



CITY OF CALGARY  
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ITEM: # B.C.M. P. 106  
Public TT2020-  
CITY CLERK'S DEPARTMENT  
1032

**RE: November 2, 2020 Council Agenda  
Public Hearing on Proposal Speed Limit Change**

***“Wonderful community...dynamic and connected  
... but is it safe?”***

By way of introduction, I am the Mobility Chair for the Marda Loop Community Association (MLCA). Our community is made up of South Calgary, Altadore, Garrison Woods, and River Park and I am grateful for

the large number of schools and parks that we have in our neighbourhood. The Marda Loop community is proud to be known for as a vibrant and welcoming community – for which we once earned the honour of being named ‘Calgary’s Best Neighbourhood’.

On behalf of the MLCA and our community, we have concerns about pedestrian safety in our neighbourhood. Marda Loop is slated for increased density - we already have several developments underway and there are more to come. With densification, come concerns for pedestrian safety in the community. It’s for this reason that we are advocating to have the speed limit in Calgary reduced to 40km.

Safety for our neighbours and their children is paramount. Marda Loop has one of the highest number of schools in our community compared to other communities in the city. There are, in fact, eight schools situated in Marda Loop including: Altadore Elementary, Masters Academy, Calgary Waldorf, Lycee Louis Pasteur, Dr. Oakely School, Alternative High School, Kinder Valley Montessori Academy and Rundle Academy. While some students are bused or driven to school, many children walk to and from school every day. It’s essential to keep these children as safe as possible in their own community - and data shows that lowering the speed limit to 40km will help.

Marda Loop has undergone significant growth in the past few years with the addition of several new condominiums and housing complexes. While COVID-19 has posed some challenges, it has also opened up innovative opportunities to get out in the community, explore new retail environments and support local retailers. To help our local businesses thrive, it’s important to ensure there is sufficient pedestrian traffic on our local streets - a 40km speed

limit on collectors and a 30km/h speed limit on residential roadways is essential to make this happen.

We highly recommend - for the safety and prosperity of our community - that the City of Calgary support reducing the speed limit to 40km.

Regards,

Andrea Joyce  
Marda Loop CA - Mobility

Beltline Neighbourhoods Association  
P.O. Box 82043, Connaught PO  
Calgary, AB, T2R 0X1

October 27, 2020

City of Calgary  
P.O. Box 2100, Stn M  
Calgary, AB, T2P 2M5

**Re: Neighbourhood speed limits review**

Dear Councillor Jeromy Farkas and the Ward 11 Office,

Please consider this letter of support in favour of neighbourhood speed limit reduction.

The Beltline Neighbourhoods Association (BNA) has heard a number of traffic complaints in our community. Those complaints fall in the categories of park safety, pedestrian safety, and noise.

Most of our parks in the Beltline aren't zoned as playgrounds. The speed limit isn't adjusted for driving by parks filled with families because those parks don't have playground equipment. Lower speed limits would make it unquestionably safer for children and families.

There is research that states at 50 km/h, the death rate for a pedestrian hit by a car is 80%. That drops to a 32% death rate at 40 km/h, and drops even lower to 10% at 30 km/h. The BNA supports measures that will increase the safety of our vulnerable road users.

Urban traffic isn't just dangerous, it's also noisy. Many of our neighbours can't open their windows at night or enjoy a peaceful evening on a patio because of this noise.

In the Beltline you'll see people enjoying public spaces, families walking together down the sidewalk, and local businesses trying to survive the best they can by extending their patios into the street. We are not a Drive-Through-Community, we are a Community.

The decision to lower Calgary's residential speed limits would show a lot of compassion in exchange for a little bit of convenience.

Sincerely,

Kevin Schlauch  
**Director of Transportation**  
**Beltline Neighbourhoods Association**  
[transportation@beltlineyyc.ca](mailto:transportation@beltlineyyc.ca)



November 1, 2020

City of Calgary  
Offices of the Mayor and Councillors  
Calgary, Alberta

For the Attention of the Mayor, Councillors of the City of Calgary

An Open Letter via email and Social Media

**Re: Neighbourhood Speed Limit Review**

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Dear Mayor Nenshi and the City of Calgary Councillors,

Bike Calgary supports lowering residential speed limits in all Calgary neighbourhoods. Further, we believe that the current recommendation of 40 km/h on residential streets and 50 km/h on most collector roads does not go far enough. Fatalities, injuries, and even near-miss collisions on our roadways also have a tremendous cost on our society every year. These costs range from the more tangible impacts to emergency response, traffic congestion from accidents and lost productivity, to the societal impact of children not feeling safe when walking to school or riding their bike to a friend's house. In 2018 a study of the societal costs of traffic collisions in Alberta showed that for each roadway injury collision the cost is over \$200,000, while each fatality collision costs over \$7,000,000.

Research from around the world has shown that an impact at 30 km/h or lower is the critical point at which survivability rates dramatically change from 1 in 10 at 30 km/h to 9 in 10 at 50km/h. Because of this, we ask that the City Council again consider lowering the default roadway speed limit to 30 km/h and not mix this message by only invoking the lower limit on new neighbourhoods.

Calgary should be a safe place to raise a family, a place where parents can feel safe letting their child walk or bike to a local school, a place where adults, seniors, and those with mobility challenges can safely access local shops and services without a personal motor vehicle. We should live in a place where the roadways that make up so much of our neighbourhoods bring us together, instead of dividing us.

The 30km/h residential speed limit has been successfully implemented in communities like Airdrie and urban-style communities in Rocky View County. The City's own technical analysis report shows that the current recommended scenario of 40 km/h on residential roads and 50 km/h on collector roads does not have the best cost benefit analysis, with or without further investments in traffic calming. If the City is looking for a "first step" towards safer neighbourhoods, Scenario 2 of 30 km/h on residential roadways and 50 km/h on collector roadways provides the greatest cost benefit ratio, with one of the lower operational impacts to City services.

As a City and as a community, we have too much to lose if we do not continue making bold moves towards Vision Zero in Calgary. In fact recommendation 3 ensures that we continue our progress towards building and re-building safer streets in Calgary. Deaths and injuries on our roadways should stop being seen as an inevitability.

Thank you for considering our letter.

Yours sincerely,

Peter Spearing  
President, Bike Calgary

cc.  
Bike Calgary Board of Directors  
Bike Calgary Taskforce Groups and membership



October 28, 2020

Crescent Heights Community Association  
1101 - 2nd Street NW  
Calgary, Alberta  
T2M 1V7

To Mayor Naheed Nenshi and members of Calgary City Council,

The Crescent Heights Community Association offers our support of Administration's recommendations as presented in the Neighbourhood Speed Limits Report.

Traffic speed in our community has long been a concern of residents and, in a recent survey, was identified as residents' number one traffic issue. As an inner-city community with a focus on walkability and encouraging mixed-use spaces, we feel strongly that measures to improve the quality of our streets for walking, other forms of active living as well as overall social and neighbourly opportunities is critical to our residents and all Calgarians.

We encourage Council to adopt the recommendations in the Neighbourhood Speed Limits Report, including the long-term goal of continuing to reduce the unposted residential speed to 30 km/h, and to consider our specific feedback on the recommendations below:

### **Reduce the unposted speed limit on Calgary's residential streets**

In a recent online survey conducted by the CHCA Board for the Crescent Heights community, there was overwhelming support (83%) to reduce the unposted residential speed limit. Although respondents were evenly split between whether the speed should be reduced to 40 km/h or 30 km/h, we feel very strongly that slower is better, and support Administration's long-term goal of reducing the unposted residential speed to 30 km/h.

.../2



**Post a 50 km/h speed limit on Collector roadways unless a credible environment for slower speeds exists**

Although we accept that a 50 km/h speed limit may be appropriate for existing Collector roadways in general, we feel that the roadways designated as Collector roadways in Crescent Heights (as identified in the Proposed Neighbourhood Changes by Ward map on the Neighbourhood Speed Limits Review website) should not be designated as such. Two of the roadways, **8th Avenue N** and **1st Street NW**, do not meet the general description of a Collector roadway as “typically having a center line and often having bus routes and snow routes.” They are narrow and are clearly residential roads. 80% of survey respondents felt that these two roads should have a speed limit of 30 or 40 km/h and be treated the same as other residential streets. Also, **12th Ave N** and **4th Street NW** have been signed at 40km/h for many years, and this speed has been observed to be widely accepted by motorists, transit and pedestrians. The community feels that they should remain at 40 km/h.

We strongly feel that there needs to be a review, in consultation with our community, of the designated 50 km/hr roadways in Crescent Heights. We believe “a credible environment for slower speeds” already exists on our streets.

**Revise roadway design standards to support future speed limit reductions, and apply those to retrofit projects on existing roadways**

From our survey responses we found that there is strong support in Crescent Heights for lower speed limits and we therefore support revising roadway design standards, including retrofitting existing roadways and streetscapes to achieve this. We support increased traffic calming measures in Crescent Heights, through consultation and engagement with our community, that would create an environment where slower speed limits would be encouraged.

We encourage Calgary City Council to support the recommendations in the Neighbourhood Speed Limits Report and support the long-term goal of moving to a 30 km/h speed limit on residential roadways to encourage slower, safer, friendlier neighbourhood streets.

Sincerely,

Marie Semenick-Evans and Doug Carlyle  
Co-Chairs, Traffic and Mobility  
Crescent Heights Community Association Board of Directors





The Graduate Students' Association of the University of Calgary  
1030 ES, 844 Campus Place NW  
Calgary, Alberta T2N 1N4  
(403) 220-5997  
[www.gsa.ucalgary.ca](http://www.gsa.ucalgary.ca)

October 29, 2020

City of Calgary Mayor and Councillors  
800 Macleod Trail SE  
Calgary, AB  
T2P 2M5

RE: Residential Speed Limits Review

The Graduate Students' Association (GSA) represents over 6,500 graduate students at the University of Calgary. Many of these students commute via bike or as pedestrians to the university to attend class and conduct research.

The GSA fully supports the initiative of reducing residential speed limits to 40 km/h and the goals of Vision Zero which aims to prevent traffic deaths and severe vehicle crashes.

