

# PUBLIC CONSULTATION REPORT: CITY OF ST. ALBERT TRAFFIC NETWORK SPEED REVIEW



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# Executive Summary

As part of the City of St. Albert's Transportation Safety Plan (2018), the City's Transportation and Engineering Services department commissioned ISL Engineering to perform a transportation network speed limit review. This review, which was completed in February of 2020, contained several recommendations for changes to speed limits in St. Albert. In keeping with the City's Public Participation Policy, the Manager of Transportation and Engineering Service engaged the services of Politikos Research to gather the views of residents of St. Albert

on these proposed changes in ways that complied with public health advice issued in response to the ongoing COVID-19 pandemic. This report details the findings of that consultation process.

To gather as much unbiased feedback from residents of St. Albert as possible, Politikos Research carried out two surveys (online and postal), hosted a virtual town hall and a virtual focus group, and received unstructured comments by email, telephone, and via Facebook. Just over 3,000

people completed the online survey, and roughly 5,000 people returned the postal survey. The response rates of 5% of the St. Albert population and 20% of city households, respectively, are unusually high for survey research, and suggest a high degree of public engagement with the issue. Because of these high levels of participation and our multiple-methods approach, we are extremely confident that our findings accurately reflect public opinion in St. Albert.

## PROPOSED CHANGES

The proposed changes to speed limits are as follows:

### Changes to neighbourhood roads

- Reduce the speed limit on all neighbourhood roads from 50 km/h to 40 km/h

### Changes to School Zones and Playground Zones

- Change school zones to playground zones at all elementary schools
- Establish a 'time of day' for playground zones as 8 a.m. to 8 p.m.
- Remove playground zones from Attwood Park on Attwood Drive, Forest Park on Forest Drive, and Deerbourne Park on southern section of Deerbourne Drive

### Changes to selected major roads

Increase the speed limit from 50 km/h to 60 km/h on:

- Bellerose Drive, from Evergreen Drive to City Limits
- Sir Winston Churchill Avenue, from Poirier Avenue to City Limits
- Sturgeon Road, from Beacon Crescent (south) to Boudreau Road
- Dawson Road, from Giroux Road to McKenney Avenue
- Sir Winston Churchill Avenue, from Riel Drive to Levasseur Road

Increase the speed limit from 60km/h to 70km/h on Meadowview Drive, west of Ray Gibbon Drive

### Changes to 'Slow Zones'

Remove the 30 km/h 'Slow Zones' on the following roads:

- Sturgeon Road, Burns St to Burnham Avenue
- Mission Avenue, St Vital Avenue to Malmo Avenue
- Grosvenor Boulevard, Gaylord Place to south of Grenfell Avenue
- Grenfell Avenue, Gatewood Avenue to Greenwich Crescent
- Meadowview Drive, Mission Avenue to 150 metres west of Mission Avenue



## SUMMARY OF FINDINGS

The people of St. Albert have strong opinions about speed limits. Broadly speaking, they agree with proposals to increase the speed limit on specific sections of major roadways in the city, and with proposals to remove some identified slow zones with speed limits of 30 km/h. There is also broad agreement about removing some specific playground zones.

Proposals to slow traffic in predominantly residential areas, however, were much more contentious: Slightly more people disagreed than agreed with the proposal to reduce the speed limit on all neighbourhood roads to 40 km/h in both the postal and online survey. A substantial majority also disagreed with the proposal to change school zones to playground zones at elementary schools, while respondents were almost evenly split on the proposal to make playground zones effective from 8 a.m. to 8 p.m. year-round.

We were able to identify some common concerns on both sides of this issue:

People who agreed with the proposals to slow traffic in residential areas, when given the opportunity to comment, generally cited safety concerns in their comments.

People who disagreed with such proposals, meanwhile, often questioned whether or not the changes were necessary, suggested that the speed limit should be reduced on some, but not all, neighbourhood roads, and expressed frustration about what they perceived as excessive travel times on the City's traffic network.

There is a middle ground: Comments suggested that there was greater support, even amongst those who said they disagreed with the reduction, for a speed limit reductions on small neighbourhood roads such as crescents and cul de sacs. The debate, for some residents, was over whether or

not to lower speed limits on the main neighbourhood entry and exit streets (drives and boulevards) as well.

With respect to changes to playground zones, some people questioned whether it was necessary to turn elementary school zones into playground zones. Respondents questioning whether such a change was necessary argued that fewer children use elementary playgrounds after school hours, and that such playgrounds are often fenced and removed from the road. Many also questioned whether an end time of 8 p.m. for playground zone speed limitations was appropriate, particularly in winter when it is cold and dark much earlier than 8 p.m.

Understanding these specific concerns may help the City determine how to proceed with the proposed changes to neighbourhood roads and playground zones, given the lack of a strong majority for or against either of these changes.

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# Speed Limit Review

The City of St. Albert's Transportation Safety Plan (2018) envisions a future "where transportation fatalities and major injuries are rare."<sup>1</sup> The City has several different strategies to achieve this goal. One of these, strategy VS-S1-C, is to review traffic speeds and speed limits. To do this, the City of St. Albert engaged ISL Engineering services to evaluate the road network using the Transportation Association of Canada (TAC) guidelines, as well as other frameworks such as the Alberta Transportation Guidelines for Playground and School Area and Zones. Based on ISL's findings, which were delivered in February 2020, the City's Transportation and Engineering Services department proposed a num-

ber of changes to the speed limits on the city's traffic network. Broadly, the proposed changes fell into four categories:

- Reducing speed on neighbourhood roads from 50 km/h to 40 km/h
- Increasing speed on selected major roads from 50 km/h to 60 km/h, or 60 km/h to 70 km/h
- Making changes to school and playground zones
- Removing selected "slow zones" of 30 km/h

In keeping with the City of St. Albert Public Participation Policy, the Transportation and Engineering Services department needed to engage in a public consultation process on these proposed changes. Faced with the accelerating COVID-19 pandemic in the spring of 2020, however, traditional consultation methods were not possible. In order to consult with the citizens of St. Albert about these proposed changes, even under pandemic conditions, the City issued a request for proposals for public consultation services. Following a competitive bid process, Politikos Research was selected to conduct public consultation on these proposed changes.

<sup>1</sup> City of St. Albert Transportation Safety Plan, p. ii.

<https://stalbert.ca/site/assets/files/7510/cosa-transportation-safety-plan.pdf>



# Public Consultation

The City of St. Albert hired Politikos Research to gather broad-based, unbiased feedback from the citizens of St. Albert about these proposed changes to speed limits. In keeping with this objective, we took care to present information about the changes as neutrally as possible.

Politikos Research engaged in a four-pronged consultative approach that combined two surveys, an online town hall meeting and focus group, and unstructured feedback through a variety of channels. The goal was to provide the City with a snapshot of opinion on the traffic speed proposal to inform next directions for the proposed changes.

In order to allow residents to make an informed judgement about the proposed changes, and to create a central hub for the overall consultation process, we hosted a dedicated web page on our politikosresearch.ca website. This page served as an anchor for the consultation process, providing a target for promotional messages on the City's social media channels. The page featured a short explanatory video that summarized the proposed changes, as well as answers to Frequently Asked Questions, maps of the proposed changes, a link to the ISL Engineering report and, later, a video recording of the virtual town hall event. Because the explan-

atory video was intended to be shared widely across a variety of social media channels, it also directed the viewer back to the webpage and invited them to respond to the survey and to attend the town hall.

We executed an online survey that asked about proposed changes at specific locations, and used open-ended questions to elicit information that would help us understand why people agreed or disagreed with the proposed changes. To complement the online survey, we also executed a short-form postcard survey that was mailed to every household in the City of St. Albert. Return postage was prepaid, so that people could return completed survey cards simply by dropping them into any mailbox. The postcard survey was designed to facilitate quick and easy response, and so did not include questions about specific locations or any opportunity for open-ended feedback. Taken together, these two surveys give us comprehensive insight into the views of city residents.

In the place of a traditional in-person public event, Politikos Research hosted a virtual town hall meeting on September 16, 2020. This event was open to anyone who wished to attend. Dean Schick and Sudip Barua of the City's Traffic and Engineering Services department, and Daniel Zeggelaar, a

consultant with ISL Engineering who worked on the report that underpins the proposed changes to speed limits, presented the work done to date in order to explain the rationale for the proposed changes. Aaron Giesbrecht of the City's Policing Services department and Inspector Pamela Robinson of the St. Albert RCMP detachment were also present to answer questions from the public. Approximately 20 people attended this event. Politikos Research also hosted a virtual focus group on September 23, 2020 with nine representatives of the Community Services Advisory Committee, Policing Committee, Seniors Advisory Committee, Youth Advisory Committee, and Environmental Advisory Committee to gather their views on these proposals. In addition, Politikos Research received unstructured feedback from citizens of St. Albert via email, telephone, and Facebook. Taken together, these different forms of consultation allow us to not only present an overall snapshot of what people think of these proposals, but also offer some insight into the reasons for their views.

# SURVEY DESIGN

Both the online and postcard survey were designed to be simple to complete, in order to make it easy and quick for people to respond. In keeping with this goal, we asked only if respondents agreed or disagreed with a proposed change, rather than using a more traditional five-point Likert scale (for example, asking whether people strongly agree, agree, have no opinion about, disagree, or strongly disagree with a proposed change.) Our review of relevant research on survey design indicated that the simple agree/disagree approach would gather a similar amount of information while encouraging higher response rates.

The online survey asked 20 questions, organized into sections. The survey opened with the following background prompt:

*Please take a moment to have your say*

*on the proposed speed limit changes in St. Albert.*

*The survey will prompt you to agree or disagree with each of the suggested changes, as well as gives you a chance to provide more detailed feedback.*

*The survey should take no more than five minutes to complete. For details on the proposed changes visit [politikosresearch.ca/traffic](http://politikosresearch.ca/traffic)*

There were fourteen agree/disagree questions, all of which presented the proposed changes as statements. For example, the proposed reduction in speed limits on neighbourhood roads was presented as “Reduce speed limits from 50 to 40 km/h on all neighbourhood roadways.”

There were also five open-ended questions that invited respondents to

comment on the proposed changes. The phrasing of these questions emphasized detail, as in the following example: “Are there any additional comments you would like to make about reducing the speed limit on neighbourhood roadways that the City of St. Albert needs to know? If so, please provide us with your comments in as much detail as possible.” The final open-ended question simply asked respondents if there were “any other comments that you would like to provide on transportation to the City of St. Albert?”

The postcard survey (reproduced below, not to scale) was necessarily shorter in order to fit onto a standard postcard format. This meant that the postcard survey contained only a brief prompt followed by five questions, with no room for open-ended commentary.

The City of St. Albert is considering changes to speed limits in the city, and wants your opinion on the proposed changes before they are considered by Council in January 2021. Please take a moment to circle whether you agree or disagree with these changes, and then put this card in any mailbox before September 30. For more information, including maps that show the locations of the proposed changes, visit [politikosresearch.ca/traffic](http://politikosresearch.ca/traffic).

- |                                                                |       |          |
|----------------------------------------------------------------|-------|----------|
| • Reduce speed limits to 40 km/h on all neighbourhood roads    | Agree | Disagree |
| • Increase speed limits from 50 to 60 km/h on some major roads | Agree | Disagree |
| • Change existing elementary School Zones to Playground Zones  | Agree | Disagree |
| • Set Playground Zone times from 8 a.m. to 8 p.m.              | Agree | Disagree |
| • Remove identified 30 km/h Slow Zones                         | Agree | Disagree |





# Interpreting the Data

There was a great deal of public engagement with this consultation process. Thanks to the efforts of the City of St. Albert's communications team, our dedicated web-page had 3,862 visitors between September 7th (when our survey was launched) and October 15th. Although the number of participants in the virtual town hall was similar to the normal levels of attendance at physical consultation events, the uptake on the two surveys was surprisingly high.

The online survey was completed 3,016 times, and we received 5,281 completed postcard surveys. These represent response rates of roughly 5% of the population of St. Albert, and 20% of the households in St. Albert, respectively - quite high for surveys of this kind. Because these surveys were distributed through different means, it is quite possible that people could have responded to both of them. Consequently, results from the two surveys should not be added together. Instead, they should be understood as being two different snapshots of public opinion in the population of St. Albert. In addition, people responding to either survey could choose not to answer any of the questions that were asked. We indicate the number of responses for each survey question when reporting our findings below.

