

Christine Havelka

Subject: FW: Safer speed limits in the City of Victoria

From: Norman

Sent: Wednesday, May 7, 2014 1:08 PM

To: Councillors

Cc: RNA - Janet Simpson; RNA - Bob June; RNA - Dave Clark; RNA - Ian Mayhill; RNA - Jane Wheatley; RNA - Marc Hunter; RNA - Stephen Roughley; RNA - Vanessa Dingley

Subject: Safer speed limits in the City of Victoria

Victoria City Council ...

On behalf of the ***Rockland Neighbourhood Association Traffic Committee*** the Committee solidly supports the need for public consultation regarding amendments to the streets and traffic by-laws to provide safer streets.

City residents should be telling what they want to city staff engineers and technicians, not vice versa.

The City relies too much on the outdated 15 percentile tool to justify speed limits. For than reason we dismiss the City staff recommendation against selective lowering the speed limit.

The 15 percentile formula works best on highways but results in a one-for-all speed limit applied across the province, (except where a different speed limit is posted). The 15 percentile formula isn't a magic tool by any means ... it's only a small part of the many features ignored by the City that should be considered in determining a speed limit.

In addition, in our experience, City staff are prone to use sources and data inaccurately to support decisions.

Staff recommendations and decisions should be thoroughly checked before accepted.

Norman Clark

Rockland Neighbourhood Association, Director, Chair Traffic Committee

Governance & Priorities Committee
MAY - 8 2014
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Christine Havelka

Subject: FW: Traffic calming in Victoria

From: Jennifer Ferris [
Sent: Wednesday, May 07, 2014 11:36 AM
To: Councillors
Subject: Traffic calming in Victoria

Hi,

I support proposed consultation on slowing traffic to 40Km on certain streets, including Quadra Street.

regards,

Jennifer

Christine Havelka

Subject: FW: Lower city speed limit rejected

From: Bob Etheridge
Sent: Wednesday, May 07, 2014 11:30 AM
To: letters@timescolonist.com
Subject: Re: Lower city speed limit rejected

Two thumbs up for Victoria Councillors Gudgeon and Isitt for trying to bring a little sanity to our car-centric city. Thumbs down for the city engineers who continue to rely on the out-dated and discredited excuse of the 85th percentile. Google <http://www.copenhageneze.com/2012/11/the-85th-percentile-folly.html> and learn why this reliance on the 85th percentile is being misapplied to city streets when it was originally designed for interstate highways and major roads like the Pat Bay Hwy. Just because 85 percent of drivers travel at a certain speed doesn't mean it is safe to do so. Most people think they are competent drivers, and yet every Friday in the TC, columnist and expert driving instructor Steve Wallace demonstrates that this is not so. And then there are the 15% who are definitely well beyond safe limits who continue to thumb their noses at public safety, without any censure. A pedestrian hit at 50 kph has an 80% chance of dying, and at 30 kph this drops to 5%.

Another excuse both the engineers and the police use is: "If we lowered the speed limit everyone would just ignore it." Anyone who has travelled the streets of Oak Bay or Brentwood Bay, where the speed limit is 40 kph, will immediately notice how calm and pleasant these locations are. The speed limits are being respected. If you check, you will find that the police departments in both places do no more enforcement than anywhere else. The only thing stopping making our municipalities more pleasant places to live is a lack of political will.

Bob Etheridge

Christine Havelka

Subject: FW: 40 km/h speed limits

From: Ross Crockford
Sent: Wednesday, May 07, 2014 3:51 PM
To: frank.stanford@bellmedia.ca
Cc: Councillors
Subject: 40 km/h speed limits

Hi Frank,

I'm afraid I disagree with your editorial today that it would "violate common sense" to reduce speed limits on a few roads to 40km/h when parallel streets would have an (unposted) limit of 50 km/h. Fact is, we do this already, all over town: there are numerous school zones and neighbourhood villages (Cook Street, Fernwood, Quadra) with posted limits of 30 or 40 km/h, while lesser streets nearby don't have posted limits. Are you saying it would be more sensible to eliminate school zones, and let people drive 50km/h everywhere?

I also disagree with the argument of the City engineering department that by some natural phenomenon of trial and error, drivers will magically find the optimum speed on a road, supposedly 50 km/h in urban areas. Following that same logic, we should get rid of all speed limits, along with traffic lights, stop signs, and crosswalks -- and transportation engineers, for that matter -- and leave everything up to drivers to figure out. *That's* what I call ridiculous. Roads are completely man-made environments, and we have direct influence over how they are built and used. I am completely in favour of our politicians experimenting with 40 km/h on a few roads. Like a new stop sign or a bike lane, drivers may just get used to it.