The City of Calgary estimates that traffic collisions cost our city \$1.2 billion annually. Beyond the financial cost, there is a personal cost to those who are injured or lose their lives in a traffic incident. For every 1% reduction in the average driving speed, there is a corresponding 2% decrease in collisions, 3% to injuries, and 4% to fatalities. A reduction from 50 km/h to 40 km/h comes with significantly fewer collisions, injuries, and deaths. That correlation is the strongest argument to reducing speed limits in the GSA's view.

This proposal has a minimal impact on commute times with an incredible benefit of reducing the financial and human costs of crashes, injuries, and deaths. Adding a minute or two to one's commute time to their workplace or to the University is an easy trade-off if it means preventing injury or death.

Vision Zero is achievable and has already been achieved in several major cities. It is time for Calgary to follow suit. Reducing the speed limit in residential areas shows a commitment that our streets are for people and not simply for cars. No matter one's mode of transportation everyone deserves to safely arrive to work or to school.

The GSA asks Calgary City Council to reduce speed limits and implement the Vision Zero mandate.

Sincerely,

**Tanille Shandro**  
President, Graduate Students' Association  
University of Calgary

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 Helen

\* Last name Collister

Email Darhel12@telus.net

Phone 4038524404

\* Subject changing speed limit to 40

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

I disagree with changing the speed limit to 40. I also disagree with your last unsupported bill of changing all school zones to be play ground zones. It feels like the only thing City council wants is bike lanes and bikes. Let's remember we have a long winter and all these bike lanes and speed limits are not needed.

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.

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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 Bev

\* Last name Archer

Email [archer4b@yahoo.ca](mailto:archer4b@yahoo.ca)

Phone 4034785187

\* Subject Neighbourhood Speed Limit Review, TT2020-1036

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

In the past, I left my home early in the morning to go to work and returned in the late afternoon. However, since I began working from home in March 2020, I have become aware and greatly disturbed by the speed and volume of vehicles driving along Varsity Estates Drive NW. I am extremely concerned about safety, noise and the enjoyability of this beautiful community.  
Please see attached documents for more details.

November 2, 2020

I am writing in regard to concerns of speed and road safety on Varsity Estates Drive NW. The community of Varsity Estates is a family-friendly neighbourhood with many green spaces, playgrounds and a seniors' residence. People living in this community lead active lifestyles including walking, cycling, playing and exploring the parks and playgrounds. Neighbours stop and chat to each other frequently along the road. Many neighbours in the community are growing frustrated by the speed of traffic on Varsity Estates Drive NW – going so far as to individually yelling out, waving hands, erecting children-at-play signs and using radar guns with no effect.

Despite Covid-19 restrictions, neighbours have come together to submit a Traffic Calming Request, to petition our Councillor Ward Sutherland, to create a FaceBook group page for information sharing, and we even created our own informal neighbourhood survey to obtain and submit feedback to Ward Sutherland.

I have outlined the history of road safety concerns and a number of factors that contribute to increased speed on Varsity Estates Drive NW below. Varsity Estates Drive NW is deemed to be a collector road by the City of Calgary. However, given that this is a family-friendly neighbourhood, the street has a very high usage of walkers/joggers/bikers, and the current design and structure of the road impairs good view, we ask that the city REDUCE the speed limit from 50 km/hr.

## History

Speeding on Varsity Estates Drive NW has been an ongoing issue since I moved into my home in 2013, but for other residents this has been an issue since the community was developed. There have been 11 previous traffic studies on record with the City of Calgary for this small neighbourhood. There have been seven (7) previous traffic studies conducted on Varsity Estates Drive NW alone. Long-time neighbours recall two or three major car accidents all resulting in fatalities on Varsity Estates Drive NW.

City of Calgary speed strips set up in front of my home recently recorded and substantiated residents' complaints. The data documented that, **on average, 31% of vehicles were speeding over 50 km/hr** on Varsity Estates Drive NW. Shockingly, **top speeds recorded 90-100 km/hr** (this occurred mid-day). The noise of vehicles accelerating past makes it difficult to hear when outdoors. This noise can be heard inside homes year-round and vibrations are felt inside homes.

There are several factors resulting in unsafe vehicle/pedestrian/cyclist flow along Varsity Estates Drive NW. These are: design of roadway with many curves; width of roadway; grading of roadway; lack of sidewalks; width of sidewalks; grading of sidewalks and landscaping impacts; no stops for the entire length of roadway (2.7 km); and vehicles speeding.

Former neighbours (now moved away) had tried to get a playground zone established, but this was not achieved and there was nothing done to resolve the speed and safety issues. My next-door neighbour initiated a CPS traffic study in 2017 which doesn't show up on the City website data because, in 2017, the CPS did not observe significant speeding to warrant further review. It was unfortunately noted that the CPS observations may not have been objective because (a) the time of day chosen, (b) parking locations selected and (c) types of vehicles the CPS chose to observe speeding resulted in passing drivers with good lead time in order to notice the police car and slow down. We do not know how many neighbours contacted CPS over the years with similar results. The speeding issue continues.



## Description of issue

### 1. Wide road, no stops

Varsity Estates Drive NW is a wide, winding road with many cul-de-sacs branching off. My section of the road is somewhat S-shaped, leaving blind corners to the east and west. Traffic in both directions approach this small area without a good view. In this small section, there are 12 children representing 8-10 houses. However, speeding vehicles impact many more homes westward as the roadway is wide and has no stops for its entire length of 2.7 km. Neighbours in the cul-de-sacs have a very difficult time exiting because of blind corners and speeding vehicles. The design of the road is banked like a race track, encouraging vehicles to speed around corners. There has been an increase in truck traffic as large, heavy vehicles avoid the roundabout at Grove of Varsity condos and the numerous stop signs traveling south along 53 Street NW. Many trucks rush through making a huge racket and shaking houses. They would be unable to stop quickly for pedestrians or cyclists as many road curves restrict vision and reaction time.

### 2. Sidewalks and pedestrian traffic

- a) **Narrow:** The sidewalks along Varsity Estates Drive NW are narrow. Because of landscaping, and trees, only one regular-sized person can walk on the sidewalk. Any additional companions often walk on the road. If a pedestrian uses a wheelchair or walker, companions must walk on the roadway. Varsity Estates Drive NW is a heavily walked/jogged loop for residents of all ages all year long. But this is amplified during the nicer weather.
- b) **Sloping:** The sidewalks along Varsity Estates Drive NW were designed with a steep slope to the road which is difficult for many walkers, particularly for residents with reduced mobility. Many of the yards slope down to the sidewalk resulting in melt and run-off onto the sidewalk. There is a great deal of ice build up on much of the sidewalks (especially west of 100 Block Varsity Estates PI NW where the road grade can result in ice totally covering about 60 feet of sidewalk around a curve which the homeowner is left trying to chip away every day). This results in dangerous walking conditions. Consequently, people walk up on driveways, on lawns or more often on the road to avoid the slope and ensure safe footing.

### 3. Roadway and cycling traffic

Varsity Estates Drive NW is a well used bicycling route. It is often used not only by residents, but also by groups and clubs cycling the loop multiple times. It is a key access point to Silver Springs, Silver Springs Boardwalk, Silverthorn Park, Bow River Pathway, and Dale Hodges Park. Vehicles speeding along Varsity Estates Drive NW have too many curves to ensure safety for cyclists of all ages. There is no designated bike lanes and the driver feels the wide road is all theirs. A few months ago as I was retrieving my recycling bin from the road, a car was driving eastbound approaching the curve and the crosswalk, and got too close to the sidewalk. The car clipped a neighbour's recycling bin, knocking it over onto the sidewalk. What if this had been a cyclist and not a bin?

### 4. Bus route and crosswalks

Varsity Estates Drive NW is also a bus route, forcing people to cross to access their stops. With very few crosswalks, multiple blind corners and inconsistent sidewalks available on both sides of the Drive, this is very dangerous for a pedestrian using transit. Recently, I walked across the street to speak with my elderly neighbour. After looking both west and east, I took about five steps onto the road and realized a car was travelling quickly eastbound right toward me. I quickly checked to my left and was shocked at the speed of the vehicle travelling westbound

even faster. I am a fast walker and I could not easily cross my street without elevated blood pressure and feeling fearful for my safety. The City and Calgary transit cannot expect people to use public transportation in conditions like this. The crosswalk closest to the seniors' residence would force them to walk on the road for a block, then use this crosswalk that is on a curve.

5. Direction - Westbound traffic from 53 Street NW

- a) Seniors: Cars speed and tailgate from the three-way intersection. Upon approaching Varsity Estates View NW, there is a seniors' residence 100 m from Varsity Estates Drive NW (Cathedral Manor Estates). Seniors walk on Varsity Estates Drive NW using canes, wheelchairs and walkers. Some seniors walk on Varsity Estates Drive NW on the road, some cross to get to the south side. This is extremely dangerous because
  - (i) the seniors are slower to cross and cars do not have a clear view as they drive the corners;
  - (ii) there is no sidewalk on the north side of Varsity Estates Drive NW for them to use if they want to simply walk around the block;
  - (iii) there is no crosswalk for the seniors to use to enable them to cross safely.
- b) Cul-de-sac exiting: Trying to turn left out of the cul-de-sacs are extremely challenging with obscured view and speeding vehicles. This is especially true of Varsity Estates Place NW (400) trying to turn eastbound as cars speed westbound (through the crosswalk at the 200 cul-de-sac).
- c) Golf crossing location at the end of curve in the road leaves insufficient reaction time for speeding vehicles.

6. Direction - Eastbound traffic approaching Varsity Estates Place NW

- a) Crosswalk: There is a small 30 km/hr sign (a "suggestion") which is ignored. No one notices this small sign because there is too much else to focus on. The driver is busy looking beyond because the drive curves left. It is also banked and seems to have a slight declining slope which naturally speeds up vehicles. At this curve is the only crosswalk for many blocks and leads to the playground 100 feet from Varsity Estates Drive NW. When vehicles are travelling too fast the driver is unable to see pedestrians at and in this crosswalk. The children next door have had to wait for 4-5 cars with their arms extended before safely being able to cross to the playground. Additionally, on a sunny day, the large poplar tree casts a perfect shadow across the crosswalk and drivers cannot see anyone in that crosswalk.
- b) Backing out of driveways: I have seen my neighbour to the west walk further westward to visually assist guests to back out of the driveway. My three neighbours on the north side back out on wrong side of the street because they are fearful of being hit by eastbound traffic coming around that curve. Other neighbours are honked at while trying to reverse out of their driveways. We have experienced drivers passing us on the left as we are about to turn left in the driveway because we are travelling too slowly for them (with car indicators activated). My neighbour across the street told me this happened to his wife as well and her car was hit by a driver in a rush.

**BIKE LANES:** Varsity Estates Drive NW is a well-used bike route for residents and bike clubs. Designated bike lanes combined with a reduced speed limit may visually narrow the roadway, and result in drivers reducing their travel speeds.

**COST SAVINGS:** Ensure Varsity Estates Drive NW is designated with the same speed as residential roads thereby saving the expense of additional speed signs posted.

**AESTHETIC:** Ensure Varsity Estates Drive NW is designated with the same speed as residential roads to maintain the beauty of the community. Extra signage is just ugly.

**LIVABILITY:** Ensure Varsity Estates Drive NW is designated with the same speed as residential roads to keep noise levels down. The traffic sound seems to be amplified between homes and some neighbours have commented that they do not open their windows in the facing the street. The noise of speeding vehicles is disturbing and wakes me up at night – all year round, even with windows closed. Also, I am friendly and like to greet my neighbours when I see them outside. When loud/fast vehicles pass, I cannot hear conversations. I must ask people to repeat what they say.

**CARBON EMISSIONS REDUCTION:** Ensure Varsity Estates Drive NW is designated with the same speed as residential roads thereby reducing carbon emissions from faster vehicles.

**COMMUTE TIME:** Immaterial on Varsity Estates Drive NW

### **Overwhelming sentiment from residents**

**REDUCE SPEED:** Varsity Estates Drive NW must have the speed reduced to 30-40 km/hr for safety. In August, our community submitted 50 signatures along with a Traffic Calming Request to the City of Calgary. This represents the level of frustration and concern. The current situation is that many neighbours are trying to raise awareness to drivers on their own by a variety of methods including yelling out, stepping onto the road and waving arms, children-at-play signs, radar guns, etc. There have also been some altercations already.

When considering other 50 km/hr roads in the City, this speed seems way too fast for Varsity Estates Drive NW.

Compare: 16<sup>th</sup> Avenue NW (east of SAIT) with maximum speed 50 km/hr. This stretch of road is 6 lanes wide, with 3 dedicated lanes in each direction, concrete dividers and many stop lights. This is a totally different roadway from ours.

Compare: 14<sup>th</sup> Street NW (north of 20<sup>th</sup> Ave NW) with maximum speed 50 km/hr. This stretch of road is 4 lanes wide, with 2 dedicated lanes in each direction and many stop lights. This is a totally different roadway from ours.

Since working at home from March 2020, I have become greatly disturbed by the speed of vehicles driving along Varsity Estates Drive NW and I am extremely concerned about safety, noise and enjoyability of this community.

Walking on lawn to get around cars parked on street:



Mom with stroller and children:





Senior with walker going around parked cars:



Mom with stroller:



## Please provide any other input regarding the vote to reduce residential speed limits as outlined above.

1 response

It is too bad Varsity Drive is considered a collector road. It is so curvy and populated and well-used by pedestrians and bikers that I would like to see the speed limit reduced, but I would not want all collector roads in Calgary reduced as I find that is extreme for many collectors that are wider and less used than ours. If drivers would just adhere to the speed limit it probably wouldn't need to be changed. But many drive at least 10 over the speed limit regardless of conditions, forcing the need for a reduced speed limit for everyone. Also, several designated crosswalks are on curves - flashing lights may help improve pedestrian visibility in these areas. Additionally, I'd love to see proper updated sidewalks that are accessibility friendly to all (ie, wider, all on one side to avoid street crossing, and sloped at intersections for bikes, strollers, wheelchairs, and seniors with walkers) and a bike lane. This is an active and beautiful community held back by an outdated roadway.

1 response

Reducing the speed limit to 30 km/hr should be adopted for residential streets. The definition of collector roads should be redefined. Varsity Estates Drive NW should not be considered a collector road in the same category as 14 Street NW, or 16 Ave NW. These roadways are in no way similar. Slowing traffic in residential neighbourhoods will add minimal time to the commute, but will provide so much added benefit - safety, reduced noise, reduced carbon emissions, enjoyability of community. Adopting one speed will be less confusing for drivers, and will be the cheapest solution for the City and residents.

1 response

A slight reduction in speed in residential areas will not impact people in their day to day lives but would greatly increase safety. It is safe to say most people would travel 1-2km in a residential area (particularly along Varsity Estates Drive. At a speed of 40km/hour it would take 1min 30sec (1:30 to travel 1km). At a speed of 50km/hour it would take 1:12. A time difference of 18 seconds. Even if someone needed to travel 3km, a reduction to 40km/hour saves less than 1 minute in time.

1 response

I think that it is imperative that the speed limit be reduced to at least 40 kms/hr. The mid-point of Varsity Estates Dr. is a bit less than 2 kms from the Crowchild Trail and 53rd Street interchange. The time saved by driving 2 kms at 50 kms/hr vs. 40 kms/hr is minuscule but the impact on the noise, safety and quality of life in Varsity Estates is immeasurable.

1 response

The collector roads are what ATTRACT a the most speeding in residential neighbourhoods. Critical that these not be 50. People end up driving 60 or 70 and sped around corners. They aren't even paying attention on these roads PLEASE do something and PLEASE don't omit collector roads.

1 response

Our access from the cul de sac to Varsity Estates Drive is almost a blind turn with a high fence and curve approaching our exit from the cul de sac. There have been 2 fatality accidents on this stretch of road. There is a slow to 30 sign which is ignored by almost all drivers.

1 response

As mentioned earlier, the number of speeding vehicles compared to the total number of vehicles that use the drive daily is low. Part of the appeal of our neighbourhood is the wide road. Don't ruin the aesthetic with the solutions suggested. Speeders will always speed regardless.

1 response

If all roads had the same speed limit there is less confusion and easier to implement as well, 40 is reasonable. Regardless, other measures would be more valuable as people speeding will still speed and sidewalk accessibility here is a major issue.

1 response

Varsity Estates Drive has a lot of traffic. Much of the traffic is from non residents of Varsity Estates. Instead of using 53 Street drivers are using Varsity Estates Drive. There is a huge amount of traffic SPEEDING to the Golf Course

1 response

50 km/hour is a reasonable and appropriate speed. Lower speed limits will not make roads safer, as speeders will still exceed them. The only result of lower speed limits will be increased tickets and revenue to the City

1 response

Thank you for mobilizing our community and giving us the space to air our concerns.

1 response

Local police force should be taking matters like this more seriously instead of wasting time doing photo radar on roads such as airport trail

1 response

I would also support increasing fines for speeding in residential zones...similar to playground zones.



1 response

The collector road designation should change. The speed limit should reduce to 30KM

1 response

Cost must be taken into account as the city is in a budget pinch

1 response

I walk the drive and do not have any issues.

1 response

*The information above was modified to ensure privacy*

## Please describe any ways that speeding vehicles have impacted your enjoyability, liveability and safety in our neighbourhood

1 response

Noise level increases and children safety

1 response

In order to keep a COVID distance from my walking partner - a neighbour - one of us walks on the street. That is scary sometimes as cars are speeding, maybe the light isn't good for them - sometimes they get dangerously close to the walker on the road!

1 response

There are many young families with children and dogs living in the neighbourhood now and with the Covid - 19 restrictions, the significant slope on the side-walk and sharply sloping driveways in many areas, a number of people walk on the road. Some drivers do slow down in the presence of families on the road but many do not making for very unsafe conditions. All houses on Varsity Estates Dr. (and in Varsity Estates as a whole for that matter) have front drive garages which requires backing out on to the road. Cars that exceed the speed limit can come up on a backing vehicle very quickly, especially on curves where visibility is obscured. Backing out of my residence (where there is at least 500 metres of visibility in either direction) I have frequently had drivers come right up behind me as if to try to scare me. It is hard to believe that people in this neighbourhood would threaten to ram someone's vehicle from behind but it has happened to me on a number of occasions and I have been witness to this behavior against other neighbours. I have also seen drivers passing left turning vehicles on the inside lane which is very unsafe at any intersection but I have also seen this happen at intersections with crosswalks. Speeding vehicles make significantly more noise which detracts from the quality of life in the neighbourhood.

1 response

We live on a corner that is nearly blind in both directions. I would be highly surprised if adequate sight line distances exist to meet current engineering design standards - this situation is compounded by the vehicle speed. The speed that traffic travels on the road and limited sight lines makes it dangerous for us and our visitors to enter and exit our property that fronts Varsity Estates Drive. The curves and superelevation of the roadway invite drivers, in the roadways current configuration, to use it as a speedway. We have two young boys and don't trust the traffic to allow them to play or be on their bikes anywhere near the road without direct supervision or accompaniment. With a sidewalk on only one side of the road, it can be very dangerous to cross sides as the crosswalks are poorly marked and signed. Lastly, the noise generated by the traffic

and further amplified by the superelevation of the road prevents us from opening our windows much of the time.

1 response

I walk on the road because the sidewalk driveways are awkward. There are several spots where I hop into the sidewalk anyway because I don't believe cars could see me readily and I KNOW people speed. I don't feel comfortable with children walking with me on the road. Varsity estates drive nw sees many walkers and runners - I live on the drive and see them. I chat with some of them about speeding cars. My partner and I are concerned that as we get older we done be able to dash across the street quickly enough at points where the sidewalk ends. He jokes that he should get the race track flags to wave at cars as they go by, to get their attention and get them to possibly slow down. We haven't done that yet! I would love to be on a street where I could feel safe eith my grandson. As of now, I do not feel that safety.

1 response

I have 3 young kids, who cross Varsity Drive to play with friends, while crossing in a cross walk this year a speeding car went through the cross walk while we were crossing. I was holding my 3 year olds hand and the driver didnt see us until they were already through the crosswalk. I no longer allow even my older kids to cross Varsity Drive without an adult. I also run year round on Varsity Drive, I usually run on the shoulder of the road as the sidewalks are uneven. I have witnessed many times vehicles travelling in excess of 80km/hr down Varsity Drive. When taking my children to Bowmont park we ride our bikes down Varsity Drive. Its a stressfull experience for both parents and kids due to excessive speeding by cars. Speeding on Varsity Drive impacts our families quality of life.

1 response

We have three kids and the speeds of vehicles traveling on Varsity Estates Drive has changed the way we and our kids can enjoy our property. I have personally been verbally been attacked and physically challenged by drivers I have signaled at to slow down, he even admitted to traveling 20km/hr over the posted limit. There is also no sidewalk that goes all the way around one side of the drive which requires pedestrians to cross the drive multiple times just to walk around it's entirety. I have witnessed many close calls that required rapid braking from drivers traveling at excessive speeds. There are also at least 4 locations where golfers cross the drive during their round of golf who are at risk because of the excessive speeds traveled on the drive.

1 response

It's hard to be neighborly and cross the street to talk because of speeding vehicles. I got a real scare trying to cross to check on a neighbour. I had looked both ways and it was clear, but I hadn't reached the middle of the road when vehicles from both directions came racing around the corners. They were not adhering to the speed limit because I would have had time to cross. I had to hold my hands out and wave so that they could see me. Additionally, the noise of passing vehicles makes communication very challenging. This really brings down the community feel and

greatly reduces my enjoyment of my home. This summer, I have not opened windows at the front of my home because of the noise. It's extremely disappointing.

1 response

I don't believe lowering the speed limit will help, the main worrisome thing I have noticed is the big trucks speeding, like Burnco, which I believe will not stop doing so. Can we not repair/add sidewalks so that people can walk where it is safe as they should not be on the roads regardless and add flashing light crosswalks (such as the one on 53rd leading onto 40th) so that people may cross safely. We do pay enough taxes to have these things done properly.

1 response

Speeding vehicles make it difficult and unsafe to cross at a marked crosswalk (notably the one at 200 Varsity Estates Place). Also, have had eastbound vehicles catch up to me as I back out of my driveway (and the vehicles are not in sight when I start backing out). Both scenarios make it unsafe for me and especially my children who are old enough to be left home alone, but yet I feel uncertain about them crossing the street on their own.

1 response

My son uses a power wheelchair. We need to find curb cuts or drive on the road if we are going for a walk. It is very nerve wracking to take him outside of our cul de sac (especially on Varsity Estates Dr because of the speeding). We also have issues at the three way stop on 53rd with vehicles not stopping or not giving enough time to cross the road (i.e. positioning on the curb cut with the wheelchair to cross).

1 response

I have 3 kids under the age of 6 and constantly remind them to stay far back from our own street because cars are coming so fast around the corner. We have a cross walk outside our house that some cars are coming around the corner so fast, they need to slam on their brakes if they wanted to stop for it. Very few people treat Varsity Estates Drive like it's a residential road

1 response

I have to be very thoughtful with how I walk around the neighbourhood with my child in the stroller. Especially where our house is located I sometimes intentionally cross the street earlier so I can see further down the road to make sure there are no cars coming but this means I am walking on the side of the street without any side walk.

1 response

Noise. Safety issues with children and Seniors crossing the road to catch the bus. Due to the city's poplar trees the road has a patch work of repairs which subsidizes leaving houses vibrating as traffic especially heavier traffic speeds along the drive. Bicycle traffic has increased and they are at greater risk with speeding vehicles.

1 response

There are an increasing number of vehicles seen on the drive in the past year or so. However, the number of cars speeding is relatively low compared to the number of cars that use the drive on a daily basis.

1 response

Our lamppost was hit by a speeding car and a person was killed. I have grandchildren and I do not feel safe them playing on our property the way the cars come flying around the corner

1 response

The speeding vehicles are a serious threat for cycling children and runners, because the Varsity Estates Dr. does not have a lane for bicycles and runners.

1 response

Concern for my children when they are playing in the front yard. Excessive noise from speeding vehicles makes enjoyment of my front yard difficult.

1 response

Fatality 2016 6 houses away, car crash winter 2005 front of house, speeders becoming confrontational with people asking them to reduce speed.

1 response

Do not enjoy walking or biking the road with our young children. Does not feel safe due to speed (and phone use!) of some drivers.

1 response

Walkers and cyclists need to physically distance and safety concerns related to speeding make that difficult

1 response

I have 2 kids and a senior dog and I'm constantly worried that one of them will be hit

1 response

Many cars are tailgating too close to me when I Drive on Varsity Estates Dr. NW

1 response

Fear of fatal accident - at least 2 since we have lived here

1 response

I feel unsafe when walking out to the road to get in my car

1 response

I feel for the most part drivers are doing the speed limit

1 response

Worried for the safety of the children in the community

1 response

there is always the potential for an accident

1 response

Have to be aware of potential speeders

1 response

I don't feel that it's a problem.

1 response

Nervous walking with dog, kids

6 responses

No impact

*The information above has been modified to ensure privacy.*

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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 Donald

\* Last name Gibson

Email dag0828@hotmail.com

Phone 4038267673

\* Subject Proposed new speed limit changes

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

Would Council be able to provide statistics to support the proposed changes? Specifically, I'd like to know how many pedestrian and vehicle collisions are related to excessive speed, and the percentage that occur at intersections and crosswalks vs. the roadway itself. My point is that perhaps we should be focusing on making the intersections safer, and installing more crosswalks with flashing lights for pedestrians, rather than simply decreasing the speed limit. Let's target the obvious problem areas, rather than use a blanket approach. The cost of enforcing the proposed lower speed limit is considerable, at a time when Council is cutting funding to police services. Will crime prevention and law enforcement suffer because resources are stretched too thin? Is this really a priority at this point in time? Considering the cost to implement the change via new signage and public awareness, is that a fiscally responsible use of taxpayer funds? Perhaps, instead of focusing on budget cuts to essential services, funding to non-essential programs and municipal staffing levels should be re-evaluated.



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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 Byers

Email whoflungpootoo@hotmail.com

Phone 8674454586

\* Subject Street speed limits.

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

Please stop wasting taxpayers dollars on this garbage and start doing your damn job. You lazy clowns only know how to spend and tax. Grow up tighten your belts and do some work on behalf of the taxpayers for a change. For gods sake we are not an endless stream of cash you greedy \*\*\*\*\*.



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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 Vulcano

Email hexagon.game@yahoo.com

Phone 5875825175

\* Subject Residential Speed Limits

Focusing on enforcement misses the issue - safety. It is not safe (for children) to barrel down residential streets at 50kph and most users do not. Unfortunately there are a few that do and even go 60kph, believing they are driving safely because the speed limit is 50kph.

What about doing a short survey (ask the Vice-Principal to conduct it) and asking the students in several classes what they think of the measure (by a show of hands).

Take the street I live on 21 Ave NW - most cars do ~35kph but about one in six barrels down at an unsafe 50 as a shortcut from 14 St to 10 St. There is no way two vehicles going past each other in opposite direction could do so at 50kph yet the speed posting says it is acceptable.

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

It doesn't have to be 40 kph on every street. For instance 50kph works on Northmount but not the connecting streets or Capri that runs parallel.

As a bonus if there was a 40kph speed limit then it would be easier to reduce to 30kph for playground zones (but maybe less revenue from speeding tickets).

How to enforce it is a different matter - I have ideas (such as community focus groups and/or asking the police) on that but don't want to get away from the issue - most people are already cautious. It's the ones that think they are entitled to go fast are the

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hazard.

I favour the 40 kph speed for residential side streets. Note I do not have 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	David
* Last name	Johnson
Email	david.mj@shaw.ca
Phone	4032454536
* Subject	proposed speed limit reductions
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I disagree with the proposal, especially the widespread application. I agree with the sensible approach advocated by Jeromy Farkas

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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 shelley

\* Last name carrington

Email shelby2@shaw.ca

Phone 4032558106

\* Subject 90 th Avenue SW speed Limits

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

90 th Avenue SW , Speed Limit should be reduced to 50  
90 th Avenue to the Ring Road is a Residential Area  
19 th Street - 90 Avenue needs a permanent light not a Pedestrian Flashing light  
I have sent a traffic report to the Calgary Police  
Speed & not stopping for pedestrians is a constant concern!  
Thank you for your consideration  
Shelley & Jim Jempson



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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 KENNELLY

Email dkennelly@transampiping.com

Phone 14035406908

\* Subject Proposed speed limit reductions

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

I would like to voice my disagreement with the City of Calgary's proposal to lower the speed limits. Changing the speed limits will have no effect on the situation what so ever. This study and proposal has one major flaw in it. It does not take into account that there are TWO parties involved when it come to responsibilities on our roadways. A key element that has been missing throughout these discussions is the responsibilities of the cyclists and pedestrians for their actions. There are far too many unsafe behavior's and infractions by cyclists and pedestrians that lead to their own injuries. If you want the roads to be safer for the cyclist and pedestrian, then change the narrative and start demanding they take more responsibility for their own actions. My kids never got hurt in traffic because they were taught and expected to take care of themselves. Stop trying to take that responsibility away. I for one have called 911 three times to report accidents with vehicles CAUSED BY a cyclist or a pedestrian. The trauma on the motorist is very real but never considered. In each case, the cyclist or pedestrian did not give any warning or opportunity for the motorist to avoid the collision. They were 100% responsible for their injuries due to their reckless behavior. Regardless of the speed limit, they still would have been hit due to their arrogance, stupidity and complete lack of responsibility. North America is one of the few places in the world where we incorrectly state that the pedestrian has the right of way. This, I believe is the true cause of the problem. If pedestrians and cyclists were held more responsible for their behaviors, we wouldn't be having this discussion. Finally, if the police don't have the time or resources to enforce the current speed limits, where are they going to get the time and resources to enforce the new speed limits? Any new resources should be

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spent fining the cyclist and pedestrian.

Oh, one more thing. the city should actually study licensing cyclists over the age of 16 for all roadways and pathways. This would make it much easier for the police to enforce any laws. Cyclists would have to start learning that the rules of the road also apply to them. They are not pedestrians! Even if they ride into a crosswalk. Again another stupid example of how cyclists think they have the right of way and can go against all traffic laws.



