



**PUBLIC AGENDA  
TRAFFIC SAFETY COMMITTEE**

**Tuesday, May 9, 2017, 8:45 a.m.  
Committee Room E, Ground Floor, City Hall  
Members**

**Ms. C. Janzen, Chair  
Mr. C. Kuhnke, Vice-Chair  
Councillor S. Gersher  
Mr. J. Chan  
Mr. K. Claffey  
Mr. D. Cook  
Mr. W. Gherasim  
Mr. B. Girling  
Mr. D. Hingston  
Sergeant D. Hoover  
Mr. A. Kamboh  
Mr. A. Reichert  
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 meeting of the Traffic Safety Committee held on April 11, 2017 be adopted.

**4. REPORT OF THE CHAIR**

**5. PRESENTATION - Corridor Study Selection Process and Intersection Improvement Project Selection Process [File No. CK 6320-1]**

**3 - 8**

Transportation Engineering Manager Jay Magus will be in attendance to provide a presentation on two policies regarding selecting intersections and corridors for studies and/or improvements.

Attached, in this regard, are copies of Policy C07-023 - Corridor Study Selection Process and Policy C07-024 - Intersection Improvement Project Selection Process.

**Recommendation**

That the information be received.

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

At its meeting held on April 11, 2017 the Committee resolved to explore the idea of short 15-second public service ads, with a school zone safety theme, with its partners within the City of Saskatoon to determine if assistance could be provided to the Committee in order to proceed with this initiative.

The Committee agreed to further discuss this initiative at the May meeting.

**Recommendation**

That the Committee provide direction.

**7. REPORTS FROM ADMINISTRATION**

**7.1 Automated Speed Enforcement - Pilot Program Update [File No. CK 5300-8]**

9 - 13

Attached, for the Committee's information, is a resolution package from the minutes of the Regular Meeting of City Council held on March 27, 2017, regarding the above.

**Recommendation**

That the information be received.

**8. NEW ISSUES RAISED BY COMMITTEE MEMBERS**

**8.1 Neighbourhood Traffic Safety Reviews (C. Janzen)**

**9. ADJOURNMENT**

# CITY OF SASKATOON COUNCIL POLICY

NUMBER  
C07-023

<b>POLICY TITLE</b> <i>Corridor Study Selection Process</i>	<b>ADOPTED BY:</b> <i>City Council</i>	<b>EFFECTIVE DATE</b> <i>August 18, 2016</i>
<b>ORIGIN/AUTHORITY</b> <i>City Council - Standing Policy Committee on Transportation Report, Item 8.3.3.</i>	<b>CITY FILE NO.</b> <i>CK. 6320-1</i>	<b>PAGE NUMBER</b> <i>1 of 2</i>

## 1. PURPOSE

To define the criteria and process used to select and prioritize the Arterial road corridors requiring transportation functional planning studies.

## 2. DEFINITIONS

- 2.1 Arterial Road – A road primarily for through traffic.
- 2.2 Corridor – A generally linear area that is defined by one or more modes of transportation.
- 2.3 Expressway – A divided arterial roadway for through traffic with full or partial control of access and with some interchanges.
- 2.4 Freeway – A road limited to through traffic, with access only through interchanges.

## 3. POLICY

### 3.1 General

- a) Prioritization of Arterial road corridors will be based on the following:
  - i) Crash rates;
  - ii) Capacity review; and
  - iii) Coordination with other City initiatives.
- b) An area, or ward distribution, is not part of the prioritization process.

# CITY OF SASKATOON COUNCIL POLICY

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NUMBER  
*C07-023*

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<b>POLICY TITLE</b> <i>Corridor Study Selection Process</i>	<b>EFFECTIVE DATE:</b> <i>August 18, 2016</i>	<b>PAGE NUMBER</b> <i>2 of 3</i>
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# CITY OF SASKATOON COUNCIL POLICY

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NUMBER  
C07-023

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Corridor Study Selection Process</i>	<i>August 18, 2016</i>	<i>3 of 3</i>

- c) This process is not applicable to not yet constructed Arterial road corridors.
- d) This process does not restrict completion of other corridor functional planning work to address an emerging issue or need.
- e) Expressway and Freeway segments of Circle Drive are excluded.

