



STRATHCONA
COUNTY

Heritage
Hills
Community
Traffic
Review
2019

Open House and
Online Survey
Report:
Community
Support for
Traffic Safety
Options

This report provides the results of the open house and online survey undertaken to understand resident opinions of traffic safety options proposed for the neighbourhood.

July 2019

Executive Summary

This report provides the results of the open house and online survey undertaken to understand resident opinions of traffic safety options proposed for Heritage Hills.

An extensive communication process was undertaken to inform residents about the project, including mailouts, social media, newspaper advertising and road signs. In total, 122 responses were received from households in Heritage Hills and five from other neighbourhoods. This represents a 7% response rate for the neighbourhood.

Results

Heritage Drive (near Clover Bar Road)

Overall, an equal number of residents strongly supported the driver feedback sign (DFBS) and speed cushion options presented. Both options are supported by the majority of residents, but the DFBS is supported more strongly. Many more residents do not support the speed cushion, compared with the DFBS. Two residents whose homes lie adjacent to the roadway in close proximity to the speed cushion that provided feedback both strongly support and prefer the speed cushion.

Ten residents on Highgrove Court participated in the engagement; the highest density of any location. Most of these residents expressed concerns with sightlines when turning left out of the cul-de-sac. Some residents also felt this impacted pedestrian safety at this location. These residents feel the speed cushion would be better placed west of Highgrove Court/Terrace. One resident noted that children travelling to the school from Highgrove Court would want to cross Heritage Drive at this location to access the school through Highgrove Terrace.

Heritage Drive (in front of the park/school)

Raised crosswalks were supported by 67% of residents.

Highcliff Road (at the park/school access)

Residents were provided with two options on Highcliff Road at the park/school access: two speed cushions or a raised crosswalk with curb extensions. While the majority of residents supported both options, the speed cushions were most strongly supported and less strongly opposed than the raised crosswalk.

Highland Drive (at the trail crossing)

Two options were presented to residents at the Highland Drive trail crossing. Both options included the realignment of the crosswalk, the addition of flashing beacons and curb extensions; one option included a raised crosswalk.

The majority of residents supported both options, although more residents (70%) supported Option B (crosswalk not raised) than Option A (50%). The raised crosswalk (Option A) had the most Strongly Support ratings (31%), but also the most Strongly Do Not Support ratings (26%).

Three comments disagreed with the realignment, suggesting that pedestrians and cyclists would not use the facility if it doesn't follow shortest path. Several comments alluded to how fast traffic moves on this road, regardless of their opinion on how to best address speeding.

Highland Drive (east of Highland Way)

Residents were provided with two options for this location: a driver feedback sign or a speed cushion. When all responses were taken into consideration, the majority of residents supported both options, but the driver feedback sign was the most supported and the least strongly opposed.

However, when responses were limited to those residents who would be directly impacted by the features, support for the driver feedback sign was markedly higher (69%), and opposition was very high for the speed cushion, with 69% not supporting its installation.

Highland Way (at the trail crossing)

Two options were presented for upgrading the Heritage Trail crossing on Highland Way: curb extensions or curb extensions with pedestrian beacons. Both options were supported by about 60% of residents. Those who supported the beacons tended to do so more strongly than those who supported curb extensions only.

Neighbourhood Speed Limit

After being provided with information on residential speed limits (See 6.0 Appendix: Information Provided on Residential Speed Limits), residents were asked, "After reviewing the arguments FOR and AGAINST a speed limit decrease, what do you feel is an appropriate speed limit in Heritage Hills?"

Results were analyzed using all responses and using only surveys which identified a place of residence in Heritage Hills. Results were almost exactly the same in both cases, with 45% of residents indicating that thought the current limit of 50km/h is appropriate, 54% indicating a lower limit of 30-40 km/h is appropriate and 1% indicating they "Don't know".

The feedback summarized in this report will be used alongside engineering data collected in the neighbourhood to guide the development of final traffic safety recommendations for Heritage Hills. These plans will be presented to Council in the fall of 2019.

1.0 Introduction

1.1 Background on the Heritage Hills Community Traffic Review

Several collector roads in Heritage Hills are nearing time for regularly scheduled rehabilitation. There are current resident concerns with traffic speed and pedestrian safety in the subdivision. In addition, a new school is under construction on Heritage Drive that will change traffic patterns in the neighbourhood. For these reasons, a community traffic review was initiated for Heritage Hills.

This report provides the results of the open house and online survey undertaken to understand resident opinions of traffic safety options proposed for the neighbourhood.

1.2 Purpose of the open house and online survey

The purpose of the open house and online survey was to:

- Share feedback from residents gathered through our workshop and online survey in March regarding their priorities and concerns about traffic in Heritage Hills.
- Share project information and engineering data.
- Gather input on potential options to improve road safety and traffic management in Heritage Hills.

2.0 Methodology

2.1 Recruitment for the open house and online survey

Residents of Strathcona County were all provided with an opportunity to participate in the online survey, although those in Heritage Hills were most aggressively recruited. Letters were mailed to all households in the neighbourhood (1769) inviting them to participate. In addition to the resident mail out, the open house and survey were promoted through the Sherwood Park News, the County website, Facebook, and Twitter. The workshop was also promoted through the County's Public Engagement e-newsletter. Residents of Heritage Hills who are members of the Strathcona County Online Opinion Panel (SCOOP) were able to complete the survey through that platform, and also received a personalized email inviting them to participate. For the last week of survey administration, road signs were placed at each of the three entrances to Heritage Hills to remind residents to complete the survey.

The new school on Heritage Drive is being built to replace Wye School. There will also be students transferring from École Campbelltown. Parents at these schools were also informed about the opportunity to participate in the engagement through their respective school newsletters.

2.2 Details of the open house and online survey

The open house took place on May 22, 2019 at FR Haythorne Jr. High School from 5:30-8:00 p.m. Options for traffic safety improvements were presented, as well as information on what was heard in the first phase of engagement. Residents were provided with paper surveys where they could indicate their support for the options presented and provide comments.

The online survey was available May 23-June 14. Residents completed the survey through a link off the project webpage to the Survey Gizmo platform. Alternatively, SCOOP members could access the survey using that platform. The online survey questions were the same as those asked at the open house. Data from open house participants was merged with survey data for analysis.

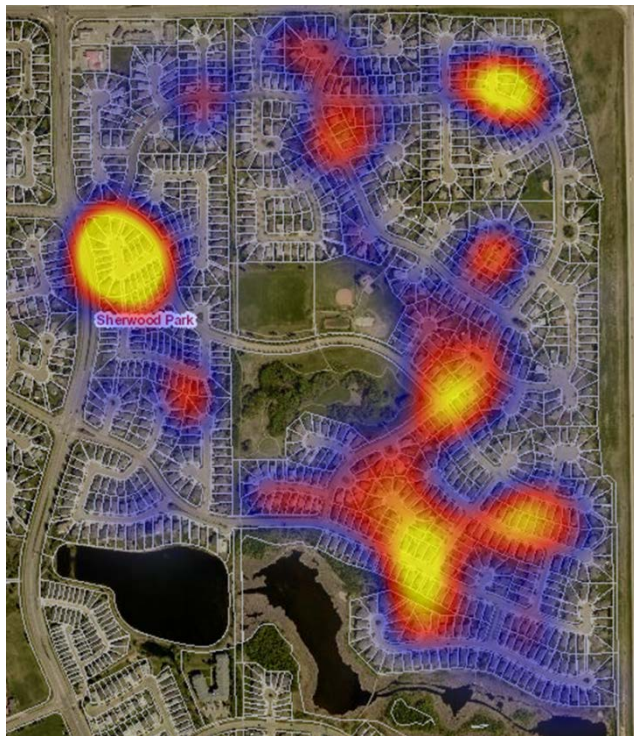
2.3 Participation and location of residence of participants

In total, 127 households gave input during this phase of engagement. About 50 residents representing 22 households attended the workshop. Eighty-eight responses were received through the online survey. Another 17 survey responses were received through SCOOP.

Respondents were asked for their address so that responses could be limited to one per household and to allow for location-based analysis. In the case where more than one response was received per household, the first (or most complete response where partial responses were received) response was used for the analysis only.

In total, 122 responses were received from households in Heritage Hills and five from other neighbourhoods. This represents a 7% response rate for the neighbourhood. Of the Heritage Hills responses, 38 households were identified as being located immediately adjacent to one of the collector roads in the subdivision (Highland Drive, Highland Way, Highcliff Road and Heritage Drive). Seventy-three households were identified on local roads or cul-de-sacs off the main collector roads. Eleven responses did not provide a specific address in Heritage Hills.

Figure One: Heat map of survey responses (116)



Generally, survey responses were received from all areas of the subdivision. The highest density of survey responses were received from residents of Highgrove Court.

3.0 Results

3.1 Heritage Drive (near Clover Bar Road)

Residents were provided with two options for this location: a driver feedback sign or a speed cushion.