## 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 Judy

\* Last name Crowell

Email jazzyjudyc@hotmail.com

Phone 403-254-2637

\* Subject Traffic on Varsity Estates Drive

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

## **VARSITY ESTATES DR NW**

### **Speed:**

- Validated in July 2020 by City of Calgary's data collection over 48 hours (31% of recorded vehicles were speeding); top speed 90-100 km/hr during mid-day
- Safety fears for elderly, children trying to cross street or playing near street
- Safety fears for all walking/jogging/biking
- Many complaints by residents resulted in 11 previous traffic studies

### **Traffic Volume:**

- Increase in truck traffic trying to avoid round-about at Groves of Varsity condos and to avoid multiple stop signs along 53 Street NW
- Increase in vehicle traffic from Golf Course (same reasons).

### **Noise level:**

- Livability – cannot open windows because of noise
- Enjoyment – conversations with walking companion or neighbours

### **Wide, curved road design, causing poor Vision/Sight lines:**

- Encourages speed and inattention
- Backing out of driveways – very difficult with limited view
- Exiting from cul-de-sacs, very difficult with limited view
- Crosswalk situated at a curve

### **Definition of collector road – not the same as others in design and safety features**

### **Sidewalks:**

- Too narrow for walking with partner
- Too narrow to pass walkers in opposite direction
- Sloped at driveways, awkward to walk
- Limited wheelchair accessibility, cannot accommodate a companion walker
- Grading issues and heaving from large poplar trees causing ice buildup in winter
- Inconsistent sidewalks (they don't exist) on both sides of street
- People walk on road

### **Community enjoyment impairment:**

- Joggers
- Walking loop
- Biking loop used by residents and bike groups
- Social exchange with neighbours

### **Carbon emissions reduction**

### **Commute time – immaterial time impact**

### **Cost savings – don't need to pay the expense of higher speed signs**

### **Aesthetic – keep our neighbourhood beautiful by minimizing ugly speed signs**



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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 Robbie

\* Last name Grouette

Email rgrouette51@gmail.com

Phone 5878921166

\* Subject Change of speed limit from 50 to 40 km

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

I do not think that the speed limit should be changed. The cost to tax payers at this time is not something that council should consider a top tier priority.

NO TO THE CHANGE OF THE SPEED LIMIT.

Calgary city council needs to stop and look at the spending of our hard earned tax dollars and the wasteful spending directed by our current tax raising Mayor.

Please make the right choice and leave things alone with regard to Speed limits.

This change is not needed.

Thank You for your time.

I will be voting Jeromy for Mayor in 2021 with complete confidence that future spending will be under control.

I live in Ward 10 and have been here for 14 years. After a drive around the ward it is clear that after the change from school zones to play ground zones and the enforcement in ward 10, it is clear that the reducing the speed limit will have no effect on safety and will only be an additional tax burden for the cost of the change that's not required.

I maybe contacted for further feedback or questions.

Thank You

Robb Grouette

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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 Janet

\* Last name Gourlay-Vallance

Email janiegv@shaw.ca

Phone

\* Subject Reduction of vehicular speed limits in Rosemont NW

I am happy to see that the City is finally recognizing that 50km is too fast for residential streets but am dismayed and confused that they would consider Rosehill Dr a collector street. It is in no way a collector street as most of our streets in Rosemont have their own access to either 14th St or Cambrian Dr/ 10th St NW.

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

Rosehill Dr has none of the following so therefore does not meet the City's own criteria for a collector street:  
schools, businesses, and green spaces, typically have a center line and often bus routes and snow routes.

I do hope this mistake will be acknowledged in the meeting on November 2nd, and that the Rosehill Dr NW speed will be reduced as well.

Thank you, kind regards Janet

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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 Marie

\* Last name Patton

Email mbpatton@shaw.ca

Phone

\* Subject Re: Proposed bylaw to reduce traffic speed on certain roads

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

I wish to support the recommendation to reduce the speed limit on Varsity Estates Drive NW to 40kph. The Drive is a main thoroughfare, both for vehicles and for walkers and cyclists. Since there is not consistent sidewalks (parts of the drive have no sidewalks) and they are narrow, many people tend to walk on the road. This is particularly the case now with COVID restrictions (physical distancing). Also, with home deliveries, there is a significant increase in the number of delivery vans now. With the design of the Drive, there is a tendency for people to drive faster so there is less time to stop for pedestrians or children who may be walking or playing along the drive. There have been serious accidents in the past related to high speed on the Drive.



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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 Jeannette

\* Last name Dunmire

Email [dunmire@telusplanet.net](mailto:dunmire@telusplanet.net)

Phone

\* Subject Speed Limit Reductions

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

I do not agree with lowering the speed limit to 40 on residential streets in Calgary.









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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 Peter

\* Last name Bulkowski

Email PeterBulkowski@shaw.ca

Phone

\* Subject Residential and Collector Road Speed Limits

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters) Photo attachment supporting prior Word document.



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\* First name Peter

\* Last name Bulkowski

Email PeterBulkowski@shaw.ca

Phone

\* Subject Residential and Collector Road Speed Limits

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



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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 Mark

\* Last name Heide

Email markpheide@gmail.com

Phone

\* Subject Speed Limit decrease Varsity Estates BLVD

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

## RESIDENTIAL AND COLLECTOR ROAD SPEED LIMITS

**From:** Peter Bulkowski [mailto:peterbulkowski@shaw.ca]

**Sent:** Friday, October 30, 2020 11:48 AM

**To:** Naheed Nenshi <TheMayor@calgary.ca>; 'Ward' <Ward.Sutherland@calgary.ca>; 'Joe' <Joe.Magliocca@calgary.ca>; 'Jyoti' <Jyoti.Gondek@calgary.ca>; 'Sean' <Sean.Chu@calgary.ca>; 'George' <george.chahal@calgary.ca>; 'Evan V.' <Evan.Woolley@calgary.ca>; 'Jeffrey R.' <Jeff.Davison@calgary.ca>; Druh Farrell <Druh.Farrell@calgary.ca>; Gian-Carlo Carra <Gian-Carlo.Carra@calgary.ca>; Ray Jones <Ray.Jones@calgary.ca>; 'Farkas, Jeromy A.' <Jeromy.Farkas@calgary.ca>; Shane Keating <Shane.Keating@calgary.ca>; Diane Colley-Urquhart <dcolley@calgary.ca>; Peter Demong <Peter.Demong@calgary.ca>; 'rbell@postmedia.com' <rbell@postmedia.com>; 'Save Calgary' <info@savecalgary.com>

**Subject:** Residential speed limits

Mayor Nenshi and Councillors: In short, make concrete site specific real improvements, not ideological virtue signals.

City Administration proposes to reduce the speed limit on **residential and collector roads** to 40 km/h.

The City states “The recommendations being put forward would **only apply** to residential and collector roads.” The maps provided by the City state “Recommended Option 40 km/h default speed limit, most collectors posted 50 km/h” followed by “Preliminary concept, subject to review and change.” The maps, possibly coupled to time-of-travel calculations, indicate that there would be relatively little impact on travel times. However, once the bylaw is passed, City Administration can convert **any or all collector roads** to a 40 km/h limit simply by not putting up 50 km/h signs on, or removing such signs from **collector roads**. The proposed bylaw is thus a Trojan horse, designed to allow the City to impose a 40 km/h limit city-wide excepting Expressways & Arterial Roads. This is best described as bait & switch. The proposed bylaw with supporting documentation is misrepresentation, designed to mislead the citizens of Calgary.

The claim is made that this will significantly improve safety. Where are the statistics? For the last ten years (2010 through 2019), for the **residential and collector roads** shown on the City maps that would be converted to a 40 km/h limit, how many accidents, injury accidents, serious injury (hospital admission) accidents, and fatal accidents have occurred involving vehicles travelling between 40 and 50 km/h? Are they placed on maps? Are there high frequency spots? What factors contribute to a high frequency of accidents at those spots? Hint: rather than virtue signaling on the basis of no or irrelevant data, dealing with real data-identified problems would actually contribute to safety.

Previously, the City converted all Playground and School zones to a 30 km/h limit, 365 days per year, from 7:30 a.m. to 9:00 p.m.. The accident attached occurred was at Northmount Drive at Brentwood Elementary. It occurred prior to this change, in a 30 km/h zone during the time that the 30 km/h was in force. No one can explain how expanding the duration of the 30 km/h speed limit to 365 days per year, from 7:30 a.m. to 9:00 p.m. improves the safety of school children. Though the photo is dated and congestion has been less this year of Covid-19, no actual changes have been made at this location, so additional accidents **will** occur, with the only uncertainties being when and how serious.

Both the previous Playground & School zone speed limit changes, and the proposed changes for residential and collector road speed limits provide more “fishing holes”, and thus fine revenue (as is perceived to be a primary objective of Intersection Safety Cameras) even if they do nothing to increase safety.

If increased safety is indeed the objective, education and licensing certainly will provide more benefits. For car drivers, education & enforcement for distracted driving is an obvious approach, as well as enforcement for outrageous speeding. For pedestrians (child, teenager, & adult) education should be very helpful: avoid distracted walking when on a road; look both ways before crossing a road & do not step out onto the road in front of an oncoming vehicle. For bicyclists education is essential and absent: rules of the road; courtesy to vehicles and to pedestrians; basic laws of physics that a bicycle & bicyclist do not fare well in a collision with a multi-thousand pound vehicle, and pedestrians, especially older pedestrians, do not fare well when hit by a speeding bicyclist. For bicycles & bicyclists licensing is essential to ensure education, to promote responsible behaviour, and to allow the enforcement of traffic laws.

In short, real data, real transparency, no bait & switch: make real improvements, not vacuous virtue signals & cash grabs.

Peter Bulkowski 19 Chatham Dr. N.W., Calgary T2L 0Z4 403-284-2539



## Collision victim's condition worsens

Calgary police returned Friday night to the scene of a crosswalk collision when one of two people struck took a turn for the worse.

The crash happened in the 1200 block of Northmount Dr. N.W., about 8:30 a.m. Friday. There, a vehicle struck a

woman believed to be in her 40s and a young boy. Both were taken to hospital and both were believed to be stable, though the woman was the more injured of the two.

Later Friday, police said the woman's condition had degraded to critical.

Shortly after 4 p.m., officers including collision reconstruction experts were back at the scene.

It was not made clear at press time whether the driver involved had been or would be charged.

