



Neighbourhood Street Safety Handbook:

Your Community League's Guide to Engaging your Community



**WHERE NEIGHBOURS MEET
and GREAT THINGS HAPPEN**

EDMONTON FEDERATION of COMMUNITY LEAGUES

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INTRODUCTION

The EFCL has a long history of advocating for slower speeds and safer streets.

We believe community building starts on the sidewalks in front of our homes. When we feel safe on the sidewalk we can linger longer and chat with our neighbours, parents feel more comfortable allowing their children to play in front yards and on sidewalks, and walking, cycling, and getting active becomes a lot easier. That's why we've always advocated for lower residential street speeds. In 2010, the EFCL was instrumental in advancing a [pilot project to study the impact of lower speed limits on overall safety and quality of life for residents of six communities](#).¹ Ultimately, five of the six neighbourhoods voted to have their residential streets maintained at 40 km/hr.

The EFCL supports reduced residential speed limits because:

1. Slower streets increase the comfort and safety of all road users, with a negligible increase in travel time
2. Safer streets promote neighbouring by increasing the potential for organic interactions amongst neighbours
3. Safer streets mean greater safety for road users and a more comfortable experience for everyone living in the community
4. Walking the dog, taking your kids to school, playing at the park, gardening in the front yard, and stopping for impromptu chats with your neighbours all become more enjoyable when the road is treated as a place we all share!
5. When our streets are more welcoming, outdoor activities become safer and more enjoyable and more and more people feel confident to get outside and participate in them!

Community Leagues have a 100 year legacy of advancing work that improves the liveability of our neighbourhoods, and ultimately our city as a whole. Leagues have undertaken work as monumental as bringing modern sewage systems to underdeveloped neighbourhoods, fundraising significant sums of money for recreational amenities like parks, swimming pools, and skating rinks, spearheading the creation of recreational programs, advocating for better roads, sidewalks and development outcomes, and hosting year round social events to ensure their residents stay connected and engaged with their neighbours. They've also been instrumental in advancing discussions around increasing traffic safety and reducing speed limits within the City of Edmonton.

Many Canadian municipalities are moving towards lower residential speed limits.

In Edmonton, like many other Canadian municipalities, the default speed limit on residential roads is 50km/hr. However, the movement towards lower residential speed limits is gaining momentum worldwide.

In European countries, 30km/hr zones have been in use widely as early as the '90s, with some cities even adopting 30km/hr as citywide limits on residential roads in recent years. In the U.S., urban speed limits have also been plummeting, with cities as diverse as Portland, Boston, Washington, and New York lowering limits on their residential roads to 30km/hr.

In Canada, many municipalities are following suit. Montreal recently adopted a city-wide residential speed limit of 30km/hr, with 40km/hr limits on main streets. Toronto and Vancouver have large 30km/hr zones, with Vancouver's City Council recently approving a more widespread 30km/hr pilot project. Other Canadian cities such as Winnipeg, Calgary, London and Ottawa are also exploring residential speed limit reductions this year.

In Alberta, several towns such as Jasper and Banff have passed bylaws to lower the statutory standard maximum limit to 30km/hr and 40km/hr, respectively, as a blanket speed reduction for their communities. Airdrie has had a 30 km/hr speed limit on neighbourhood streets since the 1980s.

Now, a review is underway in Edmonton that will likely see residential speed limits lowered across the entire city.

Edmontonians have been calling for a reduction in residential speed limits for over a decade. On May 14, 2019 City Council advanced discussions to reduce residential and collector speed limits within our communities, after much discussion surrounding whether the residential speed limit on residential roads should be 30km/hr or 40km/hr over the course of the last few years. City Administration was directed to draft Bylaws that may result in a city-wide residential and collector speed limit of 40km/hr and a Core Zone speed limit of 30 km/hr.

For your reference, the exact wording of the motion is as follows:

1. That Administration return to Committee for a Non-Statutory Public Hearing with draft bylaws to capture the following:
 - a. A citywide default limit of 40km/hr on both local and collector residential roadways
 - b. A default speed limit of 30 km/hr on both local and collector residential roadways as generally outlined in the #YEGCoreZone
 - c. That, as a part of the preparation of draft bylaws, Administration first undertake a review of collector roads and include any appropriate exceptions in Part A and B above for collectors that function more appropriately at higher speeds
2. That Administration provide a report, concurrent with the draft bylaws, on the resources required to accomplish roadway safety goals, including traffic calming measures, speed reduction and enforcement, safe roadway crossings, and the results of research being done by Calgary Police Service and University of Calgary and our Vision Zero strategy.
3. That Administration provide high-level information on causal factors on the 711 pedestrian related collisions.

During City Council’s residential speed limit discussions earlier in 2019, a speed limit of 30km/hr on residential roads in centrally located communities was advocated for by a group of concerned citizens. Their advocacy work was of great interest to Council, which is reflected in their motion. Some Community Leagues in core communities have already endorsed the idea of a 30km/hr speed limit for their residential roads. For your reference, the map below depicts the proposed boundary of the Core Zone.



Map depicting the Core Zone proposal. Source: Troy Pavlek

Those interested in exploring the idea for their community or learning more can contact liveablestreetsedmonton@gmail.com



As the City of Edmonton endeavors to complete this work that will ultimately improve neighbourhood street safety and liveability, we are asking Community Leagues to bring their local knowledge to the discussion. We want to know how improved traffic safety can improve neighbourhood liveability within your community.

These discussions represent a golden opportunity for the League to connect with the entire neighbourhood as this is an issue that impacts every single person who lives in your community.

That's why we've created this handbook. We want Community Leagues to understand the potential changes and be able to talk to their communities about them. We also want Community Leagues to be prepared to advocate for the needs of their neighbourhoods in this process and to be equipped with the necessary tools to participate in City of Edmonton engagement opportunities.

We hope you'll use this handbook and the tools inside to connect with your League members and the wider community about how safer streets can help your League build a stronger community.

What's inside?

This handbook is divided into 6 sections.

[Roadway classifications](#) - a brief refresher on the definitions the City of Edmonton uses to classify relevant roads.

[Statistics](#) - an overview of the progress made since Edmonton's adoption of Vision Zero

[Advancing the vision](#) - three essential steps we still need to take to realize the vision

[Design interventions](#) - the difference between permanent and semi-permanent infrastructure and examples of both

[Engagement tools](#) - some tips to get you started if your Community League decides to engage about road safety!

[Frequently asked questions](#) - a brief overview of questions that come up a lot in these discussions

More resources can be found at efcl.org/traffic-safety



ROADWAY CLASSIFICATIONS

On your neighbourhood map you will be able to distinguish between the following roads using the legend. However, major and minor collector roads are not differentiated from one another because the City of Edmonton (to date) does not differentiate.

Here's a brief refresher on how the City of Edmonton classifies the roadways we'll be asking you to look at:

Local residential

- Those roads in front of your home and within your community.

Collector

- Those roads that move traffic from within your community to arterial roads
- While the City does not differentiate between “major” and “minor” collector roads, there is some value in thinking about the following designations:
 - › Minor collectors = roads with low to moderate capacity that move traffic from within your community to arterial roads (often 2 lane). Within many communities there are residences, playgrounds and schools abutting minor collector roads.
 - › Major collectors = roads with moderate capacity that move traffic from within your community to arterial roads. These roads are generally WIDER and BUSIER than minor collector roads (often 4 lane)

Arterial

- High capacity roads or thoroughfares

If your local roadway classification is not known, the classification is available on www.maps.edmonton.ca. Choose the View Map option, then choose your neighbourhood or address and zoom in to see the neighbourhood roads - local (white in color), collector (light yellow in colour) and arterial roads (darker yellow in colour).



THE STATISTICS

Using Vision Zero to strengthen our communities

In September 2015, Edmonton became the first Canadian city to adopt Vision Zero. Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, and equitable mobility throughout our neighbourhoods for everyone.

Vision Zero Principles

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways

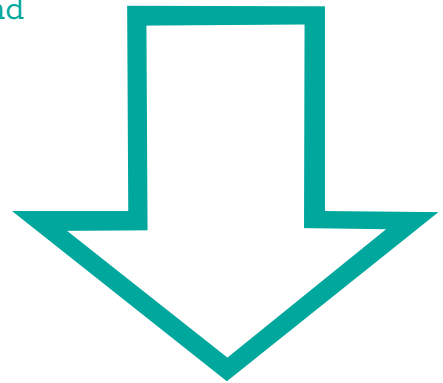
According to [Edmonton's 2018 Annual Vision Zero Report](#)², since the adoption of Vision Zero, serious injuries from motor vehicle collisions dropped 17% and traffic fatalities declined 41%. Collisions involving vulnerable road users showed these results:

21% decline in collisions involving pedestrians and a 21% decrease in pedestrian injuries

27% decline in bicycle collisions

29% decrease in cyclist injuries

31% decline in motorcycle collisions and a 26% decrease in motorcyclist injuries



The adoption of Vision Zero and associated infrastructure upgrades and speed limit reductions have helped reduce the number of vulnerable road user collisions. Despite these successes, more work needs to be done to fully achieve the vision of safe and healthy communities free of traffic fatalities and serious injuries.



