

Road Safety

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July 10, 2023

Presentation Outline

1. **Overview and 30 km/hr Pilot Results**
2. **Planning and Road Safety Programming**
3. **Next Steps**

1 Overview and 30 km/hr Pilot Results

Overview

Council's Strategic Plan 2020-2021

4.0 Mobility

Strategic Goal: Improve mobility and reduce congestion for people and goods.

- **Objectives:**

- 4.3 Diversify, expand, and improving the safety and appeal of active transportation options.
 - *Two 30 km/hr pilot projects were initiated*
 - *2021-2022 – Bellevue Avenue and Fulton Avenue*
 - *2022-2023 – Kings Avenue, Jefferson Avenue, Inglewood Avenue, Haywood Avenue*

Overview

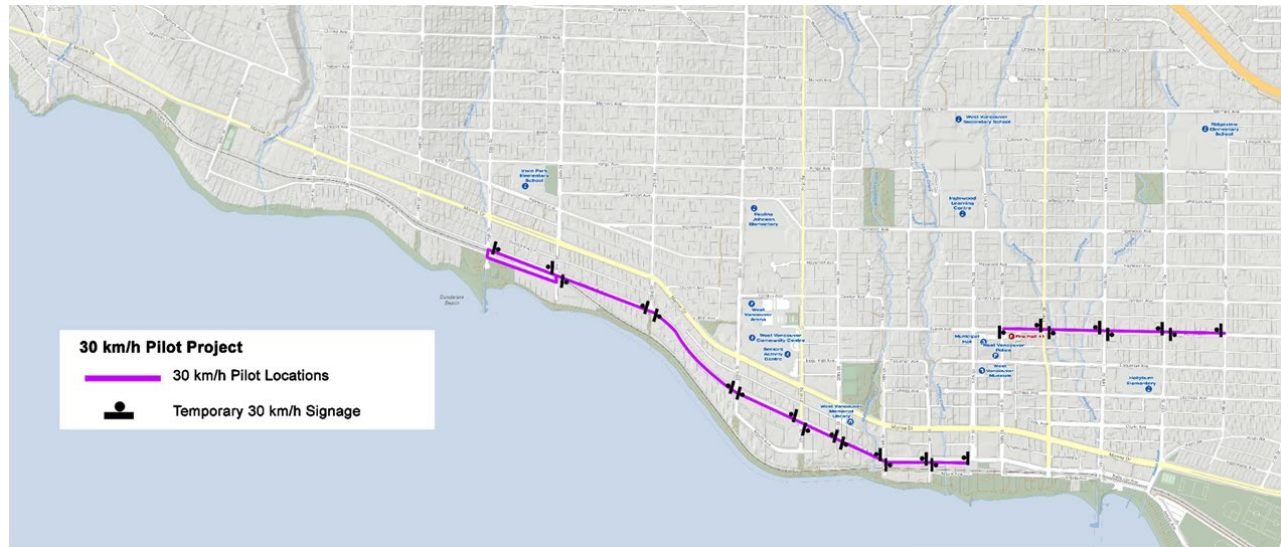
Council, at its **December 13, 2021, regular meeting**, passed the following resolution:

THAT

1. The report dated November 21, 2021, titled 30 km/hr Speed Reduction Pilot be received for information;
2. Staff conduct additional detailed field review necessary in order to formalize one to two neighbourhood zones intended for the continuation and expansion of a 30 km/hr Speed Reduction initiative;
3. Staff include for consideration in the District's 2022 budget process funding for:
 - the implementation of a one-year initiative for one to two 30 km/hr neighbourhood zones; and
 - the design of built measures and design interventions; and
4. **Staff report back to Council following the conclusion of the initiative period.**

2021/22 - 30km/h Pilot Project Results

- one year pilot
- assess the impact of reducing speed limits from 50 to 30 km/hr
- signage only, no traffic calming initiatives or enforcement
- Fulton Avenue, 12th – 16th Street
- Bellevue Avenue, 17th – 25th Street



2021/22 - 30km/h Pilot Project Results

Study Findings:

1. The 85th percentile* speeds on **Bellevue Avenue** were around **42-44 km/hr** before and after the 30 km/hr signs were installed.
2. The 85th percentile* speeds on **Fulton Avenue** were around **50-52 km/hr** before and after the 30 km/hr signs were installed.
3. The signs had negligible effect on speeds at or above 70 km/hr.

