

Residential Speed Limits - Updated Information

Recommendation

That the February 26, 2020 City Operations report CR_5967rev, be received for information.

Previous Council/Committee Action

At the March 20, 2019, Community and Public Services Committee, the following motion was passed:

That the March 20, 2019, City Operations report CR_5967, be referred to Administration to fully address the motions passed at the April 24/25, 2018, City Council meeting and return to the September 18, 2019, Community and Public Services Committee.

Executive Summary

This report provides a summary of activities related to the review of Edmonton's current roadway classifications and how roadways are reviewed for site specific speed limit reductions. The report summarizes public engagement results that describe traffic safety concerns in neighborhoods and outlines the process for residents to submit specific roadway speed limit review requests. Additionally, Administration conducts a biennial Traffic Safety Culture survey that provides insights into how road users perceive themselves and their actions, the actions of others and the rules of the road.

Draft amendments to the Speed Limits Bylaw and a proposed implementation plan for either reduced residential speed limits citywide or within a centrally located Core Zone are outlined within CR_7258 Default Speed Limits - Draft Bylaws and CR_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton.

Report

At the April 24/25, 2019 City Council meeting, Council directed Administration to provide additional information on the following motions:

- 1. Develop revised definitions of local, collector, arterial and residential roads, and other road definitions, that consider current and intended volume of traffic, roadway geometry, and surrounding land uses.**
- 2. Develop a set of universal maximum speed limits based on these revised definitions. Develop criteria regarding speed reduction zones, including but not limited to playground zones, that reduces the site specific speed limit to accommodate unique circumstances.**
- 3. Develop criteria regarding speed reduction zones, including but not limited to playground zones, that reduces site specific speed limit to accommodate unique circumstances.**

To understand the implications of redefining roadway classifications in Edmonton, Administration reviewed Edmonton's roadway classification system and undertook an environmental scan of existing speed management and roadway classification policies and processes. This scan was informed by North American and European precedents and published evidence.

Through this analysis, Administration found that there are no jurisdictions that rely on roadway classifications to set speed limits. It is more common for speed limits to be determined outside of the roadway classification process, and speed management policies and road safety objectives are of greater significance than roadway classifications. In Edmonton, the City does not use the road classification system to identify appropriate speed limits, and there are many City services, such as snow and ice control, that rely on the current classification system to inform service delivery prioritization.

Roadways are evaluated for safe speeds based on a number of different factors, of which engineering design and function are primary considerations. Administration completed a systematic road network review using an evaluation framework to review appropriate speeds by considering the following factors:

- primary use of road and design intent/function;
- existing road design (e.g., divided/undivided, lane width);
- existing safety considerations and existing/future mitigations (e.g., high collision frequency or severity);
- presence of mixed transportation modes;
- adjacent land use (e.g., residential or vulnerable road users);
- presence of speed reduction zones (e.g., playground zones); and
- traffic volume and existing speed limit.

As presented in the January 30, 2019, City Operations report CR_6326, Playground Zone Guidelines, Administration reviews all requests for speed reduction zones in accordance with provincial guidelines. If a secondary review is required, Administration would consider the factors noted above.

4. Engage with residents and communities to develop an understanding and gather feedback for Vision Zero, current traffic safety concerns, the new definitions and potential pros and cons to residents on possible speed limit changes.

Attachment 1 provides the 2018 Edmonton and Area Traffic Safety Culture Survey report, which was released in March 2019. The data collected in biennial Traffic Safety Culture surveys provides insights into how road users perceive themselves and their actions, the actions of others and the rules of the road. The results of this latest Traffic Safety Culture Survey (2,006 respondents) indicate that, while the overall traffic safety culture is positive, there are opportunities to improve road user behaviours and address the perceived acceptability of certain behaviours on Edmonton's roadways. Results of the most recent survey indicate that 51 percent of respondents agree that traffic safety is a concern in their neighbourhood.

CR_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton provides a summary of integrated public engagement activities since 2018. That report captures resident input into traffic safety initiatives and provides insights into community priorities for renewal projects. Improving safety, mobility and accessibility are recurring themes that have emerged during public engagement.

5. Develop a mechanism whereby residents can request a review of a particular road to establish a revised speed limit.

Residents submit requests for the City to complete speed limit reviews of particular roads through 311. Requests can be made online, via telephone or through email.

Requests from the public to review specific roads form a part of the qualitative analysis of resident's lived experiences. Qualitative and quantitative performance measures will inform monitoring and evaluation of speed limit reductions, as outlined in CR_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton.

6. Prepare draft amendments to the Speed Limits Bylaw and a proposed implementation plan in consideration of the work above.

CR_7258 Default Speed Limits - Draft Bylaws outlines Administration's approach to amending applicable speed limit Bylaws, should Council decide to proceed with reducing speed limits.

CR_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton outlines the advantages, trade offs, timelines and costs to reduce residential speed limits, either citywide or within a centrally located Core Zone.

Corporate Outcomes and Performance Management

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	TBD (2019) 19 (2018) 27 (2017) 22 (2016)	17 (2020)
	Road Safety Strategy, Serious Injuries	TBD (2019) 319 (2018) 341 (2017) 325 (2016)	293 (2020)
	Road Safety Strategy, Collision Injuries/1,000 people	TBD (2019) 3.4 (2018) 3.9 (2017) 3.5 (2016)	3.0 (2020)
	Road Safety Strategy, Collisions at Intersections/1,000 people	TBD (2019) 13.9 (2018) 14.6 (2017) 14.4 (2016)	13.5 (2020)

Attachments

1. 2018 Edmonton and Area Traffic Safety Culture Survey

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
- J. Meliefste, Acting Deputy City Manager, Integrated Infrastructure Services
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development
- B. Andriachuk, City Solicitor