HOW CAN WE ADVANCE THE VISION AND FOSTER HEALTHY COMMUNITIES IN THE PROCESS?

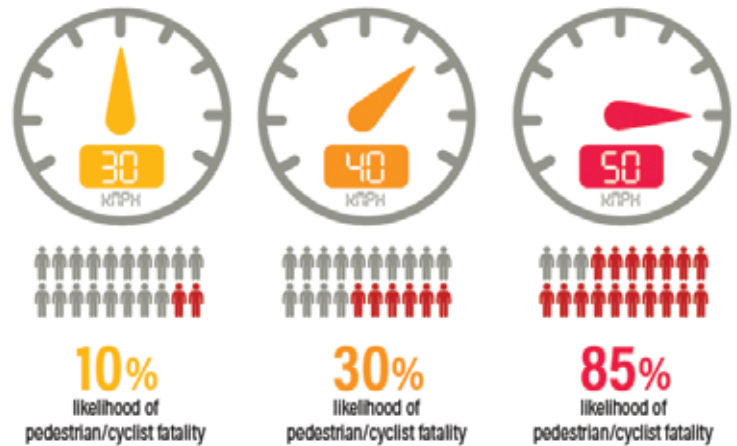
1) Slowing down our residential streets

According to the World Health Organization, every 1 kilometre-per-hour reduction in vehicle speeds on urban streets results in a 3% reduction in vehicular crashes.

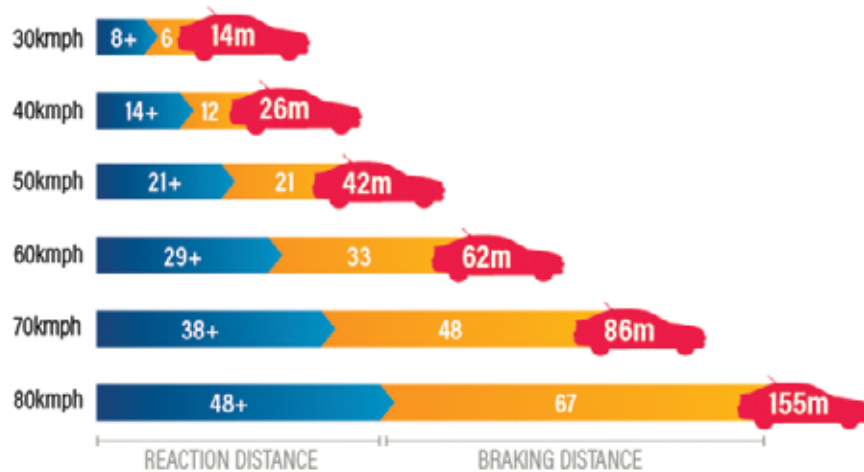
At lower speeds, even if a crash does occur, the consequences are less severe. A pedestrian has a 90% chance of survival if hit by a driver traveling at 30km/hr. This decreases to 70% at 40 km/hr and to less than 20% at 50 km/hr.

Driving at slower speeds also enables drivers to stop within a shorter distance. The stopping distance of a vehicle is a combination of the distance travelled during the driver's reaction time and the distance it takes for the car to stop after the brakes are applied. At higher speeds, a car travels further during this reaction time and the stopping distance is greater. This affects the rate of momentum at the point of a crash, and therefore the possibility of survival.

Higher Vehicle Speeds Increase Likelihood of Pedestrians/Cyclists Dying in Collisions



Higher Vehicle Speeds Require Longer Stopping Times



(Infographics Source: Cities Safer by Design (2015) - World Research Institute - wri.org/publication/cities-safer-design)

2) Calming traffic through targeted design interventions

Changing the posted speed limit to a slower, more community-appropriate speed is but one piece of the puzzle. To really change behaviour in some areas, traffic calming measures other than enforcement may need to be implemented.

