



# REQUEST FOR DIRECTION

## Subject: 30 km/hr Speed Limit

Presented to: Governance and Finance  
Committee

Date: 2021 June 28

Item #: 7.1

Submitted by: Amanda Arbuckle,  
Manager of Recreation

### RECOMMENDATION

That the Governance and Finance Committee direct Administration to return to a future meeting of the Governance and Finance Committee, no later Q4 2021, with draft amendments to Traffic Bylaw 16-8 that would include a town wide 30 km/hr speed limit.

### BACKGROUND

#### Reason for Report

At the March 22<sup>nd</sup>, 2021, Governance and Finance Committee, Committee requested that Administration provide a report on a town wide 30 km/hr speed limit.

Presently, Traffic Bylaw 16-8 states that:

*4.2 The speed limit on all Roadways shall be 40 kilometers per hour except as otherwise listed in Schedule B to this Bylaw.*

#### *Schedule B – Speed Restrictions*

In accordance with Sections 107 and 108 of the Traffic Safety Act, no Person shall drive a Vehicle within the Town of Banff in excess of the following speed limits unless otherwise posted:

- |   |          |
|---|----------|
| 1. Highways, excluding those listed below | 40 km/hr |
| 2. School Zones                           | 30 km/hr |
| 3. Playground Zones                       | 30 km/hr |
| 4. Lanes and Alleys                       | 15 km/hr |
| 5. Public Parking Lots                    | 15 km/hr |
| 6. Tunnel Mountain Road                   | 50 km/hr |

### Summary of Issue

There are many roadways within the Town of Banff that have already seen reductions to speed limits in recent years. Some of these reductions are a result of roadways upgrades that align with the Streetscape Design Guidelines. The Streetscape Design Guideline, which were adopted by Council in March of 2021, propose that all reconstructed roadway speed limits be no more than 30 km/hr. Typically, this includes driving lanes being reduced to support increased space for active modes. Other roadways in the town site that have a posted speed limit below 40 km/hr but, are not included in Schedule B of the Traffic Bylaw includes:

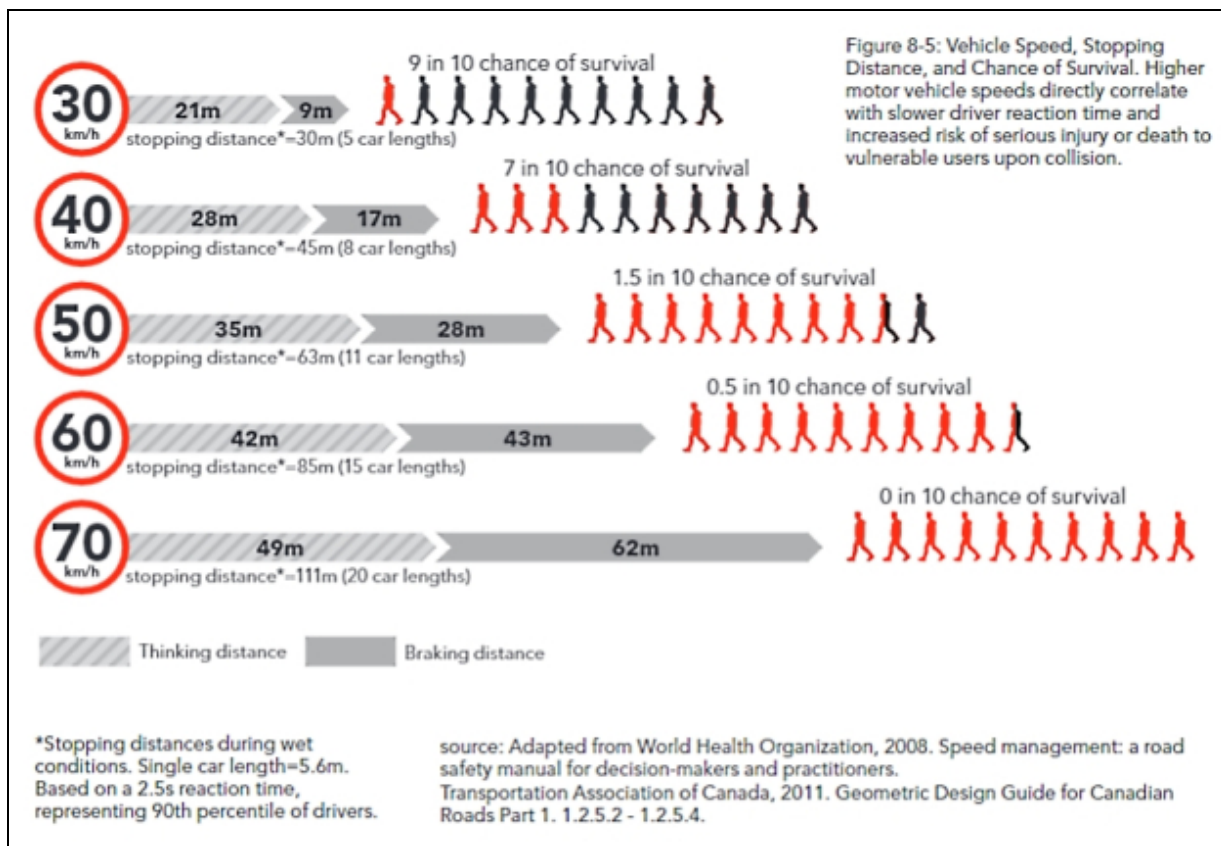
Banff Ave.	30 km/hr
Bow Falls Ave.	30 km/hr
Norquay Rd.	30 km/hr
Middle Springs Dr.	30 km/hr
Cougar St.	30 km/hr
Part of Buffalo St.	30 km/hr