**85th percentile is the speed at which 85% of vehicles are travelling less than*

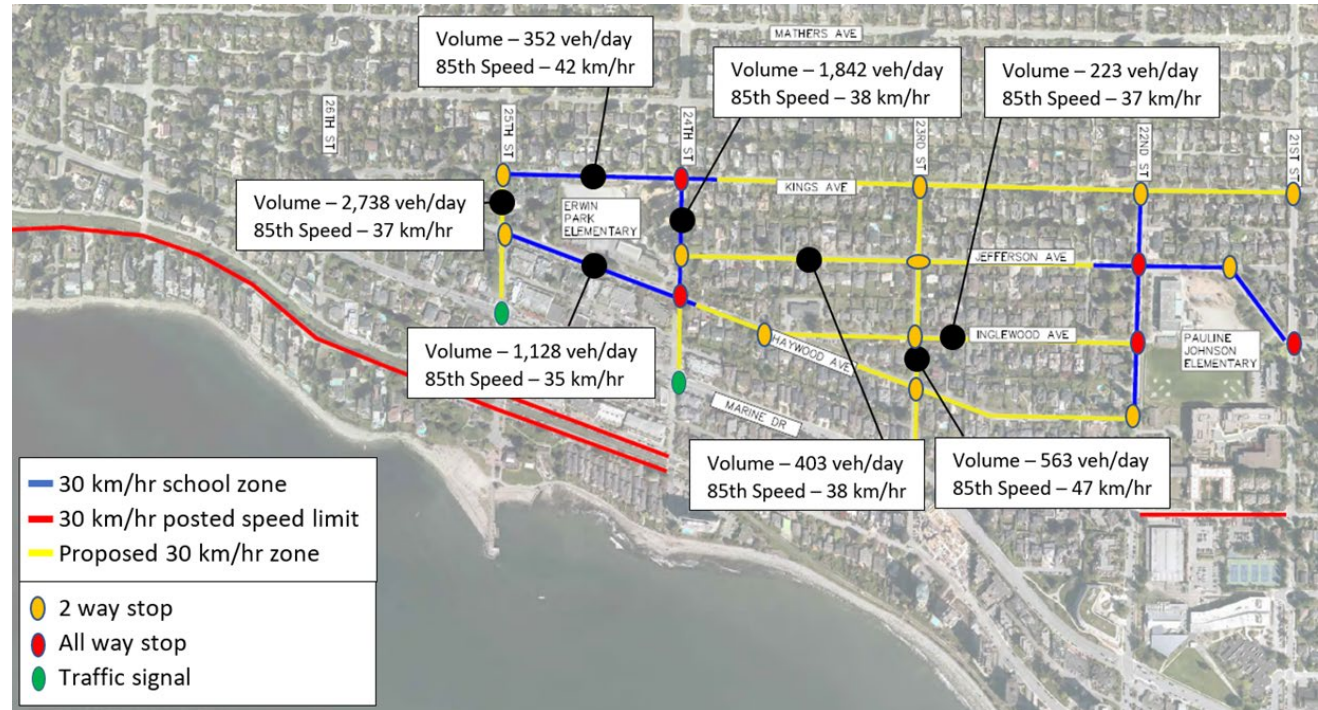
2021/22 - 30km/h Pilot Project Results

2023 Pilot

- Kings Avenue
-21st to 25th Street
- Jefferson Avenue
-21st to 24th Street
- Inglewood Avenue
-Haywood Avenue to 22nd Street
- Haywood Avenue
-22nd to 25th Street

Step 1: Collect Speed Data

Step 2: Collect Collision Data



2021/22 - 30km/h Pilot Project Results

Step 1:

Collect Speed Data

- within 30 km/hr school zones, the speeds were 5 to 12 km/hr over the speed limit
- in 50 km/hr posted speed zones, the speeds were 3 to 13 km/hr below the posted speed limit

| Observed Speeds | | |
|------------------|----------------------|--------------------------------|
| Location | Posted speed limit | Daytime 85th Percentile Speed* |
| Kings Avenue | 30 km/hr school zone | 42 km/hr |
| 24th Street | 30 km/hr school zone | 38 km/hr |
| Haywood Avenue | 30 km/hr school zone | 35 km/hr |
| 25th Street | 50 km/hr | 37 km/hr |
| Jefferson Avenue | 50 km/hr | 38 km/hr |
| Inglewood Avenue | 50 km/hr | 37 km/hr |
| 23rd Street | 50 km/hr | 47 km/hr |