Any survey provides information about a sample of people within a larger population, and is thus subject to sampling error. Because of the very high response rates, both surveys reported here have very large sample sizes and, thus, relatively small mar-

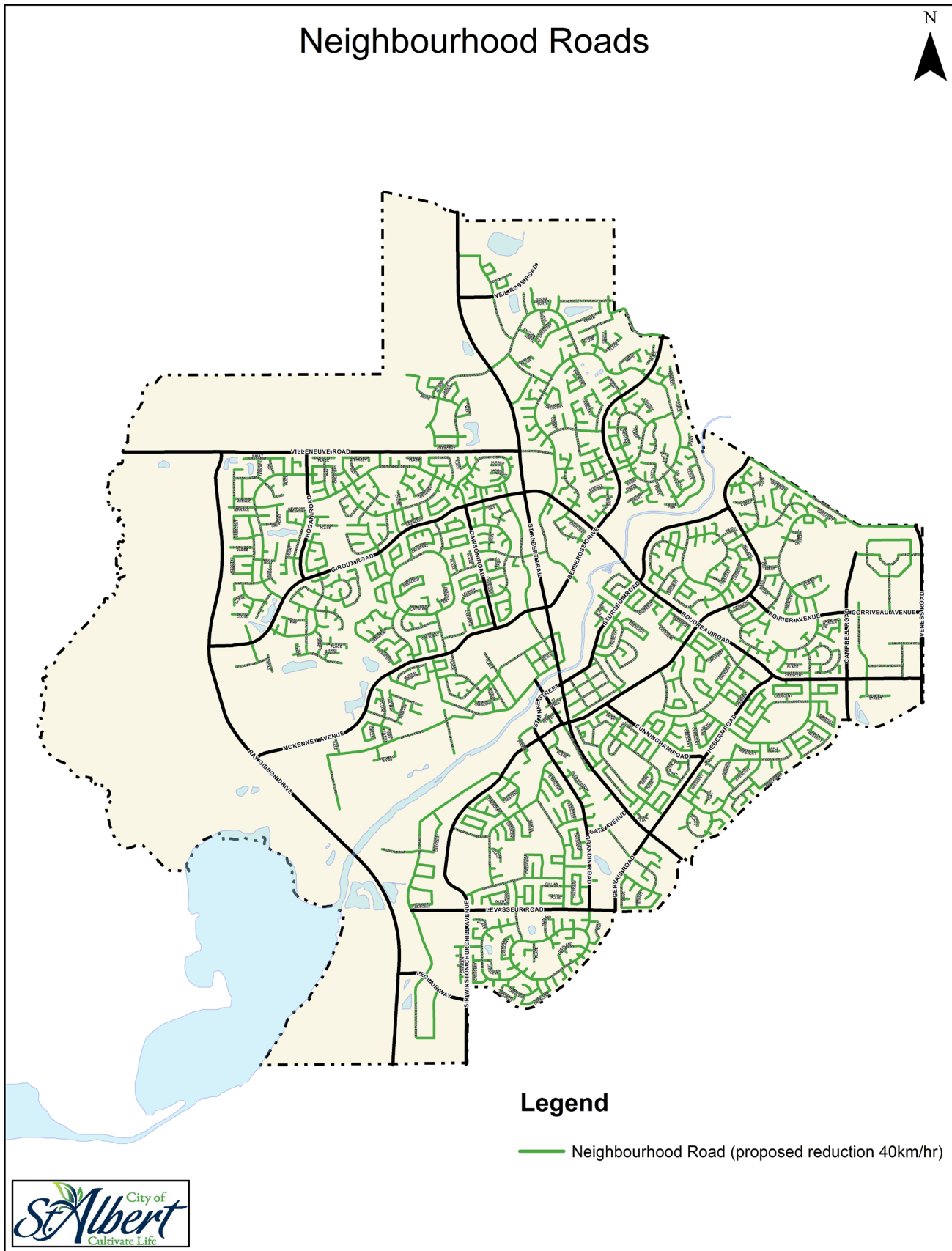
gins of error. When we report survey results, we include the margin of error at a 95% confidence interval. This means that, if we were to run the same survey twenty times, we would expect that in 19 of those times, the result would be within the margin of error of the proportions that we report in this document. (Another way of understanding this is that there is a 95% chance that the actual proportion of the entire population of St. Albert who agree or disagree with a particular proposal is within the margin of error of the number we report in this document.)

While the results of the two surveys are not statistically identical, for most practical purposes their results were the same in most cases. In two instances, there was a difference in the findings of the two surveys. Our assessment is that this was an effect of significantly different wording of the questions on the two surveys. The online survey questions offered more information to respondents, whereas the postcard questions - constrained by the size of the card - did not. This difference in the framing of the questions affected respondents' perception of the issue, which is a well-documented phenomenon in survey research. These instances aside, however, the two surveys have substantively similar outcomes.

As with all survey data, care must be used in interpreting the results. The quantitative data from the surveys (namely, the proportion of respondents who agreed or disagreed with various proposed changes) does not by itself indicate *why* people agreed

or disagreed. To better understand the opinions behind the survey responses, the Politikos team has reviewed and coded the open-ended text responses to the online survey, and evaluated the unstructured feedback from the town hall, focus group, and other feedback channels such as telephone calls, emails, and Facebook comments. Roughly 1,350 people provided this kind of commentary in one form or another. Our coding procedure identifies the broad themes that are associated with agreement or disagreement to the various proposed changes. Unlike the quantitative data, where we can calculate exact margins of error, our qualitative findings should be read as indicators of the public mood.

As a result of this public consultation process, Politikos Research collected and analyzed a large amount of data about residents' views on the proposed changes to speed limits. In this report, we present our findings in relation to each of the proposed changes. Our findings suggest that, while there is widespread agreement about some of the proposed changes, other proposals - notably the reduction of speed limits on neighbourhood roads - are more contentious. We hope that our work identifies a pathway towards addressing these contentious issues.



Map 1: Locations of Proposed Speed Limit Reductions

# Speed Reductions

The first recommendation in the ISL Engineering report was to reduce the default and posted speed limits on neighbourhood roads from 50 km/h to 40 km/h. The map on the facing page shows which roads would be affected by this proposed change. This proposal proved to be very conten-

tious, with a very slender majority of respondents disagreeing even after the margin of error is taken into account.

A review of the comments on this question in the online survey, as well as other forms of feedback, suggests

that, while there are a variety of reasons why people disagree, the most common is that reductions to speed limits doesn't seem necessary on all neighbourhood roads.

## ONLINE SURVEY RESULTS

Of the 2,952 responses in the survey, 43% of the people who responded agreed with the first recommenda-

tion to reduce the posted speed limits on neighborhood roads, while 57% disagreed. Based on these percentag-

es and the sample size, the margin of error on these results is 2%.

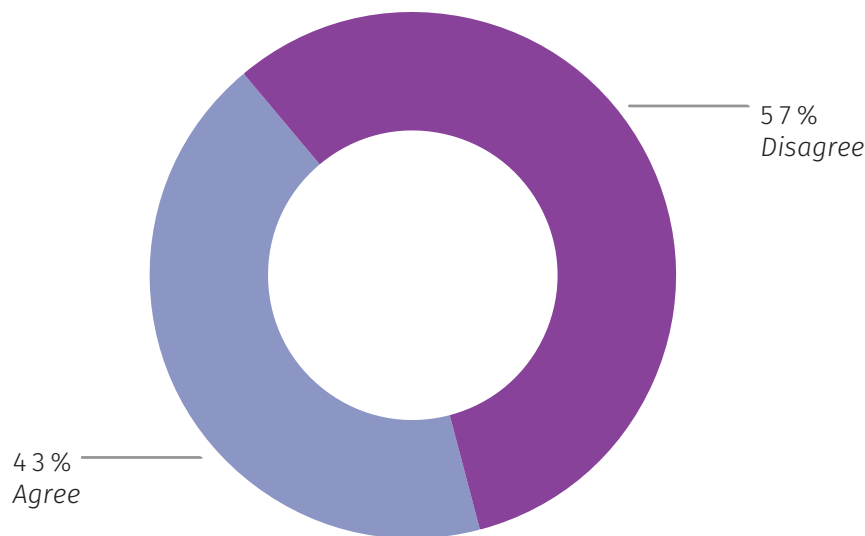


Figure 1: Online Survey Response to Neighbourhood Speed Reductions

# POSTCARD SURVEY RESULTS

## NEIGHBOURHOOD ROAD SPEED LIMIT REDUCTIONS

The postcard survey presented this proposal to people as “Reduce speed limits to 40 km/h on all neighbourhood roads”. 5,243 people responded

to this question by circling either “Agree” or “Disagree”; 38 respondents left the question blank. 47% of the people who responded agreed with

the proposal, while 53% disagreed. Based on these proportions and the sample size, the margin of error on these results is 1%.

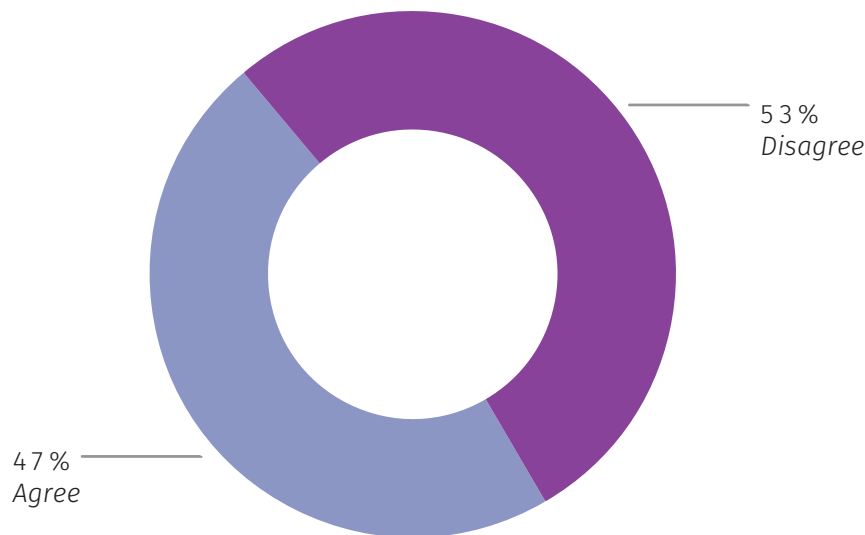


Figure 2: Postcard Survey Response to Neighbourhood Speed Limit Reductions

## WHY PEOPLE DISAGREE

### NEIGHBOURHOOD ROAD SPEED LIMIT REDUCTIONS

After asking whether or not people agreed or disagreed with the proposal to reduce speed limits on neighbourhood roads, our survey asked: “Are there any additional comments you would like to make about reducing the speed limit on neighbourhood roadways that the City of St. Albert needs to know? If so, please provide us with your comments in as much detail as possible.” Out of the 3,016 responses

to the survey, there were 697 unique comments left in response to this question. People were slightly more likely to leave comments if they disagreed with the proposal: 429 comments (roughly 60%) were from people who disagreed.

The people who disagreed with lower residential speed limits in the online survey, and who provided com-

ments, gave a variety of reasons for their opinion. We reviewed these reasons and identified the main themes. Some people gave more than one reason in their comments; where they did, we identified each of the reasons that were given. As a result, there are more reasons in our data than there are comments. The three most common reasons why people disagreed with the proposed reduction in speed

limits on neighbourhood roads can be summarized as skepticism about the need for change, a desire for a more nuanced approach to speed limits on different neighbourhood roads, and concerns about increasing travel times in the city.

**1) “It is unnecessary to slow traffic even more.”**

This was by far the most commonly cited explanation within the open comments; almost 45% of comments described some form of this view. There were a number of ways by which residents articulated this view, stating in some cases that the change was not needed, that 50 km/h was slow enough, or suggesting strong skepticism that this change would increase safety. In all of these comments, it was clear the respondent was not convinced by the stated reason for making this change and/or did not know what the reason was.

Some of the questions and comments from the virtual town hall held on September 16th are consistent with this skeptical response. Members of the public asked about the evidence and safety rationale behind the proposed speed reduction. One person, for example, pointed out that the map of high-collision areas in the ISL Engineering report did not show any neighbourhood roads as being high-collision areas, and asked why the speed reduction was being considered. City staff responded to this by pointing out that 1/3 of collisions take place on neighbourhood roads - and that, given the relatively low volume of traffic on such roads, this implies that the collision rate per vehicle on neighbourhood roads is relatively high. Speeds of 40 km/h are recommended to increase the safety of all road users. Another member of the public asked what outcome was

expected; City staff responded that most drivers already travel at around 40 km/h on neighbourhood roads, so this change aligns posted limits with current behaviour.

Given the low attendance at the Town Hall in comparison to the high survey response rate, it is clear that many people in St. Albert are uncertain about the need for this change despite the explanations provided at the town hall.

