



Community Health Services (Saskatoon)
Association

455 2nd Avenue North
Saskatoon, SK S7K 2C2
(306) 652-0300

www.saskatooncommunityclinic.ca

Pedestrian Safety in Saskatoon

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Saskatoon, Traffic Safety Committee
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***Our Vision:
Healthy individuals in a healthy community.***

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1. Executive Summary:

Community Health Services (Saskatoon) Association, (CHSA), is a membership-based co-operative which provides primary health care services to approximately 20,000 clients through the Saskatoon Community Clinic. In recent years, CHSA has developed a keen interest in pedestrian safety in response to the concerns of its members, clients and staff. They know, either from personal experiences or from the accounts of others, that walking on city streets can be risky. This personal knowledge is supported by the statistics: 525 pedestrians injured, three killed over the last five years, and approximately one-third of them hit by vehicles when crossing the street, even though they had the right of way. Sixty-eight percent of those injured were taken to hospital and people of all ages were among them.

This report has benefited greatly from the information provided by various agencies including Saskatchewan Government Insurance, the City of Saskatoon's Engineering Department, Saskatoon Police Service and Saskatoon Transit Service. We are very grateful to all the individuals who spent time and effort in cooperating with us in this way. However, our research and findings were undoubtedly handicapped by the fact that in this city current data on pedestrian accidents is not readily available or reported. We also note that information already at hand is not necessarily disseminated among or shared by the services and agencies with responsibilities in this area.

We obtained additional information through a non-random Pedestrian Safety Survey of CHSA members/clients and the general public. Respondents identified as major issues: inadequate time to cross at traffic lights, driver inattention, cyclists riding on the sidewalk, and lack of removal of snow and ice. Respondents indicated many intersections where they had experienced difficulties. Somewhat dated statistics were also extracted from a 2001 national study which showed that, compared to other provinces and territories, Saskatchewan had the third highest rate of hospitalizations for age-standardized pedestrian injury.

We found it very useful to review some of the work being done in other municipalities. We were particularly impressed by the concept of a "Pedestrian Charter". Examples of this and of other municipal initiatives are documented in the report.

Our recommendations for the Traffic Safety Committee focus on the following broad areas:

- establishment of a "pedestrian charter" for Saskatoon,
- development of a pedestrian safety public awareness campaign,
- improved data collection, analysis and sharing,
- engineering initiatives to improve pedestrian safety,
- expanded Saskatoon Police Services initiatives on pedestrian safety, and
- identification of pedestrian safety accountability measures and annual reporting.

As a primary health care co-operative, we want to support and encourage Saskatoon residents to pursue walking as a healthy activity. Accordingly, we support efforts to develop the necessary conditions and infrastructure for this to happen. We encourage you to consider our recommendations and look forward to working with you to enhance pedestrian safety in Saskatoon.

2. Introduction

Walking is a primary form of transportation and recreation for many individuals in Saskatoon and is often promoted as a healthy activity which increases physical fitness. Nevertheless, walking in this city can be risky – 525 pedestrians have been injured in the last five years and three have been killed. How can it be that in the home of “In-Motion” so many pedestrians suffer harm?

“...walking in this city can be risky – 525 pedestrians have been injured in the last five years and three have been killed.”

The reasons for pedestrian accidents are many and complex and require a greater depth of research and analysis than this report can provide. We hope that our own research and findings will begin a discussion that will lead governments and agencies to analyze pedestrian accidents more deeply and ultimately, to recommend changes.

Our research and recommendations focus on three major areas: improving public awareness of pedestrian safety; information systems, infrastructure and engineering improvements and enforcement of laws and by-laws with respect to pedestrian safety. We will also be sharing this information with other agencies and decision makers in our province in an effort to encourage information sharing and co-ordination of efforts to reduce pedestrian injuries.

Why are there so many pedestrian accidents in Saskatoon? One of the reasons may be that pedestrian safety is not on the public radar. It has simply not made the news or been promoted in public education campaigns in a consistent and visible way. We can all recall major public education campaigns from the past on seatbelt use, drunk driving, and use of bicycle helmets. These public campaigns, in addition to legislation, helped shape public awareness and behavior. Other municipalities in Canada have recently done some important work in this area, adopting Pedestrian Charters to establish values with respect to pedestrian safety, and undertaking major multi-media public safety awareness campaigns directed at drivers and pedestrians. We include a brief summary of some of their work in our report.

We also believe that part of the reason for the lack of attention paid to pedestrian safety in Saskatoon may be that current data on pedestrian accidents is not readily available or reported.

We now have computer programs that can store information on almost any aspect of a pedestrian accident and can provide us with reports that can help us to better understand the factors involved in pedestrian accidents. This information can be shared electronically and posted on websites. This data has not been readily available or utilized by either the City of Saskatoon or Saskatoon City Police. Saskatchewan Government Insurance, the agency responsible for collecting accident data and generating reports, will respond to individual requests, as they responded to ours, and

they do have some information, albeit dated, on their website. It would be useful to have current information available on SGI's website. We hope that our report will bring greater awareness of pedestrian safety as an issue, and will encourage dialogue, further research and development of partnerships resulting in solutions.

We would also encourage the investigation of technological advances in pedestrian safety. Pedestrian signaling devices now exist that can detect when a pedestrian is still crossing the street and can adjust the light timing to allow the pedestrian to safely finish crossing. With the advent of the internet it is now possible to research and learn from pedestrian safety approaches and projects taking place in other municipalities. We refer to some of these initiatives in our report.

We believe the key to reducing pedestrian injuries and deaths lies in:

- developing and widely promoting pedestrian safety educational materials to help drivers and pedestrians make better decisions;
- analyzing existing pedestrian accident data, investigating new technologies and upgrading pedestrian crossings as required;
- increasing policing and enforcement of existing laws and by-laws.

“We hope that our report will bring greater awareness of pedestrian safety as an issue and will encourage dialogue, further research and development of partnerships resulting in solutions.”

3. Why is CHSA interested in Pedestrian Safety?

The Saskatoon Community Clinic has been providing primary health care services to Saskatoon and area residents since 1962. We serve approximately 20,000 clients at our locations on Second Avenue North and at our Westside Clinic on 20th Street West. In addition to providing health care services we also speak out on health related issues

“Our clients experience fear and some frustration as they walk to their daily activities.”

which have an impact on our clients, our members and on the community. CHSA is a membership based co-operative. We receive direction and input from our elected board of directors and we advocate for improvements or change that benefit health and wellness.

Our association, Community Health Services (Saskatoon) Association (CHSA), has developed a keen interest in pedestrian safety in recent years. We have locations on two very busy streets, 2nd Avenue and 20th Street. We have listened to the concerns of clients who rely on walking as a primary form of transportation, and who experience

difficulties as they walk to appointments, to get groceries, to go to places of worship, libraries, civic centres, to visit friends or as they walk for fitness and recreation. Our clients experience fear and some frustration as they walk to their daily activities. We

have members, clients and staff who have been hit by vehicles while trying to cross the street. It is through these experiences that this important health issue has been drawn to our attention.

Over the past several years we have made contact or met with representatives from the City of Saskatoon Police Department, Saskatchewan Government Insurance, Saskatoon Transit and the City of Saskatoon Engineering Department. We wanted to share our concerns about pedestrian safety and find out what efforts have been undertaken with respect to pedestrian safety in Saskatoon. While we are aware of the involvement of the Traffic Safety Committee in a number of areas: lowering speed limits in school zones, “Walk a Child to School”, “Drive Safe” and cycling awareness, we would like to encourage the committee to develop a coordinated inter-agency plan to improve pedestrian safety in Saskatoon. We hope that this report will highlight the need to actively promote pedestrian safety and that it will encourage those agencies with the relevant responsibilities to work together in developing and implementing an appropriate plan. In addition, we note that our recommendations are in keeping with the stated goal of Road Map 2020’s *Active Transportation Project* – to create “a pedestrian and cycling friendly city”.

