

Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Speed Limit Changes June 2024

ISSUE

This report outlines proposed speed limit changes to support the implementation of cycling facilities and improve safety for cyclists on Dudley Street and Wiggins Avenue North.

RECOMMENDATION

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

1. That the speed limit on Dudley Street between Avenue P South and Spadina Crescent West be reduced from 50 km/h to 30 km/h;
2. That the speed limit on Wiggins Avenue North from a point 50 metres south of Elliot Street to College Drive be reduced from 50 km/h to 30 km/h; and
3. That the City Solicitor be requested to prepare the appropriate amendments to Bylaw No. 7200, The Traffic Bylaw, effective September 30, 2024.

BACKGROUND

Dudley Street

At its December 21, 2020 Regular Business Meeting, City Council considered the Dudley Street Neighbourhood Bikeway [report](#) and resolved:

“That the Dudley Neighbourhood Bikeway be approved in principle.”

The project includes a shared-use path on the south side of Dudley Street between Dawes Avenue and Avenue P South, and an on-street neighbourhood bikeway between Avenue P South and Spadina Crescent West.

At its December 20, 2023 Regular Business Meeting, City Council considered the Neighborhood Bikeways 30 km/h Speed Limit Policy [report](#) and resolved:

- “1. That [Council Policy C07-034](#), Reduced Speed Limits for Neighborhood Bikeways be approved; and
2. That the City Clerk be requested to adopt [Council Policy C07-034](#), Reduced Speed Limits for Neighborhood Bikeways, as outlined in this report.”

The approved policy states that the posted speed limit on a neighbourhood bikeway will be 30 km/h.

Wiggins Avenue

At its April 24, 2024 Regular Business Meeting, City Council considered the Road Safety Audit – College Drive and Wiggins Avenue [report](#) and resolved, in part:

- “1. That the Administration continue with implementation of recommendations 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, and 14; and
2. That recommendation 8 be added and implemented through an increase of \$60,000 to capital project P.02288 from RCE.”

Recommendation 8 includes the installation of bike box pavement markings, a northbound painted bike lane on Wiggins Avenue North between College Drive and Elliot Street and a right turn on red restriction.

DISCUSSION/ANALYSIS

Dudley Street

The City of Saskatoon has received funding from the Government of Canada through the Active Transportation Fund to construct the Dudley Street Walking and Cycling Improvement Project. This project includes a neighborhood bikeway between Avenue P South and Spadina Crescent West.

Implementing a 30 km/h speed limit is the final step for a street to be considered a neighbourhood bikeway. All design elements, including the reduced speed limit, must be in place for a neighbourhood bikeway to be considered as a cycling facility appropriate for people of all ages and abilities.

As per the process set out under [Council Policy C07-034](#), Reduced Speed Limits for Neighborhood Bikeways, the speed limit on Dudley Street between Avenue P South and Spadina Crescent West is to be reduced from 50 km/h to 30 km/h after the physical changes to the street such as traffic calming elements have been installed. The tender for the construction contract has been awarded and it is anticipated that construction will be complete by September 30, 2024.

Wiggins Avenue

The Administration follows the guidance provided by the Transportation Association of Canada’s (TAC) [Geometric Design Guide for Canadian Roads](#) for the design of active transportation facilities. Vehicle speeds and volumes on the street are key considerations in identifying suitable cycling facilities. Higher motor vehicle speeds require increased separation for cyclist safety and comfort, while higher motor vehicle volumes increase the number of potential conflicts between motorists and cyclists.

A bike box is a designated area at the head of a travel lane at a signalized intersection that provides cyclists with a defined and visible space to use while waiting for a green signal indication. Once the signal turns green, bike boxes no longer function as a separated bikeway element. As a result, bike boxes are only recommended for streets with low speeds and less than 2,500 vehicles per day. Unbuffered or unprotected bike lanes (painted bike lanes) are also only recommended for streets with low speeds.

Wiggins Avenue, south of College Drive, is a collector street with approximately 4,400 vehicles per weekday and a posted speed limit of 50 km/h. To better align with TAC guidance for the use of bike boxes and painted bike lanes, it is recommended to reduce

the speed limit on Wiggins Avenue North from a point 50 metres south of Elliot Street to College Drive to 30 km/h. This speed limit change should be implemented in conjunction with the bike box and painted bike lane installation on Wiggins Avenue North, which are anticipated to be complete by September 30, 2024.

FINANCIAL IMPLICATIONS

There are no financial implications. Costs associated with implementing the speed limit change on Dudley Street have been included in the Dudley Street Walking and Cycling Improvement Project budget. Costs associated with implementing the speed limit change on Wiggins Avenue North will be covered by the funding allocated through the Reserve for Capital Expenditure (RCE).

OTHER IMPLICATIONS

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

NEXT STEPS

Upon approval by City Council, the City Solicitor be requested to prepare bylaw amendments to Bylaw No. 7200, The Traffic Bylaw, effective September 30, 2024.

APPENDICES

1. Proposed Speed Limits

Report Approval

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