



**PUBLIC AGENDA  
TRAFFIC SAFETY COMMITTEE**

**Tuesday, September 8, 2015, 8:45 a.m.  
Committee Room E, Ground Floor, City Hall  
Members**

**Mr. K. Claffey, Chair  
Ms. C. Janzen, Vice Chair  
Ms. S. Bater  
Sergeant D. Bryden  
Mr. J. Chan  
Mr. B. Girling  
Mr. D. Hingston  
Councillor A. Iwanchuk  
Mr. C. Kuhnke  
Mr. R. Meier  
Mr. A. Reichert  
Ms. D. Taylor**

**Pages**

- 1. CALL TO ORDER**
- 2. CONFIRMATION OF AGENDA**
- 3. ADOPTION OF MINUTES**

**Recommendation**

That the minutes of regular meeting of the Traffic Safety Committee held on June 9, 2015 be adopted.

- 4. TRAFFIC SAFETY COMMUNICATION/EDUCATION [File No. CK. 255-8]**

The Traffic Safety Committee, at its meeting held on May 12, 2015, during discussion of the above resolved, in part, to query friends and colleagues over the coming months with regard to the bus tailboard ad displaying intersection safety, and provide this feedback to the September meeting.

This information will be tallied for the SGI survey which is due October 31, 2015.

Committee members are asked to bring their tally sheets.

To date the Committee has allocated \$6,044 for bus tailboard ads and \$1,200 for bicycle bells and lights. With the addition of the SGI grant, the Committee has approximately \$1,250 remaining in the 2015 communication/education budget.

**Recommendation**

That the information be received.

**5. REPORTS FROM ADMINISTRATION**

**6. NEW ISSUES RAISED BY COMMITTEE MEMBERS [File No. CK. 225-8]**

**6.1 Traffic Concerns (K. Claffey)**

- 1st Avenue turning lanes need the turning arrows repainted.
- Circle Drive northbound exit to 8th Street needs lane dividers painted.
- Acadia Drive south of 8th Street needs lane dividers painted.
- McKercher Drive southbound between Balfour and 8th Street need lane dividers painted.
- When will 5th Avenue downtown be repaved?
- Why no turns on red where the new protected bike lanes are? Traffic is backing up at these intersections.
- 23rd Street heading toward the river at 4th Avenue has a lane designation sign for traffic in the right lane to turn right. The sign is too low. People are driving through the intersection in the right lane and then moving left and cutting people off.
- Travelling north on 3rd Avenue at 23rd Street is the bus mall. From a distance it looks like you can turn left onto 23rd Street, but as you get closer there is a faded red line through the left turn arrow. New sign is needed.

**6.2 Intersection of Marquis Drive and Idylwyld Drive (A. Reichert)**

3 - 4

Attached are photos regarding the above-noted matter.

**6.3 Timing of lights at Warman Road and 51st Street (A. Reichert)**

**6.4 Traffic Safety Committee Charter (C. Kuhnke)**

5 - 8

Attached is information for the Committee regarding the above-noted matter.

**6.5 New Ontario Traffic Safety Laws (C. Kuhnke)**

9 - 10

Attached is information for the Committee regarding the above-noted matter.

**7. ADJOURNMENT**



#### **Intersection of Marquis Dr. & Idylwyld Dr. – westbound on Marquis**

- Three lanes available – left turn only, straight ahead & right turn only
- Room for four lanes
- Need two straight ahead lanes to reduce congestion due to increased traffic on Marquis
- Current setup is widely ignored by traffic due to lack of advance warning of the need to be in the centre lane to go straight ahead and also the truck traffic coming out of the Flying J Truck Stop being unable to get into the centre lane.



**Close up of the only signage for westbound traffic at this intersection**



**Intersection of Marquis Dr. & Idylwyld Dr. – eastbound on Marquis**

- Two lanes available – left turn only & straight ahead
- Room for only the current two lanes
- Need to change the left turn only lane to a left turn & straight ahead to reduce congestion due to increased traffic on Marquis
- Current setup is widely ignored by traffic due to poor signage advising of the need to be in the right lane to go straight ahead and the increase in traffic from the new traffic lights at Marquis & Hwy 16.



