



Governance and Priorities Committee Report For the Meeting of August 28, 2014

To: Governance and Priorities Committee **Date:** August 22, 2014
From: Dwayne Kalynchuk, Director, Engineering and Public Works
Subject: Proposed Reduced Speed Zones – Implementation Plan

Executive Summary

At its July 17, 2014 meeting, City Council directed staff to prepare a plan to implement a number of reduced speed limit zones in the City.

A formal Council motion approving the proposed reduction to speed limits on various streets in the City is required before staff can proceed with implementation. Should Council decide to proceed with this initiative, staff will commence required changes to the Streets and Traffic Bylaw, and coordinate the purchase of the required number of signs. Staff will also develop a communications strategy involving direct notice and general awareness measures to ensure the community and stakeholders are informed of the upcoming changes.

Sign procurement and installation is estimated to take 12-14 weeks. With an August 28th approval date, sign installation could be completed by the end of November. The installation of reduced speed limit zones throughout the City was not contemplated in the Engineering Department 2014 work plan or budget. Staff recommends deferring the planned re-paving of Windermere/Masters in the Fairfield neighbourhood to 2015 to fund this work.

Post-installation monitoring will be required to quantify the impact of the new reduced speed limits. Staff would recommend data collection be carried out in 2015, with a follow-up report to Council on impacts.

Recommendation:


1. That Council approve the following amendments to Schedule B of the Streets and Traffic Bylaw:
Reducing the posted speed limit from 50 km to 40 km for the following streets:
 - (a) Richmond Road between Fort Street and Crescent Road;
 - (b) Southgate Street;
 - (c) Quadra Street;
 - (d) Bay Street between Blanshard Street and Richmond Road;
 - (e) Douglas Street between Belleville Street and Dallas Road;
 - (f) Gorge Road;
 - (g) Richardson Street between Cook Street and Gonzales Avenue;
 - (h) Within the area of Victoria described in the Official Community Plan as the Downtown Core.Reducing the posted speed limit from 50 km to 30 km for the following street:
 - (a) Cook Street between Southgate Street and Dallas Road.
2. That Council endorse funding this work by deferring the planned 2014 re-paving of Windermere/Masters to 2015.
3. That Council endorse the proposed implementation plan, including post-installation monitoring and reporting.

Respectfully submitted


Brad Dellebuur, Acting A/Director
Transportation and Parking Services


Dwayne Kalynchuk, P.Eng.
Director of Engineering and Public Works

Report accepted and recommended by the City Manager:

Date: 
August 22, 2014

Purpose

The purpose of this report is to provide Council with details of an implementation plan for proposed speed limit reductions on various streets in the City of Victoria.

Background

At its July 17, 2014 meeting, City Council passed the following motion:

Council direct staff to prepare a plan to implement the following amendments to Schedule B of the Streets and Traffic Bylaw:

Reducing the posted speed limit from 50 km to 40 km for the following streets:

- (a) Richmond Road between Fort Street and Crescent Road;
- (b) Southgate Street;
- (c) Quadra Street;
- (d) Bay Street between Blanshard Street and Richmond Road;
- (e) Douglas Street between Belleville Street and Dallas Road;
- (f) Gorge Road;
- (g) Richardson Street between Cook Street and Gonzales Avenue;
- (h) Within the area of Victoria described in the Official Community Plan as the Downtown Core.

Reducing the posted speed limit from 50 km to 30 km for the following street:

- (a) Cook Street between Southgate Street and Dallas Road.

Proposed Implementation Plan:**Council Approval/Streets and Traffic Bylaw amendment:**

A formal Council motion approving the proposed reduction to speed limits on various streets in the City is required before staff can proceed with implementation. Should Council decide to proceed with this initiative, amendments to Schedule B of the Streets and Traffic Bylaw, listing the streets where the reduced speed limits are being implemented, would be required. This administrative work would include bylaw amendment preparation, and the required Council readings for formal adoption, and will take approximately 6 weeks.

Communications:

Staff will develop a communications strategy to ensure the community and stakeholders are informed of the upcoming changes to the reduced speed limits. Public awareness efforts would include direct notices to the areas impacted by the posted speed limits, transportation companies and emergency service providers. General awareness would also be achieved through local media awareness, advertising, and use of the City's website, Facebook and Twitter to further convey messages about the changes.

Sign Procurement/Installation:

Sign procurement and installation is estimated to take 12-14 weeks. Supply Management staff indicated it will take approximately 8-10 weeks to issue a Request for Offers (RFO), select a supplier and then order and receive the required signs for this project. Sign Shop staff at Public Works have estimated installation of the signs on all streets/areas would take 4 weeks once the signs are received.

