



**PUBLIC AGENDA
TRAFFIC SAFETY COMMITTEE**

**Tuesday, April 11, 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 February 14, 2017 be adopted.

4. REPORT OF THE CHAIR

5. 2016 ANNUAL REPORT - TRAFFIC SAFETY COMMITTEE [File No. CK 430-59]

4 - 7

Attached is the draft 2016 Annual Report for the Committee's review before submission to City Council through the Standing Policy Committee on Transportation.

Recommendation

That the 2016 Annual Report of the Traffic Safety Committee be approved and submitted to City Council through the Standing Policy Committee on Transportation.

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

At its January 17, 2017 meeting, the Traffic Safety Committee received a presentation regarding the Active Transportation Plan (ATP), and discussed whether there was an area that the Committee's education and awareness campaign could complement the work the City is doing.

The Committee determined to further discuss the 2017 initiative after the Active Transportation Plan has been completed in April, and the matter was subsequently deferred to this meeting for further discussion.

Recommendation

That the Committee provide direction.

7. PROPOSED BUDGET FOR 2018 [File No. CK. 1704-5]

The Committee is requested to put forward a proposed budget submission for 2018 for inclusion in the 2018 Operating Budget Review. For the Committee's information, the 2017 approved budget is \$6,500 for traffic safety education/awareness initiatives.

Recommendation

That the Committee provide direction.

8. REPORTS FROM ADMINISTRATION

8.1 Neighbourhood Traffic Management - Feedback on Vertical Traffic Calming Devices [File No. CK 6320-1]

8 - 17

Attached is a resolution package from the minutes of the Regular Business Meeting of City Council held on February 27, 2017, regarding the above.

Recommendation

That the information be received.

9. NEW ISSUES RAISED BY COMMITTEE MEMBERS

9.1 Driving Requirements for Seniors in Canada (C. Kuhnke)

18 - 19

Information attached.

9.2 Restricting Traffic on Circle Drive (A. Reichert)

20 - 20

Information attached.

10. ADJOURNMENT

April 11, 2017

Secretary, SPC on Transportation

**Re: 2016 Annual Report – Traffic Safety Committee
(File No. CK. 430-59)**

The mandate of the Traffic Safety Committee is to provide advice to City Council on policy matters relating to traffic safety. The Committee reports to City Council through the Standing Policy Committee on Transportation. The Committee also provides education and awareness programs relating to traffic safety.

The Traffic Safety Committee membership for 2016 was as follows:

Councillor Ann Iwanchuk
Mr. Steve Shannon, representing the Board of Education for Saskatoon Public Schools – School Community Council Assembly
Sergeant Dan Bryden, representing the Saskatoon Police Service – Traffic Division
Mr. Joseph Chan, representing SGI – Traffic Safety Promotion Division
Mr. Ken Claffey, representing the Board of Education for Saskatoon Public Schools – Driver Education
Mr. Brock Girling, representing the Trucking Industry
Mr. Doug Hingston, representing the general public
Ms. Cora Janzen, representing the Saskatoon Health Region
Mr. Carl Kuhnke, representing the general public
Mr. Rod Meier, representing the general public
Mr. Al Reichert, representing the Saskatoon and District Safety Council
Ms. Deb Taylor, representing the general public

REPORT

Summary of Activities for 2016

1. **Traffic Safety Education and Awareness**

The Committee undertook to promote traffic safety with the purchase of 500 bicycle bells and 100 bicycle lights. The Saskatoon Police Service Bike Unit was able to distribute the bicycle lights and 220 bicycle bells. Fifty bells were provided to the Hike, Bike, and Roll event held at the University of Saskatchewan, and the remaining 230 bells were provided to the Grade 3 bike education program for students that do not have

a bell on their bike. This campaign increased awareness about cycling safety and having appropriate lights and reflectors on bikes at night.

In addition, the Committee also provided funding to the Saskatoon Police Service in the amount of \$4,500 for the purchase of bicycle helmets and with these funds approximately 112 bike helmets were purchased and distributed by the School Resource Unit to children in need of a helmet.

The Committee presented to the Standing Policy Committee on Transportation to recommend to City Council that:

- a letter be sent to the Government of Saskatchewan to consider stiffer criminal penalties for non-compliant drivers, higher incentives for good drivers and larger SGI penalties for infractions; and
- the concerns of the Traffic Safety Committee be forwarded to the Board of Police Commissioners for information.

