



CITY OF CALGARY  
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ITEM: #8.2.2 TT2020-1036  
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CITY CLERK'S DEPARTMENT

# Neighbourhood Speed Limits Review

Combined Meeting of Council

Item 8.2.2 | TT2020-1036 | 2 November 2020



# Purpose of Review

- 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
- Provide business cases for scenarios to assist decision

# Neighbourhood Roadways

‘Neighbourhood’ is the term we use to refer to the areas where people live, mostly along Residential and Collector roadways

## Residential roadway

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



Photo Source: Google Street View

## Collector roadway

- Residences, school sites, malls, transit routes, snow routes, centre line or with median
- More traffic

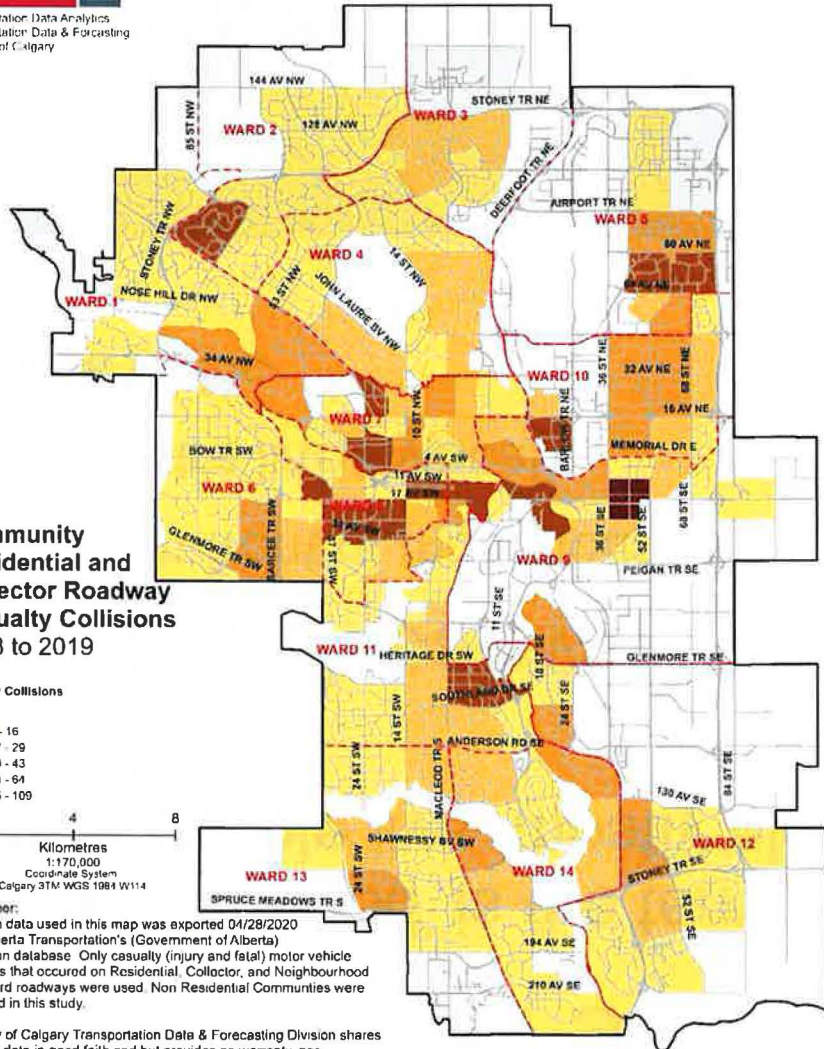




# Neighbourhood Collisions



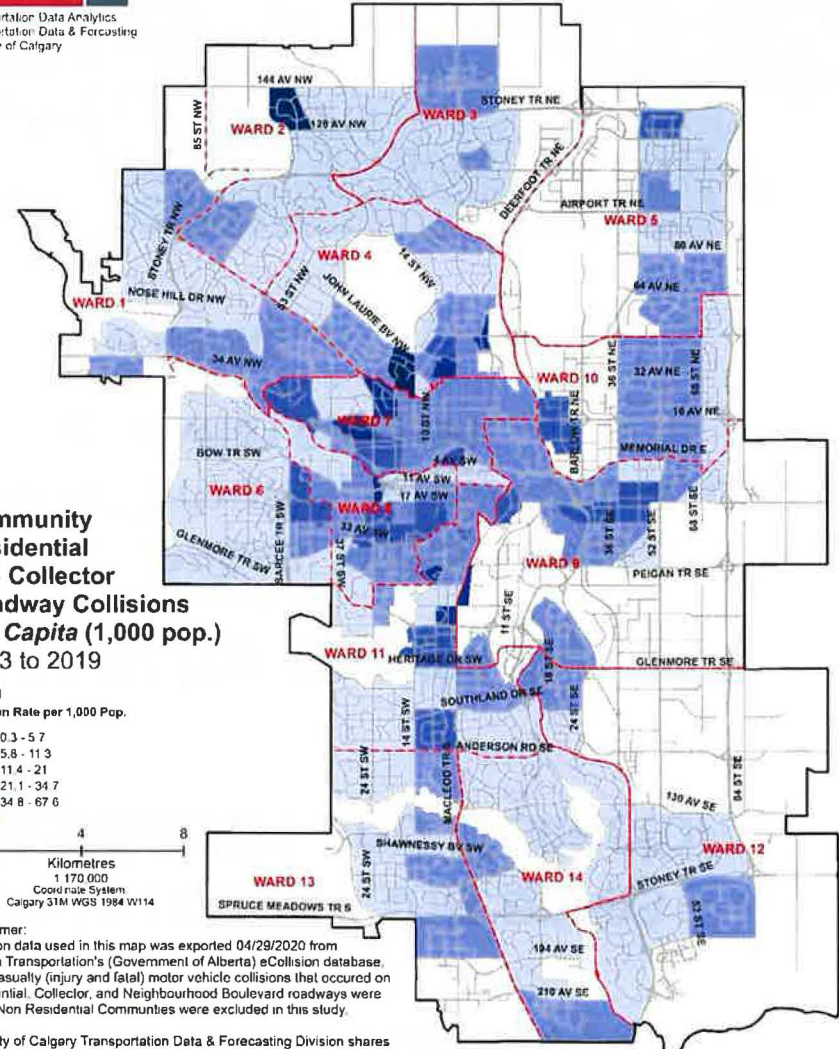
Transportation Data Analytics  
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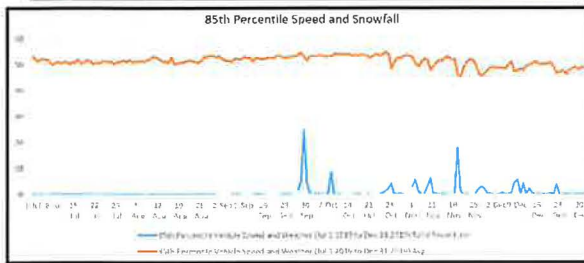
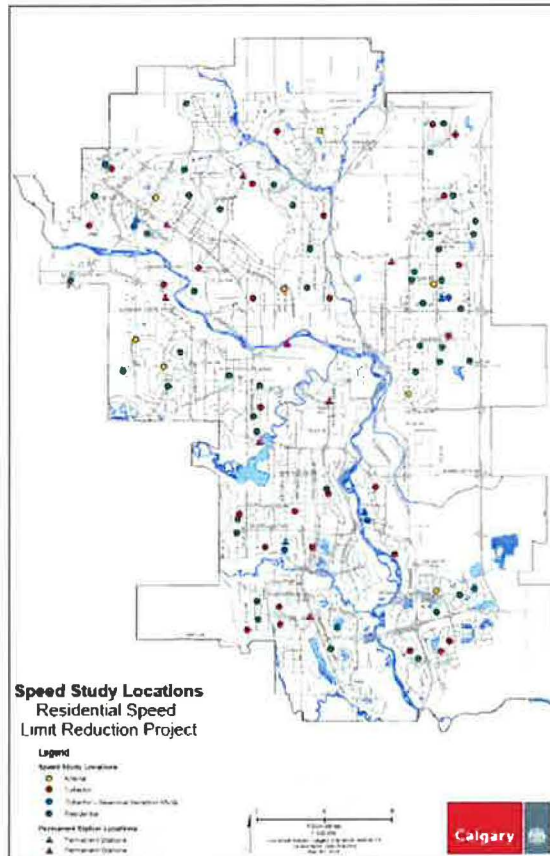


