

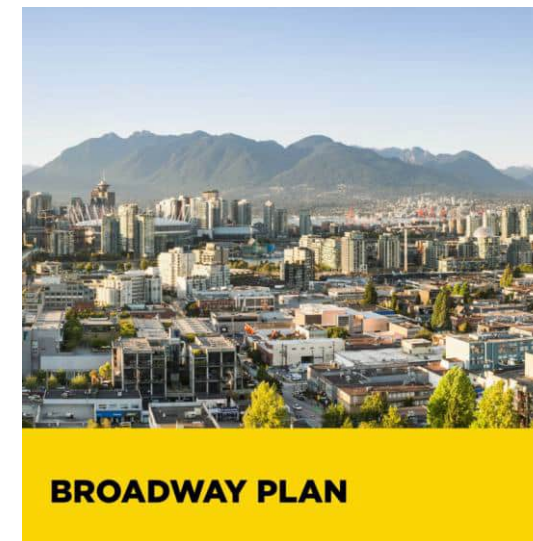
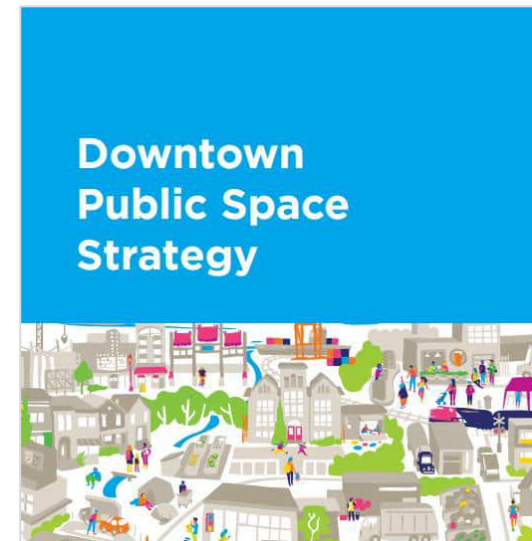
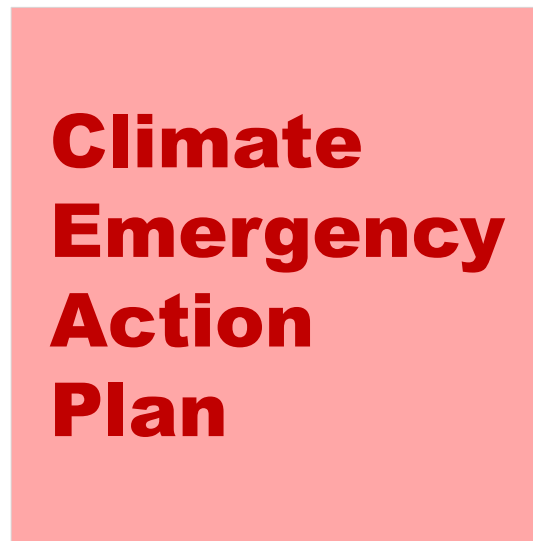
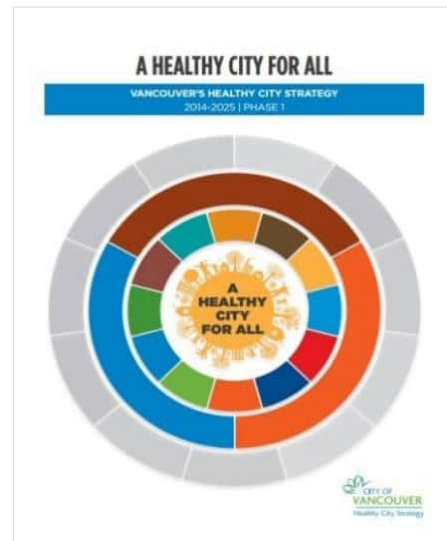
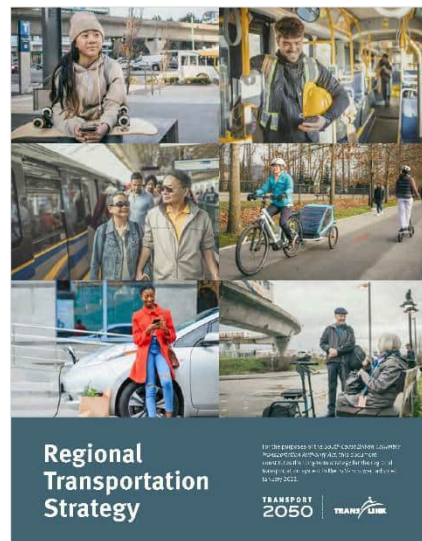


Transportation Update & Vision Zero Plan

June 2, 2026 | Paul Storer

Key policies

Transportation 2040, Vancouver Plan,
and a suite of
city and regional plans
lay the foundation for
transportation planning in
Vancouver



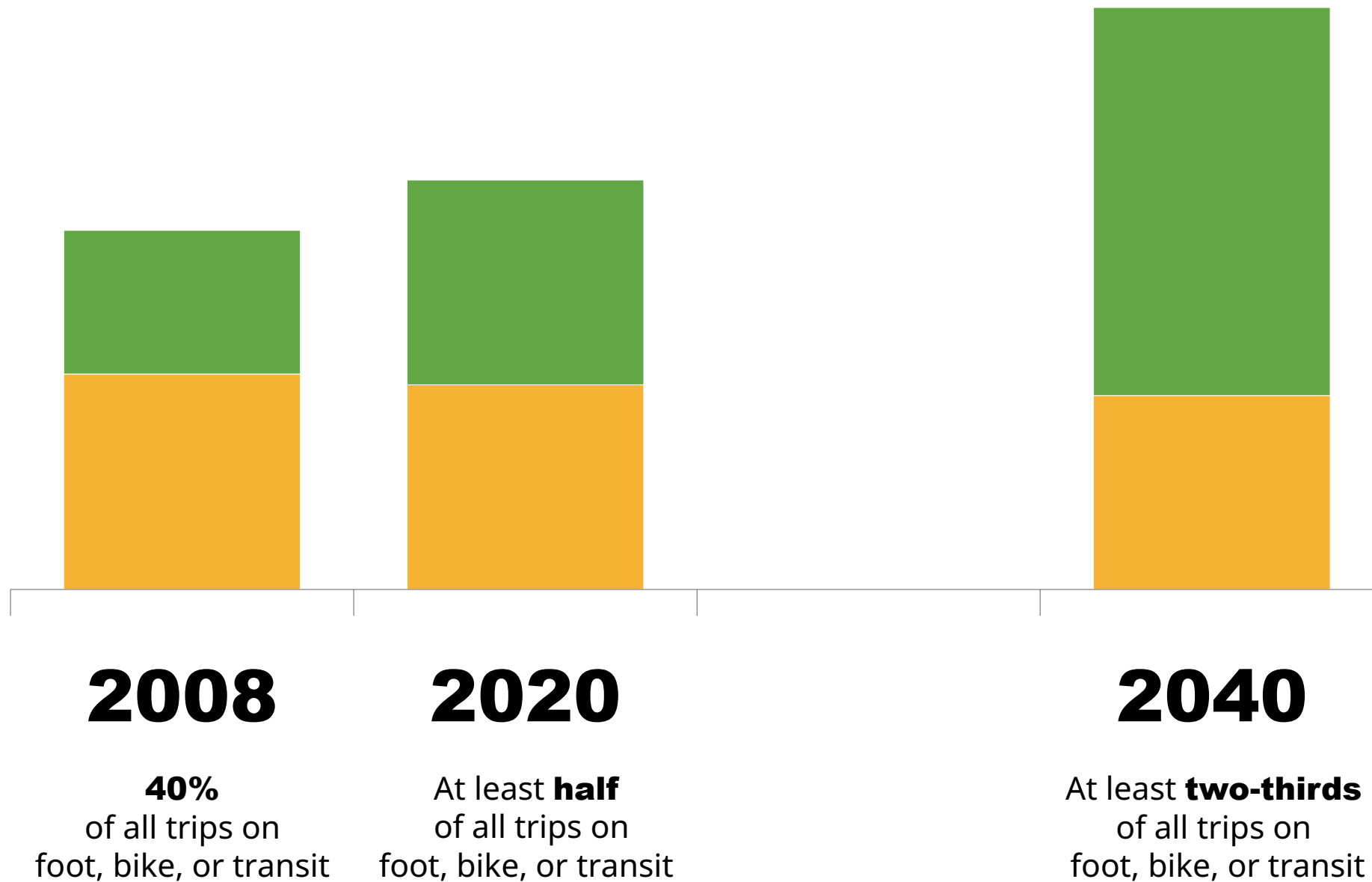
Transportation 2040



- **Clear vision and priorities**
- **Goals and targets**
- **Policies and actions**

- **Address challenges** including:
 - Growing city with limited road space
 - Health and safety
 - Climate change
 - Affordability and accessibility
 - Economy and public life

T2040 mode share target



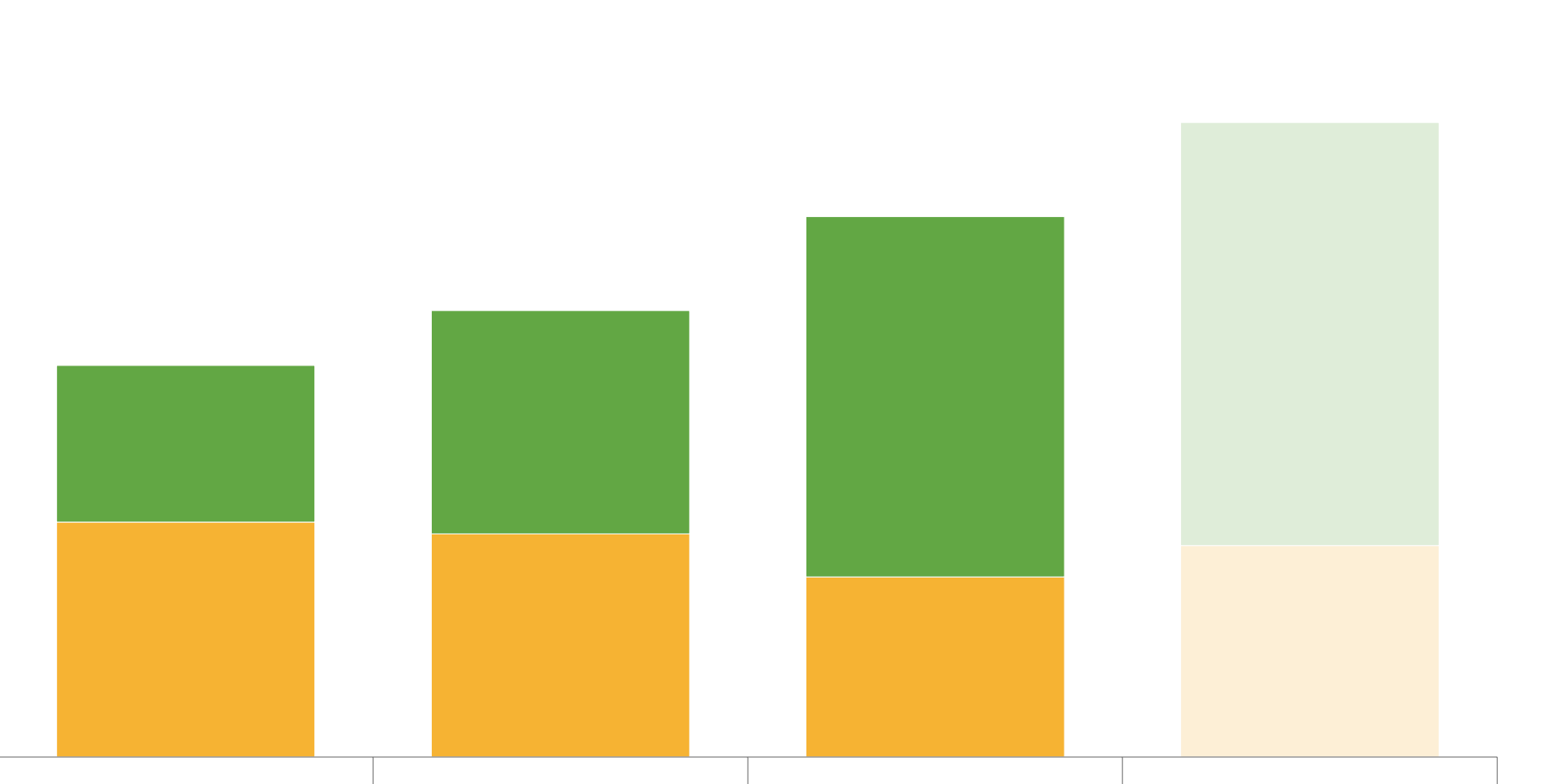
Increase trips by sustainable transportation

50% by 2030

2/3 by 2040

■ Walk + Bike + Transit ■ Motor Vehicle

CEAP mode share target



Increase trips by sustainable transportation

2008

40%
of all trips on
foot, bike, or transit

2020

At least **half**
of all trips on
foot, bike, or transit

2030

At least **two-thirds**
of all trips on
foot, bike, or transit

2040

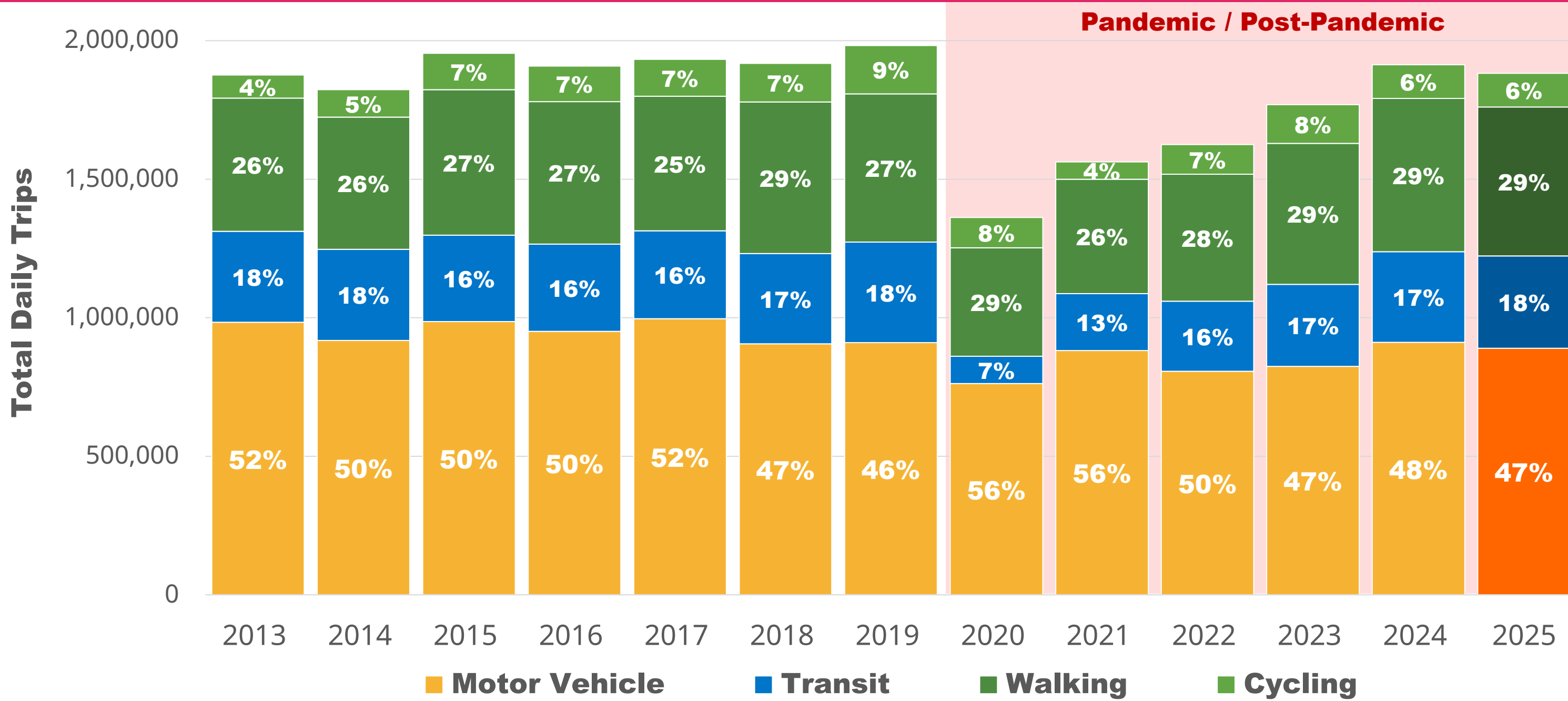
At least **two-thirds**
of all trips on
foot, bike, or transit

Climate Emergency accelerated target by 10 years

Walk + Bike + Transit **Motor Vehicle**

Sustainable mode share holding steady

53% sustainable mode share | slight decrease in total number of trips from previous year



Source: City of Vancouver panel surveys. Data typically collected between late September and late November. Columns may not add up to 100% due to rounding.
 Note: Significant changes beginning in 2020 due to global pandemic. Lower active travel counts in 2021 due to extreme weather conditions / atmospheric river at time of survey.

