

Calgary



CITY OF CALGARY  
RECEIVED  
COUNCIL CHAMBER  
OCT 23 2019  
ITEM 7.1 TT2019-1300  
Public Distribution  
CITY CLERK'S DEPARTMENT

# Neighbourhood Speed Limits Update Report

TT2019-1300 | 23 October 2019





# Overview

- Background
- Speed Limit Scenarios
- Engagement To Date
- Public Engagement Plan
- Report Recommendation
- Questions



# Background

## Previous Studies of Residential Speed Limits

- 1982 Feasibility Report
- 1992 Speed Reduction Report
- 2000 Feasibility Report

Final Recommendation





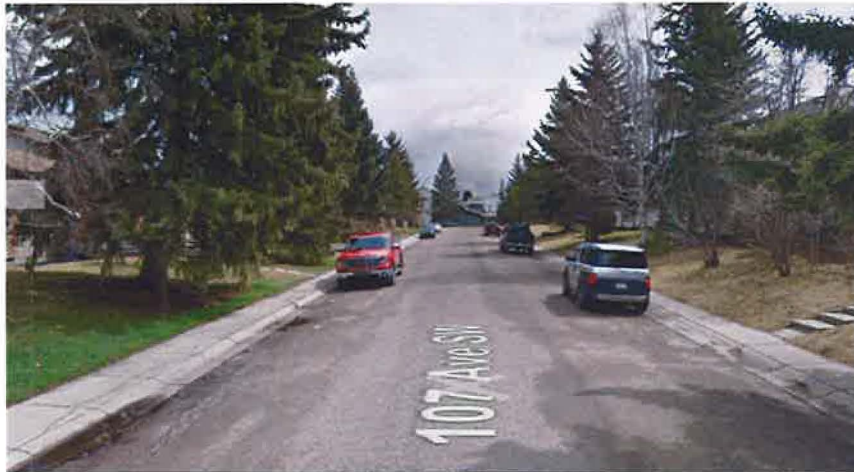
# Purpose

- Goal: To increase **safety** by reducing **operating speeds** in residential areas.
- Tool: Change the unposted speed limit
  - Supported by: design standards, traffic calming and retrofits, education and awareness, enforcement
- Options: 1) Default speed of 30 km/h  
2) Default speed of 40 km/h
- Apply to: Residential Roads and/or Collectors

# Street Type

## Residential

- Road in front of most houses
- No centre line (typical)



## Collector

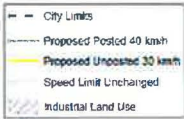
- Residences, school sites, malls, transit routes
- Centre line (typical) or with median





# Three Scenarios

	<b>Residential Street</b>	<b>Collector Road</b>
Scenario 1	30 km/h	30 km/h
Scenario 2	30 km/h	50 km/h (posted)
Scenario 3	40 km/h	40 km/h



# Scenario 1:

Residential Streets – 30 km/h  
Collector Roads – 30 km/h

## Safety Considerations:

- Largest change from today
- 15-30% reduction in casualty collisions on residential streets
- 24-45% reduction in casualty collisions on collector roads
- 1,320-2,530 fewer total collisions per year
- 140-270 fewer casualty collisions per year
- Consistent with international best practice
- Update design standards to ensure 30km/h is credible in new communities and retrofit projects

### OVERVIEW

Roads classified as Residential Streets or Collectors and Primary Collectors with less than 5000 vehicles per day are changed to unposted 30 km/h. Roads classified as Collectors or Primary Collectors with greater than or equal to 5000 vehicles per day are changed to posted 40 km/h. All other roads would maintain their existing speed limit.

#### Notes

1. Any Residential Streets, Collectors or Primary Collectors that have a current posted speed limit greater than 50 km/h would remain unchanged.
2. Any roads that meet the criteria for unposted 30 km/h within Industrial Land Use areas will be posted 40 km/h.

