

Bylaw 19283

Speed Zones Bylaw Amendment No. 69

Purpose

To amend Speed Zones Bylaw 6894 to include speed limit deletions and additions to account for the change to the default speed limit as set out in Charter Bylaw 19282 - 40 km/h Default Residential Speed Limit Bylaw.

Readings

Bylaw 19283 is ready for first reading only.

Advertising and Signing

Advertising is not required for this bylaw. Charter Bylaw 19292 - 40 km/h Default Residential Speed Bylaw will be advertised following the first reading.

Position of Administration

Administration supports this Bylaw.

Previous Council/Committee Action

At the March 9/11, 2020 City Council meeting, the following motion was passed:

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

Bylaw 19283 proposes amendments to the Speed Zones Bylaw 6894 for:

- Removal of the 40 km/h Speed Limit section, because Charter Bylaw 19282 - 40 km/h Default Residential Speed Bylaw changes the default speed limit to 40 km/h; and
- Addition of the 50 km/h Speed Limit section, which will include all roads that will be unaffected by the change to the 40 km/h default speed limit

Report

At the March 9/11 City Council meeting, a motion was made to bring forward a Charter Bylaw to change the default speed limit in the City of Edmonton from 50 km/h to 40 km/h in residential areas. CR_8200 Charter Bylaw 19282 - 40 km/h Default Residential Speed Limits provides an overview of the process required for City Council to complete this process. As part of the reports that Administration provided on speed limit reduction, a number of roads were identified where the speed limit would remain at 50 km/h (Attachment 1), Bylaw 19283 includes amendments to the Speed Zones Bylaw 6894 to include these roads.

Attachment 2 contains a complete copy of the amending bylaw and updated speed zone schedule.

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 at which the public was invited to attend and voice their opinion on options requested by City Council.

Members of the public will have an additional opportunity to provide input on the change to the default speed limit in residential areas through the public hearing required as a part of the Charter Bylaw process for CR_8200 Charter Bylaw 19282 - 40 km/h Default Residential Speed Limits.

Budget/Financial Implications

The costs required to support the proposed amendments for this bylaw are captured in the overall budget request identified in CR_8200 Charter Bylaw 19282 - 40km/h Default Residential Speed Report. 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 citizens 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.

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.

Corporate Outcome(s): Edmonton is a safe city			
Outcome(s)	Measure(s)	Result(s)	Target(s)
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. Exception Roads
2. Bylaw 19283
3. Capital Profile CM-66-2580 Speed Limit Reduction

Others Reviewing this Report

- M. Persson, Deputy City Manager and Chief Financial Officer, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- J. Meliefste, Acting Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor