



Public Submission

City Clerk's Office

In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, the information provided may be included in the 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.

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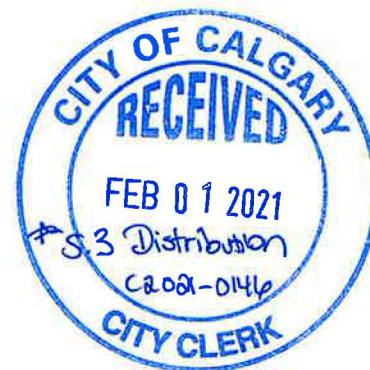
First name (required) Trevor

Last name (required) Stark

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Lowering residential speed limits

Date of meeting Feb 1, 2021



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

I am writing as a proud Calgary resident regarding the debates about lowering speed limits in residential areas. I strongly support this measure. It is an important step toward creating safer, pedestrian friendly communities. When I moved to Calgary 4 years ago, I was shocked by the predominance of pedestrian crosswalks (many of them without signals and across multiple lanes) across roads with a speed limit of 50. Lowering speed limits to 40 is crucial: many cars simply cannot stop in time for a pedestrian crossing the street at a crosswalk. I have almost been hit more times than I can say. I am in the sad position of avoiding walking in my neighbourhood (especially with my child) due to the danger posed by drivers. For the Calgary of the future, I hope for a less car-centric city where the streets and sidewalks are safe for pedestrians of all ages and abilities. More traffic lights, lower speed limits, wider sidewalks, and, most importantly, investment in public transit are all crucially important: not only for the safety of our communities but for our economic vibrancy. I would also support lowering the limit to 30 in residential areas. Thank you very much!

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First name (required) Jeffrey

Last name (required) Sears

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Speed limit reduction

Date of meeting Feb 1, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters) I am fully in support of the proposed reduction in the City of Calgary's residential speed limit. My only concern is that it does not go far enough. If 40kph is good enough for Mount Royal, it's good enough for average Calgarians.

Subject: [EXT] Reducing Residential Speed Limits to 40km/h

To the Offices of the Mayor and Councillors,

Please find attached Bike Calgary's letter in support of reducing residential speed limits to 40km/h. We ask that take time to read our letter prior to voting on this significant issue on the 1st February 2021.

Sincerely,

--

Peter Spearing

President, Bike Calgary
Cell: (403) 585 2105

BIKE CALGARY
www.bikecalgary.org
connect@bikecalgary.org



Calgary is located on the traditional territories of the Blackfoot Confederacy,

Tsuut'ina, Îyâxe Nakoda Nations, Métis Nation Region III, and the Treaty 7 region of Southern Alberta.

January 28th, 2021

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: Reducing Residential Speed Limits to 40km/h

His Worship Mayor Naheed Nenshi and The City of Calgary Councillors,

Bike Calgary supports lowering residential speed limits in all Calgary neighbourhoods to 40km/h. We applaud the council's move in November to ensure future retrofits and developments support collector streets at 40km/h and residential streets at 30km/h, which will ensure that we continue to move forward in improving road safety. We believe that voting 'YES' to reduce the unposted residential speed limit by 10km/h will make a considerable difference to the safety of our neighbourhood streets for walking or wheeling children, adults, and seniors alike.

A reduction of 10km/h changes the physics and health outcomes for both drivers and pedestrians in the case of a collision. Fatalities, injuries, and even near-miss collisions on our roadways have a tremendous cost on our society year-over-year. These costs include impacts to emergency response, traffic congestion from accidents and lost productivity. 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.

Calgary is falling behind the curve in not implementing lower residential speed limits. This has already been done in desirable Calgary communities such as Crescent Heights, Upper Mount Royal, and by our neighbouring municipalities in Cochrane, Chestermere, Canmore, as well as Edmonton.

Regardless of the result of the February 1 vote, we and citizens across Calgary will continue to hold elected officials accountable over the safety of our community streets. We ask you to make the decision that you have been elected to make, instead of delaying again to a plebiscite in 10 months. Every day without action costs Calgarians.

Yours sincerely,



Peter Spearing
President, Bike Calgary

cc.

Bike Calgary Board of Directors
Bike Calgary Taskforce Groups and membership



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First name (required)	Patricia
Last name (required)	Conway
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	40 Km speed limit change
Date of meeting	Feb 1, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I support the change to 40 Km per hour in residential streets as recommended by city administration to Council. Please vote in favour and let this start in 2022.

