



Public Submission

City Clerk's Office

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

* First name **Brent**

* Last name **Hagel**

Email **brent.hagel@ahs.ca**

Phone

* Subject **Neighborhood Residential Speed Limit Review**

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

Reducing speeds in residential areas is critical to addressing the toll of road traffic injuries in Calgary. Motor vehicle collisions represent among the leading causes of severe injury and death in Canadians (1). Child and adolescent pedestrians and bicyclists are particularly vulnerable road users. The scientific evidence is clear on the relationship between motor vehicle speed and vulnerable road user injuries and fatalities. Pedestrian fatality risk is under 10% if struck by a motor vehicle at 30 kilometers per hour, but climbs to over 50% at 50 kilometers per hour (2). Every 1 kilometer per hour increase in speed results in a 3% increase in the risk of a crash involving injury (2). Vehicles travelling at 50 kilometers per hour require 13 meters to stop compared with only 8.5 meters when travelling at 40 kilometers per hour (2). Reducing speeds in residential neighborhoods can increase the likelihood that parents and their children will engage in more active forms of transportation. This is a needed policy change in our efforts to reach Vision Zero – no severe or fatal road traffic injuries (3). Such a goal has been realized in other cities such as Oslo and Helsinki (4). Reducing residential speed limits is an opportunity to improve the safety and livability of Calgary neighborhoods.

References:

1. <https://parachute.ca/en/injury-topic/road-safety/>
2. https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf
3. <https://parachute.ca/en/program/vision-zero/>
4. <https://etsc.eu/zero-cyclist-and-pedestrian-deaths-in-helsinki-and-oslo-last->



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year/



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

* First name: Margaret & Val

* Last name: Stangroom. & Villeneuve

Email: margaret@stangroom.ca

Phone: villeneuve@shaw.ca

* Subject: City of Calgary Neighbourhood Speed Limits Review. Sept. 30

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

YES. We are all for lowering speed limits. In 2016, we submitted a Traffic Calming Request for speed reduction on Berkley Dr NW and received approval. The City has just completed 2 permanent traffic calming sites on Berkley Dr NW, which has increased pedestrian safety significantly. Unfortunately drivers continue to speed along Berkley Dr with 4 serious car accidents in the last few months (twice to our neighbours same vehicle).

Although Berkley Dr is a bus route it is only made up of residential buildings with numerous families and drivers continue to speed. We hope this drive could be included in the 40 km/ hr zone as there have been serious incidents due to speed (3 children injured due to unsolved hit and run). As requested in our traffic calming request a significant concern not addressed is the need for a pedestrian marked crosswalk at Berkley Dr & Berkley Road, which would ultimately reduce speeds and ensure pedestrians safety as witnessed by both police and city official at time of speed reduction awareness blitz. Thank you



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

* First name **Douglas**

* Last name **Gibson**

Email **doug_shops@shaw.ca**

Phone

* Subject **Neighbourhood Speed Limit Review item is Agenda Item 7.2 (Report TT2020-1036) - Dalhousie Coimmunity**

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

I support the motion change the unposted speed limit from 50km/h to 40km/h, (2) post a 50km/h speed limit on collector streets, until a credible environment for lower speeds is provided and (3) work with industry partners to revise collector street standards to support 40km/h and residential street standards to support 30km/h.



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

* First name Jodi

* Last name Morel

Email jodi.morel@idmd.ca

Phone 4039736707

* Subject Submission on behalf of the Mount Royal Community - Lowered speed limits in residential communities

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

The Mount Royal Community Association engaged our community by distributing an online survey for feedback from the community to evaluate overall sentiment toward traffic issues in the community and support for traffic calming measures and lowered speed limits. The attached results are of over 500 adults in the community, and 80.93% show support for lowered speed limits, either 30k or 40k in our community. As Director of Traffic with our Community Association, I have a long history working with City on measures that will improve safety and liveability in our community. We are confident that our community supports both lowered speed limits and a strategy to redesign our streets.
Jodi Morel - Mount Royal Community Association

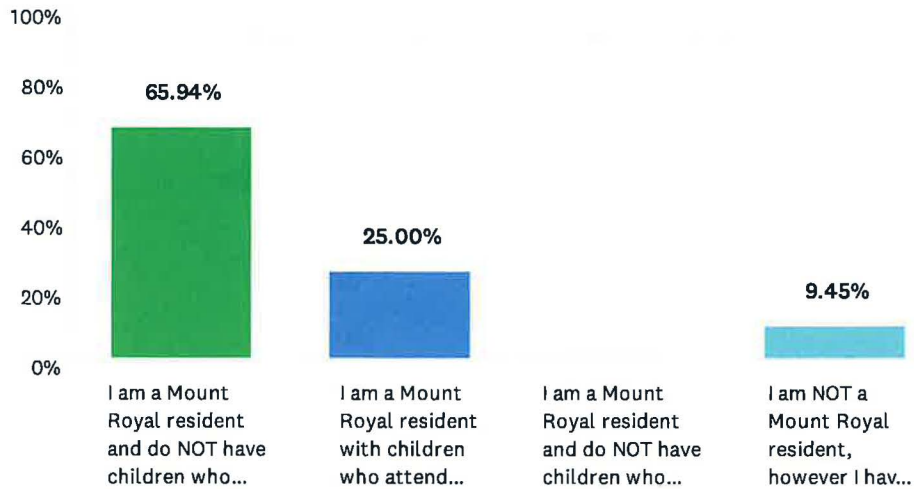
Q1 Please provide a name and email address so that we may confirm that you are either a resident of the Mount Royal Community or that you have children who attend school in the Mount Royal Community. All information gathered is private and confidential, and will not be shared or distributed beyond the scope of this survey.

Answered: 508 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name:	100.00%	508
Company:	0.00%	0
Address	0.00%	0
Address 2:	0.00%	0
City/Town:	0.00%	0
State/Province:	0.00%	0
ZIP/Postal Code:	0.00%	0
Country:	0.00%	0
Email Address:	100.00%	508
Phone Number:	0.00%	0

Q2 Please identify if you are a parent with children who attend school in the community of Mount Royal

Answered: 508 Skipped: 0



ANSWER CHOICES

- I am a Mount Royal resident and do NOT have children who attend school in the community
- I am a Mount Royal resident with children who attend school in the community
- I am a Mount Royal resident and do NOT have children who attend school in the community

RESPONSES

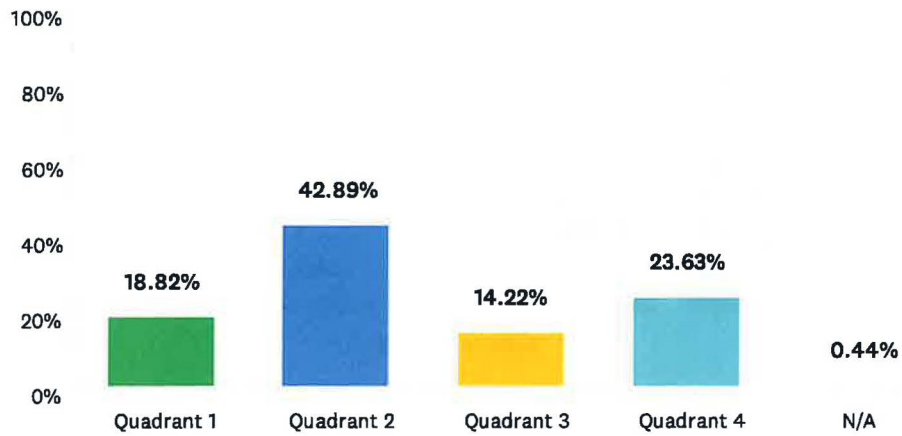
I am NOT a Mount Royal resident, however I have children who attend school in the community (if you are not a resident but have children who attend school, you will be directed to an area of the survey that is specific to schools and traffic safety.)

65.94%	335
25.00%	127
0.00%	0
9.45%	48

Total Respondents: 508

Q3 I live in the following quadrant (based on map provided) in Mount Royal:

Answered: 457 Skipped: 51



ANSWER CHOICES

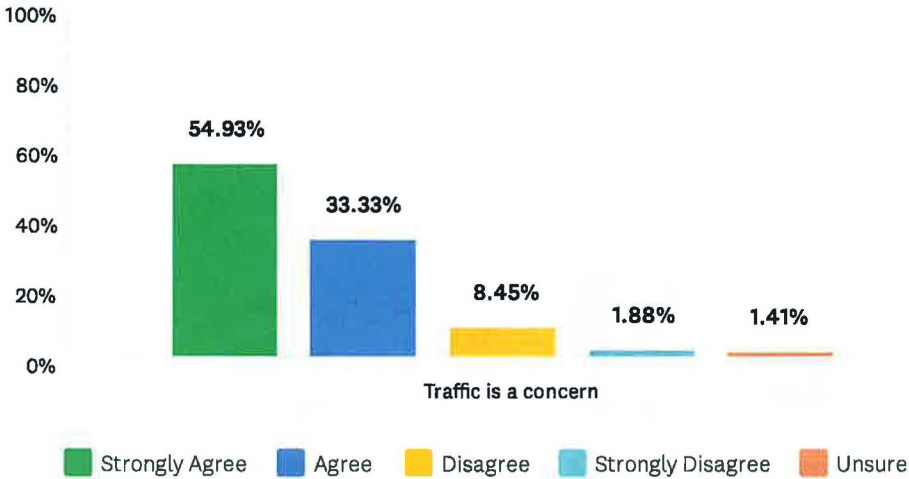
Quadrant 1
Quadrant 2
Quadrant 3
Quadrant 4
N/A
TOTAL

RESPONSES

18.82%	86
42.89%	196
14.22%	65
23.63%	108
0.44%	2
	457

Q4 I believe that traffic is an ongoing concern in our community.