Transit update

Speeding up buses on high-delay corridors



40% of regional bus delays are in Vancouver/UBC

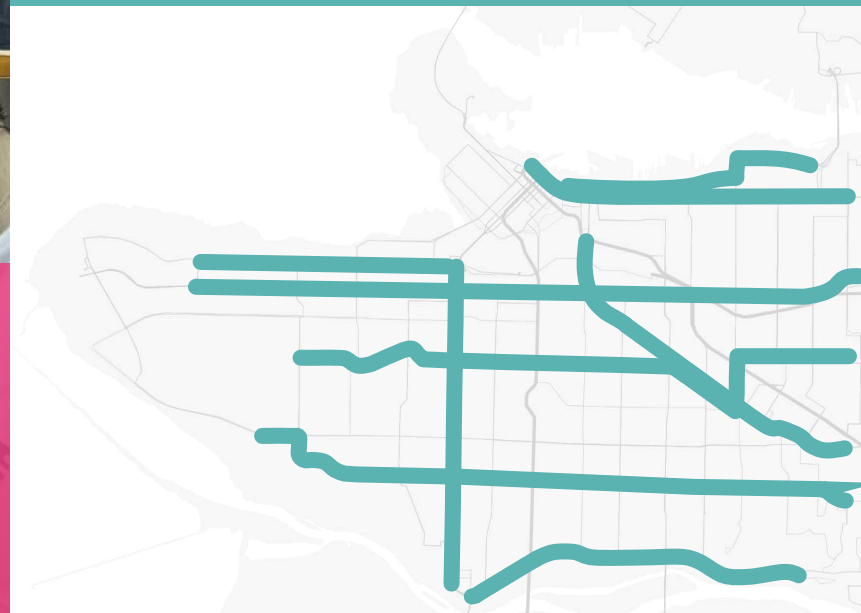


Delay costs ~\$115M bus operating costs each year

Goal:

10% travel time savings on high-delay corridors

9 priority corridors identified by Council



Speeding up buses on high-delay corridors

Granville Street

- Longer bus lanes, improved stop spacing, and bus bulbs integrated with the public realm



Speeding up buses on high-delay corridors

Kingsway & Main St

- New and longer bus lanes, improved stop spacing, and clearances at intersections by summer 2026



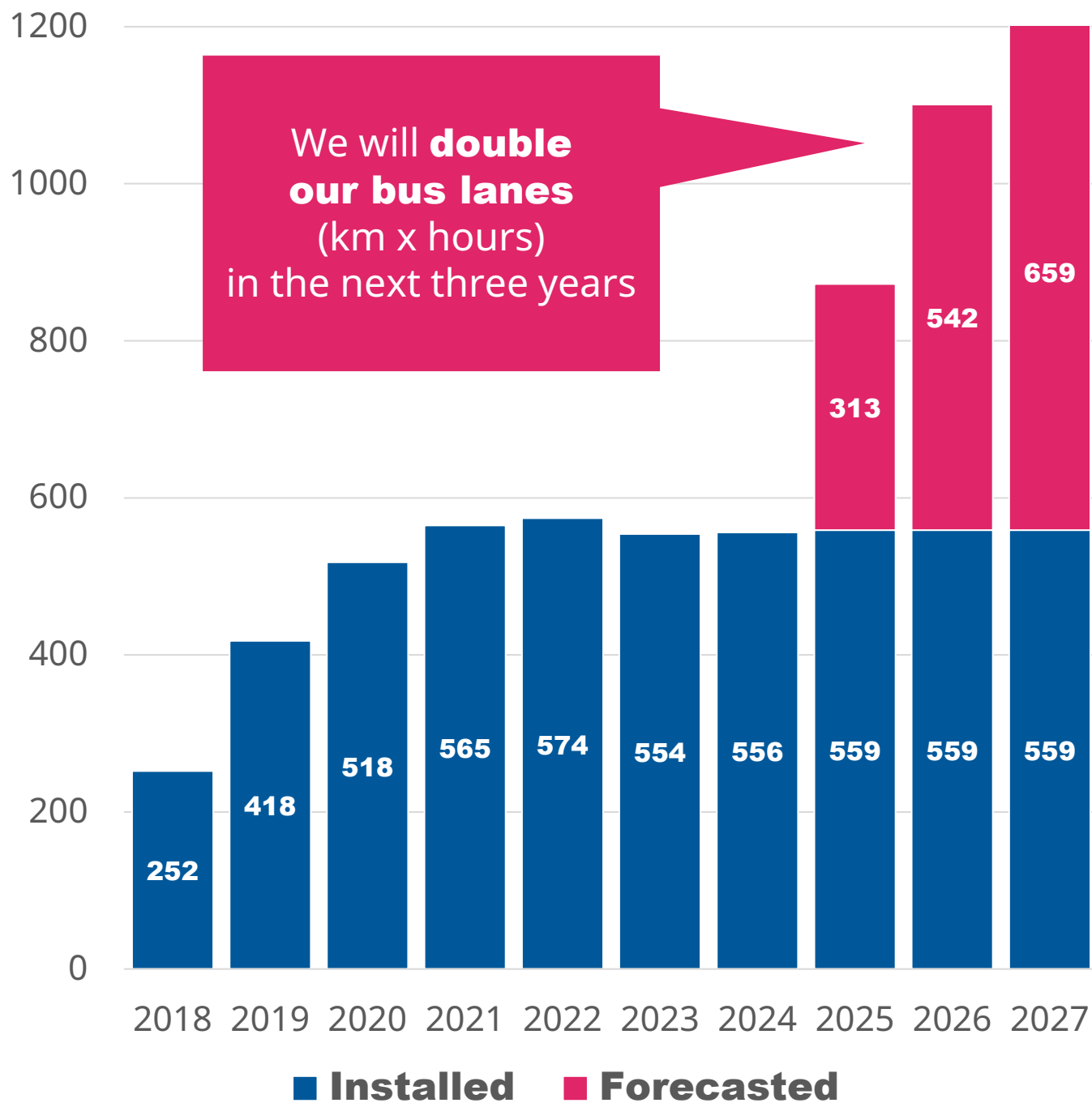
49th Avenue

- New and longer bus lanes and improved stop spacing in summer 2026 to early 2027



Speeding up buses on high-delay corridors

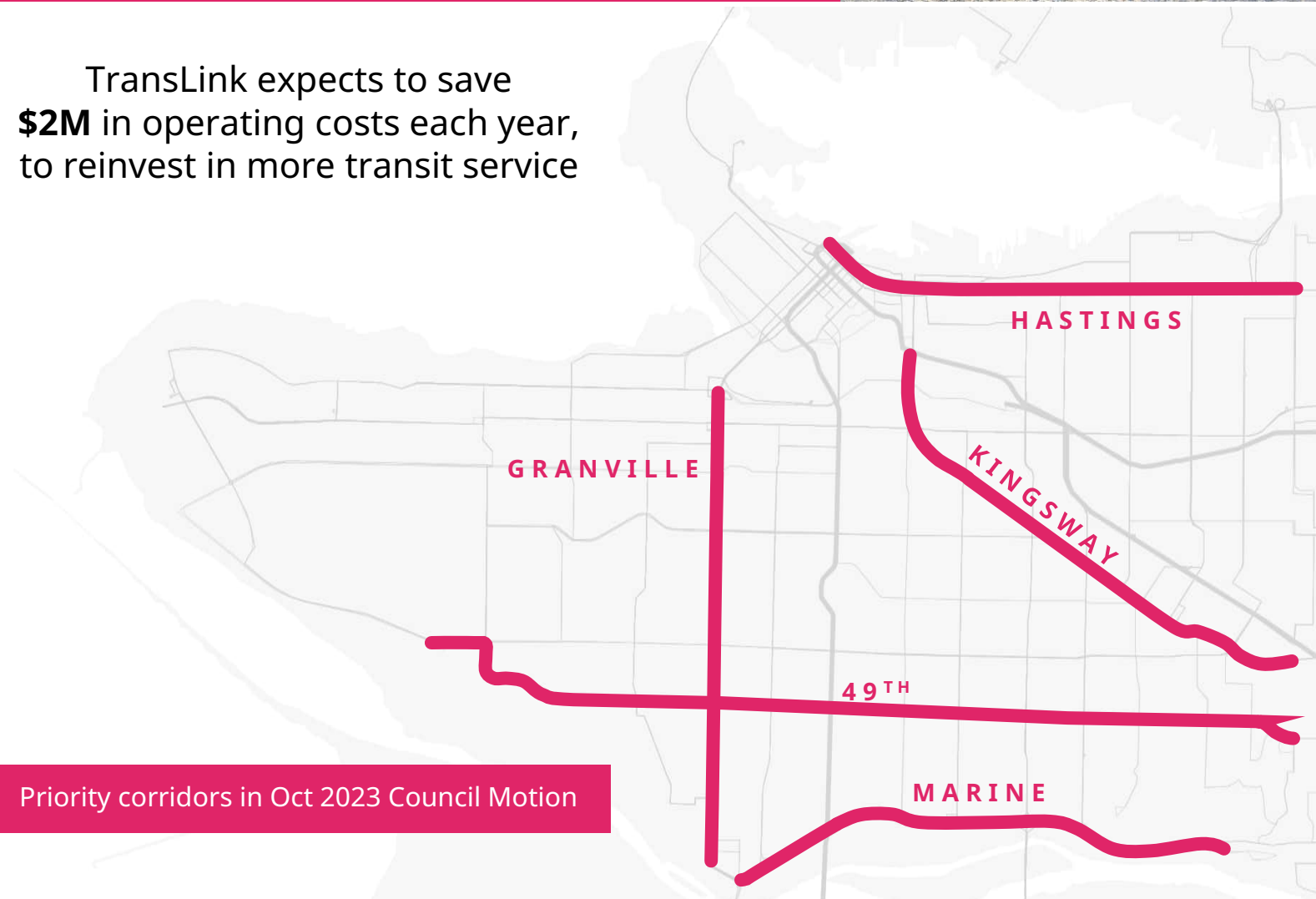
Bus Lanes (km x hours)



We will expand coverage by **50%** (35 km of new bus lanes)

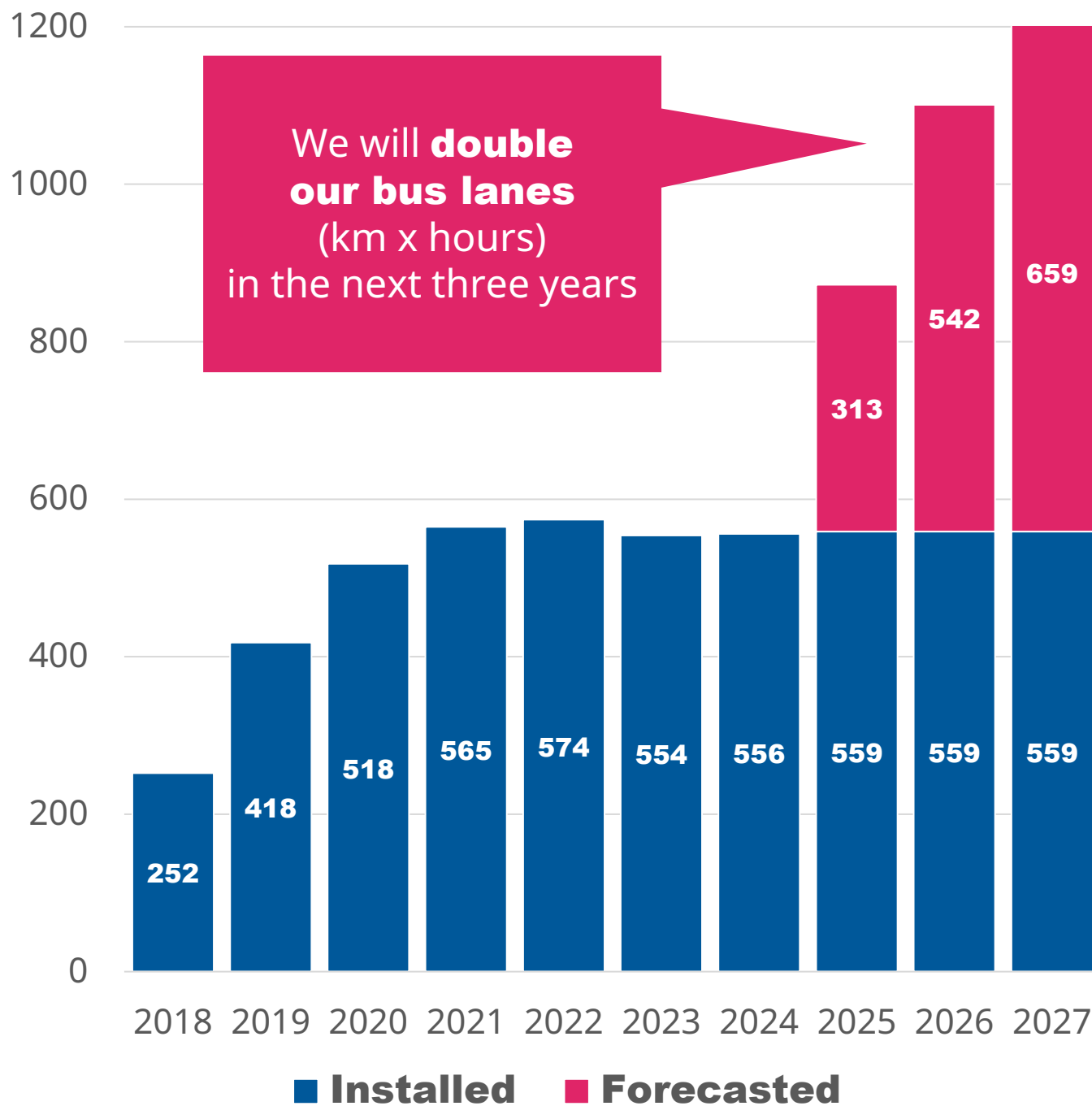


TransLink expects to save **\$2M** in operating costs each year, to reinvest in more transit service



Speeding up buses on high-delay corridors

Bus Lanes (km x hours)



We will expand coverage by **50%** (35 km of new bus lanes)

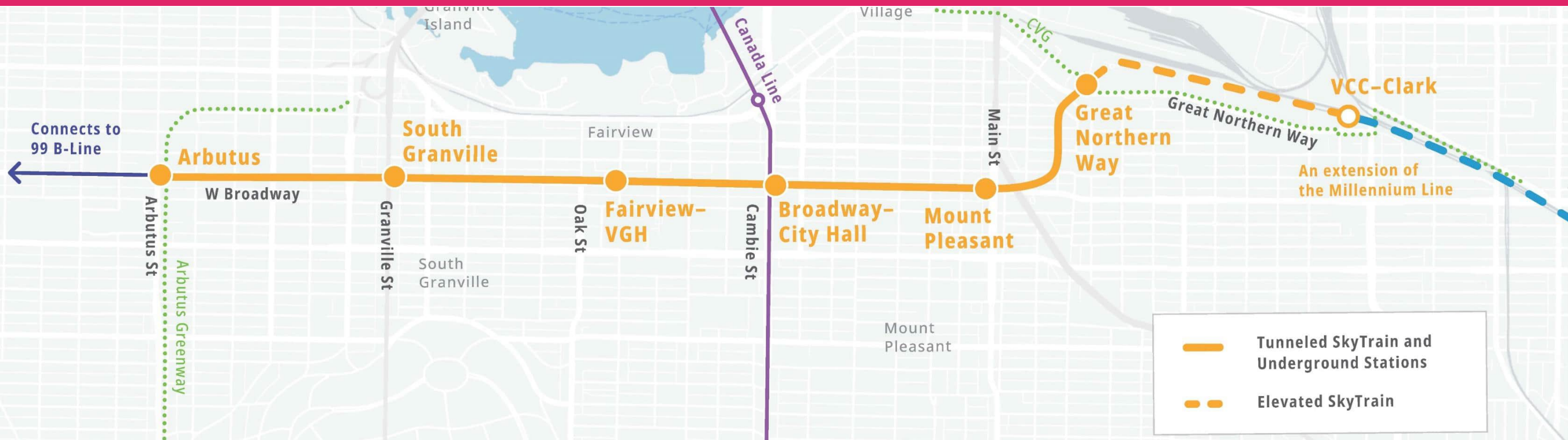


TransLink expects to save **\$2M** in operating costs each year, to reinvest in more transit service



