



**EXECUTIVE COMMITTEE PUBLIC**

**Monday, May 27, 2024, 5:30 p.m.**  
**Council Chambers, 2nd Floor, City Hall**

**1. CALL TO ORDER**

**2. REPORTS**

- a. Proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1), EC-2024-0113

**3. CONFIDENTIAL MATTERS**

- a. Confidential Matter, EC-2024-0115

The confidential matter may be considered in closed session pursuant to section 94(2) of *The Cities Act* as it contains information that is within one or more of the exemptions in Part III of *The Local Authority Freedom of Information and Protection of Privacy Act*, in particular section 18(1)(c)(iii).

- b. Confidential Matter, EC-2024-0102

The confidential matter may be considered in closed session pursuant to section 94(2) of *The Cities Act* as it contains information that is within one or more of the exemptions in Part III of *The Local Authority Freedom of Information and Protection of Privacy Act*, in particular section 21.

- c. Confidential Procedural Matter

The confidential matter may be considered in closed session pursuant to section 94(2) of *The Cities Act* as it contains information that is within one or more of the exemptions in Part III of *The Local Authority Freedom of Information and Protection of Privacy Act*, in particular section 15.

d. Confidential Procedural Matter

The confidential matter may be considered in closed session pursuant to section 94(2) of *The Cities Act* as it contains information that is within one or more of the exemptions in Part III of *The Local Authority Freedom of Information and Protection of Privacy Act*, in particular section 15.

e. BACK TO OPEN SESSION

4. ADJOURNMENT



# City of Moose Jaw

**COMMUNICATION # EC-2024-0113**

**TITLE:** Proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1)

**TO:** Executive Committee

**FROM:** Department of Operations

**DATE:** April 29, 2024

**PUBLIC:** PUBLIC DOCUMENT

## **RECOMMENDATION**

THAT proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1) be considered for all three readings at the next regular meeting of City Council.

## **EXECUTIVE SUMMARY**

The purpose of the proposed Bylaw is to update the current Traffic Bylaw. Discussion also includes research and information around the Safe Routes to School initiatives.

## **BACKGROUND**

At the April 22, 2024 Council meeting, Communication #CC-2024-0072 Transportation Master Plan – Recommendation for the Safe Route to Schools (Attachment B) was presented. This report discussed Administration's intent to reduce speeds in school zones from 40 km/hr to 30 km/hr. This work will be included in construction efforts in the summer of 2024 which will rectify inconsistent and outdated signage in school zones and refresh pedestrian ramps and crossings.

Communication #CC-2024-0072 included results from stakeholder engagement, including Saskatchewan Government Insurance (SGI), Moose Jaw Police Service, Moose Jaw Fire, Moose Jaw & District EMS, Prairie South School Division, Holy Trinity Catholic School Division, Conseil des écoles fransaskoises, Ecole Ducharme, Tim McLeod MLA Moose Jaw North, Greg Lawrence MLA Moose Jaw Wakamow, the Accessible Community Advisory Committee; the Public Works, Infrastructure and Environment Advisory Committee; and the local Royal Canadian Mounted Police (RCMP) detachment in Moose Jaw.

Council was notified of impending proposed revisions to Bylaw 5556, Traffic Bylaw, including the following:

- Allowance for City Administration to move vehicles to allow for construction;
- Strengthened language around general permit requirements and enforcement;
- Improved language around unauthorized signage;
- Reducing speed limits in school zones and playgrounds to 30 km/hr;
- Clarity on u-turns and no stopping.

At the May 1, 2024 meeting of the Public Works, Infrastructure and Environment Advisory Committee (PWIE), Administration presented a report with the proposed Bylaw amendments and the below resolutions were adopted, in principle:

*"THAT the Public Works, Infrastructure and Environment Advisory Committee endorse, in principle, reducing the speed limit in school zones from 40km per hour to 30km per hour, during the hours of 7:00 a.m. to 7:00 p.m., seven (7) days a week."*

and

*"THAT the Public Works, Infrastructure and Environment Advisory Committee endorse, in principle, the draft Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1) as attached to the report dated April 26, 2024, from the Department of Operations."*

At the May 9, 2024 meeting of the Accessible Community Advisory Committee (ACAC), Administration presented a report with the proposed Bylaw amendments and the below resolutions were adopted, in principle:

*"THAT the Accessible Community Advisory Committee endorse, in principle, reducing the speed limit in school zones from 40km per hour to 30km per hour, during the hours of 7:00 a.m. to 7:00 p.m., seven (7) days a week."*

and

*"THAT the Accessible Community Advisory Committee endorse, in principle, the draft Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1) as attached to the report dated April 26, 2024, from the Department of Operations."*

Attachment C is feedback received from each Committee, as well as Administration's review and response. The feedback provided at the respective Committee meetings will be provided to each in a subsequent Committee meeting.

## **DISCUSSION**

### **Safe Routes to School Project**

The Safe Routes to School Technical Memo is Attachment D. This memo recommends speed zone reductions coupled with consistent and defined effective times, replacing

outdated and inconsistent traffic and pedestrian signs, improvements to pedestrian corridors, and changes to the Traffic Bylaw.

This work includes engagement with Administrators from each school. Their feedback is provided in the below table.

<b>Topic</b>	<b>General Feedback</b>
<b>Signage</b>	<ul style="list-style-type: none"> <li>• More than half of the schools commented on the age and poor condition of many signs within the school zone.</li> <li>• Some schools have specific issues with accessible parking zones being abused.</li> </ul>
<b>Pavement Markings</b>	<ul style="list-style-type: none"> <li>• Many schools commented on the need for more frequent pavement marking painting of the roads.</li> <li>• Several schools commented on parking confusion or non-compliance where signs do not match painted curbs for accessible parking zones and no parking zones.</li> </ul>
<b>Speeding / Speed Limits</b>	<ul style="list-style-type: none"> <li>• Many schools cited speeding as their primary concern and expressed that police enforcement is not sufficient.</li> <li>• Several schools specifically stated that they would like to see 30 km/hr speed limits.</li> <li>• All schools that cite speeding concerns are either elementary schools located on collector roads or are high schools.</li> </ul>
<b>Crosswalks</b>	<ul style="list-style-type: none"> <li>• More than half of the schools cited issues regarding lack of crosswalks, the need for upgraded crosswalks, parents parking within crosswalks.</li> </ul>
<b>Parking Availability</b>	<ul style="list-style-type: none"> <li>• Several schools commented on the lack of designated parking or loading zones, particularly for parents to drop-off or pick-up.</li> <li>• A few schools expressed a need to add or improve their accessible parking zone.</li> </ul>
<b>Safety Patrols</b>	<ul style="list-style-type: none"> <li>• Seven elementary schools currently use a School Safety Patrol.</li> <li>• All schools use older students and an adult staff member to supervise.</li> <li>• Four school previously used Safety Patrols but currently do not.</li> <li>• Two schools canceled their Safety Patrol program because it felt too unsafe even with adult supervision.</li> </ul>
<b>Traffic Congestion</b>	<ul style="list-style-type: none"> <li>• More than half of the schools cited traffic congestion, narrow roads and bottlenecks as a major concern.</li> <li>• Schools located near other schools comment on experiencing double the traffic through their school zone.</li> <li>• Some schools expressed the desire for conversion to a one-way street to combat congestion.</li> </ul>
<b>School Bus Issues</b>	<ul style="list-style-type: none"> <li>• Main issues tend to be on parents using bus zones for dropping-off &amp; picking-up their children.</li> </ul>
<b>U-turns</b>	<ul style="list-style-type: none"> <li>• A few schools cited issues with cars making u-turns within the school zone and at crosswalks.</li> </ul>
<b>Winter Issues</b>	<ul style="list-style-type: none"> <li>• Most schools say that the City of Moose Jaw typically responds promptly to calls for winter removal or winter road maintenance, but they would like to not have to request it first.</li> <li>• Some schools use alleys for bus loading zones and note the need for improved winter maintenance at those locations.</li> </ul>
<b>Childcare Centres Inside the School</b>	<ul style="list-style-type: none"> <li>• Schools with childcare centres inside the school do not have traffic issues related to those pick-ups and drop-offs because they are typically before and after the school arrival and dismissal.</li> </ul>

Sidewalk and pedestrian ramp improvements/replacements are included in TR2: Sidewalks scope will be completed in the 2024 Sidewalk Curb & Gutter Rehabilitation, which was awarded in April.

Signs at school zones will be procured and installed in the summer of 2024.

The Moose Jaw Police Service (MJPS) intends to allow a grace period to allow drivers time to become familiar with the changed speed limits. This will be managed depending on the extent of each infraction and at the discretion of the MJPS. Public Service Announcements and social media communications will occur prior to work commencing, while work is being done and as this work is completed and brought live.

Playgrounds will be reviewed in the fall of 2024. Signs and pedestrian crossings will be refreshed and upgraded in 2025.

### **Speed Reduction**

Attachment E details school zone speed limits in Saskatchewan. This information was brought forward at the April 22, 2024 City Council meeting, with additional information provided resulting from City staff communicating and confirming each municipality. Moose Jaw is the last City in Saskatchewan to complete this change.

The Transportation Association of Canada (TAC) identifies best practices and is the principle source for guidelines. From TAC, and extracted from the Safe Routes to School memo:

*"It is best practice and consistent with the national guidelines and the majority of Canadian municipalities to convert to the speed limit to 30 km/h within school zones. A survey of Canadian municipalities was performed in 2006 during the creation of the TAC School and Playground Areas and Zones guidelines and found that the majority of them had a 30 km/hr speed limit in school zones. The municipalities surveyed included a variety of sizes of cities with populations as small as 3,700."*

SGL's letter of support included the below comments:

- According to research and studies on road safety, it is estimated that for every 1km/h reduction in speed, the crash risk is reduced by about 2-3%.
- Research shows that reducing speed limits can significantly improve safety for pedestrians, especially children.
- Lowering the speed limit to 30km/h during school hours will enhance safety and align Moose Jaw with Regina and Saskatoon, which have successfully implemented similar measures.
- SGL commends the City of Moose Jaw for the efforts in developing a comprehensive Transportation Master Plan and supports the shared goal of improving safety for school-age pedestrians.

## Other Changes

The Traffic Bylaw Amendments are in Attachment A. The changes and intent are summarized below and can be found in Attachment F:

- Section 4 Definitions
  - Changes and additions made for clarity
- Section 6 Traffic Control Devices
  - Changes made for clarity, removal of traffic warrants requiring City Council approval
- Section 7 Obedience to Signs
  - Removal of specific traffic warrant reference
  - Clarified authority of traffic signage
- Section 9 Temporary Road Closure or Parking Prohibition
  - Clarity provided on road closures
- Section 10 Movement of Vehicles to Accommodate Street Repair
  - Clarity on process, formal allowance for City Engineer to move vehicles to allow for maintenance, construction, etc.
- Section 11 Obstructing Street or Sidewalk
  - Clarity on obstructing City corridors, connections to permits and enforcement with respect to third party street obstruction, construction and maintenance work, materials left on City right of ways, impeding sight lines, or creating hazards.
- Section 12 Unauthorized Signs Prohibited
  - Clarity and strengthening language with respect to unauthorized signage and traffic control devices
- Section 27 No Stopping
  - Changes made for clarity
- Section 33 School and Playground Zone Speed Limits
  - Speed reduction from 40 km/hr to 30 km/hr
- Section 35 U-Turns
  - Changes made for clarity, inclusion of prohibiting U-turns in school and playground zones
- Section 38 Obstructing Traffic
  - Repealed. Traffic obstruction is addressed through changes to other sections

- Section 53 Permits
  - Removed Schedule F -Permits
- Section 53 Parking Permits for Metered Limited
  - Changed authority from Mayor to City Manager or designate
- Section 54 Penalties not Otherwise Provided For
  - Additional provision for enforcement
- Schedule A Traffic Warrants
  - This schedule is repealed. Traffic warrants are available through manuals offered by the Transportation Association of Canada.
- Schedule F Permits
  - The inclusion of distinct permits in a Schedule has been repealed
- Schedule G Fines for Parking and Non-Moving Offences
  - Fines have been added based on additions to Sections 10, 11, and 12
- Schedule H
  - Fines added reference Section 11, replacing those that previously referenced Section 38

## **FINANCIAL IMPLICATIONS**

The information below outlines funding sources for the various components of the Safe Routes to School project. No additional funding is requested or required for this initiative.

### TR-2 Sidewalks, Curb & Gutters

<b>Financial TR-2</b>	<b>Carry Forward</b>	<b>Committed</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Sidewalk Rehabilitation	0	0	550,000	350,000	350,000	350,000	350,000
Replacement of Sidewalks, Curb & Gutters & Medians	0	0	450,000	450,000	550,000	550,000	550,000
<b>Total</b>			<b>1,000,000</b>	<b>800,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>
<b>Total 5 Year Budget Amount:</b>			<b>\$4,500,000</b>				

Work under TR-2 occurs under two drivers:

- Sidewalk Rehabilitation forms its own construction contract, to improve pedestrian corridors and crossings; and
- Replacement of Sidewalks represents work that occurs in conjunction with Infrastructure and Road Renewal projects.

Pedestrian ramp repair and replacement for the Safe Routes to School project are funded under Replacement of Sidewalks, with an estimated cost of \$300,000.

### TR-3 Traffic Control



Financial TR-3	Carry Forward	Committed	2024	2025	2026	2027	2028
TR-3-00001-1							
Traffic Control	0	\$50,000	\$625,000	\$1,150,000	\$720,000	\$750,000	\$870,000
<b>Total 5 Year Budget Amount:</b>		<b>\$4,165,000.00</b>					

There are various tasks, projects and improvements funded under TR-3 in 2024:

- Completion of the Transportation Master Plan
- Conduit replacement coordinated with Infrastructure Renewal – this work replaces aging infrastructure and prepares locations for future upgrades. 2024 location is Coteau & 9<sup>th</sup> Avenue SW.
- Design of a signalized intersection for 2025 construction
- Analysis, Standardization, and Upgrades to Traffic Signs – priority focus in 2024 is school zone improvements. This allocation will fund sign upgrades in school zones.

The replacement of approximately 600 signs under the Safe Routes to School Project has an estimated cost of \$200,000.

Changes to cross walk alignment and specification will be coordinated between Public Works & Engineering.

Work in 2025 will be focused on improvements to playgrounds and will be included in budget discussions.

### **OPTIONS TO RECOMMENDATION**

- THAT Executive Committee provide alternatives to the proposed changes.

### **COMMUNICATION PLAN**

- PSA's will be released at the outset of constructions, with weekly releases updating on progress.
- Administration will continue to work with the Moose Jaw Police Service as the Safe Routes to School project progresses. Communications will continue coordinated between the Moose Jaw Police Service and City Administration.

### **STRATEGIC PLAN**

This report supports the long-term strategies of Objective #6 – Transportation and Infrastructure.

### **PRESENTATION**

Mr. Bevan Harlton, P. Eng., Director of Operations, will introduce and provide a verbal overview of the report.

**ATTACHMENTS**

- A. Proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1)
- B. Council report #CC 2024-0072 Transportation Master Plan – Recommendation for the Safe Route to Schools.
- C. Feedback from Committees
- D. Safe Routes to School Technical Memo
- E. Proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1), changes in red

**REPORT APPROVAL**

Written by: Bevan Harlton, P. Eng., Director of Operations  
Reviewed by: Dawn Lugin, Assistant City Clerk  
Approved by: Maryse Carmichael, City Manager

Authorized for Agenda by: Clive Tolley, Mayor

*To be completed by the Clerk's Department only.*

Presented to Regular Council or Executive Committee on \_\_\_\_\_.

Resolution No. \_\_\_\_\_

## Report Approval Details

Document Title:	Proposed Bylaw No. 5717, Traffic Bylaw Amendment, 2024(1) - EC-2024-0113.docx
Attachments:	<ul style="list-style-type: none"> <li>- A. Traffic Bylaw Amendments 2024.pdf</li> <li>- B. Council Report CC-2024-0072 Transportation Master Plan - Recommendation for Safe Route to Schools.pdf</li> <li>- C. Committee Feedback.pdf</li> <li>- D. Technical Memo.pdf</li> <li>- E. School Zone Speeds in Saskatchewan.pdf</li> <li>- F. Proposed Bylaw No. 5717, Traffic Bylaw Amendments 2024(1) changes in red.pdf</li> </ul>
Final Approval Date:	May 23, 2024

This report and all of its attachments were approved and signed as outlined below:



Bevan Harlton

**No Signature found**

Craig Hemingway

**No Signature found**

Andrew Svenson

**No Signature - Task assigned to Tracy Wittke was completed by delegate Dawn Lugin**

Tracy Wittke



Maryse Carmichael

A handwritten signature in black ink, appearing to read 'Clive Tolley'. The signature is fluid and cursive, with a large, sweeping underline that extends to the right.

Clive Tolley

**BYLAW NO. 5717****TRAFFIC BYLAW AMENDMENT, 2024(1)**

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THE COUNCIL OF THE CITY OF MOOSE JAW ENACTS AS FOLLOWS:

**Bylaw No. 5556, Traffic Bylaw amended**

1. Bylaw No. 5556 is amended in the manner set forth in this Bylaw.

**Section 4 Amended**

2. Section 4(2) is amended to read:

“**Chief of Police**” means the person appointed as Chief of Police of the Moose Jaw Police Service or anyone authorized to act on the Chief of Police’s behalf;

3. Section 4(2) is amended by adding the following definitions:

“**Boulevard**” means the area between the edge of the portion of the street intended for vehicular traffic and the property line of the adjacent property, not including the sidewalk;

“**City Manager**” means the person appointed as City Manager of the City of Moose Jaw or anyone authorized to act on the City Manager’s behalf;

“**Material**” means any object or article, including building waste, sand, gravel, earth, snow, or building products;

“**Playground Zone**” means the area between:

- (i) the traffic control device or official sign identifying an area as a playground zone; and
- (ii) the traffic control device or official sign indicating the end of the area as a playground zone;

“**Public Property**” includes streets, sidewalks, boulevards, public parking lots, medians and shared-use pathways;

“**School Zone**” means the area between:

- (i) the traffic control device or official sign identifying an area as a school zone; and
- (ii) the traffic control device or official sign indicating a greater rate of speed or the end of the school zone;

“**Sign**” means a notice bearing a name, direction or warning that is displayed or posted for public view, and includes a device used by a school safety patrol for the guidance or direction of traffic as well as a sandwich board;

**"Street"** means, unless otherwise qualified or limited, the entirety of the right of way, including a road, alley or other place designed and intended for or used by the general public for the passage of vehicles and pedestrians, but does not include a parking lot, whether privately or publicly owned;

**"Traffic Sign"** means any sign or marking installed for the guidance, regulations, warning, direction or prohibition of traffic;

**"Unauthorized Traffic Control Device"** means any sign, signal, marking or other similar device that resembles or could be mistaken for an authorized device that directs or controls vehicles in any manner, but that has not been approved by the City.

#### **Section 6 amended**

4. Section 6 is deleted in its entirety and replaced with the following:

##### **Traffic Control Devices**

- 6 (1) The City Engineer is authorized to have traffic control devices and traffic signs placed on or by highways for the purpose of the regulating, warning or guiding traffic in conformity with this Bylaw.  
 (2) All traffic control devices and traffic signs installed in the City shall generally conform to the requirement of the Uniform Traffic Control Devices for Canada as distributed by the Transportation Association of Canada.

#### **Section 7 amended**

5. Section 7 is deleted in its entirety and replaced with the following:

##### **Obedience to Signs**

- 7 Every driver or pedestrian shall obey any applicable instructions or directions indicated on any traffic sign or marking installed on any street or public parking lot, or in any park, unless otherwise directed by a police officer

#### **Section 9 amended**

6. Section 9 is deleted in its entirety and replaced with the following:

##### **Temporary Road Closure or Parking Prohibition**

- 9 (1) The City Engineer or the Chief of Police may temporarily:  
 (a) close to vehicular or pedestrian traffic any street, or any portion thereof, in order to avoid traffic congestion, danger, accident or for construction or maintenance purposes and may install such temporary traffic control devices or traffic signs as may be required;

(b) prohibit parking on any street, or any portion thereof, to accommodate street repair, snow removal, street sweeping or other maintenance or repair.

(2) Where a street, or any portion thereof, is temporarily closed, or parking is temporarily prohibited, the street shall be barricaded and indicated by notice or sign.

#### **Section 10 amended**

7. Section 10 is deleted in its entirety and replaced with the following:

10 (1) No person shall drive, stop, or park a vehicle, or walk, on any street which has been temporarily closed, except where permitted by the City Engineer or Chief of Police.

(2) No person shall remove, displace, or deface any traffic sign, notice, rope, barricade, sign, or traffic control device put up in accordance with this Bylaw or at the direction of the City.

#### **Movement of Vehicles to Accommodate Street Repair, Snow Removal, Street Sweeping or Other Street Maintenance**

10.1 For the purpose of street construction, paving, street repair, snow removal, street sweeping or any other necessary maintenance, the City Engineer or Chief of Police may, without notice, move for such distance as is necessary, any vehicle that is parked on any street or portion thereof which is roped off, barricaded or indicated by notice or sign as being closed or as being a no parking zone.

#### **Section 11 amended**

8. Section 11 is deleted in its entirety and replaced with the following:

#### **Obstructing Street or Sidewalk**

11 (1) A person shall not obstruct the free passage of traffic on any street or sidewalk without first securing a permit from the City Engineer.

(2) A person who obtains a permit from the City Engineer pursuant to this section shall comply with all the provisions and conditions of the permit.

(3) A person who obtains a permit from the City Engineer pursuant to this section shall provide the permit upon request by Police or the City Engineer.

(4) The City Engineer may impose fees for the issuance of a permit under this section.

(5) Nothing in this section shall be construed as prohibiting the gathering of individuals on any street for a lawful purpose so long as the proceedings thereat are peaceable and orderly, and sufficient space is left both on the sidewalk and street to accommodate the ordinary traffic on the sidewalk and street.

### **Construction and Maintenance Operations – Permits**

- 11.1 (1) Where a person wishes to excavate or break up the surface of a street, sidewalk, or boulevard, that person shall obtain a permit in writing from the City Engineer.
- (2) Where a person wishes to park, leave, stand, store, or station any vehicle, material or object used in connection with a building construction or maintenance operation on a portion of a street, sidewalk or boulevard, that person shall obtain a permit in writing from the City Engineer.
- (3) A person who obtains a permit from the City Engineer pursuant to this section shall comply with all the provisions and conditions of the permit.
- (4) A person who obtains a permit from the City Engineer pursuant to this section shall provide the permit upon request by a peace officer, Police Officer, or the City Engineer.
- (5) The City Engineer may impose fees for the issuance of a permit under this section.

### **Material on Streets**

- 11.2 (1) No person shall place, dispose, direct, or allow to be placed, directed, or disposed, any material belonging to that person or over which that person exercises control on a portion of a street, boulevard, or sidewalk unless written permission has been obtained from the City Engineer.
- (2) No person shall store, place, or dispose of any material in such a way that it may enter onto the street by any means including natural forces.
- (3) The owner of private property that is being developed adjacent to a street, the general contractor acting on behalf of the owner and any other person acting on behalf of the owner or general contractor shall not allow mud, dirt, or other construction debris to be tracked by motor vehicles or equipment from the property onto the street.

### **Sight Lines**

11.3 No person shall place or allow anything, including trees, shrubs, fences or recreational vehicles, to remain which would obstruct sightlines at the intersection of a street with any other street, ally or driveway as shown on the diagrams appended to this Bylaw as Schedule "B".

### **Hazards**

11.4 Notwithstanding any other provision of this Bylaw, if the City Engineer is of the opinion that a condition exists on a street, sidewalk, or boulevard creating a danger to life or property, the City Engineer may use any



measures that the City Engineer considers appropriate to remove or lessen the condition.

### **Section 12 amended**

9. Section 12 is deleted in its entirety and replaced with the following:

#### **Unauthorized Signs Prohibited**

12 (1) No person shall:

- (a) install an unauthorized traffic control device anywhere on public property; or
- (b) cause or permit an unauthorized traffic control device to be located on private property in any place where it may confuse or mislead drivers with respect to the permitted use of public property.

(2) The City Engineer or Chief of Police may remove, without notice, any unauthorized traffic control device that, in the opinion of the City Engineer or Chief of Police, contravenes subsection (1) and destroy or otherwise dispose of the unauthorized sign at the costs of the person who caused the unauthorized sign to be placed or remain in contravention of subsection (1).

### **Section 27 amended**

10. Section 27 is deleted in its entirety and replaced with the following:

#### **No Stopping**

27 The operator of a vehicle shall not stop the vehicle on a street where prohibited by display of a traffic sign or in a traffic lane, except when necessary to avoid collision or conflict with other traffic or in compliance with a peace officer.

### **Section 33 amended**

11. Section 33 is deleted in its entirety and replaced with the following:

#### **School and Playground Zone Speed Limit**

33 The speed limit in a school or playground zone is set at 30 kilometers per hour, unless otherwise posted.

### **Section 35 amended**

12. Section 35 is deleted in its entirety and replaced with the following:

## U-Turns

- 35 (1) No person operating a vehicle shall make a U-turn except as permitted in this section.
- (2) Subject to subsection (3) and (4), the operator of a vehicle shall only be permitted to make a U-turn:
- (a) at an unsignalized median opening; and
  - (b) at an unsignalized intersection, provided that neither street is a private road or driveway, or lane or alley.
- (3) Notwithstanding subsection (2), no operator of a vehicle shall make a U-turn at any unsignalized median opening or intersection, where a sign has been erected at that location prohibiting such movement.
- (4) notwithstanding subsection (2), no operator of a vehicle shall make a U-turn anywhere in a school zone or playground zone when reduced speed limits are in effect.

## Section 38 deleted

13. Section 38 is hereby repealed.

## Section 53 amended

14. Section 53 is deleted in its entirety and replaced with the following:

### PERMITS

- 53 The City Engineer or Chief of Police is authorized to issue the permits in a printed form as he or she may determine, provided the applicant meets the criteria for the issuance of the permit, including payment of any prescribed permit fee.

### Parking Permits for Metered Limited Parking Zones

- 53.1 (1) The City Manager is authorized to issue parking permits for the purpose of parking at metered parking stalls, upon the payment of a fee of one hundred twenty (\$120) dollars per annum for each vehicle to the following:
- (a) Taxi vehicles;
  - (b) Vehicles used for commercial delivery within the City of Moose Jaw; and
  - (c) Government owned vehicles.
- (2) Taxi vehicles and vehicles used for commercial delivery within the City of Moose Jaw for which a special parking permit has been issued under subsection (1) of this section, shall not be parked at a metered stall for more than fifteen (15) minutes.
- (3) The City Manager shall be the sole judge to determine whether or not a vehicle is used for commercial delivery within the City of Moose

Jaw pursuant to subsection 53.1(1)(b) of this section, and no appeal mechanism shall be permitted from a decision of the City Manager made in respect thereof.

(4) No permit issued by the City Manager under the provisions of subsection (1) of this section may be transferred to another vehicle or person.

(5) The City Engineer is authorized to issue a parking permit to an official of a convention, seminar or other organized event in the City, for each registered guest attending the convention, seminar or organized event, upon payment of a fee of ten (\$10) dollars per day for each permit required.

(6) The members of City Council shall be issued a parking permit for the purpose of parking at metered stalls during Council meetings or while on City business.

(7) Eligible City of Moose Jaw employees shall be issued a parking permit for the purpose of performing City business.

(8) The City Manager is authorized to issue parking permits for the purpose of parking at metered stalls free of charge for the period of time stated on the permit to the following:

- (a) Any members of the Parliament of Canada;
- (b) Any members of the Legislative Assembly of Saskatchewan;
- (c) Any other visiting dignitaries that the City Manager deems appropriate;
- (d) Moose Jaw Police Service Victim Services volunteer workers;
- (e) Any non-profit volunteer of the Saskatchewan Health Authority; and
- (f) Any individual the City Manager or delegate deems appropriate.

(9) Where a person holds a parking permit issued under any of the provisions of this section 53.1, the person shall prominently display the permit on the inside of the vehicle in the bottom right hand corner of the vehicle windshield.

(10) Any person holding a parking permit issued under this section 53.1, who violates the terms upon which the permit is issued, shall on conviction thereof, be liable to the penalties imposed by this Bylaw and in addition, the cancellation of the parking permit.

#### **Section 54 amended**

15. Section 54 is amended to add the following:

#### **Penalties Not Otherwise Provided For**

54.1 A person guilty of a breach of any of the provisions of this Bylaw for which no specific penalty has been provided or in any provisions of *The Traffic Safety Act* of the Province of Saskatchewan or Regulations

pursuant to that Act, shall be liable on summary conviction to a penalty of not less than \$50 and not more than:

- a) \$2,000 in the case of an individual; and
- b) \$5,000 in the case of a corporation.

**Schedules Repealed**

- 16. Schedules "A" and "F" are hereby repealed.

**Schedules Amended**

- 17. Schedule "G" is deleted in its entirety and Schedule "G" attached to this Bylaw is substituted therefore.
- 18. Schedule "H" is deleted in its entirety and Schedule "H" attached to this Bylaw is substituted therefore.

**Coming into Force**

- 19. This Bylaw comes into force and effect on the date of passage.

READ A FIRST TIME the \_\_\_\_ day of \_\_\_\_\_, 2024.

READ A SECOND TIME the \_\_\_\_ day of \_\_\_\_\_, 2024.

READ A THIRD TIME AND PASSED ON the \_\_\_\_ day of \_\_\_\_\_, 2024.

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MAYOR

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CITY CLERK

**SCHEDULE "G"**  
**FINES FOR PARKING AND NON-MOVING OFFENCES**

VOLUNTARY PAYMENT FOR DESIGNATED OFFENCES				
BYLAW SECTION	OFFENCE	COLUMN "A"	COLUMN "B"	COLUMN "C"
10 (1)	Parking on a barricaded street	50.00	30.00	20.00
10 (2)	Removal of signs or barricades	250.00	230.00	210.00
11(1) and 11.1(1)	Failure to obtain a permit	500.00	480.00	460.00
11(2) and 11.1(2)	Failure to comply with a permit	1000.00	980.00	960.00
11(3) and 11.1(3)	Failure to disclose a permit	50.00	30.00	20.00
11.2	Material on street	250.00	230.00	210.00
12	Unauthorized Signs	50.00	30.00	20.00
20	Parking at curb	\$50.00	\$30.00	\$20.00
21	Parallel parking	50.00	30.00	20.00
22	Angle parking	50.00	30.00	20.00
23(a)	Parking where prohibited	50.00	30.00	20.00
23(b)	Parking for a longer time than allowed	50.00	30.00	20.00
23(c)	Parking for longer than 48 hours	50.00	30.00	20.00
23(d)	Parking in disability reserved stalls	130.00	110.00	90.00
23(e)	Parking without payment of fee	50.00	30.00	20.00
23(f)	Parking within two metres of any curb or driveway	50.00	30.00	20.00
23(g)	Parking within five metres of a fire hydrant	50.00	30.00	20.00
23(h)	Parking within six metres of an alley intersection	50.00	30.00	20.00
23(i)	Parking within five metres of a railway track	50.00	30.00	20.00

23(j)	Parking within ten metres of a street intersection	50.00	30.00	20.00
23(k)	Parking within ten metres of a marked pedestrian crosswalk	50.00	30.00	20.00
23(l)	Parking on any traffic lane	130.00	110.00	90.00
23(m)	Parking on any centre median or boulevard	50.00	30.00	20.00
23(n)	Parking where the posted speed limit exceeds 50 km/hr	50.00	30.00	20.00
23(o)	Parking on a Highway which has been temporarily closed to traffic or parking	130.00	110.00	90.00
23(q)	Parking where the vehicle displays "for sale" signs	50.00	30.00	20.00
24	Parking prohibited off roadway	50.00	30.00	20.00
25	Oversized vehicle parking	50.00	30.00	20.00
26	Dangerous Goods vehicle parking	130.00	110.00	90.00
27	No stopping	130.00	110.00	90.00
28	Repair of vehicles on roadway	50.00	30.00	20.00
29	Idling vehicles	50.00	30.00	20.00
46(2)	Operating a Bicycle without a helmet	50.00	30.00	20.00

**SCHEDULE “H”  
VOLUNTARY PAYMENT  
FINES FOR MOVING OFFENCES**

<b>Section</b>	<b>Description</b>	<b>Fine</b>	<b>Fine including Surcharge</b>
10	Driving a vehicle on a temporarily closed road	\$100	\$150
11	Unlawfully obstructing a street or sidewalk	\$85	\$125
15	Unlawfully operate a heavy vehicle on any highway not designated as a truck route	\$180	\$230
17	Unlawfully operate a dangerous goods vehicle on any highway not designated as a dangerous goods route	\$180	\$230
18	Unlawfully operate a vehicle onto, across or under a bridge or other overhanging structure where the vehicle exceeds the height or weight restriction for that bridge	\$180	\$230
32	Speeding – Refer to <i>The Summary Offences Procedure Regulations, 1991</i>		
33	Speeding in School or Playground Zone	\$170 plus \$4 for each km/hr in excess of the speed limit for speeds up to 30km/hr above the speed limit and \$8 for each km/hr in excess of the speed limit for speeds greater than 30km/hr above the speed limit	
34	Speeding in Construction Zone	\$240 plus \$6 for each km/hr in excess of the speed limit for speeds up to 30km/hr above the speed limit and \$12 for each km/hr in excess of the speed limit for speeds greater than 30km/hr above the speed limit	
35	Unlawfully operate a vehicle shall turn the vehicle on a highway so as to proceed in the opposite direction	\$180	\$230
36	Unlawfully operate a slow-moving vehicle	\$85	\$125
37	Unlawfully operate any tracked	\$85	\$125

	vehicle or other vehicle or equipment		
39	Unlawfully use exhaust brakes within the City	\$125	\$175
40	Unlawfully drive any vehicle across or stop a vehicle on any fire equipment or water hose	\$180	\$230
41	Operate a vehicle or other equipment in a manner which tracks mud or debris onto a highway	\$85	\$125
42	Operate a vehicle which splashes water or projects debris onto a pedestrian	\$125	\$175
43	Unlawfully solicit from a vehicle	\$85	\$125
44	Leave open / open a vehicle door without due care	\$85	\$125
46(1)	Bicycle offences (a - f)	\$30	\$70
47	Activate the safety lights and stop arms of a school bus on a highway within the City	\$125	\$175
48	Operate an all-terrain vehicle or a snowmobile within the City	\$85	\$125
49	Operate a golf cart on any street or sidewalk, except where permitted	\$85	\$125
50	Operate a motorized wheelchair, medical scooter, or segway without reasonable consideration	\$30	\$70
50.1(3)	Electric kick scooter offences (a – e)	\$75	\$125
51	Jaywalk where prohibited	\$30	\$70
52	Pedestrian illegally solicit a person who is in a vehicle, whether moving or stopped, including for a ride or donation	\$30	\$70





# City of Moose Jaw

## COMMUNICATION # CC-2024-0072

**TITLE:** Transportation Master Plan – Recommendation for the Safe Route to Schools

**TO:** City Council

**FROM:** Department of Operations – Engineering Services

**DATE:** March 11, 2024

**PUBLIC:** PUBLIC DOCUMENT

### **RECOMMENDATION**

THAT Communication #CC-2024-0072 regarding the Transportation Master Plan – Recommendation for the Safe Routes to Schools be received and filed.

### **EXECUTIVE SUMMARY**

The purpose of this report is to provide City Council with information regarding the suggested recommendations for the Safe Routes to Schools.

### **BACKGROUND**

During the 2024 Budget process, the following was presented with respect to Traffic Control:

#### **TR-3 Traffic Control**

##### **Program Description**

This Capital Program involves improvements to traffic control, vehicular and pedestrian safety, more efficient signalized light controller programming, and addresses increasing traffic volumes and demands. This includes replacing aged infrastructure, as well as physical intersection redesign as required to allow for more efficient vehicular and pedestrian movement. This program has evolved into reviewing and updating traffic signage used to control traffic such as regulatory and warnings signs, as well as school zone related signs.

##### **TR-3 Goals**

The goal of TR-3 is to, direct, control, maintain and improve the flow of vehicular traffic through the City in a safe, organized, and consistent manner for current and future traffic

loading. Traffic Control includes signalized traffic lights, all regulatory, warning, and informational traffic signage, as well as line paint markings on City roads. Traffic control elements are systematically moving toward compliance with the latest edition of the Manual for Uniform Traffic Control Devices of Canada (MUTCDC).