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First name (required) George

Last name (required) Olsen

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Council Strategic Meeting Item 5.3 Neighbourhood Speed Limits

Date of meeting Feb 1, 2021

Council will be reviewing a proposal to either immediately lower residential speed limits or to refer it to a plebiscite to be held in conjunction with the October civic election.

One of the main justifications used for lower speeds is the "social cost" of vehicle collisions and injuries. Not currently considered is the social cost of reducing speed limits. These costs should be considered and any net cost evaluated prior to taking action to change a speed limit that has functioned quite effectively for many decades.

As currently proposed speed limits would be reduced on local residential streets but the benefits shown in the Executive Summary are based on reducing the speed limits on both residential and collector streets.

Reviewing technical study TT 2020-1036, Tables 2.1 and 2.2 indicates that the appropriate improvement of avoided social costs would be \$3.4 million annually rather than the \$8.1 million claimed (fewer injuries occur on residential streets). An item of note is that total residential vehicle collisions are biased toward the early years of this study (2013 to 2015). Collisions and injuries were minimum in 2017; was there an attributable change in enforcement policy, or other action, in 2017 that changed thereafter?

Comments - please refrain from providing personal information in Social costs of increased travel times are mentioned and dismissed on page 10 of the report. It is noteworthy that additional travel times are estimated at 1 to 2 minutes (2 to



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this field (maximum 2500
characters)

4 minutes for a round trip compared to 1 minute used in the following estimate). A very conservative estimate of the costs of increased travel times (details below) are \$37.5 million per year (1/4 to 1/2 of the time estimates used in the report).

It appears from the report (page 10) that this activity is being driven by a number of complainants rather than by most residents who may be happy with existing speed limits.

In summary social costs of the proposed reductions in speed limit are many times the social benefits (10.9 times the benefit). If Council plans to make changes that are going to increase costs for virtually everyone in the city it would be appropriate to refer it to a plebiscite for endorsement or refusal.

Appendix: Estimate of Social Costs of Speed Reduction

Assumptions

Speed reductions would affect approximately half of Calgarians, round down to 600,000, for 30 seconds per trip (1 minute per day) 5 days per week, 50 weeks per year.

Total time per person equals 250 minutes per year (4 hours and 10 minutes)

Total additional t



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First name (required)

Brett

Last name (required)

Bergie

What do you want to do?
(required)

Submit a comment

Public hearing item (required -
max 75 characters)

Residential Neighbourhood Speed Limit Reduction

Date of meeting

Feb 1, 2021

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

OCTOBER 24, 2020

REDUCE NEIGHBOURHOOD SPEED LIMITS

PUBLIC SUBMISSION

MS. BRETT BERGIE
RESIDENT OF EAST VILLAGE
CALGARY

ON AVERAGE IN CALGARY, ONE PEDESTRIAN IS STRUCK BY A DRIVER EVERY DAY, HALF OF THEM IN CROSSWALKS.

ROAD CARNAGE IS A PUBLIC HEALTH CRISIS

Calgarians want neighbourhoods and public spaces that are safe and enjoyable and routes between neighbourhoods that are accessible and inclusive. In spite of this collectively held aspiration, Calgary registers 36,600 motor vehicle collisions each year, about a quarter of which, or 9,100, occur in neighbourhoods (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 1).

The Standing Policy Committee on Transportation and Transit recommends that The City set the unposted speed limit to 40 km/h on residential roads and posting collector roadways to 50 km/h. Once implemented, City Administration expects that the number of collisions in neighbourhoods will reduce by approximately 300 (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 7), from 9,100 currently.

This is not nearly enough.



Photo: A residential road in West Springs (a community in the south west of Calgary), where the only traffic calming measure is this child on a bicycle.

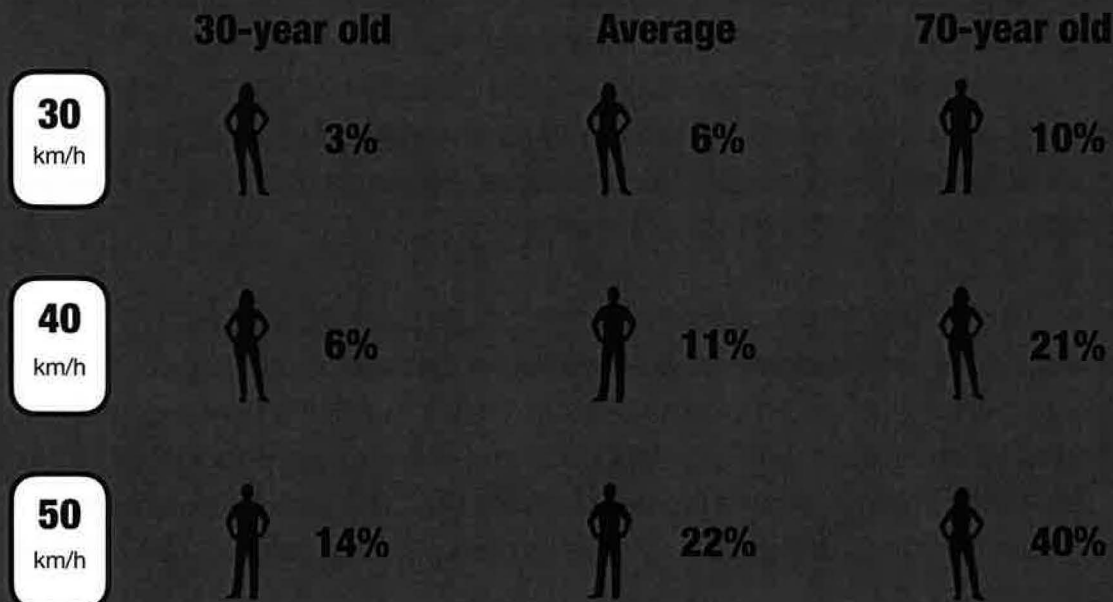
Of those 9,100 collisions inside neighbourhoods each year, an average of 550 result in serious injury or death. No workplace would be permitted to see such a high rate of collisions among heavy equipment and casualties in its workforce, year after year, and no stakeholder group or regulator would permit such a workplace to do so little to eliminate or effectively mitigate the hazard. Why, then, are we allowing such hazardous environments and rates of injury and death to manifest in the same places where people reside and are concentrated, where children go to and from and attend school, where people practice faith, and where people transport themselves via multi-modal corridors to access services, experiences, and social connection?

Cities are principally places where people exist in density, yet we create built environments in cities — and Calgary is no exception — that are hostile to people. By design, Calgary's built environment allows for automobiles to dominate other road users, imposes automobile dependency on city residents, and encourages personal automobile use and, in turn, traffic volume, all of which exacerbate the problem of a public road network that poses tremendous risk among automobile users and between drivers and vulnerable road users.

We need to direct our focus and effort on creating built environments that promote citizen safety and well-being in both design and use. Canada is not fairing well, relative to peer jurisdictions, in making progress on making roads safer. A study for the Organization for Economic Co-operation and Development found that Canada was one of just seven countries to see an increase in pedestrian traffic deaths between 2010 and 2016 (Payne, E. 2020, March 22 "Not getting better: Many have embraced Vision Zero in Canada, so why aren't we achieving more?" Ottawa Citizen. Ottawa). Contributing factors include distracted driving, speed, greater volumes of traffic, and greater size and weight of personal vehicles. These deaths are unnecessary and avoidable.

