



SPEED LIMIT on Hwy 762 SURVEY - RESULTS

- 311 Surveys were sent out to residents on or near Hwy 762
- 263 Responses were received (84.6% response)

Thanks to all who participated and for their great response and comments! We have heard from local residents living on or near Highway 762. The high % response on this topic shows great interest in our community and that residents wanted to have their voices heard. Some have expressed concern that their tax dollars were wasted by doing this survey, while others expressed that it was valuable to determine the opinion of residents democratically. I wanted to conduct this survey at the least possible cost to taxpayers, so I prepared, printed the surveys and I have compiled the results from all responses using my own time/\$ and not staff time to do this. Our staff time was used only for placing the paper into an envelope and mailing this out, since I am not able to access your addresses which are confidential.

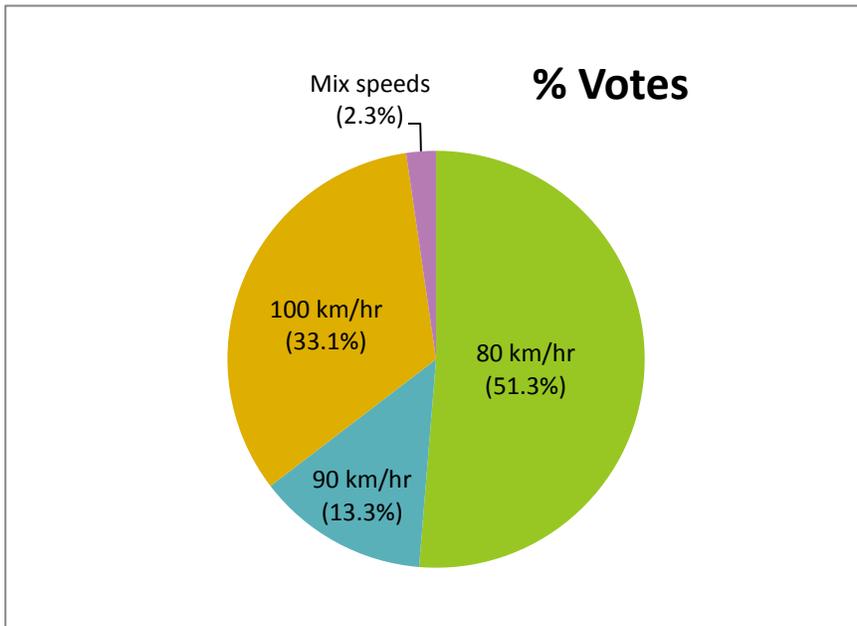
SURVEY Question posed: (original survey mailed out, dated: November 12, 2013)

Which speed do you support as the **speed limit to be set on Highway 762?** (circle one)

80 km/hr 90 km/hr 100 km/hr

SURVEY Responses: (x/263 number of votes in favour)

80 km/hr: **135** 90 km/hr: **35** 100 km/hr: **87** Mix speeds: **6**



80 km/hr = 135/263 (51.3%)

90 km/hr = 35/263 (13.3%)

100 km/hr = 87/263 (33.1%)

Mix speeds = 6/263 (2.3%)

Summary of Residents' Comments: (in order of survey question: 80, 90, 100, Mix speeds)