2. Reports/Presentations from Administration

The Committee received a presentation from Mr. Josh Marko, Epidemiologist with the Saskatoon Health Region – Public Health Observatory regarding injury/hospitalization rates for motor vehicle accidents, pedestrian injuries and cycling injuries. Mr. Marko provided an overview of the Public Health Observatory, Health Information Unit, which focusses on the population of the health region and looking at issues that affect that region. Mr. Marko provided information regarding motor vehicle, bicycling, and pedestrian injury statistics, and how the statistics are used to address health inequities in order to promote equitable health outcomes. The Committee was consulted regarding the data results as well as existing strategies and interventions that could be highlighted in the fact sheets.

The Committee also received a presentation from Constable Les Brauner of the Saskatoon Police Service regarding the “Preventing Alcohol and Risk Related Trauma in Youth” program (P.A.R.T.Y.). The same presentation is shown to new drivers in Saskatoon schools to raise awareness.

The Administration provided a presentation to the Committee regarding the City of Saskatoon’s pedestrian awareness campaign, which focussed on pedestrian and school zone safety.

3. Issues Identified by Committee Members

Throughout the year, the Committee identified a number of traffic safety concerns that the Administration reviewed and took appropriate action if required, as well as responding to the Committee. The following matters are some of the traffic issues raised by Committee members and reviewed by the Administration:

- Concern was expressed with the intersection at Wilson Crescent and Preston Avenue because of the angle that is present when turning left on to Preston Avenue, as the visibility from a truck or cube van is almost nil.
- The intersection of Idylwyld Drive and 25th Street was raised with regard to when snow is piled on the raised concrete centre median on the south side of the intersection, which makes seeing oncoming traffic more challenging.
- Trees blocking the view heading west on 113th Street at Lanyon Avenue was raised as the traffic travels very fast and vehicles need to be part way into the intersection to see if there is traffic.
- The matter of a "no left turn" sign installed for traffic driving north on Idylwyld Drive to stop vehicles from turning left on Jamieson Street was raised (intersection where 23rd Street becomes Jamieson Street in the downtown), as there are two left turning lanes at the light just before and none at this intersection.
- Concern was raised with Highway 16 and Boychuk Drive as the changes to the light sequence have caused long backups at peak times down the passing lane of the highway for people travelling east to turn north on Boychuk Drive.
- A signage concern was brought forward at the intersection of 24th Street and Ontario Avenue, as there is no signage indicating that one of the two lanes ends.
- Street sweeping in the North Industrial area was raised as an area that could use more attention.
- 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) was brought forward for discussion.
- Trees blocking school zone signs was raised and the pruning cycle was discussed.
- Concerns were raised relating to the bike lanes on 4th Avenue with respect to signage, safety, and illegal parking issues, as well as restricting access to the sidewalk for people with mobility problems. The Administration noted the bike lanes downtown are a demonstration project and the City is aware of the mobility issues and are currently working on a solution.
- The intersection of 25th Street and Spadina Crescent was raised as it has only a "merge" sign to indicate to motorists in the right lane travelling east on 25th Street that they are expected to yield to traffic entering 25th from Spadina Crescent.
- The need for the light to be longer at 1st Avenue and 19th Street going south onto Idylwyld Drive was raised because at rush hour the on-ramp is backed up to 20th Street at times.
- The intersection of 51st Street and Warman/Wanuskewin Road was raised due to the need for longer green/flashing turn signals heading north and south. Rush hour vehicles travelling north are backed up to Primrose Drive at times. Vehicles heading south on Wanuskewin are backed up to Goerzen Street.
- The area of Idylwyld Drive and Flyover to Highway 16 was raised due to deep gaps in the painted lines.
- Construction equipment travelling on Circle Drive was raised with a recommendation that all slow moving construction equipment be transported in such a way that a higher speed can be used so that the equipment is not impeding traffic. The Administration advised a review of the Special Permit Policy will be forthcoming with regard to slow moving construction equipment needing to be trailered.

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Plans for 2017

The Traffic Safety Committee, in consultation with the Administration, will pursue opportunities for further traffic safety education.

Yours truly,

Cora Janzen, Chair
Traffic Safety Committee

:jf

DRAFT

Office of the City Clerk

To: General Manager
Transportation and Utilities Department

Date: March 2, 2017

Phone: (306) 975-3240

Our File: CK. 6320-1

From: Shellie Bryant
Deputy City Clerk

Your File: TS. 6320-1

**Re: Neighbourhood Traffic Management – Feedback on
Vertical Traffic Calming Devices**

Attached is a resolution package from the minutes of the Regular Business Meeting of City Council held on February 27, 2017, regarding the above item.

