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
E Hastings Street example:
• Installed in 2013
• Modest decreases in speeds, but sustained over time (8 years later!)

Past Speed Reductions: Arterials & Collectors

**Tools used:**
- Signs & Paint
- Speed reader boards
- Red light & speed camera*

<table>
<thead>
<tr>
<th></th>
<th>Total Collisions</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before (2008-2013)</td>
<td>155</td>
<td>65</td>
<td>0.8</td>
</tr>
<tr>
<td>After (2014-2021)</td>
<td>158</td>
<td>59</td>
<td>0.6</td>
</tr>
<tr>
<td>Percentage Change</td>
<td>2%</td>
<td>10%</td>
<td>25%</td>
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*Speed light camera installed in 2020
### Past Speed Reductions: Arterials & Collectors

**E Hastings Street example:**
- Modest decrease in collisions

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<tr>
<td>5 Year Average Before:</td>
<td>155</td>
<td>65</td>
<td>0.8</td>
</tr>
<tr>
<td>5 Year Average After:</td>
<td>158</td>
<td>59</td>
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<td>Percentage Change:</td>
<td>2%</td>
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Insurance of British Columbia Collision Data (2008-2021)

![Speed Limit Signs](image)

**Tools used:**
- Signs & Paint
- Speed reader boards
- 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)

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<table>
<thead>
<tr>
<th>Speed (km/h)</th>
<th>Median Speed</th>
<th>85th Percentile Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before (2019)</td>
<td>48</td>
<td>59</td>
</tr>
<tr>
<td>After (2020)</td>
<td>41</td>
<td>53</td>
</tr>
<tr>
<td>After (2021)</td>
<td>38</td>
<td>49</td>
</tr>
</tbody>
</table>
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
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.
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

School Zones on Major Streets

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

*Results for 4 out 7 schools zones adjacent to arterials
Questions?

SLOW DOWN
School Slow Zone
vancouver.ca/vision-zero

SLOW DOWN
School Slow Zone
vancouver.ca/vision-zero
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

Phase 1: 7 corridors
Phase 2: 35 + 10 corridors
Phase 3: 23 corridors
50+ under review

* Final extents may change during the planning phase
Most drivers are driving at or below posted speed limit

Additional design changes needed for slower speeds

20 MPH CORRIDOR EVALUATION
LOWERING SPEED LIMITS and more
<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quill Build Projects Installed</td>
<td>5</td>
</tr>
<tr>
<td>Miles of Improvements on the High Injury Network</td>
<td>17</td>
</tr>
<tr>
<td>Twenty Miles per Hour Corriders</td>
<td>28</td>
</tr>
<tr>
<td>Traffic Calming Devices</td>
<td>200</td>
</tr>
<tr>
<td>Miles of Bikeways</td>
<td>9</td>
</tr>
<tr>
<td>Legalized Slow Streets</td>
<td>17</td>
</tr>
<tr>
<td>High-quality Bikeways</td>
<td>407</td>
</tr>
<tr>
<td>Daylighting Installed</td>
<td>337</td>
</tr>
<tr>
<td>Intersections with No Turn On Red Signs</td>
<td>40</td>
</tr>
<tr>
<td>Intersections with Traffic Calming</td>
<td>8</td>
</tr>
<tr>
<td>Walk Speed 3.0 on the High Injury Network</td>
<td>48</td>
</tr>
<tr>
<td>Leading Pedestrian Intervals on the High Injury Networks</td>
<td>39</td>
</tr>
<tr>
<td>Accessible Pedestrian Signals on the High Injury Network</td>
<td>58</td>
</tr>
<tr>
<td>Pedestrian Countdown Signals on the High Injury Network</td>
<td>0</td>
</tr>
<tr>
<td>Red Light Camera Installed</td>
<td>0</td>
</tr>
</tbody>
</table>
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
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)