*85th percentile is the speed at which 85% of vehicles are travelling less than

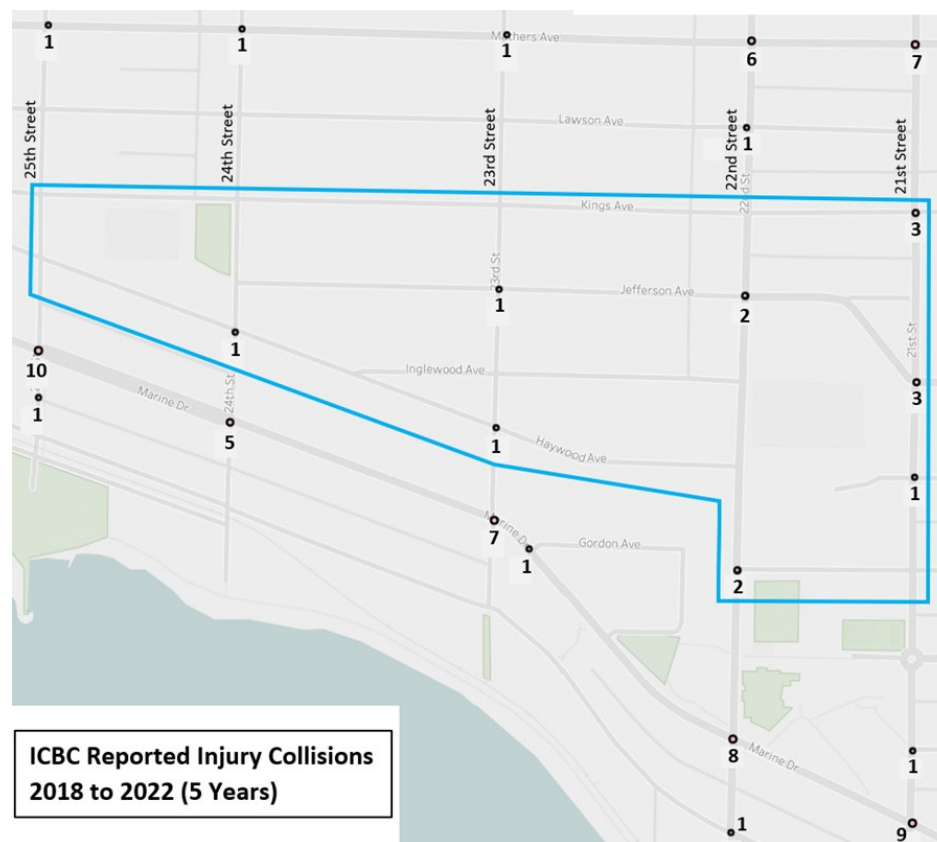
2021/22 - 30km/h Pilot Project Results

Step 2:

Collect Collision Data

In the study area:

- 11 injury collisions
 - *Vehicle, bicycle, or pedestrian*
- 72% of the injury collisions were on arterial or collector roadways
- all injury collisions were at intersections