80 km/hr: 135/263 = 51.3%

- non-resident traffic has increased, traffic has exceeded original design; reasons to change it to 80 km/hr
- unrepaired, deteriorated, poor state of road is not safe, dangerous situation, underground springs present and contribute to road issues, dips or depressions and potholes; vehicles/drivers can easily lose control when they hit the slumped areas or potholes; safety; change it to 80
- enough lives have been lost on this highway, let's not add more; many crosses on this road
- high population of animals here, wildlife (moose, deer, bear, cougars, coyotes, elk, etc.) present on the highway, major animal crossings, many wild and domestic animals and pets are hit and killed on the road and want to reduce this, breaking distance is better at lower speed, cannot see animals until they are nearly on the road due to vegetation and trees close to the highway, time to react with lower speed limit, hit/dead wildlife is often on the road and have to maneuver around it and be prepared for it
- recently helped someone when they hit a moose and also this year found a young black bear dead in the ditch; tragic experiences; recommend flashing wildlife signs at particular spots where crossings occur which can be identified by the locals; lower speed limit – extremely disappointed when it was changed back
- busy highway and many activities on this road: cattle drives, agriculture use, agriculture equipment moving, cattle drives, fundraising walking events and cycling events, cycling and driving scenic destination, more traffic and accidents, many uses in Summer and on warm Spring and Fall days, school buses and school kids, RVs, trailers
- when the speed limit is 80, people travel at 100; when the speed is 100, people travel 120; being realistic – if the speed is set at 80, people may keep it around or under 100; the higher the limit the faster they go
- in favour of reducing the speed limit to 80 km/hr regardless of road conditions because people can/will drive it at approx. 90 without likely getting a ticket; is a happy medium between those wanting 80 and those wanting 100 - reduces the speed and works to address all complaints
- noise: lower speed significantly reduces road noise from motorcycles, noise levels are higher at higher speeds
- when the speed was 80, noise was reduced because some drivers actually obeyed the limit and some users decided not to ride 762 anymore because it was not as thrilling and because there was more of a fine for going 120 in an 80 km/hr zone vs. a 100 km/hr zone; larger ticket and more demerit points is a deterrent
- there is a lot of traffic volume during rush hour and during hay cutting
- rarely do the cyclists travel in single file, often take up a whole lane; more cyclists than 10 years ago or when the road was set for 100 (this isn't 1980); just saw a cyclist hit at 762 & 549
- safety – very dangerous for hidden driveways directly on Hwy 762, many private driveways enter directly onto the highway, some on corners, hills/elevation changes present, terrain varies, sight line (blind) issues with driveways entering the highway
- leaving our subdivision road turning onto 762 can be dangerous
- safety – many motorcycles travel this route; generally without mufflers; some for sightseeing and some for a race-course challenge; recently one 'crotch rocket' was caught doing in excess of 200kmph (235 – Sept. 2013); there is a "motorcycle" season here
- some motorcycles speed over well over 100 in front of our gate
- safety - many accidents and fatal accidents (at least one per year), reducing speed limit will help reduce number of injured, not as many speed demons when the limit was reduced to 80
- safety – consider safety of all drivers, local residents, pets, horses, riders; gives us a better chance if the speed is lower
- live on 762 & 242 Ave., witness numerous accidents here, son was hit by a motorcycle
- too much racing in the summer
- called Alberta Transportation to ask to have the speed lowered, should not have raised it
- should be less events on this highway since it has no shoulders
- this is a farming and ranching community, road has a variety of associated uses

