



# City of Victoria Traffic Calming Program

James Bay Neighbourhood Association

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Transportation Operations

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# Outline

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- Background & traffic calming tools
- Local context and concerns
- 2020 projects ahead

# Traffic Calming

- 1990s: Neighbourhood traffic management plans identified traffic calming measures, installed over time
- Requests received city-wide, data collected when feasible (typically summer), improvements implemented ad hoc as other projects/budgets allowed
- 2019 - Council approved traffic calming positions and budget, staff hired Fall 2019



# Traffic calming involves...

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- interventions on local streets to reduce vehicle speeds and/or volumes
- changing driver behavior to better fit the street context
- a traditionally reactive approach, but can be proactive via ongoing data collection
- focussing on a single street or block, but looking at larger network impacts too
- winners and losers



# Traffic Calming Toolbox

Signage

Flexible/temporary

Speed humps

Curb extensions

Intersections

Closures



Cost + level of intervention

# Traffic Calming Toolbox – Signs & Flexible Measures



Cost + level of intervention



# Traffic Calming Toolbox – Speed Humps

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Cost + level of intervention



# Traffic Calming Toolbox – Curbs & Intersections

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Cost + level of intervention

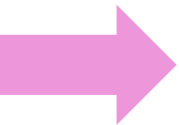


# Traffic Calming Toolbox – Closures

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Cost + level of intervention



# Traffic calming requests

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1. Request received and added to traffic calming registry
2. Data collection
3. Data review
  - What are avg speeds in comparison to posted speed limit?
  - Are daily volumes what we expect on local streets?
  - Do travel patterns indicate a shortcut?
  - Is there a safety, design, and/or driver behaviour issue?
4. Rank & prioritize
  - Score requests based on speeds, volumes, presence of trucks & bikes, land uses, shortcut, etc
5. Evaluate solutions
  - Temporary or permanent solution?
  - Neighbourhood support?
  - Coordination with other projects?

