



## Public Submission

City Clerk's Office

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Kirstin
* Last name	Morrell
Email	kirstin.morrell@gmail.com
Phone	4033667937
* Subject	Speed limit review - Against changes

I am against any changes to our speed limits.

It is the natural tendency of those who govern to meddle, to engage in change for change's sake, for the purpose of appearing to do something as opposed to not doing anything.

I understand that administration has likely already made up their minds, and they are the tail that wags the dog of how Calgarians are permitted to live. I also recognize that organized special interest groups have already been working hard to enact changes while the average Calgarian hasn't really been engaged at all, but I submit to you regardless that it is entirely possible to take no action at least until you have listened to all Calgarians, and not just advocacy groups and those in Administration who have been pushing for this change.

While I empathize with those who are afraid, Tony Churchill's own numbers he provided to council show that this won't save any statistically significant number of lives per year-- perhaps one, or some fraction of one in residential areas. And that may sound cruel, but we have to draw the line somewhere. The only safe speed limit is zero, and all of life is a risk. But being allowed by the government to drive on public roads has a benefit to our society, and so we know that it is always going to carry a risk, a risk we can never totally eliminate, but we found balance at 50km/h.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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Until radical elements succeed in banning all private vehicle ownership, reasonable people understand that there will always be some risk. Our system already has reasonable rules in place to ensure safety. And while the advocacy groups and Administration are pushing for 30km/h in order to achieve their goal of 40km/h, which seems like a reasonable compromise in comparison to 30, I maintain that we have already reached a compromise, a balance, at 50km/h.

And the timing is highly inappropriate. Again, the average Calgarian has not had the opportunity to speak to this, especially people in more disadvantaged socioeconomic classes who are struggling and simply don't have the bandwidth to push for or against change during this COVID-19 crisis, which disproportionately impacts the poor and BIPOC Calgarians. Have their voices been heard? Or have only the relatively affluent (and therefore largely white) Calgarians, the ones who have free time during this crisis to push for the changes they want, being heard?

If you are committed to genuine engagement with the Calgarians you serve, you will vote against this change at this time.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Robert  
\* Last name Leeds  
Email rjleeds@hotmail.com

Phone

\* Subject Street speed rezoning

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Auburn Sound Manor SE should be reduced in speed or at least speed bumps should be put in. It was never intended to be a through road by Brookfield, but it is treated like one because it is shorter.



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* First name	Tyler
* Last name	Greene
Email	greeno237@gmail.com
Phone	4039232960
* Subject	Neighbourhood Speed Limit Review
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	What an inane waste of all of our time and tax dollars. The councilors pushing this cash grab diguised as a speed limit reduction should be ashamed of themselves. If you spent more time policing negligent dangerous drivers who never get off their phone you would actually make the streets safer. But that wouldn't result in more speeding fines for the general revenue would it?



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* First name	Mark
* Last name	Pfeifer
Email	mark.pfeifer@gmail.com
Phone	4037647123
* Subject	Neighbourhood Speed Limit Lowering - specific comment on 7th Ave NW between 19th St and Crowchild

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello,

I absolutely support the lowering of unposted speed limits on residential roads to 40km/h. I live on 7th Ave NW near 21st St, and was surprised to see (on this map: <https://www.calgary.ca/content/dam/www/transportation/roads/documents/traffic/traffic-safety-programs/neighbourhood-speed-limit-review-map-ward-7.pdf>) the proposal to keep the speed limit at 50km/h on 7th Ave. By the city's definition (documented here: <https://www.calgary.ca/transportation/roads/traffic/traffic-safety-programs/residential-speed-limits.html>), 7th Ave is not a collector road and is a residential road. There are 3 businesses in one building on our road, but the rest is residential only. Please reconsider the plan for 7th Ave NW, and consider dropping the speed limit to 40 km/h.

Thank you,  
Mark Pfeifer



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Georgia

\* Last name Carstensen

Email georgia.carstensen@gmail.com

Phone +1 05872230152

\* Subject Support for the proposed 40km/hour speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a parent of a young child and an "active commuter", I applaud the decision to reduce speed limits to 40km/hr. Pedestrian-vehicle traffic accidents has huge societal costs in terms of emotional devastation and economic costs. This change needs to also be enforced, with penalties for speeding. Thank you for prioritizing keeping people safe.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Beth  
\* Last name: Thompson  
Email: graham.elizabethm@gmail.com  
Phone: 4038047179  
\* Subject: proposed road speed changes

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am in support of the proposed change of reducing unmarked roads from 50km to 40km. It has come to my attention that my residential street 7Ave NW between 19St and Crowchild Trail is not included in this lowering which is troubling. Despite the speed bumps we constantly have commuters cutting through at great speeds and rolling through stop signs as it is. This problem will only get worse as if drivers are further incentivized to use our road as a higher speed alternate path. Please stay consistent and change our street along with the others.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Randy  
\* Last name MacDonald  
Email scitec@shaw.ca

Phone

\* Subject Proposed speed reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In considering a reduction to Calgary speed limits, let's think about some of the societal costs. Here is just one example.

Numbers found on Statistics Canada and Calgary Economic Development web-pages tell me that 74% of commuters are drivers of private vehicles. Calgary has a population of about 1.6 million people, 66.5% of whom are employed. The average commute time in Calgary is 26.5 minutes. Other numbers below, such as percentage of people commuting (post-covid) and additional commute time are my own guesses. Others may be able to provide better estimates, but I think these values are conservative and illustrate the point.

Let's say that (post-covid) 75% of employed people will be commuting to work. That would amount to 590,520 drivers, who had better not be trying to do anything other than driving during this commute. That is, this commuting time (53 minutes per day) is non-productive time.

Now let's imagine that with the lower speed limit the average commute time increases by just 20 seconds. That's 40 seconds extra for getting to work and then back home again. Less than a minute -- that doesn't sound like much on an individual basis, but what is the "societal cost"?

The total of this additional wasted time for all the Calgary drivers is then 393,680 min-

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utes (6,561 hours) per commuting day. If we figure that the typical commuter goes to work 5 days per week for 49 weeks per year, this totals a little more than 1.6 million hours of wasted time per year. If the average human lifetime is about 85 years that would be  $85 \text{ years} \times 365.25 \text{ days/year} \times 24 \text{ hours/day} = 745,110 \text{ hours}$ .

So decreasing the speed limit enough to require just 20 seconds extra in average commute time is, on a societal basis, equivalent to eliminating the useful productive life of more than two people per year.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jennyfer

\* Last name Harms

Email harms\_jen@yahoo.com

Phone (403) 921-9406

\* Subject Lower residential speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please push to lower residential speed limits to 40km/hr or even better would be 30km/hr! I live in a school zone and people still speed through!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jennifer

\* Last name Mackay

Email jenemack23@gmail.com

Phone (587) 437-8010

\* Subject 19th St NW speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The speed on 19th St NW Needs to be reduced to 40km/h. Residents of West Hillhurst have repeatedly expressed concerns regarding the speeds of traffic on 19th St Nw, particularly between Kensington Road and 16 ave NW. A traffic calming study was done around 15 years ago which resulted in a few measures, but not enough. Children and families cross this road to go to/from school, pedestrian traffic is heavy, and drivers ignore the crosswalks and the playground zone. Reducing the speed limit to 40 km/h would mean safety for all those who live in and visit the area, and would have little to no impact on drivers. Why are speed limits not being reduced? The classification of the road (collector) should not matter when safety is paramount



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Kristen  
\* Last name Edwards  
Email Klread@yahoo.com

Phone

\* Subject Posted Speed Limit Reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
I am writing to support the reduction of posted speed limits, including along 5th Avenue in West Hillhurst/Hillhurst area.



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* First name	Bonnie
* Last name	Pfeifer
Email	bnn.pfeifer@gmail.com
Phone	
* Subject	Lowering of speed limit on residential roads

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am in full support the lowering of unposted speed limits on residential roads to 40km/h. However, I am concerned that the road I live on is classified incorrectly. I live on 7th Ave NW near 21st St, and according to this map the speed limit would remain at 50km/h on 7th Ave NW (<https://www.calgary.ca/content/dam/www/transportation/roads/documents/traffic/traffic-safety-programs/neighbourhood-speed-limit-review-map-ward-7.pdf>). This is not a collector road, there is no access to Crowchild, and there is only one building with businesses. The rest of the avenue is residential, full of kids and cyclists, and should be treated the same as the surrounding residential roads. Please consider reclassifying 7th Ave as residential so the speed limit will also drop to 40 km/h.



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* First name	Kristina
* Last name	Pearson
Email	kristina.pearson13@gmail.com
Phone	403-764-5287
* Subject	Speed Limit Reduction Bylaw

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I have been biking for transportation regularly in calgary for the last 5 years - with my 3 young children. We grocery shop, attend birthday parties, do daycare and preschool drop offs by bike in most weather (with out ploughing heavy snow on residential streets sidelines us for a few days). I can speak from experience that riding a bike through a playground zone changes the actions of the drivers around you. At 30km/h hour the number of drivers that catch up and pass is reduced, the speed at which they pass is lowered and their attitude and the care they take is remarkably more! I choose my routes to bike through as many playground zones as possible. My bike routes are mostly woven through residential roads, I ride on fiew collectors and I cross arterials. While my driving trips have very few residential roads - we take the most direct route to a collector/arterial. Therefore this bylaw would improve our biking and walking trips substantially, but have very little impact over the trips we choose to drive. Please vote yes to speed reductions, the attitude of drivers at slower speeds really is remarkable - help change the environment on our streets for pedestrians, cyclists and children.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Elizabeth

\* Last name Rohlman

Email beth.rohlman@gmail.com

Phone

\* Subject 7 Ave NW in Ward 7

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support the lowering of speed limits in residential streets to 40. As a resident of Ward 7/ West Hillhurst, I urge council to lower the speed limit on 7Ave NW between 14 street and Crowchild to 40 as well. This is a residential street and should have a residential speed limit.



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\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello, I would be in support of lowering the speed limit to 40km/hr on side residential streets. Our street is just off of Kensington road, and often people go over the speed limit to get to the gas station, or drive by quickly with their UHaul truck. There is no need to go faster than 40km, if they want to - they can go onto Kensington and avoid hitting a dog, child, or person crossing the road that is walking in our residential area. I think this is a positive change for the city and the safety of the residents in my community.  
Thanks you.  
Erin MacDonald



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Our family lives at 225 15 St NW. I tried once to get traffic calming on our street but it didn't work. People often speed down our street to avoid the intersection at 14st and Kensington. It's really dangerous, we've said many times it's sad someone's child will probably die before they do anything about it! People rarely stop properly at the intersection and many just drive right through!!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Kathleen

\* Last name Stewart

Email Stewart.kathleenm@gmail.com

Phone 403-374-1144

\* Subject Neighbourhood Speed Limits Review

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

At this time, I feel that reducing the neighbourhood speed limit in Calgary from 50 - 40 km/hr will not have the desired positive effect on the safety of our streets. Residents who are genuinely concerned about the safety on our streets will be careful drivers regardless of a 50 or 40 km/hr speed limit. People typically exceeding the speed limit in residential areas will likely continue to do so. These are people rushing up residential streets at well over 50 km/hr. It will cost a considerable amount of money, add to the garbage dump and have a snowball effect on public transportation timetables to name just a few things. In addition, we cannot enforce all of the traffic laws that we already have; how are we going to enforce this new bylaw? The money would be better spent on placing garbage bins in spaces like Nosehill Park where people are leaving dog poo bags in clear sight on the trails. Alternatively, we have a lot of potholes and sidewalk safety issues to get fixed. I don't feel the money on reducing speed limits would be well spent at all, at all!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Hans  
\* Last name Verwijs  
Email [jverwijs@yahoo.com](mailto:jverwijs@yahoo.com)  
Phone  
\* Subject Neighbourhood Speed Limits.

City of Calgary,

I wish to express my extreme displeasure at motions by some City Councillors (see below) to reduce speed limits on City streets. While the injury or death of even a single pedestrian is tragic, the City has to take a calculated approach in determining costs vs. benefits of this proposed speed reduction.

Councillor Farrell, as well as other Councillors, argue that , and I'm loosely paraphrasing here, a reduced speed "only costs commuters an additional 2 minutes per trip". Applying some actuarial science, and in the absence of any meaningful statistics provided by proponents of said reduction, I make the following assumptions and corresponding calculations: 300,000 trips per week x 2 extra minutes per trip per day = 1.14 person YEAR , per WEEK that is wasted! From this calculation, some questions that spring to mind:

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

- How many pedestrians were killed from motor vehicle collisions in each of the last four years? (to provide a meaningful statistical basis).
- Applying actual traffic data and determining how much commuter time would be wasted from a speed reduction, how many people-years per year would be wasted with this speed reduction?
- When will council debate the comparison of these competing factors in making a decision on this issue?

ISC:

1/2

Unrestricted

Oct 19, 2020

4:29:55 PM



## Public Submission

City Clerk's Office

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Applying what some might call a heartless comparison, we are inconveniencing countless people, in terms of wasted person years, to, what, save a few people from a traffic fatality? I acknowledge that this cold math appear heartless, but that is the nature of actuarial science, which underpins the insurance industry and which a sensible council should be applying to such decisions.

I suggest that a proper and thorough cost-benefit analysis is applied to this proposal and presented to council before the impending vote on this motion.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	David
* Last name	Jenkins
Email	david.jenkins@shaw.ca
Phone	4032569391
* Subject	Bylaw Number:TT2020-1036
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I am strongly opposed to the changes (speed limit reductions) proposed for this bylaw. I think it should be put to all citizens to decide in a plebiscite in the next municipal election.





## Public Submission

City Clerk's Office

this field (maximum 2500 characters)

"30KMH "sign on the curve we live on is virtually ignored today. It was erected after a fatality on the curve in the early 80's.

Since the time of construction of the subdivision, Varsity has changed. Consistently The neighbourhood enjoys ranking in the top five of city neighbourhoods . Vehicles have changed. It's very easy to reach 50 KMH and more. And 50 means 60 it seems. Auto technology creates increased acceleration at an almost unnoticeable impact by the driver.

I am fully in support of the 30kmh study undertaken by the UN and forming a part of the decision by the City of Calgary to drop speed limits.

The benefits are numerous and the risks are minimal and cost negligible to taxpayers. In this time of austerity, I am sure one can support this change and realize the cost to taxpayers is very very small indeed.

Importantly it is an effective way to reduce the City of Calgary carbon footprint by reducing the emissions required to power vehicles at a reduced speed. Reducing speed limits contributes to green initiatives without cost or tax. Easy to support. One only needs to recall the USA speed reduction to 55mph during the energy embargo of the '70s.

The arguments in support of speed reduction are compelling , reduced chance of fata



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Lesa
* Last name	Minions
Email	lminions@shaw.ca
Phone	4032497048
* Subject	residential speed limit proposal

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I do not support the proposal of lowering speed limits in residential areas. The areas that involve pedestrian death & injury due to being struck by a vehicle rarely happen on residential side streets. They occur at lighted intersections, marked crosswalks or in the downtown area on collector roads. They occur because of human error which also includes design flaws at LRT crossings and other poorly signed, timed or designed intersections. Council members supporting this proposal miss the target on where and what the problems actually are. There is not enough money or manpower to enforce the speed limit in residential areas now, let alone enforcing a lower speed limit. Council would be better off addressing certain individual residential side streets that merit a lower speed, not because of constituents complaining about speed but because of rate of collisions. This is what happens with most traffic concerns in the city - there has to be a certain amount of collisions for The City to put up signage, lights, etc - there isn't a blanket proposal to put stop signs, traffic or pedestrian lights at every intersection. Lowering the speed limit on all residential side streets is a poor use of municipal funds. Please do not pass this proposal.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name David

\* Last name Kmet

Email kmet@telusplanet.net

Phone 4032369946

\* Subject Residential Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I wish to advise that i support Councillor Farkas's position on the proposed change to residential speed limits. This is not an issue or concern of any import in our neighbourhood and is taking time and energy away from the City Council and Administration to deal with matters of importance such as the economy and taxation. I oppose having to spend any money on signage that would result from making the change. 2 million is 2 million. You need to focus on eliminating ALL superfluous spending!!!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Karen  
\* Last name Leader  
Email karen\_kerpan@hotmail.com  
Phone  
\* Subject Traffic Safety Programs - Residential Speed Limits - Varsity Estates Drive NW

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
As a resident along Varsity Estates Drive NW, I would like to express my concerns about the safety of the Drive and the need for traffic calming measures, or even better, a reduced speed. Varsity Estates Drive has become a popular road for cyclists and pedestrians and with a posted speed of 50km/hour and sidewalks that are not user-friendly, is not necessarily a safe road. The attached file provides more detail about my experiences with people speeding, not stopping for pedestrians at crosswalks and other close calls.

I would like to take this opportunity to express my opinion and concerns regarding the speeding that occurs on Varsity Estates Drive NW (the "Drive") and the overall safety. Over the past few months, I have been working along side neighbours to gather more information about the speeding and gather support for a reduced speed limit or traffic calming measures. Much of this information has been shared with CPS, the City, Varsity Community Association and others.

The volume of non-vehicular traffic has increased substantially since the pandemic has started. There are many cyclists – groups of athletes, families, individuals – and pedestrians using the Drive. However, due to the structure of the Drive, people are forced to cross from north to south and back again in order to be walking on a sidewalk. And because of this, along with the slope of the driveways, many people will walk on the road. If people are trying to cross the Drive they are often doing so at crosswalks that are placed at curves in the road (two prime examples being at 200 Varsity Estates Place and Varsity Estates Close).

