

Introduction: Good evening Your Worship Mayor Brodie and Council members, my name is Lynda Parsons – I live at 2491 No. 8 Road which is only accessible off of River Road.

Thank you for this opportunity to address you with regards to the installation of an additional 20 speed humps, bringing the total number of speed humps to 26 on River Road between No. 7 Road and Westminster Highway.

The 70 plus page documents that I prepared for you contain information pertaining to road safety devices, installation of alternate possibilities, and information on why speed humps should not be installed. When you have reviewed this information I trust that you will find that this project requires additional research and should not be proceeding at this time, if at all.

5 Minute Summary: 60% of the residents voted against the installation of speed humps.

In addition, I do not believe that the 40% who were in favor of the installation of speed humps were ever informed that they had been re-designed as speed cushions, which are designed to allow cyclists to pass through without travelling over the speed humps **page 2** and so down the center of the road. Speed cushions will also allow trucks that have a large wheel span – those that have been a constant concern to those of us who drive this road - to careen down the center of the road. It is terrifying enough when these trucks are encountered driving over the centerline, but with speed cushions I shudder to think what it will be like seeing them come directly at me down the center of the road.

When informed about speed cushions during the survey that we are currently conducting, some of the residents who were in favor are no longer in favor.

Staff claim incorrectly that speed cushions would allow a firetruck to pass down the center of the roadway. **page 34/35** This is only possible if a vehicle can pull to the right to allow the firetruck to pass. Due to physical constraints on River Road, there are very few areas wide enough to allow this, and as confirmed by Fire Chief Tim Wilkinson **page 5** “the fire engine would move completely to their side of the road to allow for safe travel for all motorists. This will slow the trucks however I can not say how much this will slow our response as I do not have any data to rely on.”

People who have not taken the time to educate themselves on the ineffectiveness and resulting impacts of speed humps conclude that because we do not want speed humps we want to speed. This cannot be further from the truth – we have asked for increased enforcement. **page 33** It is the impact of speed humps that I have reviewed and enclose within that are at issue. Speed humps negatively impact drivers, their passengers, the environment as well as the residents. Details of some of the impact of speed humps can be found at **pages 41 to 46** – a summary of a few of these are:

- They impede emergency vehicles – each speed hump slows the response of a firetruck by up to 10 seconds. In one minute, a fast-burning fire can destroy a building. One minute can be the window of opportunity for a critically injured child, heart attack victim or other emergency.
- Police and Ambulance response time is impacted as well as the ability of the paramedic to administer life saving measures on route to the hospital.

- Can cause serious disabilities. For instance - an ambulance was bringing an accident victim into the hospital. When it crossed one of the humps the casualty's simple spinal fracture became a complete spinal cord injury that did not reverse. He was left paraplegic and the humps were removed within 24 hours
- Cause distraction for drivers - Drivers judging how to negotiate humps are distracted from watching out for more serious hazards — like children.
- Can cause death or injury - a woman cyclist struck the hump at an angle. She lost her balance and was killed by a motor vehicle. The accident was wholly attributed to the speed hump, which was removed very soon afterwards.
- There is increased wear on vehicle components such as tires and shock absorbers
- Increase in vehicle emissions and fuel consumption.
- Cause noise pollution.
- Cause vibrations that could be detrimental to nearby properties as well as the road itself – and as we are all aware River Road sits upon the dike.
- Speed humps are fundamentally ineffective for controlling speed – Depending upon the vehicle and the hump design, going over a hump at a higher speed may cause less discomfort than a lower speed.

These reasons clearly contradict the staff report **page 33 and 35** advising that residents' opposition to the installation of speed humps was based on perception – the reasons for opposition are real.

Included in my document to you is a copy of a report written by Ronald Bowman, a scientist from Boulder, Colorado titled "Deaths Expected from Delayed Emergency Response Due to Neighborhood Traffic Mitigation" his analysis concludes **page 60** that "10 lives are predicted to be lost, over time, for each one saved"

Water pooling on the road would increase with speed humps which could cause vehicles to lose control at any speed. – photos at **page 66** indicate the pooling that occurs now. When looking at this photo, I would like you to note the lack of maintenance on the existing speed humps.

One of the documents that I provided to you is a study conducted by The Iowa State University outlining the installation of speed control measures **page 23** as there are time constraints tonight, I urge you to please review the details and procedures that should be implemented prior to installing speed humps.

Before our lives are permanently disrupted and put in danger, we are requesting that actual data be collected and analysed. In order for this to occur, we are asking that you reverse your approval of the installation of 20 additional speed humps, and place a moratorium on future installation of speed humps or other traffic calming devices.

We feel that placing the moratorium is time sensitive, as at least 3 of us have asked the Director of Transportation for a moratorium only to be advised that the installation will begin in the spring – as the survey posts are already in place, we fear that spring will arrive very early and that this project will forge ahead.

With this in mind, Your Worship, we are asking that, if at all possible, a moratorium be granted this evening