City Council resolved:

1. That the report of the General Manager, Transportation & Utilities Department dated January 31, 2017, be received as information;
2. That the Administration undertake a vertical traffic calming device pilot project in locations that would not currently qualify for such devices under the existing policy. Proposed locations should be based on transportation data, neighbourhood feedback, and consultation with local City Councillors. The goal of the project is to measure the impact of such devices in the community. Include consideration of temporary devices that can be removed in winter months and reporting to the Standing Policy Committee on Transportation before and after the pilot project;
3. That the report be forwarded to the Traffic Safety Committee for its information; and
4. That the Administration report back with details of the proposed pilot in advance of implementation including financial implications with recommendations on how this can integrate with the neighbourhood traffic review process.

SB:rmr

Attachment

cc: Director of Transportation

Neighbourhood Traffic Management – Feedback on Vertical Traffic Calming Devices

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 31, 2017, be forwarded to City Council for information.

Topic and Purpose

This report provides information on the feedback from internal agencies such as Saskatoon Transit, Roadways & Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance on the possibility of using vertical devices, such as speed humps, as traffic calming measures.

Report Highlights

Input from Saskatoon Transit, Roadways & Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance does not support the use of vertical devices for traffic calming.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

At its meeting held on June 27, 2016, City Council considered the Neighbourhood Traffic Management – Revised Guidelines and Tools report, and resolved, in part:

- “2. That the Administration report, with feedback from Transit, Emergency Services, Public Works and contractors, about the possibility of expanding the use of speed humps and raised crosswalks as traffic calming measures in residential areas.”

Report

The City of Saskatoon (City) Neighbourhood Traffic Management Guidelines and Tools manual lists seven vertical deflection devices potentially used for traffic calming. These devices include:

- raised crosswalks,
- textured crosswalks,
- raised intersections,
- speed humps,
- speed table,
- speed kidney; and
- speed cushions.

Neighbourhood Traffic Management – Feedback on Vertical Traffic Calming Devices

Concerns regarding the use of vertical deflection relate to noise and vibration to adjacent properties, reduction in response times for emergency services and impact to snow maintenance.

Stakeholders including Saskatoon Transit, Roadways & Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance provided comments on the impact the different vertical traffic calming devices have on their operations. A summary of the comments is provided below. Further comments are found in Attachment 1.

| Device | Agency | | |
|---------------------|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------------------------------------------------|
| | Opposed | Not Opposed | Unsure |
| Raised Crosswalk | Saskatoon Transit Roadways & Operations Saskatoon Fire Department MD Ambulance | Saskatoon Police Service | |
| Textured Crosswalk | Roadways & Operations Saskatoon Police Service | Saskatoon Transit Saskatoon Fire Department MD Ambulance | |
| Raised Intersection | Saskatoon Transit Roadways & Operations Saskatoon Police Service Saskatoon Fire Department MD Ambulance | | |
| Speed Humps | Saskatoon Transit Saskatoon Fire Department MD Ambulance | Roadways & Operations Saskatoon Police Service | |
| Speed Table | Saskatoon Transit Saskatoon Fire Department | Roadways & Operations Saskatoon Police Service MD Ambulance | |
| Speed Kidney | Saskatoon Transit | Saskatoon Police Service | Roadways & Operations Saskatoon Fire Department MD Ambulance |
| Speed Cushion | Saskatoon Transit Roadways & Operations | Saskatoon Police Service MD Ambulance | Saskatoon Fire Department |

In addition to the stakeholders identified above, the Administration contacted other municipalities to discuss their use of vertical deflection devices. Of those municipalities that currently use vertical deflection devices, the majority are used only on local residential roadways where emergency response concerns would be limited.

Based on the feedback received from the stakeholders and other municipalities, the use of vertical deflection devices as a traffic calming measure is only recommended on local residential roadways when certain conditions are met, including demonstrated speed issues and where there is strong community support.

The majority of speed concerns identified through Neighbourhood Traffic Reviews are on collector roadways which support Transit and emergency response. Speed concerns on collector roadways are more appropriately addressed through the use of horizontal deflections (curb extensions and centre medians) to reduce the width of the roadway, speed radar boards to address perception of speeds, and enforcement as required.

Public and/or Stakeholder Involvement

All five stakeholders (Saskatoon Transit, Roadways & Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance) were contacted by letter August 9, 2016, for feedback.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

None required.

