

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES

Reinvesting to Address Critical Safety Concerns

Recommendation

1. That the December 1, 2025, City Operations report CO03044, be received for information.
2. That Attachment 3 of the December 1, 2025, City Operations report CO03044 remain private pursuant to sections 29 (advice from officials) and 30 (disclosure harmful to economic and other interests of a public body) of the *Access to Information Act*.

Requested Action	Information only
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals
CONNECTED This unifies our work to achieve our strategic goals.	Healthy City
City Plan Values	LIVE
Corporate Business Plan	Serving Edmontonians
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> • The City Plan • Safe Mobility Strategy and Vision Zero • City Policy C579B, Traffic Safety and Automated Enforcement Reserve Policy
Related Council Discussions	<ul style="list-style-type: none"> • November 13, 2024, Financial and Corporate Services report FCS02529, Fall 2024 Supplemental Operating Budget Adjustment - 2023-2026 Operating Budget

Previous Council/Committee Action

At the April 22, 2025, City Council meeting, the following motion was passed:

That Administration provide a report with options to expand municipal traffic safety capacity, including opportunities for a cost neutral program.

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

Executive Summary

- Safe streets and connected communities are important to Edmontonians¹.
- The Safe Mobility Strategy is Edmonton's approach to achieving Vision Zero, the internationally recognized traffic safety goal of zero traffic-related fatalities and serious injuries.
- Changing crash trends, increases in high-risk driving behaviours, and provincial restrictions on automated speed enforcement are influencing the context in which Vision Zero programming operates.
- Since reducing automated speed enforcement, data shows a marked increase in speeding, including a rise in extreme speeding (20 to 30 km/h over the limit).
- This report presents three implementation options for advancing the proposed program and service expansions.
 - For two of these options, the Traffic Safety Automated Enforcement Reserve (TSAER) is projected to be in a deficit position at the end of 2026.
 - Based on the experience of other jurisdictions, peace officer-led in-person traffic enforcement programs can achieve cost neutrality, though not guaranteed. The other program opportunities outlined in this report do not generate revenue and are not cost-neutral.
- Administration will present recommendations in Q2 2026 to support long-term TSAER sustainability ahead of the 2027–2030 budget.

REPORT

Vision Zero², first established in Sweden in 1997, is a global movement to eliminate traffic fatalities and serious injuries while ensuring safe, healthy and equitable mobility for all. The City of Edmonton adopted Vision Zero in 2015 and has since embedded this commitment into our transportation planning, design and operations.

The City of Edmonton's approach is the Safe Mobility Strategy, Edmonton's roadmap to achieving Vision Zero through safe and livable streets. The strategy is aligned with the City Plan and ConnectEdmonton and ensures that every person, regardless of age, ability or how they travel, can move safely throughout the city. The Safe Mobility Strategy is a guiding document for how Edmonton's streets are planned, designed, built, activated and maintained.

The current Safe Mobility Strategy runs through 2025. In Q2 2026, Administration will bring forward an updated strategy for Council's input and alignment with the 2027–2030 budget cycle. This update builds on the progress already made, strengthens the data-driven, evidence-based and community-informed foundation of the strategy and responds to the evolving realities of traffic safety. Supporting Edmonton's Vision Zero objectives in the context of current conditions may have implications for future program and funding needs.

¹ Safe Mobility Strategy 2021-2025 (edmonton.ca/SafeStreets)

² edmonton.ca/VisionZero

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

Changing Context: Edmonton's Traffic Safety Landscape

The pace of growth in Edmonton is influencing the traffic safety landscape, which has shifted considerably in recent years:

- 2017 - 2024: Edmonton's population increased by over 210,000 residents (22 per cent).
- 2021 - 2025: The number of licensed drivers increased from about 715,000 to 837,000 (17 per cent)
- 2019 - 2024: Daily monitored traffic volumes at Intersection Safety Devices (ISDs) increased by 31 per cent.

This context may influence how programs can continue addressing the most urgent safety needs of Edmontonians. While past efforts have delivered notable results, these new challenges require new approaches to continue progress toward the goal of Vision Zero.