I do agree with you on one point: tomorrow's council meeting will be interesting.

Ross Crockford
942 Richmond(!)

Christine Havelka

Subject: FW: Burnside Gorge comment on the 40km/hr speed limit proposal

From: Tracy James
Sent: Wednesday, May 07, 2014 4:24 PM
To: Councillors
Cc: Tamara Leonard-Vail; TJ Schur; Burnside Gorge Community Association
Subject: Burnside Gorge comment on the 40km/hr speed limit proposal

Dear Mayor and Councillors:

The Land Use Committee of the Burnside Gorge Community Association is writing to express its support for the proposal to change the speed limits on several major roads in the City of Victoria to 40km/hr. We would like to see this proposal move to public consultation.

In the proposal, the change that would affect our neighbourhood is Gorge Road, from Harriet St to Douglas St. This is a high priority. In earlier discussions with Councillors Gudgeon and Isitt, the speed limit proposal also included the entire length of Bay St from Esquimalt Road to Richmond Road; we would prefer this, as the Burnside Gorge-affected portion is from the Bay Street bridge to Blanshard St.

Burnside Gorge Community Association believes that addressing transportation and street design issues in the neighbourhood is critical. Our neighbourhood boundaries includes eight multi-lane roads designated as arterials that carve our residential, commercial, and recreational spaces into isolated islands instead of a vibrant connected area that welcomes human-powered transportation. The road designs and road speeds actively discourage walking and cycling. Unfortunately, there are no quiet side streets to serve as alternative routes for cyclists and pedestrians travelling inside and through the neighbourhood, so the reality is that drivers and all other users must share these arterial roads. For this reason alone, we must seriously look at how to improve the experience on existing busy roads so that we can enhance safety and encourage more people to use non-car transportation. This includes speed reductions.

During the development of Victoria's new Official Community Plan, we requested that the City downgrade Burnside Road and Gorge Road from arterial status to secondary/collector roads. We are interested in all initiatives that move us toward this goal.

The OCP makes three commitments in the Burnside Gorge Strategic Directions that are directly relevant to the 40km/hr speed limit proposal. These are:

21.2.1 Integrate Selkirk Village into the Burnside neighbourhood by enhancing land use and urban design conditions at Jutland road and Gorge road and exploring potential expansion of village footprint north of Gorge road.

21.2.6 Seek strategic opportunities to complete the greenways network to improve pedestrian and cycling connections within the neighbourhood, particularly the east-west connection, and to the rest of the city; and utilise the Hierarchy of Transportation and Mobility Priorities in Burnside Gorge including along arterials and secondary arterials.

21.2.10 Create an attractive, convenient pedestrian, cycling and transit-friendly environment along Gorge and Burnside roads

There is extensive evidence that street design, and the associated infrastructure changes, are the major factor in encourage multiple modes of transportation and in enabling vibrant, engaged neighbourhoods with healthy residential and commercial activity. We strongly believe making investments within the Burnside Gorge area will benefit the thousands of people who live, work or visit the neighbourhood daily. Street redesign efforts on Gorge Road, Burnside Road and Bay Street would undoubtedly have a much greater impact in the long run than speed limit reductions alone.

However, we recognize that investments also take time, and we would therefore encourage the City of Victoria to embark on initial steps to improve street safety and enjoyability. City transportation engineers note that the roads currently under discussion were designed for cars travelling 50km/hr; we think it is essential to also consider that the surrounding areas and use of these streets have changed a lot since the original car-centric street design, and that there are more people walking, biking and living around Gorge Road and Bay Street in the past decade. For this reason, we support the proposal to implement 40km/hr limits on selected arterials including those specific to our neighbourhood. In fact, we suggest that Burnside Road also be added to the 40km/hr pilot as this would be consistent with the City of Victoria's OCP commitments to create an attractive, convenient pedestrian, cycling and transit-friendly environment.

As you prepare to initiate broad public consultation on the 40km/hr limits, we have the following requests and suggestions:

- There should be targeted, deep consultation effort with the residents and businesses in Burnside Gorge. Our Community Association would be pleased to take a leadership role in these consultations, together with City staff.
- There should be draft criteria presented to the public on how the City will measure the effectiveness of any speed limit reduction pilot project. Those criteria should be meaningful, measurable, and specific.
- There should be information presented to the public on proposed enforcement measures and costs, as lowered speed limits are not effective unless they correspond with changed driver behavior.

Thank you for your consideration.

