

# Residential Speed Limits

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## 1.0 Background- why consider a change?

Traffic safety has evolved considerably over the last 20 years, with the safe system (Vision Zero) philosophy now widely considered best practice. A fundamental tenet of creating a safe system is choosing an appropriate speed limit. In locations where pedestrians and cyclists mix with vehicle traffic, 50 km/h is no longer considered a safe speed.

Further, high vehicle speeds can decrease quality of life and sense of place in a neighbourhood. Connection between neighbours is facilitated when streets are safe places for all road users and encourage interaction.

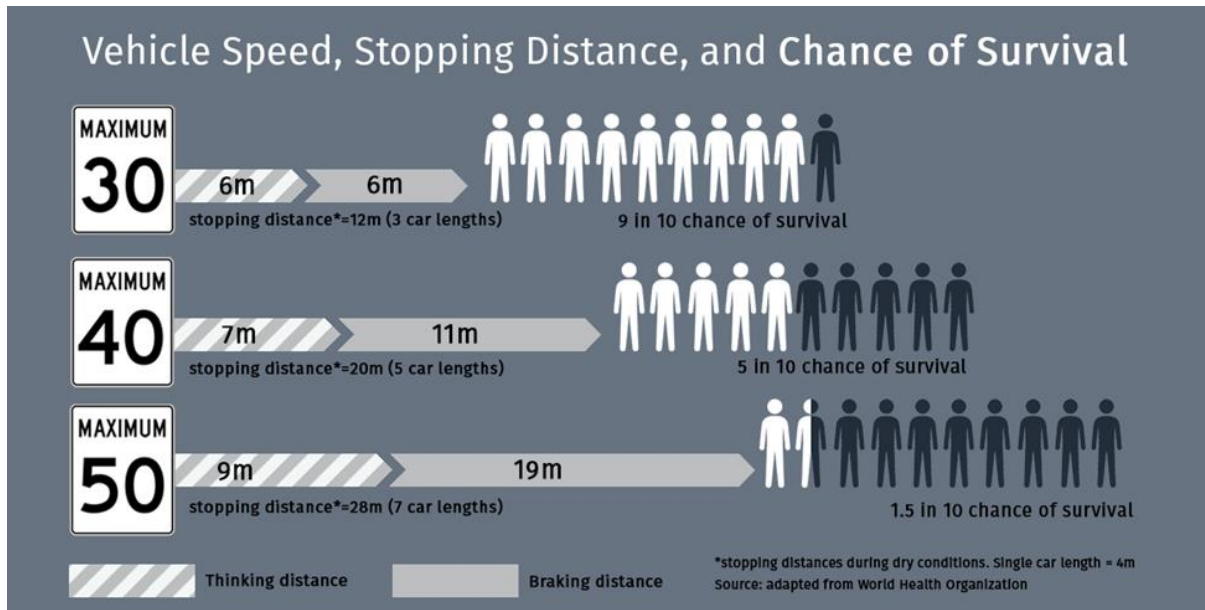
As a result, many jurisdictions around the world are opting to reduce their default residential speed limits from 50 km/h to 40 or even 30 km/h.

In Strathcona County, residents regularly enquire about reducing the speed limit in front of their own home in order to improve the safety and livability of their neighbourhood.

## 2.0 What does the research say?

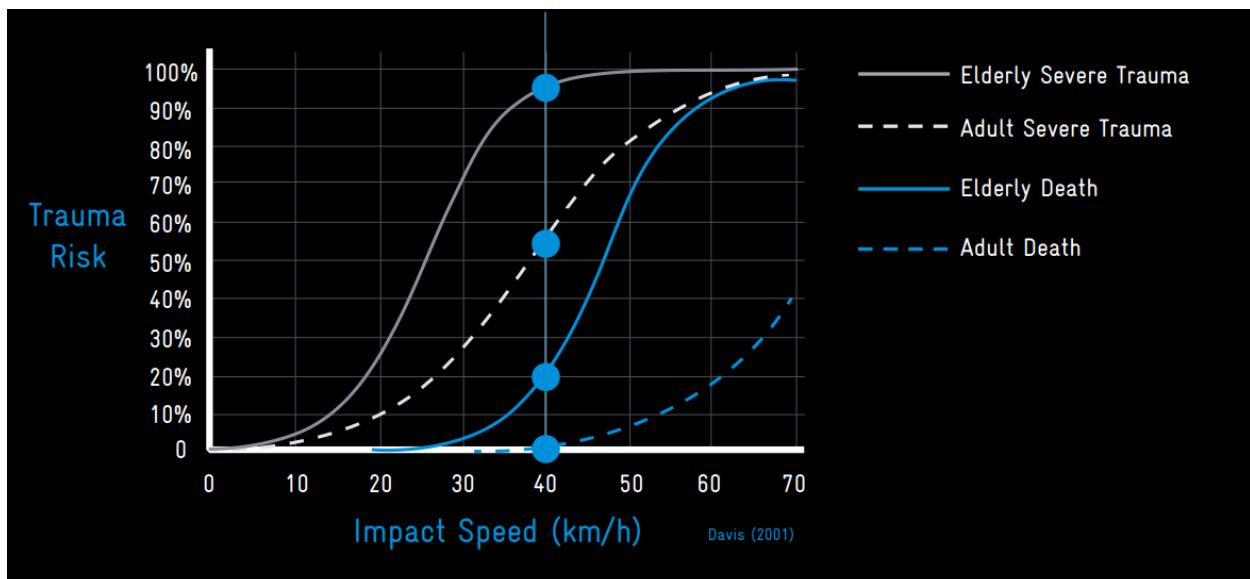
According to the World Health Organization (WHO, 2013), reducing the speed limit is a proven intervention to improve safety. Speed is an important risk factor for pedestrian injury and the risk of fatal injury increases quickly above 30 km/h. For this reason, 30 km/h is considered a safe speed limit where pedestrians/cyclists and vehicles mix.