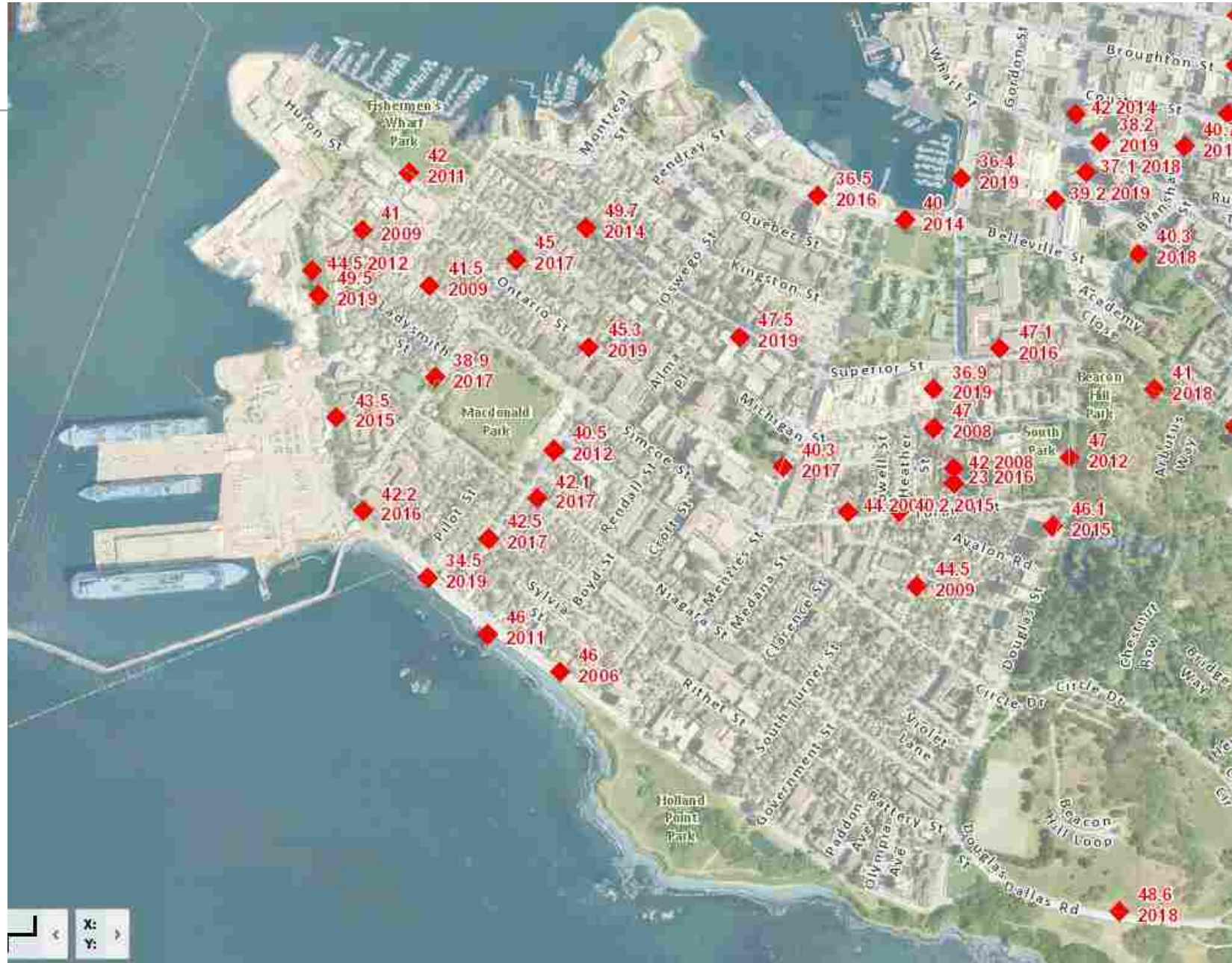
# Local context

- █ Arterial
- ▬▬ Secondary Arterial
- █ Collector
- ▬▬ Secondary Collector
- █ Downtown Core
- █ Local



Street Classification	Daily Traffic Volume
Arterial	18,000+
Secondary Arterial	5000-20,000
Collector	3,000-8,000
Secondary Collector	1,000 – 4,000
Local Street	Less than 1,000

# Local context



# Transportation Concerns

- Traffic speeds and volumes, incl.
  - Oswego St
  - Superior St
  - Montreal St
- Traffic connected with Ogden Pt
- Pedestrian crossings around five corners, Capital Park, Dallas Road, the Legislature
- Commuter parking
- Traffic congestion associated with events
- Other...



# Projects ahead

- Year 1 - Citywide focus on schools and parks
  - Enhancing visibility of school zones
  - Speed humps – Montreal (Niagara to Simcoe)
  - 4-way stop Simcoe/Oswego (completed)
- Speed Reader Boards
- Pedestrian improvements
- Sidewalk assessment
- Dallas Road balustrade



# Projects ahead

- Citywide focus on schools and parks
  - Enhancing visibility of school zones
  - Speed humps – Montreal
  - 4-way stop Simcoe/Oswego (completed)
- **Speed Reader Boards – permanent installation on Oswego**
- Pedestrian improvements
- Sidewalk assessment
- Dallas Road balustrade



# Projects ahead

- Citywide focus on schools and parks
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  - Speed humps – Montreal
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- Speed Reader Boards
- **Pedestrian improvements - Beacon & Douglas, Menzies & Quebec**
- Sidewalk assessment
- Dallas Road balustrade



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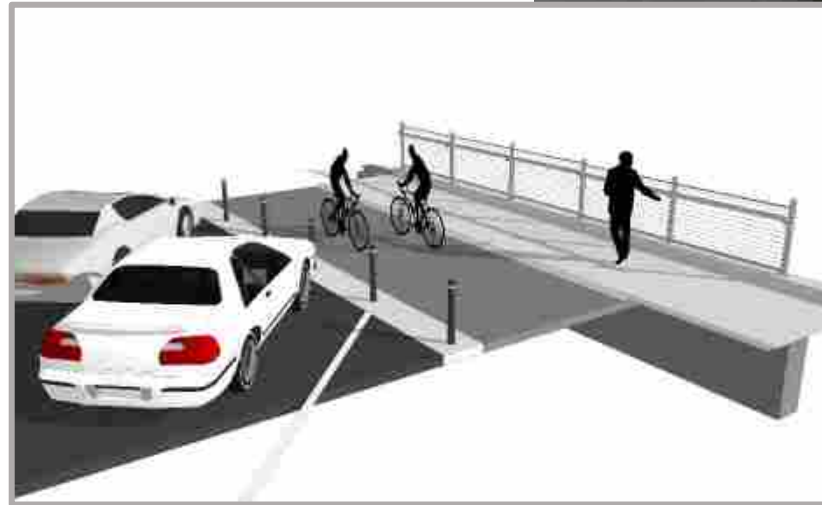
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# Thank you Q&A

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# Thank you Q&A

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