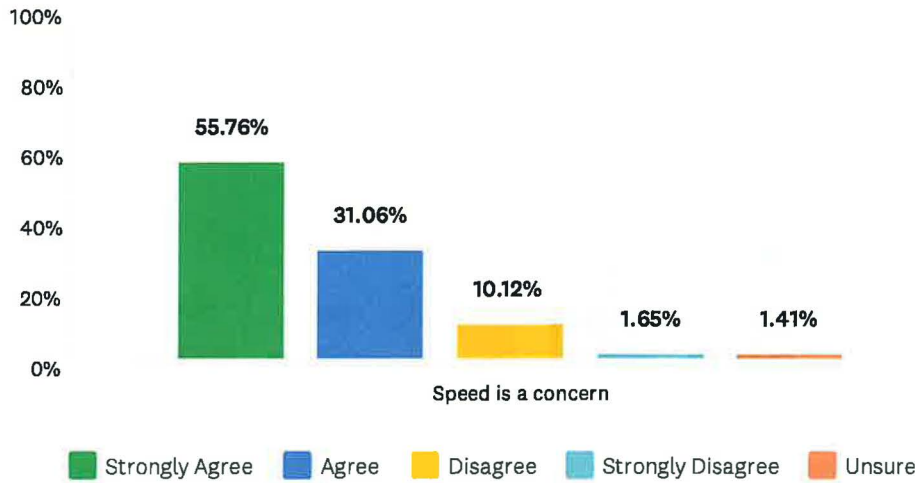
Answered: 426 Skipped: 82



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
Traffic is a concern	54.93% 234	33.33% 142	8.45% 36	1.88% 8	1.41% 6	426	4.38

Q5 I am concerned about traffic SPEED in our community.

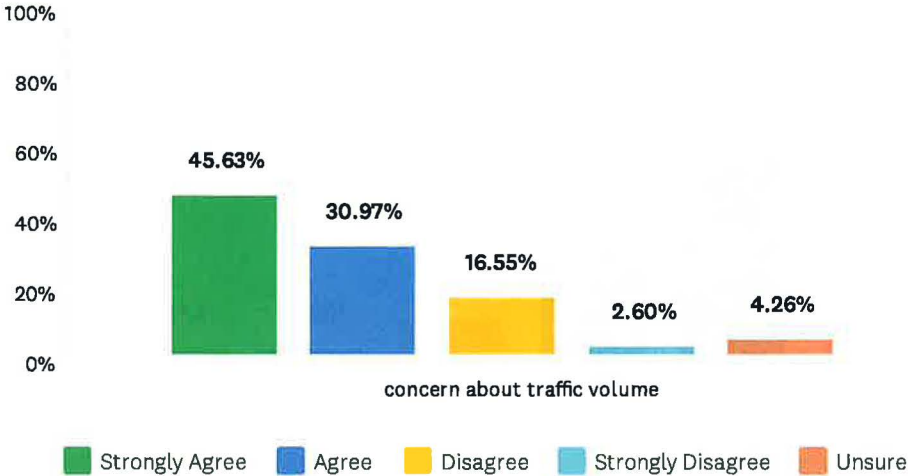
Answered: 425 Skipped: 83



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
Speed is a concern	55.76% 237	31.06% 132	10.12% 43	1.65% 7	1.41% 6	425	4.38

Q6 I am concerned about traffic VOLUME in our community.

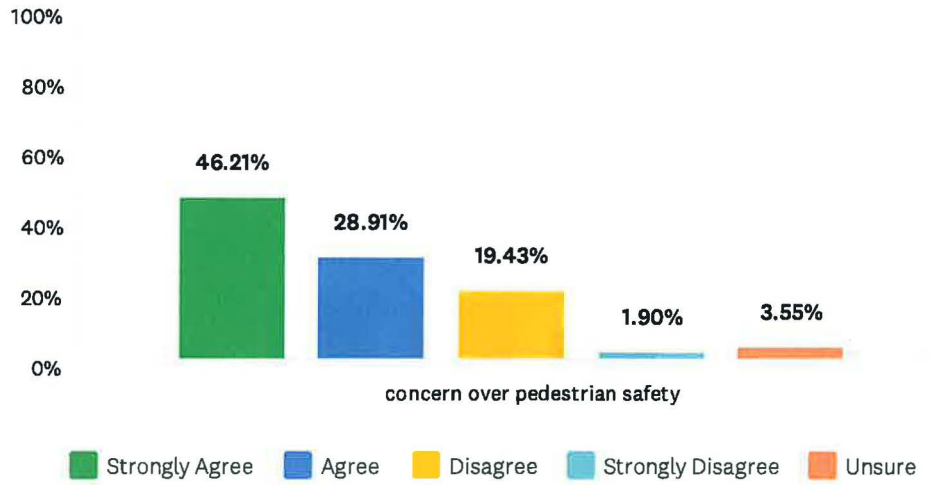
Answered: 423 Skipped: 85



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
concern about traffic volume	45.63% 193	30.97% 131	16.55% 70	2.60% 11	4.26% 18	423	4.11

Q7 I am concerned with overall pedestrian safety in our community.

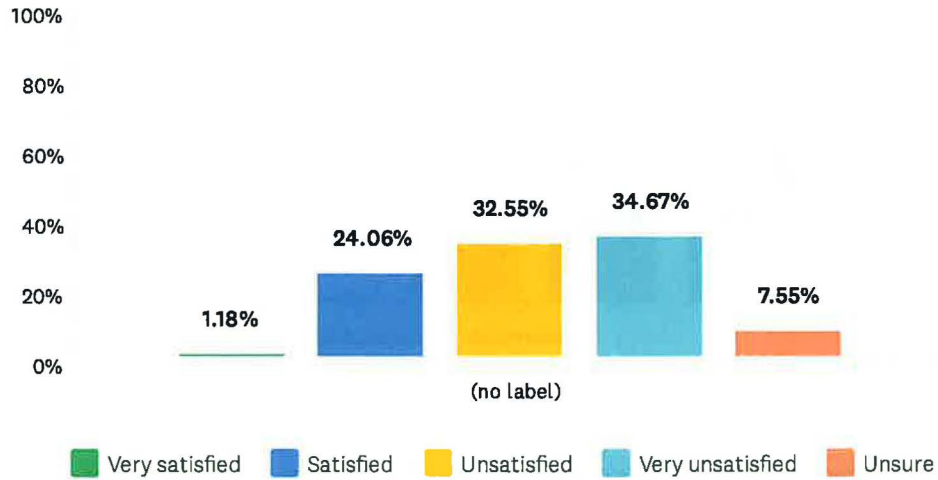
Answered: 422 Skipped: 86



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
concern over pedestrian safety	46.21% 195	28.91% 122	19.43% 82	1.90% 8	3.55% 15	422	4.12

Q8 I am SATISFIED with how the City of Calgary has managed non-residential traffic flow through the Mount Royal community.

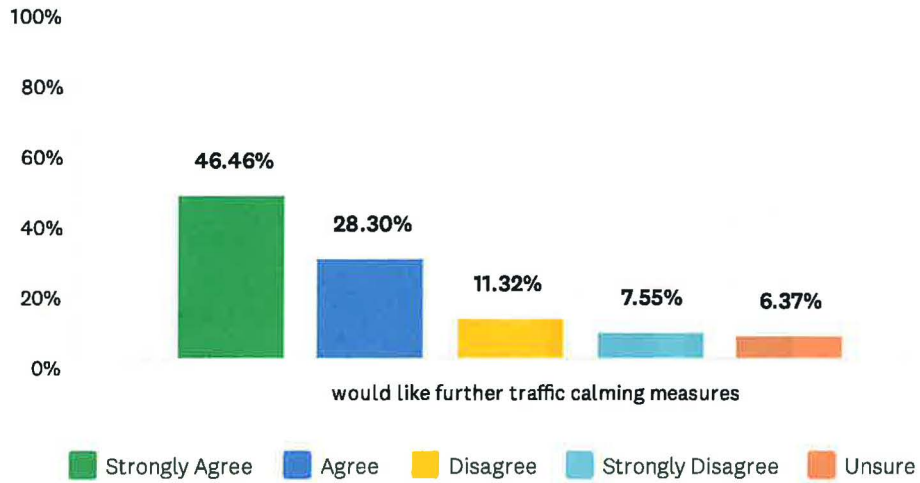
Answered: 424 Skipped: 84



	VERY SATISFIED	SATISFIED	UNSATISFIED	VERY UNSATISFIED	UNSURE	TOTAL	WEIGHTED AVERAGE
(no label)	1.18% 5	24.06% 102	32.55% 138	34.67% 147	7.55% 32	424	3.23

Q9 I believe that further traffic calming measures, with appropriate community consultation and input, would benefit our community.

