

2024

CITY OF VICTORIA | Engineering and Public Works

Speed Reductions on Major Streets

COMMITTEE OF THE WHOLE | DECEMBER 5, 2024

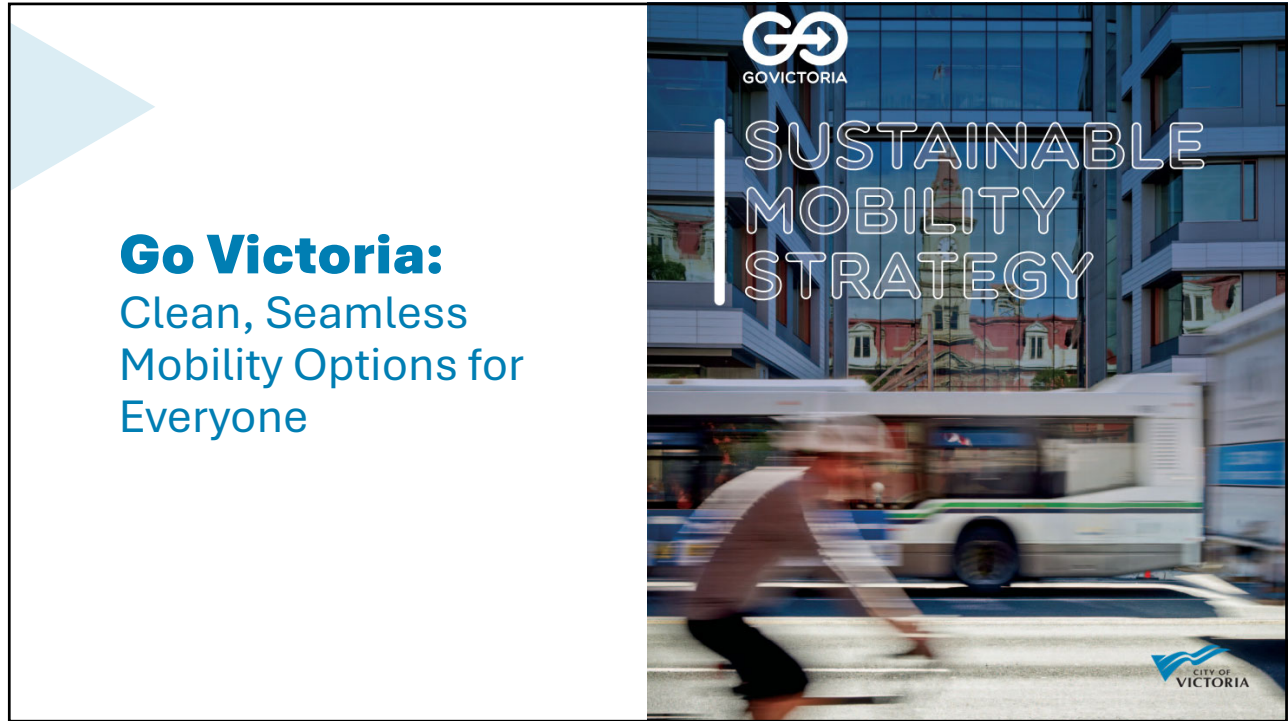


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Outline

- Transportation policy/background, collision trends and program highlights
- Progress of the 30 km/h speed reduction initiative on local streets
- Recommendations for speed reductions on major streets

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Go Victoria:

ADOPT VISION ZERO

A systems-based model for improved road safety that prioritizes human life over ease of mobility and convenience. Vision Zero acknowledges the importance of safeguarding people with better design and minimized speed to reduce accident frequency and severity.