Figure 1: Vehicle speed, stopping distance, and chance of survival



The outcome statistics provided by the World Health Organization are based on healthy adult subjects. For more vulnerable road users, such as children and the elderly, research suggests that risk of severe trauma and death is even higher. Seniors tend to be over represented in pedestrian fatalities. Alberta Transportation (2016) reports 12 pedestrians over 65 were killed in the province in 2016, higher than any other age category.

Figure 2: Speed vs. trauma/fatality risk for adult and elderly pedestrians



According to the Canadian Council of Motor Transport Administrators (CCMTA, 2013), “the current speed limit of 50km/h on most residential streets is not congruent with research findings and best practices related to speed management and risk reduction, particularly in relation to children” (p. 65).

Research also suggests that decreasing speed limits can improve community connectedness. According to Richard Sennett, “the more we create spaces where people move fast, the less they understand about what those spaces are. At about 28 or 30 mph (45 to 48 km/h) people, moving through an urban environment stop being in a place and are in space instead.”

### **3.0 How does reduction of the residential speed limits align with Strathcona County’s strategic direction?**

Strathcona County’s strategic vision is “Becoming Canada’s Most Livable Community” (2013 –2030 Strategic Plan). When asked to describe a livable neighbourhood with regards to traffic, “safe” is always the most common response from residents. The “wordle” below was created using 169 resident responses (gathered through focus groups, the Jim Common Drive traffic calming project and the Davidson Creek/Clarkdale Meadows traffic calming project). A wordle gives greater prominence to words that appear most frequently in responses.

[illegible]

- Goal 1: Build strong communities to support the diverse needs of residents
- Goal 2: Manage, invest and plan for sustainable municipal infrastructure
- Goal 8: Foster an environment for safe communities

- Decreasing the residential speed limit is also consistent with Strathcona County's Traffic Safety Strategic Plan, which is based on the premise of creating a Safe System on our transportation network. It is also consistent with Strathcona County's Integrated Transportation Master Plan's Vision: "Strathcona County has a resilient, safe, multi-modal transportation system, integrated with land use planning, to accommodate growth, provide greater travel mode choice, and manage traffic congestion". Additionally, modern developments such as the Bremner Area Concept Plan "requires design speeds to equal the posted speed and posted speed limits on streets to be aligned with the goals of Vision Zero to ensure safety for all users."

## **4.0 History of reduced speed zones in Strathcona County**

All residential areas of Strathcona County that do not have sidewalks are currently signed at 40 km/h. This includes rural hamlets of Ardrossan, Collingwood Cove, Antler Lake, South Cooking Lake and North Cooking Lake. In the urban service area, Village Drive and the Estates of Sherwood Park also have a 40 km/h speed limit. In addition, in 2004, the speed limit was reduced on Manor Drive, Manchester Drive and Mission Street to 40 km/h. The speed limit signs were installed with limited media campaign, no additional law enforcement, and no additional speed management measures.

The decreased speed limit resulted in an average speed reduction of approximately 3-5 km/h. Results were inconclusive on whether or not the reduction resulted in a measureable safety benefit, largely because collisions were low to start with. Despite the small actual speed reduction, residents were opposed to changing the speed limit back to 50 km/h, and the reduced limit remains in place today.

As a result of this pilot, Strathcona County's practice has been only to consider a reduced speed limit in locations where physical traffic calming is also being implemented to alter the design speed of the road.

The Centre in the Park is a mixed use neighbourhood, designed to encourage active transport and community connection. Festival Way, Festival Avenue and Festival Lane all have a speed limit of 30 km/h to support this vision. While compliance with the speed limit is not always high, the community supports this speed limit, and Administration does not receive complaints about the lower speed limit.

## **5.0 What are other municipalities doing?**

Many municipalities around the world have opted to decrease their default urban speed limit, both globally and locally.

In Alberta, Airdrie (30 km/h), Okotoks (40 km/h) and Beaumont (40 km/h) have already reduced speed limits across their entire residential road network. St. Albert decreased the speed limit to 40 km/h in two neighbourhoods and their downtown core in January 2019. No reports as to the efficacy of these initiatives in reducing speeds and collisions are available.

