

Pump the breaks: Lowering speed limits in Vancouver



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About Vancouver

Key Facts

- Population : ~662,000
- Coastal city in the southwest corner of Canada
- Ethnically and linguistically diverse
 - 52% of population speaks a first language other than English

Transportation Policies

- Goal of zero traffic-related fatalities and serious injuries
- Goal of 2/3 trips by sustainable modes amended to 2030 (previously 2040)

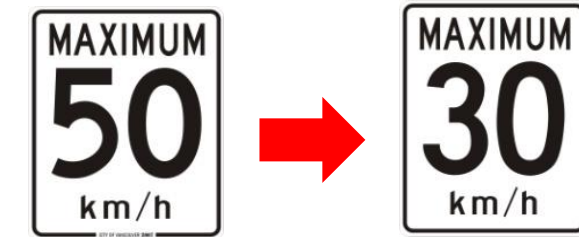
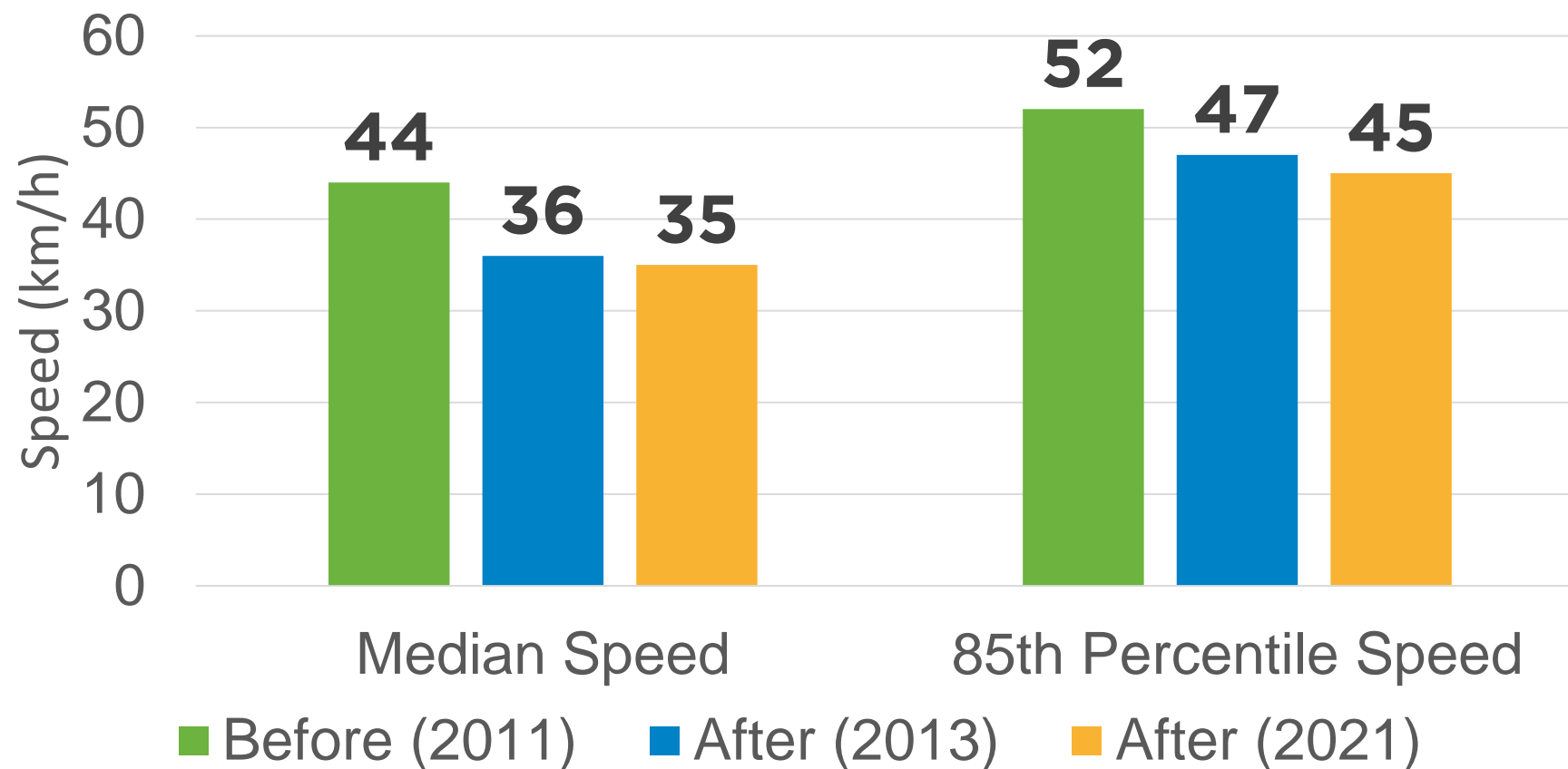


Speed Reductions on Arterials & Collectors

Past Speed Reductions: Arterials & Collectors

E Hastings Street example:

- Installed in 2013
- Modest decreases in speeds, but sustained over time (8 years later!)



30 mph 20 mph

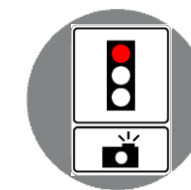
Tools used:



Signs & Paint



Speed reader boards



Red light & speed camera*

*Speed light camera installed in 2020

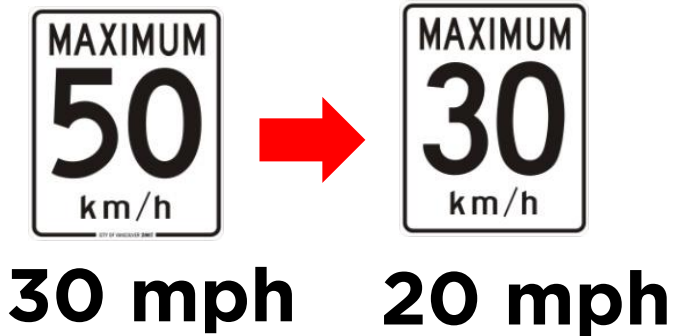
Past Speed Reductions: Arterials & Collectors

E Hastings Street example:

- Modest decrease in collisions

	Total Collisions	Injuries	Fatalities
5 Year Average Before:	155	65	0.8
5 Year Average After:	158	59	0.6
Percentage Change:	2%	-10%	-25%

Insurance of British Columbia Collision Data (2008-2021)