4. Saskatoon Community Clinic Pedestrian Safety Survey

We asked our members, clients and the public to share their experiences, attitudes and values on pedestrian safety in Saskatoon. We wanted to understand better the problems faced by pedestrians, to identify problem intersections or areas in the city, and to ask for suggestions for improvements. We based our questions and response choices on feedback received from clients and members over the years and we sample tested our survey with members of two committees of our board of directors.

In late February 2007 we mailed our survey to our members, put copies in our waiting areas and posted it on our website. We received a total of 145 replies. We include our full survey results as Appendix A. Although this number represents a small number of our members and clients we do feel that the results confirm what we have been hearing from people in the community about pedestrian safety.

5. Survey Results

1. How safe do you feel as a pedestrian crossing at intersections controlled by traffic lights?

We asked the respondents to select an answer between 1 and 5 with 1 being unsafe, 3 being somewhat safe and 5 being very safe. The majority of respondents, 63, indicated that they felt somewhat safe crossing at intersections controlled by traffic lights.

2. How safe do you feel as a pedestrian crossing at uncontrolled intersections?

The answers here were quite different from the first question, with 61 respondents indicating that they felt unsafe as a pedestrian crossing at uncontrolled intersections.

Our interpretation of these responses, is that although respondents feel safer crossing at controlled intersections, compared to uncontrolled intersections, there is much work to be done to improve crosswalk safety at all types of intersections in Saskatoon.

3. Which of the following problems have you experienced when crossing city streets (respondents could check off more than one answer)?

The responses were:

- 105 Not enough time to cross at traffic lights
- 92 Lack of snow and ice removal
- 47 Lack of marked crosswalks at busy intersections
- 20 Curbs too high
- 4 None of the above

Clearly the issue of not having enough time during walk lights was a major issue, as was snow and ice removal as it pertains to crossing city streets. Given that our survey was conducted near the end of a winter with above average snowfalls, this issue is clearly on people's minds. Lack of marked crosswalks at busy intersections and curbs too high were of lesser concern.

4. Which of the following problems have you experienced as a pedestrian on city sidewalks?

Again, we selected this particular list of concerns based on member and client feedback over the years. The responses were:

- 111 Lack of snow and ice removal
- 79 Cyclists riding on the sidewalk
- 75 Sidewalk/road surfaces not level or adequately maintained

- 68 Lack of snow and ice removal at bus stops
5 None of the above

The majority of respondents were clearly unhappy with the snow and ice clearing efforts on city sidewalks. Respondents were also very concerned about cyclists riding on the sidewalk, with close to the same number concerned with sidewalk/road surfaces not being level or adequately maintained. In addition to being concerned about pedestrians being hit by vehicles, we are also, as a health care organization, very concerned about the effect of falls, particularly for seniors. We encourage the city to do a better job of inspecting and repairing sidewalks and streets to improve safety for all, and keeping them clear of snow and ice.

5. Which of the following concerns related to driving habits have you experienced or observed as a pedestrian?

“Pedestrian right of way is not an outdated concept based on courtesy; it is a fundamental right and a law.”

- 107 Drivers who fail to observe the pedestrian right of way
107 Poor driving habits caused by distractions such as cell phone usage
90 Failure of drivers to stop at intersections and crosswalks
90 Drivers who speed
42 Drivers who rush or bump pedestrians
85 Drivers who fail to observe the pedestrian right of way on multi-lane roads.
4 None of the above

Our interpretation of these results is that there is a general sense of frustration amongst our clients that drivers do not pay close and careful attention to pedestrians as they cross the street. “Pedestrian right of way” is not an outdated concept based on courtesy; it is a fundamental right and a law. We believe more needs to be done to educate drivers on their responsibilities in this respect.

Respondents voiced concerns about driver distractions both in answering this question and in the comments provided. Cell phones are one example of a distraction. Numerous studies indicate that the attention of drivers is significantly impaired when they use a cell phone, even if it is a hands free model. At least one Canadian province, Newfoundland and Labrador, has prohibited driving while using a cell phone. This is an area which requires further research and some involvement by the provincial government. Many other distractions can interfere with driving concentration as well and we need to do a better job of educating drivers to focus all of their attention on driving.

The issue of stopping for pedestrians (or failing to stop) on multi-lane roads has been a major concern of our clients as can be seen from the results of this question. Pedestrians crossing roads such as 22nd Street West of Idylwyld, for example, experience long stretches of roadway where there are no pedestrian crosswalks or

traffic lights. When pedestrians do attempt to cross, a driver in one lane may see the pedestrian and come to a stop, but a driver coming from behind may not be aware that a pedestrian is attempting to cross. This issue is of particular concern on streets where drivers are known to speed. We believe that on this issue there is much work to be done in terms of crosswalk installation and improvements, improved signage, lighting and crosswalk markings, pedestrian, and driver education and improved enforcement of speed limits and the rights of pedestrians.

6. What time of day do you experience the most difficulty crossing the street?

The responses were:

29	8 a.m. – 10 a.m.
24	11 a.m. – 1 p.m.
47	4 p.m. – 6 p.m.
65	anytime of day
6	no difficulty experienced

You can see from these responses that crossing was difficult at any time of day for those who answered. There were also concerns about the supper hour and somewhat less concern about mornings and noon hours.

7. Is there a specific intersection that you experience difficulty crossing?

We received a substantial response to this question. Out of 145 total respondents, 106 indicated streets or specific locations they had difficulties or concerns about. Some locations were indicated more than once. General concerns were expressed about the downtown area, and many specific intersections were listed. We ask that the list of concerns be referred to the engineering department for analysis and follow up and that we, through the committee, receive feedback on actions taken in these locations. Our intention is to communicate results and actions taken back to our membership through our newsletter and on our website.

8. What specifically could be done to improve pedestrian safety in Saskatoon?

Our goal was to provide an open ended question in which respondents could give comments or suggestions for improvements. We divided the comments received into five general categories:

- Infrastructure and planning
- Enforcement of relevant traffic laws
- Driver behavior
- Pedestrian behaviour
- Other

Following is our interpretation of the comments:

Probably the most significant theme that arises from the comments is that city infrastructure needs to be improved so that pedestrians feel safe. It is also noteworthy that 94 people commented on the lack of snow and ice removal creating unstable footing as pedestrians cross streets.

Another major and significant theme was one of walk lights being too short to allow people to safely cross. Also many suggestions were given about improved pedestrian signage, more four way stops, pedestrian activated lights, other means of improving pedestrian walkways and comfort levels.

Enforcement of relevant laws is also on the minds of respondents. There is support for more tickets being given and that traffic bylaw enforcement is given priority.

Respondents gave many suggestions related to both driver and pedestrian behavior. Education of drivers to respect the rights of pedestrians is important to those who responded to our survey. To a lesser extent there was also support indicated for more pedestrian education about safe crossing of roadways.

Comments about cyclists on sidewalks were also given in the comments section. We also heard this many times in our meetings in which we discussed pedestrian safety. In our opinion the city needs to discuss this concern and find ways of accommodating cyclists while at the same time ensuring that pedestrians feel safe on shared pathways and sidewalks.

“Pedestrian accidents have a huge impact on the lives and health of individuals, their families, communities, workplaces and on the health care system.”

6. Pedestrian accidents in Saskatchewan 2002 - 2006

Pedestrian accidents have a huge impact on the lives and health of individuals, their families, communities, workplaces and on the health care system. SGI collects and provides statistics on the degree of injury suffered in pedestrian accidents. There were 1734 pedestrian accidents in Saskatchewan during the years 2002 – 2006. Twenty percent (346) of these province-wide accidents resulted in a death, the pedestrians being knocked unconscious or experiencing incapacitating injuries. Of the 1734 pedestrians injured, 71% or 1236 were transported to hospital and 70 people died as a result of the accident.