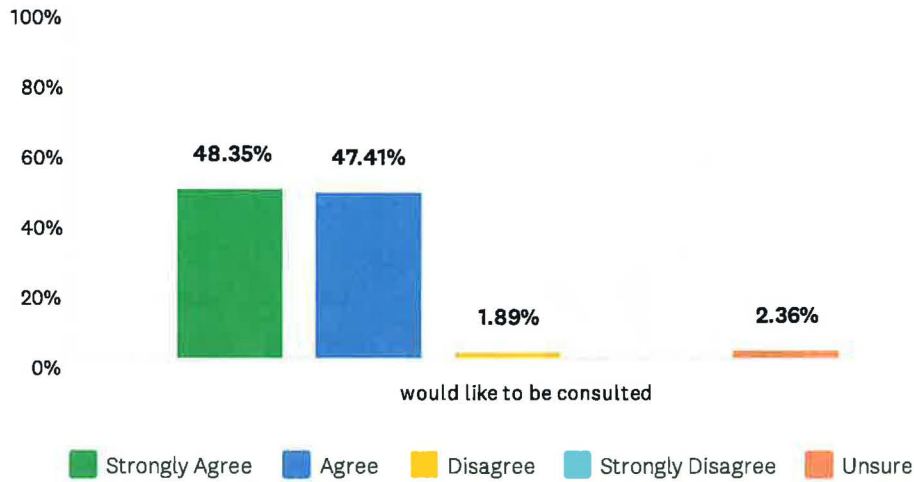
Answered: 424 Skipped: 84



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
would like further traffic calming measures	46.46% 197	28.30% 120	11.32% 48	7.55% 32	6.37% 27	424	4.01

Q10 I would like to be consulted and informed of the types of traffic measures proposed in the future.

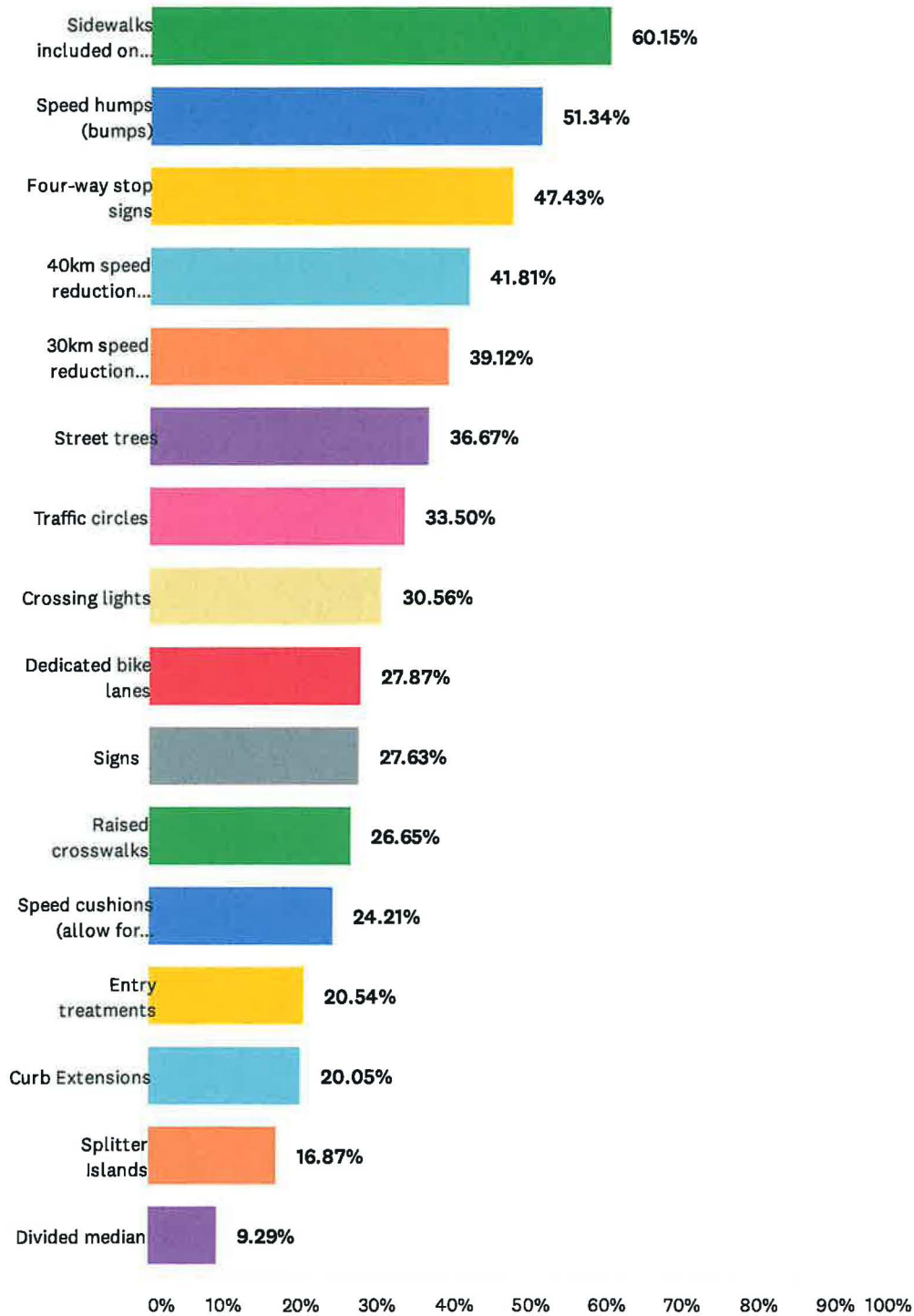
Answered: 424 Skipped: 84



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
would like to be consulted	48.35% 205	47.41% 201	1.89% 8	0.00% 0	2.36% 10	424	4.39

Q11 I would support one or more of the following traffic calming and safety measures in the Mount Royal Community (a link to view examples of measures is available on the MRCA website) :

Answered: 409 Skipped: 99

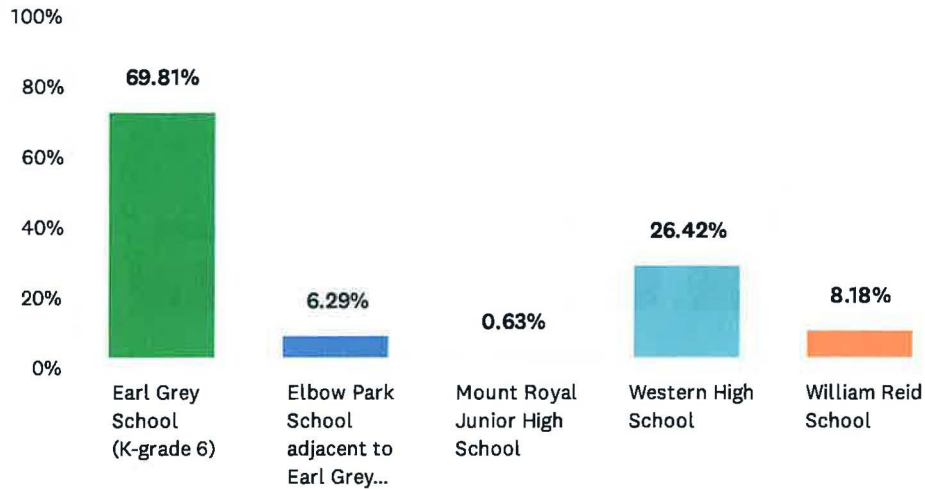


Traffic in Mount Royal

ANSWER CHOICES	RESPONSES	
Sidewalks included on streets (where currently absent)	60.15%	246
Speed humps (bumps)	51.34%	210
Four-way stop signs	47.43%	194
40km speed reduction throughout community	41.81%	171
30km speed reduction throughout community	39.12%	160
Street trees	36.67%	150
Traffic circles	33.50%	137
Crossing lights	30.56%	125
Dedicated bike lanes	27.87%	114
Signs	27.63%	113
Raised crosswalks	26.65%	109
Speed cushions (allow for emergency vehicles to pass)	24.21%	99
Entry treatments	20.54%	84
Curb Extensions	20.05%	82
Splitter Islands	16.87%	69
Divided median	9.29%	38
Total Respondents: 409		

Q12 I have a children who attend one or more of the following schools in the Mount Royal Community - (please indicate one or more schools that apply)

Answered: 159 Skipped: 349



ANSWER CHOICES

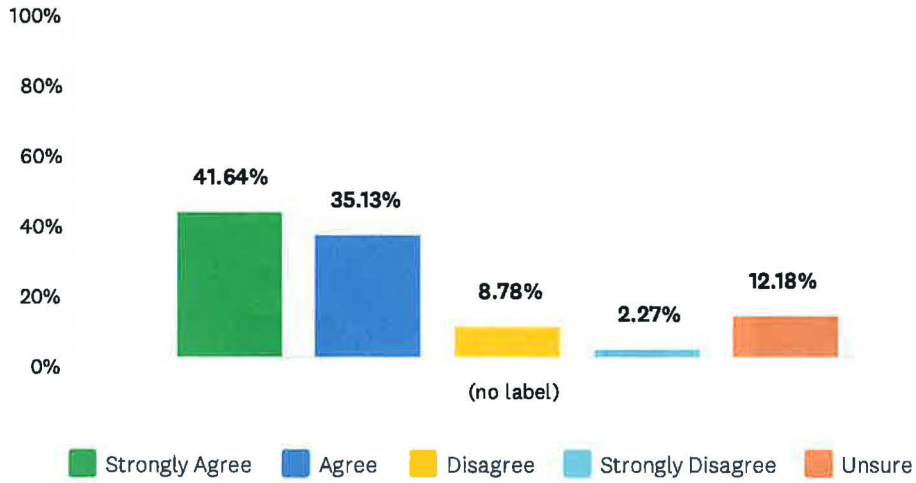
- Earl Grey School (K-grade 6)
- Elbow Park School adjacent to Earl Grey School
- Mount Royal Junior High School
- Western High School
- William Reid School
- Total Respondents: 159

RESPONSES

69.81%	111
6.29%	10
0.63%	1
26.42%	42
8.18%	13

Q13 I am concerned about the safety of students and pedestrians in the area of Earl Grey and Elbow Park Schools.