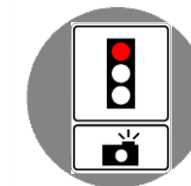
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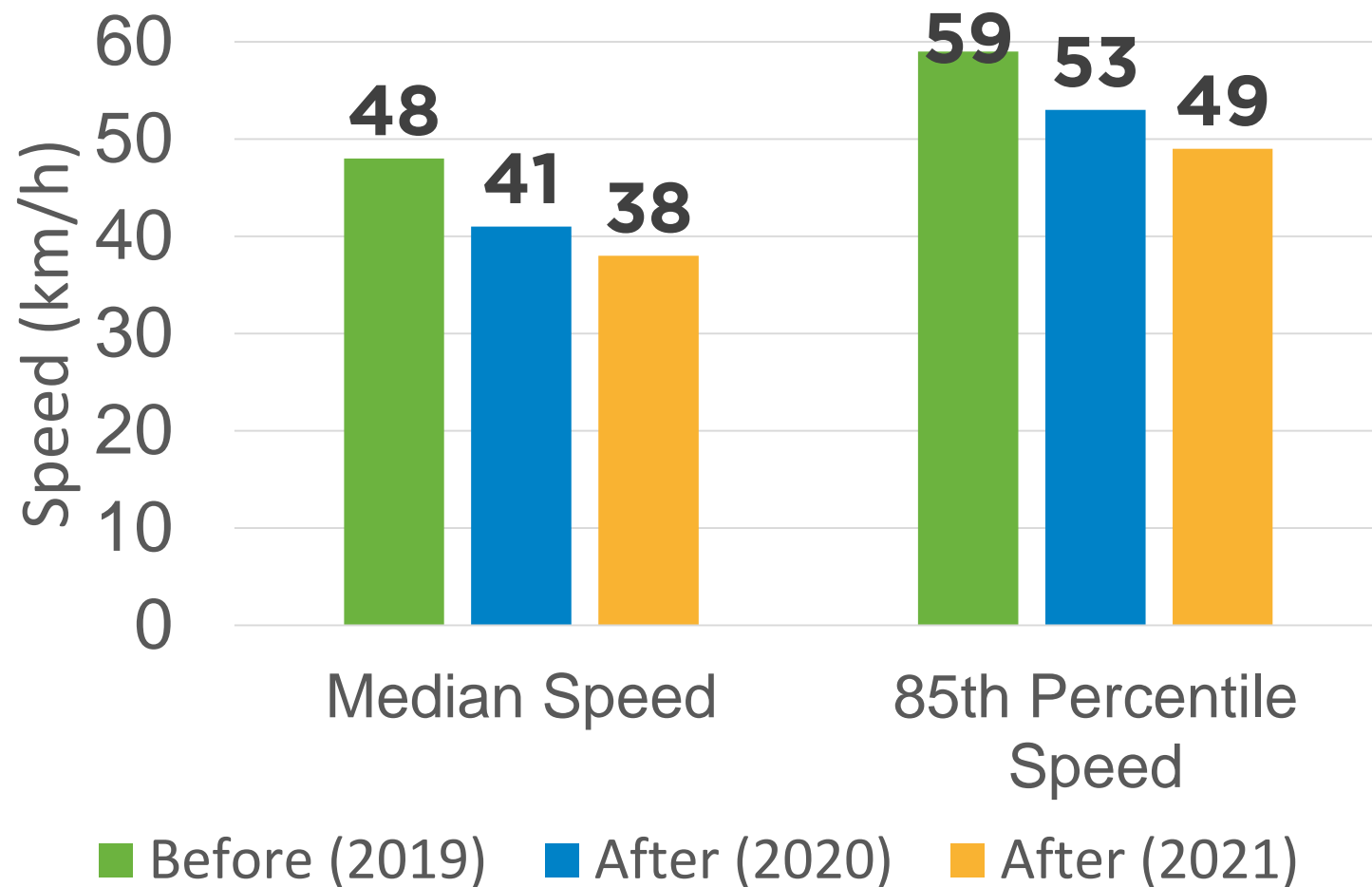
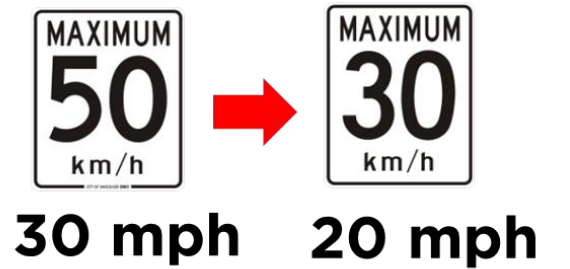
Red light & speed camera*

*Speed light camera installed in 2020

Past Speed Reductions: Arterials & Collectors

Prior Street example:

- Installed in 2020
- Modest decreases in speeds were observed
- Collisions challenging to separate impacts related to COVID-19



Tools used:



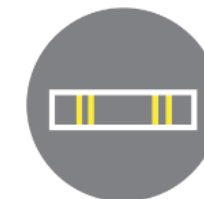
Signs & paint



Speed reader boards



Re-timing of signals



Temp. bulges & barriers

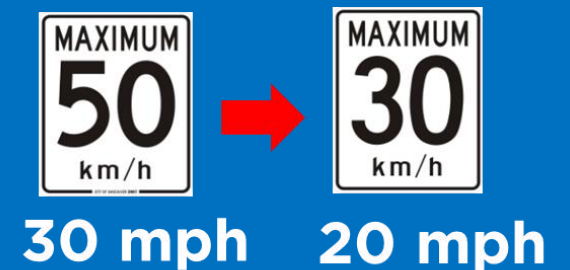
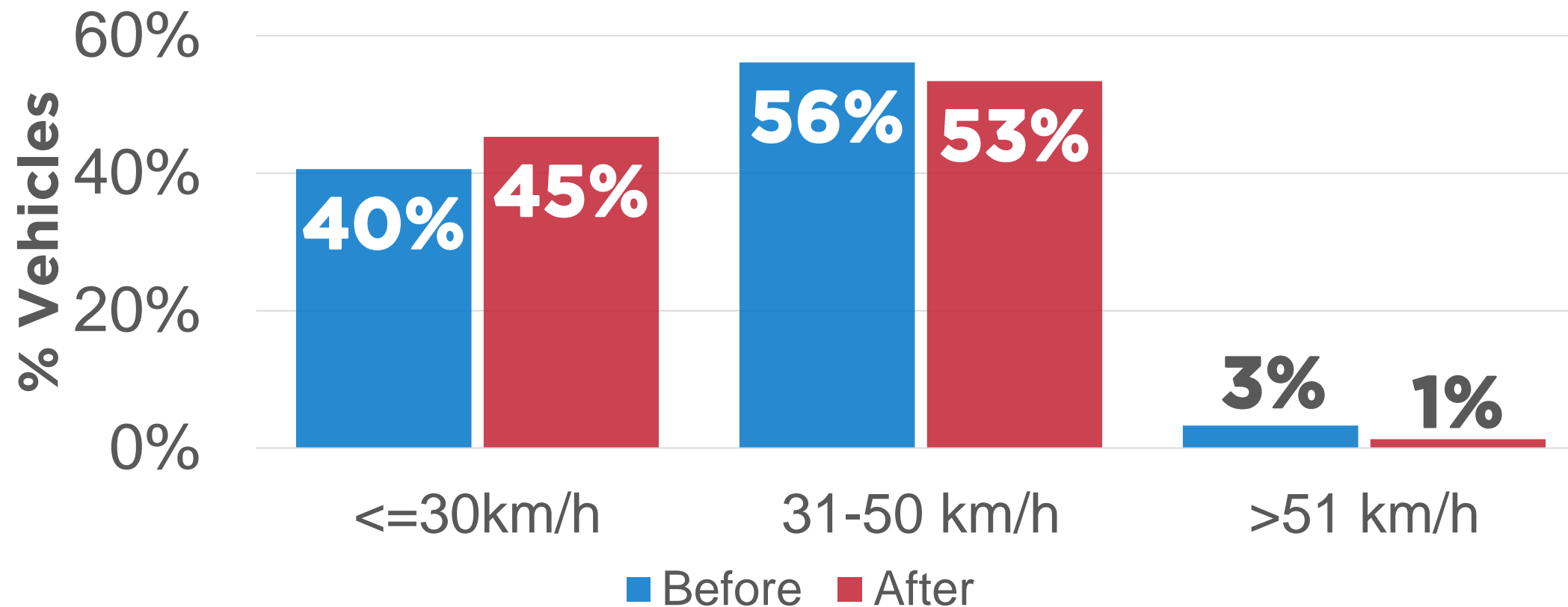


Road space re-allocation (2 travel lanes converted to parking)