- many curves, narrow road with no shoulders, steep ditches, blind spots, no turn-off lanes; lack of sight lines beside the highway – most of the road is sided by heavy bushes/trees
- 80 in the last while has helped to reduce problems and the motorcycle noise was less destructive to the ambiance of our country property
- less traffic and less noise at 80, bikers (motorcycles) avoided Hwy 762 when the speed was lower
- people/vehicles come across the centre line when traveling at high speeds, safer when it is lower
- need more enforcement; due to staffing levels and workloads of RCMP and Peace Officers/Sheriffs radar enforcement is negligible on the road; need enforcement on whole road; need more speed traps in the spring and on long weekends
- incidents with excessive speeders, racing, drivers crossing the center line, tail-gating, passing illegally etc. are daily occurrences; am not a timid driver and have no problem with cyclists and walkers sharing the road but Hwy 762 is a nightmare; at 80km/hr it was acceptable, but at 100km it is ridiculous; slowing down in a car for an upcoming cyclist or pedestrian after a curve or hill takes time; if another vehicle or farm equipment/livestock trailer is around that curve or over the hill there is often no time to slow down to avoid pushing the cyclist/pedestrian in to a dangerous situation; visibility of what's upcoming on Hwy 762 is very bad in several sections; 80km is the optimal speed
- have been passed by both cars and motorcycles racing each other
- cyclists park in our driveway to go off cycling; know of a motorcycle group that has a competition to speed the fastest to a destination and uses 762
- winter is about 9 months of the year and warrants a lower speed; summer has a lot of activities and warrants a lower speed; lower speed in winter reduces risks
- don't feel 100 is appropriate for this road; lower speed lowers the risks
- have experience travelling on many Alberta roads, believe 762 would rank at any speed as one of the most dangerous
- poor visibility especially around corners; improperly banked curves
- time saved by speed of 100 is only 3 minutes, 12 vs. 15 minutes
- this is a back-country road, higher speed is inconsistent with country way of living, is a country residential and farming neighbourhood; a scenic rural road not a thoroughfare or major transportation route
- this is a matter of life and death as much as it is a matter of convenience
- entrance to my property is the end of a curve with reduced visibility, and is dangerous to enter or leave
- this is our neighbourhood and our home; residents who live on this road should have a say and be heard
- witnessed many accidents and the locals have to assist the injured; locals have to keep paying for other people's mistakes
- tourism: Hwy 762 is one of the most treasured natural assets in southern Alberta, enjoyed by local motorists, motorcyclists and cyclists alike; encourage the tourist traffic, however want it to be safe for tourists, local residents and wildlife; lower speed limits will improve safety and general enjoyment
- question as to who called Alberta Transportation to increase the speed limit back to 100 km/hr; was it those who travel the highway as opposed to those who live on the highway and deal with all of these issues?
- higher speeds appear to be supported by those living further south or by those not on the highway
- personal experience: on the 1 km stretch in front of our house – 3 fatalities, 4 motorcycles went off road into our ditch/pond, 1 pickup went off the road, 1 dog killed, 2 moose killed, several calls to neighbours re: their dogs on the highway
- as residents on Highway 762, we worry about slowing down to make a turn off the highway into our driveway; 'crotch rockets' come up so fast there is danger of collisions; recently our neighbour's car was hit and totaled by a motorcyclist when she had slowed down and turned into her driveway; the motorcyclist died
- residents on Highway 762 are impacted by the numerous tragedies; are there to see the crumpled bodies of those once "indestructible" young men; often, are the first there to lend assistance and call for help; see the friend standing helplessly by, in shock and bewilderment; see the tarp covered bodies; know incredible grief will soon come to their loved ones as news of their death is received; feel sadness as another young life is claimed too soon
- quality of life: on a summer weekends, cannot enjoy the use of our road, safe travel or our peaceful country setting; cannot sit outside and carry on a conversation; our words are drowned out by the passing vehicles;

not all vehicles – just the motorbikes with no muffler - or whatever adaptation they have made to their muffler to strengthen its 'rumble' and by the 'crotch rockets' with their loud, whiney pitch as they speed by; surely there must be some noise pollution laws that can be enforced?

- city of Calgary (and others) have been enforcing noise; this is a next step, but reducing the speed limit can also help with this problem
- could muffler enforcement be re-visited, to deal with the noise issue (provincial traffic safety act revision)?
- this road is similar to Springbank Road, which is set at 80
- even Highway 66 is 90 and has wide shoulders and tree lines away from the road
- example of 80 (safer) on Hwy 22 through Redwood Meadows area – this is set at 80 km/hr and is far safer through a country-residential area as is this
- example of 80 (safer) on Hwy 22 by Banded Peak school, even though there are shoulders and the road is good
- thank you for doing this survey
- Comparisons, research and information prepared by local resident:

	Highway 762	Plummers Road	Highway 758	Highway 66	Lower Spring-bank Road	Highway 8	Highway 549	Highway 22
Current speed limit- km/ph	100	80	40-60	90	80	100	100	80 - 100
2 way	Yes							
Narrow shoulder	Yes	Moderate	Very Narrow	No	Yes	No	Moderate	No
Steep ditches	Yes	No	Yes	No	No	No	Some	No
Hills & curves	Yes	Yes	Yes	Yes	Minimal	Minimal	Minimal	Yes
Abundance of wildlife	Yes	Yes	Yes	Yes	No	No	Yes	Yes
Numerous residential driveways	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Springs impacting road conditions	Yes	No?	No?	No	No	No	No	No
Visibility for seeing wildlife	Poor	Poor	Poor	Good	Good	Good	OK	Good
Scenic Route	Yes	Yes?	Yes?	Yes	No	No	Yes?	Yes?
Biking	Yes							
Ranching –moving of cattle & machinery	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Walking, running, horseback riding	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
# of Accidents – vehicle over 5 year period?	Needs to be researched							
# of Accidents – involving wildlife over 5 year period?	Needs to be researched							

