

## **BYLAW 19984 - SEMI-ANNUAL AMENDMENTS TO SPEED ZONES BYLAW 6894**

### **RECOMMENDATION**

That Community and Public Services Committee recommend to City Council:  
That Bylaw 19984 be given the appropriate readings.

### **Purpose**

To amend Speed Zones Bylaw 6894 to include speed limit deletions and additions to reflect changes in the mobility network, including new road design and alignment with safety priorities such as playground zones and the city-wide default 40 km/h speed limit.

### **Readings**

Bylaw 19984 is ready for three readings. If Council wishes to give three readings during a single meeting, then prior to moving to third reading, Council must unanimously agree that, "Bylaw 19984 be considered for third reading."

### **Position of Administration**

Administration supports this Bylaw.

### **Report Summary**

Bylaw 19984 amends the Speed Zones Bylaw 6894 by making minor amendments to maximum speed limits within the City of Edmonton.

### **REPORT**

Amending Bylaw 19984 proposes minor adjustments and changes to speed limits in various locations throughout Edmonton. Setting appropriate speed limits is critical to supporting the Safe Mobility Strategy's goal of achieving Vision Zero through safe and livable streets in Edmonton. Administration reviews speed limits and speed sign locations within City of Edmonton boundaries

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in order to reflect changes in the mobility network, including new road design and construction and alignment with safety priorities such as playground zones and the city-wide default 40 km/h speed limit. All proposed changes outlined in this report meet current engineering and city building design standards for speed management (ie: Transportation Association of Canada, National Association of City Transportation Officials, local City of Edmonton guidelines) and previous City Council direction.

Attachment 1 contains a complete copy of the amending bylaw and updated speed zone schedules which outline all roadway speed limits that differ from the default speed limit of 40 km/h. Attachment 2 outlines proposed amendments to the current speed zone schedules, showing additions and changes in a different color of text.

### **Shared Streets**

Shared streets, which have a posted speed limit of 20 km/h and allow pedestrians, cyclists and people outside of motorized vehicles to cross at any location on the street as long as they yield the right-of-way to vehicles, were included in the City of Edmonton's Design and Construction Standards in 2018. Most recently, shared streets were established as temporary measures to support physical distancing efforts as a COVID-19 pandemic response and as a tool available in the Vision Zero Street Labs program.

Shared streets can also be established permanently. Attachment 3 provides a list of the seven shared streets in Edmonton and photos of some of the locations. Attachment 2 (Schedule A) shows the changes required to reduce the speed limit to 20 km/h on roads that have been designed and constructed to operate as permanent shared streets.

### **40 km/h Default Speed Limit Update**

As of August 6, 2021, the default speed limit in Edmonton is 40 km/h. This includes most residential streets, high pedestrian areas and the main street portions of Whyte and Jasper Avenues. Enabling safer speeds on Edmonton's streets makes our streets safer, calmer and quieter for everyone. Slowing down gives people more time to react to the unexpected to prevent crashes and reduce the severity of collisions that do happen.

As signage plans were developed to support the implementation of this project, minor discrepancies were identified between the placement of existing speed signs and wording in Speed Zones Bylaw 6894. These discrepancies were reviewed, with changes either made to sign placement or the amendments included in Attachment 2. These changes do not have substantial impact on how the default speed limit currently operates on Edmonton's streets and are included to ensure accuracy with previous City Council direction.

Administration is evaluating the impacts of the 40 km/h default speed limit, including collecting and analyzing speed data in 2021 (pre-implementation) and 2022 (post-implementation) at more than 150 locations across the mobility network. Administration continues to identify and review additional locations in Edmonton for potential inclusion in the 40 km/h default speed limit based

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on further GBA+ evaluation and public feedback. This includes considering additional high pedestrian locations (e.g., postsecondary institutions and hospitals), residential spaces that exist on arterial roads and aspiring main streets within Business Improvement Areas that may not be local or collector roads. Any proposed changes to roads included or excluded from the 40 km/h default speed limit based on this evaluation and further review will come forward in a future report and are not included for decision at this time.

### **Playground Zone Adjustments**

The City of Edmonton uses Government of Alberta Guidelines to identify and implement appropriate locations for playground zones, which include a 30 km/h speed limit on local and collector roads adjacent to elementary and junior high schools and playgrounds. When developing signage plans for implementing the 40 km/h default speed limit, Administration identified minor discrepancies between the placement of playground zone signs and wording in Speed Zones Bylaw 6894. These discrepancies were reviewed, with changes either made to sign placement or to the playground zone schedule contained in Attachment 2. These changes do not have substantial impact on how playground zones currently operate on Edmonton's streets and are included to ensure accuracy with previous City Council direction.

## **COMMUNITY INSIGHTS**

These changes are minor corrections that reflect City Council's direction, informed by extensive public engagement and communications previously completed through the implementation of the 40 km/h default speed limit. To support robust public awareness, advertising of the new default speed limit began on July 19, 2021, and included outdoor billboards, bus shelters, radio ads, YouTube videos, social media and multi-lingual ads in community newsletters. This change was also widely broadcasted to residents by local media. Signs were posted throughout and entering Edmonton to notify residents and visitors of the 40 km/h default speed limit.

Ongoing evaluation and adjustments of the 40 km/h default speed implementation (for instance, are there additional road segments that should be included as 40 km/h roads) will include community insights. The City is tracking inquiries from the public, stakeholders, social media, and other forms of community conversation and connections. A GBA+ lens will be used in the evaluation and future assessment process.

### **Legal Implications**

Pursuant to the *Traffic Safety Act*, Council may by bylaw establish speed limits for highways under the direction, control and management of the City.

## **ATTACHMENTS**

1. Bylaw 19984 - Speed Zones Bylaw Amendment No. 70
2. Proposed Amendments

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### 3. Shared Street List and Photos

#### **OTHERS REVIEWING THIS REPORT**

- M. Plouffe, City Solicitor