

2019 - 2020 Vision Zero Update

Recommendation

That the September 18, 2019, City Operations report CR_7550, be received for information.

Executive Summary

Vision Zero is one of the strategic actions outlined in the City of Edmonton's Corporate Business Plan 2019-2022. Its goal of zero traffic-related fatalities and serious injuries is a key component of the City's strategic goals for the next ten years and supports ConnectEdmonton in creating a safe, healthy city for all residents.

This report provides an update and next steps on two key pieces of work that will contribute to achieving this goal:

1. Initial planning for the development of the Safe Mobility Strategy 2021-2025, which will replace the Road Safety Strategy 2016-2020.
2. Administration's approach to providing default speed limit options to increase safety and livability in Edmonton's neighbourhoods.

Report

Vision Zero impacts the goal of Healthy City by working towards achieving zero fatalities and serious injuries from motor vehicle collisions. Once the City Plan is approved, Vision Zero will align with specific directions to advance the City Building Outcomes.

The City Plan outlines that Edmonton's transportation network should:

- Advance equity through access to barrier-free spaces, facilities and transportation networks;
- Support safe and inclusive transportation options for Edmontonians of all ages, abilities, and incomes;
- Ensure safety of all users in the planning and design of city infrastructure, networks and spaces;
- Ensure the accessibility of affordable services and amenities to all Edmontonians;

An overview of Vision Zero principles as well as other traffic safety-related guiding policies and legislation are summarized in Attachment 1.

Current Council Direction and Administration's Response

Edmonton has made progress toward the Vision Zero goal with a year-over-year reduction in fatalities and serious injuries with the implementation of the Road Safety Strategy 2016-2020. To advance its Healthy City goal, Council directed Administration to explore a number of traffic safety-related actions and provide information on how they can be accomplished. Attachment 2 includes the full text of each motion. Administration will bring forward an integrated and comprehensive response to Council's desired outcomes and actions, which includes:

Safe Mobility Strategy 2021-2025: Principles (November 2019)

Administration will bring forward draft principles for Council consideration that will guide the development of the Safe Mobility Strategy 2021-2025 (replacing the current Road Safety Strategy 2016-2020). These principles will align with The City Plan and Vision Zero and emphasize the integral role of the public and other stakeholders in its development.

Progress to date: Principles are in progress and on track to be complete for November 2019.

Residential Speed Limits: Increasing Safety and Livability (January 2020)

Administration is completing a systematic road network review to identify where reduced speed limits could increase safety and livability in Edmonton's neighbourhoods. Implementation strategies presented will include default speed limits of 40 km/h (city-wide) and 30 km/h (in the area generally defined as the Yeg Core Zone). Administration will then highlight roads where existing design and function are not conducive to a reduced speed limit. To identify these outliers for further Council discussion, Administration will apply an evaluation framework to collector and arterial roads, including Main Streets and high pedestrian areas. The framework will evaluate:

- 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 (e.g., refined road classifications).
- Existing road design (e.g. divided/undivided, lane width)

Administration will also present a mechanism for the public to request a review of other roads that are not considered as exceptions to the lowered default speed limit.

Implementation Plans

To inform Council’s decision-making, Administration will develop implementation plans, including required actions, resources, timelines, public engagement opportunities and applicable draft bylaw changes to enact each of the default speed limit options.

Progress to date: Administration has completed information gathering, including an environmental scan of North American and European cities, a list of roads for review and interviews with the Mayor and Councillors. Development of requested speed limit changes and implementation plans are in progress and on track to be complete for January 2020.

Other related information scheduled to be brought forward in January 2020 includes:

- Variable speed zones in other jurisdictions (alternate approaches to playground zones operational hours);
- Opportunities for communities to lead traffic calming projects;
- Update on applicable research from Calgary; and
- Further context of causal factors in the 711 pedestrian-related collisions reported in data shared with Council in May 2019.

Meaningful engagement has been ongoing with key interested stakeholder groups, such as the YEG Core Zone and Edmonton Federation of Community Leagues. This will continue through the next few months and expand through a robust public engagement plan to be delivered as part of the development of the Safe Mobility Strategy 2021-2025.

Next Steps

Administration will return to Community and Public Services Committee in November 2019 to present draft principles for the Safe Mobility Strategy 2021-2025. Default speed limit options and other requested information will come forward for discussion by Committee in January 2020.

Corporate Outcomes and Performance Management

| Corporate Outcome(s): Conditions of Success | | | |
|--|--------------------|-----------|---------------|
| Outcome(s) | Measure(s) | Result(s) | Target(s) |
| Comprehensive Safe Mobility Strategy 2021-2025 | Strategy completed | TBD | December 2020 |

Attachments

1. Vision Zero and Traffic Safety Governance: Legislation, Strategy and Policy
2. Upcoming Traffic Safety-Related Council Motions

Others Reviewing this Report

- A. Laughlin, Acting Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- J. Meliefste, Deputy City Manager, Integrated Infrastructure Services
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development
- B. Andriachuk, City Solicitor