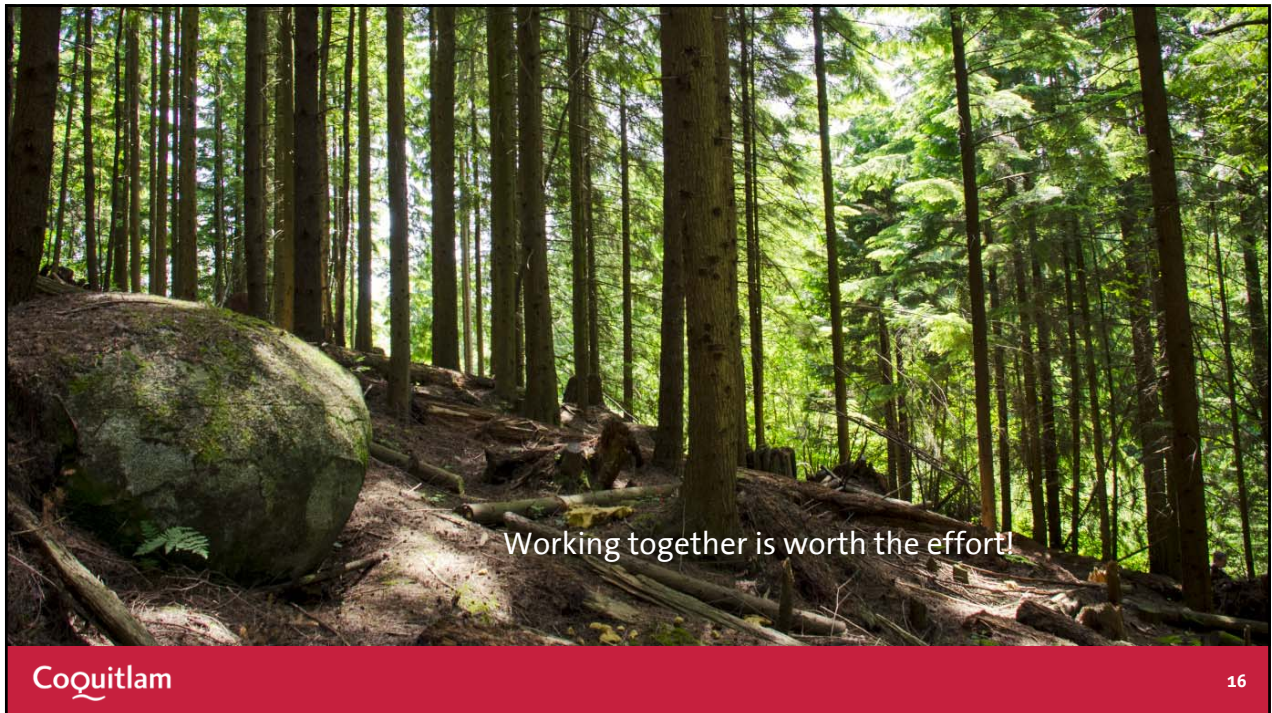
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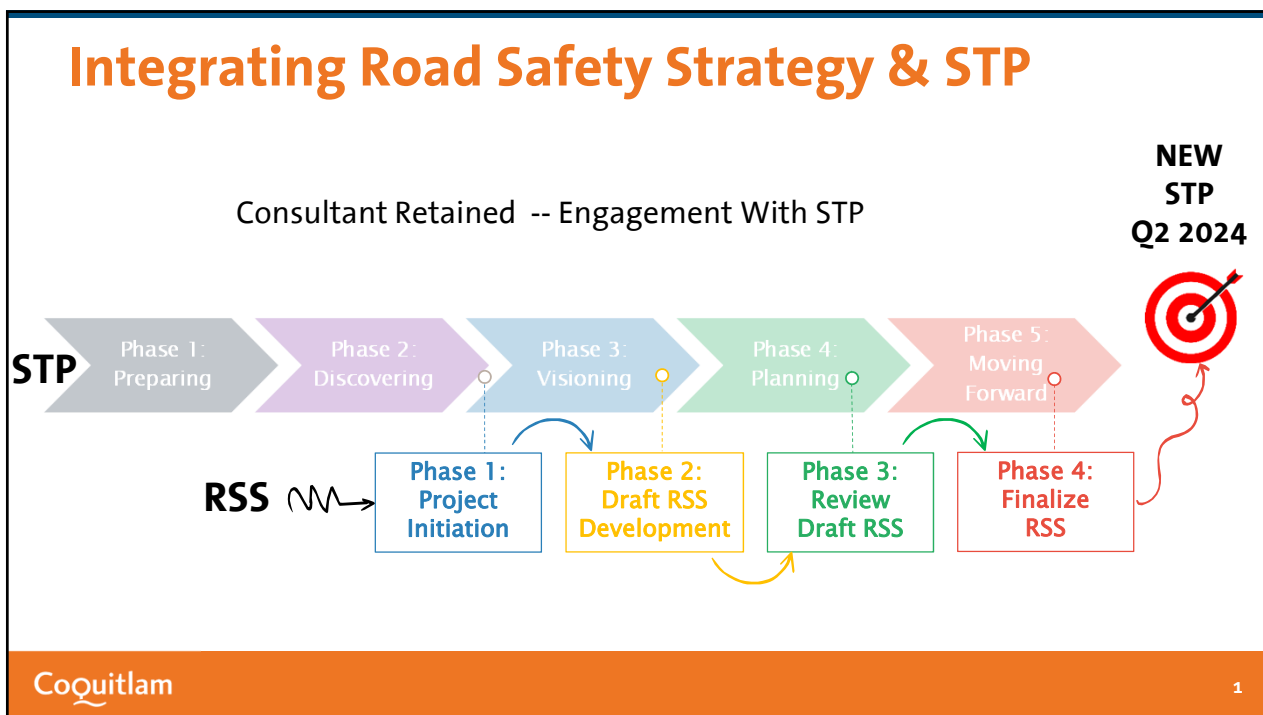
Questions?

