



## 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	Bethany
* Last name	Whittal
Email	beth.whittal@gmail.com
Phone	780-335-1461
* Subject	Lowering Residential Speed Limits

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

I am writing to express my full support and enthusiasm for lowering the Calgary Residential speed limits. However, this is only the first step to achieving the best practice at 30km/hr. I would like to share my personal experience that has drawn me to this issue. I was in a car accident last year and I lost the use of my personal car. Due to this incident, I was forced to completely realign the ways that I get around Calgary. In the past year, I learned how to navigate bike lanes, commute by transit, and walked around my neighborhood. I am fortunate to live in an area where walkability and safety are at the forefront of many community conversations and Mission's identity. I live very close to bus stops, shops, appointments that have made this lifestyle change possible. The past year has been a valuable learning opportunity that has to lead to me being more active and connected to my neighborhood. While I arrived here by circumstance, I know that lowering the residential speed limits might encourage others to add cycling, walking, and transit to their daily transportation. Reducing vehicle speed allows for reaction time both for drivers and pedestrians to prevent dangerous incidents. When errors are made, they are less devastating, debilitating, and costly. It makes our neighborhoods safer for children learning to bike to school, people with disabilities who may be relying on transit, seniors, cyclists, etc.

Finally, Calgary really needs to seriously contend with the number of pedestrian accidents that occur each year. @PedDownYYC has pointed out the 126 pedestrians incidents have occurred as of Oct.24th. This is unacceptable and dangerous. Lowering speed limits is a life-saving measure, does not impact commute times, and will save



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money on health care, first responders, collision costs, etc. The Vision Zero Network outlines important arguments for lowering car speed. Vision Zero plans for human failures, prevents fatal/severe collisions, and addresses public safety from the root cause.



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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 O'Donoghue

Email missak@telus.ent

Phone 4032821775

\* Subject Proposed reduction of Speed limit to 40km in neighbourhoods

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

Hello,  
I am submitting the attached letter regarding Proposed By-law 1H2020 to reduce speed limits. It is my understanding that Council will be voting on this matter on November 2, 2020 and I have concerns that the by-law is premature and not in the best interest of engaging Calgarians to assist in the success of Vision Zero.

Sincerely,  
Kathleen O'Donoghue

October 27, 2020

Dear City Council Members.

I am writing to express my concerns with the proposed traffic by-law, 1H2020, to reduce the speed limits on residential streets from 50 km/hr. to 40 km/hr. While I understand that the proposal is based on multiple studies which indicate that collisions at slower speeds have less damage, reduced severity of injuries and result in fewer fatalities, I believe that this bylaw is failing to address the full issue at hand of individuals taking responsibility for their own safety. This bylaw proposal puts all the onus for transportation collisions on the vehicle driver.

Many sitting Council members were on Council when this initiative was originally proposed in the Pedestrian Safety Overview in November 2014. The report that was provided to Council at that time focused on driver error as a cause of accidents and failed to acknowledge the actions of pedestrians and cyclists in collisions. Since that time, there has been a fatality of a pedestrian as the result of a collision with a cyclist, and several collisions of other forms of pedestrian versus scooters/ cyclists/ etc., indicating that the premise of the bylaw is more complex than Council and City Administration have suggested.

The objective set forth in the Vision Zero (City of Calgary Traffic Safety, 2018) report identifies five key areas that are to be addressed in order for the program to achieve its objectives. These include Engagement, Education, Engineering, Enforcement and Evaluation. When examining the outcomes of the actions taken to date in each of these areas, it becomes clear that City Administration and Council have been remiss in Engagement and Education and are relying on Engineering and Enforcement to provide a positive outcome in the Evaluation of this program.

Based on the various reports from the Transportation Department of City Administration, it is apparent that much of the feedback from residents has been Ad Hoc through letters of complaint to area Councilors and calls to 311. This does not represent a true picture of the frustrations that Calgarians have when it comes to mobility around our city, as many people never contact 311 or their Councilor with concerns. If every individual were to file a complaint each time a pedestrian stepped out into the street without looking, every time they witnessed a cyclist running a stop sign or red light, or each time they witnessed an act of poor driver behaviour, the operations of city hall would be hindered considerably. However, these two methods and the Annual Roads Survey are the primary tools that are cited under the area of "Engagement" in the Vision Zero report.

City Council and City Administration have failed to use active means which allow for more residents to voice their concerns and accolades and engage the community at large. While surveys are a simple method of engagement, they are only as accurate as the percentage of responses and the diversity of the respondents. In addition, the questions asked must be phrased in such a way that the respondent can answer fully rather than having to choose a biased response. This would best be accomplished through Agree/Disagree statements with comment boxes. At a minimum, the city should look to collect responses that are truly representative of the population, at least 10-15% of residents over the age of 16.

The area of Education is one that City Administration and Council historically have put little effort into, using passive means to inform Calgarians to the multitude of changes that are enacted. It would surprise many Calgarians to know that a by-law was enacted in July 2013 allowing cyclists right of way over pedestrians along the downtown bike lanes (City of Calgary, 2013). Similarly, the City has failed to ensure that residents are aware of the meaning of new road markings, as discovered during the Northmount Bike Lanes

Information Sessions. The City routinely makes Education a lower priority and chooses to legislate instead of educate, when education will provide greater compliance. When people understand the goals to achieve, and the role they play in achieving those goals, they are more likely to assist in the outcome. We have many people moving to Calgary from all over the world. The rules of the road may differ slightly, or greatly, depending on where the individual is from. As such, it is a fallacy to believe everyone who lives in Calgary is aware of the responsibility they have when they use different forms of transportation.

One option to address proper education is through using a media campaign that each week highlights a different transportation issue. For example, each Tuesday the City could run radio/television/print media ads, in conjunction with their social media accounts, highlighting one mobility concern. It could be a reminder that cars cannot stop as quickly on snow and ice and pedestrians need to be more aware of increasing stopping times when crossing the street, paired with a reminder to vehicles to leave more room. As the weather warms up, perhaps it speaks to the interactions between cyclists and pedestrians on pathways. As people become familiar with the expectations on their mode of transportation, they will become better at avoiding collisions.

The City has already taken steps to use the Engineering area as an effective tool, using traffic calming measures, changes to road planning in new developments, and improved lighting. The reduction in speed limits is an additional engineering method that may reduce the severity of collisions, but is unlikely to influence the frequency as speed is not the highest contributor to collisions, following too closely is (Alberta Transportation, Traffic Safety, May 2020) as per the latest statistics from the Government of Alberta. The number of collisions resulting in injury or death across all modes of transportation were down 6.8% in the 2018 from 2017 (2017: 3,215 vs. 2018: 2998), (City of Calgary Transportation, 2018) indicating that there is an improvement which could be attributed to the engineering measures that have been taken.

The City could publicize, through local media, what the accidents statistics are each month, with a reminder that the objective is to reduce the annual collisions to less than X. This provides residents with information to take an active role in achieving the Vision Zero goals established by Council and City Administration.

A large flag, relating to the Enforcement of this by-law, is apparent in the documentation available in the Transportation Report (Joanna Domarad, 2020 September 30) provided to Council on September 30, 2020. The Calgary Police Service (CPS) has stated in their response that they have concerns with this proposition, specifically that CPS "cannot support the use of a by-law to conduct speed enforcement if it fails to reference the TSA and engage the current legal process." (Calgary Police Service, 2020). This speaks directly to the enforceability of the speed limit reduction in a court of law. If Council were unable to defend this, even with the additional powers that have been granted by the provincial government, it would be in Council's best interest to postpone the passing of this by-law until alternative solutions can be thoroughly tested.