#### 4. RESPONSIBILITIES

- 4.1 The General Manager, Transportation and Utilities Department shall be responsible for administering and recommending updates to this policy.
- 4.2 The Standing Policy Committee on Transportation shall be responsible for reviewing updates to this policy.

# CITY OF SASKATOON COUNCIL POLICY

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**NUMBER**  
C07-024

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<b>POLICY TITLE</b> <i>Intersection Improvement Project Selection Process</i>	<b>ADOPTED BY:</b> <i>City Council</i>	<b>EFFECTIVE DATE</b> <i>August 18, 2016</i>
<b>ORIGIN/AUTHORITY</b> <i>City Council – Standing Policy Committee on Transportation Report, Item 8.3.2.</i>	<b>CITY FILE NO.</b> <i>CK. 6320-1</i>	<b>PAGE NUMBER</b> <i>1 of 2</i>

1. PURPOSE

To define the criteria and process used to select and prioritize the intersections requiring reviews for improvements to road safety conditions and/or operating conditions.

2. DEFINITIONS

Arterial Road – A road primarily for through traffic.

3. POLICY

3.1 Prioritization of intersections will be based on the following:

- a) Crash rates;
- b) Capacity review; and
- c) Coordination with other City initiatives.

3.2 An area, or ward distribution, is not part of the prioritization process.

3.3 This process is not applicable to Arterial roads not yet constructed.

3.4 This process does not restrict completion of other intersection assessments to address an emerging issue or need.

3.5 The intersections on Circle Drive, including interchange ramp intersections, are included in this process.

# CITY OF SASKATOON COUNCIL POLICY

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NUMBER  
C07-024

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
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- 3.6 Initial project selection process does not include public or stakeholder consultation or a review of property requirements.

# CITY OF SASKATOON COUNCIL POLICY

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NUMBER  
C07-024

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Intersection Improvement Project Selection Process</i>	<i>August 18, 2016</i>	<i>3 of 3</i>

## 4. RESPONSIBILITIES

- 4.1 The General Manager, Transportation and Utilities Department shall be responsible for administering and recommending updates to this policy.
- 4.2 The Standing Policy Committee on Transportation shall be responsible for reviewing updates to this policy.

**PUBLIC RESOLUTION  
REGULAR BUSINESS MEETING OF CITY COUNCIL**

**Main Category:** 8. CONSENT AGENDA  
**Sub-Category:** 8.3. Standing Policy Committee on Transportation  
**Item:** 8.3.2 Automated Speed Enforcement - Pilot Program Update  
[File No. CK. 5300-8 and TS. 1815-1]  
**Date:** March 27, 2017

*Any material considered at the meeting regarding this item is appended to this resolution package.*

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**Moved By:** Councillor Hill  
**Seconded By:** Councillor Gough

1. That the City of Saskatoon continue to partner with Saskatchewan Government Insurance on the Automated Speed Enforcement pilot program until a decision is made by government on the future of the program. A contract extension of up to two years is requested in the meantime; and
2. That the report of the General Manager, Transportation & Utilities Department dated March 13, 2017, be forwarded to the Traffic Safety Committee for information.

In Favour: Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries and Councillor Loewen

**CARRIED UNANIMOUSLY**



City of  
Saskatoon

## **STANDING POLICY COMMITTEE ON TRANSPORTATION**

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### **Automated Speed Enforcement - Pilot Program Update**

#### **Recommendation of the Committee**

1. That the City of Saskatoon continue to partner with Saskatchewan Government Insurance on the Automated Speed Enforcement pilot program until a decision is made by government on the future of the program. A contract extension of up to two years is requested in the meantime; and
2. That the report of the General Manager, Transportation & Utilities Department dated March 13, 2017, be forwarded to the Traffic Safety Committee for information.