Scott Young

Deputy Chief of Operations

604-927-6400

info@coquitlam.ca



Phases 1 & 2 Engagement – Key Insights



Many modes of transportation currently used to move in, around and through Coquitlam



Need for transportation to accommodate **diversity of demographic backgrounds and lived experiences**

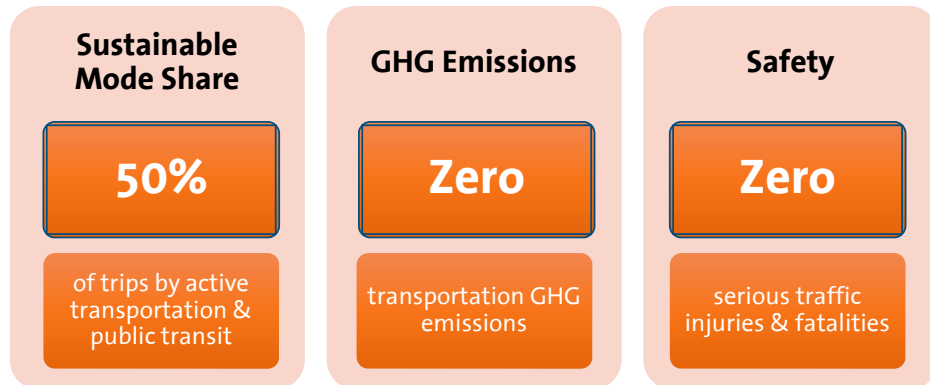


Concerns: safety, inconvenient public transit, high transportation costs

Proposed Vision

In 2050, Coquitlam is a **complete** and **connected** community
that
prioritizes the **sustainable movement** of people and goods
to
support a **thriving** economy, **healthy** environment and **equitable** society
with
accessible, safe and **reliable** transportation options for all.

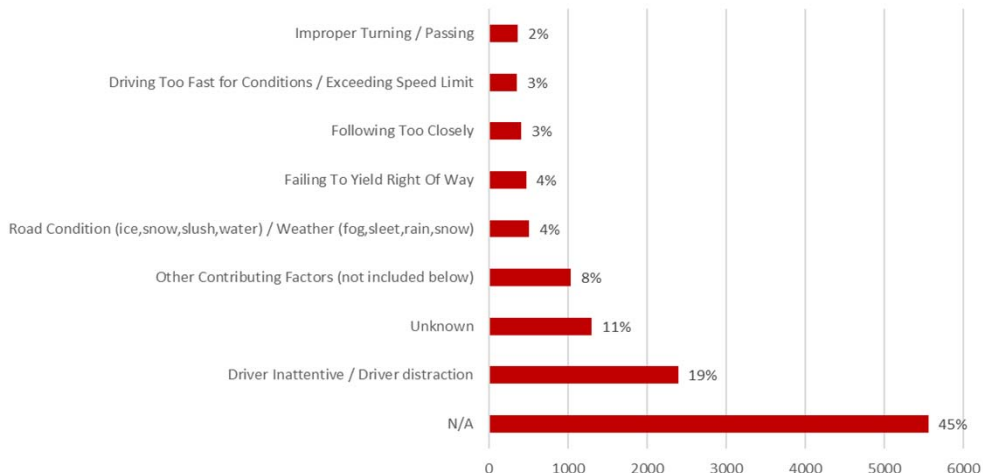
Proposed 2050 Goals



Road Safety Network Screening Study

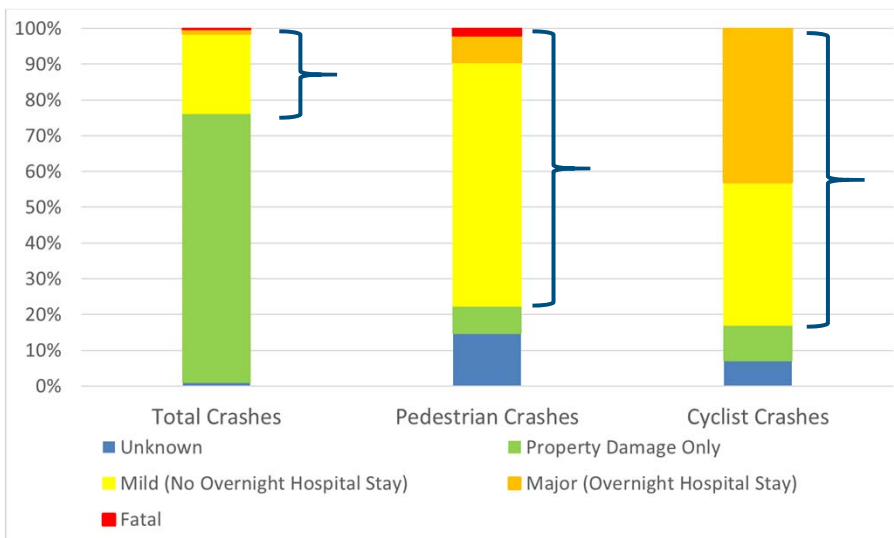
- Analyzed **ICBC Crash Data** (2015 – 2019)
 - 16,216 ICBC claims
 - **109 of the 831 locations** greater than Citywide Average
 - Identify citywide collision characteristics
- Selected and reviewed top **50 high-crash** intersections
- Detailed assessment at **top 10** locations

Top 10 Crash Contributing Factors



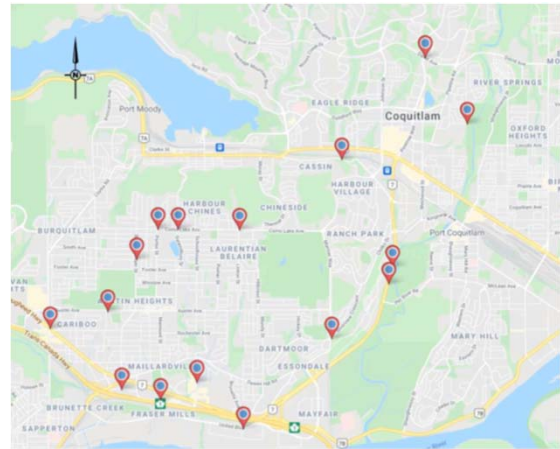
“Need More Integrated Data”

Collision Victims by Injury Class



Fatal Crashes

- 50% occurred **at intersections**
- 56% occurred between two conflicting movements
- 25% involved **pedestrians**
- 19% in dark conditions with **no or minimal illumination**
- 19% occurred when the **road surface was wet**
- 38% occurred between **3 PM and 6 PM**.