TARGET

Reach and maintain zero annual traffic fatalities and injuries

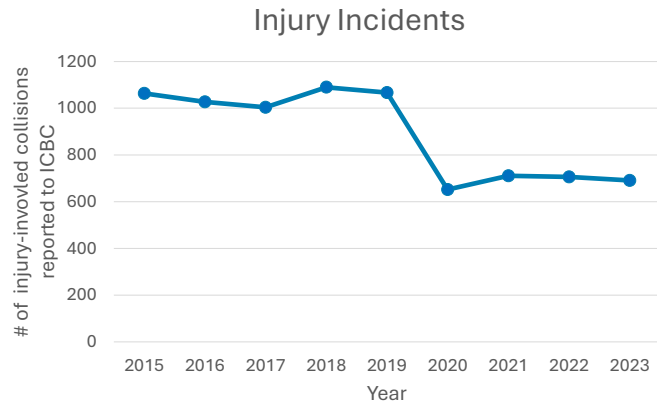
GOALS

- 1 A culture of safety for all road users is embraced by the City and general public
- 2 The road network design and operations prioritize the protection of human life over all else
- 3 Emergency response planning and operations are prioritized on our road networks

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ICBC Reported Injuries 2015-2023

- 13 fatal collisions
- 8,000 reported injury collisions
- 35 per cent reduction in injury-involved collision claims



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Engineering Strategies

- Increasing walk time for pedestrians at traffic signals
- Leading Pedestrian Intervals
- Adding protected turn phases
- Improving intersection lighting
- Accessibility improvements
- New traffic signals



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Engineering Strategies

- Adding medians and curb bulges
- Eliminating slip lanes
- Traffic calming measures
- New and upgraded crosswalks
- Expansion of AAA network

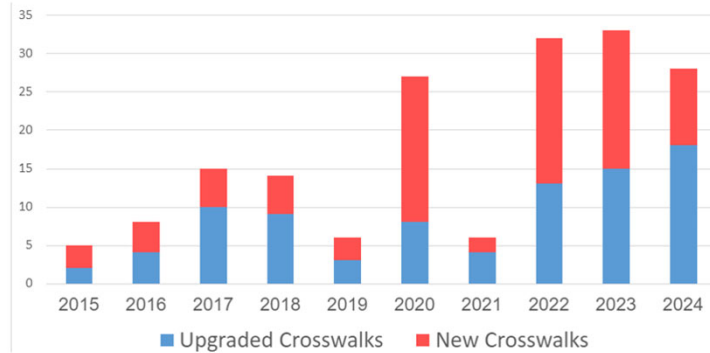


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Engineering Strategies - Crosswalk Program

- 20-30 new or upgraded crosswalks added annually
- New accessibility features
- Flashing beacons enhance visibility






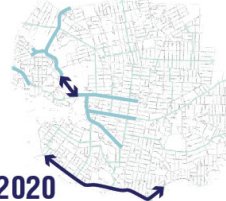



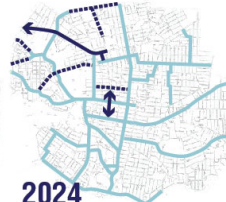
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Engineering Strategies – All Ages and Abilities Network

- ~5 km's of AAA cycling facilities added annually since 2017

	 <p>2017 Pandora Avenue</p>	 <p>2018 Fort & Johnson St Bridge</p>	 <p>2019 Wharf & Humboldt</p>	 <p>2020 Dallas & Harbour Roads</p>
	 <p>2021 Neighbourhood Bikeways</p>	 <p>2022 Government, Richardson & Kimta</p>	 <p>2023 Fort Street East & James Bay</p>	 <p>2024 Gorge Road + more to come...</p>


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Setting the Stage – Speed Limit Reductions

- **Default speed limit in the City is 50km/h**
- **Changes possible through the BC Motor Vehicle Act**
- **Requires updating the Street and Traffic Bylaw and posting signs**



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Setting the Stage – Speed Limit Reductions

- A growing body of research shows that **speed limit changes alone can lead to measurable declines in speeds and crashes**, even absent of enforcement or engineering changes.

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Setting the Stage – Speed Limit Reductions

- A growing body of research shows that **speed limit changes alone can lead to measurable declines in speeds and crashes**, even absent of enforcement or engineering changes.
- Reducing posted speeds **creates opportunities** for **safer** street designs.

