



Vision Zero Vancouver

VISION ZERO VANCOUVER YEAR ONE AGENDA

Objective

Below is an outline of readily achievable policies that Vision Zero Vancouver asks every City of Vancouver electoral organization to commit to ahead of the 2026 civic elections. To avoid open-ended commitments without action, we ask each party to commit to doing all of these actions in the first year of their mandate.

Policy

- [Eliminate time and day restrictions for all Vancouver school zones;](#)
- [Reintroduce lower speeds on select arterials as outlined in the *Vision Zero Safe Mobility Plan*;](#)
- [Have the Mayor immediately direct the City Manager's Office to reverse "zero means zero" cuts to teams working on road safety and active transportation infrastructure.](#)

Infrastructure

- [Direct staff to build an interim active transportation lane on Broadway using quick-build methods to be ready by the opening day of the Broadway Subway;](#)
- [At the first opportunity, reallocate money in the 2027-30 Capital Plan to accelerate the pace of installing safe crossings, curb cuts, sidewalk repairs, and expansion of the sidewalk network;](#)
- [Direct staff to immediately re-prioritize the installation of the approved nine new transit priority lanes that were de-prioritized in March 2026;](#)
- [Make the Water Street and Granville Street pedestrian zones ongoing, either full time year-round or a multi-year seasonal commitment with full-time hours in summer.](#)
- [Allocate funding to implement at least 1 permanent School Street every year beginning in 2028;](#)
- [Add at least 8 kilometres of all-ages-and-abilities infrastructure to the Major Bikeway Network or to useful, connected bike lanes on major roads;](#)
- [Take steps to complete the active transportation network in under-connected parts of East and South Vancouver, especially existing committed corridors such as Masumi Mitsui and the Eastside Crosscut.](#)



Vision Zero Vancouver

Eliminate time and day restrictions for all Vancouver school zones

In 2020, Council voted to eliminate time and day restrictions from all 30km/h school and playground zones in an effort to increase road safety in these areas. This change primarily impacted side streets, as most arterial school zones are set at 40km/h. While the 30km/h school and playground zone speed-limit restrictions are now in effect 24/7/365, most school zones on arterials (where the vast majority of injury and fatality crashes occur) are still limited to 8am-5pm on school days only.

Vancouver first introduced the [School Slow Zones on Arterials Program](#) in 2023. Of the 51 schools in Vancouver adjacent to 50km/h roads that are not part of the Major Road Network, 40 will have School Slow Zones by the end of 2026, and we hope the remaining 11 will be added in the year following. But these zones still have time and date restrictions.

We ask that these school slow zones be made 24/7/365 too. All of the same logic and reasoning that applied when we made 30km/h school zones full-time applies just the same in these cases. Slower speeds save lives, with children being especially vulnerable. Speed limit reductions that are not time and date bound are more consistent, easier to understand and enforce, and account for the fact that families and children exist in these areas at all hours of the day.

We also urge a new Mayor and Council to work with TransLink on lowering speed limits on the Major Road Network for the remaining 25 Vancouver schools that exist adjacent to these roads, which do not have School Slow Zones at all. Children attending schools like Queen Alexandra Elementary, which sits at the intersection of Clark and Broadway, deserve a safe route to school just as much as anyone else.



Vision Zero Vancouver

Reintroduce lower speeds on select arterials as outlined in the *Vision Zero Safe Mobility Plan*

In June 2026, Council voted to approve the City's new [Vision Zero Safe Mobility Plan](#). It was a strong plan, prepared by staff in consultation with several different stakeholders over the past year. It passed at Council, but was amended to remove one of the most important parts: lower speeds on arterials.

Any Council serious about road safety needs to bring this piece of the plan back. Speed is the top contributing factor to crashes in Vancouver, as reported by the VPD. Speed is a factor even when a driver is traveling within the posted speed limit, as a person hit by a vehicle traveling 50km/h has only about a 15% chance of survival (vs. 70% chance of survival if hit at 40km/h). While Vancouver has taken important steps to reduce speed limits on local streets, 93% of fatalities in the City happen on major streets.