Why a Road Safety Strategy?



STP Phase 1 & 2 – What we heard

37% said

Feeling safe and secure was a **key consideration** for travel



31% said

Road safety, speed & dangerous Drivers was a **barrier to walking**



40% said

Road safety, speed & dangerous Drivers was a **barrier to cycling**



Vision Zero Philosophy

Deaths and serious injuries as an unacceptable result of crashes

- *Human life and health are prioritized within all aspects of the transportation system*
- *Deaths and serious injuries are preventable*

Proposed Goal

Zero

Serious traffic injuries & fatalities

Vision Zero Philosophy



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Safe System Approach



Death/serious injury is unacceptable



Humans make mistakes



Humans are vulnerable



Responsibility is shared



Safety is proactive



Redundancy is crucial

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Traditional Approach to Road Safety vs Safe System Approach

Traditional Approach	→	Safe Systems Approach
Focus on crash causes	⇒	Focus on injuries and fatalities crash causes
Reduce risk of crashes	⇒	Eliminate death and serious injury
Road user has primary responsibility	⇒	System designers have shared responsibility
Intervene to improve road user behavior	⇒	Change environment to anticipate and accommodate human error
Safety “optimized” once mobility and accessibility objectives are met.	⇒	Safety is fixed – mobility and accessibility are variables in this framework
Roads designed for “reasonable” safety	⇒	Roads designed for human safety

Why Safe System Approach?

Cost of Motor Vehicle Crashes in BC

Type of Injury	Cost per Crash
Fatal	\$8,087,200
Injury	\$302,600
PDO	\$13,500



- BC has the **3rd highest (direct) crash cost** per capita in Canada
- 2023 **Safe Mobility Program** Yearly Budget: **\$350,000**

Elements of Safe Systems Approach



System Managers

Vehicle Manufacturers

Law Enforcement

Post-Crash Care

System Users

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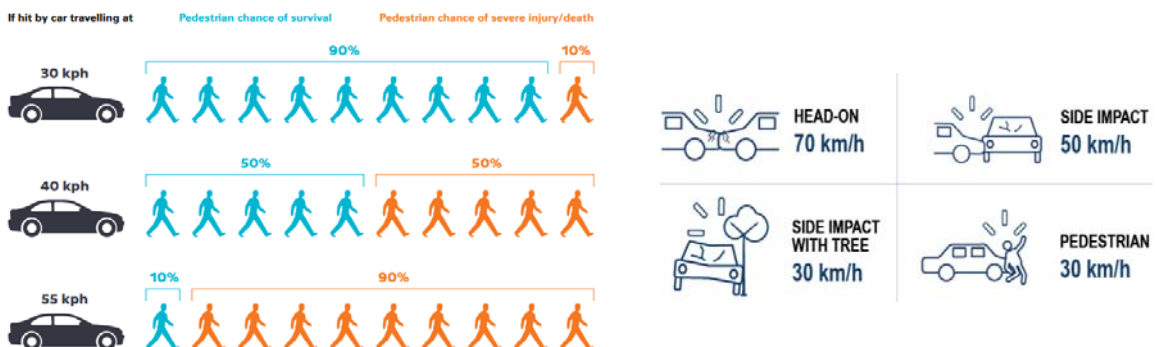
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Elements of Safe Systems Approach

1. Safe Speeds

Maximum vehicle impact speeds to avoid serious injury or death in a crash



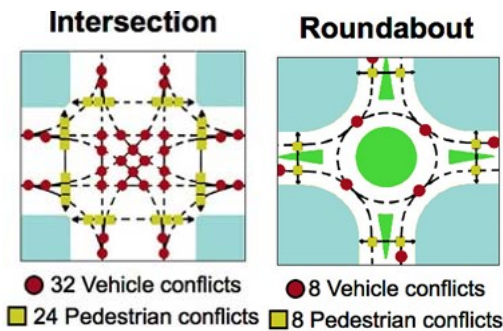
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Elements of Safe Systems Approach

2. Safe Road Design

- Designing roads to reduce risk of serious injuries and fatalities
- Designing for the safety needs of the most vulnerable users
- Regular road safety assessments



Elements of Safe Systems Approach

3. Safe Road User

- To change behaviours, we must change beliefs
- Safety mindset or positive safety culture
- Road users to follow rules
- Safe driving behaviours
- Traffic enforcement

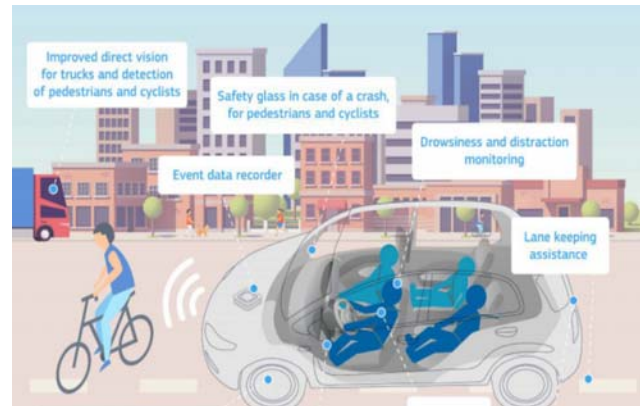


Safety Culture = Belief we share with other people in our social groups that influence driving decisions

Elements of Safe Systems Approach

4. Safer Vehicles

- Intelligent Transportation Systems
- Connected infrastructure
- Fleet maintenance
- Vehicle safety features



Elements of Safe Systems Approach

5. Post-Crash Care

- Critical to the Survivability of Crashes
- Increase responsiveness to emergencies
- Improved emergency coordination system



First
responders



Medical care



Crash
investigation



Traffic
incident
management

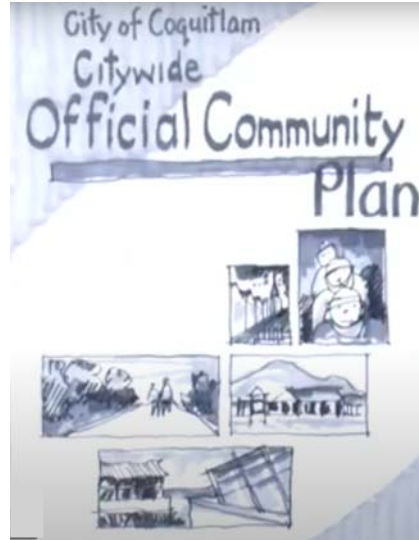


Justice

Elements of Safe Systems Approach

6. Land-use Management

- Integrated road safety policies into broader community planning
- Planning guidance to embed Safe System philosophies
- Coordinate with designers to ensure speed limit decisions reflect the function and use of spaces.



Next Steps

- **Council check-in:** Fall 2023
- **STP Phase 3 community engagement**
 - Pop-up booths
 - Mapping Exercise
 - Public panel discussion
 - Public survey
 - Key stakeholder meetings
- **Draft road safety strategy:** Winter 2024





City of Coquitlam

School Zone Safety Initiatives

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Agenda

1. Overview
2. Education & Enforcement
3. Next steps

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Overview

pedestrian safety in school zones

- Visibility
- Distracted drivers
- Distracted pedestrians

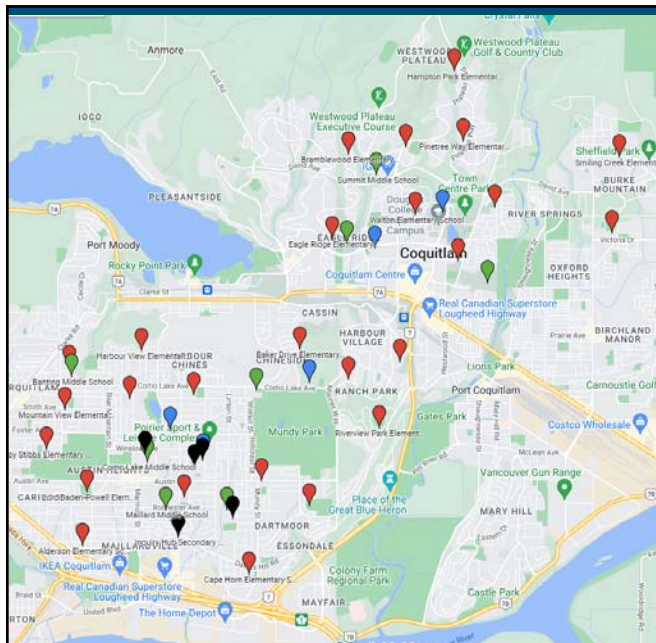


In British Columbia, pedestrian and cyclist fatalities represent 27 percent of all motor vehicle-related crash fatalities.

Govt. British Columbia - B.C. Community Road Safety Toolkit

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Overview

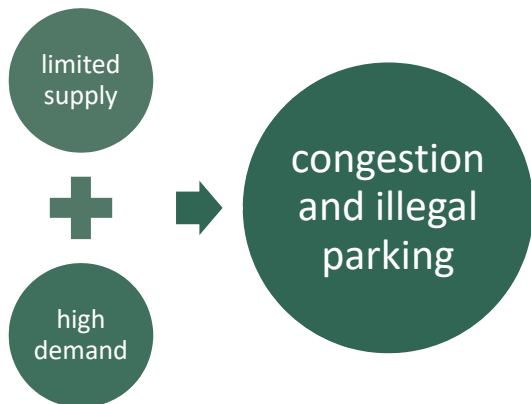
School District No.43 has 32,000 students in 70 schools.

Coquitlam has:

- 26 Elementary;
- 7 Middle; and
- 5 Secondary Schools.

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Overview off street parking in school zones



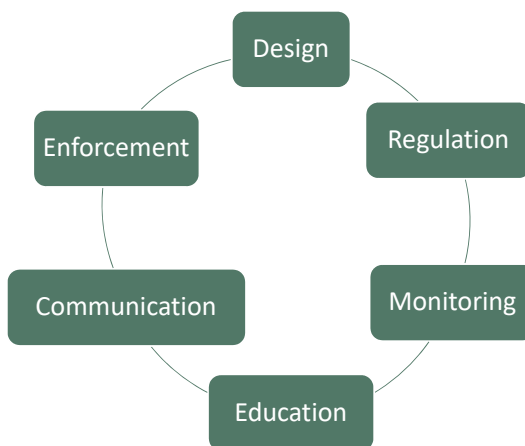
Safe & Complete Neighbourhoods



Coquitlam RCMP

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Support a multi-disciplinary
approach to public safety.




A graphic illustration on a dark green background. On the left is a yellow diamond-shaped sign with a red circle in the center containing the word 'NEW' in white. Below the diamond is a red rectangular sign with the word 'SIGNAL' in white. To the right of these signs is a vertical traffic light with three circular lenses: red at the top, yellow in the middle, and green at the bottom. The signs and traffic light are connected by a grey vertical post.

Safe Road Design

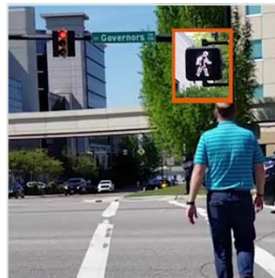
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CURB EXTENSIONS

A photograph of a residential street. A white-painted curb extension is visible on the right side of the road, narrowing the travel lane. A yellow and black striped curb is further down the road.