Public Notice

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

Attachment

1. City of Saskatoon – Transportation Division – Survey Results Vertical Deflections

Report Approval

Written by: Shirley Matt, Senior Transportation Engineer, Transportation
Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

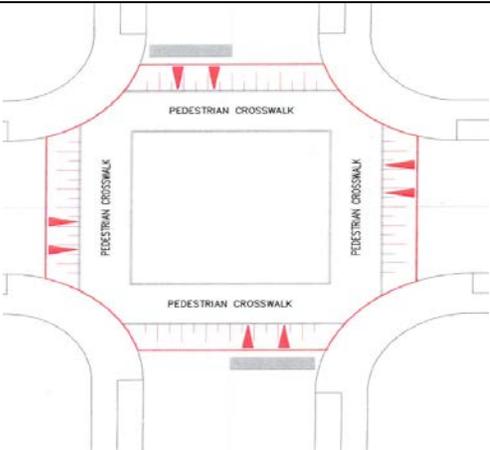
TRANS SM – Neighbourhood Traffic Mgt - Vertical Traffic Calming Devices

City of Saskatoon – Transportation Division –Survey Results Vertical Deflections

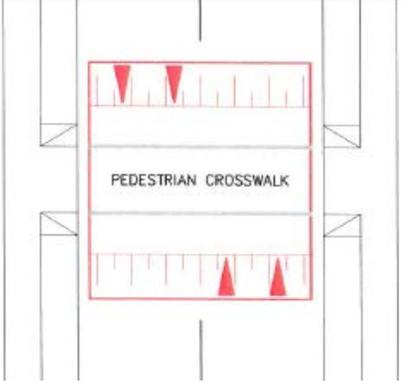
What is a Vertical Deflection?

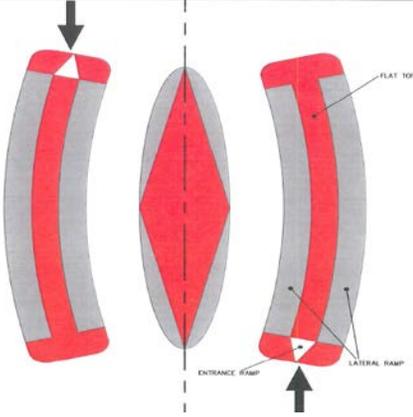
A vertical deflection measures creates a vertical motion in a motor vehicle when driven over. Vertical deflections are commonly not recommended on a street where there is a transit route or emergency access. Saskatoon Transit, Roadways and Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance were asked to provide comments and indicate if they agree or disagree with the use of each device and an explanation why. The table below lists the seven devices that may be used by the City of Saskatoon to reduce speeds and summarizes the comments from the various stakeholders.

| Device | Description | Picture | Comments |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Raised Crosswalk | Marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway. Saskatoon has raised crosswalks on Wilson Crescent |  | <p>Saskatoon Transit– Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> |
| | | | <p>Roadways and Operations –Disagree May cause damage to snow removal equipment if covered in snow and not visible. Reduces effectiveness of snow removal and sweeping.</p> |
| | | | <p>Saskatoon Police Service –Agree Drastically decrease the number of pedestrian collisions. Useful in residential areas as drivers would be forced to slow down. May decrease the sensitivity of drivers if they were to be utilized in all school zones. None of the vehicles in the police fleet would be seriously affected by these devices. Could provide issues with responding to call of an emergency nature. Would upset the balance of a vehicle travelling at higher than average speeds. The risk of losing control of vehicle is possible.</p> |
| | | | <p>Saskatoon Fire Department-Disagree Will cause delays with response times, possible vehicle damage or premature wearing. Possibility of crew injury when an obstacle is overlooked during an emergency response, especially during winter months when covered in snow and attention is focused on traffic and pedestrians during a response.</p> |
| | | | <p>MD Ambulance – Disagree Prefer to avoid.</p> |

