

Responses to Mr. Randhawa's Questions

1. Request to Calm the Traffic Down

Spadina Crescent is an arterial road which is not eligible for traffic calming measures under the currently approved *Neighbourhood Traffic Management Guidelines and Tools*.

The City Park Neighbourhood Traffic Review (NTR) was approved by Council in spring 2015. Although the NTR process is aimed to local and collector roads, a speed display board was recommended for Spadina Crescent between Queen Street & Duke Street. The speed display board was installed north of Duke Street in 2015.

The 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 and facing northbound traffic between 33rd Street and Oxford Street) to reduce speeding on Spadina Crescent.

2. Request to create a Pilot Project and designate Spadina from University Bridge to Archibald Park and intersecting streets a 30 kph "Playground Zone" in effect 24 hours for 18 months.

The City of Saskatoon currently does not have designated Playground Zones. Creation of a formal policy would be required to identify the criteria for implementation of a playground speed zone. At its May 14, 2018 meeting, the Standing Policy Committee for Transportation, resolved, in part:

"That the Administration report back on how posted limits on residential streets may be achieved, including a review of other municipalities with regard to posted speed limits, and how school zones and playground zones are being considered."

As such, the Administration will be undertaking this review. Until the review is complete, the Administration does not recommend the implementation of a playground speed zone for this section of Spadina Crescent nor does it support a pilot project for a playground zone.

The Transportation Association of Canada (TAC) *School and Playground Areas and Zones: Guidelines for Application and Implementation* notes that these areas and zones should be used sparingly. Playgrounds under that guide are defined as recreational facilities utilized primarily by children.

The TAC guidelines state that playground zones or areas can be considered for play facilities used by children where there is a possibility of children entering the roadway. These include sites with play equipment and outdoor or indoor athletic facilities such as sports fields, ball diamonds, tot lots and skating rinks.

The TAC guidelines also state that playground zones (reduced speed limits near playgrounds) are generally discouraged along roadways where any of the following conditions exist:

- Playground is located on an arterial roadway or freeway;
- Playground or field is fully fenced;
- Playground is located an appreciable distance from an intersecting roadway
- The playground entrance is not located along the candidate roadway.

3. Request to install “Playground; Digital Speed; Residential; and Noise free” signage.

The City follows the Transportation Association of Canada’s *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) for the consistent installation of signage in the road right-of-way throughout Canada. The objectives of these signs are to advise of traffic regulations, warn of road characteristics, road hazards and temporary conditions and to provide the information necessary for route selection.

The Administration does not support the use of signage in the right-of-way that is not aligned with the intent of the MUTCDC as outlined above.

Installation of digital speed signs are recommended through the Neighbourhood Traffic Review process.

4. Request to impose a size limit on vehicles utilizing Spadina.

Spadina Crescent is classified as an arterial roadway which includes accommodating goods movement. Vehicle size and weight restrictions are outlined in Traffic Bylaw 7200. Despite the routes listed in the Traffic Bylaw, the bylaw states “a maximum gross vehicle weight greater than 8,000 kilograms making a local delivery, pick up, performing a service or going to or from a garage for storage or repair, may deviate from the routes designated in Schedule No. 8 and No. 8a, provided that the operator of such vehicle uses:

- a) the most direct route on the arterial road network from the long haul or pickup and delivery vehicle route to its destination; and
- b) the most direct route on any other city streets in the neighbourhood from the arterial road network to its destination; or
- c) a route approved by the General Manager.”

The Administration does not recommend further restrictions on vehicle use on Spadina Crescent.

5. Request to study the effects of speed on noise pollution and take decibel readings every month.

The Administration currently does not have the resources (neither staffing nor equipment) in place to complete noise measurements on a monthly basis. Nor does the Transportation division have in-house expertise to study the effects of speed on noise pollution. If City Council is interested in completing this work, the Administration can provide an additional report with a proposed scope, budget, and schedule to complete this work.

6. Request to introduce Roundabouts coming off University Bridge, Queen Street and 33rd Street intersections.

A roundabout has been identified for Spadina Crescent just north of the University Bridge and Spadina Crescent intersection as part of the Kinsmen Park Master Plan (Page 124):

<https://www.saskatoon.ca/sites/default/files/documents/community-services/recreation-sport/summer-facilities/kinsmen-park/11006%20-%20Kinsmen%20master%20plan%20report%20vol1.pdf>

The implementation plan for phase 2 of the Kinsmen Park Master Plan is under development, Transportation will be involved in reviewing the Parking and Transportation Study which includes a feasibility review of the roundabout originally identified for this location.

A roundabout has also been identified at the intersection of Spadina Crescent and 33rd Street through the 33rd Street Multi-Use Corridor Master Plan process:

<https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/cycling/MasterplanReport.pdf>

With the Growth Plan identifying the need for an additional river crossing in the core area of the city connecting to 33rd Street, the previous plans for a roundabout at Spadina Crescent and 33rd Street will be revisited during the functional design phase of the river crossing.

7. Request to install speed humps along Spadina and intersecting streets like Queen Street, 33rd Street, etc.

Speed humps are not a suitable traffic calming measure for arterial roads (Spadina Crescent, 33rd Street). Queen Street is not a suitable candidate for speed humps due to the proximity to City Hospital (emergency access route). Speed humps may create more noise due to braking and acceleration action.

A pilot project testing the implementation of speed humps on local streets is currently underway, the performance of speed humps during the pilot project in reducing operating speeds is expected to be presented to Council early 2019.

8. Request to install photo radar.

The Automated Speed Enforcement (ASE) program is managed by Saskatchewan Government Insurance and currently includes 10 locations in the City of Saskatoon with 2 cameras rotating through the 10 locations. Through the current program, the ASE locations are pre-selected and identified in provincial legislation and therefore cannot be modified. The ASE program is currently a pilot; however, it is widely regarded as a success in reducing operating speeds where implemented.

The City of Saskatoon is currently in discussion with the Province regarding the potential for expanding the use of ASE in the City of Saskatoon.

9. Request to increase fines plus impound vehicles for noise pollution.

An increase in fines may not improve compliance with the Noise Bylaw. If Council is interested in pursuing an increase in fines, the Administration could be directed to revise the Noise Bylaw.

10. Request to let Police officers use their judgement to issue noise pollution tickets.

The Saskatoon Police Service indicated that Police officers currently use their judgement regarding excessive noise under section 215 of the Traffic Safety Act which states that: "Excessive noise prohibited: No person shall create or cause the emission of any loud and unnecessary noise from a motor vehicle, a part of a motor vehicle or any thing or substance that the motor vehicle or a part of the motor vehicle comes into contact with."

Saskatoon Police officers also enforce the City Noise Bylaw 8244 under Section 5.1 Motor Vehicle Noise Prohibition which states that: "no person shall operate a motor vehicle in such a manner that it makes, continues, causes to be made or continues or suffers or permits to be made or continued any unreasonable loud or excessive noise."

The Saskatoon Police Service has conducted an education and awareness campaign for noise emitted by motorcycles in early May. Motorcyclists can voluntarily have noise measurements taken. Twenty-five motorcyclists participated in the campaign on May 6, 2018. The campaign was repeated again on May 13, 2018.

- 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**

The Administration currently does not have the resources (neither staffing nor equipment) in place to complete this work. If City Council is interested in completing this work, the Administration can provide an additional report with a proposed scope, budget, and schedule to complete this work.

A ban on modified mufflers would require a change to provincial legislation. The Saskatchewan Government Insurance agency has informed the Administration that they are not pursuing this change in legislation at this time.

- 12. Request to fulfill the vision of making Saskatoon a “great place to live” for all.**

The City is focused on continuous improvement and measuring ongoing performance toward its strategic goals:

- Quality of Life
- Environmental Leadership
- Sustainable Growth
- Moving Around
- Continuous Improvement
- Economic Diversity and Prosperity
- Asset and Financial Sustainability