

**To:** COUNCIL

**Meeting Date:** 06/08/2021

**Subject:** 40km/h Neighbourhood Speed Limit Pilot Project By-law Amendment

**Submitted By:** Kevin De Leebeeck, Director of Engineering

**Prepared By:** Julianna Petrovich, Transportation Engineering Technologist

**Report No.:** 21-167(CD)

**File No.:** C1101

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## Recommendations

THAT Report 21-167(CD) – 40km/h Speed Limit Pilot Project By-law Amendment be received;

AND THAT By-Law XX-2021 amending Traffic and Parking By-Law 187-06 be passed.

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## Executive Summary

### Purpose

- To introduce the by-law amendment required to implement the 40km/h Neighbourhood Speed Limit Pilot Project approved by Council at its meeting of March 2, 2021.

### Key Findings

- Council is required to pass a by-law for the pilot project to take effect and for the revised speed limits to be enforceable.
- In preparing the by-law, staff identified a procedural improvement that includes adding a new Schedule 27 – Designated Areas to Traffic and Parking By-law 187-06, instead of amending the existing Schedule 18 – Rates of Speed. This will assist in present and future administration of the pilot project.
- The pilot speed limits can most effectively be regulated through the adoption of a new schedule to Traffic and Parking By-law 187-06.

## Financial Implications

- There are no financial implications associated with the by-law amendment. As outlined in Report 21-034 (CD) – 40km/h Speed Limit Pilot the approximate cost to implement the pilot is \$39,650 for materials, installation, data collection and communication and engagement initiatives.
- These costs can be accommodated within approved capital project A/00980-40 Traffic Calming Implementation which is intended to fund initiatives that result from the City's Speed Management Program.

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## Background

At its meeting of March 2, 2021 Council considered Report 21-034 (CD) – 40km/h Neighbourhood Speed Limit Pilot. Council approved the following recommendation:

THAT Report 21-034(CD), 40km/h Neighbourhood Speed Limit Pilot be received by Council;

AND THAT a 40km/h neighbourhood speed limit pilot be implemented in the areas of Central Cambridge, Lower Preston, North Hespeler and Southwest Galt as outlined in Report 21-034(CD);

AND FURTHER THAT Traffic and Parking By-law 187-06, Schedule 18, Rates of Speed, be amended accordingly.

In preparing the amending by-law, staff determined that it would be beneficial to implement the pilot project through a new Schedule 27 – Designated Areas, instead of amending the existing Schedule 18 – Rates of Speed.

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## Analysis

### Strategic Alignment

PEOPLE To actively engage, inform and create opportunities for people to participate in community building – making Cambridge a better place to live, work, play and learn for all.

Goal #2 - Governance and Leadership

Objective 2.2 Communicate often and make sure messages are clear, timely and delivered in a variety of ways.

This Report provides context to an important by-law amendment.

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## Comments

In order to implement the 40 km/h Neighbourhood Speed Limit Pilot outlined in Report 21-034(CD) it is necessary to amend Traffic and Parking By-law 187-06 with a new Schedule, Schedule 27- Designated Areas.

Subsequent to March 2, 2021 staff have determined it would be beneficial to introduce a new By-Law Schedule to address the pilot project as opposed to amending the existing Rates of Speed Schedule. An independent schedule reduces the number of entries required to regulate the 40 km/h areas as well as simplifies the addition or removal of 40 km/h neighborhood areas in the future.

Schedule 27 – Designated Areas identifies each pilot area, its boundary points (where gateway speed limit signs will be posted in June/July), and the speed limit for the area.

“Designated Area” is to be defined in Part II of the Traffic and Parking By-Law as “a neighbourhood designated pursuant to the Highway Traffic Act where the maximum rate of speed for all roads is less than 50 km/h”.

Part XIV – Rates of Speed will be amended to reference Schedule 27. Under Part XIV, In the event there is a conflict between Schedule 27 - Designated Areas and Schedule 18 – Rates of Speed, the maximum rate of speed set out in Schedule 18 shall apply.

The by-law will come into full force and effect upon final passing.

Adding Schedule 27-Designated Areas is an opportunity to improve the administration of the Traffic and Parking By-law for present and future use, while also implementing Council’s direction to launch the pilot project. Though it is recommended and preferred to add the new Schedule 27, the Traffic and Parking By-law could also be updated by amending the existing Rates of Speed Schedule. However, it should be noted that regardless of which approach is taken, an amending by-law is required in order for the 40km/h speed limits to be enforceable.

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## Existing Policy/By-Law

City speed limits are regulated through Schedule 18 of Traffic and Parking By-Law 187-06. In this schedule speed limits are applied to individual lengths of street.

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## Financial Impact

There are no financial implications associated with the by-law amendment. However, to implement the 40km/h Neighbourhood Speed Limit Pilot the approximate cost is \$39,650 for materials, installation, data collection and communication and engagement initiatives.

These costs can be accommodated within approved capital project A/00980-40 Traffic Calming Implementation which is intended to fund initiatives that result from the City's Speed Management Program.

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## Public Input

Issuing notice of the passing of this by-law amendment is not required and is publicly posted as part of the report process.

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## Internal/External Consultation

The new Schedule was drafted in consultation with Legal Services.

The previously approved Staff Report 21-034 (CD) – 40km/h Neighbourhood Speed Limit Pilot has been shared with the Waterloo Regional Police Service (WRPS).

