



Report Number: C2018-0960

Meeting: Combined Meeting of Council

Meeting Date: 2018 September 10

## NOTICE OF MOTION

### RE: Street Safety and Neighbourhood Speed Limits

**Sponsoring Councillor(s):** Councillor Farrell, Councillor Carra, Councillor Davison, Councillor Chahal, Councillor Woolley, Councillor Jones, Mayor Nenshi

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WHEREAS improving neighbourhood street safety, comfort, and livability are top priorities for communities across Calgary;

AND WHEREAS neighbourhood streets are local roadways and side streets in residential areas that include all Residential classification roadways, as well as select minor Collector classification roadways such as those with low/no transit service, volumes in the bottom half of Design Guidelines for Subdivision Servicing expectations, and/or frequent playground locations;

AND WHEREAS the World Health Organization reports that pedestrians are 90 per cent likely to survive when struck by automobiles travelling at 30 km/h, 60 per cent at 40 km/h, and less than 20 per cent at 50km/h;

AND WHEREAS the World Health Organization also reports that reaction distance and braking distance both increase as speeds increase, thus increasing collision probability, with total dry pavement stopping distance more than doubling between 30 km/h (13 metres) and 50 km/h (27 metres);

AND WHEREAS children are more likely to be killed or seriously injured on Calgary's neighbourhood streets, with 83 per cent of casualty collisions involving pedestrians aged 12 and under occurring on Local (26 per cent) and Collector (57 per cent) roadways, versus 50 per cent of all-age pedestrian casualty collisions occurring on Local (seven per cent) and Collector (43 per cent) roadways;

AND WHEREAS Administration research indicates the vast majority of Calgary commutes, which average eight kilometres and 27 minutes according to Statistics Canada, include less than one kilometre of travel on neighbourhood streets, where travelling at 30 km/h rather than 50 km/h would add less than one minute to a typical overall commute;

AND WHEREAS Calgary's Step Forward Pedestrian Strategy and the Complete Streets Guide identify lower neighbourhood street speeds as crucial to improving walkability, increasing street safety, and enhancing community livability;

AND WHEREAS Canadian and international cities such as Airdrie, Barcelona, Brussels, Edinburgh, Graz, Helsinki, Manchester, Ottawa, Stockholm, Toronto, and Victoria are increasingly reducing neighbourhood street speed limits to 30 km/h and/or 40 km/h;

AND WHEREAS speed limit reform is internationally recognized as a key component of Vision Zero, with 30 km/h considered appropriate for neighbourhood streets and areas where vulnerable road users interact unprotected with automobiles, 50 km/h where side impacts amongst automobiles are possible, 70 km/h where only frontal impacts amongst automobiles are possible, and 100+ km/h where side and frontal impacts are not possible;

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AND WHEREAS the provincial Traffic Safety Act previously set the default unposted urban speed limit at 50 km/h Alberta-wide, requiring lower speed limits to be signed on each individual street;

AND WHEREAS Council directed City Administration, through approval of Step Forward, to “work with the province to ensure that the City Charter initiative includes a legal framework to allow a reduction in the unposted speed limit”;

AND WHEREAS the new City Charter now provides Calgary and Edmonton with the opportunity to independently set default unposted speed limits;

AND WHEREAS Edmonton City Council recently requested a strategy for neighbourhood street speed limit reductions, following surveyed 72 per cent resident support for reduced limits and analysis that reducing limits to 30 km/h on neighbourhood streets would decrease casualty collisions by 36 per cent;

AND WHEREAS Administration research indicates the societal and personal costs of pedestrian-involved collisions in Calgary total over \$120 million per year, while reducing the unposted default neighbourhood speed limit is estimated at \$2.5-5 million in signage capital costs, with ongoing supplementary traffic calming requiring further costing;

NOW THEREFORE BE IT RESOLVED that City Council directs City Administration to implement a city-wide 30 km/h unposted speed limit for neighbourhood streets, reporting with an implementation plan and affected roadways map through the Standing Policy Committee on Transportation and Transit no later than Q4 2019;

AND FURTHER BE IT RESOLVED that City Council directs City Administration to enhance the new limit through short-term quick build traffic calming measures at high priority locations, medium-term updates to street design policies and guidelines, and long-term consistent funding for street safety improvements, thus helping to reduce situations that encourage speeding and unsafe behaviour in the first place;

AND FURTHER BE IT RESOLVED that City Council directs City Administration, in collaboration with the Calgary Police Service, to develop an awareness campaign to inform and educate Calgarians on the new limit, to consider innovative enforcement options such as photo radar and enforcement through peace officers, and to explore new traffic calming funding options such as dedicating a percentage of fine revenue and leveraging other Calgary Police Service funds, also reporting to the Standing Policy Committee on Transportation and Transit no later than Q4 2019.