The tables below show the degree of injuries and the type of treatment required.*

Saskatchewan - Pedestrian Injuries by Year and Severity

Injury - Description	2002	2003	2004	2005	2006	Total
MINOR	214	189	147	191	192	933
MODERATE NON-INCAPACITATING	84	76	90	98	107	455
MAJOR INCAPACITATING	58	50	39	45	40	232
MAJOR UNCONSCIOUS	9	13	6	11	5	44
FATAL	17	16	14	15	8	70
Total	382	344	296	360	352	1734

Saskatchewan - Pedestrian Injuries by Year and Treatment

Injury Treatment	2002	2003	2004	2005	2006	Total
Not stated					13	13
Minor - none required	80	77	63	81	80	381
Treated at Scene	16	17	16	22	33	104
Transported to Hospital	286	250	217	257	226	1236
Total	382	344	296	360	352	1734

Saskatchewan 2002 – 2006
1734 pedestrian accidents
71% transported to hospital
70 people died

* Accident data tables courtesy Traffic Safety Program Evaluation Department, Saskatchewan Government Insurance.

7. How many pedestrian injuries were there in Saskatoon?

In Saskatoon 528 pedestrians were hit by vehicles from 2002 – 2006. The first table below indicate the number of injuries each year and their severity. The second indicates how many received treatment for their injuries and what type of treatment was received.

Saskatoon Pedestrian Injuries by Year and Severity

Injury - description	2002	2003	2004	2005	2006	Total
MINOR	73	61	38	57	50	279
MODERATE NON- INCAPACITATING	17	25	31	45	39	157
MAJOR INCAPACITATING	19	16	12	13	18	78
MAJOR UNCONSCIOUS	1	4	2	2	2	11
FATAL	2	0	0	0	1	3
Total	112	106	83	117	110	528

Saskatoon Pedestrian Injuries by Year and Treatment

Injury Treatment	2002	2003	2004	2005	2006	Total
Not stated	0	0	0	0	7	7
Minor - none required	30	26	20	33	28	137
Treated at Scene	3	4	3	9	8	27
Transported to Hospital	79	76	60	75	67	357
Total	112	106	83	117	110	528

The Saskatoon data is similar to the provincial average - 17% of these accidents resulted in major incapacitating, major unconscious or fatal injuries. Sixty-eight percent of those injured were taken to the hospital. Three pedestrians died as a result of an accident.

The table on the next page shows the pedestrian injuries by year and accident site. According to this data the majority of accidents, 341 or 65% of pedestrian accidents took place at intersections with streets, private roads or lanes. Intersections at streets were the most prevalent location, where there were 307 injuries representing 58% of the total number.

Saskatoon Pedestrian Injuries by Year and Accident Site

Accident Site Description	2002	2003	2004	2005	2006	Total
NON INTERSECTION	33	36	29	37	33	168
INTERSECTION WITH RURAL ROAD	0	1	0	1	0	2
INTERSECTION WITH STREET	68	49	50	73	67	307
INTERSECTION WITH PRIVATE	3	9	3	2	9	26
INTERSECTION WITH LANE ALLEY	3	4	0	1	0	8
RAILROAD LEVEL CROSSING	0	1	0	0	0	1
BRIDGE OR OVERPASS	1	0	0	0	0	1
PASSING CLIMBING LANE	1	0	0	0	0	1
EXIT OR ENTRANCE RAMP	0	1	0	0	0	1
OFF ROADWAY WITHIN RIGHT OF WAY	0	0	0	1	0	1
Other site and Not stated	3	5	1	2	1	12
Total	112	106	83	117	110	528

How did the accidents happen? A look at the table on the next page, Saskatoon Pedestrian Injuries By Year and Pedestrian Action, provides some useful data. In mid-2006 SGI began including a narrative description of accidents in its Traffic Accident Information System (TAIS). This will greatly assist in future evaluations.

Out of a total of 528 accidents in Saskatoon, 171 or 32% of the accidents took place when the pedestrian was crossing the street with the right of way (ROW). A further 26 pedestrians or five % were injured on a sidewalk, median or in a safety zone. These two types of incidents total 37% of the accidents. Twenty per cent of the accidents involved pedestrians who did not have the right of way (41) or who crossed between intersections (65), while 14% (76) were the result of running into a roadway.

“.....32% of accidents in Saskatoon, over the last 5 years took place when the pedestrian was crossing the street with the right of way.”

Saskatoon Pedestrian Injuries by Year and Pedestrian Action

Pedestrian Action	2002	2003	2004	2005	2006	Total
AT INTERSECTION WITH ROW	35	28	33	44	31	171
AT INTERSECTION WITHOUT ROW	10	5	7	7	12	41
AT INTERSECTION NO CONTROLS	1	5	3	3	5	17
CROSSING BETWEEN INTERSECTIONS	19	16	7	11	12	65
WALKING AGAINST TRAFFIC	0	0	0	1	2	3
WALKING WITH TRAFFIC	1	2	0	2	5	10
SIDEWALK/MEDIAN/SAFETY ZONE	7	5	1	3	10	26
WALKING ON TRAVELLED PORTION	0	3	0	2	5	10
COMING FROM BEHIND VEHICLE	3	4	4	4	6	21
RUNNING INTO ROADWAY	14	13	20	17	12	76
GETTING ON/OFF VEHICLE	1	6	2	0	1	10
PUSHING/WORKING ON VEHICLE	0	0	0	0	2	2
PLAYING ON ROADWAY	0	2	0	3	1	6
WORKING ON ROADWAY	1	1	0	1	0	3
SKATEBOARDING	3	0	0	2	0	5
WHEELCHAIR ON ROADWAY	0	2	1	1	3	7
NOT KNOWN or Not stated	17	14	5	16	3	55
Total	112	106	83	117	110	528

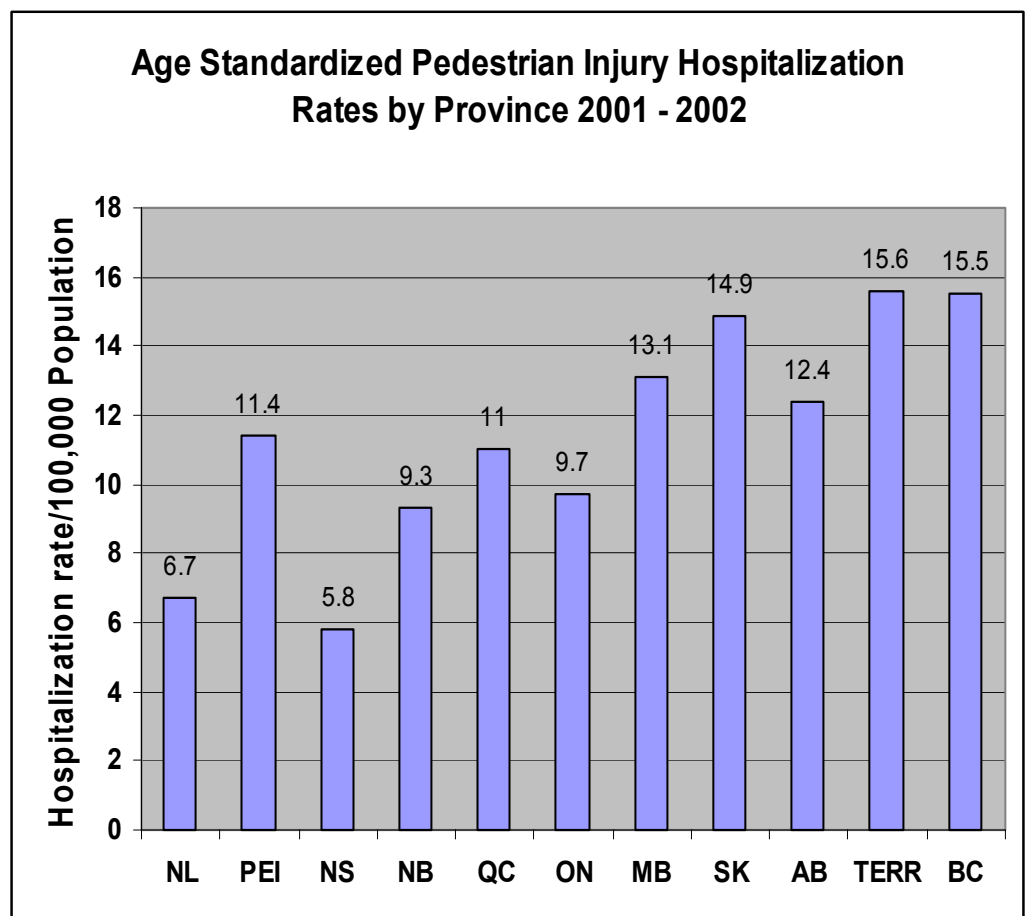
What age groups are experiencing these accidents provincially? According to SGI statistics, in 2003, for example, youth aged 5 -14 were the largest single age group of pedestrians hit by vehicles at 21.2 %, followed by youth aged 15 - 19 at 14.8 % and adults aged 25-34 at 14.5 %. The majority of those hit while running on to the road were youth aged 5-14. The age breakdowns of those hit crossing with the right of way are more evenly spread over age groupings.