Evolving Crash Trends and Driver Behaviour

- Early progress: From 2015-2019, fatalities on Edmonton streets decreased by 50 per cent and serious injuries by 32 per cent. This progress was driven by data-informed actions such as reducing speed limits, upgrading crosswalks, enhancing traffic signals, adding traffic calming measures and speed check signs, and expanding automated enforcement, including ISDs.
- Pandemic impacts: In 2020-2021, fatalities and serious injuries continued to decline as traffic volumes dropped during COVID-19 restrictions. This highlighted that reducing vehicle travel directly reduced collisions, reinforcing the safety benefits of mode shift.
- Recent setbacks: Fatality rates have been rising rapidly since 2023 (24 in 2023, 26 in 2024 and 30 from January - November 2025). Serious crashes are increasingly tied to risky driver behaviours, including speeding, impairment and distraction. Speed and red-light violation data confirm these patterns.
- In 2025, per Edmonton Police Service data, 52 per cent of all traffic fatalities involved speed.
- A wider trend: Cities across North America have reported similar post-pandemic increases in speeding, aggressive driving, and fatal and serious injury crashes.

Automated Traffic Enforcement (ATE) Restrictions

The Government of Alberta oversees the policy and audits the operations of the City's Automated Traffic Enforcement (ATE) program. Changes since 2019 include:

- 2019 – Ban on establishing new sites.
- 2021 – Prohibition of ATE on residential streets less than 50 km/h.
- 2023 – Removal of ATE from Anthony Henday Drive.
- 2025 – Restriction of ATE use to playground and construction zones only.

As of July 2025, Edmonton's ATE program is now comprised of approximately 80 intersection safety devices that enforce red-light running. ATE is overseen and operated by City Administration, while in-person traffic enforcement is primarily conducted by the Edmonton Police Service. While the City no longer enforces speed at ISD locations, Administration is

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

continuing to monitor speed data in partnership with the University of Alberta. Research focused on understanding the impacts of the removal of ATE in Edmonton shows the following trends:

- Increase in violations: After a measurable drop in vehicles travelling over the speed limit in active automated enforcement sites in 2024, vehicles travelling over the speed limit rose again in 2025 by 10.8 per cent.
- Increase in severity: Compared to 2024, the largest increases in 2025 were related to extreme speeding:
 - 20 - 29 km/h above the limit: 87.3 per cent increase
 - 30 km/h+ above the limit: 65.8 per cent increase
- Pervasive problem: Increased speeding was captured at 82 per cent of the City's monitored intersections.

Attachment 1 provides a visual representation of the above information, underlining the importance of ATE as a proven and effective tool in improving street safety and influencing driver behaviour.

Program Expansion Opportunities

Recent trends in severe collisions and changes to automated enforcement capacity indicate a need to reassess the City's current Vision Zero service levels. This section outlines potential program expansions to better align services with identified risks and community needs.

1. Peace Officer Traffic Safety Enforcement

With automated traffic enforcement opportunities significantly reduced, in-person enforcement remains a critical tool to uphold the Traffic Safety Act and promote safe road user behaviour. In Edmonton, this work is primarily carried out by Edmonton Police Service (EPS) officers and supported by Community Standards Peace Officers (CSPOs). Currently, approximately 40 CSPOs conduct over 3,500 traffic stops each year, providing approximately 3,020 service hours annually.

Given recent increases in fatalities and high-risk driving behaviour and the substantial reduction in automated speed enforcement, there is an option to expand in-person traffic safety enforcement and integrate Vision Zero data and analysis to guide deployment and maximize safety outcomes. Expanding in-person traffic enforcement would increase enforcement capacity; however, the reduced efficiency and coverage associated with automated enforcement is still expected to influence speed and collision trends.

Expanding traffic safety enforcement would enable the City to:

- **Increase service hours** by dedicating an additional 16,640 hours to enforcing Traffic Safety Act moving violations, such as speeding, red-light and stop-sign infractions, distracted driving, improper passing and careless driving, and relevant bylaws.
- **Apply Vision Zero analytics** to target high-collision locations, vulnerable road user areas, and conditions or behaviours that contribute most to severe injuries and fatalities.

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

- **Enhance collaboration** between EPS, Community Standards and Safe Mobility to reinforce a shared Safe System approach that prioritizes human life and collective responsibility for traffic safety.