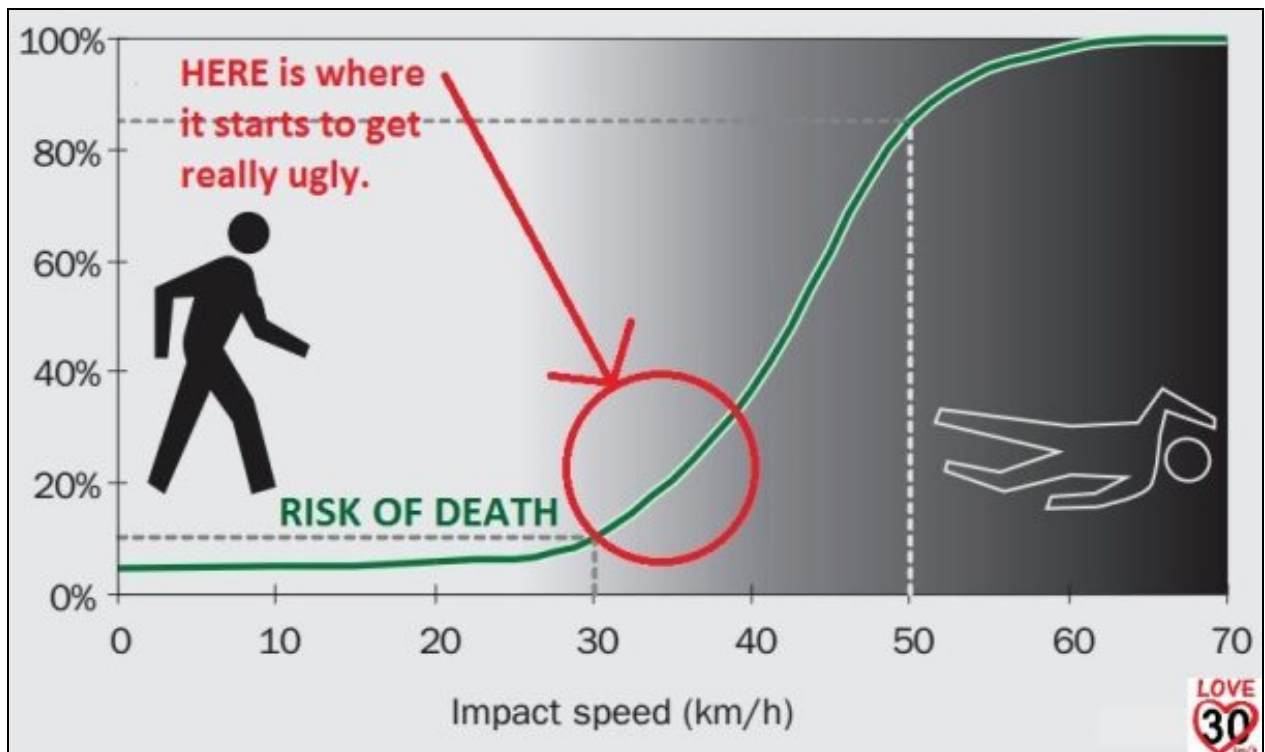
Glen Ave.	30 km/hr
Bear St. (July 2021)	15 km/hr
St. Julien Rd (2022)	30 km/hr