When the proposed by-law is Evaluated, taking the above into account, it becomes clear that the measure of reducing the speed limits is not the most effective, expedient step that should be taken in order City Council and City Administration to achieve the outcomes specified in Vision Zero. The evaluation criteria set out is biased to reduced speeds and fails to consider any other measure that would put the responsibility for safety in the hands of the parties in control at the time of potential collisions. The statistical approach focuses on growth variance as a percentage rather than the core value. For example, in 2017 there were 188 collisions involving cyclists in Alberta, three were due to failing to yield right of way to a pedestrian, and four were due

to following too closely, a 25% variance; however in the overall picture the statistical difference is 0.5% and immaterial (Alberta Transportation, Traffic Safety, May 2020).

While I support the idea of reducing collisions, injuries and fatalities to the lowest possible numbers, the desire to eliminate them entirely (City of Calgary Traffic Safety, 2018) is unrealistic because the model developed fails to consider the human element. Additionally, this plan fails to allow individuals to be responsible for their own safety. It uses negative reinforcement to achieve an objective that demands compliance, rather than positive reinforcement that encourages cooperation.

Based on the above, I respectfully ask Council postpone the vote on the proposed bylaw until after the October 2021 Municipal Election and to use positive reinforcement, information sharing through multiple streams, and education to achieve a reduction of collisions, injuries, and fatalities for a period of 12 months. Thus, allowing the citizens of Calgary the opportunity to participate in the success of Vision Zero.

Sincerely,

Kathleen O'Donoghue  
1611-3500 Varsity Dr NW  
Calgary AB T2L 1Y3

### Bibliography

Alberta Transportation, Traffic Safety. (May 2020). *Alberta Traffic Collision Statistics 2017*. Edmonton: Government of Alberta. Retrieved from <https://www.alberta.ca/collision-vehicle-licence-statistics.aspx>

Calgary Police Service. (2020). *Neighbourhood Speed Limits Update TT2020-1036 Attachment 5*. Calgary.

City of Calgary. (2013, July 29). BYLAW NUMBER 26M96. *34M2013, 35M2013*. Calgary.

City of Calgary Traffic Safety. (2018). *Safer Mobility Plan 2019-2023*. Calgary.

City of Calgary Transportation. (2018). *2018 Traffic Collision Summary Transportation Data and Forecasting TT2019-1549 Attachment 2*. Calgary.

Joanna Domarad, T. C. (2020 September 30). *Transportation Report to SPC on Transportation and Transit*. Calgary. Retrieved October 2020

## Palaschuk, Jordan

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**From:** Mowrey, Tim  
**Sent:** Sunday, October 25, 2020 5:58 PM  
**To:** Public Submissions  
**Cc:** Council Clerk; Cario, MayAnn  
**Subject:** FW: Speed Limit Changes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** FOIP email sent

See below. Not sure what the issue may have been but looks like a submission for Nov 2.

Thanks  
tim

**Tim Mowrey**  
Deputy City Clerk, Governance and Protocol Services  
City Clerk's Office  
City Manager's Office, City of Calgary  
T: 403-268-5885 C: 403-803-0173

---

**From:** Chu, Sean  
**Sent:** Sunday, October 25, 2020 5:25 PM  
**To:** Mowrey, Tim  
**Subject:** Fwd: Speed Limit Changes

Please include this into the public submission. Thanks Tim.

Sean Chu. Sent from my iPad

Begin forwarded message:

**From:** "Jeff St. Cyr" <[jeffstcyr@gmail.com](mailto:jeffstcyr@gmail.com)>  
**Date:** October 25, 2020 at 11:47:41 AM MDT  
**To:** [info@seanchu.ca](mailto:info@seanchu.ca)  
**Subject:** Speed Limit Changes

I attempted multiple times to submit the note below at the City Clerk website. it continually says there is an error, but does not say what the error is.

I'm sending it to you as you are my Councillor (I live in Beddington Heights, 27 Beacham Rise NW). Thank you.