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Setting the Stage – Speed Limit Reductions

- A growing body of research shows that **speed limit changes alone can lead to measurable declines in speeds and crashes**, even absent of enforcement or engineering changes.
- Reducing posted speeds **creates opportunities for safer** street designs.
- **Lowering speed limits** is an inexpensive, scalable way to **improve safety outcomes**.

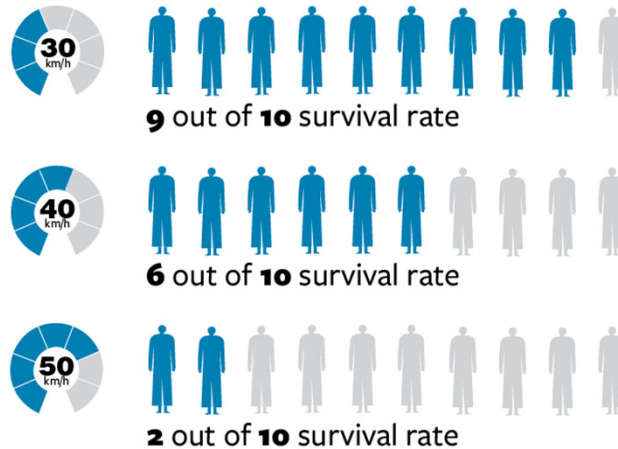
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Slower Streets are Safer Streets

Surviving a crash is closely tied to motor vehicle speed.



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Adapted from City of Edmonton Vision Zero Report (2021)



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Slower Streets are Safer Streets

Drivers traveling at higher speeds have a narrower field of vision.

The diagram illustrates a car's field of vision. At 40 km/h, the field of vision is 100 degrees, shown as a wide light blue cone. At 70 km/h, the field of vision is 65 degrees, shown as a narrower light blue cone. A person icon is placed within the 40 km/h field to show the relative width of the vision at that speed.

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Adapted from NACTO City Limits Report (2020)

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Slower Streets are Safer Streets

Drivers traveling at higher speeds travel further before they can react – and their vehicles have longer braking distances.

Speed (km/h)	Thinking Distance (m)	Braking Distance (m)	Total Distance (m)	Car Lengths
30	21	9	30	5
40	28	17	45	8
50	35	27	62	11

The chart shows that as speed increases, both the thinking distance (the distance traveled before the driver reacts) and the braking distance (the distance traveled while stopping) increase significantly. A person icon is shown at the end of the 50 km/h total distance bar for scale.

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Adapted from City of Edmonton Vision Zero Report (2021)

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Local Street Speed Limits

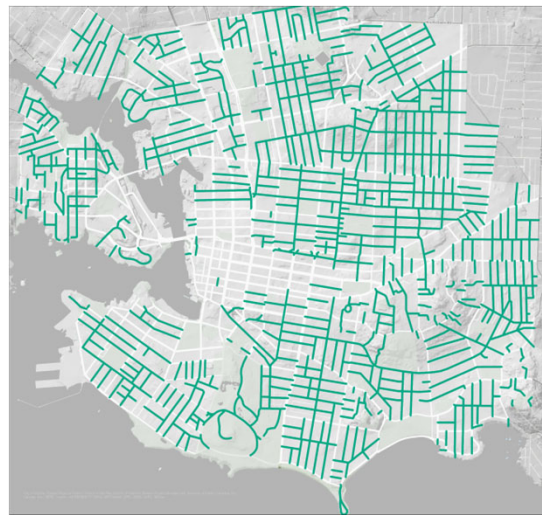
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Local Street Speed Limits

- 160 km of local streets
- 2022 - Council approved changing the speed limit from 50km/h to 30km/h
- Typical operating speeds of 30-35 km/h



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Local Street Speed Limits

- 30 km/h speed reduction initiative in year 2
- Expected completion 2025
- “We Go Slow” Campaign
- Average cost per neighborhood is \$25k



