



Community Development / Environment and Infrastructure Standing Committee Report

Date: November 18, 2013 **From:** Brad Dellebuur, Manager of Transportation
Subject: Neighbourhood Pilot Projects to Reduce Speed Limits (CR-808)

Executive Summary:

At its June 13, 2013 meeting, Council requested staff report on options and recommendations for neighbourhood pilot projects to reduce speed limits, including comments from VicPD.

With the current 50 km/h default speed limit on municipal roads in British Columbia, each block of every street where a lower or higher speed limit is desired must be signed. Installing speed limit signs at the vehicle entrance points to a neighbourhood is not enforceable.

Road geometry, available pavement width and frequency of on-street parking have the greatest impact on vehicle speeds on local streets. The majority of motorists tend to base their travel speed on the physical environment presented to them. As a result, it is staff's opinion that signing local streets in James Bay as 40kmh will not have a noticeable impact on driver behaviour.

However, should Council wish to proceed with a reduced speed limit trial, the James Bay neighbourhood could be considered for a pilot project. The cost to install required signs needed for a trial would be \$65,000. Follow-up data collection and analysis could be done in the summer of 2014, with staff subsequently reporting on impacts to driver behaviour.

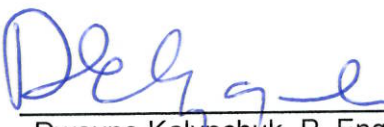
The VicPD Traffic Section does not see the need to increase enforcement activities during a pilot project as collision data does not support diverting police resources to this task.

Recommendation:

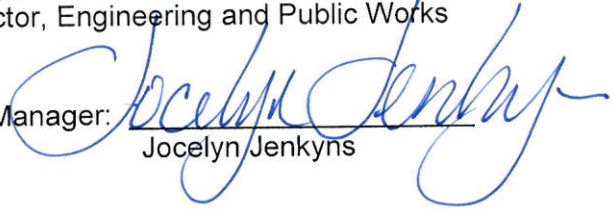
That Council receive this report for information.

Respectfully submitted,


Brad Dellebuur
Manager of Transportation


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

Report accepted and recommended by the Acting City Manager:


Jocelyn Jenkyns

Purpose:

The purpose of this report is to provide Council with options and recommendations for neighbourhood pilot projects to reduce speed limits, including comments from VicPD Traffic Enforcement Department.

Background

At its June 13, 2013 meeting, Council approved the following motion:

That Council request that staff be asked to report to the Governance and Priorities Committee on options and recommendations for neighbourhood pilot projects to reduce speed limits, including comments from VicPD Traffic Enforcement Department.

Issues & Analysis

Regulatory Compliance:

With the current 50 km/h default speed limit on municipal roads in British Columbia, each block of every street where a lower or higher speed limit must be signed. Installing speed limit signs at the vehicle entrance points to a neighbourhood is not enforceable.

Existing Enforcement Strategy:

To ensure resources are responsibly deployed, the VicPD Traffic Section focuses on high collision frequency areas and/or on areas with a higher percentage of violators, where major causal factors are speed, and impaired and/or distracted driving. In addition, they also conduct enforcement to address specific issues such as the CounterAttack program to catch impaired drivers, distracted driving campaigns, pedestrian safety, bicycle safety, and others.

The VicPD Traffic Section will respond to community concerns in various neighbourhoods for speed enforcement, and conduct limited enforcement accordingly. They initially send Speed Watch volunteers to a neighbourhood to get a sense of area vehicle speeds, and conduct follow-up enforcement if warranted. Their observation is that, while they receive complaints on a regular basis, in many instances the perception of a speeding problem is greater than what is occurring.

Options & Impacts

James Bay:

The James Bay neighbourhood could be considered for a pilot project for reduced speed limits. In addition to having a limited number of streets that would require re-signing (Fig.01), there is historical speed data (Fig. 02) for many local streets in James Bay that could be used for "before-and-after" analysis.

Installation Costs:

Signs, posts, and other associated hardware would have to be installed for a reduced speed limit trial. This type of work would typically be funded through the Engineering Department's Operating budget (Traffic Order Installation) – this budget is used for installing new traffic regulations throughout the City. Currently, the annual budget for traffic order installation is \$25,000.

The projected cost to install signs, posts, and other associated hardware needed for the reduced speed limit signs would be \$65,000.

Follow-up Study:

The collection of speed data following the installation of a reduced speed limit on local roads in James Bay could be integrated with the Engineering Department's 2014 data collection program. A subsequent staff report in Q4 of 2014 would detail what impact reduced posted limits had on driver behaviour.

Additional Enforcement:

The VicPD Traffic Section has conducted targeted enforcement in James Bay in the past, notably on Montreal Street and Dallas Road (responding to complaints about taxis servicing Ogden Point), and in School Zones on Douglas Street and on Oswego Street (intended to increase driver awareness near James Bay School and South Park School). Generally, monitoring School Zones makes up the bulk of the current speed enforcement activity in James Bay. Police staff noted these areas have relatively low traffic volumes, and an even smaller percentage of violators.

A VicPD review of ICBC collision data indicated there were 23 collisions in the James Bay neighbourhood in 2012, with the highest number of collisions occurring at the Belleville/Menzies intersection (3 collisions). For comparison, the Bay/Quadra intersection had the same number of injury collisions in 2012 as the entire James Bay neighbourhood. A similar review of the Douglas Street, Blanshard Street, Bay Street, and Hillside Avenue corridors reinforces the VicPD Traffic Section view that the majority of traffic enforcement should be focussed on those routes.