Primary streets that remain at 40 km/hr includes the industrial district, Cave Ave., Mountain Ave., Spray Ave., parts of Buffalo St. and Tunnel Mtn Rd.

There are many other cities and towns across the province and country that are currently reducing speed limits for safety reasons on connector and residential roadways. As an example, as of May 31, 2021 The City of Calgary reduced the speed limit on its residential streets from 50 km/hr to 40 km/hr. The City of Edmonton also reduced downtown and residential speed limits from 50 km/hr to 40 km/hr in May. The Cities of Airdrie and Cochrane have also set 30 km/hr speed limits in all residential zones. Looking outside of Alberta, the Cities of Toronto and Vancouver have adopted a 30 km/hr speed limit for residential and collector roadways.

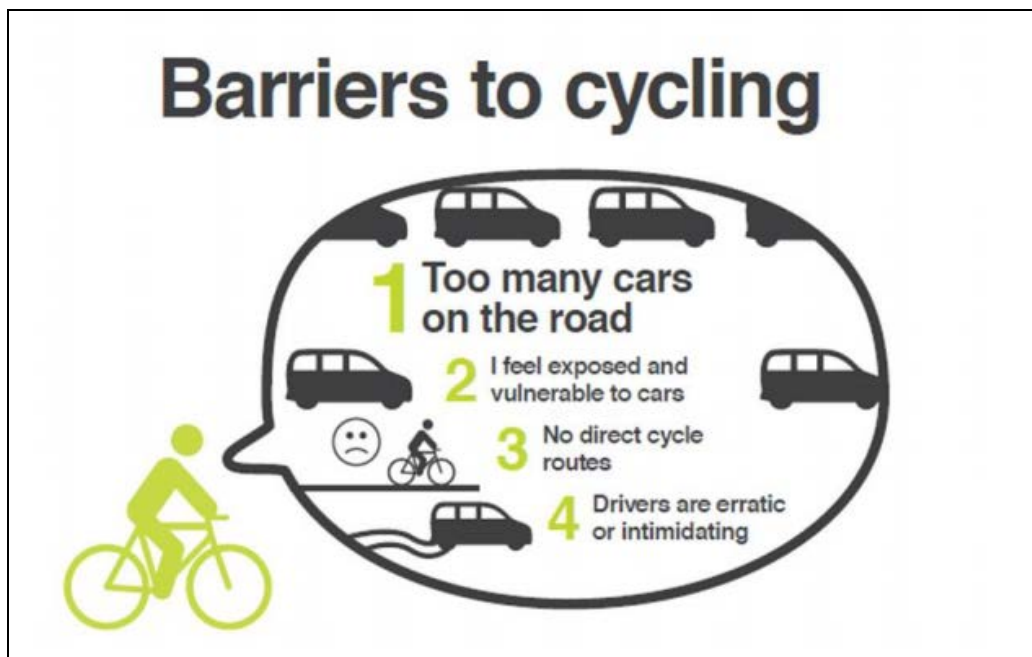
There is ample evidence that reducing speed limits reduces injuries and fatalities for both vehicle passengers and pedestrians, as illustrated in the below graphic.





(Source: [www.love30.ca](http://www.love30.ca))

In addition to reducing the potential of injuries and fatalities, there is ample evidence that reducing speed limits on roadways shared with cyclists and pedestrians also results in a mode shift to active transportation as users feel safer.