#### **History**

At the March 13, 2017 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated March 13, 2017 was considered.

#### **Attachment**

March 13, 2017 Report of the General Manager, Transportation & Utilities Department

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## Automated Speed Enforcement – Pilot Program Update

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:  
That the City of Saskatoon continue to partner with Saskatchewan Government Insurance on the Automated Speed Enforcement pilot program until a decision is made by government on the future of the program. A contract extension of up to two years is requested in the meantime.

### Topic and Purpose

The purpose of this report is to provide an update on the Automated Speed Enforcement (ASE) pilot program and seek approval for a continued partnership with Saskatchewan Government Insurance (SGI).

### Report Highlights

1. The intended two-year ASE pilot program began in March 2015 along Circle Drive and in five school zones throughout the City of Saskatoon (City).
2. The two-year pilot has ended. SGI is undertaking a review of the impact of the ASE pilot program and will be making a recommendation to government in the near future. In the meantime, the cameras will continue to operate.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safer roads for all road users, and optimizing the flow of people and goods in and around the city.

### Background

City Council, at its meeting held on November 24, 2014, approved the City's involvement in the two-year ASE pilot program which was implemented at five locations on Circle Drive and in five school zones. The two ASE systems installed rotate between these locations.

Immediately after the installation of the two systems, a three-month warning period to drivers began on December 8, 2014, with actual tickets being issued beginning on March 8, 2015.

Any revenues over and above the cost of the ASE pilot program fund the City's traffic safety improvements and initiatives including:

- Enforcement safety initiatives such as impaired driving initiatives, intersection enforcement;
- Traffic calming measures in residential neighbourhoods;
- Supporting a public awareness campaign for pedestrian safety;
- Installation of pedestrian crossing enhancements;
- Undertaking a review of traffic conditions in industrial areas;
- Improving safety for cyclists; and
- Enhancing traffic operations at high collision intersections throughout the city.

## **Report**

### ASE Pilot Program Assessment

The preliminary impact of the pilot program is being assessed by SGI, with input from the Saskatoon Police Service (SPS) and the City. The initial results for Saskatoon look promising, including:

- Average violation rates on Circle Drive are 0.4%, less than the target rate of 1% set by SGI
- Average violation rates in school zones reduced from 8.7% in May 2015 to less than 1% in June 2016. The average violation rate is 2.5%

### Extension of Pilot Program

SGI will be putting forward a recommendation to government in a few months' time.

If deemed effective and provincial legislation is ultimately modified at some point to support a permanent program, the trial phase would end and it would be up to the City to determine whether or not to utilize the legislation and continue a similar ASE program.

The Administration is recommending that the City continues to partner with SGI to administer the revenues, expenses, and to evaluate the impact of the ASE pilot program.

### **Public and/or Stakeholder Involvement**

The City and SPS are working with SGI to ensure the successful implementation of this program.

### **Communication Plan**

SGI is leading the program and will be coordinating overall province wide communications. The City will continue to work with SGI and the SPS to ensure a Public Service Announcement is issued informing motorists of the enforcement system. SPS is responsible for addressing enforcement related questions and the City will address questions about the program's operations.

### **Financial Implications**

SGI is responsible for all costs for the duration of the ASE pilot program, including compensating the SPS for processing of tickets and the City for maintaining cameras.

To date, the ASE pilot program generated net revenues of \$465,000 in 2015 and \$455,000 in 2016 for allocation to traffic safety initiatives for the City.

### **Other Considerations/Implications**

There are no other options, policy, environmental, privacy or CPTED considerations or implications.

**Due Date for Follow-up and/or Project Completion**

The Administration will present a report to the Standing Policy Committee on Transportation by mid-2017 to allocate any additional funds in the Traffic Safety Reserve from 2016. A further report will be presented in 2019 to share SGI's final recommendations from the extended pilot program.

**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Report Approval**

Written by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS AG – Automated Speed Enforcement – Pilot Program Update