Broadway Rapid Transit Update

Opening in Fall 2027



Head houses taking shape



Traffic deck removal and street reconstruction underway



Trains ready for testing on elevated guideway

VISION ZERO SAFE MOBILITY PLAN



VISION ZERO SAFE MOBILITY PLAN

- A road map for improving road safety in Vancouver
- Grounded in existing city and regional policy
- Incorporates best practices and learnings from other cities
- Includes:
 - New safety target
 - Updated analysis to track progress and prioritize work
 - Strategic framework for long-term guidance
 - Near-term actions for meaningful progress



Partner & Interest Holder Engagement

July 2025 through early 2026

Key groups

- **Police and emergency services**
VPD, VFRS
- **Health and research agencies**
Vancouver Coastal Health, BC Emergency Health Services, BC Injury Research and Prevention Unit
- **Regional, Provincial, and Federal agencies**
TransLink, neighbouring municipalities, ICBC, BC MOTT, RoadSafetyBC, Transport Canada, Infrastructure Canada
- **Safety advocacy groups**
Vision Zero Vancouver, HUB Cycling, Strong Towns Vancouver, Movement, Society for Children and Youth of BC
- **School and parent groups**
VSB, District Parents' Advisory Councils
- **Relevant City advisory committees**
- **BIAs**
- **Industry Groups**
BC Trucking Association, taxi industry representatives

Tactics

- 1-on-1 and small group meetings
- Larger workshops with all stakeholders invited
- Additional outreach as specific actions emerged
- Opportunity to share ideas throughout



[Link: tracker with full list of interest holders and touch points \(internal doc\)](#)

Consultant support

Fall 2025 through Spring 2026

- Supported with federal funding
- Detailed analysis:
 - Evaluate current toolkit in Vancouver context
 - Understand the who, what, where and why
(by mode, demographic, street/intersection type, etc.)
 - Develop intersection benchmarking tool
- High-level results integrated into plan
- Upcoming work will help optimize specific interventions
 - e.g. mapping specific issues and countermeasure tools





Contents

a. Executive Summary

b. Setting the Stage

- Background
- New target
- Data story based on updated data and analysis

c. Strategic Framework

- high level strategies with detailed descriptions
- framed around the Vision Zero Safe Systems approach

d. Near-Term Actions

- for meaningful short-term progress

City of Vancouver Vision Zero Safe Mobility Plan



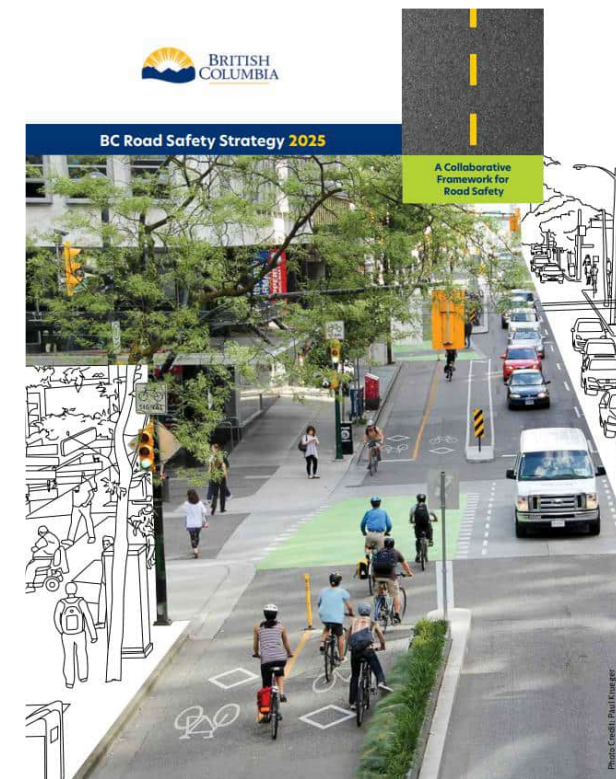
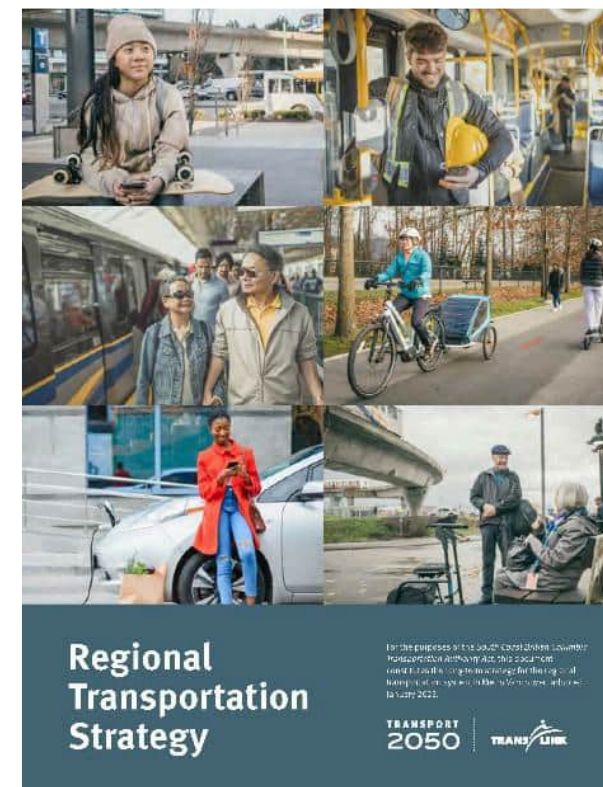
Setting the Stage

VISION ZERO GOAL

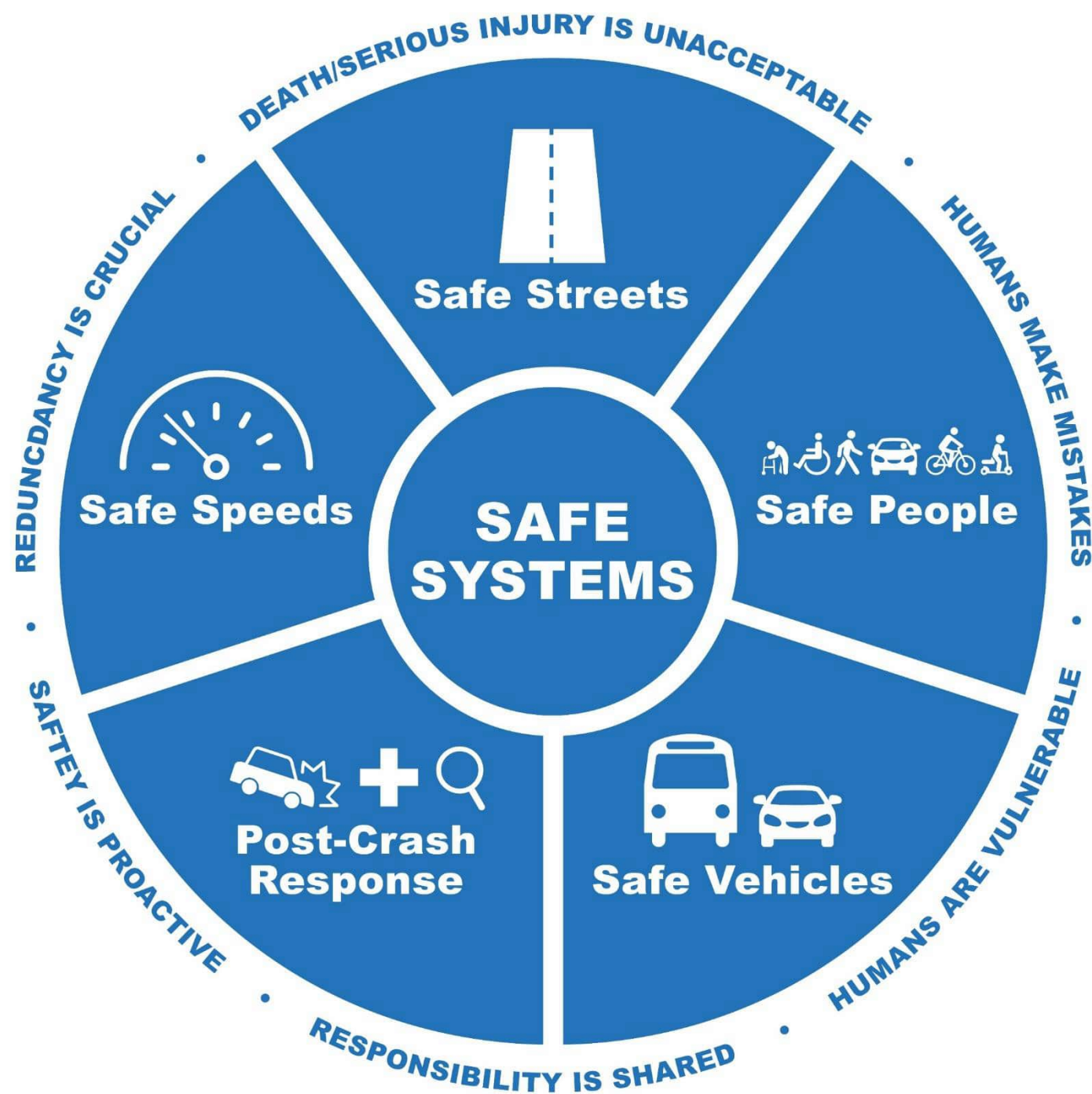
Eliminate
traffic fatalities
and
serious injuries

Safety is core to City and regional policy.

- Safety is a foundational principle of Transportation 2040, embedded in our goals, policies, programs and actions
- The City, TransLink, Province and federal government have all committed to Vision Zero



Vision Zero Safe Systems Approach



1. Safe Speeds

the top factor in number and severity of collisions

2. Safe Streets

how roads are designed, built and maintained

3. Safe People

education, encouragement, enforcement, legislation

4. Safe Vehicles

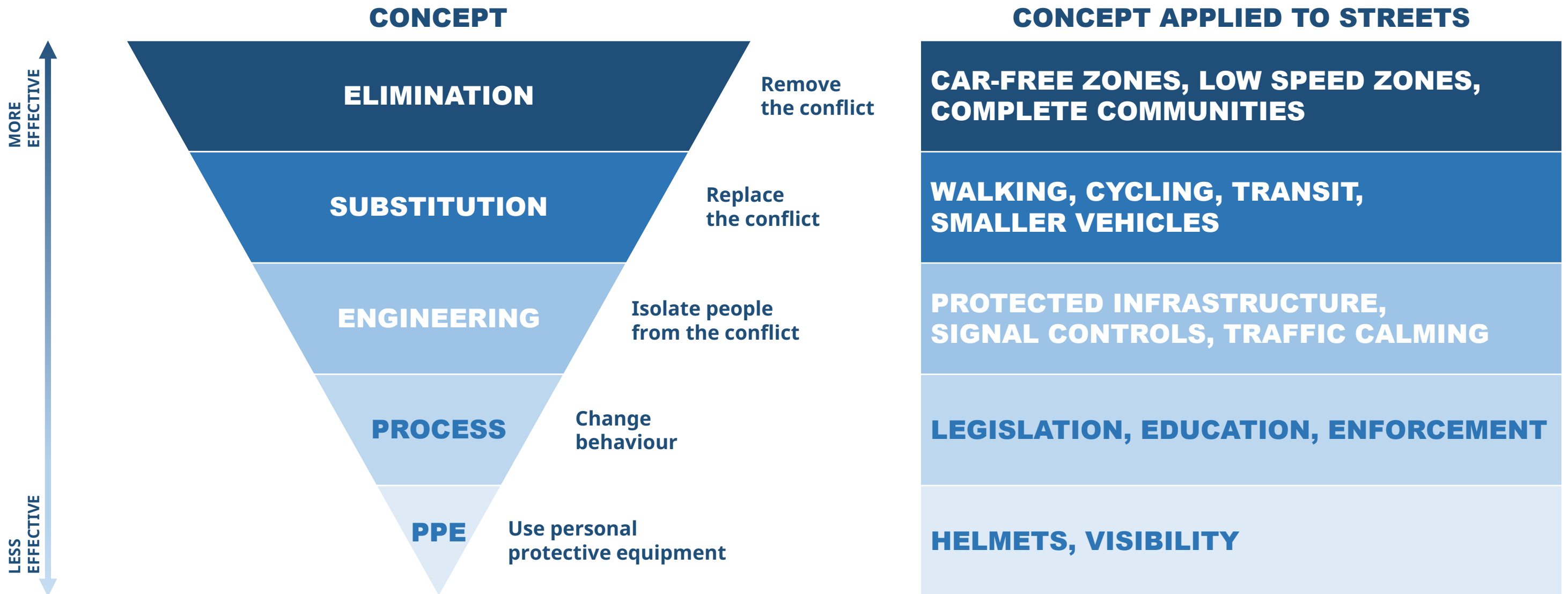
how vehicle size, weight, and features impact safety

5. Post-Crash Response

responding to crashes and fatalities

Hierarchy of Controls

applied to transportation safety



**Safety
improvements
save
money**

In British Columbia,
**direct healthcare costs
for transport injuries**
in 2019
were estimated at
\$526.7M
(almost \$1.5M per day)

People walking & cycling are more vulnerable

4% of collisions | 55% of serious injuries | 72% of fatalities

People walking and cycling in Vancouver account for...

4% of collisions

55% of serious injuries

72% of fatalities



Dunsmuir - Before



Dunsmuir - After

Older persons are disproportionately impacted

17% of population | 24% of serious injuries | 39% of fatalities

People in Vancouver aged 65+ account for...

17% of the population

24% of serious injuries

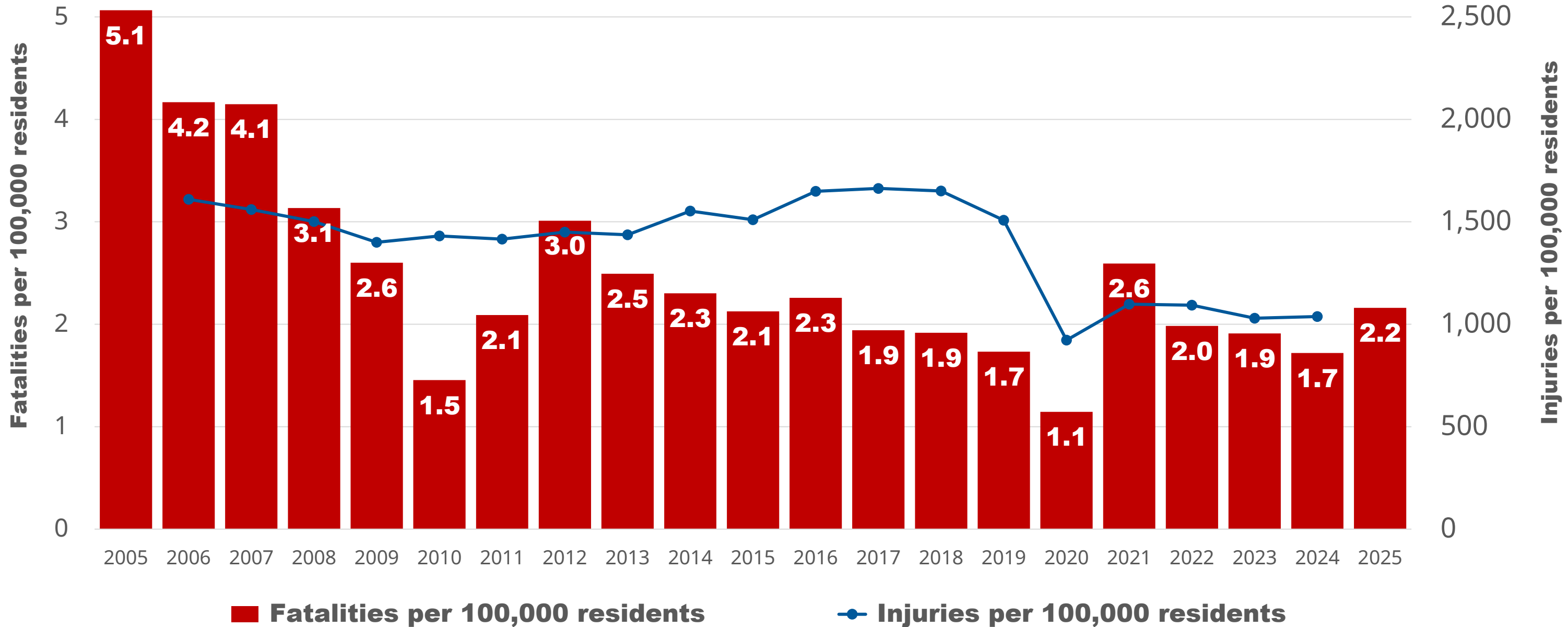
39% of fatalities



Sources: Census Population Data (2021), Vancouver General Hospital Traffic Injury Data (2021-2025), Vancouver Police Department Traffic Fatality Data (2021-2025)