— Damien Wood



LYLE ASH/MALL PHOTOS/CALGARY SUN

Crews work the scene of a crosswalk crash involving a car and two pedestrians in the 1200 block of Northmount Dr. N.W. Friday morning. A woman in her 40s and a young boy were hit. Police returned to the scene in the afternoon after the woman's medical condition deteriorated.

Please see below comments regarding traffic and speed concerns on Varsity Estates Dr. NW

Related speed concerns:

- Validated in July 2020 by City of Calgary's data collection over a 48-hour period the following were recorded: 31% of recorded vehicles were speeding, top speed 90-100 km/hr during mid-day
- Safety concerns for the elderly as well as children trying to cross the street or playing near the street
- Many complaints by local residents resulting in multiple previous traffic studies

Related traffic volume concerns:

- An increase in truck traffic. These drivers are avoiding the round-about at Groves of Varsity condos and avoiding multiple stop signs along 53 Street NW
- An increase in vehicle traffic from the Silver Springs Golf Course for the same reasons as above

Related noise level concerns due to speed and volume of traffic:

- This directly affects the enjoyment around the home. Inside and outside

Wide and curving road design which causes poor driver sight lines:

- The shape of the road encourages increased speeds resulting in drivers not being able to see others pulling out of driveways and connecting roads.
- Backing out of driveways – very difficult with limited views
- Exiting from adjacent roads prove very difficult with limited view
- Crosswalk situated near a curve

Sidewalks:

- Limited wheelchair accessibility, most sections do not have sidewalk/curb ramps
- Sidewalk heaving and cracking due to large poplar tree roots
- Random sidewalks sometimes on one side or the other of the street or not at all
- People often walking on the road

Negative effects on the community:

- Affecting joggers and walkers and bicyclist

Carbon emissions 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 Fiona

\* Last name Read

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

Phone 4032815623

\* Subject Speed Limit changes in communities throughout Calgary

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

I believe that there has not been enough research completed to actually validate that in fact moving from 50 to 40 kms. per hour will in any way move to the positive the number of incidents around the city. Gut feel is no way to make decisions. The obvious main issue beyond the simple assumption that the change will have a positive impact is that the cost does not warrant this at all. The administration and counsel would have to be totally tone deaf to what is happening in and around Calgary to take on any project at this juncture that do not provide sufficient demonstrable benefit while adding to the over taxed city budget.

The number of job losses in Calgary along with the rate of permanent closures in the business and commercial sector should be driving every decision in the city to find ways to reduce costs, significantly cut budgets, and prioritize projects more aggressively at this time. It has become painfully obvious, as highlighted by counsel debate over the last 4-5 years that there is a huge issue surrounding the city budget, taxation, and tax distribution between residential and commercial property. The ever increasing pressure over the last 4-5 years combined with the total collapse of the energy sector and the pandemic should be the final nudge to finally get the administration laser focused, supported by counsel to cut cut cut and slow the spending frenzy we have been in for the last 12 years or more. Nice to have have no place in the current 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 Kate

\* Last name Czentye

Email kczentye@yahoo.com

Phone

\* Subject Speed limit reductions on all residential streets from 50km/hr to 40 km/hr.

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

This limit reduction is unnecessary , especially during this economical downturn. Not to mention this is a waste of taxpayers money by city counsel again.

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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 Leslie

\* Last name Marshall

Email wayneles.marshall@gmail.com

Phone 4035127338

\* Subject Vehemently AGAINST proposed lowering city wide residential speed limit to 40

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

Please note that on the issue for Council Vote on November 2, 2020 to lower the city wide residential speed limit to from 50 km/hour to 40 km/hour our household is VEHEMENTLY OPPOSED. We just wanted our voices to be heard.

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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 Maureen

\* Last name Bancroft

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

Phone 403-287-0159

\* Subject Maureen Bancroft

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

Our Community Representative (Alderman) has yet to receive data supporting that residential streets are where speeding is problematic enough to trigger a blanket reduction rather than be dealt with on a case-by-case basis. We do not see a reason for a change at this point, Until we are told what the reason is then we can consider?



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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 BALOGH

Email Stephen.BFG@shawbiz.ca

Phone 4038283132

\* Subject Teduced speed limits in the city of calgary

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

This is an absolute waste of time. You can not prove that this will do anything but add a very slight margin of safety while frusttating commuters and disrpyting travel time. All the while continuing to waste taxpayer funds. Passing this guarantees a no vote from me for both the mayor and my alderman



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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 Hesp

Email Terry.Hesp@gmail.com

Phone 403-992-4377

\* Subject I DO NOT SUPPORT THE PROPOSED SPEED LIMIT REDUCTIONS!

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

I feel we do not a blanket speed limit policy for Calgary roads (beyond our current policies). If there are problem areas where pedestrians are consistently injured those areas should be targeted for speed controls. I feel the current proposal is another blatant attempt to force drivers off city streets and/or line the coffers with driver fines! The inept city managers proposing these changes, and city councilors who support them are continuing with despicable virtue signalling! STOP LOOKING FOR WAYS TO WASTE TAX DOLLARS!

IF THIS IS A SERIOUS ISSUE FOR CALGARY PUT IT ON THE BALLOT FOR THE NEXT ELECTION SO THAT THE NEW CITY COUNCILORS CAN VOTE ON IT WHEN THE MAJORITY OF YOU DO NOT GET RE-ELECTED!

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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 Dirks

Email iamricknike@gmail.com

Phone

\* Subject Reducing residential speed limit to 40kph

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

I am opposed to a blanket reduction in the residential speed limit, people who want to break the law will continue to break the law regardless of where the legal line in the sand is drawn. I believe it is a foolish waste of my tax dollars to place the no-doubt countless signage to mark the new speed limit and a waste of law enforcement resources to penalize people who deliberately speed anyways along with penalizing people who will now "speed" through their neighbourhood because they view this change as ridiculous and unnecessary. Such people no doubt ignore the school zone speed limits that changed to playground zones on the weekends, which I also believe to be ridiculous.



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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 Paresh

\* Last name Thanawala

Email perry909@telus.net

Phone 4038132921

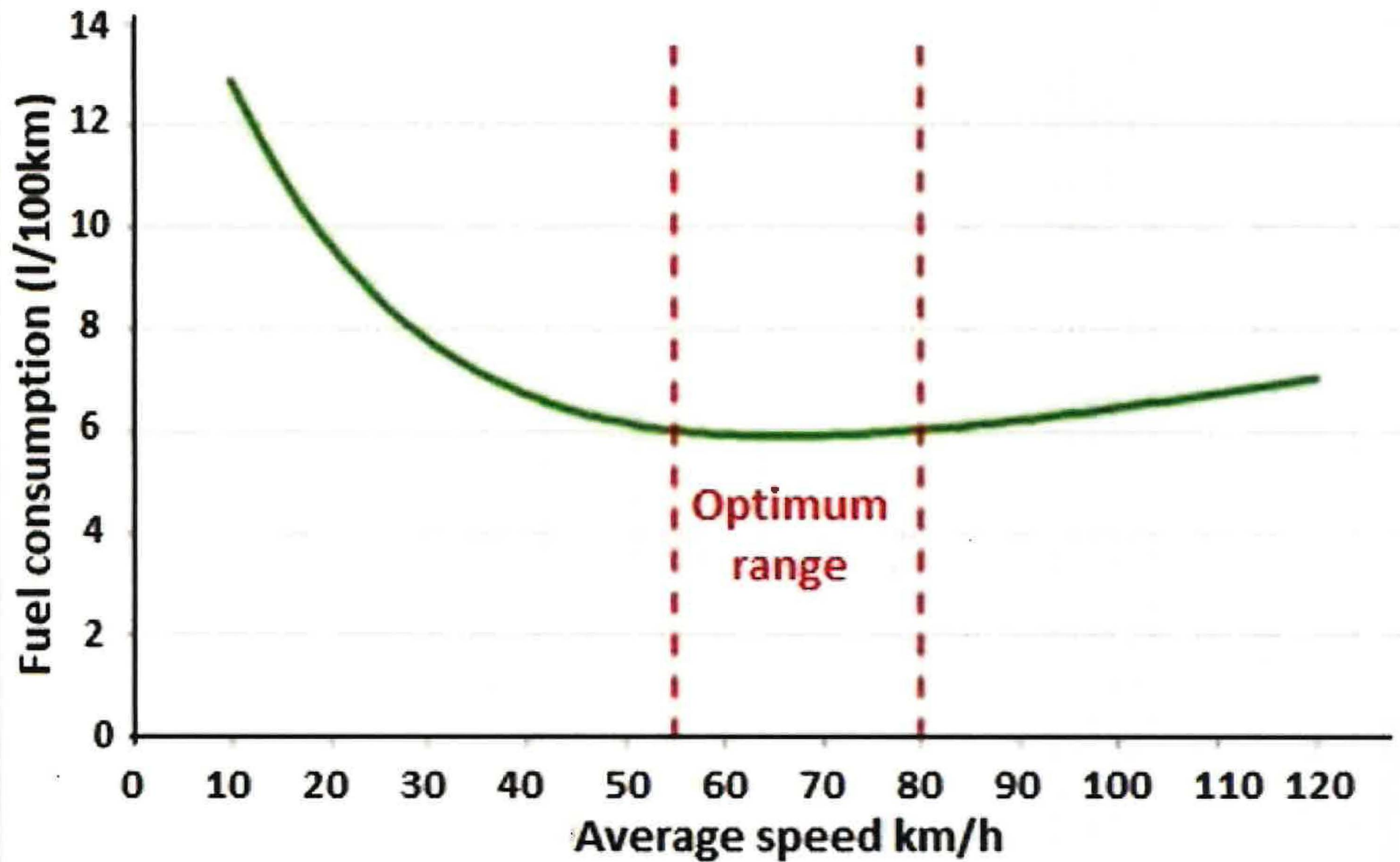
\* Subject Speed Limit Reduction City-wide

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

The climate impact of this speed limit change has not been discussed or pointed out. As you can see from the attached graph; on an average, you can consume 7 l/100 km at 40 KPH compared to 6 l/100 km at 50 KPH. That reflects a 17% loss in fuel efficiency and rise in emissions (approximate- actual emissions vary with car design and fuel etc.). Therefore, City will have to redefine transportation emission of greenhouse gases (which will increase) and develop additional actions/budget to reduce greenhouse gas emissions. This will impact climate resiliency plan and costs of this initiative along with implementation and enforcement costs. Please define costs/benefits of this proposal. Thank you.