The original *Vision Zero Safe Mobility Plan* contained a well-reasoned framework for reducing speed limits on select arterials with high pedestrian activity (such as Robson, Denman, Davie, Main, and Commercial), including a proposed timeline focusing on the downtown peninsula, and at least three commercial high streets and three residential arterials or collectors outside the downtown, by 2031. We call on candidates to commit to reintroducing these planned speed limit reductions and timeline.



Vision Zero Vancouver

In the next budget, allocate funding to reverse “zero means zero” cuts to teams working on road safety and active transportation infrastructure.

When ABC passed their “zero means zero” budget in fall 2025, city teams working for road safety and active transportation infrastructure took a serious hit. We [outlined the impacts this would have](#) at the time, and have been disappointed to see many of our fears become our new reality.

The dissolution of the Community Transportation team will mean fewer school streets to help parents and teachers keep kids safe around schools, as well as slower work on community-requested traffic calming in residential neighbourhoods.

Layoffs on key teams that work on active transportation, street plazas, and road upgrades means less skilled engineers working on protecting people when they walk, bike, roll, transit, or drive.

Staff time was already a major constraint on road safety initiatives before these cuts were made, and it has become an insurmountable barrier since. We are calling on a new Council to reverse these cuts and restore our city’s staff capacity on road safety and active transportation back to its 2025 baseline.



Vision Zero Vancouver

Direct staff to build an interim active transportation lane on Broadway using quick-build methods to be ready by the opening day of the Broadway Subway

The Broadway Bike Lane Vote was easily the most important Vision Zero-related Council decision of 2023. The origin of this vote was Councillor Christine Boyle's 2022 motion for an active transportation lane on Broadway - which was supported by current Councillors Bligh, Dominato, and Kirby-Yung. However, when the staff report came back in 2023 and Councillors had the choice as to whether or not to include new lanes on Broadway, Councillor Montague introduced an amendment to axe them and maintain the status quo. This was supported by all ABC councillors and Mayor Sim; Councillors Bligh and Kirby-Yung were absent.

Adding active transport lanes on Broadway would align with virtually every goal that the City has stated it is striving for, including:

- Having two thirds of all trips be by transit, bike, walking, or rolling by 2040 as part of Vancouver's transportation plan
- Helping combat the climate emergency
- Reallocating 220km of road space away from private vehicle use as passed by council in 2020
- Giving a lane for e-scooters to use as part of the pilot program, so they are not in conflict with pedestrians on the sidewalk or cars on the road
- Giving cyclists a protected east-west corridor to travel down, as more cyclists are hit by drivers on 10th Avenue than any other street in the entire city
- Helping small businesses by moving active transportation users, who are more likely to stop and shop, onto Broadway

At \$10 million, the price of adding active transport lanes on Broadway was a bargain compared to other large infrastructure projects. During the Council debate, over 90% of speakers spoke in strong support of the plan.

Under a new Council, this revolutionary plan could still happen. With 99 B-Line service being shortened to only run between Arbutus and UBC after the subway opening, people will be looking for options to get around this corridor. It's not too late. We urge a new Council to reverse course on this ABC decision and deploy a quick-build active transportation lane on Broadway to be ready for opening day of the Broadway subway in late 2027.



Vision Zero Vancouver

At the first opportunity, reallocate money in the 2027-30 Capital Plan to accelerate the pace of installing safe crossings, curb cuts, sidewalk repairs, and expansion of the sidewalk network;

Road safety was an [overwhelmingly popular](#) priority for the Capital Plan. Yet investment in road safety improvements continue to lag significantly behind other infrastructure investments. While the City will spend \$118M on road repaving in the next 4 years, just \$16M is allocated to building new sidewalks - and none of that funding is directly contributed by the City (it is a 50/50 split between developer and partner contributions). From this funding, Vancouver will get 10km of new sidewalks in the next 4 years - barely making a dent in the current 450km backlog to complete the sidewalk network. Funding is also allocated for repairs to just 30km of the sidewalk network, compared to 134km of the road network.

