



Renfrew Community  
Association  
811 Radford Road NE  
Calgary AB T2E 0R7

September 17, 2018

Calgary City Council

**RE: September 10, 2018 Notice of Motion; Street Safety and Neighbourhood Speed Limits**

The Renfrew Community Association supports the notice of motion to implement a city-wide 30 km/h unposted speed limit for 'neighbourhood streets', with traffic calming investment and an integrated awareness campaign. A frequent concern raised by our residents is the speed of travel of traffic and the resulting safety concerns for cyclists and pedestrians. In an effort to make our neighbourhood inclusive for everyone, we want it to be safe for residents to use all forms of transportation for transport and recreation.

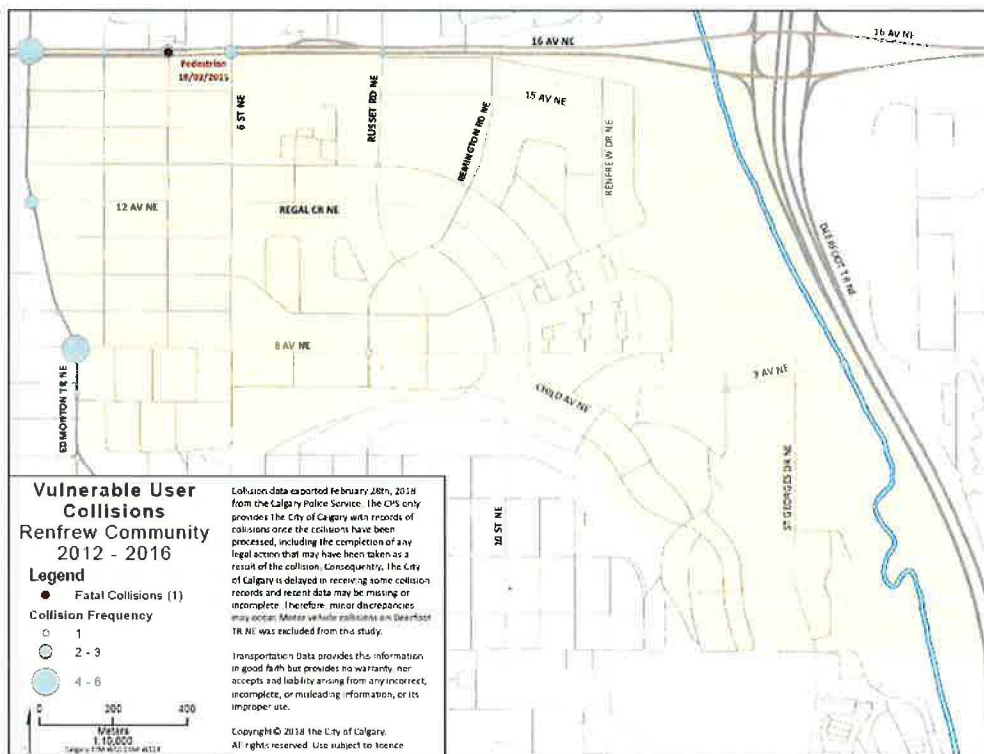
This motion is important for Renfrew because of our demographics and street designs. In 2014, 25% of Renfrew residents were 19 years old or younger and 65 years old or older; two of the age groupings that would benefit greatly from slower traffic movement. Our streets were designed between 1907 and the 1950s. According to the 1961 Calgary census, there were 66,802 vehicles in Calgary. At the time, we had built on 102 km<sup>2</sup>. That means there were 653 vehicles/km<sup>2</sup>. By contrast, in 2016, 1,007,399 vehicles were registered in Calgary's 500 km<sup>2</sup>. With 2,015 vehicles/km<sup>2</sup> today, our streets have less empty space to forgive the inevitable errors of humans and machines than when our community was built.