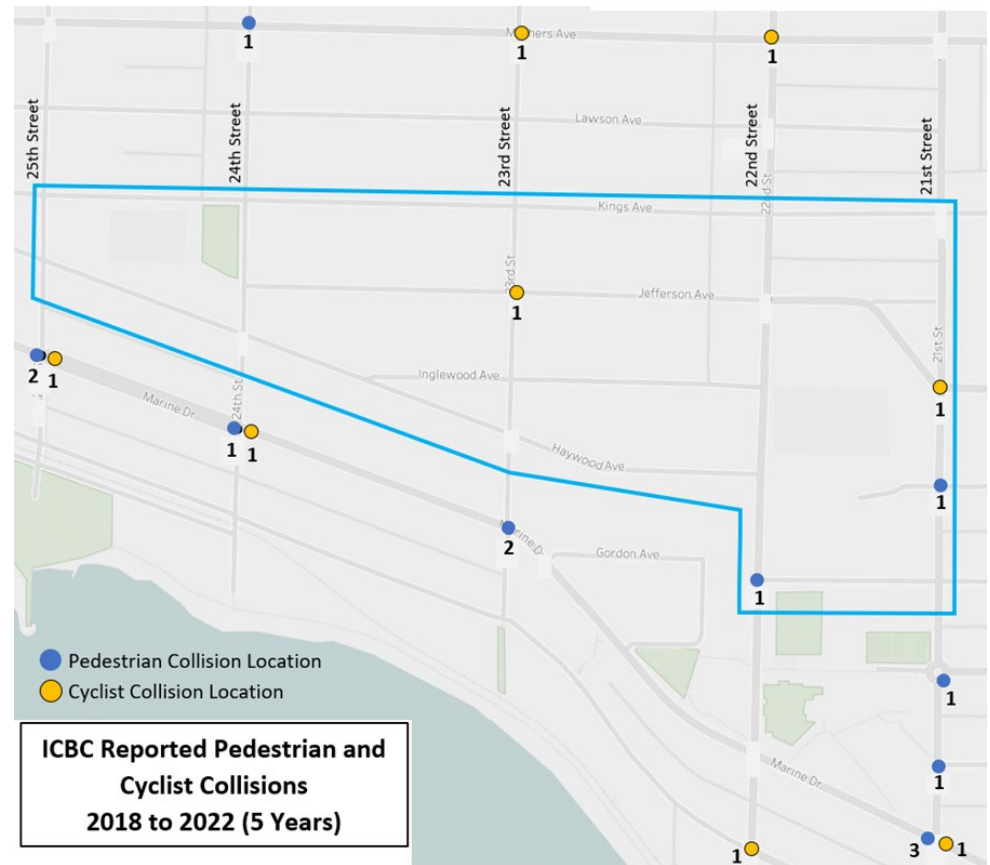
2021/22 - 30km/h Pilot Project Results

Step 2:

Collect Collision Data

In the study area:

- 2 collisions involving cyclists
- 2 collisions involving pedestrians
- 75% of the collisions were on arterial or collector roadways
- all the collisions were at intersections



2 Planning and Road Safety Programming

Planning and Road Safety Programming

Is a data driven, broad multi-disciplinary approach, working toward zero fatalities and serious injuries for all users of the road system.

Education (ICBC, VCH)

how to be safe at night, rules of the road

Engineering (Engineering & Transportation)

intersection safety, traffic calming measures

Enforcement (WVPD)

increased staffing, automated speed enforcement

Community Development (Planning)

driveway locations, adequate right of way for all users

Legislation (all levels of Government)

vehicle safety features, automatic enforcement

Vision Zero

Safe Systems = Safe Mobility



Planning and Road Safety Programming

District Road Safety Programming

Guiding Policies and Plans:

- OCP (2018)
- Strategic Transportation Plan (2010) – new STP underway
- Pedestrian Network Study (2017)
- Cycling Implementation Plan (2012)

Planning and Road Safety Programming

Programs to Target High Collision Risk Areas:

- School safety assessment
- Development of a traffic calming policy
 - for Council consideration
- Intersection safety screening
 - all Intersections
 - update to 2015 Study
- Traffic signal hardware and software upgrade program
 - all 21 signalized intersections
 - update to 2009 Assessment
- Install Rectangular Rapid Flashing Beacons (RRFB)
- Construct new sidewalks/bike lanes
- Support transit infrastructure/ACDI

3 Next Steps

Next Steps

RECOMMENDATION

THAT

1. Allocated funding for the 30 km/hr Speed Reduction Initiative be redirected towards the implementation of an ongoing annual School Safety Assessment Program to identify safety and mobility improvement opportunities around all schools in the District.
2. Staff be directed to develop a traffic calming policy and program to target specific locations where data (speed, collision, West Vancouver Police Department (WVPD)) shows there is a speed or congestion related safety concern.
3. Staff be directed to undertake an assessment of the intersections within the District's road network to identify the highest collision rates and the intersections with the greatest benefitting potential of road safety improvements.
4. The District partner with other agencies, including Vancouver Coastal Health, and prepare a letter to encourage the Province to increase the number of intersection red light and speed cameras.
5. Staff report back to Council with an update in Q2 of 2024.

Thank You!
Questions?