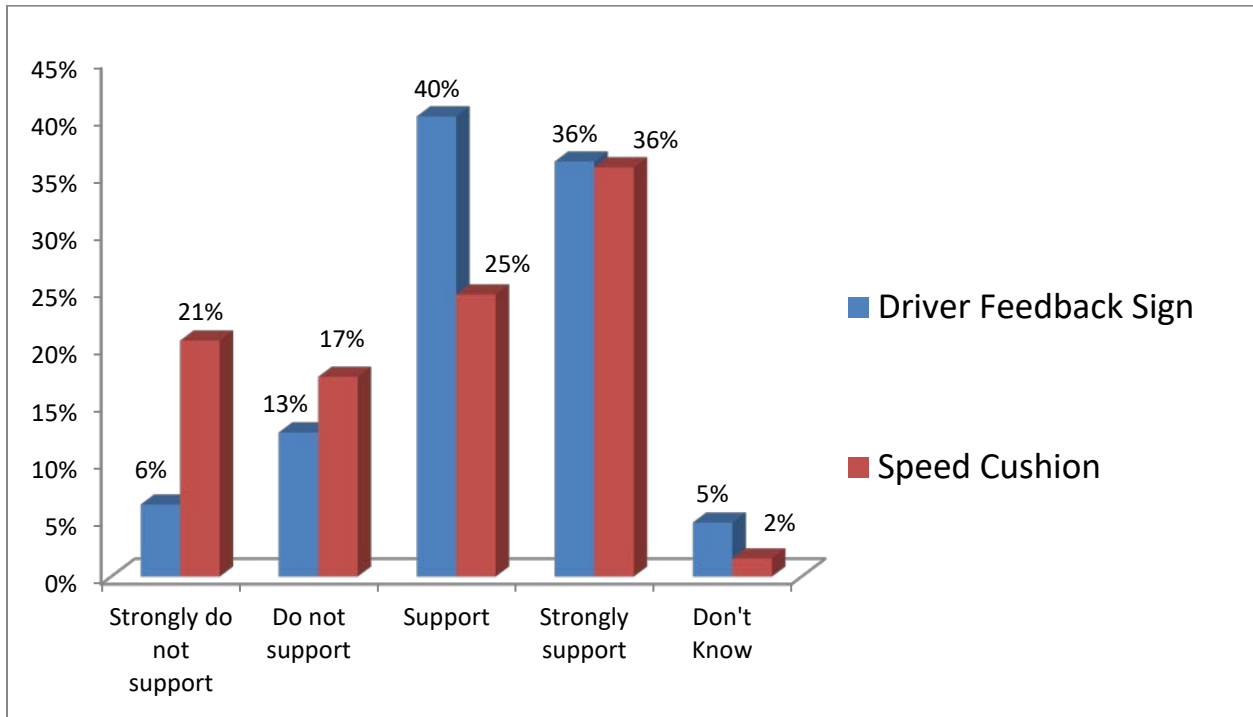
Figure Two: Option A: Driver Feedback Sign



Figure Three: Option B: Speed Cushion



Figure Four: Support for Heritage Drive Options (near Clover Bar Road Options): All Responses



Overall, an equal number of residents strongly supported the driver feedback sign (DFBS) and speed cushion. Both options are supported by the majority of residents, but the DFBS is supported more strongly. Many more residents do not support the speed cushion, compared with the DFBS.

81% of the 16 residents who live on streets that directly access this section of Heritage Drive supported the speed cushion option. Two residents with homes adjacent to the roadway in close proximity to the speed cushion that provided feedback both strongly support and prefer the speed cushion.

Comments

Nearby residents

Ten residents on Highgrove Court participated in the engagement; the highest density of any location. Most of these residents expressed concerns with sightlines when turning left out of the cul-de-sac. Some residents also felt this impacted pedestrian safety at this location. These residents feel the speed cushion would be better placed west of Highgrove Court/Terrace. One resident noted that children travelling to the school from Highgrove Court would want to cross Heritage Drive at this location to access the school through Highgrove Terrace.

Other resident comments

Nine residents expressed support for the speed cushion because people get used to signs. Three residents suggested the cushion is not aggressive enough, and four comments suggest more cushions are needed. Three residents suggested both options should be implemented.

Most other comments were varied. Arguments against the speed cushion included that there was no need, noise concerns, reduced effectiveness in winter, increased difficulty of snow removal and hard for buses to navigate. All comments are available in 5.0 Appendix: Resident Comments.

3.2 Heritage Drive (in front of the park/school)

Figure Five: Option A: Raised Crosswalks

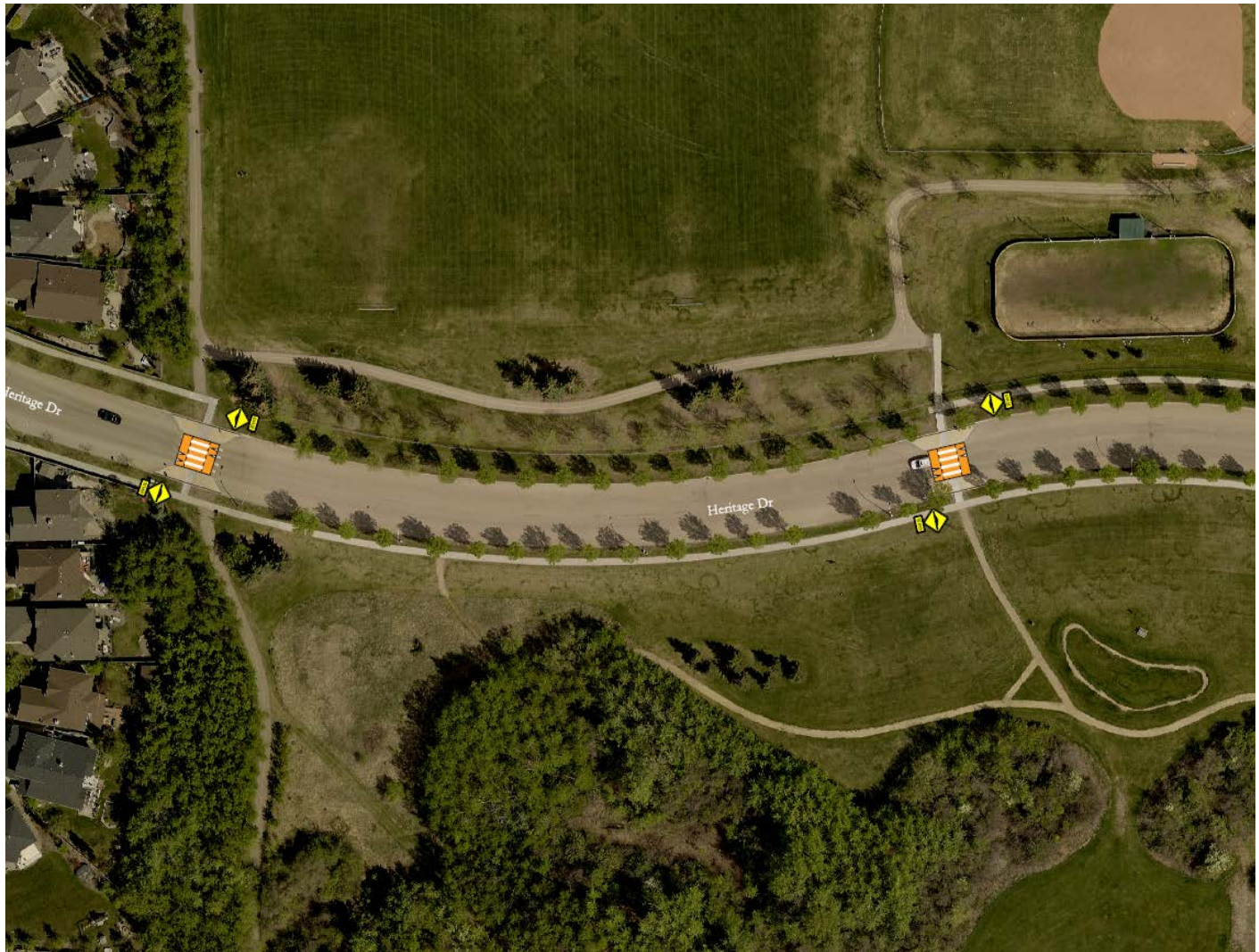
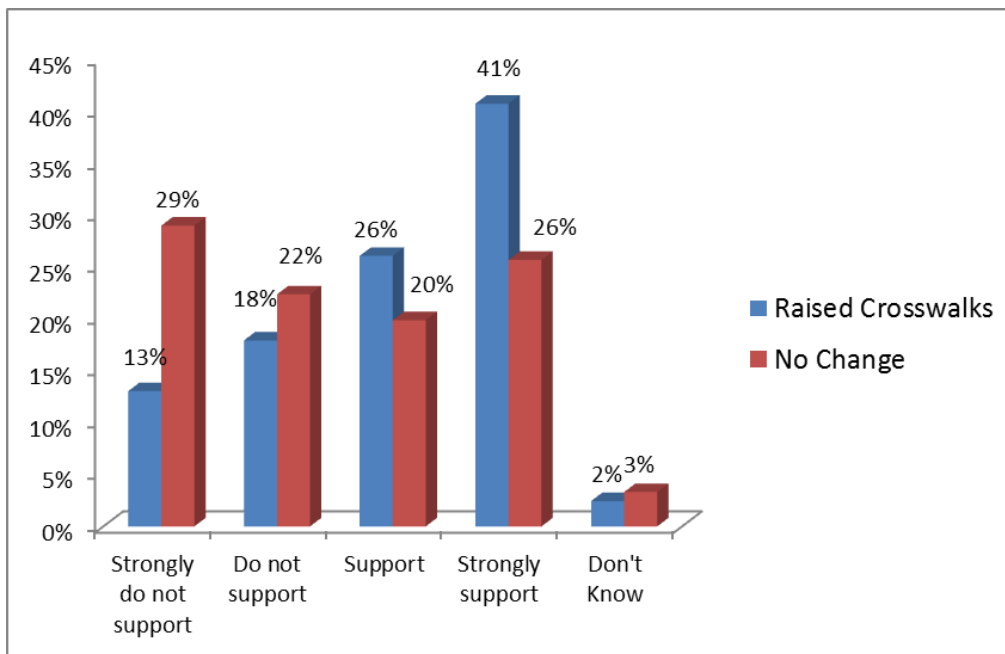


Figure Six: Option B: No Change (keep existing curb extensions only)



Residents were offered two options on Heritage Drive in front of the playground/school site: to add raised crosswalks to the curb extensions already in place, or to leave the road as it is today. A strong majority (67%) of residents supported adding the raised crosswalks.

