

## Crescent Heights Traffic and Speed Limit Survey

What we Heard - October 2020

### Engagement Overview

In October 2020, the Crescent Heights Community Association (CHCA) engaged the community through an online survey to gather input on traffic and speed related issues in our community. The input was used to help arrive at a position on City Administration's recommendation to reduce the unposted speed limit on residential streets.

### Engagement Implementation

Engagement was implemented through an online feedback questionnaire. The questionnaire was hosted on Survey Monkey and promoted on the CHCA's social media channels and through a community email list. The survey received **161** confirmed responses from residents of Crescent Heights.

### What We Asked

Participants were asked:

1. What traffic issues are a concern to you personally?
2. Were you aware that Council will be debating lowering the residential speed limit?
3. Do you support reducing the unposted speed limit on residential streets?
4. What is your preferred speed limit for residential streets? 50km/h, 40 km/h or 30 km/h?
5. For the designated non-residential streets in our community, what do you feel should be the posted speed?
6. Are you a resident of Crescent Heights?
7. Would you like to provide any additional comments?

### What We Heard

In reviewing these results, it is important to note that while this engagement was open to all interested residents of Crescent Heights, the survey period was short and there was a relatively small sample size. Findings in this report are therefore drawn from this representative sample of residents and have a margin of error at +/- 8%.

### Speed was the most important traffic concern for survey respondents

Overall, **60.2%** of responses indicated speed was a concern, with traffic volume coming in second at **43.4%**. About one-third (**32.3%**) of respondents indicated that all of these issues were of concern.

Concern	Responses	Percent of total responses
How fast vehicles are travelling (speed)	97	<b>60.2%</b>
The number of cars that come through (volume)	70	43.4%
The kind of vehicles that come through (type)	24	14.9%
All of these	52	32.3%
None of these	15	9.3%

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### *The majority of respondents were aware that Council was considering lowering the residential speed limit*

79% of respondents were aware that Council was debating lowering the default residential speed limit.

### *An overwhelming number of respondents support lowering the residential speed limit*

Overall, **81.4%** of respondents either support or strongly support a reduction in residential speed limits. **16.8%** of respondents either opposed or strongly opposed reducing the unposted speed limit, and **1.8%** were unsure.

	Responses	Percent of total responses
Strongly support	91	56.5%
Support	40	24.8%
Oppose	11	6.8%
Strongly oppose	16	9.9%
Not sure	3	1.8%

### *83.2% of respondents prefer a lower unposted residential speed limit of either 40 km/h or 30 km/h.*

The responses slightly favoured 40 km/h (46.6%) vs 30 km/h (36.6%) for the new unposted residential speed. Taking into consideration the margin of error, responses were generally evenly split between 30 km/hr and 40 km/h. **16.8%** of respondents prefer to leave the unposted residential speed at 50 km/h.

	Responses	Percent of total responses
Reduce the speed to 30 km/h	59	36.6%
Reduce the speed to 40 km/h	75	46.6%
Leave the speed at 50 km/h	27	16.8%

There were also verbatim answers collected for this question asking respondents why they chose the option that they did. Those responses are included later in this report.

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***There was strong support to see some of the “designated roadways” in the community treated the same as residential streets***

A majority of respondents felt that 8<sup>th</sup> Avenue N, 12<sup>th</sup> Avenue N, 1<sup>st</sup> Street NW and 4<sup>th</sup> Street NW should have posted speeds of 40 km/h or less. (There was also some feedback suggesting 8<sup>th</sup> Avenue N had already been re-designated as a residential street and shouldn't be on the City's list of “collector roadways”).

For 16<sup>th</sup> Avenue N, Centre Street N and Edmonton Trail (including 4<sup>th</sup> Street NE which is regarded as Edmonton Tr southbound), an overwhelming majority of respondents felt that the posted speed for those roadways should be 50 km/h.

	30 km/h	40 km/h	50 km/h
8 <sup>th</sup> Avenue N	21.0%	58.6%	20.4%
12 <sup>th</sup> Avenue N	10.2%	55.4%	34.4%
4 <sup>th</sup> Street NW	10.1%	53.2%	36.7%
1 <sup>st</sup> Street NW	23.7%	54.5%	21.8%
Centre Street N	3.2%	15.9%	80.9%
4 <sup>th</sup> Street NE	13.2%	39.5%	47.3%
Edmonton Trail	2.5%	17.8%	79.7%
16 <sup>th</sup> Avenue NE	1.3%	5.8%	92.9%

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### *Verbatim answers as to why respondents preferred the residential speed option that they chose:*

- I think 30 is a bit too slow
- It had been shown that the lower the speed the safer for everyone
- Because I have seen road rage first hand and fear reduced speed limits contribute to it and unless there is a compelling reason to reduce - why would we - we already have reduced speed in key areas including bus routes and playground and school zones and that is more than sufficient
- Above 30 km/h the fatality rate of pedestrians in a collision increases disproportionately (more than linear). Only at 30 most people can expect to survive a collision with a normal car. Also, in our street people often accelerate hard and rev their engines unnecessarily. Hope that would be less common with lower speed limits. Streets take up such a large part of our community's public space, it's a shame that they can't safely be used by all members of the community for travel, play and recreation.
- Drivers do not follow the 50 km/h. They usually drive at 5 to 10 km faster than the speed limit. If you post at 30, they will go 40, 40-they go 50, etc. There is no enforcement on residential streets except at school zones.
- The current speed limit should be reduced because most drivers do not obey the current limit. Drivers use our street, 13 Ave NE, as a short cut to speed through the community.
- I think 30 is good to be reserved for playground and special zones, and I worry putting the speed too slow will cause frustration and more infractions without cause. 40 seems very reasonable for residential.
- Slower is better on tightly parked streets
- It is a reasonable speed for a residential street. I think most people naturally drive between 30-40kph anyways because of parked cars at the sides of the road
- A lower speed limit is safer for pedestrians and quieter for residents.
- Hard to change people's habits but if it is 40 they may slow to that or even 50 from higher speeds.
- Slowing the speed limit will kill the economy. 55 cars can cross a green light in one minute at 50 kmph only 33 at 30 kmph. 22 more cars will back up at every light if we lower the speed. Taxis and Uber will need to charge 40 percent more to break even. Amazon local delivery prices will go up. The time to drive from Beddington to town on Centre street will increase by 18 minutes round trip, not counting longer delays at red lights. If you drive that 200 days a year, that is 2.5 more days a year spent on the road. The increase in pollution will be huge, as cars use the same amount of gas at 30 as at 50.
- Not a problem that needs to be addressed
- Responsible drivers are already going that speed, might as well make it official
- Safety & liveability
- Noise and safety
- Narrow streets with big trees hard to see, kids in the neighborhood
- Well, as the city and others have always said , "posting a sign (any sign) is useless unless enforced by the police." It seems like their time has been better spent on more critical concerns. I do however despise the high volume of cut through traffic between Center Street & Edmonton Trail. The west side of Crescent Heights somehow years ago have managed to close off their part of our community. The city told our side of the community, when we had to do our own last traffic survey, that they would never allow us to close off any of our streets or avenues.
- I actually prefer the speed be enforced, but support 40 kph in the hope maybe people will actually go 50. There are no speed humps on 9 and 10 Ave and cars go through too fast.
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- I'd be OK even with 30, but 40 is likely more realistic. With so many parked cars, bikes and pedestrians, any faster than 40 is unsafe.
- Our streets are crowded (parked cars) there are many dog walkers. 40 km is a reasonable speed when driving through busy pedestrian streets
- There are so many pedestrians and not enough cross walks. Cars need to slow down so they have enough time to react to a pedestrian
- I'm also a pedestrian as well as a driver. The slower rate benefits both groups especially those who are less protected.
- Safer for all
- As a driver, 40 feels like a natural speed for residential roads... anything much faster feels not quite right, too risky. For sure 30, however, would feel artificially slow and incredibly frustrating / appropriate for playgrounds only.
- It's a compromise between reducing the speed to increase the safety of pedestrians and ensure efficient traffic flow.
- 40km/hr is an acceptable speed for residential areas. 30km/hr is for playgrounds and school zones
- There are a lot of pedestrians, adults, kids, dogs, cyclists in this community as well as many parked cars. A reduced speed limit allows for drivers to see these pedestrians better and gives the drivers more time to react to these pedestrians crossing the streets, etc. making our community safer :)
- 30 km/hr is simply too slow, and to enforce. 50 km/hr is usually too fast, especially for our narrow streets and parked cars. Sure you can always drive slower when appropriate, but 40 seems like a good speed; usually that's what I travel within our community. We have a lot of cut through traffic, and while that won't deter traffic, it will make it safer and less stressful on our streets
- 30 is too slow and people will go 40 anyway.
- We dont have the money to change all of the signage
- Because the statistics tell us that is the safest practical speed. These are residential streets, and as such we should make sure they are as safe as possible for everyone.
- 40 km/h is a reasonable speed limit in a residential area where there are many vulnerable street users, not just motorists. Additionally, the reaction times and severity of collisions is less severe at 40 as opposed to 50 km/h. I should note 30 km/h is a bit too slow for a Bylaw. Note that under The Highway Safety Act, one has to drive according to prevailing roadway conditions, so a motorist must drive slower than the posted/Bylaw speed limit if weather and roadway conditions dictate.
- We live on 4th Street NW the speed limit is 40 km and is not respected. We have made numerous calls to CPS to have radar used
- Adding more rules when the rules that are currently in place are not enforced is not at all helpful. Focus first on enforcing rules (speed limits, parking) that are already in place. That will reduce risks.
- Helps the flow of traffic. The roads are already congested, no need to make them more so
- Speed isn't the issue. Volume of traffic / cut through traffic is the issue. Additionally - current rules aren't enforced (eg 30 km/hr on Crescent Rd and parking restrictions in CH.). So more rules without enforcement is a waste of time and money. Council should focus on priority items!
- 30 is too slow and would frustrate me while driving in the neighborhood. 50 is too fast.
- Safer for kids and family. There's no need to speed through residential areas. Let's help to prevent serious injury or death.
- People generally speed through our neighborhood. They may not follow the 40km/h limit but it might keep them to 50km/hr.

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- Enforcement of the speed is necessary. If not enforced does it matter the speed
- 30 is too slow and no one will follow it, whereas 40 is unusual and will make people aware, hopefully.
- 30 is too slow and 50 too fast
- With cars parked along residential streets, streets are far too narrow to safely drive at 40 or 50km per hour. Cars going this fast do not have time to safely stop for pedestrians or children playing in the area.
- 30 is way safer for these roads
- 50 is too fast
- I think we will eventually get to a point where 30 is the standard for major cities to reduce accidents particularly ones involving bikes, pedestrians and kids
- 30 is fast enough for residential roads. It's already 40 on 12th Avenue and that's fine for many commuters.
- Too many speeders at all hours of the day
- so much safer
- I've almost been hit multiple times at crosswalks on 12th Avenue
- I don't see an issue with people driving at 50 km/h
- Subjective, but believe it is the most reasonable balance between safety and travel efficiency
- The streets are narrow in crescent heights with parked cars, pedestrians and cyclists. It would be safer for all with a slower speed
- Reducing to 40Km/hr allows for additional safety without drastically reducing travel time.
- It is safer
- Because of the statistics around likelihood of surviving being hit by a car at different speeds.
- Being closer to the speed a cyclist (or scooter) might ride, the problems of overtaking in confined spaces should be reduced. - Lower residential pollution (air and noise). - Greater safety especially for young and elderly. - Encourage younger people to engage in cycling where cycle paths are not available.
- Cars use the neighbourhood as a short cut to Centre St. Crescent Heights High School is on 1 St. NW. with lots of pedestrians and associated cars assisting students. The McHugh Bluff is an attraction which draws people and cars from beyond our neighbourhood. Policing the stated speed limits is another issue entirely.
- Lower limits are safer and may encourage drivers to remain on commuter roads instead of residential ones
- People are going to go 10 above anyways, they already do. PLEASE PUSH FOR 30.
- Cars generally go faster than the posted speed. There is no need to go fast through neighbourhood with kids on street.
- 30 is an unreasonable low speed. 50 too fast for narrow streets with cars parked and limited visibility at intersections.
- Lower speed limit is safer for pedestrians and the many children on my street that play outside.
- For streets that are not through roads, even 40km/hr is fairly fast
- under the assumption that this would reduce traffic from non-residents cutting through the district, that would be preferable. If it would reduce the occasional noisy speeding through residential streets, that would be good. If there is going to be no policing of the speed limit, it is a waste of time and a nuisance to residents. (In other words, I might be willing to give up the ability to drive at 50 kmh myself in order to gain peace and quiet, but not if there is no actual gain.)

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- It is the safest speed for people using our streets. We have a lot of pedestrians traveling in the 100 block of 8 ave NW and along first street NW. There are also a large number of cyclists using the 100 block of 8ave and 1st NW to travel to and from work. We currently have huge numbers of cars using our street to beat traffic on Centre Street and few are doing it at appropriate speeds for our neighbourhood.
- People generally break the sites limit regardless. This will slow it down.
- Safer for pedestrians. Make cutting through the community less desirable.
- 30 mph is too slow, no one will follow that one. 40 mph makes sense.
- Hard to even get to speed limit. My observation is that cars rarely go above 40 in my street. 7th Ave. NE
- It's more reasonable
- Safety, comfort, will help with noise and may also decrease the volume of cut through traffic
- I do a lot of walking in our community with our dogs. People drive too fast, don't properly stop at stop signs, don't properly yield from alley way to sidewalk and then street. It can be treacherous sometimes. We have a traffic circle adjacent to our corner lot, people rarely signal and almost never slow down to anticipate other traffic or pedestrians, I now as a walker constantly yield for traffic because drivers are so unpredictable.
- Either 40 or 30 there are kids that play a couple times I tried to get into my car parked in front of my home and almost got hit
- There are lots of kids and the risk of accidents (and the extent of injuries when there are accidents) is reduced with lower speeds
- With many of our residential streets having no access direct access to 16 Ave, I've seen far too many vehicles speed down the street in rage just to turn around and speed right on back out. Our residential steers tend to be congested since many homes do not have off-street parking. A vehicle should drive with caution and a slow speed at all times for everyone's safety.
- 30 is too low; 50 is too high for most of the residential streets listed - but then, I don't think that speed is reached that often.
- If a lower speed is posted then if a speeding driver is stopped the reprimand and fine maybe enough to make an impact. As a safety concern, we have children, animals and not much compliance by drivers passing through.
- Always remember a hand-made sign in Kensington that said. " It's 40 don't be that guy"! Very effective
- I don't see the need to change it.
- Safety and decrease desirability for cut through traffic.
- Safer for pedestrians and cyclists.
- Because 40 or 50 km will not make a difference
- Reducing to 30 km an hour would encourage cell phone use
- 30 km is way too slow!!!!
- Don't trust city council to try and further reduce speeds on main roads. An eg is your map and road speed on 12th Ave and on 4th St s/b 50, but someone has pushed thru and made them 40
- Children
- I haven't seen or heard any evidence that the current speed limit is actually resulting in issues. I would support pedestrianizing roads and moving away from car-centric realms 100% but reducing speed limits is baseless and just virtue signalling. A MASSIVE waste of money and resources. Just get rid of cars.
- I have visited other cities where the limit is 40 (e.g. Ottawa on a fairly main road in a residential area. Vehicles do slow down. There are reminders at intersections)

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- Safer for pedestrians. Also, hopefully less damage caused if there is a lower velocity collision
- Reduced noise, calmer life
- Live across from a high school parking lot. The teenagers often speed out off after exiting the parking lot. It's not safe for my children and on top of it there are a lot of cars on the side of the road for parking. My preference would be speed bumps installed on 11ave NW between 1st and 2nd street
- The current speed limit is way too high for the population density of the area, which consists of lots of children and pets. There is a lot of street parking in this area so the risk of hitting vehicles is also very high at the current speed limit.
- There's no need to drive 50 km/hr on the residential streets. 40 km/hr is a much more reasonable speed for these streets.
- Because it's safer than 50 and not as sluggish as 30
- 30 km/h would decrease serious injury if collision occurs
- IT SAVE LIVES!
- Save lives and money. Research shows it works.
- People normally travel faster than the speed limit - especially down Edmonton Trail which is a Non-Residential Street. People can be hit there just as easy!
- Represents the safest option based on data.
- Safety and noise reduction
- The change is unnecessary
- There are 30 km/hr playground zones; Therefore we can do 50 unless it's a playground zone.
- I like the idea of reducing the speed limit; however, I like the idea of continuing to have a lower/specially reduce speed limit for playgrounds/parks and school areas.
- 30 is too low, people pay less attention at that speed
- It is safest speed limit of the three for pedestrians.
- We will not see good compliance at 30. Most people will support 40, in my opinion.
- Safer and reduces the benefit commuters get by cutting through community
- seems reasonable. 50 km is too fast. 30kms is fine too but I doubt most will drive that slow.
- Saves lives, reduces cost on medical system, and decreases noise.
- Our community has Playschool and lots of residents send kids to Rosedale school. I have seen cars going fast and missed the 4-way stop and stop signs beside kids. So, reducing speed 30 km/h would make more community safe for kids.
- 30 is too slow. Have got use to the 40 in our neighborhood.
- For the safety of children, pets, pedestrians, and cyclists, and to encourage and improve the experiences of active commuters.
- It is reasonable and safe speed.
- Pedestrians are road users - they need to be more responsible. It just takes a moment for a pedestrian to stand back and let a car pass through. Just stepping off into an intersection and arrogantly expecting to cross roads, often without looking, is irresponsible. Nowhere else in the world, and I have travelled and worked extensively, is such an ignorant and dangerous attitude shown by pedestrians. Stop being politically correct and let's educate pedestrians to show courtesy and common sense.



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- 30km/hr seems a bit slow and restrictive
- It is what I already tend to drive on residential streets.
- 40 is the appropriate speed based on the number of parked cars and stop signs. 50 is too fast and 30 is too slow
- because it's more important that pedestrians and cyclists are safe, than it is that drivers set a new land speed record getting to their destination.
- Cars don't adhere to the 50km/h on our street. I doubt they would adhere to 40km/h and would prefer 30 so that they \*might\* actually go 40km/h
- Lots of kids in the area, it's obviously easier to stop if you are going slower
- I think a greater reduction would be less likely to be complied with and cause greater frustration.
- It is not the city to control the children's behavior. It's the parents. Soon children will simply play in the streets. It's always the cars fault and never the parents and childrens. I would rather see the odd speed bump
- 30 km/h would be too hard a sell
- Because 40 km/hr is enough to help increase the safety of our streets but not so low that it has a negative impact on our mobility.
- Reducing to 40 km/hr contributes to safety without negatively impacting mobility for residents.
- I believe it contributes to safety without limiting mobility too much.
- The slower the vehicle is traveling the less likely to do great harm in an accident
- making our streets more pedestrian friendly and safer for people on foot
- Very few will respect 30 km/h but 40 km/h will likely have an impact, enough at least to keep everyone from going over 50 kmh.
- It's not a problem. Safe crosswalks are a bigger issue. Let's fix the actual problem
- Safety.
- A number of young children in the street, a number of dogs etc.
- Not sure
- There is no reason to go faster than a playground zone when traveling past houses where kids play. How fast do you want to be going when you hit someone?
- 30 is too slow, 50 is too high, 40 is just right
- Studies show the slower a vehicle is travelling the less damage a person incurs when struck.
- 40km/h reduces to the speed limit which feels comfortable for pedestrians and those who park on the street without feeling too slow.
- Safer for pedestrians and kids. Less noisy.
- I find 50km/hr pretty fast already for some streets. Mainly the ones that are narrow and have cars parked on both sides. People already try to go over the speed limit in these areas too.