### **2024 TR-3 Objectives**

One objectives of TR-3 consist of reviewing the operational needs of all major intersections and budgeting for upgrades as guided by the Major Intersection Review Study in the 2023 TMP. Based on recommendations from the study, a high priority intersection will undergo an engineering design in 2024 for reconstruction in 2025.

A second objective is to create a plan to update the City's signage and road paint markings to be compliant with the latest edition of the MUTCDC. A major part of this objective is implementing the recommendations from the Safe Routes to School review completed in the 2023 TMP.

In 2023, each school was engaged to participate in a brief interview and had the opportunity to discuss their top traffic concerns, previous safety measures taken, and issues related to winter driving. As well on-site operational assessments were conducted at each school with the behaviours and patterns of drivers and pedestrians being observed during the morning arrival and afternoon dismissal times.

KGS completed the Safe Routes to School evaluation in the Spring of 2023 and provided the City with a draft report in July 2023. Since that time, KGS has worked to drawings that reflect safe vehicle and pedestrian operations around the school sites.

### **DISCUSSION**

One of the key recommendations from the Safe Routes to School evaluation is to adjust the school zone speed limit from 40 km/h to 30 km/h. Apart from the known increase in student/pedestrian safety that this provides, Moose Jaw is the last City in Saskatchewan with a significant population (>5000) to make this transition.

From KGS,

*It is best practice and consistent with the national guidelines and the majority of Canadian municipalities to convert to the speed limit to 30 km/h within school zones. A survey of Canadian municipalities was performed in 2006 during the creation of the TAC School and Playground Areas and Zones guidelines and found that the majority of them had a 30 km/hr speed limit in school zones.*

The City intends to commence an overhaul of the 20 school zones in 2024, which includes new pedestrian ramps, updating signage to the Manual of Unified Traffic Control Devices of Canada (MUTCDC) standard, and most importantly apply the recommendation to convert school zones to 30km/h. The new speed limit would be accompanied by an enforceability timeline adjustment from 7:00 a.m. to 7:00 p.m., 7 days a week.

The intended phasing will consist of:

- Update and replacement of pedestrian ramps - 2024
- Refresh and adjust line painting to accommodate pedestrian corridors - 2024
- Replace and update signage at school zones – 2024, 2025

- Replace and update signage at detached playgrounds and other public facilities - 2025

Administration will bring forward bylaw revisions to Traffic Bylaw No. 5556 at the May 27, 2024 regular meeting of City Council. At a high level these revisions will include:

- Improved language and enforcement potential around temporary closures for construction
- Allowance for City administration to move vehicles to allow for construction
- Strengthened language around general permit requirements and enforcement
- Improved language around unauthorized signage
- **Reducing speed limits in school zones and playgrounds to 30 km/hr**
- Clarity on u turns and no stopping

### **FINANCIAL IMPLICATIONS**

Adjustments to traffic signage is considered a capital project and will fall under TR-3 – Traffic Control. The cost to update the approximate 120 school zone speed limit signs as well as other noncompliant regulatory signs within school zones has already been considered and will come from the 2024 Capital Budget for TR-3 – Traffic Control.

<b>Financial TR-3</b>	<b>Carry Forward</b>	<b>Committed</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Intersection Upgrades	20,000	50,000	725,000	1,150,000	720,000	750,000	870,000
<b>Total 5 Year Budget Amount:</b>			<b>\$4,215,000</b>				

### **OPTIONS TO RECOMMENDATION**

1. THAT City Council provide alternatives to the recommendation.

### **COMMUNICATION PLAN**

Between March 8, 2024 and March 12, 2024, City Administration sent letters out to 11 key stakeholders, (Attachment A), of this initiative informing them of the City's intention to start overhauling all 20 school zone locations within Moose Jaw. One key focus of this initiative is reducing the speed from 40 km/hr to 30 km/hr, with an enforceable timeframe of 7:00 a.m. to 7:00 p.m., 7 days a week.

Key stakeholders contacted were: Saskatchewan Government Insurance (SGI), Moose Jaw Police Service, Moose Jaw Fire, Moose Jaw & District EMS, Prairie South School Division, Holy Trinity Catholic School Division, Conseil des écoles fransaskoises, Ecole Ducharme, Tim McLeod MLA Moose Jaw North, MLA Greg Lawrence and the local Royal Canadian Mounter Police (RCMP) detachment in Moose Jaw.

Of those 10 key stakeholders contacted, City Administration has received 9 responses of support (Attachment B) for this initiative. One more letter of support is expected but as of the date of this report had not been received. The local RCMP detachment stated they have no jurisdiction to comment on the initiative.

A City-wide communications campaign will be initiated prior to the school zone speed limit adjustments are made.

**STRATEGIC PLAN**

This report supports the long-term strategies of Objective #6 – Transportation and Infrastructure.

**PRESENTATION**

Mr. Bevan Harlton, P. Eng., Director of Operations, will introduce and provide a verbal overview of the report.

**ATTACHMENTS**

- A. Stakeholder letter sent between April 8 – 12, 2024
- B. Stakeholder responses received.

**REPORT APPROVAL**

Written by: Bevan Harlton, P. Eng., Director of Operations

Reviewed by: Tracy Wittke, City Clerk

Approved by: Maryse Carmichael, City Manager

Authorized for Agenda by: Clive Tolley, Mayor

*To be completed by the Clerk's Department only.*

Presented to Regular Council or Executive Committee on \_\_\_\_\_.

Resolution No. \_\_\_\_\_

**Report Approval Details**

Document Title:	Transportation Master Plan - Recommendation for Safe Route to Schools - CC-2024-0072.docx
Attachments:	- A. Stakeholder letters sent between March 8-12 2024.pdf - B. Stakeholder responses received.pdf
Final Approval Date:	Apr 19, 2024

This report and all of its attachments were approved and signed as outlined below:



Bevan Harlton



Tracy Wittke



Maryse Carmichael



Clive Tolley



March 8, 2024

Saskatchewan Government Insurance  
2260 – 11<sup>th</sup> Ave.  
Regina, SK S4P 0J9

To whom it may concern:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

One of the key recommendations from the Plan is to adjust the school zone speed limit from 40 km/h to 30 km/h. Apart from the known increase in student/pedestrian safety that this provides, Moose Jaw is the last City in Saskatchewan with significant population (>5000) to make this transition.

The City intends to overhaul all 20 school zones in 2024, which includes new pedestrian ramps, updating signage to the Manual of Unified Traffic Control Devices of Canada (MUTCDC) standard, and most importantly apply the recommendation to convert school zones to 30km/h. Additionally, the new speed limit would be accompanied by an enforceability timeline adjustment from 7:00 am to 7:00 pm, 7 days a week.

The City values your opinion on the changes to speed limits in school zones. Please provide confirmation to the City Manager's Office by emailing [citymanager@moosejaw.ca](mailto:citymanager@moosejaw.ca) prior to April 8, 2024, if you are in support of these changes or if there are any concerns you would like to see addressed prior to this transition.

Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager



March 8, 2024

Moose Jaw Police Service  
Attn: Rick Bourassa, Police Chief  
21 Fairford St. W.  
Moose Jaw, SK S6H 1V2

Dear Chief Bourassa:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager



March 8, 2024

Moose Jaw Fire Department  
Attn: Rod Montgomery, Fire Chief  
1205 Main St. N.  
Moose Jaw, SK S6H 6M3

Dear Chief Montgomery:

**Re: School Zone Speed Limit Reduction to 30 km/h**

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Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager





March 8, 2024

Moose Jaw & District EMS  
Attn: Corey McNeice  
777 High St. W.  
Moose Jaw, SK S6H 1T7

Dear Mr. McNeice:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager



March 8, 2024

Prairie South School Division  
Attn: Ryan Boughen, Director of Education  
1075 – 9<sup>th</sup> Ave. NW  
Moose Jaw, SK S6H 1V7

Dear Mr. Boughen:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

Marlyse Carmichael  
City Manager



March 8, 2024

Holy Trinity Catholic School Division  
Attn: Ward Strueby, Director of Education  
445 – 13<sup>th</sup> Ave. NE  
Moose Jaw, SK S6H 6B9

Dear Mr. Strueby:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maryse Carmichael".

Maryse Carmichael  
City Manager



OFFICE OF THE CITY MANAGER

March 12, 2024

Conseil des écoles fransaskoises  
Attn: Mr. Ronald Ajavon, Managing Director  
1440 9 Ave. N.  
Regina, SK S4R 8B1

Dear Mr. Ajavon:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager



March 12, 2024

École Ducharme  
Attn: Guy Gérard Ngako  
340 Ominica St. W.  
Moose Jaw, SK S6H 1X5

Dear Mr. Ngako:

**Re: School Zone Speed Limit Reduction to 30 km/h**

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Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager



March 8, 2024

Tim McLeod, MLA Moose Jaw North  
200 – 99 Diefenbaker Dr.  
Moose Jaw, SK S6J 0C2

Dear Mr. McLeod:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

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Thank you for your prompt response.

Sincerely,

  
Maryse Carmichael  
City Manager



March 8, 2024

MLA Greg Lawrence  
412 Lillooet St. W.  
Moose Jaw, SK S6H 7T1

Dear Mr. Lawrence:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

One of the key recommendations from the Plan is to adjust the school zone speed limit from 40 km/h to 30 km/h. Apart from the known increase in student/pedestrian safety that this provides, Moose Jaw is the last City in Saskatchewan with significant population (>5000) to make this transition.

The City intends to overhaul all 20 school zones in 2024, which includes new pedestrian ramps, updating signage to the Manual of Unified Traffic Control Devices of Canada (MUTCDC) standard, and most importantly apply the recommendation to convert school zones to 30km/h. Additionally, the new speed limit would be accompanied by an enforceability timeline adjustment from 7:00 am to 7:00 pm, 7 days a week.

The City values your opinion on the changes to speed limits in school zones. Please provide confirmation to the City Manager's Office by emailing [citymanager@moosejaw.ca](mailto:citymanager@moosejaw.ca) prior to April 8, 2024, if you are in support of these changes or if there are any concerns you would like to see addressed prior to this transition.

Thank you for your prompt response.

Sincerely,

Marise Carmichael  
City Manager



March 8, 2024

Royal Canadian Mounted Police  
240 Saskatchewan St. E.  
Moose Jaw, SK S6H 6E8

To whom it may concern:

**Re: School Zone Speed Limit Reduction to 30 km/h**

The City of Moose Jaw has retained KGS Group Inc. to develop and deliver an updated Transportation Master Plan. The field work for this Plan was completed in 2023 and the report is in its final stages. A critical inclusion to this Plan was a Safe Routes to School evaluation. This included a review of traffic signage, pedestrian crossings, traffic congestion, and discussions with administration from the 20 schools in Moose Jaw regarding student safety in school zones.

One of the key recommendations from the Plan is to adjust the school zone speed limit from 40 km/h to 30 km/h. Apart from the known increase in student/pedestrian safety that this provides, Moose Jaw is the last City in Saskatchewan with significant population (>5000) to make this transition.

The City intends to overhaul all 20 school zones in 2024, which includes new pedestrian ramps, updating signage to the Manual of Unified Traffic Control Devices of Canada (MUTCDC) standard, and most importantly apply the recommendation to convert school zones to 30km/h. Additionally, the new speed limit would be accompanied by an enforceability timeline adjustment from 7:00 am to 7:00 pm, 7 days a week.

The City values your opinion on the changes to speed limits in school zones. Please provide confirmation to the City Manager's Office by emailing [citymanager@moosejaw.ca](mailto:citymanager@moosejaw.ca) prior to April 8, 2024, if you are in support of these changes or if there are any concerns you would like to see addressed prior to this transition.

Thank you for your prompt response.

Sincerely,

Maryse Carmichael  
City Manager





City of Moose Jaw – RE School Zone Speed Limit Reduction to 30 Km/h  
City of Moose Jaw – Office of the City Manager  
Moose Jaw, SK

April 8, 2024

City of Moose Jaw Attn: City Manager's Office

Thank you for providing us the opportunity to provide our opinion on the City of Moose Jaw's desire to make changes to speed limits in School Zones in Moose Jaw.