Figure Seven: Support for Heritage Drive Options (at playground/school): All Responses



Raised crosswalks were supported by 67% of residents.

Comments

For the most part, resident comments reiterated the level of support indicated in their response. For residents who supported the features, the majority cited pedestrian safety as a priority.

A child or any pedestrian does not get a second chance. A raised crosswalk will ensure that vehicles are slowing down prior to the crosswalk which will increase driver awareness.

For residents who do not support the crosswalks, common reasons cited include more difficulty with snow removal, wasted tax dollars, and need for enforcement rather than physical changes.

School zone speed enforcement is key to establishing a safe area. Bumps and humps only provide extra noise with vehicles constantly accelerating.

All comments are available in 5.0 Appendix: Resident Comments.

3.3 Highcliff Road (at the park/school access)

Residents were provided with two options on Highcliff Road at the park/school access: two speed cushions or a raised crosswalk with curb extensions. While the majority of residents supported both options, the speed cushions were most strongly supported and less strongly opposed that the raised crosswalk.

Only one household lying adjacent to Highcliff Road in close proximity to the proposed features participated in the survey. This resident strongly supported the raised crosswalk and strongly did not support the speed cushions.

Figure Eight: Option A: Speed Cushions



Figure Nine: Option B: Raised Crosswalk with Curb Extensions

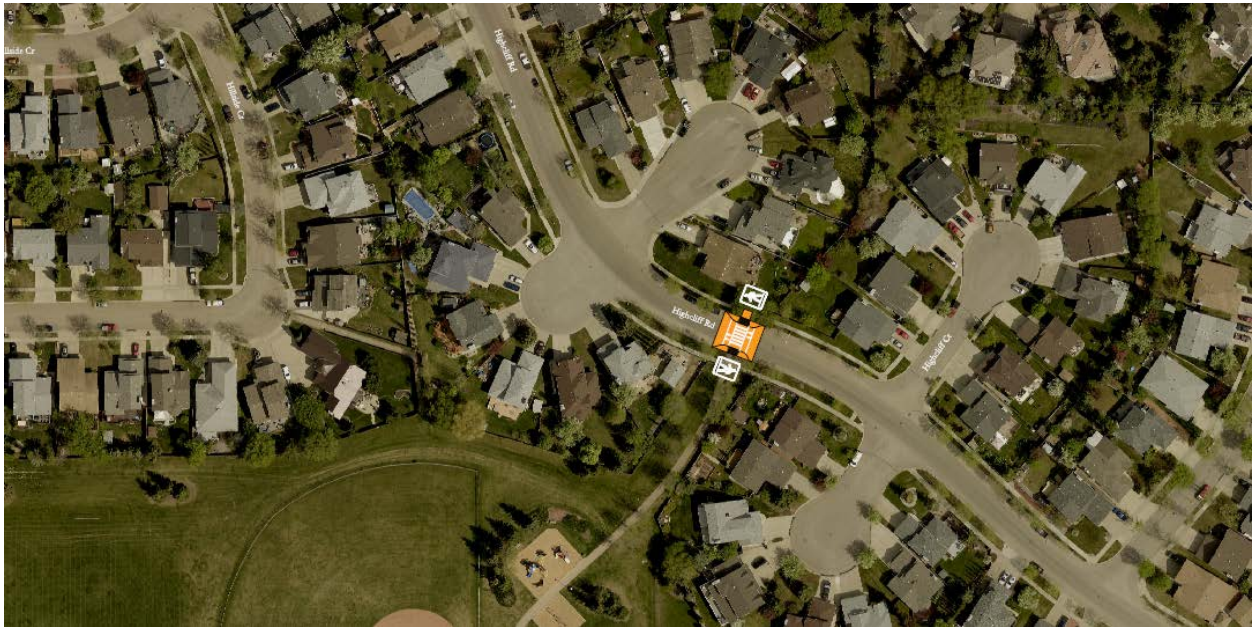
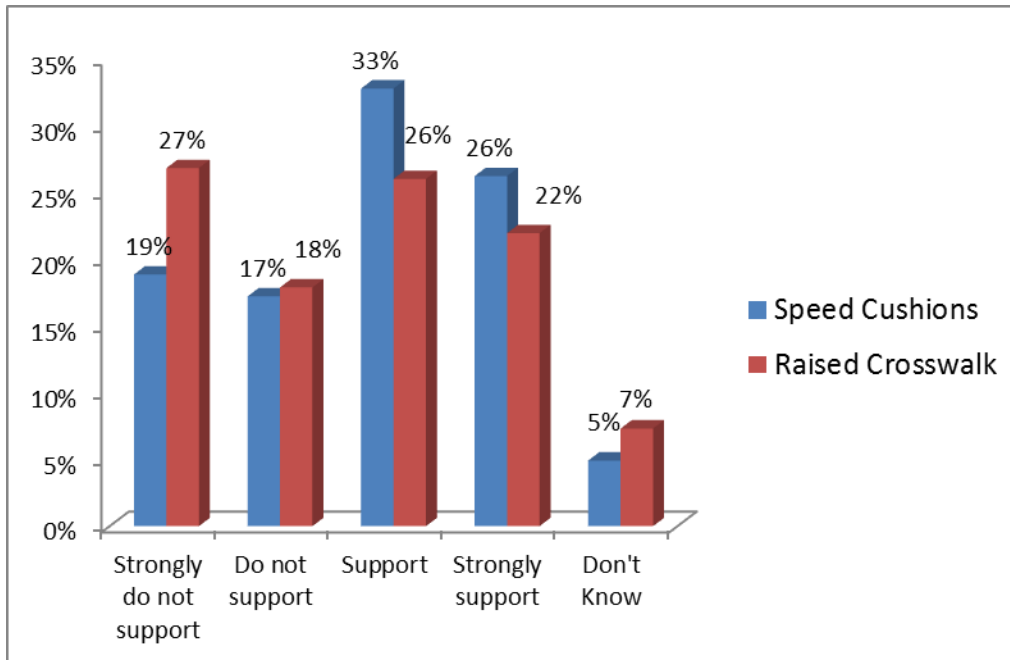


Figure Ten: Support for Highcliff Road Options (at access): All Responses



Comments

Resident comments were quite varied at this location with no major theme emerging, some highly supportive of options, other opposing them.

That is not a main road for the school and traffic should not be affected/slowed. There are many pedestrians who walk that area already, and safely do so without interrupting the flow of traffic.

This is long overdue and should be done NOW, not after further planning

Five residents used this comment opportunity to advocate for more speed cushions in other locations in Heritage Hills, most commonly on Highcliff Road closer to Baseline.

In addition to Options A and B, I would also like to see a speed cushion on Highcliff Road between Baseline and Hillside Crescent/Hilltop Crescent. Drivers "gun it" after turning from Baseline on to Highcliff Road and they don't stop for pedestrians...

All comments are available in 5.0 Appendix: Resident Comments.

3.4 Highland Drive (at the trail crossing)

Two options were presented to residents at the Highland Drive trail crossing. Both options included the realignment of the crosswalk from its current skewed alignment to perpendicular, with a placement slightly west of the trail access points.

The majority of residents supported both options, although more residents (70%) supported Option B than Option A (50%). The raised crosswalk (Option A) had the most Strongly Support ratings (31%), but also the most Strongly Do Not Support ratings (26%). Two residents who live very close to the trail crossing participated, and both were in favour of both options.

