
TT2020 -1036 Residential Speed Limit Reduction

Why exclude Collectors?

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TT2020 – 1036 Collector Issue

Outline

- ❑ What really is a collector roadway?
- ❑ Collectors are no different
- ❑ Schools
- ❑ Outside the school zones
- ❑ Bike Lanes
- ❑ Playgrounds
- ❑ Playing Fields
- ❑ Living on Collector roadways
- ❑ Traffic calming on collectors
- ❑ Half the Residential Road Accidents on collectors
- ❑ 2/3 of Casualty Accidents on collectors
- ❑ 2/3 of Accidents with Pedestrians and Cyclists on collectors
- ❑ Transit Cost Impacts
- ❑ Private collector south of Calgary
- ❑ Conclusions and Recommendations

What is a collector roadway?

- From the TT2020-1036 report
 - Neighborhood Roads - the areas where people live
 - Collectors – “may” also have residences along their length (emphasis mine)
- This is a inaccurate deliberate distortion of collectors
 - In Sundance, 100% of collectors have residences
 - Collector roads are also the areas where people live
 - 10 to 20% of residences are on collector roads
 - These are not the arterial roads, there is confusion

Collectors are no different



Non – Collector Residential Road



Collector Residential Road

The distinction between collector and non-collector is arbitrary, no difference

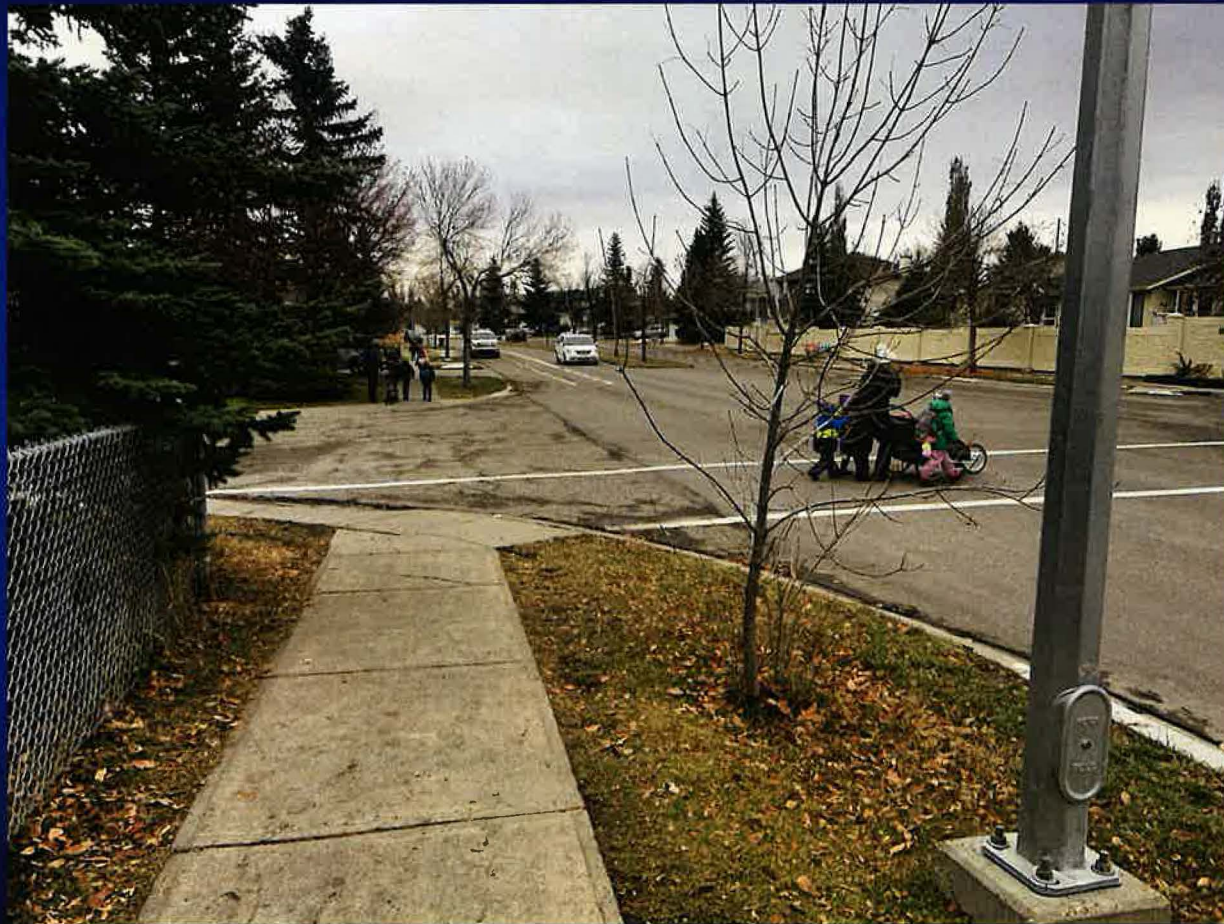
Why Exclude Protecting Schools?



- Schools, especially Elementary Schools are all on collector roadways
- Schools will be excluded from the benefits of reduced speed limits, on collector roads
- Why would we exclude roads that serve our most vulnerable that need protecting the most?

Intersection of two collector roadways by Sundance Elementary School

What about Outside the School Zones?



- School zones are for a limited distance close to schools
- The commute to school involves walking along collector roads outside of school zones
- These roads will remain 50 kmh and see no benefit from the speed limit reduction!

Children along a collector roadway outside the school zone in Sundance

Why Exclude Protecting Bike Lanes?



- Just about all of the city's residential bike lanes are on collectors
- Collectors are the only roads that transverse communities suitable for bike lane routes
- Why should we exclude vulnerable cyclists using the bike lane network?