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### *Verbatim answers to request for additional comments*

- I don't believe the work that the City has put into understanding and fixing our traffic issues to date are sufficient. The green line will only make things much, much worse. The message at the Green Line open houses seemed to be "trust us". That is insufficient and shows a lack of respect for the residents of Crescent Heights.
- Beyond speed limits we need our streets to be designed and built in a way that discourages high speeds. Safe, complete intersections, narrower lanes and spaces for non-car traffic to facilitate for people to meet and live in the public places our streets are and not just pass by. This would certainly benefit local businesses too.
- If the community is striving to encourage business development (BRZ) on Centre Street and Edmonton Trail, the city must support lowering the speed limit to make it safer for pedestrians/customers to the establishments.
- I am concerned about special events like Canada Day when cars flood our area, and I am sure similar issues happen in other neighbourhoods. Typically, with our area these cars become very lost due to all of our dead ends as they are unfamiliar with the area. There must be ways the City can pre-emptively address these issues. Additionally, it would be ideal to see the city stop the racing of cars along Center street and 16th Avenue. It is a bit scary.
- I think posted speed limits won't make a difference. Most people drive below 40kph on residential streets and don't need that policed. For the few that drive too fast, a posted limit will likely not change their habits. I think a better solution is to add features that naturally slow cars down like narrow streets, parking at the sides etc.
- This survey wasn't valid in that it didn't include an option to increase speed on Centre St, Edmonton trail and 16th Ave.
- Thank you for your work
- We are strong proponents of lower speed limits in our neighborhood. We have small children and fast drivers reduce our time outside.
- 16th Ave speed should be higher than 50. It is a divided road way with very little pedestrian traffic. All other non-residential roadways are good at 50 but it makes no sense for Hwy 1
- Good initiative - thank you.
- Traffic calming devices eg speed bumps would be appreciated on 9 Ave between 1 and 2 St. NW. We get a lot of stunting especially in the evening. Additionally, with the closure of Crescent Rd (which I hope continues) we get a lot of turn-around traffic as people find ways to enter and leave the area.
- The closure of Crescent Road is nice but our street (7th Ave) is a parking lot on busy days. Wonder if there's some way around this.
- We've observed that vehicles are more likely to speed as drivers become frustrated with the excessive so-called traffic calming measures; Maintaining open easy flow is one way to keep ensure speed-limit compliance; This includes reinstating vehicle access to / through Crescent Road, once physical distancing is no longer an issue. (We have observed far more / and more excessive speeding down our street this year as so many of the usual visitor access roads have been blocked.)
- 8 Ave N west of Edmonton Trail should be considered a residential street as it is the same width as the neighbouring streets. At one time it had collector status and I thought that was removed as a result of our traffic study several years ago.
- Please send me the survey on road design for traffic calming next week. I would be pleased to provide some feedback on this subject as I am a resident of the community and spent over 36 years as a transportation planner dealing with community traffic issues and conducted several community traffic calming studies in Crescent Heights and surrounding communities during that time. Thank you for the opportunity to participate.
- City council might better focus their time and energy on high priority items.
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- I would like something to be done about 12 Avenue. It's a thoroughfare for people avoiding 16 Avenue and is dangerous. Cars constantly drive past crosswalks and even run the stop signs on 2 Street NW.
- Fix the damn potholes that run down the centre of e.g. 7 Ave NE - hard on my suspension - however they might slow the traffic down.
- We generally don't have a big concern with speeding or traffic volumes on our street. We do think that a 40 km/hr or lower speed limit is the right thing to do.
- No one goes 40 where the speed limit is already 40 in crescent. People go 60 on Edmonton Trail and Centre. Reduce speed limit saves lives. If it's 30 on residential people will go 40 anyways. Make it lower everywhere.
- thanks for asking
- 16th Ave N should be 60kph - need to speed up the critical conduit out of the city.
- A slower speed along center street would improve pedestrian and cyclist safety, reduce traffic noise, make it easier to cross the street to visit businesses
- To be more accessible we need more curb cuts at corners. Edmonton Trail sidewalks are dangerously close to the street- the speed limit should be lowered as I don't think the sidewalks can be moved/widened.
- Current limits are sometimes ignored and the level of enforcement necessary to prevent speeding is impractical. Would traffic calming measures (eg speed bumps) on some residential roads be a sensible addition to reductions in speed limits? Currently some connectors (with higher speed limits) have measures whereas residential roads do not.
- Having Crescent Road closed to traffic has been a gift to our neighbourhood. It has reduced traffic and noise levels dramatically (night and day) as well as allowed people to connect in a safe, socially distanced manner while enjoying the beautiful vistas of Calgary that our neighbourhood has to offer.
- Push for 30. Council will approve 40. Everyone will be happy.
- Need to look at having flashing pedestrian lights on 4th St West at the cross walks.
- My initial thoughts on a reduced speed in our community is that more pedestrians will assume that a vehicle will come to a stop just because they've stepped onto the street. I see numerous people not even look up and cross the street blindly. Maybe some pedestrians need a reminder also to walk and think. Signage for both pedestrians and drivers might be more effective.
- I am at a loss to understand why the 100 block of 8 Ave NW is considered a "feeder" route. At a time when the city should be encouraging people to find alternate forms of transportation the city continues to make it easier for vehicles to travel into the core. Ours is a block of single-family homes and the city is making it unlivable.
- We live on 12th Ave NW, and people absolutely blast through here. It's the only connection to 16th Avenue via 4th St NW. Needs to change. We have a baby that will grow into a young child. We don't want people speeding past our home anymore.
- Drivers cutting through the community often don't follow the speed limits so changes may not matter. I would not residence to be the ones getting tickets ... changes need to be posted clearly. Back lanes are also an issue with speeding vehicles.
- I live on 7 Ave NE and the speed that drivers go by is like 60 mph or more. It's scary as someone is going to get in a bad accident on 7ave ne and 2st ne.
- 6 Ave ne Edmonton trail going west is very high traffic area because it's the first turn you can make on top of Edmonton trail. Needs to be re-evaluated
- I think there should be a huge information blitz, stressing the importance of knowing how to cross the road safely. Which we all learned in kindergarten, but many seldom practice. Pedestrians and cyclists need to take some responsibility as well. Those magical crosswalks won't do it for them!
- Did not know that 8 Ave. N.W. was not a residential street. Only homes on the street, street ends at park - not a through street. Why rating as non-residential?