The Drive was designed 45+ years ago. A lot has changed since that time, and I ask "would a road like this be designed in a new neighbourhood?". Based on my experience of traveling in new neighbourhoods as well as the recommendations that are being made for new neighbourhoods, it is unlikely a road like this would be designed in the same way with the same (limited) safety / traffic calming measures. My question to you is, why should this road be safe in the existing neighbourhood if it would not be built in a new neighbourhood? Just because it worked in the past, it doesn't mean it works now.

It has been noted that the Drive is considered a collector road – I would assume this is due to it being a bus route. Despite this road designation, it is not the same as other collector roads and I would consider it to be a residential road. It is not in the same category as 14<sup>th</sup> Street NW or 4<sup>th</sup> Street NW which are four lane roads, with traffic lights and very few houses with driveways backing onto these roads. Both sides of the Drive have houses with driveways backing onto it.

This is not the first time I have been involved in expressing concerns about speeding vehicles on the Drive. I requested a traffic study by CPS in the summer of 2017, and this was conducted in September/October 2017. While completed with five separate visits, I question the validity and reliability of the study. The peace officer was stationed in a large black vehicle with a highly visible bar across the top, making it obvious who they were and why they were there. The vehicle was parked in front of my house, making it easy to spot from both directions and providing drivers enough time to slow down. On one visit, the city was completing a road repair - and the peace officer was parked in the middle of it, forcing drivers to slow down well in advance. It is no surprise there were zero violations noted from the study.

With young children, we often place a bright "children at play" plastic sign in front of the house. I shouldn't need to remind drivers that there are people who live in these houses and may actually be outside. The sign does work though as most will slow down, but they shouldn't need

to be reminded, and shouldn't need to slow down, if they are going the speed limit. This is especially true for westbound traffic.

As another example of speeding, I back out of my driveway (which is on the south side of the Drive) to head east and will have someone on my tail (and, on occasion, honking at me). There are times I can not see another eastbound vehicle and by the time I am backed out and starting to go east, a vehicle is right behind me.

The "S" shaped curve from approximately 200 Varsity Estates Place to Varsity Estates View has a recommended/suggested speed of 30km/hour, which was only put into place after a fatal accident. There is a park and crosswalk at 200 Varsity Estates Place – but no playground zone – and no speed reduction, only a suggested speed reduction. This crosswalk is extremely dangerous. Due to the eastbound curve, and in some cases the light and shadows being cast, it is difficult to see pedestrians. But more often than not, vehicles do not stop. I have experienced this on multiple occasions. I am often 1-2 steps INTO the crosswalk, waiting to make eye contact with a driver and waiting for them to stop before I cross. As a tall adult, I go unnoticed - how is a child expected to safely cross the street if they can't do so at a crosswalk? My children will run across because they know that people don't stop.

When considering what is a safe speed or if traffic calming measures are necessary on the Drive, I ask that you think if this road would be built in a new neighbourhood? Or, if a similar road was to be put in a new neighbourhood, what would be done differently? And if there would be a lower speed or traffic calming measures in a new neighbourhood, why can't the same be done here?

There are many options to improve the safety of the Drive and the safety of those who use it, whether it be pedestrians, cyclists or vehicles.

- Reduced speed
  - o The Drive is approximately 2.5 km. Reducing the speed from 50km/hour to 40km/hour would change the total drive time by less than one minute.
  - o A pedestrian hit at 30km/hour has a 90% chance of survival; at 45km/hour, the chance of survival is less than 50%  
([https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf))
- Increased signage
- Bike lanes
- Narrow the entrance to the Drive

As a resident of Varsity, I want to keep the neighbourhood safe, for everyone. Thank you for the opportunity to express my concerns and for your consideration.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Mikhail

\* Last name Yakunin

Email myakunin29@gmail.com

Phone

\* Subject Residential Speed limits 50 km/hR

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

It has always been clear that the residential speed limit, if not posted is 50 km/h. This is a safe speed for driving in the city on residential roads and there is absolutely no need to reduce speed limits. Yes, there are areas that require extra caution. That is what playground zones are for. Installing 50 km/hr signs around the city where the speed limit is obvious, will cost taxpayers millions of dollars. As far as I know, the City of Calgary is looking for ways to cut the budget by \$70 million. You can start off by not adding more unnecessary spending do it!



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\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I fully support reducing the unposted speed limit. I would like to see it at 30/km/h but 40/km/h is some progress so I support the change. For the people who expect "data" to support this change: we don't have data on near-misses, why should we wait for accidents and fatalities before change can occur? I can just look out on my street to see that going 50/km per hour is too fast for the narrowness of the street and the amount of pedestrians that cross them.

Another problem in our neighbourhood is cars parked too close to the corner. You need to crane your neck out to make sure a car isn't going to hit you. My son was almost hit doing this around a van and a car, unfortunately, happened to be turning right into the lane where he was. Maybe reducing the speeds would remind drivers that they need to be wary.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	David
* Last name	Morrison
Email	mtnladdie@hotmail.com
Phone	403.613.2948
* Subject	Proposed Reduction in Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello, I would like to submit that I do not agree with the decrease in speed limits to 40 km/hr, nor 30 km/hr in future. I feel that there is more fear than reality behind this, similar to when the City got rid of school zones. There have always been accidents, for decades but very very few. I believe vehicles are safer and more responsive today and drivers are not the issue. What is needed is more education to children in particular; however again, I do not think there is a problem requiring this level of intervention by the City. Thank you. - David Morrison



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Harman

\* Last name More

Email moreharman@yahoo.ca

Phone

\* Subject Nov 2 Public hearing on proposed bylaw on reducing speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am NOT in favour of reducing speed limits zones in residential area's down to 40km/h from the already limit of 50km/h. This is a massive waste of time for city council to be debating, as in my area of SW Calgary, this has no need. The current speed limit is fine and slowing it down to 50 will already harass drivers who are already careful enough. The focus on lowering speed limits will NOT reduce driver aggression and may in turn cause it to rise, the focus needs to be placed on stricter licensing protocols and road tests. There are far more drivers out there not following road rules than there are people who speed through areas and hit kids. The accident rate on careless and inattentive driving is not influenced by speed limits, it is influenced by driver education and judgement. This further erosion of our speed limits is a waste of time by council when in the current pandemic, the city should be focusing on other sources of revenue to protect from taxes from rising. The reduction of speed limits also implies a cash grab by the city to punish drivers of the city for being careful, reducing speeds to 40km/hr will increase congestion in already narrow community roads in certain areas and increase driver frustration. The inner city, the speed limit of 40km/hr makes more sense because it is more densely populated, but for outer suburban area communities that have large roads, this bylaw serves nothing more than a punishment, as wider community roads have plenty of space and the design to ensure a speed limit of 50km/hr is safe. This Council is being ridiculous with its bylaws. Look at Germany- strong driver testing, and their operation of a highway with no speed limits- with a lower accident rate than Calgary, that is because of the increased driver licensing requirements

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Unrestricted

Oct 22, 2020

3:54:24 PM



**Public Submission**

City Clerk's Office

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that German drivers are attentive and safe.

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Lois  
\* Last name: Franz  
Email: toober93@gmail.com  
Phone: 4038056917  
\* Subject: Speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Please treat us as adults. I am 1000000000% against a reduction in speed limits just because .0001% of people can't be responsible for their kids or their own distractions. Calgary is not inundated with an unmanageable amount of pedestrian incidents. Please don't reduce speed limits. I am on my knees begging. No No No



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Trista

\* Last name Wenzel

Email tristawenzel@gmail.com

Phone 4038355652

\* Subject Lowering of Speed Limit to 40 km/hr

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This would be an incredible waste of taxpayer dollars and any benefit is negligible at best. Majority of our weather dictates the speed limits anyways and many cost effective measures are much more measurably impactful to public safety such as increasing police budgets to allow for enforcement of current laws and adequate snow and ice removal. This study is a waste of public funds and actually going through with this would be an extreme waste of public funds.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Anne  
\* Last name Morgan  
Email annetrr@telus.net

Phone

\* Subject Speed reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
I feel that the proposed reduction in speed limits on residential roads would be too great an expense as our city is suffering economically at this time. From my own neighborhood, I find it unnecessary as most people travel at a reasonable rate of speed. I believe that those who do travel at an excessive rate of speed would continue to do so.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name IMRAN

\* Last name BUTT

Email imranbutt8482@gmail.com

Phone 14038032160

\* Subject Speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Change to 40 kmh on some tighter street I don't think all street will need to be reduced



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Janice

\* Last name Martin

Email [jacamartin@shaw.ca](mailto:jacamartin@shaw.ca)

Phone

\* Subject Bylaw changes to speed unposted streets

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Would endorse a 40 km speed max be applicable on residential streets NOT all which are currently unposted. Collector roadways should remain at their current posted speeds.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Theron

\* Last name Dekok

Email [theron.dekok@gmail.com](mailto:theron.dekok@gmail.com)

Phone 4036129077

\* Subject Solution looking for a problem?

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am disappointed in the City's decision to adjust speed limits without first working to focus on driver education and targeted traffic calming measure. Better driver education is likely to be more effective vs lower posted speeds. If anything, it will mean the majority of drivers will ignore the 40km/hr limit and simply drive at 50km anyway - making more people now braking the law... Posting lower speed limits does not decrease motorist's speeds.

Secondly, newer vehicles are starting to be equipped with pedestrian detection and automatic braking, if anything over time there will be more automated safety systems leading to further reduction in pedestrian deaths.

Thirdly, pedestrians hit on collector roads and by vehicles making left hand turns will see no difference from these proposed changes.

There is many larger issues for the city to focus on and the money is better spend on driver education and traffic calming measures.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Thomas

\* Last name Kuhn

Email tkuhn.452@gmail.com

Phone

\* Subject Please do not reduce the speeds on residential roads

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I believe that this bylaw is unnecessary as roadways with higher volume of children where accidents are prone to occur already have reduced speeds: these are play-ground zones. Also by reducing speeds on residential roads you will be increasing the time it takes for commuters to get to work, forcing them to spend less time with the people they care about and more time in a car. I believe the funds used to pay for this change would be better applied to the education of Calgarians about proper procedures such as, scanning the road for pedestrians, looking both ways before crossing the street and how to properly navigate the road as a cyclist. Instead of imposing a new rule educate the population on proper safety.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Ron  
\* Last name Campbell  
Email ronfc@shaw.ca

Phone

\* Subject Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
I Believe it is not necessary to change the speed limits, please leave as is.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Doris

\* Last name Campbell

Email dorisgc@shaw.ca

Phone

\* Subject Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I don't believe any changes are necessary, please leave limits as they are.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Leia
* Last name	Cathro
Email	Leia.cathro@outlook.com
Phone	5872160363
* Subject	Unposted speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I think reducing the unposted speed limit is a great idea. Driving through residential roads at 50km is way too fast.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Alanda

\* Last name Peters

Email alandapeters@shaw.ca

Phone (403) 284-3240

\* Subject Changing community speed limits- not a good use of our tax dollars!

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Please do not vote to change our community and collector roads speed limits. We , as a city, need to be focused on reducing our spending wherever possible and there is no conclusive evidence that this is an effective procedure except to generate traffic ticket revenue. We have many other issues and areas to focus our tax dollars on at this time.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Lisa

\* Last name Fredrich

Email mountqinsfd@gmail.com

Phone

\* Subject Yes to 40km

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We strongly support the move to 40km/hr in residential zones. Just be sure to look carefully at the streets that you are thinking to not have 40 on.. be sure that they have traffic lights, etc, and are not still in neighborhoods. There will be a possible tendency for drivers to quickly accelerate onto quieter streets that are still in neighborhoods if the speed limit is higher on those streets.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Sonja  
\* Last name: Johnson  
Email: sonja\_johnson20@hotmail.com  
Phone: 4036516343  
\* Subject: Residential Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As the Traffic and Planning director for my Community Association for several years, the number one issue in our community has been speeding through the community. I even organized the Community Speed watch in our community. What surprised people the most was that all those cars that they thought were speeding down their streets actually were not... they were going at or under the limit of 50km/h. I am not going to talk about the research as people already know the stats around injury and fatality , as well as the research done into how much longer a commute will take with lower speed limits (negligible). Lowering limits not only saves lives, injury and medical dollars, it also makes communities more friendly to ALL people who live there, stroll the streets, walk their dogs, have their children playing in their yards, ride their bikes or walk to the store, school library. Lower speeds make for better communities. Let's do it. 40k is still too fast for my liking and will hope that 30k will come in the future but for now - lower the limits, please. Our communities, all communities , will benefit. Thank you.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Diana
* Last name	Willson
Email	dcwillson@shaw.ca
Phone	403-988-8750
* Subject	Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We would like to support reducing speed limits in residential areas in Calgary to 40 km/hr or lower. For comparison, Victoria has already done so on many major streets and it doesn't seem too onerous when safety benefits are considered.

In our part of Ward 6 (Westgate) we've seen traffic change with more delivery vehicles, pickup trucks with trailers, and even street racers on the main access roads throughout the Community. Considering the number of students, dog-walkers, cyclists, and LRT pedestrians in the area, allowing vehicles to drive at 50 km/hr when they couldn't stop suddenly is too dangerous. Reducing the speed limit to 40 km/hr will go a long way to make things safer.

Thank you for taking the initiative to improve the quality of life in our Calgary communities.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Sebastien

\* Last name Bergeron

Email sb.tetreault@gmail.com

Phone 4039733210

\* Subject Support for speed limit reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello, I am writing to throw my full support behind the lower speed limit bylaw. Thanks.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Suzanne  
\* Last name: Mitchell  
Email: suzy.mitchell@hotmail.com  
Phone: +14038167849  
\* Subject: Speed changes in Wildwood

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Concerned that bus routes are still allowed to drive 50 km. It seems that most people including buses use the speed at 50 as an excuse to drive at 60. The thought of someone young or old being struck by a bus or car going 50-60km/hr is completely wrong and scary. We all take pride in our neighborhood but so many don't realize what their speeds could do to an innocent pet or person. As winter is approaching, the icy streets and speeds over 50 are very alarming as there's been so many close calls. It is better to be safe than sorry. Thank you for giving us the chance to state our concerns.  
  
Hopeful neighbor for safer roads in all of Calgary!  
Suzanne Mitchell.  
Mom of 3 children and 3 pets ?



## Public Submission

City Clerk's Office

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Stacey

\* Last name Merkle

Email stacey.merkle@gmail.com

Phone 403-667-9564

\* Subject Do not change speed limits!!

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

You have already done enough damage by changing all school zones into playground zones. There needs to be some responsibility on pedestrians and cyclists to adhere to the rules of the road. While it's true a pedestrian has a greater risk of survival the slower the vehicle is going, I have never heard of a pedestrian being hit in our community. In case you didn't know it we are in a 'pandemic' don't even think about spending money on such stupid things. Instead debate about how council can help our small businesses.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name JENIFER

\* Last name GUILLEMIN

Email [jguillemin@gmail.com](mailto:jguillemin@gmail.com)

Phone 4034838933

\* Subject In favour of speed limit changes in residential areas for the following reasons:

The fact that our city has such wonderful road systems that a residential slowdown should make this proposal palatable to drivers. The infrastructure that quickly funnels residential traffic onto our great, fast, and efficient main arteries from every corner of the city is something to be proud of and is why our city has been recognized as a great city to drive in—but we also want it to be a great city to LIVE in. Reduced speeds in residential streets do not make it harder to get around—nothing about how one moves around in a car changes; the path from A to B remains the same. Simple calculations indicate that for every 3 minutes of driving in a residential zone, it will take you roughly an additional minute to travel the same distance at 30 km/h versus 50 km/h. For those sitting in their homes and yards in residential areas, which to be clear is where the vast majority of Calgarians live, the potential to reduce noise pollution is huge! Reducing the speed limit by 10 km/h in these zones will cut traffic and road noise pollution by 40%. A Herald article from two years ago stated one person is hit by a vehicle every day in this city. City data reveals that 4,753 pedestrians were seen in the ER for collision-related injuries between 2013 and 2018. This is not inexpensive to society. It has been shown that pedestrians have fewer, less serious injuries when what hits them is traveling slower. And this should really get you thinking: research indicates that 30 km/h speed limits may not even be low enough to prevent serious injuries, particularly in the elderly. A lowered residential speed limit would make Calgarians more comfortable in their

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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## Public Submission

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homes and yards, lower the burden on our health care system, and force drivers to perhaps be a little more careful of the lives within the neighborhoods they live and drive in.

<http://mathforum.org/dr.math/faq/faq.distance.html>

[http://www.ukna.org.uk/uploads/4/1/4/5/41458009/speed\\_and\\_road\\_traffic\\_noise.pdf](http://www.ukna.org.uk/uploads/4/1/4/5/41458009/speed_and_road_traffic_noise.pdf)

<https://calgaryherald.com/news/local-news/oh-no-not-again-city-data-shows-one-pedestrian-collision-a-day-most-had-right-of-way-20-hit-and-run#:~:text=On%20average%2C%20at%20least%20one,3%2C317%20injuries%20and%2095%20fatalities.>

<https://data.calgary.ca/Health-and-Safety/Pedestrian-Collision-Injuries/2msm-bgzt>

<https://www.sciencedirect.com/science/article/pii/S0386111214000235>



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Staci  
\* Last name Rollefstad  
Email stacimcnalley@hotmail.com  
Phone 4038184753  
\* Subject Proposed Speed Limit Change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi, I have two comments regarding the proposed speed limit change. I fully support this initiative and I'm pleased that the City has taken the first steps towards residential safety . I do however want to say that keeping Windermere Road SW at 50 km/hr (because it is considered a collector road ONLY because a bus goes down it) is a huge mistake. This is a purely residential road with only houses flanking both sides. The road is extremely narrow and as far as the dimensions, does not technically qualify as a collector road however as a bus route has been implemented along it for years, the collector status has been maintained. There are many children that live along this road. By not reducing the speed limit on Windermere Road SW, the City is essentially saying that the children along Windermere are less valuable than those living along other residential roads. I hope the City seriously considers reducing Windermere Road SW to 40 km/hr for the safety of the residents. It sends a message that ALL residents matter and not just those living on what the City considers to be a residential road. If you need further proof, please don't hesitate to make a site visit. You will see that this road is in need of speed reduction more than most roads in Wildwood due to the narrowness of it. Please re-consider your decision.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

Hello,

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in regards to the proposed speed limit change. I would highly advise against the proposed speed limit change for multiple reasons. The first of which is money. In these trying economic times, many are struggling (especially in Alberta) and to spend the kind of money required (or any unnecessary money) on a speed limit change when that money could be going elsewhere in the budget (which is suffering a shortfall so cuts are already having to be made) seems like an unwise choice. Also, I am aware that studies have shown that slower speeds can lead to less injuries in the case of an accident, but we should be trying to prevent accidents all together instead of mitigating their results. Many accidents in this day and age of technological convenience are caused by driver inattention or pedestrian inattention (cell phones being a huge culprit). The money used on a speed limit change could instead be better spent on public education campaigns about distracted driving and pedestrian safety. Drivers and pedestrians being more aware and getting in less accidents would be a much better outcome than drivers colliding with pedestrians at slower speeds. Ovens cause more severe burns at higher temperatures but we do not impose temperature limits on ovens to protect us. We educate on proper usage in order to avoid accidents.