According to research and studies on road safety, it is estimated that for every 1 km/h reduction in speed, the crash risk is reduced by about 2-3%. Based on our research and analysis of our road safety data, we understand the rationale behind the recommendation to lower the speed limit in school zones. Research shows that reducing speed limits can significantly improve safety for pedestrians, especially children. The 85th percentile speed (39 km/h) in Moose Jaw is already close to the posted limit (40 km/h), and the maximum recorded speed of 74 km/h is concerning. Lowering the speed limit to 30 km/h during school hours will enhance safety and align Moose Jaw with Regina and Saskatoon, which have successfully implemented similar measures.

While reducing the speed limit may lead to some traffic congestion and non-compliance by certain drivers, the potential benefits of enhanced safety and consistency with other jurisdictions are significant. We recommend engaging with the community, including parents, educators, and residents, to discuss the proposed change and raise awareness about the importance of adhering to reduced speed limits in school zones. This collective effort can lead to a safer and more harmonious community.

SGI commends the City of Moose Jaw for your efforts in developing a comprehensive Transportation Master Plan and support the shared goal of improving safety for school-age pedestrians. Lowering the speed limit in school zones to 30 km/h can enhance safety and promote consistency and clarity for drivers. We encourage the city to continue engaging with the community and implementing public awareness campaigns to ensure the successful implementation of this vital safety measure.

Thank you for allowing SGI the opportunity to participate in your stakeholder engagement process. we sincerely appreciate the opportunity to provide feedback on this important matter and value our collaborative efforts to enhance road safety.

Regards,

A handwritten signature in blue ink that reads 'Troy Corbett'.

Troy Corbett

Director, Traffic Safety Community Outreach, SGI

[tcorbett@sgi.sk.ca](mailto:tcorbett@sgi.sk.ca)



# **Moose Jaw Police Service**

***Integrity Vision Community***

March 19, 2024

Ms. Marys  Carmichael  
City Manager  
City of Moose Jaw  
228 Main Street North  
Moose Jaw, SK S6H 3J8

Dear Ms. Carmichael

**RE: School Zone Speed Limit Reduction to 30 km/h**

Thank you for your letter of March 8, 2024 regarding school zone speed limit reduction.

The Moose Jaw Police Service databases indicate there have been no pedestrian injury collisions reported in any school zones from January 1, 2019 to present. The 40 km/h speed limit in school zones appears to have been effective in minimizing risk. A reduction of the speed limit to 30 km/h should reduce risk even further, which the police service supports.

To encourage compliance with the speed limit changes, the Moose Jaw Police will work with the City to inform the public of these changes prior to implementation.

Yours truly,

A handwritten signature in blue ink that reads "Rick Bourassa".

Rick Bourassa  
Chief of Police

RB/la

**Heather St. Dennis**

---

**From:** Rod Montgomery  
**Sent:** Tuesday, April 2, 2024 4:14 PM  
**To:** Heather St. Dennis <HSt.Dennis@moosejaw.ca>  
**Subject:** RE: School Zone Speed Limits

Heather,

I support the changes the only concern is Sunningdale which is setback from Thatcher Drive. Would a place like Thatcher be at 30km although it is controlled by lights and is setback a fair distance from that street.

Thanks,

Rod Montgomery  
Fire Chief

**Heather St. Dennis**

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**From:** Corey McNeice <Corey.McNeice@MedavieHS.com>  
**Sent:** April 11, 2024 11:28 AM  
**To:** Heather St. Dennis  
**Subject:** Re: Proposed School Zone Speed Limit Reduction

Good morning,

We (Medavie Health Services West-Moose Jaw) would support this change. Any transportation changes that increase the safety of the public are in our best interest. The only operational impact we would see is our ability to respond to emergencies, as we only exceed the speed limit, 10% over the posted limit, in an emergency response. This is a minor impact, and in my opinion, it would not be significant enough to cause any concerns for our operations, paramedics, or public safety.

If you require any further information, please let me know.

**Corey McNeice, ACP**

Operations Manager/Deputy Chief  
Medavie Health Services West - Moose Jaw/Central Butte  
777 High Street West  
Moose Jaw, Sk  
S6H 1T7

Bus: 306-694-2151 Ext 231  
Cell: 306-690-9181  
Fax: 306-692-0236  
[corey.mcneice@medaviehs.com](mailto:corey.mcneice@medaviehs.com)

**MEDAVIE**  
HEALTH SERVICES West



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**Heather St. Dennis**

---

**From:** Boughen, Ryan <Boughen.Ryan@prairiesouth.ca>  
**Sent:** March 28, 2024 9:57 AM  
**To:** City Manager  
**Subject:** responding to your March 8/24 letter

You don't often get email from boughen.ryan@prairiesouth.ca. [Learn why this is important](#)

Hi Maryse,

I'm responding in support of your March 8, 2024, letter regarding reducing school zone speeds to 30km/h.

Thanks for engaging Prairie South Schools in the process.

All the best,

*Ryan Boughen*

Director of Education/CEO  
Prairie South Schools 210  
1075 9<sup>th</sup> Avenue NW  
Moose Jaw, SK. S6H 1V7  
Office: (306) 694-1200 – ext 4008  
Cell: (306) 631-3550  
Fax: (306) 694-4955  
[www.prairiesouth.ca](http://www.prairiesouth.ca)

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**Heather St. Dennis**

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**From:** Van Parys, Curt <curt.vanparys@htcsd.ca>  
**Sent:** April 8, 2024 9:23 AM  
**To:** City Manager  
**Cc:** Strueby, Ward; Marceau, Salina  
**Subject:** School Zone Speed Limit Reduction to 30 km/h

You don't often get email from curt.vanparys@htcsd.ca. [Learn why this is important.](#)

Ms. Carmichael:

This email is in response to your March 8<sup>th</sup> correspondence to Mr. Ward Strueby.

The Holy Trinity Catholic School Division is supportive of the City of Moose Jaw's plans to reduce the school zone speed limit from 40 km/h to 30 km/h. In addition, the City's plan to overhaul all school zones is welcomed.

Thank you for the opportunity to provide feedback.

Curt Van Parys

Holy Trinity Catholic School Division

## Heather St. Dennis

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**From:** Ronald Ajavon <rajavon@cefsk.ca>  
**Sent:** April 8, 2024 3:54 PM  
**To:** Heather St. Dennis  
**Cc:** Cathy Liffran  
**Subject:** Support for Proposed School Zone Speed Limit Reduction to 30 km/h

You don't often get email from rajavon@cefsk.ca. [Learn why this is important](#)

Dear City Manager,

Thank you for reaching out regarding the proposed adjustments to the school zone speed limits in Moose Jaw.

I fully support the recommendation to reduce the speed limit from 40 km/h to 30 km/h in school zones. This adjustment aligns with the priority of ensuring the safety of students and pedestrians, and it is commendable that Moose Jaw is taking this step to enhance safety measures.

I appreciate the City's proactive approach in overhauling all 20 school zones in 2024, including the installation of new pedestrian ramps and updating signage to meet the standards of the Manual of Unified Traffic Control Devices of Canada (MUTCDC). Additionally, extending the enforceability timeline from 7:00 am to 7:00 pm, 7 days a week, will further contribute to ensuring the safety of school zones throughout the day.

Please consider this email as confirmation of my support for the proposed changes. I commend the City for prioritizing the safety of our community's students, and I look forward to seeing these improvements implemented.

Best regards,

**Ronald Ajavon**, Ph.D, MBA, MA, CPA, CITP, CFE, MCIBS, B.Ed  
Directeur général/GEO  
Conseil des écoles francophones  
1440, 9e Avenue Nord, Bureau 201 Regina, SK, S4R 8B1  
Tél. : 306-719-7452  
Télécopieur : [306-757-2040](tel:306-757-2040)

**Heather St. Dennis**

---

**From:** Guy Ngako <gngako@cefsk.ca>  
**Sent:** April 9, 2024 12:58 PM  
**To:** City Manager  
**Subject:** School Zone Speed Limit Reduction to 30km/h

You don't often get email from gngako@cefsk.ca. [Learn why this is important](#)

Hi Maryse,

Just to let you know that we are comfortable and support these changes with the decision to reduce the speed limit to 30km/h in our area.

Best regards !

Sincerely,

---

**Guy Gerard Ngako C.**

Direction

[gngako@cefsk.ca](mailto:gngako@cefsk.ca)

306.691.0068

École Ducharme



**Heather St. Dennis**

---

**From:** Greg Lawrence, MLA <greglawrencemla@sasktel.net>  
**Sent:** March 20, 2024 9:15 AM  
**To:** City Manager  
**Cc:** Heather St. Dennis; 'greglawrencemla'  
**Subject:** RE: School Zone Speed Limits

Good morning,  
MLA Lawrence would like to thank you for your email regarding the recommended changes to speed limits in Moose Jaw school zones. Mr. Lawrence supports the decision to reduce the speed limits to 30 km/h and also supports the timeline adjustment.  
Kind regards,

**Simone Gemmell**  
Constituency Assistant to  
Greg Lawrence, MLA  
Moose Jaw Wakamow  
412 Lillooet St W  
Moose Jaw, SK S6H 7T1  
306-694-1001

## Accessible Community Advisory Committee

Meeting held May, 9, 2024 at 7pm

### Feedback and Responses are below:

#### 1. Idling Vehicles, Section 29

a. A 20 minute idle period is very long and is difficult and costly to enforce (see resource from Natural Resources Canada) as the bylaw enforcement officer is forced to linger a long time at the site to catch the breach of bylaw. Idling produces emissions. Is it possible to shorten the idle time?

[3 A Model Idling Control By-law \(canada.ca\)](#)

b. Additionally, it only says "residential zone". What about schools? What about proximity to intakes on buildings, similar to smoking? I feel like this is really general and not nuanced in any way, and really out-of-date. Twenty minutes is a very long time.

c. Outremont's 10 second idling limit is very extreme, but Quebec has a comparable climate to SK (more comparable than Vancouver anyway), and includes limits/caveats relating to outside temperature (which can also be difficult to enforce).

[Outremont to restrict most cars from idling for more than 10 seconds | Montreal Gazette](#)

d. People with disabilities are disproportionately affected by climate change  
[Climate Change and the Health of People with Disabilities | US EPA](#)

e. "The City of Moose Jaw recognizes that climate change is a shared challenge which requires leadership from all levels of government... Tackling climate change requires effective action to reduce greenhouse gas emissions such that we can avoid greater impacts in the future."

[Climate Action Plan | City of Moose Jaw](#)

**City Solicitor Response:** The simplest amendment would be to amend section 29 to read: "No person shall cause or permit a vehicle to idle for more than \_\_\_\_ minutes in a sixty-minute period." A definition of "idle" would need to be added as "The operation of the engine of a vehicle while the vehicle is not in motion and not being used to operate auxiliary equipment that is essential to the basic function of the vehicle, and "idling" has a corresponding meaning". Further discussion would be required to carve out the appropriate exceptions for certain vehicles or to limit to certain locations (such as residential areas, or within a certain distance of a residential zone) but could include the following:

- (1) Police, fire or ambulance vehicles engaged in operational activities or training activities, but not where idling is substantially for the convenience of one or more of the operator or a passenger in the vehicle;
- (2) Vehicles assisting in an emergency activity;
- (3) Mobile workshops (a vehicle containing equipment that must be operated inside or in association with the vehicle or a vehicle serving as a facility for taking measurements or making observations operated by or on behalf of a municipality, public utility or police, fire or ambulance service) while they are in the course of being used for their basic function;

- (4) Vehicles where idling is required to repair the vehicle or to prepare a vehicle for service;
- (5) Armoured vehicles where a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded;
- (6) Vehicles required to remain motionless because of an emergency, traffic, weather conditions or mechanical difficulties over which the operator of the vehicle has no control;
- (7) Vehicles engaged in a parade, a race or any other event authorized by Council;
- (8) Transit vehicles while passengers are embarking or disembarking;
- (9) A vehicle transporting a person where a medical doctor certifies in writing that for medical reasons the person in the vehicle requires that temperature or humidity be maintained with a certain range.

Please note, neither Regina nor Saskatoon (or Swift Current or P.A.) have provisions for idling in their traffic bylaws and I couldn't find a stand-alone bylaw to control idling in any of those cities either. I am uncertain on enforcement and haven't looked at whether this has been done successfully in other locations.