**2) “I think the main roads through neighbourhoods should be 50 and side roads should be 40.”**

Almost 20% of comments suggested that what the resident actually disagreed with was the switch of “All” neighbourhood roads to 40 km/h. These residents felt that main roads through neighbourhoods should remain 50 km/h while small crescents and cul de sacs, for instance, should switch to 40 km/h. Some residents articulated concern that changing the main neighbourhood road to 40 km/h would increase the time required to leave their neighbourhoods substantially and would consequently increase their commuting time and/or general resident frustration. It is possible that residents misunderstood which roads would change speed; however, our team checked some of the roads listed by residents as “main neighbourhood roads” and found that they were indeed slated to change to 40 km/h. The take-away from these comments is that, for these residents, their disagreement with the change would in most cases switch to agreement, if main neighbourhood roads - drives and boulevards - were left at 50 km/h.

A similar sentiment was expressed during the community focus group, when some of the participants com-

mented that industrial collector roads (particularly Riel Drive) ought to be treated separately from residential roads.

**3) “It’s already a nightmare getting around our city streets in a decent, safe amount of time.”**

Just under 15% of comments referenced the length of time it takes to transit the city by car and/or mentioned increased congestion within St. Albert as a reason why they disagreed with the change of speed on all neighbourhood roads. These individuals often felt that 50 km/h was slow enough and in some cases felt speeds should actually increase. In other cases, respondents argued that most people already drive under the speed limit in neighbourhoods and that, by changing the speed limit to 40 km/h, those individuals would drive even slower, undermining traffic flow. This was also a common theme in comments on the City’s social media channels.

Other reasons articulated by residents for their disagreement with the change in speed on neighbourhood roads included:

1. a view that the change was motivated by revenue-seeking in the form of speeding fines rather than safety concern (cash grab by government),
2. a view that educating citizens about their driving responsibilities would increase safety more than decreasing speed limits,
3. a view that greater enforcement of the existing 50 km/h speed limit would deal with any problems of excessive speeds in neighbourhoods, and
4. a view that pedestrian issues, such as pedestrians J-walking, were of greater concern.

Other topics that came up within the comments, but not to an extent that warranted their own categories on our chart below include: a) concern over the cost of changing all signs across the city, b) a view that consistency of speed limits on most roads was paramount and that changing speeds

only served to confuse or distract drivers, c) a view that other driving problems, such as distracted driving, were more significant safety concerns than speed, and d) concern that light sequencing requires improvement in St Albert to prevent this change from slowing traffic (this latter group was

also counted under “increased travel times”). All of these concerns are listed under “other” in figure 3.

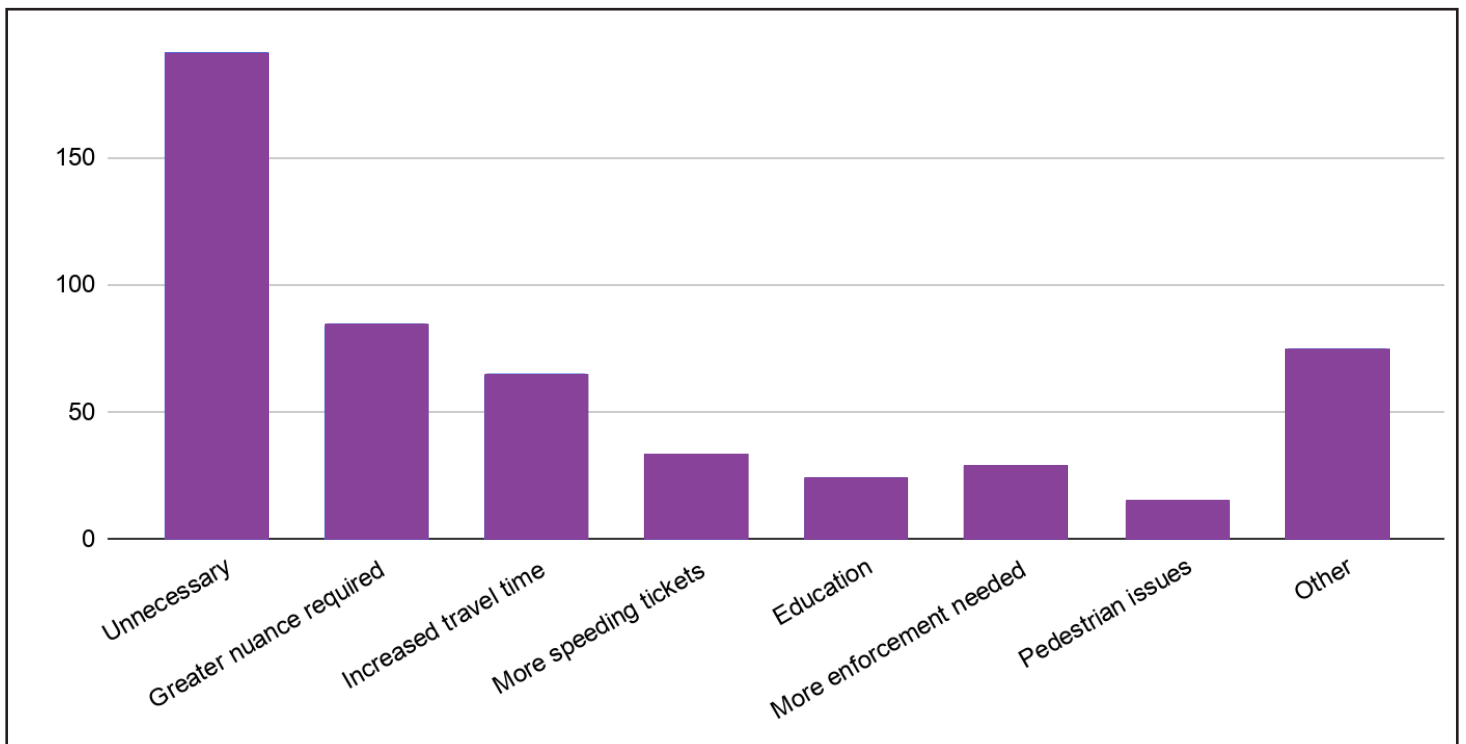


Figure 3: Number of Comments by Reason for Disagreeing with Speed Reduction on Neighbourhood Roads

# WHY PEOPLE AGREE

## NEIGHBOURHOOD ROAD SPEED LIMIT REDUCTIONS

People who agreed with lowering residential speed limits were, in general, less likely to leave a comment explaining why - and, when they did so, it was often hard to discern a clear reason for their support. Nonetheless, we identified two major recurring themes among these comments: Safety and enforcement.

### 1) “Too many close calls...”

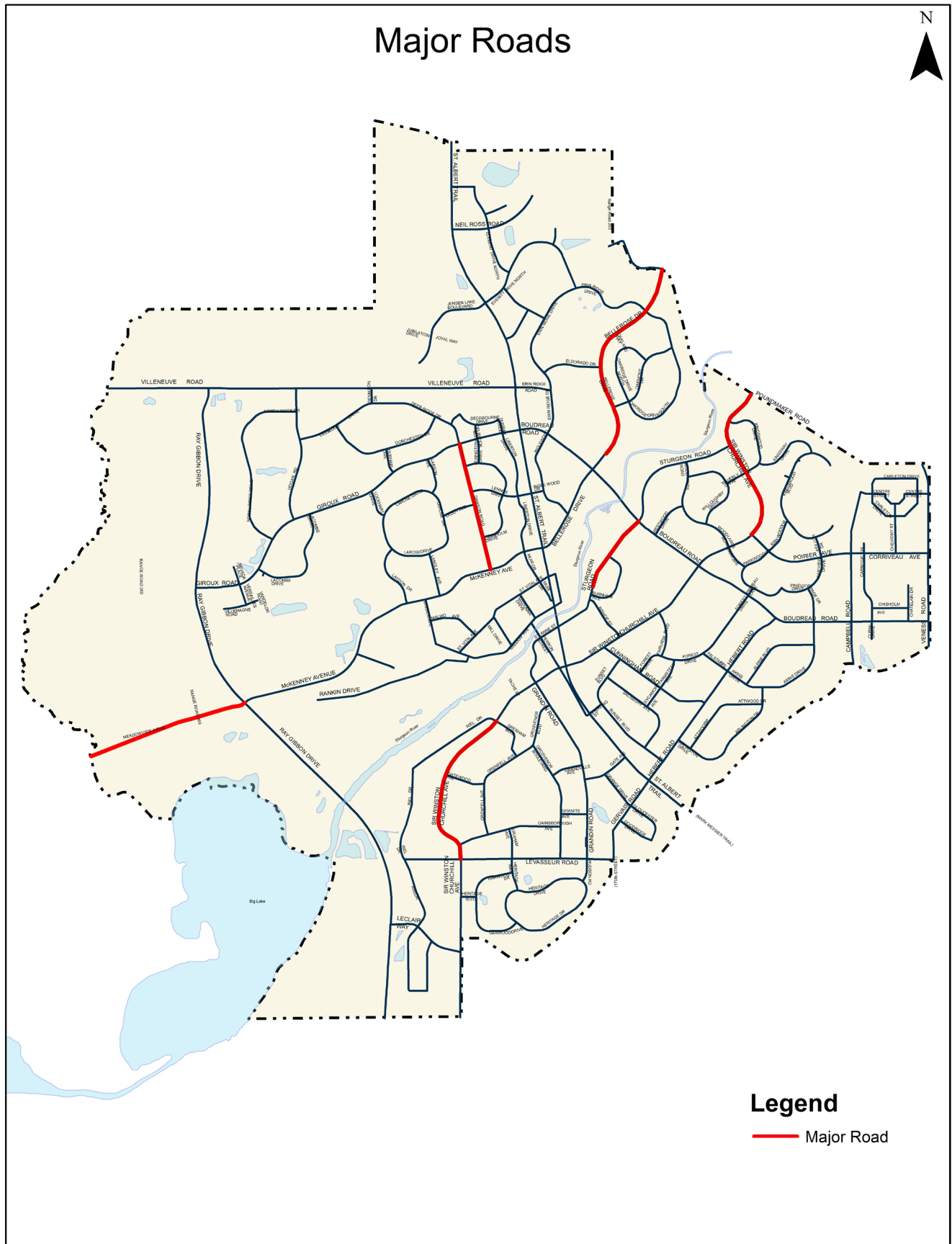
26% of comments in support of the proposed reduction in speed made some reference to either a dangerous status quo, or increased safety should this change be implemented. The participants in the community focus group, who were generally in support of this proposal, also identified safety as a major reason for their support. The relationship between vehicle speed and probability of fatality when the collision involves a vulnerable road user (children, pedestrians, etc) was generally accepted by these respondents as an important argument in favour of reducing speed limits on neighbourhood roads.

### 2) “Enforcement is also essential”

In comments from those who disagree, enforcement of existing speed limits is perceived as inadequate by some, while others viewed the proposed reduction in speed limits (and a supposed corresponding increase in traffic fines) negatively, seeing it as a “cash grab” by the City. 16% of people who agreed with the proposed change, and who left comments in the online survey, expressed concern that the proposed reduction in speed limits would need to be associated with an increase in enforcement to ensure compliance. These concerns were echoed by participants in the community focus group, who commented that increased enforcement would be needed to address the small proportion of drivers routinely exceeding the speed limit. While we coded the need to ensure enforcement separately from safety concerns, at its root, this issue is also one of safety for residents who agreed with the change.

Other reasons why people agreed included support for consistency in speeds around the city and support for the City’s recent changes to the

traffic network in the neighbourhood of Erin Ridge. Indeed, the Erin Ridge traffic changes were raised as an example by people on both sides of the issue, both in the virtual town hall and in responses to the online survey. People had overwhelmingly negative views of the traffic calming curbs that had been installed, arguing in many cases that they caused motorists to have to enter the path of oncoming traffic when turning. People generally had more positive views about the reductions in the speed of traffic. During the virtual town hall, one member of the public asked about the impacts of these changes; City staff reported that the average number of collisions in the area had decreased. The ISL Engineering report also shows a reduction in the average number of collisions in Erin Ridge, and an even greater reduction in collisions that resulted in injury. Notably, for some residents of the Erin Ridge neighbourhood, this change had increased their perception of personal safety in the neighbourhood and was one of the key reasons they supported the overall shift in speed limits on neighbourhood roads to 40 km/h.



Map 2: Locations of Proposed Speed Limit Increases



# Speed Increases

Based on recommendation #3 from the ISL Engineering report, the City proposed increasing the speed limit from 50 km/h to 60 km/h on the following major roadway sections:

- Sir Winston Churchill Avenue, from Riel Drive to Levasseur Road
- Sir Winston Churchill Avenue, from Poirier Avenue to city limits
- Bellerose Drive, from Evergreen

- Drive to the city limits
- Sturgeon Road, from Beacon Crescent (south) to Boudreau Road
- Dawson Road, from Giroux Road to McKenney Ave

The City also proposed to increase the speed limit from 60 km/h to 70 km/h on Meadowview Drive, from Ray Gibbon Drive to the city limits.

The map on the facing page shows where these changes would take effect.