Jeff St. Cyr

*Good day.*

*While I appreciate the effort to look at public safety for the city, I would prefer if my representatives spent their time on issues that are certainly more timely.*

*We have a 25 to 30 per cent vacancy rate. We have an O&G sector that is declining, and even if it were to resume growth, will never look the same as it once did (I've lived through 4 downturns, it never looks the same on a resurgence). We have a provincial government who is not going to be able to provide much more support than it already has, and may have to reduce its contributions. As far as I can see, there is no outcry for people dying on our streets, no large amounts of people crying out for slower speed limits. I live in an average older suburb, with mixed housing, and while I see an occasional driver going much too fast, the vast majority are driving at or near the limit, following the usual rules of the road, and courteous to others.*

*Please spend your valuable time wisely.*

Thank you for your attention.



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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 Jill  
\* Last name Bloor  
Email [jbloor@shaw.ca](mailto:jbloor@shaw.ca)

Phone

\* Subject neighbourhood speed limit review

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

I do not support the reduction in speed. The city fails to respond currently to enforcing playground speeds so there will be no hope that they can enforce this new rule. I believe we need to reach pedestrians and drivers together to respect each other. I see often in the playground zone my house is in, people crossing without looking just because they are at a corner (not a marked crosswalk) as well I see many times parents with strollers (I'm assuming there are children in those strollers) jaywalking then screaming at a driver who doesn't stop for them. Enforce the speeds we have now. As well, currently there are more important issues facing city council - liked, cutting costs within city hall and staffing in departments and they should focus on 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 Mikki

\* Last name Dergousoff

Email mikkimouse514@hotmail.com

Phone 4036508939

\* Subject Neighbourhood Speed Limit Review

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

I wish to express my support for the City of Calgary Standard Speed Limit Bylaw to change the unposted speed limit from 50 km/h to 40 km/h within the city limits and within residential areas. Making our neighbourhoods safer and more walkable for residents should be a priority for the City and a minor inconvenience to motorists. Thank you.



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* First name	Ron
* Last name	Waller
Email	wallerr@telus.net
Phone	4032710911
* Subject	Speed limit Bylaw 1H2020

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Attached is my submission for Speed Limit Bylaw 1H2020.
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I am 78 years old and have been driving for 62 years. I have had one minor accident and two speeding tickets. The accident was when I was in my early twenties and it involved sliding on some ice into the rear end of my girlfriend's car. It was slow speed and there was no damage to either car. Of course this was at a time when cars had solid bumpers and didn't fold up like today's cars. Today's folding cars may reduce injuries but cost a fortune to fix. The speeding ticket occurred where there was a change in speed limit which I missed because I was driving in heavy traffic.

Throughout the years I have been driving throughout North America, a municipal speed limit of 30 mph or 50 kph has pretty well been the standard everywhere.

In one of the reports I read relative to this bylaw said, "reduced speed limits in neighbourhoods leads to fewer collisions, injuries and fatalities". I believe that most collisions are not necessarily the result of speed but also bad driving, inattention, distraction and carelessness. Injuries and fatalities can be increased by speed but the severity can also be the result of how the accident occurs. You can have rollovers at relatively low speed, death can occur at low speed. You can be brushed by a car or it could run over your body or head.

So it is my belief that accidents are dependent upon the actions of drivers and pedestrians. Death, serious injury and costly accidents cannot be eliminated by legislation. Except in very rare circumstances, vehicle, and vehicle/pedestrian accidents are all entirely preventable. Crossing the street without being hit by a vehicle is really a no-brainer, even if you think you have the right-of-way. All you have to do is look both ways and if a vehicle is approaching don't step off the curb.

I see several problems if this Bylaw is passed. The area I live in was built in the late sixties and our streets are wide. I often comfortably drive at 50 kph on my street but I also adjust to a slower speed when there are more cars on the road and people on the sidewalks. So credibility becomes an issue. A further issue will be compliance. It will be very easy to drive above 40 kph when one can safely drive at a higher speed. Increased

distraction will also be an issue when having to observe frequent changes in the speed limit as one goes from one road type to another. In order to ensure compliance, enforcement will be required. If this Bylaw is passed I would expect an increase in the Police Department budget to adequately carry this out.

