

## **CURRENT STATUS**

### Engineering

Residents concerned about speeding on their street can request that a traffic calming review be completed, as per Council Policy C07-029 - Traffic Calming Policy. A speed study will be completed at the location of concern for 3 or 7 days, 24 hours per day, if no recent data is available.

Local and collector streets that meet the warrant criteria outlined in the Traffic Calming Policy may be eligible for traffic calming measures and will follow the traffic calming process. This typically involves installing horizontal or vertical traffic calming measures (e.g., curb extensions, medians, speed humps) to alter driver behavior and improve safety for all road users. Any patterns of speeding behaviour are forwarded to Saskatoon Police Service for consideration in their enforcement efforts.

### Education

Speed display devices, such as speed display boards, are one of the education tools outlined in the Transportation Association of Canada and Institute of Transportation Engineers Canadian Guide to Traffic Calming (Guide). The estimated reduction in 85<sup>th</sup> percentile speed ranges between 3 km/h and 14 km/h. These estimates are similar to the speed reductions realized in past years of the City's speed display installations. Before and after studies of speed display board installations were completed in 2018 and also found speed reductions between 3 km/h and 14 km/h. These devices are used as an education tool because they are relatively low in cost and can be easily relocated.

Speed display boards are deployed at some locations with speeding concerns. Speed display boards are pole-mounted devices equipped with radar speed detectors and an LED display. The boards provide driver feedback by displaying their speed and an additional strobe light if they are exceeding the speed limit. The objective of the speed display boards is to make drivers aware of their speed and respond with voluntary speed compliance. The speed display boards are not used to collect data or enforce speed limits.

Speed display boards are installed via:

- Neighbourhood Traffic Review recommendations,
- Community Speed Display Board Program, or
- Saskatoon Police Service Traffic Unit.

As part of the Neighbourhood Traffic Management Program, speed display boards are installed on various streets temporarily for one year. The locations for the speed display board program are identified through the Neighbourhood Traffic Review recommendations. The City has ten speed display devices available for the entire City. These devices are kept in place for three seasons and then relocated. There are 44 outstanding Neighbourhood Traffic Review recommendations for speed display boards. Ten locations are scheduled for installations in 2022; the remaining locations will be scheduled for 2023 or later.

As part of the Community Speed Display Board Program, Community Associations can purchase one speed display board to be installed on local and collector streets within their neighbourhood. Speed display boards are installed at one location per year and relocated annually by the Administration. The Community Association is involved in selecting the installation location for the board each year. The Montgomery Community Association purchased a speed display board in 2018. No other community associations have participated in the program to date.

Saskatoon Police Service Traffic Unit has a speed radar trailer program. The trailer is in place at a location for one to two weeks and deployment is focussed in school zones throughout the school year.

### Enforcement

Speed limits are enforced by the Saskatoon Police Service. Although enforcement can be an effective tool to address speeding, the police officers cannot be present 24 hours a day, 7 days a week.

In conjunction with Saskatchewan Government Insurance, the Administration works with the Saskatoon Police Service Traffic Unit to administer a provincial Automated Speed Enforcement Program. Two cameras are available as part of this program, with the first being rotated through five high-risk locations along Circle Drive, and the second camera being rotated through the five school zones with a verified speed compliance issue.