In 2010, the City of Edmonton reduced the posted speed limit in six residential communities from 50-to-40km/h. The pilot study was supported by

- Detailed communication plan
- Installation of new speed limit signage
- Various speed display boards
- Community programs

### ➤ Photo-radar enforcement

At the end of the pilot project, three of six neighbourhoods voted to revert their speed limit back to 50 km/h and three opted to keep the 40 km/h limit. Extensive ongoing evaluation of speed and collision outcomes (Islam and El-Basyouny, 2015) has concluded that the speed limit reduction was effective in improving safety and reducing speeds on residential roads. Both average speed and speed variance was reduced, and reductions were greatest for heavy vehicles, local roads and on weekdays. The reduction was effective in reducing crashes of all severities.

Research suggests speed limit reductions may be even more effective when implemented across an entire municipality than when single streets or neighbourhoods are reduced. Effective January 2017, the default speed limit on City of Boston streets was reduced from 30 mph to 25 mph (48 Km/h to 40 Km/h). Research found the speed limit was effective in reducing speeds, but most effective in reducing high level speeding (the odds of vehicles exceeding 35 mph reduced by 29%) (Hu and Cicchino, 2019).

Both Edmonton and Calgary are currently in the process of considering residential speed limit reductions across their municipality. Both City Councils have endorsed the idea, but both cities are debating with what speed limit to implement (40 or 30 km/h) and how best to undertake the implementation. Several smaller municipalities are waiting to see what happens in Edmonton and Calgary before going ahead with their own speed reduction projects. See Appendix One for more details on other Alberta municipalities.



## **6.0 Current state of traffic safety in our neighbourhoods**

### **6.1 Collision Data**

Strathcona County has an excellent traffic safety record in residential areas. Over the past ten years (2009-2018), there has been only one fatality on a residential road. The collision involved an adult pedestrian and was unrelated to speed. Over the last ten years, less than 4% of major and fatal injuries have happened in residential areas.

About 20% of vulnerable road user collisions happen in our neighbourhoods. Between 2009-2018, 23/123 pedestrian collisions and 37/165 bicycle collisions took place on a residential street. Generally, these collisions are much less severe than collisions on the arterial network that involve pedestrians and bicycles.

Figure 4: Serious/fatal injuries in Strathcona County: residential vs non-residential (2009-2018)

Residential Roads	(2009-2018)	Non-Residential Roads
1	 Fatal Injuries	56
18	 Major Injuries	483

In the last 20 years (1999-2018), one cyclist and three pedestrians 12 and under were injured in residential areas. None of these incidents occurred in a school or playground zone. None of the incidents were related to speed. During the same time frame, four children 12 and under died in traffic collisions in Strathcona County. All four were passengers in motor vehicles in the rural area; 69% (20/29) of children with major injuries during this time period were also passengers in a vehicle.

## 6.2 Speed Data

Despite the excellent safety record in Strathcona County neighbourhoods, speed data collected on residential roads indicates that the potential for a serious or fatal collision certainly exists. To illustrate the risk, the chart below summarizes speed data collected on several collector roads in Sherwood Park.

Table 1: Sample speed data from collector roads in Sherwood Park

Date	Location	Average Speed	85 <sup>th</sup> percentile speed*	Approximate number of vehicles exceeding 85 <sup>th</sup> percentile/day
October 2015	Foxhaven Drive	44.6 km/h	54.4 km/h	275
June 2017	Alder Avenue	41.5 km/h	50.4 km/h	120

September 2015	Highland Drive	49.7 km/h	61.4 km/h	200
May 2019	Aspen Trail	40.1 km/h	46.9 km/h	175

\*the 85<sup>th</sup> percentile: 85% of overall speeds recorded which is close to 85% of drivers travelling at this speed or less.

Many vehicles travelling on collector roads in Sherwood Park are going at speeds that are known to result in a pedestrian fatality, should a collision occur. Operating speeds are closely tied to the design of the roads. Subdivisions built in the 1980's and 1990's tend to have wider cross sections and therefore higher operating speeds. Recent design and construction standards have lowered the design speed tolerances of residential roads. Generally, operating speeds in newer subdivisions tend to be lower, as many of these communities have traffic calming features included in their construction.

## 7.0 Public Engagement- 40 km/h

### 7.1 2009 Strathcona County public satisfaction survey

The idea of reducing residential speed limits has been explored previously. In 2009, all 500 respondents from the annual Strathcona County Satisfaction Survey (random/telephone) were asked "To what extent would you support a 40 km/h speed limit on all residential streets in Sherwood Park as well as the various hamlets and subdivisions throughout Strathcona County?" Table 2 details the results of this survey. It can be seen from Table 1 that support for a 40 km/h speed limit was higher in 2009 in Sherwood Park than in rural Strathcona County.

Table 2: Survey responses: **To what extent would you support a 40 km/h speed limit on all residential streets in Sherwood Park as well as the various hamlets and subdivisions throughout Strathcona County?**

	Sherwood Park		Rural Strathcona		Total	
	N	%	N	%	N	%
Strongly support this	99	30.5	34	19.5	133	26.7
Somewhat support this	55	16.9	18	10.3	73	14.6
Somewhat oppose this	36	11.1	34	19.5	70	14.0
Strongly oppose this	98	30.2	56	32.2	154	30.9
Somewhat in the middle	37	11.4	32	18.4	69	13.8
Total	325	100.0	174	100.0	499	100.0

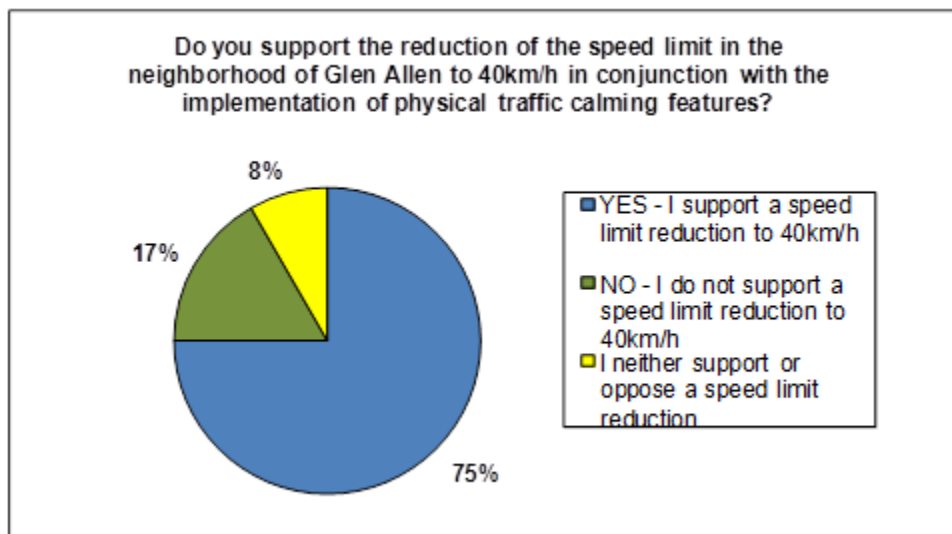


## 7.2 Glen Allan

As part of the 2015 traffic calming project in Glen Allan, residents who attended the final open house (about 100) for the project were asked about a speed reduction to 40 km/h. There was strong support for this initiative at the open house. Figure 5 details the results.

Most of the comments received regarding a speed limit reduction spoke to the importance of enforcing the speed limit, whether at 50 km/h or 40 km/h. All comments are included in Appendix Two.

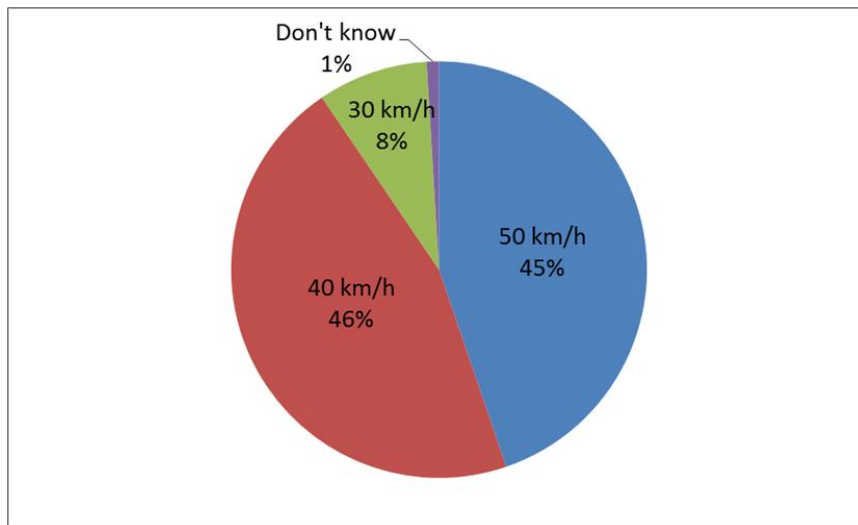
Figure 5: Resident support for 40 km/h Speed Limit in Glen Allan (2015)



### 7.3 Heritage Hills

Similar to Glen Allan, residents were asked about a reduced speed limit during the 2019 Community Traffic Safety Review project. There was less support in Heritage Hills, but the majority of neighbourhood residents responding (7% response rate) did support a reduction. Figure 6 details the results.

Figure 6: What is an appropriate speed limit in Heritage Hills? (n=105)



Generally, residents who feel the speed limit should remain at 50 km/h, tended to refer to the neighbourhood's good traffic safety record, convenience for residents and onus on the pedestrian to take responsibility for their own safety.

Residents who supported decreasing the speed limit tended to speak to the importance of the safety of children in the subdivision, how they already drive slower than 50 km/h and how slower speeds contribute to a more livable community.

Regardless of their position on speed limit, many residents noted that any speed limit change must come with adequate enforcement to realize a change. All comments are included in Appendix Two.

### 7.4 Strathcona County Online Opinion Panel (SCOOP)

The following poll was administered on SCOOP in September and October 2019: "Should Strathcona County consider lowering the residential speed limit to 40 km/h in Sherwood Park? Figures 7 and 8 detail the results. When all results are considered, 55% of respondents opposed consideration of a speed limit decrease. However, similar to the 2009 poll, when support is broken out by location of residence, Sherwood Park residents are more supportive of considering a speed limit reduction than rural residents, although a slight majority still oppose consideration of a reduction.

Figure 7: All responses: Should Strathcona County consider lowering the residential speed limit to 40 km/h in Sherwood Park? (n=486)

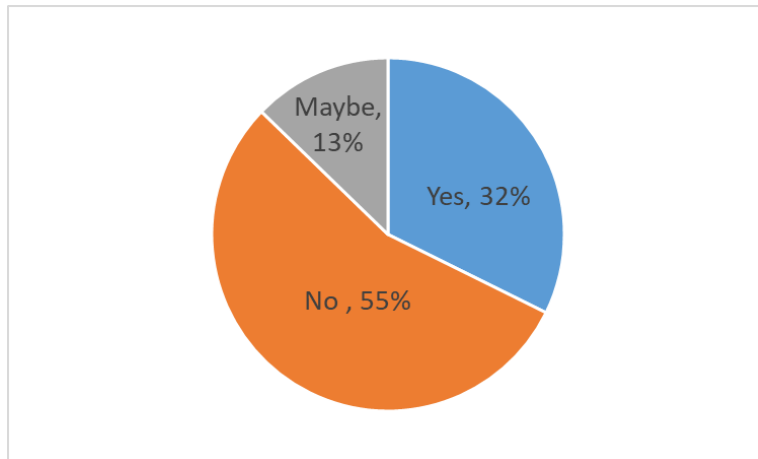
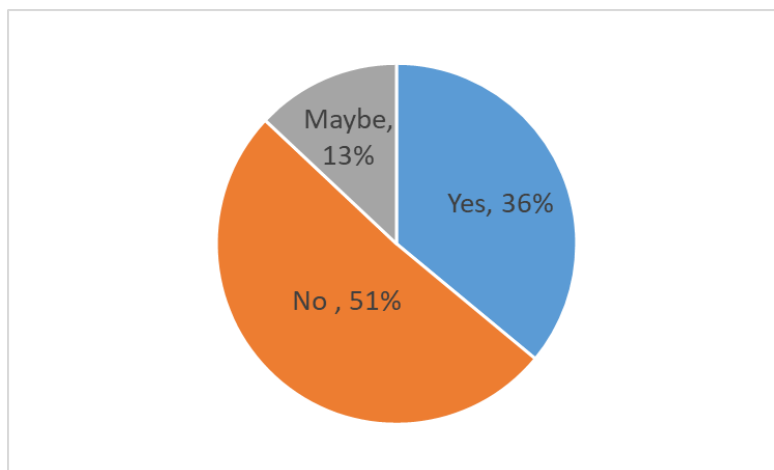


Figure 8: Sherwood Park resident responses only (n=383): Should Strathcona County consider lowering the residential speed limit to 40 km/h in Sherwood Park?



During the same survey, SCOOP participants were also asked "How often do you use Strathcona County walking trails?" A chi-square was undertaken to see if there is a relationship between how people feel about lowering the speed limit and making use of walking trails. The result was that the chi-square = 8.19 ( $p=0.017$ ), which suggests that there is a significant relationship. In all likelihood, those who are in favour of lowering the residential speed limit tend to use walking trails more frequently.

## **8.0 How would a residential speed limit reduction impact police, emergency response, student transportation and transit?**

Internal and external stakeholders were asked their opinions on a residential speed limit reduction in Sherwood Park.

### **8.1 Strathcona County Emergency Services**

When asked about reducing the speed limit, the following response was received:

*Reducing speed limits within residential neighborhoods would have minimal impacts on emergency responses. We expect a slight reduction in emergency response vehicles average travel speed: i.e. slower traffic would be slower to move out of the way. As residential streets do not typically experience significant congestion, these effects would be minor.*

When it comes to implementing physical traffic calming measures, SCES has more concern as these measures can impact response times, and this must be considered when choosing design features.

### **8.2 Strathcona County Transit**

Strathcona County Transit local routes are designed to take 25 minutes to complete, with an additional five minutes for connections. This equates to 30 minutes for a total cycle time. There are a number of routes that travel primarily on residential collector roads that already require more than the 25 minutes of travel time due to current traffic conditions and passengers loads. A speed limit reduction to 40 km/h would make these routes tight. This could result in some performance issues, resulting in tight connections and possible delay for passengers. Operators may not have the opportunity to use the washroom or take a break.

A speed limit reduction to 30 km/h would likely require some redesign of the local route network. The local routes that would not be able to complete their trip within 25 minutes would need to be shortened, resulting in additional local routes to service the same amount of area.

Additional buses would need to be purchased and additional operators would need to be hired to maintain current service levels. Alternatively, within existing capital and operating budgets, a reduction in service coverage (no service at all or longer walking distance to bus stops) and/or service frequency may be required.

