

Bylaw 17897 - Amendments to Speed Zones

Bylaw 6894 - Expand 30 km/hr to Junior High School

Includes minor amendments to speed limits

Purpose

The purpose of this Bylaw is to amend Bylaw 6894, the Speed Zones Bylaw, to include junior high schools in the 30 km/h speed zones and to make minor amendments to maximum speed limits within the City of Edmonton.

Readings

Bylaw 17897 is ready for three readings. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 17897 be considered for third reading."

Advertising and Signing

Advertising is not required for this Bylaw.

Position of Administration

Administration supports this Bylaw.

Report Summary

Bylaw 17897 amends the Speed Zones Bylaw to expand 30 km/h school zones to include junior high schools and makes minor amendments to maximum speed limits within the City of Edmonton.

Previous Council/Committee Action

At the May 1, 2017, Community and Public Services Committee meeting, Bylaw 17897 was forwarded to City Council for the appropriate readings.

At the October 17, 2016, Community and Public Services Committee meeting, the following motion was passed:

That Administration prepare amendments to the Speed Zones Bylaw 6894, for consideration by City Council, to expand 30km/h school zones to include junior high schools as outlined in Attachment 1 of the October 17, 2016, City Operations report CR_1504.

Report

Bylaw 17897 proposes to make amendments to 30 km/h school zones to include junior high schools. Bylaw 17897 also proposes to make minor adjustments to speed limits in various locations throughout the city. These minor amendments were identified as part of Administration's ongoing review of speed limits within the City in order to reflect changes in road design, expansions, and road network changes. All proposed changes meet current design standards for speed management.

Attachment 2 contains copies of the four speed zone schedules (60km/h; 70 km/h; 80 km/h; School Zones) where amendments are proposed. All other schedules, as well as the text of the bylaw, remain unchanged.

Policy

The Way We Move, Transportation Master Plan:

- 6.0 Active Transportation
- 6.1 Walking
- 6.5 Safety

The Way we Grow, Municipal Development Plan:

- 4.6.1.3 Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.
- 5.2.1.8 Identify and encourage the creation of key pedestrian streets in each quadrant of the city to provide a focus for a walkable urban lifestyle.

Corporate Outcomes

Expanding the 30 km/h school zone program to junior high schools supports the Corporate Outcomes of "Edmonton is a safe city," and "Edmontonians are connected to the City in which they live, work and play."

Public Engagement

No public engagement was done for this report; however, a communication plan will be developed in 2017 to introduce the reduced speed zones at Junior High Schools.

Budget/Financial Implications

Expanding the school zone program to schools with junior high grades is proposed to be delivered through the approved Capital Profile CM-66-2555 Community Traffic Safety Countermeasures, which is funded by the Traffic Safety Automated Enforcement Reserve fund. The estimated capital cost is \$75,000, which includes new signs to mark all proposed school zones. Implementation of the new school zones would be accompanied by an awareness campaign. The estimated cost of

implementing a driver education campaign to promote awareness of the expanded school zone program is \$100,000, which will be used from existing operating funding resources.

Legal Implications

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

Metrics, Targets and Outcomes

Metrics	Targets	Outcomes
<ul style="list-style-type: none"> • Number of additional junior high schools that will be covered by speed zone bylaw amendment. 	<ul style="list-style-type: none"> • 47 • 100% application of reduced speed zones to junior high schools. 	<ul style="list-style-type: none"> • Reduction in number of injury collisions involving vulnerable road users. • To reduce the risk of serious injuries involving vehicles and pedestrians around schools with junior high grades.
<ul style="list-style-type: none"> • Injury reduction after implementation of 30 km/h school zones. 	<ul style="list-style-type: none"> • Injury collisions reduced by 40% • Injury collisions involving pedestrians reduced by 50%. 	<ul style="list-style-type: none"> • Reduction in number of injury collisions involving vulnerable road users. • To reduce the risk of serious injuries involving vehicles and pedestrians around schools with junior high grades.
<ul style="list-style-type: none"> • Average speed reduction after implementation of 30 km/h school zones. 	<ul style="list-style-type: none"> • 10 km/h 	<ul style="list-style-type: none"> • Improved safety for all road users • Continue to educate all road users to increased safety benefits linked to speed zones.

Justification of Recommendation:

A Bylaw that reduces speed zones at junior high schools furthers the City's commitment to Vision Zero as it will reduce the number of collisions and injuries.

Attachment

1. Bylaw 17897
2. Revised Schedules D, E, F, and K - Bylaw 6894

Others Reviewing this Report

- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services