The current Capital Plan also includes funding for the installation of just 4 new traffic signals per year, not nearly enough to keep pace with need. While the Capital Plan does not offer specifics on the number of new raised crosswalks or flashing beacons Vancouver will get, we are confident that the need exceeds the current investment.

We call on a new Council to reallocate funds at the first opportunity to prioritize the installation of this critical safety infrastructure.



Vision Zero Vancouver

Direct staff to immediately re-prioritize the installation of the approved nine new transit priority lanes that were de-prioritized in March 2026

On July 24, 2024 Council unanimously approved the “Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites” motion. The Motion proposed 9 new bus lanes for the city, but two years later we have not seen much urgent action at all. In fact, in March of this year, work on this file was officially deprioritized by the City in light of staffing constraints.

Creating bus lanes does not have to take this long. Toronto installed emergency bus lanes in a matter of [4 days](#) when they needed to, with more typical timelines from approval to implementation being 3-6 months. Vancouver can do this too!

Why do we support bus lanes? They are a cheap, quick, practical solution that makes transit faster and more reliable. These are some of the key ingredients we need to ensure transit is a viable and attractive alternative to driving, and can effectively replace car trips and reduce traffic congestion on our roads.

We call on a new Council to re-prioritize this work and quickly bring in these bus lanes our region so desperately needs.



Vision Zero Vancouver

Make the Water Street and Granville Street pedestrian zones all-day initiatives, either year-round or seasonally.

It's no secret that a street without cars is a quieter, safer, cleaner, more pleasant place to be. The spectacular success of this summer's Granville Street Pedestrian Zone demonstrates just how well this concept can work in Vancouver, and how popular it can be. Pedestrianized streets are not only safer, they go a long way in helping residents imagine the future of public space in our city and how our road network could transform in the future.

One of the most significant downsides we have seen to the way Vancouver has approached pedestrianized streets in the past is the temporary nature of pedestrianization. Temporarily pedestrianizing streets drives up the cost of pedestrianization as the city relies on policing instead of permanent physical infrastructure to enforce the closure. In some cases, such as the weekly Water Street Pedestrian Zone, staff need to install and dismantle street furnishings regularly throughout the entirety of the season.

Water Street and Granville Street are both excellent candidates for ongoing pedestrianization, either year-round or as seasonal closures with full-time (24/7) hours during summer. We call on a new Council to make these pedestrian streets a permanent fixture.



Vision Zero Vancouver

Allocate funding to implement at least 1 permanent School Street every year beginning in 2028

School Streets are car-free zones adjacent to schools that welcome walking, cycling, gathering, and playing together before and after school. They can be done as temporary time-bound road closures or become permanent plaza spaces.

Vancouver introduced its School Streets program in 2021 to great success. Since then the program has been implemented at 15 VSB schools, typically as a 4-week spring implementation but with some schools having tested year-round weekly and daily iterations as well. Families report higher levels of walking and cycling to school during the School Streets program, and [92% of students](#) report the street feeling safer.

Thus far, Vancouver's program has only been implemented with temporary road closures at school drop-off and pick-up times. Implementing a full-time School Street would allow increased safety gains as well as positive health impacts like improved air quality and reduced noise pollution in the school. Full-time School Streets have been successfully implemented in Montreal (École primaire Paul-Bruchési has had a full-time School Street since 2024) and many cities in Europe. Check out this write up on [Paris' School Streets](#) to get inspired about what this can look like.

