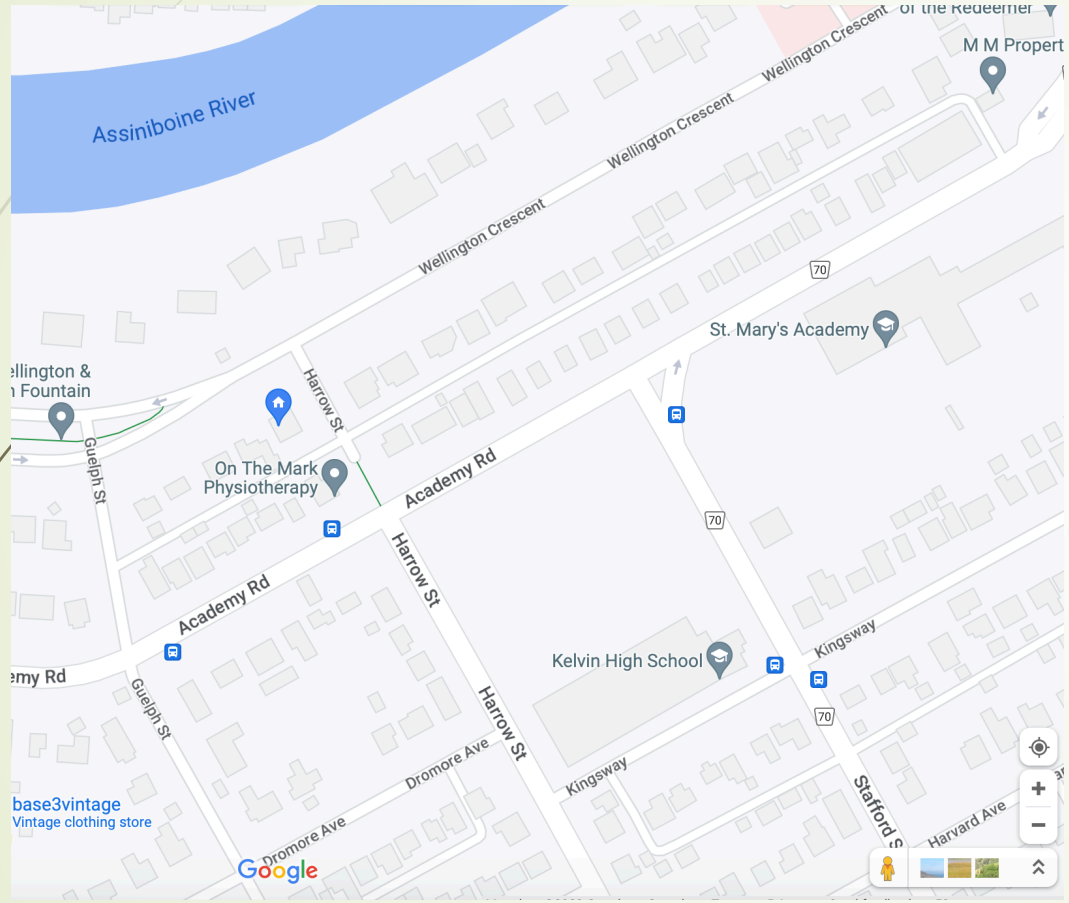
Dec 4: Executive Policy Committee

Speed Limit Reduction on Wellington Crescent (Public Works, Nov 29, 2024)



