



STAFF REPORT

Title: Request for Reduction in Residential Speed Limit From 50 Kilometres an Hour to 30 Kilometres an Hour

Meeting Date: May 19, 2020

Executive Summary:

Administration received a request from a resident (Mr. Ryan Kean via Councillor Soroka) that the speed limit within Lefebvre Heights Subdivision and residential areas be reduced from existing 50 km/hr to 30km/hr. The letter is attached to the report for reference purposes. The report provides a high level overview of the issue and Administration's point of view seeking direction from the Committee.

Background:

Existing Operations

Lefebvre Heights is a residential subdivision which can be accessed from 6th Street and 8th Street off 16 Avenue. The 16 Avenue is classified as collector road (a two-lane undivided collector road) while all other roads within the subdivision including 6th Street and 8th Street are local roads. The Cold Lake Elementary School is on the west neighborhood and the North Arena is on the east neighbourhood of the subdivision. Entrance or exit speed to the subdivision is therefore dictated to some extent by the existing School and Playground Zone speed limit of 30 km/hr in the neighbourhood.

An overview of school and playground speed limits and zones along with traffic speed counter locations in the neighbourhood of Lefebvre Heights Subdivision is shown in Figure 1. The streets shown in the Figure 1 outside the school and playground zones have a speed limit of 50Km/hr.

Traffic Speed Count Data

The City of Cold Lake periodically collects speed/vehicle count data for various applications such as for roads degradation modelling, future capital planning, trending etc. along with use for driver education and enforcement. Upon receipt of the customer request, administration pulled out data from the closest areas and also conducted a quick data collect in the week of May 4 - 8, 2020.

Data available for and around the neighborhood of Lefebvre Heights Subdivision is summarized in Table 1.





Figure 1

| Table 1: Summary of Speed Counter data for neighborhood of Lefebvre Heights subdivision | | | | | | | | |
|---|---------------------|---|----------------|------------------|------------------------------|----------------------|--------------------------|--|
| Date | Location (Figure 1) | | Vehicle Counts | Av. Speed (km/h) | 85th percentile Speed (km/h) | Posted Speed (km/hr) | Max Speed (km/h) | Vehicles over 10 km/hr of posted speed |
| | ID # (fig 1) | Description | | | | | | |
| Jun 24-26, 2019 Outside of School Hours 5:0pm to 7:30 am | 1 | (School Zone) 16 Ave between 10 St and 8 St | 2835 | 37 | 47 | 50* | 82 at 07:26 pm | 50 |
| Jun 24-26, 2029 During School Hours 7:30am-5:0pm | 1 | (School Zone) 16 Ave between 10 St and 8 St | 4835 | 34 | 44 | 30* | 65 at 07:39 pm | 1102 |
| Jun 18-21, 2019 | 2 | (Residential) 16 Ave between 8 St and 7 St | 7297 | 45 | 52 | 50 | 85 at 10:00 am | 213 |
| May 07-10, 2020 | 3 | (Residential) 8 St between 16 Ave and 18 Ave | 2762 | 42 | 50 | 50 | 90 at 03:45 pm | 56 |
| May 05-06, 2020 | 4 | (Playground Zone) 6 St between 17 Ave and Sammut Place | 605 | 37 | 47 | 30** | 72 at 11:45 am | 504 |
| May 07-10, 2020 | 5 | (Residential) 20 Ave between 6 St and 8 St | 731 | 32 | 39 | 50 | 70 at 01:53 pm | 3 |

30*= 30 km/hr School Days 7:30am -5:00 pm and

50*= 50 km/hr after School Hours and No School Days

30**= 30 km/ hr Playground, 8:30 am to 1 hour after sunset

Analysis and Discussion

The result of analysis of the speed counter data presented in Table 1 suggest, that overall drivers follows speed limit on residential streets which is currently 50km/hr.

However, most drivers (85%) do not follow the school zone or the playground zone posted speed limit of 30 km/hr on 16 Ave (Location 1 - School Zone) and 6 (Location 2 - Playground Zone).



Existence of speeding issues are also evident particularly in reference to maximum speed recorded, and the number of vehicles recorded speeding 10 km/hr over the posted speed limit of 30 km/hr or 50 km/hr.