90 km/hr: 35/263 = 13.3%

- road is not ideal for 100 km/hr, condition poor, still slumping, wildlife activity, no shoulders, blind spots which gives little reaction time, dogs
- 90 km/hr or lower in places such as curves, where people have died or had accidents
- highway is too narrow, many turns, in constant need of repairs due to underground water flows, 100 is too fast
- use of it has changed over the years; more traffic; higher usage with inappropriate vehicles on it; slumping started – springs have always been there; it's a secondary highway – don't need this to be a major transportation route with those standards; scenic route but also used by farmers for local needs; needs enforcement; unique – still has cattle drives; want to see agriculture use continue
- likely causes of serious (ie. personal injury) accidents on this highway recently: motor bikes, alcohol, inexperience (new drivers) or winter road conditions, with probably only the last of these being sometimes related to speeds between 80 and 100 km/ph; did the lower limit create more problems than it solved?; for sure it's a scenic road but most people that use it are not admiring the view - they are commuters or ranchers or commercial traffic and they are going somewhere; majority of them are capable drivers who know the road well and 80 km/ph is unnecessarily restrictive so they just won't support it; many of the "Safety Issues" are valid; hopefully the localized surface problems will eventually be fixed and can meanwhile be marked by signage, while curves and visibility issues should be addressed (as they have been recently) by yellow advisory speed limits; to downgrade the whole road from 100 to 80km/hr when much of it is dead straight is probably overkill; if Alberta Transportation do conduct a review in response to public pressure, maybe as a compromise they will recognise the lack of shoulders (etc.) by dropping the limit to 90 km/ph; that way everyone can carry on driving 100 if they want to without too much concern about getting pulled over
- more police enforcement is needed
- reducing the speed to 90 would deter the motorcycles from using or speeding down this route
- slower speed gives the driver a better response time also for animals, and cyclists who are not following the rules of the road
- 80 is a bit too slow and 100 way to fast; many driveways and animals to watch besides motorbikes; safely driven at 90; slower driving is safer; residents can still get to where they want reasonably fast and safe
- dangerous corners, rough surfaces, frequent wildlife; perhaps 90 km/hr is an acceptable compromise
- steep ditches, topography, weather; increased use – more traffic
- would like to hear what the majority of residents think
- if crashes occur, they are serious due to steep banks, fences, trees, etc.
- compare other 100 km/hr highways in the area (549 & 22): 549 is wider, has flatter ditches with shoulders, guardrails at risk areas; Hwy 22 has big shoulders guard rails, divided in places; Hwy 66 has shoulders, better sight lines, guard rails, etc., and is 80 or 90 not 100
- if the speed is set back to 100, people (including locals) take this as an invitation to do 110 or 120
- with speed limit lower, there were fewer high speed vehicles on the highway; just felt safer and quieter
- compromise at 90 km/hr; safe yet expedient
- speed should be less than 100, but 80 is ineffectual since no one will drive 80

100 km/hr: 87/263 = 33.1%

- people will drive 100 km/hr regardless of the posted speed limit; so posting 80 or 90 will require enforcement, more policing and more government; lease expensive tax-wise: 100 km/hr
- limit speed at sections of the road that are not "standard" as is done on the corners
- the road can easily support the speed; speeders don't care what speed is posted and use this road as a racetrack; posting the speed at 80 just means that the locals will be getting speeding tickets even though we know the road; vehemently oppose reducing the speed
- not concerned about the speed, just preventing the ridiculously noisy motorcycles