Impact Speed and Pedestrian's Risk of Severe Injury or Death

Source: AAA Foundation, 2011

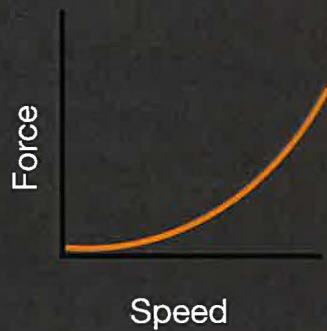


How Speed Kills

Source:
National Association of
City Transportation Officials

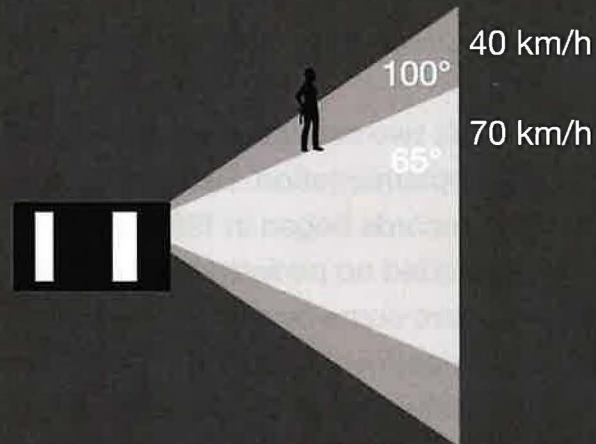
1

Crashes at higher speeds are more forceful and thus more likely to be fatal



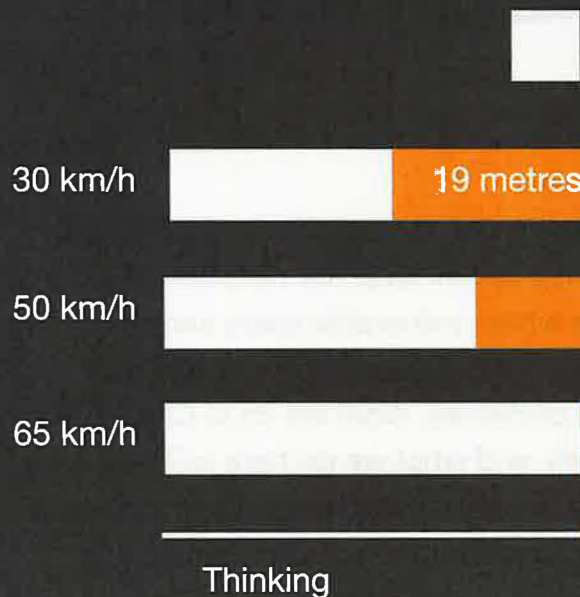
2

Drivers traveling at higher speeds have a narrower field of vision



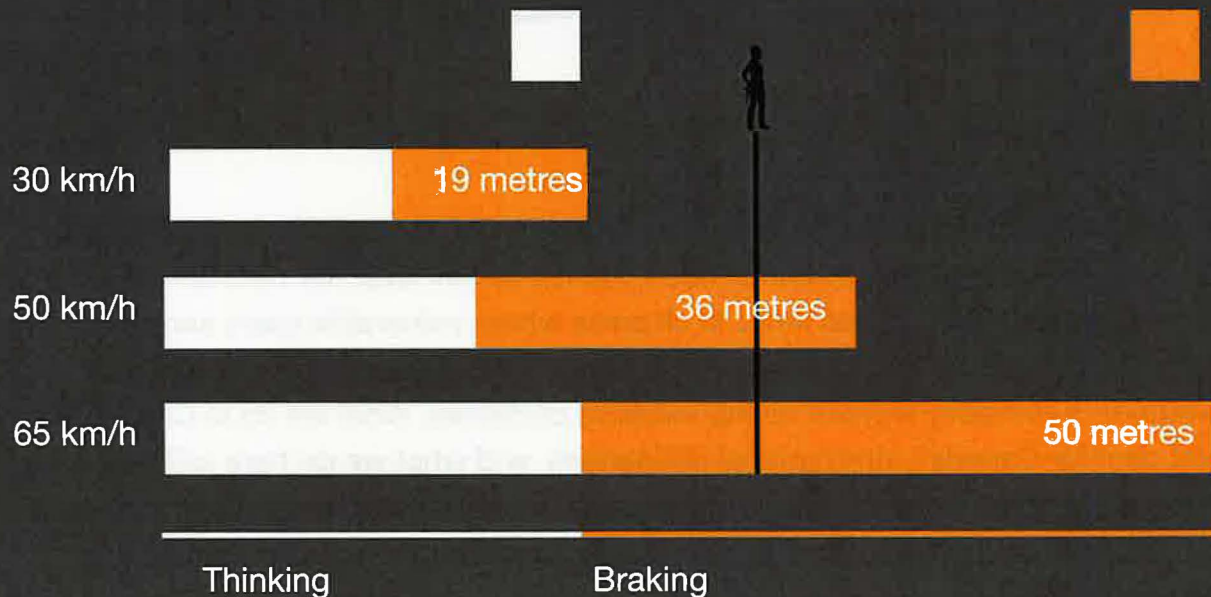
3

Drivers traveling at higher speeds travel further before they can react



4

Vehicles traveling at higher speeds have longer braking distances



A PROPORTIONATE RESPONSE

People make mistakes. What is needed then is design interventions and speed limit reductions that bring about a transportation system more forgiving of our mistakes so resulting collisions do not have to mean serious injury or someone's life. This philosophy is a premise of Vision Zero, which originated in Sweden but has seen broader adoption and meaningful progress in other countries and cities.