Thank you very much for your time and consideration.





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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Tom
* Last name	Grzesiak
Email	tom.grzesiak@gmail.com
Phone	5874381194
* Subject	Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

At a time when mayor & council should be focused on cutting every possible cent from the budget the thought of spending substantial money to study, debate and then subsequently implement this change shows just how out of touch the mayor and majority of councilors are with residents of this city.

The vast majority of drivers drive to the conditions, on narrow, densely packed streets, most reasonable drivers already drive well below the current 50km/hr speed limit. With that being said there are plenty of wide residential roads with good visibility were 50km/hr is a completely reasonable speed. The very few reckless & bad drivers that speed through these areas won't change their behavior because of a new speed limit sign. The thought that signage alone will miraculously reduce or eliminate pedestrian collisions and that this will lead to a cost savings to insurance companies who will then subsequently pass these savings onto consumers is laughable.

Speed limits should be set by engineers and road designers not politicians.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Stephen

\* Last name Knox

Email sknox@shaw.ca

Phone

\* Subject Public Hearing for proposed speed limit change

We know that 30 km/h saves lives in playground zones, but doing it throughout the city could paralyze traffic. Although I disagree with the hours that apply, since young children who can't safely cross the street during hours after 8pm should be accompanied by an older person that can assist them in crossing safely. This is especially true during the winter when it is dark by 5pm.

I also feel that the percentage of accidents involving pedestrians within residential areas is extremely low and the majority of them could be due to distracted pedestrians as much as due to driver error and this speed reduction may actually cause pedestrians to be even less concerned with vehicle traffic. Reducing the speed limit may actually increase distracted driving, which could cause more, rather than less, accidents. We already have many drivers frustrated by the poor traffic flow in our city, which is causing them to ignore the posted speed limits and increase the dangers on our roads.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We already have too many traffic obstructions and the police are unable to enforce the current speed limits and any speed reduction would only make matters worse by inconveniencing hundreds of thousands of drivers every day. All while the City made cuts to the police budget.

In addition, while the City is cutting expenses and having difficulty covering property tax shortfalls, we should not be incurring significant additional expenses related to speed reductions.

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No matter how far speed limits are reduced there will be those who do not follow them and it is not realistically possible to prevent all accidents. No laws can prevent ignorance and foolishness.

In view of the above, I am against any speed reduction.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Francina

\* Last name Sayles

Email fransayles@shaw.ca

Phone 403-242-4833

\* Subject Speed limit on Windermere Rd S.w.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The section between 45 St and Spruce drive should definitely , YES! Be lowered to 40, it should actually be lowered to 30 as there is already a 30 sign at the curve and 30 would be good the whole way. People use this section as a short cut to Edworthy park and dog Park . There is a lot of speeding on this section of Windermere rd. A speed bump would be advantageous also to control speed. DO NOT leave this section at 50. People can't pass when parked cars are opposite each other either. It needs to be a slower road.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Grant  
\* Last name Parks  
Email grant.parks@shaw.ca  
Phone 403-462-2379  
\* Subject Recommend a 40km/hr Speed Limit on Rosehill Drive NW (Ward 4)

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello, it has come to my attention that a review of residential speed limits is underway. Currently, the speed limit on Rosehill Drive NW is 50 km/hr. I recommend that the speed limit be reduced to 40 km/hr on Rosehill Drive. The rationale behind this recommendation includes:

- 1) The Rosemont Elementary school borders on Rosehill Drive NW, so there are a lot of children and parents picking up children in this area - children are at risk and complex traffic patterns exist.
- 2) Rosehill Drive has dense street parking (it is often almost impossible to find an open street parking slot). If a child were to unexpectedly emerge from between 2 parked cars along this densely parked street and encounter a car traveling at 50 km/hr - the car would not be able to stop before impact with the child and the force of impact at these speeds could inflict fatal injuries upon the child. For example, about 15 years ago, my neighbour's child in Rosemont popped out from between two parked cars on Chelsea Street and a car did hit him and broke his arm. It was fortunate that a broken arm was the extent of the child's injuries. My point is that these things do happen and reducing speed limits may be the difference between no injury, a minor injury and a fatal outcome. Let's slow things down.
- 3) Commuters use Rosehill Drive as a "highway" to move back & forth between the 14th street & 10th street corridors - it is quite shocking how fast some vehicles travel



## Public Submission

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on Rosehill Drive in their quest to shave 15 seconds off of their commute time, and

4) I personally feel that 50 km/hr in a residential neighborhood is too fast. The well-being of our pedestrians is more important than getting to work (or home) 15 seconds faster.

Thanks very much for your consideration.



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* First name	Carolyn
* Last name	Smith
Email	carolyn.miller.smith@gmail.com
Phone	4032423053
* Subject	I disagree with 50 km/h speed limit on Windermere Rd. SW from 45th St. to Spruce Dr. & on 45th

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Windermere Rd, SW from 45th St. to Spruce Drive has been designated as a "bus route" and a "corridor". The recommendation to keep the speed limit at 50 km/h is a danger to pedestrians, cyclists and drivers, young and old. The road is narrow and when the bus is travelling along Windermere Rd. SW with oncoming traffic, 50 is too fast. At the north end of Windermere Rd. SW, there is a 30 km/h sign for people to slow to 30 km/h. It seems irresponsible for the city to suggest drivers travel at 50 km/h then slow to 30 km/h. Not only is this making it less likely for the driver to slow to 30 km/h, it is not the most efficient way to drive to protect the environment as one accelerates, decelerates and then accelerates again. This will also create a safer approach to the off leash dog park as people drive very fast very often into the park which makes it unsafe for pedestrians who walk their pets to the park. We can take care of the environment at the same time as keep people safe by having a consistent 40 km/h speed zone in Wildwood and Spruce Cliff. Here is an article about energy efficiency by driving at slower speeds: <https://www.nrcan.gc.ca/energy-efficiency/energy-efficiency-transportation/personal-vehicles/fuel-efficient-driving-techniques/21038>.

In the summer, sunny weekends can be very busy and more dangerous as there are so many people using the dog park or Edworthy park as a nice place to picnic or walk or bike. Unfortunately, people rush to get there and many times there have been near misses on our street.

In addition to the excessive speed, another consideration is the number of people who are distracted and texting or have a loose pet on their laps as they drive to or from the

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## Public Submission

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park. This makes for a very dangerous combination. We need to take care of people, ie pedestrians and cyclists and the environment. <https://www.alberta.ca/distracted-driving.aspx>







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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Lori  
\* Last name: Morrissette  
Email: lorilynnd@hotmail.com  
Phone:  
\* Subject: Proposed Speed Limit Change - Ward 8

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Hello. For the safety of our families and in particular our children, I am in support of changing neighbourhood speed limits from 50 to 40 km/hr. I have concerns that one road in particular in Ward 8 - Windermere Road - has been overlooked, putting residents at risk. Windermere Road appears to be recommended to remain at 50 km/hr. This is a narrow thoroughfare used by many to access Edworthy Park from Bow Trail, often at speeds exceeding the current limit. Residents of the street park along the road, reducing it to a single vehicle road when passing at certain points. The road also contains curves and blind spots, leaving it prone to collisions. I'm fairly certain that studies show a pedestrian collision by a car or bus at 50 km/hr has much worse outcomes than at 40 km/hr. This road is much too narrow and busy with pedestrian traffic (mostly children) to remain at 50 km/hr. I ask that the City of Calgary reconsider this recommendation. Thank you. - Lori Morrissette



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Craig
* Last name	Miles
Email	jcmiles@telus.net
Phone	4036048539
* Subject	A solution in search of a problem
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Simple fact this change will not solve the issue that council promises it will. Pedestrian fatalities will not go down. Lives will not be saved. Enforcement will not happen. There will however be hidden costs and a myriad of unintended consequences. Council needs to stop trying to "fix" things that aren't broken.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Given the desire for council to operate on a evidence based policy model, will the city be willing to make publicly availsble raw data on crashes, injuries and fatalities in areas where speed limits are being changed for at least 5 years prior to to he change and for each year for the next 5 years. Will council also commit to reviewing the efficacy of the speed limit changes and if there is no evidence of this change improved safety they will consider reversing the policy.



## Public Submission

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Robin
* Last name	Ianson
Email	robin.ianson@gmail.com
Phone	4033703079
* Subject	Disagree with this proposal

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I disagree with making this change in lowering the speed limit. It will cost the City money to replace all of our signage at a time when budgets are already very tight. As well there are far better ways to make the streets safer such as focusing on distracted and drunk driving and requiring people to park further back from intersections to prevent blocking sight lines. Anyone who is driving dangerously at 50kph is going to continue to drive reckless at 40kph so all this will do is inconvenience and delay law abiding drivers from getting anywhere.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Keith  
\* Last name Carter  
Email transiteer@hotmail.ca  
Phone 14037149617  
\* Subject Reducing speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

People ignore the current 50kph speed limits. What makes it likely they'll obey a 40kph or 30kph speed limit? Too many "trails" (highways) within the city have made Calgary drivers accelerate at highway speeds and maintain those speeds after leaving the 'trails'. This habit won't be broken. I think this is a useless exercise and if approved, a waste of money to convert all speed limit signs to the new speed limit that won't be adhered to. The only thing that sometimes works in Calgary is enforcement. But given the small size of Calgary's police force, that is very hit and miss. I would file this entire idea away permanently.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Vlad
* Last name	Rybicka
Email	cmoudy.rybicka@gmail.com
Phone	4038372212
* Subject	Lowering residential speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	NO! Keep 50km/h as it is!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Jeff
* Last name	Clemens
Email	jeff.clemens@gmail.com
Phone	4038623845
* Subject	Speed Limit Change
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This isn't a change likely to have enough of a positive impact to be worth it. This is a place where these funds could be spent on actual road improvements



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Kurt
* Last name	Veloso
Email	kurandvel@hotmail.com
Phone	
* Subject	Speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Do not reduce speed limit to 40 km/hr, 50 km/hr is fine now. If we reduce speed, we waste more time on the road and generate more carbon monoxide. We will essentially be adding more to our carbon footprint by doing this. This is not sustainable. Keep the 50 km/hr speed limit but have officers to enforce this law.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jordan

\* Last name Bares

Email [jordan.bares@gmail.com](mailto:jordan.bares@gmail.com)

Phone

\* Subject Speed Limit Change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

My primary concern with this change is simply that speed limits are often not followed, and that this change will lead to an increase in aggressive driving and tailgating for those that choose to follow the new limits. Enforcement is merely a single pronged approach to changing behavior, and if you've ever driven around the city (or any major city in North America for that matter) you are likely aware that the majority of people today are already driving over the posted speed limit whenever conditions are good. When an individual has driven on a road for years or decades safely at 50km/h, it just seems unlikely to me they are suddenly going to slow down without a change in road design.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Allison  
\* Last name Walters  
Email teleute00@gmail.com

Phone

\* Subject Speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Absolutely in support of a lower speed limit in residential areas, as it is key to making our streets safer. However, just a lower speed limit will never be enough, or anywhere close. This can be the start, but needs to be followed by real engineering changes that reduce the ability/incentive to speed.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jarrod

\* Last name Bachman

Email [jbachman0831@gmail.com](mailto:jbachman0831@gmail.com)

Phone

\* Subject Proposed Speed Llimit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am wondering why the speed limit on most collector roadways will not be changed to 40km/h? Some of these roads are not very wide and with cars parked along the sides there is very minimal room. I think a bus doing 50km/h will do a lot more damage than a bus doing 40km/h. Most of these roads have small children living on them and are not safe already due to congestion.



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* First name	Eric
* Last name	Lam
Email	emhlam75@gmail.com
Phone	4038522801
* Subject	Procedure Bylaw 35M2017

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This speed limit reduction is a waste of money. Please stop with the frivolous spending. Speed limits of 50 km/h is more than fine for neighbourhood roads.
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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Luke

\* Last name Prudence

Email lukeprudence@gmail.com

Phone 4038042914

\* Subject Speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to express my opinion that the reduction of speed limits and residential areas is unnecessary and that the money spent on replacing signs and rewriting laws and spending time discussing this should instead be spent on enforcing the existing speed limits and increasing education on proper rules of the road. The driving we see on Calgary's highways such as speeding, passing in the incorrect Lane, not yielding properly etc. seem to have a far greater effect on human safety than do issues in residential areas. If the intent is to issue more tickets for non-compliance with new rules then my objection stands even louder. Law enforcement should not be funded by penalties.

Thank you.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Dwayne

\* Last name Buta

Email dsbuta@hotmail.com

Phone

\* Subject Lowering speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

See my original comments to the city on this issue in the attachment from Sept 2018. Every two years they bring up this issue and finally they say we will pass it since we have been talking about it so long.

Also there is evidence that reduction of speed limits is based on flawed data. See article below

<https://edmontonjournal.com/opinion/columnists/david-staples-city-officials-relying-on-flawed-data-in-push-for-30-km-h-speed-limit>

On January 19, 2016 I wrote to your predecessor regarding the City's Pedestrian Strategy Initiative which contained a proposal to reduce the speed limits on all residential streets to 40 kms. My first concern was the short notice that the public was given to review the proposal and provide thoughtful feedback to the Council on this issue. We had less than three days to provide our thoughts to our Councillor before the vote took place. The same thing is happening again. A number of Councillors, yourself included, have apparently signed a motion to reduce the speed limit in all residential areas to 30 kms. This story just broke in the news on Tuesday and yet Council plans to vote on this motion next Monday. This only gives citizens 6 days to make submissions. This is definitely not seeking full public engagement on this matter. The second concern is with the motion itself. Reducing the speed limit to 30 kms is not reasonable in most residential areas. It is very disappointing to see that the Council's main purpose seems to be addressing a problem that really doesn't exist with another anti-vehicle program, under the guise of pedestrian safety.

As a senior, who currently doesn't own a vehicle and walks every day, I have a vested interest in having a safe walking environment. There are many ways to accomplish this without changing the speed limit. The proposal to reduce the speed limits on all residential streets to 30 kms just does not make any sense. Most of the streets in residential areas were engineered for a safe driving speed of 50 kms, which is common throughout North America and major cities around the world. Normally there is no problem with vehicles going the current posted speed limit. In fact the biggest problem seems to be with those who already go 10 to 20 kms under the posted limit and cause long lines of frustrated drivers behind them. It doesn't seem to matter to them what the posted speed limit is as they go way under the limit even in reduced speed zones. As a pedestrian I have never found those going the posted speed limit a problem. I admit that there are some residential areas with curved roads, tight corners, cul-de-sacs, etc. where it would make sense to have a lower speed limit but overall the speed limit on grid pattern streets are fine the way they are now. Each area should be looked at on a case by case basis. The city should only change the speed limit in those areas where it is really dangerous to go the standard speed of 50 kms. Even then the speed limit should be at least 40 kms.

What I have noticed is that distracted walking is the main problem with pedestrians. With the introduction of more mobile electronic devices the problem seems to be getting worse every year. People walking with their heads down looking at their phones or pads. People with headsets on so that can't hear what is going around them. People just walking out into traffic lanes without looking both ways. Yes, there might possibly be less physical damage if the speed limit was reduced but what happens when someone is seriously injured or killed at the lower speed limit? Does the city reduce it further each time this happens? The City should be more concerned with distracted pedestrians and drivers. If everyone is vigilant, we could reach that vision zero goal. This proposal actually seems more like it has the potential to be a radar cash cow for the city rather than dealing with a safety issue.

From what I understand streets with painted lines down the middle of the road would still remain at 50 kms while all other roads would be lowered to 30 kms. For example in my neighbourhood that means that 45 ST SW would remain at 50 kms (except in playground/school zones) but any side street would go down to 30 kms. This means that the City would have to put up signage at every intersection to advise people what the speed limit was in each area. This would be extremely costly but necessary as drivers, especially those from outside the city, would have to be told what the limit was when turning off a road to another one with a different speed limit. This could mean thousands of new signs installed all over the city. Again this does not seem like a reasonable option to address an issue that is not really a big problem at this time - there is no rise in carnage on the streets with the current speed limits.

The City can do a lot to improve pedestrian safety and create a better walking environment without changing the residential speed limits.

1. Installing sidewalks along routes where pedestrians already walk but there is currently nothing there but a worn path in the ground. The provision of a multi-use (walking/bikes) pathway or sidewalk would help us out a lot.
2. Reevaluate the City's snow removal procedures. Currently the snow is just pushed to the side of the roads onto the sidewalk. Even if we have our sidewalks already cleared for pedestrians the city comes along and pushes all this slush/snow onto the sidewalk. It then freezes and creates a walking hazard. It also makes crossing the street more dangerous as one has to navigate up and over a huge snow row on both sides of the street. Furthermore it blocks the drainage area and when it starts to melt it covers the sidewalk instead of going down the storm sewers. This is especially problematic with the low curb cuts where the melted water freezes over and makes it really difficult for those with disabilities. It is very frustrating to try to walk when the sidewalks are covered like that. There are many other snow removal systems that would work better in this regard.
3. Paint pedestrian crosswalks lines where traffic levels warrant it.
4. Create public education programs for pedestrians and drivers regarding distractions.

The motion to reduce speed limits to 40 kms was defeated in 2016. Now those who pushed for it last time are bringing it back to the table but with a more unreasonable speed limit proposal. I have to wonder if the 30 kms speed limit was proposed so that citizens would be happy if we settled for a 40 kms speed limit like was proposed last time thus getting a lower speed limit by looking like you were making a compromise. I would rather see the city work on the distracted driver/pedestrian issue than trying to reduce the speed limits. I get the feeling that the "progressive" elite and special interest groups are once again telling us what is best for us. I also think that the "1 minute added to a trip" figure is questionable and the only real way to determine this would be actual long road tests with one vehicle going current posted limits and another going 30 kms all the way.

The City of Edmonton is another city discussing the reduction of speed limits and it was noted that the World Health Organization study that they based their case on was flawed (see attached article). Hopefully this is not the same study that Calgary is basing their proposal on.

<https://edmontonjournal.com/opinion/columnists/david-staples-city-officials-relying-on-flawed-data-in-push-for-30-km-h-speed-limit>

I hope that before any final decisions are made regarding this proposal that the citizens of Calgary are given sufficient time to review it and make submissions to the Council. For something like this it is very important to have full public engagement. Perhaps a second question in the November plebiscite?



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Michael  
\* Last name Schneider  
Email mike.j.schneider@icloud.com

Phone

\* Subject Calgary proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
I do not support this speed limit change. This stinks of just an easy cash grab for the city through issuing tickets. Not to mention this is a waste of tax payer dollars and your time. There are much bigger issues in this city you should be focusing on.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	NED
* Last name	STUDER
Email	nstuder@shaw.ca
Phone	4035406810
* Subject	Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am forwarding this message in hopes that a significant group take the time to do likewise and you will observe that if this went to a referendum it would not be approved by a majority of the citizens of Calgary. If you decide to go ahead and proceed with this proposed speed limit change it will further reduce your already minimal chances for re-election next year. I firmly believe that every member of Calgary City Council who supports this proposal will not be successful in next year's civic election.

Speed limits are an arbitrary round number which presumably come from some traffic safety expert who deems the number to be the safest average speed for a majority of the drivers on that stretch of road. Rarely do most drivers drive that exact speed. We have the doddler Sunday drivers who will always be below the posted speed and the people always in a hurry who will almost always exceed the posted limit. The majority of us drive at speeds that are safe for the road conditions and tend to just travel at the same speed as the drivers around us. When we are on a flat stretch of open freeway we may exceed the limit by a small margin and when there are curves, bad weather or heavy traffic we will tend to slow down accordingly. When we get to residential streets we will, for the most part, drive according to the street conditions. If it is a residential neighborhood with many cars parked on the street we will slow down in case there is an unexpected occurrence in front of us. If it is an open street with little to obscure our sight lines we will probably proceed a bit faster. For the most part the speed limit is totally irrelevant and we drive according to the conditions. Therefore you could change the speed limit to 10 Km/hr or 90 Km/hr and it wouldn't make any difference we will

ISC:

1/2

Unrestricted

Oct 23, 2020

3:48:01 PM



## Public Submission

City Clerk's Office

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drive safely according to the driving conditions. Fear of a speeding ticket would probably never enter our minds as there is little to no enforcement of speed laws on residential streets. This is because most drivers do exactly what I just described and drive according to the safest conditions of the neighborhood and the police have far greater crime to pursue than occasional speeding on residential streets.

Therefore changing the residential speed limits will have virtually no effect as the drivers are already driving at safe speeds and there will be no additional enforcement. The whole idea is a complete waste of taxpayer funds that are in short supply at this time.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Danielle

\* Last name Oggy

Email danielle.oggy@hotmail.com

Phone

\* Subject In opposition to changing unposted speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello and thank you for your time. I do not support changing the unposted speed limit universally in Calgary to 40km/hr from 50km/hr. There are many roads that are completely deserted and times of day and conditions where 50km/hr is a perfectly appropriate speed. It is up to the responsibility of the driver to adjust their speed and take defensive driving precautions should the conditions not be favorable of a 50km/hr limit. The data does not support the assumption that 50km/hr is the speed involving most pedestrian accidents. If a driver is speeding or distracted at 50km/hr and involved with a pedestrian accident, they will not necessarily obey a lower posted limit. 40km/hr is often too slow for good safe drivers and for bad drivers they will remain regardless. I support greater driver education but not a universal lower speed.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Tyzen

\* Last name Ario

Email Tyzen.Ario@gmail.com

Phone

\* Subject Residential speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Residential speed limits are already slow enough. The phasing out of school zones was bad enough, 40 or 30 kph would be a travesty. If safety zealots want to improve things, how about a bylaw limiting truck/SUV purchases to only those who have a valid work reason to own them? Or a safety tax on all large vehicles? At least then only the most dangerous people are being punished instead of everyone.

Also, think about the aggregate time lost. If all commuters take, say, 4 minutes longer, then the city as a whole loses thousands of hours of potential productivity every day.

Please leave the speed limit as it is!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Bryce

\* Last name Rollefstad

Email Rollie28@hotmail.com

Phone

\* Subject Windermere Road Residential Speed Limit Change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like to put forth Windermere Road in the community of Wildwood for reduction to 40 km/hr. For some reason we have a legacy designation as a collector road and the new proposed residential speed limits won't apply to us. We are a residential road lined with houses full of children and families like any other community street that deserve to be kept safe as well. Thank you



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Arsham

\* Last name Skrenes

Email arsham@skrenes.com

Phone

\* Subject Proposal for reduce unposted speed limit in neighbourhoods to 40 km per hour

Of all the major Canadian cities, Calgary has the widest roads (some that could easily be split into 2 or 3 lanes) with relatively few tree cover. It seems obscene to me to reduce the speed limit. There are many roads that could safely be increased to 60 km/h. It is imperative to remember that a speed limit does NOT mean that everyone has to drive that speed; it's simply the upper limit. There are some roads that I scarcely exceed 30 km/h because they're narrow, have parked cars, and many obstructions. Ultimately, it is the driver's responsibility to operate their vehicle at a safe speed and the law to enforce the upper limit on the ideal road, under ideal conditions. As far as I'm concerned, the speed limit is already too low for Calgary. Opinion is irrelevant on this topic considering there are numerous studies showcasing the effects of speed limits and that changing them in municipalities have no effect on safety, little effect on actual speed, but substantial effects on compliance. In other words, they're a cash grab. One such study is the following from the Department of Transport in the United States:  
<http://www.dot.state.oh.us/districts/D01/PlanningPrograms/trafficstudies/SpeedZones/Documents/2hj01!.pdf>

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

There is also a German study that demonstrates that accidents are increased when the standard deviation of surveyed speeds is large. They conclude that the standard deviation is reduced by setting the speed limit to the 80th percentile of the sampled speeds. This is likely due to compliance by some people who will never exceed a speed limit and those that will drive a certain speed regardless. There are speed cam-

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## Public Submission

City Clerk's Office

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eras like the one at Beddington Trail NW and Country Hills Blvd NW that appear to capture multiple infractions per minute. Calgary clearly has an issue with having speed limits too low resulting in high infraction rates with no improved safety. This proposal makes this situation worse and poses a very real possibility of reducing safety by increasing the delta that people drive their vehicles.

For sections with high pedestrian strikes, post a lowered speed limit and follow up to see if it fixed the problem. Municipal-wide changes are not the correct solution.

Calgary should instead focus on coordinating camera lights. This would likely require many roads be turned into one-ways. However, if drivers can get from one part of town to another without ever being stopped, this would solve many more problems, including improving safety.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Arsham

\* Last name Skrenes

Email arsham@skrenes.com

Phone

\* Subject Proposal for reduce unposted speed limit in neighbourhoods to 40 km per hour

Of all the major Canadian cities, Calgary has the widest roads (some that could easily be split into 2 or 3 lanes) with relatively few tree cover. It seems obscene to me to reduce the speed limit. There are many roads that could safely be increased to 60 km/h. It is imperative to remember that a speed limit does NOT mean that everyone has to drive that speed; it's simply the upper limit. There are some roads that I scarcely exceed 30 km/h because they're narrow, have parked cars, and many obstructions. Ultimately, it is the driver's responsibility to operate their vehicle at a safe speed and the law to enforce the upper limit on the ideal road, under ideal conditions. As far as I'm concerned, the speed limit is already too low for Calgary. Opinion is irrelevant on this topic considering there are numerous studies showcasing the effects of speed limits and that changing them in municipalities have no effect on safety, little effect on actual speed, but substantial effects on compliance. In other words, they're a cash grab. One such study is the following from the Department of Transport in the United States:  
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\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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For sections with high pedestrian strikes, post a lowered speed limit and follow up to see if it fixed the problem. Municipal-wide changes are not the correct solution.

Calgary should instead focus on coordinating camera lights. This would likely require many roads be turned into one-ways. However, if drivers can get from one part of town to another without ever being stopped, this would solve many more problems, including improving safety.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Trisha
* Last name	Heathcote
Email	trishaheathcote@gmail.com
Phone	
* Subject	Changing speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I disagree with the idea of reducing the speed limit to 40km/hr in residential areas. Please vote no to this proposal.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Geoff
* Last name	Williams
Email	gfawills@shaw.ca
Phone	403 607-8557
* Subject	Speed Limit reduction

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please do not reduce residential speed limits. There is not a problem with existing limits. Please avoid additional costs to change signs and provide notice at this time when Council should be focussed on reducing costs.
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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Brian
* Last name	Ingenthron
Email	b_ingenthron@hotmail.com
Phone	4035310257
* Subject	35M2017

In the midst of COVID-19 you guys feel that changing the speed limit by 10km is a priority!!

This is a complete waste of time and energy.

You should be ashamed of yourselves.

I suppose this is a way to occur more revenue via photo radar.

Rather than find ways to cut costs from the budget this is the garbage you guys want to waste your time on.

Everyone is struggling with paying their ever escalating property and business taxes, struggling to keep their business open and staff employed.

You guys are spending time and energy on a 10km speed reduction!!

Get with the program.

You bureaucrats need a dose of reality, you should start by reducing your salaries. Look at reducing staff salaries and finding ways to save money within the budget before you continually try to ram these nonsensical changes down everyone throats.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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## Public Submission

City Clerk's Office

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THIS IS NOT AN ISSUE THAT NEEDS TO BE ADDRESSED! NOT A PRIORITY!

Do you see other metropolitan centers tinkering with speed limits right now?!

Wake up! Get to doing real work and  
Stop ruining this once great city!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Zoja
* Last name	Rybicka
Email	zoja.rybicka@gmail.com
Phone	4039986289
* Subject	Lowering a residential speed to 40km/hr
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	NO, keep it as it is 50km/h!



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* First name	Zoja
* Last name	Rybicka
Email	zoja.rybicka@gmail.com
Phone	4039986289
* Subject	Lowering a residential speed to 40km/hr
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	NO, keep it as it is 50km/h!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Brian

\* Last name Schroeder

Email [bkschroeder@shaw.ca](mailto:bkschroeder@shaw.ca)

Phone

\* Subject Speed Limit Reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am not in favor of the proposal to reduce the speed limits in the city of Calgary. The data that i have been provided by the city does not substantiate any change to the reduction. The overwhelming majority of the incidents involving a collision between a pedestrian/cyclists and a person driving a motor vehicle occurred on streets where there would be no change to the speed limit under the proposal (Collector roads) and there are very few incidents among the proposed reduction streets (Residential roads). There is no need to reduce speed limits in residential areas. Drivers operating speeding vehicles will remain no matter what limit is applied. Pedestrians walking out into oncoming traffic will not be reduced by a decrease in the speed limit. Cyclists not keeping to the right side of the road will not be reduced by a reduction in the speed limit.. Real expectations of a reduction in incidents will only be achieved thru a change in culture in drivers, pedestrians and cyclists to respect the rules of the road and become more aware of their surroundings.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I feel that reducing the unposted speed limit from 50 to 40 km/hr would go a long way to improving pedestrian and cyclist safety in Calgary's communities. I am very supportive of this proposed change.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jonathan

\* Last name Schmidt

Email jon12schmidt@hotmail.com

Phone

\* Subject Proposed ammendment to speed limits on residential streets

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The proposed look at reducing the speed limit in residential areas is not without merit however its more proven to increase congestion and even road rage. If anything i believe calgary needs to look at increasing the speed limit on its major routes such as the stony trail ring road and removing the speed limit to allow traffic to move at a more fluid pace.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Pawel

\* Last name Flek

Email [pflek@shaw.ca](mailto:pflek@shaw.ca)

Phone

\* Subject Proposed city wide residential speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I think that changing the speed limits to 40 and 50 km/h is a waste of time and money. Most people drive a reasonable speed within neighbourhoods. There will always be bad apples that speed no matter what the posted speed limit is. This will also lead to a lot of confusion as speed limits will change between 30, 40 and 50 all within a neighbourhood and people paying more attention to the signs and their speedometer than the road ahead and what is going on around them. The more changes and signs there are, the more distracting it is. I would much rather drivers pay attention to the road and their surroundings than constantly checking their speedometer. The money spent on this could also be put to better use such as improving crosswalks by installing flashing lights at all crosswalks on main roads and improving traffic flow throughout the city. This is not something that is needed. As for the argument that it's dangerous for kids to be around the roads: don't let your kids play on the road. I have kids of my own and there is no way I would let them play on any road. The roads are for cars not for kids to play on. If you want to play on the road then do it in a cull de sac not on a busy through road.

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Unrestricted

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10:47:34 PM



## Public Submission

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Victor

\* Last name Shiu

Email vkshiu@gmail.com

Phone

\* Subject Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I just wanted to write to express my support for residential speed reduction. I believe that a minor inconvenience with reduced speed is well worth it to reduce deaths or even just injuries. Our family of four would most welcome any type of traffic calming initiatives especially for our area of Hillhurst, as it has become increasingly dangerous just to walk out to my car on the street or take out garbage to our black bin behind the garage.

Thank you.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Nicholas

\* Last name Martin

Email nickmartinblue@gmail.com

Phone 4039033301

\* Subject Speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please do not lower the speed limit in neighborhoods, it does not makes it safer. The lower the limit the more distracted I get, when I drive through airdrie's neighborhoods I look out the side windows at the scenery houses ect and pay no attention to the road. The limit is supposed to be a max speed and your supposed to adjust to conditions, its been this way forever



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Kaitlyn

\* Last name Rankin

Email khuras@gmail.com

Phone 4039668034

\* Subject Reduction in speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Wanted to put in input that I don't believe the reduction to speed limits is necessary, especially considering the cost of replacing all of the signage. As a tax paying citizen I would like to see that money put to better use than replacing speed limit signs across the city. People already drive at whatever speed the residential area roads allow for (often below 50 anyways due to stop signs and traffic patterns) and don't believe changing the speed limit down to 40 will truly change any sort of behaviour or improve safety, and will cost more than its worth. I believe the majority of Calgarians would rather not see money wasted on it especially in the pandemic where it could be better spent.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Sheldon
* Last name	Mcmahon
Email	mcmahon3d@gmail.com
Phone	4033709039
* Subject	City speed limits
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hello, I highly disagree with the city changing the speed limit. It is not necessary and want to vote no to this.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name John

\* Last name Tracey

Email john.singarti@gmail.com

Phone (306) 830-8877

\* Subject Do not lower the speed.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The lowering of the speed limits from 50 to 40 is one of the most ridiculous things I've heard in sometime. If it's not broken don't fix it.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Chad  
\* Last name Mizera  
Email Chadmizera@shaw.ca  
Phone 4039690998  
\* Subject 40km speed

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

If the city council believes this is an important issue, especially during these times then I have lost all faith that they are competent. Lets not spend more then we absolutely need to, instead we sblud be investing in our economys future what good will 40km/hr speed limit do when calgary is a ghost town? Who ever has proposed this obviously is out of touch with reality. Please focus your energy on the issues that matter and will help the city prosper not one that will just create frustration. I am looking foward to the municipal election.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	DEBRA
* Last name	WALTON
Email	deb.walton@shaw.ca
Phone	4032548419
* Subject	Totally Opposed to the Proposal to reduce speed limits - Stop wasting taxpayer dollars
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	We are 100% opposed to any further waste of waste of time, resources and taxpayer dollars on reducing speed limits by essentially 10 km. Stop the bleed wasting taxpayer dollars on non priorities. The prime focus should be on the ever shrinking tax dollars and how to do with less spend, not more. During this pandemic is the time to shelve spend projects that do not deliver proven clear measurable savings. Other tax paying citizens will likely present all the reasons this one should be shelved but let me know if you would like a complete and full list. It requires more space than available here but to reiterate we are completely opposed.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Steve

\* Last name Schnick

Email [sschnick@yahoo.com](mailto:sschnick@yahoo.com)

Phone

\* Subject Speed limit reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please reduce the speed limit to 30 km/h in residential areas. The potential safety benefits far outweigh any perceived inconvenience. Commuters on residential streets are shortcutters and do not deserve priority over the children and families that live on those streets. There is also a noticeable improvement in quality of life when traffic is slowed down from less noise and a safer feeling environment.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Chitrangad

