



Edmonton Federation of  
Community Leagues

...where neighbours meet and great things happen!

# 40 km hour Pilot Project

## Summary of Community League Feedback

Dear Mayor and City Councillors,

April 6, 2011

Please accept this report as a summary of what we have heard from the community leagues involved in the 40 km/hr pilot project.

Most of this feedback was obtained from a meeting held on March 17, when we had representatives of five of the affected leagues in attendance (Beverly Heights was missing).

This letter has also been circulated to the meeting participants. Armed with their feedback, we believe it represents a fair summary of their positions.

### **General Observations**

The 40/km per hour speed limit made a noticeable difference in the speed of traffic on many inner neighborhood roads, which local residents quite appreciated. It contributed to their sense of personal safety, which encouraged more pedestrian activity. It also reduced traffic noise, which added to the peaceful enjoyment of their community.

The reduction in speed was most noticeable when some form of traffic speed enforcement accompanied the installation of speed signs. This included occasional visits by patrol cars, along with photo radar vans and the electronic speed message boards, which reminded motorists of the speed they should be travelling. In some instances it took residents awhile to get used to the new speed limit, but eventually habits began to change, particularly when some form of enforcement was present.

There was a general consensus from the leagues that it would be preferable to have the 40 km hour speed limit implemented in all residential areas. This would help with enforcement, as motorists would know what to expect when entering a residential community and this would also eliminate the need for a tremendous number of signs, if all residential roads were the same speed. This feeling was amplified by the number of comments people heard from other community leagues, who were envious of their 40 km hour speed limit and wanted to know if the program

could be extended to their neighborhood.

One noticeable exception to this experience were observations about traffic speed on collector roads on the edge of residential communities, such as 76 Avenue in King Edward Park and Wanyandi Road in Westridge/Wolf Willow. Community league representatives didn't see nearly as much compliance by motorists on these roads, particularly when traffic enforcement measures were absent.

It was noted that traffic speed is greatly influenced by the physical dimensions of the roadway. Wherever you have a wide, relatively straight street that is unbroken by stop signs or any other impediment, motorists are quite likely to speed.

Consequently the group felt that physical changes to these roads would have to be made if traffic speeds were to be reduced. Ironically, this point was driven home this winter, when the city left significant windrows of snow in some places. Those were the places where motorists reduced their speed, as it was patently unsafe to speed on a much slimmer roadway.

Examples of year-round measures that could be taken included the introduction of on-street bike routes, perhaps cordoned off with a small protective barrier, as well as speed bumps and the bulbing out of sidewalks at intersections. The bottom line was that something more than a 40 km speed sign would need to be placed on these streets if the city wanted to affect the speed motorists were travelling in these locations.

Finally, there was a general sense of disappointment with the amount of effort the city put into communications and public awareness about the reduced speed limit program. While the initiative started out reasonably well, the leagues did not hear from the city after the program had been introduced and didn't have any information they could pass along to their residents during the summer and fall.

It was felt that the expansion of this program into other areas would be much more successful if accompanied by a significant public relations program.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'David Gibbens', with a long horizontal flourish extending to the right.

David Gibbens  
President  
Edmonton Federation of Community Leagues

cc. EFCL Board of Directors, Edmonton Media, Office of Traffic Safety