There was broad support for making these changes: Across both surveys, between 80% and 90% of respondents agreed with increasing the speed limits on selected major roads.

## ONLINE SURVEY RESULTS

### SPEED LIMIT INCREASE: SIR WINSTON CHURCHILL AVE. (RIEL DR. TO LEVASSEUR RD.)

The online survey asked people about each of these changes separately. With regard to Sir Winston Churchill Avenue, from Riel Drive to Levasseur

Road, of the 2,937 responses in the survey, 90% of the people who responded agreed with increasing the speed limit at this location. Only 10%

disagreed. Based on these percentages and sample size, the margin of error was 1%.

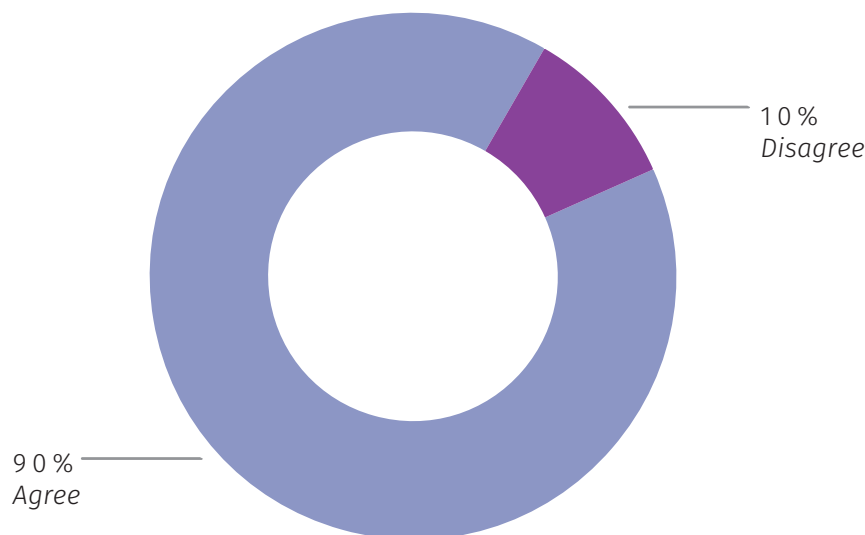


Figure 4: Online Survey Response to Speed Increase, Sir Winston Churchill Ave from Riel Dr. to Levasseur Rd.

### SPEED LIMIT INCREASE: SIR WINSTON CHURCHILL AVE. (POIRIER AVE. TO CITY LIMITS)

As for the proposed increase in speed on Sir Winston Churchill Avenue, from Poirier Avenue to City limits, of the 2,936 responses in the survey, 88% of the people who responded agreed with increasing the speed limit at this location, while 12% disagreed. The margin of error was 1%.

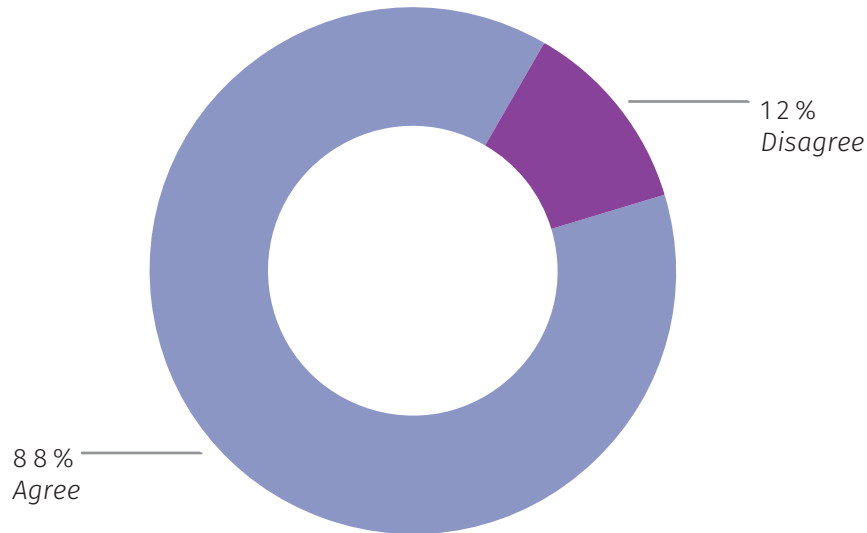


Figure 5: Online Survey Response to Speed Increase, Sir Winston Churchill Ave from Poirier Ave to City Limits

### SPEED LIMIT INCREASE: BELLEROSE DR. (EVERGREEN DR. TO CITY LIMITS)

Respondents' views were similar when it came to the proposed speed increase on Bellerose Drive, from Evergreen Drive to the City limits. Of the 2,914 responses in the survey, 88% of the people who responded agreed with increasing the speed limit at this location, while 12% disagreed. The margin of error was 1%.

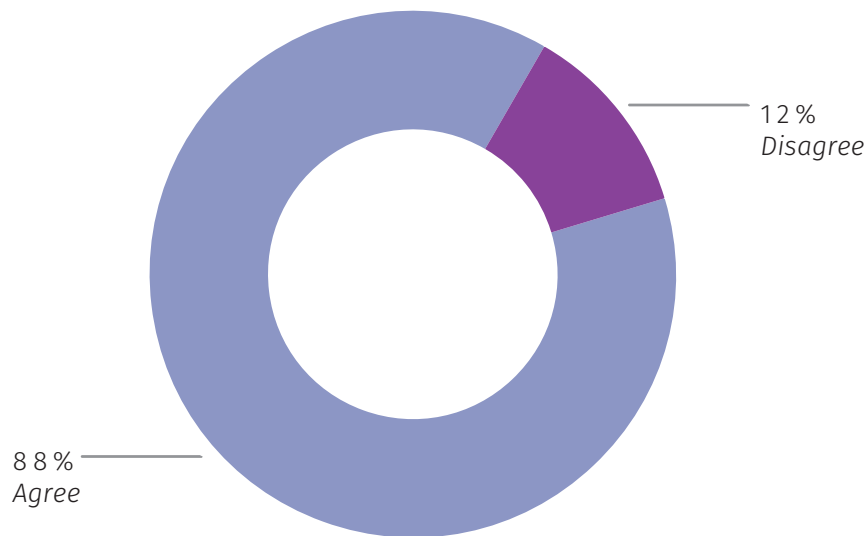


Figure 6: Online Survey Response to Speed Increase, Bellerose Dr. from Evergreen Dr. to City Limits

## SPEED LIMIT INCREASE: STURGEON RD. (BEACON CRES. TO BOUDREAU RD.)

Residents also broadly agree with the proposed speed limit increase on Sturgeon Road, from Beacon Crescent (south) to Boudreau Road: Of the 2,911 responses in the survey, 82% of the people who responded agreed, while 18% disagreed. The margin of error was 1%.

For roughly the first 36 hours of the survey period, the online survey erroneously asked respondents about

a different section of Sturgeon Road, running from St. Albert Trail to Beaverbrook Crescent. There were 777 unique responses to the survey during this period, out of the 2,911 total responses.

To determine whether or not this error affected the results, we examined these 777 responses and the subsequent responses separately, and compared the results. The pro-

portions of people agreeing and disagreeing in these two sub-groups of respondents are statistically identical, as they are within each other's margin of error. Based on this, we are confident that the error in wording did not substantively affect the results of the survey. As we note in our conclusions, respondents' views on speed limits appear to have very little to do with specific locations.

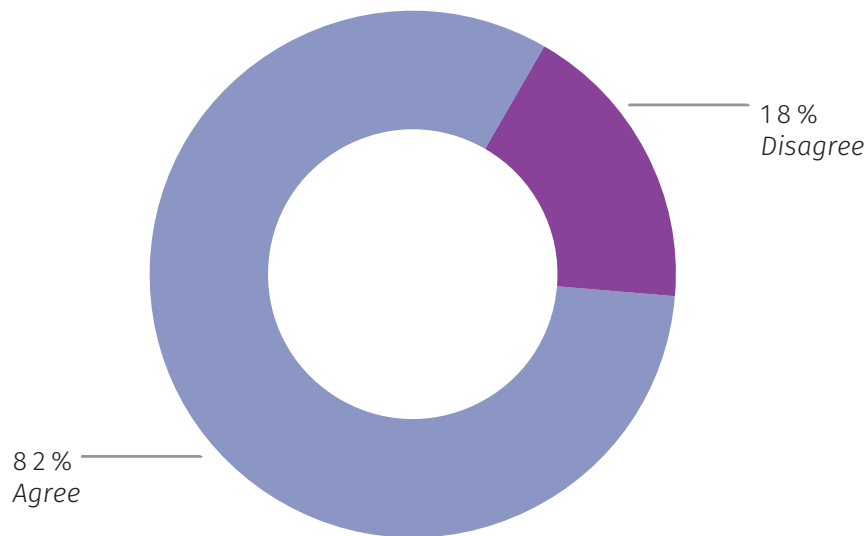


Figure 7: Online Survey Response to Speed Increase, Sturgeon Rd. from Beacon Cres. to Boudeau Rd.

### SPEED LIMIT INCREASE: DAWSON RD. (GIROUX RD. TO MCKENNEY AVE.)

Public support was slightly lower for the proposed speed limit increase on Dawson Road, from Giroux Road to McKenney Ave.

Of the 2,918 responses in the survey, 87% of the people who responded agreed with increasing the speed limit at this location, while 13% disagreed.

The margin of error was 1%.

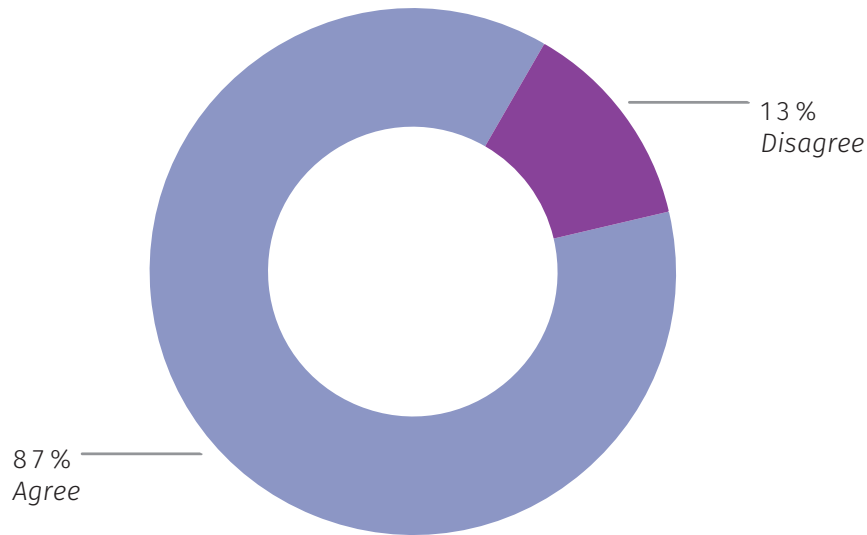


Figure 8: Online Survey Response to Speed Increase, Dawson Rd. from Giroux Rd. to McKenney Ave.

### SPEED LIMIT INCREASE: MEADOWVIEW DR. (RAY GIBBON DR. TO CITY LIMITS)

Finally, a large majority of the residents of St. Albert agreed with increasing the speed limit to 70 km/h on Meadowview Drive, from Ray Gibbon

Drive to the City limits.

Of the 2,924 responses in the survey, the percentage who agreed with

increasing the speed limit at this location was 88%, while the percentage who disagreed was 12%. The margin of error was 1%.

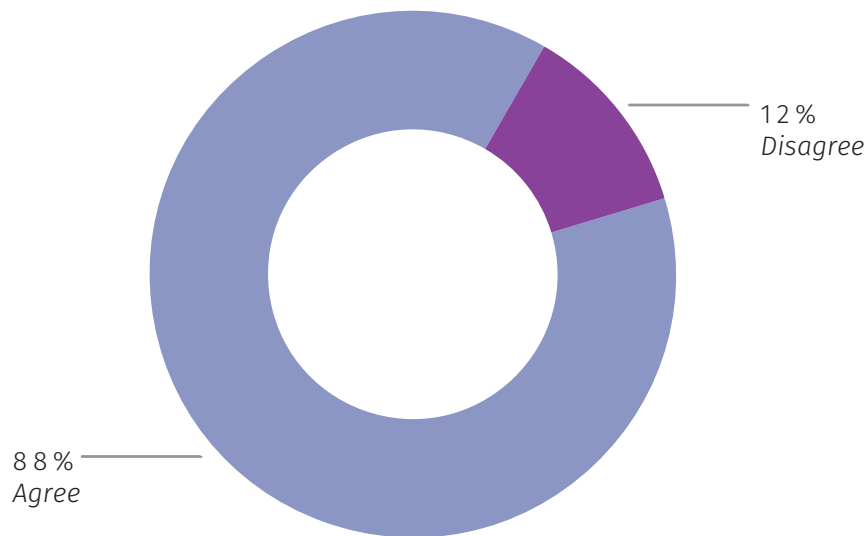


Figure 9: Online Survey Response to Speed Increase Meadowview Dr. from Ray Gibbon Dr. to City Limits

# POSTCARD SURVEY RESULTS

## SPEED LIMIT INCREASES

Unlike the online survey, the postcard survey asked people whether they agreed or disagreed with a proposal to “increase speed limits from 50 km/h to 60 km/h on some major

roads.” 5,244 people responded to this question by circling either “Agree” or “Disagree”. As with the online sur-

vey, a large majority of the respondents to the postcard survey (90%) agreed with this change. Only 10% of respondents disagreed, with a margin of error of 1%.

