

# Attachment 2 – Community and stakeholder engagement results

## Background

In addition to the feedback staff received from the Strategic Plan, Community Plan, Transportation Master Plan and Community Road Safety Strategy (CRSS). Staff provided the public with a quiz/survey to gather more information about opinions on speed limit reductions throughout the City and conducted a series of key stakeholder interviews.

## Have your say quiz/survey

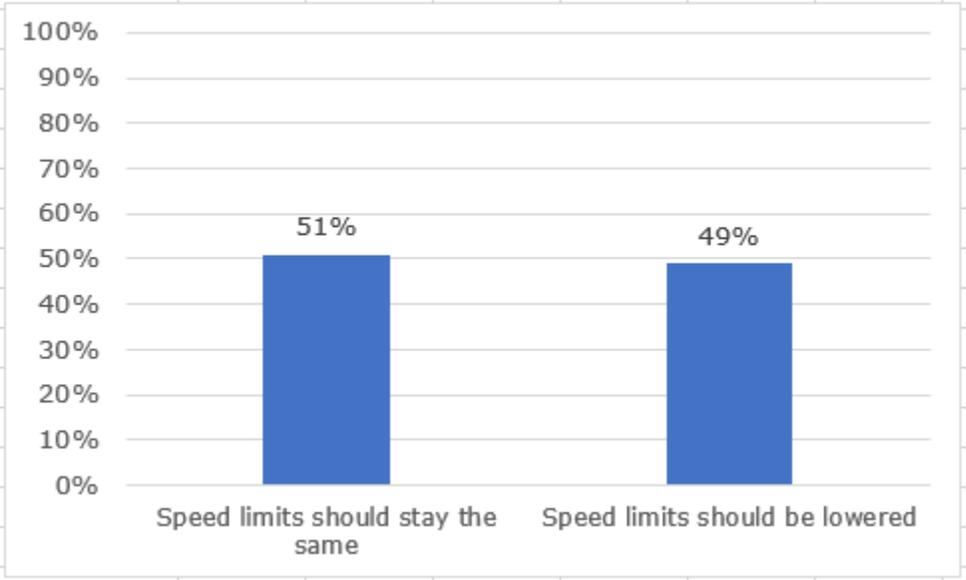
Between November 9 – 30<sup>th</sup> 2020, an online quiz/survey was available at [haveyoursay.guelph.ca](http://haveyoursay.guelph.ca). The intention was to engage with the community and provide some education around the effects of speed limit reductions on collision severity and to gather feedback on what changes if any the public would like to see on our roads. Staff received over 1200 responses to the survey (note: not every respondent answered every question). The questions that were posed included:

1. If the City of Guelph considered lowering speed limits what would be your preferred limit on local roads?
  - A. A 20 km/h reduction from 50 km/h to 30 km/h
  - B. A 10 km/h reduction from 50 km/h to 40 km/h
  - C. A 10 km/h reduction from 50 km/h to 40 km/h, reserving 30 km/h speed limits for school zones
  - D. Speed limits should stay the same
2. If speed limits were reduced in the City would you support the use of automated speed enforcement (ASE) to improve road safety?
  - A. Yes, I would support the use of ASE in the City of Guelph
  - B. No, I would not support the use of ASE in the City of Guelph
3. In your opinion, if the City of Guelph reduced the speed limit from 50 km/h to 40 km/h on all local roads and some collector and arterial roads, what would be the impact on driver behavior?
  - A. Drivers would slow down making streets safer for all road users
  - B. Drivers would not slow down creating a false sense of security for other road users

# Results

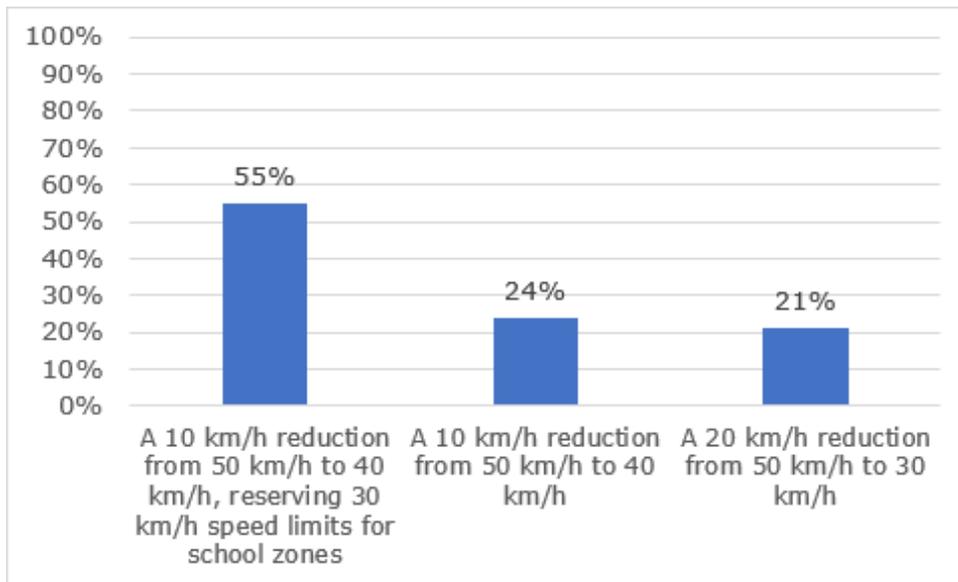
A total of 1188 respondents voted on whether or not they would like to see speed limits lowered in the city. There was a fairly even split between respondents who wanted to see the speed lowered to either 40 km/h or 30 km/h (584, 49%) and those who wanted the limit to remain the same (604, 51%):

