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## Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Speed Limit Change

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That a speed limit of 60 kph on McOrmond Drive from Central Avenue to Wanuskewin Road be established;
2. That the speed limit on Betts Avenue from 22<sup>nd</sup> Street West to Hart Road be reduced from 60 kph to 50 kph;
3. That the speed limit on Clarence Avenue from a point 50 metres south of Circle Drive to Stonebridge Boulevard be reduced from 60 kph to 50 kph;
4. That the speed limit on 8<sup>th</sup> Street from Moss Avenue to a point 400 metres east of McKercher Drive be reduced from 60 kph to 50 kph;
5. That a speed limit on College Drive from a point 800 metres east of McOrmond Drive to the East City Limit be reduced from 100 kph to 90 kph;
6. That a speed limit on Highway 41 from College Drive to the East City Limit be reduced from 100 kph to 90 kph; and
7. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw, effective November 1, 2018.

### Topic and Purpose

The purpose of this report is to amend Bylaw No. 7200, The Traffic Bylaw to reflect changes to speed limits.

### Report Highlights

The Administration periodically reviews the existing speed limits on roadways and recommends necessary modifications to be established in Bylaw No. 7200, The Traffic Bylaw as required.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by improving safety for all road users (pedestrians, cyclists, and drivers), and optimizing the flow of people and goods in and around the city.

### Background

City Council at its meeting held September 25, 2017, received a report proposing amendments to Bylaw No. 7200, The Traffic Bylaw, and specifically to speed limits, and resolved, in part:

- “7. The Small Swale has been recognized to have similar ecological significance to the Northeast Swale, as such the decision to determine the speed limit for the Small Swale be referred to the Northeast Swale stakeholder committee before a speed limit is

determined on McOrmond Drive from Central Avenue to Wanuskewin Road;”

The recommended maximum allowable speeds for new and/or modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and/or safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.

## **Report**

### McOrmond Drive from Central Avenue to Wanuskewin Road (60 kph)

The Administration reviewed the existing speed limits on roadways that are part of the North Commuter Parkway Project, and the recommendations in the North Commuter Parkway Project Functional Planning Study, the Northeast Swale Development Guidelines, and Meewasin’s Northeast Swale Master Plan. Based on the review, a maximum speed of 60 kph is recommended on McOrmond Drive from Central Avenue to Wanuskewin Road to ensure consistency with surrounding roadways.

The Administration met with the Swale Stakeholder Group (SSG) on June 18, 2018 to discuss the North Commuter Parkway Project and the Northeast Swale. The meeting included discussion regarding the issue of the posted speed limit on McOrmond Drive from Central Avenue to Wanuskewin Road. The Administration recommended a posted speed limit of 60 kph for this segment of roadway in which the SSG was supportive.

### Betts Avenue from 22<sup>nd</sup> Street West to Hart Road (from 60 kph to 50 kph)

The current speed limit on Betts Avenue from 22<sup>nd</sup> Street West to Hart Road is 60 kph. Betts Avenue is a busy roadway with many pedestrians, cyclists and drivers accessing the commercial land use in the Blairmore Suburban Centre. A maximum speed of 50 kph is recommended to ensure drivers are travelling at a suitable and safe speed.

### Clarence Avenue from a point 50 metres south of Circle Drive to Stonebridge Boulevard (from 60 kph to 50 kph)

The current speed limit on Clarence Avenue from a point 50 metres south of Circle Drive to Stonebridge Boulevard is 60 kph. Clarence Avenue is a busy roadway with many pedestrians, cyclists and drivers accessing the commercial areas in Stonebridge. A maximum speed of 50 kph is recommended to ensure drivers are travelling at a suitable and safe speed.

### 8<sup>th</sup> Street from Moss Avenue to a point 400 metres east of McKercher Drive (from 60 kph to 50 kph)

The current speed limit on 8<sup>th</sup> Street from Moss Avenue to a point 400 metres east of McKercher Drive is 60 kph. A maximum speed of 50 kph is recommended to ensure consistency with 8<sup>th</sup> Street from Moss Avenue to Saskatchewan Crescent West, in consideration of the adjacent commercial and residential land use and driveways, and to ensure drivers are travelling at a suitable and safe speed.

College Drive from a point 800 metres east of McOrmond Drive to the East City Limit (from 100 kph to 90 kph)

The current speed limit on College Drive from a point 800 metres east of McOrmond Drive to the East City Limit is 100 kph. This roadway is no longer considered a highway, but rather an expressway inside the city limits where a lower speed is safer for all users, especially turning and cross traffic. A maximum speed of 90 kph is recommended for this section of College Drive considering the roadway characteristics, adjacent land use, access and future development. A posted speed limit of 90 kph is consistent with other former highways reclassified as expressways inside the city. An in-service safety audit will be commissioned for the intersection of College Drive and Highway 41, which will provide recommendations on potential improvements, traffic signals, and most suitable speed limits based on the safety audit findings.

Highway 41 from College Drive to the East City Limit (from 100 kph to 90 kph)

The current speed limit on Highway 41 from College Drive to the East City Limit is 100 kph. A maximum speed of 90 kph is recommended. As previously mentioned, planned development and land use, road user's safety and consistency with similar expressways inside the city limits are the main factors behind the recommended reduction in speed limit along this former provincial highway. The in-service safety audit will assess the existing roadway characteristics and drivers expectations and provide further speed limit recommendations.

These speed limits are based on the roadway design characteristics and are deemed to be appropriate. The proposed speed limits are illustrated in Attachment 1.

**Options to the Recommendation**

The following options are available to City Council:

1. Not posting the speed limit on McOrmond Drive to 60 kph. This is not recommended as the default posted speed limit would be 50 kph, which is too low for a segment of roadway that is multi-lane with no adjacent land use, and no intersections or access. There is a potential for a large differential in vehicle travel speeds which can lower the level of road safety for all users.
2. Not posting the speed limit on Betts Avenue, Clarence Avenue, and 8<sup>th</sup> Street to 50 kph. This is not recommended as these relatively short segments of roadway have numerous intersections and access, existing adjacent commercial and residential land use, and road users consisting of drivers, cyclists, and pedestrians.
3. Not posting the speed limit on College Drive and Highway 41 to 90 kph. This is not recommended as lowering the speed limit has a large impact on road safety. The intersection of College Drive and Highway 41 is becoming increasingly busy, and lowering the speed limits will increase the level of safety, and have a marginal impact to drivers in terms of increasing driving time.

**Policy Implications**

Upon approval by City Council, amendments to Bylaw No. 7200, The Traffic Bylaw will be required.

**Financial Implications**

The cost implications are nominal and are provided for in the existing operating budget.

**Other Considerations/Implications**

There are no public and/or stakeholder involvement, communication, environmental, privacy, or CPTED considerations or implications.

**Due Date for Follow-up and/or Project Completion**

Speed limit signage for McOrmond Drive will be installed prior to the opening of the new roadway. Speed limit signage for the other roadways in this report will be installed by November 1, 2018.

**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. Proposed Speed Limits

**Report Approval**

Written by: Mariniel Flores, Transportation Engineer, Transportation  
Reviewed by: David LeBoutillier, Acting Engineering Manager, Transportation  
Jay Magus, Acting Director of Transportation  
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

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