If an analysis of the Saskatoon data by action, age group and location were undertaken, it could help identify whether any specific age groups are more prone to certain types of accidents or are more at risk at certain types of crossings. This could be useful when targeting public education efforts. There are many complex factors involved in analyzing why pedestrian accidents occur. Some important factors include driver attitudes, pedestrian behaviours and the physical characteristics of intersection and pedestrian crossing devices.

How do Saskatoon pedestrian accident statistics compare to those in Regina, a city of comparable population? There were fewer accidents in Regina during the 2002 – 2006 time period. According to SGI statistics, Regina had 492 pedestrian injuries, but a greater number of fatalities. Ten pedestrians were killed in Regina, as compared to three in Saskatoon. Regina and Saskatoon combined had 1020 pedestrian injuries, out of a provincial total of 1734. While pedestrian injuries in Saskatchewan's two largest urban centres comprise 59% of all pedestrian injuries in the province, they only account for 19% of fatal accidents. Thirteen pedestrians were killed in Saskatoon and Regina, as compared to the provincial total of 70.

How did Saskatchewan's data compare to national data? The Canadian Institute for Health Information's study *Pedestrian Injury Hospitalization in Canada, 2001-2002* (May 2004) provides some insight. Saskatchewan had the third highest rate of age-standardized pedestrian injury hospitalization in the country at 14.9 per 100,000 population. The national average was 11.2. The table below shows the provincial rates. We believe this data indicates the necessity for a provincial response.

“Canada 2001-2002... Saskatchewan had the third highest rate of age-standardized pedestrian injury hospitalization: 14.9 per 100,000”



Canadian Institute for Health Information (CIHI). National Trauma Registry
Analytic Bulletin: Pedestrian Injury Hospitalizations in Canada, 2001-2002. Toronto, ON: CIHI,
2004

Each year approximately 7000 people are injured and 150 killed on Saskatchewan roadways, including pedestrians, drivers and passengers in vehicles, bicyclists and motorcyclists. The challenge of reducing pedestrian injuries and injuries from all accidents on roadways is not exclusive to Saskatoon. We believe that provincial involvement and funding of pedestrian safety campaigns are required in partnership with municipalities, police departments, schools and community groups.

“As an organization that focuses on preventative health, we believe that funding for safety education and promotion is money well spent and much needed to reduce the toll on the health of individuals and on the provincial healthcare system.”

Efforts undertaken to promote pedestrian safety will help reduce other types of traffic accidents as well. As an organization that focuses on preventative health, we believe that funding for safety education and promotion is money well spent and much needed to reduce the toll on the health of individuals and on the provincial healthcare system.

8. Crossing the street with the right of way – a risky business

Consider the 171 accidents involving pedestrians who were hit while crossing the street with the right of way. Crossing a Saskatoon street even when one has a green walk light is a perilous journey. Pedestrians often cannot proceed into the intersection when the walk light comes on, as there are often still vehicles in the intersection running red lights. Once the pedestrian proceeds, it is often impossible to establish eye contact with drivers who are making right turns (as many turn the corner rapidly without first stopping at the intersection). It is equally difficult to make eye contact with motorists who are waiting to make left turns (in cases where there is not an advanced green). It becomes even more difficult for pedestrians when walk light time was insufficient to begin with even under ideal circumstances. These conditions might be challenging even for a healthy individual.

At present no accommodation in walk light timing exists for pedestrians in wheelchairs or those who move slower because of age or infirmities. We have all seen cases where the elderly or disabled pedestrian makes it to the centre of the intersection only to be stranded as the traffic light has turned green and cars are proceeding towards them from both directions.

What can be done to improve this set of circumstances? Here are some suggestions.

- Increase police enforcement of traffic safety laws and by-laws. It is a traffic violation to fail to observe the pedestrian right of way or to run a red light. It is also a traffic violation to rush or bump pedestrians who are in the process of crossing. Educate motorists by setting up speed feedback devices that detect driver speed by radar and provide instant feedback.
- Increase public awareness through pedestrian safety campaigns targeted at drivers, pedestrians and caregivers. Provide specific guidelines for safe crossing and safe driving.
- Conduct a pedestrian audit. Adjust walk light timing to reflect the amount of time it actually takes to cross the street. Install walklights that provide a countdown of the number of seconds the pedestrian has to cross or lights that can detect when a pedestrian is still in the intersection and provide more time.
- Analyze accident data to identify intersections where there have been multiple accidents. Begin by identifying those with high accident counts. Remove obstacles or signage that obstructs vision, consider building sidewalks to provide a shorter walk distance (bulbing) or install walk lights which provide a second by second countdown.

These are some suggestions based on one type of accident. We have reviewed information in key categories and will provide more in-depth recommendations at the end of our report.

9. Pedestrian safety Initiatives in other municipalities

We did a brief review of some of the work being done in other municipalities and have included some of their approaches for consideration.

The Pedestrian Charter

There are many different approaches to pedestrian safety. Some municipalities, such as Toronto and the Region of Waterloo in Ontario have developed a "Pedestrian Charter" as an expression of political will, on which to base public education and awareness campaigns and planning, engineering and infrastructure improvements.

What is a pedestrian charter? Pedestrian charters are a written expression of the principles and values a community holds with respect to walking. In Toronto's case, the charter originated from residents who serve on the Toronto Pedestrian Committee. As written on the City of Toronto's website, "The charter reflects the principle that a city's

walkability is one of the most important measures of the quality of its public realm, and of its health and vitality.” Adopted by Toronto City Council on May 21, 2002 this was the first pedestrian charter in North America and the first approved by a municipality. (See appendix).

The Toronto charter adopted six principles: accessibility, equity, health and well being, environmental sustainability, personal and community safety and community cohesion and vitality. The goal of the charter, as outlined on Toronto’s website, was to “outline what pedestrians have a right to expect from the City in terms of meeting their travel needs; establish principles to guide the development of all policies and practices that affect pedestrian: and identify the feature of an urban environment and infrastructure that will encourage and support walking”.

“...a city’s walkability is one of the most important measures of the quality of its public realm, and of its health and vitality.”

In 2005 the Region of Waterloo adopted a similar charter (see appendix). In 2006, Montreal city councilors proposed a pedestrian charter that calls on the province of Quebec to ban cell phone use while driving and to lower speed limits inside the city from 50 to 40 kilometers an hour. (Currently only Newfoundland and Labrador has banned cell phone use while driving.)*

“We believe that Saskatoon should research, develop and adopt a pedestrian charter.”