### **8.3 Student Transportation**

Strathcona County consulted with student transportation stakeholders from Elk Island Catholic Schools, Elk Island Public Schools and the Greater North Central Francophone Education Region No. 2, (Conseil scolaire Centre-Nord). All school

buses operating in Strathcona County utilize Global Positioning Systems (GPS) to monitor bus activity.

All student transportation stakeholders were in consensus that the buses operating on residential streets are already usually travelling between 30 and 40 km/h. As a result, a speed reduction to 40 km/h would not have a significant impact on routes or service. If the speed limit is reduced to 30 km/h, it would be have a higher impact on route times, which would be of concern.

## **8.4 Strathcona County RCMP and Enforcement Services**

RCMP perspectives on a speed limit decrease are similar to SCES. A speed limit reduction to 40 or 30 km/h would likely have little impact on response times in neighbourhoods, as police can exceed speed limits when necessary. Physical traffic calming can potentially impact response times, but as RCMP are generally operating smaller, more nimble vehicles than SCES, unless the traffic calming features are extremely aggressive, they are unlikely to have a big impact on police response.

The policing concern with a speed reduction lies mainly with their capacity to respond to resident requests for enforcement. Residential enforcement demand is already high. Reducing the residential speed limit is likely to come with resident expectation that the new limit will be enforced. Consideration of how this demand will be managed without compromising safety on the arterial road network will be an essential component of any plan for neighbourhood speed reduction.

## **9.0 Other considerations**

### **9.1 Speed limit consistency**

New playground zones in Strathcona County are created according to guidelines set out by the Transportation Association of Canada and Alberta Transportation, which were developed in 2007. Prior to that time, playground zones were created based on engineering best judgement and resident request. Sherwood Park currently has many older playground zones that would not be warranted by today's standards. Once a playground zone has been established, there is generally a lot of community resistance to remove it. As a result, there is an inconsistent application of playground zones.

Under the new guidelines, most playgrounds in newer areas of Sherwood Park are designed and signed as playground areas rather than playground zones. Several residents believe the playground areas near their homes should be playground zones. Reducing the default speed limit would provide the opportunity to consider removing existing unwarranted playground zones and would provide lower speeds in playground areas. This would provide greater consistency across our community.

Removing unwarranted playground zones on collector roads with multiple playground zones would also allow for more consistent speed limits on these streets.

## 9.2 Neighbourhood intersection control

Many intersections in urban neighbourhoods currently have stop controlled intersections. Reduction of the speed limit will allow these intersections to be reassessed, and some may no longer warrant a stop sign and could be reevaluated as a less obtrusive yield control. This would allow drivers smoother flow through the neighbourhood.

## 9.3 Cost

Transportation and Agriculture Services estimates the cost to sign our community as required to implement a speed limit reduction in urban residential areas would be approximately \$32,000. This includes cost of the signs, installation, and communication. Every collector/local road entering into a residential subdivision off of one of the main arterial roadways would require a sign.

## 10.0 References

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## Appendix One: Residential Speed Limits-Other Alberta Municipalities

Municipality	Speed Limit	Residential Enforcement Model	Comments
St. Albert	50 km/h	Mixed-photo radar and manned	<p>-has recently implemented 40km/h speed limit in three Neighbourhood Traffic Calming communities and Downtown, where improved mobility and pedestrian safety is an objective.</p> <p>-Although not specifically stated as a "pilot" projects, there is the benefit of using these communities as examples to show impacts to services (PW, Transit, EMS), public opinion (safety and efficiency) and potential demand on Enforcement (no additional enforcement resources have been targeted for delivery)</p> <p>-During the neighbourhood Traffic Calming work, each community was surveyed with the question "What should the posted speed limit be on your roadway?" – a majority answered 40 km/h or less.</p> <p>-An objective is to not rely on Enforcement for the 40km/h sites – as no additional enforcement resources have been targeted for delivery. That being said – Enforcement will continue in these areas as it has in the past.</p>
Lethbridge	50 km/h	Photo radar is used in residential areas	<p>We are waiting for the results of the review City of Calgary is undertaking currently before making any decision on considering any speed limit changes on our residential streets.</p> <p>We think, any decision on speed limit changes on residential streets must be accompanied with changes to design standards. Our current carriageway widths for standards for local streets may be amenable to lower speed limits but we will have to make changes to our minor and major collector road standards and make retrofit changes to accommodate the lower speeds if implemented.</p>
Red Deer	50 km/h	Photo radar in school and playground zone/areas	<p>There is interest within the city of Red Deer to reduce residential speed limits to 40 km/hr, however we are scared to install the 40 km/h on each residential roads as per the current AB Traffic Safety Act. So we are waiting for the time when Province changes the default speed to 40 km/h on city roads in near future.</p>