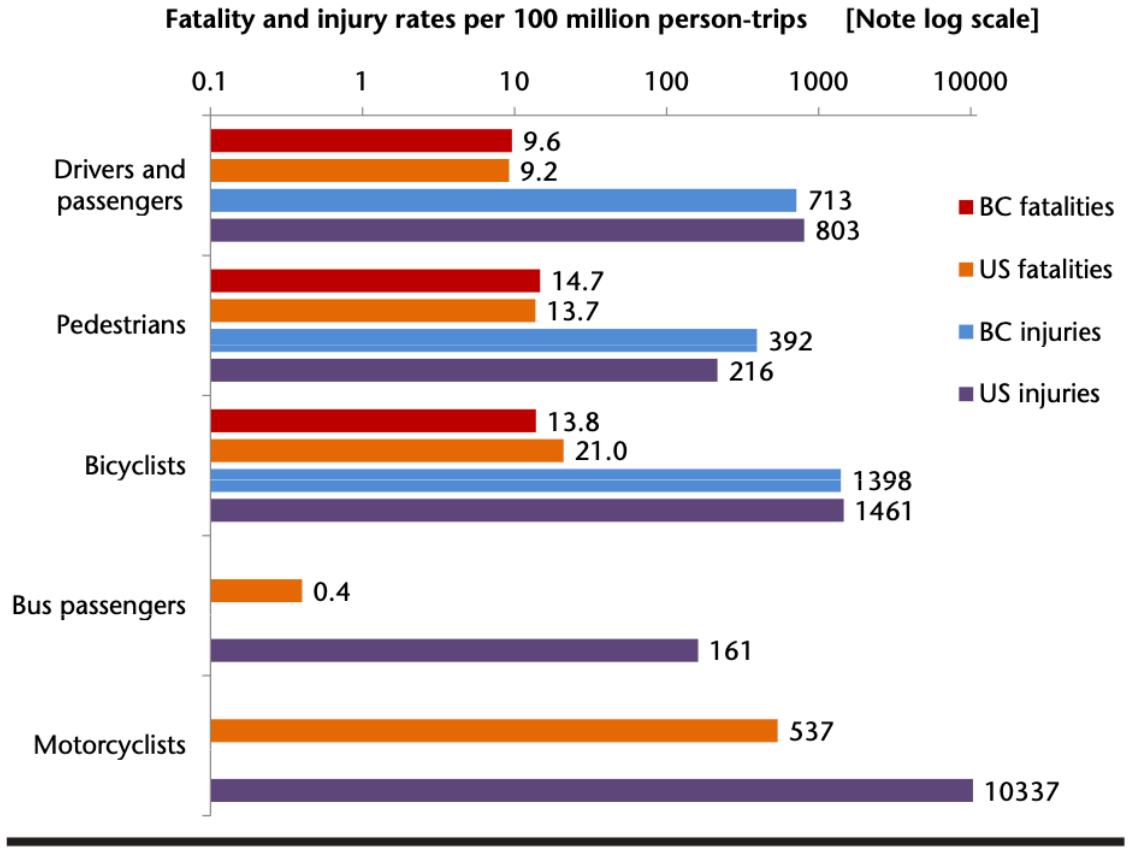
Atul Sharma MD and Celia Rodd MD,

Dec 4, 2024 Executive Policy Committee

- Teschke *et al*, Canadian Journal of Public Health, 2013

INJURY RATES BY MODE OF TRAVEL

Figure 2. Fatality and injury rates per 100 million person-trips by road user class, British Columbia and the United States[14]



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U. S. National Highway Traffic Safety Administration DOT HS 809 021

- **Literature Review on Vehicle Travel Speeds and Pedestrian Injuries**

- *Pedestrian Injury Severity as a function of pre-crash vehicle velocity: NHTSA General Estimates System*
  - *a nation-wide probability sample of police-reported crashes (actual vs posted speeds)*

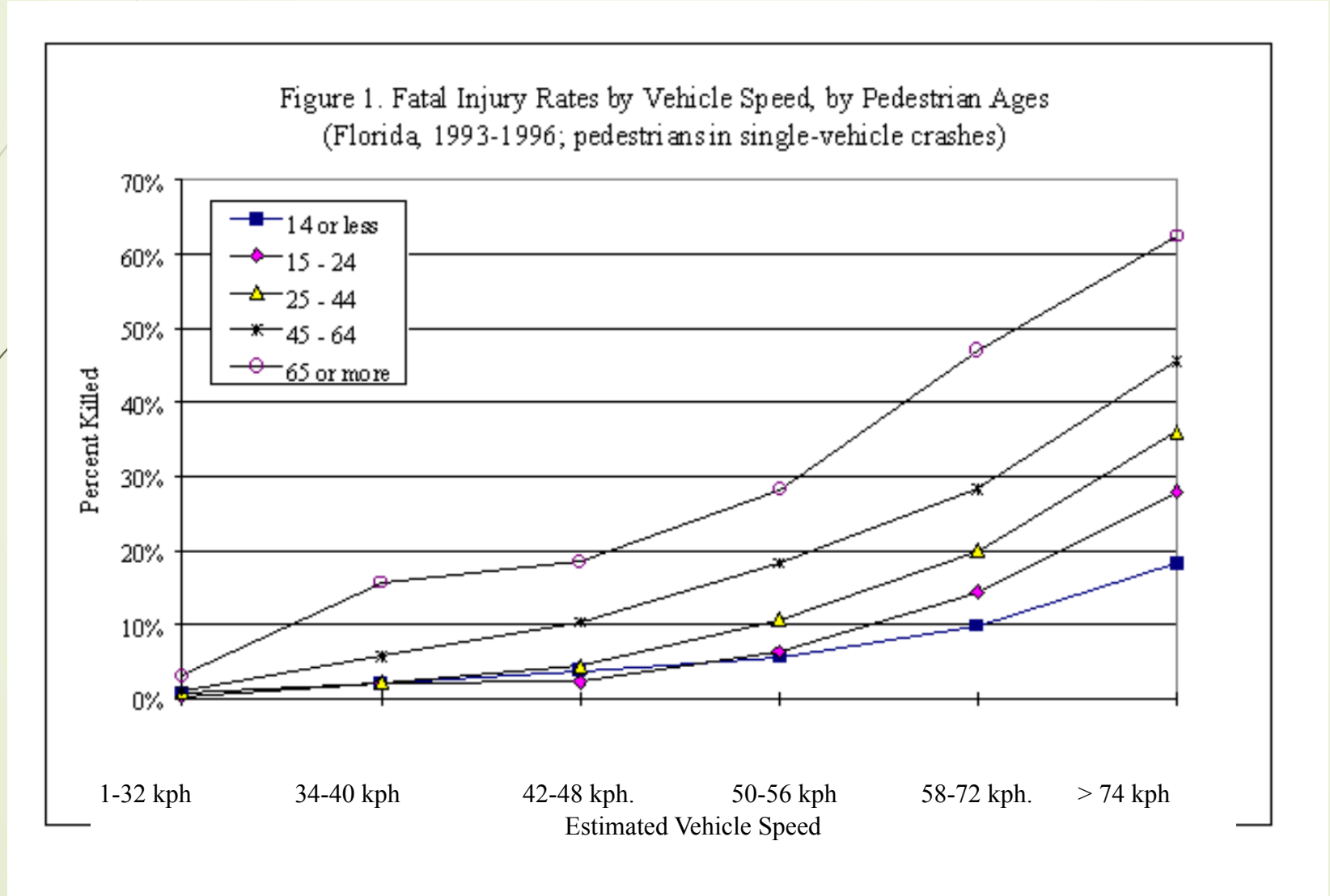
Pedestrian Injury Severity	< 32 kph	34-40 kph	42-48 kph	50-56 kph	58-72 kph	> 74 kph
Fatal	1.0%	2.9%	2.8%	4.9%	16.2%	35.2%
Incapacitating	32.5%	40.9%	47.1%	47.3%	44.9%	38.9%
Non-incapacitating	36.2%	34.5%	27.3%	29.2%	18.1%	20.6%
Minor or None	30.3%	21.7%	22.8%	18.6%	20.7%	24.5%
Total frequency	28,699	7000	7566	7126	8413	62595

actual vs *posted* speeds - definitions matter

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- **Literature Review on Vehicle Travel Speeds and Pedestrian Injuries**



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Transportation Association of Canada guidelines recommend a speed of 30 km/hr along roadways where cyclists and vehicles share space

Pg 34, Ch 5: Integrated Bicycle Design, Geometric Design Guide for Canadian Roads, June 2017

All year 30 kph speed limit along Wellington Crescent