

# Charter Bylaw 19282

## 40km/h Default Residential Speed

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### Purpose

The purpose of Charter Bylaw 19282 is to change the default residential speed limit from 50 km/h to 40 km/h.

### Readings

Charter Bylaw 19282 is ready for first reading only.

### Advertising and Signing

Charter Bylaw 19282 will be advertised following first reading.

### Position of Administration

Administration supports this Bylaw.

### Previous Council/Committee Action

At the March 9/11, 2020, City Council meeting, the following motions were passed:

- That Administration prepare the appropriate bylaws/bylaw amendments to reduce the speed to 40 km/hr for residential roads (not arterial roads) in the Core Zone as generally outlined in the March 9, 2020 City Operations report CR\_7769.
- That Administration prepare the appropriate bylaws/bylaw amendments to reduce the speed to 40 km/hr for residential roads (not arterial roads) outside of the Core Zone.
- That Administration prepare the appropriate bylaws/bylaw amendments to reduce the speed to 40 km/hr on the following:
  - Main Street Portion of Whyte Ave (109 St-99 St)
  - Main Street Portion of Jasper Ave (124 St-97 St)
  - Chinatown (97 Street - 101 Street - 103A A - 108A)
  - North of Columbia Ave (105 Ave)
  - North south streets btw 105 Ave & 106 Ave from 101 - 116 St but not including 101 St, 109 St or 116 St
  - South of Whyte Ave (E/W Ave btw Gateway & Calgary Trail)

- Saskatchewan Drive (100 Street - Emily Murphy Park)
- Fortway Drive (River Valley Road to 107 Street)

### Report Summary

Charter Bylaw 19282 will change the default speed limit from 50 km/h to 40 km/h within the City of Edmonton.

### Report

At the March 9/11, 2020, City Council meeting, Administration presented an analysis of the potential safety and livability impacts of speed limit reductions for Edmonton. As a result, City Council approved moving forward with the applicable bylaw processes to implement a 40 km/h citywide default speed limit.

The *City of Edmonton Charter, 2018 Regulation* allows the City to pass Charter Bylaw 19282 to modify the default speed limit. Bylaw 19282 (Attachment 1) is the new Charter Bylaw which will change the default speed limit from 50 km/h to 40 km/h. This change will affect all local and collector residential roads that are currently posted at 50 km/h, with the exception of a number of roads that will remain at 50 km/h. These exception roads, as well as all 50 km/hr arterial roads and industrial areas, are brought forward in the cross-referenced June 22, 2020, City Operations report CR\_8201 Bylaw 19283 - Speed Zones Bylaw Amendment.

Additionally, the speed limit will change to 40 km/h on the following roads:

- Whyte Avenue from 109 Street to 99 Street.
- Jasper Avenue from 124 Street to 97 Street.
- Chinatown: 97 Street to 101 Street from 103A Avenue to 108A Avenue, not including these boundary roads or 107A Avenue.
- North of 105 Ave: north-south streets between 105 Avenue and 106 Avenue from 101 Street to 116 Street but not including 101 Street, 109 Street or 116 Street.
- South of Whyte Ave (82 Ave): The east-west avenues between Gateway Boulevard and Calgary Trail from University Avenue to Whyte Avenue.
- Saskatchewan Drive from 110 Street to Emily Murphy Park Road.
- Fortway Drive from River Valley Road to 107 Street.

### Bylaw Steps and Implementation:

In order to implement a new default speed limit, the following steps must occur:

- (1) First reading of Charter Bylaw 19282 and Speed Zones Bylaw Amendment 19283;
- (2) Advertising of Charter Bylaw 19282;
- (3) Public hearing for Charter Bylaw 19282; and

(4) Second and third reading of Charter Bylaw 19282 and Speed Zones Bylaw Amendment 19283.

(5) Advertising of the date that the speed limit reduction becomes effective as required by the *City of Edmonton Charter, 2018 Regulation*.

If Charter Bylaw 19282 and Speed Zones Bylaw Amendment 19283 both receive first reading, Administration anticipates the public hearing for Charter Bylaw 19282 will occur approximately fall 2020.

Administration expects the implementation of Charter Bylaw 19282 will take 11 months to complete once it receives three readings. Administration will advertise the effective date of speed limit changes at least ten days prior to completion of the speed limit reduction project. A ten day advertising period will play a central role in the robust public education and awareness campaign planned for implementation.

### **Public Engagement**

There have been numerous public discussions on speed limit reductions, including during the Non-Statutory Public Hearing at the February 26, 2020, Community and Public Services Committee meeting at which the public was invited to attend and voice their opinion on options requested by City Council. Attachment 2 provides a summary of integrated public engagement activities and results undertaken since 2018 that captured resident input into traffic safety initiatives and provided insights into community priorities for renewal projects. Improving safety, mobility and accessibility are recurring themes that have emerged from these various forms of public engagement.

Members of the public will have an additional opportunity to provide input on this bylaw, which was previously presented for discussion through the speed limit reduction reports at City Council on March 11, 2020, at a public hearing required as a part of the Charter Bylaw process before final consideration of Charter Bylaw 19282.

### **Budget/Financial Implications**

The total request to implement the Speed Limit Reduction project is \$2.5 million from the Traffic Safety Automated Enforcement Reserve Fund; \$2.0 million in capital as outlined in Capital Profile CM-66-2580 Speed Limit Reduction (Attachment 3) and an additional one time operating expenditure of \$0.5 million for public engagement and awareness, which will come forward primarily in 2021 to help involve and educate residents in this city-wide change.

## 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. The *City of Edmonton Charter, 2018 Regulation* allows the City to pass Charter Bylaw 19282 to modify the default speed limit.

## Corporate Outcomes and Performance Management

Measure targets for 2020-2025 are currently under review and will be brought forward with the Safe Mobility Strategy in Q4 of 2020.

<b>Corporate Outcome(s): Edmonton is a safe city</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Edmonton is a safe city	Road Safety Strategy, Fatalities	14 (2019) 19 (2018) 27 (2017) 22 (2016)	TBD
	Road Safety Strategy, Serious Injuries	268 (2019) 319 (2018) 341 (2017) 325 (2016)	TBD
	Road Safety Strategy, Collision Injuries/1,000 people	2.6 (2019) 3.4 (2018) 3.9 (2017) 3.5 (2016)	TBD
	Road Safety Strategy, Collisions at Intersections/1,000 people	14.0 (2019) 13.9 (2018) 14.6 (2017) 14.4 (2016)	TBD

## Attachments

1. Charter Bylaw 19282
2. Public Engagement
3. Capital Profile CM-66-2580 Speed Limit Reduction

## Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development

- J. Meliefste, Acting Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor