

RNA - From Fred Billingham , City of Victoria Transportation Coordinator

My name is Fred Billingham and I am a coordinator on the traffic calming team within the city's transportation operations section. I have been forwarded a couple of your questions following the recent Rockland Neighbourhood Association Council meeting. I thought it might be easier to respond to them all with one email, to keep you in the loop regarding traffic calming along Rockland Avenue, and help provide an update for your next association meeting.

The 3 main questions seem to revolve around the speed reader board location, the proposed traffic calming along Rockland Avenue, and data collection in the neighbourhood.

Firstly, in regard to the Speed Reader Board, the exact location we had selected was actually slightly to the east and up the hill, however when our installation crew went to put in the necessary base for the pole they hit bedrock almost immediately, meaning that the location was not viable. Radar speed gun tests completed by the City had indicated that motorists pick up speed as they descend the hill, so the best compromise was agreed to move the board slightly west to its current location. The reader picks up vehicle speeds as they come down the hill, displaying the speed which encourages people to slow. The concern was that if the board was instead shifted further east, up the hill, then vehicles would slow down for the speed reader board, and then pick up speed again going down the hill after they had passed it.

As part of the neighbourhood traffic calming project, we have undertaken 17 tube counts that provide traffic volume and speed data on various streets within the Rockland neighbourhood over the past 3 years. The good news is, that we have not recorded many locations where speeds and/or volumes are outside of what you would expect for the type of road surveyed. The main area of concern is Rockland Avenue, where 85th percentile speeds (the speed at which or below 85% of surveyed vehicles are travelling) were in the low to mid 40's in the 30kmh signed zone. This is what we are looking to address through the measures detailed above. On the surrounding local streets, speeds are generally around the 35-45km/h range where speed limits are 50km/h, which is typical of Victoria streets. We will continue to monitor vehicle speeds and volumes as changes are made to the wider road network, and address traffic speed and volume issues as they arise.

The City is looking to address speeds along the Government House frontage of Rockland Avenue, through the installation of a sequence of centre medians, using temporary traffic calming curbs, shown in the picture below.

These will create a series of pinch points, obliging drivers to slow down as the travel lane narrows. The intention is that these will work in conjunction with the speed reader board to encourage lower speeds through the whole section. A design for this scheme is in place, and the intention is for installation to be carried out before the end of 2021. We will be sending out notifications once an installation date is confirmed.

In response to your question regarding projected traffic patterns and growth, the city does not produce traffic models at this scale as it would not be possible to create something with sufficient accuracy to be useful on a street by street basis. We have, however, collected a significant amount of data in Rockland and adjacent neighbourhoods and will be following up in key locations to monitor both speeds and

volumes this fall and in spring / summer 2022. Interventions such as the closure on Gonzales, west of Richmond, are planned to deter through-traffic to Rockland in association with the Richardson Street Project. The next major city-wide data collection effort is scheduled for 2022. The City, along with 12 other municipalities in the region, participate in the origin and destination study to capture mode share, vehicle and bicycle ownership rates, travel distance, purpose of trip, time of day etc. for residents over the age of 11 over 24 hour periods. We are then able to break that down into smaller segments across the municipality and share that publicly.

Thank you for getting in touch with your concerns, and please feel free to contact me directly if you have any further questions.

Fred