Traffic fatalities and injuries

in the City of Vancouver, per 100,000 residents

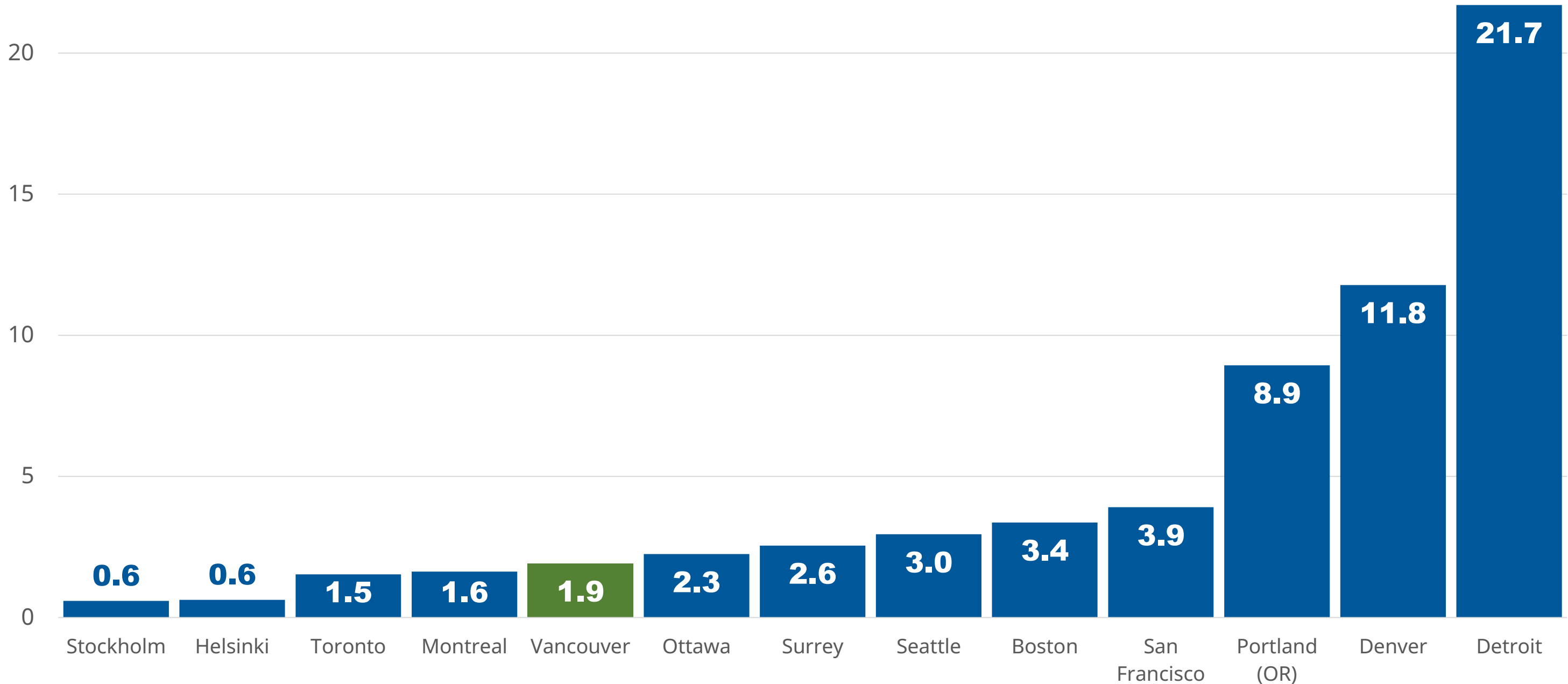


Source: VPD traffic fatality data (fatalities), ICBC (injuries), Census (interpolated between census years)

Comparison with other cities

While Vancouver streets are safer than many other North American cities, there is room for improvement

Traffic fatalities per 100,000 residents

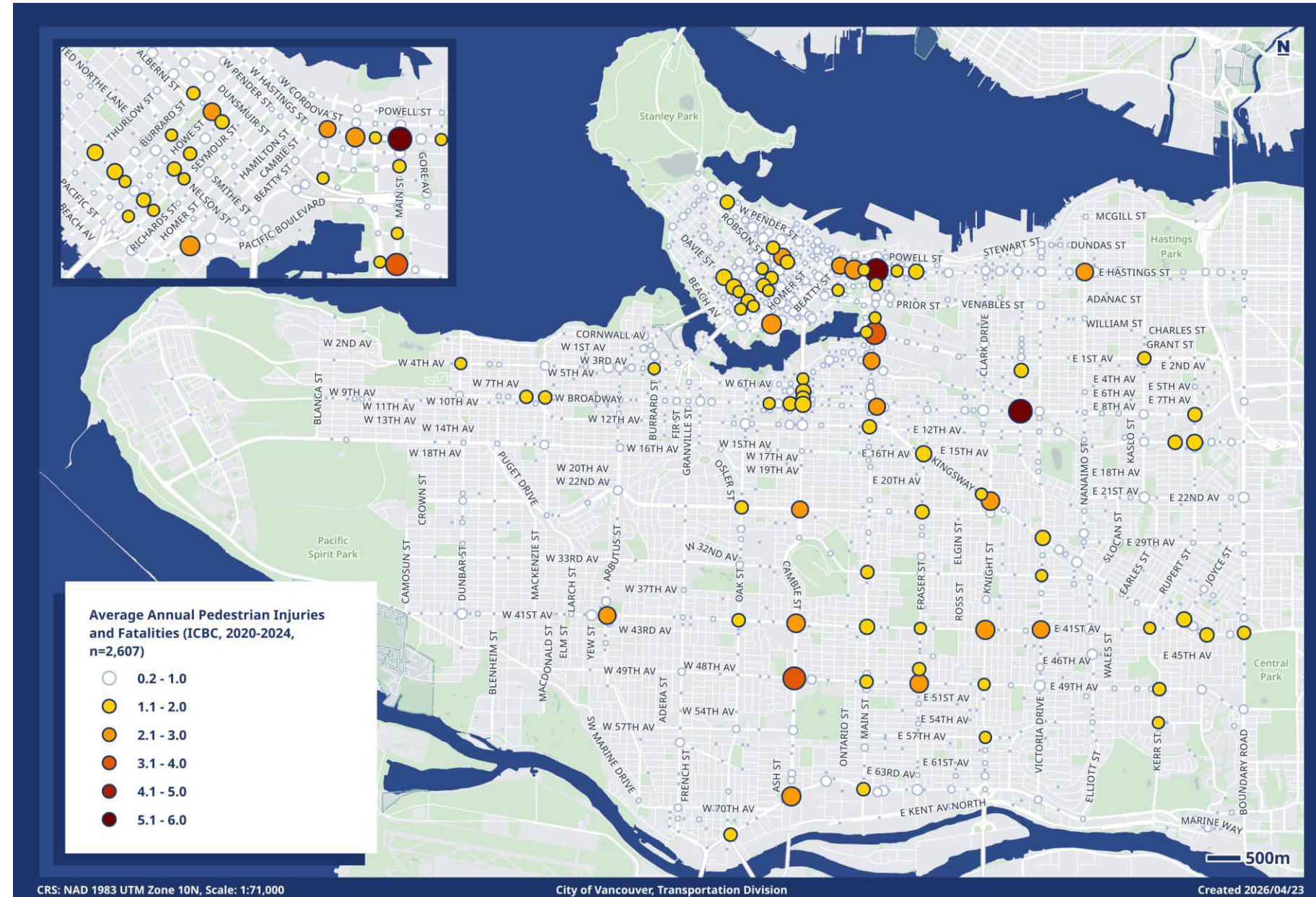


Source: City of Vancouver research, averaging the most recent 5-year data period available between 2020 and 2025.

Other data story elements

Detailed analysis will help us track progress, prioritize locations and select the most appropriate tools

- How we use data
- High injury locations by mode
(sample on right)
- Common collision types by mode
- Data sources and limitations



Pedestrian-involved crashes resulting in injury

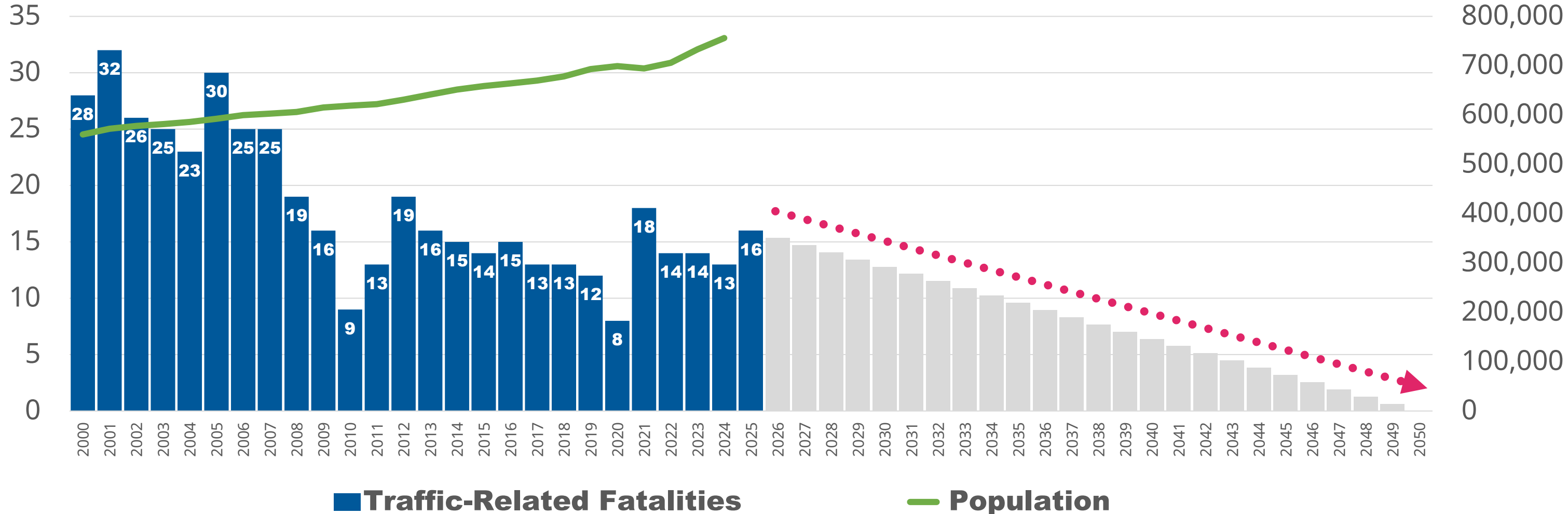
Strategic Framework

Our Vision Zero Commitment

NEW CITY OF VANCOUVER TARGET

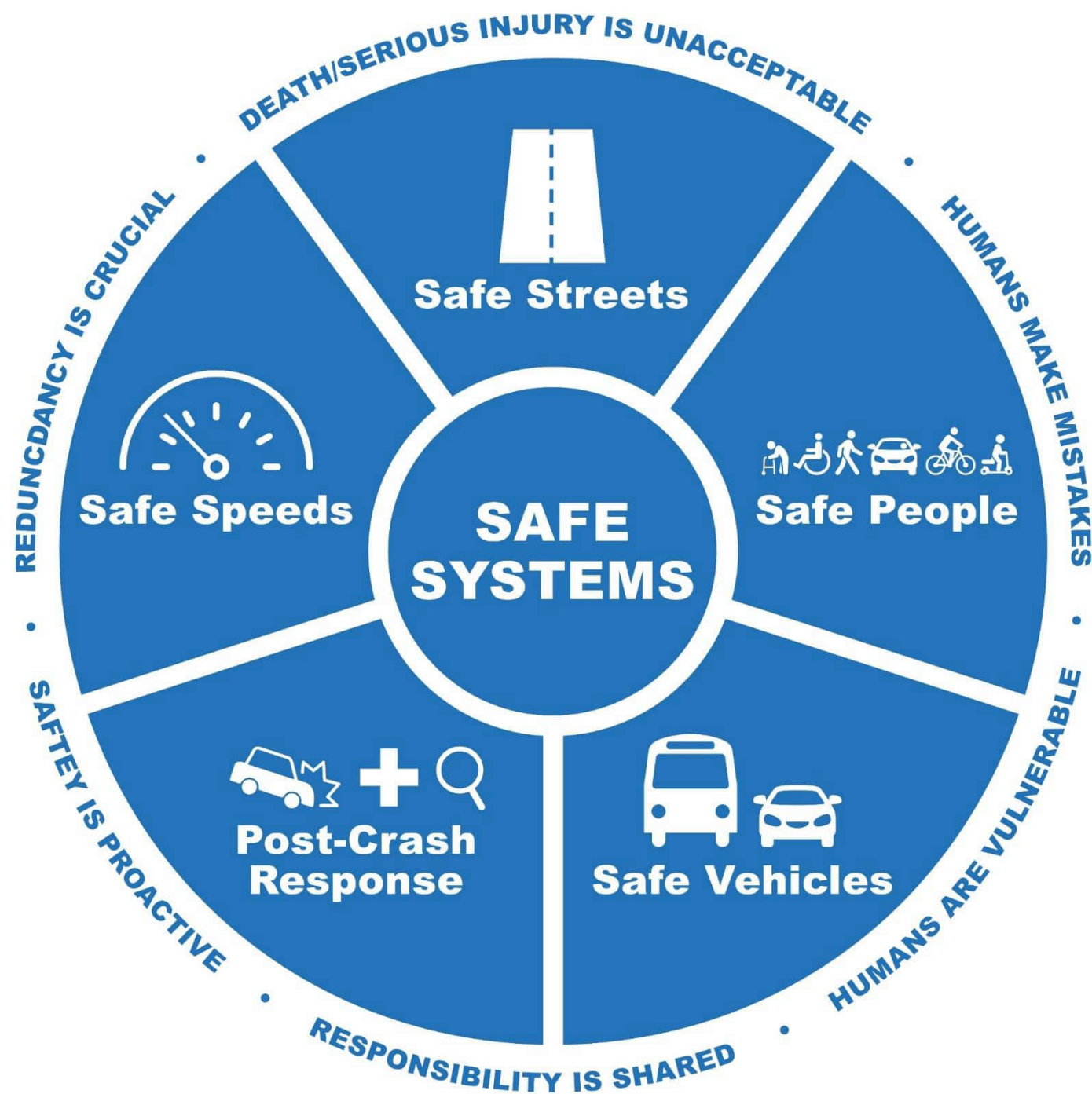
Reduce serious injuries and fatalities at least 5% per year until we reach zero by or before 2050

(match regional target)



Source: VPD traffic fatality data & Census Canada (interpolated between census years).