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| Textured crosswalk | A crosswalk enhanced with pattern brick or stone pavers instead of traditional paint or road markings. Saskatoon has textured crosswalks along Centennial Drive and Stonebridge Blvd |  | <p>Saskatoon Transit – Agree Example on Centennial Drive works great.</p> <p>Roadways and Operations –Disagree Salt applications and grader operation make this a costly option due to replacement. Potential for uneven settlement.</p> <p>Saskatoon Police Service-Disagree Increases the visual appeal of the neighbourhood. A minor change in surface texture will not change the habits of drivers. Once drivers are used to the texture on the road and know that it won't affect their drive or vehicle, they will barely even notice it is there.</p> <p>Saskatoon Fire Department-Agree Will not affect response times at all and would not be a concern for damage to the vehicles or crews.</p> <p>MD Ambulance – Agree Prefer textured crosswalks.</p> |
| Raised Intersection | Includes crosswalks which are constructed at a higher elevation than the adjacent roadways. It consists of a flat raised area covering the entire intersection, with ramps on all approaches and often brick or other textured materials on the flat section. Saskatoon has a raised intersection in front of the Bessborough Hotel |  | <p>Saskatoon Transit – Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> <p>Roadways and Operations-Disagree May cause damage to snow removal equipment if covered in snow and not visible. Reduces effectiveness of snow removal and sweeping.</p> <p>Saskatoon Police Service-Agree May drastically decrease the number of pedestrian collisions. Useful in residential areas as drivers would be forced to slow down. May decrease the sensitivity of drivers if they were to be utilized in all school zones. None of the vehicles in the police fleet would be seriously affected by these devices. Could provide issues with responding to call of an emergency nature. Would upset the balance of a vehicle travelling at higher than average speeds. The risk of losing control of vehicle is possible.</p> <p>Saskatoon Fire Department-Disagree Will cause delays with response times, possible vehicle damage or premature wearing. Possibility of crew injury when an obstacle is overlooked during an emergency response, especially during winter months when covered in snow and attention is focused on traffic and pedestrians during a response.</p> <p>MD- Ambulance-Disagree Prefer to avoid</p> |

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| <p>Speed Hump</p> | <p>A raised area of roadway that deflects both the wheels and frame of a traversing vehicle. Saskatoon has speed humps along 37th Street.</p> |  | <p>Saskatoon Transit – Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> <p>Roadways and Operations-Disagree May cause damage to snow removal equipment if covered in snow and not visible. Reduces effectiveness of snow removal and sweeping.</p> <p>Saskatoon Police Service-Agree Effective at reducing speeds, but may result in higher speeds in between humps. None of the current vehicles in the police fleet would be seriously affected by these devices.</p> <p>Saskatoon Fire Department-Disagree Will cause delays with response times, possible vehicle damage or premature wearing. Possibility of crew injury when an obstacle is overlooked during an emergency response, especially during winter months when covered in snow and attention is focused on traffic and pedestrians during a response.</p> <p>MD- Ambulance - Disagree Prefer to avoid</p> |
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| <p>Speed Table</p> | <p>Often referred to as flat top hump, is designed as a long speed hump with a flat section in the middle. Generally long enough for the entire wheelbase of a passenger car to rest on top. Speed table is smoother than on larger vehicles such as fire trucks and often preferred by fire trucks</p> |  | <p>Saskatoon Transit – Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> <p>Roadways and Operations - Disagree May cause damage to snow removal equipment if covered in snow and not visible. Reduces effectiveness of snow removal and sweeping</p> <p>Saskatoon Police Service - Agree May drastically decrease the number of pedestrian collisions. Useful in residential areas as drivers would be forced to slow down. May decrease the sensitivity of drivers if they were to be utilized in all school zones. None of the vehicles in the police fleet would be seriously affected by these devices. Could provide issues with responding to call of an emergency nature. Would upset the balance of a vehicle travelling at higher than average speeds. The risk of losing control of vehicle is possible.</p> <p>Saskatoon Fire Department - Disagree Will cause delays with response times, possible vehicle damage or premature wearing. Possibility of crew injury when an obstacle is overlooked during an emergency response, especially during winter months when covered in snow and attention is focused on traffic and pedestrians during a response.</p> <p>MD- Ambulance -Agree</p> |
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| <p>Speed Kidney</p> | <p>Composed of a main speed hump and a complementary speed hump disposed on the same cross-section. It does not occupy the entire street cross-section because it is located on the center of the lane. The main speed humps effective widths is narrow enough so wider vehicles, such as emergency vehicles, trucks, or buses, could follow a straight path straddling the main speed hump.</p> |  | <p>Saskatoon Transit – Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> <p>Roadways and Operations- Unsure Snow removal and sweeping between the devices ineffective with existing equipment and would need to be completed manually, significantly increasing time and resources required. May result in damage to snow removal equipment if covered in snow and not visible</p> <p>Saskatoon Police Service- Agree As far as emergency service response is concerned, do not see any issues with these.</p> <p>Saskatoon Fire Department- Unsure Highly skeptical regarding claims that our apparatus will be able to straddle the barriers as most of our vehicles have “belly pans” which provide heat to keep the pumps from freezing in the winter. There are several sizes of apparatus and making a straddle type barrier that would work for all of them may not be possible.</p> <p>MD –Ambulance - Unsure Not familiar with speed kidney</p> |
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| <p>Speed Cushion</p> | <p>Designed as several small speed humps installed across the width of the road with spaces between them. The wider axle of emergency vehicles such as fire trucks and ambulances allows them to straddle the cushions without slowing down or increasing response times.</p> |  | <p>Saskatoon Transit – Disagree As Transit moves towards a more accessible fleet with low floor buses, vertical deflections may cause damage to buses and premature wearing.</p> <p>Roadways and Operations – Disagree Snow removal and sweeping between the devices ineffective with existing equipment and would need to be completed manually, significantly increasing time and resources required. May result in damage to snow removal equipment if covered in snow and not visible.</p> <p>Saskatoon Police Service – Agree As far as emergency service response is concerned, do not see any issues with these. May be effective but traffic may try to avoid the bumps and may steer into either oncoming traffic or towards the sidewalks. Useful for traffic entering school zones to remind drivers of the zone.</p> <p>Saskatoon Fire Department - Unsure Highly skeptical regarding claims that our apparatus will be able to straddle the barriers as most of our vehicles have “belly pans” which provide heat to keep the pumps from freezing in the winter. There are several sizes of apparatus and making a straddle type barrier that would work for all of them may not be possible.</p> <p>MD – Ambulance -Agree Prefer</p> |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Driving Requirements for Seniors in Canada