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Major Street Speed Limits

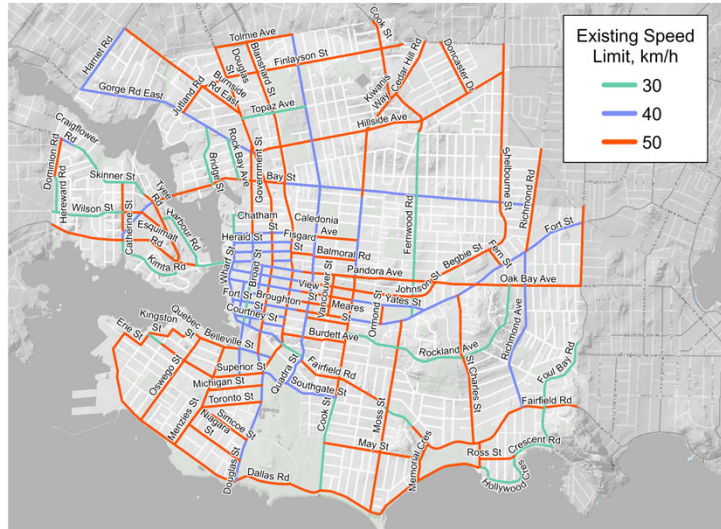
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Existing Major Street Speed Limits

- 101 km of major roads
- Mix of speed limits
- Speed reductions implemented over decades
- Operating speeds within 10 km/h of speed limit
- 40% of the streets are 40km/h or less, 60% are default 50 km/h



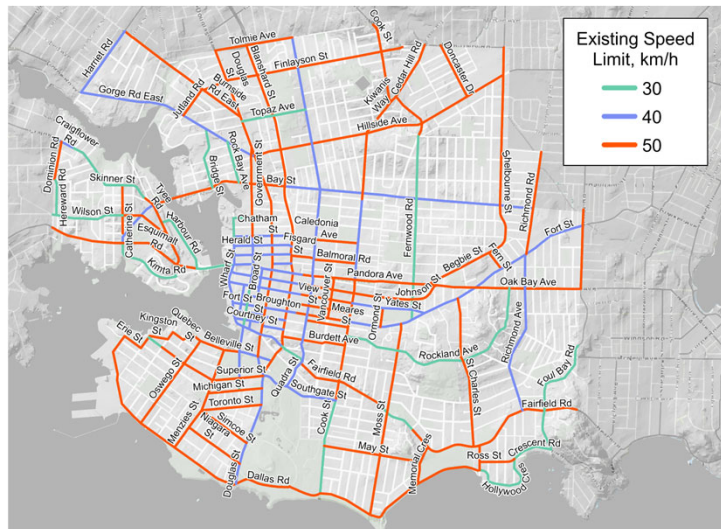
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Existing Major Street Speed Limits

Staff have reviewed options and developed **criteria** for proposed speed limit reductions




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Proposed 30 km/h Major Streets

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Existing 30 km/h Major Streets

- Narrow Width
- Village Centres
- Parks/Playgrounds/
Schools
- Tightly Spaced
Curvature



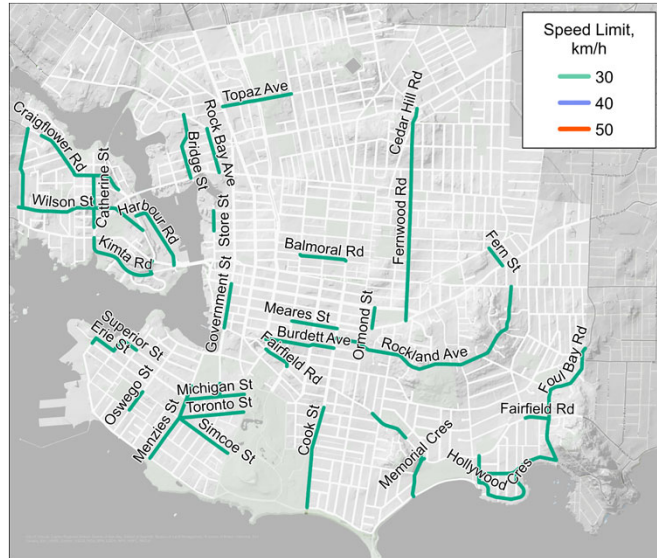
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Proposed 30 km/h Major Streets