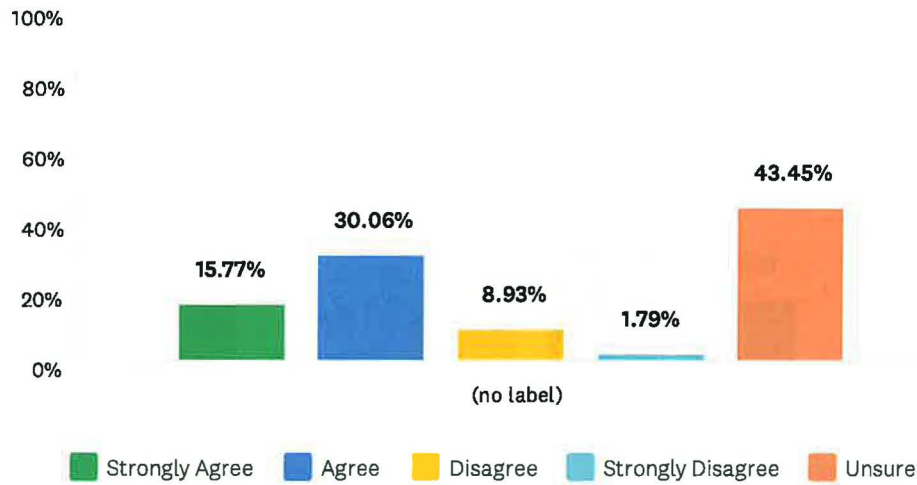
Answered: 353 Skipped: 155



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE	
(no label)	41.64% 147	35.13% 124	8.78% 31		2.27% 8	12.18% 43	353	3.92

Q14 I am concerned about the safety of students and pedestrians in the area of Mount Royal Junior High School.

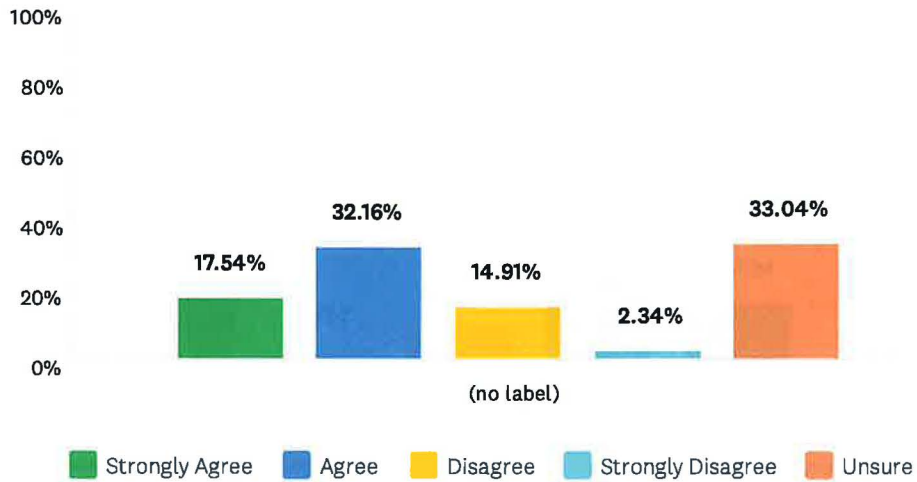
Answered: 336 Skipped: 172



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
(no label)	15.77%	30.06%	8.93%		1.79%	43.45%	
	53	101	30		6	146	336
							2.73

Q15 I am concerned about the safety of students and pedestrians in the area of Western High School.

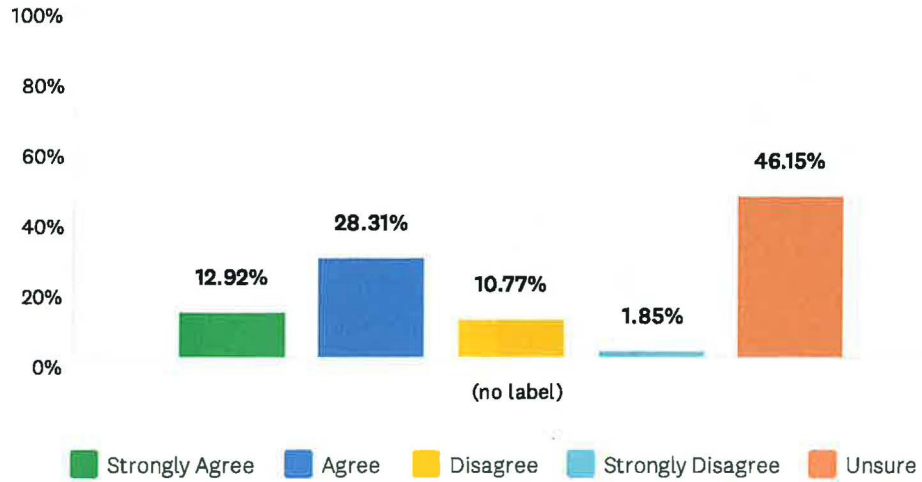
Answered: 342 Skipped: 166



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE
(no label)	17.54%	32.16%	14.91%		2.34%	33.04%	
	60	110	51	8	113	342	2.99

Q16 I am concerned about the safety of students and pedestrians in the area of William Reid School

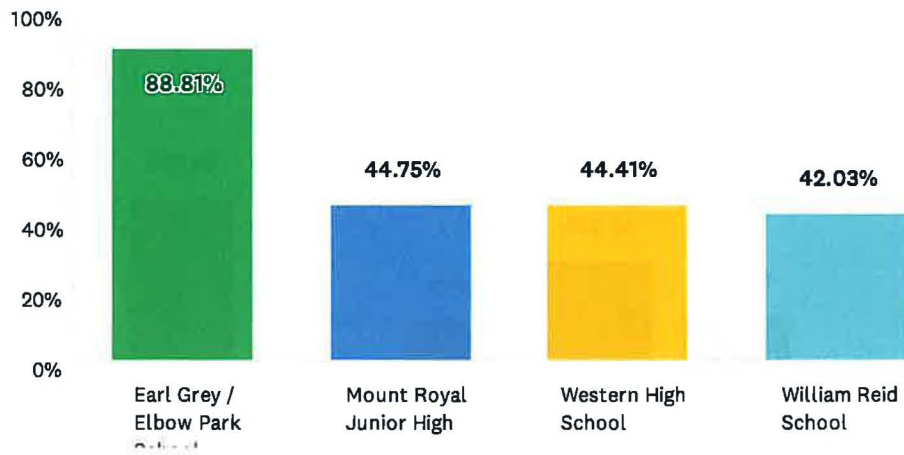
Answered: 325 Skipped: 183



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL	WEIGHTED AVERAGE	
(no label)	12.92% 42	28.31% 92	10.77% 35		1.85% 6	46.15% 150	325	2.60

Q17 I would support traffic calming measures in the vicinity of one or more of the following schools:

Answered: 295 Skipped: 213



ANSWER CHOICES

- Earl Grey / Elbow Park School
- Mount Royal Junior High
- Western High School
- William Reid School

Total Respondents: 295

RESPONSES

Earl Grey / Elbow Park School	88.81%	262
Mount Royal Junior High	44.75%	132
Western High School	44.41%	131
William Reid School	42.03%	124



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* First name: JONATHAN
* Last name: VAN HEYST
Email: jdvan.93@gmail.com
Phone: 4034788854
* Subject: Neighbourhood Speed Limits

Dear Mayor and Councillors,

I am writing to express my support for lowered neighbourhood speed limits, and to advocate for a transition towards a default speed limit of 30 km/h on neighbourhood streets. There are three main benefits of this change that I would like to highlight:
1. Quality of Life: Calgary is a great city to live in, a City where I would love to be able to raise a family one day. I want my family to feel safe in their neighbourhood, and speeding vehicles are one of the biggest dangers to a child's well being. I want to live in a neighbourhood where my children can play outside, visit friends, walk or bike to school, without constant fear of being struck by a motor vehicle. The likelihood of a person surviving a collision with a motor vehicle driver at 30 km/h is much higher than at 40 or 50 km/h.
2. Economic Sustainability: Calgary is facing many pressures to its financial sustainability, thanks to the COVID-19 pandemic and high downtown vacancy. City Council must make difficult decisions on revenues and expenses to continue to balance a budget. With traffic collisions causing almost a billion dollars in societal and economic costs every year, there is a huge opportunity to make changes to our roadway network, to help reduce the burden on police, emergency services, roads maintenance, health care resources, and lost productivity
3. Public Safety: As an aspiring professional engineer, I feel an obligation along with those in my profession to protect the safety of the public. Citizens of our city are dying every year, with hundreds seriously injured, thanks to collisions with motor vehicles.