Pedestrian charters are a useful mechanism for expressing the values of a community with respect to walking and provide a helpful guide for future development. We believe that Saskatoon should research, develop and adopt a pedestrian charter.

Other Pedestrian Safety Initiatives

The City of Toronto has also undertaken some major public education campaigns to reduce pedestrian and motor vehicle accident injuries and fatalities. Multi-media campaigns have focused on pedestrian safety when crossing the street, red light running, and use of cellphones. Through their “We’re all pedestrians” campaign, posters were designed and placed on transit shelters, schools, libraries, and on websites. See appendix. They circulate a newsletter twice a year and also advertise on radio stations, outdoor media and in various newspapers.

- Montreal considers “pedestrian charter” CBC News June 8, 2006.
www.cbc.ca/canada/montreal/story/2006/06/08mon-pedcharter20060609.html

Steve Johnson, a senior communications co-ordinator with the City of Toronto believes that the ads are lowering accident statistics, but that it is too soon to provide conclusive results. While Toronto, with a total of 55,290 traffic collisions in 2005 and more than 2,300 pedestrians injured each year is much larger than Saskatoon, their initiatives in the area of safety promotion would work equally well in Saskatoon.

While Vancouver does not have a pedestrian charter of rights, they have integrated pedestrian safety considerations into all aspects of planning. Sarah Tardiff of the Traffic Management Branch of the City of Vancouver Engineering Department explains, "Engineering staff meet regularly with our partners the Vancouver Police and the Insurance Corporation of British Columbia (ICBC) to discuss locations that have come up as safety concerns and to coordinate pedestrian safety initiatives. We regularly attend safety events and distribute pedestrian safety brochures. Our website also has tips for pedestrians. ICBC coordinates a number of pedestrian awareness campaigns." See appendix for web links.

Closer to home, in 2001 the City of Edmonton introduced red light cameras and launched a "Red Means Stop" regional campaign to increase public awareness of the serious consequences of red light running through the use of radio, newspaper, billboards, bridge banners and bus tails. Edmonton also installed pedestrian countdown devices in two intersections as part of a pilot project. The countdown devices display the number of seconds remaining during the pedestrian flashing hand (clearance phase) of the walklight. These were installed at intersections where there were a strong presence of seniors, relatively wide crossings, high pedestrian and vehicle volumes throughout the day and a history of complaints from pedestrians regarding inadequate walk times.

We believe that there are many intersections in Saskatoon that would fit the criteria above and we encourage the Engineering Department to explore these types of options. Of 300 phone calls received since the countdown devices were installed in Edmonton, 90 percent are in favour of the new devices. Since that time, seven more devices have been installed.

In 2002 Edmonton launched a campaign "Look out for Each Other" to address the issue of pedestrian safety. A brochure was developed and several advertising methods were used to encourage drivers to slow down and be courteous to crossing pedestrians. Pedestrians were instructed to take care and attention and use the Point, Pause and Proceed method when crossing the road. We have included web links to safety tips produced by other municipalities in our appendix.

We strongly support an educational campaign promoting pedestrian safety. In decades past, the point method of crossing was used to clearly signal a pedestrian's intention to cross the road. Perhaps if we adopted and promoted this method in Saskatoon it would assist in better communication between pedestrians and drivers and result in fewer accidents.

"We strongly support an educational campaign promoting pedestrian safety."

10. Who should collect and analyze Pedestrian Safety Data in Saskatoon?

We believe that the City of Saskatoon, through its Planning and Engineering Departments, and through City Council and committees should regularly collect and analyze pedestrian accident data. We also believe the Saskatoon Police Service should be involved in these discussions. There may also be an enhanced role for SGI in providing more information and working with local partners in promoting pedestrian safety.

City of Saskatoon Engineering Department

Pedestrian safety issues are investigated on a complaints basis or on referral by Council or municipal committees. According to the City Engineering Department, they currently do not regularly collect or review pedestrian accident data, although we understand that there will soon be changes in this area. We encourage the Engineering Department to take a more comprehensive approach to evaluating pedestrian safety. We believe that an awareness of the number of pedestrian accidents and an understanding of the relevant data can better assist decision makers to accommodate the safety of walkers as our city grows and develops. We would like to see the Engineering Department given the mandate and the resources to regularly analyze data pertaining to pedestrian accidents and to make recommendations from an overall perspective based on the data. At our request, the Engineering Department mapped the SGI accident data using the intersection codes. This map provides a visual representation of the location and number of pedestrian accidents in Saskatoon over 2002 – 2006. We believe this is a very useful resource when deciding which crossings require upgrading or other improvements.

Saskatoon Police Service

We also think it would be useful for the police service to regularly review pedestrian accident data in Saskatoon, so as to better target resources on enforcement and education. We spoke to Staff Sergeant Len Watkins and Sergeant Ted Hus of the Traffic Section. Currently, the police service provides accident reports to SGI and the data is entered in TAIS. We hope that the map showing pedestrian accidents 2002-2006 will be useful in demonstrating the extent of pedestrian accidents and the need for continued and enhanced education and enforcement. We also hope that the new Comp stat Driven Redeployment, focusing on the use of up-to-the-minute information and statistics, will result in more resources for pedestrian safety.

We also believe it would be useful for the police service to regularly review and to make public the number of charges made as a result of pedestrian accidents. According to reports for 2002 – 2006 provided by the Saskatoon Police Service at our request, most

charges and warnings pertain to drivers who are charged under the Traffic Safety Act for disobeying lights, that is running an amber or red light. The number of charges varies, from slightly more than 1100 charges and about 700 warnings in each of the years 2002 and 2003 to slightly more than 1300 charges and 500 warnings in each of the years 2004 and 2005. In 2006 there were significantly fewer violations - 845 charges and 499 warnings.

Between 29 and 56 charges, and about half that many warnings are made each year for failing to yield to a pedestrian at an intersection/marked crosswalk. Fewer than 10 charges are made each year for the following: passing a vehicle stopped for a pedestrian, pedestrian walk into path of vehicle when unsafe, driver fail to yield to pedestrian at walk signal and pedestrian disobey wait/don't walk signal. Tickets and warnings for jaywalking are not captured in the data.

“Failing to yield to the pedestrian right of way is a serious problem...We believe more needs to be done to improve enforcement and education in this area.”

This information raises a number of issues. First, the number of charges for traffic violations (other than running red lights) is very low. Failing to yield to the pedestrian right of way is a serious problem and results in a significant percentage of pedestrian accidents. We believe more needs to be done to improve enforcement and education in this area.

Second, the reduced number for 2006 represents the re-assignment of half of the Traffic Section staff to other units. The section, which usually consists of 16 officers, was reduced to 8 for most of 2006. There are currently 12 officers. We are concerned that all traffic safety, including pedestrian safety was put on the “back burner” in this manner. Certainly the accident statistics for 2006 were not reduced; nor can one assume that there were simply fewer individuals making violations.

With the upcoming reorganization of the service in June, the Traffic Section will no longer exist. However, the number of enforcement officers working in traffic safety will remain at 12. In addition to the 12 enforcement officers there will be 2 members in the Collision Analysis Unit and 2 members in the Hit and Run Unit. S/Sgt. Watkins believes the policing in this area will improve under the new system as officers will be aware of traffic related problems earlier and be deployed to address them. Nonetheless we are concerned about the reduction in the number of officers working in this area and concerned that resources could well go to other areas and, as took place in 2006, pedestrian safety may become less of a priority area. We hope this doesn't happen.

There are currently fewer officers working in traffic safety today than in the past. In the early 1980s there were approximately 30 officers working in traffic safety. These areas were Radar Enforcement, Accident Investigators, Prohibited Drivers Enforcement, Hit and Run, and other Specialized Traffic Enforcement. Some of these areas are now being done by patrol members and in the case of Prohibited Drivers Enforcement, not at

all. It does seem odd that Saskatoon's population has grown by more than 20% since the 1980s, and yet the number of officers working in traffic safety has decreased by approximately 50%.