**Close up of the only signage for eastbound traffic at this intersection**

## MHI / SGI / MoJ Collaboration Charter

### **PURPOSE**

The Saskatchewan Ministry of Highways and Infrastructure (MHI), Saskatchewan Government Insurance (SGI) and the Ministry of Justice (MoJ) will work collaboratively and jointly leverage any related resources they may have, in effort to increase safety on rural highway infrastructure.

### **BACKGROUND**

Recommendations from the Legislative Special Committee on Traffic Safety have led to the suggestion that MHI, SGI and MoJ work collaboratively towards the common goal of addressing high collision intersection concerns and safety on the highway. The Safe Systems Approach will be utilized, and involves the integration of the 3E's: Education, Engineering, and Enforcement.

1. *Education*: Education is fundamental in ensuring that motorists are aware of how to amplify safety on the highway network. Examples of education include:
  - SGI launching campaigns to provide awareness to drivers in areas such as regulatory speeds in work zones, alertness to the possible presence of wildlife, impaired drivers, cyclists, etc.
  - MHI providing drivers with information on travel conditions through the 'Highway Hotline'
2. *Engineering*: Infrastructure that is well designed and maintained will increase highway safety. Examples of engineering factors include:
  - Addition of rumble strips
  - Increased lighting visibility
  - Pavement marking
  - Geometric design
  - Reviewing engineering standards for road development and conducting road safety audits
  - Providing effective, consistent and meaningful signage.
3. *Enforcement*: This aspect of the approach is central to ensuring that motorists are indeed following the law. Examples of enforcement include:
  - Automated Speed Enforcement
  - Increasing fines for speeding
  - Increasing the number of officers in areas that have more aggressive drivers
  - MoJ providing consistent messaging in their traffic enforcement communications strategies and campaigns with the public and Police Services.

## **ROLES & RESPONSIBILITIES**

- All parties shall be responsible for doing their part in expanding the relationship between SGI, MHI and MoJ, and distributing any resources or knowledge that will lead to increasing safety.
- Discuss partnering opportunities, including financial contribution for the co-sponsorships of road safety projects that will ultimately benefit all parties.
- Review current and potential projects at various meetings (progress, budget, and completion date), as deemed necessary.
- Stay up-to-date with new technology, research, standards, practices, etc., that will improve highway safety.
- Use intelligence-led decision making to determine the best deployment of enforcement resources.
- Consultations with relevant internal and external stakeholders when necessary (RCMP, Engineering Consultants, SaskPower, Non-governmental Organizations such as Saskatchewan Trucking Association, etc.).
- Invite Saskatchewan Centre of Excellence for Transportation and Infrastructure (SCETI) to participate when appropriate, with MHI serving as the single-point of contact.
- Seek continual improvement in the processes and practice for funding and developing the Safety Improvement Program (SIP).
- Identify the group's annual goals and what has been successful or challenging to date.

## **GROUP STRUCTURE**

**Committee Members:** The committee shall consist of members from MHI, SGI and MoJ.

Members shall include:

- MHI: Executive Director of Technical Standards Branch (Dave Stearns)
- MHI: Director of Design and Traffic Engineering Standards (Sukhy Kent)
- MHI: Senior Traffic Engineer (Jeff Holland)
- SGI: Assistant Vice-President, Traffic Safety Services (Kwei Quaye)
- SGI: Manager, Traffic Safety Promotion (Shannon Ell)
- SGI: Manager, Traffic Safety (George Eguakun)
- MoJ: Program Manager, Policy & Governance (Hugh McLaughlan)
- MoJ: Director, Police Quality and Innovation (Cory Lerat)
- Secretary/Minute Recorder

**Resource Members:** The members may be called upon when required.

- Representative from MHI's Asset Management
- Representative from MHI's Systems Planning and Management Branch
- Representative from each organization's Communications Branch
- Representative from SCETI
- Representative from the Combined Traffic Services Saskatchewan (CTSS)

## **MEETING LOGISTICS**

- The Chair will rotate between MHI, SGI and MoJ on an annual basis. The Chair will be appointed annually by the majority affirmation of the members at the first meeting of the fiscal year.
- The secretary shall be appointed by majority affirmation of the members at the first regular meeting of each fiscal year. The secretary will provide support to the group, including arrangement of meetings, preparation of agenda, inviting guests, recording and dissemination of the minutes.
- The Committee shall meet once a month at the call of the Chair at locations convenient to members, and via teleconference when necessary. Hosting of the meetings will be on a rotational basis between MHI, SGI and MoJ.