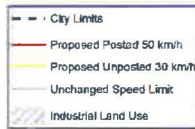
### STATISTICS

Proposed Unposted Speed Limit Change Road Length  
3964 km (59.1% of Total Road Network)

Proposed Posted Speed Limit Change Road Length  
396 km (5.9% of Total Road Network)

Total Length of Playground Zones  
475 km

Number of Additional Intersections with 20 km/h or Greater Speed

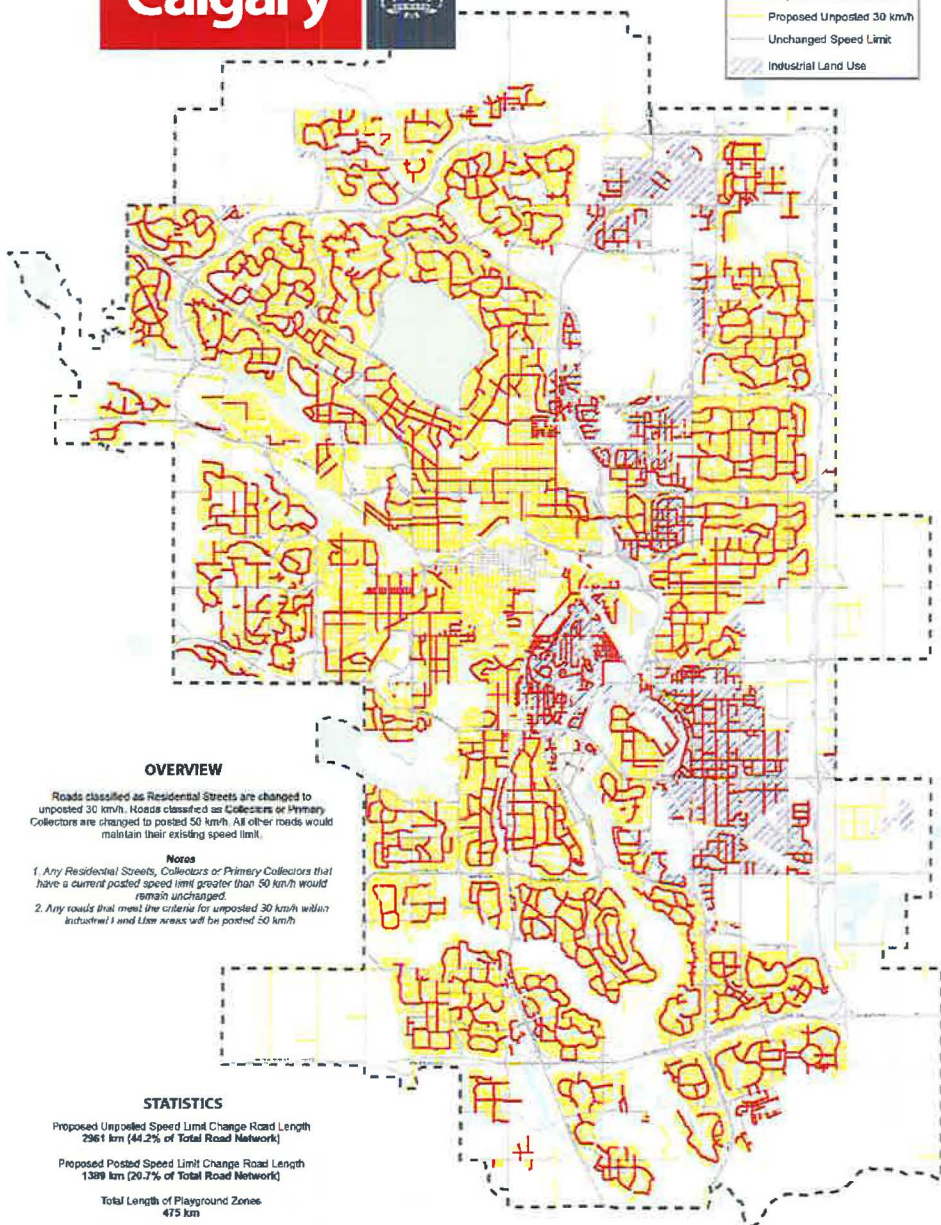


# Scenario 2:

Residential Streets – 30 km/h  
Collector Roads – 50 km/h

## Safety Considerations:

- Smallest change from today
- 15-30% reduction in casualty collisions on residential streets
- 6-12% reduction in casualty collisions on collector roads (with some calming to bring speeds closer to 50km/h)
- 750-1,490 fewer total collisions per year
- 70-140 fewer casualty collisions per year
- Limited opportunity to affect design standards



**OVERVIEW**

Roads classified as Residential Streets are changed to unposted 30 km/h. Roads classified as Collectors or Primary Collectors are changed to posted 50 km/h. All other roads would maintain their existing speed limit.

**Notes**

1. Any Residential Streets, Collectors or Primary Collectors that have a current posted speed limit greater than 50 km/h would remain unchanged.
2. Any roads that meet the criteria for unposted 30 km/h within industrial and taxi areas will be posted 50 km/h.

**STATISTICS**

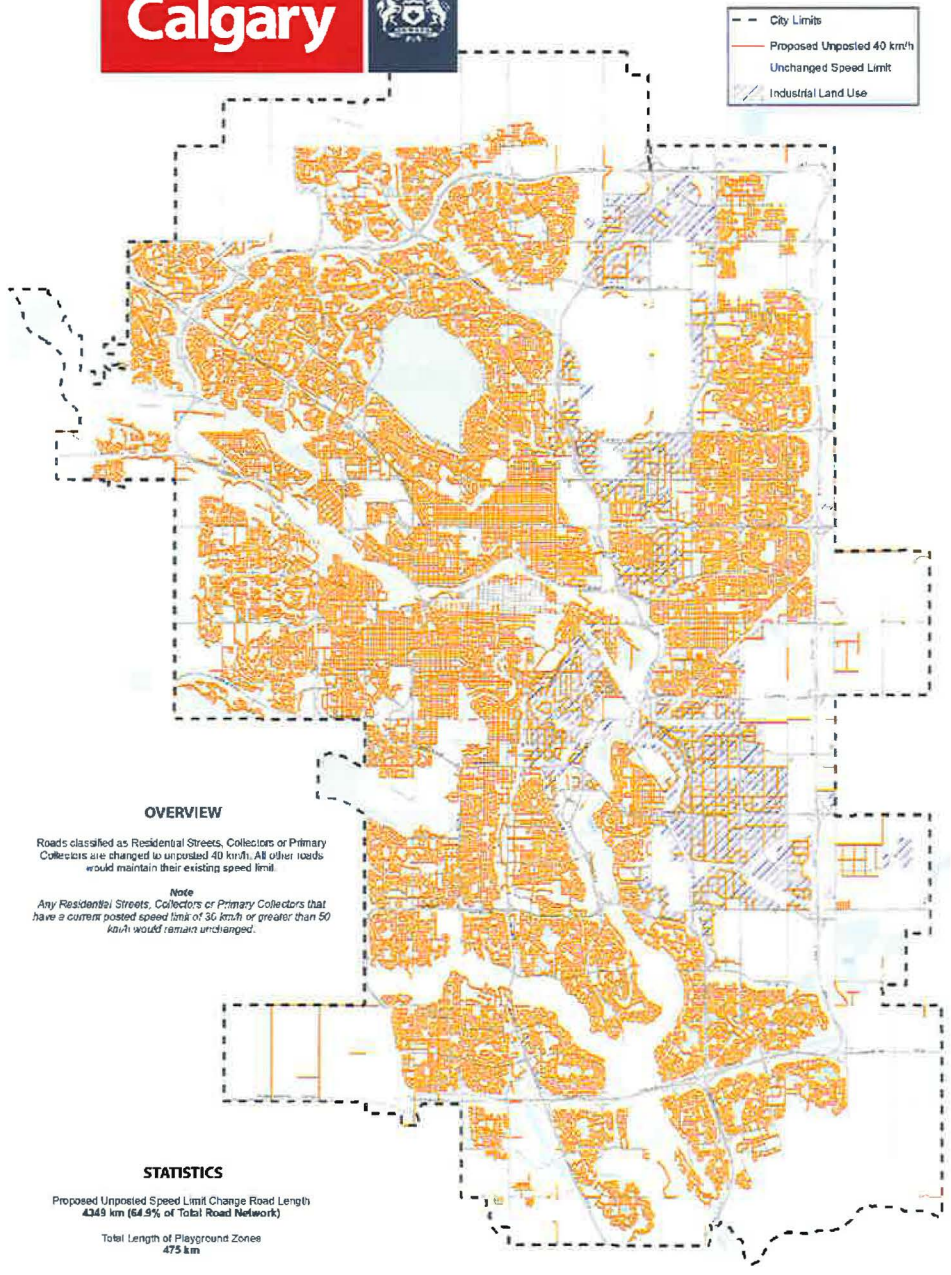
Proposed Unposted Speed Limit Change Road Length  
2361 km (44.2% of Total Road Network)