Traffic calming refers to the deliberate slowing of traffic in residential areas by using physical design elements such as speed bumps and roundabouts. These features can also act to reduce the volume of street traffic because shortcutters attempting to bypass traffic on arterial roads will learn to avoid these areas as they can no longer travel along them quickly.

Some roads are also designed in such a way that they actually encourage motorists to travel quickly. These roads are designed to encourage speed because they are often wider and/or may or may not have elements like on street parking or large mature trees lining the boulevards, which often communicate to drivers that they should slow down.

The image below illustrates how the design of a road can communicate speed. Both streets have the same posted speed limits, but as depicted by the lower photo, narrower travel lanes, shorter blocks, and a tree canopy all contribute to drivers traveling more slowly. Conversely, wide lanes, long block lengths and open skies, as seen in the upper photo, communicate to drivers that higher speeds are appropriate. Slowing down on these types of roads without any design interventions can feel counterintuitive and even frustrating to some motorists because the street design is telling them they can go fast.

Reducing speed limits on these roads without adding neighbourhood elements can be frustrating to drivers, because a lower speed limit may feel artificially low. At the same time, even reduced speeds of vehicles on some roads can still feel dangerous to people walking along the road. In these instances, design changes can make the road feel right for everyone.



Wide road with few trees and no on-street parking



Narrow road with mature trees and on-street parking



By implementing relatively cheap design interventions on streets like the ones pictured, the street can communicate to drivers the appropriate speed to travel.

Designing for safer speeds fosters healthier communities. Lower car speeds create a more comfortable environment for people out on the street including pedestrians, cyclists and kids playing. Street design that encourages safer speeds, including elements such as narrower lanes and wider sidewalks, raised crosswalks and curb extensions, also provides more space for people walking and makes it easier to cross the road. Lower posted street speeds combined with better street design makes it difficult to speed through our residential communities and lowers the likelihood of harm occurring in the event of an accident. As a motorist, you'll also be less frustrated because your perception of speed will match the physical infrastructure.

While designing our communities from the get-go with these features would be ideal, it is not the reality. Recently, some neighbourhoods through Edmonton's [neighbourhood renewal process](#)³ have received permanent design treatments that help slow down their streets. However, not every neighbourhood will benefit from renewal in the coming years. In the meantime, there are inexpensive, semi-permanent interventions that can be used in place of more permanent features.

3) Begin thinking about our residential streets as an extension of our homes and reclaim them as a space for socializing

In David Engwicht's book, "Mental Speed Bumps" he talks about how North American cities have by and large designed roads with one primary purpose in mind; moving cars from A to B. While this is certainly one of the purposes of a street, by putting all our design attention on this aspect, we have detracted from the other potential purposes of our residential streets.

Engwicht envisions the street not as a corridor meant only to move people from one place to another, but as an outdoor living room that is an extension of our indoor space. Streets that look, feel and act as an outdoor living room may be a part of the social world in which motorists are welcome, but as a guest. Neighbours who have retreated to their homes and backyards, may engage with neighbors in front of their homes if it were perceived as safe and pleasant to do so.

Engwicht describes a variety of low-cost, practical solutions residents can take up to help calm their streets. These range in complexity and time commitment with activities as simple as waving at motorists to creating an activity node in your front yard (e.g. a little free library) to hosting a street reclaiming party (think block party!) More details on Engwicht's practical advice for residents can be found on the [EFCL webpage](#)⁴.



DESIGN INTERVENTIONS

Traffic calming is the deliberate slowing of traffic and reduction of traffic shortcutting in residential areas. Physical traffic calming has been successfully implemented in cities throughout the world, with the primary aims of reducing traffic speed, reducing shortcutting, improving neighbourhood safety and enhancing the quality of life of residents. Lower speed limits combined with traffic calming measures result in more effective improvements to road safety.

Permanent interventions

Permanent interventions involve permanently altering the streetscape to slow speeds or make safer crossings for pedestrians. You are likely familiar with many of the following traffic calming measures used to narrow roads and slow traffic speeds from your travels around Edmonton. This is not an exhaustive list.

Speed humps

Chicanes

Raised crosswalks

Parklets

Raised intersections

Neighbourhood traffic circle

Curb extensions (bump outs)

Center Island narrowing



Semi-permanent interventions

Sometimes referred to as temporary measures, semi-permanent interventions are adaptable, cost-effective and easy-to-implement design features that make it difficult for cars to drive too fast, without having to be permanently installed. The beauty of these interventions is that they're quite flexible and can quickly be implemented in areas where there is a safety need, but a permanent intervention may not be feasible in the short term. What follows are some examples of inexpensive and adaptable interventions that could be utilized in your community! Can you imagine where some of these interventions might fit in your community?

