
Subject: FW: Email - Communication - Sherry Tarasoff - Amendments to Council Policy C07-015, Reduced Speed Zones for Schools - CK 5200-0
Attachments: regular_council_meeting_re_high_school_speed_zones.pdf

From: Web NoReply <web-noreply@saskatoon.ca>
Sent: Monday, March 28, 2022 8:32 AM
To: City Council <City.Council@saskatoon.ca>
Subject: Email - Communication - Sherry Tarasoff - Amendments to Council Policy C07-015, Reduced Speed Zones for Schools - CK 5200-0

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

Submitted on Monday, March 28, 2022 - 08:32

Submitted by user: Anonymous

Submitted values are:

Date Monday, March 28, 2022

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 [REDACTED]

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

Subject Agenda item 8.2.2 Amendments to Council Policy C07-015, Reduced Speed Zones for Schools

Meeting (if known) REGULAR BUSINESS MEETING OF CITY COUNCIL, March 28, 2022

Comments

I have attached a detailed document on my concerns about public engagement for speed limit zones around high schools. To summarize, these are my questions:

Why will the school divisions will be consulted for the location and extent of each elementary zone while their request for speed zones to remain at high schools (secondary schools) is ignored?

In the spirit of meaningful public engagement and the City's commitment to build and maintain trust of community members by clearly demonstrating that their voices are heard, please explain why high school zones will be changed to school areas only (without a reduced speed limit) when relevant stakeholders advocated for the status quo.

Thank you,
Sherry Tarasoff
Attachments

[REDACTED]

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

The results of this submission may be viewed at:



In the discussion on speed limits, I was hopeful that reduced speed limits would be removed from around high schools. After all, these are not children but young adults and they should understand road safety. I was pleased to see that the recommendation to remove speed limits from high schools was approved at the November 22, 2021 City Council meeting.

Then I saw the letters that were submitted to the SPC-Transportation meeting on March 7th. Both the Greater Saskatoon Catholic Schools and the Saskatoon Public Schools want the high school speed limits to remain as they are. These stakeholders were consulted at previous meetings and made it clear their support of the status quo.

We appreciate the work and diligence of city administration in the review of current school zone bylaws. However, we are disappointed that in a matter which directly impacts students, staff, and school communities the input of our school division is not reflected in the decision by city council. In situations such as this Saskatoon Public Schools believes it must be a valued partner, not just stakeholder. Our collegiates are destinations not only for the immediate neighbourhoods they serve, but city-wide. The removal of speed reductions around collegiates detracts from the commitment of both the school division and City of Saskatoon in supporting safer streets and pedestrian and cyclist friendly neighbourhoods.

From the letter of [Shane Skjerven, Director of Education, Saskatoon Public Schools](#)

status quo was supported by the majority of the stakeholders in attendance at that meeting. We were disappointed to hear that City Council approved the removal of the school zones for high schools. The safety of students attending high school is of the utmost importance, and we feel this safety measure is warranted. High schools are highly populated buildings with surrounding roadways occupied by new drivers. Students are also pedestrians that sometimes look for the fastest way to cross a roadway—which is not always the safest route. The difference between 50 km/h and 30 km/h through a school zone is less than 40 seconds for the average driver's commute. Research often cited by the city and Saskatoon Police Service indicate the slower speed greatly reduces the chance of vehicle-pedestrian collisions, and this decision appears to contradict the previously determined purpose of school zones for high schools.

From the letter of [Diane Boyko, Board of Education Chair, Greater Saskatoon Catholic Schools](#)

These provided letters also indicated that during the previous stakeholder meetings, the Saskatchewan Health Authority advocated for the high school speed zones to remain as they are.

Two other submissions also supported the speed limits for high schools.

There are at least six early learning and child care centres in Saskatoon that will be directly affected by the decision to remove school zones from around high schools. This accounts for hundreds of families and nearly 210 children. The Saskatoon Early Childhood Education Demonstration Centre is located on the major collector roadway of Avenue W North between two major arterial roadways, 33rd Street and 22nd Street. Drivers are often seen speeding past our drop-off zone and we have had incidents in the past of vehicles being struck due to speeding in an already marked school zone.

From the letter of [Jessyca Bonilla, Early Childhood Educator, Saskatoon Early Childhood Education Demonstration Centre](#)

My wife and I are very much against the changes to school zones and the adding of parks. We feel that high schools should remain as well. High schools are areas where we have many new drivers that don't need to be traveling 50km or higher. The expanding of the hours to 7-7 is also not needed. If you go by the schools at 7-8 am and 5-7 pm, there is very little if any activity. The addition of the parks is not necessary and will entail a huge number of signs to mark these areas.

From the letter of [Allan Gibb](#)

Both school divisions want high schools speed zones to remain as they are. The provided draft Council Policy C07-015, Reduced Speed Zones for Schools, indicates that *“the location and extent of each zone will be determined by the Transportation and Construction Division based on the process outlined in the latest edition of the Transportation Association of Canada’s School and Playground Areas and Zones: Guidelines for Application and Implementation and in consultation with the appropriate school division.”*

3.5 The location and extent of each zone will be ~~determine-determined~~ by ~~Infrastructure Services~~ the Transportation and Construction Division ~~Department~~ based on the process outlined in the latest edition of the Transportation Association of Canada’s School and Playground Areas and Zones: Guidelines for Application and Implementation and in consultation with the appropriate school division, ~~board and/or parent council.~~

From the [draft Council Policy C07-015, Reduced Speed Zones for Schools](#)

Why will the school divisions will be consulted for the location and extent of each elementary zone while their request for speed zones to remain at high schools (secondary schools) is ignored?