Should a pilot reduced speed limit be installed on local streets in James Bay, the VicPD Traffic Section does not see the need to increase enforcement activities as collision data does not support diverting police resources to this task.

Conclusions

Road geometry, available pavement width and frequency of on-street parking have the greatest impact on vehicle speeds on local streets. The majority of motorists tend to base their travel speed on the physical environment presented to them. As a result, it is staff's opinion that signing local streets in James Bay as 40kmh will not have a noticeable impact on current driver behaviour.

However, should Council wish to proceed with a reduced speed limit trial, the James Bay neighbourhood could be considered for a pilot project. The cost to install required signs needed for a trial would be \$65,000. Follow-up data collection and analysis could be done in the summer of 2014, with staff subsequently reporting on impacts to driver behaviour.







The VicPD Traffic Section does not see the need to increase enforcement activities during a pilot project as collision data does not support diverting police resources to this task.

Recommendation

That Council receive this report for information.



LEGEND

-  PROPOSED "40 km/h" SIGN
-  PROPOSED "END OF 40 km/h" SIGN
-  TRIAL 40 km/h ZONE
-  EXISTING 20 km/h ZONE (EXEMPT FROM TRIAL)
-  EXISTING 30 km/h ZONE (EXEMPT FROM TRIAL)
-  STREET CLASSIFICATION SECONDARY COLLECTOR TO ARTERIAL (EXEMPT FROM TRIAL - REMAIN AS 50 km/h DEFAULT)

<p>TITLE</p> <p>CORPORATION OF THE CITY OF VICTORIA</p>	
<p>40km/h SPEED LIMIT - TRIAL</p>	
<p>LOCATION: JAMES BAY</p>	
<p>ENGINEERING DEPARTMENT</p>	
<p>SCALE 1:1000</p>	<p>SHT. NO. 1 OF 2</p>
<p>DATE 2013.11.15</p>	<p>DRAWING NUMBER</p>
<p>APP'D BY</p>	<p>TA - 142</p>






LEGEND

▲ XXX DENOTES YEAR OF SPEED STUDY

▲ (m) DENOTES MULTIPLE STUDIES AT THE SAME LOCATION

▲ XXX DENOTES 85 PERCENTILE SPEED

CORPORATION OF THE CITY OF VICTORIA	
TITLE	
EXISTING SPEED DATA	
LOCATION: JAMES BAY	
ENGINEERING DEPARTMENT	
SCALE	SHT. NO. 2 OF 2
1:1000	

		
SCALE	1:1000	SHT. NO. 2 of 2
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SCHEDULE B**Streets and Traffic Bylaw****Speed Zones**

For the purposes of section 17, the rate of speed designated in each of the following headings is the maximum rate of speed at which a motor vehicle, or a type of motor vehicle specified under each respective heading, may be driven on the streets or lanes listed under those headings:

20 km/h

- (a) Lewis Street;
- (b) Terrace Avenue;
- (c) on a lane that is 8 m or less in width;
- (d) trucks operated along Wharf and Government Streets, between Humboldt and Courtney Streets.

30 km/h

- (a) all streets through Beacon Hill Park, excluding Dallas Road, Douglas Street, and that part of Heywood Avenue that is not between Park Boulevard and Southgate Street;
- (b) Bridge Street between Garbally Road and Hillside Avenue;
- (c) Cook Street between Southgate and May Streets;
- (d) Craigflower Road between Coventry Avenue and Russell Street;
- (e) Crescent Road between Robertson Street and Foul Bay Road;
- (f) Esquimalt Road from the westerly end of Johnson Street Bridge to Harbour Road;
- (g) Fairfield Road between Cornwall and Kipling Streets, and between Quadra and Blanshard Streets;
- (h) Fernwood Road between Fort Street and Ryan Street;
- (i) all those portions of Foul Bay Road that are
 - (i) between Oak Bay Avenue and Crescent Road, and
 - (ii) within the City;
- (j) Government Street between Wharf and Yates Streets;
- (k) Harbour Road;
- (l) Hereward Road between Pine and Wilson Streets;
- (m) Humboldt Street between Blanshard and Quadra Streets;
- (n) Hollywood Crescent;
- (o) Johnson Street Bridge;
- (p) Johnson Street from Store Street to the easterly end of Johnson Street bridge;
- (q) Leighton Road between Fort Street and Lee Avenue;
- (r) Montreal Street between Dallas Road and Superior Street;
- (s) Richardson Street between Gonzales Avenue and Cowichan Street;
- (t) Robertson Street from its northerly intersection with Hollywood Crescent to Ross Street;
- (u) Rockland Avenue between Moss Street and Oak Bay Avenue;
- (v) St. Lawrence Street between Simcoe and Niagara Streets;
- (w) Skinner Road between Russell and Langford Streets;
- (x) Songhees Road;
- (y) Wilson Street between Catherine and Dalton Streets;
- (z) motor vehicles, that are not trucks, operated along Wharf and Government Streets, between Humboldt and Courtney Streets;

This bylaw may or may not contain the latest amendment(s). It is provided for convenience only and should not be used in place of the actual bylaw. The latest version can be obtained from Legislative Services, City Hall, (250) 361-0571.

- (aa) Jutland Road between Gorge and Garbally Roads;
- (bb) Waterfront Crescent;

40 km/h

- (a) Richmond Road from the south property line of Oak Shade Lane to a point 91.44 m north of the north property line of Quamichan Street;
- (b) Southgate Street between Douglas Street and Heywood Avenue;
- (c) Quadra Street between Market and Empress;
- (d) Quadra Street between Spruce Avenue and a point 125 m north of Finlayson Street.