Deployment Strategy Overview

The expanded deployment strategy will follow Vision Zero guiding principles to ensure that enforcement efforts are strategic, transparent and effective.

- **Data-Driven Prioritization:** Focus areas will be selected using comprehensive safety data to identify high-collision corridors, unsafe intersections and areas of public concern informed by lived experience.
- **Behavioural Emphasis:** Enforcement will target the most harmful driving behaviours, including speeding, aggressive driving and unsafe movements at intersections and within Edmonton's 387 playground zones.
- **Flexible and Adaptive Deployment:** Operations will adjust to reflect emerging trends, seasonal conditions and community feedback, ensuring resources are continually aligned with current risks.
- **Collaborative Coordination:** Enforcement planning will be coordinated with EPS and automated enforcement deployments to complement existing activities, expand joint operations and maintain a city-wide safety perspective.

Given timelines required to recruit and train new Peace Officers, full service hours would not be expected until late Q4 2026.

Alignment with Community Standards Peace Officers Contingent Service Package

In 2025, two related motions were passed with regards to municipal traffic safety service. This report addresses the first and the other addresses the below motion through an unfunded service package titled Community Standards Peace Officers Contingent (More information can be found in FCS03158 Fall 2025 Supplemental Operating Budget Adjustment - 2023-2026 Operating Budget Attachment 2, page 47).

That Administration prepare an unfunded service package for consideration during the 2025 Fall Supplemental Operating Budget Adjustment for the creation of a dedicated Traffic Safety Team within Community Standards Branch, including but not limited to:

- Expanded enforcement capacity for school zones, speeding, and vehicle noise violations under the Traffic Safety Act and relevant bylaws.
- Engagement with the Edmonton Police Commission to complete a logistic analysis of roles, responsibilities, and opportunities for coordination.
- A recommended staffing model and resource requirements, without presupposing a fixed number of officers, for Council's review and direction.

Administration has prepared both responses with aligned and complementary recommendations to support an expansion of peace officer traffic safety enforcement. Both paths ensure that investments are dedicated to Vision Zero and the City's commitment to safe and livable streets. The table below summarizes key aspects of each approach:

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

	CO03044 Municipal Traffic Safety Expansion Opportunities	Community Standards Peace Officers Contingent Service Package
Peace Officers Service Hours	16,640	37,400
Funding Status	Repurpose existing operating budget*	Unfunded, tax levy
Scope and Scale	Initial launch 2026 Embed future growth in 2027-2030 Safe Mobility Strategy	Full scale team launch 2026
Enforcement Focus	<i>Traffic Safety Act</i> moving violations and relevant bylaws	
Hiring and Training	July - November 2026	
Full Enforcement Operations	Late Q4 2026	

*TSAER reserve will be projected to be at a deficit at the end of 2026.

Given the traffic safety landscape outlined in this report, the resources needed are detailed in both this report and the Community Standards Peace Officers Contingent Service Package. Each path has similar launch timelines and addresses the same enforcement priorities; however, they are different in their current funding availability and the scope and scale of implementation and costs in advance of the 2027-2030 budget.

2. Automated Enforcement

- **ATE Program Advocacy:** In light of increases in speed and collision trends following automated enforcement reductions, there is an opportunity to continue engaging with the Government of Alberta on potential adjustments to the ATE Guideline that would enable municipalities to better address unsafe driving behaviours at high-risk locations.
- **Pursuing Exemptions to Return Speed-on-Green Enforcement:** Administration is in progress with submitting business cases to the Government of Alberta to reinstate speed-on-green enforcement at 16 high-risk intersections.
- **Exploring New ATE Opportunities:** In close collaboration with the Government of Alberta, Administration is exploring additional opportunities for ATE, including:
 - Stop sign violations in playground zones
 - Unstaffed speed enforcement in playground and construction zones
 - Expansion of red light running ATE.

If approval is granted by the Government of Alberta to proceed with these program enhancements, Administration will bring forward funding requests for Council consideration as part of the 2027-2030 budget.