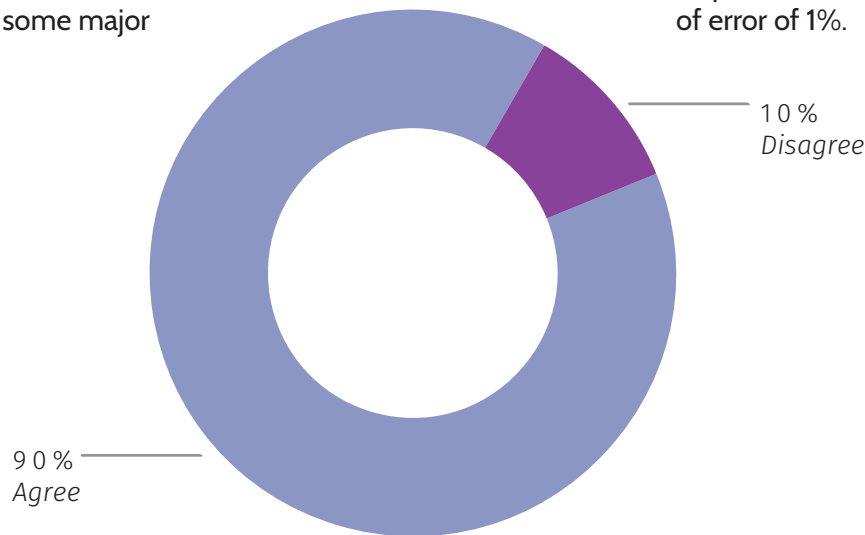


Figure 10: Postcard Survey Response to Speed Limit Increases

## WHY PEOPLE AGREE OR DISAGREE

Given the large proportion of respondents who were in favour of increasing speed limits, it is unsurprising that most of the comments that we received through the online survey, focus group, and other channels expressed agreement. Of the 547 comments in the online survey, for example, 398 were from respondents who agreed with the proposed increases in speed, compared to 149 from those who disagreed.

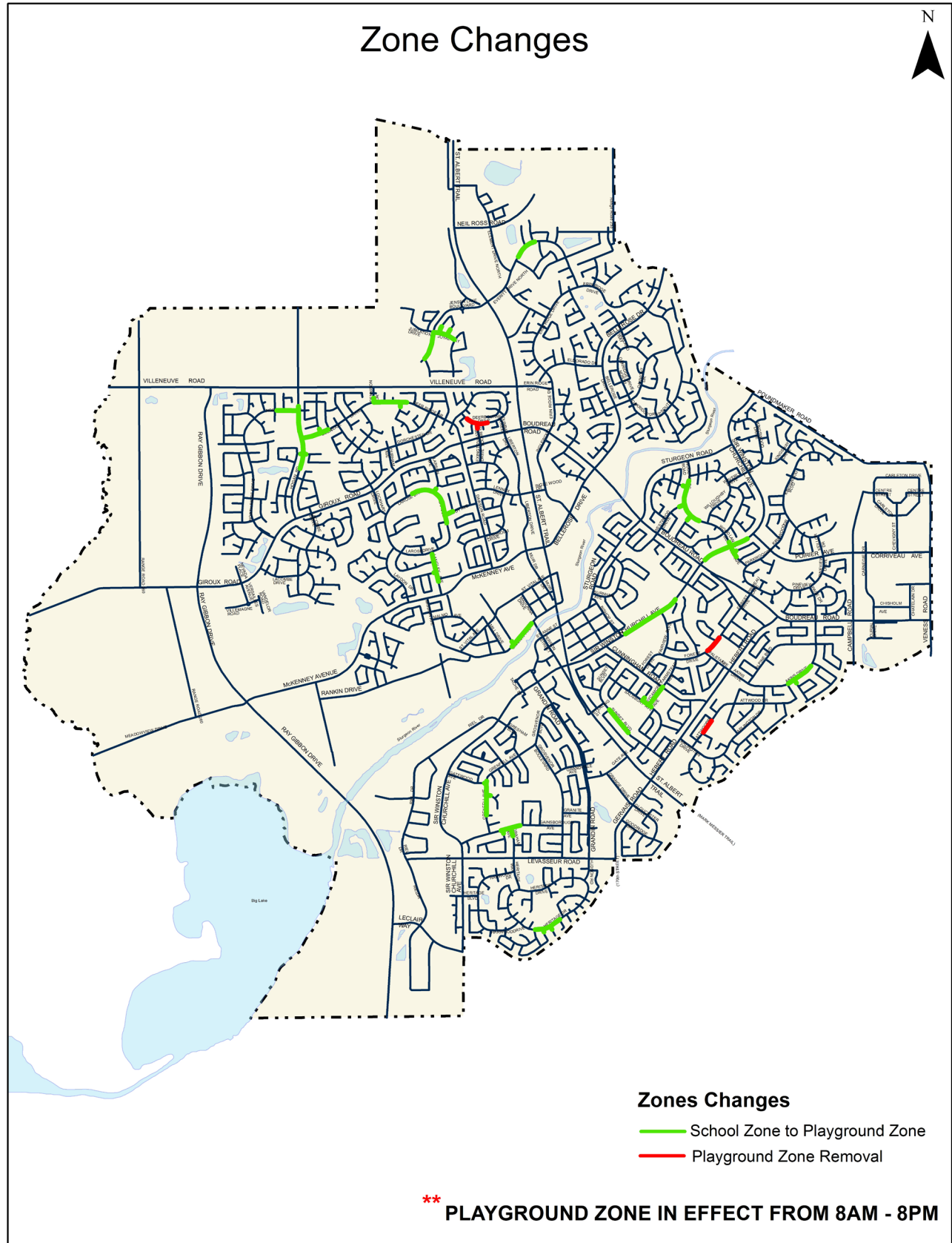
The most common comment from those who agreed with speed increases was a suggestion to increase the speed limit somewhere else as well - 50% of all comments from those who agreed included at least one such recommendation. The participants in

the focus group also expressed similar views about specific road segments, such as wondering why the speed increase for Sir Winston Churchill began at Riel rather than Cunningham. Focus group participants also commented that changes would have to be made to traffic control systems, pedestrian safety measures, or road surface quality at certain locations. We have collated all of the comments we received that refer to specific roads or locations and provided these to City staff.

People who agreed with these proposed increases in speed limits on major roads also identified traffic flow and travel times (16% of respondents who agreed) and consistency in speed limits (11% of respondents who

agreed) as topics of concern. Concerns about travel times and traffic flow were also common in comments on the City's social media channels.

Among respondents who disagreed with the proposed increases in speed limits, the most commonly-cited reason was the safety of pedestrians, often at crosswalks or in relation to school zones. 52% of comments from respondents who disagreed with these proposals identified safety as a concern, while 10% of those respondents cited concerns about road conditions and 10% also cited a desire for consistent speed limits as a reason they disagreed with the proposed changes.



Map 3: Locations of Proposed Playground and School Zone Changes

# School & Playground Zones

Based on recommendations #6-9 from the ISL Engineering report, the City proposed changing current elementary school zones to playground zones, establishing a time of day for playground zones, and removing playground zones at Attwood Park on Attwood Drive, Forest Park on Forest Drive, and Deerbourne Park on south

Deerbourne Drive.

In both surveys, roughly two-thirds of people disagreed with the proposal to change school zones into playground zones. Opinion was more evenly split about whether to establish a time of day for playground zones from 8 am to 8 pm. Of the

people who responded to a question about removing playground zones on the online survey, roughly three-quarters agreed; this question was not included on the postcard survey due to layout constraints.

## ONLINE SURVEY RESULTS

### REPLACE ELEMENTARY SCHOOL ZONES WITH PLAYGROUND ZONES

Overall, of the 2,937 responses in the survey, 34% of the people who responded agreed with changing ex-

isting school zones at all elementary schools to playground zones, while 66% disagreed. Based on these per-

centages and sample sizes, the margin of error was 2%.

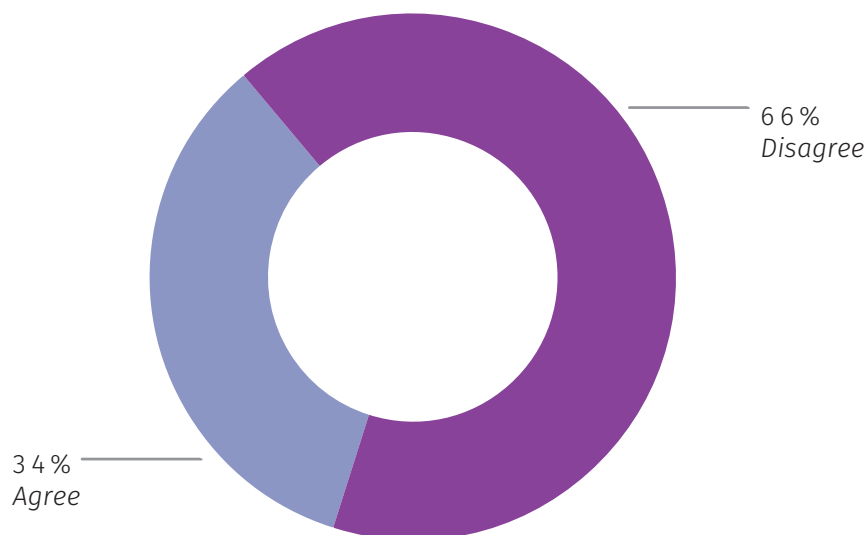


Figure 11: Online Survey Response to Replacing Elementary School Zones with Playground Zones

### PLAYGROUND ZONES: TIME OF DAY RULE

Opinion was more evenly divided on the proposal to make playground zones effective from 8 a.m. to 8 p.m.

every day of the year. Out of the 2,941 responses, 47% of the people who responded agreed with this pro-

posed change, while 53% disagreed. The margin of error was 2%.

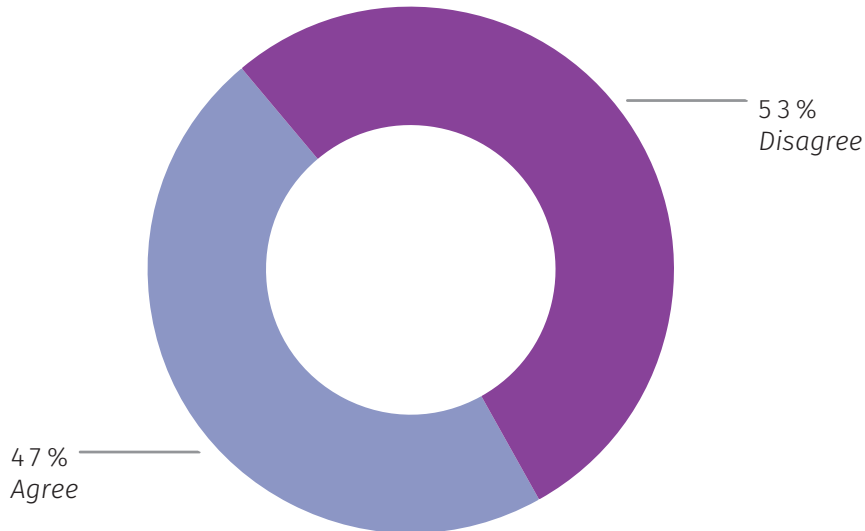


Figure 12: Online Survey Response to Time of Day Rule for Playground Zones

### PLAYGROUND ZONE REMOVALS

The majority of residents of St. Albert agree with the proposal to remove playground zones at Atwood Park on Attwood Drive, Forest Park on Forest Drive, and Deerbourne Park on

south Deerbourne Drive.

Of the 2,803 responses in the survey, 74% of the people who responded agreed with removing playground

zones at these locations, while 26% disagreed. The margin of error was 2%.