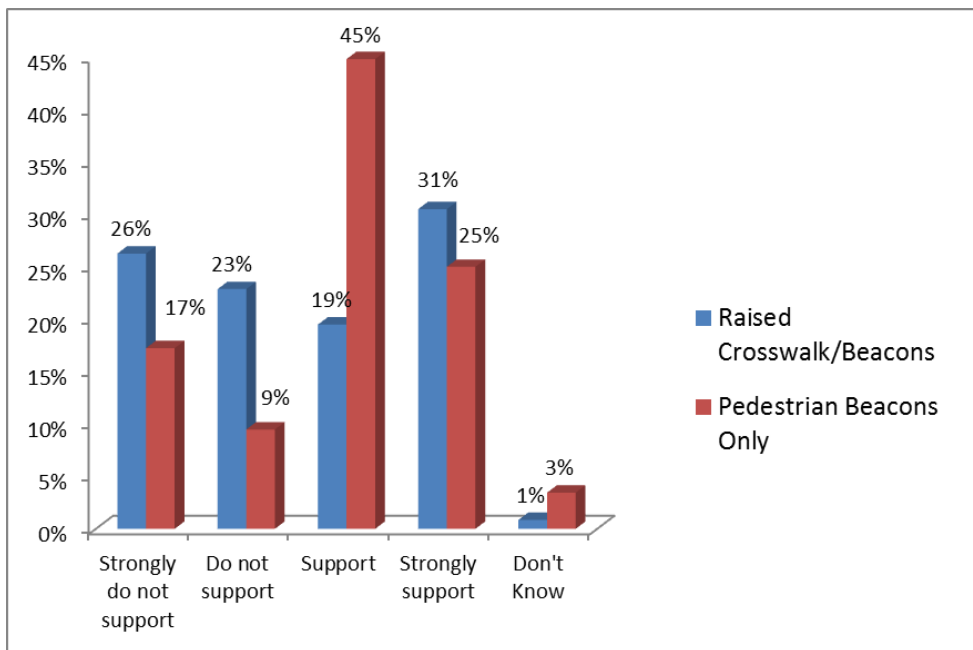
Figure Eleven: Option A: Raised Crosswalk/Curb Extensions/Flashing Beacons



Figure Twelve: Option B: Crosswalk with Curb Extensions/Pedestrian Beacons Only



Figure Thirteen: Support for Highland Drive Options (at trail crossing): All Responses



Comments

Resident comments varied like the quantitative results, with some residents strongly believing safety is a real issue and others it is already safe:

I spent several years working as a {First Responder}. I have personally responded to 2 car/pedestrian collisions at this crosswalk. Being that my house {is close to} this crosswalk I frequently see high rates of speed from both directions at this area. I have also witnessed a truck rollover behind my house which was a result of excess speed. I fully support Option A.

Pedestrians already walk here without a problem. It's a waste of money to implement unnecessary safety features when they are not needed.

Three comments disagreed with the realignment, suggesting that pedestrians and cyclists would not use the facility if it doesn't follow shortest path.

If straightening crosswalk, how prevent people from crossing where old crosswalk was? Bicyclists avoid T-bars now. They go around cement blocks. How stop this?

Several comments alluded to how fast traffic moves on this road, regardless of their opinion on how to best address speeding. A couple of comments suggested that pedestrian/cyclist behaviour is the problem: "signage required for pedestrians to watch for traffic".

All comments are available in 5.0 Appendix: Resident Comments.

3.5 Highland Drive (east of Highland Way)

Residents were provided with two options for this location: a driver feedback sign or a speed cushion. When all responses were taken into consideration, the majority of residents supported both options, but the driver feedback sign was the most supported and the least strongly opposed.

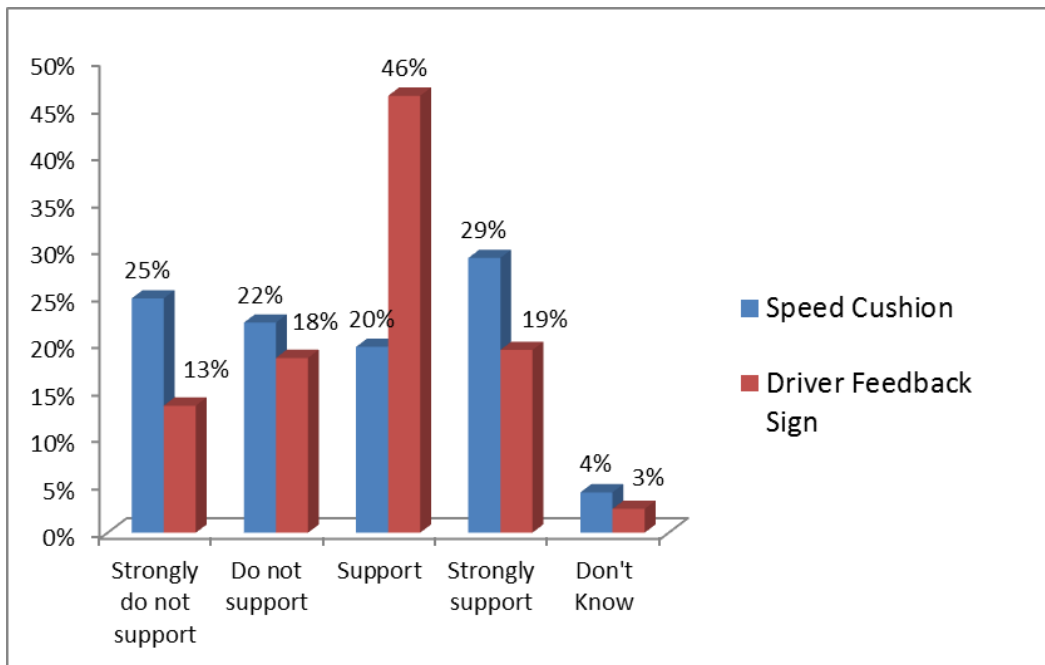
Figure Fourteen: Option A: Speed Cushion



Figure Fifteen: Option B: Driver Feedback Sign



Figure Sixteen: Support for Highland Drive East Options: All Responses

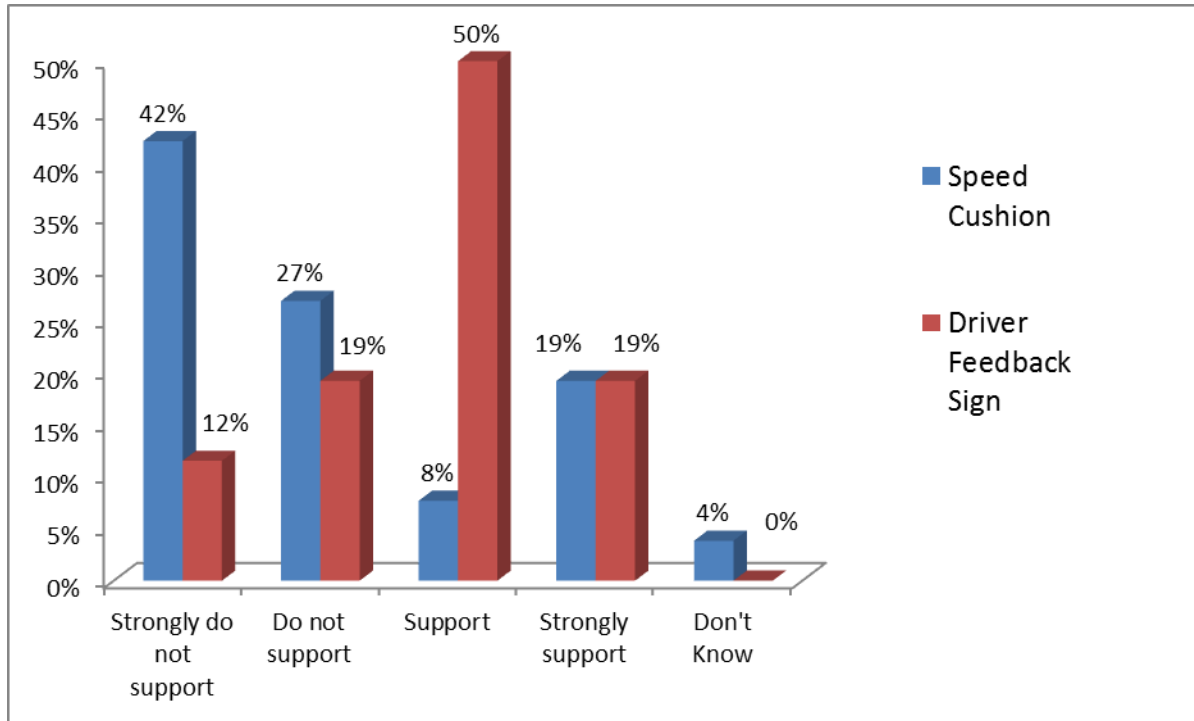


However, when responses were limited to those residents who would be directly impacted by the features, support for the driver feedback sign was markedly higher (69%), and opposition was very high for the speed cushion, with 69% not supporting its installation.

Figure Seventeen: Map of Affected Residents-Highland Drive East



Figure Eighteen: Support for Highland Drive East Options: Affected Residents (n=28)



Comments

Affected Residents

Comments from residents affected by the proposed features vary, although more residents spoke against the speed cushion. Several residents spoke about the need for enforcement if drivers are not obeying the law.

Again, this street is an absolute racetrack and requires engineered, physical control to deter speeding.

If speed is a concern it is primarily residents who live at this end of Heritage Hills, police the road and ticket speeders. Enforcement presence is far better than the constant acceleration noise of vehicular departing these zones, the highway noise is enough.

Other Residents

Comments from other residents varied widely with some suggesting both options should be implemented and others suggesting that any feature at this location is unnecessary.

All comments are available in 5.0 Appendix: Resident Comments.

3.6 Highland Way (at the trail crossing)

Two options were presented for upgrading the Heritage Trail crossing on Highland Way: curb extensions or curb extensions with pedestrian beacons. Both options were supported by about 60% of residents. Those who supported the beacons tended to do so more strongly than those who supported curb extensions only.

