
From: Web NoReply
Sent: Monday, September 6, 2021 3:09 PM
To: City Council
Subject: Email - Communication - Sherry Tarasoff - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

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Submitted on Monday, September 6, 2021 - 15:09

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021

To His Worship the Mayor and Members of City Council

First Name Sherry

Last Name Tarasoff

Phone Number

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City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject 7.3.1 Residential Speed Limit Review – Speed Limit and Eligible Streets

Meeting (if known) SPC on Transportation - September 7, 2021

Comments

I OPPOSE the recommendations to reduce the speed limit.

RATIONALE

In 2011, at Councillor Clark's request, Administration reported back on reducing speed limits on residential streets to 40 km/h. From their report:

- Drivers do not necessarily adjust their speeds to an arbitrarily chosen posted speed limit for a roadway, but to the physical limitations and the prevailing traffic conditions.
- It should be recognised that, while a posted speed can readily be changed after the road is constructed, design speed is reflected in the physical features of the road and cannot be altered without reconstruction. Simply changing legislated speed limits has minimal effect on driver behaviour.
- Arbitrarily lowering the posted speed limit below the intended design speed without concurrent changes to roadway geometry, such as new markings, land use changes or traffic calming techniques, can lead to several disadvantages and safety hazards.

No detailed quantitative criteria for traffic safety impacts was provided.

A report provided to the June 7th meeting reported 2019 collision history on streets with residential land uses. Local streets reported 3 severe injuries. Collector streets reported 1 fatal and 12 severe injuries. How many of these collisions

involved excessive speed? Unfortunately, excess speed will not be mitigated by any posted speed limit. How many collisions involved jaywalkers or distracted pedestrians? There is a responsibility on pedestrians to understand the rules of the road and practice safe crossing.

The City of Saskatoon engaged the public with an online survey that indicated 67% (10,159/14,939) were not concerned with the speed of vehicle in their neighbourhood. Neighbourhood Traffic Reviews (NTRs) are not necessarily reflective of perceived safety issues as there is a very small engagement group. That could likely be why traffic data has NOT supported the perceived issue of speeding. For example, the Nutana Park NTR had 2 public meetings, 9 attendees at the first and 15 attendees at the second. Eleven residents subscribed for email updates. Numerous emails were received, approximately 40. If I assume no overlap, that is a total of 75 people that had input for the NTR. And if I assume that all 75 had perceived speed issues, that is less than 3% of the 2,635 registered voters in Nutana. Is this truly reflective of community values?

Where is the support that speed limit reductions IN URBAN SETTINGS can reduce GHG emissions? There is evidence that reducing from 120 km/h to 100 km/h does have a positive impact. There is no conclusive evidence of a positive impact when going from 50 km/h to 40 km/h.

Saskatoon Transit has indicated that a reduction change in speed limit along residential streets and collector streets will impact their delivery of total service hours to the City's overall transit network. Saskatoon Transit has begun the process of compiling historical speed data to further conduct a thorough and accurate analysis. As Transit is an important City service, this data is required to make an informed decision on speed limits.

Saskatoon IS NOT Calgary or Edmonton. We DO NOT need to be consistent with their decisions.

Attachments

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

[REDACTED]

[REDACTED]