\* Last name Attri

Email attrzz@gmail.com

Phone

\* Subject Procedure Bylaw 35M2017

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Reducing the speed limit would surely make our inner community roads a bit safer. Especially here in the North East



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Timothy

\* Last name Smith

Email smith.tim@shaw.ca

Phone

\* Subject Support for the reduced unposted speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a resident of Crescent Heights and I fully support the 2 motions.  
I also support the City pursuing a further reduction of the unposted speed limit to 30km/hr.  
I also encourage the city to reduce the speed of some collectors roadways to 40km/hr including:  
-8th avenue between 13a street nw and 1st street nw  
-12th ave between 10th street and Regal Cr NE  
-1st street nw between 8th ave and 12th ave  
-24th ave between 6th street NE and 7th street NW  
-Russet Rd NE  
-6 street NE between 8th ave and 16th ave



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Ethel

\* Last name Harris

Email

Phone

\* Subject Lowering Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Lowering speed limits will not make a difference unless Pedestrians and Cyclists take responsibility for their actions. Pedestrians need to cross only at crosswalks and/or intersections. They must STOP, LOOK and LISTEN. They must cross only when it's obvious that the cars in BOTH lanes are slowing to a stop. Pedestrians cannot be on their cellphones or ignore the fact that they are crossing a roadway. Cyclists must STOP AT INTERSECTIONS. Presently, cyclists do not obey the rules of the road. Only when following the proper guidelines for crossing will accidents and deaths be prevented. It won't matter what speed a car is going if someone steps or rides in front of a moving vehicle.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Cristian
* Last name	Barraza
Email	solaceinthought@gmail.com
Phone	4037011226
* Subject	November 2nd : residential roads 40km/hr speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please put forth the proposition of a 40 kilometres per hour maximum on all residential community roads ??  You have my support.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name David  
\* Last name Gamba  
Email david@gamba.ca

Phone

\* Subject Please keep residential speed limit at 50km/h

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Reducing the speed limit everywhere will cause people to further ignore the limit. 50km/h is a safe speed even with pedestrians around. Let's enforce that rather than reducing the limit.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name John  
\* Last name Rohrich  
Email tannis6@telus.net  
Phone 404 969 6849  
\* Subject Speed Reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

ONE SIZE DOES NOT FIT ALL. Council has likely never driven the residential streets in Bridlewood. The streets are so narrow that a speed limit of 20 to 25 km/hr is appropriate - 40km/hr is too fast. In Shawnessey and other area communities, the streets are a good width and 50 km/hr is logical for these areas. I reviewed the evidence posted by the city several months ago. There is no data from specific communities and the numbers shown were total fantasy. Once again Council paints the entire city with the same brush. I know you are busy, but looking at the communities you approved for development, and looking at residential road width is KEY IN MAKING YOUR DECISION.





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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Shane

\* Last name Vogelgesang

Email shanev855@gmail.com

Phone

\* Subject Changing speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

If the residential speed limit gets lowered to 40km/hr, there will be people who would go 50km/hr

How much money are you guys spend to put up 40km/hr for every single neighborhood?

Off topic: Why do you guys strip the First Responders (Police, Fire budget, but yet would spend lots of money to change the speed limit.

Their budget should never ever be stripped, especially those people who need it the most.

Figure out the priorities first, before spend spend!!!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Blesilda
* Last name	Gonzaga
Email	blesildagonzaga@gmail.com
Phone	5874331202
* Subject	suggested speed of 50
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hi there, I am suggesting a maximum speed of 50km after Shell gas station at Country Hills Blvd. corner 14th Street NE. It is an accident prone area because of another stop-light, we tend accelerate from 70km (downhill) to stop suddenly. Kindly see the attached file.. I am just a concerned citizen.

Search this area

Stone Creek  
Adventure Golf

stoplight

50km

Dairy Queen  
Grill & Chill

Anjo Sushi & Grill

Shell Gas  
station(Deerfoot)  
Open

Maple Leaf Self Storage  
Calgary - Country Hills

Google



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Devin
* Last name	O'Brien
Email	devobrien58@gmail.com
Phone	4038627165
* Subject	Road Speed 50km/h -> 40km/h

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Instead of continuing to waste city taxpayer money on signage, and making it so that the City and police force can continue cash-grab, hold individuals responsible for their actions, their children's actions ETC.  
This is a bandaid solution, as are many other city bylaws, instead of looking at the real issue which is carelessness by individuals. Moving the speed limit to 40 will not alleviate the issue. Pedestrians will still continue to jwalk and get hit, and speeders will continue to speed. Unless you can have officers on every street in Calgary this will not make a difference.  
If speed is the concern, then raise the fine, make it difficult for people who continuously break the law to be restricted from driving at all.  
Provide more education about the risks of speeding and the consequences of it.  
Changing the limit won't limit the speeders.  
Making it illegal for someone to kill doesn't stop people from killing, but for the vast majority who DON'T it is the fear of consequence that deters them.  
STOP making bandaid solutions to these deeper problems.



## Public Submission

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	David
* Last name	White
Email	davidwhitepeng@gmail.com
Phone	4036075268
* Subject	Speeds in Residential Areas
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I'm writing today to support the 30 kph speed limit in residential areas. Please make this happen.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Eric
* Last name	Pianarosa
Email	ericpianarosa@gmail.com
Phone	4033899615
* Subject	Please reduce speed limits

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Car, SUV and large truck traffic is killing or sense of community. Kids aren't playing outside, people are scared to bike, you don't even feel like stopping to chat on a sidewalk with a 2 ton car one meter away from you is one small slip from crushing you. Slow them down where any people can be present and bring back our community life... I ask for 30kph where people are present.
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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Arvind

\* Last name Minhas

Email arvindminhas72@msn.com

Phone

\* Subject Speed limit in residential area

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I believe this is a great initiative to reduce speed limits to 40 km/h. Makes our communities safer. However, I do have concern regarding its enforcement. I live on TARALAKE COMMON NE by a green belt with a heavy pedestrian traffic and I have seen cars just zooming by with no regard for pedestrians. I would recommend installing speed bumps wherever there is a green belt to force drivers to slow down. Even better, install speed bumps at regular intervals. This will help city to enforce the recommended speed limits and keep the streets safe for the pedestrians and kids.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jo-Ann

\* Last name Dyer

Email [jrdyer@shaw.ca](mailto:jrdyer@shaw.ca)

Phone 4038016097

\* Subject Reduction of speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm in favour of reducing speed limits to 40 km in neighborhoods. However in light of speeding in neighborhoods how is this going to be enforced? Any reduction would be welcomed as I feel unsafe crossing the roads when walking.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Emir  
\* Last name Kazic  
Email emir.kazic@gmail.com  
Phone  
\* Subject 40 km/h speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I see the intent behind this law, but I don't think it will make communities any safer. Personally I have nearly been struck twice this year in my community (Citadel) and both instances speed wasn't a factor, it was driver negligence. Drivers routinely don't yield or stop, they just assume nobody is there and go for it. Also, I have witnessed pedestrians cross without looking out of crosswalks.

Making people go slower won't change these behaviours. That is also assuming they will adopt the slower speeds.

I believe that we need more police enforcement in communities done by patrol officers. I think police officers on mountain bikes would be highly effective in changing driving behaviours Since they are not in a cruiser.

Thank you for your time, have a great day!



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name **Brett**

\* Last name **Bergie**

Email **bbergie@mac.com**

Phone **403-560-3864**

\* Subject **Neighbourhood Speed Limits**

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters) **Please see attached document.**

OCTOBER 24, 2020

REDUCE NEIGHBOURHOOD SPEED LIMITS

# PUBLIC SUBMISSION

MS. BRETT BERGIE  
RESIDENT OF EAST VILLAGE  
CALGARY

**ON AVERAGE IN CALGARY, ONE PEDESTRIAN IS STRUCK BY A DRIVER EVERY DAY, HALF OF THEM IN CROSSWALKS.**

## **ROAD CARNAGE IS A PUBLIC HEALTH CRISIS**

Calgarians want neighbourhoods and public spaces that are safe and enjoyable and routes between neighbourhoods that are accessible and inclusive. In spite of this collectively held aspiration, Calgary registers 36,600 motor vehicle collisions each year, about a quarter of which, or 9,100, occur in neighbourhoods (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 1).

The Standing Policy Committee on Transportation and Transit recommends that The City set the unposted speed limit to 40 km/h on residential roads and posting collector roadways to 50 km/h. Once implemented, City Administration expects that the number of collisions in neighbourhoods will reduce by approximately 300 (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 7), from 9,100 currently.

This is not nearly enough.



**Photo:** A residential road in West Springs (a community in the south west of Calgary), where the only traffic calming measure is this child on a bicycle.

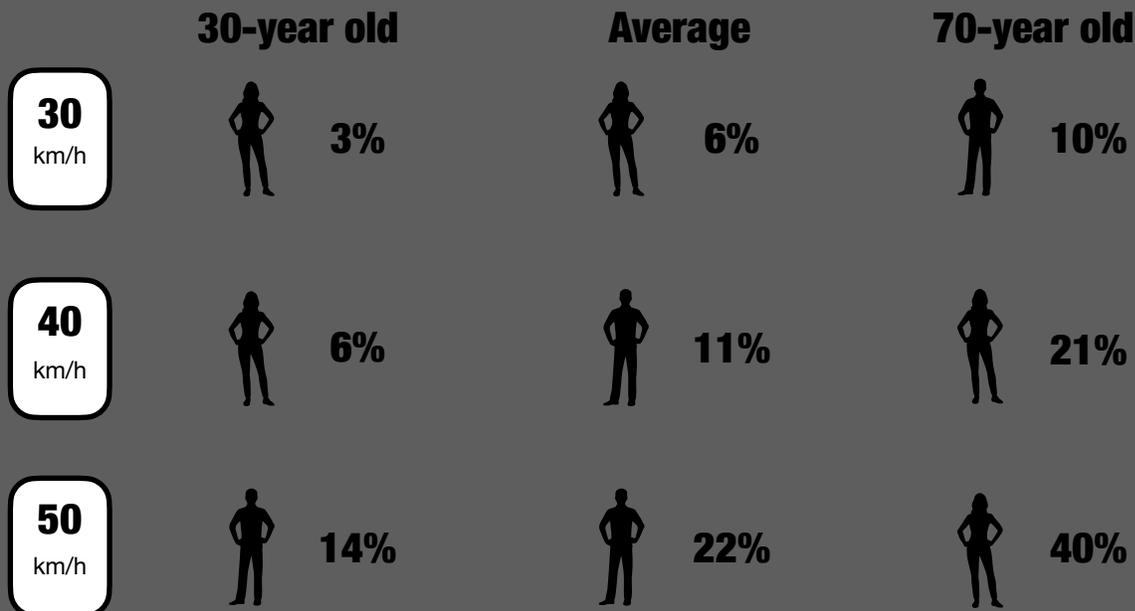
Of those 9,100 collisions inside neighbourhoods each year, an average of 550 result in serious injury or death. No workplace would be permitted to see such a high rate of collisions among heavy equipment and casualties in its workforce, year after year, and no stakeholder group or regulator would permit such a workplace to do so little to eliminate or effectively mitigate the hazard. Why, then, are we allowing such hazardous environments and rates of injury and death to manifest in the same places where people reside and are concentrated, where children go to and from and attend school, where people practice faith, and where people transport themselves via multi-modal corridors to access services, experiences, and social connection?

Cities are principally places where people exist in density, yet we create built environments in cities — and Calgary is no exception — that are hostile to people. By design, Calgary's built environment allows for automobiles to dominate other road users, imposes automobile dependency on city residents, and encourages personal automobile use and, in turn, traffic volume, all of which exacerbate the problem of a public road network that poses tremendous risk among automobile users and between drivers and vulnerable road users.

We need to direct our focus and effort on creating built environments that promote citizen safety and well-being in both design and use. Canada is not fairing well, relative to peer jurisdictions, in making progress on making roads safer. A study for the Organization for Economic Co-operation and Development found that Canada was one of just seven countries to see an increase in pedestrian traffic deaths between 2010 and 2016 (Payne, E. 2020, March 22 “Not getting better: Many have embraced Vision Zero in Canada, so why aren’t we achieving more?” Ottawa Citizen. Ottawa). Contributing factors include distracted driving, speed, greater volumes of traffic, and greater size and weight of personal vehicles. These deaths are unnecessary and avoidable.

# Impact Speed and Pedestrian’s Risk of Severe Injury or Death

Source: AAA Foundation, 2011



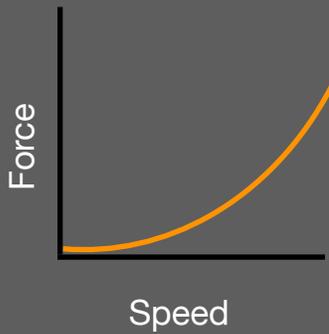
Source:

National Association of  
City Transportation Officials

# How Speed Kills

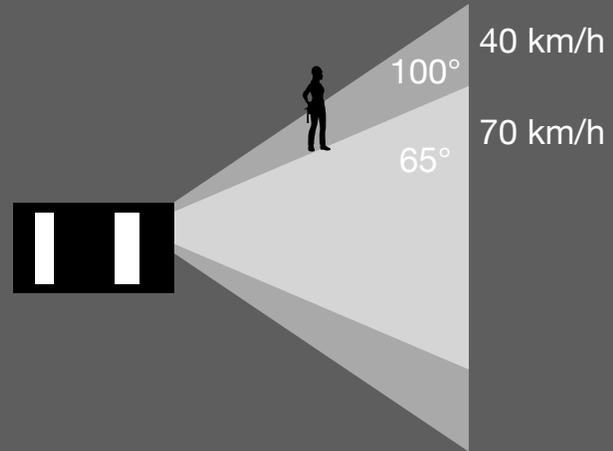
## 1

Crashes at higher speeds are more forceful and thus more likely to be fatal



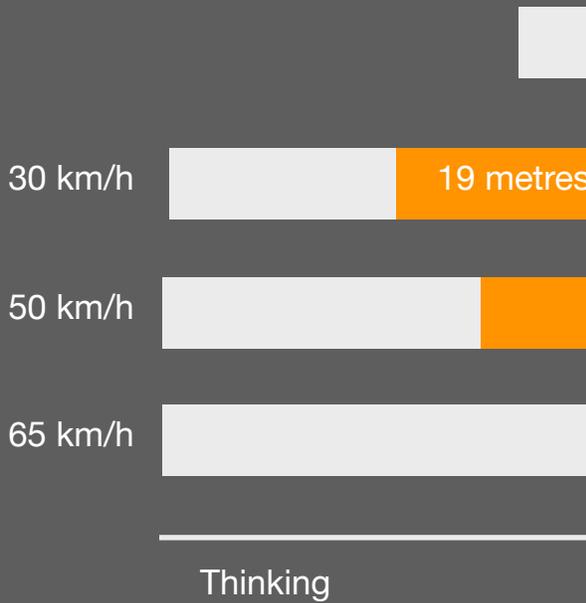
## 2

Drivers traveling at higher speeds have a narrower field of vision



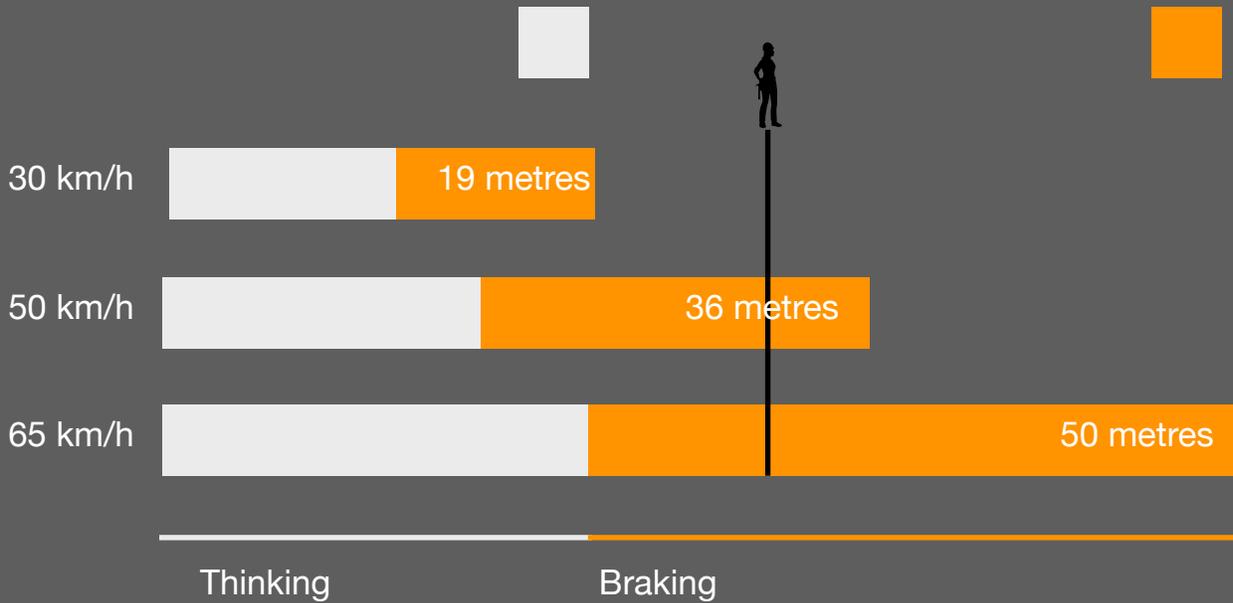
## 3

Drivers traveling at higher speeds travel further before they can react



## 4

Vehicles traveling at higher speeds have longer braking distances



## A PROPORTIONATE RESPONSE

People make mistakes. What is needed then is design interventions and speed limit reductions that bring about a transportation system more forgiving of our mistakes so resulting collisions do not have to mean serious injury or someone's life. This philosophy is a premise of Vision Zero, which originated in Sweden but has seen broader adoption and meaningful progress in other countries and cities.