Bike lane on a collector road in Sundance, young children use sidewalks

Why exclude protecting playgrounds?



- Most of the local playgrounds are also on collector roads, often adjacent to schools

- Collectors are the roads people live their lives on

- Why should we not protect young children in playgrounds?

Children playing in a playground on collector road by Sundance School

Why exclude protecting playfields?



- Most of the minor sports outdoor playing fields are also on collectors

- Collectors are the roads children play sports on

- Why should we not protect children playing sports

Sports playing fields on collector road by Sundance School

People live and play on collector roads



- Collector roads are not sterile arterial roadways, they provide direct access to homes

- People adapt to use spaces for recreation like driveways

- Why should we not protect people in front of their homes?

Shooting hoops on a front driveway on a collector road in Sundance

Collectors have the Speeding Issues!



- Community traffic calming for severe speeding issues is almost always on collectors
- Many collectors have been modified for traffic calming with curb extensions
- Excluding collectors is going to set traffic calming back decades

Curb extensions installed on a collector in Sundance for traffic calming

Collectors have half the accidents!

Table 2.1: Collision Data by Roadway Classification 2013-2019

Total Motor Vehicle Collision Data	Year							
Road Classification	2013	2014	2015	2016	2017	2018	2019	Annual Average
Residential	4,921	5,623	4,903	3,930	3,779	4,090	4,251	4,500
Collector	4,663	5,002	4,698	4,129	4,412	4,459	4,637	4,571
Arterial	7,348	7,564	7,273	7,894	8,339	8,291	8,214	7,846
Urban Boulevards	2,936	3,055	3,097	3,034	3,045	2,876	2,698	2,963
Skeletal	6,345	5,765	6,106	7,788	8,171	7,862	7,779	7,117
Other	7,085	10,257	11,140	8,861	10,353	9,912	9,993	9,657
Total	33,298	37,266	37,217	35,636	38,099	37,490	37,572	36,654

Collisions on neighbourhood roadways (Residential, Collector, and Neighbourhood Boulevard, highlighted green) account for 23% of all Motor Vehicle Collision (MVCs) on average.

50.4% of the accidents on Neighborhood Roadways are on collector roads

Collector Roads have almost 2 out of every 3 Casualty Accidents!

Table 2.2: Casualty Collision Data by Roadway Classification 2013-2019

Casualty (Injury and Fatality) Motor Vehicle Collision Data	Year							
Road Classification	2013	2014	2015	2016	2017	2018	2019	<i>Annual Average</i>
Residential	192	195	200	190	170	194	206	192
Collector	403	381	355	356	339	331	366	362
Arterial	776	801	699	779	779	738	703	754
Urban Boulevards	286	297	253	236	289	267	195	260
Skeletal	619	556	550	653	708	619	576	612
Other	312	512	504	245	378	374	339	381
Total	2,588	2,742	2,561	2,459	2,663	2,523	2,385	2,560

Collisions on neighbourhood roadways (Residential, Collector, and Neighbourhood Boulevard highlighted green) account for 22% of all MVCs casualties (injury and fatality) on average.

65.3% of the Neighborhood casualty accidents are on the collector roads

Collector Roads have almost 2 out of every 3 Accidents with Ped/Cyclists!

Table 2.3: Pedestrian, Cyclist, and Motorcyclist Collision Data by Road Class 2013-2019

Pedestrian, Cyclist and Motorcyclist Casualty Motor Vehicle Collision Data	Year							
Road Classification	2013	2014	2015	2016	2017	2018	2019	<i>Annual Average</i>
Residential	84	68	74	76	52	64	63	69
Collector	142	126	125	147	128	107	117	127
Remainder of City Network	421	397	401	454	328	261	251	359
Total	647	591	600	677	508	432	431	555

65.3% of the accidents with pedestrians and cyclists on collector roads

The only reason to exclude collectors is to reduce the impact on transit service!

Table 5.7: Estimated Operational Cost Impacts (Maintaining Current Service Levels)

Scenario	Business Unit Impact Estimates				
Scenario and Implementation item	Transit One Time Capital (additional Busses)	Transit Operations including Access	Water Services	Roads Maintenance	Other Business Units
Scenario 1: 30 / 30	\$71.7M	\$31.5M / year	\$1.3M / year	\$1.5M / year	<\$0.1M
Scenario 2: 30 / 50	\$5.4M	\$2.3M / year	\$1.1M / year	\$1.3M / year	<\$0.1M
Scenario 3: 40 / 40	\$54.0M	\$22.4M / year	\$0.5M / year	\$0.7M / year	<\$0.1M
Scenario 4: 30 / 40	\$55.8M	\$22.9M / year	\$1.1M / year	\$1.3M / year	<\$0.1M
Scenario 5: 40 / 50	\$3.6M	\$1.4M / year	\$0.5M / year	\$0.7M / year	<\$0.1M
Scenario 6: Existing Limits	\$0	\$0	\$0	\$0	<\$0.1M

The city wants to maintain collector speed limits to minimize transit costs

Private 40 kmh Collector outside of City



- Private road controlled by a Home Owners Association with approximately 100 homes maximum

- No internal politics with bus routes issues

- Left to themselves people chose 40 kmh for their own residential limit

Private 40 kmh collector in residential area just south of Calgary City Limit

TT2020 -1036 Residential Speed Limit Reduction Conclusions and Recommendations

- ❑ The proposal to exclude residential collectors to minimize impacts on transit is arbitrary and misses most the safety improvement opportunities available with speed reduction**
- ❑ This is grossly unfair to residents who live on collectors who will pursue a campaign of peaceful civil disobedience such as mass property tax appeals or removal of 50 signage**
- ❑ If the proposal doesn't include all residential streets then reject the proposal outright, the current proposal is too flawed to be useful this is just hypocritical virtue signaling**

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