We are encouraged by several initiatives underway including the continued presence of school resource officers, Community Response Unit blitzes on jaywalking and biking on sidewalks, September school speed zone blitzes and the introduction of "High collision intersection ahead" signage.

We believe that our police service needs to be active and involved in promoting and enforcing pedestrian safety and that they should be given the financial and human resources to do so. We would also like to see our police service work more closely with SGI, and the City Engineering Department on pedestrian safety; to share resources and communicate this information with the public, and community partners such as schools and community associations.

"...Saskatoon's population has grown by more than 20% since the 1980's and yet the number of officers working in traffic safety has decreased by approximately 50%."

11. Recommendations to Improve Pedestrian Safety in Saskatoon

We have included a number of recommendations for consideration by the Traffic Safety Committee. Our recommendations focus on the following broad areas:

1. Establishment of a “pedestrian charter” for Saskatoon
2. Development of a pedestrian safety public awareness campaign
3. Improved data collection, analysis and sharing
4. Engineering initiatives to improve pedestrian safety
5. Expanded Saskatoon Police Service initiatives on pedestrian safety
6. Identification of pedestrian safety accountability measures and report annually.

1. Establishment of a Pedestrian Charter for Saskatoon

- 1.1 That the City of Saskatoon establish a Pedestrian Safety Advisory Working Group through the Traffic Safety Committee to research, write and recommend a Pedestrian Charter for adoption by Saskatoon City Council. That community groups and other stakeholders and the public be widely consulted and involved in the process.

2. Development of a pedestrian safety public awareness campaign

- 2.1 That the City of Saskatoon working with SGI, and the Saskatoon Police Service develop safety tips and educational materials including brochures for pedestrians, drivers and caregivers and promote these widely through electronic media (TV, radio, and internet), through printed media (billboards, magazine ads, posters, ads on buses and in bus shelters, bill stuffers, and other means) and at leisure centres, libraries, city hall, schools, health centres and other public places.
- 2.2 That SGI fund and produce a television/radio commercial safety campaign on pedestrian safety, to be supplemented by local electronic and print campaigns in municipalities and co-ordinated with transit departments.
- 2.3 That the City of Saskatoon creates an interactive Pedestrian Safety page on its website, with maps, safety tips, a question and answer blog, and pedestrian accident information, as well as copies of brochures and advertisements to promote pedestrian safety.

3. Improved data collection, analysis and sharing

- 3.1 That the City of Saskatoon Engineering Department regularly (on at least an annual basis) receive Pedestrian Accident data from SGI and further, that it analyze that data with respect to identifying problem locations, make the

physical changes required and make recommendations for change with respect to the need for enforcement and public education campaigns. Further, that this public data be available on the city website and promoted widely among relevant agencies including City Police, the health region, school and community associations, community groups and Saskatoon Transit.

- 3.2 That the City of Saskatoon Engineering Department analyzes the pedestrian accident data from the past 5 years and prepares a report that reviews and summarizes pedestrian accidents in Saskatoon and makes recommendations and a timetable for change.

4. Engineering initiatives to improve pedestrian safety

- 4.1 That the Engineering Department undertakes a study, in conjunction with a pedestrian audit, of the amount of time required to safely cross at controlled intersections. Walk light time is insufficient at many intersections. Adjust the timing on intersections determined to be a problem. Install countdown walklights or where appropriate.
- 4.2 Install pedestrian crosswalk signaling devices that can detect when a pedestrian is in the intersection and provide a longer walk light on known problem intersections or in areas where there are high traffic and pedestrian volumes, wider streets and a high concentration of children/seniors/physically or mentally challenged individuals.
- 4.3 Upgrade crosswalks where accidents have occurred with bulbing, enhanced pedestrian cross-way signage, zebra crossings and clearly indicated lines, rumble strips, and improved lighting.
- 4.4 Implement the City of Saskatoon's 2002 comprehensive bike path plan to help reduce cyclist/pedestrian and cyclist/vehicle accidents. Create more dedicated bike paths and lanes in all areas of the city. Providing safe lanes or paths for bicyclists will reduce cyclist/pedestrian accidents on sidewalks.
- 4.5 Work with City Transit to identify bus stops where access is impeded by snow, ice or broken pavement and put a communication process and plan in place to address these problems quickly.

5. Expanded Saskatoon Police Service initiatives on pedestrian safety

- 5.1 That the City of Saskatoon Police Service regularly collect and analyze pedestrian accident data with respect to improving, promoting, and enforcing pedestrian safety and that it report regularly and publicly with its findings and initiatives in this area.

- 5.2 That a Pedestrian and Traffic Safety detail be retained within the Police Service to co-ordinate efforts in this area and that sufficient staffing be provided.
- 5.3 That the Saskatoon Police Services collect and publicly report on data on the number of tickets/warnings to motorists/pedestrians who jaywalk, rush or bump pedestrians, or break other relevant sections of the Highway Traffic Act or municipal bylaws pertaining to pedestrian safety.
- 5.4 That the Saskatoon Police Service address the concerns about cyclists on sidewalks by mounting an education and enforcement campaign to ensure all cyclists have bells and are using them on pathways shared with pedestrians. This would include ticketing cyclists who do not have bells.
- 5.5 That the Police Service, working with relevant agencies develop and implement specific safety campaigns on identified problem issues, targeting motorists, pedestrians and schoolchildren.
- 5.6 That the Police Service develop and implement a plan for increased reporting of statistics and communication with other agencies regarding pedestrian safety.

6. Identify pedestrian safety accountability measures and report annually.

- 6.1 That the City of Saskatoon develop goals, objectives and timelines with respect to the reduction of pedestrian injuries in Saskatoon, and that progress in each of the goal areas be evaluated annually and reported publicly.

12. Conclusion

As a primary health care co-operative in Saskatoon we want to support and encourage our residents to pursue walking as a healthy activity and we support the development of the necessary conditions and infrastructure for this to happen. We believe that, as Saskatoon enters a phase of growth and development, it is more important than ever to consider the health benefits of walking and to plan our community in ways to safely support this. We encourage you to consider our recommendations and we look forward to working with you to enhance pedestrian safety in Saskatoon.

13. Sources:

CHSA

CHSA Plan of Action Pedestrian Safety Action Plan Political and Social Action Committee/Seniors Advisory Committee 2005 (Updated February 9, 2007)

What do you think about Pedestrian Safety in Saskatoon? – Survey and Results March 2007

Reports:

Strategies for Reducing Driver Distraction from In-Vehicle Telematics Devices: Report on Industry and Public Consultations TP 14409E September 2005 Prepared by: Road Safety and Motor Vehicle Regulation Directorate, Transport Canada
<http://www.tc.gc.ca/roadsafety/tp/tp14133/pdf/tp14133e.pdf>

The Impact of Cognitive Distraction on Driver Visual Behaviour and Vehicle Control February 2002 TP#13889 Joanne L. Harbluk, Y. Ian Noy, Ergonomics Division, Road Safety Directorate and Motor Vehicle Regulation Directorate
Moshe Eizenman, EI-MAR Inc.
<http://www.tc.gc.ca/roadsafety/tp/tp13889/pdf/tp13889es.pdf>

Traffic Safety at Intersections: The Edmonton Experience, Gord Cebryk, P.Eng. City of Edmonton Transportation and Streets Department; Sgt. Tom Bell, Edmonton Police Service Paper prepared for presentation at the Human Factors in Road Safety Engineering- New Developments Session of the 2004 Annual Conference of the Transportation Association of Canada, Quebec City, Quebec <http://www.tac-atc.ca/english/pdf/conf2004/cebryk.pdf>

Canadian Institute for Health Information National Trauma Registry Analytic Bulletin, May 2004 Pedestrian Injury Hospitalizations in Canada, 2001-2002
www.CIHI.ca