One example of a low cost semi-permanent design intervention are planters. They can be used to narrow lanes, slow traffic, and shorten the amount of time pedestrians spend in crosswalks, with the added benefit of beautifying the community during the growing season. In this example, they are used to protect the bike lane.



Rubber speed cushions installed across the width of the road can also help compel motorists to slow their speeds in residential areas, while not inhibiting emergency vehicles. Similar rubber materials can also be used for raised crosswalks to improve the visibility of pedestrians.

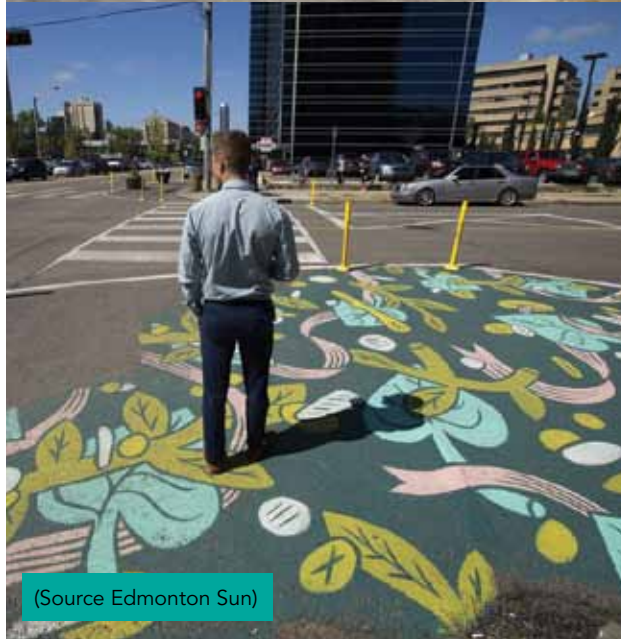
Flexible bollards are also an effective intervention. They can be used to protect bike lanes, extend curbs, and put a vertical barrier around painted curb extensions as seen below, among other things.



(Source: trafficlogix.com)



(Source: <http://tacticalurbanismguide.com>)



(Source Edmonton Sun)



(Source City of Calgary)

Something as simple as paint can also be used to calm traffic. In the image above, paint has been utilized to create a curb extension. Curb extensions are created by extending the sidewalk or curb line into the street at an intersection or mid-block crossing location in order to shorten the crossing distance for pedestrians and improve visibility at crossing locations. By physically and visually narrowing the street, curb bulbs also have a traffic calming effect. They can also contribute to a neighbourhood's beauty.

In Calgary, some neighbourhoods have yellow concrete curbs that are used to narrow the lane at a pedestrian crossing. These simple curbs slow traffic, shorten the amount of time pedestrians spend unprotected on the crosswalk, and make the neighbourhood safer. They're also relatively inexpensive compared with other more permanent interventions.



Resident interventions

Resident interventions are concepts that residents can implement on their own or with their neighbours to reclaim their streets as a socializing space and tame traffic. We've only included two examples here, but visit efcl.org/traffic-safety for more ideas!

Social events that bring activity to the street

Community Leagues are no stranger to hosting social events like block parties! You can submit an application to block the street off to traffic, but we challenge you to host a block party on the tree boulevard or on a few front yards instead. This is a fun way to connect with your neighbours while also demonstrating that neighbourhood life and traffic can happily coexist in the same place.

Create an activity node on your front lawn near the street

In his book *Mental Speed Bumps*, Engwicht encourages residents to put something in their front lawns that encourages people to stop and linger. This could be seating with a placard indicating people are welcome to stop for a rest, a little free library, a dog watering station or a community notice board.

How do actions like these calm traffic? According to the Engwicht, when people gather and linger near the street, they create higher levels of uncertainty and intrigue to people passing through.



What has your neighbourhood done to make streets feel more liveable? Share your ideas and interventions with us on social media by tagging @EFCL on Twitter, @yegCLs on Facebook or using the hashtag #yegCLs!





ENGAGEMENT TOOLS

This section will outline some basic tools and tips you can use if you decide to talk to your community about residential traffic safety in your neighbourhood. The information you collect can be used to advocate on behalf of your neighbourhood in the future.