3. Safety Engineering

Edmonton's Vision Zero progress has relied heavily on implementing infrastructure improvements at high-risk, high-crash locations. Since that time, the demand for proactive

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

improvements has consistently increased, particularly in playground zones and residential neighbourhoods.

Playground Zone Safety

With reductions to ATE, the City has expedited long-term, visible infrastructure improvements in playground zones that address the concerns most often raised by families, students and school communities: traffic flow, crosswalk safety and poor driver behaviour.

Because each playground zone has unique conditions and complex safety needs, specialized coordination is required to allow for continued enhanced coordination and partnerships with schools, boards, and parent councils. This approach will allow for the expansion of innovative infrastructure that can be efficiently tested and scaled, integrating school community input. Examples include:

- Complex school locations – A recent pilot at Highlands School reduced speeds by 14 per cent along the bordering 50 km/h arterial road.
- Complex challenges - A recent pilot at St Thomas Aquinas School included safety measures to prevent illegal parking in no stopping and no parking zones, improving safety of children travelling to and from school.

Reallocating resources into this approach ensures playground zones remain a top Vision Zero priority, supported by long-term relationships with schools and communities.

Neighbourhood Traffic Safety

Neighbourhood streets are critical to community livability. They are where Edmontonians most often walk, cycle, and gather close to moving vehicles, making them central to Vision Zero.

The first Safe Mobility Strategy (2021-2025) introduced the 40 km/h default residential speed limit alongside the use of adaptable traffic calming measures. Since that time, 49 per cent of Edmonton neighbourhoods (140 out of the 286 residential neighbourhoods) have benefited from traffic calming measures through various Safe Mobility programs.

Demand for traffic calming continues to outpace current resources. For example, 311 inquiries received by the Safe Mobility section increased by 108 per cent from 2023 to 2024, with an additional 8 per cent increase from 2024 to date in 2025. Staffing levels impact Administration's responsiveness to addressing emerging safety concerns. Maintaining current resources would allow Administration to sustain the pace of neighbourhood safety improvements planned for this budget cycle, delivering the outcomes that Edmontonians expect.

4. Operations and Maintenance

Operations and maintenance impacts from recent program changes have identified several areas where additional service enhancements would improve safety outcomes and support more consistent delivery. The following measures outline opportunities to strengthen data capabilities, winter operations and responses to public safety concerns.

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

- **Enhanced data and analytics:** The loss of vehicle speed and volume data from mobile enforcement sites creates challenges for evidence-based planning. Supplemental data sources and additional analytical capacity would support more consistent reactive, proactive, and predictive analysis across programs.
- **Winter safety enhancements:** Pilot projects will test measures such as added traction material, increased windrow removal near schools and improved snow and ice control and sweeping around adaptable features. Findings will inform 2027–2030 recommendations.
- **Improved public response:** Additional capacity would help ensure safety issues are consistently identified and addressed, including in equity-seeking communities where barriers to reporting exist.

Implementation Options

Previously approved automated enforcement operating budget could be reallocated to implement the opportunities outlined in this report to avoid a tax levy impact in 2026. Three implementation options are provided for Council’s consideration, reflecting different levels of service and impact on TSAER.

Option 1: Full Expansion Implementation

All proposed program enhancements outlined in this report would be implemented in 2026. This approach enables the City to respond immediately to rising fatal and serious injury trends and supports full implementation of the Safe Systems model across programs and services. TSAER will be in a deficit position at the end of 2026, and sustainable funding will be required for the 2027-2030 budget cycle to continue programs and services.

Option 2: Partial Expansion Implementation

All proposed program enhancements would be implemented, with the exception of additional service hours to support expansion of Peace Officer traffic safety enforcement. This service enhancement could instead be considered through the unfunded service package titled *Community Standards Peace Officers Contingent*. This option advances most elements outlined in this report while providing a more moderate level of enforcement expansion. TSAER will be in a deficit position at the end of 2026, and sustainable funding will be required for the 2027-2030 budget cycle to continue programs and services.

Option 3: No 2026 Expansion

No program expansions would proceed in 2026, and \$5.97M of the Safe Mobility operating budget would be returned to the TSAER reserve to maintain a neutral position for the end of 2026. This would defer discussion and consideration for funding of new work until the 2027–2030 budget cycle. Several activities identified in this report would be reduced, delayed, or paused. TSAER will be in a neutral position at the end of 2026, and sustainable funding will be required for the 2027-2030 budget cycle to continue programs and services.

