



**PUBLIC AGENDA
TRAFFIC SAFETY COMMITTEE**

**Tuesday, January 17, 2017, 8:45 a.m.
Committee Room E, Ground Floor, City Hall
Members**

**Councillor S. Gersher
Mr. J. Chan
Mr. K. Claffey
Mr. D. Cook
Mr. B. Girling
Mr. D. Hingston
Ms. C. Janzen
Mr. C. Kuhnke
Mr. A. Reichert
Mr. S. Shannon**

Pages

1. CALL TO ORDER

1.1 Appointment of Chair and Vice Chair [File No. CK 225-8]

The Committee is requested to appoint a Chair and Vice Chair for 2017. Cora Janzen was Chair and Carl Kuhnke was Vice Chair for 2016.

1.2 2017 Membership - Traffic Safety Committee [File No. CK 225-8]

City Council, at its meeting held on December 12, 2016, adopted a recommendation of its Governance and Priorities Committee that the following be appointed and reappointed to the Traffic Safety Committee for the terms indicated:

For 2017:

Councillor S. Gersher

To the end of 2018:

Mr. David Cook, Public representative

Mr. Carl Kuhnke, Public representative

Mr. Brock Girling, Saskatchewan Trucking Association

Ms. Cora Janzen, Saskatoon Health Region

Mr. Joseph Chan, SGI - Traffic Safety Promotion Division

The following were previously appointed by City Council to the end of 2017:

Mr. Doug Hingston, Public representative

Mr. Steve Shannon, Board of Education for Saskatoon Public Schools - School Community Council Assembly

Sergeant Dan Bryden, Saskatoon Police Service

Mr. Ken Claffey, Board of Education for Saskatoon Public Schools Driver Education

Mr. Al Reichert, Saskatoon and District Safety Council

The remaining public vacancy will be re-advertised. The Saskatoon Police Service representative will be changing and the new representative will be appointed at the next City Council meeting.

Recommendation

That the information be received.

1.3 Committee Process [File No. CK 225-8]

Deputy City Clerk Bryant will be in attendance to provide an overview of Committee process.

Recommendation

That the information be received.

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 November 8, 2016 be adopted.

4. GROWTH PLAN AND IMPLEMENTATION

A presentation will be provided by Chris Schulz, Growth Plan Manager, Community Services Department.

Recommendation

That the information be received.

5. ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION

A presentation will be provided by Jay Magus, Transportation Engineering Manager, Transportation & Utilities Department.

Recommendation

That the information be received.

6. REPORT OF THE CHAIR

7. MEETING SCHEDULE FOR 2017 [File No. CK 225-8]

The following is a proposed schedule of meetings for 2017:

Tuesday, January 17

Tuesday, February 14

Tuesday, April 11

Tuesday, May 9

Tuesday, June 13

Tuesday, September 12

Tuesday, November 14

Recommendation

That the meeting dates for the Traffic Safety Committee for 2017 be approved.

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

5 - 6

Attached is a letter dated November 9, 2016 from Shannon Ell, SGI Traffic Safety Promotion, regarding the Committee's community grant application which was submitted to SGI in October 2016.

The Committee has a budget of \$6,500 for traffic safety education and awareness for 2017. As an advisory committee, the Traffic Safety Committee may provide education and awareness programs within its mandate, provided that the Administration is consulted prior to the implementation of each program to ensure there is no duplication of services, and that the proposed program supports the City's policies and programs relating to traffic safety.

In the past the Committee has undertaken programs such as transit bus tailboard

advertisements, talking/texting while driving billboard campaigns, a child car seat initiative, the purchase and distribution of bicycle bells and lights, as well as the purchase of bicycle helmets for distribution through the School Resource Officers.

Recommendation

That the Committee determine a 2017 traffic safety initiative.

9. COMMUNICATIONS

9.1 Pedestrian Crosswalks on 22nd Street West [File No. CK 6150-1]

7 - 9

Attached, for the Committee's information, is a resolution package from the minutes of meeting of the Standing Policy Committee on Transportation held on December 6, 2016, regarding the above.

The Committee resolved that the letter be referred to the Administration and to the Traffic Safety Committee for information.

Recommendation

That the information be received.