You should include this as a discussion item on your October Board Meeting agenda to collectively determine the level of involvement your Board wishes to have in engaging about these issues.

There could also be passionate people in the community who want to help with engagement so make sure you activate your networks and give people the opportunity to lend a hand!

The EFCL is here to help! Here are some of the tools we've included and how to use them:

1. Sample survey questions

- Attached we've included our technical survey, which will help prime you for some questions you may wish to ask your neighbours.

2. Neighbourhood level maps with arterials, collectors, and residential roads identified

- We've also included some neighbourhood level maps that were created using the City of Edmonton's Open Data Portal.
- Here's some ideas of what kinds of questions you can use these maps for:
 - a. Unsafe roads - in the event speed limits are reduced, which roads in your community might still feel unsafe even with lower posted speed limits (e.g. are there roads you don't like walking along? Sidewalks you wouldn't allow your children or grandchildren to play or walk on without close supervision? Roads you wouldn't stop to chat with a neighbour on? Mark it!)
 - b. Design interventions - are there some specific locations on unsafe roads that could benefit from extra investment (e.g. is there a place that could use a marked crosswalk? Is there a specific location where shortcutting is a problem? Mark it!)
 - c. Speed limits - what are the preferences in your community on residential roads? Collector roads? 30km or 40km or as is? Why?
 - d. Identify the collector roads that function more like residential roads in your community. Should they be the same speed as residential roads? Why or why not?
 - e. Identify the collector roads that function more like arterial roads in your community.

Suggestions for engaging

If your League has the capacity, we strongly encourage you to host a community open house on these topics, either as a stand-alone event or piggy backed onto another planned event to gather input from residents and other groups in the community.

Because these discussions will impact everyone, make sure you extend the invitation to:

- Residents, including those who are not members of the Community League
- Businesses that operate in your community
- Institutions like schools and churches

There may be others we haven't thought of!

Tip: Advertise your event on social media and using your Community League sign. When advertising your event, encourage members to connect with their neighbours! This will go a long way in making sure non-members hear about it. For neighbourhood groups that don't typically come out to your League's events, you may wish to hand deliver an invitation.

If you host a stand-alone community event, we suggest using an open-house format. You can set up stations where people can leave their feedback around the room.

Suggestions for materials you'll need:

1. Flip chart paper and sticky notes

On the flip charts we suggest asking the following and inviting attendees to write their responses on sticky notes and attach them to the flip chart paper:

- What are some community building activities that take place on the sidewalks in front of your homes?
- Where are the roads where you would not feel safe to engage in these activities? (Identify them using an X on the provided maps)
- Why wouldn't you feel safe to engage in these activities?
- What needs to change so that you feel safe?

Tip: these questions work great as conversation starters on social media too!

- What speed they prefer for residential roads and why? (30km/hr or 40km/hr or maintain as is)
- What speed they prefer for collector roads and why? (30km/hr or 40km/hr or maintain as is)

2. Plenty of copies of the neighbourhood map and colored markers for people to doodle on, ask them to identify:
 - Which COLLECTOR roads function more like residential roads? (Are there any roads in your community you were surprised to learn were classified as collectors?)

Tip: Provide definitions for collectors to help people with this differentiation. You can use the definitions from the “roadway classification” section in this handbook!

- Are there specific areas on residential roads that are not safe? Specific areas that could benefit from traffic calming measures other than just a reduction in the speed limit?

Tip: Other ways to ask this question: are there roads you don't like walking along? Sidewalks you wouldn't allow your children or grandchildren to play or walk on without close supervision? Roads you wouldn't stop to chat with a neighbour on?

3. Printed copies of our handbook! If people have any questions, you can point them to the relevant section!

Prepare a summary of the comments you hear at the event(s) and provide this summary your participants, the EFCL, and your councillor. Sharing the comments with the participants can be as simple as posting your findings on your League's website or sharing them on social media.

We suggest that you also provide the opportunity for people to submit comments to you over email as not everyone will be able to attend your in-person event(s). This ensures there are multiple avenues for you to receive feedback.

Your Community League Board may or may not wish to take a position based on the feedback you receive. If you do take a position, ensure the position is communicated to your membership, ward councillor, and the EFCL.