Figure 1: Should speed limits be lowered in the City?



Additionally, of those 584 respondents that wanted the speed limit lowered, 55% would like to see a 10 km/h reduction from 50 km/h to 40 km/h, reserving 30 km/h speed limits for school zones; 24% wanted the speed limit lowered to 40 km/h; and 21% wanted the speed limit lowered to 30 km/h.

Figure 2: What should the speed limit be lowered to?



There was a similar distribution for the question related to ASE and speed limit reductions. Approximately 52% of respondents would not be in support of using ASE in community safety zones and the remaining 48% are in support of using ASE.

Finally, 76% of respondents believed that lowering the speed limits would not result in a change in driver behavior (i.e. slowing down) which would create a false sense of security for other road users whereas 24% believed that lower speed limits would cause drivers to slow down making streets safer for all road users. These findings highlight the need to explore other road safety initiatives including improved road design, traffic calming, and other strategies identified in the CRSS to supplement the reduced speed limits.

When asked about anything else that the public would like staff to consider, the following themes emerged:

- Concerns about the lack of enforcement of speed limits and the need to impose larger fines and use ASE where possible
- The belief that lowering the speed limit without considering additional design changes (e.g. infrastructure improvements and traffic calming such as roundabouts) would not result in slower operating speeds
- The belief that signal timing would need to be reviewed throughout the city if speed limits were lowered to enhance traffic flow
- The belief that lowering speed limits may lead to driver frustration and an increase to aggressive driving behaviours

Despite 50% of the community engagement feedback voting against a speed limit reduction, staff are still proceeding with a recommendation to lower speed limits from 50 km/h to 40 km/h on local roads given the evidence showing the positive

impacts of lower speeds on road safety and a reduction in injury severity with vulnerable populations.

## **Key stakeholder interviews**

Between November 16<sup>th</sup> – 20<sup>th</sup> 2020, Engineering and Transportation staff conducted seven key stakeholder interviews with representatives from the following areas:

- Transportation Planning
- Operations
- Guelph Transit
- Emergency Services
- Guelph Police Services
- Guelph Chamber of Commerce
- Accessibility Advisory Committee

Some key themes that arose from these interviews are summarized below:

1. Any there any barriers or challenges that you can foresee if speed limits were reduced throughout the City?
  - Increase in speeding complaints and need for enforcement
  - Impact to transit recovery times
  - Impact to goods movement
2. Preference for 40 km/h vs. 30 km/h
  - 2 out of 7 stakeholder groups prefer 30 km/h
  - 2 out of 7 stakeholder groups prefer 40 km/h
  - 2 out of 7 stakeholder groups prefer limits to remain unchanged
  - 1 out of 7 stakeholder groups abstained
3. Feedback on the list of collectors/arterials proposed for a speed limit reduction
  - There were some roadways that were initially proposed for a speed limit reduction by 10 km/h on collector/arterial roads. After discussion with the identified stakeholder groups revisions were made to this list to mitigate the impacts on various service areas.
4. Support for ASE?
  - 4 out of 7 stakeholder groups supported a future ASE program
  - 2 out of 7 stakeholder groups not supportive of a future ASE program
  - 1 out of 7 stakeholder groups abstained

Many of the stakeholders identified the need to focus on speed limit reductions particularly in areas with vulnerable populations such as children/near school zones.

## **Guelph Police Services**

Guelph Police Services is cognizant of the City's goal to reduce collision severity and supports mitigation measures that help achieve that goal.

## **Guelph Transit**

Guelph Transit is working on route changes that would be effective in September 2022. Staff have committed to making any arterial roadway speed limit changes in September 2022 to align with the implementation of any route changes made by Guelph Transit. Staff will also be reviewing signal timings along key Guelph Transit corridors where speed limit changes are proposed.