Proposed Posted Speed Limit Change Road Length  
1399 km (26.7% of Total Road Network)

Total Length of Playground Zones  
475 km

Number of Additional Intersections with 20 km/h or Greater Speed Differential  
\*\*\*\*\*





# Scenario 3:

**Residential Streets – 40 km/h**  
**Collector Roads – 40 km/h**

## Safety Considerations:

- Moderate change from today
- 3-15% reduction in casualty collisions on residential streets
- 12-24% reduction in casualty collisions on collector roads
- 500-1,320 fewer total collisions per year
- 60-140 fewer casualty collisions per year
- Update design standards to ensure 40km/h is credible in new communities and retrofit projects



# Engagement to Date

## Citizen Feedback

- Pedestrian Strategy input
- Citizen Survey results
- Traffic Calming requests
- Feedback to individual Councillors

## Council

- Meetings and drop-in sessions

## Internal Stakeholders

- Transit, W&R, Fleet, etc.
- Understand possible impacts

## Technical Advisory Team

- External experts
- Verify and refine project work



Calgary Board  
of Education



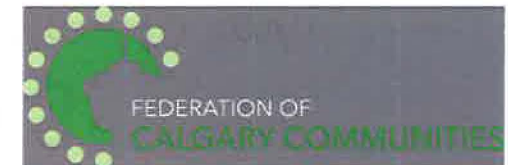
CALGARY CATHOLIC  
SCHOOL DISTRICT



Alberta Health  
Services



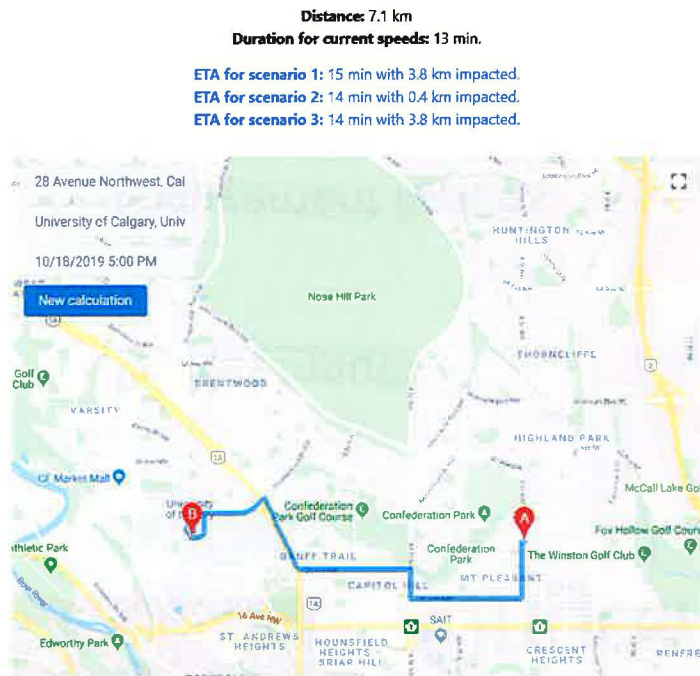
CALGARY  
POLICE  
SERVICE



# Public Engagement Plan

## Goal 1: Inform

- Collision Stats and safety info
- Scenario maps
- ETA Tool



## Goal 2: Prioritize

- Public
  - Online (engage portal)
  - Values based
- Ethnocultural Communities
  - Partner facilitated
- Business stakeholders
  - Workshops targeted to specific impacted sectors



# Ongoing work and next steps

## Project Inputs

Engagement Results  
Technical Analysis  
Cost Feasibility  
CPS Input  
Alignment w. Edmonton



## March 2020 Report

Speed Limit Recommendation  
Implementation Plan  
Funding Strategy  
Education/Awareness Plan  
Enforcement Strategy  
Proposed Bylaw

# Report Recommendation:

That the SPC on Transportation and Transit recommend that Council:

1. Direct Administration to engage with Calgarians and business stakeholders on the subject of reducing neighbourhood speed limits and report the findings and a recommendation to Council through the SPC on Transportation and Transit no later than March 2020.



Questions?