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



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Implementing lower speed limits in cities, along with traffic calming and slower roadway design, has been proven in other cities around the world to reduce these deaths and injuries, even almost eliminating them in cities like Oslo, Norway. In nearby municipalities like Airdrie, the change to 30 km/h has been effective and widely embraced by residents. Along with these anecdotes are the many published studies that you will find in the City Committee agenda package. I support evidence-based decision making in protecting public safety.

Thank you for your consideration.



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* First name **Ken**

* Last name **Trumble**

Email **ktrumble@shaw.ca**

Phone

* Subject **I oppose ever reducing residential speed limits to 30 km/h.**

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

In general, I oppose ever reducing residential speed limits to 30 km/h. Making wholesale changes to speed limits during a recession, a pandemic and at a time when all government budgets are under severe pressure would be a poor use of funds. Adjustments of this sort, if ever done, should be introduced gradually into new districts added to the city.



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* First name **Eckart**

* Last name **Schoenberg**

Email **eckartschoenberg@gmail.com**

Phone **4036501296**

* Subject **Speed limits.**

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

Calgary is one of the biggest cities in area in North America. To reduce the speed that in many places has already been reduced from 60 to 50 is redundant! I cannot get over the fact that all School grounds are now though there are not even playgrounds nor children anywhere near these areas. How can that be allowed? To reduce the speed from 50 to 40 will not have any impact on safety in this big city. I can't even believe that you are discussing such an issue in Council! Surely there must be issues bigger then trying to slow down a populist in this vast City.



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

* First name **Rosemary**

* Last name **MacDonald**

Email **rnrmacdonald@shaw.ca**

Phone

* Subject **Residential Speed Limit Review**

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

Please let go of this idea of reducing speed limits in residential areas. There are so many things that are more important to this city at this time. If the Herald stats are correct, only 25 percent of collisions occur in residential areas. That means that 75 percent do not. Likewise, only 5.5 percent result in serious injury or death. So 94.5 percent do not. The costs to implement such a system will far outweigh the benefit given that enforcement will be almost impossible. And what will happen to transit when routes will take considerably longer to complete? Will more buses be added to pick up the slack? Jeromy Farkas has the right idea when he says that the focus should be on high-priority areas and not a one-size-fits-all approach. In the alternative, how about a campaign to urge pedestrians, cyclists, and drivers to be more aware of their surroundings and to take responsibility for their own safety?



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

* First name: Colin

* Last name: Friesen

Email: cepfriesen@gmail.com

Phone: 4032825776

* Subject: Neighbourhood Speed Limits Review - TT2020-1036

I am happy to support the recommendations of Administration bylaw TT2020-1036 regarding changes to the residential and near residential road system and related changes to the blanket speed limits and proposed collector signage i.e. 40kph/50kph.

I strongly oppose any further changes to the speed limit regulations at this time for reasons similar to those listed by Administration which I will expand on. I prefer the City do nothing rather than indulge in the mistake of overstep.

The research and report provided are reasonable and well documented including sound technical, financial and political recommendations and a way forward in future. Anything more now would be a mistake for the following reasons.

1. I strongly oppose additional speed enforcement by regulation rather than design. Except for residential roads, and as described in the report, speed laws for most of our roads are almost universally broken. Drive on any highway at the legal limit and you can demonstrate this for yourself. A universally broken law particularly in a democracy is a fundamentally flawed law and should be used only when there is no other option.

2. The police have enough trouble with image currently. For most responsible Calgarians the only time they encounter the police is with regard to traffic enforcement. To burden the police with additional enforcement that is not supported by the configuration of the road system is a mistake. Enforcing unreasonable laws only drives a wedge

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



Public Submission

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between the public and police, Council and the legal system generally.

3. There is another option as described in the report. Roads should be designed to suit travelling at a desirable speed. In this regard I would recommend removing traffic enforcement revenue from the police and devoting it exclusively to road reconstruction with the goal being appropriate speeds that continuously reduce the need for enforcement. The corrupting influence of revenue generation only serves to discredit the government claim that safety is paramount.

The most successful Vision Zero traffic systems, in northern Europe for example, start from the premise that citizens want to drive responsibly, do not want to have accidents and only do so by mistake. Their fundamental goal is to make this as easy as possible with sound road design and driver education. They try to include the public as an ally not an opponent to be controlled or disciplined. Additional legal enforcement in this case is a sign of failure



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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 Lindsay

* Last name Bliet

Email lindsay.bliet@gmail.com

Phone 4038370500

* Subject TT2020-1036: Neighbourhood Speed Limit Review — Support for reduced speeds

I hope that this note finds you well. My name is Lindsay Bliet and I reside in what is currently Ward 11, in the Community of Parkhill/Stanley Park. I am writing you all today to express my support for reduced speed limits in Calgary, as recommended in the Neighbourhood Speed Limit Review [TT2020-1036]. Obviously this is a multi-faceted issue for the City of Calgary, including impacting city budgets and the lives and safety of all road users; the focus of my letter will be on my personal take on this report's recommendations, how it impacts me, my work, my family, and my community.

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

I consider myself to be an advocate for family cycling and active travel, including having worked with schools to help increase walking and wheeling rates. International best practice and personal experiences greatly inform my perspective. We are a one car/many bike family of four and I am privileged to be able to largely exist in a small bubble of Calgary that has a lot of exemplary infrastructure, including reduced speed limits of 40 kph, one street that is permanently 30 kph (Rideau), and many playground zones of 30 kph — all for which I am grateful. I have cycled year-round with my two young children for many years now, getting to school, swimming lessons, the Zoo, and the like, rain or snow or (as is usually the case here) sun. The combination of multi-use pathways, cycle tracks, traffic-calmed blue sign routes (eg. Elbow Park), and reduced speed limits make it possible for me to eek out this existence in Calgary.

I want more Calgarians to have this opportunity and I believe that reducing the residential road speed limit to 40 kph will help, and working towards 30 kph will be even better,



Public Submission

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as evidenced by international best practice. I especially would like our future generation to have this experience. While not a cure-all, we can easily help to boost parents' (and children's) confidence by supporting reduced speed limits at the neighbourhood level. Combined with effective design down the road (no pun intended), I believe that this can and will greatly improve the quality of life for many Calgarians while supporting a future generation raised on the myriad benefits of active transportation.



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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 Denis

* Last name Ho

Email traffic@wscr.ca

Phone 403-978-8001

* Subject Residential Speed limit review. For T and T on September 30, 2020

Dear elected councillors,

I represents the West Springs and Cougar Ridge Community Association as the Traffic director. On the topic of residential speed limit review, I want to share comments that were brought forward by our members and board of directors. We recognizes that this decision is about a balance between priorities, and it's not a decision to be made lightly.

We recognizes the objective of the review and would encourage the councillors to consider the following when making their recommendation in council.

1. Public safety should be a priority. We support a lower residential speed limit in the neighborhood. A 30km/hr on residential roadway is reasonable where children, and families are out to play.

2. Implementing a lower residential speed limit should be thoughtful and evidence based. To encourage a change in behavior, we would support a phased approach of starting from Scenario 2 30km/h residential + 50km/h on collector and then assessing whether the changes and reduction are appropriate.

3. The reduction of speed will not noticeably affect commuting time. Majority of the commute is on higher speed roadway, So a 30km/h on residential roads is both safe and reasonable.

4. Lower residential speed limit is supported by precedents set in other City.

5. A City wide initiative to increase safety, although marginally, will be cheaper than targeted measures on isolated streets. Especially when we talk about

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



Public Submission

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some communities waiting for years before having a safety measure introduced. This is a cost effective solution while the City does not have a lot of budget to spend.

I understand the recommendation has recently changed to 40km/h in the latest update. My support is still for a phased approach of 30km/h on residential street with 50km/h on collector street.

Thank you for your time and engagement to support the safety and quality of living for all Calgarian.



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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: Dylan
* Last name: Maas
Email: maashole@gmail.com
Phone:
* Subject: Residential Speed Limit Review

Dear his Worship Mayor Nenshi and City Councillors,

As a father of a 2.5 year old, I spend many hours in my front yard adjacent to a residential street which is currently unposted at 50km/h. My daughter and I draw with chalk on the sidewalk, we look for new flowers in our garden, and over the past six months, we have been mastering the strider bike. She is great at it and knows to stop when she gets to the corner of the street. As she gets older and starts to explore in our community, I want safe, connected streets for her to walk and bike to our neighbourhood school, to go see her friends and develop skills to support her independence.

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

Safe streets to me mean 30km/h on residential streets. I want people driving to be able to react if they see a ball roll out onto the street or adjust their space on the road as our kids learn to bike.

Safe streets to me mean that my daughter can get to school safely and independently. Safe streets to me mean 30km 40km/h on collector streets.