The following is a breakdown of the number of signs required for each area identified in the July 17, 2014 Council motion, and the estimated cost for each identified street/area:

Street	Cost	# of signs
Cook Street	\$1,100	4
Richmond Road	\$3,300	12
Southgate Street	\$550	2
Bay Street	\$3,850	14
Douglas Street	\$2,200	8
Gorge Road	\$2,750	10
Richardson Street	\$2,200	10
Quadra Street	\$5,775	21
Downtown area	\$58,850	214
	\$80,575	295

Staff reviewed each street/area, determining the number of signs required to clearly convey to the public that reduced speed limits are in effect. The estimated costs include material costs for the regulatory speed signs, temporary NEW tabs used when new regulations are posted, sign posts where there are no existing sign mounting options, mounting hardware, and installation labour and equipment. Where possible, existing poles and posts will be used to display the new speed limit signs, to reduce costs and the impact on available sidewalk space. The attached maps show proposed installation locations of the speed limit signs.

With an August 28th approval date, sign installation could commence at the end of October, with all signs installed by the end of November.

The issue of signing numbers and visibility in the Downtown area was also evaluated by staff, as aesthetic concerns had been raised during Council discussions. The number of signs proposed by staff for the Downtown area will ensure the reduced speed limits are obvious to road users, and can be enforced. Reducing the number of signs used in the Downtown core may have less of an impact on aesthetics; however, drivers may be able to successfully defeat speeding tickets, as they weren't adequately made aware of the reduced limit. While the concerns in the Downtown core are understandable, staff recommends installing the proposed number of regulatory signs.

Funding:

The installation of reduced speed limit zones throughout the City was not contemplated in the Engineering Department 2014 work plan, and is a larger expenditure than what is typically expected annually for new sign installation. Although sign installation for new traffic or parking regulations is typically funded through the Department's Traffic Order Installation operating budget, only \$6,000 of the \$25,000 annual budget allocation currently remains available.

Capital and communications costs for the project are projected to total \$90,000.

This work could be funded by deferring/cancelling a planned 2014 capital project. Staff recommends deferring the planned re-paving of Windermere/Masters in the Fairfield neighbourhood to 2015. Alternatively, the project could be deferred to 2015, subject to budget approval, or Council could allocate \$90,000 to this project from 2014 contingencies.

Post-installation monitoring:

It will be important to conduct post-installation monitoring, to quantify the impact of the new reduced speed limits. Impacts will be primarily on the streets/areas where the changes occur. However, while speed data will be collected on the streets where the reduced speed limits have been installed, additional monitoring may be necessary on lower classified parallel streets, to determine if drivers are choosing alternative routes to avoid the lower posted speed limits, in an attempt to avoid potential travel time increases. This type of behaviour is not anticipated for all corridors, as most of the streets

do not have convenient parallel options for drivers to choose. An example where additional monitoring may be required is Haultain Avenue between Shelbourne Street and Cook Street (adjacent the Bay Street corridor).

Post-installation monitoring should not occur immediately after the signs have been installed, to allow any traffic pattern adjustments to stabilize. Staff would recommend data collection be carried out in 2015 as part of our annual data collection program, with a follow-up report to Council on the impact of the new reduced speed limits.

Options

Should Council wish to reduce the number of speed limit signs installed, as other municipalities have in the region, staff would adjust the budget and work plan accordingly (a reduced signing plan for the Downtown core will be provided as a late agenda item). However, this option is not recommended, as adequate signage would not be in place for police enforcement of vehicle speeds.

Recommendations

1. That Council approve the following amendments to Schedule B of the Streets and Traffic Bylaw:
Reducing the posted speed limit from 50 km to 40 km for the following streets:

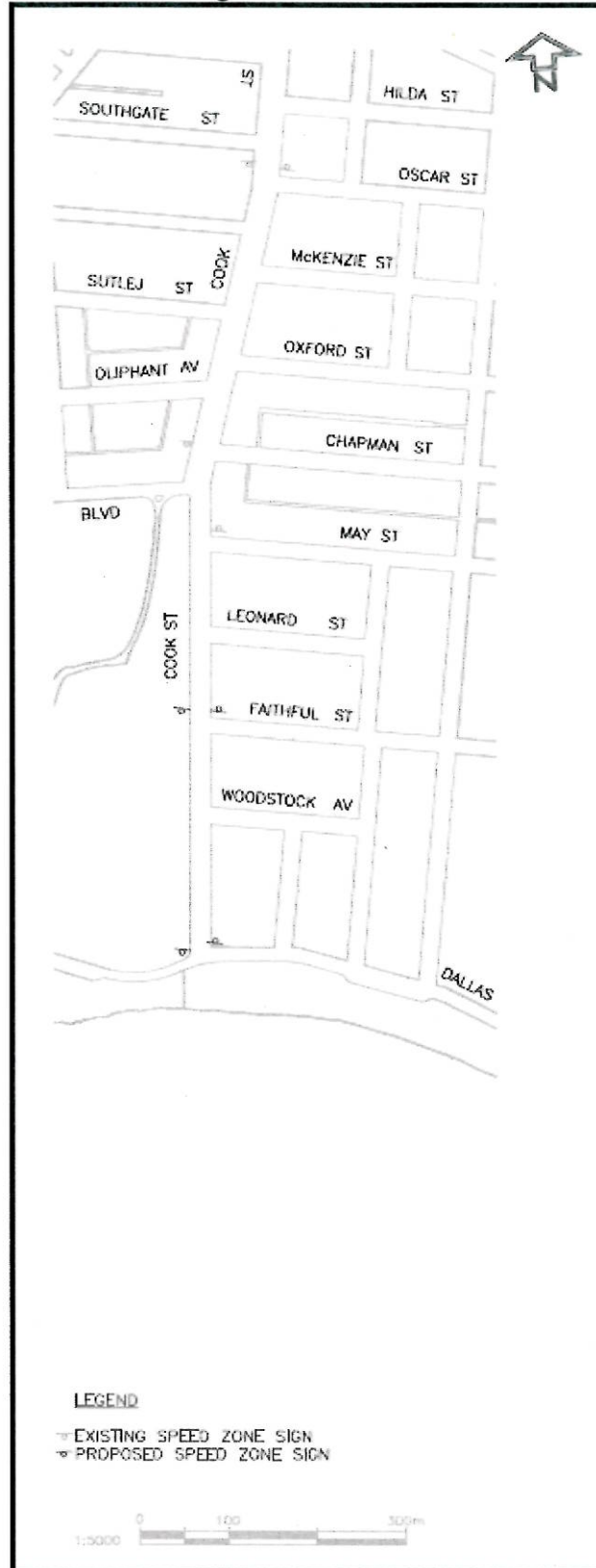
- (a) Richmond Road between Fort Street and Crescent Road;
- (b) Southgate Street;
- (c) Quadra Street;
- (d) Bay Street between Blanshard Street and Richmond Road;
- (e) Douglas Street between Belleville Street and Dallas Road;
- (f) Gorge Road;
- (g) Richardson Street between Cook Street and Gonzales Avenue;
- (h) Within the area of Victoria described in the Official Community Plan as the Downtown Core.

Reducing the posted speed limit from 50 km to 30 km for the following street:

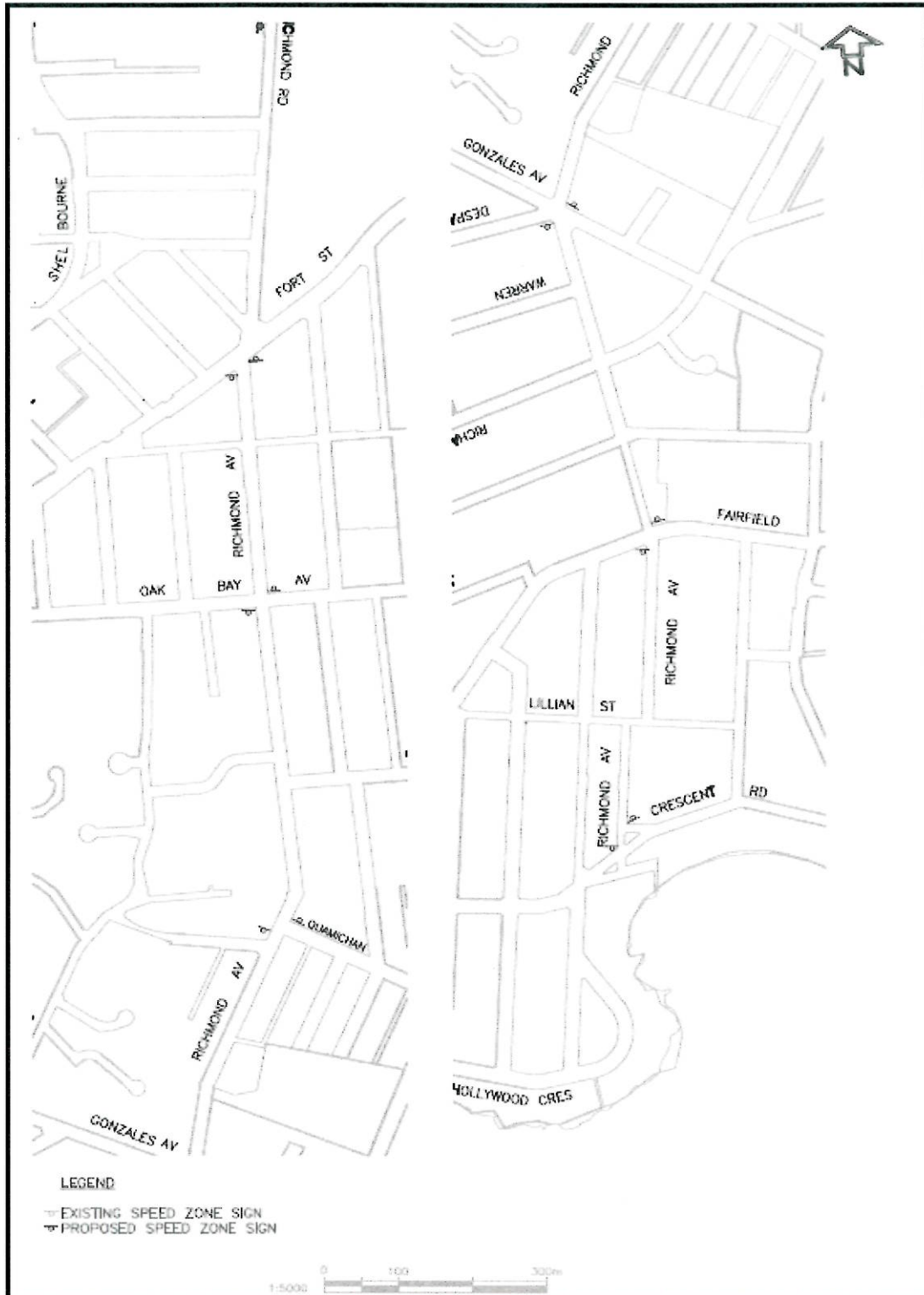
- (a) Cook Street between Southgate Street and Dallas Road.