City of Saskatoon

Bylaw No. 7200 The Traffic Bylaw, Section Part V – Driving and Operating Vehicle, Section Part VI Pedestrians Rights and Duties

Bylaw No. 8463 The Sidewalk Clearing Bylaw, 2005

Traffic Control at Pedestrian Crossings City of Saskatoon 2004

City of Saskatoon Traffic Safety Committee Terms of Reference

Province of Saskatchewan

The Highway Traffic Act

Saskatchewan Government Insurance

Accident data tables courtesy Traffic Safety Program Evaluation Department, Saskatchewan Government Insurance. SGI website: <http://www.sgi.sk.ca/>

Web Links

City of Toronto Pedestrian Charter and background www.toronto.ca/pedestrian

Region of Waterloo Pedestrian Charter www.region.waterloo.on.ca

City of Vancouver Website www.city.vancouver.ba.ca

Pedestrian Safety Tips:

www.city.vancouver.ba.ca/engsvs/transport/traffic/peds.htm

www.toronto.ca/transportation/safety/index.htm

www.mto.gov.on.ca/english/safety/topics/pedestrian.htm

Interviews/Correspondence with:

Dwight McNaughten, Business Analyst, Traffic Safety Program Evaluation Department,
Tel: 775-6668 dmcnaughton@sgi.sk.ca

Dr. Alan Ross, Epidemiologist, Population Health, Saskatoon Health Region Tel: 655-4482

Shirley Matt, Traffic Safety Engineer, City of Saskatoon. Tel: 975-3145
shirley.matt@sasktoon.ca

Don Cook, Engineer, City of Saskatoon, 975-2642 don.cook@saskatoon.ca

Steve Johnston, Senior Communications Co-ordinator, City of Toronto,
Tel: 416 392-4391 email: sjohnsto@toronto.ca

Sarah Tardiff, Traffic Management Branch, Engineering Services, City of Vancouver.

Staff Sargeant Len Watkins, Traffic Section, Saskatoon Police Service

Sergeant Ted Hus, Traffic Section, Saskatoon Police Service

Shannon Ell, Saskatchewan Government Insurance sell@sgi.sk.ca

14. SURVEY RESULTS

What Do You Think About Pedestrian Safety in Saskatoon?

How safe do you and your family feel as pedestrians in Saskatoon? What needs to be done to make Saskatoon a safer place in which to walk?

The Saskatoon Community Clinic is concerned about this issue. We will be presenting a brief to the City of Saskatoon's Traffic Safety Committee in April. We invite you to participate by sharing your thoughts on pedestrian safety in our city. Please take a moment to complete the survey below by March 15, 2007. You may also complete it online at www.saskatooncommunityclinic.ca Please contact Member Relations at 664-4221 with any questions.

Pedestrian Safety Survey

1. How safe do you feel as a pedestrian crossing at intersections controlled by traffic lights?

1	2	3	4	5
unsafe		somewhat safe		very safe
(22)	(16)	(63)	(32)	(6)

2. How safe do you feel as a pedestrian crossing at uncontrolled intersections?

1	2	3	4	5
unsafe		somewhat safe		very safe
(61)	(34)	(31)	(8)	(2)

3. Which of the following problems have you experienced when crossing city streets?

<u>105</u>	Not enough time to cross at traffic lights
<u>92</u>	Lack of snow and ice removal
<u>47</u>	Lack of marked crosswalks at busy intersections
<u>20</u>	Curbs too high
<u>4</u>	None of the above

4. Which of the following problems have you experienced as a pedestrian on city sidewalks?

<u>111</u>	Lack of snow and ice removal
<u>79</u>	Cyclists riding on the sidewalk
<u>75</u>	Sidewalk/road surfaces not level or adequately maintained
<u>68</u>	Lack of snow and ice removal at bus stops

5 None of the above

5. Which of the following concerns related to driving habits have you have experienced or observed as a pedestrian?

- 107 Drivers who fail to observe the pedestrian right of way
- 107 Poor driving habits caused by distractions such as cell phone usage
- 90 Failure of drivers to stop at intersections and crosswalks
- 90 Drivers who speed
- 42 Drivers who rushing or bump pedestrians
- 85 Drivers who fail to observe the pedestrian right of way on multi-lane roads.
- 4 None of the above

6. What time of day do you experience the most difficulty crossing the street?

- 29 8 a.m. – 10 a.m.
- 24 11 a.m. – 1 p.m.
- 47 4 p.m. – 6 p.m.
- 65 anytime of the day
- 6 no difficulty experienced

7. Is there a specific intersection that you experience difficulty crossing?

Please describe _____

8. What specifically could be done to improve pedestrian safety in Saskatoon?

9. Please select one of the boxes below. Are you a:

CHSA member/Client 93

General Public 41

Contact information (Optional)

Name: _____ Telephone: _____

Address: _____ Postal Code: _____

E-mail Address : _____

15. What can be done to improve Pedestrian Safety?

Pedestrian Safety Survey Comments as of March 21st, 2007

Number of Surveys 135

Question 6:

What specifically could be done to improve pedestrian safety in Saskatoon?

Comments related to Infrastructure/Engineering/Planning

- Planners need to think more pedestrian safety
- Have City adopt a Pedestrian charter in conjunction with education program

- Clear intersections of snow and ice (not just where cars drive) (94)
- Instruct snow plow operators to not leave snow piled up in pedestrian crossing routes
- Salt or sand icy intersections to ensure stable footing for pedestrians and so cars will not slide through intersections (6)
- Clear more sidewalks of snow more often (5)
- Sidewalks in downtown area need to kept clean from snow and ice
- City does not clear steps down Meewasin Trail – these stairs are being used by snowboarders every winter

- Improve walk light times/ walk lights do not stay on long enough. (25)
- Lengthen walk times especially for moms and seniors (7)
- More time to cross intersections
- Adjust the walk light time to the road width, e.g. at the intersection of Russell, Lenore, 51st and Primrose the walk light is on for 12 seconds to cross a 4 lane road (Primrose) but only 5 seconds for a 6 lane and boulevard centre on Lenore

- Make crosswalk-button-activated traffic lights (4)
- More traffic lights
- More walk lights
- More stop signs with lights (2)
- Pedestrian operated lights like in Regina (3)
- Put in flashing yellow pedestrian lights like in Calgary and Edmonton (2)
- Clearly marked pedestrian crosswalks (3)
- Make more four way stops
- Crosswalks every 3 blocks (2)
- Walk lights that count down remaining time

- Could city install warning light for drivers at the bottom of the bridge
- Clearly maintained/visible crosswalks (3)
- Improve traffic flow by better synchronization of traffic lights
- More four way stops

- Downtown intersections should have pedestrian only walk times so all traffic is stopped, then vehicle time only while pedestrians wait
- Bring back “scramble corners” pedestrians go in all directions while all traffic is stopped – they worked well (3)

- More graduated curbs
- Remove polished ruts as this creates uneven walking surfaces
- Fix uneven sidewalks
- Ensure that there are sidewalks everywhere (2)

- School zones should have speed bumps, more vivid signage and more policing
- Special attention should be given to areas where there is a large senior population residing
- All sidewalks need to be cleaned
- Provide better drainage of streets and intersections
- Better maintenance of roadways
- At busy intersections extend light for drivers to turn right or left after pedestrians cross so they don’t rush the pedestrians
- Crosswalk needed mid way along 22nd Street boulevards
- More walk signs
- Make crosswalks signs larger
- Big signs at College Drive and Cumberland warning people not to enter on red and stop behind the line.