Helsinki and Oslo, two capital cities with winter climates, adopted Vision Zero and are prioritizing its implementation. Helsinki recorded no pedestrian deaths in 2019 for the first time since records began in 1960, down from an average of 20-30 a year in the 1990s. Oslo recorded no pedestrian or cyclist deaths in the city in 2019. These achievements have come by a deliberate set of policies and road design interventions that reduce the dominance of automobiles on road networks; implement safety measures aimed at vulnerable road users like seniors, pedestrians, and bicyclists; and work together to achieve dramatic road safety improvements.

## **A MAJOR CALL TO ACTION IS 30 KM/H SPEED LIMITS IN ALL AREAS WHERE VULNERABLE USERS AND TRAFFIC FREELY MIX.**

-Stockholm Declaration

Canada is a signatory, along with 140 other countries, of the Stockholm Declaration, which vows to cut road deaths and serious injuries by half over the next decade. A major call to action is 30 km/h speed limits in all areas where vulnerable users and traffic freely mix. We in Calgary cannot just assume that Canada will get to these international commitments someday without taking initiative ourselves. What we do in Calgary means a great deal for Canada's international obligations, and what we do here will influence approaches in other jurisdictions, which means Calgary City Council's ability to spare injury and death will have a much greater reach beyond our own city boundaries.

City Administration's principal concern with adopting 30 km/h in residential and collector roadways stems from a view that such controls would not be credible to most drivers (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 7). In other words, Calgary's residential and collector roadways are designed and built in ways that encourage faster speeds, and merely asking drivers to slow down to 30 km/h would result in low compliance.

## **CONCERNS WITH PROPOSED RESPONSE**

My concerns with the Standing Policy Committee's Recommendation are threefold:

First, adopting 40 km/h residential and 50 km/h collector roadways is an incremental improvement but full of compromises that fail to adequately reduce the number of collisions and fatalities among motorists and between drivers and vulnerable road users, as demonstrated by Administration's projections.

Second, the distinction between residential and collector roadway is somewhat artificial. Collector roads are not merely transportation corridors separated from zoned residential communities, nor are they corridors devoid of destinations and purpose that compel vulnerable road users to the immediate area. And, certainly, they are not corridors free of collisions. The City needs to dispense with the notion that collector roadways pose less risk and harm to the motoring and vulnerable public than residential roadways.

Third, the recommendation includes a desire to move to 30 km/h residential and 40 km/h collector roadways over the long term. Administration fails to prescribe a target date for this aspirational state. In the interim, the intent then is to design and build to 30 km/h residential and 40 km/h collector roadways in new community build-outs and perform retrofits to existing communities at a pace and level of investment that encourage the least inconvenience on the Transportation budget. This is unacceptable. Such precision in traffic calming over the large area of Calgary's urban footprint is tantamount to an indefinite delay on an urgent file in the public interest.

## ENHANCED RECOMMENDATION

Following from these concerns, Council should enhance the recommendation before it by establishing a 30 km/h speed limit on both residential and collector roadways. As the Standing Policy Committee’s recommendation implies but does not adequately deal with, we cannot build for the desired speed limit without first setting the desired speed limit. A 30 km/h speed limit has been shown to encourage the greatest reduction in collisions among motorists and also collisions between motorists and vulnerable road users. Moreover, 30 km/h promotes the greatest likelihood of avoiding serious injury and death among vulnerable road users when struck by drivers at 30 km/h.

<b>ADOPTION OF 30 KM/H, CITY OF CALGARY</b>			
	<b>Reduction in Collisions</b>	<b>Casualty Collisions</b>	<b>Vulnerable Road Users</b>
Collision History (current state)	10,250 / year	680 / year	260 / year
Reduction in collisions (30 km/h projections)	1,320 to 2,530 / year	140 - 270 / year	50 - 100 / year
Source: City of Calgary, 2020, Transportation Report to SPC on Transportation and Transit			

The international best practice is 30 km/h speed limits. The Stockholm Declaration calls for 30 km/h speed limits wherever vulnerable road users and traffic co-exist. The dire figures of road casualties on Calgary roadways year-to-year call for an urgent and proportionate response. The City of Calgary should adopt 30 km/h speed limits on residential and collector streets with a concurrent commitment to install quick-build traffic calming measures that promote compliance. Traffic calming priorities could also include expedited implementation of recommendations in the City of Calgary’s Pedestrian Strategy, Cycling Strategy, and Complete Streets Guidelines.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Harbakhsh

\* Last name Johal

Email Hsjohal2005@gmail.com

Phone

\* Subject Not fair to reduce speed for taxi, courier etc

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Reduction of speed means more time clear the same trips. So less money to make for same time. And also more traffic fines. Please don't reduce the speed  
Thx



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like to add my voice to this proposal as I feel it is a great initiative. Neighborhoods are becoming more and more populated and the lack of transit in the new outlying neighborhoods leads to more vehicular traffic, reducing the speed limit would help children parents and citizens feel safer walking cycling around the city.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Tyler
* Last name	Quinn
Email	tylerquinn@hotmail.com
Phone	4035129080
* Subject	33 ST SW between 26 Ave SW and 17 Ave sw

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is a residential street with many many small children living there. Under the proposed changes to speed limits it will stay at 50km/h which makes no sense. Every street nearby will be reduced to 40km/h and will push more traffic onto our family friendly street. We are already bookended between 37st SW and 29 st SW which are high traffic, wide streets so 33 st SW does need to also be 50km/h. I urge you to come visit and see there are very young kids in virtually every house and with cars parked on both sides of the street it is very narrow (often cars have to pull over to allow others through). Don't make our street even busier by designating it a higher speed.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Calvin  
\* Last name French  
Email psysal@gmail.com

Phone

\* Subject Please vote YES to reduce speed limits to 40kph

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

50kph is fast. The only context in which it might not that feel fast is inside a sound-insulated, environmentally-controlled, vibration-dampened/suspended vehicle cabin. We apply a lot of technology to make a quiet, smooth ride for those inside.

But outside, fast cars make our streets inhospitable-- just take a tour of your neighbourhood in summer and see how many "kid's at play!" signs your neighbours have up. In what other contexts do people feel the need to put up their own traffic signage? This is a pretty good indicator something is not quite right.

It's obvious to state that pedestrians will be safer with slower limits. But consider noise too. Outside a car, most noise is generated by the air envelope, not by the engine. This is why the only time you hear a car engine is when someone has a particularly loud one. Slower traffic will be much, much quieter.

I'd love to see a lower limit applied to the commercial core, as well, where there are high volumes of pedestrians and many, many homes which all bear the unending drone of traffic caused by people who choose to live in "quiet communities" (communities which have sound barriers built, at huge cost, to insulate them from traffic noise.)

The real cost to drivers is minimal-- the number of kilometers people drive daily on these quiet streets is probably measured in single digits. A reduction of 10kph or even

ISC:

1/2

Unrestricted

Oct 24, 2020

11:31:37 PM



## Public Submission

City Clerk's Office

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20kph only feels like a burden because it's so human to be impatient. It's understandable that people will push back, but a bit of math shows we are talking about minutes or second for almost anyone.

Many, many drivers already understand that 50kph is too fast for residential streets. But many others will proceed at 50kph + 10% in the belief that if anyone is hit or killed, they weren't doing anything wrong. Council should understand that the "speed limit" is often conventionally not understood as that, but as a "recommended traveling speed." What do you really recommend for a street with kids out playing and near-zero visibility due to parked cars?

Airdrie does it already and it's a marketable feature for them. My feeling is this is going to make our city so much nicer, people will wonder we put up with the faster traffic for so long.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Regan
* Last name	Ogilvie
Email	reganogilvie@gmail.com
Phone	(403) 990-8526
* Subject	40 Km/hr zone Windermere Road SW

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	It is proposed from these maps that Windermere Road west of 45th street SW will not be included in the proposed speed reduction to 40 km/hr. This road is narrow, curved, and dangerous and most definitely needs a speed reduction. Please reconsider the proposal to keep the road at 50.
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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Edmond (Kien)

\* Last name Phan

Email ephan00@gmail.com

Phone 403-890-8117

\* Subject Citys plan to reduce speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi I believe the decision to reduce speed limits in neighborhood roads from 50 km/h to 40km/h is a huge mistake and shows city council unwillingness to listen to its people. The majority of people do not want this speed reduction as it seems unnecessary. There is enough confusion with roads already and adding another different speed limit could cause confusion and dangerous situations.

Its going to cost more money for signs when it can be better spent on road improvements and cross walks that will better add to street safety. In the end, people are going to drive what feels safe and natural to them which alot of the time is already 40/30 km/h depending on how narrow the streets are thus making these changes is a waste of tax payer money.

Finally, the vast majority of drivers are already driving safe and it feels like the city does not trust its people to do the right thing. the better solution would be to identify locations where a speed reduction will actually be beneficial instead of a blanket wide city bylaw reducing the speed limit in neighbourhoods down to 40km/h. In the end a general reduction in speed is not going to change any ones driving habits and if anything it feels like a money grab to allow policy to ding people who are going a safe speed in neighbourhoods. there are much better things we can be spending money on such as fixing up the roads that we drive on.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Adam

\* Last name Loria

Email adam.loria@shaw.ca

Phone

\* Subject Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi - I am FOR the two proposed speed limit change recommendations. Thank you.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

While I am generally supportive of efforts to improve safety and liveability for Calgarians as a whole, I believe that these issues need to be reviewed from a perspective of "solving problems"; with decisions appropriately grounded in data. As the city's own statistics on accidents involving pedestrians clearly show, this is not a problem in Calgary that requires attention. Further, the expense to change over signage and inability of these new limits to be effectively enforced (as CPS has themselves identified), further challenge the logic of this proposal. In this challenging economic environment, I believe it's more important than ever that council make data driven decisions in evaluating proposals and avoid giving in to the demands of emotionally motivated special interest groups. I know for myself and others, voting on this decision will weigh into the ballots cast during the next municipal election.

ISC:

1/1

Unrestricted

Oct 25, 2020

9:45:29 AM



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Thomas

\* Last name Tremills

Email ttibbles@telus.net

Phone 4032379437

\* Subject Neighbourhood speed limits review

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support 30km/hr speed limits in the proposed areas. Even 40km/hr is too fast for residential streets.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Debbie
* Last name	Rheinstein
Email	drheinstein@gmail.com
Phone	4035856004
* Subject	Speed limit in residential zones

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support lowering the speed limit in residential zones. I live in a community that is easy to use as a cut through and often see drivers either speeding down streets or blowing through stop signs with little regard for pedestrian and cyclist safety. As my community is starting to attract younger families, safety is becoming a very worrisome issue with an increasing number of young children playing outside. If we want Calgarians to spend more time outside in their communities, we need to support conditions that promote safety and people's perception of safety. Residential zones should prioritize the safety of pedestrians, cyclists, and outdoor play, not the convenience of vehicles. If drivers want to get somewhere quickly and efficiently, they should take major thoroughfares with higher speed limits and more streamlined design. Residential zones should be areas in which Calgarians feel comfortable walking, cycling and playing outside without fear of being hit by a speeding car or one that is not adhering to stop signs. A lower speed limit as well as strong initial enforcement will support this.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Brent
* Last name	Lennox
Email	lennoxbrent@yahoo.com
Phone	4038808543
* Subject	Speed Limits in Residential Areas

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is much needed legislation and I am in support of reducing residential area speed limits to make our roads safer for all users (drivers, pedestrians, residents, and cyclists). We should be striving for a society where we feel it is safe for kids to play in front yards, cyclists feel comfortable riding on secondary streets, and pedestrians can cross the street with less concerns for their safety. I believe that this residential speed limit reduction is a step in the right direction and I am in support of this proposed change.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Andrea

\* Last name Prado

Email [alkprado@gmail.com](mailto:alkprado@gmail.com)

Phone 4038021995

\* Subject Reduction of speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am strongly in favour of the proposed reduction in speed limit in our communities. I witness speeds well in excess of 50 km in my neighbourhood of Panorama Hills. It worries me that my kids who walk to bus stops are crossing roads where I have seen drivers fail to stop for pedestrians, and who are driving far too fast for conditions, i.e. down hills and around corners. At the intersection by my house, it is becoming increasingly difficult to make a left turn because of the cars speeding down the hill. I would like to see a reduction in speed limits so I can enjoy walking in my community and crossing the roads that link walking paths. I think a reduction in speed will also curb some of the vehicle noise in our neighbourhoods. Now that I am driving in several neighbourhoods because of my job, I have seen that these issues are rampant throughout the city. Please take this step towards making our streets safer for everyone.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Dale
* Last name	Walls
Email	icepik2@gmail.com
Phone	4038286337
* Subject	Reduced speed limits
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please do not vote in favour of the motion to reduce speed limits. - we are living in a nanny state city. I don't need the city to take care of me. - motor vehicle law is a provincial issue. - we need better drivers not bylaws. - 40kph will just be the first step, soon it will be 30, then 20, then 10...



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Matt

\* Last name: Gregory

Email: mgregory153@gmail.com

Phone: +14039226000

\* Subject: Speed limit reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Its 2020, the world has gone to crap, rampant unemployment, and worldwide sickness and the City of Calgary and all of its big brains want to spends millions to change 5s to 4s on signage city wide. Surely there is a better use of these funds. The police wont be able to enforce it anyway. Complete waste of resources, especially in 2020. Whens the next election?



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\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I think residential roads should go to 35 kph, and main roads stay at what they are. The city is growing and this means more and more traffic is commuting through more and more communities. This lowering of speed will help, but barriers and gates are needed in key near-downtown residential areas such as south Calgary, bridge land, etc. These communities are seeing lots of commuters who don't care about the community safety speed through small, low visibility residential areas because Google maps tells them it's the fastest route. This lowering of residential speeds is long overdue and any sane person is already driving 40kph or less in these residential areas. The lowering of the actual limit will provide teeth for enforcement and community pressure to have people slow down and protect our pedestrians and cyclists on our residential roads. Good work and please push this through, but don't stop there. A big reason more people don't cycle or walk more is that cars have too much clout and speed with regards to how we get around. I live in Marda loop and it's dangerous just walking my kid to daycare.  
J



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Csongor

\* Last name Szeles

Email [szokrika@gmail.com](mailto:szokrika@gmail.com)

Phone

\* Subject 40 km/h signs

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I believe it will be way too expensive to replace all signs. In times like now you should not spend, but save and delay meaningless projects. Save taxpayer money for something serious, lowering the speed limit won't help much. Maybe take class 7 test more seriously?



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Awad

\* Last name Amadin

Email awadamadin@gmail.com

Phone 4038260434

\* Subject DON'T CHANGE RESIDENTIAL SPEED LIMIT

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

DON'T CHANGE RESIDENTIAL SPEED LIMIT. THIS WILL SLOW DOWN PEOPLE COMMUTES. PLEASE WORRY ABOUT MORE IMPORTANT THINGS.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Philip
* Last name	Lee
Email	phillee77@gmail.com
Phone	4036698791
* Subject	Speed limit
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Changing the speed limit in 50 zones should be reconsidered. People already fail to follow the school zone or play ground zones all the time. With residential zone being limited to 40 is just government trying to control us. It a waste of tax payers dollars and should be put to more important need infrastructure.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Stephanie  
\* Last name: Shire  
Email: shire.stephanie@gmail.com  
Phone:  
\* Subject: Lowering residential speed limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
To whom it may concern,  
I am very for lowing residential speed limits and think it is a necessary action in order to keep pedestrians and children safe. I also believe it will promote more walk ability and encourage kids to play outside more. As well, I believe it is beneficial to the drivers because it will reduce stress and anxiety, especially younger drivers with little experience.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Tasha
* Last name	Hong
Email	tashahong@gmail.com
Phone	5874338038
* Subject	Speed limit on Windermere Rd SW west of 45th St SW

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear City of Calgary,  
I am writing to request that you consider reducing the speed limit to 40km/hr on Windermere Rd SW west of 45th SW. As a way to circumnavigate the playground zones on 45th and Spruce, most Edworthy Park users take Windermere Rd to access the park. People often drive 60km/hr on this stretch, and even pass recklessly when it is busy on summer weekend afternoons. I personally, as a pedestrian, had three close calls with getting hit by a car on this stretch, and particularly where Windermere Rd intersects Spruce, 3 times over this past summer 2020. As you may note from a pedestrian use perspective of Wildwood, it is difficult to find a walking or running route through our neighborhood. The only way to make a loop through a neighborhood is to use the full length of Windermere Rd, and I notice numerous people walking this same loop everyday. Please consider slowing this section down for everyone's safety. Thank you.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Lee choo Margaret

\* Last name Hayami

Email margarethayami@gmail.com

Phone 5874383830

\* Subject Changes to speed limit from 50km/hr to 40 km/hr in residential area

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
We support the changes.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Laura
* Last name	Combden
Email	combdenlaura@gmail.com
Phone	4039268429
* Subject	I wish for comments to be added to 2020 November 02 Agenda/Minutes for the Combined Meeting of Council
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I am a strong supporter of lowering the residential speed limit in Calgary. I recently wrote to my councillor about the speeding happening on my street - as it's a bit of a connector between two main large roadways in the community, and I believe folks are trying to "get around the light" by speeding down our street as a shortcut. Usually they're going upward of 60-70 km/hr. Vision zero is a strategy that works, and I'm so thankful the councillors of our city are working hard to make it a reality.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	David
* Last name	Nguyen
Email	david.nguyen@live.ca
Phone	
* Subject	Reduction of residential speed limits to 40kmh
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I don't understand why this is even being pushed forward when better road design such as roundabouts are far more effective at reducing speed. Ridiculous waste of money right now during these times



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Cody  
\* Last name: Miller  
Email: calgaryfanyyc@gmail.com  
Phone:  
\* Subject: Residential Speed Limit Changes

Hi,  
I am disappointed to read City Council is looking to vote on a motion that affects almost 77% of Calgarians without any public consolation. Possibly trying to sneak this past the unknowing, during a pandemic. Reducing residential speed limits. I feel our city has much bigger issues to address than the speed that has been set and has worked for decades. Plus, with budgets already being tight, why are we looking at spending money we don't have.