- Narrow Width
- Village Centres
- Parks/Playgrounds/Schools
- Tightly Spaced Curvature
- **8km (13%) of major streets to be reduced from 50km/h to 30km/h**



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Proposed 40 km/h Major Streets

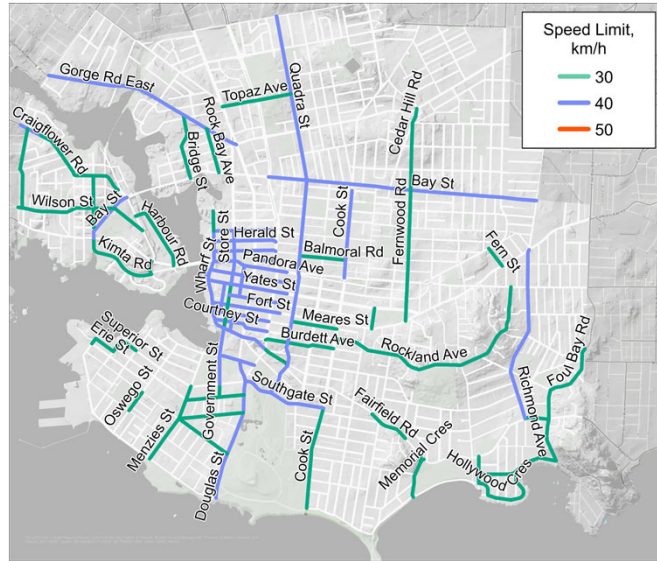
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Existing 40 km/h Major Streets

- Downtown Zone



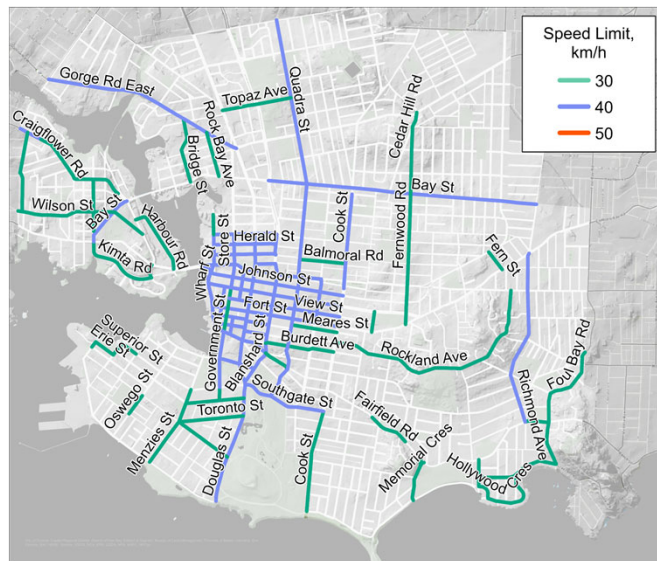
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Proposed 40 km/h Major Streets

- Expanding the Downtown Zone



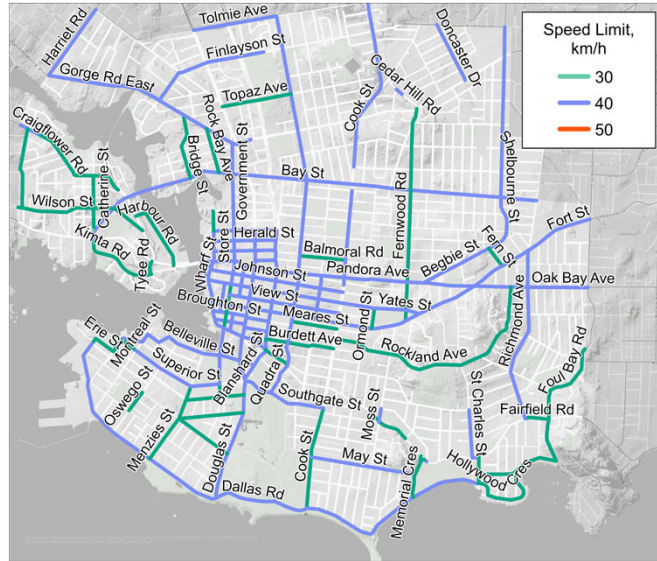
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Proposed 40 km/h Major Streets