Enactment of this Bylaw will cost the taxpayers 2 million dollars (or more). I saw a news clip where a counsellor said that we already have money in the Capital Budget which can be diverted for this. If funds can be so easily diverted, it calls into question the validity of funds in the Capital Budget. Eventually the taxpayer will have to pay for this via debt servicing payments.

I don't believe Calgarians are in favour of this Bylaw. A recent CTV poll asked if they were in favour and 64% of the respondents replied "NO".

I am not in favour of this Bylaw. I am against the unnecessary increases to my taxes, and I believe that many people including myself who drive safely are being discriminated against and in fact feel somewhat insulted and offended by it.

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	Jamie
* Last name	Mahon
Email	jamie_mahon@yahoo.ca
Phone	403 312-4881
* Subject	Speed Limit Reduction on Avonburn Road SE (TT2020-1036) for the Public Hearing on November 2nd/3rd.

Dear City Council,

I am writing this message to communicate my concerns regarding the volume of speeding on Avonburn Road SE. On a daily basis, I have witnessed individuals driving at dangerous speeds on my street. I am a father of two small children and I want them to feel safe when they are playing on our street. I have spoken with many of my neighbours and they too, are deeply concerned and angry about the amount of speeding on our street.

Just yesterday, a neighbour reported to me that she was almost struck by a car at the top of Avonburn Road (near the apartment complexes) due to the fact the driver was speeding when driving around the corner to proceed down our street. The driver was belligerent and felt that my neighbour was in the wrong. She also informed me that her friend, who is a resident on Avonburn Road SE, was walking on our street when a driver nearly hit her.

Some of the people speeding on our street are simply driving through and some of the people are actually residents. I have witnessed one individual in a Red Hyundai Accent with a modified muffler speed up and down our street with the belief that he's a race car driver. There is another individual with a black Audi with blue stickers all of the exterior who also speeds on a regular basis.

ISC:

1/2

Unrestricted

Oct 29, 2020

10:35:49 AM



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

My three year old daughter has even asked me, why are people driving so fast up and down our street! I told her that these people are making bad choices and they feel they are above the law. Our neighborhood is a wonderful place to live and I want all of our residents to feel safe, especially the children.

I stand with all Avonburn Road residents and ask that you to institute a 40 km speed limit on our street immediately or as soon as possible. I also ask that Calgary Police Service does monitors our neighborhood during peak times of day...the beginning of the day (6:30-8:00) and also between 4:30 PM and 5:30PM. These are the time periods when the speeding often occurs.

I could not be present for the Public Hearing on November 2nd and 3rd, due to the schedule of my job. So with that said, it is my sincere hope that you hear my concerns loudly and take action to ensure the residents of Avonburn that our safety matters to all of you.

Should you wish to speak with me directly, feel free to contact me at (403) 312-4881.

Kind regards,

Jamie Mahon



# MARDA LOOP

where life connects

October 29, 2020

To: Members of City Council  
Re: November 2, 2020 Council Agenda  
Public Hearing on Proposed Speed Limit Change

In Marda Loop we have only two traffic speeds: Too fast and stopped.

When there is high traffic volume on 33<sup>rd</sup> Avenue it can sometimes slow to a crawl at least at the west end. But much of the rest of the time speedy vehicles make it dangerous for pedestrians trying to cross 33<sup>rd</sup> and 34<sup>th</sup> Avenues to access businesses and homes. Marda Loop aspires to be a vibrant shopping district that visitors enjoy walking to and around. Inadequate crosswalks combined with fast traffic impedes this goal.

33<sup>rd</sup> Avenue is not included in your review, so the speed limit would remain unchanged in this proposal. We would very much prefer a lower speed limit on 33<sup>rd</sup>, such as the 40K on Council Way which 33<sup>rd</sup> connects to at 14<sup>th</sup> Street. We are hopeful that eventually Main Street improvements will address in design some of our speed and pedestrian safety challenges.