Tracy James, member
Burnside Gorge Land Use Committee and
Vice-President, Board of Directors

TJ Schur, Chair
Burnside Gorge Land Use Committee

CC: Tamara Leonard-Vail, President
Burnside Gorge Community Association

CC: Suzanne Cole, Executive Director
Burnside Gorge Community Association

Christine Havelka

Subject: FW: Safer speed limits

From: Ian Abbott
Sent: Wednesday, May 07, 2014 9:13 PM
To: Councillors
Subject: Safer speed limits

Dear Victoria City Council,

I am in support of a public consultation process to amend current Street and Traffic bylaws in Victoria. I would be particularly interested to see Victoria follow Vancouver's lead by making the speed limit for designated bike routes (Vancouver Street) 30 km, as a daily commuter I feel this would make life safer.

I would also like to see existing speed limits better enforced, I am a business owner in Cook Street Village and the posted 30 km/h speed limit is rarely observed and even less rarely enforced. If all three crosswalks in the village were to be raised, that would go a long way to making the village safer for shoppers, tourists, and residents alike.

Thanks for your time.

Ian Abbott

Christine Havelka

Subject: FW: Support for safer speed limits and public consultation

From: Kate Berniaz
Sent: Thursday, May 08, 2014 12:26 AM
To: Councillors
Subject: Support for safer speed limits and public consultation

Dear Mayor and Council,

I am writing to support the safer speed limit initiative in the City of Victoria, and begin public consultation swiftly. Speed limits that are more appropriate for livable streets will allow children to play, seniors to walk and locals to shop at neighbourhood shops. Lower speed limits will increase safety and comfort for all road users- drivers, pedestrians and cyclists.

I urge you to support the safer speed limit initiative in Victoria and take leadership on creating safer, friendlier streets. Please take this initiative to the next step of public consultation.

Thank you,

Kate Berniaz
102-1137 View St
Victoria, BC
V8V 3L9

Christine Havelka

Subject: FW: Safer Speed Limits in the City of Victoria

From: ryan mijker
Sent: Wednesday, May 07, 2014 11:52 PM
To: Councillors
Subject: Safer Speed Limits in the City of Victoria

I am writing to support the initiatives for safer speed limits in the City of Victoria. As a parent with two young children slower motor vehicle speeds is a very important safety issue to me. Lower speed limits is also important to encouraging more people to bike and walk. Communities around the world where speed limits have been reduced to 30km/h or less have seen a dramatic reduction in collisions, injuries and fatalities. I urge council to support this important initiative.

--

Thanks
Ryan Mijker
103-1137 View Street

Christine Havelka

Subject: FW: Support letter for 'Safer Speed Limits Pilot Project Proposal'.
Attachments: NPNA speed limits letter.pdf

From: Tim Hewett
Sent: Wednesday, May 07, 2014 10:02 PM
To: Councillors
Subject: Support letter for 'Safer Speed Limits Pilot Project Proposal'.

Dear Mayor and Council,

Please find attached a letter in support of the safer speed limits Pilot Project Proposal.

Thank you for your shared concern and consideration.

Respectfully,

Tim Hewett.

President and Land Use Chair,
North Park Neighbourhood Association.



North Park Neighbourhood Association
P.O. Box 661, #185-911 Yates Street
Victoria, B.C., V8V 4Y9

Date: May 7th, 2014.

To the attention to:
Mayor and Councillors

Re: Safer Speed Limits Pilot Proposal

We are writing in support of the "safer speed limits pilot" proposal being brought forward by Councilors Gudgeon and Isitt, including the suggestion to consult with the public.

Other communities in our region and elsewhere have introduced safer speed limits with positive effects.

Our downtown neighbourhood is impacted by the large volume of non-residential traffic and higher speed arterial roads.

We encourage measures that improve the walkability and cycle-ability of our neighbourhood streets.

Thank you for helping to make our streets safer for all modes of transportation.

Submitted via email to Councillors@Victoria.ca

Sincerely,

Timothy John Hewett, MSc.
President of NPNA, and chair of the Land Use Committee

A handwritten signature in black ink, appearing to read "Tim Hewett", written in a cursive style.

Christine Havelka

Subject: FW: Proposal: Speed limit reduction: pubic consultation
Attachments: 2014 May Speed Limit Reduction Proposal.pdf

From: Wendy Bowkett [
Sent: Wednesday, May 07, 2014 10:03 PM
To: Councillors; Mayor (Dean Fortin)
Subject: Proposal: Speed limit reduction: pubic consultation

Please find attached a letter of response from the DRA regarding the proposed speed limit reduction and related public consultation.