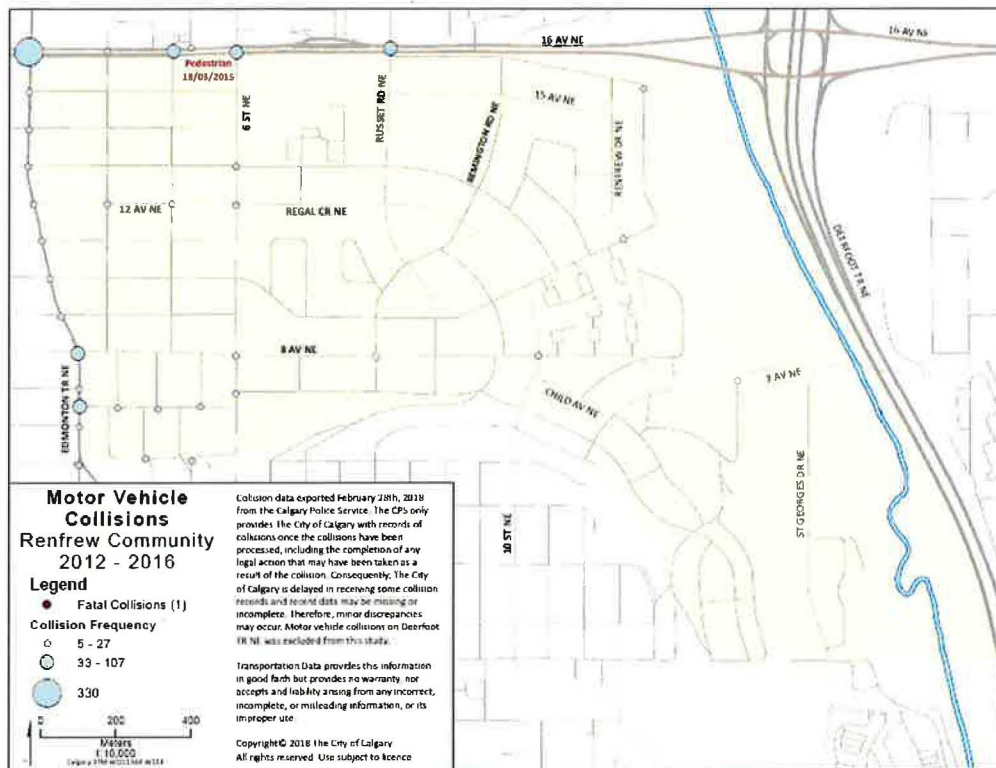
Consequently, lower speeds and traffic calming are needed to protect our residents and encourage active transportation.

How Council defines neighbourhood streets will matter. There is talk that this will apply to streets without lines on them. A simple definition like this would allow for a less expensive implementation. Based on this definition, in the map below, the unmarked streets would be lowered to 30 km/h, the streets marked in green would remain playground zones during the day and 50 km/h at night, and the streets marked in yellow would remain 50 km/h day and night.



Comparing this map with the maps of reported vulnerable user and motor vehicle collisions (below), raises the question of how well this proposal will improve the locations with the most and worst collisions.





We are aware that this is an imperfect solution to a complex problem. We have concerns that without a stable revenue source beyond fines, there will be insufficient funds for the level of traffic calming required. Likewise, without making safer the streets that are not included in this motion, this will be insufficient. As such, we suggest that the corresponding investment in calming infrastructure, as outlined in the NoM, be adopted fully by council and, subsequently, administration.

This is the smallest, simplest, incremental step Council can take toward making large parts of Calgary safer. An unwillingness to take this first step, would indicate an unwillingness to deal with the locations where more important and expensive actions are required to protect residents. We encourage all councillors to support the current motion, and commit to further improving the safety and livelihoods of all Calgary residents through traffic calming and active transportation infrastructure.

Sincerely,

*Nathan Hawryluk* - Planning Director  
*David Barrett* - VP External

per:  
*Renfrew Community Association Board of Directors*