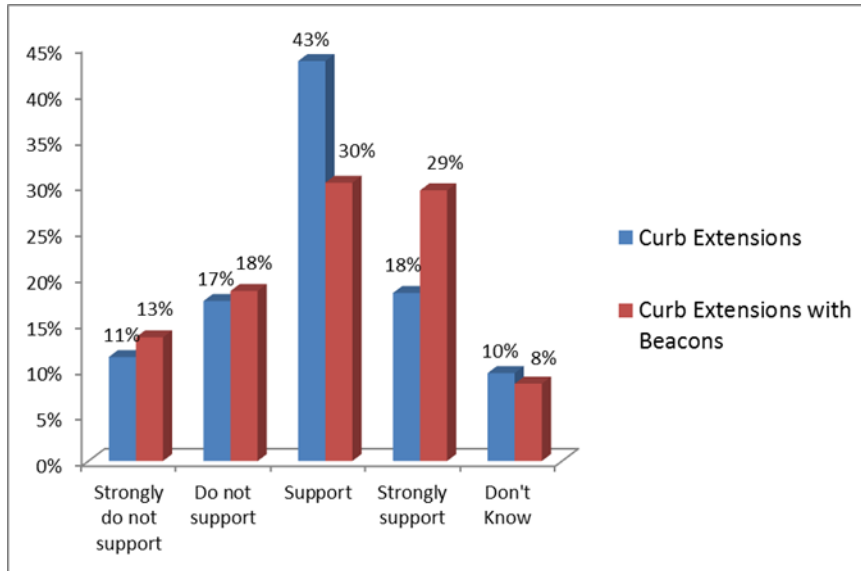
Figure Nineteen: Option A: Curb extensions



Figure Twenty: Option B: Curb Extensions with Pedestrian Beacons



Figure Twenty-One: Support for Highland Way Options (at Trail Crossing): All Responses



Comments

Most of those who chose to comment on the trail crossing spoke in support of the beacons, noting this location has a lot of pedestrians, poor sightlines and children crossing to catch the bus.

At this location a lot of buses pick up/drop off and at those times often the sun is very bad. Having beacons would be very helpful to drivers

Two residents spoke against the curb extensions at Highcliff Road and Highland Way: *Cut down or trim the damn tree and stop wasting tax dollars.* Another resident was quite adamant more speed cushions are needed on Highcliff Road in its entire length, particularly between Highland Way and Baseline Road.

All comments are available in 5.0 Appendix: Resident Comments.

3.7 Neighbourhood Speed Limit

After being provided with information on residential speed limits (See 6.0 Appendix: Information Provided on Residential Speed Limits), residents were asked, “ After reviewing the arguments FOR and AGAINST a speed limit decrease, what do you feel is an appropriate speed limit in Heritage Hills?”

Results were analyzed using all responses and using only surveys which identified a place of residence in Heritage Hills. Results were almost exactly the same in both cases, with 45% of residents indicating that thought the current limit of 50km/h is appropriate, 54% indicating a lower limit of 30-40 km/h is appropriate and 1% indicating they “Don’t know”.

Figure Twenty-Two: All Responses (n=123): What is an appropriate speed limit in Heritage Hills?

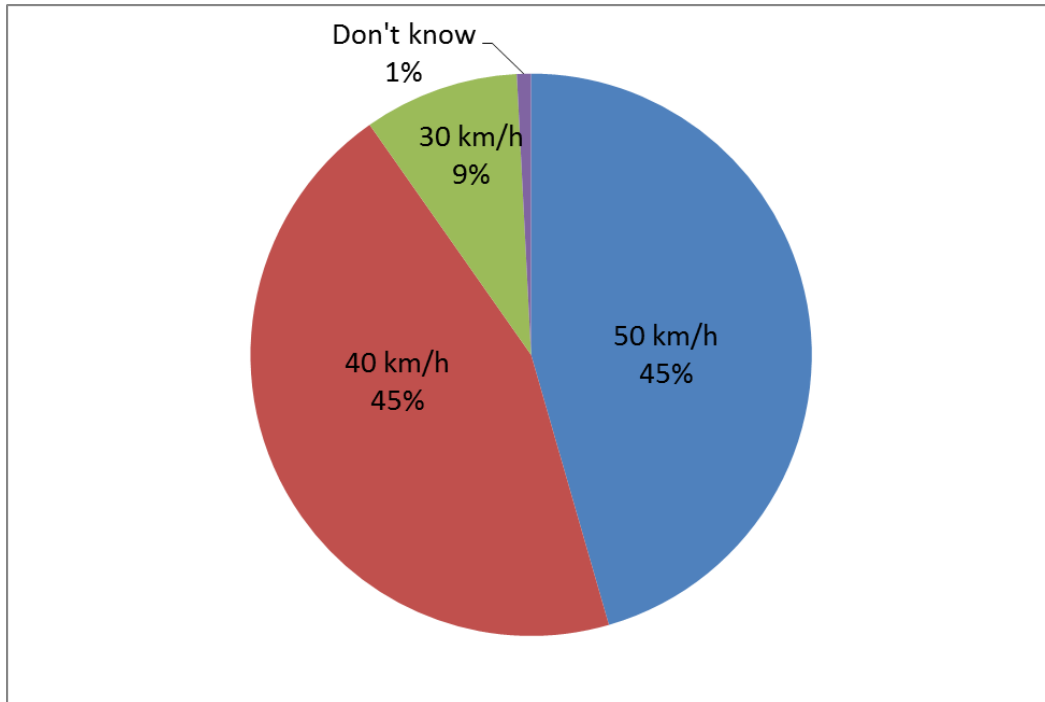
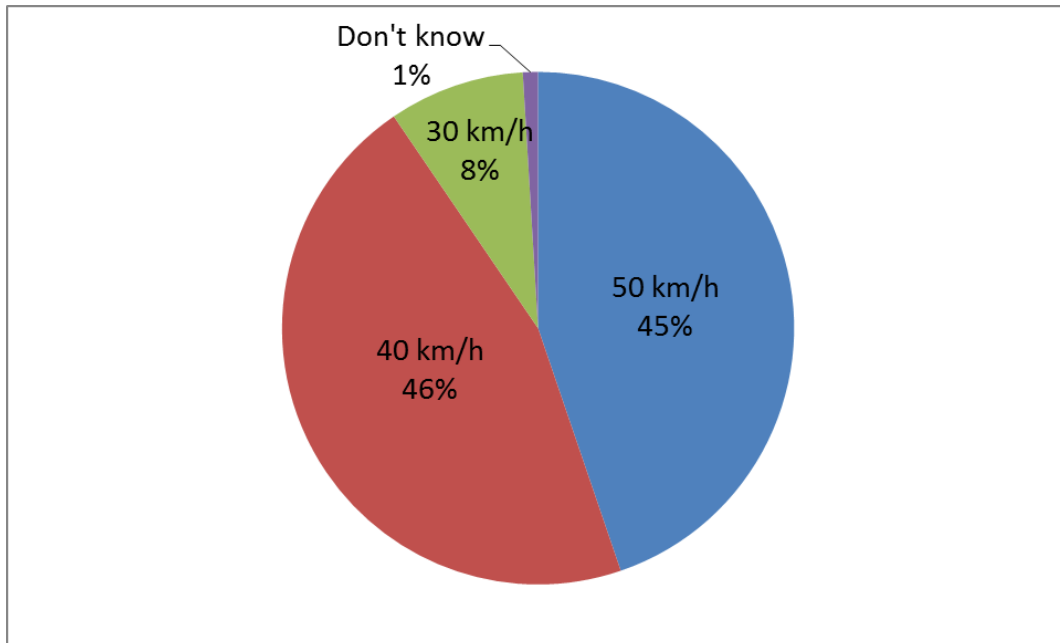


Figure Twenty-Three: Heritage Hills residents only (n=105): What is an appropriate speed limit in Heritage Hills?



Comments

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

Heritage Hills has no issues with traffic at 50km/h. The crosswalks are all very visible, it's easy to see and react to pedestrian traffic well in advance, and as a pedestrian rarely do I have issues with vehicles stopping for me at crosswalks. Lowering the speed limit would just be an inconvenience to residents, especially those further within who have to drive a fair bit to get out of heritage Hills.

We in Canada always think that reducing speed limits is the answer. Take a look at parts of the world. The pedestrian has to take some responsibility and stay off their cell phones.

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

Put safety of young children, which as an adult driver are your responsibility to watch out for, first, and inconveniencing yourself with slower driving speeds second. How would you feel if your child has to cross that road/roads every day?

I 100% support a reduction in the speed limit to 40 km/h... I already drive 40 km/h in residential areas as I feel safer about watching for children, pedestrians and cyclists, and stopping suddenly if I need to. Lowering the speed limit would very positively affect the quality of life for my family. I would like to be part of a proactive, forward-thinking community that puts the value of its residents and their quality of life first...

Regardless of their position on speed limit, many residents noted that any speed limit change must come with adequate enforcement or no change will be achieved.

I am not against 50km/h but regardless of what is decided, enforcement is key. If we are not going to enforce the speed limits, there is no point in changing them.

All comments are available in 5.0 Appendix: Resident Comments.

4.0 Conclusion

The feedback summarized in this report will be used alongside engineering data collected in the neighbourhood to guide the development of final traffic safety recommendations for Heritage Hills. These plans will be presented to County Council in the fall of 2019.