TAC notes the following:

- Children of elementary school age, when without parental supervision, are typically considered to be the most vulnerable due to their limited abilities to understand and anticipate vehicular traffic movements and their tendency to accidentally enter the roadway. Children of middle age and high school age are typically better able to understand traffic and to control their own movements. School zones or areas are unnecessary at post-secondary institutions.

From the [Decision Report, Regular Business Meeting of City Council, November 22, 2021](#)

While pedestrians of high school age are **typically** better able to understand traffic and to control their own movements, TAC does not indicate that school zones are unnecessary at high schools.

While the majority of respondents to the [Speed Limit Review Surveys](#) supported the removal of the speed limits next to high schools (including me!), this is not supported by relevant stakeholders that were consulted. If the survey results can be ignored for the preferences on times and days for school and playground zones, I imagine that the survey results on high school speed limits can also be ignored.

Quoting from the [Community Engagement Strategy](#) for the “Connecting Downtown in Saskatoon” project:

Meaningful public engagement informs sound decision-making via the feedback of stakeholders and the public, as well as meeting the needs of the decision-making body. Pre COVID-19, hosting

Building on the What We Did Summary, the most critical report to the community explains how their input was considered and how it did, or did not, influence the final decisions and design. This is a key component to a transparent process and fostering a relationship of trust with the community. The City has committed to meaningfully engage the community and to be transparent in how their voices were considered throughout the project. Although the community members may not agree with the project’s final outcomes, we are committed to building and maintaining their trust by clearly demonstrating their voices were heard and how that information was used.

Other than mentioning that a stakeholder meeting occurred, there was no indication in the [Decision Report](#) on the input from Saskatchewan Health Authority, Greater Saskatoon Catholic Schools or Saskatoon Public Schools. No indication of how their input was considered. No indication of how it influenced the final decision.

In the spirit of meaningful public engagement and the City’s commitment to build and maintain trust of community members by clearly demonstrating that their voices are heard, please explain why high school zones will be changed to school areas only (without a reduced speed limit) when relevant stakeholders advocated for the status quo.

Thank you,
Sherry Tarasoff

MORE INFORMATION:

A 2019 report from the Winnipeg Regional Health Authority considers school zone speed limits for middle and high schools.

Older children (preteens and teens), in particular, are at increased risk of pedestrian and cycling fatalities and injuries (Table 1).

Table 1. Rate of Cycling and Pedestrian Fatalities and Injuries per million population

Ages	Cyclist		Pedestrian	
	Fatality rate	Injury rate	Fatality rate	Injury rate
5-9	.49	57	.36	10
10-14	1.36	201	.40	25
15-19	2.23	256	1.06	35

Source: NHTSA, 2017a,b

One explanation for these data are that elementary school children are more likely to be driven, ride a school bus or be supervised on the way to school (Schwebel, Davis and O'Neal 2012). As children grow older, parents and caregivers naturally allow more freedoms for unsupervised active transportation despite the child's traffic safety knowledge and skill level. Junior high and high school students are usually not supervised, and may be more likely to be distracted (Schwebel, Davis and O'Neal 2012). Cell phones and music players are a significant source of distraction and can affect cognition, movement, vision and/or hearing. Other sources of distraction include eating, drinking or smoking while crossing the road (CCMTA 2013). Preteens and teens are also at risk because they may have exaggerated beliefs about their abilities and may feel invincible, which can lead to risk taking (CCMTA 2013; LaScala, Gruenwald & Johnson 2004).

From [Lowering Speed Limits around Schools and Health: Evidence Review, Winnipeg Regional Health Authority Population and Public Health Program, Fall 2019](#)

Fort McMurray expanded 30 km/hr school zones to high schools in October 2020, based on recommendations from the school divisions.

Slow down! 30 km/hr school zones expanded to all high schools in Fort McMurray

All high schools in Fort McMurray will have active school zones with a speed limit of 30 km/hr from 7:30 a.m. to 4:30 p.m. on school days.

New locations of school zones

- King Street at Fort McMurray Composite High School
- Silin Forest Road at Father Mercredi High School
- Parsons Creek Drive at Ecole McTavish Public High School and Holy Trinity High School

Updated signage is being installed in these areas and the new school zones will come into effect Oct. 5. High schools in close proximity to elementary schools already have active school zones. Sections of roads with traffic controls and fences in place will remain a 50 km/hr speed zone.

Help keep our community safe – slow down!

High schools include grades 7 to 12 and are a high traffic area. Drivers are reminded to exercise caution and help keep our community safe by following all posted signage. Speeding puts students, children and fellow community members at risk.

The recommendation to reduce the speed limit on roads surrounding high schools was initially brought forward by the Community Advisory Committee, which includes representatives from the Fort McMurray Catholic School Board, Fort McMurray Public School Division and the community. The RMWB would like to thank the Community Advisory Committee for their commitment to keeping our community safe.

From the [Regional Municipality of Wood Buffalo, October 2, 2020](#)