2. That Council endorse funding this work by deferring the planned 2014 re-paving of Windermere/Masters to 2015.
3. That Council endorse the proposed implementation plan, including post-installation monitoring and reporting.

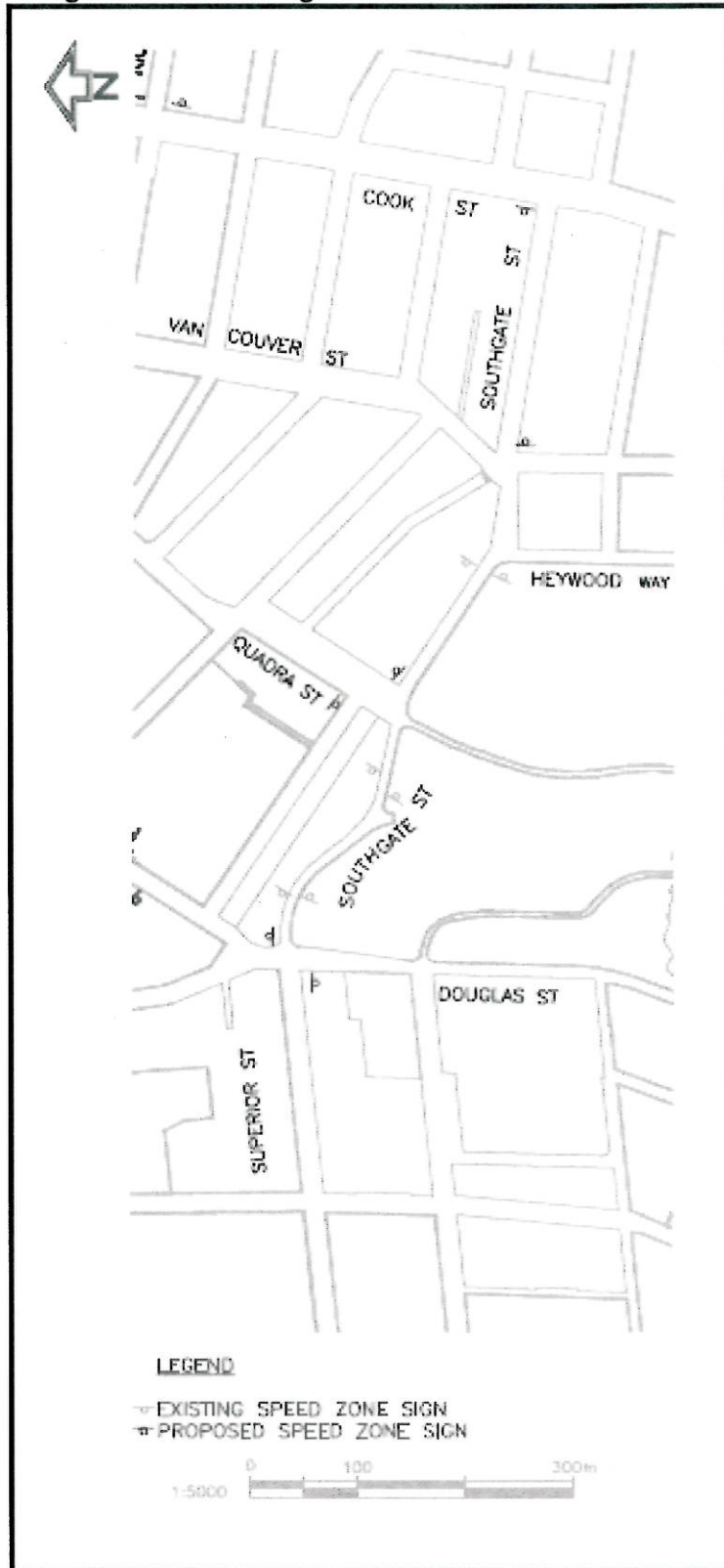
Cook Street – Southgate Street to Dallas Road: 30kmh