10. REPORTS FROM ADMINISTRATION

11. NEW ISSUES RAISED BY COMMITTEE MEMBERS

11.1 Circle Drive Bridge signage (S. Shannon)

11.2 Snow clearing signs and areas of snow removal around schools (S. Shannon)

11.3 Four Way Stop at Lowe and Ludlow in University Heights (S. Shannon)

11.4 Bike lanes on 4th Avenue (K. Claffey)

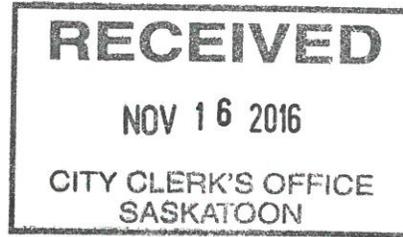
Complaints have been received regarding not being allowed to make right turns on red, the lane adjustments on 4th Avenue with snow covering the lines, and the way cyclists are travelling in the lane with no regard to the vehicles making turns.

12. ADJOURNMENT

November 9, 2016

City Clerks Office
City Hall

Att: Traffic Safety Committee
222 3rd Ave N
Saskatoon SK
S7K 0J5



Attention:

Re: October 2016 Community Grant Application 1016-34

This letter is in response to your application to the Community Grants Program, offered jointly by SGI Traffic Safety Promotion and the Acquired Brain Injury Partnership Project.

We were overwhelmed with the response to the grants program. Since the demand for funding far exceeded the amount of funding available, the review committee gave priority to applications which:

- focus on community traffic safety education or acquired brain injury prevention;
- are cost-shared;
- involve local partnerships;
- address a demonstrated need in the community;
- do not duplicate existing community or provincial programs or resources.

In addition, funding was not awarded for capital purchases or improvements, media campaigns, salaries or food.

We regret to advise that your application for Collaborative Pedestrian Awareness and Safety Initiative was not awarded funding. The approval committee suggests that you use some of the net revenue from the automated speed enforcement program for this education. We encourage the initiative you have shown, and hope that you will continue to advance ideas to promote safety and prevent injuries in your community.

Your application was among 52 requests for funding submitted to the October 2016 Community Grants Program application deadline. The review committee approved 24 requests, providing around \$35,000 of funding to communities.

Sincerely,



Shannon Ell
Manager
SGI Traffic Safety Promotion
P.O. Box 1580
5104 Donnelly Crescent
Regina, Saskatchewan
S4X 4C9
Ph: 775-6179
Fax: 359-0312



Kelly Froehlich
Provincial ABI Education
& Prevention Coordinator
3475 Albert Street
Regina, Saskatchewan
S4S 6X6
Ph: 787-0802
Fax: 787-7095

**PUBLIC RESOLUTION
STANDING POLICY COMMITTEE ON TRANSPORTATION**

Main Category: 6. **COMMUNICATIONS (requiring the direction of the Committee)**

Sub-Category: 6.2 **Matters Requiring Direction**

Item: 6.2.1 **Pedestrian Crosswalks on 22nd Street West [File No. CK 6150-1]**

Date: **December 6, 2016**

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

The Committee requested that a similar file from the 22nd Street/Witney Avenue issue be reviewed at the same time as the above matter.

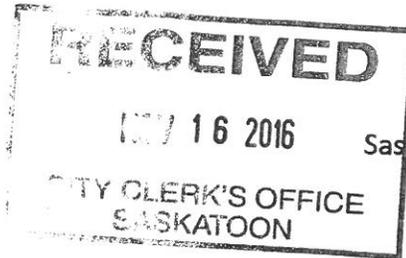
Moved By: Councillor Loewen

That the letter be referred to the Administration and to the Traffic Safety Committee for information.

In Favour: Councillor Donauer, Councillor Loewen, Councillor Block, Councillor Davies and Councillor Hill

CARRIED UNANIMOUSLY

6150-1



2016-11-16

Saskatoon, SK

To The Mayor and Council,

Summary:

22nd Street West is a major traffic corridor but has limited infrastructure for pedestrian crossing. In 2011 safety signage at several legal crossings was removed while two crossings were upgraded to include button activated lights. Jaywalking is common yet understandable; pedestrians wait in vain for traffic to stop even at legal crossings. This will continue until drivers and pedestrians realize where pedestrians can and should cross. An affordable part of the solution is to paint high visibility crosswalks at many of the lettered avenue crossings. The city administration has refused this approach until now, claiming that it would only desensitize drivers to the meaning of these safety elements. The city should reconsider this issue.

