

## **BYLAW 20910 - SEMI-ANNUAL AMENDMENTS TO SPEED ZONES BYLAW 6894**

### **Amendment No. 73 to Bylaw 6894**

#### **Recommendation**

That Urban Planning Committee recommend to City Council:

That Bylaw 20910 be given the appropriate readings.

#### **Purpose**

To amend Bylaw 6894 - Speed Zones Bylaw to include speed limit adjustments, deletions and additions to account for new roadways and design changes to existing roads as part of regular required updates to Edmonton's transportation network.

#### **Readings**

Bylaw 20910 is ready for three readings.

A majority vote of City Council on all three readings is required for passage.

If Council wishes to give three readings during a single meeting, then prior to moving to third reading, Council must unanimously agree that "Bylaw 20910 be considered for third reading."

#### **Previous Council/Committee Action**

At the May 22, 2024, Urban Planning Committee meeting, the following motion passed:

1. That Administration prescribe a temporary maximum speed of 40 km/h on Rabbit Hill Road from Riverbend Road to Promontory Point.
2. That Administration prepare amendments to the Speed Zones Bylaw, Bylaw 6894, to permanently prescribe 40 km/h as the maximum speed limit.

#### **REPORT**

Bylaw 20910 amends Speed Zones Bylaw 6894 to include minor adjustments and changes to speed locations at various locations in Edmonton, which have been implemented since the last amendment (May 22, 2024, City Operations report CO02451, Bylaw 20826 - Semi-Annual

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Amendments to Speed Zones Bylaw 6894, approved at the June 11, 2024, City Council meeting). This includes permanently prescribing 40 km/h as the maximum speed limit on Rabbit Hill Road from Riverbend Road to Promontory Point, as directed by Urban Planning Committee on May 22, 2024. This speed limit change was put into effect in June 2024.

Administration routinely reviews and updates speed limits within the City to reflect changes in the mobility network, such as new road design and construction, or the introduction of schools, playgrounds and other safety-sensitive neighbourhood features (i.e., parks, post-secondary institutions and Business Improvement Areas). Road use and characteristics, as well as speed data are also used to assess roadway design and determine where speed changes may be necessary. This is a critical piece of the Safe Mobility Strategy, which aims to achieve Vision Zero through safe and liveable streets in Edmonton. All proposed changes outlined in this report meet current City design standards and speed limit guidelines, which include guidance from Edmonton's Complete Streets Design and Construction Standards<sup>1</sup>, the Transportation Association of Canada, and previous City Council direction. Consistent application of speed limit guidelines helps ensure safety for all road users.

Edmonton's speed zone schedules outline all roadway speed limits that differ from the default speed limit of 40 km/h. Playground zones include a 30 km/h speed limit on local and collector roads adjacent to elementary and junior high schools, and other standalone playgrounds. Playground zones are applied in accordance with Government of Alberta guidelines and legislation, including the Guidelines for School and Playground Zones and Areas<sup>2</sup> and the *Traffic Safety Act*<sup>3</sup>.

The bylaw includes the following amendments to speed limits, which are already in effect:

- Rabbit Hill Road NW (Riverbend Road NW - Promontory Point NW)
  - This section of roadway will adopt the default 40 km/hr speed limit, as per the Council motion
- Maple Road NW (north of 32 Avenue NW - south of 31 Avenue NW)
  - Add 30 km/h playground zone at Maple Park
- 31 Avenue NW (east of 9 Street NW - Maple Road NW)
  - Add 30 km/h playground zone at Maple Park
- 62 Street NW (south of 125 Avenue NW - 125A Avenue NW)
  - Amend boundary from Yellowhead Trail; the south section of 62 St is no longer owned by the City of Edmonton
- 71 Street NW (Fort Road NW - north of Fort Road NW)
  - Roadway alignment modified as part of the Fort Road project; remaining portion of roadway will adopt the default 40 km/h speed limit
- 74 Avenue NW (97 Street NW - East of 97 Street NW)

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<sup>1</sup> [edmonton.ca/designconstructionstandards](https://edmonton.ca/designconstructionstandards)

<sup>2</sup> [open.alberta.ca/publications/guidelines-for-school-and-playground-zones-and-areas-version-2](https://open.alberta.ca/publications/guidelines-for-school-and-playground-zones-and-areas-version-2)

<sup>3</sup> [open.alberta.ca/publications/t06](https://open.alberta.ca/publications/t06)

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- Add 30 km/h playground zone at Lilliput Park
- 125 Avenue (Fort Road NW - 61 Street NW)
  - New segment of roadway added with a 50 km/h speed limit
- 132 Avenue NW (97 Street NW - 66 Street NW)
  - Amend boundary from Fort Road, as 132 Avenue from Fort Road to 66 Street has been reconstructed to a default speed of 40 km/h
- 182 Street SW (south of Kimball Way SW - Keswick Way SW)
  - Correct the description of the 30 km/h playground zone limits along 182 Street SW
- Stony Plain Road (231 Street - east of Winterburn Road)
  - Speed limit reduced to 80 km/hr between 231 Street to west of Winterburn Road
  - Speed limit reduced to 90 km/hr from west of Winterburn Road to east of Winterburn Road
- 100 Avenue NW ( 750 m west of Anthony Henday Drive southbound - 125 m west of Anthony Henday Drive southbound)
  - Amend boundaries to correctly reflect where Stony Plain Road eastbound transitions to 100 Avenue within the 90 km/hr zone
- 100 Avenue NW (west of Anthony Henday Drive southbound - 178 Street NW)
  - Amend boundaries to correctly reflect where the existing 70 km/hr speed zone begins.

Attachment 1 contains a complete copy of the amending Bylaw 20910 with updated speed zone schedules. Attachment 2 outlines the proposed amendments to the current speed zones schedules, showing additions and changes in a different colour. Only those speed zone schedules with changes are included in the amending bylaw. Costs for sign modifications are considered nominal and are accounted for within the operating budget; therefore, no additional budget requirements are required for these updates.

### **Community Insight**

Bylaw 20910 includes amendments to speed limits to reflect changes to the road network in alignment with City, provincial and federal standards. Public consultation is not required as part of this regular update.

### **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. Given that the *Traffic Safety Act* requires this step to occur by bylaw, any changes to speed limits on roadways under the direction, management and control of the City of Edmonton must be approved by Council as an amendment to the Speed Zones Bylaw.

### **Attachments**

1. Bylaw 20910 - Speed Zones Bylaw, Amendment No. 73

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2. Bylaw 20910 Updates to Bylaw 6894 REDLINE

### **Others Reviewing the Report**

- M. Plouffe, Chief People Officer and City Solicitor