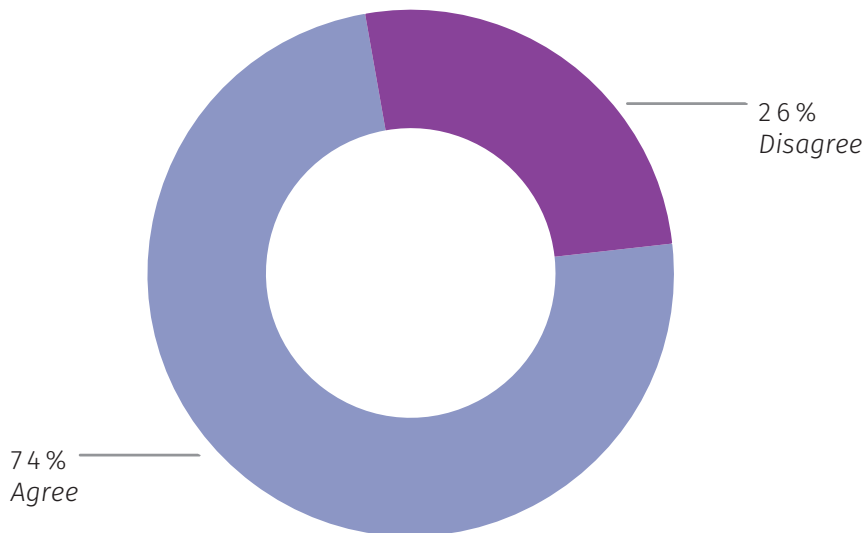


Figure 13: Online Survey Response to Playground Zone Removals



# POSTCARD SURVEY RESULTS

## REPLACE SCHOOL ZONES WITH PLAYGROUND ZONES

The postcard survey included two questions related to changes to school zones and playground zones.

The first question asked whether people agreed or disagreed with the proposal to “change existing elementary School Zones to Playground Zones.” 5,185 people responded to

this question; of these, 34% indicated that they agreed, and 66% indicated that they disagreed (with a margin of error of 1%).

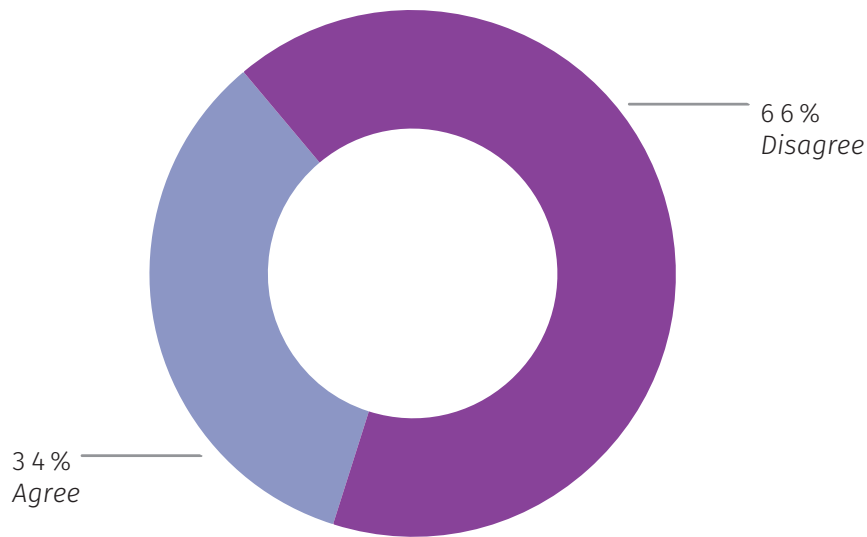


Figure 14: Postcard Survey Response to Replacing Elementary School Zones with Playground Zones

## PLAYGROUND ZONES: TIME OF DAY RULE

The second question about playground zones on the postcard survey concerned the proposed time of day rule. The survey question asked whether people agreed or disagreed with the proposal to “set Playground Zone times from 8 a.m. to 8 p.m.”

5,208 people responded, with 59% indicating that they agreed and 41% indicating that they disagreed. The

margin of error for this question was also 1%.

This is noticeably different from the results of the online survey, in which the proportions were 47% in favour and 53% against with a 2% margin of error. We suspect, however, that the difference in the results can be explained by a difference in wording: The online survey question explic-

itly stated that the new time of day rules would apply every day of the year, whereas the postcard question - which was shortened for brevity - did not. Qualitative analysis of resident feedback, below, shows that concerns about seasonal application of this rule were common among respondents who agreed and who disagreed with the proposal.

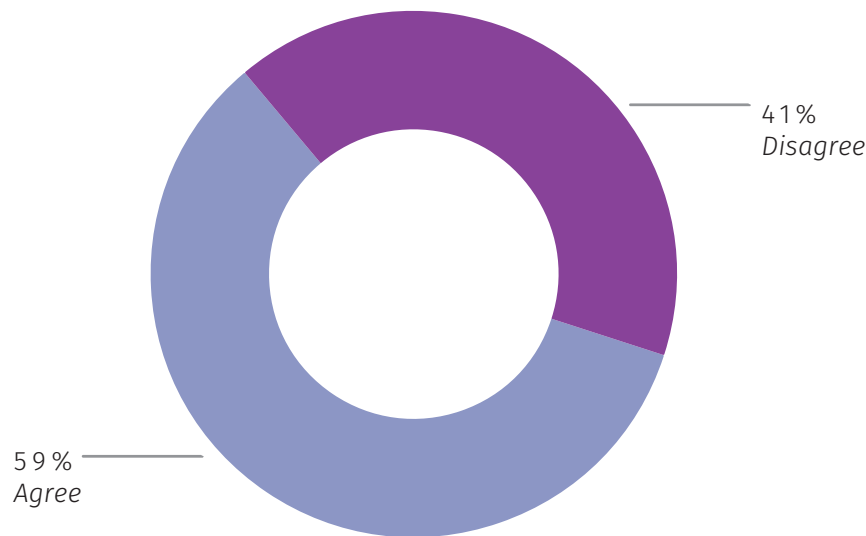


Figure 15: Postcard Survey Response to Time of Day Rule for Playground Zones

## WHY PEOPLE AGREE OR DISAGREE

The open-ended question in this section of the online survey related to the three different playground zone questions - changing elementary school zones to playground zones, changing time of day provisions for playground zones and eliminating playground zones in particular areas. As such, we are unable to provide proportions of comments for or against each change, since some commenters were in favour of one change but against another, and their comments related to one or both of the changes. Nonetheless, all comments were

coded to draw out key themes. These themes provide some insight into the survey findings in each case.

### School Zones to Playground Zones

A strong majority of respondents (66% in both surveys) were against this proposed change. Three themes emerged from their comments: The necessity (or lack thereof) for this change; concerns about the impact on busy roads; and concerns about decreased driver compliance.

First, some residents viewed this change as unnecessary. Reasons for this included the fact that, in the respondents' opinion, school playgrounds were sufficiently separated from roads by school buildings or fences to decrease the risk of children interacting with traffic, or that existing crosswalk lights and traffic calming measures were sufficient outside of school hours. Respondents also wrote that they rarely saw children using the school playgrounds outside of school hours, or during the summer. A very small number of respondents

argued that children should be better educated about traffic safety, or suggested that this change was intended to increase photo radar revenues for the City.

Second, some respondents expressed concern about the impact that this change would have on major roadways, in particular Sir Winston Churchill Avenue.

Third, some of the respondents noted that school zones seem to be more respected by drivers than playground zones. As a result, they were concerned that a change from school zones to playground zones would result in decreased compliance with the lower speed limit, and thus increase the risk of accident.

Among the minority of people who agreed with this change, there were few comments that explained this view. Of those, respondents often appeared to suggest this was common sense (there are playgrounds at elementary schools, so they should be playground zones) or wished to see the time of day extension applied to elementary schools.

### Time of Day Change for Playground Zones

While a significant majority of respondents disagreed with changing school zones into playground zones, views on whether to extend time of day rules for playground zones to 8 a.m. to 8 p.m. were more evenly split. Moreover, comments suggest that resident perspectives on both sides of the issue are heavily influenced by climactic and seasonal concerns. A change to the proposal to take into account St. Albert's climate is likely to receive greater support.

In total, we received 156 comments referencing different time requirements in different seasons and 158 comments related to the specific times suggested: 8 a.m. to 8 p.m. Similar comments were also made in the focus group. These comments were often substantively similar and highlighted three related issues: Climate, seasonality, and school timing.

In terms of climate, respondents noted that children tend to be present at playgrounds when it is warm enough to comfortably play outside. During the winter months, children are far less present at playgrounds.

Seasonal changes in daylight hours were also raised by respondents, who noted that children tend to be present at playgrounds during daylight hours, which fluctuate substantially in St. Albert during different times of year. These respondents argued that seasonal changes in daylight hours should be taken into account in setting times for playground zones.

With regard to timing, respondents noted a potential problem with this change in conjunction with the proposal to replace elementary school zones with playground zones. For school zones, times must be set early enough to encompass all children's walk to school. In some cases, residents pointed out that this might be earlier than 8 a.m.

A variety of changes to this proposal were suggested by survey respondents:

1. There should be different times for playground zones in the summer and the winter, with summer times being extended (to 6 p.m., 8 p.m., or in some cases later) and winter hours ending much earlier. Ideally, according to some resi-

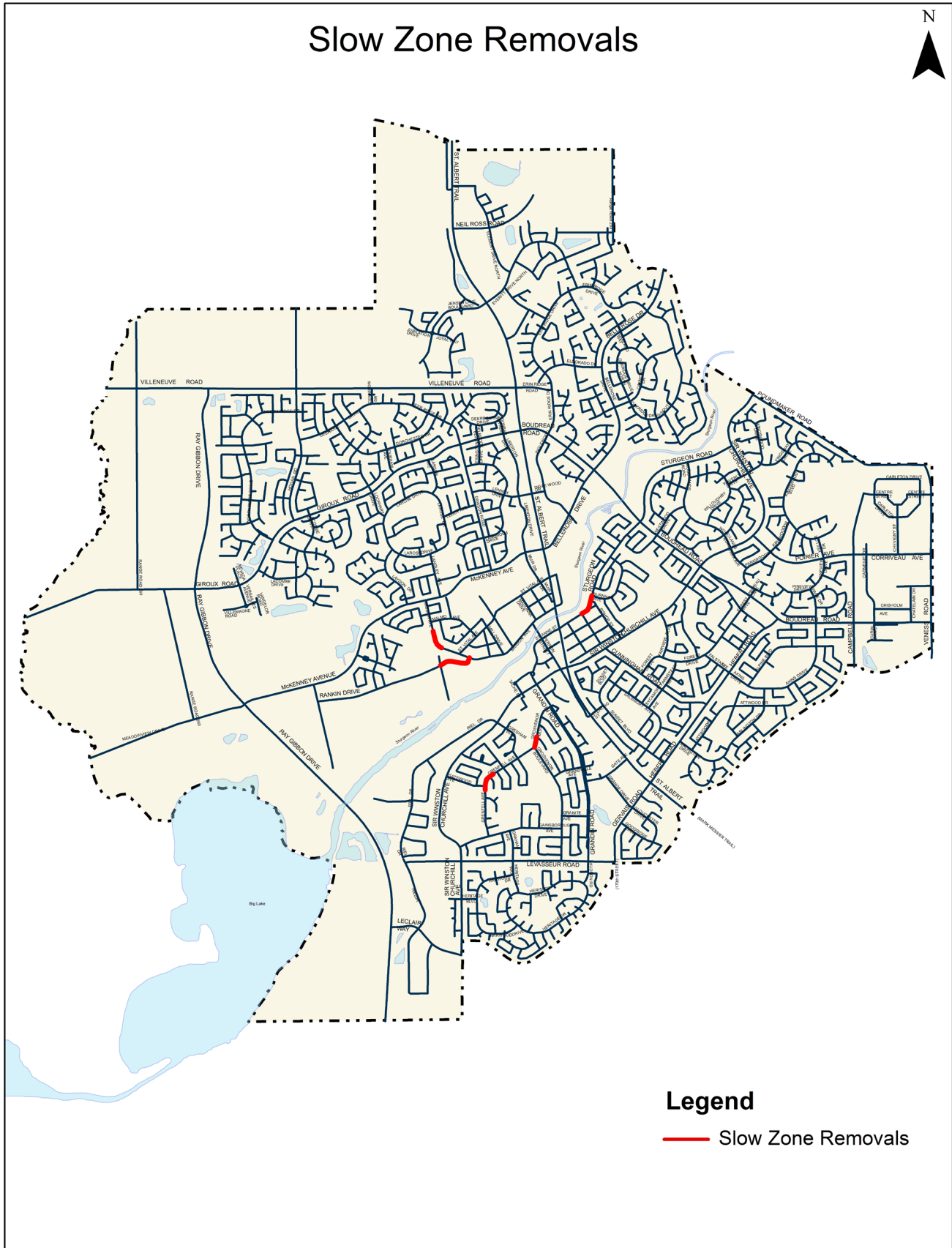
dents, winter playground hours should end before 5 p.m., when the evening commute is in full swing.