According to Statistics Canada (<https://bit.ly/3mqA4Mr>) 76.8% of Calgarians commute via personal vehicle. That number is probably increased thanks to Covid being vehicles are the more sanitary option. The push to lower speed limits is coming from a small vocal minority, mostly cyclists (1.6%) and some pedestrians (5.1%). Why are we allowing such a small group to dictate how the rest of us get around? Their argument is someone is more likely to survive at lower speeds if struck by a vehicle. Which is a valid concern which we have, and have been, addressing with separated bike lanes and sidewalks. Their risk of being hit by a vehicle is virtually 0% if they stay on the sidewalk and using common-sense when crossing. It feels like this small group of people will not be happy until we are brought back to the speeds of the horse and buggy.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Policing the newly proposed limited will be an issue. Trust with the police is already low, I don't believe creating a bylaw that will potentially increase tickets and fines, is



## Public Submission

City Clerk's Office

going to increase public trust with the CPS. It doesn't help when they're already handing out tickets for low windshield wiper fluid. (<https://bit.ly/3jwyAOW>). And the additional misuse of photo radar in our city. The playground zone on Elbow Drive feels like a cash cow and have you driven on Barlow Trail southbound towards Deerfoot recently? A road that's mostly 70km/h but at the last intersection before the Deerfoot which goes up to 100km/h, the speed limit (this is new) drops down to 60km/h for a speed camera. I've seen countless Calgarians fall victim to this camera and it feels wrong and corrupt the way it is setup.

Some may say we should slow down for "safety", but most of our speed limits have been set in the 70s and 80s. Where's the fact that vehicle safe has increased drastically since then, and we can stop even quicker than ever before. There's an argument that with modern vehicles, speed limits could safely be set even higher than they currently are (this is not what I'm advocating for).

Thanks



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Robert

\* Last name Blaxley

Email rmbloxley@shaw.ca

Phone 14032013977

\* Subject Reduce speed limit on city residential streets

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Research has shown that a slower speed limit is safer for pedestrians. Please reduce the speed limit on residential streets to 40km/hr.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Dan

\* Last name Duffy

Email danduffy10@yahoo.ca

Phone 4036089096

\* Subject Residential Speed Limit to 40km/h Proposal

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The speed limit is not the problem, it is people not following the speed limit and not getting receiving the feedback to follow the speed limit. Speeding habits have increased over the years because less people are getting pulled over. Time to find a way for stopping the ones driving over the speed limits (because reducing the posted speed does not change a persons' decisions - personal, stopped on the road feedback does)



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Rebecca  
\* Last name: Cleaver Burke  
Email: cleaverburke@gmail.com  
Phone: 4039995693  
\* Subject: PRO 30 km/hr residential speed limit

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in favour in a city-wide residential speed limit reduction. Please take this first important step in making this city safer to navigate for everyone.

We've seen evidence, from Calgary communities and other Albertan cities, that residential speed-limit reduction is possible here. A city-wide application would make it much easier for drivers to follow, rather than simply relying on signage. Evidence has shown this change to be life-saving and (less importantly, I hope) have little impact in terms of drivers' travel time.

I hope that this step will also open up the possibility of better-designed streets in the future, which can also work towards allowing everyone the privilege of getting around their neighborhoods safely.



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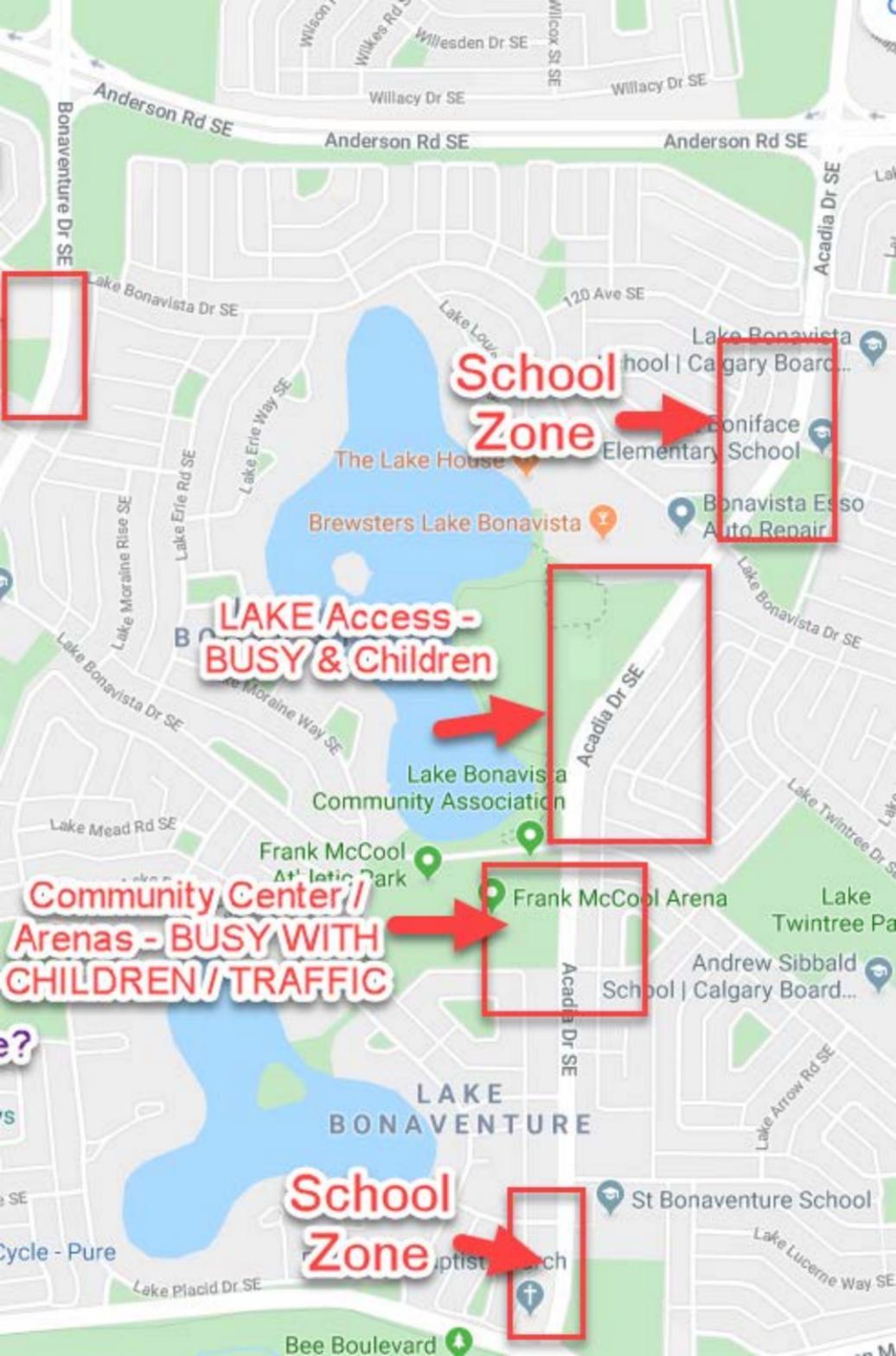
* First name	Sean
* Last name	Nolan
Email	sean_n2003@hotmail.com
Phone	4036124955
* Subject	Why select a blanket speed for all collectors and not make decisions that make sense for communities

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live on the north end of Acadia DR. About 2/3 of this street is a park zone or an active stretch (arenas / lakes). I look at all these changes and do not see any positives because the city is not addressing the problem of trying to directing traffic that is using this street as a mini Bow Bottom or Mcleod away. Why not look to blanket reduce streets that are 2/3 park already to try and prevent the people who are too narcissistic to control themselves. I see people doing 80km an hour on this street at night. Due to complaints from other locals I now (thankfully) occasionally have seen a police posted up to try to slow people down during the day.

Something needs to be done to discourage these people as this is a much larger problem then the city seems to acknowledge. This streets status really needs to be reviewed based on the schools / parks / residents along the street. This street has become a hazard for residents due to incompetent people ignoring the park zones and doing 60-70km on it.

Overall, I support this proposal as people should be driving slower as opposed to speeding on all streets but a larger issue to than speed itself is flow in some older communities to many of us.



**School Zone**

**LAKE Access - BUSY & Children**

**Community Center / Arenas - BUSY WITH CHILDREN / TRAFFIC**

**School Zone**



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Rhonda

\* Last name Calder

Email rhondacalder1@gmail.com

Phone 4032742615

\* Subject 50 km/h speed limit on most Collector roadways

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am very against this recommendation that was approved, 50 km speed limit on collector roadways. Specifically on residential streets, such as Windermere Road SW, (which is a very narrow residential roadway that many people use as a short cut to the Edworthy dog park, and to get to Wildwood Drive). I can see this working for roads such as Spruce Drive or other major roads, but not on residential streets.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Micheal

\* Last name Jones

Email micheal@sunalta.net

Phone

\* Subject Neighbourhood Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please find attached the Sunalta Community Association's response and comments on the current proposed speed limit review.



**SUNALTA**

Community Association

Attn: City Councillors  
**RE: Neighbourhood Speed Limit Review**

October 22nd, 2020

To the members of City of Calgary Council:

The Sunalta Community Association is providing this letter in support and in response to the proposed changes to the Neighbourhood Speed Limit Review.

The Sunalta Community Association is strongly in favour of the plan to reduce the Neighbourhood Speed Limits. However we do have two major concerns about the plan as it currently stands. We strongly encourage council to adopt the following changes:

1. Change the unposted speed to **30** km/h instead of 40 km/h as was passed by committee.
2. All roads within Sunalta should be included in the review, most importantly 10th, 11th, and 12th Avenues as well as the Streets connecting them.

A speed limit reduction is the first step in increasing traffic safety. With a reduced speed limit, meaningful traffic calming actions that appropriately address resident concerns are possible. A reduction to 30 km/h will not only match traffic we see on our quieter heritage avenues. A reduction to 30 km/h will also provide the ability for our wide connecting streets in our community to be appropriately calmed and reclaim road space to create a stronger community.

1627, 10 Avenue SW  
Calgary, Alberta  
T3C 0J8  
(403) 244-2608

[www.sunalta.net](http://www.sunalta.net)



We defer to other voices, such as Vision Zero Calgary who have more clearly illustrated why 30 is a significantly safer, and noticeably more positive change for citizens regardless of the mode of transport they use.

On our second item - the current proposal does not look at nearly half of our neighbourhood. The roads that are closest to the Sunalta C-Train station are not included. As a pedestrian heavy C-Train station, the pedestrian improvements along 16th Street have been a welcome investment. Not having the streets given the same consideration as the rest of the community, leads to a disconnect.

Additionally, not including these roads furthers a visible inequality in our community. We strongly urge council to ensure that 11th and 12th Avenues are included in the review, as well as the various streets connecting them through to 10th Avenue. To not include these streets and ignore the number of residents that live along the avenues is unacceptable.

The majority of the multi family residential is concentrated on 11th and 12th Avenues in Sunalta. Our residents, regardless of home ownership or style of housing type deserve the same ability to live on a street with a respectful speed limit. As it stands, each of our avenues have speed reduction zones or playground zones. Having consistency across our community will help reinforce that Sunalta is a place where people live and thrive.

We also have a planned expansion of the cycle track network into our community along 12th Avenue for next year. A 30 km/h, along with the revised plans will do much to realize the aspirations of our volunteers to see a safe, inclusive roadway for all Calgarians and the Sunaltans that live along it.

neighbourly since 1912



Thank you,

Micheal Jones on behalf of the Sunalta Community Association board

CC: Jenn Balderston, Executive Director  
Ward 8 Office

neighbourly since 1912



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Balteaj
* Last name	Brar
Email	balteaj.brar@live.ca
Phone	4034707759
* Subject	Speed limit change

I am completely against the proposed speed limit change in residential areas. The current speed limit is 50 km's. I think and I am sure that the stats support my belief that most people (meaning 75% or more) abide by the speed limit and drive accordingly at either at either the speed posted or lat a speed less than that which is posted. What or who remains is the individuals who do not follow the rules. For whatever reason, these individuals speed through residential neighborhoods at speeds far exceeding the posted speed limit. It's a shame, yes. But what do we learn from this?

Well, what we learn is that there are two types of drivers: those who follow speed limits and respect the limitations placed upon them, and those who do not.

So that begs the question.. Will reducing the speed limit actually make any reasonable difference in safety or anything else? Will reducing the speed limit on any given certain stretch of road really affect or change the behaviours of individuals driving in that road.. Leading to increased safety, etc?

Well lets see. The simplest problem is this: what mKea you think that the person who ignores a speed limit of 50kms/hr, will see the newly reduced speed limit of 30kms/hr, and will decide to change their driving behaviour?

\* Comments - please refrain from providing personal information in this field (maximum 2500)

It's simply ridiculous to assume that reducing the speed limit will result in reducing traffic violations and will reduce traffic injuries. The people 2ho are going to follow the law

ISC:

1/2

Unrestricted

Oct 26, 2020

12:27:23 AM



## Public Submission

City Clerk's Office

characters)

and stick to the speed limit, those people will do that the same whether the limit is 30kms/hr or 60kms/hr or 150kms/hr.

On the other hand. The people who aren't go NG to listen to the speed limit don't give a fuck whether the limit is 30kms/hr or 90kms/hr.

So what all this amounts to is that this change in residential speed limits will not only have next to zero effect on decreasing safety, but it will in fact worsen safety as regular safe drivers will struggle to adjust to this newly adjusted speed limit. And of course, the local police department will be right around the corner with a speed gun reader just waiting to ring us up and suck us dry.

Can we please stop pretending like this entitle residential speed reduction initiative I'd anything less than a blatant absurd cash grab that has zero real life positive consequences?

Like just show me one fair objective study that agrees that reducing speed limits in residential neighborhoods leads to increased safety.

Reducing the speed limits does nothing other than give th



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Damon

\* Last name Reynolds

Email damonreynolds84@gmail.com

Phone 4038520399

\* Subject Reducing speed limit to 40kph

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am vehemently against this proposed reduction. It's not like there is an epidemic of pedestrians getting hit by cars in our city of 1. 2 million people.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name

\* Last name

Email

Phone

\* Subject

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi there, as a resident of the Beltline I support a 30 km/h speed limit. I often walk and cycle in my community with my small child and I would feel safer if these huge cars zooming through my neighbourhood would be moving slower so drivers can watch for vulnerable road users. I have had a number of near misses in intersections and I'd have a better chance to survive a collision if vehicles were moving slower.

If council can only support a 40 km/h speed limit, I guess that's fine but 30 km/h would be best. Thanks.



## Public Submission

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name James  
\* Last name Parkes  
Email jamesparkes@outlook.com  
Phone 4034048830  
\* Subject Public Hearing re: Reducing unposted speed limits

I'm writing to voice my opposition to the reduction of unposted speed limits in Calgary.

This is being undertaken under the guise of safety, however the numbers provided year over year simply do not support making this change. The roadways this would impact are not the roadways where we have the highest concentration of incidents. Statistics clearly show that the downtown area has the highest concentration of incidents, while residential roads are not the issue, higher volume collector routes are.

To blanket reduce all unposted limits does not solve the issue at hand, nor does it address the areas where incidents occur. The money used for this initiative could have been allocated to actually making our roads safer, by improving pedestrian crossings (adding the new LED signage at more locations), creating better physical separation for bicycle routes that share roadways with cars, improving regulations around sightlines at intersections and for parking near sidewalks (a 5m buffer is not enough at many roadways). Instead council is playing the thought-terminating cliché card; won't somebody think of the children? Sure we are, let's do something meaningful instead of pretending changing the speed limit is going to do anything to change driver behavior. People will still drive whatever speed they feel safe and comfortable at. If sightlines are good, roads are clear, that's generally 50. If it's slippery, visibility is poor, people automatically slow down. Changing the speed limit to address outliers just makes more people into lawbreakers when the majority of people are driving reasonably and with due care.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

ISC:

1/2

Unrestricted

Oct 26, 2020

9:35:36 AM



## Public Submission

City Clerk's Office

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Please don't waste our tax dollars making a vanity change when you have a chance to make a real impact. Allocate the money to improved pedestrian crossings, better separated bike paths, and parking safety regulation improvements. This reduced speed limit nonsense targets a problem that doesn't exist in the areas it will have the greatest impact, and that is the definition of waste.



## Public Submission

City Clerk's Office

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Brent

\* Last name Hagel

Email brent.hagel@ahs.ca

Phone

\* Subject Neighbourhood Speed Limit Review

Reducing speeds in residential areas is critical to addressing the toll of road traffic injuries in Calgary. Motor vehicle collisions represent among the leading causes of severe injury and death in Canadians (1). Child and adolescent pedestrians and bicyclists are particularly vulnerable road users. The scientific evidence is clear on the relationship between motor vehicle speed and vulnerable road user injuries and fatalities.

