

Bev Caldwell

From: Arnold DeBoon
Sent: August 14, 2025 10:10 AM
To: Bev Caldwell
Cc: Mike Moore
Subject: Fw: Life-long Kimberley resident requests community-wide speed reduction - Kimberley Bulletin

Correspondence for our next agenda please.

From: Greg Snider <[REDACTED]>
Sent: Thursday, August 14, 2025 12:57 AM
To: Arnold DeBoon <Arnold.DeBoon@creston.ca>
Subject: Life-long Kimberley resident requests community-wide speed reduction - Kimberley Bulletin

Caution! This message was sent from outside your organization.

Good day Arnold,

Please read the link below. In my opinion, this makes a lot of sense for Creston too...I think it would garner widespread support from citizens.

My wife and I walk a lot all around town and when I see for example a loaded ore truck at speed limit in the downtown core, there is no way that vehicle can react and stop for an emergency. In congested times, traffic tends to adhere more to reasonable speeds but emptier streets not so much, especially coming down the hill past DQ and if the traffic light is green at Petrocan coming into the downtown core.

In addition there could be more stringent enforcement of existing speed limits. Bordering Centennial Park for example where we live, the signs are small and inconspicuous. But this alone is not the problem. Commuters use this route, 8 and 9 Aves S to transit from downtown to Erickson and especially heading south on 8th Ave S, when some cars turn onto 8th, I personally witness it almost daily, enough cars to note "flooring it" to as close to Erickson as they can and still stop at the sign. Your traffic guys put up a device to detect speed yet did nothing to rectify this(in speedbumps). The decision not to do anything as a deterrent was made because it was not deemed "necessary". My wife and I, along with other neighbors disagreed with their decision then and still do now as only a few egregious speeders can injure or kill in a heavily used park area like Centennial.

And to make matters more tenuous there is no sidewalk bordering some streets bordering the park! After reading this article by a concerned Kimberley resident(re his community), it prompted me to reach out on this matter in respect to Creston.

Finally, Erickson is posted at 50 kmph, yet I'll bet some cars do 80 at times. And seldom do you see law enforcement doing speed checks here. I have even been passed by another car recently while doing the speed limit myself. Please don't take my comments just as a gripe, but rather I intend this to be as for the benefit of the safety of others including pedestrians, park users or cyclists.

Regards, Greg Snider, [REDACTED]

Life-long Kimberley resident requests community-wide speed reduction - Kimberley Bulletin
<https://share.google/JhuqYkhwyJrvGRaW7>

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Life-long Kimberley resident requests community-wide speed reduction

Leonard Jacques wants to see Kimberley's speed limits reduced on all streets except the highway.

[Paul Rodgers](#) Aug 12, 2025 12:46 PM



The Speedwatch Program in Kimberley. One Kimberley resident is hoping to see the city's speed limits reduced. Bulletin file.

Life-long Kimberley resident Leonard Jacques presented to Kimberley City Council at their meeting on Monday, Aug. 11, proposing a community-wide speed reduction.

"As a resident of Kimberley going back to the mid-50s and growing up in Marysville in a much slower time, I still recall a time when it felt like a much safer place to move about the community," Jacques said. "Parents were much more at ease, allowing their children out in the community to live a life that we all look for.

"Yes the world has changed in so many ways, over those many years. Our population is much larger now than it was back then, but that's not to say that we're not a smarter society. We are, though, capable of making better decisions that affect us all in our day-to-day."

He added that although there have been numerous advancements in road safety, such as airbags and seat belts, many drivers are "getting complacent" and "in a hurry to get from here to there," citing speeding, using cell phones and a lack of care at stop signs, intersections and crosswalks as examples.

Jacques, who for several years has been involved in the Speed Watch Program, said he's noticed that when out in the community with the radar equipment there are individuals who only slow down when they see their speed on the monitor and it appears the attendee is writing something down about them, adding there's been others who maintain speed and wave, "as if to snub [them]."

That said, he added the majority of the community's motorists "play by the rules" and follow posted speed limits.

Jacques said he met with Ingrid Brakop, Road Safety and Community Coordinator with ICBC, through whom he was able to garner much of the information in his presentation.

This included the fatality rates for vehicle-pedestrian collisions at different speeds.

Jacques said if someone is struck by a vehicle the survivability rates rise from 20 per cent at 50 kilometres per hour to 90 per cent at 30 kilometres per hour.

"I personally am all about the 90 per cent," he said, adding for every one kilometre rise in the speed there is typically a three per cent rise in injuries in an accident. "Not something any of us want to hear about or, heaven forbid, be a part of, but studies have all taken place for only one reason and is that is that they have happened and they will happen again."

Another reason he cited is that Kimberley is "a community of outdoorsy people," and he feels that in order to maintain that, the streets need to be available to residents and visitors.

He hopes to see Kimberley's speed limits, with the exception of the highway, be changed to 40 kilometres per hour said the Kimberley RCMP has told him they would help enforce those limits. He also said Kimberley would be far from the first to implement this, citing Fernie and Sparwood in our local area, as well as places like Saanich, Courtenay and Squamish, plus 25 neighbourhoods in Vancouver. Calgary, Edmonton, Leduc and other Alberta towns have also implemented that limit in residential neighbourhoods.

He listed the high cost of adding signage, driver frustration, drivers ignoring the new limits and difficulty in enforcement as arguments against the change.

Councillor Jason McBain asked Jacques to clarify if he is hoping to see speed limits reduced on only residential streets, or arterial streets such as Rotary and Knighton as well.

Jacques said his goal would be to see all streets' speeds reduced except the highway, which the municipality doesn't control.

Councillor Sue Cairns said she has found the recent levels of traffic in Kimberley "shocking" and that a lower speed limit, especially in residential neighbourhoods, has a lot of benefits and said she'd be in support of a 30-kilometre zone in residential areas and the downtown core.

Councillor Diana Fox said she would also support seeing the limit dropped to 30 and would like to see Kimberley's streets safer, adding sometimes it can be "really scary just trying to cross the streets."

"I don't see anything controversial about it, a lot of municipalities are doing it," Fox said.

Mayor Don McCormick added that coincidentally the Streets and Traffic Bylaw is currently open for review, which is where consideration for this would fall.

"What we can do is refer this back to staff to have this added to that analysis," he said.