Safe streets to me mean welcoming places to people regardless of their age or stage in life.

50km/h reduces the likelihood of survival if a person walking is hit by a person driving.

Please support 30km/h on residential streets. Our kids, seniors and folks in the accessibility community are relying on you.



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

* First name: Jason
* Last name: Heisler
Email: jason_heisler@hotmail.com
Phone:
* Subject: Traffic Speed on 12th Avenue

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

I am in favour of reducing residential speed limits to 40km/hr. However, my review of Ward Map 7 suggests that the speed limit on 12th avenue in Crescent Heights will be increased from the current 40km/hr to 50km/hr. I am hopeful that this is a drafting error, as it seems contradictory to the general direction of the proposal changes. I also highlight that the condition of the 200 block of 12th avenue NW has been the subject to numerous complaints by residents as current traffic causes intense vibrations in several homes. An increase in speed will only make this matter worse.

As a homeowner on 12th avenue I expect that the speed limit review would not increase the speed limit for 12th Avenue



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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 **Beddington Heights Community Association**

* Last name **Board of Directors**

Email **bhca@beddingtoncommunity.ca**

Phone

* Subject **BHCA letter of support: SPC on Transportation and Transit Sept 30: Item 7.2.TT2020-1036**

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

Please find attached our letter of support.

Thank you,

BHCA



September 29, 2020

RE: TT2020-1036 Neighbourhood Speed Limit Review

Dear SPC on Transportation and Transit and Council,

The Beddington Heights Community Association is in support of Administration's Recommendation as proposed in TT2020-1036. We ask that Committee support, and Council approve, the proposed City of Calgary Standard Speed Limits Bylaw and directions set out in the Recommendation.

We are in support of this practical and responsible approach to increase safety for everyone, reduce the number and severity of collisions, reduce the financial burden collisions have on individuals and The City, and improve livability in our communities. As outlined in the report, all Calgarians are impacted in some way by traffic close-calls and collisions: physically, socially, mentally, financially, reduced services (due to reduced/reallocated funding), and these consequences are significant and can be long-lasting and irreparable.

This Recommendation is a forward-looking, sensible, and compassionate response to our need for safety, mobility, and financial sustainability. In addition, it simply does not matter how fast you can drive if you end up in a collision that injures or kills you or others.

We thank Administration, Committee, and Council on your work so far on improving transportation safety for all of us. No matter how you choose or have to get around, you deserve to get there safely.

Thank you,

Beddington Heights Community Association
Board of Directors



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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 **Stollbert**

Email **frankstollbert@shaw.ca**

Phone

* Subject **Proposed speed reduction bylaw**

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

I Object to this proposed bylaw to reduce speed limits on calgary streets on a blanket basis. This is an unnecessary cost to taxpayers a will not achieve results that are commensurate with the cost and confusion. City council should focus on more pressing matters such as reducing city operating costs, and not adding to them. Put these costs to police enforcement and safety is more important and would likely achieve a better result. I am tired of councils attempt to push unnecessary social agendas while we struggle economically. Run the city more effectively and stop misusing our dollars. Congestion appears to be Councils objectives, and the more there is, the more pollution results. If council votes to approve, I hope the voters will take the appropriate measures during the next election. Vote those in favour out. Thank you.



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

* First name: Brent
* Last name: Clark
Email: brentclark@yahoo.ca

Phone:

* Subject: Neighbourhood Speed Limits - Report TT2020-1036 - Comments

I support reducing the speed limit on streets within our communities and the move towards street designs that better support lower speeds on streets in new communities and for retrofit projects in existing communities. I feel the information provided in the report supports this as a measure to make our streets safer and more equitable, by improving opportunities to prevent collisions and creating a more comfortable environment for the diversity of users and the uses of our streets. From my experience in my own community, I believe reduced speeds would be beneficial for the following reasons:

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

- Some residential streets (cul-de-sacs in particular) do not have sidewalks, meaning pedestrians must share street space with other travel modes, including motorists.
- Many residential streets have sidewalks on only one side, meaning people living or parking on the street must cross mid-block to reach a sidewalk.
- Many back walkways have poor visibility due to trees, shrubs and structures blocking sight lines where they intersect, and create crossing desire lines, mid-block at streets.
- Most residential street sidewalks lack curb cuts and taper well before intersections, so that pedestrians are on the street well before the corner and before they are visible to motorists.
- On-street bicycle lanes or cycle tracks are not present within the community, so all community streets are shared by cyclists and motorists.

From a motorist or cyclist perspective, I also see benefits in a reduced speed limit for



Public Submission

City Clerk's Office

our in that most street intersections are unsigned, so any mistake in assuming who has right-of-way could have reduced consequences at lower speeds.

Ideally, I would like to see additional thought given to recommendation 2, specifically tangible and actionable strategies to reduce the potential for and occurrence of incidents on this classification of street.

Brent Clark, Ward 4



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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: Jodi

* Last name: Morel

Email: jodi.morel@idmd.ca

Phone: 4039736707

* Subject: Letter from Vision Zero Calgary

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

Vision Zero Calgary supports lowering speed limits in residential communities to 30 km/h.
If Council does not support a Vision Zero approach to neighbourhood speed limits, adopting Administration's recommendation is the bare minimum change and should, nonetheless, be supported.



Attention: City Clerk's Office

Vision Zero Calgary supports the international best practices of the Vision Zero movement. These practices and their associated standards are based on a robust program of scientific research, as well as evaluation of global infrastructure and policy. These practices include lowering speed limits to 30 km/h on streets where vulnerable road users, such as pedestrians and cyclists, mix unprotected with automobiles.

Administration's recommendation of lowering speed limits on Residential streets to 40 km/h, and maintaining 50 km/h on a Collector streets, is not aligned with the international best practices of the Vision Zero movement for 30 km/h neighbourhood streets. It acknowledges, in the report, that more people will die and be seriously injured on Calgary streets than under a Vision Zero approach. Therefore, Vision Zero Calgary supports lowering speed limits in residential communities to 30 km/h.

If Council does not support a Vision Zero approach to neighbourhood speed limits, adopting Administration's recommendation is the bare minimum change and should, nonetheless, be supported.

Regardless of the new limit set by Council, a detailed redesign strategy to retrofit existing community streets, and ensure that new community design standards are changed to align with the international Vision Zero best practice approach, is required. This plan should have defined timelines to ensure that design measures support the goal of safer, slower residential streets.

It is Vision Zero Calgary's position that community traffic calming and safety improvements be given a much higher priority, and corresponding funding allocation, by the City of Calgary. This will produce higher levels of credibility between speed limits and road design to reduce infractions, increase compliance, and enhance comfort for all users. The City spends hundreds of millions every year to shave mere seconds off of automobile trips, so Vision Zero Calgary recognizes that The City can and should commit to traffic calming Collector streets, city-wide, by the decade's end. This final point requires significant emphasis as Collector streets, and even some classified as Arterial streets (e.g. 14th Street

NW or SW), are sources of significant conflict between vulnerable road users, schools, residences, and automobiles. Many serious injuries to pedestrians, cyclists, and car drivers occur on these types of Collector and minor Arterial streets.

This is a question of safety, for ALL users, as well as one of economics and social vibrancy. The costs to all three are very high in the current 50 km/h arrangement. Adopting Vision Zero best practice standards will save money, will create more vibrant social and economic outcomes, and, most importantly, will save lives.

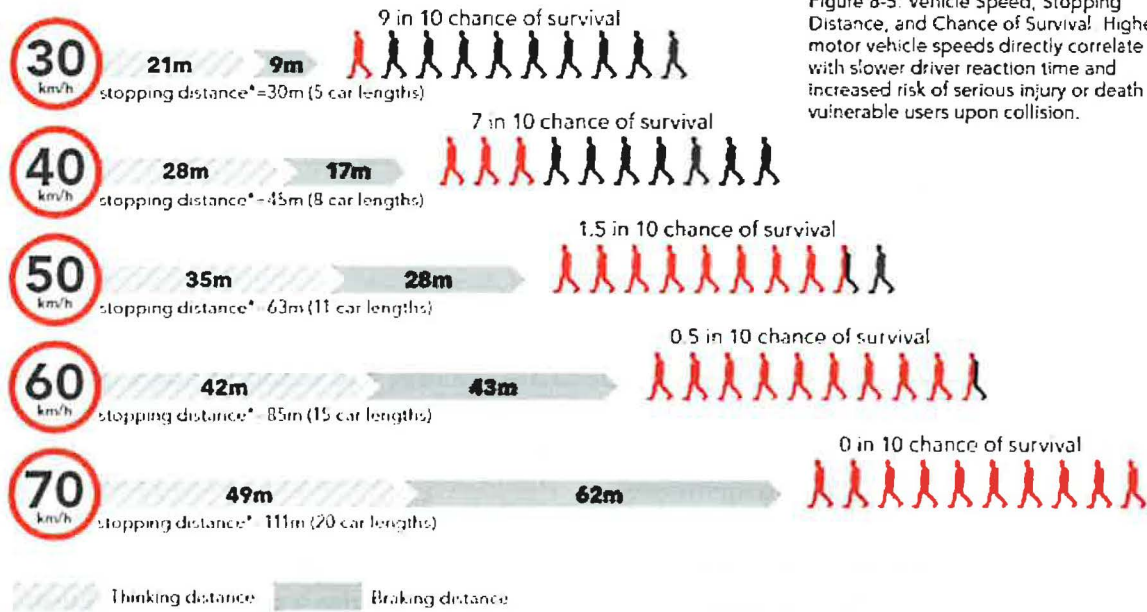


Figure 8-5: Vehicle Speed, Stopping Distance, and Chance of Survival. Higher motor vehicle speeds directly correlate with slower driver reaction time and increased risk of serious injury or death to vulnerable users upon collision.