Enforcement

- More police officers to enforce the laws (3) maybe use commissionaires to help out
- Bylaws not enforced (snow and ice removal). A bylaw officer could easily earn his monthly salary the first day
- Ticket drivers who don’t signal
- Fine drivers like they do in Alberta and British Columbia (5)
- Have Police Service ordered to enforce the law specifically when cars fail to yield the right of way to pedestrians (2)
- Ticket drivers for using cell phones while driving- it is ridiculous that using cell phones while driving is not illegal (3)
- Ticket cyclists who don’t have bells and who aren’t using them on shared pathways
- Fine drivers a large amount
- Traffic bylaw enforcement by police should be a priority
- Have special officers to police school zones.
- Ticket drivers for failure to yield to pedestrians
- Police need to reduce speed enforcement and spend more time enforcing laws against other far more dangerous behaviors

- Police officer suggested to client that they take down plate number, vehicle description, time, place and description of offence and report to traffic police dept
- Have Police Department monitor well used pedestrian crossings
- Lock-up bad drivers
- Officers need to start ticketing people who drive into pedestrian crosswalks, fail to yield to pedestrians etc.

- Cameras on downtown intersections to enforce bylaws (2)
- More cameras at all intersections
- Enforce "Red Light Violations"
- More enforcement of Pedestrian safety bylaws

- Record license plate numbers of bad drivers and turn them in
- Recording of license plates for poor drivers - owners should then be ticketed

- Keep cyclists off sidewalks

- Need more enforcement of laws

- Make it a grave offence to disobey a sign

- Enforce bylaw regarding removal of snow 24 hours after snowfall for both business and residential areas

- Somehow make drivers aware of what they are doing - maybe attach warnings to drivers license

Comments related to driver behavior:

- Driver Education campaign (11)
- Drivers need to take more time when making right hand turns when pedestrian is crossing at the light
- Often when there is 2 lanes of traffic one driver will stop for a pedestrian and the driver in the next lane has no idea why the other vehicle is stopped
- Cars not stopping at stop signs
- Ban Cell phones in cars (6)
- Advertisements for drivers to yield to Pedestrians similar to school signs
- Drivers are constantly running red and yellow lights
- Some drivers are stopping in crosswalk area
- Drivers are too careless about speeding through school zones
- Health issues and aging can affect driving habits and ability to respond to pedestrians and other vehicles - seniors need to be made aware of the needs of pedestrians (3)

- there needs to be a greater emphasis on driver license re-testing for seniors and licenses should be suspended (2)
- Drivers should be tested on road rules as a requirement for their license,
- Kill off the driver habit of stopping and encouraging kids to cross in front of them into next lanes where kids met their deaths by drivers who did not see them
- Drivers need to be more aware of pedestrians and use courtesy
- Inform drivers through public notices to watch out for pedestrians
- Young drivers need to be more careful around playgrounds etc
- Police near schools to slow down traffic
- Police to stop cars from racing on Fairmont Drive

Comments related to pedestrian behavior:

- Stop jaywalking and motion your intent to cross don't start crossing when the don't walk light is on (2)
- Pedestrians should be careful too even when they have the right of way sometimes it may be safer to yield to cars
- Teach pedestrians the correct way to cross the street look left, look right and then look left again

Other:

- People injured in crosswalks should sue the city based on a disregard for pedestrian rights
- Cyclists need to be more careful when riding on bridges where pedestrians are walking
- Cyclists must remember that sometime people are hard of hearing and will not hear the cyclist voice or bell
- Cyclists are using pedestrian walkways
- Mall parking lots need to be kept cleaner
- On University Campus everyone respects pedestrians, expand their system to the rest of the city
- Cyclists to use roads only
- School sidewalks are not clear of snow
- Speak to City Council regarding problems

16. Specific intersections where there are difficulties – survey comments

Question 7

Is there a specific intersection that you experience difficulty crossing? Please describe:

Downtown locations:

- 2nd Ave North and 25th Street – too busy
- Downtown is generally busy (5)
- 24th Street and 6th Ave. to Sheppard Apartment
- 22nd Street and 3rd Ave. not enough time to cross on the lights (3)
- Downtown in particular where walking light is too short (2)
- 25th Street and 4th Ave. (2)
- 3rd and 4th Avenue
- 23rd and 5th Avenue
- 23rd and 4th (2)
- 2nd Avenue and 23rd and 25th Street
- 26th Street and 2nd Avenue
- 25th and 5th Avenue light too short drivers in a rush (2)
- 4th Avenue and 25th Street drivers ignore red light
- 2nd Avenue and 22nd Street (2)
- 6th Avenue and 25th Street
- 24th Street and 3rd Avenue and 22nd Street and 1st Avenue
- 25th Street and 4th Avenue
- 4th Avenue & Broadway Bridge approach
- 2nd Avenue and 22nd Street
- 23rd and 3rd Street not enough time to cross (2)
- City Hall and Library not enough time to cross
- 23rd and Spadina new lights installed recently with no improvement as motorists not aware or ignore them.
- 20th Street and 3rd Avenue North short walk time - people run red lights
- Crosswalk at 2nd Avenue and 26th Street at Blue Cross Building
- 22nd and Wall Street
- 22nd Street and Auditorium Avenue (2)
- 19th Street and 1st Avenue
- Idylwyld Drive 22nd Street
- Idylwyld and 20th Street
- intersections in downtown Saskatoon
- Bottom of University bridge across Spadina (north side)

Main Thoroughfare Locations:

- Idylwyld and 32nd Street
- Crossing the top of Broadway bridge and 19th Street light is not long enough
- Confederation at John A. Macdonald – lots of children and bus users cross at this place and nobody stops. (3)
- Avenue G South and 20th Street
- Preston Crossing
- 8th Street and Cumberland
- 8th Street East Co-op Gas Bar
- Broadway Bridge
- All along 22nd Street and 33rd Street
- Any intersection on 2nd Avenue North of Queen Street drivers will not stop for pedestrians at uncontrolled crosswalks
- Crossing Preston Avenue North
- When using Meewasin Trail from University to Sutherland area
- Fairlight Drive and Fairmont Drive
- All Idylwyld intersections
- 33rd and Avenue D
- 8th and Louise Street (2)
- College Drive and Clarence Avenue (2)
- City Park onto University Bridge
- Across College at Bottomley crosswalk end in the middle of Bottomley
- Crossing 8th Street to the Co-op at 8th and Emerson
- McKercher Drive and Taylor Street – very wide to cross
- All Intersections on Victoria Avenue from 11th Street to 8th Street
- Broadway and 9th is very dangerous already identified as a problem and nothing has been done about it
- Crossing at Wiggins Avenue and College Drive
- Crossing at Temperance and Wiggins
- 22nd Street and Witney
- No sidewalk or paved street on 10th Ave between Duchess and 33rd
- Stop light at McKercher and Taylor as well another hazard is turning lane to the right as drivers come from west on Taylor and are trying to turn North/Left onto McKercher
- 33rd Street between Idylwyld and Avenue H
- Broadway and 12th Street
- Eastlake and 8th Street
- There is a marked crosswalk between Elim Church and Lodge on Moss Avenue intersection allows people to cross to Circle Park Shopping Centre –
- South end of Lake Cres crossing Main at the crosswalk snow piled so high impossible to use.
- Avenue D and 22nd Street where my nieces got killed - no lights
- 20th Street and Avenue B

- Avenue G and 20th Street West
- 51st and Warman
- 51st and Miller
- Ruth Street
- Crossing College Drive from Cumberland is very difficult in the morning. Drivers enter the intersection even on red, and I have to cross between them
- 20th and “G” has caused many kids to be hit by cars
- 22nd Street West
- 33rd and Idylwyld curb too high and light too fast

Very General Locations:

- Just on the wider streets
- Any Uncontrolled intersection
- Worst street where I walk is Avenue H
- All uncontrolled intersections on 8th Street, 20th Street and 22nd Street
- All roads in winter because of poor snow removal
- 20th Street – watch during school hours (2)
- Anywhere down 20th
- Uncontrolled intersection on 20th and 22nd
- down 22nd Street and close to schools

Residential Locations:

- McKeown and Adelaide
- Sidewalk ends at residential area of Prince of Wales Avenue
- 33rd Street and Matheson Cres