Vision Zero Safe Systems Approach



1. Safe Speeds

the top factor in number and severity of collisions

2. Safe Streets

how roads are designed, built and maintained

3. Safe People

education, encouragement, enforcement, legislation

4. Safe Vehicles

how vehicle size, weight, and features impact safety

5. Post-Crash Response

responding to crashes and fatalities



SAFE SPEEDS

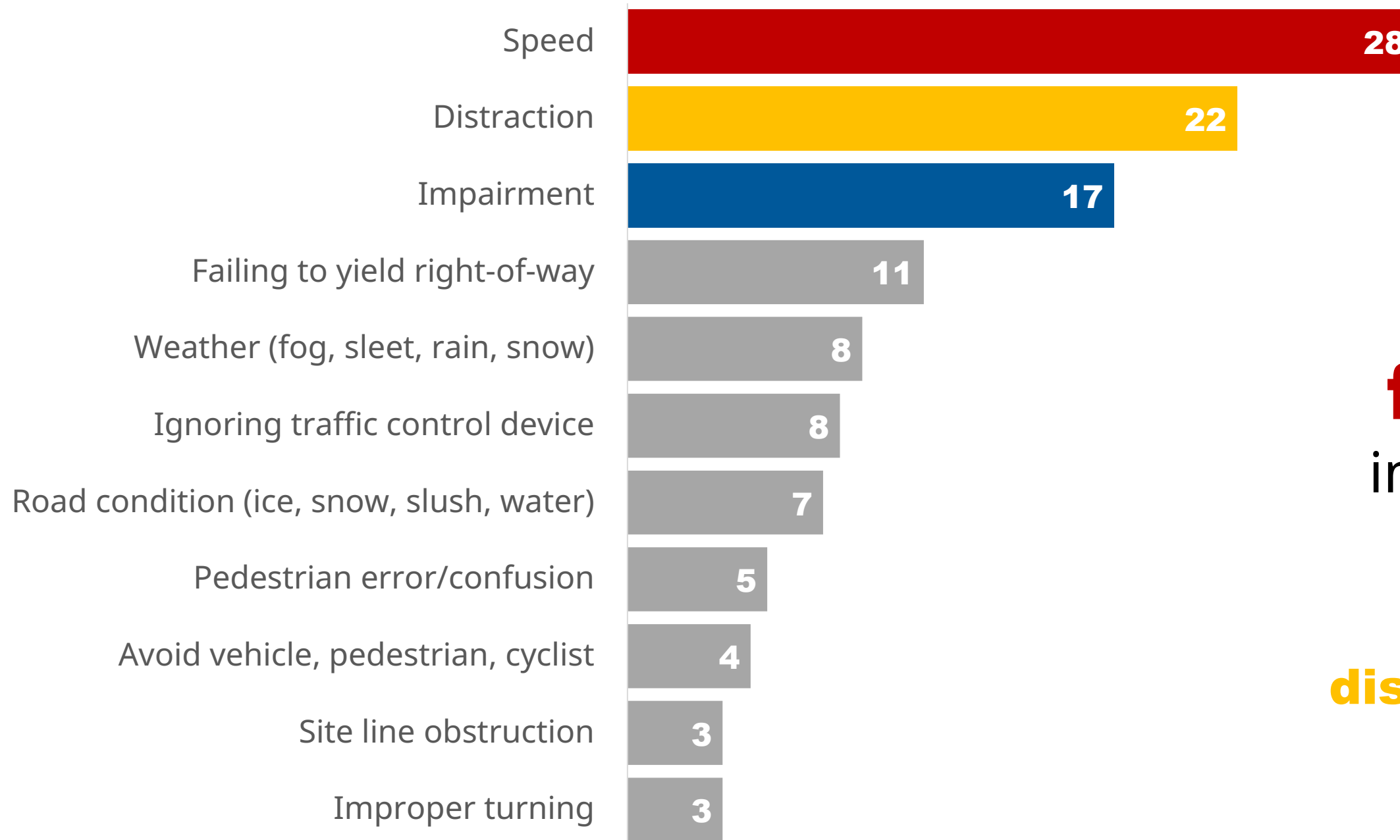
The top safety factor and first layer of protection

KEY MESSAGES

- Speed is the primary factor contributing to number and severity of collisions
- Lower speeds have additional benefits including cleaner air, quieter streets, and improved travel time reliability
- Travel time impact of lower speeds in urban areas is small
- Compliance requires a combination of design, enforcement, and education
- Province responsible for some key moves including blanket speed limits and automated enforcement
- We've made progress on local street speed limits – but ~**90%** of serious incidents take place on major streets

Top factors in fatal motor vehicle collisions

in the Lower Mainland (annual average for 5-year period 2019-2023)

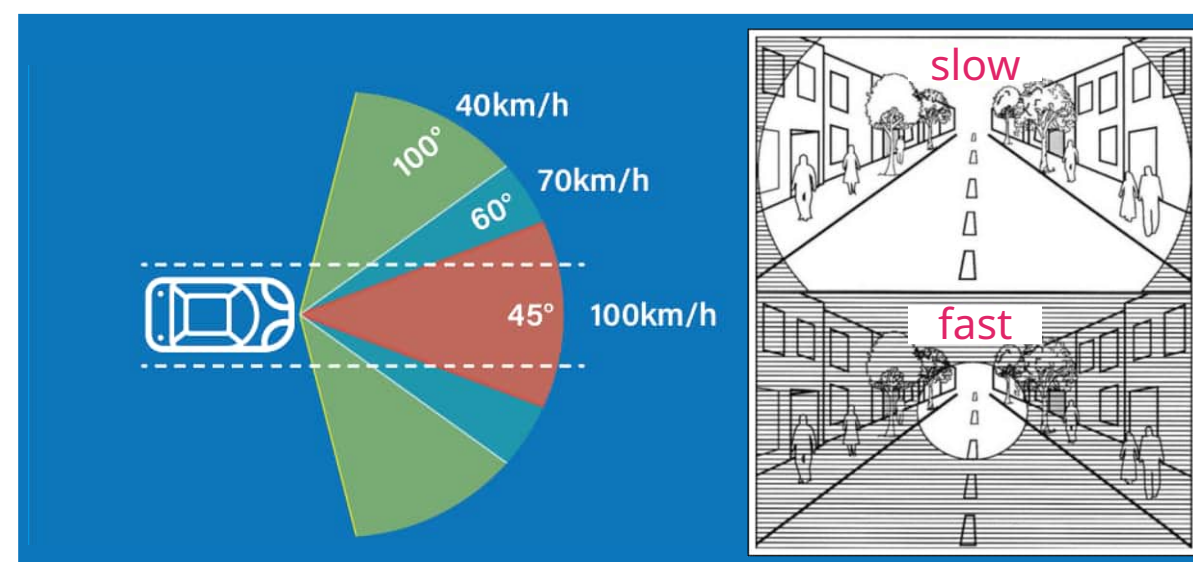


Speed
is the #1 factor
contributing to
fatal crashes
in the Lower Mainland
& BC
followed by
distraction & **impairment**

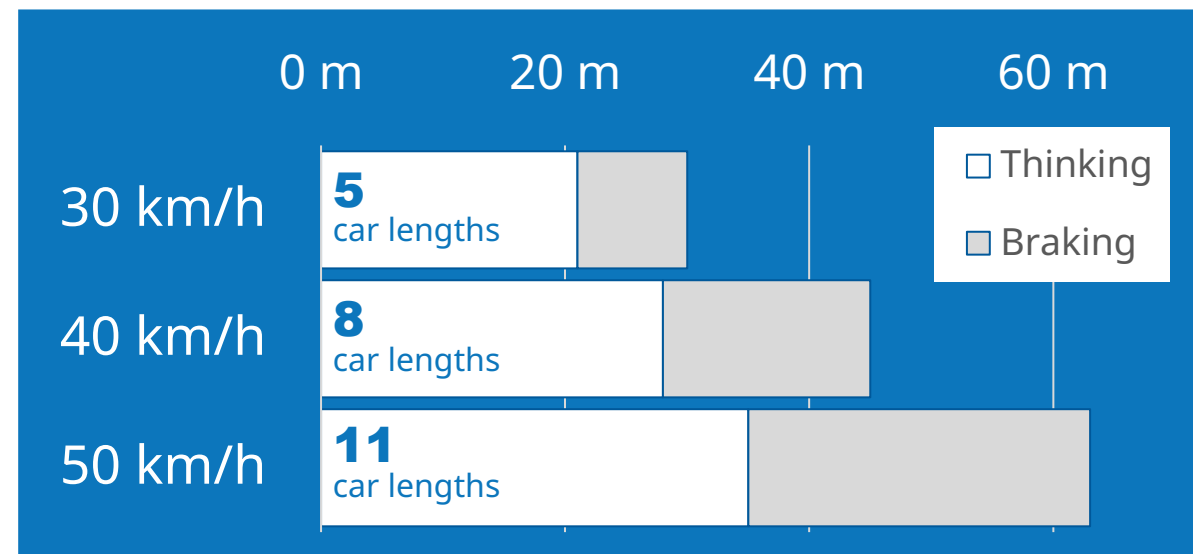
Safety benefits of lower speeds

- Fewer crashes
- Less severe crashes

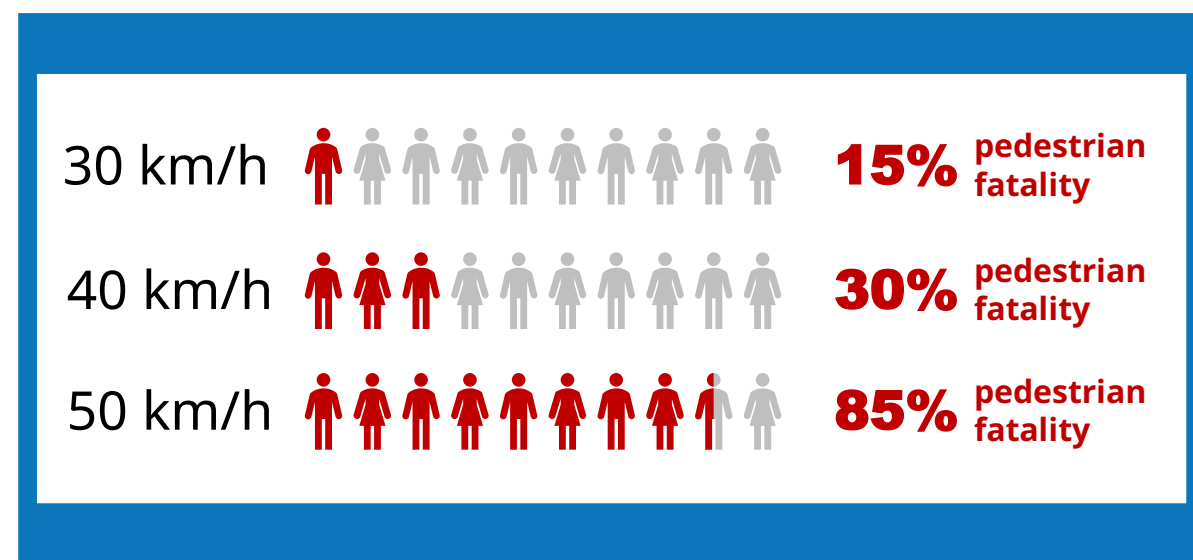
fewer crashes from **better peripheral vision**



fewer crashes from **shorter braking distances**



lower impacts
when collisions do occur



Other benefits of lower speeds

- Quieter streets and cleaner air
- Fewer traffic delays and more predictable travel times
- Improved traffic flow
- Increased active transportation
- Support streets as places

Small travel time impact in urban areas



Compliance requires a combination of

Design



Enforcement



More automated enforcement would be effective and relatively low cost but requires provincial changes

Education & Culture Shift





SAFE SPEED STRATEGIES

1. Set safe speed limits on local streets
2. Set safe speed limits on major streets
3. Encourage appropriate speeds using traffic calming treatments and street configurations
4. Adjust traffic signal timing to encourage safe travel speeds
5. Work with the Province to expand safety camera enforcement and enable blanket speed limits

Plan includes additional detail for each strategy

2

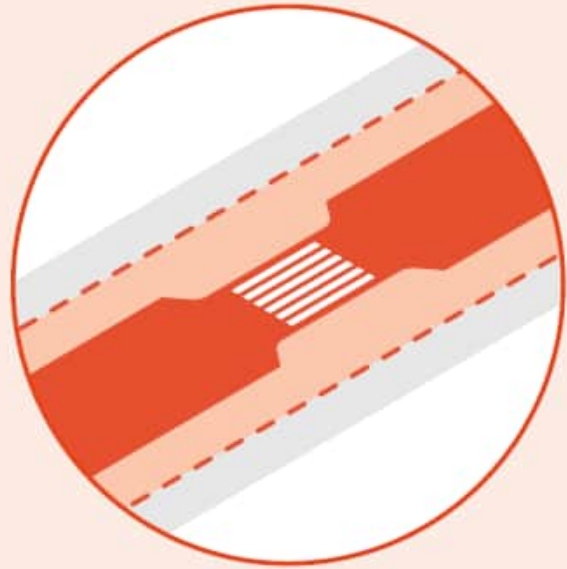
SAFE STREETS

how road are designed,
built and maintained

KEY MESSAGES

- Safe streets are self-reinforcing by design
- The City has significant control over how road space is allocated and how streets are designed
- Rebuilding streets is resource-intensive
consider low-cost, quick-build approaches and coordination opportunities
- Much of our current traffic calming toolkit focuses on local streets
calm traffic on major streets while considering buses, trucks, and emergency vehicles

Best Practices: Designing for Safe Streets



Right-size Streets

Right-size roadway widths

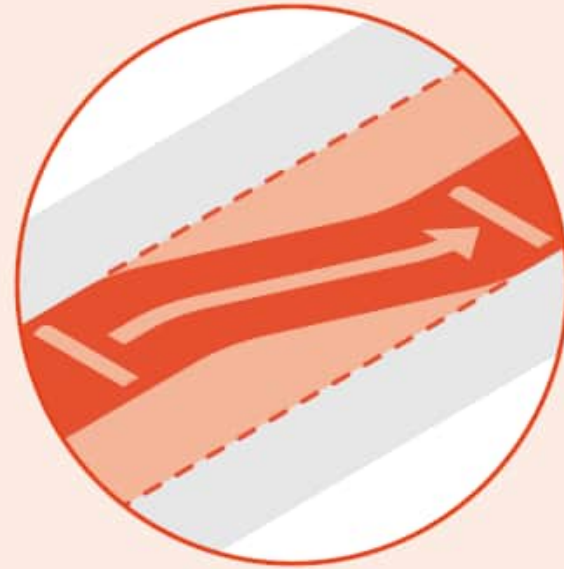
- Minimize lane widths
- Reduce number of lanes

Support sustainable mobility

- AAA cycling and micromobility
- Transit lanes

Maximize public space use

- Space for public life, green infrastructure, and non-mobility



Adjust the Street Pace

Slow pace with vertical deflection and horizontal geometry tools

- Vertical: sidewalk level crossings, roadway humps, etc.
- Horizontal: chicanes and lane shifts, pinchpoints, etc.
- Manage spacing between measures

Make streets easier to cross

- Reduce distance between crossings (signals and RRFBs)
- Reduce distance to cross
- Increase time to cross

Set safe signal progression

- Lower speed 'green wave'



Reduce Turn Speeds

Design compact intersections

- Reduce roadway width
- Simplify geometry

Optimize turn geometry

- Minimize corner radii (near-side turns)
- Harden centre line / medians (far-side turns)

Restrict dangerous movements

- Remove slip lanes
- Protected turns
- Turn restrictions (e.g. NTOR)



Design Livable Streets

Manage roadway network

- Minimize shortcutting while providing needed access
- Modal filters and diverters
- One-way to two-way conversion

Emphasize speed transitions

- Signs, curb extensions, vertical deflection, etc.

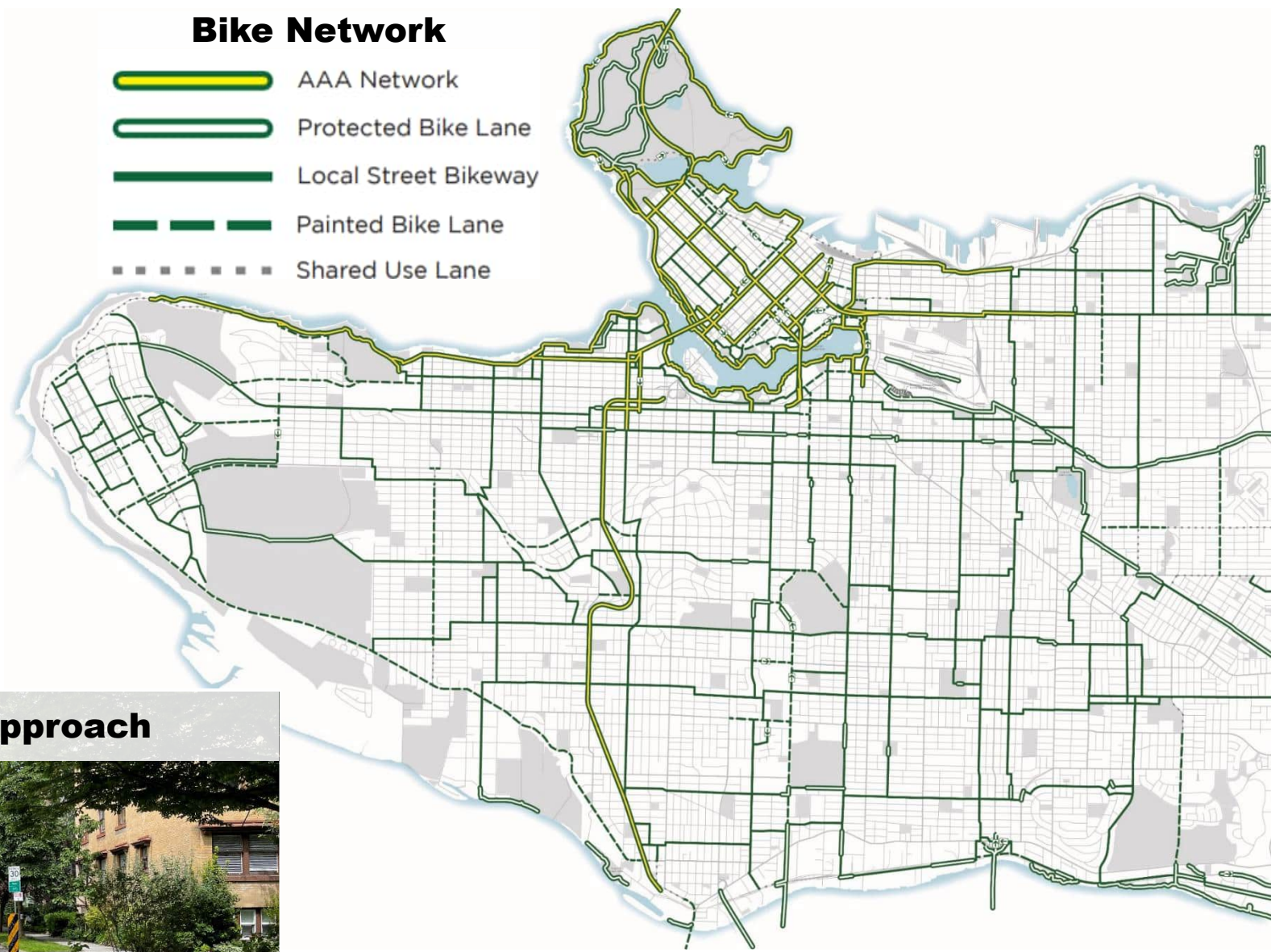
Create a sense of enclosure

- Materials
- Street scale
- Sidewalk and curbside activity

Active transportation network

Building a network that is safe and comfortable for people of all ages, abilities and backgrounds

- **1,500+ km of city streets***
(over 2,800 lane km)
- **2,200+ km of city sidewalks**
(~80% complete)
- **300+ km of bike network**
(~30% all ages and abilities)



Designing for all ages and abilities: no one-size-fits all approach



Physical protection on busy streets



Traffic calming on quiet shared streets

* Including 220 km of arterial streets (1024 lane km), 140 km of collector streets (666 lane km), and 1190 km of local streets.