- Expanding the Downtown Zone
- **Overlap with AAA corridors**



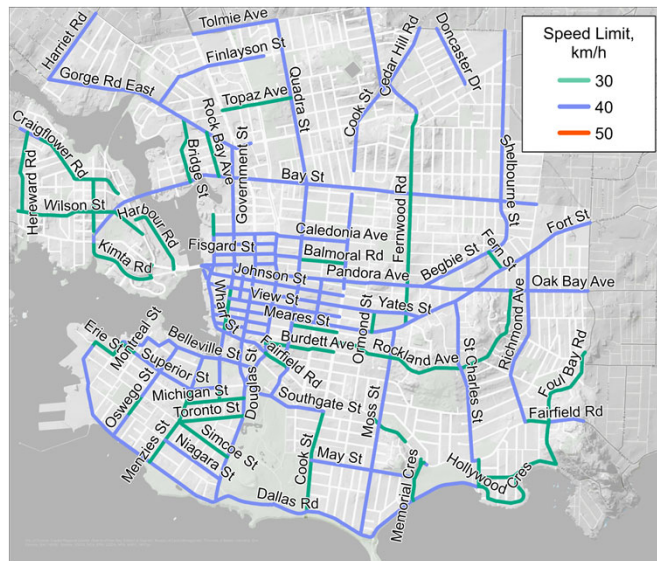
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Proposed 40 km/h Major Streets

- Expanding the Downtown Zone
- Overlap with AAA corridors
- **Majority of Collector Streets**



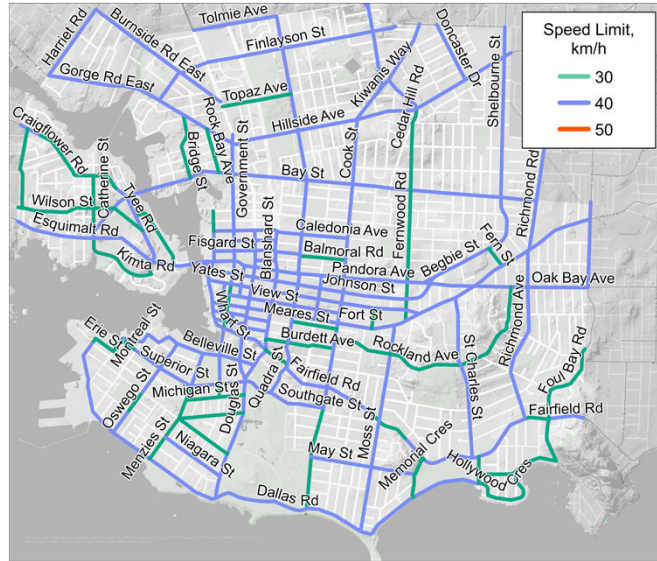
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Proposed 40 km/h Major Streets

- Expanding the Downtown Zone
- Overlap with AAA corridors
- Majority of Collector Streets
- **Arterial Streets with fewer than six travel lanes**



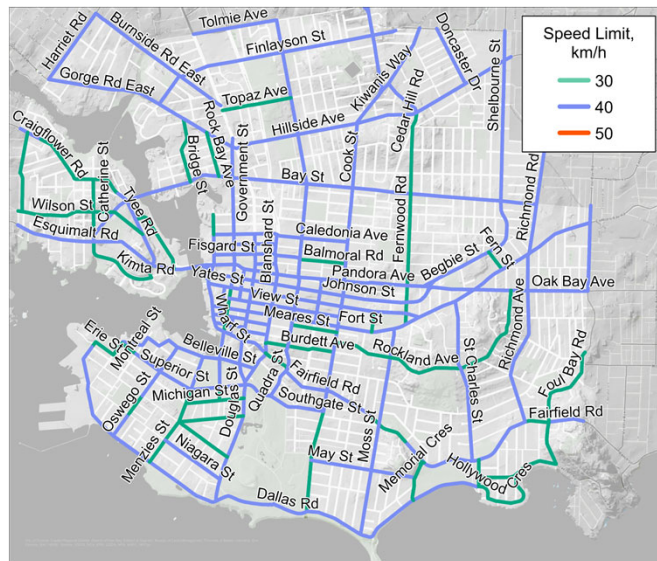
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Proposed 40 km/h Major Streets