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

Risk Assessment

While Edmonton has achieved progress toward Vision Zero, the City's traffic safety programs and services can be adjusted to respond to the changing context of our transportation network. Fatalities and serious injuries are increasing, risky driving behaviours are more common, and ATE program changes have restricted a critical tool for improving safety. There have been increasing requests from residents, schools and Councillors for visible, local action on traffic safety.

Service level adjustment decisions within Vision Zero programming may affect several areas:

- Traffic safety outcomes: Fatal and serious injury collisions are anticipated to continue to rise, particularly for vulnerable road users.
- Equity impacts: Neighbourhoods and populations experiencing higher safety risks will continue to be disproportionately affected.
- Service responsiveness: Limited capacity will reduce the City's ability to investigate and address the 108 per cent increase in 311 requests related to public traffic safety concerns in a timely and consistent manner.
- Public confidence: Ongoing demand for safety improvements will exceed available resources, affecting expectations of the City's ability to respond.
- Financial sustainability: Forecasts indicate a 2026 year-end deficit in the Traffic Safety and Automated Enforcement Reserve, requiring a sustainable long-term funding approach.
 - Reliance on fine revenue to fund an ongoing safety program will create financial sustainability issues as the program achieves its outcomes, as reduced poor driver behaviour results in reduced revenue from fines.
- Strategic alignment: Reduced capacity will limit the City's readiness to advance the next phase of the Safe Mobility Strategy in 2027–2030.

✓ expands ✗ eliminates reduces	Option 1	Option 2	Option 3
	Full Expansion Implementation	Partial Expansion Implementation	No 2026 Expansion
Total Cost	\$5.97M	\$3.2M	N/A
TSAER Reserve Net Position (2026)	(\$7.1M)	(\$4.3M)	\$0.2M*
Automated Traffic Enforcement	✓	✓	✗
Traffic Safety Peace Officers	✓	✗ **	✗
Safety Engineering	✓	✓	
Operations and Maintenance Improvements	✓	✓	
Expands Municipal Traffic Safety Capacity	✓	✓	✗

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

Cost Neutral	 (Partially)		
--------------	--	---	---

*Refer to Attachment 3 (Private) for more details.

** This service could be provided by funding the service package titled Community Standards Peace Officers Contingent (More information can be found in FCS03158 Fall 2025 Supplemental Operating Budget Adjustment - 2023-2026 Operating Budget Attachment 2, page 47) without the additional service hours outlined in this report.

Budget/Financial Implications

The Traffic Safety and Automated Enforcement Reserve (TSAER) is funded through a combination of ATE revenue and tax levy. TSAER, in turn, funds the Safe Mobility budget. Governed by City Policy C579B, Traffic Safety and Automated Enforcement Reserve Policy, TSAER was established by City Council to ensure that revenue generated from ATE would be dedicated to supporting traffic safety initiatives, creating public transparency for program operations.

ATE revenue has declined since 2019 due to several factors, including:

- Increased amount of revenue held by the Government of Alberta;
- Reduced traffic volume during COVID-19 pandemic;
- Improved driver behaviour through program impacts and a reduction in violations; and
- Previously referenced reduced ATE program scope and required operational changes.

As a result, TSAER revenue has declined from \$52.9 million in 2019 to a forecast of \$4.1 million in 2026. In the 2023–2026 budget cycle, tax levy funding was increased in response to this trend in order to maintain critical safety programming. As a result of mid-cycle Provincial changes to the ATE Guideline, the 2026 year-end reserve balance is currently projected to be in a deficit position of approximately \$7.1 million. Attachment 2 outlines the 2023–2026 reserve schedule and revenue forecast.

City Policy C579B requires the TSAER to maintain a minimum balance of 5 per cent of annual automated enforcement revenue. When the reserve falls below this level, as expected in 2026, a strategy must be approved to restore the minimum balance within three years (by the end of 2029). This strategy must consider sustainable, ongoing funding rather than one-time solutions.

