

Neighbourhood Speed Limits Review**Implementation Plan for Recommended Option**

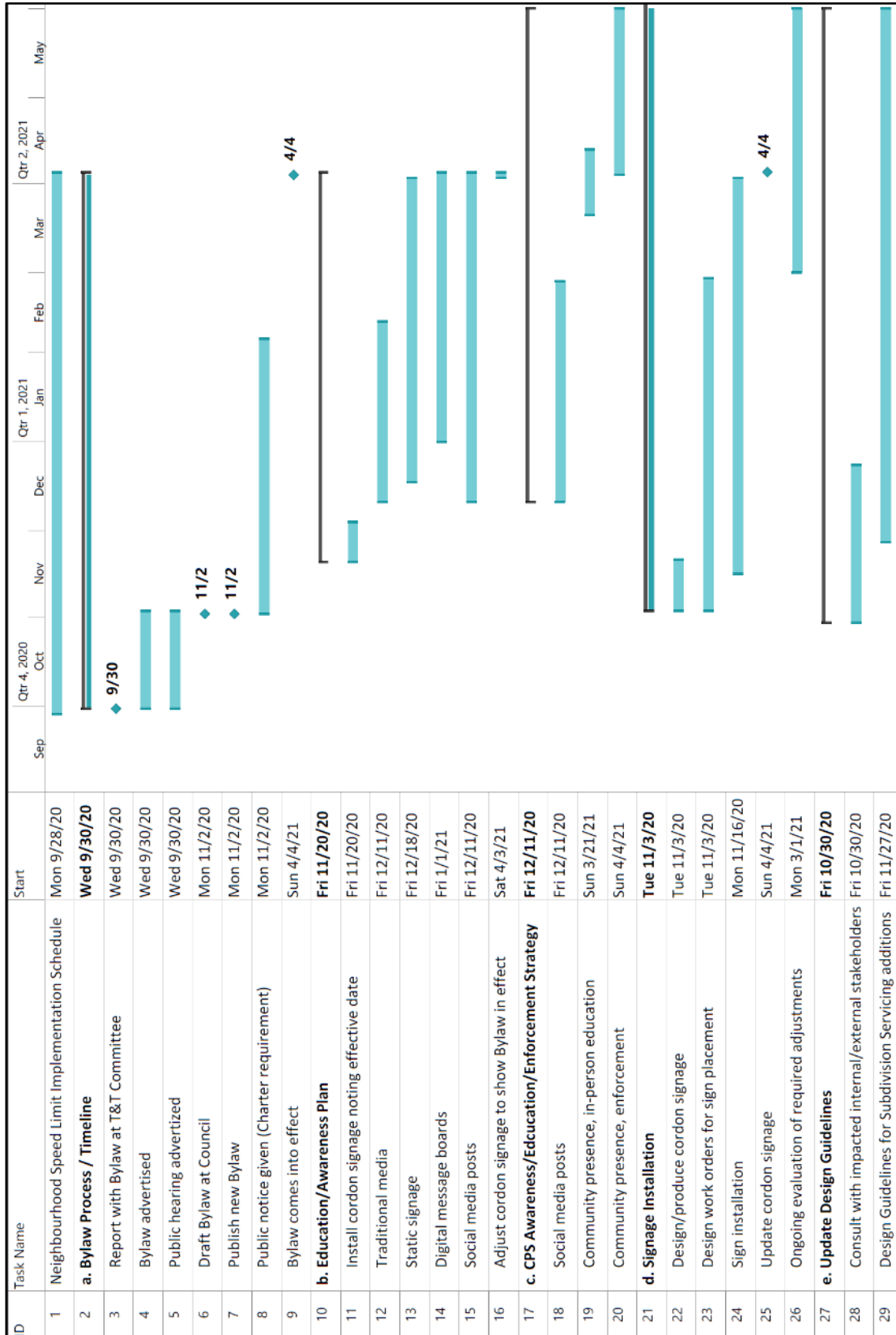
The implementation plan outlined in this attachment summarizes the intended approach to achieve a default speed limit of 40 km/h with posted speed limits of 50 km/h on Collector roads. A selection of collector roads may not be posted at 50 km/h based on functionality of the roadway or other features which create a credible built environment that support 40 km/h; further description of this review of collector roads will be provided in this attachment.

The schedule has been divided into tasks which will be underway at the same time and which will be highly interdependent to coordinate efforts, e.g. education/awareness by the City and the Calgary Police Service. The overall schedule is shown below with additional details provided in the following sections that match the lettered heading tasks in Figure 1.

As shown, the schedule has been prepared for an April 4, 2021 effective date for the change to the unposted speed limit so that it will be in effect by Spring 2021.

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Figure 1: Implementation Plan Schedule



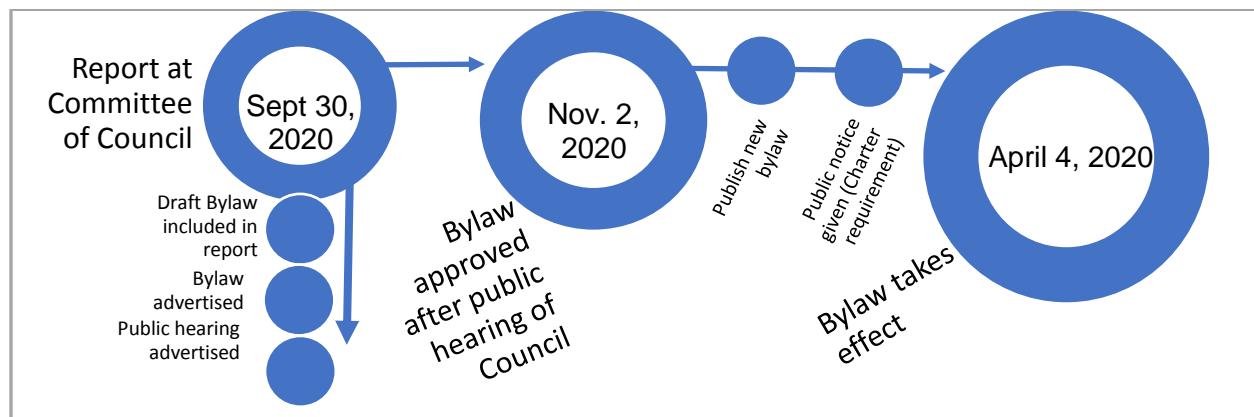
a. Bylaw Process / Timeline

Changing the default speed limit in Calgary will be completed through a City Charter bylaw. A Charter bylaw is passed as a public hearing item at a Council meeting and requires 30 days of advertising the draft bylaw before it reaches the Committee or Council session where it will be discussed. Additional advertising is also made for the public hearing itself. After the bylaw is passed, this Charter power requires giving public notice (specified in the bylaw advertisement regarding timelines and methods for notice) before it is implemented. This public notice would run from projected bylaw approval on November 2, 2020 to April 4, 2021. From consultation with City Law, Calgary Police Service Law and the Alberta Crown Prosecutor's office, this notice period would satisfy the requirements of the Charter. The general timeline is shown in Figure 2.

Administration has begun this process by preparing a draft bylaw (included with this report as Attachment 4) to advance with the report to return to Council for public hearing on November 2, 2020. After the bylaw is passed by Council, anticipating this occurs immediately after the public hearing on November 2, tasks to prepare signage and educational programs to support the change would be initiated as shown in the overall timeline prior to the bylaw coming into effect on April 4, 2021.

Review of the Charter and legal provisions have shown that speeding citations will continue to be Alberta Traffic Safety Act infractions and subject to demerits, rather than a bylaw infraction. This was a key concern from CPS that has been confirmed not to be an issue.

Figure 2: Bylaw Timeline Chart



b. Education / Awareness Plan

Awareness and education about the speed limit change will be a gradual plan including the process through bylaw. Education and awareness will be focused on the 6-8 weeks period in advance of the bylaw coming into effect and will continue for the first month of the bylaw being in effect and then taper off. Traditional media and social media channels will be employed as well as roadside electronic Driver Message Signs and static signage, as identified in bylaw advertising and notice plan. Cordon signage will be posted on all entries to the City and can be placed in advance of the bylaw coming into effect and modified on April 4, 2021 to show that the bylaw is in effect. Further details of the plan will be coordinated closely with the Calgary Police Service and other traffic safety partners to leverage our efforts with consistent messaging.

c. Enforcement Strategy

The awareness/education and enforcement plan for the Calgary Police Service is anticipated to follow a similar approach to the process used for the harmonization of school and playground zone times. This will include social media and traditional media and manned education/enforcement by the Traffic Section. Members of the Residential Traffic Safety Unit and the Traffic Response Units will be deployed, with possible support from Districts as needed. Interactions in the first month after the bylaw comes into effect are anticipated to result in education and warnings and limited citations for larger infractions. Following the initial educational grace period regular enforcement and issuing of speeding citation will resume and be adjusted as appropriate.

d. Signage Installation to Support Speed Limit Change

Maintaining the majority of Collector roads at 50 km/h in the recommended scenario allows for the signage changes to be initiated as soon as the bylaw is approved; posting Collector roads at 50 km/h is consistent with the existing law. Some Collector roads may be suitable to remain unposted (to become 40 km/h when the bylaw takes effect).

The review process is still being finalized. Available data and feedback will be incorporated into the review. Examples of criteria to evaluate Collector roadways are as follows:

- Collector roads that function as a collector (connect multiple residential roads to arterial roads), provide a connection to another collector roadway or loop back to itself, and carry higher traffic volumes (>2000 vehicles/day) are appropriate to sign at 50 km/h. (This is the vast majority of the Collector network.)
- Collector roads with narrow geometry, lower traffic volumes and speed profiles, when available, consistent with 40 km/h operations (e.g. average below 45 km/h or 85%ile below 50 km/h) may be appropriate to remain unposted.
- Stubs of collectors should not be posted unless they are approximately 500m or longer.
- In no case should cul-de-sacs be posted. In Suburban areas, some divided collectors may exist for safety servicing of an over-long cul-de-sac, these should not be signed.

Results of reviews will be documented to assist in prompt responses to future requests for review. Administration recommends that this process be managed at an administrative level rather than through council directive to promote an efficient and repeatable process while providing flexibility to adjust in the future when appropriate, e.g. following traffic calming or observed change in motorist behaviour, without requiring reassessment of previous Council direction of speed limits on specific roadways.

Examples for three communities of how the Collector roads could be signed and draft proposed speed limits within Neighbourhoods are presented in Figure 3 to Figure 5. Existing poles will be used wherever possible to minimize installation costs and maximize installation efficiencies. The total estimated cost of \$2.3 million includes a fixed cost of \$815,066 for signs, brackets and design with the remainder accounting for the installation cost. From recent quotes from industry, City supply and installation of signage is approximately 30% lower than contractor quotes and represents a cost efficiency over contracting and managing the work.

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Figure 3: Example signage configuration for Acadia

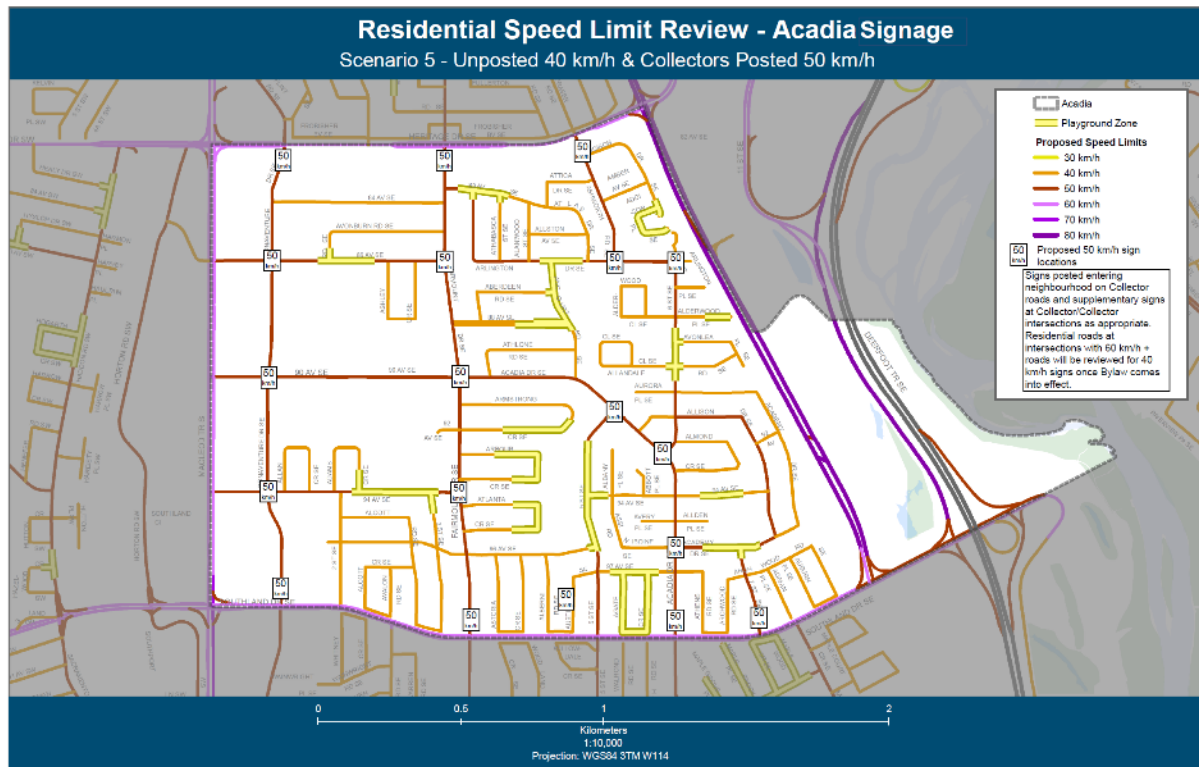
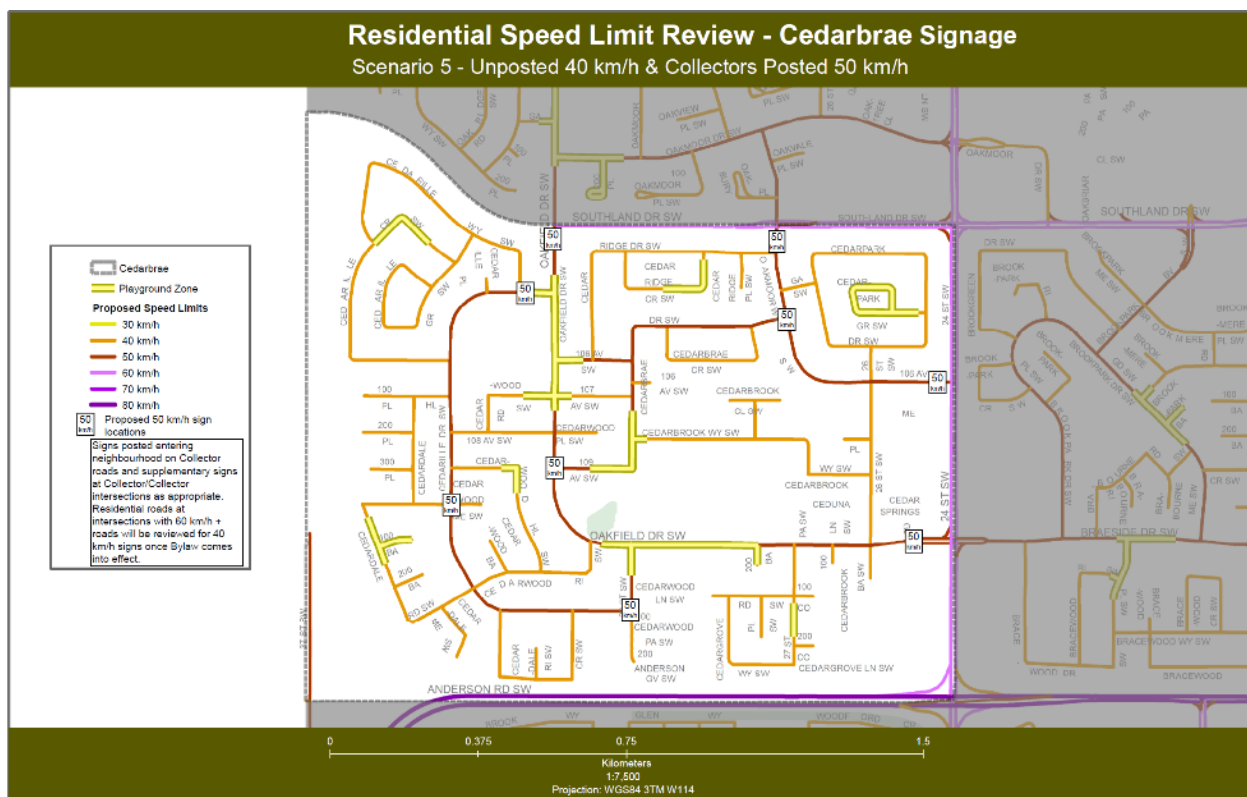
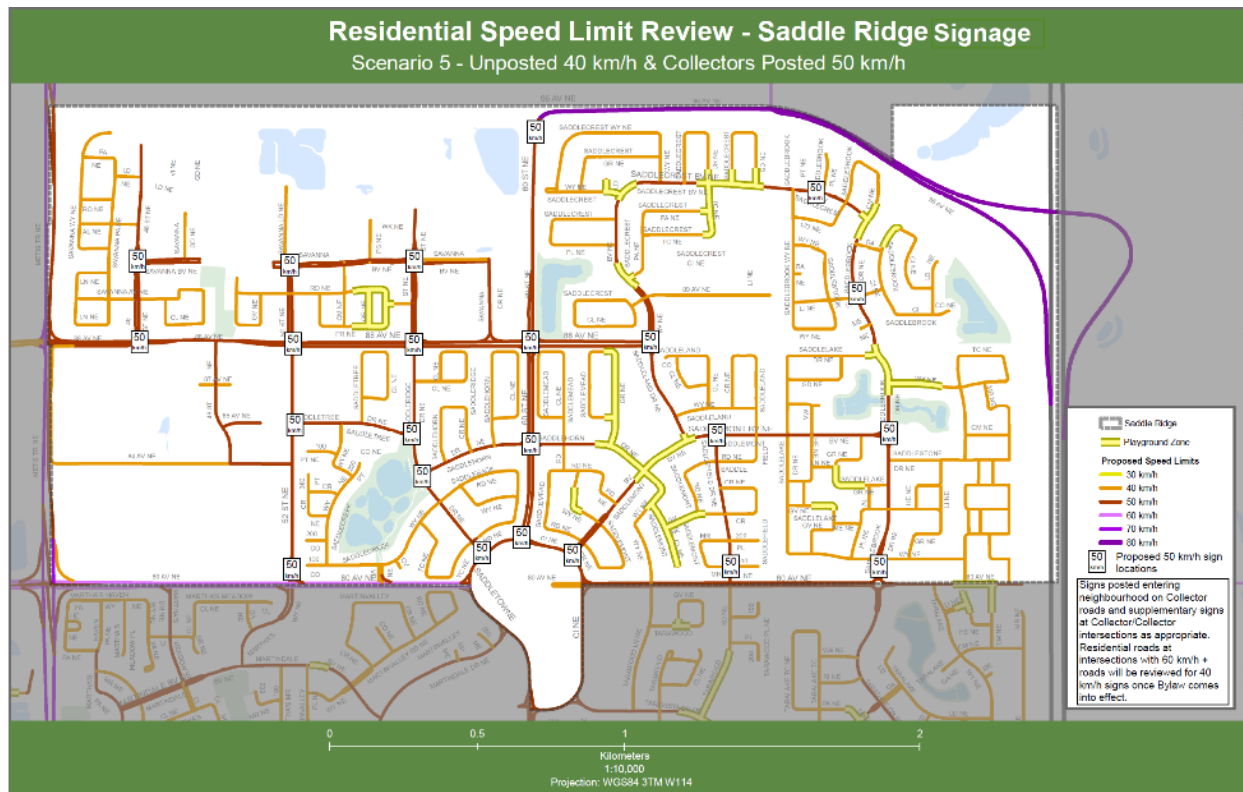


Figure 4: Example signage configuration for Cedarbrae



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Figure 5: Example signage configuration for Saddle Ridge



Through a review of sample communities to support cost estimates for the scenarios, it was determined that the design and installation time to complete the required signage changes, taking into consideration that the change would be happening over the winter months, can be completed before the anticipated bylaw effective date of April 4, 2021. Signage changes will be designed to capitalize on existing sign supports and infrastructure, where possible, but may require new sign posts in some cases.

Cordon signage will be posted on all entries to the City to alert entering motorists that the default speed limit will be changing to 40 km/h, and the date when the bylaw will come into effect. The cordon signs will be similar to the existing signs alerting entering motorists to the fact that the Calgary Police Service utilize photo enforcement within the city limits, example shown in Figure 6. The signs will be regulatory style signs, with black text on white background, since they will be alerting motorists to the upcoming legal change in advance of the bylaw coming into effect. These signs will be designed so that they can be easily modified once the bylaw comes into effect to alert motorists to that fact. Supplementary educational signage, of a similar format to the cordon signs, will be placed at key high traffic volume locations to alert Calgarian motorists who may not regularly leave and re-enter the city limits.

Figure 6: Examples of cordon signage for Checkstop and Photo Radar Enforcement



e. Update Design Standards

A review of the Design Guideline for Subdivision Servicing is currently underway with respect to custom cross sections that have been constructed through the application of the Complete Streets Guidelines. At the same time, design standards are being reviewed for alignment with the Alberta Bicycle Design Guidelines. The addition of review for design standards for neighbourhood areas, including 40 km/h for Collector roads and 30 km/h for Residential roads, can be incorporated into this work. Geometric changes are anticipated to largely include the types of treatments used for traffic calming on existing roads and would include narrower lanes to encourage lower comfort speeds and improved voluntary compliance with a speed limit of 40 km/h or 30 km/h as appropriate. These changes will require consultation with internal and external stakeholders, including the development community.