Ft. Saskatchewan	50 km/h	Primarily manned enforcement with photo radar at some schools and playgrounds	<ul style="list-style-type: none"> <li>-not currently considering a reduction in residential speed limits</li> <li>-focusing our efforts on reducing speeds to within current 50 km/h limits: <ul style="list-style-type: none"> <li>• adopting a safe systems approach to roadway design and adjusting our design standards to design roads for the posted speed rather than the TAC speed</li> <li>• adopted a Traffic Calming policy to address areas where speeds are observed above what the policy says is acceptable.</li> </ul> </li> <li>-There have been a couple of comments and questions from Council surrounding the reduction of speed limits, but there hasn't been enough support to warrant further work.</li> </ul>
Beaumont	40 km/h	Aggressive photo radar program	<ul style="list-style-type: none"> <li>-Beaumont has had a 40 km/h speed limit default speed limit in their urban area for well over 10 years. Applies to all local and collector roads.</li> <li>-No changes have been made to the design and construction standards for new development in light of 40 km/h limit. Little physical traffic calming has been done.</li> <li>-Engineers attribute the success of the speed reduction to the aggressive photo radar program. Generally they find 85th percentile speeds on residential roads to be between 39-42 km/h</li> </ul>
Okotoks	40 km/h	unknown	<ul style="list-style-type: none"> <li>-residential speed limit was reduced to 40 km/h in January 2016</li> <li>-unable to contact anyone for more information</li> </ul>
Airdrie	30 km/h	unknown	<ul style="list-style-type: none"> <li>- Airdrie has had a residential speed limit of 30 km/h for years.</li> <li>-unable to contact anyone for more information</li> </ul>
Leduc	50 km/h	Primarily photo radar in school and playground sites, some manned enforcement	<ul style="list-style-type: none"> <li>-Planning to survey the public on the questions of residential speed limits in the 2020 census.</li> <li>-The Mayor has expressed interest in possibly having pilot areas for lowered residential speeds.</li> </ul>

Spruce Grove	50 km/h	Primarily manned enforcement	There has been discussion about reducing the speed to 40 km/hr. One of the issues is that the default is 50 km/hr and everywhere it will not be 50km/hr the signage for 40 km/hr will be required to be posted. This is expensive. There are discussions on how to possibly get around this. IE: Entry into the city residential speed 40 Km/hr. At present this is not a "Serious" discussion but more exploratory.
Edmonton	50 km/h	primarily photo radar-mainly in school and playground zones	<ul style="list-style-type: none"> <li>-a reduced residential speed limit has been under discussion for some time in Edmonton.</li> <li>-public engagement suggests the majority of residents support a residential speed limit decrease</li> <li>-Council passed a multifaceted motion in May, asking city administration to return early next year with proposed bylaws that would see speed limits on local and collector roads in core neighbourhoods drop to 30 km/h, and the limit on those types of roads in the rest of the city would drop to 40 km/h.</li> </ul>
Calgary	50 km/h	Photo radar (?manned)	<ul style="list-style-type: none"> <li>-in September 2018, Calgary city council endorsed lowering of residential speed limits</li> <li>-currently, extensive project underway to determine what the speed limit should be and how it would be best implemented.</li> </ul> <a href="https://www.calgary.ca/Transportation/Roads/Pages/Traffic/Traffic-safety-programs/Residential-speed-limits.aspx">https://www.calgary.ca/Transportation/Roads/Pages/Traffic/Traffic-safety-programs/Residential-speed-limits.aspx</a>

## **Appendix Two: Resident comments**

### **Glen Allan resident comments 40km/h**

- One owner thinks YES, one owner thinks NEUTRAL.
- Perfect - and then have it enforced by the police. Write tickets!
- Have police enforce.
- Would it be enforced though?
- A marked crosswalk on Glenbrook at Gilmore is really needed to cross to Gilmore Park. It's dangerous to cross.
- It needs to be enforced by the RCMP so when the high flyers get enough tickets they might learn.
- As any speed limit, it is only effective if it is enforced.
- Very much need reduced speed.
- Only if it comes with enforcement.
- Enforce this with photo radar - old neighborhood, poor design, needs slower speed.
- Speed reduction to 40km/h. No special calming features needed.
- We don't drive much over 40km/h anyways, must be old fogies.
- If it will be effective ok. A lot of people go 30-40km/h now.
- We need enforcement.
- It only slows the lawful drivers
- This will help, but won't be perfect.
- On a trial basis only - if it works, good. If not, revert to 50km/h.
- Should be consistent throughout residential areas.
- Enforcement is needed.
- 50 km/h is okay.
- Not needed - enforce the present speed limit.
- Strongly support.
- Enforcement is needed.

### **Heritage Hills resident comments regarding appropriate speed limit**

- these measures are enough.
- As long as people keep to the 50km/h limit it is safe. Unfortunately many decide to go much faster.
- Put safety of young children, which as an adult driver are your responsibility to watch out for, first, and inconveniencing yourself with slower driving speeds second. How would you feel if your child has to cross that road/roads every day?
- I 100% support a reduction in the speed limit to 40 km/h. 30 km/h outside of school zones would be too much of a change and would frustrate drivers. I

