

# CAPITAL PROFILE REPORT

PROFILE NAME: **SPEED LIMIT REDUCTION**  
PROFILE NUMBER: **CM-66-2580**  
DEPARTMENT: **City Operations**  
LEAD BRANCH: **Parks & Roads Services**  
PROGRAM NAME:  
PARTNER: **Parks & Roads Services**  
BUDGET CYCLE: **2019-2022**

**RECOMMENDED**  
PROFILE STAGE: **Council Review**  
PROFILE TYPE: **Composite**  
LEAD MANAGER: **Brian Simpson**  
PARTNER MANAGER: **Jessica Lamarre**  
ESTIMATED START: **June, 2020**  
ESTIMATED COMPLETION: **December, 2021**

|                                |                |                              |       |
|--------------------------------|----------------|------------------------------|-------|
| <b>Service Category: Roads</b> |                | <b>Major Initiative:</b>     |       |
| <b>GROWTH</b>                  | <b>RENEWAL</b> | <b>PREVIOUSLY APPROVED:</b>  | -     |
| 100                            |                | <b>BUDGET REQUEST:</b>       | 2,000 |
|                                |                | <b>TOTAL PROFILE BUDGET:</b> | 2,000 |

## PROFILE DESCRIPTION

This profile allocates the funds for Administration to implement the 40 km/h speed limit reduction project as outlined by the direction received from Council at the March 11th, 2020 City Council meeting. The funding source to complete this work is the Traffic Safety Automated Enforcement Reserve Fund.

## PROFILE BACKGROUND

At the March 20, 2019, Community & Public Services Committee meeting, a motion was passed asking Administration to draft a framework to reduce the speed limit on local residential roads. Administration drafted a framework to change the speed limits on local residential roads from 50 km/h to 40 km/h as outlined in City Operations Report CR\_7127. Option A involved changing the default speed limit to 40 km/h through a Charter Bylaw update, and Option B involved installing 40 km/h speed limit signs on all affected roads.

## PROFILE JUSTIFICATION

The issue of traffic speed in residential areas is important to Edmonton's residents. Lowering speed limits where vulnerable road users could be present aligns with Edmonton's Vision Zero goal of no traffic fatalities and major injuries. Research shows that for every 1 km/h reduction in mean speed, fatal and injury crashes were reduced by approximately four percent.

## STRATEGIC ALIGNMENT

This profile aligns with the mandate of Vision Zero, having no fatalities or serious injuries on City streets

## ALTERNATIVES CONSIDERED

Funding is being requested ahead of the third reading of the bylaw as to accomplish the work as directed by council in a timely manner. Alternatively, this profile would be brought forward as the bylaw directing the speed limit change is fully passed.

## COST BENEFITS

Investments into this program enhances overall traffic safety for cyclists, pedestrians and drivers in and around the City.

## KEY RISKS & MITIGATING STRATEGY

This profile holds public perception and financial risks which have been assessed as low once the mitigation of a consistent communication plan, transition period and appropriate project management are applied.

## RESOURCES

This profile is funded through the Traffic Safety Automated Enforcement Reserve. Work to be completed by third party: project management, design, manufacture and installation. Oversight will be provided by the Network Operations of Parks and Roads, in consultation with other City personnel.

## CONCLUSIONS AND RECOMMENDATIONS

Administration recommends the funding of this profile, for reducing the speed limits on local residential roads in the YEG Core area including associated measures with the reduction of speed limits on residential roads.

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 BRANCH: **Parks & Roads Services**

**RECOMMENDED**  
 PROFILE TYPE: **Composite**

## CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET |                          | Prior Years     | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond 2028 | Total |
|-----------------|--------------------------|-----------------|------|------|------|------|------|------|------|------|------|-------------|-------|
|                 |                          | Approved Budget |      |      |      |      |      |      |      |      |      |             |       |
|                 | Original Budget Approved | -               | -    | -    | -    | -    | -    | -    | -    | -    | -    | -           | -     |
|                 | Current Approved Budget  | -               | -    | -    | -    | -    | -    | -    | -    | -    | -    | -           | -     |

  

|                |                                       |   |       |     |   |   |   |   |   |   |   |   |       |
|----------------|---------------------------------------|---|-------|-----|---|---|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request                        | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |
|                | Revised Funding Sources (if approved) |   |       |     |   |   |   |   |   |   |   |   |       |
|                | Traffic Safety Automated Enfmt Resrv  | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |
|                | Requested Funding Source              | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |

  

|                              |                                      |   |       |     |   |   |   |   |   |   |   |   |       |
|------------------------------|--------------------------------------|---|-------|-----|---|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved)         | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |
|                              | Requested Funding Source             |   |       |     |   |   |   |   |   |   |   |   |       |
|                              | Traffic Safety Automated Enfmt Resrv | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |
|                              | Requested Funding Source             | - | 1,500 | 500 | - | - | - | - | - | - | - | - | 2,000 |

## CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years  | 2020  | 2021  | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond 2028 | Total |
|------------------------------|---------------|--------------|-------|-------|------|------|------|------|------|------|------|-------------|-------|
|                              |               | Construction | -     | 1,500 | 500  | -    | -    | -    | -    | -    | -    | -           | -     |
|                              | Total         | -            | 1,500 | 500   | -    | -    | -    | -    | -    | -    | -    | -           | 2,000 |

## OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch:                | 2020 |     |     |     | 2021 |     |     |     | 2022 |     |     |     | Total |     |     |     |
|------------------------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|-------|-----|-----|-----|
|                        | Rev  | Exp | Net | FTE | Rev  | Exp | Net | FTE | Rev  | Exp | Net | FTE | Rev   | Exp | Net | FTE |
| Total Operating Impact | -    | 25  | 25  | -   | -    | 475 | 475 | -   | -    | -   | -   | -   | -     | 500 | 500 | -   |