Slow Zone Pilot

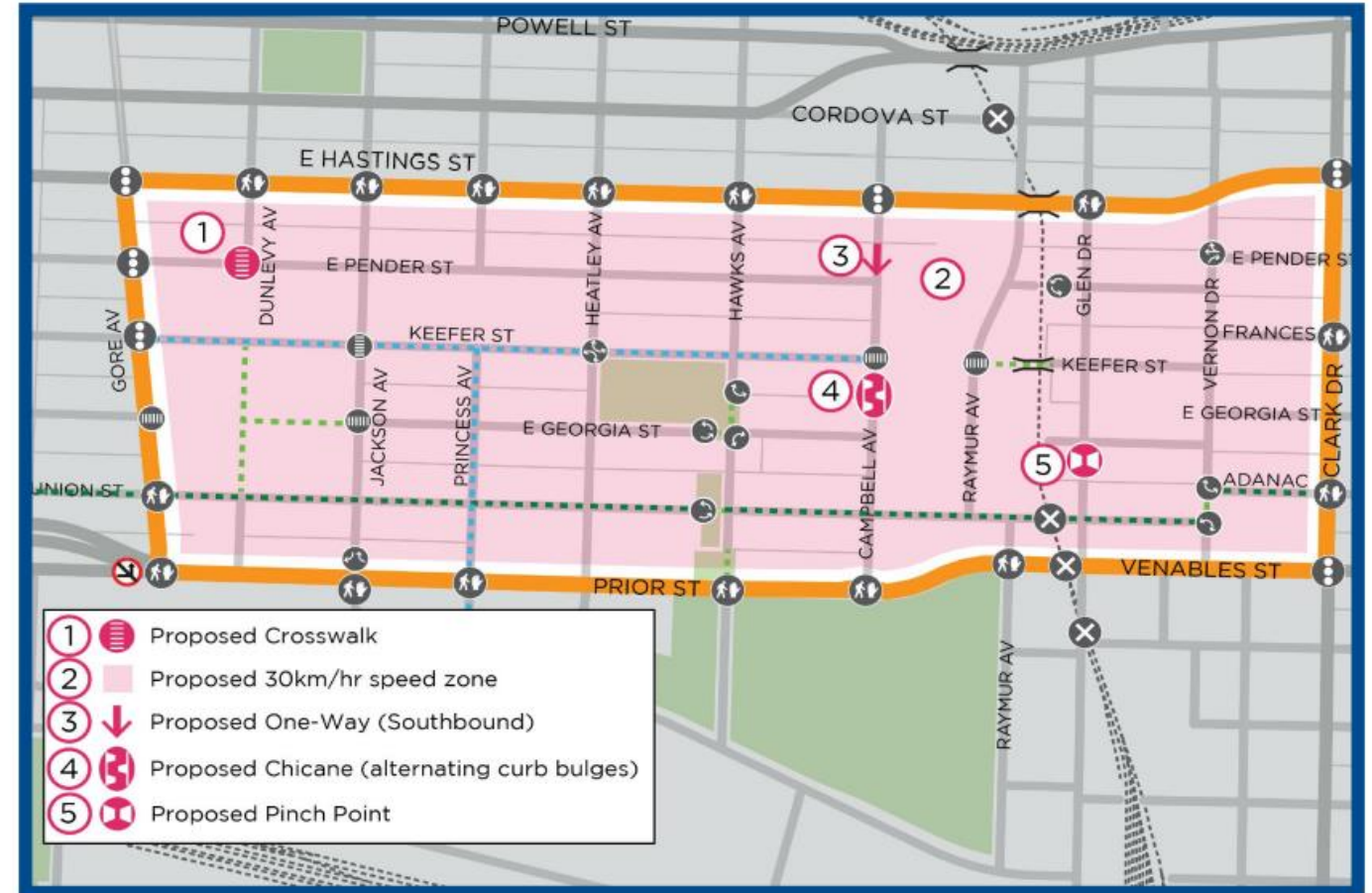
1st Slow Zone Location: Grandview Woodland

- Launched March 2021
- Deployed quickly with signs (each block) and paint alone
- Existing traffic calming already in place to encourage compliance



2nd Slow Zone: Strathcona

- Launched April 2023
- Testing 30km/h gateway signage
- Sets the stage for citywide blanket 30 km/h speed limit on residential streets
- **NEW** Neighborhood Traffic Management (NTM) Program
 - Additional traffic calming required to help with speed limit compliance
 - NTM program includes:
 - Community engagement
 - Plan development
 - Monitoring

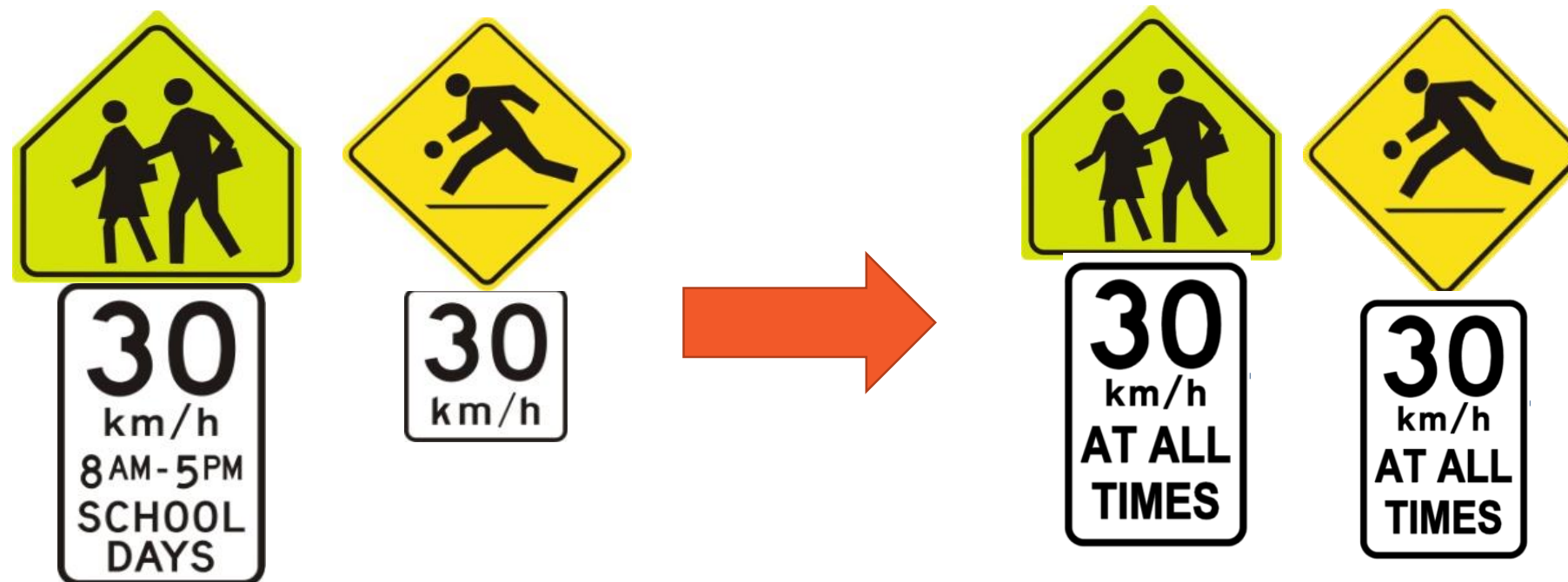


Setting Speed Limits Around School Zones

School & Playground Zones on Residential Streets (July 2020)

Street & Traffic By-law changes **to expand slow zones around schools and playgrounds:**

Remove the time-of-day and day-of-week limitations to **allow 30 km/h zones to operate 24/7.**