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# Neighbourhood Speeds



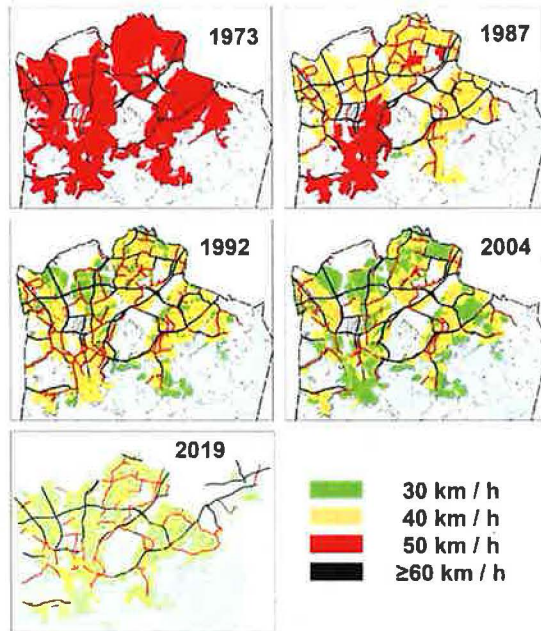
**Spot speeds collected at 91 sites and 4 permanent speed observation sites**

**In general, Collector roads observed have operating speeds consistent with expected traffic speeds in a 50 km/h speed limit area.**

**In general, Residential roads observed have operating speeds consistent with expected traffic speeds in a 40 km/h speed limit area.**

**We know we have roads that are worse and have historically focused on those but they do not address system wide issues.**

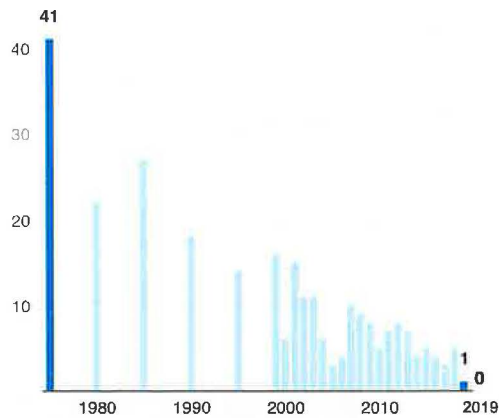
# Global and Local Scan



**Edmonton is proceeding with 40 km/h bylaw public hearings November 4**

**Montreal, Vancouver, Surrey, and Toronto are all working on lower neighbourhood speeds.**

**United Nations has endorsed vehicle speeds of 30 km/h where vulnerable road users interact with Vehicles**



**Helsinki and Oslo:  
The first European capital cities to  
achieve zero pedestrian and  
cyclist fatalities**

# Six Scenarios

	Residential Street	Collector Road
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 4	30 km/h	40 km/h (posted)
Scenario 5	40 km/h	50 km/h (posted)
Scenario 6	Maintain existing	Maintain existing

# Implementation Plan



Implementation for effective date of April 4, 2021 will include:

- Bylaw process with public hearing at Council November 2.
- Education and awareness
- supporting signage changes (including roadway review process)
- Design guideline update and work to build and retrofit to safer standard



# Administration Recommendation:

That the SPC on Transportation and Transit recommend that Council:

1. Give three readings to the proposed City of Calgary Standard Speed Limit Bylaw to change the unposted speed limit from 50 km/h to 40 km/h within the city limits. (Passed)
2. Direct Administration to post 50 km/h speed limit signs on existing Collector roadways unless or until a credible environment for a slower speed limit is provided. (Passed)
3. Direct Administration to work with industry partners to revise Collector standards to support 40 km/h roadways and to revise Residential standards to support 30 km/h roadways, and to apply those standards in new communities and for retrofit projects on existing city roadways. (Failed)