LEADING PEDESTRIAN INTERVALS

A photograph of a pedestrian crossing a street. A person in a blue shirt is walking across the crosswalk. A sign above the crosswalk shows a pedestrian icon and a car icon, indicating a leading pedestrian interval. A traffic light is visible in the background.

FLASHING BEACONS

A photograph of a street intersection. A flashing beacon sign is visible on the left side of the road, indicating a caution area. The intersection has a crosswalk and a stop line.

SPEED DISPLAYS

A photograph of a speed display sign. The sign is yellow with a black border and features a digital display showing 'YOUR SPEED'. Below the display is a yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian. At the bottom is a white rectangular sign with a black border and the text '30 KPH IN CURB CUT'.

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Education & Enforcement

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Education SD 43

School Safety



Students and pedestrians are reminded to **Stop, Look, Wait**

- **Stop** at the curb. **Look** for oncoming vehicles. **Wait** for vehicles to come to a complete stop before crossing.
- Always cross the road at an intersection or crosswalk. Don't jaywalk.
- Avoid distractions. Put away electronic devices, cell phones and ear buds so you can hear approaching traffic.
- Be seen. Wear bright clothes or reflective gear to help you be seen.

Drivers are reminded to:

- Obey speed limits and no parking/stopping areas.
- Avoid distracted driving and keep your attention on the road.
- Watch for students walking and riding bikes to school.
- Pick-up and drop-off students in designated locations, don't load or unload in the street.
- Carpool to reduce the number of vehicles at the school.

Questions?

Contact Bylaw Enforcement 604-927-7387

coquitlam.ca

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City of Coquitlam Parking Restrictions



Parking Restrictions covered under the City of Coquitlam Street and Traffic Bylaw No. 4402, 2014.
Certain parking restrictions are in effect whether or NOT signs are in place.

NO PARKING:

- 1 within 2m either side of a driveway;
- 2 within 5m of a fire hydrant;
- 3 within 6m of a crosswalk;
- 4 within 3m of intersecting roadway;
- 5 within 6m of a stop sign or traffic signal;
- 6 within an intersection;
- 7 within 3m of an alley;
- 8 in an alley or back lane in a position which leaves less than 3m of travelled road width or restricts the flow of traffic;
- 9 in an alley or back lane 5.5m directly in front of a garage or driveway; or
- 10 beside a median, traffic island or traffic bridge lane photo.

Please note:

- Vehicles greater than 6.5m in length, or have a GVW greater than 4,500kg, must park in an industrial area.
- Trailers cannot be parked on any street unless they are attached to a vehicle capable of towing them.
- No vehicle may be parked on any street for longer than 48 hours without being moved.

It is not practical or desirable to install signs indicating parking regulations in every case.



Bylaw Enforcement P. 604-927-7387
Engineering Customer Service P. 604-927-3500

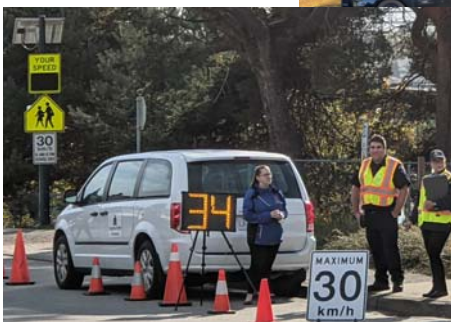
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Education ICBC, Speed Watch and the RCMP



Coquitlam RCMP · Follow

January 28, 2022 · 📍

Our Speed Watch Volunteers can regularly be found in [City of Coquitlam - Municipality - Municipality](#) and [City of Port Coquitlam](#)

Yesterday, the volunteers were joined by our traffic team, Coquitlam, City of Bylaw and @roadsafetkath at Mundy Road Elementary to remind drivers the speed limit in a school zone is 30 km/hr

