

## APPROVAL REPORT

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# Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw

## ISSUE

This report outlines proposed amendments to Bylaw No. 7200, The Traffic Bylaw (Bylaw) regarding stopping prohibitions at clearly marked pedestrian crossings, U-turns in school areas, Traffic Bridge restrictions, and penalties for U-turns.

## RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the amendments to Bylaw No. 7200, The Traffic Bylaw, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.

## BACKGROUND

At its Regular Business Meeting held on December 20, 2010, City Council considered the [Traffic Bridge Needs Assessment and Functional Planning Study Final Report](#) and resolved:

“That the new Traffic Bridge be constructed with 3.7 metre wide driving lanes.”

At its Regular Business Meeting held on November 22, 2021, City Council considered the [Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours](#) report and resolved, in part:

- “4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 7:00 p.m.;
7. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.”

## DISCUSSION/ANALYSIS

The Administration has identified substantive amendments related to the following items which require amendments to the traffic bylaw:

- Stopping prohibitions at clearly marked pedestrian crossings;
- U-turns in school areas;
- Traffic Bridge restrictions; and
- Penalties for U-turns.

Excerpts of the relevant sections of the Bylaw that require amendment are included in Appendix 1.

### Amendment 1 - Stopping Prohibitions at Clearly Marked Pedestrian Crossings

As per [Council Policy C07-018 – Traffic Control at Pedestrian Crossings](#), the installation of appropriate traffic controls at pedestrian crossings shall be based on the process

outlined in the latest edition of the Transportation Association of Canada's (TAC) Pedestrian Crossing Control Guide.

At marked pedestrian crosswalks, TAC recommends stopping prohibitions for a minimum of 15 metres on each approach to the crossing, and 10 metres following the crossing. Stopping prohibitions help to improve pedestrian visibility by removing parked vehicles near the crosswalk and allowing sightlines between pedestrians and drivers.

Schedule No. 2 of the Bylaw states there is no stopping "within 15 meters of a pedestrian corridor or as otherwise indicated by a traffic sign". A pedestrian corridor is defined in Council Policy C07-018 – Traffic Control at Pedestrian Crossings as a pedestrian crosswalk that combines pavement markings, signing and special illumination.

It is recommended that this clause be updated to align with TAC guidance to include a 15 metre stopping prohibition on each approach to a clearly marked pedestrian crossing and a 10 metre stopping prohibition following a clearly marked pedestrian crossing, or as otherwise indicated by a traffic sign. A clearly marked pedestrian crossing would include any crosswalk with pavement markings and signing.

#### Amendment 2 – U-turns in School Areas

According to TAC's School and Playground Areas and Zones: Guidelines for Application and Implementation, a school area is a section of roadway adjacent to a school that is denoted by school area signing only. School areas do not have a reduced speed limit.

As recommended in the [Residential Speed Limit Review- School Zones, Playground Zones, Senior Zones, and Effective Hours](#) report, some streets with former school zones were changed to school areas only (e.g. high schools). These streets no longer have signage indicating a reduced speed limit with effective hours. These changes have been in place since September 1, 2022.

[Council Policy C07-015 - Reduced Speed Zones for Schools](#) indicates that reduced speed limits in school zones are in effect from 7:00 a.m. to 7:00 p.m. every day. In the Bylaw, U-turns in school zones are prohibited when reduced speed limits are in effect, but there are no restrictions on hours for U-turns in school areas. As such, U-turns are prohibited at all times of the day for streets with a school area and no speed limit reduction.

For consistency and to align with driver expectations, U-turns in school areas should be prohibited during the same hours as school zones. There are no safety or operational concerns associated with allowing U-turns outside of these hours, provided they comply with Subsections 27 (2) and (3) of the Bylaw.

It is recommended that the new traffic bylaw prohibit U-turns in school areas from 7:00 a.m. to 7:00 p.m., every day.

Amendment 3 – The Traffic Bridge (3<sup>rd</sup> Avenue – Victoria Avenue)

The Bylaw indicates that vehicles or farm equipment exceeding a gross vehicle weight of 5,000 kilograms, width of 2.1 metres and/or height of 2.6 metres are not permitted to be driven or towed across the Traffic Bridge.

The new Traffic Bridge was opened on October 2, 2018. Lane widths on the new bridge are 3.7 metres and the bridge can accommodate vehicles and farm equipment with a height of up to 5.3 metres. Legal weights, as outlined in Schedule 7 of the Bylaw, are now permitted across the bridge.

It is recommended to remove the gross vehicle weight restriction and update the width and height requirements to accommodate the new dimensions for the Traffic Bridge in the new traffic bylaw.

Amendment 4 – Penalties for U-turns

As outlined in Section 27 of the Bylaw, U-turns are prohibited at signalized intersections or median openings, at unsignalized median openings or intersections where a sign prohibits the movement, in school zones when reduced speed limits are in effect and in school areas.

The penalty for making a U-turn at a signalized intersection is \$180, as per *The Traffic Safety Act* and *The Summary Offences Procedure Regulations, 1991*. Including the victim surcharge, outlined by *The Victims of Crime Act, 1995*, the total penalty for making a U-turn at a signalized intersection is \$230.

Schedule No. 10 of the Bylaw states that the penalty for making a U-turn where prohibited is \$50. As per *The Victims of Crime Act, 1995*, a victim surcharge of \$40 is added, making the total penalty for making a U-turn where prohibited \$90.

A jurisdictional scan was completed to assess the penalty for prohibited U-turns in other western Canadian municipalities. Based on the review, the penalties used by other jurisdictions ranged from \$75 to \$180 (excluding applicable victim surcharges). A summary of the jurisdictional scan is shown in Appendix 2.

It is recommended that the penalty for making a U-turn where prohibited be increased in the new traffic bylaw. A higher penalty will help to discourage drivers from making illegal U-turns and improve safety. A penalty of \$180 in the new bylaw would align with the provincial penalty for restricted U-turns at a signalized intersection. A penalty of \$180 is also used by other municipalities in Saskatchewan, including Moose Jaw and Regina. Including the victim surcharge, the total penalty for making a U-turn where prohibited would be \$230.

The Saskatoon Police Service supports this change (Appendix 3).

**OTHER IMPLICATIONS**

There are no financial, privacy legal, social or environmental implications identified.

## **NEXT STEPS**

Should City Council approve the proposed amendments, the City Solicitor is requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.

## **APPENDICES**

1. Excerpts of Relevant Sections of Bylaw No. 7200, The Traffic Bylaw
2. Jurisdictional Scan for U-turn Penalties
3. Support Email from Saskatoon Police Service

### Report Approval

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