Based on the data presented for this particular area (and there are similar trends in other parts of the City) it appears that there are drivers that do not obey posted speed limit whether it is playground zone or a residential zone.

Speed limit violation trends noted suggest that despite presence of all the school zone and playground zone signs and posted speed limits drivers still fail to obey the speed limits which poses the question that what would be certainty that drivers will obey a reduced speed limit of 40 km/hr. Studies shows that changing such behavior require driver education along with enforcement of traffic laws. Another alternative will be to implement engineering controls for traffic calming.

Traffic calming comes in various ways ranging from painting lines on the street to creating physical barriers. Engineering measures available for speed calming comes with certain merits and disadvantages so therefore implications of any speed calming devices should be carefully evaluated prior to implementation.

It should be noted that the data presented does not include any collision data as that will require further in depth analysis.

The resident's letter also makes reference to "City of Edmonton's Safe Mobility Strategy 2021-2025". Administration performed some preliminary internet literature review and the findings suggests, City of Edmonton conducted a Speed Reduction Study and considering reducing the speed limit on all residential streets and several roads in pedestrian-busy areas to 40 km/hr. City of Calgary is conducting a study for speed reduction and is to have a recommendation by June 2020.

Reference:

<https://edmonton.ctvnews.ca/edmonton-chooses-40-km-h-speed-limits-including-on-whyte-and-jasper-1.4848923>

<https://edmonton.ctvnews.ca/more-signs-fewer-collisions-report-on-potential-city-wide-40-km-h-residential-limit-1.4810948>

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<https://www.calgary.ca/Transportation/Roads/Pages/Traffic/Traffic-safety-programs/Residential-speed-limits.aspx>

If Council is considering the lowering of speed limits in specific residential subdivisions, administration suggests that this be reviewed holistically throughout the community in order to reduce confusion to drivers (e.g. general speed limit is 30Km/hr or 40km/hr).



unless otherwise posted for all residential areas....Section 4.25 of Bylaw No. 536-PL-14).

Further to Bylaw No. 536-PL-14 referred to as the Transportation Bylaw, Council delegated powers to the CAO under Section 4.17 to designate vehicle speeds on any highway or portion of highway and shall cause the same to be marked accordingly with the appropriate traffic control devices. That being said, Council make by policy decision or bylaw make changes to speed limits.

An example, in 2008, Council made a policy decision to make an exception under to the previous transportation bylaw to lower the speed limit on Highway 28 (directly in front of Assumption School to accommodate their parent committee concern. This motion was subsequently rescinded two (2) years later referring the matter back to the CAO.

Administration would like to point out that in order to implement a lower speed limit it is recommend to conduct a proper study that can review and evaluate overall scope and impact of speed reduction such as collision/injury history and subsequent reduction in collision/injury along with costs to implement and projected savings due to reduction in speed. It is also recommended to seek community feedback.

Following are few of the recommendations that can be discussed for implementation or further review.

1. Promote and implement programs for public and driver education and awareness for road safety.
 - a. Install digital speed signs to make driver aware of the speed limit
 - b. Work with schools to develop traffic safety awareness e.g. Alberta Motor Association program for School Safety Patrol. <https://ama.ab.ca/knowledge-base/articles/ama-school-safety-patrol-teacher-resources> or Pedestrian Safety program by Alberta Safety Council <https://www.safetycouncil.ab.ca/training-programs/children/pedestrian-traffic-safety-program>
 - c. Traffic safety week
2. Increase traffic speed enforcement
3. Reducing existing residential speed limit from 50 km/hr to 40 km/hr for a particular subdivision. It should be noted that this is not ideal solution as it may set a precedence and create confusion.
4. Council may debate the option for reducing the residential street speed limit from 50 km/hr to 40 km/hr for all residential street.
5. Based on Council feedback, a more detailed review and study can be initiated.



City of **Cold Lake**



Alternatives:

For Discussion and feedback.

Recommended Action:

That the Corporate Priorities Committee of Council accept the report as information

Budget Implications (Yes or No):

Yes

Submitted by:

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