(Source: European Cyclists Federation, CHIPS survey exploring the barriers preventing people commuting by bike, 2017)

A 30 km/hr town wide speed limit in Banff would likely also result in:

- A potential reduction to signage throughout the townsite.
- Reduce the potential need for traffic calming measures on certain streets (i.e. speed bumps).
- Economic benefits, as active transportation users have a high rate of consumer spending.

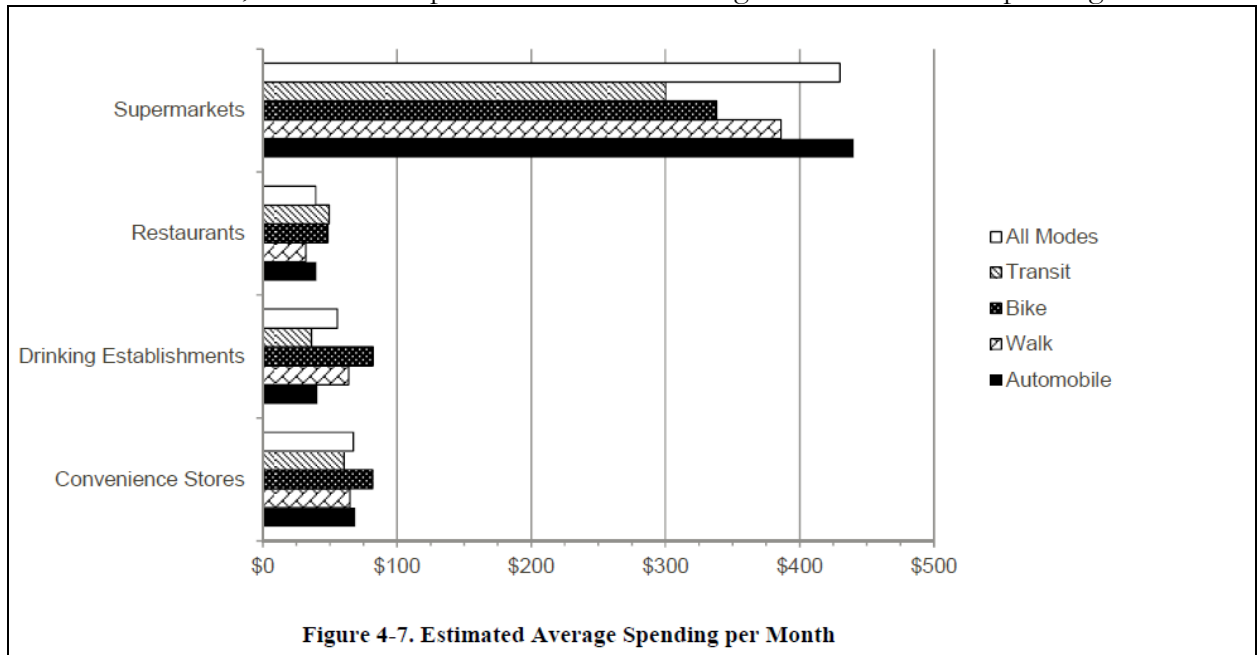
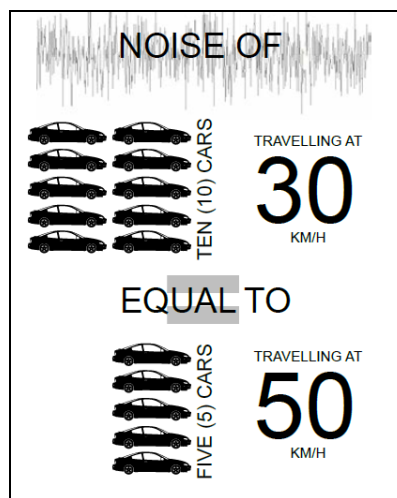


Figure 4-7. Estimated Average Spending per Month

(Source: PSU, *Examining Consumer Behaviours and Travel Choices*, 2013).