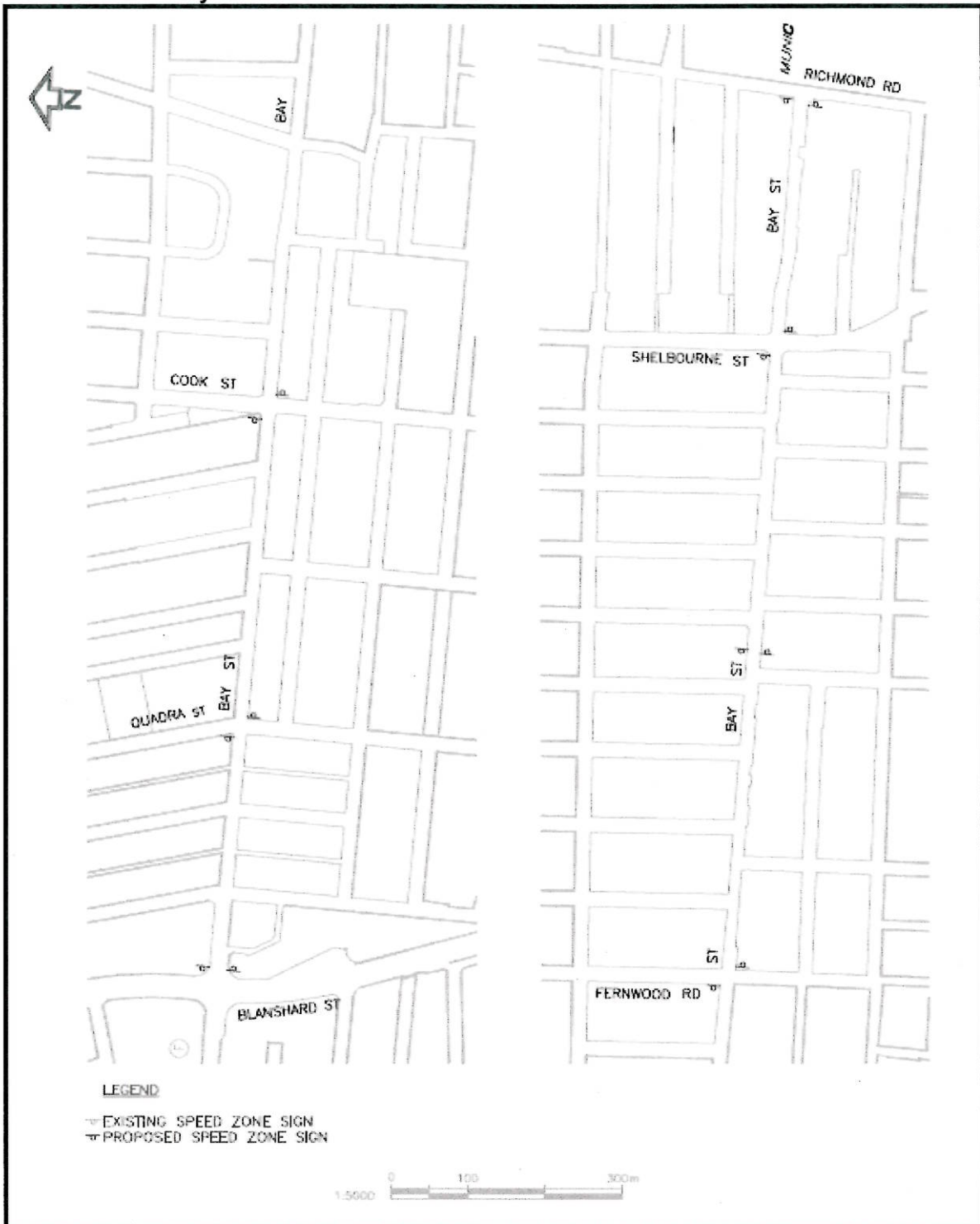
Richmond Avenue – Fort Street to Crescent Road: 40kmh