Cheers,
Wendy

Wendy Bowkett
Chair
Victoria Downtown Residents' Association
chair@victoriadra.ca



1715 Government Street
Victoria, BC
V8W 1Z4
250.386.5501

Mayor and Council
City of Victoria
No.1 Centennial Square
Victoria, BC
V8W 1P6

7 May 2014

Re: Consideration of 40 kmh Speed Limits

Dear Mayor and Council,

Having read the supporting documents, the board members of the Downtown Residents Association have provided their comments and feedback to the proposal to reduce speed limits on the arterial and neighbourhood roads identified below:

- Bay Street from Blanshard to Richmond;
- Cook Street adjacent to Beacon Hill Park;
- Douglas Street south of Belleville Street;
- Gorge Road;
- Quadra Street;
- Richardson Street;
- Richmond Road; and,
- Southgate Street.

Summary

Of the nine board members, one board member supports exploring the proposal through a public consultation prior to reaching a decision on the proposal to reduce speed limits, seven board members support the staff recommendation to maintain the current speed limits and dispense with a public consultation, and one member is absent, so could not provide feedback. The different comments and viewpoints from our board members have been included below but have been edited for the sake of brevity.

Comments of Opposition

For those seven members who are opposed to the proposed reduction in speed limits, the following comments are relevant.

We support the staff recommendation that the current speed limits are appropriate and there is no engineering/public safety data to support the proposed decrease in speed limits on these arterial and collector-designated roads. The data presented in the report very much supports this view.

The report states that, "The majority of motorists drive at a speed they consider reasonable, and safe for road, traffic, and environmental conditions. Posted limits which are set higher or lower than dictated by roadway and traffic conditions are ignored by the majority of motorists." It also concludes that "Speed data collected on these arterial streets indicate the 85th percentile speed is in the range of 47-50 kmh, confirming the appropriateness of a 50 kmh speed limit." Therefore it follows that since the majority of motorists are now driving at the posted speed limit, then the current speed limit must be an appropriate speed for those roads.

However, there is no evidence to back up arbitrarily reducing speed limits, especially if the solution is to just post new signage at a substantial expense. If the City is truly committed to reducing speed on these streets, investment needs to be made in infrastructure so that the environment naturally calms traffic by design. A higher police presence on the enforcement side isn't a plausible solution either – budget implications, diversion from more important tasks, and the relationship between citizens and law enforcement are all concerns.

While we are in favour of public consultation, in the absence of any supporting data, political will and a budget for infrastructure change, any public consultation process would be a waste of time and money. However, should this proceed to public consultation, all impacted stakeholders including transportation companies, taxis, etc. as well as neighbourhood associations must be included.

Comments of Support

The comments provided by the one board member who supports moving to public consultation are outlined below.

There are questions around the analysis and the conclusions referred to in the staff report. For example, what range of data and factors were included in the analysis? There should be considerable data that the city transportation planners can access from other jurisdictions that have reduced speed limits in urban areas. What were the outcomes in those communities? Were there fewer accidents, fewer injuries, was there an increase in cycling and pedestrian use, etc.? Certainly, the evidence is clear in terms of the inverse correlation of vehicle speeds with injuries. These are worth discussing and debating as part of the public consultation process - a process that should include all impacted stakeholders.

Sincerely,

Wendy Bowkett
Chair
Downtown Residents Association

Christine Havelka

Subject: FW: Support for public consultation on amending Street & Traffic bylaw

From: DOUGLAS BOYD

Sent: Wednesday, May 07, 2014 9:53 PM

To: Councillors; Mayor (Dean Fortin)

Subject: Support for public consultation on amending Street & Traffic bylaw

Dear Mayor and Councillors,

I am a Victoria resident and am writing to voice my support for Councillors Gudgeon and Isitt's proposal for public consultations on amending Schedule B of the Streets and Traffic Bylaw to reduce speed limits on the following roads:

- * Bay Street from Blanshard to Richmond;
- * Cook Street adjacent to Beacon Hill Park;
- * Douglas Street south of Belville;
- * Gorge Road;
- * Quadra Street;
- * Richardson Street;
- * Richmond Road; and,
- * Southgate Street.

In my view, the staff report should not be the only basis for decision making. It only considered the technical aspects of average speed vs the speed limits, so a very narrow approach. What needs to be considered are the important aspects of working towards achieving a liveable community, one where there is a priority on safety as a pedestrian or cyclist. Clearly, a reduced speed limit would facilitate this objective.

As a long term initiative, I encourage consideration of an overall standard speed limit be 40km/hr for a majority of Victoria.

Thank you for considering my comments.

DOUGLAS BOYD

305, 648 Herald Street
Victoria

Christine Havelka

Subject: FW: Streets and Traffic Bylaw

From: William Lake
Sent: Wednesday, May 07, 2014 6:42 PM
To: Councillors
Subject: Streets and Traffic Bylaw

Dear Councilors,

Please do not slow the traffic down more. It is slow enough as it is.

William Lake