- most people drive responsibly and should adjust their speed appropriately to questionable areas; experience of the driver is sometimes the issue
- drive every day; beyond uneven patches, 80 is too slow; noise at 100 isn't significant
- thanks for giving residents a chance to have their say
- more police enforcement is needed; presence is needed especially for non-residents touring in summer or on long weekends
- agree this highway has issues; interesting that what we always fall back on is to reduce highway speeds for quick fix reasons or feel good or we did something; question why you would get additional complaints on the speed limit going back to 100 as it had been posted for many years; don't understand why drivers can't just drive to the road and weather conditions - drivers can travel at 80 if they want to; signs present that give suggested speeds around corners and areas of poor surface road conditions; repairing the highway properly is the priority we need to work on, not lowering the speed limit; reducing the speed limit on this highway will drop it even lower in the repair priority
- the squeaky wheel isn't the majority here, they just make the most noise; a vocal minority shouldn't control a provincial highway
- reduce speed where current advisory signs exist and leave at 100 elsewhere; all highways have wildlife issues; no shoulders is a fact of life in rural areas; drivers can drive slower; don't paint all drivers with the same brush as some are comfortable driving rural areas in any condition; driving at 80 can cause a safety issue in itself
- speed limit has been 100 for many years; it is historical - leave it at 100
- 100 is a safe and appropriate speed; Alberta transportation is the decision maker on this, they say it is safe so let them make the decision
- it isn't the locals that are causing the speeding issue, it is everyone especially the motorcycles that come from the city; whether the speed is 80 or 100 they will do whatever they want
- lowering the speed limit has not slowed the traffic; everyone goes 100 and bikes go 110-120 anyways; speed limit will not stop accidents from non-residents; leave at 100
- rarely heard of an accident from residents doing 100; accidents usually from non-residents "joy" riding, racing their cars or bikes
- when driving a load on the south end, need to pick up speed to go over the hills; locals slow down on the corners and watch for agriculture uses and wildlife; would like to see cyclists not use this highway as they cause the hazard and unsafe because no shoulders
- residents were not consulted when the speed limit was reduced to 80 nor did they stick to it; highway needs repairs; conditions from weather and poor state of the highway are the reality of rural living
- road needs repair and guard rails no matter what the speed limit; money would be better spent on fixing the highway rather than doing a survey
- surprising that the province says the highway is "repaired" when the road has continued slumped areas, etc.
- problems come from speeds higher than 100; leave it at 100
- let's not go back 20 years; we've become such a regulated society that we can't make good driving decisions anymore; road is well marked at corners; we're not children; road was designed for 100
- if speed is set at 100, locals have a choice of speeds without getting a ticket
- road structure is good, visibility is good, road surface is good
- 80 km/hr will create hazards with impatient people passing unsafely
- locals would obey a lower speed, but non-locals would not obey; this would create a problem – all traffic travelling at similar speed would be safer
- under normal conditions 100 is safe; when conditions are not good - slow down; curve signs are adequate; shouldn't have to pay for a few idiots that either speed or do not drive with common sense
- very poor road - fix the road; put load limits up to 100%; tourists have taken it over; keep it at 100
- convenience and efficiency at 100; some restrictions should not apply to the entire highway; original road assessment should stay in place; imposing 80 would largely be ignored by drivers
- no previous consultations with residents on the speed, why now?; need permanent solutions to the problem locations on the road; due to lack of shoulders would like to see bicycles banned from 762 - they often create hazards by riding side-by-side

- doesn't matter if speed is 80 or 100, people go out of their way to avoid the slumped areas and this is the problem – danger of head on collisions – fix the road
- your survey is biased and your points are only one side of the story - give it a rest! It's a HIGHWAY: 100
- leave well enough alone; if you do not have the smarts to slow down at night the speed limit will not make you; use your time on more important things like taxes
- lowering the speed limit will not make any difference; be informed, studies show this - US Department of Transportation on effects of raising and lowering speed limits study: <http://www.ibiblio.org/rdu/sl-irrel.html>
- no review is necessary
- even if you dropped the speed to 60 it would not stop the speeders; even the crosses in the ditches do not stop the adrenaline junkies
- 100 is reasonable when you drive this highway with care, especially since the paving of this road in the 1980's; ongoing repairs are needed; installing guard rails in key locations is important
- 100 is the right and proper speed for this highway; if people are uncomfortable with 100 they can drive slower; why dumb it down this way?
- leave it at 100 – it's the driver's discretion