Helsinki and Oslo, two capital cities with winter climates, adopted Vision Zero and are prioritizing its implementation. Helsinki recorded no pedestrian deaths in 2019 for the first time since records began in 1960, down from an average of 20-30 a year in the 1990s. Oslo recorded no pedestrian or cyclist deaths in the city in 2019. These achievements have come by a deliberate set of policies and road design interventions that reduce the dominance of automobiles on road networks; implement safety measures aimed at vulnerable road users like seniors, pedestrians, and bicyclists; and work together to achieve dramatic road safety improvements.

A MAJOR CALL TO ACTION IS 30 KM/H SPEED LIMITS IN ALL AREAS WHERE VULNERABLE USERS AND TRAFFIC FREELY MIX.

~Stockholm Declaration

Canada is a signatory, along with 140 other countries, of the Stockholm Declaration, which vows to cut road deaths and serious injuries by half over the next decade. A major call to action is 30 km/h speed limits in all areas where vulnerable users and traffic freely mix. We in Calgary cannot just assume that Canada will get to these international commitments someday without taking initiative ourselves. What we do in Calgary means a great deal for Canada's international obligations, and what we do here will influence approaches in other jurisdictions, which means Calgary City Council's ability to spare injury and death will have a much greater reach beyond our own city boundaries.

City Administration's principal concern with adopting 30 km/h in residential and collector roadways stems from a view that such controls would not be credible to most drivers (City of Calgary, 2020, "Transportation Report to SPC on Transportation and Transit, page 7). In other words, Calgary's residential and collector roadways are designed and built in ways that encourage faster speeds, and merely asking drivers to slow down to 30 km/h would result in low compliance.

CONCERNS WITH PROPOSED RESPONSE

My concerns with the Standing Policy Committee's Recommendation are threefold:

First, adopting 40 km/h residential and 50 km/h collector roadways is an incremental improvement but full of compromises that fail to adequately reduce the number of collisions and fatalities among motorists and between drivers and vulnerable road users, as demonstrated by Administration's projections.

Second, the distinction between residential and collector roadway is somewhat artificial. Collector roads are not merely transportation corridors separated from zoned residential communities, nor are they corridors devoid of destinations and purpose that compel vulnerable road users to the immediate area. And, certainly, they are not corridors free of collisions. The City needs to dispense with the notion that collector roadways pose less risk and harm to the motoring and vulnerable public than residential roadways.

Third, the recommendation includes a desire to move to 30 km/h residential and 40 km/h collector roadways over the long term. Administration fails to prescribe a target date for this aspirational state. In the interim, the intent then is to design and build to 30 km/h residential and 40 km/h collector roadways in new community build-outs and perform retrofits to existing communities at a pace and level of investment that encourage the least inconvenience on the Transportation budget. This is unacceptable. Such precision in traffic calming over the large area of Calgary's urban footprint is tantamount to an indefinite delay on an urgent file in the public interest.

ENHANCED RECOMMENDATION

Following from these concerns, Council should enhance the recommendation before it by establishing a 30 km/h speed limit on both residential and collector roadways. As the Standing Policy Committee's recommendation implies but does not adequately deal with, we cannot build for the desired speed limit without first setting the desired speed limit. A 30 km/h speed limit has been shown to encourage the greatest reduction in collisions among motorists and also collisions between motorists and vulnerable road users. Moreover, 30 km/h promotes the greatest likelihood of avoiding serious injury and death among vulnerable road users when struck by drivers at 30 km/h.

ADOPTION OF 30 KM/H, CITY OF CALGARY			
	Reduction in Collisions	Casualty Collisions	Vulnerable Road Users
Collision History (current state)	10,250 / year	680 / year	260 / year
Reduction in collisions (30 km/h projections)	1,320 to 2,530 / year	140 - 270 / year	50 - 100 / year
Source: City of Calgary, 2020, Transportation Report to SPC on Transportation and Transit			

The international best practice is 30 km/h speed limits. The Stockholm Declaration calls for 30 km/h speed limits wherever vulnerable road users and traffic co-exist. The dire figures of road casualties on Calgary roadways year-to-year call for an urgent and proportionate response. The City of Calgary should adopt 30 km/h speed limits on residential and collector streets with a concurrent commitment to install quick-build traffic calming measures that promote compliance. Traffic calming priorities could also include expedited implementation of recommendations in the City of Calgary's Pedestrian Strategy, Cycling Strategy, and Complete Streets Guidelines.