## APPROVAL SIGN OFF

As an outcome of the recommendations from the Legislative Special Committee on Traffic Safety, MHI, SGI, and MoJ will work collaboratively towards the common goal of addressing high collision intersection concerns and safety on the highway. It is recommended that this Collaboration Charter be used among the three parties as a tool to increase safety on highway infrastructure.



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Ron Gerbrandt  
Assistant Deputy Minister  
Saskatchewan Ministry of Highways and  
Infrastructure

July 7, 2015

Date:



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Kwei Quaye  
Assistant Vice-President  
Saskatchewan Government Insurance

July 11 / 15

Date:



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Dale Larsen  
Assistant Deputy Minister  
Saskatchewan Ministry of Justice

18 Aug 2015

Date:

The province of Ontario has launched a new set of traffic laws as part of its "Making Ontario Roads Safer Act," which comes into effect Sept. 1.

[Bill 31](#) came into effect on Tuesday, two months after being unanimously approved at Queen's Park. The new legislation means changes to existing traffic laws, and stiffer fines and penalties for those who break them.

The act targets those caught driving while distracted or drug-impaired, entering a crosswalk before a pedestrian has cleared, or passing too closely to a cyclist or tow truck. Three updates were rolled out on Tuesday, while the remaining two are expected next year.

As of Tuesday, drivers caught looking at their phones, texting, sending emails or talking without a headset face an increased set fine of \$490, up from the previous fine of \$200. Upon conviction, drivers will face three demerit points.

Those with a G1 or G2 licence may have their permit suspended on the spot, for a minimum of 30 days.

"If current collision trends continue, fatalities from distracted driving may exceed those from drinking and driving by 2016," a [statement from the Ministry of Transportation](#) said.

At a news conference Tuesday, Transportation Minister Steven Del Duca said he hopes the new law will raise awareness of the dangers of distracted driving.

"Research also tells us that a driver who uses a cellphone while driving is four times more likely to be involved in a crash," Del Duca said.

"We all know that drinking and driving has become unacceptable in our society, and we need to make sure that the same thing happens with distracted driving."

Also starting Tuesday, tow trucks will now be treated like emergency vehicles under the "move over" law. Drivers must now slow down and move over for tow truck drivers with flashing lights, as they do for ambulances, police cruisers and fire trucks. Drivers who do not follow the rule will face a fine of \$490.

Drivers will also need to keep a sharp eye on cyclists, with new rules requiring them to leave a one-metre distance when passing cyclists, if possible. Those who fail to leave enough room may face a \$110 fine and two demerit points.

Anyone who "doors" a cyclist, or opens a car door and strikes a passing cyclist, will face a set fine of \$365 and three demerit points.

Cyclists who don't use the required bicycle lights and reflectors now face a set fine of \$110. Bikes must have a white front light and a red rear light or reflector if a cyclist wants to ride between half an hour before sunset and half an hour before sunrise. White reflective tape should be on the front forks, and red reflective tape should be on the rear.

## **Laws beginning in 2016**

The new law plans to update the provincial penalties for those who drive under the influence of drugs. Those driving while using drugs will soon face the same penalties as those caught driving under the influence of alcohol. Anyone caught behind the wheel under the influence of drugs will be given an automatic licence suspension for a period of three to 90 days, and a week-long vehicle impoundment. They may also be ordered to complete a treatment or education program. This section of the law may not be fully implemented until the fall of next year.

Starting Jan. 1, anyone who drives through a school crossing or pedestrian crossover before a pedestrian has reached the other side of the road will face a fine between \$150 and \$500. Under the new law, the entire road will have to be yielded. Current law only requires drivers to yield half of the road to the pedestrian.