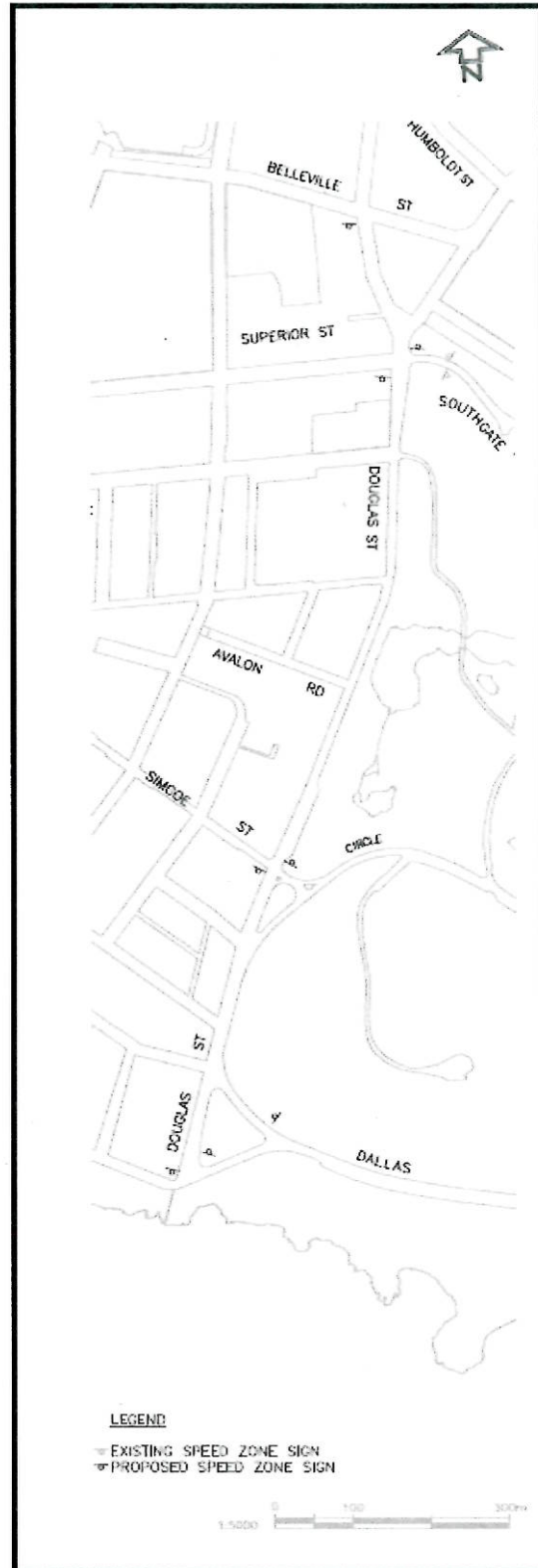
Southgate Street – Douglas Street to Cook Street: 40kmh



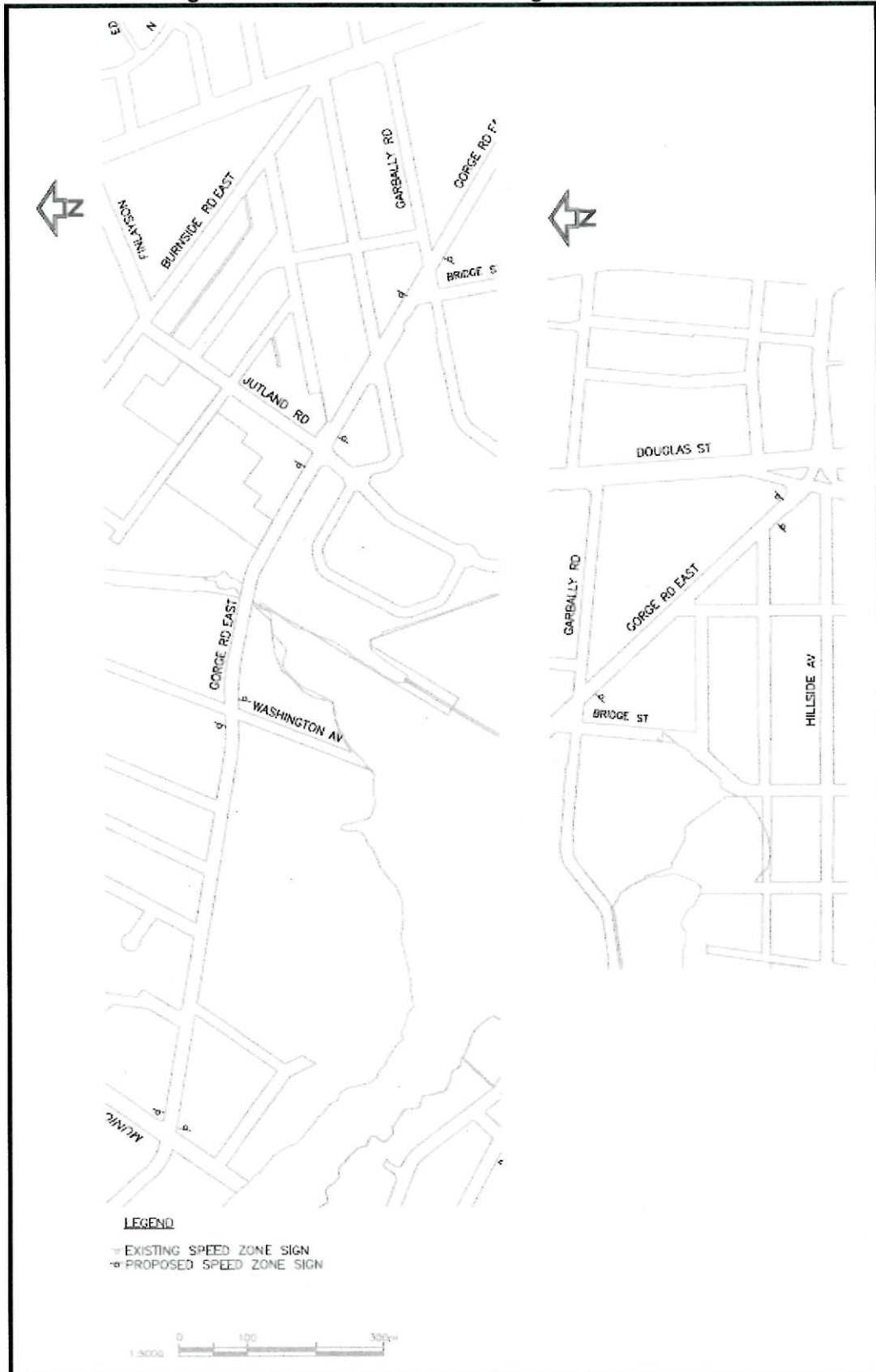
Bay Street – Blanshard Street to Richmond Road: 40kmh