Mix speeds: $6/263 = 2.3\%$

- most may want reduced speed due to the motorcycle traffic which is loud and annoying; road should be properly maintained; needs to be monitored by RCMP/Sheriffs – will result in less concerns; suggest: 90 or 100 speed limit
- road is designed for 100; suggest: 100 during the day and 80 at night when more difficult to see animals; slumped areas should be flagged so that drivers can slow down at these spots
- cannot select a speed limit for a highway left in disrepair; definitely not 100 in its current state – even 80 is too fast in some areas; condition of the highway is the only relevant issue at hand; AT should travel over the slumped areas at the current posted speed limit of 100 and see what happens; deteriorated surfaces seriously compromise safety on an on-going basis; discussion needs to begin with actually repairing the highway and then deciding an appropriate speed limit for the nature of this road
- When Hwy 762 was upgraded in the late 70's it was engineered and designed for 100 km/hr; some changes have occurred which have caused some to recommend a lower speed limit, but why does there have to be a single speed limit on this roadway?; 100 km/hr is a reasonable speed limit on much of the roadway; however, in some sections it would seem that a lower speed limit of 80 or 90 is safer and would be justified - considering the winding sections, slumping of the roadway, amount of wildlife in the area, some steep hills, sharp curves, some very poor sight-lines from driveways entering the highway; most of the remaining road is relatively straight with good sight-lines from driveways and could probably support a speed limit of 100 km/hr; if a single speed limit has to be adhered to, would choose 90 km/hr as a compromise but don't think that this is the ideal solution.

Conclusion - Action Plan:

The purpose of this Hwy 762 Survey was to find out which speed limit is democratically supported by local residents (living on or near Hwy 762) and determine if there is enough interest and concern to coordinate efforts with the M. D. of Foothills to represent residents in requesting Alberta Transportation to assess the current posted speed limit of 100 km/hr on this highway.

The survey was conducted Nov.-Dec. and results were compiled and released on Dec. 30, 2013. Residents were asked: Which speed do you support as the speed limit to be set on Highway 762: 80, 90, 100 km/hr, why and comments? The responses were carefully recorded to give an accurate accounting of opinions.

Results of this survey show that there are concerns about Hwy 762 and that **66.9%** (51.3 + 13.3 + 2.3) at least question the evaluation of the highway speed of 100 km/hr and have an interest in determining if the speed limit should be changed or left as is:

80 km/hr = 135/263 (51.3%); **90 km/hr** = 35/263 (13.3%); **100 km/hr** = 87/263 (33.1%); **Mix speeds** = 6/263 (2.3%)

Over the last years, I have received many complaints related to issues on this highway which led to conducting this survey in an effort to represent residents' concerns. I wanted to find out if there was a silent majority and consider other relevant information that would come from inviting those who live along this road to give their opinions, before going forward to represent them to Alberta Transportation (AT).

There was a tremendous response of 84.6% (311 surveys were sent out and 263 replies were received), so this is not a vague or arbitrary result. In addition to many comments which were supplied, I have the measure of complaints to determine if a speed limit change has had any effect or not. It has been my experience that there were fewer complaints when the speed limit was reduced to 80 km/hr. Whether this measure and the survey results are to be considered in the final analysis is ultimately up to Alberta Transportation, the decision-maker. AT will determine if a different speed limit could be supported after their investigation.

Next steps to support residents:

- will respectfully present residents' opinions to Foothills Council, Public Works and to AT, and we will evaluate the next steps in consideration of all this information;
- meet with our provincial Minister of Alberta Transportation and present these SURVEY RESULTS and information to AT and request their input and evaluations. Our Foothills Council plans to meet with them early in the new year, 2014, and have already made a request to do so. AT has stated that they would consider an assessment of the speed if the municipality supports this. At this time I will not ask residents to individually contact AT, although that does indeed remain their right to do so at any time. Perhaps that would best be left until we have at least met with AT and presented the survey, in order for them to know the details. Residents in Foothills Divisions 3 or 4 can also contact their councillors on this matter at any time;
- consider AT's response and represent residents towards a conclusion which respects all of their thoughtful comments and opinions about the speed and road conditions, AT's technical and traffic characteristic evaluations, and AT's protocols. We hope to have a decision on the speed limit and hear about plans addressing road conditions and repairs;
- discuss the amount of fundraising events and other events planned on Hwy 762 with AT (approving authority);
- request and discuss more enforcement for Hwy 762 with our Turner Valley RCMP Detachment, Sheriffs and M.D. of Foothills Peace Officers; and
- share these conversations with residents via my website, writing news articles or other means, and pursue awareness opportunities to share the concerns for safety in connection with the many uses on Hwy 762.

Thanks to all who participated in this Hwy 762 Survey and for your interest in our community!

With Best Regards,
Suzanne Oel
Div. 4 Councillor, M.D. of Foothills