Every province has different requirements and expectations for seniors and the rules governing driving can frequently change.

The chart below provides basic information about driver's license renewal age and frequency requirements by province in 2015:

| Province | Age of Renewal | Renewal Frequency | Additional Details |
|---------------------------|---------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alberta | 80 | Every 2 years | A medical report form signed by a doctor is required at age 75; 80; and every two years after. There is no charge for the road test if your doctor or Alberta Transportation has requested the test. |
| British Columbia | 80 | Every 2 years | |
| Manitoba | Based on fitness to drive | Every 5 years | |
| New Brunswick | 65 | Every 2 years | |
| Newfoundland and Labrador | 65 | Annually | Medical required every year. |
| Northwest Territories | 65 | Annually | Submit an NWT Driver's Medical Examination Report at age 75; 80 and after age 80, every two years. |
| Nova Scotia | 64 | Annually | Medical required every year. |
| Nunavut | Based on fitness to drive | Every 5 years | Reduced fees to renew after age 60. |

SEE NEXT PAGE

You need to book an appointment and attend a renewal session which may require additional testing or medical information before a license is renewed.

NUMAVUT

| | | | |
|-----------------------------|---------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ontario | 80 | Every 2 years | |
| Prince Edward Island | Based on fitness to drive | 5 months before the license expiry date printed on the license. | A physician must complete a medical examination report and eye examination report six months before turning age 75 and 80, then every two years after that. In some instances the province may also require a medical report when you turn 70. |
| Quebec | 80 | Every 2 years | |
| Saskatchewan | Based on fitness to drive | Every 5 years | |
| Yukon | 65 | Annually | A driver medical report is required at age 70; 75 and 80; then every 2 years thereafter or as required. |

Fast, Joyce (Clerks)

From: Al Reichert

Sent: April 01, 2017 10:28 AM

Saskatoon Light and Power

On March 15th at approximately 11:40 am, Saskatoon light and Power personal working on a light standard on Circle Drive East between the College Drive overpass and Attridge Drive.

Both left hand lanes, going north and south, were blocked so traffic was reduced to one lane on both sides of the median. There were two workers with a service truck parked on the shoulder.

Traffic was backed up in both directions for at least 800 metres.

On March 21st at approximately 11:45 am Saskatoon Light and Power were replacing a light standard on Circle Drive just north of the 108th Street overpass.

There was a large truck with a crane and a service truck and a number of workers. Pylons had been placed on both sides of the road. However, traffic was not restricted in either direction.

The question is what is the policy and what should it be regarding restricting traffic on Circle Drive?

The Saskatoon and District Safety Council encourages the City of Saskatoon to implement a policy that would not allow closure of lanes on Circle Drive during rush hours except in emergency situations.

An example could be from 7:00 am to 7:00 pm.