*Stopping distances during wet conditions. Single car length=5.6m. Based on a 2.5s reaction time, representing 90th percentile of drivers.

source: Adapted from World Health Organization, 2008. Speed management: a road safety manual for decision-makers and practitioners. Transportation Association of Canada, 2011. Geometric Design Guide for Canadian Roads Part 1. 1.2.5.2 - 1.2.5.4



Chinatown

華埠促進會 BIA

Business Improvement Area

Suite 208, 328 Centre Street SE, Calgary, AB, T2G 4X6



CALGARY
CHINATOWN

2020 September 30

SPC Transportation and Transit

Members Mayor Naheed Nenshi (Ex-Officio)
 Ward 6 Councillor Jeff Davison, Chairperson
 Ward 4 Councillor Sean Chu, Vice Chair
 Ward 2 Councillor Joe Magliocca
 Ward 3 Councillor Jyoti Gondek
 Ward 5 Councillor George Chahal
 Ward 11 Councillor Jeromy Farkas
 Ward 12 Councillor Shane Keating
Copy Ward 1 Councillor Ward Sutherland
 Ward 7 Councillor Druh Farrell
 Ward 8 Councillor Evan Woolley
 Ward 9 Councillor Gian Carlo Carra
 Ward 10 Councillor Ray Jones
 Ward 13 Councillor Diane Colley Urquhart
 Ward 14 Councillor Peter Demong

Re; TT2020-1036 - Neighbourhood Speed Limit Review

The Chinatown BIA supports the safety of pedestrians, cyclists, and eScooter riders on Calgary roadways and we need a reduction in vehicular collisions on Calgary streets. It is incumbent upon The City of Calgary and Calgary Police Services to ensure our roads are safe through effective enforcement including fines and suspensions.

The BIA and the community supports speed reduction in Chinatown to 40 kph as soon as possible and 30 kph ideally in the long term. Pedestrian safety is also a concern of our business and cultural patrons, visitors and tourists. Speed reduction is supported by the Chinatown BIA's mandate make Chinatown clean and safe, a must visit destination, and a great visitor experience.

With respect to the Neighbourhood Speed Limit Review, we support:

- preserving pedestrian, cyclist, eScooter, driver and passenger health and safety on roadways;
- establishing a capital infrastructure plan to reduce traffic speed in Chinatown through traffic calming infrastructure such as speed bumps, painted intersections, crosswalk beacons, bump outs at intersections, etc. which would ultimately modify vehicle behavior for car and cyclist alike;

- increasing signage to advise vehicle drivers, cyclists, and eScooter riders that they are entering a pedestrian zone and it is their responsibility to prevent traffic violation, collisions and pedestrian injuries

We favour spending the tax dollars and resources on capital infrastructure changes. Through these infrastructure changes, traffic speed in Chinatown roadways will decline and driver's behavior modified favourably.

Legislating lower traffic speed especially Chinatown roadways is virtually impossible to enforce due unless there is a significant increase regular traffic enforcement activity. This should not be the primary method to safeguarding pedestrians and cyclists.

Therefore, we strongly support modifying roadway construction standards and making capital infrastructure investments to modify behavior over the long term which will also create jobs.

Respectfully,



Grace Su,
Chinatown BIA Chair



Terry Wong,
Chinatown BIA Executive Director

Copies: Chinatown BIA Board
Chinatown Community Association

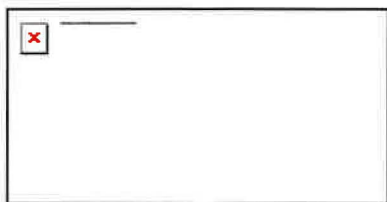
Gibb, Linda A.

From: Terry Wong <ed@calgarychinatown.com>
Sent: Wednesday, September 30, 2020 1:43 AM
To: Mayor's Office; Sutherland, Ward; Magliocca, Joe; Gondek, Jyoti; Chu, Sean; Chahal, George; Davison, Jeffrey R.; Farrell, Druh; Woolley, Evan V.; Carra, Gian-Carlo S.; Jones, Eric; Farkas, Jeromy A.; Keating, Shane; Colley-Urquhart, Diane; Demong, Peter; Public Submissions
Cc: CDBIA Board and ED; Sukey Wong; BIA Marketing-Consultant; Ed Tam; Tiffany Whitnack; Liza Chan; Malcolm Chow; Tony Wong; John Dong B.Comm, CMA, CPA; Grace Mah
Subject: [EXT] Neighbourhood Speed Reduction Review - CHINATOWN BIA Response
Attachments: Neighbourhood Speed Reduction-Chinatown.pdf

On behalf of the Chinatown BIA Board of Directors, please accept this public response to the above review.

Terry Wong 黃健磊
Chinatown Business Improvement Area
CBIA Executive Director 執行董事
e: ed@calgarychinatown.com
c: 403-918-7298
o: 403-668-9798

Dragon City Mall, 2nd Floor, Suite 208
328 Centre Street SE
Calgary, Alberta, T2G 4X6
www.calgarychinatown.com





Public Submission

City Clerk's Office

Please use this form to send your comments relating to matters, or other Council and Committee matters, to the City Clerk's Office. In accordance with sections 43 through 45 of Procedure Bylaw 35M2017 as amended, the information provided may be included in written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. 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: Sonja
* Last name: Johnson
Email: sonja_johnson20@hotmail.com
Phone: 4036516343
* Subject: Sonja Johnson

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

I support the lowering of residential speed limits. After reading the report, I see that 40kph may make the most sense at the moment given the poor design of the roadways in most residential areas. My hope is that in the future roadways would be narrowed (perhaps with the thought of having a bike lane on the roadways), thereby making the speed of 30kph possible. Evidence shows that this is the best way to reduce serious injury and fatalities, but more than that, it makes neighbourhood sidewalks and properties more hospitable to its' users, people, not cars. It makes neighbourhoods more pleasant for walking, running, biking dog walking and makes it safer for all the people in the community. So though I am disappointed that the limit has not been reduced to 30kph, I am accepting of 40 kph for the time being. Leaving residential limits at 50kph is completely unacceptable.



Planning Committee
917 Centre Avenue NE
Calgary AB T2E0C6
brcacalgary.org

SPC on Transportation and Transit
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

29 September 2020

ATTN: City Councilors
RE: Neighbourhood Speed Limit Review

To Members of SPC on Transportation and Transit:

We are members of the transportation subcommittee of the Bridgeland-Riverside Community Association, and we are in support of lowering the default unposted speed limit on neighbourhood streets.

Our community association receives many complaints about the speed of drivers in the community and the collisions that happen as a result. Community members have concern for other drivers, as well as for pedestrians and cyclists. Similarly, we receive many requests for traffic calming at spots throughout the community. Citizens we hear from want slower streets to make our community safer, more walkable and thus more livable.

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

Further, we see this speed limit reduction as only the first step in increasing traffic safety. To make our streets even safer, we strongly support changes to road design that slow traffic. The traffic calming pilots in our community that the City has implemented on 1st Ave NE and McDougall Road NE are examples of how small, affordable changes to design make a big difference to the experience of all road users. We hope the learnings from these pilots can be spread to other

communities. Evidence shows that changes to road design are a key factor in realizing the benefit of reduced speed limits.

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

Sincerely,

Jana Lait, Chair

BRIDGELAND RIVERSIDE TRANSPORTATION COMMITTEE

Per: BRCA Board of Directors



Calgary Chinatown Community Association

卡加利華埠街坊會

September 29, 2020

The City of Calgary
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

Attn.: Druh Farrell, Ward 7 Councillor

Re.: **Speed Limit Reduction**

Chinatown is a small residential community and is a cultural hub in Calgary. The Community Association has advocated reducing speed limit within our community from 50 km/hr to 30 km/hr because of safety for our residents and visitors. In recent years, the roadways have increasing variety users such as cyclists, e-scooters, roller-boarders and other equipment. There is urgency to reduce the speed of all traffics to create a safe environment for users to share the limited space both roadways and sidewalks.

As a community that values our village-like feel it is important to us that speed is kept to a reasonable level throughout the community. This would allow all users to safely use the roadways and sidewalks. It also encourages commuters to explore the community and easily stop for the shops and services.

Chinatown Community Association supports the proposal to reduce the speed limit. In addition, we recommend the following three changes within our community:

1. Re-designate the portion of 3rd Ave SW between 2nd Street SW to 1st Street SE to residential.
2. Re-designate the portion of 1st Street SE between Riverfront Ave SE to 4th Ave SE to residential.
3. Reduce the speed limit of all the roads within Chinatown Community to 30 km/hr.