Not including 770 km of laneways or 150 km of Parks/non-City streets.



SAFE STREET STRATEGIES

1. Address high danger hotspots and corridors for all modes
2. Build a comprehensive safe active travel network for people of all ages, abilities and backgrounds
3. Build and retrofit streets to be safe and accessible
4. Maintain streets and road markings in a state of good repair

Plan includes additional detail for each strategy



SAFE PEOPLE

Education, encouragement,
legislation, enforcement

KEY MESSAGES

- Work with partners on:
 - **Educational programs** that teach safe skills and respectful behaviour, including for students and newcomers
 - **Promotional campaigns** to raise awareness about key issues
 - **Enforcement practices** that target dangerous conduct
- Support safe legislation by:
 - Changing City bylaws
 - Advocating for changes to the Provincial Motor Vehicle Act (e.g. through the Union of BC Municipalities)

School Active Travel Program

Supporting safe active travel to school through infrastructure, programs, education & encouragement



- School Travel Planning & Infrastructure Improvements
- School Streets
- Active Travel Education
- Walking School Bus
- Walk Bike Roll Mini Grants
- Mobi Youth Community Pass Program
- School Slow Zones



SAFE PEOPLE STRATEGIES

1. Support education, promotion and awareness campaigns to improve safety and reduce conflicts
2. Support laws that protect vulnerable road users and advance safety for all road users
3. Support enforcement practices that target dangerous behaviour and protect vulnerable road users

Plan includes additional detail for each strategy

4

SAFE VEHICLES

How vehicle size, weight and features impact safety

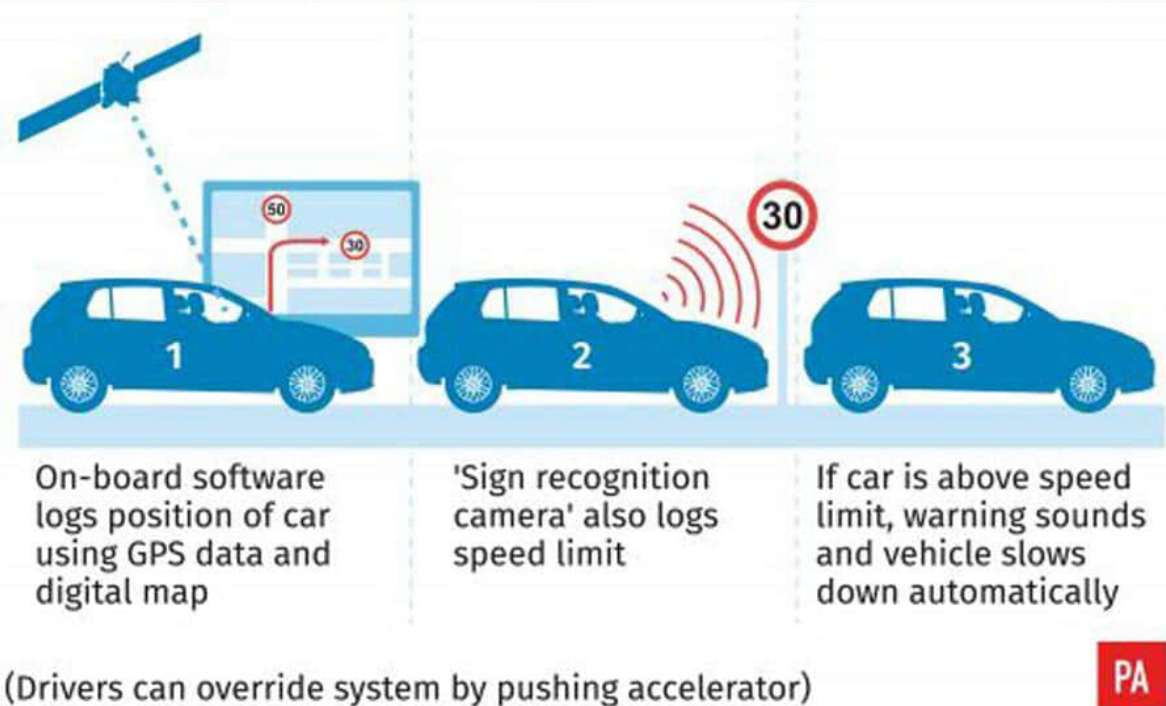
KEY MESSAGES

- The trend towards larger and heavier vehicles has had an adverse effect on safety
- New features can improve safety
- City can influence vehicle safety:
 - Directly through City-owned and City-contracted vehicles
 - Indirectly through advocacy to industry and regulatory bodies

Case study: intelligent speed assistance

Help drivers know when they are driving too fast

Intelligent speed assistance: how it works



(Drivers can override system by pushing accelerator)

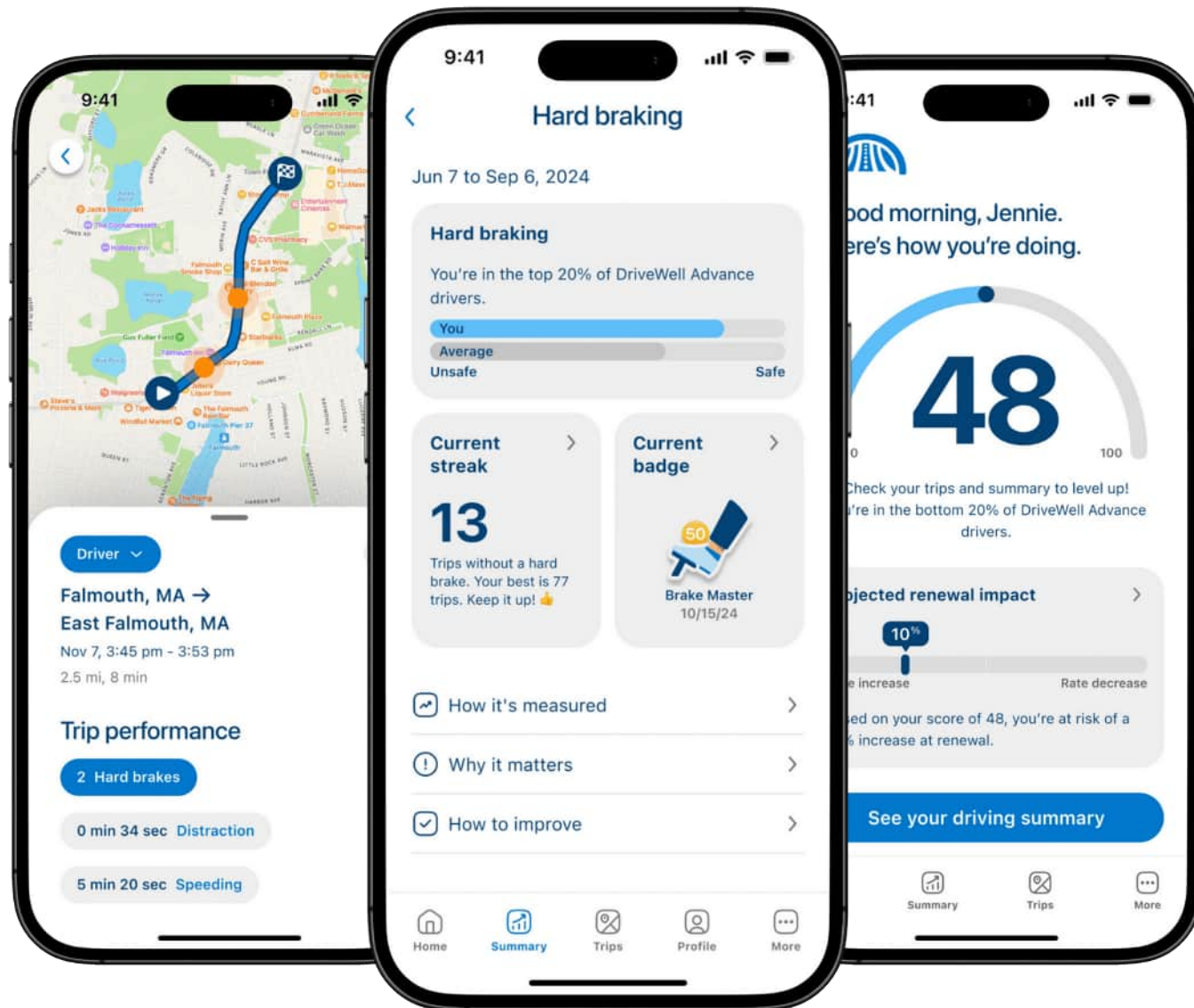
- **Level 1: Advisory / Informative**
Display speed limit and provide visual/audible alerts when it is exceeded
- **Level 2: Supportive / Warning**
Provide haptic feedback to nudge driver to slow down
- **Level 3: Intervening / Active**
Actively limit vehicle from exceeding speed limit beyond a set threshold



Washington State, DC, and other jurisdictions have passed laws mandating active ISA for repeat dangerous offenders.

Case study: telematics

Similar to an airplane's 'black box,' telematics can support transportation safety in many ways



- **Driver coaching**
(for harsh braking, speeding, etc.)
- **Reward safe driving**
(e.g. lower insurance premiums, safest driver competitions)
- **Monitoring for fleets & professional drivers**
(e.g. driver behaviour, vehicle safety)
- **Preventative maintenance reminders**
- **Real time condition alerts**
- **Automatic crash notification**
- **Detailed information to better analyze crashes**
(e.g. second-by-second speed, braking, etc.)



SAFE VEHICLE STRATEGIES

1. Improve the safety of City-owned and City-contracted motor vehicles
2. Support regulations and incentives that improve motor vehicle safety

Plan includes additional detail for each strategy



POST-CRASH RESPONSE

Responding to
crashes and fatalities

KEY MESSAGES

- We design our streets and public spaces with emergency access in mind
- We are committed to investigating all traffic fatalities, and responding as appropriate
- Improving data collection at crash sites and hospital rooms will help us prioritize our efforts

Investigating and responding to fatalities

We work with partners

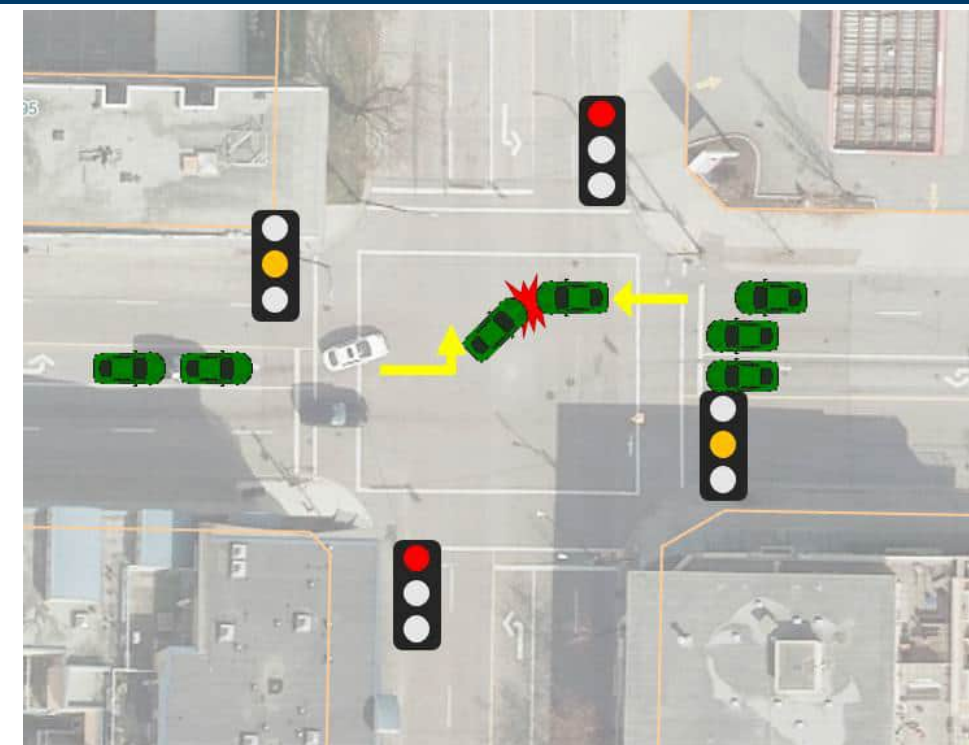
including Vancouver Police,
Vancouver Coastal Health & ICBC
to better understand collisions

- **When**
- **Where**
- **Who**
- **How**
- **Why**

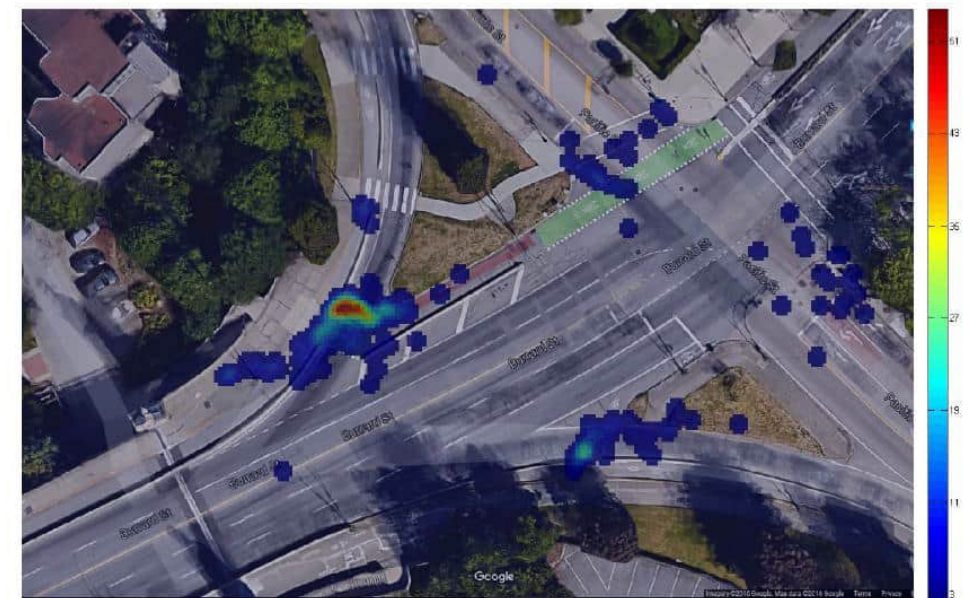
We conduct detailed studies

to determine appropriate
safety improvements:

- **Site observations**
- **Collision diagrams**
- **Automated video conflict analysis**



Sample collision diagram



Sample video conflict analysis
(Pacific/Burrard)



POST-CRASH RESPONSE STRATEGIES

1. Investigate and respond to all traffic fatalities
2. Design the active travel and public space networks to accommodate emergency vehicles where necessary
3. Work with partners to improve data collection and analysis

Plan includes additional detail for each strategy

STRATEGIC FRAMEWORK

- Complements and builds on existing policy
- Informed by best practices and Council direction
- Will be used to:
 - Help prioritize future projects and programs
 - Inform related budget conversations
 - Support partner-led initiatives
- Specific projects and programs will continue to have their own engagements streams

STRATEGIES AT A GLANCE

1	SAFE SPEEDS
	the top factor influencing the number and severity of collisions
1.1	Set safe speed limits on local streets.
1.2	Set safe speed limits on major streets.
1.3	Encourage appropriate speeds using traffic calming treatments and road configurations.
1.4	Adjust traffic signal timing to encourage safe travel speeds.
1.5	Work with the Province to expand safety camera enforcement and enable blanket speed limits.
2	SAFE STREETS
	how roads are designed, built and maintained
2.1	Address high danger hotspots and corridors for all modes.
2.2	Build a comprehensive safe active travel network for people of all ages, abilities and backgrounds.
2.3	Build and retrofit streets to be safe and accessible.
2.4	Maintain streets and road markings in a state of good repair.
3	SAFE PEOPLE
	education, encouragement, enforcement and legislation
3.1	Support education, promotion and awareness campaigns to improve safety and reduce conflicts.
3.2	Support laws that protect vulnerable road users and advance safety for all road users.
3.3	Support enforcement practices that target dangerous behaviour and protect vulnerable road users.
4	SAFE VEHICLES
	how vehicle size weight and features impact safety
4.1	Improve the safety of City-owned and City-contracted motor vehicles.
4.2	Support regulations and incentives that improve motor vehicle safety.
5	POST-CRASH RESPONSE
	responding to crashes and fatalities
5.1	Investigate and respond to all traffic fatalities.
5.2	Design the active travel and public space networks to accommodate emergency vehicles where necessary.
5.3	Work with partners to improve data collection and analysis.