- Pedestrian fatality risk is under 10% if struck by a motor vehicle at 30 kilometers per hour, but climbs to well over 50% at 50 kilometers per hour (2).
- Every 1 kilometer per hour increase in speed results in a 3% increase in the risk of a crash involving injury (2).
- Vehicles travelling at 50 kilometers per hour require 13 meters to stop compared with only 8.5 meters when travelling at 40 kilometers per hour (2).
- Epidemiological studies show that speed limits of 30km/hr significantly lower child pedestrian fatality risk and posted speeds over 45km/hr increase the likelihood of child pedestrian injury 3-fold.(3-6)

Based on this and other relevant evidence, the recent Stockholm Declaration calls for default 30 km/h speed limits on urban streets. Reducing speeds in residential neighborhoods can also increase the likelihood that parents and their children will engage in more active forms of transportation such as walking and biking. This is a needed policy change in our efforts to reach Vision Zero – no severe or fatal road traffic injuries (7). Such a goal has been realized in other cities such as Oslo and Helsinki (8). Lowering residential speed limits is an opportunity to improve the safety and livability of Calgary neighborhoods.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

ISC:

1/2

Unrestricted

Oct 26, 2020

10:02:48 AM



## Public Submission

City Clerk's Office

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### References:

1. <https://parachute.ca/en/injury-topic/road-safety/>
2. [https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf)
3. Wazana A, Krueger P, Raina P, Chambers L. A review of risk factors for child pedestrian injuries: are they modifiable? *Inj Prev.* 1997; 3(4):295–304.
4. US Department of Transportation. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. <https://one.nhtsa.gov/people/injury/research/pub/HS809012.html> Published 1999. Accessed May 12, 2020
5. Webster DC, Mackie AM. Review of traffic calming schemes in 20 mph zones. TRL REPORT 215. 1996.
6. Jamshidi E, Moradi A, Majdzadeh R. Environmental risk factors contributing to traffic accidents in children: a case-control study. *International Journal of Injury Control and Safe*



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name: Raelynn  
\* Last name: Hoffman  
Email: rhoffman@spurpetroleum.ca  
Phone: 403 267-2456  
\* Subject: Proposed Speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Would like you to really look at Windermere Rd SW you consider this a collector road and would be leaving the speed limit at 50Km this is a narrow road in which the bus goes down and most traffic cuts down this street so they can avoid the 30Km route by the school to get to Edworthy Park. I strongly suggest this road also be 40Km if the speed limits get reduced. We also have children on this street and they also deserve the speed limit to be reduced if the proposed change is voted in.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Jaroslaw

\* Last name Borowski

Email jarekb@telus.net

Phone 4033704117

\* Subject Public Hearing for proposed speed limit change

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The City is taking only one aspect and very selective research to back their agenda voiced by minority selectively educated and screaming the loudest and pretending to speak for majority. There is also research, discarded of course, that confirms vehicle speed is not the cause of the problem but just a contributing factor. Instead of better city road design (for example narrower residential roads, better cross walks, but city missed the boat on this one ) and lobbying for better driver training and penalties for distracted driving the City chose "reason removed" (term used by Aristotles I believe) approach. There is evidence people drive according to conditions and what the road was engineered for most of the time, and according to their abilities which are direct results of the driver training, and "driving culture" which is non existent here. The City approach will definitely bring revenues to the city from speeding tickets through penalizing majority of good drivers and may reduce impact of accidents on residential roads ...hoping that distracted idiots and/or people without proper driving skills on the road driving slower will cause less accidents.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Terry
* Last name	Forkheim
Email	tkforkheim@shaw.ca
Phone	4032884356
* Subject	Residential speed limit reduction

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I do not believe a reduction is necessary. Rather, more enforcement and education should occur first. The flashing signs that indicate your speed I find quite effective as they are annoying and embarrassing. Calgary is a city that unfortunately requires vehicles in most communities so extending travel times is not in my opinion a good idea. Pedestrians are a large part of the problem also; they sometimes feel they have rights they do not. So, it is a two-way street so to speak. If traffic is slowed in residential areas it may result in drivers making up the difference on the freeways, which is not a desirable situation. This appears to be a case of fixing a very small problem as defined by a small, vocal group. I have seen in my neighborhood that it only takes one complaint about speed to get speed bumps installed. The irony is that I had never noticed speeding in that area, however it was perceived by the resident that this was occurring at a regular interval. This is a form of social engineering to address behaviours that are felt to be in need of changing. The reality is that Calgary is too large and spread out to accept any further impacts on the amount of time we spend in our vehicles.



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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name John  
\* Last name Morrall  
Email [jmorrall@shaw.ca](mailto:jmorrall@shaw.ca)

Phone 4032393988

\* Subject Neighbourhood Speed limits review

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)  
Submission attached

October 23, 2020

To: Mayor Nenshi and City Council

From: John Morrall, PhD., P.Eng.  
President, Canadian Highways Institute Ltd.  
Tel: 403-239-3988  
Mobile: 403-399-1833  
Email: [john.morrall42@gmail.com](mailto:john.morrall42@gmail.com)

**RE: Neighbourhood Speed Limits Review**

I fully support the City of Calgary Administration Recommendations that Council:

1. Change the unposted speed limit from 50 km/h to 40 km/h within the city limits.
2. Post 50 km/h speed limit signs on existing collector roadways unless or until operational and safety studies show a lower speed limit is required.
3. Direct Administration to work with all stakeholders (Calgary Roads, the consulting engineering profession and industry) to support 40 km/h roadways and revise residential standards to support 30 km/h roadways and apply these design guidelines in new communities. In addition, develop appropriate design guidelines to retrofit existing city roadways to meet these posted speed standards.

I have read all documentation under TT2020-1036 submitted by City Administration and in my opinion, it is one of the most comprehensive studies of neighbourhood speed limit changes I have had the opportunity to review in my work as a road designer and road safety engineer.

I would like to add the following points for City Council to consider:

1. Every 1.6 km/h reduction in vehicle speeds on urban streets results in a 6 % decrease in traffic fatalities. As well serious injuries are reduced.
2. Survival rates benefit from lower speeds. At 40 km/h the likelihood of a pedestrian/cyclist fatality is 30 %. At 50 km/h the likelihood increases to 85%.
3. At lower speeds drivers have a wider field of vision and are more likely to see cyclists and pedestrians along the roadside and at crosswalks.
4. Driving at lower speeds enables drivers to stop in shorter distances. At 40 km/h the stopping distance is 26m compared to 42m at 50 km/h.

I would like to note that a lower speed limit complements the Council policy to support more active transportation such as walking and cycling and more recently micro-mobility.

Finally, I would like Council to consider a future study to lower the posted speed to 30 km/h in the central business district as it contains the highest concentration of pedestrians and cyclists in the city and recently it is the focus of electric scooter users.





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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Vince

\* Last name Diot

Email vince.diot@gmail.com

Phone

\* Subject Residential Speed Limit Reduction

I would like submit my support for reducing speed limits in residential communities. There are many supporting studies demonstrating that a reduction in vehicle speed significantly improves the safety of the community and its residents.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live on Varsity Estates Drive NW which is a designated collector road with a speed limit of 50 km/hr. There has been recent traffic counters (July 7, 8 2020) set up along the road that measure both vehicle trips and vehicle speed. Much of the traffic exceeds the 50 km/hr speed limit, with some vehicles being recorded traveling in excess of 90 km/hr! There have also been seven commissioned studies analyzing this particular road. Varsity Estates Drive is used by many cyclists and pedestrians daily - even moreso now with people spending more time at home (which is a trend that is expected to continue). There is a sidewalk on only one side (which switches back and forth), and therefore presents limited capacity for pedestrians which then forces additional use of the road and increases the potential for an incident. I have a family with two young boys and our driveway connects to the road at a vertex where site lines are significantly compromised by the curvature of the road. The road itself is winding and has sections of superelevation which both invite speeding and increase vehicle noise. There are no traffic calming measures currently in place and poorly demarcated pedestrian crossings. The community continues to evolve as younger families with kids moving to the area. Without anything done (a speed reduction would being a minimal start), there is a increased likelihood that a serious incident will occur.



## Public Submission

City Clerk's Office

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The current proposal put forward by City Administration would have Varsity Estates Drive remain marked at 50 km/hr. I cannot support this recommendation and request that it be lowered to 40 km/hr along with the rest of the community. Our Ward 1 Councillor has received a great number of requests from our active community to assist us in transforming the use and operations of this road to ultimately keep our residents safe. I believe that this road, in particular, is not an isolated occurrence in the City and therefore urge Council to make the right decision and protect the well being of all of our residents. I would also urge Council to direct Administration to find constructive, proactive (not reactive) ways of working with the residents of Varsity Estates to increase community safety and enjoyment.

## Palaschuk, Jordan

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**From:** Laura Combden <combdenlaura@gmail.com>  
**Sent:** Monday, October 19, 2020 9:37 PM  
**To:** Public Submissions; Councillors Office Web Mail; Carra, Gian-Carlo S.; Ward9 - Jordan Stein  
**Subject:** [EXT] Residential speed limit - and November 2 council meeting.

Good evening,

My name is Laura Combden, I live at 3551 33 st se.

I am a strong supporter of lowering the residential speed limit in Calgary. I recently wrote to my councillor about the speeding happening on my street - as it's a bit of a connector between two main large roadways in the community, and I believe folks are trying to "get around the light" by speeding down our street as a shortcut. Usually they're going upward of 60-70 km/hr.

Not only that, but this year was the 10th anniversary of the death of my partner, who was killed as a pedestrian on his way to work in January 2010. The last 10 years of both of our lives would have looked very different had he not been struck down and killed on 9th avenue in Inglewood. The same goes for the other 2-300 people hit per year in this city and 2000-3000 in the last 10 years. Vision zero is a strategy that works, and I'm so thankful the councillors of our city are working hard to make it a reality.

I'd be happy to talk at the November 2nd council meeting and share my perspective.

Thank you.

Let me know if you need any further information.

Laura Combden  
403-926-8429

Sent from my iPhone

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# Cliff Bungalow – Mission Community Association

Mailing Address 1811 – 4 Street SW, Suite 462, Calgary, AB T2S 1W2



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October 25, 2020

To Members of City Council

**Re: Calgary Speed Limit Charter Bylaw**

We welcome the opportunity to provide our comments on the proposed Calgary Speed Limit Charter Bylaw. Traffic speed has been a perennial issue in our community as we have significant commuter traffic. Many of those commuters do not even keep within the current 50 kph limit on their way from point A to point B as quickly as they can go. Our streets are narrow being an older community and the current 50 kph is too high for our streets. We are a very walkable community which means a lot of people walk in our community. These two factors frequently create a very dangerous situation with potentially significant consequences. We therefore support the proposed bylaw.

Last November, when the possibility that a lower speed limit might be considered by City Council, we did a short survey in our community. We asked what the base vehicle speed limit should be in our community. The options were the current 50 kph, 40 kph and 30 kph. The results were as follows:

- Current 50 kph           27%
- 40 kph                    44%
- 30 kph                    28%
- Overall 73% support a reduction in the base speed limit.

This result is consistent with what we have heard over the years. We hope City Council will approve the proposed bylaw.

If you have any questions, you may contact me at [cbmca.president@gmail.com](mailto:cbmca.president@gmail.com).

Yours truly

R. V. (Bob) Lang, President  
Cliff Bungalow – Mission Community Association

cc. City Clerk

## Palaschuk, Jordan

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**From:** elsie stewart <eelainestew@gmail.com>  
**Sent:** Monday, October 26, 2020 10:00 AM  
**To:** Public Submissions  
**Subject:** Re: [EXT] speed limit charter

mrs. E Elaine stewart  
403-246-8691  
19 simcoe cresc SW

I think lowering MPH further in residencial areas is inane.  
It is ludicrous to slow down whole city for one or two problem areas.  
Patrol them better if necessary.  
more signs wld cost a lot of money and more police enforcing than is required.

On Mon, Oct 26, 2020 at 9:27 AM Public Submissions <[PublicSubmissions@calgary.ca](mailto:PublicSubmissions@calgary.ca)> wrote:

Good Morning,

Thank you for your email.

If you wish for your comments to be added to the **2020 November 02 Agenda/Minutes for the Combined Meeting of Council**, please resubmit using the [Public Submission Form](#) or email us back letting us know that you have read and agree with the *Freedom of Information and Protection of Privacy Act of Alberta* (FOIP) information below.

**Please resubmit or email us back NO LATER THAN **Thursday 2020 October 29, 12:00 pm** in order for your submission to be included in the Public Agenda.**

In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, **your name, contact information and comments will be made publicly available** as part of the Agenda/Minutes and be published at [www.calgary.ca/ph](http://www.calgary.ca/ph).

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Thanks so much,

**Jordan Palaschuk**  
Legislative Advisor,

Governance & Protocol Services, City Clerk's Office

City Manager's Office | The City of Calgary | Mail code: #8007  
T 403.268.5861 | D 403.268.1123 | F 403.268.2362 | E [jordan.palaszuk@calgary.ca](mailto:jordan.palaszuk@calgary.ca)  
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

ISC: Protected

**From:** elsie stewart [mailto:[eelainestew@gmail.com](mailto:eelainestew@gmail.com)]  
**Sent:** Friday, October 23, 2020 10:16 AM  
**To:** Public Submissions <[PublicSubmissions@calgary.ca](mailto:PublicSubmissions@calgary.ca)>  
**Subject:** [EXT] speed limit charter

Dear sir:

I have lived in Calgary over 55 years and I have never noticed any undue speeding in residential areas.[have lived SW, NW, SE. and now SW again for 20 years.

I have walked my dogs every day and have noticed all people slow down when they see pedestrians around.

It is time council worked on matters reducing spending and not increasing taxes .

Mrs, E Elaine Stewart

403-246-8691



## Public Submission

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\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

\* First name Felicity  
\* Last name Foster  
Email fgandt13@gmail.com

Phone

\* Subject reducing speed to 40km in neighbourhoods

As a follow-up to the letters (since 2017) to the Mayor and Councillor that I have sent regarding the pedestrian strategy, I am send this abbreviated feedback as a decision will be made Nov 2. I am not including the research and other evidentiary materials that I have sent in the past to back up my point of view.

In order to share the road-pedestrians, bicyclists and car drivers need to act as if their lives matter and other people's lives matter. Roads are dangerous. It is in everyone's best interest to be alert. It is critical that everyone takes responsibility for his/her own actions so that people's lives are saved.

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

It is in everyone's best interest to use their brains instead of being hypnotized by the nanny state into perpetual, comas and by not taking responsibility for their mindlessness. While they may merit a Darwin award for deliberately courting danger, it may be in their best interest not to do so.

Physics isn't a matter of choice-it is a matter of fact. Even at 40 km, the minimum braking distance is 10 metres and the minimum reaction time is 8 metres. All Calgarians (drivers, cyclists, pedestrians) need to remember this.

If speed always kills, then there would be no Daytona. Inattention and hesitation are much more likely the killers.

ISC:

1/2

Unrestricted

Oct 26, 2020

4:47:20 PM



**Public Submission**

City Clerk's Office

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I do not support this move to reduce the speed to 40km in Calgary neighbourhoods.

Thank you for you attention.



## Public Submission

City Clerk's Office

Please use this form to send your comments relating to matters, or other Council and Committee matters, to the City Clerk's Office. In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, as amended. The information provided may be included in written record for Council and Council Committee meetings which are publicly available through [www.calgary.ca/ph](http://www.calgary.ca/ph). Comments that are disrespectful or do not contain required information may not be included.

### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to Matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making. Your name, contact information and comments will be made publicly available in the Council Agenda. If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

\* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	William
* Last name	Johnston
Email	chipjohnston29@gmail.com
Phone	403680247
* Subject	Reduction in speed limits
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I am strongly opposed to a reduction in speed limits. There are many, many other things the City should be spending money on to help Calgarians in this time of crisis. This not one of them. It is an embarrassing and self-indulgent idea.



SPC on Transportation and Transit  
The City of Calgary  
PO Box 2100 Station M  
Calgary AB T2P 2M5

October 26, 2020

ATTN: City Councillors

**RE: TT2020-1036 | Neighbourhood Speed Limit Review**

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Dear Mayor Nenshi and Members of City Council:

As members of the traffic subcommittee of the Hillhurst Sunnyside Community Association, we are submitting our letter in support of lowering the default unposted speed limit on neighbourhood streets from 50 km/h to 40 km/h.

Our community association receives many complaints about the speed of drivers in the community. Community members have concern for other drivers, as well as for pedestrians and cyclists. Similarly, we receive many requests for traffic calming at spots throughout the community. Citizens we hear from wish to see improved safety for all road users, prioritizing pedestrian safety and accessibility and to create a more livable community.

We are pleased that the proposed restrictions under review will apply to all communities equitably, rather than giving advantage to wealthier communities who have had influence to enact 30 km restrictions in their areas to date.

Further, we see this speed limit reduction as only the first step in increasing traffic safety. To make our streets even safer, we strongly support changes to road design that slow traffic. Traffic calming initiatives the City has implemented in communities such as Bridgeland (1st Ave NE and McDougall Road NE), Rosedale (13 Ave NW), and Hillhurst (street closures of 10A through 12 St) are examples of how small, affordable changes to design make a big difference to the experience of all road users. We hope the learnings from these implementations can be spread to other communities. Evidence shows that changes to road design are a key factor in realizing the benefit of reduced speed limits. Specific measures can include:

- Narrower streets, per the Global Street Design Guide (<https://globaldesigningcities.org/>)
- Horizontal deflection: chicanes, roundabouts, etc.
- Bump-outs (to maintain horizontal constraints when parked cars leave)
- Should City-wide support for this initiative fail, Hillhurst Sunnyside remains open to accepting traffic calming and speed reduction pilot programs as an urban community.

We thank Council and City administration for considering this change to speed limits that will improve liveability and safety for all Calgarians.

Sincerely,

Traffic Subcommittee  
Hillhurst Sunnyside Planning Committee

cc: Ryan Morstad, Chair, Hillhurst Sunnyside Community Association  
Matt Youen, Interim Executive Director, HSCA  
Lisa Chong, Community Planning & Engagement Coordinator, HSCA  
Annie MacInnis, Executive Director, Kensington BIA/BRZ  
Ward 7 City Councillor Druh Farrell  
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office