

Draft Framework and Bylaw Options - Local Residential Roads Speed Limits

Recommendation

That Administration prepare a new Charter Bylaw and further draft bylaw amendments, for reducing local residential road speed limits to 40km/h, as contemplated in Option A, as outlined in the April 24, 2019, City Operations report CR_7127, and return to Council.

Previous Council/Committee Action

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

That Administration draft a framework to change the speed limits on local residential roads from 50 km/hr to 40 km/hr, including draft bylaw amendments, and return to the April 24, 2019, Community and Public Services Committee meeting.

Executive Summary

Community and Public Services Committee directed Administration to report back with a possible framework to reduce the speed limit on local residential roads from 50 km/h to 40 km/h. This report summarizes two options to implement this change: through a Charter Bylaw change to the default speed limit or through amendments to the Speed Zones Bylaw to encompass all applicable roadways. For either approach, considerable investment in new signage would be required.

Should Council decide to move forward with reducing speed limits on local residential roads, Administration recommends a Charter Bylaw to lower the default speed limit in Edmonton. This option would have a lower cost (\$6.9 million total which includes \$6 million in capital and \$900,000 in operating for public engagement) and a shorter timeline (approximately one year after Charter Bylaw passes).

Report

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 are reduced by about four percent.

Bylaw Options

Local residential roadways provide direct access to adjacent properties and serve neighbourhood travel. They are generally suited to lower speed limits due to narrower travel lanes, shorter segment lengths, and surrounding land use.

There are two approaches for reducing the speed limit on these roadways:

Option A: Change the default speed limit from the current 50 km/h speed limit to 40 km/h. This means that:

- No new 40 km/h speed limit signs would be posted
- All current 50 km/h roads not identified as local residential would have 50 km/h speed limit signs installed

Option B: Maintain the current default speed limit at 50 km/h and install 40 km/h speed limit signs on local residential roads. This means that:

- All current 50 km/h roads not identified as local residential would remain as they are today,
- 40 km/h speed limit signs would be installed on local residential roads

The table below provides an overview of the two approaches.

	Option A	Option B
Approach	Change the default speed limit to 40 km/h	Maintain the current default speed limit (at 50 km/h) and install 40 km/h speed limit signs on local residential roads
Signage Impacts	New 50 km/h signs installed on roads not identified as local residential including all 50 km/h arterial, collector and industrial and commercial local roads Sign volume is increased on arterial and collector road network	50 km/h roads that are not identified as local residential would remain unchanged 40 km/h speed limit signs would be installed on all local residential roads Sign volume is increased within residential neighbourhoods
Additional Sign Count	20,000	55,000
Bylaw	New Charter Bylaw and	Speed Zones Bylaw 6894

Approach	Speed Zones Bylaw 6894 Amendment	Amendment
Bylaw Process & Timelines	<p>The Charter Bylaw will require advertising and a public hearing</p> <p>The Charter Bylaw must provide for public notice of the reduced speed prior to the change taking effect</p> <p>6+ months</p>	<p>The regular process associated with Speed Zones Bylaw 6894 amendments (4+ months)</p> <p>Bi-annual amendments throughout the implementation</p>
Estimated Completion Time (<i>Design, Manufacture, Install</i>)	1 year after the Charter Bylaw has been passed	To be determined (bylaw amendments will be updated throughout the implementation)

Implementation

The implementation plan for reducing the speed limit on local residential roadways to 40 km/h is dependent on the adopted approach. For Option A:

1. Administration would create a new Charter Bylaw to change the default speed limit on urban roadways within the city of Edmonton boundaries to 40 km/h (see draft Charter Bylaw in Attachment 1).
2. Prior to the Charter Bylaw being considered for a second reading, a public hearing must be held. The public hearing and notice of the proposed bylaw must be advertised.
3. Once the new Charter Bylaw has been approved, the 40 km/h speed limit would come into effect:
 - a. following the public notification process as set out in the bylaw and
 - b. after all 50 km/h roadways are posted with speed limit signs.

Administration would take a staged approach to post all 50 km/h roadways:

1. All affected roadways in the core
2. All affected roadways within the inner ring road
3. All remaining roadways in suburban areas

Once the bylaw changes are approved, this approach is expected to take one year to complete, at an estimated capital cost of \$6 million (plus \$900,000 for public engagement).

A different approach is required for Option B, which would require more time and cost given the volume of signs. Administration would take a staged approach to complete the work, prioritizing neighbourhoods in the following order:

1. Neighbourhoods that have had fatal and serious injury collisions on local residential roads
2. Core neighbourhoods
3. Neighbourhoods within the inner ring road
4. Remaining neighbourhoods in suburban areas

New neighbourhoods currently under construction as well as neighbourhoods undergoing renewal would be signed for 40km/h as construction progresses.

This option would cost an estimated \$15 million in capital (plus \$900,000 in operating for public engagement).

Public Engagement

Public engagement on the reduction of residential speed limits was conducted in 2017 and 2018. Engagement activities included focus groups, telephone surveys, intercept surveys, and online surveys.

As part of the Charter Bylaw, public engagement would be completed in the form of a public hearing. No formal public engagement will be completed for development of the draft bylaw and implementation plan. Public notification and education are outlined below.

Public Notice and Education

As part of the Charter Bylaw, both the proposed bylaw and public hearing must be advertised and hosted following City Council's first reading.

Following the third reading of the Charter Bylaw, a provision for public notice is required to inform the public of upcoming changes.

To ensure Edmontonians are aware of the reduced speed on residential roads, every residence will receive a notice by mail. Advertising will include roadside billboards, transit ads, radio or TV commercials, and paid social media advertising. Information will also be on the City website and promoted through free social media channels and community partner organizations. A public information session in each Ward will also be held.

Budget Implications

The estimated capital cost to implement Option A, including the design, manufacturing and installation of signs, is \$6 million over the project duration. An additional \$900,000

is estimated in operating expenses to cover the cost of public notification/information, and ongoing education.

Funding 40km/h residential speed limits through the Traffic Safety Automated Enforcement Reserve (TSAER) Fund would limit Administration’s ability to deliver programs supporting Vision Zero, as shown in Attachment 2. For Option A, (estimated total capital and operating cost of \$6.9 million), there are two programs that would be affected in 2020, the Traffic Safety Engineering Measures program would receive partial funding and Intersection and Traffic Safety Management Equipment program would not receive any funding. In 2021, the School Safety program would receive partial funding, and the Traffic Safety Engineering Measures would not receive any funding.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a safe City			
Outcome(s)	Measure(s)	Result(s)	Target(s)
The City’s programs and services promote safety and security for all Edmontonians.	Bylaw is in place and signage installed for 40km/h local residential roads	TBD	Option A: One year after Charter Bylaw has been passed Option B: TBD

Risk Assessment

Risk Element	Risk Description	Likelihood	Impact	Risk Score (with current mitigations)	Current Mitigations	Potential Future Mitigations
Public Perception	Speed limit changes are confusing	3 - Possible	2 - Moderate	6 - Low	- Communication Plan - Longer transition period	Ongoing communication
Financial	Programs funded from TSAER will be reduced	5 - Almost certain	4 - Severe	20 - High	Target safety upgrades with the most impact	Delay decision on speed limit reduction to include collector roads Consider funding through a tax levy

Attachments

1. Draft Charter Bylaw
2. Residential Sign Funding Impact on TSAER

Others Reviewing this Report

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