

Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Schedule No. 4 and Schedule No. 6

ISSUE

Amendments to Bylaw No. 7200, The Traffic Bylaw are required to reflect changes to maximum speeds in Schedule No. 4 and the freeway and expressway systems in Schedule No. 6.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the speed limit on Spadina Crescent from the West City Limit north to the turn-around be reduced from 60 km/h to 50 km/h;
2. That the speed limit on Spadina Crescent from Windsor Street to a point 100 metres north of Windsor Street be reduced from 60 km/h to 50 km/h;
3. That the speed limit on Highway 41 from College Drive to the East City Limit be increased from 90 km/h to 100 km/h;
4. That the proposed freeways and expressways map replace the existing list in Schedule No. 6; and
5. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2021.

BACKGROUND

Schedule No. 4 – Maximum Speeds

The Administration periodically reviews the existing speed limits on roadways and recommends necessary modifications to be established in Schedule No. 4 of Bylaw No. 7200, The Traffic Bylaw as required.

The recommended maximum allowable speeds for new and modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.

Schedule No. 6 – City of Saskatoon Freeway and Expressway Systems

The existing list of freeways and expressways requires updates to align with the freeways/expressways map in Appendix A of the recently approved Saskatoon Transportation Master Plan and provides a simpler, easier to understand representation of the freeway and expressway system.

DISCUSSION/ANALYSIS

Changes to Schedule No. 4 – Maximum Speeds

These speed limits are based on the roadway design characteristics and are deemed to be appropriate. Locations of the proposed speed limits are illustrated in Appendix 1.

**Spadina Crescent from the West City Limit north to the turn-around
(60 km/h to 50 km/h)**

As a result of the Water Treatment Plant enclosure, turn-arounds have been constructed on Spadina Crescent between 11th Street and the Gordie Howe Bridge. This section of Spadina Crescent is no longer a through street. A maximum speed of 50 km/h on Spadina Crescent from the West City Limit north to the turn-around is recommended.

Spadina Crescent from Windsor Street to a point 100 metres north of Windsor Street (60 km/h to 50 km/h)

The current speed limit is 50 km/h on Spadina Crescent south of Windsor Street and is 60 km/h north of Windsor Street. There are safety concerns at the intersection of Spadina Crescent and Windsor Street due to high pedestrian activity and drivers transitioning between the 50 km/h and 60 km/h zones at the intersection. It is recommended that Spadina Crescent from Windsor Street to a point 100 metres north of Windsor Street be reduced from 60 km/h to 50 km/h.

Highway 41 from College Drive to the East City Limit (90 km/h to 100 km/h)

After a review of the geometry and operations along Highway 41 from College Drive to the East City Limit, it is recommended that the maximum speed be increased from 90 km/h to 100 km/h. The 100 km/h speed limit was in place when Highway 41 was under the jurisdiction of the Saskatchewan Ministry of Highways and Infrastructure. It had been lowered to 90 km/h when the City Limits were extended in anticipation of the urbanization and development in the area. Due to the pace of development of the area, it is appropriate to restore the 100 km/h until development progresses farther to the east.

Changes to Schedule No. 6 – City of Saskatoon Freeway and Expressway Systems

It is recommended that the proposed freeways and expressways map in Appendix 2 replace the existing list in Schedule No. 6.

FINANCIAL IMPLICATIONS

The cost implications for signage associated with the speed limit revisions are nominal and are provided for in the existing maintenance operating budget.

POLICY IMPLICATIONS

Upon approval by City Council, the City Solicitor be requested to prepare bylaw amendments to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2021.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

Speed limit signage for the roadways in this report will be installed by December 1, 2021.

APPENDICES

1. Proposed Speed Limits
2. Proposed Freeways and Expressways Map

Report Approval

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