5.0 Appendix: Resident Comments

Comments are provided in full, as written. Only personally identifying information has been removed.

5.1 Heritage Drive (near Clover Bar Road)

Resident comments for the cul-de-sacs that open onto this section of road

- Sign only tells you your speed which you can choose to obey or ignore. Speed bump forces you to obey speeds or else take yourself and vehicle for a very rough ride.
- The speed cushion would be a much more effective option vs. Just the driver feedback sign. Something definitely needs to be done here due to the road curvature. Cars come up quick with little notice when you are crossing the street. We've seen numerous close calls here where cars have applied breaks.
- I feel people will get used to the feedback sign and it will only work for a short period. The speed cushion is a more consistent measure.
- Vehicles are intended to go up and down Heritage Hills per day due to the new school?
- There MUST also be a speed cushion for north bound traffic coming off of Clover Bar Road approx 30M prior to the Highgrove Terrace/Court intersection. OR, move your proposed speed cushion to my suggested location. I have lived at my address for 17 years and there is a DEFINITE blind spot if you are attempting to turn left out of Highgrove Court. I have observed way too many close calls in 17 years and with the increase in traffic coming off Cloverbar Road to go to the school there WILL be a serious injury/or fatal collision. My prediction is based on my 27.5 years of police service.
- Please consider a Cushion at high grove court!!!! Turning left is a awful!! Blind spot to the left !!!! With more traffic it will only get worse!!! Please come and turn left out of Highgrove Court !!!
- I would also support curb extensions at the entrance to Highgrove Court & Highgrove Terrace. As vehicles turning onto Heritage Drive and/or pedestrians crossing that intersection don't have much time due to the blind curve and the oncoming traffic from Cloverbar road.
- traffic on heritage dr just off of clover bar need a light cross walk at heritage drive and Highland way also blind corner at heritage dr and highgrove court

Other resident comments

- people get use to signs
- Wasted money for both options
- Combined with curb extensions is effective
- I'm concerned neither will help. We already struggle with traffic speeding down highland way behind our house. They come so fast and you barely see them with the curves. Crossing the street for mail is extremely dangerous at time. I'd like to see more crosswalks and slower speeds.
- A speed Cushion could be hard to get the desired effect and could cost more in construction, when it still might not do what you want it to do. Why not a speed bump, if you want a speed cushion?
- A speed bump by any new name is still a speed bump and will impact school buses, especially in the winter when ice and snow covered.
- Makes it difficult for snow removal and street cleaning.

- What about implementing both solutions at different spots? The intent is to slow down traffic. One is a physical attempt (hump), the other is a feedback scenario only and i believe that drivers will heed a slower speed when they realize they are going too fast in the first place.
- Speed cushions work best when road conditions are bare and dry, about half the year. The noise of cars gearing down and up would be annoying for neighbours.
- i think a speed cushion would work the best
- Many signs are ignored by offensive drivers. A physical 'shake up' cannot be missed. However, winter roads may soften the physical effect.
- I find driver feedback signs very effective. I virtually always take my foot off the gas when I see one, even if I am traveling at or below the speed limit. We should definitely have these.
- The road overall is built like a freeway - room for 2 lanes each way with little curb side parking ever. (I walk this road almost daily.). Why not start a trial with separated bicycle lanes to support the intent of safe cycling options. A narrower street with separated lanes (even with those simple yellow pylons) will convey a slow down message to traffic.
- Would rather deal with a speed cushion than a sign, most drivers don't read signs but they sure do notice the speed cushion
- 50kmh is fine
- Feedback signs are great, except once people are conditioned to them they simply blend in with the landscape and are ignored. A physical deterrent (speed cushion) cannot be ignored and will decrease speeds 100% of the time.
- A second speed cushion closer to Clover Bar Road. Cars are traveling too fast when they reach the bottom of the hill and cars going up the hill can not see pedestrians because the road curves.
- We support a speed cushion on the other side of the school as well.
- I have lived in heritage Hills for 21 years and have not seen excessive speed in the neighbourhood ever.
- I would support additional speed cushions. I believe we also require a raised crosswalk at Heritage drive southbound at the start of the crosswalk (SW end of the park).
- I would like to see the 30 km sign presently posted at the Heritage Trail and Heritage Drive intersection moved further east, so at least 30 - 50 meters before where it is right now. For motorists who are new to the area this would give them more notice to slow down before hitting the high pedestrian area at the top of the hill, which presently is a bit of a blind spot.
- Traffic speeds along highcliff road are excessive in both directions. With the new school the number of children walking from all areas of heritage Hills will increase dramatically. The new school will also attract more young families to the area increasing more foot traffic. Speeding along Highcliff Road have been a concern for 30yr, good to finally see some positive action.
- Speed cushions, humps and bumps result in constant decelerations and accelerations of vehicles which creates more noise for residents through all hours day and night. Set a speed limit then patrol it, feedback does help as does enforcement presence.
- If you are trying to slow traffic in the school area, this location is too far away.
- I would like to see more speed cushions especially on Highland Drive between Clover bar and Highland Way. We have had a number of accidents on Highland Drive, two through fences, one roll over into the green land and a hit and run vehicle. Speed is also a concern on this road way.
- School Bus travel one way
- If these don't have the desired impact, install a push button activated traffic light for pedestrians.

- Driver feedback is an expensive decoration. Any sort of speed bump is a nuisance. No consideration for blinky 30 km lights + a mailout about pedestrian right of way + some enforcement? I notice everyone now stops for pedestrians now that everyone knows the county is considering obtrusive options.
- I am not directly impacted by this road as a driver, but do support both these options. A visual reminder, followed by a physical one.
- I think the location is too far from the crosswalk at the Heritage trail crosswalk.
- Speed bumps also needed on Highland Drive,
- I've seen driver feedback signs ignored too often. They appear to have no impact on the worst drivers.
- This is in the wrong spot. Neither option will work here.
- A-support however it can become like the noise monitor where it becomes a challenge to drivers; B- no a speed bump needs to be as much of an obstacle as possible.
- I feel after a while people will fail to see the sign and become used to seeing it
- Don't believe speed cushion is justified at this time. Monitor speed sign results first
- Do both!
- A-however the placement is more important closer to the school like at the top of the hill on Heritage Drive; B- speed cushions may cause issues with snow clearing

5.2 Heritage Drive (in front of the park/school)

- with speed limit ending at 430pm, we need a physical way to slow the traffic down.
- People already speed here. Change required
- What about other areas in the community? Nearly all kids in the community will be walking to school. My kids do not currently have a marked crosswalk to cross highland way near harmony place. The speed limit is 50km. Those other areas need to be addressed as well.
- This route is used as a major artery for houses in this area. This route needs to be physically changed so people do not use it as a main artery. This will also make people slow down. When the bumps were installed on Beauvista Drive it effectively reduced people using this route as a short cut. Similar measures should be taken here.
- This overview air photo would be more helpful if the new accesses to the school were on it.
- Speed bumps by any new name will especially affect the ride and comfort on the school buses. It will slow traffic to and from the school to a crawl.
- Again makes it difficult for snow removal, just look around and see how many sidewalk extensions have been damaged by graders!
- 30 km/h in a school zone should be sufficient. If people disobey, then I think the next step should be enforcement and if there is further non-compliance, then put in the humps.
- Drivers have better control when they are driving slowly not when they are going up and over bumps, especially on winter roads. I drive through Glen Allen frequently and the raised crosswalks and speed cushions cause more frustration than ever.
- Once a vehicle has reached the raised crosswalk it is too late for the pedestrian in it. Drivers need to be strongly made cognizant of basic, common sense rules of the road at the start of their driving career, and fines that are more than a mere inconvenience. Having too many reminders in place will soon make them complacent.

- If we have speed cushion(s) installed to the east and west of this area of Heritage Dr, then the raised sidewalks are unnecessary; we don't need 4 obstacles for vehicles. If we do not opt for the speed cushions, then I would change my response for raised sidewalks from 'support' to 'strongly support'.
- Raised sidewalks will ensure drivers HAVE to slow down at high child pedestrian crossings
- don't waste my tax dollars
- A child or any pedestrian does not get a second chance. A raised crosswalk will ensure that vehicles are slowing down prior to the crosswalk which will increase driver awareness.
- If our taxes are raised because of this raised crosswalk being installed then I do it want it. The county can be responsible instead.
- Maybe dont need both Highgrove Terrace and Crosswalks, maybe pick one
- If it's working now don't fix it.
- Fully support Option A.
- Would there be any benefit to keep the curb extension and have a raised crosswalk at the same time?
- School zone speed enforcement is key to establishing a safe area. Bumps and humps only provide extra noise with vehicles constantly accelerating.
- If you place raised crosswalks where the school is, it will place more traffic on Highland Drive between Cover Bar and Highland Way.
- need more so slow down drivers and make kids seen also need walk light
- The heritage walkway crosswalk has really poor site lines coming up to it.
- The changes on Glenbrook were excellent in my opinion
- Raised at the eastern location only. If this area currently warrants slow (playground) at all times, why would the school change it to 730-430? Soccer, etc in evening=playground hours required
- If anything, speed cushions low impact like the pictures on display
- proper training for snow removal as nto to damage all the obstacles currently damage to manholes and catch basins by snow removal crews.
- Recommend that pedestrian safety/speed concerns be monitored once new school is open, then determine if change needed

