

# Default Speed Limits - Draft Bylaws

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## Recommendation

That the February 26, 2020, City Operations report CR\_7258, be received for information.

## Previous Council/Committee Action

At the May 14, 2019, City Council meeting, the following motion was passed:

1. That Administration return to Committee for a Non-Statutory Public Hearing with draft bylaws to capture the following:
  - a. A citywide default speed limit of 40 km/hr on both local and collector residential roadways.
  - b. A default speed limit of 30 km/hr on both local and collector residential roadways as generally outlined in the #YEGCoreZone.
  - c. That, as part of the preparation of the draft bylaws, Administration first undertake a review of collector roads and include any appropriate exceptions in Parts A and B above for collectors that function more appropriately at higher speeds.

## Executive Summary

This report provides the draft bylaws required to implement either a 40 km/hr residential speed limit citywide or a 30 km/hr residential speed limit within a centrally located Core Zone.

Administration completed a systematic road network review using an evaluation framework to identify roads where the existing design and function are not conducive to a reduced speed limit and should remain at their current speed limit.

## Report

CR\_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton outlines advantages, trade offs, implementation plans and costs to reducing residential speed limits either citywide or within the area generally defined as the Core Zone.

### **40 km/hr Citywide Default**

A new Charter Bylaw to change the default speed limit would be required to implement a 40 km/hr speed limit on local-residential and collector-residential roadways citywide; this process would include a non-statutory public hearing, City Council approval, and a notification period prior to coming into effect.

By adopting a new default speed limit of 40 km/hr through a Charter Bylaw, Administration would identify the roadways that would remain at their current speed limit through an amendment to Speed Zones Bylaw 6894. Attachments 1 and 2 provide a draft of the new Charter Bylaw and corresponding Speed Zones Bylaw 6894 amendment.

### **30 km/hr Core Zone**

An amendment to Speed Zones Bylaw 6894 would be required to implement a 30 km/hr speed limit on local-residential and collector-residential roadways within the area defined as the Core Zone. See Attachment 3 for the draft amendment and Attachment 4 for the Speed Limit Core Zone Neighbourhood map. This bylaw amendment would specify which roadways would have a reduced speed limit and will require three readings by City Council before coming into effect.

### **Main Streets & High Pedestrian Areas**

CR\_7257 Speed Limit Reductions for Main Streets and High Pedestrian Areas, outlines a summary of analysis to identify possible appropriate speed limit reductions on Main Streets and high pedestrian areas. Administration would support speed reduction locations for Whyte Avenue, Jasper Avenue, areas adjacent to Main Streets and the Downtown neighborhood. Updates to applicable bylaws would be made to account for Council's decision regarding Main Streets, Downtown and other high pedestrian area speed limits, and would be included for implementation along with any residential speed limit changes.

### **Exceptions**

As presented to Community and Public Services Committee in the September 18, 2019, City Operations report CR\_7550, 2019-2020 Vision Zero Update, a systematic road network review has been completed using an evaluation framework to identify roads where the existing design and function are not conducive to a reduced speed limit.

Administration evaluates appropriate speeds for roadways by considering the following factors:

- 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);
- traffic volume and existing speed limit;
- primary use of road and design intent/function; and
- existing road design (e.g., divided/undivided, lane width).

Attachment 5 provides a map and list of the 21 proposed roadways Administration recommends remain at their current speed limit. A small number of the proposed exceptions, such as 132 Avenue and 144 Avenue from 66 Street to 82 Street, have renewal projects either underway or planned for the upcoming budget cycle. Once complete, these roadways will be reevaluated and may no longer be considered exceptions.

### Implementation

CR\_7769 Reducing Speed Limits: Increasing Safety and Livability in Edmonton outlines 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

<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	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. Draft Charter Bylaw (Standard Speed Limit Bylaw)
2. Draft Speed Zones Bylaw Amendments
3. Draft Core Zone Bylaw Amendments
4. Speed Limit Core Zone Map
5. Exception Roadways

### 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