Administration will bring forward recommendations in Q2 2026 to support long-term reserve sustainability ahead of 2027–2030 budget deliberations. While no tax levy increase is required in 2026 to implement opportunities outlined in this report, restoring the reserve balance and funding Vision Zero programs for 2027-20230 will require additional tax levy support.

Community Insight

Understanding the wide variety of Edmontonians’ perspectives is essential to Vision Zero. Input is received in three primary ways: project-level public engagement, public and Councillor inquiries, and the Traffic Safety Culture Study.

- Public engagement – Through programs like Vision Zero Street Labs and Towards 40, the City gathers feedback via surveys, targeted meetings and partnerships with community organizations. Engagement with schools and school boards through Safe Routes to School

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

and Playground Zone Safety also provides valuable insight into lived traffic safety experiences and helps identify priorities.

- Public and Councillor inquiries – The Safe Mobility section receives an average of 300 complex inquiries per month, most often about unsafe and illegal driving behaviours and the need for safer infrastructure in neighbourhoods and near community gathering places. Strong calls continue to be made by residents, community organizations, school boards, and Councillors for more traffic calming and safety improvements.
- Traffic Safety Culture Study – Conducted in 2025 (with earlier surveys in 2014, 2016, and 2018), this study assesses attitudes, perceptions, and behaviours among road users. Initial findings shared in this report will inform an updated version of the Safe Mobility Strategy for 2027-2030, with the full results presented to Council in Q2 2026. In 2025, most respondents reported feeling safe while driving, but only about half felt safe cycling, and just four in ten felt safe walking or using a mobility aid.

These insights highlight a consistent theme: many Edmontonians frequently report feeling unsafe on Edmonton's streets, particularly when walking, rolling, or cycling. Reallocating funds would allow the City to continue to respond to these public insights, with equity and Vision Zero as guiding principles.

GBA+

The Safe Mobility Strategy 2021-2025 was developed as a GBA+ pilot project for the City of Edmonton. It combined quantitative and qualitative data to examine how different communities experience transportation safety and why some Edmontonians face a greater risk of serious injury or fatal crashes.

An equity analysis³ found that risks are both geographic and identity-based:

- Crashes are concentrated in certain neighbourhoods and along specific corridors.
- Crash risk disproportionately affects low-income residents, Indigenous Peoples, ethnic and linguistic minorities, sexual and gender minorities and people with disabilities, who are more exposed to transportation risks.
- People walking and cycling are more vulnerable than those travelling in vehicles.

These insights directly shaped the priorities and programs in the Safe Mobility Strategy, making equity a central consideration.

In the Q2 2026 report to Council, Administration will outline how the updated Safe Mobility Strategy will advance this work and continue to enable a more livable, equitable Edmonton where everyone can move safely.

Environment and Climate Review

Transportation represents approximately 31 per cent of Edmonton's greenhouse gas emissions. Measures to reduce vehicle speed in Edmonton may help to reduce greenhouse gas emissions and particulate matter emissions, which could benefit air quality.

³ The Safe Mobility Strategy's Crash and Equity Analyses Technical Report can be found online at edmonton.ca/VisionZero.

MUNICIPAL TRAFFIC SAFETY EXPANSION OPPORTUNITIES - Reinvesting to Address Critical Safety Concerns

There are, however, mixed results for lower speed contexts (30-50 km/hr) due to a variety of factors, including longer driving times, increased idling, and more frequent braking and acceleration.

However, lower driving speeds typically result in lower fuel usage, and therefore, lower greenhouse gases and particulate matter emissions due to less air friction. Thus, lower vehicle speeds in an urban setting reduces greenhouse gas emissions and improves local air quality.

There is also evidence to suggest that reduced urban speeds may reduce emissions through a shift in modal preferences away from personal vehicle use, i.e. slower speeds may create safer conditions for walking, biking, scooting and other similar forms of transportation that are perceived to be unsafe in high speed traffic areas.

Attachments

1. Changes in Fatalities, Speed Violations and (ATE) Guidelines
2. 2023-2026 Traffic Safety Automated Enforcement Reserve Schedule
3. PRIVATE - Additional Traffic Safety and Automated Enforcement Reserve Detail