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- Please keep Crescent road closed to motorized traffic. Closing the road has transformed our lives as a community in so many ways
- 4th street NE is not in CH to my knowledge
- Let's make some ACTUAL change that improves our lives and move away from a transportation realm dictated by cars.
- There needs to be more surveillance, at least to begin with. Edmonton Trail needs more crosswalk lights. It is tempting to jay walk when there are vehicles coming - only to walk to a light that has turned red and stays that way for an inordinate amount of time to allow a few cars to go through. WE are supposed to be a walkable community but seem to cater to vehicular traffic.
- Would love to see action on the noise from street racing and motorcycles in the community
- Please be responsive on the matter. I feel like a reduced speed limit and speed bumps on my street will reduce residential stress levels and police calls. You closed down crescent road for 30 houses and now the uptick in Ransoms driving up and down my street has increased 5 fold. Throw us a bone please
- In addition to lowering the speed limit I would love to see CHCA advocate for speed bumps along the ridge as well as 11th Ave NW near the High School. I have reached out to the city and they said 11th Ave is part of the Greenline expansion and it's proposed to be converted to a bike lane, however that does not remedy the speeding issue in the near-term. Since school has been back in session the speeding and unsafe driving has gone up immeasurably. I no longer feel safe living so close to the high school with a small child and dog.
- 16th Ave should be 60 km/hr from Deerfoot to Crowchild.
- Besides speed, volume and especially vehicle noise are problems. The closure of Crescent Road has helped in that regard. The city really needs to have a strong noise bylaw. Why should the vast majority of residents have their enjoyment of being outside spoiled by so few (usually non-residents) with very loud macho trucks, motorcycles and modified sports cars? For example, If you want people to enjoy a revitalized Centre Street and Edmonton trail - a strong and enforced noise bylaw would help a lot.
- Why is the community association doing so many surveys lately? It's the boards job to make decisions, isn't it? Reminds me of councillors always wanting to do plebiscites. Trust my board to advocate, you're never going to find agreement if you put everything to survey. Please advocate for slower streets, it's the right thing to do.
- I have lost track of the number of times I've almost been hit while walking in Crescent Heights. It's very dangerous and being sandwiched between Edmonton Trail and Centre Street is by far the worst part of the community. These roads are very dangerous. Residential streets are also bad. Please lower the speed limits.
- We have been overly affected by the closure of Crescent Road to all but local traffic - people come here as late as 4:45 in the morning to see the view and listen to music. It is a shame as the people that live on Crescent Road don't own the street!
- I am glad the spray park is closed for the season. The amount of traffic and garbage creates by dozens of people using the spray park and Rotary Park this summer was unreal. I picked garbage up in the park every day.
- Thank you for producing this survey.
- Thanks for consulting on this very important subject!
- I think the city will have a hard time enforcing the new speed limit. people speed anyway. noise mufflers and overly tinted windows are also a huge problem in CH.
- Can we PLEASE treat people equally and have 2 porta potties in Rotary Park. One near the emergency Centre and one near the tennis courts. If not, find a way to patrol the camps and give people the help they need. ALL people deserve to be treated with dignity and respect. Even those with mental health issues and addiction.