already drive 40 km/h in residential areas as I feel safer about watching for children, pedestrians and cyclists, and stopping suddenly if I need to. If driver feedback signs were used (even temporarily for educational purposes at key entrances to Heritage Hills and around the school) it would help with the change and not take away from enforcement in other areas that need it more. Just because Heritage Hills has a good track record so far does not mean that we should wait for something bad to happen to fix things. It is inevitable that traffic will increase in Heritage Hills with the new school so let's be proactive about being safe. The sooner this can be done, the better so that new families driving in Heritage Hills for the school are aware of the lower speed limit right off the bat, rather than trying to change their driving as well as current residents. Lowering the speed limit at this time makes sense given it is time for a traffic safety review of the area, regardless of the school being built. Heritage Hills is a much bigger area than just the neighbourhood surrounding the new school. Lowering the speed limit would very positively affect the quality of life for my family. I would like to be part of a proactive, forward-thinking community that puts the value of its residents and their quality of life first. There has been so much talk of making Bremner a top-quality living area that encourages greener options such as walking and cycling. We should take every opportunity to do that here in Sherwood Park. I would love to see Heritage Hills be a leader in reducing speed in residential areas and increasing safety and wellness in our community.

- 40 is reasonable...50 is too fast. We'd need RCMP here enforce.
- I feel that lowering it only makes people think cars will go slower. Most people know that within residential 50km is the speed, changing that just makes most people confused.
- If it ain't broke don't bother fixing it because of some organizations and individuals ideals.
- We in Canada always think that reducing speed limits is the answer. Take a look at parts of the world. The pedestrian has to take some responsibility and stay of their cell phones.
- I think the other calming measures at key areas should provide adequate speed reduction in the high pedestrian areas. By lowering the speed to 30kmh across the board, you could be giving pedestrians a false sense of security that enables non compliance.
- The design of the subdivision has enough curves that slow traffic. We usually go 40Km -50 Km on the main routes and less than that on the side streets. The community is very good at monitoring itself!
- 35 km/h is a reasonable compromise.
- There will be a school zone at 30 km/h, but if neighbourhood kids are walking to school, we should consider a decrease to enhance their safety. I

think 40 km/h is an appropriate middle ground and that people are more likely to obey that than 30 km/h everywhere.

- Enforce the speed limit
- keep it 50. tell kids to fucking look before crossing streets. not that hard.
- Heritage Hills has no issues with traffic at 50km/h. The crosswalks are all very visible, it's easy to see and react to pedestrian traffic well in advance, and as a pedestrian rarely do I have issues with vehicles stopping for me at crosswalks. Lowering the speed limit would just be an inconvenience to residents, especially those further within who have to drive a fair bit to get out of heritage Hills.
- 30km/h is ridiculously slow. Decreases quality of life by increasing commute times. There has been an excellent safety record here for years and there is no reason to reduce the speed limit.
- Residents of Heritage Hills had to beg...repeatedly, for bulbed crosswalks to be installed along the parkway. We were ignored by the County for years. It was only the work of our councillor at the time that made it happen. Now, 6 years later, you propose to rip it all out and redo it. We had to beg, we were ignored...
- Speed is a problem, even through your stats show low accidents that does not act of the "close calls" that are not reported
- Slower speeds and increased enforcement are a must.
- I have concerns with pedestrian visibility at most of the proposed changed areas. The curving roads make it difficult to see pedestrians and cyclists and
- We need to move and get places. Not in favor of 30. Way too slow especially if other measure are in place.40 is kind of half way.
- We would be fine with a 40 km speed limit, most often we travel this speed anyways, but we are concerned about getting tickets in our neighbourhood.
- 30 is too slow. 50 or 40 are good.
- See previous comment. There should be more awareness by pedestrians and bike riders that they to have a responsibility to take care of their own safety as well. They get a false sense of security that the car driver owns all the responsibility.
- Pedestrian and vehicle density will be most prevalent in the proposed school zone itself and also from Clover bar Road to the school site for buses and parents who chose to drive their children. This zone alone should be 30km/h.
- Allowing parking on streets will slow traffic naturally.
- Speed is the number one problem in our area, cars are not respecting pedestrians or cyclists. We have a large number of young drivers in our area who drive carelessly and fast. I also think the trees need to be better maintained at train crossings and pathways
- Reducing the speed to 30km/h will have little effect as I feel many drivers will still travel 50km/h or faster. In my opinion, having curb extensions at

certain intersections/crosswalks would have the most impact for pedestrian safety

- I drive this speed already 50 is too fast in the neighborhood
- There is no reason that we have to go 30 or 40 km/h unless it is in a school zone or a park area. I would be interested in knowing how many of the accidents in this neighbourhood in the past 10 years have been due to running STOP signs.
- In my opinion, speed reduction does not work as we have had 50K on Highland Drive and people who live in the area tend to ignore it. I believe if you were to implement speed cushions, and raised cross walks in beacons it would have the desired effect.
- The previous council abandoned modern technology by getting rid of photo radar. Speeders embrace modern technology by texting each other about radar traps.
- I am not against 50km/h but regardless of what is decided, enforcement is key. If we are not going to enforce the speed limits, there is no point in changing them.
- No reduction
- You can put up a sign with any number on it, no difference unless people obey. Enforcement is needed.
- Year round, all day and night 40 km/h, unless it is a school zone, then 30km/h