School Zones on Major Streets

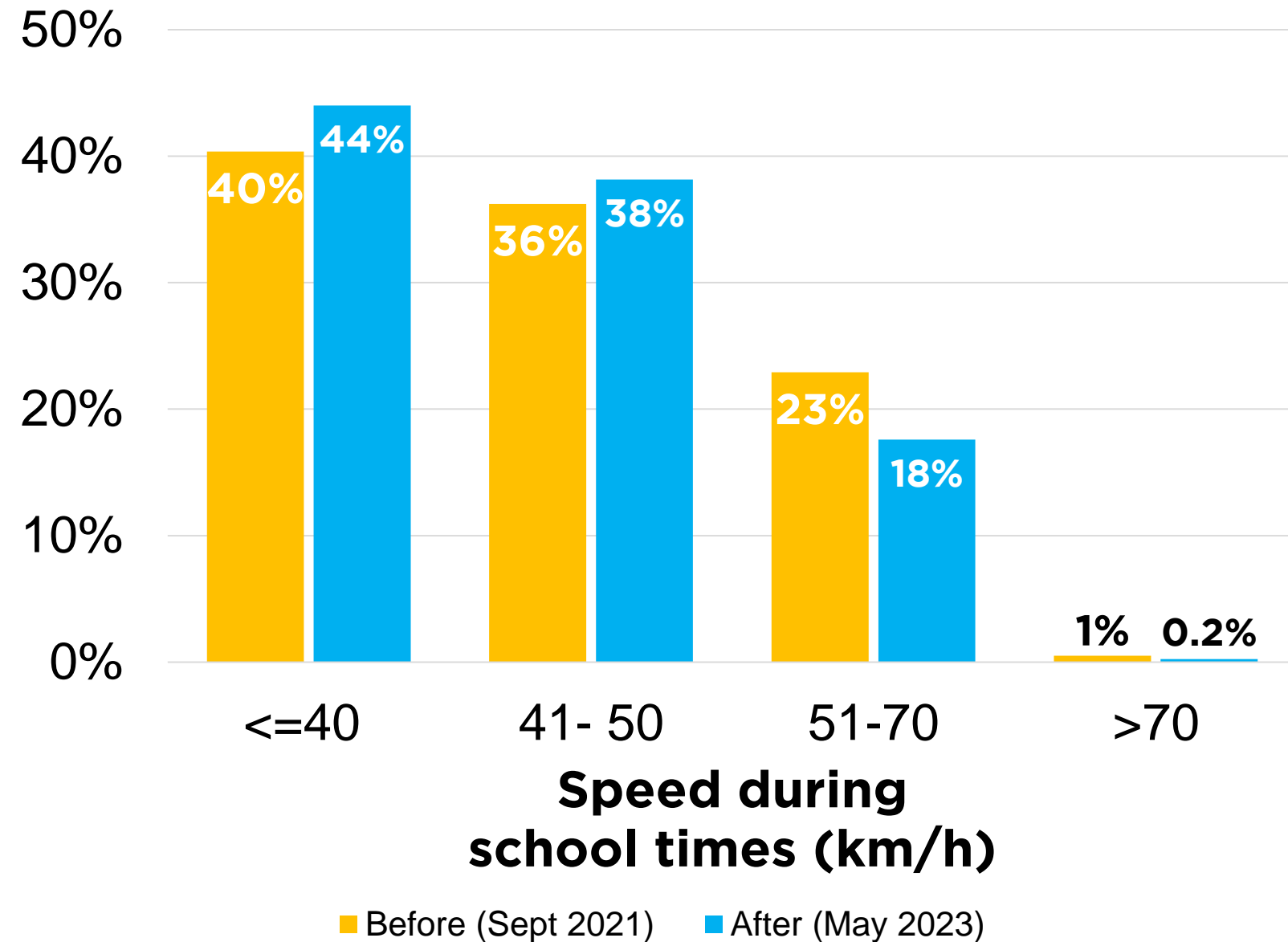
Reduced speed limits at nine elementary schools

- Arterial roads (50 to **40 km/hr**)
- Collector roads (50 to **30 km/hr**)
- In effect on school days 8am-5pm
- Launched March 2023



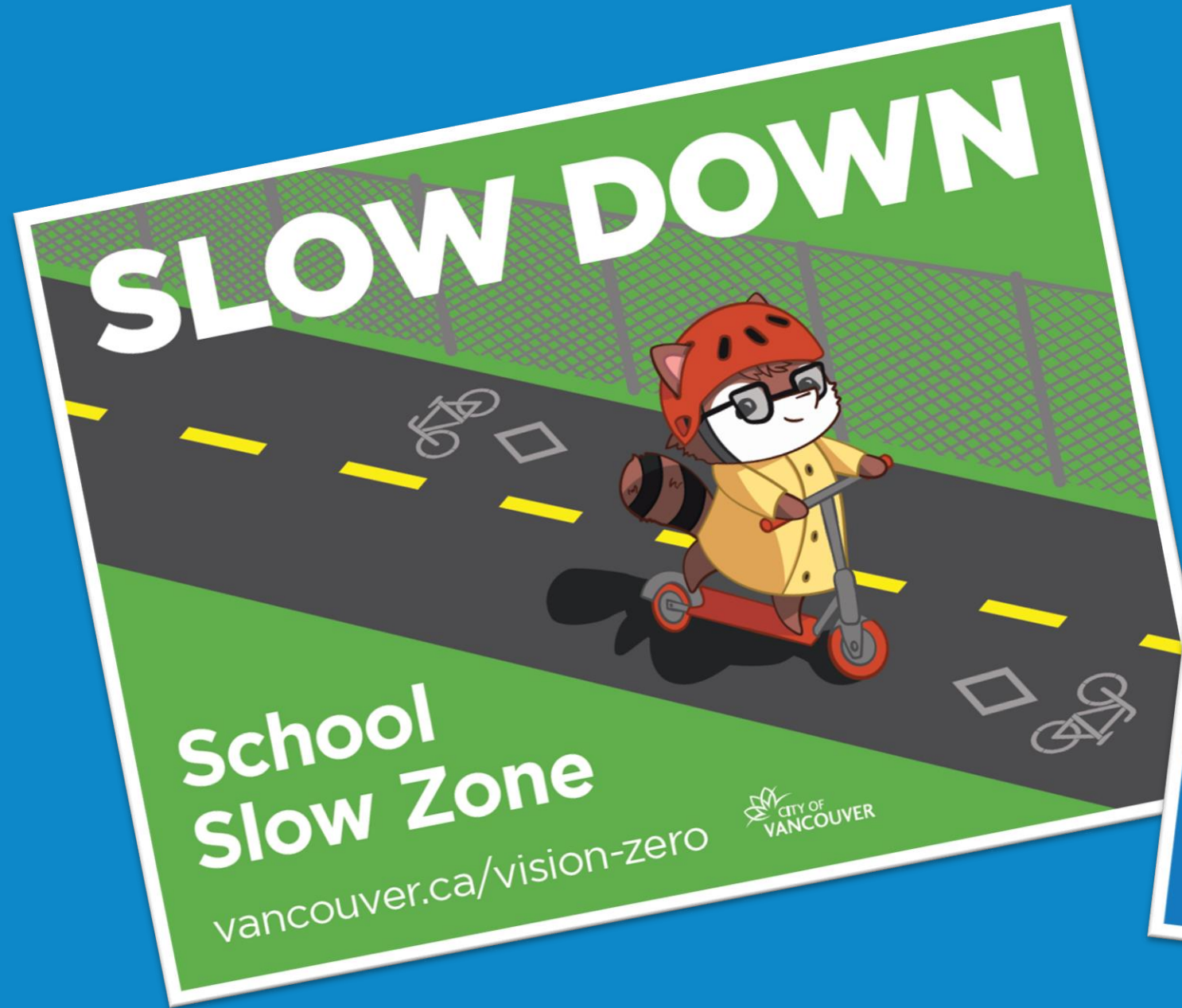
Crosstown Elementary School

Schools zones adjacent to arterials Speed reduced to 40 km/h (25mph)



*Results for 4 out of 7 schools zones adjacent to arterials

Questions?





Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

PUMP THE BRAKES: LOWERING SPEED LIMITS IN SF

NACTO Conference | May 2023

Uyen Ngo, SFMTA

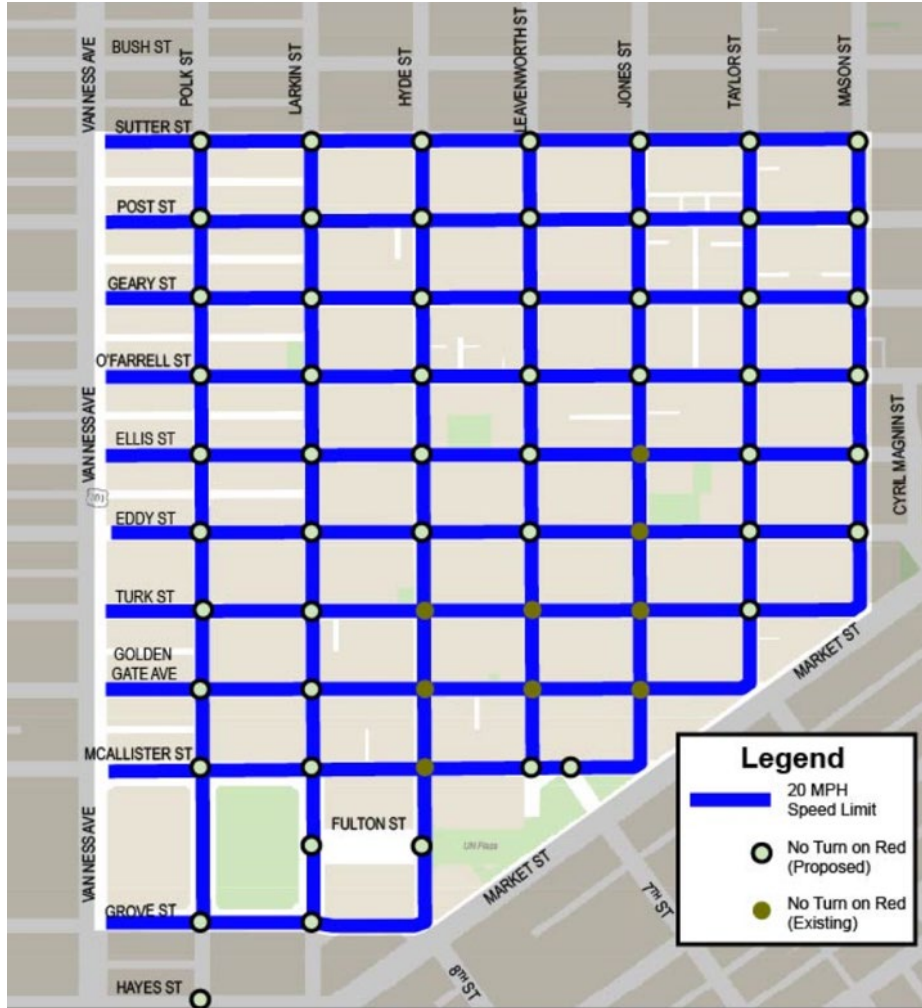
LOWERING SPEED LIMITS

Before CA Assembly Bill 43 (AB43)

SCHOOLS AND SENIORS



20 MPH ZONE NEIGHBORHOOD-WIDE IN THE TENDERLOIN



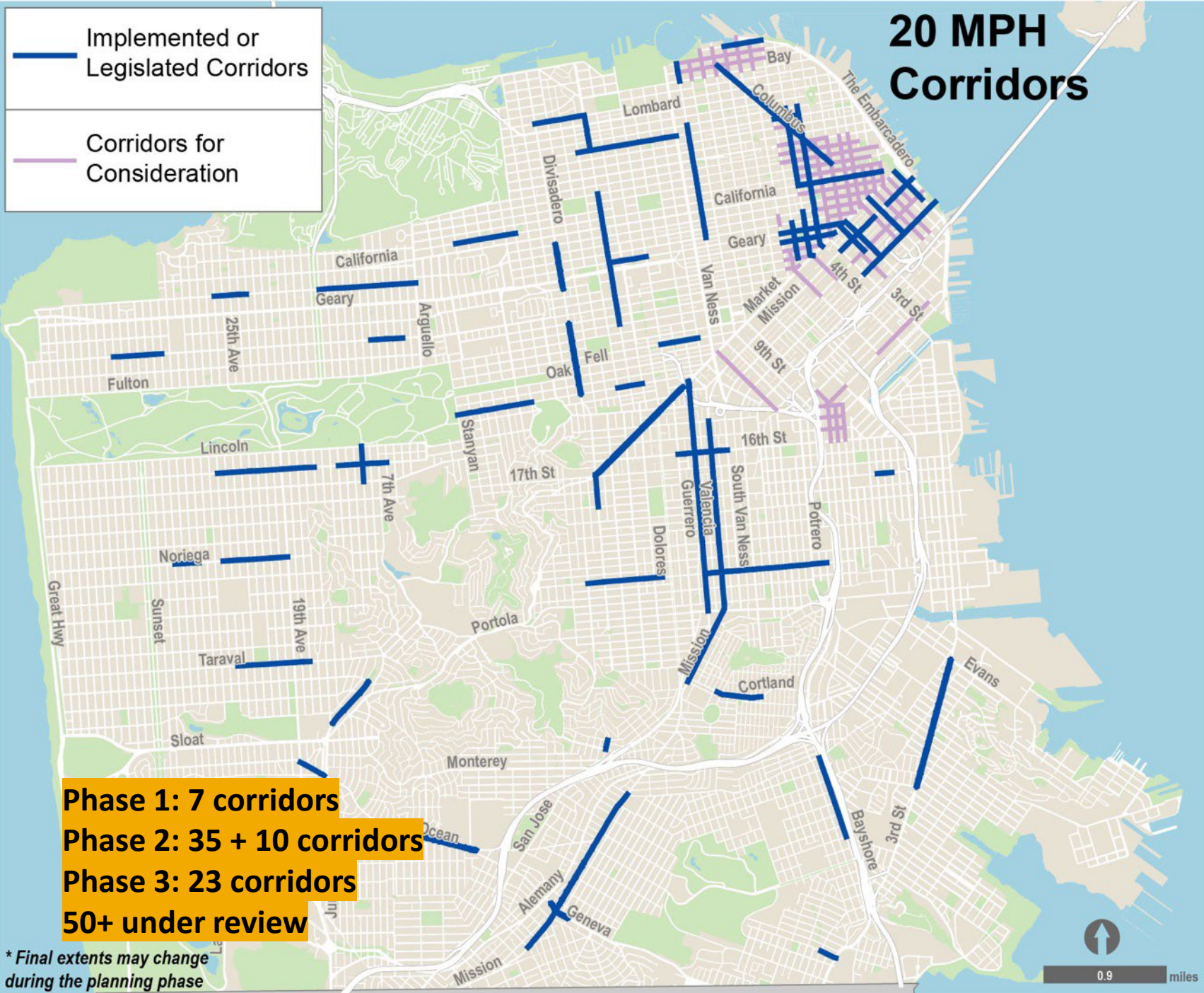
LOWERING SPEED LIMITS

with CA AB43



20 MPH COMPLEMENTARY TOOLS





IN 2022...