## 2. Restrictions on Bicyclists, Section 46

- a. Request for consideration to add section/content about the driver's responsibility as well, since the City of Moose Jaw traffic bylaw puts all the onus on cyclists, but with no restrictions/responsibilities for drivers of vehicles around cyclists.
- b. Regina's 2021 changes: [City of Regina | Cycling](#)

**City Engineering:** With the Trails Master Plan complete and the Transportation Master Plan being completed, we will be able to set our focus on active transportation soon. With that, bylaw revisions can be completed.

## 3. Uncontrolled crosswalks and visibility at crosswalks:

- a. Not sure if this fits in the traffic bylaw, but I notice there's not really a section on crosswalks/crosswalk visibility.
- b. There are lots of crosswalks across town (including on school routes) that are very difficult to cross due to lack of control (no pedestrian-controlled lights), as well as sight line obstructions (cars parallel parked, so you need to step into the intersection to be seen by drivers).
- c. Two that come immediately to mind are at Macdonald Street and Main Street, which has high-speed drivers and no pedestrian control but is a very well-used crossing; and the crossing at Caribou and 3rd Ave NW (my family crosses there and I see lots of other kids and families cross there and it's dangerous due to high-speed, lack of visibility due to parked cars, and no controlled crossing/no pedestrian lights).

**City Engineering:** These are addressed in part through the sight line Schedule and are a matter of review and enforcement. Largely these are driven on a complaint base, driven by RFSs. Engineering will review the above-mentioned locations.

4. Including "or designate" after Engineer. Brought forward in discussion and noted.

**City Engineering:** The conversation acknowledged that for the Chief of Police, as well as City Manager, the bylaw states "or designate" after each reference. Would administration consider including that for Engineer.

**City Solicitor Response:** Not needed for City Engineer as the definition includes "any person employed within his department who is authorized by the City Engineer to act on behalf of the City Engineer" (I note, however, that this definition states "his department" which we may want to amend). I also note that the new definition of Chief of Police includes "anyone authorized to act on the Chief of Police's behalf" and the other amendments to the Bylaw make it unnecessary to use "or designate" when referring to the Chief of Police. Most importantly, the amendments add s. 53.1 which now references the City Manager, but we have not defined the City Manager. We need to add City Manager to the definitions as follows: "City Manager" means the person appointed as City Manager of the City of Moose Jaw or anyone authorized to act on the City Manager's behalf". Section 53.1 "or designate" has been removed.

5. Temporary Road Closure or Parking Prohibition:

9 (1) consider defining a minimum notice period – from attached

*(1) The City Engineer or the Chief of Police may temporarily:*

*(a) close to vehicular or pedestrian traffic any street, or any portion thereof, in order to avoid traffic congestion, danger, accident or for construction or maintenance purposes and may install such temporary traffic control devices or traffic signs as may be required.*

*(b) prohibit parking on any street, or any portion thereof, to accommodate street repair, snow removal, street sweeping or other maintenance or repair.*

**City Engineering:** I don't support this change. I let them know it would either be changed in the bylaw, or I would report back in a subsequent PWIEC.

**City Solicitor Response:** I would not recommend adding a minimum notice period as a requirement of the Bylaw.

6. Temporary Road Closure or Parking Prohibition:

10 (1) consider adding "or in case of an emergency" – from attached

*(1) No person shall drive, stop, or park a vehicle, or walk, on any street which has been temporarily closed, except where permitted by the City Engineer or Chief of Police.*

**City Engineering:** I let them know if it would either be changed in the bylaw, or I would report back in a subsequent PWIEC.

**City Solicitor Response:** This may need more discussion to flush out who is intended to be able to use a temporarily closed road in an emergency, but it starts to get messy to try and appropriately carve out this kind of exception (who does it apply to, what is considered an emergency...). My initial thoughts are that the person enforcing the contravention can consider whether there is an emergency that merits the use of the road without needing to add it as an exception in the bylaw.

7. Movement of Vehicles to Accommodate Street Repair, Snow Removal, Street Sweeping or Other Street Maintenance:

10.1 consider defining specific detail to replace "without notice"

*10.1 For the purpose of street construction, paving, street repair, snow removal, street sweeping or any other necessary maintenance, the City Engineer or Chief of Police may, without notice, move for such distance as is necessary, any vehicle that is parked on any street or portion thereof which is roped off, barricaded or indicated by notice or sign as being closed or as being a no parking zone.*

**City Engineering:** I let them know it would either be changed in the bylaw, or I would report back in a subsequent PWIEC.

**City Solicitor Response:** The purpose of "without notice" is to reduce any delay in removing a vehicle so that the repair, snow removal, street sweeping or other maintenance can be completed. Those projects should not have to wait to provide notice to the owner that the vehicle will be moved in a certain amount of time. If this provision needs to be utilized, the vehicle likely needs to be moved immediately.

## **Public Works, Infrastructure and Environment Committee**

Meeting held May, 1, 2024 at 5:30pm

### **Feedback and Responses are below:**

1. Are Streets and Highways used interchangeably? It seems that way to me and I'm thinking for consistency it might just be streets.

**City Engineering:** In general, I had the same comment. Basically, this is the definition put forward under other acts and regulations, so we keep our definition consistent. I confirmed there is no risk or inconsistency with that wordage.

**City Solicitor Response:** The word "street" is used 79 times in the existing bylaw and another 40 times in the draft amending bylaw. The word "highway" is used 56 times in the existing bylaw and another 7 times in the draft amending bylaw. Additionally, the definitions used in other legislation can also impact how it is used in our bylaw. To simplify to only using streets may be possible but would be more time consuming than the benefit merits. We should be good with the existing "wordage".

2. Section 33—As well as speed limit should it include the hours of the day and on which days the speed limit applies?

**City Engineering:** Signs will indicate 7am to 7pm.

**City Solicitor Response:** agreed.

3. Section 38—Why was it repealed? Seem like good rules.

**City Engineering:** This section is replaced by the more bolstered section 11.

**City Solicitor Response:** agreed.



# Memorandum

<b>To:</b> Tyler Erickson, City of Moose Jaw	<b>Date:</b> May 2, 2024
	<b>Project No.:</b> 23-1781-001
<b>From:</b> Sharla Cote, KGS Group	<b>Cc:</b> Bruce Belmore, KGS Group
<b>Re:</b> Safe Routes to School Assessment	

## 1.0 BACKGROUND

### 1.1 Project

KGS Group was commissioned by the City of Moose Jaw to analyze 20 school zones and deliver a Safe Routes to School assessment. Individual traffic safety assessments have been conducted by the City over time with various improvements implemented at some schools. This study brings a comprehensive evaluation of each school zone to identify challenges specific to each school zone as well as issues that can be addressed city-wide or across a number of locations.

### 1.2 Approach

To initiate this study, each school was engaged to participate in a brief telephone or online interview. The principal or vice principal of each school discussed their top traffic concerns, previous traffic safety measures attempted, and issues related to winter driving.

On-site operational assessments were conducted at each school and the behaviours and patterns of drivers and pedestrians were observed during either the morning arrival or afternoon dismissal periods. It was particularly important to review these time periods in order to observe the interactions between parents picking up and dropping off students, school bus loading and unloading, and pedestrians.

In addition to the behavioural assessments, each school zone received a detailed site assessment to document and appraise the presence and condition of features such as signage, pavement markings, crosswalks, etc.

The interviews and on-site assessments provide a strong understanding of the current state of each school zone, the existing challenges, and information needed to deliver suggested improvements.

Signage and pavement marking guidance related to school operations is from the Transportation Association of Canada (TAC) *Manual of Uniform Traffic Control Devices for Canada (MUTCDC)*, *TAC's School and Playground Areas and Zones: Guidelines for Application and Implementation* and *TAC's Pedestrian Crossing Control Guide*. The suggested improvements support the general principles of Safe Routes to School programs across North America. These programs utilize infrastructure improvements and education to improve safety, increase student physical activity, reduce motor-related injuries and fatalities, and reduce transportation's contribution to emissions.

## 2.0 EXISTING CONDITIONS

### 2.1 Moose Jaw

Moose Jaw is the fourth largest city in Saskatchewan, with a population of 34,872 (Statistics Canada, 2021). Moose Jaw is located in south-west Saskatchewan and is situated along the Trans-Canada Highway. It is a hub for Canada's two major railway lines, the Canadian Pacific Railway and Canadian National Railway. The city is supported by a number of major industries and employers such as potash mining, agriculture and processing, Royal Canadian Air Force base, and trucking and rail.

### 2.2 School Divisions

There are two major school divisions and several privately operated schools within Moose Jaw. The Prairie South School Division (PSSD) operates 12 public schools within Moose Jaw, including nine elementary schools and three high schools. The Holy Trinity Catholic School Division (HTCSD) operates seven schools within Moose Jaw, including five elementary schools and two high schools. In addition to these two major school divisions, Moose Jaw also features two privately operated schools. Cornerstone Christian School, associated with the PSSD, is a Kindergarten to Grade 12 school, and Ecole Ducharme is a francophone Pre-Kindergarten to Grade 12 school.

### 2.3 Traffic Bylaws

The following is a summary of the most pertinent existing bylaws from Moose Jaw Traffic Bylaw #5556 impacting school zones:

- School zone speed limit is 40 km/h for all elementary and high schools
- U-turns are permitted in school zones except at intersections with traffic signals, pedestrian signals, activated pedestrian corridors, or a school safety patrol

While the Traffic Bylaw does not specify the timeframe that the 40 km/h speed limit is in effect in school zones, most of the signage indicates that it is from 8:00 a.m. to 6:00 p.m.



## 3.0 ASSESSMENTS

### 3.1 Interviews

The project started by connecting with representatives from each school division to introduce the project and received their support to connect directly with administrators (principals or vice principals) from each school. Both PSSD and HTCSD also provided information on school bus schedules and feedback from school bus operators on their challenges.

Of the 20 schools contacted for an interview, 17 schools participated, one school stated they had no concerns, and two schools did not respond. **Appendix A** includes a summary of each school's responses. **Table 1** summarizes the general feedback on a variety of common themes raised by the schools.

**TABLE 1: SCHOOL INTERVIEW FEEDBACK**

Topic	General Feedback
<b>Signage</b>	<ul style="list-style-type: none"> <li>More than half of the schools commented on the age and poor condition of many signs within the school zone</li> <li>Some schools have specific issues with accessible parking zones being abused</li> </ul>
<b>Pavement Markings</b>	<ul style="list-style-type: none"> <li>Many schools commented on the need for more frequent pavement marking painting for the roads</li> <li>Several schools commented on parking confusion or non-compliance where signs do not match painted curbs for accessible parking zones and no parking zones</li> </ul>
<b>Speeding / Speed Limits</b>	<ul style="list-style-type: none"> <li>Many of the schools cited speeding as their primary concern, and expressed that police enforcement is not sufficient</li> <li>Several schools specifically stated they would like to see 30 km/h speed limits</li> <li>All schools that cite speeding concerns are either elementary schools located on collector roads or are high schools</li> </ul>
<b>Crosswalks</b>	<ul style="list-style-type: none"> <li>More than half of the schools cited issues regarding lack of crosswalks, the need for upgraded crosswalks, parents parking within crosswalks</li> </ul>
<b>Parking Availability</b>	<ul style="list-style-type: none"> <li>Several schools commented on the lack of designated parking or loading zones, particularly for parents to drop-off or pick-up</li> <li>A few schools expressed a need to add or improve their accessible parking zone</li> </ul>
<b>Safety Patrols</b>	<ul style="list-style-type: none"> <li>Seven elementary schools currently use a School Safety Patrol</li> <li>All schools use older students and an adult staff member to supervise</li> <li>Four schools previously used Safety Patrols but currently do not</li> <li>Two schools canceled their Safety Patrol program because it felt too unsafe even with adult supervision</li> </ul>
<b>Traffic Congestion</b>	<ul style="list-style-type: none"> <li>More than half of the schools cited traffic congestion, narrow roads and bottlenecks as a major concern</li> </ul>

Topic	General Feedback
	<ul style="list-style-type: none"> <li>Schools located near other schools comment on experiencing double the traffic through their school zone</li> <li>Some schools expressed the desire for conversion to a one-way street to combat congestion</li> </ul>
<b>School Bus Issues</b>	<ul style="list-style-type: none"> <li>Main issues tend to be on parents using bus zones for dropping-off or picking-up their children</li> </ul>
<b>U-Turns</b>	<ul style="list-style-type: none"> <li>A few schools cited issues with cars u-turning within the school zone and at crosswalks</li> </ul>
<b>Winter Issues</b>	<ul style="list-style-type: none"> <li>Most schools say that the City of Moose Jaw typically responds promptly to calls for windrow removal or winter road maintenance, but they would like to not have to request it first</li> <li>Some schools use alleys for bus loading zones and note the need for improved winter maintenance at those locations</li> </ul>
<b>Childcare Centres Inside of School</b>	<ul style="list-style-type: none"> <li>Schools with childcare centres inside the school do not have traffic issues related to those pick-ups and drop-offs because they are typically before or after the school arrival and dismissal periods</li> </ul>

## 3.2 Operational Assessments

All 20 schools received a 30-minute operational assessment during either the morning arrival or afternoon dismissal period. The assessment occurred in the 20 minutes before the bell rang and 10 minutes after the bell rang or until the last school bus departed. This period captured the majority of vehicle and pedestrian activity related to the school arrival or dismissal bell. The assessments occurred during the week of Monday May 8<sup>th</sup> to Thursday May 11<sup>th</sup>, 2023.

