



**PUBLIC AGENDA
TRAFFIC SAFETY COMMITTEE**

**Tuesday, September 13, 2016, 8:45 a.m.
Committee Room E, Ground Floor, City Hall
Members**

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

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of the Traffic Safety Committee held on June 14, 2016 be adopted.

4. REPORT OF THE CHAIR

5. PEDESTRIAN AWARENESS CAMPAIGN - UPDATE [File No. CK 1815-1]

Senior Transportation Engineer Marina Melchiorre will be in attendance to provide an update regarding the City of Saskatoon's pedestrian awareness campaign.

Recommendation

That the information be received.

6. TRAFFIC SAFETY COMMUNICATION/EDUCATION [File No. CK 225-8]

At the Traffic Safety Committee meeting held on June 14, 2016, the Committee resolved that 500 bicycle bells and 100 bicycle lights be purchased from the Communication/Education budget to a maximum of \$2,000, and that the remaining \$4,500 go toward the purchase of bicycle helmets with distribution to be finalized at the September meeting.

To date, 100 bicycle bells and the 100 bicycle lights have been distributed by the Saskatoon Police Service Bike Unit.

With respect to logos on bicycle helmets, the following information has been provided from the City Solicitor's Office:

The program proposed falls under the Sponsorship Policy (C09-028). Given the value of \$2,000.00 you are able to engage a local firm to participate in this program and provide recognition to them that is appropriate. Terms of the Sponsorship Policy that are key include:

- 1. The General Manager can approve it (6.3)*
- 2. The recognition is subject to negotiation (3.1d)*
- 3. Your terms of arrangement should be in writing but need not be overly complex, an email exchange with a bullet list is sufficient (4.1)*
- 4. The recognition should not include any naming rights for the program - that would require a City Council report.*

The Committee is requested to:

- finalize the distribution of the remaining bicycle bells; and
- finalize the purchase and distribution of the bicycle helmets.

Recommendation

That the Committee provide direction.

7. REPORTS FROM ADMINISTRATION

7.1 Outstanding Issues Raised by Committee Members [File No. CK. 225-8]

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The Transportation Division, Transportation and Utilities Department has provided the attached update to the outstanding issues raised at the June 14, 2016 meeting of the Committee.

Recommendation

That the information be received.

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

8.1 Crosswalk on Clarence Avenue (S. Shannon)

(Deferred from June 14, 2016 meeting)

8.2 Drinking and Driving in Saskatchewan (C. Kuhnke)

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Mainstreet Research survey attached. What can we as a committee perceive our role to be, if any, in changing attitudes in the city, and the province. Statistics show this province has higher accident, injury accident, and fatality accident rates than anywhere else in this country, including Nunavut and the NWT, and clearly driving while under the influence is not an insignificant contributor to these numbers.

1. Are provincial and SGI legislation and penalties simply too low? BC, Alberta, Ontario and others have far stiffer penalties for these offences, and all have seen rates drastically decrease once the strong penalties came into force (for example automatic license suspensions for one year and vehicle impoundment for one month on FIRST convictions).
2. Is enforcement simply lacking (example of a car, currently with SK plates and licensed to drive here - attached).
3. Is licensing and registration too simple to scam/defraud?
4. Do attitudes simply have to be changed, and how does the city, and the province, do that? What can we contribute?

8.3 Traffic Concerns (K. Claffey on behalf of Driving Instructors)

- Faithfull Avenue between 42nd and 51st Streets needs clearer signage and lane markings.
- 8th Street westbound to Clarence southbound needs lane designation sign nearer the intersection possibly on the traffic light indicating "This Lane Right Turn Only".
- Cumberland south of 8th Street – Is it one lane or two? Should be clearly marked.
- Circle Drive between 108th and Attridge – both directions merge and exit lanes should continue the full distance so you don't have to merge and then immediately exit. The same should be done northbound from Taylor to 8th Street.
- The overhead signs on south Circle Drive are not aligned over the lanes and is confusing.
- 22nd Street eastbound to Circle Drive northbound needs speed limit signs as soon as you enter Circle Drive.
- Circle Drive westbound to Warman Road southbound needs speed sign earlier.
- Thank you for the acceleration lanes from Hart Road to 22nd Street

eastbound.

