



List of Delegations

**Wednesday, March 27, 2024
9:00 AM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Executive Committee
List of Delegations
Wednesday, March 27, 2024**

EX24-17 Regina Downtown Business Improvement District – 2024 Budget

DELEGATIONS

- Judith Veresuk, Regina Downtown Business Improvement District, Regina, SK

EX24-18 Regina Warehouse Business Improvement District – 2024 Budget

DELEGATIONS

- Leasa Gibbons, Regina's Warehouse District Business Improvement District, Regina, SK

EX24-22 Vision Zero Road Safety Framework

DELEGATIONS

- Nicole Strandlund, Regina, SK (submission attached as EX24-23)

COMMUNICATIONS

- Kelly Lorenc, Regina, SK (submission attached as EX24-24)
- Alex Keen, Regina, SK (submission attached as EX24-25)

Good morning Executive Committee,

I join you today as a Cathedral Neighbourhood resident, to express **my support** for the Vision Zero Road Safety Framework, the Consultant's Report, and more specifically, **my support for the bylaw amendments that would implement a 30 km/h speed limit within the proposed Community Safety Zone.**

Why this matters?

The Cathedral neighbourhood as outlined in Appendix D, is a historic mixed commercial and residential neighbourhood in the heart of Regina. The beauty of this neighborhood, and why many residents choose to live here, including myself, is the walkability of the neighbourhood. When it comes to good urban design, this neighbourhood got a lot of things right. Buildings are built to human scale, sidewalks exist on both sides of the street, there is good urban tree coverage that creates shade, there is mixed use, meaning that people can live here, walk to libraries, schools, grocery stores, coffee shops, ice cream stores, pets stores, cheese shops and more. It's a delight to live in this neighbourhood, and I can't recommend it to people enough. In addition to that, there are large green spaces established throughout the Cathedral neighbourhood, with parks, lawn bowling, basketball, horseshoes, disc golf, walking and biking paths and even public firepits. Unfortunately, what the neighbourhood got wrong, or rather is lacking at this point, is a ridiculously high-speed limit for a dense, mixed-use neighborhood with tight residential streets, and a lack of protected active transportation throughout. What this means for an ordinary resident like myself, is that although 99% of the trips my family takes for 8 months of the year could easily be made by walking or biking, My husband and I often choose to drive our vehicles because we don't feel safe walking or biking, especially when we have our 8 year old son or our dog with us. When we walk, we often opt to head towards the protected path system for a recreational walk, rather than walking or biking for actual transportation purposes. I have to say, when you are biking a child to school and a city bus or a half ton truck goes past your child on a tight residential street at 50 km an hour, it feels extremely dangerous. If my son were to slip on the gravel or sand that is often on the side of the street where we have to bike and he was hit by a vehicle, or if a driver can't see us because the sun is low and in their eyes, or they happen to look down at a cell phone, at 50 km/h, he would be killed. It bothers me to no end that we are unable to enjoy a morning bike ride to school, or I can't enjoy a bike ride or walk with my dog to the grocery store because we are at risk of being hit by vehicles and statistically killed.

What research indicates:

The Vision Zero 2 year action study indicates that a person hit by a vehicle at 30 km has a 60% chance of survival. At a speed of 40 km a person only has a 20% chance of survival. The speed limit is currently 50 km/h throughout these tight, residential streets. Honestly, many people, including myself, never drive 50 in Cathedral because it is impossible to get to these speeds safely. **This research alone should indicate that the speed limit should be reduce to 30 km/h as recommended by the consultant but should potentially be further reduced to 20 km/h.**

Reducing speed limits is not enough. As much as the majority of people will attempt to follow the law while driving, we must **design our streets to slow drivers down** to protect pedestrians and bikers (cyclists). What would this look like in the Cathedral neighbourhood?

- On wide streets where stop signs have been removed (like 14th avenue from Pasqua Street to Elphinstone Street) **implement centre medians in intersections** (sometimes called median islands or **mini roundabouts**). There are excellent examples of these throughout Lakeview neighbourhood. A photo from Lakeview is included below:



- **Protected active transportation infrastructure.** Cathedral is the perfect area to further develop this infrastructure as it is a “complete” neighborhood. Many residents of Cathedral could make a majority of their trips by walking or biking if it was safe.
- **Create bulb outs throughout busy pedestrian streets**, with high traffic, especially on 13th Avenue. There have been many bulb outs established already, and there are some temporary ones, but they should be at all intersections! They serve to shorten the distance across the street, make street crossings more accessible, and provide a safe haven for people crossing. They are also a space where greenery can be added. One thing to note, is that bulb outs should be accompanied by protected active transportation lanes, as they force cyclists into the line of traffic if there isn't a protected lane, which is dangerous!
- **Create raised medians and raised cross walks, and add speed humps.** Or perhaps even a change in texture in the roadway, such as brick to indicate a need to slow down.
- **No right hand turns at red lights.** Although the traffic lights throughout the proposed Community Safety Zone (Cathedral Neighbourhood) are minimal, it would be safer to eradicate any right hand turns on reds, moving beyond the current limitations at the no right hand turns at red lights during school hours at 13th Avenue and Elphinstone (by Connaught School).

Reducing the speed limit to 30 km/h would be a positive start to addressing the pedestrian and active transportation safety issues throughout Cathedral neighbourhood, however, I hope it is only the beginning of traffic calming measures that will be implemented throughout

the Cathedral neighbourhood. I have no doubt that the engineers and architects at the City of Regina would have plenty of excellent ideas that could be implemented.

As Chris and Melissa Bruntlett, who are both Canadian transportation experts specify in their book, “Curbing Traffic” (2021), well designed, well built, and safe pedestrian and active transportation cities don’t just happen. These cities are designed, built, and then people adjust their behaviour to the designed space. Many of the European cities that we are fortunate to travel to, we stroll around in, sit at outside cafés, admire human scale architecture and generally enjoy pedestrian friendly street life in, were once struggling with the same dangerous, vehicle dominated streets we are discussing today. Bruntlett and Bruntlett in specifically studying Dutch cities, state that if people don’t behave in the space as it is designed, say for example, reducing their driving speed, the Dutch see it as a design failure, and they redesign the street to get the behaviour that is desired. **What do we imagine for Cathedral Neighbourhood? How will we design the space accordingly to have people interact in the space in a desired way?** As the human density of Cathedral neighbourhood increases, the need to design a safe, pedestrian and active transportation friendly street network could not be more important.

Thank you for your time and consideration on this important matter. It is my hope that you will **approve the 30 km/h speed limit within the proposed Community Safety Zone (Cathedral Neighbourhood) and continue with additional traffic calming measures.**

In closing,

Nicole Strandlund

Works Cited:

Bruntlett, Chris, and Melissa Bruntlett. *Curbing Traffic: The Human Case for Fewer Cars in Our Lives*. Washington, Island Press, 2021.

Durand-Wood, Emma. “Facing an Uncomfortable Truth about Speed Limits.” *Strong Towns*, 22 June 2023, www.strongtowns.org/journal/2023/6/22/facing-an-uncomfortable-truth-about-speed-limits.

“Traffic Calming 101.” *Pps.org*, 2018, www.pps.org/article/livememtraffic.

The Cathedral Village Community is a historic neighborhood which is a gem amongst Regina's communities - I first visited it when flying into Regina while dating my now husband and was absolutely floored to see this pristine, historic community located in what I thought was a very car centric city. This community is what convinced me to move to Regina in the first place; after marriage and living in the US, I couldn't imagine giving up my walkable urban neighborhood but watching "walk with me" videos on YouTube during the pandemic reminded me that Regina was just as affordable, lovely, and walkable as Chicago was. I LIVE in a 15-minute city now that I've purchased my house. My dentist, grocery store, library, coffee place, and butcher are all a 5 minute walk away. I walk downtown to the farmer's market or to see events at Darke Hall. I run a sewing circle at the community centre and volunteer for the arts festival. I take the bus to the movie theater.

My 100+ year old house reminds me of the history of the area and how this community was built before the car. 13th Avenue was the streetcar line that connected Cathedral to the downtown originally and it still shows - it's one of the only residential/commercial streets that doesn't require a football field worth of parking, separating it from the people who actually live there. I go to the shopping area in Harbor Landing and shudder to see people dodging cars and cutting across parking lots or muddy fields to get to shops.

That being said, though Cathedral wasn't built for cars, it's certainly been retrofitted for them in the worst ways. Living on 14th at one of the only 4 way stops in the neighborhood (in jeopardy potentially with Holy Rosary School leaving!), have a front row seat for the insane driving behavior of people using Cathedral to get to Lewvan. I live on the same block as Dessart and have crossed the street for ice cream hundreds of times. I truly fear for my children, who I'd like to be able to roam freely, when the car heights are growing and the streets are wide enough to land a plane on. Someone died right on my block last year. That could be my child someday. That could be anyone's child.

The law should be enforced, yes, but the streets should support that law rather than actively undermining it. I fully support slowing down all streets to 30 kph, but along with that, streets need to be narrowed. Every single crossing should be marked with paint and bulb outs. Lighting should be improved. School zones should be better marked. Active traffic calming measures should be implemented (straight roads encourage speeding) like speed bumps, road zig zagging, or more full stops. I fully support burying the telephone wires and widening sidewalks - I see countless stroller, wheelchair, and walker users struggle to get down the sidewalks at all. And most importantly - people should be prioritized over traffic. This is my HOME, not a highway! The Vision Zero goals are all scientifically proven initiatives that aren't controversial. Slowing cars down saves lives, full stop.

This year's art festival will see Cathedral painting a new mural on Sobey's, soon to be joined by a memorial for a girl hit by a car in the 70's. Darke of Darke Hall's son was killed in a car accident in the 20's. We clearly don't forget those we've lost - how many

more people will be sacrificed for those individuals who want to get to work 5 minutes faster? It's time to act decisively.

Submitted by: Kelly Lorenc, Regina, SK

The mission statement, "No loss of life or major injury is acceptable within Regina's transportation network." is one that any resident can easily support. Implementing a data-backed approach that has been working for other centers around the world for more than 20 years is a great first step in making this goal a reality. I hope that the committee will move forward with the Vision Zero framework.

Submitted by: Alex Keen, Regina, SK