5.3 Highcliff Road (at the park/school access)

- I would prefer a speed cushion to the north and then the raised crosswalk.
- Create a marked, and signed crosswalk.
- First of all, I find this question extremely loaded and geared to sway people NOT to choose Option A with wording "with recognition that many pedestrians may not use a crosswalk." What is that based on? Why would they all of a sudden not use a crosswalk? This caveat is not used in any of the other stations. The same goes for Option B where the loss of 4-6 parking spots (obviously a negative impact) is pointed out here but not at any of the other stations. I am strongly supportive of both these safety options. Regardless of the new school being built, I have concerns with pedestrian safety along Highcliff Road coming off Baseline Road. Our children are 10 and almost 8 years old and I won't let them cross Highcliff Road alone because I

worry about their safety. In addition to Options A and B, I would also like to see a speed cushion on Highcliff Road between Baseline and Hillside Crescent/Hilltop Crescent. Drivers "gun it" after turning from Baseline on to Highcliff Road and they don't stop for pedestrians because 1. they can't see them, 2. are going too fast to stop, or 3. they just don't want to stop. The curve of the road makes for very poor sightlines. We have often had to step out on to the street and then step back on to the sidewalk because we couldn't see a vehicle coming and they don't slow down when they see us. Speed cushions are a lot less expensive than curb extensions to install and would make a significant impact on safety by forcing drivers to slow down since there is no enforcement being done. I would also like to see a driver feedback sign along Highcliff Road between Highland Way and Hillside Crescent/Hilltop Crescent periodically. We had one up once a while ago and I thought it was effective in reducing driver's speed temporarily. And finally, I would like to see the speed limit reduced to 40km/h in all of Heritage Hills. I drive that speed already in residential areas. The cost of changing signage to lower the speed limit is nothing compared to the lives it can save. If this change were to happen, this would be an ideal time to temporarily install a driver feedback sign to reinforce a new, lower speed limit.

- Again, what about the roads further away from the direct surrounding area. Kids will be walking from all over the community. We need to consider a safe walking route with cross walks and restricted speed throughout! And on the main arteries not to the paths.
- I have never seen anyone cross at the proposed mid-block location. I would support a curb extension at an intersection, rather than forcing a traffic measure into a location that is not warranted.
- Speed bumps are not necessary in those crosswalks especially for the short period of time during the day when students are using them. They will make life miserable for residents.
- I live on that drive and have not witnessed any problems!
- I am all for giving people the benefit of the doubt and doing the less intrusive solution first. It is always easier to add the more expensive raised walks and say "we tried the other way first" but it didn't work. I live in this area and i think a bigger concern is traffic going downhill past the crosswalk around the curve in the road.
- Curb extentions work best with clear roads. Winter conditions hamper visibility and unsuspected drivers can hit them easily. The bus route does not always get plowed soon after a snowfall and they extensions cannot be seen. In winter, realistically only one driver can pass at a time. Going into Craigavon this is the case. Outside GARC this is the case. The roadways in Heritage Hills are wide enough to accommodate two way traffic as well as parking. Keep it that way!
- I strongly support curb extension of Option B.
- Both options present viable options. I prefer the idea of raised crosswalks over speed humps as it encourages people to make safer road crossings vs jay walking
- don't do it
- Who pays for these measures?
- I support either of these, both are good.
- In the photo of the speed cushions, it does not seem that they are in the proper place.....

- Please consider a speed cushion at highgrove court turning left is not safe there is a blind spot!!
- Need speed cushions at various locations along Highcliff Road not just at park entrance
- Support if the amount of pedestrian traffic justifies the need at this location. Don't support the use of these features otherwise.
- This is an unwarranted intrusion on residents who live nearby. Parents who can't resist dropping off their kids will have to keep traffic lanes clear b/c it's the law
- Again, I feel the signage at the crosswalk is more important than the physical appearance/function of the crosswalk itself.
- That is not a main road for the school and traffic should not be affected/slowed. There are many pedestrians who walk that area already, and safely do so without interrupting the flow of traffic.
- This is long overdue and should be done NOW, not after further planning
- Do not need 2 marked crosswalks. Curb extensions will slow traffic on Highcliff 24 hours a day, which is good as people go fast.
- B- it needs to be as disruptive as possible
- Speed cushions are reasonable, cost effective approach and better than costly improvements at a single location
- Would like a speed cushion to the northwest
- Doubt children will only cross the road at the one raised crosswalk

5.4 Highland Drive (at the trail crossing)

- crosswalk needs to be in line with current path or pedestrians wont use it. Why would they walk out of their way? bikes may use it to avoid curbs. There are no drains there, move the crossing over.
- It's not that I don't support the improvements in Option B, it's that in choosing between the two options, I would prefer the raised crosswalk in Option A to force drivers to slow down.
- The extra money would be well spent to raise the crosswalk.
- The solutions are an absolute over design to handle a few people crossing the road.
- People towing trailers have a problem making turns and have to jump the curbs with their vehicles. Garbage trucks also have to jump curbs, as I have witnessed.
- You can always add the raised crosswalks after.
- Perhaps cut down the few trees that obscure cyclists as they come flying out of the pathway. On the north side, create an S curve on the pathway to slow cyclists. There is not as much of a problem with pedestrians.
- Just paint/repaint the crosswalks.
- The issue here is not pedestrian and cyclist speed it is the vehicle speed. Vehicles are currently very good at respecting this crosswalk but a pedestrian needs to be so careful. I guess most cars are over 50. The road is built very wide with hardly ever any parking so it conveys a wide open road. 60 does not feel fast on this road at all.
- Again the raised sidewalk reinforces to drivers to slow down
- This street is an absolute race track anything to slow people down would be greatly appreciated.
- These measures are supported if taxes are not raised.

- Prefer no raised crosswalk
- It seems that the decisions have all been made. This survey is skewed to get the result needed.
- I spent several years working as a {First Responder}. I have personally responded to 2 car/pedestrian collisions at this crosswalk. Being that my house {is close to} this crosswalk I frequently see high rates of speed from both directions at this area. I have also witnessed a truck rollover behind my house which was a result of excess speed. I fully support Option A. Belief all that is needed are beacons to alert drivers of crossing pedestrians, curb extensions are not required
- A raised cross walk with additional cushions would raise safety and reduce speed on this road way. Excessive speed on this road way has been an issue for the 15 years I have lived in the area.
- I don't agree with curb extensions. Speed cushion preferred. Cutting down the cabinets oars would also help visibility.
- Vehicle speed must be slowed on Highland Drive especially at Heritage trails.
- Pedestrians already walk here without a problem. It's a waste of money to implement unnecessary safety features when they are not needed.
- If straightening crosswalk, how prevent people from crossing where old crosswalk was? Bicyclists avoid T-bars now. They go around cement blocks. How stop this?
- As it is, currently does not slow traffic down
- Recommend use of traffic speed sign and speed tables on either side of walkway as a first step
- Crosswalk should be aligned with path as close as possible
- If not A, then B
- signage required for pedestrians to watch for traffic

5.5 Highland Drive (east of Highland Way)

Affected Resident Comments

- signs don't damage their cars enough if they choose to speed.
- I am the property owner directly impacted by either of the above options. My bedroom window is within 10 feet of both these measures and either will impact me directly. Adding a crosswalk and calming measures at the intersection of Highland drive and Highland Way will be effective in reducing traffic and pedestrian risk and this additional location is not required.
- Both options seem unecessary at this location.
- Again, this street is an absolute racetrack and requires engineered, physical control to deter speeding.
- Prefer crosswalk Hard to cross there.
- If speed is a concern it is primarily residents who live at this end of Heritage Hills, police the road and ticket speeders. Enforcement presence is far better than the constant acceleration noise of vehicular departing these zones, the highway noise is enough.
- Have area monitored by police and enforce speeding tickets.
- cost analysis alone

- i live on the very fuckin end of highland drive and speed cushions the whole way down would be annoying and a waste of time and money

Other Resident Comments

- I think it will matter. The speed limits need to be reduced and way more crosswalks!!!
- Road obstructions are overkill. Why not use signs and enforcement first.
- Narrow the road for the length. Put in a bike lane with the yellow pylons. Drivers are respectful on this road but it conveys a speed of 60 is just fine and a sign or a cushion is just going to provide a temporary slow down.
- Survey is a waste of time.
- A speed cushion would slow down the speed of vehicles where by a driver speed sign is a totally waste of money.
- Blinky lights & 30 km speed when lit??
- Feedback signs do not work.
- Westbound traffic crosses over to the wrong side when taking the curve at Highland. Making the road narrower could make this worse.
- A-full speed bump required; B- helpful but enforcement required also
- If not A, then B
- Do both

5.6 Highland Way (at the trail crossing)

- Again, with the bias against changes on Highcliff Road. I don't understand how "no other publicly acceptable or technically feasible options exist at this location." How could things like speed cushions or driver feedback signs not be publicly acceptable (except to speeders) or technically feasible, but they work in other areas? Curb extensions on Highcliff Road are helpful for sightlines but speed on this road must be addressed. I would like to see speed cushions installed on Highcliff Road between Baseline and Highland Way, Highland Way and Hillside Crescent, and the trail behind the new school. This would slow traffic on a long stretch of curving road, similar to Glencoe Blvd, off Craigavon Dr. To be clear, I support the curb extensions; I just don't know if the pedestrain beacons are necessary at the trail crossing.
- Cut down or trim the damn tree and stop wasting tax dollars
- There must be lights added for option B. When you drive up to this area there are high fences and you can't see pedestrians.
- At this location a lot of buses pick up/drop off and at those times often the sun is very bad. Having beacons would be very helpful to drivers
- I drive through this corner daily and have not seen any significant difficulties with cars or pedestrians. Looks like solutions looking for a problem.
- Curb extensions are NOT the answer. Whoever came up with that idea has never had to tow a trailer or drive a big truck or had to clean the streets.
- Give people a chance to comply.
- Are there not existing east-west Stop signs?