- Reduce carbon emissions. Lower vehicle speed means less carbon dioxide emissions into the atmosphere. The use of active transportation or public transit also encourages traffic reduction and further reduces greenhouse gas emissions. Likewise, air quality is then also improved. (Source: *880 Cities Livable Streets Report 2015*).
- Reduce noise.



(Source: *880 Cities Livable Streets Report 2015*)

- Support COVID-19 pandemic recovery. In May of 2021, the World Health Organization Street for Life Campaign stated that “Since early 2020 mobility has decreased overall due to COVID-19 lockdowns and people working from home. This has led to fewer road traffic crashes; however, fatality numbers have not decreased in the same proportion because people drive at higher speeds. ‘We need a new vision for creating safe, healthy, green and liveable cities,” notes Dr Tedros Adhanom Ghebreyesus, Director-General of the World Health Organization (WHO). ‘Low-speed streets are an important part of that vision. As we recover and rebuild from COVID-19, let’s make safer roads for a safer world.” (Source: WHO, 6th UN Global Road Safety Week, May 2021).
- Increase in equity for all residents and visitors wanting to use active transportation, especially for women and minority groups. (Source: TREC, Barriers to Routine Cycling for Women and Minorities in Portland, Oregon).

### **Response Options**

The Governance and Finance Committee may:

1. Direct administration to return to the Governance and Finance Committee with draft amendments to Traffic Bylaw 16-8 for a town wide 30 km/hr speed limit no later than Q4; or
2. Receive this Report for the Corporate Record and take no other action.

### **IMPLICATIONS OF DECISION**

#### **Budget**

There is a budget implication of approximately \$4800 for this proposed Traffic bylaw change. Both expenditures could be funded from the the Trails Improvement Capital Program Fund. The \$4800 would break down as follows:

- \$800 in signage changes: there are less than twenty signs above 30 km/hr in the town site that would require replacement; and
- \$4000 in communications expenditures: Communications could develop and deliver an online education campaign on the speed limit reduction.

#### **Internal Resources**

Community Services, Engineering, Communications and Operations collaborate on initiatives to support council’s transportation goals and targets.

#### **Communication**

Administration would collaborate with Community Cruisers to deliver messaging around the speed limit change in alignment with the organization’s Love 30 campaign. (<https://www.communitycruisers.ca/programs/love30kph/>).

#### **Banff Community Plan**

Transportation goals:

- Provide a transportation system that encourages and complements pedestrian movement and cycling.
- Provide a transportation system that enhances the resident and visitor experience.
- Encourage the integration of local and regional transportation of people and goods.

- Provide a transportation system that is economically and environmentally sustainable

Transportation objectives:

- Increase opportunities for residents and visitors to use non-vehicular modes of transportation.
- Reduce and manage traffic volume and parking needs downtown.
- Improve pedestrian and cyclist safety and enjoyment by creating a defined and continuous system of pathways throughout the town.

### Trails Master Plan (2015)

2.6 Summary of Key Issues & Opportunities:

Making Connections: ... Improving safety along on-road routes was also identified as a priority.

### Council Strategic Priorities

Moving Ahead:

The Town of Banff builds, maintains and manages transportation infrastructure, provides public transit, contributes to safety and efficient use of resources through traffic and parking regulations, and strives for the highest levels of active transportation in Canada. The Town is expanding a system of connected routes, with *programs to make walking and cycling safe, easy to navigate, and the preferable alternative to motor vehicle travel.* This trail, route, and walkway system fosters fitness and connectivity throughout the townsite and links to trails outside town boundaries.

The 2019-2022 Banff Strategic Plan includes the following Strategies under Traffic Management: Reduce use of private vehicles downtown:

- Reduce traffic delays by encouraging fewer vehicles downtown.
- Improve pedestrian and driver satisfaction with movement downtown.

The following are Targets for Active Modes in the Strategic Plan:

- Increase by 100% (over 2018) active mode crossings of the Bow River.
- Reduce the percentage of residents who commute to work in personal vehicles by 15%: from 30% in summer and 41% in winter (2017 census) to 25.5% in summer and 34.8% in winter by 2022.