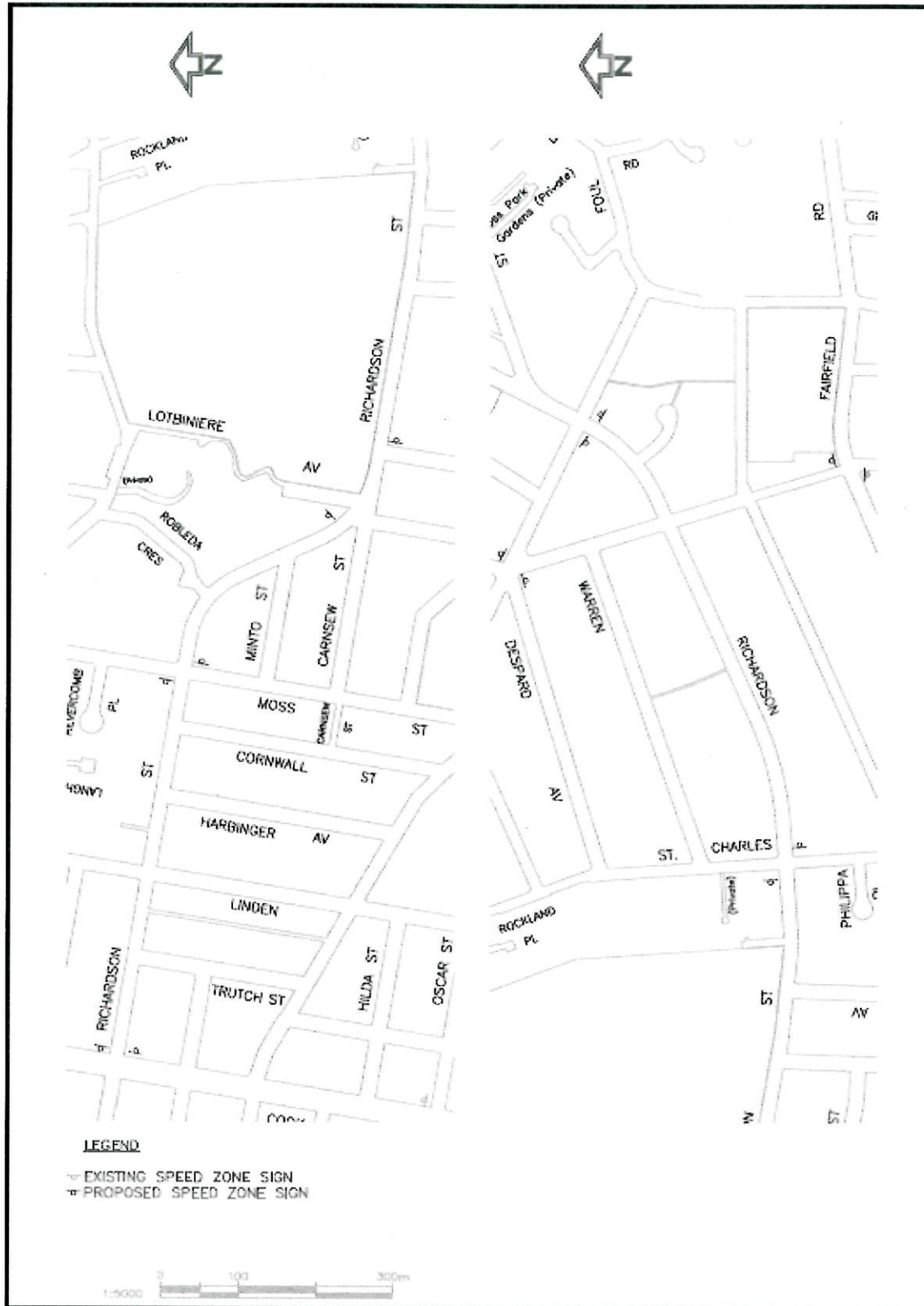
Douglas Street – Belleville Street to Dallas Road: 40kmh



