
Raj Randhawa – Traffic Issue on Spadina Crescent from 33rd Street to University Bridge

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated June 11, 2018, be received for information.

Topic and Purpose

The purpose of this report is to provide information about a request to reduce noise and speed of traffic on Spadina Crescent.

Report Highlights

1. Operating speeds on Spadina Crescent are above the posted speed limit. Speed display boards have been recommended through Neighbourhood Traffic Reviews for City Park and adjacent neighbourhoods.
2. The Saskatoon Police Service is undertaking a spring education and awareness campaign for noise emitted by motorcycles.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safe, well-planned neighbourhoods, improving the safety of all road users (pedestrians, cyclists, and drivers), and providing a great place to live, work, and raise a family.

Background

The Standing Policy Committee on Transportation, at its meeting held on August 15, 2017, received a presentation from Mr. Raj Randhawa along with a petition to reduce the noise and speed of traffic on Spadina Crescent, and resolved:

“That the information be received and referred to the Administration to review the concerns raised and provide a response back to the Committee. “

Report

Spadina Crescent between College Drive and Circle Drive is a two-lane arterial roadway with on-street parking permitted on the west side. The primary intent of an arterial roadway is to move traffic throughout the city, while providing access to adjacent properties. The posted speed limit is 50 kph. The Meewasin Valley Trail, river valley, future Children’s Museum and Shakespeare on the Saskatchewan are located on the east side of Spadina Crescent. Kinsmen Park and residential land uses are on the west side of Spadina Crescent.

Operating Speeds on Spadina Crescent

Speed data was collected in the spring of 2018 at several locations along Spadina Crescent. The 85th percentile operating speeds were found to be:

- Duke Street to Queen Street – 54 kph
- 33rd Street to Oxford Street – 56 kph
- Balmoral Street to Windsor Street – 63 kph
- Windsor Street to Prince of Wales Avenue – 63 kph

Traffic Calming Measures

City Council has approved a process within the Neighbourhood Traffic Management (NTR) Program that includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, developing joint recommendations that address the issues. The currently approved Neighbourhood Traffic Management Guidelines and Tools (2016) apply to local and collector streets only, where those streets with operating speeds greater than 5 kph of the posted speed limit are eligible for traffic calming measures.

Although the NTR process is aimed at addressing concerns on local and collector roads, a speed display board was recommended for Spadina Crescent between Queen Street and Duke Street as part of the 2014 City Park NTR. The speed display device is an interactive sign that displays vehicle speeds as motorists approach. It is a passive measure to reduce operating speeds by encouraging driver compliance. However, drivers may become immune to the devices if they are in one location for an extended period of time without a perception of enforcement. The speed display device was installed temporarily at this location between spring and fall of 2015.

The 2017 North Park/Richmond Heights NTR has just been completed and speed display boards are recommended for Spadina Crescent (facing southbound traffic between Windsor Street and Balmoral Street which will be installed in 2018 and facing northbound traffic between 33rd Street and Oxford Street, which will be installed in 2019).

Responses to Mr. Randhawa's Questions

Mr. Randhawa raised the following questions and issues during his presentation in 2017:

1. Request to calm the traffic down.
2. Request to create a Pilot Project and designate Spadina from University Bridge to Archibald Park and intersecting streets and have a 30 kph "Playground Zone" in effect 24 hours for 18 months.
3. Request to install: "Playground; Digital Speed; Residential; and Noise free" signage.
4. Request to impose a size limit on vehicles utilizing Spadina.
5. Request to study the effects of speed on noise pollution and take decibel readings every month.
6. Request to introduce roundabouts coming off University Bridge, Queen Street and 33rd Street intersections.
7. Request to install speed humps along Spadina Crescent and intersecting streets like Queen Street, 33rd Street, etc.
8. Request to install photo radar.

9. Request to increase fines plus impound vehicles for noise pollution.
10. Request for Police officers to use their judgement to issue noise pollution tickets.
11. Request the creation of a noise committee to work with the other stakeholders on developing strategies to combat noise pollution – SGI, Saskatoon Health Region, Saskatoon Police Service, Industry Associations, Motorcycle & Car Clubs and Community Associations.
 - Educate public about noise pollution
 - Ban modified mufflers from the City of Saskatoon
 - Implement quiet zones around residential areas and parks
 - Transparency – improve monitoring of noise pollution and reporting to public
12. Request to fulfill the vision of making Saskatoon a “great place to live” for all.

Direct responses to each of Mr. Randhawa’s requests are summarized in Attachment 1.

Options to the Recommendation

1. Noise Pollution Measurements and Study - If City Council is interested in completing this work, the Administration can provide an additional report with a proposed scope, budget, and schedule. There is currently no source of funding for this work.
2. Increased fines - City Council could direct the Administration to bring forward a revision to the Noise Bylaw with increased fines for violations of the Noise Bylaw.
3. Noise Advisory Committee - City Council could elect to create an advisory committee to Council. If City Council is interested in completing this work, the Administration would provide information during the 2019 budget deliberations on the cost to formalize the committee. There is currently no source of funding for this work.

Public and/or Stakeholder Involvement

The Administration has met with Mr. Randhawa to discuss his concerns. There has also been significant discussion and exchange of information through e-mail. During the development of the NTRs in City Park and North Park/Richmond Heights, the adjacent community provided input into improvements to address concerns along Spadina Crescent, which resulted in the use of speed display boards along Spadina Crescent.

Communication Plan

If Council decides to proceed with Options to the Recommendation, a Communication Plan would be developed specifically for the option(s) selected.

Policy Implications

Options to the recommendation could result in changes to the following policies:

- Traffic Bylaw 7200
- C07-015 Reduced Speed Zones for Schools
- Noise Bylaw

Financial Implications

Options to the recommendation would result in additional unfunded costs. If requested to bring forward proposals for this work it is anticipated the source of funding would be increasing taxes.

Other Considerations/Implications

There are no privacy, environmental, or CPTED, considerations or implications.

Due Date for Follow-up and/or Project Completion

No further report required.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Responses to Mr. Randhawa's Questions

Report Approval

Written by: Nathalie Baudais, Senior Transportation Engineer, Transportation
Reviewed by: David LeBoutillier, Acting Engineering Manager, Transportation
Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department