## Crescent Heights Traffic and Speed Limit Survey

What we Heard - October 2020

- There is lots of illegal parking on the back alley of the Jerusalem Shwarma restaurant and Unami noodle house between 2 st NW and 2A street NW. The customers of them just park on the side of the alley. When I come out from our back alley, it is very hard to see any car coming and very dangerous. Is there any way to control those car park in the alley?
- 1st and 8ave are both streets close to the high school. Lower speeds will be good for both walking and driving students. 30 Km/ weekdays 7-4.
- Thank you!
- 30 is too slow!!!!
- Heavily modified cars with intentionally loud exhaust systems were a huge problem racing down our street this summer, using the 1st/9avNE traffic circle as a pylon. TIME FOR SPEED BUMPS.
- Thank you for protecting the pedestrian community of crescent heights
- More work needs to be done to police the playground zones. In 26 years of living here, I have never seen a patrol alongside Rotary Park. Ideally, I would love to see speed bumps along that stretch of 1st Street NE.
- Please consider speed bumps on 9th ave NE given the number of high speed vehicles passing through.
- Non-residential streets Edmonton Trail and Center St need a redesign with calming to enforce and promote the 50km limit. This is overdue and can't wait. People are getting hurt and killed while we dawdle. There is no logical reason for having a residential speed limit higher than a playground zone speed limit
- I find it odd that the city appears to be increasing the speed limit on 12 Ave NE, 12 Ave NW and 4 St NW. Also, has there's been a cost/benefit done regarding speed limits vs speed mitigation such as speed bumps and traffic circles?
- Thank you - can't wait to hear about the follow up.
- 8th Ave should be considered a residential street, especially b/t Edmonton trail and 1st NW. It's narrow with cars parked on both sides AND the it's the bike path. It seems to be getting looped in with the Renfrew side which is much wider.