Calgary Chinatown Community Association

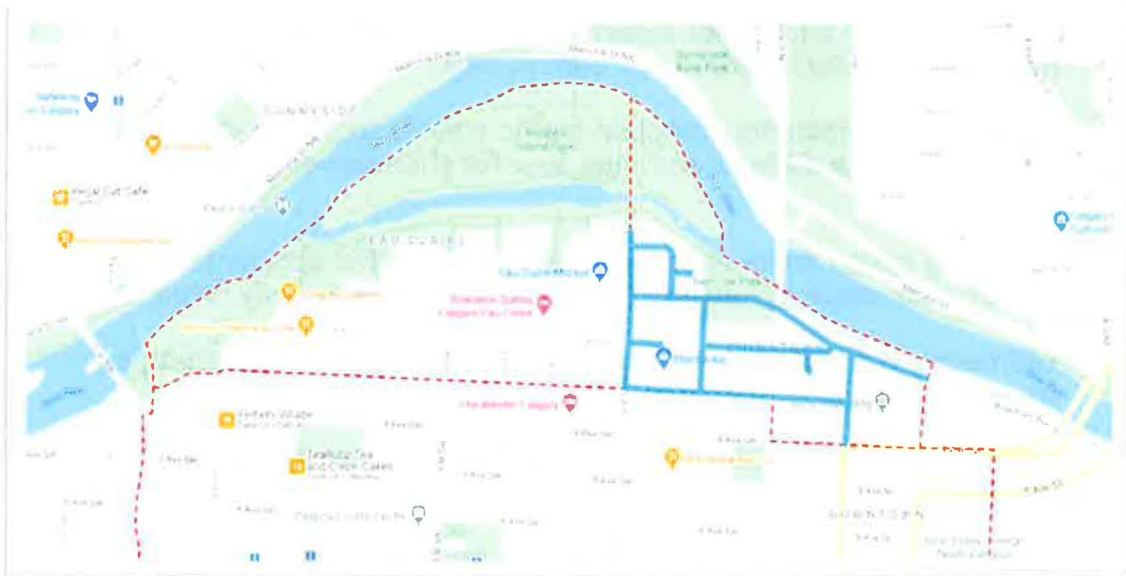
卡加利華埠街坊會

Attached is a map showing the roads in Chinatown (light blue color) which we ask your consideration to set the maximum speed limit to 30 km/hr

Yours sincerely,

A handwritten signature in black ink that reads "Ed Tam".

Ed Tam, President
Chinatown Community Association



From: [Farrell, Druh](#)
To: [Public Submissions](#)
Subject: Fwd: [EXT] Councillor Druh Farrell - Residential Speed Limit Reduction - Support from Montgomery Community Association
Date: Wednesday, September 30, 2020 9:59:28 AM

Sent from my iPhone

Begin forwarded message:

From: Secretary MCA <secretary@mcapeople.com>
Date: September 29, 2020 at 9:08:20 PM MDT
To: "Farrell, Druh" <Druh.Farrell@calgary.ca>
Cc: CAward7 - Dale Calkins <caward7@calgary.ca>
Subject: [EXT] Councillor Druh Farrell - Residential Speed Limit Reduction - Support from Montgomery Community Association

Councillor Farrell:

On behalf of the Montgomery Community Association, we support the reduction in residential speed limit initiative.

Traffic calming and street safety is the most common complaint we hear from residents within our community.

Montgomery residents complain traffic travels too fast within their community. As pedestrians they fear for themselves and their children.

Reducing speed limits is one way to reduce traffic accidents which can and do result in harm to pedestrians and potentially fatalities.

Ultimately the reduction in speed limits will make all communities more liveable.

The community would prefer to have the speed limit lowered to 30 km/h as this is safest for pedestrians.

We encourage council to move quickly on this initiative.

Thank you for your time and attention to this matter.

Sincerely,
Jason Sokolosky
Secretary, Montgomery Community Association
403-620-3012



Tuxedo Park Community Association

202 – 29th Avenue NE
Calgary, Alberta T2E 2C1
Phone (403) 277-8689

September 29, 2020

Councillor Druh Farrell
City of Calgary Council
P.O. Box 2100, Station 'M'
AB T2P 2M5

RE: Residential Speed Limit Reduction (TT-2020-1036)

Dear Councillor Farrell,

The Tuxedo Park Community Association (TPCA) supports the Administrations recommendation to the Transportation and Transit Committee on the Neighbourhood Speed Limit Review (TT-2020-1036). Improving the safety of our citizens, while creating a liveable community that supports all modes of active transportation for all ages has been an ongoing priority for the TPCA.

The proposed changes to the speed limits is a positive first step of improving the walkability of our neighbourhood. Walkable safe streets also means having the infrastructure in place to safely cross arterials and boulevards that are not targeted in this recommendation. In addition to reducing speeds on residential streets, existing collectors such as 24th Avenue N, and 20th Avenue N should remain unposted with the lower residential speed limits (40 km/h) to support their use as a bicycle route.

Changes to traffic patterns as part of projects like the Green Line, can have negative impacts in our community, especially on residential streets. As our community street network is grid based, we do not face the same access constraints. As such our neighbourhood could support early adoption of the next phase of Neighbourhood Speed Limit Review and increased emphasis on using built environment means of achieving slow streets.

In summary, the TPCA supports the recommendations, and would support:

- An accelerated timeline for the city in general and for the community itself of much less than 20 years for the next phase of the Speed Limit Review to a 30 km/h residential speed limit; and,
- Increased focus on modifying the existing built environment to that support the lower speed limits.

Sincerely,

Tuxedo Park Community Association Board of Directors



TT2020-1036
Distribution
Letter 26

**HOUNSFIELD HEIGHTS – BRIAR HILL
COMMUNITY ASSOCIATION**

Box 65086, RPO North Hill
Calgary, AB T2N 4T6
403-282-6634
<http://www.hh-bh.ca>

2020 September 30

SPC Transportation and Transit

Members	Mayor Naheed Nenshi (Ex-Officio) Ward 6 Councillor Jeff Davison, Chairperson Ward 4 Councillor Sean Chu, Vice Chair Ward 2 Councillor Joe Magliocca Ward 3 Councillor Jyoti Gondek Ward 5 Councillor George Chahal Ward 11 Councillor Jeromy Farkas Ward 12 Councillor Shane Keating
Copy	Ward 1 Councillor Ward Sutherland Ward 7 Councillor Druh Farrell Ward 8 Councillor Evan Woolley Ward 9 Councillor Gian Carlo Carra Ward 10 Councillor Ray Jones Ward 13 Councillor Diane Colley Urquhart Ward 14 Councillor Peter Demong

Re; TT2020-1036 - Neighbourhood Speed Limit Review

It is without a doubt that our community favours pedestrian, cyclist, and eScooter rider safety on Calgary roadways and would like to see a reduction in vehicular collisions on Calgary streets. It is incumbent upon The City of Calgary and Calgary Police Services to ensure our roads are safe and violations are addressed through effective enforcement including fines and suspensions.

Hounsfield Heights – Briar Hill is a 70+ year old plus inner-city community established with a composite of collector and residential roadways bound by arterial roadways on level grade, hills, and with curves and blind corners; we have it all. Our community has a higher than average seniors' population and a growth in young and school age children who attend a burgeoning Briar Hill (elementary) School and the Community Associations' community playschool; we value their health and safety.

Our community residents are also taxpayers, some of whom are struggling financially due to COVID induced and economic downturns strains on their household incomes. Others are pensioners who can ill-afford to see their municipal taxes spent on initiatives that don't generate

the service value, public safety, investment returns, and quality of life they deserve through their tax levies.

With respect to the Neighbourhood Speed Limit Review, we support the following:

- Pedestrian, cyclist, eScooter, driver and passenger health and safety on roadways;
- Establishing a long-term capital plan to reduce traffic speed in residential communities through traffic calming and speed reduction infrastructure;
- Increased traffic enforcement especially on arterial and collector roadways, school zones, construction zones, and evidence-driven high risk intersections and roadways (not where it's convenient to catch offenders);
- Establishment of revised 'traffic calming' roadway standards for application in new communities and sub-divisions as soon as possible; and
- Compulsory online driver re-education program for severe offenders

Through these measures, traffic speed in residential roadways should decline and driver's behavior modified favourably except for the abuser and negligent ones where impact on vehicle privileges are the only corrective measure.

Legislating traffic speed reduction on residential and collector roadways is virtually impossible to enforce 100% unless traffic enforcement resources are tripled or quadrupled. However, physical impediments are 100% effective.

Yes, more people are severely injured in collisions of 50 kph vs. 40 or 30 kph. A speed bump, painted intersections, crosswalk beacons, traffic circles, bump outs at intersections, etc., however, will quickly modify vehicle use behavior (car and cyclist alike). Thus, The City should spend the tax dollars on this capital initiative rather than re-signing every roadway, modifying every traffic signal control especially in inner city and downtown roadways. Additionally, developers of new communities should be placed on the hook for this traffic calming and speed reduction measures.

While we support mandating the reduction of traffic speed, enforcement should focus where there are high risk (i.e. playground and school zones, intersections, straight away arterial and collector roads, construction zones) more than 'easy target areas'.

Respectfully,



Terry Wong, HH-BH Community Association President

Copy: HH-BH Community Association