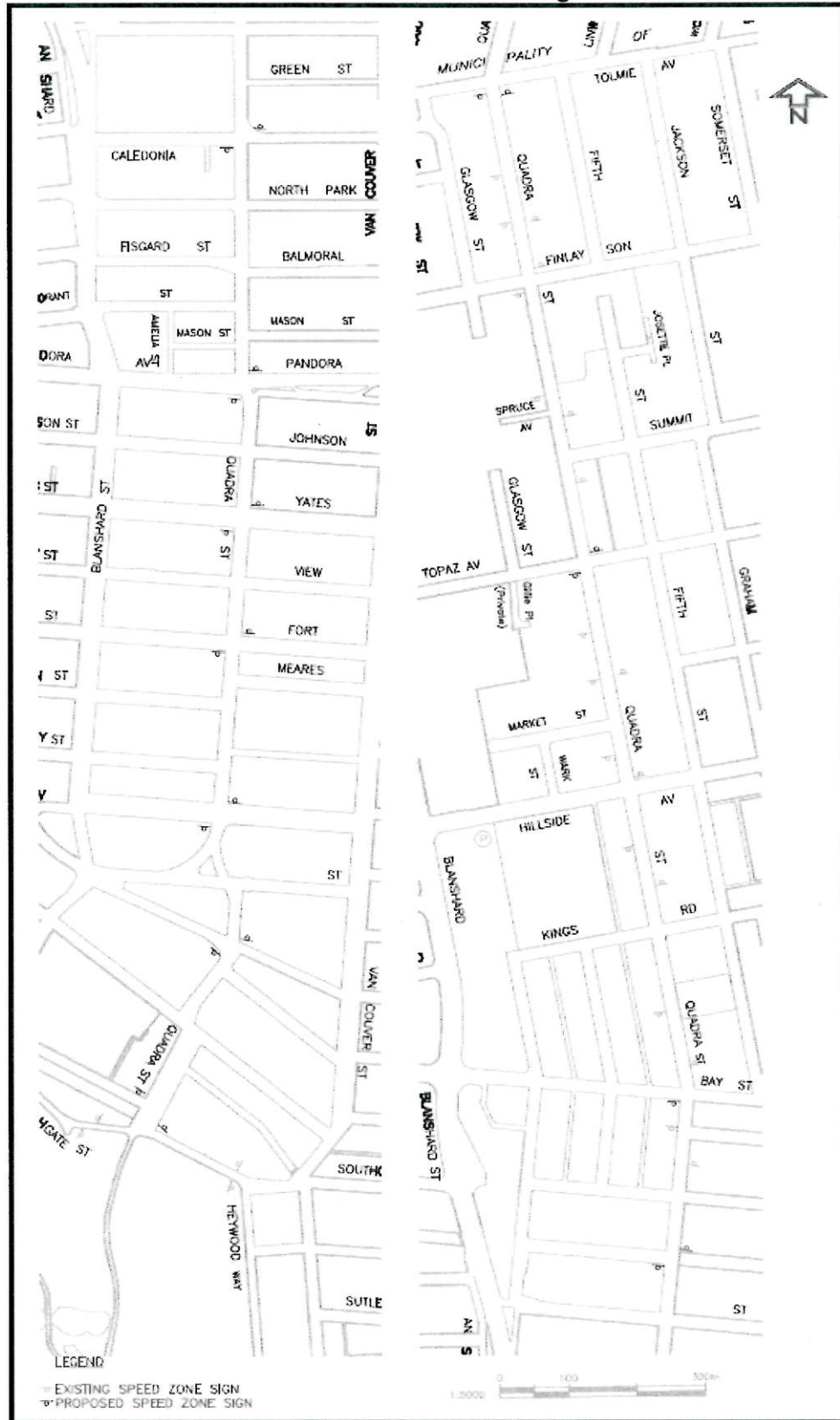
Gorge Road – Harriet Road to Douglas Street: 40kmh



Richardson Street - Cook Street to Gonzales Avenue: 40kmh



Quadra Street – Tolmie Avenue to Southgate Street: 40kmh



Downtown Core: 40kmh

