

Paul Richer

[REDACTED]  
Lloydminster, Alberta.

City of Lloydminster and City Council

July 10, 2023

**RE: Bylaw 20-2023 Rezone Residential corner lot to Recreation District**

I'm submitting my objection to the City Intent to convert this Residential Lot to a Recreational Space specifically to construct a playground space.

**Reasons for Objection:**

1. Although the City had overbuilt Saskatchewan Residential lots when the economy dictated a slow down approx. 8 years ago, these lots are nonetheless a valuable asset. The value of this corner lot is confirmed to be \$112,065 as per attached Lot Sale document.
2. Adjacent lot value- The size of adjacent lot typically will eventually allow a home to be built 1.5 meters away from lot line. Playground that close to this lot would affect the attractiveness of purchasing this lot to buyers.
3. Whereas- directly behind this lot is Public recreational space with paved asphalt walkways and already part of this development. Most playgrounds are set at schools or existing green spaces. No loss of potential sale in the future.
4. Presentation in 2018 to the **Canadian Association of Road Safety Professionals** prepared by University of British Columbia and City of Vancouver suggested that although traffic circles did lower traffic accidents, an increased risk was shown for cyclists and pedestrians to collision. It would be reasonable to consider that children would congregate at or near the corner versus further away and I challenge a **Duty of Care** in this regard. See attachment.
5. Parents from other parts of the City will travel to enjoy differing playgrounds for their children. Parking will therefore be further away from this circle. Suggest a two or three parking zone be set further West at a green space already developed with walking path to alleviate congestion in a small area. Allocation of future Bus Stop in the area may be of consideration.
6. Existing Green space has swales to accommodate drainage, however with minor adjustments to the grade to accommodate relatively flat areas for most playgrounds, significantly much more interesting to relax on sloping grades, add landscaped features making use of the contours of the land and grass space.
7. Apartment and high density developments in the area will ensure a busy traffic circle, as it is the only direct route to 40 Avenue for several hundred future residents. Having two sides of a playground exposed to the noise and activity of traffic does not seem like a relaxing way to watch your children. It only takes moments for children to make a run for it.

**I would ask:**

**Council to Table Bylaw 20-2023 and have administration consider utilizing existing Green Space to the West for the Aurora Playground.**

