



COUNCIL REQUEST FOR DECISION

MEETING DATE: June 26, 2023

SUBMITTED BY: S. Olson, Director, Engineering and Environment

PREPARED BY: K. van Steenoven, Manager, Engineering and Environment

REPORT TITLE: Bylaw No. 1148-2023 - Amendment to Bylaw No. 846-2014 - Speed Bylaw (2nd and 3rd Readings)

EXECUTIVE SUMMARY

This amendment will reduce the speeds of residential local and collector roads within the City of Leduc from 50km/hr down to 40km/hr as part of the speed reduction pilot program, as well as amend the School Zone times in Leduc to 7:30AM to 4:30PM on school days.

RECOMMENDATION

That Council give Bylaw No. 1148-2023 second reading.

That Council give Bylaw No. 1148-2023 third reading.

COUNCIL HISTORY

Council gave Bylaw No. 1148-2023 first reading on March 27, 2023

The Southfork Speed Pilot program was brought to Council on May 10, 2021 with final reading and bylaw amendment passed on June 14, 2021, and implementation on June 28th, 2021. A review of the pilot program was presented on June 20, 2022. In the 2022 update of the pilot, the average speeds were similar to before the speed was lowered, however, the 85th percentile speeds had dropped from 58/59 km/hr to 48/49 km/hr. As the top end speeds have decreased significantly, this pilot has proven to be successful.

The cost to implement the change (signage - \$125k) was approved by Council in the 2023 Budget.

BACKGROUND / RATIONALE

Neighbourhood Speeds

As part of the City of Leduc's commitment to traffic safety, the Traffic Advisory Committee (TAC) has recommended a reduction in the base speeds on residential roads in Leduc from 50 km/hr to 40 km/hr. This reduction helps to reduce collisions and increases the survival chance of a pedestrian should a vehicle/pedestrian collision occur by over 40% while having a very minor impact on travel times (in Southfork it was measured by enforcement services to be 30 seconds at most).

The Southfork neighborhood had been chosen as a pilot in 2021 due to frequent speed complaints brought forward to the Traffic Advisory Committee and the low cost of implementation due to the limited number of access points to the area. TAC released a survey and held a virtual open house to collect feedback for the pilot (the public Q&A and complete transcript of feedback is attached for council's reference). The survey received

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248 responses City-wide with 52% of residents in favor of the pilot, 44% against and 4% undecided. Of the 52% in favor, 73% (38% of the total) were in favor of the pilot by itself and 27% (14% of the total) were only in favor of the pilot if corresponding speed limit increases were implemented in areas where there is less pedestrian traffic. As a result, the pilot was approved with a subsequent increase in speeds in the industrial areas north of 65th Avenue.

As of February, 2023 the most current speed data shows an 85th percentile speed in Southfork of 46 km/hr. The decrease in speeds and the requests for lower speeds has led TAC to recommend that the pilot be extended and permanently implemented for the rest of Leduc.

School Zones

Current Government of Alberta Guidelines specify the following window for School Zone speed limits:

Times (school days only) are:

- 8:00 am to 9:30 am
- 11:30 am to 1:30 pm
- 3:00 pm to 4:30 pm

These hours may vary for different towns and cities according to municipal bylaws. If a municipality does establish times different from these, the times will be posted beneath the school sign.

As schools in Leduc are modifying bus timings, there is potential for children to be travelling to and from school outside of the provincially prescribed times. TAC is recommending these be constant throughout the school day as is being done (with some variations in start and end times) in Strathcona County, Fort Saskatchewan, City of Edmonton, St. Albert, Spruce Grove, Stony Plain and Beaumont. Leduc's proposed 7:30am to 4:30pm school zone matches that of Spruce Grove and Strathcona County.

STRATEGIC / RELEVANT PLANS ALIGNMENT

The reduction in speed, and the safety benefits that come along with it, align with Goal 1 of the 2023-2026 Strategic Plan.

1.1.7 Enhance community safety and well-being

ORGANIZATIONAL IMPLICATIONS

ADMINISTRATION:

As had initially happened with the pilot program in Southfork, this modification to the speed bylaw will increase the amount of enforcement attention needed to initially educate and modify drivers' behaviors throughout the City.

RISK ANALYSIS: FINANCIAL / LEGAL:

The Traffic Safety Act, R.S.A. 2000, Chapter T-6, as amended, grants a municipality the authority to prescribe maximum speeds or minimum speeds of all or any part of any highway or roadway within their jurisdiction.

The existing Speed Bylaw (No. 846-2014) prescribes speed limits on highways in the municipal boundaries in the City of Leduc. To make the proposed changes to the speed zones, the Bylaw must be amended by Council.

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IMPLEMENTATION / COMMUNICATIONS:

The implementation of the new speeds will be set for August 28th following the complete installation of the new signage. The timing of the changes is intended to take place leading into the new school season to avoid a multitude of overlapping changes which could cause confusion.

Communications efforts about speed changes in Leduc will incorporate both broad public education to the community and targeted messaging to impacted stakeholders. This will be shared using both direct and indirect communication channels, including but not limited to, the City's website, social media, direct mailouts, temporary and permanent road signage and school newsletters.

Members of the community who are proven advocates for safe, connected neighbourhoods will be approached to help share information with their neighbours. Materials will be provided to those who are open and willing to help amplify the City's messaging and champion the benefits of reduced speed limits close to home.

Overall, the tone of communications should be clear and concise, and incorporate information about potential negative outcomes decreasing at reduced speeds when accidents happen.

ALTERNATIVES:

That Council decline the proposed speed change.

That Council direct administration to make changes to only proceed with the school zone changes.

ATTACHMENTS

1. Bylaw No. 846-2014 – Speed Bylaw