28
Corridors Completed

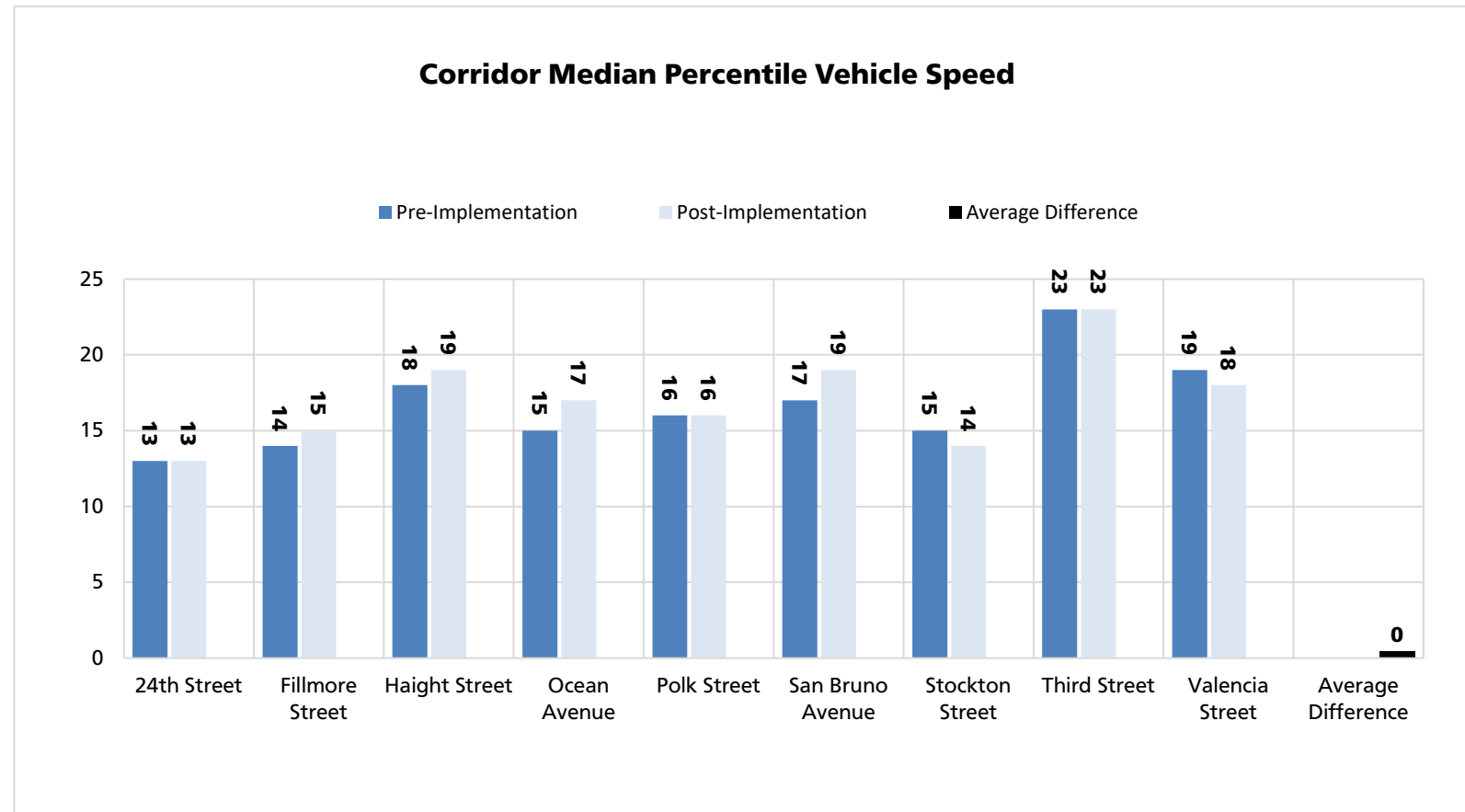
19
Street Miles

300+
Signs Installed

20 MPH CORRIDOR EVALUATION

**Most drivers are driving
at or below posted
speed limit**

**Additional design
changes needed for
slower speeds**



LOWERING SPEED LIMITS

and more

VISION ZERO SAFE STREETS 2022 END OF YEAR SUMMARY

5



Quild Build
Projects Installed

17



Miles of
Improvements
on the High
Injury Network

28



Twenty Miles per
Hour Corridors

200



Traffic Calming
Devices

9



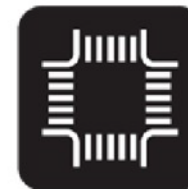
Miles of
Bikeways

17



Legalized
Slow Streets

407



High-quality
Bikeways

337



Daylighting
Installed

40



Intersections with
No Turn On Red
Signs

8



Intersections with
Traffic Calming

48



Walk Speed 3.0 on
the High Injury
Network

39



Leading
Pedestrian
Intervals on the
High Injury
Networks

58



Accessible
Pedestrian
Signals on the
High Injury
Network

0



Pedestrian
Countdown
Signals on the
High Injury
Network

0

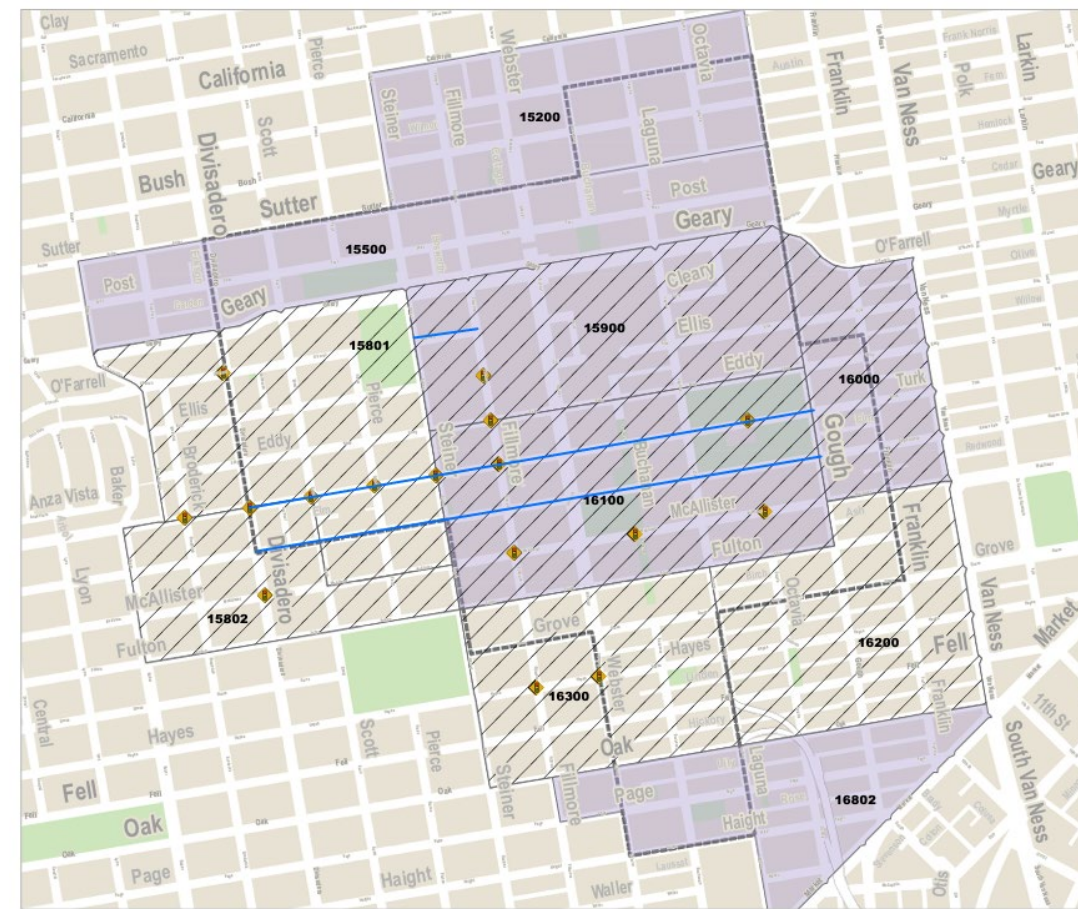


Red Light
Camera Installed

USDOT SAFE STREETS AND ROADS FOR ALL GRANT

Awarded \$17M for Western Addition Community Safe Streets Project:

- Traffic Signal Upgrades
- Speed Management Tools
- Education & Outreach
- Community Partnerships



SPEED MANAGEMENT PLAN

Slower Speeds



Safer Crossings



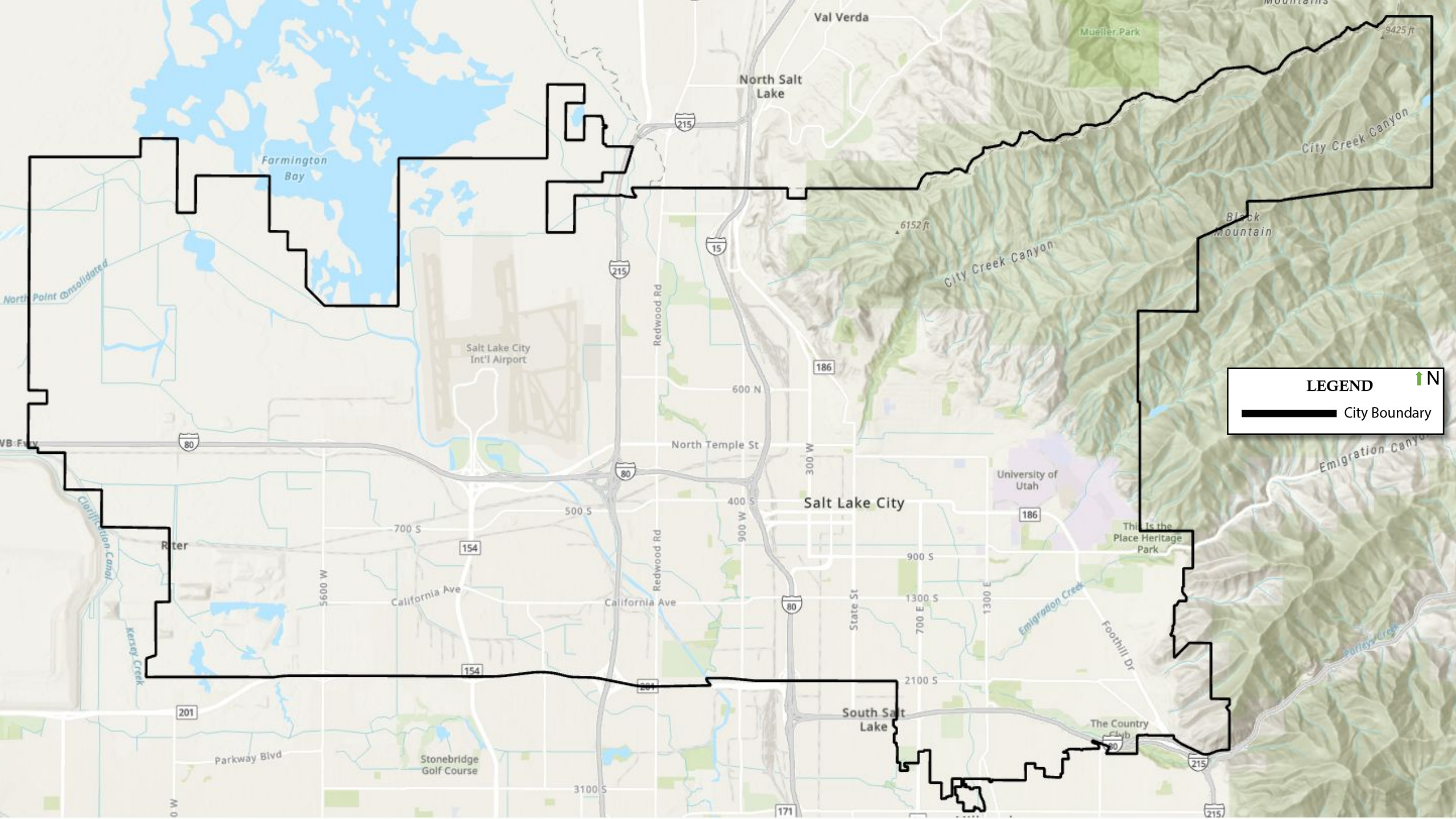
Complementary Strategies



THANK YOU

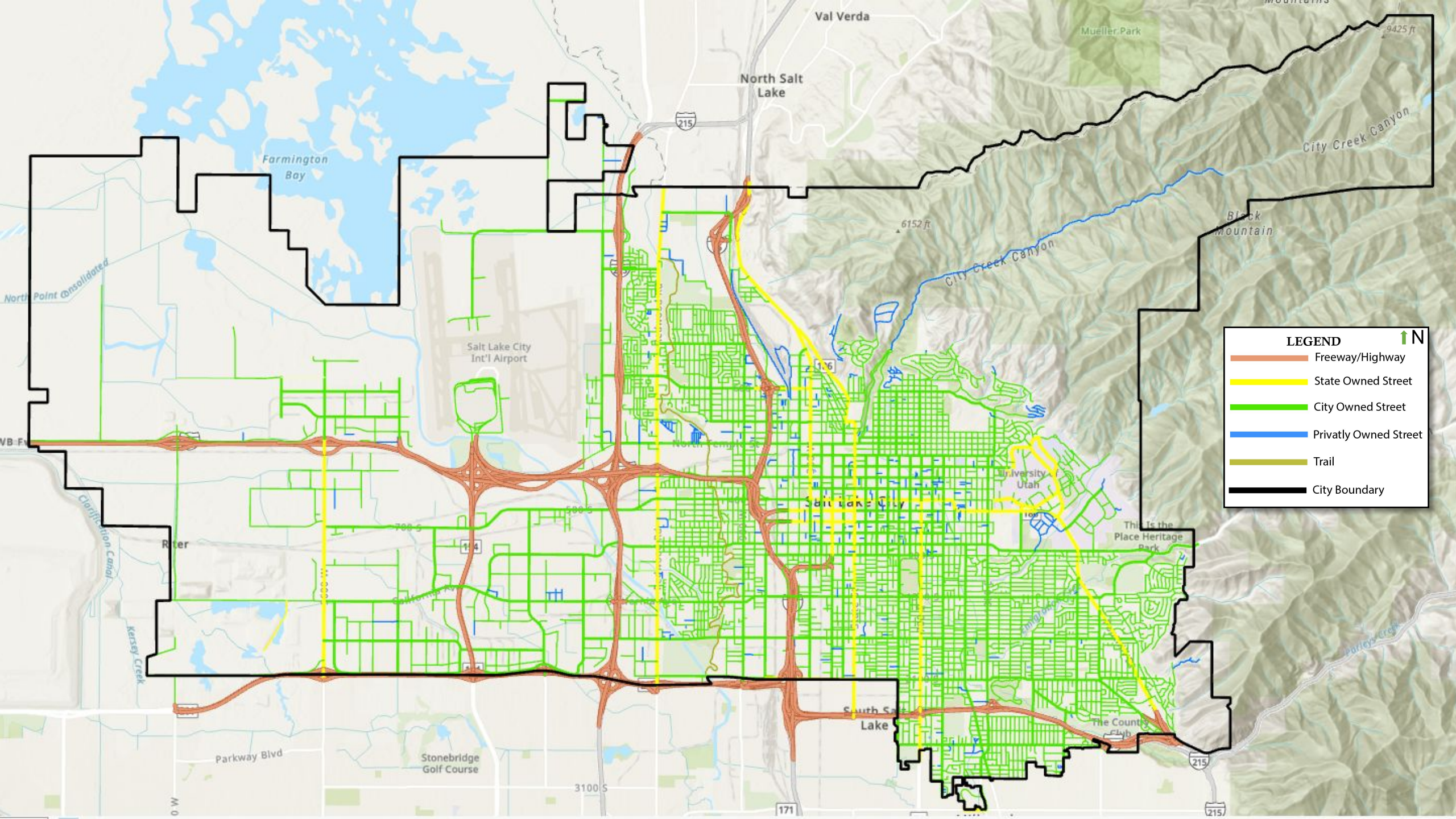


Uyen.Ngo@SFMTA.com



LEGEND ↑ N

— City Boundary



LEGEND ↑ N

- Freeway/Highway
- State Owned Street
- City Owned Street
- Privately Owned Street
- Trail
- City Boundary