Fuel consumption varies with average speed for a journey





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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 Wendy

\* Last name Potter

Email wapott@gmail.com

Phone 4032844488

\* Subject Speed limit on city streets

\* Comments - please refrain from providing personal information in this field (maximum 2500 characters) I support a reduction to 40 km

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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 Ready

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

Phone

\* Subject Speed limits

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

Rather than making Residential speed limits to 40, make it simple!! One sign, one speed on residential streets ... 30 km p h . No need for school playground zones! Feeder roads can remain at 50. Increase speed enforcement. Increase fine amounts! As a pedestrian who was hit in a crosswalk, had I not jumped over the hood of the car, I would have been injured much more severely. MAKE A DECISION FOR 30 KMPH!!

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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 Ann

\* Last name Walsh

Email walsharslan@gmail.com

Phone 4036074003

\* Subject Speed Limit Reduction

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

I am STRONGLY against reducing the speed limit to 40kph in residential areas across the city...it is a broad-brush answer to what may be geographically specific issues. Deal with the areas where the problem is and do NOT make the whole city, effectively, a playground zone...broad-brush approaches are seldom successful, typically it penalize those outside of the problem. It's a lazy, ineffective way to deal with a problem.



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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 Donna

\* Last name Banman

Email rdbanman@shaw.ca

Phone

\* Subject Reducing the speed limit around the city "AGAIN "

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

It seems to me that city council just can't wait to upset the majority of the citizens of Calgary...the last unnecessary and very costly move, and mistake in my view was the changing all the school zones into playground zones all year round. Millions of dollars changing the signs, and I can count on one hand in all the playground zones I go through the number of children in them.

Try giving fines out to the pedestrians that think they own the sidewalks and the roadways by not looking because they are so busy with their I Phones. The city has absolutely given their priority to the bikes by closing off lanes for traffic, when we have some of the best bike paths for them.

This will prove to be another cash grab for those motorists that happen to go the speed the roads have been designed for. Hope this is defeated, and council starts thinking straight, and hopefully Jeremy Farkas will become our next Mayor...enough bad decisions made by this outdated council.





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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 Shirley

\* Last name Koroluk

Email koroluks@telus.net

Phone 4032753199

\* Subject speed limits

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

Reducing residential speed limits to 40 mph is a waste of property tax money that is the the job of our police force, waste of money to change names of bridges, etc. - reduce my property tax for 2021 instead - Shirley K

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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 Frank

\* Last name Hall

Email frankhall@shaw.ca

Phone 4036516878

\* Subject Speed limits in residential areas

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

I am totally against lowering speed limits 1.Where is the factual evidence such as KM,s driven by the population in a given month in residential areas for instance and the number of pedestrian/children accidents during that time period.....2.There are far too many signs already on our city streets the costs of putting new signs will be enormous,,,3. The argument for lowering the speed limit that will reduce the number and injury extent is spurious at best..Of course if you lower to 5km on that argument you would get an even better result..4.Has anyone investigated how many accidents were completely unavoidable i.e children or adult running into street between parked cars and therefore totally unavoidable..5.If the police are unable to control/monitor with radar now what is the point in doing anything if it can not be enforced...6 This is another poor example of City Councillors jumping on some social issue without practical thought..

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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 Kerestes

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

Phone 4038700576

\* Subject speed limit reduction

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

I do not support a speed reduction for the City of Calgary. I do not see a proper justification, based on current number of pedestrian accidents or number of people who support this. It is also a costly change which has no added benefit to the people of Calgary. I am happy to speak on this during the meeting. Please feel free to contact me.

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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 Kerestes

Email tkerestes@shaw.ca

Phone 4038700576

\* Subject Residential speed limits

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

1). I do not support reducing speed limits. This is a complete waste of time and money. The council must stop the insane spending on "pet" projects that are not required or asked for by the taxpayers. I am not the first taxpayer to say that the city of Calgary has a spending problem and is completely out of touch with reality. If the city council is really concerned about pedestrians they must refocus efforts to make pedestrians responsible for their OWN actions. 2). Another example is requiring permits for homeowners to park in front of their own homes??? This is an absolute insult and simply piling on more taxes for the homeowners and more administrative costs for the city (issuing permits and issuing tickets).



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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 Ronald

\* Last name Husack

Email [ron.husack@outlook.com](mailto:ron.husack@outlook.com)

Phone

\* Subject City wide speed reduction to 40 km/hr

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

I strongly oppose the reduction to 40 km/hr as proposed until all relevant city data as well data from other jurisdictions are made public. We already have the longest playground zone in North America !



We are seriously opposed to the proposed citywide blanket speed limit reduction to 40 km/hr on residential streets in the City of Calgary. Calgarians deserve the opportunity to vote on this proposed change given it directly impacts 820,806 (63.84 % of the population between ages of 20 to 64 years) individuals as per City of Calgary 2019 Civic Census Results. This proposed bylaw should be tabled until the 2021 Civic Election and included on the ballot to afford Calgarians their democratic right to vote on this initiative.

Following review of Transportation Report to SPC on Transportation and Transit dated 23 October 2019, titled Street Safety and Neighbourhood Speed Limits Update (ISC: Unrestricted TT2019-1300) there is no mention of investigations involving the road safety practices of pedestrian and bicyclists. Reducing the residential speed limit to promote safety for all transportation system users on neighbourhood streets in support of the Calgary Transportation Plan and its associated policy (TP011) is addressing a multifaceted issue with a unilateral solution. Furthermore, this report references intent to align speed limits with **international best practice** outlined as “unposted speed limit of 30km/hr on both residential and collector streets.”. That statement is inconsistent with findings described in the International Transport Forum (ITF) 2020 publication entitled, Best Practice for Urban Road Safety Case Studies, which repeatedly cites arterial roads and thoroughfares being the hot spots for traffic collisions involving pedestrians and cyclists which result in injury or death. Also, speed limits were reduced from 60km/hr to 50km/hr on arterial roads not in residential neighbourhoods.

Study findings revealed the following:

- 1) 75% of traffic deaths occurred on arterial roads (study targeted five corridors with the highest casualty rates with speed limit lowered from 60km/hr to 50km/hr).
- 2) The interpretation of road safety trends is dependent on the regular collection and reporting of both hospital and police data. Hospital data specific to the number of injured, and road traffic crash data that includes casualty figures, data on mobility, crashes, **behaviors, attitudes**, and enforcement measures which collectively help to elaborate and evaluate effective policies.
- 3) Age over 70 was the most important non-medical attribute and predictor for a severe injury among pedestrian or cyclists.
- 4) Street design largely determines the behavior of road users and is at the root of many road safety issues. Pedestrian crossings, lighting, bike lanes, and narrower lanes complemented the reduction in speed limit from 60km/hr to 50km/hr on Bogota's arterial roads.
- 5) Understanding the sources of road danger must take in to account all parts of a safe transport system: speeds, street purpose and design, vehicles, behaviors, and post-collision responses.

The Transportation Report to SPC on Transportation and Transit dated 23 October 2019 states that forty per cent of 10,000 pedestrian and bicyclist traffic collisions in residential neighbourhoods result in a fatality or injury. What percentage of those events were entirely the fault of the individual operating the motor vehicle involved?

What percentage of these events involved...

- 1) Distracted pedestrians wearing earbuds, or engaged in cell phone activities (texting or talking)?
- 2) Reckless cyclists who displayed a blatant disregard of traffic rules, failed to use hand signals, neglected to brake at a stop sign, and/or darted across traffic lanes?
- 3) Children dashing on to the road, or playing on the road?
- 4) Poor road conditions, or uncontrollable situations impacting driver visibility?

If any of items #1 to #4 listed above were also contributing factors to these traffic collisions involving pedestrians or bicyclists, then a change management strategy which uses both the Empirical-Rational and Normative-Reeducative approaches should be developed and implemented.

Education campaigns should target all road users and strive to hold all individuals accountable for their actions, not just the individuals operating a motorized vehicle. The importance of following road safety rules and adopting road safety practices such as dismounting a bicycle when crossing the street at an intersection; performing the left-right-left safety check before stepping of the curb when crossing the street; using hand signals when cycling; restricting play activities to one's yard; using the sidewalk when jogging, walking dogs, or using a baby stroller; and remaining focused on supervising small children at play by avoiding social and cell phone distractions.

A cultural shift in the road safety practices of pedestrians, cyclists, joggers, and parents' has eroded over the past 40 years from a state of caution and accountability, to a state of complacency and deflecting blame. The mantra "share the road" should also include "sharing accountability" among all road 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 David and Madeleine

\* Last name Hammermeister

Email hammersdmk@shaw.ca

Phone 4032016790

\* Subject Speed Limit Reduction

We are seriously opposed to the proposed citywide blanket speed limit reduction to 40 km/hr on residential streets in the City of Calgary. Calgarians deserve the opportunity to vote on this proposed change given it directly impacts 820,806 (63.84 % of the population between ages of 20 to 64 years) individuals as per City of Calgary 2019 Civic Census Results. This proposed bylaw should be tabled until the 2021 Civic Election and included on the ballot to afford Calgarians their democratic right to vote on this initiative.

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A change management strategy which uses both the Empirical-Rational and Normative-Reeducative approaches should be developed and implemented. The importance of following road safety rules and adopting road safety practices such as dismounting a bicycle when crossing the street at an intersection; performing the left-right-left safety check before stepping of the curb when crossing the street; using hand signals when cycling; restricting play activities to one's yard; using the sidewalk when jogging, walking dogs, or using a baby stroller; and remaining focused on supervising small children at play by avoiding social and cell phone distractions.

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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 Darrel

\* Last name Deane

Email [darrel@factminder.com](mailto:darrel@factminder.com)

Phone

\* Subject Speed limit reduction to 40

Hi,

I live in Oakridge and hope that Jeromy represents my views as he indicates. Here's my comments:

"Enforcement will be a major issue, as our police resources are already stretched thin." Enforcement would be no different than the current 50km/h limit. We're not adding roads or adding a speed limit to roads that didn't previously have one.