- Thank you for the One-Way signs on Auditorium Avenue near the mall.

8.4 Traffic Concerns (A. Reichert on behalf of Saskatoon and District Safety Council)

- Bicycle lanes on 23rd Street and 4th Avenue - restricting access to the sidewalk for people with mobility problems.
- Left turns across traffic in the middle of the block to gain entrance to fast food or coffee establishments (i.e. McDonalds on 51st Street & Miller Avenue).

9. ADJOURNMENT

ISSUES RAISED BY COMMITTEE MEMBERS – JUNE 14, 2016

Traffic Concerns (K. Claffey on behalf of Driving Instructors)

- 23rd Street and 5th Avenue should be a four-way stop due to limited visibility with the bike lanes in place.

Response: This intersection was reviewed in 2015 prior to the bike lane demonstration project and a 4-way stop was not warranted. Comments will be forwarded to the project manager for further consideration as part of the 4th Ave bike lane demonstration project.

- Dedicated bike lane confusion on 4th Avenue. Signs are inconsistent and confusing. Poles should be painted yellow in areas where parking is not allowed.

Response: this is a trial project. Comments forwarded to project manager for further consideration.

- 1st Avenue and 19th Street going south onto Idylwyld; the light needs to be longer for the vehicles going south. At rush hour the little on-ramp is backed up to 20th Street at times.

Response: the Administration provided a response during the meeting.

- 51st Street and Warman/Wanuskewin Road; the lights need to be green/flashing turn signal heading north and south longer. Rush hour time the vehicles travelling north are backed up to Primrose Drive at times. Vehicles heading south on Wanuskewin are backed up to Goerzen Street.

Response: this intersection is on the list of upgrades for 2016.

- Primrose Drive - line painting since this road is becoming busier.

Response: There's already lane markings on Primrose Dr. Need more information.

- 24th Street between 1st Avenue and 4th Avenue - line painting - there's three lanes there but not marked.

Response: annual lane marking was completed at the end of June.

- Circle Drive heading north then exiting onto 8th Street - line painting in the exit ramp; there are three lanes but not marked and vehicles are getting confused.

Response: annual lane marking was completed at the end of June.

- Is it possible to ask if whoever planned 4th Avenue with the new traffic pattern if they actually go and drive on that road during rush hour? Grid locked and backed up for an hour when its rush hour, the no right turn on red lights has zero safety advantage.

Response: this is a trial project. Comments forwarded to project manager for further consideration.

- Is Victoria Avenue between Taylor and 8th Street on the radar for new pavement?

Response: Not included in 2016-2018 schedule shown in “Projected 2016-2018 Roadway Preservation Plan”

https://www.saskatoon.ca/sites/default/files/documents/2016-2018_projected_road_preservation.pdf)

To send comments or concerns fill out online form at <https://www.saskatoon.ca/city-hall/send-comments-concerns-city/contact-us>

- 5th Avenue between 22nd Street and 25th Street – radar for new pavement?

Response: Scheduled for resurfacing in 2018 as outlined in “Projected 2016-2018 Roadway Preservation Plan”

https://www.saskatoon.ca/sites/default/files/documents/2016-2018_projected_road_preservation.pdf)

Westbound 24th Street and Ontario Avenue (J. Chan)

- Right turn lane/left straight through signage.

Response: Request was sent to the sign shop and updated accordingly.

Idylwyld Drive and Flyover to Highway 16 (D. Bryden)

- Deep gaps in painted lines.

Response: Sgt. Bryden indicated lines are now painted.

One in five Saskatchewan residents think it's sometimes OK to drive drunk



JASON WARICK, SASKATOON STARPHOENIX

[More from Jason Warick, Saskatoon StarPhoenix \(HTTP://THESTARPHOENIX.COM/AUTHOR/JASON-WARICK-SASKATOON-STARPHOENIX\)](http://thestarphoenix.com/author/jason-warick-saskatoon-starphoenix)

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According to the Mainstreet/Postmedia survey, 19 per cent of respondents agreed with the statement, "Driving under the influence is OK if you are travelling a short distance on quiet roads." **THESUPE87 - FOTOLIA**

One in five Saskatchewan residents think drunk driving is okay “travelling a short distance on quiet roads,” according to a new survey.

“That’s too high. Anything above zero is too high,” said Saskatchewan’s Students Against Drunk Driving President (SADD) Dylan Griffin.

The number is even higher when isolating replies of those aged 18 to 34.

“I think we still have this invincibility complex. We think ‘Oh, it’s just a grid road. We can make it.’” said Griffin, whose family friend died last year driving drunk on a quiet rural road.

The results suggest a large segment of the population still doesn’t understand the risks of drinking and driving, says the study’s author.

Advertisement

“That’s a lot of people on the road who think it’s okay. And they won’t all be caught,” said David Valentin, executive vice-president of Mainstreet Research.

According to the Mainstreet/Postmedia survey, 19 per cent of respondents agreed with the statement, “Driving under the influence is OK if you are travelling a short distance on quiet roads.” Seventy-seven per cent disagreed while four per cent said they weren’t sure.

Agreement was significantly higher in smaller communities (22 per cent) than in Saskatoon (14 per cent) and Regina (15 per cent).

Pronounced differences were also apparent when broken down by age group. Just 13 per cent of seniors agreed, while 24 per cent of those aged 18 to 34 did.

Valentin said younger people may not have as much money to call cabs or rely on a support network. They're also less likely to have families or other powerful motivations. There's also the lack of life experience, he said.

"The longer you live, the more bad stories you're going to hear (about drinking and driving). You'll know more people who were hurt," he said.

"We need to educate people a lot more."

Self-reported drunk driving likely low

Surveyors also asked people whether they'd ever been a passenger in a vehicle where the driver was under the influence of alcohol. Fifteen per cent said they had. They also asked whether respondents had ever driven under the influence of alcohol. Just eight per cent said yes.

Valentin suspect these responses are too low to be taken at face value. Many people minimize their role on this issue.

Even if they're just answering a telephone survey, "people don't want to admit they drink and drive," Valentin said.

Valentin believes the responses about driving short distances on quiet roads are much more accurate because people don't have to reflect on their own behaviour or that of their friends and family.

Majority don't want McMorris to run again

Another survey question asked whether former provincial cabinet minister Don McMorris should run again after being charged with driving under the influence.

Just 10 per cent said he should, while 68 per cent said no. The remainder (22 per cent) were unsure.

Valentin said the condemnation of McMorris isn't likely about the issue of drunk driving. Rather, it's about hypocrisy. McMorris was minister responsible for the government auto insurer and led recent campaigns against drunk driving.

RELATED

Saskatoon man who lost son to drunk driving calls McMorris drunk driving charge 'shameful' (<http://thestarphoenix.com/news/local-news/man-who-lost-son-to-drunk-driving-calls-politicians-drunk-driving-charge-shameful>)

Sask. court case explores sentencing for drunk drivers (<http://thestarphoenix.com/news/local-news/sask-court-case-explores-sentencing-for-drunk-drivers>)

Impaired driver to be sentenced for crash that killed Van De Vorst family (<http://thestarphoenix.com/news/local-news/impaired-driver-to-be-sentenced-for-crash-that-killed-van-de-vorst-family>)

"People don't like that – the hypocrisy of preaching to all Saskatchewan residents. It's just too much for people to swallow.

During the provincial election campaign in the spring, the parties confirmed a total of five candidates (two NDP and three Saskatchewan Party) had been convicted of drunk driving. Two of them registered multiple convictions. Both parties said a criminal conviction should not disqualify a candidate if they have served their penalty and shown remorse.

The Liberal Party said it wasn't sure if any of its candidates had been convicted of driving drunk, while the Green Party did not respond to a request during the campaign.

A random sample of 1,690 Saskatchewan residents were surveyed August 22-23, 2016 on both cellphones and land lines. According to Mainstreet, the margin of error is within 2.38%, 19 times out of 20.