Take the conversation online

- a. Ask people to share photos on social media of areas with great need to generate discussion about problem areas and how they can be addressed
- b. Start a discussion group online about areas in Edmonton where traffic calming has worked well and how it can be replicated in your community
- c. What has your neighbourhood done to make streets feel more liveable? Share your ideas and interventions with us on social media by tagging @EFCL on Twitter, @yegCLs on Facebook or using the hashtag #yegCLs!
- d. Share our online survey



EFCL survey

We know not every League will have the time or desire to get involved in these discussions. If that's the case, you can leave the work to us. Once our online survey goes live, you can feel free to share the link with your neighbours. After it closes, we can send you the results from your Community League.

Even if you do decide to chat with your neighbours in person, we'd love if you shared our survey widely. This will help the EFCL understand Community League preferences for improving neighbourhood liveability and communicate those preferences to city administration and city council.

What do we want you to do?

1. Engage! Talk to your neighbours about traffic safety in your community.
2. Share the feedback you receive with the people who participated, your Councillor, and the EFCL.
3. Encourage your neighbours to get involved in any engagement related to neighbourhood street safety! The conversations you host should provide residents with the tools to make informed comments about the status of safety in their neighbourhoods.
4. Encourage the people you talk to to fill out the EFCL survey!

FREQUENTLY ASKED QUESTIONS

Understandably, there are a few questions people have when the topic of slowing down our residential streets come up. We've addressed a few of the most common questions below.

How will slower speeds impact my commute time?

We know some communities might not be in total agreement about speed limit reductions. People have legitimate concerns about lower speed limits, especially related to how their commute times may be impacted. Nobody wants to spend more time in traffic on their way to work or home than they have to!

The truth is, research shows that lowering residential speed limits has a very minimal impact on commute times.

Most studies show mere seconds are added to a commute when posted limits are lowered to 30 or 40 km/hr. Why? Because residential streets are those roads where people typically wouldn't drive through unless they lived in the neighbourhood, or were visiting someone who did. Travel on residential and minor collector roads to arterial roads comprises a very short portion of most trips.

Lower posted residential limits will help deter commuters from leaving the arterial road network, helping to ensure the traffic in your community is largely local neighbourhood traffic.

Yeah, but what about collectors?

Collector roads are those low-medium capacity roads that move traffic from within your community to arterial roads or vice versa. Similarly to local residential roads, the majority of traffic that travels on them should be local traffic. However, they are sometimes used by drivers leaving the arterial network to find 'quicker' or 'easier' routes through a community's residential roads. This is called traffic shortcutting and is a concern of communities throughout the Edmonton area.

Collector roads are where we see the most speeding complaints and the majority of traffic calming requests.

Lowered speeds on these roads will make them more hospitable for the households living on them, with the added bonus of discouraging shortcutting behaviour through your community.



How can slower speeds be safer if people have to be hyper-focused on their speedometer to obey them?

Being worried that at slower speeds you're going to have your eyes glued to the speedometer and not on the road is a valid concern. However, studies show that the faster you travel, the more likely you are to develop tunnel vision and to have decreased depth perception. This means that the faster you're traveling, you're actually seeing less of the road. At lower speeds, you have a wider field of vision and are more likely to notice other road users!

Won't changing speed limit signage and upgrading infrastructure come at a great cost to the City and ultimately the taxpayer?