In general, the observations usually supported feedback heard from the school interviews. It should be noted that any observations made regarding vehicles speeding are not based on speed data, but from the observer's judgement compared against typical vehicle speeds observed.

### OBSERVATION CRITERIA

Detailed summaries of the operational assessments can be found in **Appendix B**. The following list includes the categories and behaviours observed during each assessment:

- **Parking and Loading** – Parking in no parking / stopping zones, parking within intersections, blocking private driveways, parking in bus loading zones, parking in accessible parking zones, loading/unloading from driving lanes or teacher parking lots
- **Driver actions** – Driver doesn't stop for pedestrians, driver U-turns within school zone, excessive speeding, dangerous or difficult movements
- **Pedestrian actions** – jaywalking, peeking from between cars, running or careless crossing, walking on the street instead of / in lieu of sidewalk, shortcutting through parking lot, safety patrol observations

- **Congestion** – bottlenecks, parents or buses blocking driving lanes, narrow road issues
- **Active modes** – observations about cyclists, scooters, skateboarders

### 3.3 Site Assessments

All 20 schools received detailed site assessments of existing conditions in order to identify potential improvements. The assessments occurred during the week of Monday May 8<sup>th</sup> to Thursday May 11<sup>th</sup>, 2023. The limits of the site assessments were generally contained within the school zone as designated by existing WC-1 School Area signs (**Figure 1**).



**Figure 1:**  
**WC-1 School Area Sign**

There were some common themes observed at most school zones, including faded pavement markings, faded or outdated signs, and missing pedestrian ramps.

#### SITE ASSESSMENT CRITERIA

Detailed summaries of the site assessments for each school can be found in **Appendix B**. The following list includes the features inspected during the site assessments:

- **Sidewalks** – general condition of sidewalks, locations where sidewalk was not present on one or both sides, intersections where pedestrian ramps were missing
- **Roads** – general condition of road surface, road geometry issues
- **Signs** – age, non-standard signs, condition, consistency, missing signs
- **Pavement markings** – condition / presence of crosswalks, stop lines, centre lines
- **Other** – sight triangle issues, signs obscured by trees, adjacent land uses, issues on school property

## 4.0 SUGGESTED IMPROVEMENTS

The majority of suggested improvements for Moose Jaw's school zones are signage and pavement marking improvements. Detailed descriptions of the suggested improvements for each school zone, including locations and estimated quantities, can be found in **Appendix B**. Each school's suggested improvements generally fall under one of the following types, and are quantified for how many are needed at each school so that city-wide implementation of these improvements can be budgeted and planned for:

- Pedestrian ramps
- Sidewalk improvement
- Traffic Calming measure
- Pedestrian Corridor or Half-Signal
- 4-way (or 3-way) Stop Control
- Traffic Control signs (2-way yield or stop)
- Crosswalk signs
- School Area signs
- Speed Limit signs
- Parking signs
- Loading Zone signs
- Zebra crosswalk pavement markings
- Standard crosswalk pavement markings

The signage, signal and pavement marking guidance in the suggested improvements is based on the MUTCDC and TAC's School and Playground Areas and Zones: Guidelines for Application and Implementation (2006) and Pedestrian Crossing Control Guide (2018). **Appendix C** contains a summary of the signage included in the suggested improvements.

## 4.1 Citywide Improvements

Reviewing every school zone in Moose Jaw resulted in observations and suggested improvements that would be beneficial to apply citywide. These citywide suggestions are summarized in **Table 2** and explained in detail in the sections below.

**TABLE 2: CITYWIDE IMPROVEMENTS**

Category	Suggested Citywide Improvement
<b>School Zone Speed Limit</b>	<ul style="list-style-type: none"> <li>Reduce from 40 km/h to 30 km/h</li> </ul>
<b>School Zone Effective Times</b>	<ul style="list-style-type: none"> <li>Add a tab below the reduced speed limit signs that states the time and day restrictions the speed limit reduction is in effect</li> </ul>
<b>'End School Zone' Signs</b>	<ul style="list-style-type: none"> <li>Add RB-1 speed limit signs indicating resuming 50 km/h at the end of each school zone</li> </ul>
<b>Traffic Bylaw Update</b>	<ul style="list-style-type: none"> <li>Specify School Zone speed limit reduction time restriction</li> <li>Specify purpose, requirements and fines for offences related to painted curbs, and supplement painted curb locations with physical signs</li> <li>Prohibit U-turns in school zones</li> </ul>
<b>Stop Controls in School Zones</b>	<ul style="list-style-type: none"> <li>Convert all uncontrolled intersections and yield-controlled intersections to stop-controlled intersections within school zones</li> </ul>
<b>Sidewalks</b>	<ul style="list-style-type: none"> <li>Install sidewalks on the school side of the street where there currently is none within school zones</li> </ul>
<b>Pedestrian Ramps</b>	<ul style="list-style-type: none"> <li>Prioritize schools for upgrading intersections to have pedestrian ramps at all corners of all intersections within a school zone</li> </ul>
<b>Crosswalk Signs</b>	<ul style="list-style-type: none"> <li>Replace all old or non-standard crosswalk signs with RA-3 School Zone Crosswalk signs</li> </ul>
<b>Activated Pedestrian Corridors</b>	<ul style="list-style-type: none"> <li>When updating or replacing older activated pedestrian corridors, replace with either Rectangular Rapid Flashing Beacon assemblies or a Special Crosswalk sign assembly per MUTCDC</li> </ul>
<b>Crosswalk Pavement Markings</b>	<ul style="list-style-type: none"> <li>All crosswalks (designated with RA-3 signs) in school zones should have zebra crosswalk pavement markings (or ladder crosswalk markings as an alternative)</li> <li>All crosswalks featuring activated pedestrian corridors (overhead signs and flashing lights activated by a push-button) should have</li> </ul>

	<p>zebra crosswalk pavement markings (or ladder crosswalk markings as an alternative)</p> <ul style="list-style-type: none"> <li>All intersections with traffic signals or stop signs should have standard crosswalk pavement markings</li> </ul>
<b>Pedestrian Corridor Stop Line Signs</b>	<ul style="list-style-type: none"> <li>Replace older custom signs in advance of pedestrian corridors with RC-4 signs</li> </ul>
<b>Parking, Stopping, and Loading Zone Signs</b>	<ul style="list-style-type: none"> <li>Perform comprehensive review and update of all parking, stopping, and bus/accessible/loading zone signs in school zones</li> </ul>

#### 4.1.1 SPEED LIMIT REDUCTION

Of 15 cities reviewed in Saskatchewan ranging in size from 5,000 residents to 260,000 residents, all have transitioned to the current standard of 30 km/h through school zones with the exception of Moose Jaw. Moose Jaw currently operates school zones at 40 km/h.

It is recommended to change to a 30 km/h posted speed limit through school zones to be consistent with national guidance produced by the Transportation Association of Canada, including the School and Playground Areas and Zones: Guidelines for Application and Implementation guide and the MUTCDC document. To be consistent with this national guidance, the majority of Canadian municipalities have 30 km/h school zones, which ensures uniformity between municipalities for all drivers within the country.

#### 4.1.2 SCHOOL ZONE EFFECTIVE TIMES

Most of Moose Jaw’s school zones have older speed limit signs that do not conform to the MUTCDC. The existing signs are either a “40 km/h” sign or a “40 km/h 8am to 6pm” sign (Figure 2).

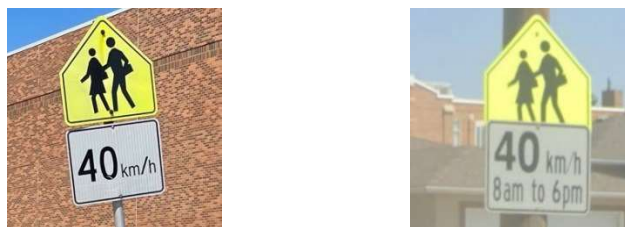
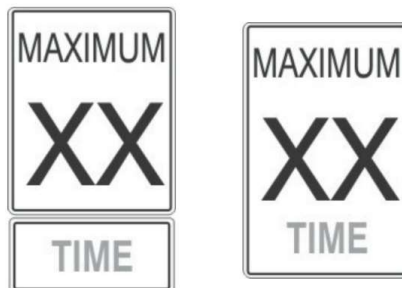


FIGURE 2: EXISTING MOOSE JAW SCHOOL ZONE SPEED LIMIT SIGNS

The TAC requirement is an RB-1 Maximum Speed Limit sign (**Figure 3**) that includes the effective times that the reduced speed limit is in effect either as part of the sign or as a tab below the RB-1 sign. If the City of Moose Jaw changes its school zones to a 30 km/h speed limit, this change can be part of the update to all school zone speed limit signs.



**FIGURE 3: RB-1 MAXIMUM SPEED LIMIT SIGNS FOR SCHOOL ZONES**

#### 4.1.3 'END SCHOOL ZONE' SIGNS

Just as every school zone should have signage marking the beginning of the school zone and reduced speed limit, so should each school zone have RB-1 Maximum Speed Limit signs at the corresponding end points of the school zone in order to specify where the resumption of the original speed limit begins. Most of Moose Jaw's school zones have some RB-1 Maximum Speed Limit signs in place after the school zone ends, however most school zones are missing at least one of these RB-1 signs.

#### 4.1.4 TRAFFIC BYLAW UPDATES

The Traffic Bylaw does not currently specify the hours that 40 km/h speed limits in school zones are in effect. Signs at most schools state the reduced speed is in effect from 8:00 a.m. to 6:00 p.m. daily, but some signs do not specify any times, so the Traffic Bylaw should reflect this time restriction.

The City of Moose Jaw has a practice of painting curbs white for areas where parking is prohibited and blue for accessible parking zones. These painted curb practices are often not correlated to signs in place supporting these zones, so when they are faded or covered by snow in winter, drivers are not abiding by these zones. The primary source of parking and loading zone delineation and instruction should come from signs so as to not be easily obscured and disregarded in winter. If the City of Moose Jaw feels strongly about maintaining the practice of painting curbs, the Traffic Bylaw should be updated to have clear instructions as to what each painted curb colour represents, when they are in effect, and what the fines are for any offences.

There are many school zones in Moose Jaw that feature U-turn prohibition signs. Peacock Collegiate alone had over a dozen U-turns prohibited signs in their school zone. The City of Moose Jaw's Traffic Bylaw currently prohibits U-turns at intersections controlled by traffic signals, pedestrian signals, activated pedestrian corridors, and school safety patrols. Many schools cited issues with U-turns, had extensive U-turn prohibited signs, and KGS Group observed issues on-site with U-turns. These challenges could be improved by adding all school zone locations to this list of locations where U-turns are prohibited in the City's Traffic Bylaw.

#### 4.1.5 STOP CONTROLS

There are several school zones in Moose Jaw that had uncontrolled intersections within the school zone, or more often, had yield signs as the traffic control. While yield signs are often an appropriate traffic control for those road classifications and traffic volumes, when they are located within a school zone, they would be better suited to be upgraded to stop controls. This provides additional pedestrian protection, as it requires vehicles to come to a complete stop at the intersection, which is especially important in locations where there are young children more frequently crossing the street.