- Expanding the Downtown Zone
- Overlap with AAA corridors
- Majority of Collector Streets
- Arterial Streets with fewer than six travel lanes
- **47km of 60km reduced from 50km/h to 40 km/h**



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Major Streets to remain at 50km/h

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Proposed 50 km/h Major Streets

- Arterial Streets with 6+ travel lanes outside the downtown



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Summary of Proposed Speed Limit Changes

- All Arterials and Collectors:
 - 40 km/h or less
- Exceptions:
 - Blanshard & Douglas north of Caledonia

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Implementation

- Delivery to begin after local street 30 km/h program
- Completion target Spring 2027
- Working with our bordering municipal neighbours
- Expected cost less than \$100k

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Recommendation

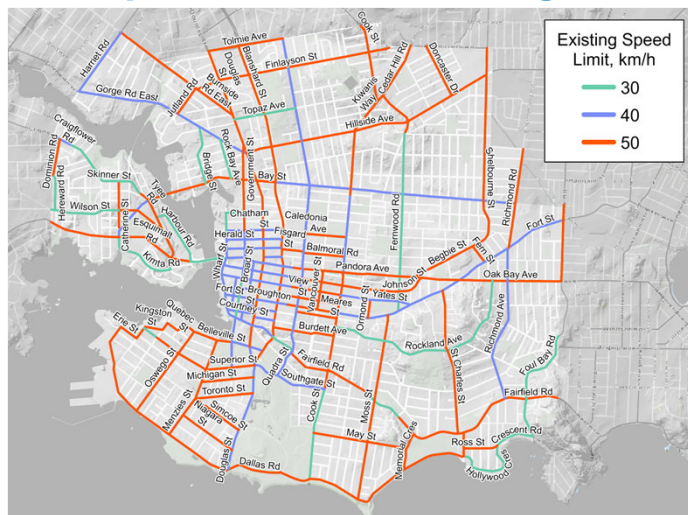
That Council direct staff to prepare amendments to the Streets and Traffic Bylaw (No. 09-079) to reduce posted speed limits on arterial and collector streets as described in Appendix B of the report.

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Major Street Speed Limits - Existing

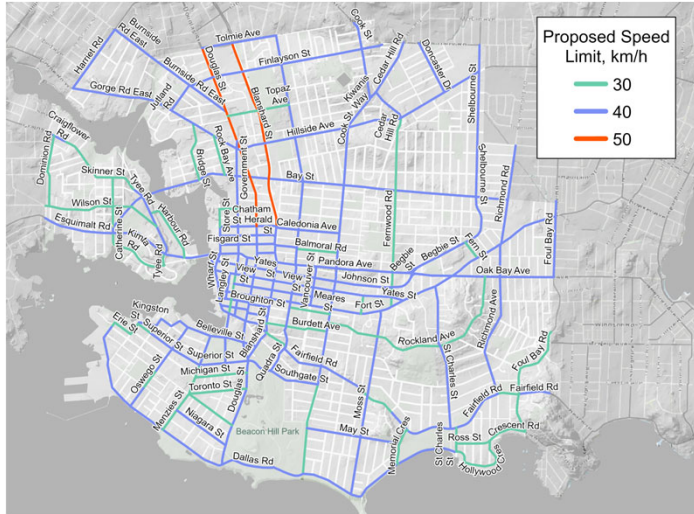


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Major Street Speed Limits - Recommended



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