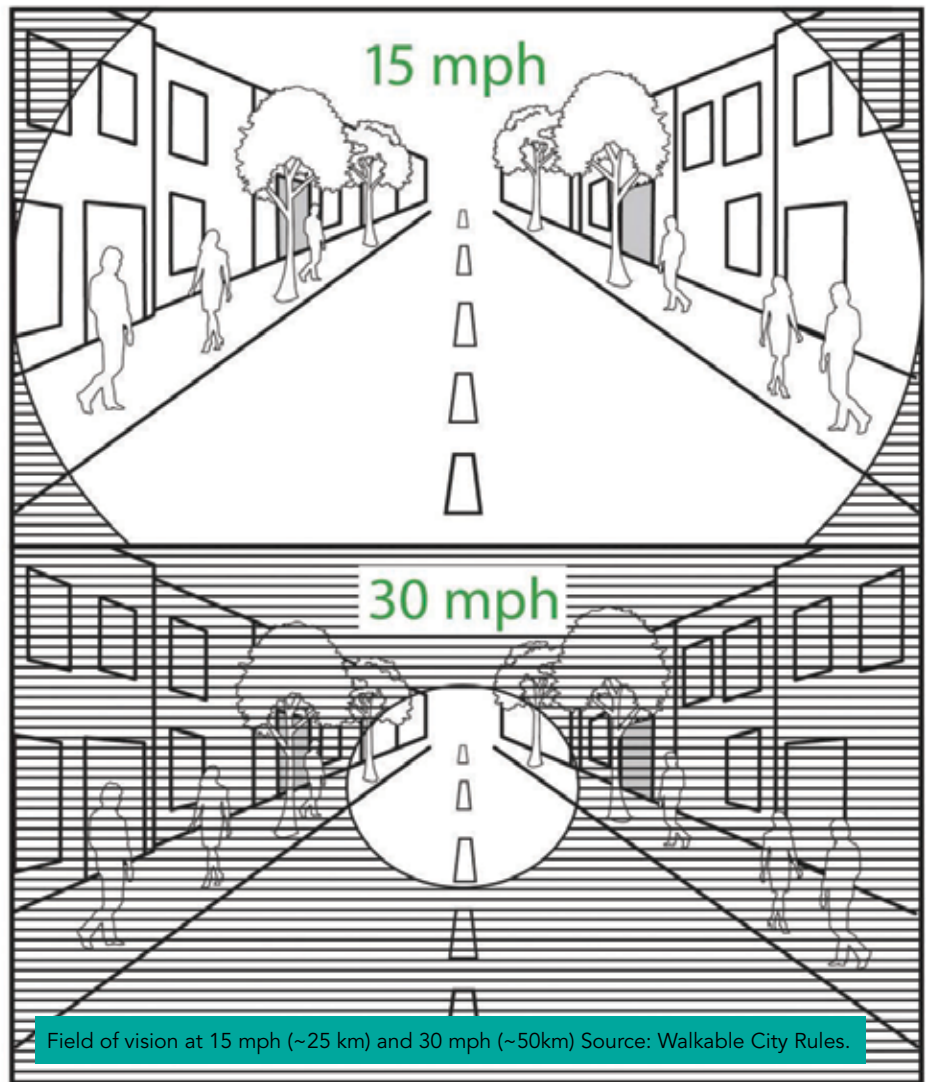
It doesn't have to. The City can save money by implementing these design changes in new neighbourhoods and during neighbourhood renewal. In the event that a community will not be undergoing neighbourhood renewal in the coming years, there are a variety of adaptable traffic calming measures that are quick and easy to implement and can be rolled out cheaply.

Recent provincial legislation changes also allow the City to change its default limits on all its roads without signage, which may help combat the issue of signage proliferation. This would be exactly like we currently have with signage for 50km/hr speed limit.

Won't people still speed if the posted speed limit is reduced?

It's true that some chronic speeders will still speed even if the posted speed limit is reduced. However, the key takeaway is that the average speed will still fall, which brings massive public health gains.

Beyond that, with the installation of the right traffic calming measures, our existing streets can be retrofitted for the appropriate reduced vehicle travel speed.





Is this just a cash grab for photo radar?

Nobody is asking to increase the police budget! Design interventions can be an effective measure to slow people down without having to increase enforcement. This change is about improving liveability and improving safety for everyone, not about punishing people.

Isn't this just part of the “war on cars”?

It's not about trying to force people to take one travel mode over another - it's about making every mode, including driving, safer for everyone. As Edmonton is proving with its Vision Zero changes so far, when we adjust road design to match the neighbourhood, everyone walking, rolling, biking and driving feels more comfortable on the street and is more protected from being hurt, inside and outside of vehicles.

CONCLUSION

We sincerely hope you find this handbook helpful to have the discussion with your neighbours about how improved traffic safety can improve neighbourhood liveability in your community. Please share this handbook, the EFCL survey and our online resources with anyone interested in the conversation.

If you have any questions or comments, contact us at planning1@efcl.org



FURTHER READING

¹ City of Edmonton. Speed Reduction Pilot.

https://www.edmonton.ca/transportation/traffic_safety/speed-reduction-pilot.aspx

² City of Edmonton 2018 Vision Zero Annual Report

<https://www.edmonton.ca/transportation/PDF/2018VisionZeroEdmontonAnnualReport.pdf>

³ City of Edmonton. Neighbourhood Renewal.

https://www.edmonton.ca/transportation/on_your_streets/neighbourhood-renewal.aspx

⁴ Edmonton Federation of Community Leagues. Traffic Safety. <https://efcl.org/traffic-safety>

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