- The pedestrian beacons offer increased safety for pedestrians
- Waste of money
- very high volume of pedestrian traffic already
- If you are going through the effort of making change, make it
- Recommend use of speed tables on either side of the walkway as a first step.
- If not A, then B

5.7 Neighbourhood Speed Limit

- these measures are enough.
- As long as people keep to the 50km/h limit it is safe. Unfortunately many decide to go much faster.
- Put safety of young children, which as an adult driver are your responsibility to watch out for, first, and inconveniencing yourself with slower driving speeds second. How would you feel if your child has to cross that road/roads every day?
- I 100% support a reduction in the speed limit to 40 km/h. 30 km/h outside of school zones would be too much of a change and would frustrate drivers. I already drive 40 km/h in residential areas as I feel safer about watching for children, pedestrians and cyclists, and stopping suddenly if I need to. If driver feedback signs were used (even temporarily for educational purposes at key entrances to Heritage Hills and around the school) it would help with the change and not take away from enforcement in other areas that need it more. Just because Heritage Hills has a good track record so far does not mean that we should wait for something bad to happen to fix things. It is inevitable that traffic will increase in Heritage Hills with the new school so let's be proactive about being safe. The sooner this can be done, the better so that new families driving in Heritage Hills for the school are aware of the lower speed limit right off the bat, rather than trying to change their driving as well as current residents. Lowering the speed limit at this time makes sense given it is time for for a traffic safety review of the area, regardless of the school being built. Heritage Hills is a much bigger area than just the neighbourhood surrounding the new school. Lowering the speed limit would very positively affect the quality of life for my family. I would like to be part of a proactive, forward-thinking community that puts the value of its residents and their quality of life first. There has been so much talk of making Bremner a top-quality living area that encourages greener options such as walking and cycling. We should take every opportunity to do that here in Sherwood Park. I would love to see Heritage Hills be a leader in reducing speed in residential areas and increasing safety and wellness in our community.
- 40 is reasonable...50 is too fast. We'd need RCMP here to enforce.
- I feel that lowering it only makes people think cars will go slower. Most people know that within residential 50km is the speed, changing that just makes most people confused.
- If it ain't broke don't bother fixing it because of some organizations and individuals' ideals.
- We in Canada always think that reducing speed limits is the answer. Take a look at parts of the world. The pedestrian has to take some responsibility and stay off their cell phones.

- I think the other calming measures at key areas should provide adequate speed reduction in the high pedestrian areas. By lowering the speed to 30kmh across the board, you could be giving pedestrians a false sense of security that enables non compliance.
- The design of the subdivision has enough curves that slow traffic. We usually go 40Km -50 Km on the main routes and less than that on the side streets. The community is very good at monitoring itself!
- 35 km/h is a reasonable compromise.
- There will be a school zone at 30 km/h, but if neighbourhood kids are walking to school, we should consider a decrease to enhance their safety. I think 40 km/h is an appropriate middle ground and that people are more likely to obey that than 30 km/h everywhere.
- Inforce the speed limit
- keep it 50. tell kids to fucking look before crossing streets. not that hard.
- Heritage Hills has no issues with traffic at 50km/h. The crosswalks are all very visible, it's easy to see and react to pedestean traffic well in advance, and as a pedestrian rarely do I have issues with vehicles stopping for me at crosswalks. Lowering the speed limit would just be an inconvenience to residents, especially those further within who have to drive a fair bit to get out of heritage Hills.
- 30km/h is ridiculously slow. Decreases quality of life by increasing commute times. There has been an excellent safety record here for years and there is no reason to reduce the speed limit.
- Residents of Heritage Hills had to beg...repeatedly, for bulbed crosswalks to be installed along the parkway. We were ignored by the County for years. It was only the work of our councillor at the time that made it happen. Now, 6 years later, you propose to rip it all out and redo it. We had to beg, we were ignored...
- Speed is a problem, even through your stats show low accidents that does not act of the "close calls" that are not reported
- Slower speeds and increased enforcement are a must.
- I have concerns with pedestrian visibility at most of the proposed changed areas. The curving roads make it difficult to see pedestrians and cyclists and
- We need to move and get places. Not in favor of 30. Way too slow especially if other measure are in place.40 is kind of half way.
- We would be fine with a 40 km speed limit, most often we travel this speed anyways, but we are concerned about getting tickets in our neighbourhood.
- 30 is too slow. 50 or 40 are good.
- See previous comment. There should be more awareness by pedestrians and bike riders that they to have a responsibility to take care of their own safety as well. They get a false sense of security that the car driver owns all the responsibility.
- Pedestrian and vehicle density will be most prevalent in the proposed school zone itself and also from Cloverbar Road to the school site for buses and parents who chose to drive their children. This zone alone should be 30km/h.
- Allowing parking on streets will slow traffic naturally.

- Speed is the number one problem in our area, cars are not respecting pedestrians or cyclists. We have a large number of young drivers in our area who drive carelessly and fast. I also think the trees need to be better maintained at train crossings and pathways
- Reducing the speed to 30km/h will have little effect as I feel many drivers will still travel 50km/h or faster. In my opinion, having curb extensions at certain intersections/crosswalks would have the most impact for pedestrian safety
- I drive this speed already 50 is too fast in the neighborhood
- There is no reason that we have to go 30 or 40 km/h unless it is in a school zone or a park area. I would be interested in knowing how many of the accidents in this neighbourhood in the past 10 years have been due to running STOP signs.
- In my opinion, speed reduction does not work as we have had 50K on Highland Drive and people who live in the area tend to ignore it. I believe if you were to implement speed cushions, and raised cross walks in beacons it would have the desired effect.
- The previous council abandoned modern technology by getting rid of photo radar. Speeders embrace modern technology by texting each other about radar traps.
- I am not against 50km/h but regardless of what is decided, enforcement is key. If we are not going to enforce the speed limits, there is no point in changing them.
- No reduction
- You can put up a sign with any number on it, no difference unless people obey. Enforcement is needed.
- Year round, all day and night 40 km/h, unless it is a school zone, then 30km/h

6.0 Appendix: Information Provided on Residential Speed Limits

Residential Speed Limits

Some residents have suggested the speed limit be decreased in Heritage Hills.

50 km/h is the default residential speed limit set by the province. Some municipalities have opted to pass a bylaw to reduce their residential speed limits. Local examples include:

Mission Street/Manor Drive: 40 km/h

Airdrie: 30 km/h

Okotoks: 40 km/h

Beaumont: 40 km/h

Edmonton and Calgary are both currently reviewing a reduction in residential speed limits.

The decision to lower the residential speed limit is complex, with many variables to consider.

Arguments supporting a speed limit decrease

- Although pedestrian collisions in the County's residential areas are rare, reducing the speed limit is a proactive way to protect our most vulnerable road users.
- The World Health Organization (WHO) suggests a safe speed limit where vehicles and vulnerable road users (pedestrians and cyclists) mix is 30 km/h. Lower speeds reduce both the chances and severity of a collision, as illustrated in the graphic below.



- Some residents have expressed fast traffic speeds decrease the quality of life in Heritage Hills.
- Slower speeds may encourage more children to walk/bike to the new school. This would lessen the traffic impacts of the school on the neighbourhood.
- Once the school on Heritage Drive opens, the current playground zone will be converted to a school zone that is in effect on school days only (7:30 a.m. to 4:30 p.m.). A reduced neighbourhood speed limit would keep the speed limit at the school site lower outside of effective hours.

Arguments Against a Speed Limit Decrease

With current speed limits, Heritage Hills has an excellent traffic safety record.

- 112 collisions were reported to the police in the last ten years (January 1, 2009 to December 31, 2018):
 - 101 of these involved property damage only.
 - 34 involved a driver backing into a parked car
 - No collisions involving a pedestrian or cyclist were reported.
 - 11 collisions resulted in a minor injury to a vehicle occupant.
 - No major injuries (requiring hospitalization) were reported.
- No safety benefits are gained without an actual speed decrease. Simply changing speed limit signs is unlikely to slow traffic significantly without regular enforcement where there are no physical changes to the road.
- It is difficult to justify diverting enforcement resources from locations with a poor collision history to use in Heritage Hills.
- A speed reduction to 40 km/h is unlikely to have significant operational impacts on bus services in the neighbourhood, but a reduction to 30 km/h will increase route times for both County and school buses.

8. After reviewing the arguments FOR and AGAINST a speed limit decrease, what do you feel is an appropriate speed limit in Heritage Hills?