"As well, many of these roads are not engineered for lower speeds." What does this mean? Have you talked with an engineer on this? Roads that require a minimum speed are called highways. Light synchronization won't be an issue because they wouldn't have a reduction.

"The City is on side to spend millions of dollars to address only one part of the problem and I foresee this as an ineffective solution that is wasting taxpayer dollars. It is rare that a one-size-fits-all-approach is effective and I believe that applies here." What is the other part? (or parts)?

"My office has yet to receive data supporting that residential streets are where speeding is problematic enough to trigger a blanket reduction rather than be dealt with on a case-by-case basis." What data would bring you on side?

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





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When voting, please consider that many of your constituents do not share your view.

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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 Zen

\* Last name Buss

Email busszena@telus.net

Phone 4032797080

\* Subject Reduction of Speed limit from 50km/hr to 40km/hr in Calgary

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

There is no reason except to reduce costs of insurance company payouts. Possibly, more fines for speeding but does not really help anything for taxpayers and Citizens. There is a cost also, sign changes and shows City Council is not listening to Calgarians as was also noted in the Stadledome upgrade,

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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 Holly

\* Last name Pousett

Email [holly.pousett@gmail.com](mailto:holly.pousett@gmail.com)

Phone 5872165775

\* Subject Neighbourhood Speed Limit Review

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

I disagree with changing the speed limits. Making one governing speed limit to fix all the problematic areas of the city is not a manageable approach. It is a massive waste of taxpayer dollars with no thought involved.

Multiple areas I have driven in the city have poorly lit pedestrian crosswalks. With the combination of snow, rain, and darkness it's extremely hard to see pedestrians crossing the streets with only pavement marked crosswalks. I have seen pedestrians basically playing chicken on the streets perpendicular to Macleod Trail just to get noticed by motorists to use the un-lit crosswalk.

I have two young children and I think it is ridiculous that the city spent over \$90,000 on changing playground times without even any reported issues or at least any that was released to the public.

You need to be working on educating the public. I have seen many drivers slow down in a school/playground zone then speed up right when they get out of it not noticing children playing on a nearby driveway. Work on educating citizens to use their brains and stop trying to do the brainwork for them.



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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 Barb

\* Last name Husack

Email [callbarb@telus.net](mailto:callbarb@telus.net)

Phone

\* Subject speed limits

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

I see no reason to spend my tax dollars telling people to slow down. The city has already spent much money by putting in traffic calming out-butts onto the roadway and now want to spend more of our taxes to change signs it seems a bit redundant. Give the money to the police force and let them do their job. Stop trying to be everyones mother and concentrate on problem areas. Telling people it is a 40 is not going to make the speeders drive any slower it is just another waste of our tax money.



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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 Grbich

Email tomgrb@hotmail.com

Phone 4036159801

\* Subject Speed limits

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

Please be informed that I am CATEGORICALLY opposed to ANY changes to the speed limits AND/or parking! Does this council have nothing better to do that think up ways of making life more difficult for the people who pay your wages?





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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 M

\* Last name Bishop

Email

Phone

\* Subject Speed limits in residential areas

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

I,ve found that the speeding down the residential streets has increased greatly. Where does it stop? Sayings "I'm so sorry" doesn't really fill the void after the fact. All for those extra 2-3 seconds one would gain.

We live on a street which parallels a playground zone, so during the times between 0700 to 2100 we get the joy of the drivers who are trying to shave an extra few seconds off their commute time. We've had a driver going so fast down our block that he couldn't make the turn(our block is L shaped) and hit the house at the end of the block. What price do we have to pay before people will learn to read the word "MAXIMUM"

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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 SALOME

\* Last name VATTER

Email SVATTER@SHAW.CA

Phone 403-279-3737

\* Subject SPEED REDUCTION, CITY STREETS

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

I am not in favour of this reduction. At this time with the pandemic and in view of the costs associated it would not improve traffic in fact I believe it would slow traffic. In view of the millions to implement I request you table this for another time, and consider there are children that go to school without breakfast, in our city so if you have to spend money I suggest you implement a feed the kids program first.

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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 Burns

Email keith@multisrc.com

Phone 4038601457

\* Subject Speed limit reduction.

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

Speed doesn't kill, stupid people (including pedestrians) do. I drive vehicles that can make a 90 degree turn at 40 kph and will come to a stop in an amazingly short distance, lowering the speed limit won't make drivers any more attentive and that's the only thing that will save lives. There are many roads that need the speed limit INCREASED from 50 kph as they are wide open with little foot traffic or parked vehicles and if those turn in to 40 kph zones you can bet that's where the enforcement vehicles will be parked and will reap even higher cash cow revenue. I will be voting for whoever is against this waste of taxpayer dollars, bring on 2021's civic 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 Willem

\* Last name Zantvoort

Email willem@zantvoort.net

Phone 403-474-0020

\* Subject Residential Speed Limit Review- Rosehill Dr. NW

Rosemont Community proposes to increase the pedestrian safety along Rosehill Drive NW. The community has been working with The City of Calgary's Safer Streets Department for the past 2 years in hopes of implementing traffic calming along this road. There is currently a pedestrian crossing at Rosehill Drive and Rosewood, however it is not safe for school kids to use as the crossing is very wide, it is poorly marked, and cars travel at a high speed on this road.

Rosemont Community with the support of the Rosemont Community Association would like to see Rosehill Drive speed limit reduced from 50km/hr to 40 km/hr.

We urge you to advocate for the lower speed limit of 40km/h on Rosehill Drive for the following reasons:

- The road is narrow compared to other streets that are residential thoroughfares (ex. Cambrian Drive, Northmount Dr.) and is reflected in it never having had a dividing line.
- The reduced sight lines from twists and hills as it moves from 14St. to Cambrian Drive.
- There have been recent measures at significant expenditure to reduce speed and cut through in Rosemont (speed/drainage humps on Rosery and Rosehill, curb realignment at Cambrian Dr. on Rosehill, Rosetree, Rosewood).
- Greatly appreciated cooperation with the City and Council over recent years have made a difference in the Community and we would urge the continued involvement and positive changes.

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



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Whether we like it or not, there are increased demands on everyone's attention. This has resulted in an increased incidence of distracted driving and to compensate slightly for this, a decreased (and enforced) speed limit on the residential streets is essential to help ensure the residents are kept safer.



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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 BEverly

\* Last name Salt

Email bev.salt@cminsurace.ca

Phone 403-478-5165

\* Subject 30km City of Calgary Speedlimit

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

I disagree vehemently with the proposed reduction in the overall speed limit in Calgary - I do not feel this is necessary - it is ludicrous. The current speed limits should be enforced - and left as is!!!  
I also strongly disagree with reallocating any police funding - if you need more mental health funding reallocate City of Calgary funding toward that.

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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 Stephenson

Email stephensonjeff@gmail.com

Phone 4038379550

\* Subject Rosehill Drive - Speed Limit

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

I am a Rosemont resident who has never sent an email or a complaint in before. I was happy to see city council approve the future reduction of speed limits in residential areas from 50km/h to 40km/h, a great idea with no downside. I was very disappointed to hear Rosehill drive may be designated as a 50km/h connector route, this is clearly a residential roadway and through no fault of Rosemont residents, is it heavily used as a shortcut for commuters. We have 14st and 10st and Northmount drive for motorists to use to get from A to B, cutting through Rosemont should be discouraged as it goes right through the heart of our neighbourhood. About half of our kids in southern Rosemont must cross Rosehill Drive to get to the Rosemont school, furthermore Rosehill has no overhead flashers and no high visibility markers other then signs overgrown by vegetation and just one painted crosswalk. Clearly not up to standard when I travel to newer neighbourhoods, those of us in older neighbourhoods pay taxes and hope to be treated equally with the same safety measures for pedestrians and especially school children. Please consider keeping Rosehill Drive at 40km/h, not 50km/hr, and also still consider installation of standard, proven and commonly used safety technologies on Rosehill, that most neighbourhoods in Calgary already have.

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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 Daniel

\* Last name Hanson

Email daniel.p.hanson@gmail.com

Phone 4033380098

\* Subject Rosehill speed limit review

Hi,

I wanted to express my concern that there is a proposal to not lower the speedlimit on Rosehill with the rest of the speedlimit changes in the city.

1. This road is within 1 block of a school and many kids within the school cross this road.
2. This road is two blocks from confederation park and is often crossed by pedestrians and cyclists getting to or from the park.
3. The entire length of the block is 700 meters - the speed reduction will result in an additional 20 seconds of travel time.
4. While this road is not a main artery, many impatient drivers already use it to speed through the neighborhood to bypass traffic on 14 or 10st. This has resulted in the installation of traffic calming measures previously

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

Given proximity to vulnerable populations, the fact that this road already needs traffic calming, and the minimal impact on travel times, not lowering the speedlimit with the rest of the residential speedlimit is indefensible - especially in light of the survival rates



## Public Submission

City Clerk's Office

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in collisions at 30 v 40 v 50kph

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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 Adrian

\* Last name Kerry

Email [adrianckerry@hotmail.com](mailto:adrianckerry@hotmail.com)

Phone 4038282907

\* Subject Urban Speed limits

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

I support the Rosehill Dr speed limit going from 50 km/hr to 40 km/h.  
Along with traffic calming and radar cameras etc.  
Thanks for your work 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 Joe

\* Last name Breslawski

Email [joe@breslawski.com](mailto:joe@breslawski.com)

Phone 4036193330

\* Subject The proposed speed limits change There is zero chance this is going to be enforced! - Stupid Idea !

Why the WAR on CARS!!! Stop it now !!!

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

Reducing residential speed limits to 40Km/h, is a ridiculous waste of taxpayers money and a colossal waste of city councils time. In this problematic time, city council is worried about speed limits! City Councils priorities need to be reassessed. Again !!!! - Another colossal waste of time and money, implementing a totally unnecessary and unenforceable change in speed Limits!

Is this City council is looking for a solution to a problem that really doesn't exist. People will speed regardless of posted limits. How does lowering the speed limit fix that? Maybe more training for kids to be taught in school about safely when crossing the street and how to safely cross the street after getting off a bus.

The changes will result will be allot of road rage ahead. AGAIN- There is zero chance this is going to be enforced!