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**Subject:** Email - Communication - Sherry Tarasoff - Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets - CK 6320-1  
**Attachments:** submission\_to\_spc-transportation\_on\_aug\_9\_re\_speed\_limits.pdf

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**From:** Web NoReply <[web-noreply@saskatoon.ca](mailto:web-noreply@saskatoon.ca)>

**Sent:** August 09, 2021 7:32 AM

**To:** City Council <[City.Council@saskatoon.ca](mailto:City.Council@saskatoon.ca)>

**Subject:** Email - Communication - Sherry Tarasoff - Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, August 9, 2021 - 07:32

Submitted by user: Anonymous

Submitted values are:

Date Monday, August 09, 2021

To His Worship the Mayor and Members of City Council

First Name Sherry

Last Name Tarasoff

Phone Number

Email [REDACTED]

Address [REDACTED] Peterson Cres

City Saskatoon

Province Saskatchewan

Postal Code S7L [REDACTED]

Name of the organization or agency you are representing (if applicable)

Subject Item 7.1.8 Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets

Meeting (if known) SPC on Transportation, August 9, 2021

Comments

Please accept the attached questions for submission to the Monday afternoon meeting. Thank you.

Attachments

[submission to spc-transportation on aug 9 re speed limits.pdf](#)

Will you be submitting a video to be vetted prior to council meeting? No

The results of this submission may be viewed at:

[REDACTED]

Good afternoon Madam Chair, Your Worship and City Councillors,

My name is Sherry Tarasoff. I understand that this is a tabled report in order to provide time for the public to review the information. I have a few questions that I would like you to consider.

**Where are the stats?**

The recommendation is based on a balanced approach between quantitative and community values criteria. An example of a quantitative criteria is traffic safety impacts. This tabled report did not include stats from either the Saskatoon Police Service or SGI on Severe Injuries or Fatal Collisions. Stats from SGI had been provided as background information to the SPC-Transportation meeting on June 7<sup>th</sup> (<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=139291>). The stats from this report for the year 2019 are as follows:

**TOTAL VEHICLE COLLISIONS**

<u>2019</u>	<u>Total</u>	<u>Fatal</u>	<u>Severe Injury</u>
Vehicle Driver and Passenger	7,119	1	22
Motorcyclist	30	-	3
Cyclist	84	1	7
Pedestrian	90	2	11
	<u>7,323</u>	<u>4</u>	<u>43</u>

**COLLISION HISTORY - STREETS WITH RESIDENTIAL LAND USES**

<u>2019</u>	<u>Total</u>	<u>Fatal</u>	<u>Severe Injury</u>
Local	1,094	-	3
Collector	859	1	12
Arterial	700	-	6
Other	-	-	-
	<u>2,653</u>	<u>1</u>	<u>21</u>

Any fatality or severe injury is one too many.

I would like to know further information on the collisions on streets with residential land uses (highlighted in green):

1. Was excess speed a contributing factor in the collision?

The W.H.O. fact sheet that was used as one of the reference documents states “*Excess speed is defined as exceeding the speed limit.... Excess and inappropriate speed are responsible for a high proportion of the mortality and morbidity that result from road crashes.*” Unfortunately, excess speed will not be mitigated by any posted speed limit.

2. How many pedestrian collisions were not at designated crosswalks (how many jaywalkers were involved in collisions)?

In this meeting’s agenda is the item “Proposed Legislative Amendments to The Traffic Safety Act”. The City recognizes a pedestrian safety issue and may lobby SGI to allow for a provision within The Traffic Safety Act that requires drivers to yield to pedestrians indicating their intent to cross the street at a legal crossing by pointing at the crosswalk. There is a responsibility on pedestrians to understand the rules of the road and practice safe crossing.

### How much weight is put on the results from the surveys?

The preferred option for respondents from the public open house survey and the statistically representative survey was “no change”. Of the 15,353 total respondents, 67% were not concerned with the speed of vehicles in their neighbourhood.

SPEED LIMIT REVIEW SURVEY 2021							
How concerned are you with the speed of vehicles in your neighbourhood?							
	Representative		Open Public		Total	Total Sample	
	Survey	Sample size	Survey	Sample size			Surveys
Not at all concerned	39%	161	68%	10,159	67%	10,320	
Somewhat concerned	41%	170	20%	2,988	21%	3,158	
Very concerned	19%	79	11%	1,643	11%	1,722	
Unsure	1%	4	1%	149	1%	154	
	100%	414	100%	14,939	100%	15,353	

At this morning’s meeting of the SPC-EUCS, Administration is recommending 4 public engagement positions be considered at budget time. *“Public engagement continues to be an important responsibility for the City of Saskatoon. Fundamentally, it enhances transparency by encouraging public participation in the decision-making process of the City.”* If 67% of the participating public do not want speed limits changed and they still get changed, that sends a message about the lack of taxpayer impact in the decision-making process.

### How were the cost estimates determined?

Winnipeg is piloting a reduced speed limit on greenway sections of only **four** streets and the cost of the program, including signage, is over \$330,000. Administration’s cost estimates of \$400,000-\$600,000 for signs (depending on the option chosen) seems low considering that this is for the **entire city**. Is this just for the physical signs? What about the cost of removal of old signs and installation of new signs?

### Is there more to noise pollution?

I understand how noise pollution may be reduced by lower speed limits, as there is higher pavement noise at higher speeds. Have you considered a noisy muffler on a car or motorcycle that will now take longer to go past your house at a lower speed?

### How do speed limit reductions within the city reduce GHG emissions?

Several articles online indicate that while reducing highway speeds generally reduces emissions, speed limit changes on local roads (eg from 50 to 30 km/h) are not confirmed to have the same impact. While the City has adopted targets to reduce community greenhouse gas emissions, it does not appear that lowering residential speed limits will do much to help reach that target.

### Will the Saskatoon Transit feedback be completed before Council makes a decision?

A large portion of transit travel is through residential neighbourhoods. A speed limit reduction will have an impact on service hours. Exactly what the impact will be has yet to be determined. This should be known before a final decision is reached.

### Is the safety of citizens important to the City?

It took almost 2.5 years from Council’s request for a framework on revising posted speed limits to have a project roadmap presented. There did not seem to be an urgency there. Likewise, I have not heard lately about the recommendation that carbon monoxide alarms be made mandatory in every building where

someone might sleep. That was withdrawn from the agenda in March. And I don't even want to consider what would happen in the Marquis Industrial Area if the chemical plant had an event, since there is no signage anywhere indicating the potential threat, let alone mandated safety drills for businesses within the area so that they are prepared. Why do safety items seem to not be a priority?

While I don't expect my questions to be answered, I do hope they are considered. Thank you for this opportunity to present.

Sherry Tarasoff