Background:

Every lettered avenue crossing of 22nd Street West is a legal pedestrian crossing. Traffic must by law stop and yield to pedestrians. This has been confirmed by both SGI and the city police. In 2011 the city removed many pedestrian safety signs that were along 22nd Street west. These signs were the yellow diamond warning sign indicating "pedestrian crosswalk or corridor ahead" as found in section 4.9 of the SGI drivers handbook. In other words these were legal and appropriate signs and the city spent money to remove them. The reason given at the time of the removal was that the signs were "confusing to motorists" and gave pedestrians "a false sense of security". Although I agree that any sense of security a pedestrian might feel on 22nd W is false, I fail to understand how removal of safety signage makes the situation less confusing.

At the same time two crossings (Ave. R and Ave. M) were upgraded with button activated traffic lights and signs were installed indicating this area was a high pedestrian collision location. The city's approach seems to be to persuade pedestrians to use a few crossings that have some safety measure installed and dissuade them from using the crossings at other avenues. But each crossing is a valid place for a pedestrian by law. A pedestrian has the legal right to be in that space and use it to cross the street. Beyond this *de jure* argument there is the *de facto* reality that a pedestrian walking up Ave. X to the grocery store in Westgate Plaza is not going to walk two blocks out of her way to cross at Ave. W. She neither has to by law nor will she in practice. The median itself points out the absurd lack of safety and recognition for pedestrians: at each lettered crossing a curb cut invites a pedestrian to cross.

I must note another development from 2011. At the same time that the city spent scarce money to remove safety signage on 22nd W, it also spent some to install a first-class crossing nearby. This crossing is on Ave W just south of 11th street. It has expanded sidewalks with curb-cuts, a hi-vis painted crosswalk, galvanized posts with button activated flashing lights, and white pedestrian crossing signs. This crossing was installed *in the middle of a block* only 50 yards from an existing pedestrian crossing at a 4-way stop. Our shopper going for groceries is expected to detour blocks out of her way to cross but industrial elites couldn't use the crossing on the corner. There is no way to see the removal of signs on

22nd and the simultaneous installation of this crossing as anything other than a result of two tiered service where the needs of some citizens matter more than others.

Why do people jaywalk across 22nd? It is because there is little alternative. A pedestrian can wait at a crossing but cars will not stop. The best strategy for a person trying to cross is to pick a time wherever you might be and run. I don't blame jaywalkers. I have seen city vehicles and police cars not yield. I have yielded only to create a dangerous situation where two other lanes of traffic continue and the pedestrian walks into this. I have seen parents with strollers and elderly people stand in the rain and snow while everyone ignores their right to cross. This happens everyday. Much of this is because drivers don't realize that the pedestrians have a place there. There are no indicators of their place. Drivers along 22nd are in the habit of ignoring pedestrians. What are needed are indicators that pedestrians belong in the legal spaces for them.

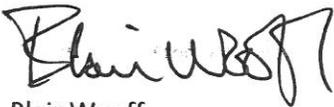
In 2011 and 2012 I tried to convince the city to simply paint some high visibility crosswalks. I was told that this would only desensitize the traffic to the meaning of these safety elements. But this isn't the case along other corridors where they are used. 33rd St W, 19th St W, and 11th St W all use high-vis crosswalks this way. I understand that to paint a crosswalk at every crossing might be prohibitive, but at certain crossings safety would improve.

My Request:

I request that the city Standing Policy Committee on Transportation as well as the Traffic Safety Committee consider the situation along 22nd St West as it pertains to safe and legal pedestrian crossings. I request a reconsideration of the use of high visibility painted crosswalks at certain crossings to give both drivers and pedestrians an indication of where crossing is legal and to improve safety. Of special concern are the crossings at Avenues K, N, O, R, S, T, X and Y.

Thank you for your consideration of this matter.

Sincerely,



Blair Wooff
212 25th Street West
Saskatoon, SK
(306)845-7252