2. Playground speed reductions should be suspended in the winter, since very few children play on the equipment in very cold weather.
3. Playground zones should be in effect later in the day (typically 9 p.m. to 11 p.m.) in the summer months.
4. "Dawn to Dusk" rules should be applied rather than specific times of days. Others suggested a change to "when children are present" rather than times of day.
5. Some residents viewed "dusk" times as unnecessary even in the summer, since most children were inside, in their view, by 6 p.m.
6. Playground zones should take effect at 7:30 a.m. when some children are already walking to school or waiting for buses in school zones.

While the solutions varied, what all of these comments had in common was a view that the proposal from 8 a.m. to 8 p.m. year-round needed to be more nuanced. As one resident put it, "It is very frustrating especially during winter to have to drive 30 km/hr when [it is] -35 deg C outside and no kids."

### Removal of Playground Zones at Atwood Drive, Forest Drive, and Deerbourn Drive

While the majority of respondents agreed with these changes in the online survey, some expressed concerns about specific locations. We have consolidated these comments and relayed them to City staff.



Map 4: Locations of Proposed Removals of Slow Zones

# Slow Zone Removal

Recommendation #11 from the ISL Engineering report suggested the City remove short 30 km/h segments at the following locations (shown on the map on the facing page):

- Sturgeon Road: Burns Street to Burnham Avenue.
- Mission Avenue: Between St Vital Avenue and Malmo Avenue.
- Grosvenor Boulevard: Gaylord Place to south of Grenfell Avenue.

- Grenfell Avenue: Gatewood Avenue to Greenwich Crescent.
- Meadowview Drive: Mission Avenue to 150 m west of Mission Avenue.

The online survey asked people about each of these changes separately, and in all cases a large majority of respondents (between 86% and 89%) were in favour of the proposed change. The postcard survey asked

about the removal of identified 30 km/h slow zones in general; unlike the online survey, however, responses were more evenly divided (52.8% of respondents agreeing and 47.2% disagreeing). An explanation for this difference is provided below.

## ONLINE SURVEY RESULTS

### SLOW ZONE REMOVAL: STURGEON RD.

2,874 people responded to the survey question about the slow zone on Sturgeon Road, from Burns Street to Burnham Avenue. Of these, 89% of

the people who responded agreed with removing the short 30 km/h zone at this location, while 11% disagreed. Based on these percentages

and sample size, the margin of error was 1%.

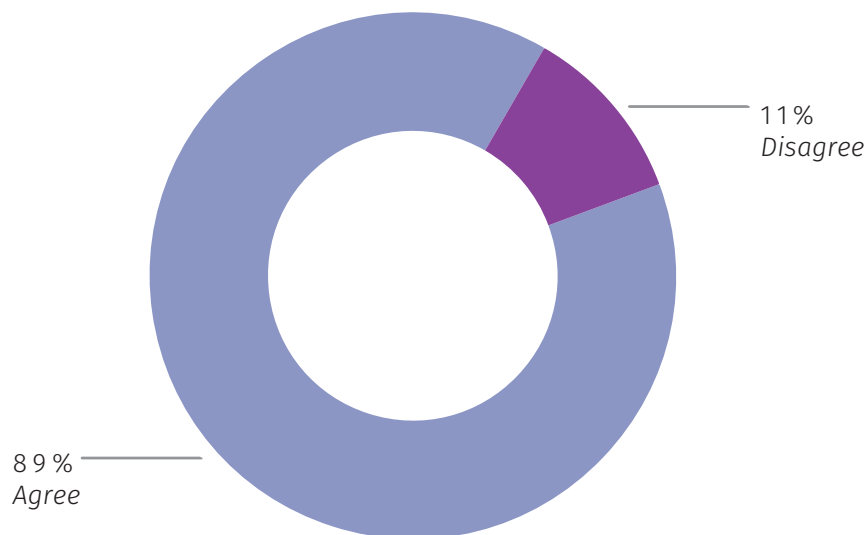


Figure 16: Online Survey Response to Slow Zone Removal on Sturgeon Rd.

### SLOW ZONE REMOVAL: MISSION AVE.

2,872 people responded to the survey question about removing the slow zone on Mission Avenue, between

St Vital Avenue and Malmo Avenue. 87% of the people who responded agreed with removing the short 30

km/h zone at this location, while 13% disagreed. The margin of error was 1%.

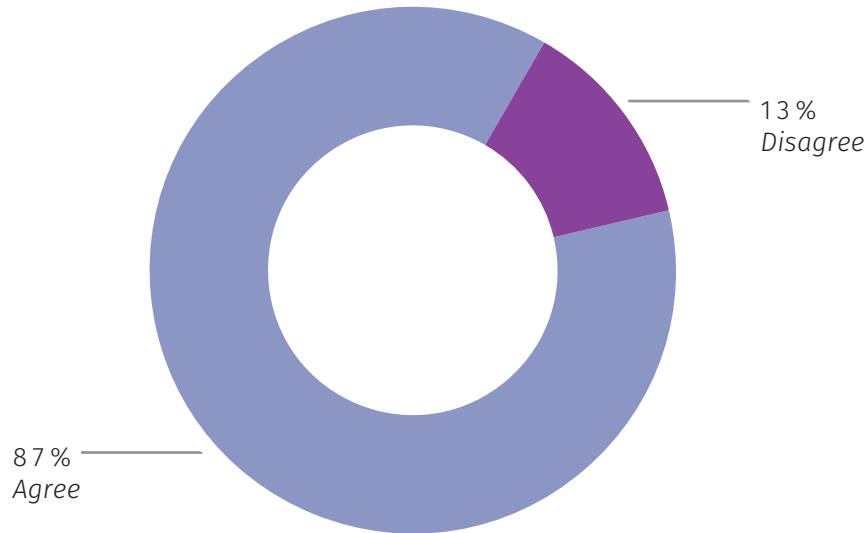


Figure 17: Online Survey Response to Slow Zone Removal on Mission Ave.

### SLOW ZONE REMOVAL: GROSVENOR BLVD.

Public opinion was similar with regard to the proposed removal of the slow zone on Grosvenor Boulevard from Gaylord Place to south of Gren-

fell Avenue.

Of the 2,814 responses in the survey, 86% of the people who respond-

ed agreed with removing the short 30 km/h zone at this location, while 14% disagreed. The margin of error was 1%.

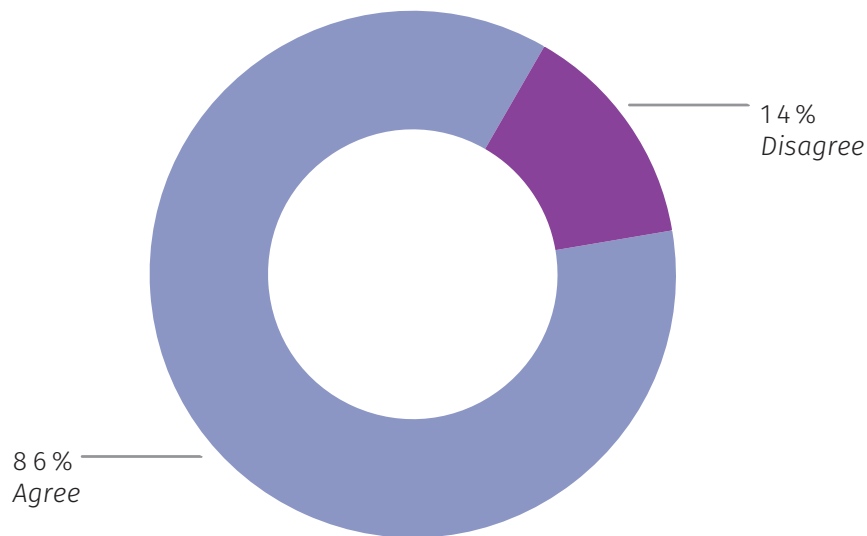


Figure 18: Online Survey Response to Slow Zone Removal on Grosvenor Blvd.

### SLOW ZONE REMOVAL: GRENFELL AVE.

Similarly, survey respondents supported the removal of the slow zone on Grenfell Avenue from Gatewood Avenue to Greenwich Crescent.

Of the 2,803 responses in the survey, 86% of the people who responded agreed with removing the short 30 km/h zone at this location, while 14%

disagreed. The margin of error was 1%.

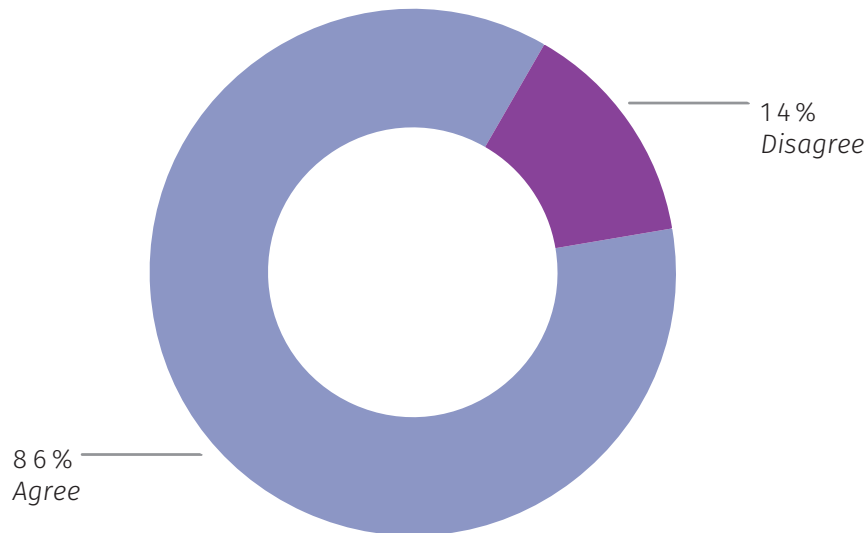


Figure 19: Online Survey Response to Slow Zone Removal on Grenfell Ave.

### SLOW ZONE REMOVAL: MEADOWVIEW DR.

Finally, residents of St. Albert also broadly support the removal of the slow zone on Meadowview Drive from Mission Avenue to 150 m west

of Mission Avenue.

Of the 2,832 responses in the survey, 89% of the people who responded

agreed with removing the short 30 km/h zone at this location, while 11% disagreed. The margin of error was 1%.

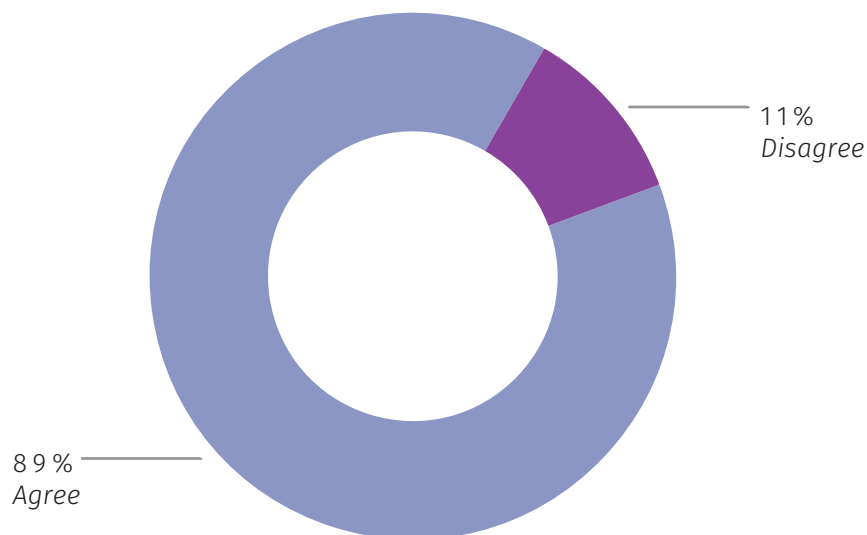


Figure 20: Online Survey Response to Slow Zone Removal on Meadowview Dr.

# POSTCARD SURVEY RESULTS

## SLOW ZONE REMOVALS

Unlike the online survey, which asked about specific locations, the postcard survey simply asked if people agreed or disagreed with the proposal to “remove identified 30 km/h Slow Zones.” 5,147 people responded to this question by indicating that they either agreed or disagreed. Only 53% of respondents agreed with this proposal, while 47% disagreed; given these proportions and the sample size, the margin of error for this response is 1%.

This is notably different from the responses given on the online survey, where the vast majority of respondents agreed with the proposed chang-

es. It is possible that the people who responded to the postcard survey have markedly different opinions as to this change. Given the similarities between the online and postcard survey data on other questions, however, it is more likely that this difference is due to the more specific wording of the online survey as compared to the postcard survey.