2021

City Efforts (PC: Vision Zero Network Website and SLC Transportation Website)



May 2021 (PC: Sweet Streets Website)



2022

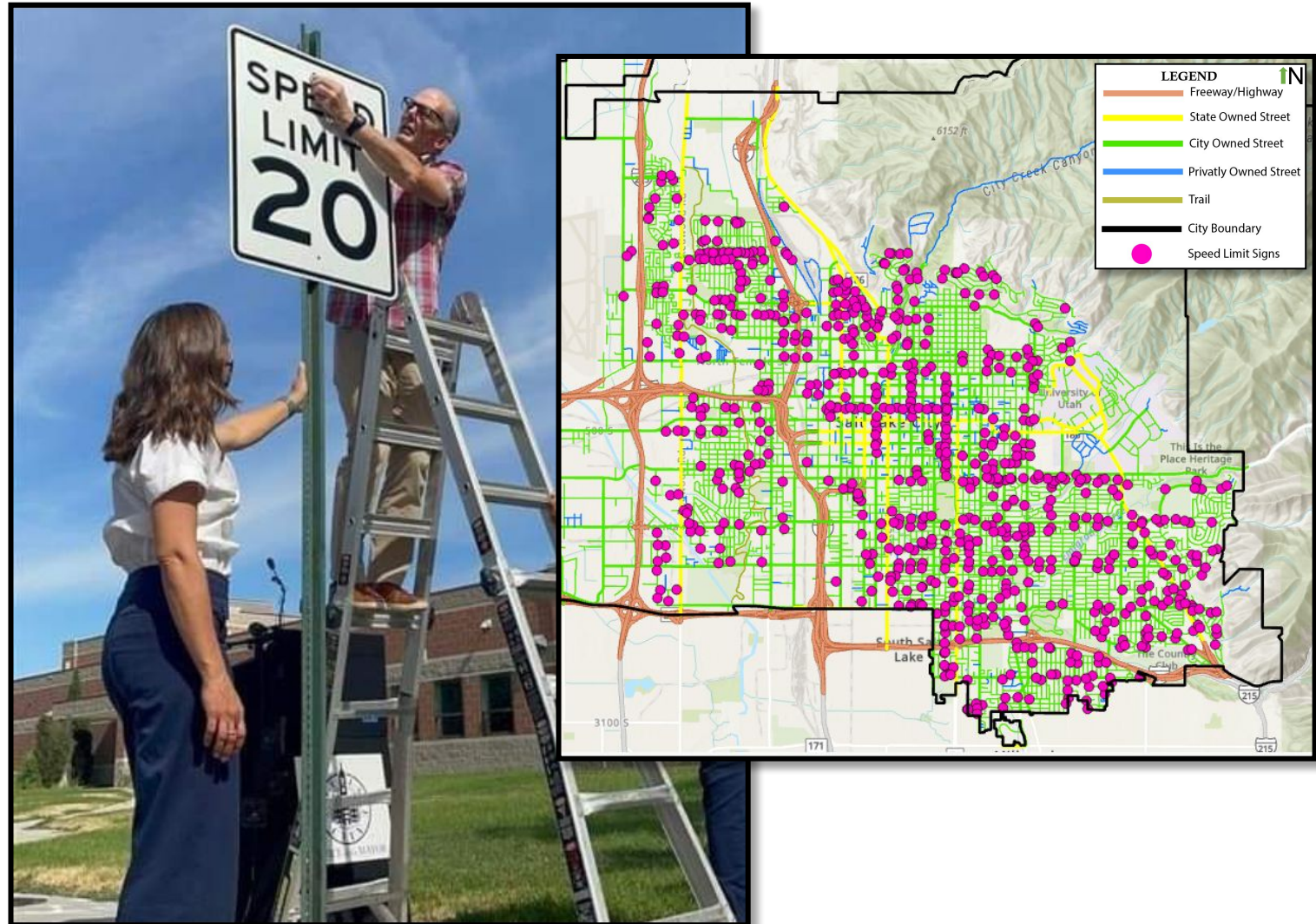
March

- Default (Prima Facia) Speed Limit changed from 25 mph to 20 mph

May-June FY22-23 Budget Meetings

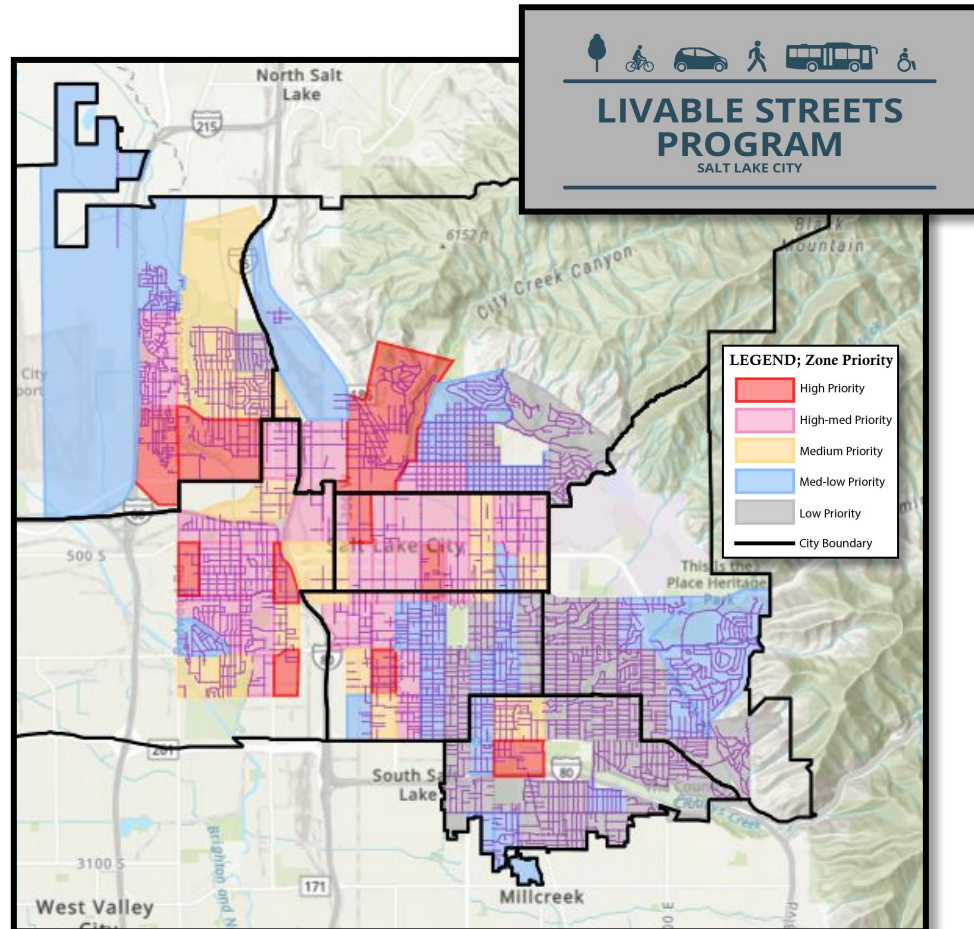
- Livable Streets Traffic Calming Program got approved

July (PC: Salt Lake City Council Social Media; Map: SLC Records)



2022-2023

September (PCs: Salt Lake City Transportation Website)



January 2023 (PC: Vision Zero Network Website)