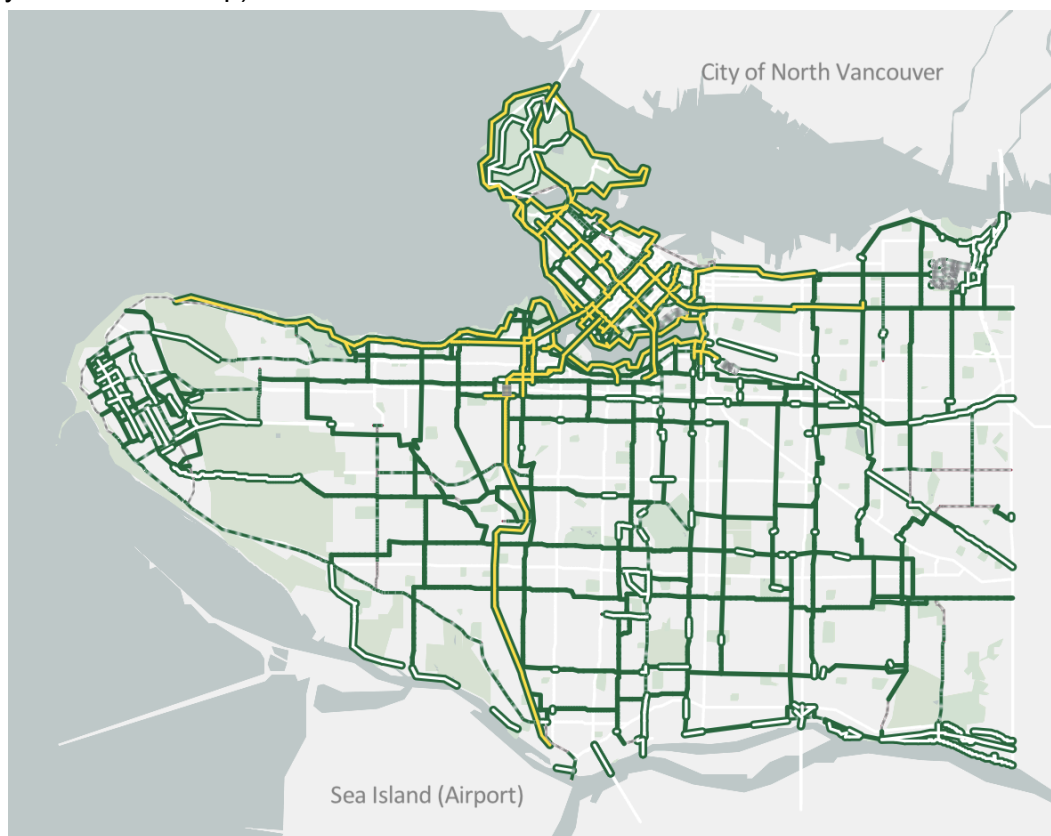
We call on a new Council to expand this program to include permanent, full-time School Streets with the first implementation by September of the school year 2028-2029.



Vision Zero Vancouver

Add at least 8 kilometres of all-ages-and-abilities infrastructure to the Major Bikeway Network or to useful, connected bike lanes on major roads

Vancouver's [All Ages and Abilities cycling route](#) guidelines set out a great standard for designing safe cycling options that are comfortable for all. Unfortunately, few routes in the city actually meet these standards, particularly outside the downtown core (AAA routes shown in yellow on the map).



We want to see this network expanded - but we don't want random blocks of orphaned protected bike route in front of one new development. We want to see infrastructure that is comfortable for all, in places that connect to existing infrastructure and that actually gets people where they need to go.

We call on a new Council to accelerate the pace by delivering 8km of new, All Ages and Abilities infrastructure along the [Major Bikeway Network](#) or to useful, connected bike lanes on major roads.



Vision Zero Vancouver

Take steps to complete the active transportation network in under-connected parts of East and South Vancouver, especially existing committed corridors such as Masumi Mitsui and the Eastside Crosscut.

In addition to our ask to focus on expanding the All Ages and Abilities network on useful, connected routes, we also want to see a focus on building out the active transportation network in under-connected neighbourhoods in East and South Vancouver. We want to see more people using active transportation across the city, and that means we have to build comfortable facilities for them to do so.

Much of East and South Vancouver are poorly served by the City's existing active transportation network. Luckily, there are already committed corridors that present a very easy starting place for Council. Planned corridors like the Masumi Mitsui Greenway and Eastside Crosscut have long been gathering dust in city plans while existing conditions remain challenging and uninviting. Both corridors would provide useful cycling connections to high quality existing infrastructure once upgraded. We call on a new Council to improve the active transportation network in these underserved neighbourhoods, focusing on these committed corridors first.