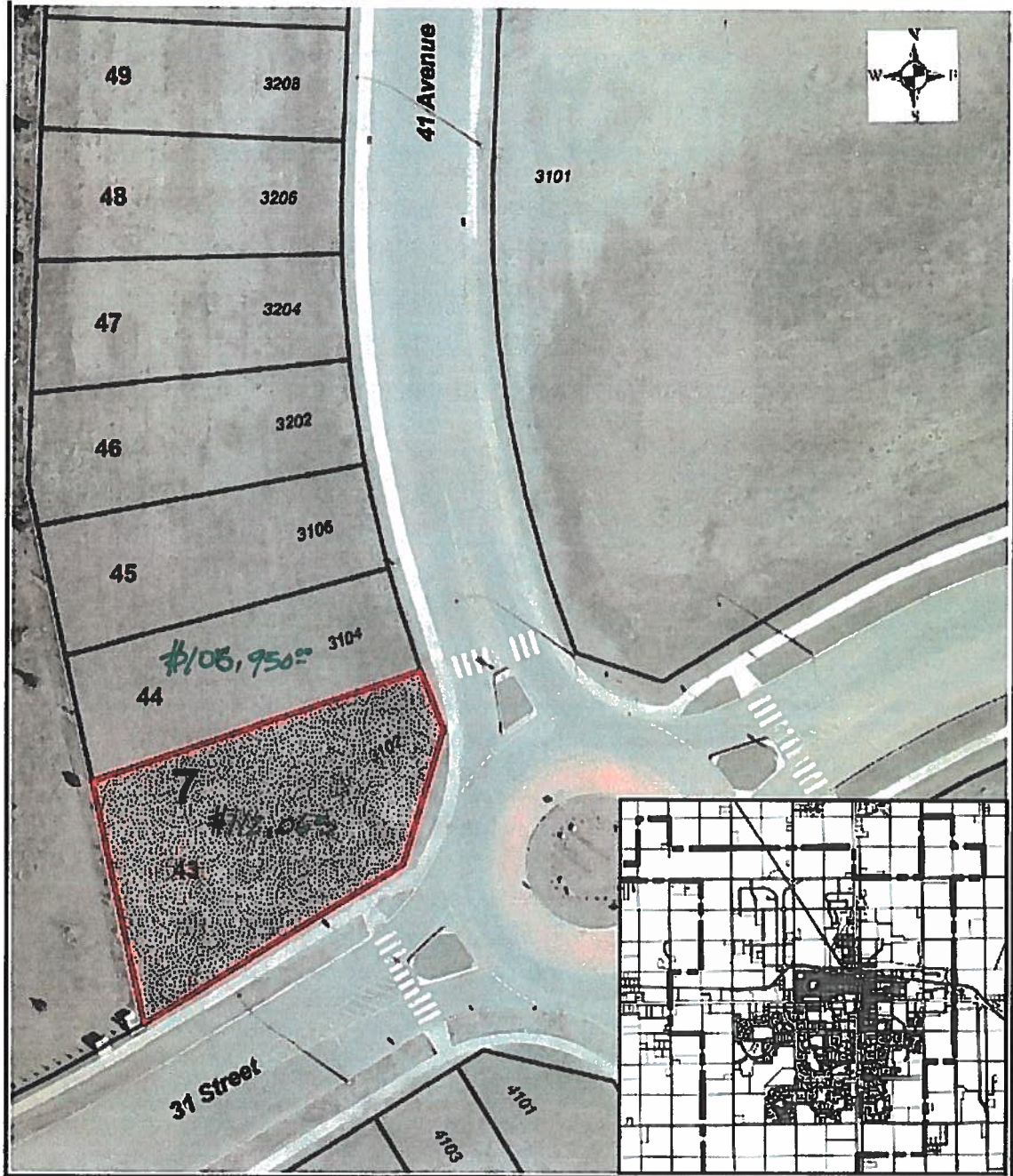
**BYLAW NO. 20-2023**

**Schedule "A"**

Lot 43, Block 7, Plan 102194276

3102 41 Avenue

Lloydminster, Saskatchewan



**R1 - Single Detached Residential District to  
RD - Recreation District**





Imagery ©2023 Airbus, CNES / Airbus, City of Lloydminster, County of Vermillion River, Maxar Technologies, Map data ©2023 50 m

- ① Significant increase of traffic over time
- ② Ideal location 2-3 parking stalls and future bus stop.

## Traffic Circles – Impact on motor vehicle, cyclist-MV, & pedestrian-MV crashes with injuries

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<sup>2</sup> City of Vancouver

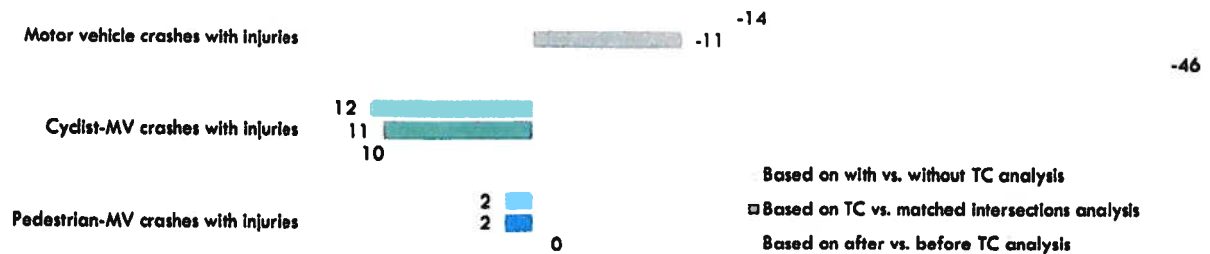
### Abstract

Local street intersections with traffic circles have been found to pose a higher injury risk to cyclists than intersections with stop sign control. An outstanding question is the effect of traffic circles on injuries to people walking and driving. We examined this issue using an Insurance Corporation of BC dataset of 40,626 crashes that occurred at local street intersections in Vancouver from 1996 to 2013 to determine whether traffic circles were associated with injury risk for three types of crashes: motor vehicle (MV); cyclist-MV; and pedestrian-MV. Relative risks were calculated using three comparisons: with vs. without traffic circles; traffic circles vs. intersections within one block (“matched”); and after vs. before traffic circles. For motor vehicle crashes, traffic circles had relative risks of 0.17 to 0.53, resulting in 11 to 46 fewer injuries per year in Vancouver, a city with about 200 traffic circles. For cyclist-MV crashes, traffic circles had relative risks of 2.4 to 4.6, resulting in 10 to 12 more injuries per year. For pedestrian-MV crashes, traffic circles had relative risks of 0.97 to 1.9, resulting in 0 to 2 more injuries per year. These results suggest that traffic circles should not be used as a traffic calming measure along local street bike routes. Safer alternatives (i.e., raised crossings, traffic diversion) should be tried to determine if they are better for all modes of travel.

## DISCUSSION

Figure 5 shows the estimated increases and decreases in the number of crashes with injuries associated with traffic circles. It illustrates quite consistent results for each mode of travel, no matter the comparison made.

- Traffic circles were associated with fewer motor vehicle crashes with injuries. The risk reduction is consistent with research evidence about the effect of converting stop-controlled intersections to single-lane roundabouts on injuries to motor vehicle occupants, with an average crash modification factor of 0.4 (range 0.12 to 0.65).[2,3] The relative risks calculated in this analysis were within this range.
- Traffic circles were associated with more cyclist-MV crashes with injuries. The risk increase is consistent with results of the earlier Vancouver and Toronto cycling injury study.[1] That study found an even higher relative risk, 8.0, because it included cyclist-only in addition to cyclist-MV crashes and these comprised half the traffic circle crashes. This suggests that if cyclist-only crashes were taken into account, the total increase in traffic-circle-associated cyclist injuries would be 20 to 24 annually.
- Traffic circles were associated with zero to slightly more pedestrian-MV crashes with injuries.



**Figure 5.** Estimated annual increase or decrease in crashes with injuries associated with traffic circles (TC) in Vancouver based on relative risks in three comparisons

## CONCLUSIONS

This study confirmed an excess risk at traffic circles in Vancouver for people cycling, found a slight increase for people walking, and a decrease in risk for motor vehicle occupants – similar in magnitude to the increase for those cycling. Thus the increased risk of traffic circles to people cycling appears to be mitigated in part by a benefit to people in motor vehicles, posing a conundrum for transport engineers.

One approach might be to avoid installing traffic circles along local street bikeways. Raised crossings and traffic diversion are alternative traffic calming measures that have been shown to be safer for vulnerable road users [1,10] and should be tried to determine whether they are better for all modes of travel. Alternative traffic circle designs may also be safer, but this would need verification in injury research.