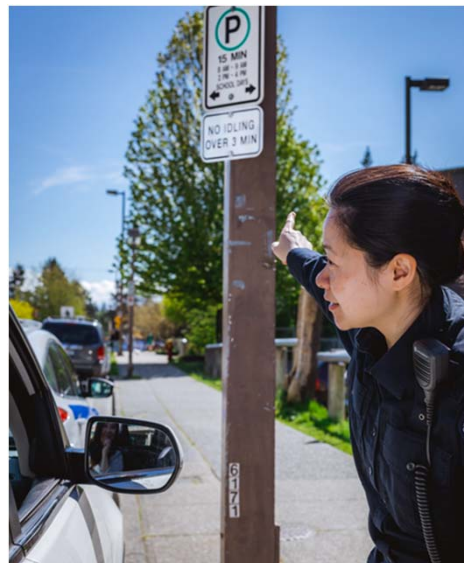


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Education School Zone Patrol

- Back to School education campaign & patrols
- Regular school zone patrols



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Education Public Messaging



City of Coquitlam - Municipality

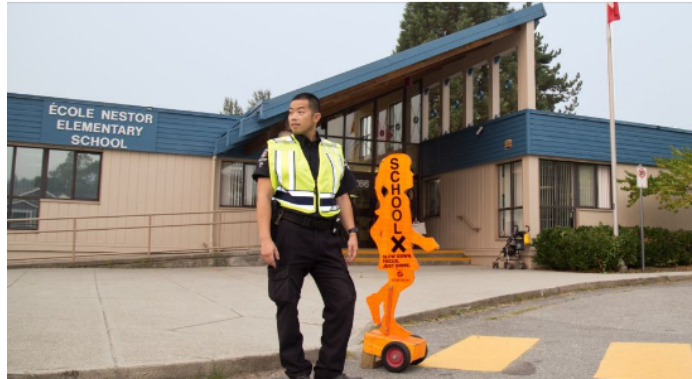
September 3, 2021 · 🌐

...

Coquitlam's Bylaw Enforcement team is sharing road safety tips to keep all pedestrians and motorists safe as students head back to school next week.

Motorists are reminded to slow down in school zones and be extra aware of pedestrian traffic as children return to school on Tuesday, Sept. 7. The school zone speed limit is 30 km/h between 8 a.m. and 5 p.m. on school days.

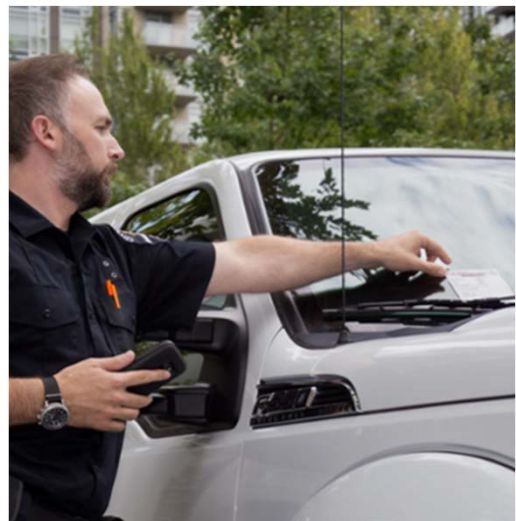
Read more: <http://ow.ly/Vhd450G3Xog>



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Enforcement ticketing



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Next Steps



Coquitlam

Road Safety Strategy

Deaths and serious injuries as an unacceptable result of crashes

- Human life and health are prioritized within all aspects of the transportation system
- Deaths and serious injuries are preventable



Proposed 2050 Goal

Zero

Serious traffic injuries & fatalities

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Back to School Blitz

This year we are excited to add **positive enforcement** to our creative, compliance toolkit. This will involve focusing on and celebrating those in the school community that are displaying safe, compliant street & traffic behaviour.



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Additional Opportunities

How can we increase the impact of our back-to-school safety awareness campaign to achieve increased compliance within the school community?



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Questions?

Bylaw Enforcement

604-927-3580

bylawenforcement@coquitlam.ca

Reporting hours

Mon–Fr 8:30-8:30

Sat, Sun & holidays 9-4:30

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Additional Resources

Bylaw Enforcement Policy

Teach road safety – icbc.com

coquitlam.ca/Volunteer-with-Tri-Cities-Speed-Watch

coquitlam.ca/bylawenforcement


coquitlam.ca

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