As with the playground zone time-of-day question above, the online survey framed the issue more explicitly by asking respondents about each of the five specific locations where identified slow zones would be removed. The postcard survey, con-

strained by the size limitations of the card, did not specify the locations on the card itself - instead referring respondents to maps on the Politikos Research web page which showed the locations. Given the volume of postcard responses compared to the traffic volumes on our web page, we can state with a very high degree of confidence that at least 40% of respondents to the postcard survey did not consult the maps online before filling out their survey card. Thus, without enough information to make an informed decision, respondents were more likely to say “no” to the suggested change.

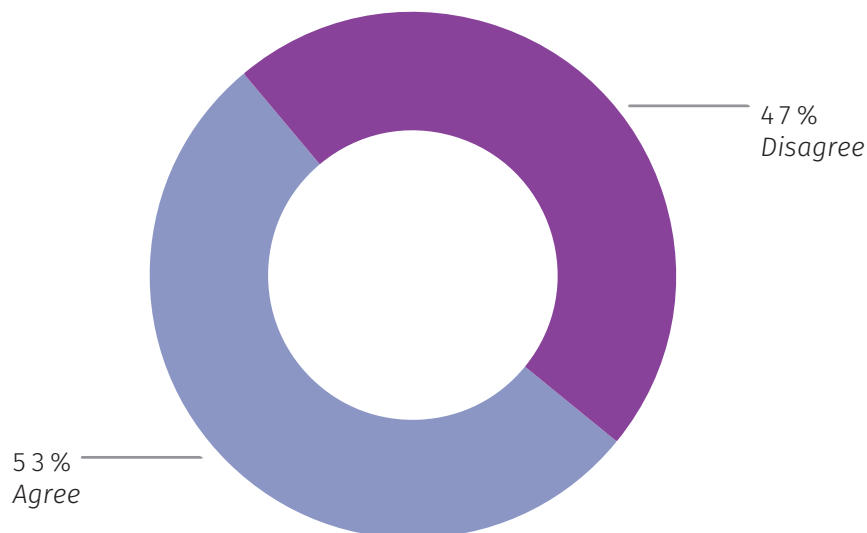


Figure 21: Postcard Survey Response to Slow Zone Removal



# WHY PEOPLE AGREE OR DISAGREE

## SLOW ZONE REMOVALS

The removal of these specific slow zones was not a major topic of discussion in the virtual town hall or the community focus group; the results of the postcard survey notwithstanding, these appear to be relatively uncontroversial proposals. Of the 304 comments received through the online survey on this subject, 77% were from people who agreed with the proposals compared to 23% from people who did not.

Among those who agreed with these proposed changes, the most frequent comment was that 30 km/h was unnecessary in one or more of these areas (this was articulated by 30% of respondents who agreed). 15% of respondents who agreed mentioned a desire for greater consistency in speed limits, and 14% also noted the proposed change in speed limits on neighbourhood roads from 50 km/h to 40 km/h in their comments.

People who disagreed with the proposed removal of designated slow zones, on the other hand, most often cited risks to pedestrians and particularly children. Such safety concerns were cited by 52% of respondents who disagreed. A participant in the community focus group expressed a similar concern, namely that the slow zone on Meadowview at Mission Ave was also serving a nearby playground.

# Conclusions

The residents of St. Albert have strong opinions about speed limits in the city: The unusually high response rates to both the online and postal survey suggest that this is an issue people care about. Broadly speaking, the residents of St. Albert are:

- Almost evenly split on the proposal to reduce speed limits on neighbourhood roads, with a small majority against this change; However, of that majority, comments suggest a significant group would support a speed limit reduction on smaller residential streets.
- Overwhelmingly in support of proposals to increase speed limits on certain sections of major roads;
- Opposed to the proposal to replace elementary school zones with playground zones;
- Evenly split on the proposal to establish a fixed time of day for playground zones. If the proposed times of day reflected seasonal variation in playground use, however, this proposal would have greater support.
- In favour of removing selected identified slow zones.

Peoples' opinions about these changes do not appear to be based on the particular features of any given location. Statistical analysis of responses to the online survey indicates that peoples' opinions about the proposed changes tend to be internally consistent: People who are in favour of increasing the speed limit on one major road, for example, are over-

whelmingly in favour of increasing the speed limit on other major roads. Although we received a great deal of commentary about specific locations (which we have relayed to City staff), our analysis indicates that peoples' opinions about speed limits tend to be based on general principles rather than the particular features of any one stretch of road.

There is clearly a segment of the population of St. Albert who are concerned about travel times in the city, and whose responses indicate a desire to see higher speeds and thus shorter travel times. Further statistical analysis indicates that people who disagree with the proposal to lower the speed limit on neighbourhood roads tend to respond to all other questions in ways that are logically consistent with a desire for higher speeds and shorter travel times: They are extremely likely to agree with increasing speeds on major roads; they are also more likely to agree with removing playground zones and slow zones, and to disagree with expanding the scope of school or playground zones. References to long travel times or poor traffic flow were also relatively common in comments on the online survey and on social media.

Our analysis does not suggest that there is an opposing constituency in favour of slower speeds. Rather, there is segment of the population for whom safety is a dominant concern. People in this group more readily agree that measures to lower speeds are warranted in some circumstances, but they are not in favour of lower

speed limits in all cases. People who were in favour of reduced speeds on neighbourhood roads, for instance, were still very likely to agree with speed increases on major roads and also very likely to agree with the removal of identified slow zones.

The difference between these two perspectives is visible in opinions about changes to playground zones. A majority (63%) of people who agreed with lower speed limits for neighbourhood roads also agreed with the proposal to make playground zones effective from 8 a.m. to 8 p.m. This group of respondents was also much more evenly split on the proposal to replace school zones at elementary schools with playground zones (53% in favour, 47% opposed). Safety considerations seemed highly relevant to these peoples' opinions in all cases.

The opposite was true for people who disagreed with lower speeds on neighbourhood roads: 66% of this group were opposed to establishing a new time-of-day rule for playground zones, and 81% were opposed to replacing school zones with playground zones at elementary schools. Concerns about travel times in St. Albert were commonly articulated among these respondents.

Overall, we find that increasing speed limits on major roads and removing identified slow zones are uncontroversial and broadly supported. For the remaining proposals, our assessment is that the underlying issue is the safety/travel time tradeoff inherent in slowing traffic in residential

areas. People who agreed with the proposals to slow traffic in residential areas generally cited safety concerns in their comments. People who disagreed with such proposals, meanwhile, often questioned whether or not the changes were necessary, suggested that the speed limit should be reduced on some, but not all, neighbourhood roads, and expressed frustration about what they perceived as excessive travel times on the City's traffic network. While residents largely do not support changing elementary school zones to playground zones, with respect to time of day changes to playground zones, many

residents who were both for and against the change would like to see seasonal variation in time of day limitations to take into account the lack of playground use at certain times in winter months. Understanding these specific concerns may help the City determine how to proceed with the proposed changes to neighbourhood roads and playground zones.

It would be incorrect to characterize the community debate on traffic speeds in St. Albert as one between those who want to drive fast and those who want to drive slow. It is fair to say, however, that there is a

constituency for whom travel times are the dominant concern and who wish to see higher speeds across the city, and another constituency open to a more measured approach, with slower speeds where warranted to increase safety. For proposals where public opinion is almost evenly split, the City could likely build support for changes to speed limits by being more selective about speed limit reductions to neighbourhood roads, adjusting playground time-of-day rules to reflect seasonal changes in daylight hours, and by more explicitly articulating the safety rationale for these changes.

# APPENDIX A

## Town Hall Summary

Date: 16 September from 7:00 P.M. to 8:30 P.M.

Location: Online via the Zoom platform

Purpose: Provide information on the proposed changes and collect feedback.

Panelists:

Politikos Research: Dr. Andrew Hamilton, Dr. Kaija Belfry Munroe, Dr. Tanjeem Azad, and Dr. Doug Munroe

City of St. Albert Traffic: Dean Schick and Sudip Barua

ISL Engineering: Daniel Zeggelaar

City of St. Albert Policing Services: Aaron Giesbrecht

RCMP: Insp. Pamela Robinson

This is an abridged transcript of the Town Hall. Responses from panelists are shortened, as the primary purpose of this transcript is to highlight resident questions and comments. The numbers to the left of the text indicate the time stamp (hh:mm) of the comment or question.

00:00 Introductions.

00:05 Dean and Daniel give a presentation on the proposed changes.

00:29 Instructions for answering the questions.

00:32 At the Elmer S Gish School from Acorn Cres. to Arbour Cres. would be a playground zone, but the playground is at the back of school, not even visible from school. While on Apline Blvd., there is a single playground sign, no speed reduction, even though the pickleball court is right by the road. Why call the front of the school a playground zone when the playground is not near the road? Dean responds that these are the results of the TAC guidelines access points

00:35 For the school zone on Sir Winston Churchill has a couple of elementary schools in that area, is that considered to be a playground zone as well? It may have different characteristics, the access may not be from the front, and SWC is a major thoroughfare. Dean responds that sites were studied individually, but the school to playground zone change is being considered for all sites. It is understood that playground zones on a major road will have a significant impact, and that is considered in the recommendations.

00:38 Please explain the evidence being used to reduce neighborhood roads and what outcomes you are expecting from this change. Daniel responds that TAC guidelines are used, significant factors here are the number of intersections, driveways, road curves, and shared road users. Dean mentions that community messaging and asset management are also considerations.

00:42 How much will risk scores decrease by reducing speeds to 40 km/h? Daniel responds that the risk score is not set by the posted speed limit, the risk factors inform the speed limit.

00:44 Clarify, so the proposal is to make / keep SWC 30 km/h outside of school hours? Dean, yes, the recommendation is currently changing SWC to 30 km/h.

00:45 What outcomes are you expecting from the reduction to 40 km/h?

Daniel responds, most drivers are actually driving around 40 km/h, so we are aligning current behaviour with posted speed limits. Dean answers that we will also be increasing confidence of residents in neighbourhoods.

00:49 Why reduce to 40 km/h, not 30 km/h therefore removing the need for playground zones, or even 35km/h?

Dean responds that these are the outcomes of the TAC and considering a safe systems approach. Daniel adds that 30 km/h speed limits are generally achieved with road design and that TAC guidelines recommend that speed limits end in a "0", not a "5".

00:54 How many participants are in this meeting and what other mechanisms are being used to collect input?

Andrew responds that there are 18 participants on the call. The mechanisms for feedback include the stakeholder consultations that have already taken place, the online survey, a mail-in survey, this meeting, and a focus group meeting of Community Committees.

00:56 Was Poirier Ave. from Kirkwood Dr. to Veness Rd. considered for a speed limit increase to 60 km/h? Dean responds that it was considered. The constraint is at Corriveau Ave; TAC guidelines recommend that it stay at 50 km/h, unless some roadway improvements are implemented. Those improvements are being considered.

00:59 So this is not based on concerns of safety or collisions in residential areas? Dean responds that this is not derived strictly from safety concerns raised, but rather recognizing that the city has a responsibility for the safety of our city. Sudip adds that 40 km/h is recommended to increase safety of road users.

01:01 I support these recommendations, I know some of these have been proposed long ago, but that council decided not to approve them at that time, citing safety concerns following public participation. I support the increased speeds on major roads and the reduction to 40 km/h on residential roads. I do have some concerns over SWC and Poirier that I raised and Dean explained the reasoning well. So overall, I hope this moves forward to the council intact.

1:03 Does TAC recommend school zones? Dean responds, no the TAC guidelines do not, Alberta transportation does.

1:04 On page 16 [of the ISL Engineering report] there is a map that shows where collisions occur. It shows that residential streets are not high collision areas. So why reduce the speed in those areas? Dean responds that approximately 1/3 of collisions happen on neighbourhood roads and that achieving safer roadways is a multi-stakeholder approach. Sudip follows up with the fact that the low volume of traffic on residential roads actually means that the fact that 1/3 of collisions occur on residential roads means that the collision rate per vehicle is quite high.

1:10 How have traffic calming and slower speeds affected Erin Ridge? Sudip responds that from 2017 to 2019 the rate of collisions in Erin Ridge and Erin Ridge North have decreased.

1:12 I fully support the reduction in speed in neighbourhood roads. However, the increase on Sturgeon Rd from Beacon to Boudreau does not make sense. It is a section of roadway with six crosswalks in a short distance. It seems like it is unnecessary. Is there a reason why the road is proposed for a speed increase? Dean responds that this is an outcome from the TAC guidelines based on our data input. One recommendation that came from our study was an improvement in the pedestrian crossing on Sturgeon road, so we have implemented those improvements. Daniel responds that the number of risk factors on that roadway are actually quite low, despite the existence of the crosswalks.

1:18 Dean gives final thoughts and thanks everyone for their time. Daniel applauded the city for completing such a comprehensive review of the city speed limits.

1:21 Meeting concludes.

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