



April 12, 2021

Nathalie Baudais, P. Eng.
 Senior Transportation Engineer
 Transportation, Transportation and Construction Division
 City of Saskatoon
 222-23rd Avenue North
 Saskatoon, SK S7K 0J5

RE: Speed Limit Review of Residential Streets

Dear Nathalie:

The Saskatoon Council on Aging (SCOA) expresses appreciation for the invitation to be part of the Stakeholder meeting of March 25, 2021 chaired by Nathalie Baudais, Senior Transportation Engineer for the City of Saskatoon.

Data that was presented, highlighted the fact that crash rates of severity of collisions increase dramatically at higher speeds. This is due to the fact that higher speeds result in reduced field of vision and increased stopping distance, putting drivers as well as pedestrians and cyclists at seriously heightened risk of serious injury and death.

The engineering report offers the "Safe Systems Approach" to decision making regarding selected speed limits. It reflects that: "It is unethical to create a situation where fatalities are a likely outcome of a crash in order to reduce delay, fuel consumption or other societal objectives." Best outcomes i.e. 'people safety', are achieved from a combination of **safe roads, safe speeds, and safe vehicles.**

Saskatoon has seen 217 serious collisions related injuries in the last five years. These collisions resulted in 27 deaths.

"Expanding on these numbers:

- 85% of serious injuries, serious accidents and fatalities occurred at 50 km/h.
- 55% of serious injuries, serious accidents and fatalities occurred at 40 km/h.
- 10% of serious injuries, serious accidents and fatalities occurred at 30 km/h."

Statistics highlight the need for the current speed review, undertaken by the City of Saskatoon. Kudos to our City Fathers.


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From looking at experiences of Seattle and New York, it is known, that reduction of speeds will result in actual reduction in collisions. Residents of Seattle currently want additional speed reductions to be introduced. Reflecting on the benefits of speed reduction elsewhere, we recognize that Saskatoon residents will benefit from reduced speeds decisions in our jurisdiction.

SCOA recommends that:

- 30 km/h be posted for *local streets, school zones and playgrounds.*
- speeds for *collector streets, in residential areas, be set at 40km/h.*
- *arterial street* speed be set at 50km/h in residential and industrial areas.

SCOA believes that implementation of the foregoing suggested speeds would be protective of people of all ages. Signage identifying 'Seniors Speed Zones' would be a source of aggravation to all concerned and would be absolutely opposed by SCOA.

Attendees of the Stakeholder meeting, were told, that neighborhood traffic reviews have been done in about 650 locations where residents have expressed concern. It is encouraging to note that data generated from such reviews reflect that drivers are generally governed by posted speeds. In spite of this, careful consideration of implementation strategies will be essential to consolidate broad community support and compliance. Beyond this, we recognize the ongoing need for enforcement to ensure that citizens respond appropriately to anticipated future speed reductions.

SCOA anticipates the likelihood that the Speed Limit Review will result in changes producing important benefits including:

- reductions in serious accident, injuries and deaths.
- reduced noise pollution.
- facilitating easier/safer to access to busy intersections, especially those where vision is obstructed by parked cars.

SCOA is grateful to have been invited to join in the City of Saskatoon Speed Limit Review and will continue to be available to participate in whatever additional forums are deemed useful.

Sincerely,



Paul Benson, Board Member
Saskatoon Council on Aging Inc.

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