Near-Term Actions

NEAR-TERM ACTIONS

- Highlighted actions for meaningful progress over next ~5 years
- Some actions fall within existing budgets; others depend on future funding
- Revisit every ~2 years
- Future updates to be more detailed, informed by ongoing analysis

#	ACTION	SYSTEM				
		1	2	3	4	5
1	Continue to implement 30 km/h local streets.	X	X			
2	Begin reducing speed limits on major streets, starting with downtown and busy commercial streets.	X	X			
3	Deliver safety improvements in coordination with repaving and other projects.	X	X			
4	Work with TransLink and emergency service providers to further explore traffic calming options on major streets.	X	X			
5	Implement a Hastings quick-build pilot in the DTES, with results to inform repaving in 2027-2028.	X	X			
6	Publish an updated City's Engineering Design Manual in 2027 to reflect evolving best practices, adapted to local context. (e.g. continuous sidewalks, improved intersection treatments, enhanced corner clearances)	X	X			
7	Continue spot infrastructure programs using a data-informed approach to prioritize locations. (e.g. signals, RRFBs, increased crossing time, LPIs, protected turns, NTOR restrictions, vertical deflection, enhanced corner clearances)		X			
8	Continue to grow the active travel network per the City's Active Mobility Plan , and through spot improvement program.		X			
9	Continue NTMP program, with upcoming areas including Moberly Park, Joyce-Collingwood, and Trout Lake / Clark Park.	X	X			
10	Expand speed hump program to support 30 km/h design speeds in more locations.	X	X			
11	Continue to pilot lower cost approaches to deliver safety infrastructure, including expanded use of extruded curbs, pin-in-place traffic calming curbs and planters to reinforce clearances where necessary.		X			
12	Consider increasing the road marking maintenance program budget to ensure crosswalks and other road markings remain visible.		X			
13	Consider pilot to expand LPI use for cycling and micromobility.		X			
14	Continue School Travel Planning Program to improve safety at 3 to 6 schools each year. Consider pilot to extend program to facilities serving older persons.		X	X		
15	Continue to support safe cycling education to reach all grade 6-7 public elementary school students every two years, and to support adult training for low-income communities, newcomers to Vancouver, and other equity-seeking groups. Continue to deliver School Active Travel Program elements that make it easier for students to get to school safely.			X		
16	Continue to advocate for changes to provincial laws and programs to improve safety, with focus areas including commercial vehicles, protections for vulnerable road users (speed reduction, intersection safety), new traffic control devices that support active transportation, and automated enforcement.	X	X	X		
17	Develop an integrated vehicle safety equipment policy for City-owned vehicles for use in vehicle replacement projects.				X	
18	Publish annual traffic fatality reports.					X
19	Continue to work with partners to improve tracking of severe traffic injuries.					X
20	Improve data collection and analysis of existing data sets, tools and measures, e.g. exploring the use of AI and other technologies to improve conflict analysis, analyze crash incident descriptions, to better locate specific issues and prioritize relevant countermeasures.					X
21	Update near term actions at least every two years.	X	X	X	X	X

NEAR-TERM ACTIONS

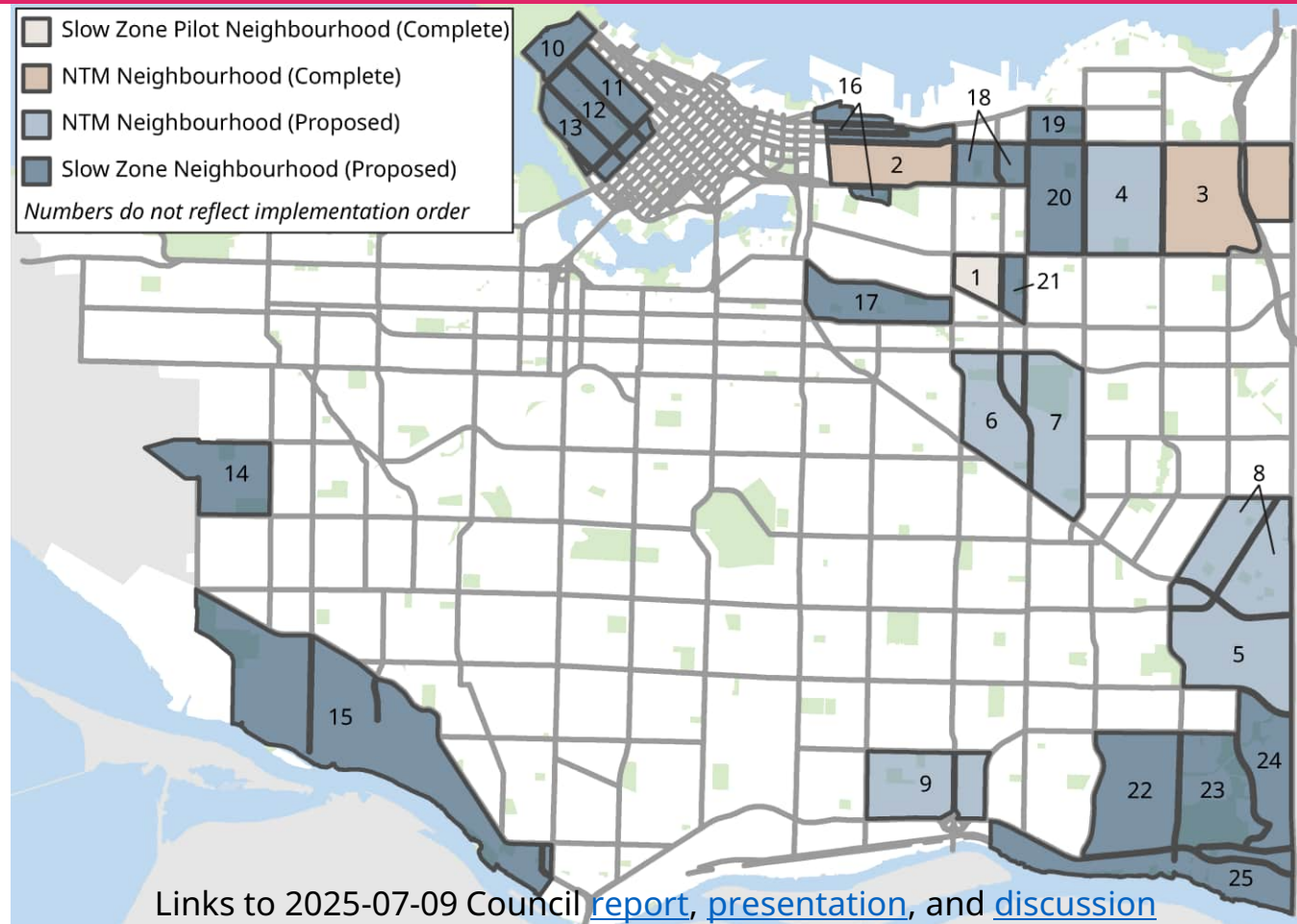
- Highlighted actions for meaningful progress over next ~5 years
- Some actions fall within existing budgets; others depend on future funding
- Revisit every ~2 years
- Future updates to be more detailed, informed by ongoing analysis

#	ACTION	SYSTEM				
		1	2	3	4	5
1	Continue to implement 30 km/h local streets.	X	X			
2	Begin reducing speed limits on major streets, starting with downtown and busy commercial streets.	X	X			
3	Deliver safety improvements in coordination with repaving and other projects.	X	X			
4	Work with TransLink and emergency service providers to further explore traffic calming options on major streets.	X	X			
5	Implement a Hastings quick-build pilot in the DTES, with results to inform repaving in 2027-2028.	X	X			
6	Publish an updated City's Engineering Design Manual in 2027 to reflect evolving best practices, adapted to local context. (e.g. continuous sidewalks, improved intersection treatments, enhanced corner clearances)	X	X			
7	Continue spot infrastructure programs using a data-informed approach to prioritize locations. (e.g. signals, RRFBs, increased crossing time, LPIs, protected turns, NTOR restrictions, vertical deflection, enhanced corner clearances)		X			
8	Continue to grow the active travel network per the City's Active Mobility Plan , and through spot improvement program.		X			
9	Continue NTMP program, with upcoming areas including Moberly Park, Joyce-Collingwood, and Trout Lake / Clark Park.	X	X			
10	Expand speed hump program to support 30 km/h design speeds in more locations.	X	X			
11	Continue to pilot lower cost approaches to deliver safety infrastructure, including expanded use of extruded curbs, pin-in-place traffic calming curbs and planters to reinforce clearances where necessary.		X			
12	Consider increasing the road marking maintenance program budget to ensure crosswalks and other road markings remain visible.		X			
13	Consider pilot to expand LPI use for cycling and micromobility.		X			
14	Continue School Travel Planning Program to improve safety at 3 to 6 schools each year. Consider pilot to extend program to facilities serving older persons.		X	X		
15	Continue to support safe cycling education to reach all grade 6-7 public elementary school students every two years, and to support adult training for low-income communities, newcomers to Vancouver, and other equity-seeking groups. Continue to deliver School Active Travel Program elements that make it easier for students to get to school safely.			X		
16	Continue to advocate for changes to provincial laws and programs to improve safety, with focus areas including commercial vehicles, protections for vulnerable road users (speed reduction, intersection safety), new traffic control devices that support active transportation, and automated enforcement.	X	X	X		
17	Develop an integrated vehicle safety equipment policy for City-owned vehicles for use in vehicle replacement projects.				X	
18	Publish annual traffic fatality reports.					X
19	Continue to work with partners to improve tracking of severe traffic injuries.					X
20	Improve data collection and analysis of existing data sets, tools and measures, e.g. exploring the use of AI and other technologies to improve conflict analysis, analyze crash incident descriptions, to better locate specific issues and prioritize relevant countermeasures.					X
21	Update near term actions at least every two years.	X	X	X	X	X

Continue to implement 30 km/h local streets



- Make all local streets 30 km/h (approved in July 2025)
- More speed humps to support lower, safer speeds
- Start with signs in neighbourhoods with traffic calming

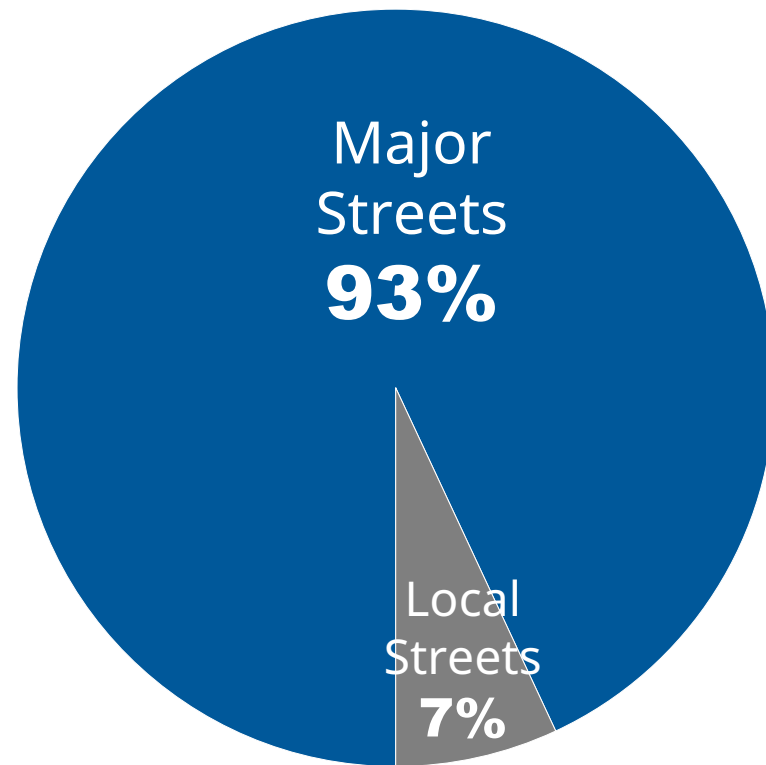


Begin Reducing Speeds on Major Streets

Major Streets account for about 90% of fatalities & serious injuries

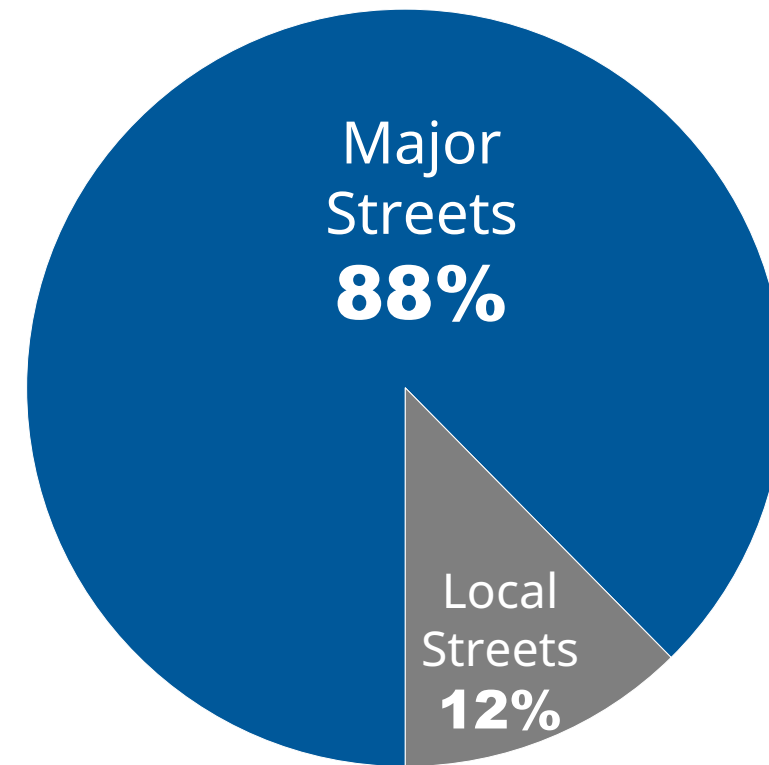
Fatalities

14 per year



Serious Injuries

66 per year



Begin Reducing Speeds on Major Streets

Cities are lowering speed limits on major streets around the world:

- **Across much of Europe** including Helsinki, Stockholm, London, Paris, Brussels, Amsterdam and Barcelona
- **North American cities** including Washington DC, Boston, New York, San Francisco, Minneapolis and Edmonton
- **Australian cities** including Melbourne and Sydney
- **Nationwide in Asian countries** including South Korea and Japan

In BC,
Victoria and Squamish
have recently decided to
**reduce speed limits
on most major streets**



The
regional long-term plan
calls for a
**30 km/h default
speed limit**

TransLink Transport 2050 Plan

What major streets do we prioritize first?

- **Areas with high pedestrian activity**
e.g.
 - Downtown
 - Busy shopping streets
 - Next to schools, parks, playgrounds, etc.
- **Streets with a lower design speed**
e.g.
 - Single travel lane per direction
 - Existing or planned modifications
 - High turnover on-street parking or other friction
- **Streets with high injury rates and/or vulnerable pedestrian populations**
e.g.
 - Select high injury corridors
 - Near schools, playgrounds, etc.

