



**RPT 20-482**

**TITLE:** Speed Monitoring Sept - Dec 2020

**DATE:** December 11, 2020

**TO:** Executive Committee

**PUBLIC:** X

**INCAMERA:**

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**RECOMMENDATION:**

That this report be received as information and filed.

**TOPIC & PURPOSE:**

To provide information gathered from the speed monitoring signs placed in each ward in September.

**PROPOSED APPROACH AND RATIONALE:**

Speed Monitoring Signs

In September eight (8) speed monitoring signs were placed around the City in each ward. The list was developed with input from Administration and Councilors with the final priority listing being set by the Councillor in that ward.

The Speed alert monitoring signs were installed in the following locations:

September	
Ward 1	13th Street West 1300 block
Ward 2	13th Street West b/w 3rd and 4th Avenue W
Ward 3	4th Street between 6th Avenue East and 11th Avenue
Ward 4	300 block McIntosh Drive
Ward 5	2200 block of 15th Avenue East (Holy Cross School) NB
Ward 6	Barton Drive (Between Coombe and Eagle) EB
Ward 7	Southwood Drive (Playground)
Ward 8	4th Avenue West at 20th Street NB

These signs will be moved the following locations in January:

January	
Ward 1	13th Street West 1800 block
Ward 2	Riverside Drive
Ward 3	River Street between 3rd and 6th Avenue East
Ward 4	15th Street East and 15th Avenue East
Ward 5	Muzzy Drive b/w Kernoghan and Telfer
Ward 6	Sherman Drive (B/w Lacroix and Dunn) SB
Ward 7	200 block of 28th Street East
Ward 8	6th Avenue West 2400 block NB

The summary of the data for each ward location has been attached to this report.

In the summary the following data is listed.

- Number of Measurements
  - This is the number of vehicles that have passed the sign since installation in September
- 85<sup>th</sup> Percentile Speed
  - The **85th percentile speed** is the **speed** at or below which **85** percent of the motorists drive on a given road unaffected by slower traffic or poor weather. This **speed** indicates the **speed** that most motorists on the road consider safe and reasonable under ideal conditions.
  - Speed limits are set within +/- 5km/hr of the 85<sup>th</sup> percentile speed, therefore it is expected that vehicles will travel within +/- 5km/hr of the speed limit on any given road.
  - <http://www.mikeontraffic.com/85th-percentile-speed-explained/>
- Average Speed
  - The average speed is the average of all speeds measured.
- Speed Limit
  - The speed limit that the City of Prince Albert has set
- Speeding Percentage
  - This is the percentage of vehicle travelling above the speed limit. This includes all vehicles travelling even 1 km/hr over the speed limit when they reach the location where the sign measures speed. This is not a metric that is regularly collected by other Traffic measuring devices.

This information has been sent to the Traffic Department with the Police so that they may focus their efforts in enforcing the speed limits in these areas at the times that have been shown to have higher speeds.

These signs will be moved every 3 months to a new location following the list set by the Ward Councillor.

The following areas were observed to have an 85<sup>th</sup> percentile speed above the speed limit and warrant additional monitoring to determine whether speeding has increased, or decreased with time.

- 13th Street West 1300 block
- 4th Street between 6th Avenue East and 11th Avenue
- 2200 block of 15th Avenue East (Holy Cross School) NB
- Barton Drive (Between Coombe and Eagle) EB
- Southwood Drive (Playground)
- 4th Avenue West at 20th Street NB

The following areas will not be counted again as the majority of vehicles passing through these areas was travelling at speeds below the Speed limit.

- St. Mary's High School at 13<sup>th</sup> Street
- McIntosh at Kemp Crescent.

### Traffic Calming

These signs worked as Traffic Calming devices in slowing down traffic as they passed by.

The following was observed with regards to the Speed Monitoring signs

- It was noted that these signs were very effective in slowing traffic down once drivers realized they were over the speed limit.
- The speeds collected in this data are the speeds measured as vehicles entered into the monitored area and not the speeds after they slowed down.

It is expected that vehicles who were travelling over the speed limit and the sign flashed to indicate their speed may continue to slow down in the future in this area, even without the sign. However, as these signs are temporary it was important to determine whether more permanent Traffic Calming devices are required for the locations identified by each Ward Councillor to have a speeding issue. Each location was compared against the Traffic Calming criteria set out in the Traffic calming policy as shown below.

Traffic Calming will be considered in areas that meet the following criteria:

- a) The 85th percentile of observed speeds must be a minimum of 10km/hr over posted speed limits.
- b) If the 85th percentile of observed speeds is over 15km/hr over posted speed limits, Traffic Calming may be considered even if other factors are not met.
- c) There must be sidewalks on at least one side of the street for residential streets or on both sides for residential collectors.
- d) Residential streets must have more than 1,000 but less than 5,000 vehicle trips per day.
- e) The block length must be more than 100m.
- f) The street width must be wider than 10m. g) The extent of Traffic Calming installations should not exceed an area longer than 5 standard city blocks for one project.
- g) The neighbourhood must be mature and have stable and established traffic patterns.
- h) The area to be considered for Traffic Calming must not have vacant properties that when developed will change the characteristics of the neighbourhood.
- i) The area to be considered for Traffic Calming shall have a reasonable close proximity to pedestrian generators.
- j) Where Traffic Calming is adequately supported in the neighbourhood.

There were no locations in this group that warranted permanent Traffic Calming measures.

As permanent traffic calming measures are permanent and because some discomfort to the drivers travelling down the street they can be controversial. When traffic-calming installations are not warranted and are not supported by the community or surrounding neighborhood the traffic calming can be a source of complaint. Other City's have removed installations shortly after install due to complaint. Situations where residents may consider a solution to a perceived traffic speeding problem more of a problem than a solution should be avoided. Ensuring that Traffic Calming solutions are warranted and supported by the residents helps to avoid the unnecessary expense of installing and then removal of Traffic Calming devices. The Traffic Calming Policy Criteria reflects the need to have a strong case for permanent traffic calming installation by setting up criteria that indicates a clear case that vehicles are travelling at speeds much higher than the speed limit. It is generally expected that vehicles will travel +/- 5 km/hr above or below the speed limit set for each street. Therefore, the criteria for warranting traffic calming is set at an 85<sup>th</sup> percentile speed over 10km/hr above the speed limit. None of the areas measured meet these criteria and therefore do not warrant permanent Traffic Calming measures such as raised crosswalks or speed bumps.

### Speeding Vehicles

It was observed from the data that a small percentage of vehicles travelled at speeds much higher than the speed limit.

For example, one vehicle travelled down Barton Drive at 111km/hr. This speed far exceeds the speed limit of 40km/hr. However, this was the only case of such excessive speeds on this street. While this is an unacceptable speed in which to travel down a residential street, it is the only occurrence in a 3-month period and does not reflect the majority of vehicles travelling down the street.

### **PUBLIC NOTICE:**

Public Notice pursuant to Public Notice Bylaw No. 24 of 2015 is not required.

### **ATTACHMENTS:**

1. Speed Alert Data per ward September 2020

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Approved by: Director of Public Works & City Manager