## ATTACHMENTS

Attachment: Low Speed Limit Zones

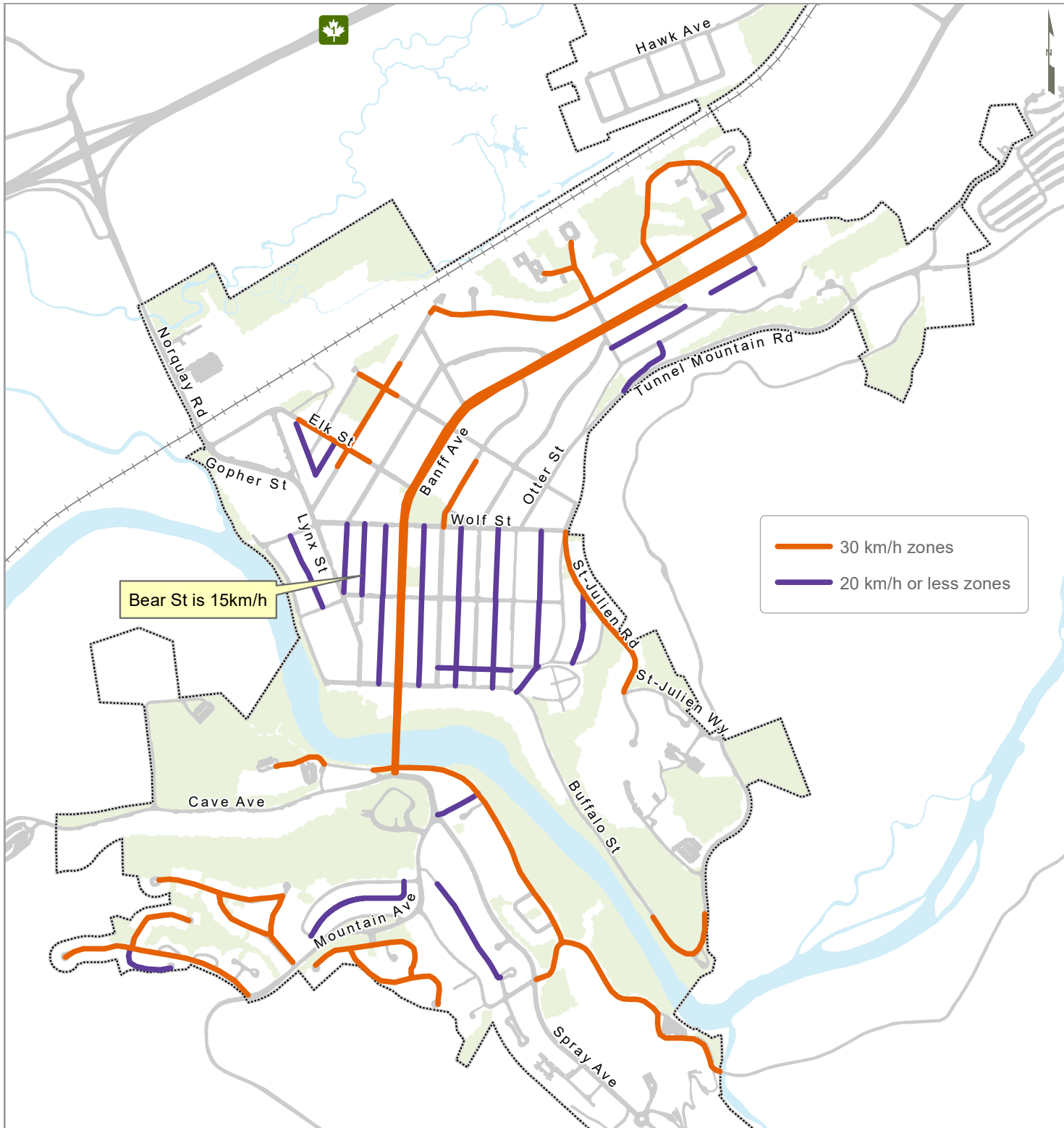
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Submitted By: Amanda Arbuckle

Reviewed By: On Original  
Kelly Gibson, Town Manager





## Town of Banff Low Speed Zones

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