

September 30th Calgary Transportation Committee Proposal to reduce Speed Limits in Residential Communities.

The proposal before you is a grab bag of ideological weapons aimed squarely at the viability of auto mobility in the City of Calgary. It is yet another attack on the oil and gas mainstay of our economy and our job base, to aid a highly ideological and resource wasteful forcing of people onto transit

1. First of all the frequent mention in the attachments of Vision-Zero traffic deaths is a telltale sign of utopian virtue signalling. It is a conscious act of denial which will in the end, if pursued in this manner, be only enforceable by the means of brute force, as all other such utopian schemes have proved.

a. In the end mobility freedom is truncated and deformed beyond recognition, with the accompanying loss of economic growth and opportunity. The report focuses solely on the individual trip loss time on a single trip. What needs to be seen is the aggregate loss of time of the Calgary citizens in building a productive economy, and there it would total into the thousands of hours of unneeded time wastage.

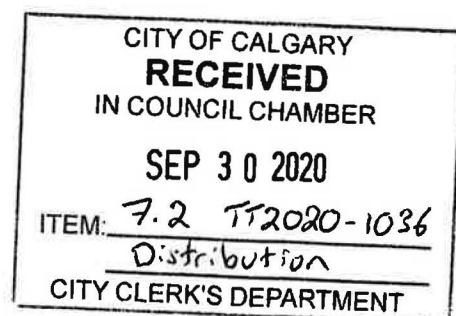
b. This needless impairment of residential mobility deeply affects the daily repeated trips of the service industry, a fleet of plumbers, electrician's, constructors, homecare workers, municipal services and transit, pizza and food deliveries. It also ignores the time wastage of salsepeople, postal workers, parents ferrying their children to activities and schools.

All of this sacrificing for the sake of a purely ideological commitment to a risk-free society.

c. Children and residents, already lulled into inattention on the streets by their cellphones and distracted walking and cycling, are even more unprepared for the requisite alertness when they venture out into the higher speed roads.

d. All growing and inventive, dynamic economies are built on the factor of the management of calculated risk-taking. The more all risk is avoided, in activity or in the natural building of the body's immune systems, the more stagnation takes it's relentless hold up a nation.

e. Residentially based businesses and restaurants will take yet another blow, by consumers who balance the unique qualities of the provided services, with the effort and time it takes to get to those more secluded locations.



2. The Technical Analysis Report in Attachment 2 shows telltale signs that should be a cautionary signal to all Council members.

a. First on page 4 is stated that 'the majority of transportation related injuries and fatalities that occur in the neighborhood context involve motor vehicle occupants (ie. Drivers or passengers.

b. Table 2.3 on page six conflates the Collision data in a manner that is not applicable to the discussion at hand by including the entire City network.

c. There is the inclusion of artificial road classes that divorce a relationship to actual traffic volume.

Roads that are by use, arterial or even skeletal, as included as collectors in the data when the fuzzy class of Activity Centre Street, or Neighborhood Boulevards are included.

d. The 2,3 Tabke data collected fails to include the reasons for the collision, was it

*** careless actions by those outside the vehicles, like sudden darting, or distraction from cellphone fascination> or ungoverned cycling habits.**

*** No data distinction as to whether the vehicle was exceeding the posted speed limit at the time.**

*** No separation of those drivers who may be in medical distress, nor the weather and road conditions at the time of accident.**

*** No distinction as to whether the injury was major or minor in nature**

*** The Actual fatalities are combined with injuries. It turns out that only 18 fatalities between 2013-2019 were people walking or cycling at the time of collision. Yet there is an overemphasis on these 18, as to the proportionate impact of the speeds upon a body.**

*** The disclaimer of the Transportation Data Division is given in good faith and provides no warranty as to accuracy.**

e. Page 8 explicitly says that In the neighborhood context, speed studies have been collected mainly been focused on higher volume roadways, therefore speed studies have been collected mainly on a complaint basis, That in court would be known as hearsay evidence only.

The 2019 , 88 test sites cannot be relied upon are unbiased given the previously stated goals of the City administration and should have been 3rd party selected.

f. Page 10 refers to the statement that the City of Calgary receives many concerns about 'speeding' on streets that are not validated by objective data.

I implore the Councillors to take a long, hard look at the consequences of pursuing this ideology of mobility impairment.