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First name (required) **Conor**

Last name (required) **Boyd**

What do you want to do?
(required) **Submit a comment**

Public hearing item (required -
max 75 characters) **Lowering residential speed limits**

Date of meeting **Jan 1, 2021**

Comments - please refrain from
providing personal information in
this field (maximum 2500
characters) **Please vote yes to reducing the residential speed limit.
I fully support this initiative.
Thank you,
Conor Boyd**

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First name (required) Berkley

Last name (required) Downey

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Residential Speed Limit

Date of meeting Feb 1, 2021

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

I am in full support of decreasing all residential speed limits to 40km/h. This change will make streets safer for kids, cyclists, animals, and all residents. Wealthy neighbourhoods (Mount Royal, Crescent Heights) already have this lower speed limit and it is time to extend this important safety measure to all residents and visitors to our city.



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First name (required)

Ana

Last name (required)

Hoepfner

What do you want to do?
(required)

Submit a comment

Public hearing item (required -
max 75 characters)

Lowering residential speed limits

Date of meeting

Feb 1, 2021

Comments - please refrain from
providing personal information in
this field (maximum 2500
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Please vote YES to lowering Residential Speed Limits on Feb 1st. Calgarians deserve safe streets!

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First name (required) Donald

Last name (required) Darnell

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Bylaw to reduce speed limits on residential streets to 40 kph.

Date of meeting Feb 1, 2021

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

We urge Council to support the proposed reduction in residential speed limits to 40 km/hour. We further urge you not to put this decision to a popular vote. Councillors should take responsibility, as our elected officials, to interpret the statistics and the science around community design and traffic and make decisions for the benefit of our communities. Please don't pass the buck on this decision on to voters. Most of us do not have time nor expertise to interpret or even access this information.

Our family lives in a quiet community in Calgary (Haysboro) with people driving, walking, biking, and pushing strollers to schools, shopping, the library, and work. We clearly have a safety problem across the city in residential area like ours. The proposed speed limit reduction is a sensible measure which costs those of us who drive here very little, but delivers scientifically proven benefits -- particularly to those most vulnerable because they are walking or biking. This change will save lives, reduce injuries and heartbreak, and make our residential communities quieter and more pleasant places for all who live here. We drivers will struggle some to adapt, but ultimately safer, calmer streets will benefit all of us.



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☒ I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	David
Last name (required)	Kowel
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	Neighborhood Speed Limit Review
Date of meeting	Feb 1, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Lower the speed limit, save lives.

In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, the information provided may be included in the 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

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- ✓ I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)

Kai

Last name (required)

Zhang

What do you want to do?
(required)

Submit a comment

Public hearing item (required -
max 75 characters)

yes agree with Farkas' idea -- plebiscite

Date of meeting

Feb 1, 2021

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characters)

for agenda of residential speed limit, my input is DO NOT WASTE taxpayer's money to change the sign. allocated 3 Millions back to city rainy fund.
speed either to remain 50 km/h or change all to 30 km/h --- mayor just go to TC to announce 30 km/h cross the city.
councilors who vote in favor should pay 10% of their pockets because I am tired of those who waste my money in city council.



Public Submission

City Clerk's Office

C2021-0146
Letter 13

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First name (required) Phyllis

Last name (required) Jenden

What do you want to do?
(required) Submit a comment

Public hearing item (required -
max 75 characters) Neighborhood speed limit review

Date of meeting Feb 1, 2021

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characters)

I appreciate that Council is concerned with the safety of the people of Calgary. However, the problem of casualties/fatalities from collisions on residential streets and collector roads seems far to small to warrant so many citywide changes. The report states that collisions with pedestrians, motorcycles & bicycles are the biggest concern. From table 2.3 data states on average, 69 cases per year on residential streets (the target of the decreased speed limits). In table 3.2, the report states that the average speed noted in residential areas is currently 35 & 36 km/hr despite posted speed limits of 50km/hr. That tells me that drivers are already being very careful and considerate on residential streets despite being allowed to go faster. Why waste time reposting speed limits at significant cost citywide when drivers are already using common sense? Table 3.2 should tell us that this initiative is unnecessary.

ISC:

1/1

Unrestricted

Jan 30, 2021

10:33:10 PM

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First name (required) George

Last name (required) Langley

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) Reduced Speed Limit

Date of meeting Feb 1, 2021

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

I just want to know if ANYONE asked any of the delivery services on how this is going to affect them and their customers?
This will add HOURS of extra driving daily to Canada Post, FedEx, Skip the Dishes, Leon's Furniture, Home Depot, taxis and other delivery services that focus on the residential areas. This will result in reduced customer service, and/or increased fees if they have to hire additional people, or pay overtime.