34<sup>th</sup> Avenue is a particular problem. For example, between 14<sup>th</sup> Street and 20<sup>th</sup> Street there are no stop signs. Due to a mismatch of the original subdivisions, all the intersections are offset T-intersections, which to fast-moving drivers don't "read" as intersections at all. There are only three marked crossings in that distance, all off-set, and vehicles often park too close to the crosswalks, or even over the crosswalks, making pedestrians hard to see (see photos at the bottom). As for the unmarked crossings, well take your chances. At each of these intersections, marked or not, on one side of the street you are coming out from between parked cars.

The City did a speed study a few years ago:

*A speed study was done on 34 Avenue east of 18 ST SW. The 85<sup>th</sup> percentile speed was 49 km/h westbound and 52 km/h eastbound. The 85<sup>th</sup> percentile speed means that 85% of vehicles were going this speed or lower in the surveyed area. So generally, most of the traffic is at or below the speed limit in this section.*

(Chris Blaschuk email to Marda Loop BIA, September 21, 2016)

I read that to mean 15% of vehicles were going faster than the 50 km speed limit. I expect that many of the other 85% were going not much slower than 50. This is too



# MARDA LOOP

*where life connects*

fast for the situation, which includes a mix of residences and businesses and many pedestrians. Design changes through Main Streets are years away. While lowering the speed limit to 40 km/hour is not a panacea, it sends the right signal NOW to drivers to slow down and be more mindful of pedestrians.

In the draft Neighbourhood Speed Limit review map it is recommended that 34<sup>th</sup> Avenue remain at 50km, and that makes no sense for the reasons cited above. Also it is parallel to 33<sup>rd</sup> Avenue, why have two fast parallel roads in this area?

Thank you for considering my example from Marda Loop. The implications of the speed reduction proposal in front of you are major; the cost-benefit balance is hugely weighted on the benefit side. Lowering the standard speed limit to 40 km/hour will lower the danger for every person who walks across the street.

Bob van Wegen  
Executive Director

Below are examples of marked crosswalks at off-set intersections on 34<sup>th</sup> Avenue SW. Crowding of these crosswalks by parkers is common. This is how people must cross to businesses on 34<sup>th</sup> and make their way between the business district and their homes further south. We are seeking interim solutions to protect such crosswalks. A lower speed limit would help.





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### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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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	Paul
* Last name	Bushell
Email	pwbushell@gmail.com
Phone	4038092221
* Subject	Residential Speed Limit and un posted speed limit lowered to 40
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hello, I am in favour of the reduction of the residential speed limit. Being the traffic director for a community association I see many people speeding in our community. This will help as slowing from 40 to 30 for a playground zone is easier. The difficult part will be enforcement and that is tricky as it is.



## 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 Lynn

\* Last name Whitelock

Email lybri.t@gmail.com

Phone

\* Subject Speed Limit Changes

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

The city can not afford to do this right now. I suggest removal of all signage, plants, and trees within 3 feet of all crosswalks. Move pedestrian signs ahead of the crosswalk by at least 2 feet. For example, when merging on/off to Deerfoot Tr from McKenzie Lake the sign is placed at least a foot AFTER the crosswalk. If there are Hot Zones, then target that area, but turning the city into a play zone does not make sense



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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	Jepson
Email	rob.jepson@spiradata.com
Phone	4038194390
* Subject	Reduced residential speed limits

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The idea of a one size fits all approach to reduce speed limits across the city is ridiculous and will add unnecessary travel time to drivers and will not add to the safety of most roadways. a targeted approach to problem areas makes more sense both financially and from a safety standpoint. Council has way bigger issues to focus on rather than 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	David
* Last name	Merralls
Email	davidmerralls@hotmail.com
Phone	4032528488
* Subject	40KM/Hr. Speed limit

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	As residents and tax payers of 40 years we totally reject this initiative. Get down to work wrt controlling spending, rather than acting like dogs chasing car tires.
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