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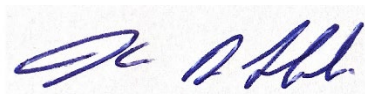
## Conclusion

In order to implement Council decision related to the 40km/h Speed Limit Pilot Project, an amendment to By-Law 187-06 is required. An amending by-law to add Schedule 27 accomplishes this, and allows for ease of future administration. It also aligns with Goal #2, Governance and Leadership, Objective 2.2 of the City's Strategic Plan by ensuring the required by-law information is clear and concise.

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## Signature

### Division Approval



**Name: Kevin De Leebeeck**  
**Title: Director of Engineering**

Reviewed by the CFO

Reviewed by Legal Services

### Departmental Approval



**Name: Hardy Bromberg**  
**Title: Deputy City Manager, Community Development**

## City Manager Approval

A handwritten signature in black ink that reads "David Calder". The signature is written in a cursive, flowing style.

**Name: David Calder**

**Title: City Manager**

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### Attachments

- Attachment 1 -Amending By-law Schedule 27 - Designated Areas, By-Law 187-06



## BY-LAW NO. XXX-XX

of the

## CORPORATION OF THE CITY OF CAMBRIDGE

Being a by-law of the Corporation of the City of Cambridge to amend By-law 187-06 being a By-law for the regulation of Traffic and Parking.

**WHEREAS** the Council of the Corporation of the City of Cambridge passed By-law No. 187-06 on the 18th day of September, 2006.

**AND WHEREAS** the *Municipal Act, 2001*, S.O. 2001, c.25, Section 11(3), authorizes the passing of by-laws regulating traffic and parking on highways;

**AND WHEREAS** the *Highway Traffic Act*, R.S.O. 1990, Part IX, Section 128(2.1), authorizes the council of a municipality to pass a by-law to set a speed limit less than 50km/h for all roads within a designated area;

**AND WHEREAS** it is deemed expedient to amend By-law No. 187-06 to facilitate the 40km/h Neighbourhood Speed Limit Pilot project as outlined in Report 21-034(CD).

**NOW THEREFORE BE IT RESOLVED THAT** the Corporation of the City of Cambridge enacts as follows:

1. THAT Part II of By-law No. 187-06 be amended by **adding** the following:

“designated area” means a neighbourhood designated pursuant to the Highway Traffic Act where the maximum rate of speed for all roads is less than 50 km/h

2. THAT By-law No. 187-06 be amended by replacing Part XIV with the following:

**PART XIV – RATES OF SPEED (KM/H)**

1. When an authorized sign is on display, the maximum permissible rate of speed on any highway named or described in **Schedule 18 (Note: Schedule 19 is intentionally **deleted**)** of this By-law shall be that rate of speed set out therein.
2. Where a designated area contained by the boundary points identified in Schedule 27 to this By-law is marked in compliance with the regulations made under the *Highway Traffic Act*, the maximum rate of speed within shall be the rate of speed prescribed in said Schedule.

(a) In the event there is a conflict between Schedule 27 and Schedule 18, the maximum rate of speed set out in Schedule 18 shall apply.

3. THAT By-law No. 187-06 be amended by adding Schedule 27 as attached.
4. THAT this by-law shall come into full force and effect upon the final passing thereof.

ENACTED AND PASSED THIS 8TH DAY OF JUNE, 2021, A.D.

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MAYOR

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CLERK

**TRAFFIC AND PARKING BY-LAW NUMBER 187-06  
SCHEDULE '27'  
PART XIV**

**DESIGNATED AREAS**

<b>NEIGHBOURHOOD AREA</b>	<b>BOUNDARY POINTS</b>	<b>MAXIMUM SPEED</b>	<b>AMENDING BY-LAW NO.</b>
1 – North Hespeler	Baldwin Drive at Black Bridge Road Clemens Avenue 42m south of Scott Road Fisher Mills Road 80m west of Scott Road Guelph Avenue 75m south of Fisher Mills Road Guelph Avenue 105m north of Poplar Drive Michigan Avenue at Black Bridge Road	40 km/h	
2 – Lower Preston	Argyle Street South 28m north of Queenston Drive Bishop Street South 56m north of Queenston Road Brower Street South at King Street East Brown Street South at King Street East Chestnut Street South 38m south of King Street East Chopin Drive 30m north of Queenston Road Church Street South 37m north of Queenston Road Dolph Street South 54m north of Queenston Road Dover Street South 42m south of King Street East Eagle Street South 60m north of Queenston Drive Lowther Street South 40m south of King Street East Montrose Street South 30m south of King Street East Union Street South 52m north of Queenston Road Waterloo Street South 53m north of Queenston Drive Westminster Drive South 38m north of Queenston Drive	40 km/h	
3 – Central Cambridge	Abbotsford Street 47m east of Hespeler Road Avenue Road 100m west of Elgin Street North	40 km/h	



**TRAFFIC AND PARKING BY-LAW NUMBER 187-06  
SCHEDULE '27'  
PART XIV**

**DESIGNATED AREAS**

<b><u>NEIGHBOURHOOD AREA</u></b>	<b><u>BOUNDARY POINTS</u></b>	<b><u>MAXIMUM SPEED</u></b>	<b><u>AMENDING BY-LAW NO.</u></b>
3 – Central Cambridge (cont'd)	Avenue Road 78m east of Hespeler Road Brooklyn Road 17m east of Glen Road Elgin Street North 20m south of Glamis Road/Ferguson Avenue Elgin Street North at Hartley Court Glamis Road 60m west of Franklin Boulevard Munch Avenue 35m east of Hespeler Road	40km/h	
4 – South West Galt	Culham Drive 26m east of Ridgewood Crescent (east leg) Grand Ridge Drive 22m west of West River Road Grand Ridge Drive 23m south of St Andrews Street Inverness Drive 35m south of St Andrews Street	40km/h	