

Supplemental Report on Neighbourhood Speed Limits and Vote on a Question

Potential Questions on Neighbourhood Speed Limits for a Vote on a Question

Administration reviewed potential questions for a vote on a question against the requirements outlined in the *Municipal Government Act* and *Local Authorities Election Act*. Questions that were deemed in compliance were evaluated against the following three factors:

1. Clarity – Can the question be easily understood by a broad majority of voters, including those with language barriers or a lack of technical expertise?
2. Directness – Does the answer to the question provide Council with a clear course of action, should Council choose to follow the outcome of the (non-binding) vote?
3. Relevance – Does the answer to the question provide information that can be relied on to inform Council's decision?

For simplicity, each potential question is evaluated by a score of 1-3 as follows:

1. Question is not effective on the basis of this consideration.
2. Question is adequate on the basis of this consideration.
3. Question is strong on the basis of this consideration.

Question	Aligned with MGA+LAEA	Clarity	Directness	Relevance	Discussion
A. Currently, the unposted speed limit within Calgary city limits is 50 km/h. Should the City of Calgary reduce the unposted speed limit to 40 km/h unless otherwise posted?	Y	3	3	1	Given the current broad misunderstanding about issue, council will not know if voters understood the proposed scope or intent of the action. Also, council will not know if voters feel the action is too ambitious or not ambitious enough.
B. The City of Calgary is considering reducing the unposted speed limit inside Calgary's residential neighbourhoods from 50 km/h to 40 km/h to reduce the frequency and severity of traffic collisions. Do you support this approach?	Y	2	3	2	Clarifies the intent of the question, but not the scope.
C. To improve safety, The City of Calgary is considering reducing the unposted speed limit to 40 km/h. This would be applied to all Residential roadways, and to Collector roadways where and when the design makes that limit appropriate. Do you support this approach?	Y	1	3	2	Clarifies the scope of the question. Requires understanding of road typologies.
D. Are you satisfied with the speed that vehicles travel when they are moving along the street in front of your primary residence?	N	3	1	2	While indirect, this question provides Council with a value statement (similar to what an engagement approach would generate).

Score	Evaluation
1	Question is not effective on the basis of this consideration.
2	Question is adequate on the basis of this consideration.
3	Question is strong on the basis of this consideration.