Lower Speed Limits on Major Streets - Framework

MAJOR STREETS (arterials and collectors) with	DOWNTOWN	OUTSIDE DOWNTOWN	
		BUSY PEDESTRIAN AREAS including (a) shopping streets and (b) next to schools, parks & playgrounds	OTHER
1 travel lane per direction	30 km/h	30 km/h	40 km/h
2 travel lanes per direction	40 km/h	40 km/h	50 km/h
3+ travel lanes per direction	40 km/h	40 or 50 km/h	50 km/h

** Lower speed limits may also be considered for high injury locations on a case-by-case basis*

Lower Speed Limits on Major Streets - Framework

MAJOR STREETS (arterials and collectors) with	DOWNTOWN	OUTSIDE DOWNTOWN	
		BUSY PEDESTRIAN AREAS including (a) shopping streets and (b) next to schools, parks & playgrounds	OTHER
1 travel lane per direction	30 km/h	30 km/h	40 km/h
2 travel lanes per direction	40 km/h	40 km/h	50 km/h
3+ travel lanes per direction	40 km/h	40 or 50 km/h	50 km/h

** Lower speed limits may also be considered for high injury locations on a case-by-case basis*

**Near-term
prioritization
early candidates**

1. Downtown peninsula – all of it (could start with premier shopping streets – e.g. Robson, Denman, Davie, Water)
2. Outside downtown – top three 30 km/h shopping streets
3. Outside downtown – top three 40 km/h shopping streets
4. Outside downtown – top three 40 km/h residential streets

Cost out and prepare various options

Lower Speed Limits on Major Streets - Framework

MAJOR STREETS (arterials and collectors) with	DOWNTOWN	OUTSIDE DOWNTOWN	
		BUSY PEDESTRIAN AREAS including (a) shopping streets and (b) next to schools, parks & playgrounds	OTHER
1 travel lane per direction	30 km/h	30 km/h	40 km/h
2 travel lanes per direction	40 km/h	40 km/h	50 km/h
3+ travel lanes per direction	40 km/h	40 or 50 km/h	50 km/h

** Lower speed limits may also be considered for high injury locations on a case-by-case basis*

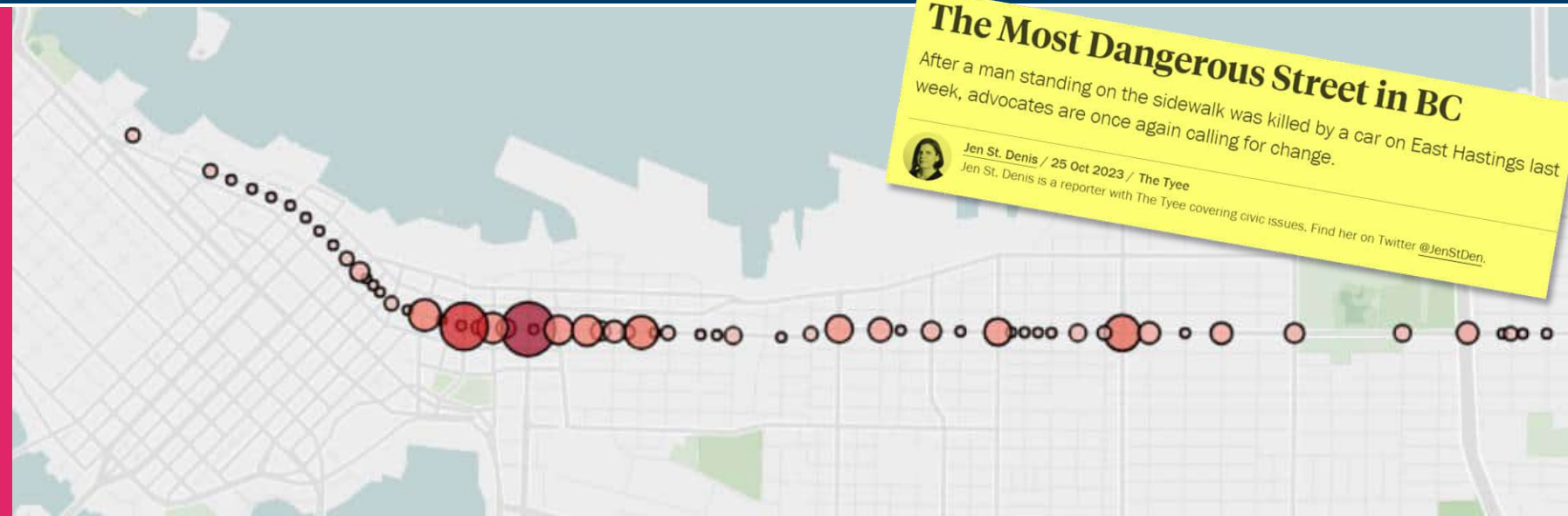
Near-term prioritization early candidates	<ol style="list-style-type: none"> 1. Downtown peninsula – all of it (could start with premier shopping streets – e.g. Robson, Denman, Davie, Water) 2. Outside downtown – top three 30 km/h shopping streets 3. Outside downtown – top three 40 km/h shopping streets 4. Outside downtown – top three 40 km/h residential streets 	Cost out and prepare various options
---	--	--------------------------------------

Complementary tools could include	<ul style="list-style-type: none"> ▪ Road diets (including making parking full-time) ▪ Retiming signal progression ▪ Crossing improvements in busy pedestrian areas 	<ul style="list-style-type: none"> ▪ Quick build intersection daylighting ▪ Horizontal and vertical deflection ▪ High injury locations – consider all tools including redesign
---	--	---

Quick-build pilot on Hastings Street (DTES)

Address BC's highest pedestrian collision location:

- Quick-build pilot in 2027
- Lessons learned will inform permanent changes delivered with repaving
- Staff are working with transit and emergency service providers



Hastings between Abbot & Jackson has the highest reported pedestrian collisions in BC

Over 100 reported pedestrian collisions in past 5 years (ICBC) including several fatalities



ENGINEERING DESIGN MANUAL

Publish updated Engineering Design Manual in 2027

Potential new standards include:

- Continuous sidewalks
- Improved sidewalk standards
- Enhanced corner clearances
- ... and more

Continue safety spot infrastructure programs

Prioritized using a data-informed approach, based on available budget

New Infrastructure or Intervention	2021	2022	2023	2024	2025
Signals (full or pedestrian/cyclist activated)	5	2	3	5	9
Flashing beacons (RRFBs)	9	10	8	8	11
Increased crossing time	29	31	22	24	41
Signal accessibility upgrades (e.g. audible)	14	13	14	11	30
Leading pedestrian intervals (LPIs)	12	16	14	15	32
Protected turn phasing	7	16	8	4	2



Additional funds for pedestrian safety measures

In 2024, Council approved an additional \$5.5 million (a ~40% increase in the 2023-2026 budget) to increase the number of signals, flashing beacons, LPIs, increased walking time and crosswalks for 2025-2026.

Expand the Safe Active Travel Network

Building a network that is safe and comfortable for people of all ages, abilities and backgrounds

Upcoming projects include:

- **Melville Street**
connecting Dunsmuir Street with Coal Harbour Seawall
- **10th Avenue upgrades**
including near Granville and Fraser streets
- **Fir ramp**
connecting Granville Connector and 10th Ave
- **Pine Street connector**
linking Arbutus Greenway and Granville Connector with Seaside Greenway
- **Adanac Greenway upgrades**
including protected bike lanes between Rupert Street and Boundary Road
- **45th Avenue upgrades**
between Killarney Street and Boundary Road
- **BC Parkway upgrades**
addressing the gap at Slocan Street
- **Portside Greenway upgrades**
on Wall Street between Dundas and Nanaimo streets
- **Cambie Bridge off-ramp to W 6th Avenue**



Physical protection on busy streets



Traffic calming on quiet shared streets

Neighbourhood Traffic Management Program

**Low-cost traffic calming
to address safety issues**

like speeding and high vehicle volumes
on local streets



Past Projects

1 Strathcona

Active Projects

2 Hastings Sunrise
(Adanac Overpass)
Status: monitoring

3 Hastings Sunrise
(Clinton Park)
Status: implementation

4 Killarney North East
Status: detailed design &
implementation

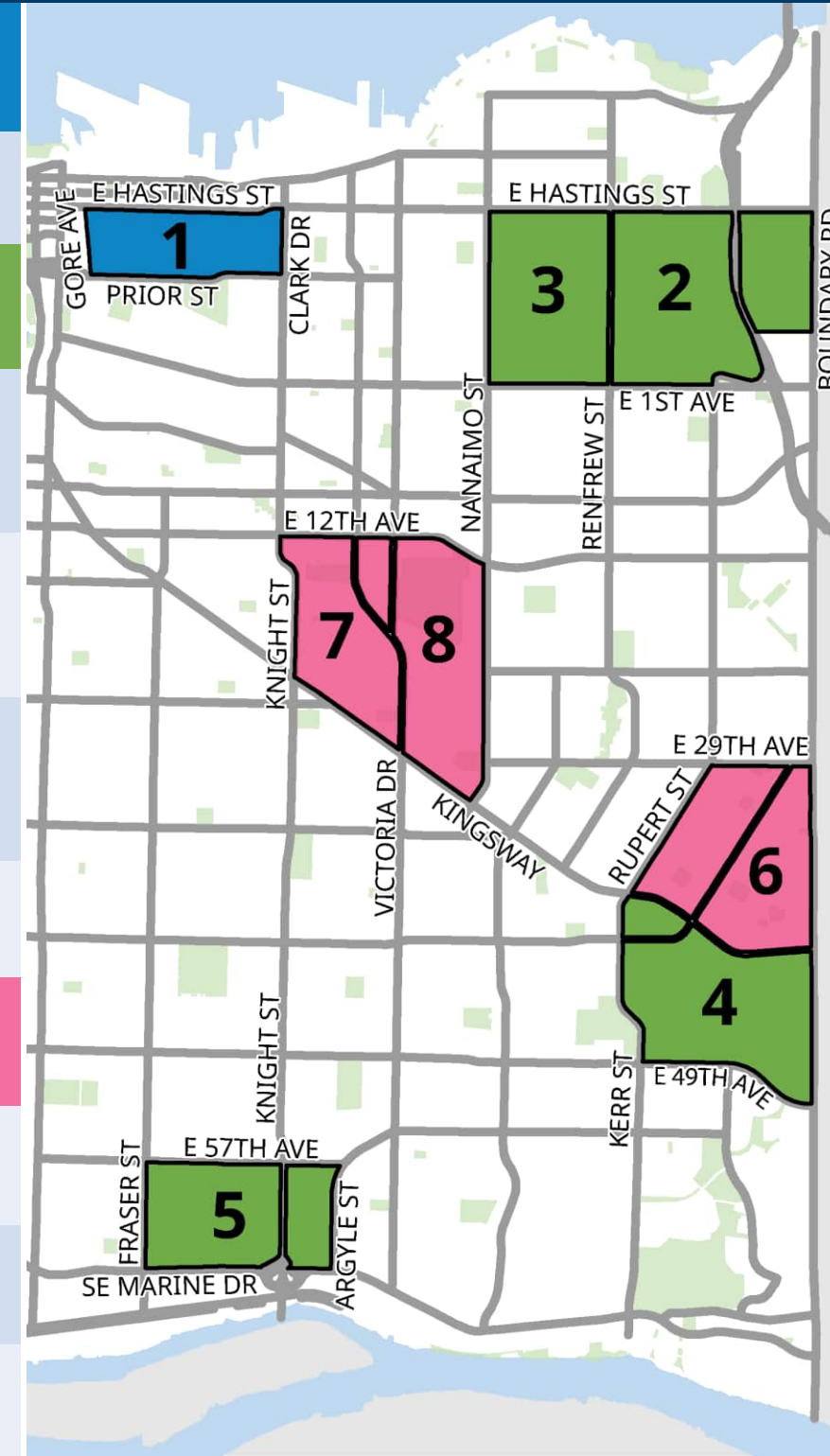
5 Sunset (Moberly Park Area)
Status: engagement

Upcoming Projects

6 Joyce-Collingwood

7 Clark Park

8 Trout Lake



Maintain road markings in good condition

Current operating budget (~\$0.7M) does not allow for regular maintenance of road markings



- In a recent assessment, only 17% of crosswalks were rated in good condition
- Current program allows for refresh of 2 to 3% of crosswalks each year
- Many other markings (e.g. speed humps, transit priority lanes, bike markings) are only refreshed through one-off requests
- A small funding increase would enable road markings to be maintained to a high standard

Poor
18%

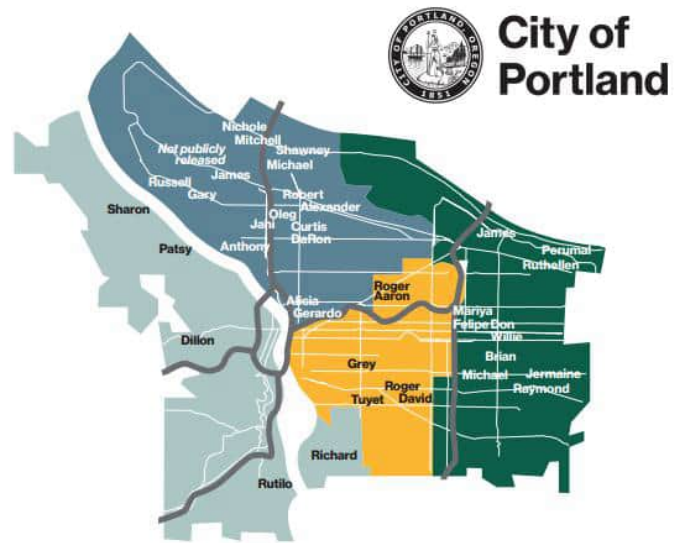
Fair
65%

Good
17%

Fewer than 20% of sidewalk markings are in 'good' condition

Publish annual traffic fatality reports

To track progress, highlight issues and demonstrate commitment & accountability



Portland 2025 Deadly Traffic Crash Report

March 2026 | visionzeroportland.com



Portland 2025 Deadly Traffic Crash Report Summary



March 2026 | visionzeroportland.com

In 2025, 39 people were killed in traffic crashes in Portland — lower than the record high of 69 deaths in 2023 and the lowest since 2018. Our city mourns the 39 individuals whose lives were cut short by preventable traffic violence.

The City of Portland, through its Vision Zero program, aims to eliminate traffic deaths and serious injuries. Understanding the circumstances and factors behind each loss of life from traffic crashes is core to our work.

We take a data-driven, [Safe System](#) approach to address deadly traffic crashes.

Traffic deaths by mode of travel, 2025

People in motor vehicles	8
People on motorcycles	8
Pedestrians*	20
People on bicycles	3
Total	39

* Includes people walking, using mobility devices, riding skateboards, or on e-scooters.
Data: Portland Police Bureau

Deadly crash patterns and trends

38% fewer people were killed in traffic crashes compared to the prior four-year average.

72% of traffic deaths occurred in nighttime conditions, from dusk to dawn.

51% of people killed in traffic crashes were pedestrians. 2025 marked the third straight year of declining pedestrian deaths since the 2022 peak.

41% of traffic deaths involved speeding, a top contributing factor in deadly crashes year after year.

33% of people killed in traffic crashes were 65 or older, up from ranges between 10% and 14% in the previous four years.

20% of pedestrian deaths involved people experiencing homelessness, down from ranges between 36% and 74% in the previous four years.

Deadly crash locations

- 74% of deadly crashes occurred on the [High Crash Network](#), Portland's 30 deadliest streets and intersections.
- 69% of traffic deaths took place on wide city streets (four or more travel lanes), which make up 4% of all non-interstate roadways in Portland.
- 67% of deadly crashes occurred on city streets, and 33% occurred on state-owned roads and highways. Of the deadly crashes that happened on state-owned roads and highways, 77% took place on surface streets, including SE Powell Boulevard, N Lombard Street, and U.S. Highway 30 in Northwest Portland.
- Traffic deaths in East Portland fell 56% from the previous four-year average — exceeding the citywide decrease of 38%. In the previous year, the area's traffic death rate was triple that of the rest of the city.

The City of Portland is committed to providing meaningful access. To request translation, interpretation, modifications, accommodations, or other auxiliary aids or services, or to file a complaint of discrimination, contact 503-823-4000 (ST), Relay Service & TTY: 711, or VisionZero@portland.gov

Potential elements:

- Trends and patterns
- Locations and street characteristics of individual crashes
- Victim mode of travel and basic demographic information
- Contributing factors and other circumstances
- Responses to specific incidents

Portland crash report precedent

Summary



City of Vancouver **Vision Zero** **Safe Mobility Plan**



- **New target**
 - at least 5% reduction per year; zero by 2050
- **Comprehensive strategic framework**
 - guide transportation safety efforts in the years ahead
 - help prioritize projects and programs
 - inform future budget conversations
 - support partner-led initiatives
- **Near-term actions (5-year time horizon)**
 - highlight upcoming work for meaningful progress
 - revisited every ~2 years, informed by strategic framework
- **More detailed analysis underway**
 - will help improve decision-making, prioritization and tool selection

VISION ZERO SAFE MOBILITY PLAN