#### 4.1.6 SIDEWALKS

The City of Moose Jaw's current Transportation Master Plan states "sidewalks should be provided on all streets surrounding schools." There are a number of school zones that have a sidewalk on one side of the street which is often adequate if it is along the school side of the street. But a number of school zones have sidewalks only on the non-school side or have no sidewalks on either side of a street (**Figure 4**). These locations have been highlighted as in need of additional sidewalks.



**FIGURE 4: PRINCE ARTHUR SCHOOL, NO SIDEWALKS ON EITHER SIDE**

#### 4.1.7 PEDESTRIAN RAMPS

Pedestrian ramps are a critical accessibility and walkability feature for any municipality and are needed for the safe access and egress for pedestrians, strollers, wheelchairs and walkers, small bicycles, and more. When pedestrian ramps are missing from even one corner of an intersection, it can be a barrier and safety risk to a wide variety of citizens.

Best practice for pedestrian ramps is to have them at all corners of intersections where sidewalks are present, but especially for crosswalks (**Figure 5**). Nearly every school zone reviewed had with missing pedestrian ramps, and these locations should be given priority for installation.



**FIGURE 5: SACRED HEART SCHOOL NEW PEDESTRIAN RAMPS**

#### 4.1.8 CROSSWALK SIGNS

For the most part, the City of Moose Jaw uses the standard RA-3 School Zone Crosswalk signs, but there are dozens of locations where very old or incorrect crosswalk signs are in place, or do not have enough signs present to meet MUTCDC standards. The MUTCDC calls for four RA-3 signs per school zone crosswalk – double-sided RA-3 signs so that both sides of the street in both directions are signed. **Figure 6** illustrates the variety of school zone crosswalk signs present in Moose Jaw that should all be aligned to RA-3 signs (**Figure 7**). The right and left version of the sign is used as appropriate so that the pedestrian symbol on each sign is walking towards the centre of the road.



**FIGURE 6: NON-STANDARD CROSSWALK SIGNS IN MOOSE JAW SCHOOL ZONES**



**RA-3R**  
600 mm x 750 mm

**FIGURE 7: STANDARD RA-3 SCHOOL ZONE CROSSWALK SIGN**



#### 4.1.9 ACTIVATED PEDESTRIAN CORRIDORS

For crosswalks that required additional pedestrian protection, the City of Moose Jaw installed overhead signage with flashing lights, signage, and push-button activation, previously referred to as activated pedestrian corridors. These installations are now outdated and in need of replacement to meet current MUTCDC standards. At locations in school zones, these installations should be reviewed against pedestrian protection warrants and the MUTCDC and updated accordingly. The typical new installations are either:

- Rectangular Rapid Flashing Beacon (RRFB) assemblies using two RA-3 school crosswalk signs for each approach and two rectangular-shaped amber indications with LED-array based light sources (**Figure 8**); or
- Special Crosswalk sign assembly featuring appropriate right or left versions of the RA-5 sign over both sides of the road in both directions so the driver faces two signs. The two overhead signs must be internally illuminated and each be equipped with a pedestrian-activated flashing amber beacons that flash alternately (**Figure 9**).

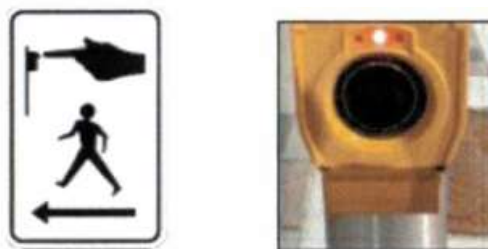
In addition, pedestrian pushbuttons, Crosswalk Actuation Indicator lights, and the Pedestrian Pushbutton sign (ID-21) must be used at either assembly option (**Figure 10**).



**FIGURE 8: RECTANGULAR RAPID FLASHING BEACON ASSEMBLY**



**FIGURE 9: SPECIAL CROSSWALK ASSEMBLY**



**FIGURE 10: PEDESTRIAN PUSHBUTTON SIGN AND INDICATOR LIGHT**

#### 4.1.10 CROSSWALK PAVEMENT MARKINGS

The City of Moose Jaw uses ladder crosswalks and standard twin parallel line crosswalk treatments in school zones. The MUTCDC states that all school crosswalk locations must use zebra crosswalks, and that the ladder crosswalk can be used as an alternative for a zebra crosswalk. For this reason, the suggested improvements for each school zone specify zebra crosswalk treatments at all signed school crosswalks and activated pedestrian corridor crosswalks (overhead signs, flashing lights and push-button activation). TAC also states that all intersections with traffic signals or stop signs should have standard crosswalk pavement markings.

The City should develop standards of their own to determine which locations should have zebra crosswalks (e.g. school zones on arterials and collector roads) and which are appropriate to have ladder crosswalks or standard crosswalks. Until such a standard is developed, the TAC guidance in the MUTCDC should be followed. **Figure 11** shows the different types of recommended crosswalk pavement markings.

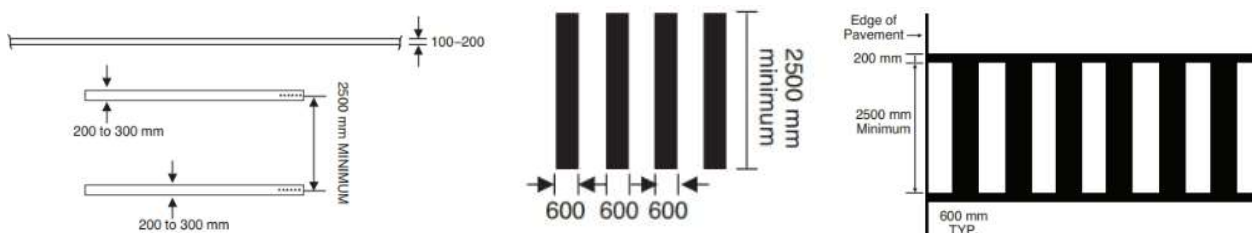


FIGURE 11: STANDARD, ZEBRA AND LADDER CROSSWALKS

#### 4.1.11 PEDESTRIAN CORRIDOR STOP LINE SIGNS

The City of Moose Jaw features older, custom-looking signs to communicate to drivers where to stop for pedestrians using activated pedestrian corridors. These signs are not standard and should be replaced citywide with RC-4 Stop Line signs (**Figure 12**).



FIGURE 12: SUBSTANDARD AND STANDARD RC-4 STOP LINE SIGNS

#### 4.1.12 PARKING, STOPPING, AND LOADING ZONE SIGNS

There is a great deal of variety across the school zones in Moose Jaw with respect to parking, stopping, and loading zone signage (**Figure 13**). The age, condition, consistency, and clarity of these signs all vary greatly. A comprehensive update of the parking, stopping and loading zone signage should be undertaken by the City to modernize the signs, replace damaged or outdated signs, and work with the schools to delineate preferred bus zones, accessible parking zones, and loading zones appropriate for parents to use as pick-up and drop-off areas (**Figure 14**).

The City should also install clear no stopping zones within 15 metres before and 10 metres after school crosswalks to be in alignment with the MUTCDC and provide enhanced pedestrian visibility and safety at school crosswalks.



FIGURE 13: SUBSTANDARD PARKING, STOPPING, LOADING SIGNS



FIGURE 14: TYPICAL PARKING, STOPPING, LOADING ZONE SIGNS

## 4.2 Financial Impact

The suggested improvements for each school zone were tabulated and quantified in order to assist the City of Moose Jaw to develop implementation programs and budgets over time. Each school zone was rated as either High-, Medium-, or Low-Investment Level based on the specific suggested improvements for that school.

Low-investment locations generally only included signage and pavement marking measures. Medium-investment locations included signs, pavement markings and a small number of higher cost items such as pedestrian ramps, sidewalk installation, traffic calming, and/or enhanced pedestrian protection such as pedestrian corridors. High-investment locations included signs, pavement markings and multiple higher cost items.

**Table 3** shows a summary of each school’s estimated investment level needed to address the suggested improvements.

**TABLE 3: INVESTMENT LEVEL SUMMARY**

School Number / Name	Estimated Investment Level
01 – Central Collegiate	Medium
02 – Cornerstone Christian School	Medium
03 – Ecole Ducharme	Low
04 – Empire School	Medium
05 – King George School	High
06 – Lindale School	Medium
07 – Palliser Heights School	Medium
08 – Peacock Collegiate	Medium
09 – Phoenix Academy	Low
10 – Prince Arthur School	Medium
11 – Riverview Collegiate	Low
12 – Sacred Heart School	High
13 – St. Agnes School	Medium
14 – Ecole St. Margaret School	Medium
15 – St. Mary School	Medium
16 – St. Michael School	High
17 – Sunningdale School	Medium
18 – Vanier Collegiate	Low
19 – Westmount School	Medium
20 – William Grayson School	High

## 5.0 CONCLUSION

Many of the improvements outlined in this study are achievable through annual operating and maintenance programs. With some modest budget increases or specific funding requests to address multiple school zones at once, the City of Moose Jaw could see significant improvements to its school zone’s operations and infrastructure.

### 5.1 Communications

The feedback from the school administrator and school division representatives was valuable and as a courtesy and demonstration of good faith, it is recommended that the City of Moose Jaw continue to engage both the school divisions and the individual schools in advance of any traffic safety improvements in the school zones. They were eager and enthusiastic and will be valuable stakeholders to continue to engage with.

Reviewed By:



Destiny Piper, P.Eng.  
Transportation Engineer

SC/dp

Approved By:



Bruce Belmore, P.Eng., PTOE  
Principal

## STATEMENT OF LIMITATIONS AND CONDITIONS

### Limitations

This memorandum has been prepared for the City of Moose Jaw in accordance with the agreement between KGS Group and the City of Moose Jaw (the “Agreement”). This memorandum represents KGS Group’s professional judgment and exercising due care consistent with the preparation of similar documents. The information, data, recommendations and conclusions in this memorandum are subject to the constraints and limitations in the Agreement and the qualifications in this memorandum. This memorandum must be read as a whole, and sections or parts should not be read out of context.

This memorandum is based on information made available to KGS Group by the City of Moose Jaw. Unless stated otherwise, KGS Group has not verified the accuracy, completeness or validity of such information, makes no representation regarding its accuracy and hereby disclaims any liability in connection therewith. KGS Group shall not be responsible for conditions/issues it was not authorized or able to investigate or which were beyond the scope of its work. The information and conclusions provided in this memorandum apply only as they existed at the time of KGS Group’s work.

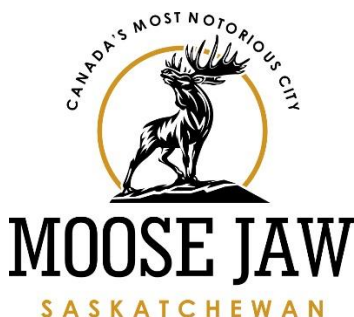
### Third Party Use of Memorandum

Any use a third party makes of this memorandum or any reliance on or decisions made based on it, are the responsibility of such third parties. KGS Group accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions undertaken based on this memorandum.

<u>City</u>	<u>Population (2021)</u>	<u>Posted Limit in School Zone (KGS)</u>	<u>CoMJ Confirmation</u>	<u>Active Timeframe</u>	<u>Duration Enforced</u>	<u>Details of Implementation Date</u>
Yorkton	16280	30 km/hr	Elementary at 30KM/hr NOTE – High School at 40KM/hr	8am to 10pm	7 days a week	has been in effect since Sept 1, 2022
Saskatoon	246376	30 km/hr	30 KM/hr	7 a.m. to 7 p.m	7 days a week	
Regina	226404	30 km/hr	30 KM/hr NOTE - minus one school zone along Arcola that remains at 60 KM/hr	7 am to 7 pm	7 days a week	City Council Approved on April 29, 2019 to be in effect Sept 1, 2019
Swift Current	16604	30 km/hr	30 KM/hr	8am to 8pm	7 days a week	City Council Approved on July 29, 2019 to be in effect Sept 1, 2019
Prince Albert	37756	30 km/hr	30 KM/hr out front ONLY NOTE - 50 KM/hr primary road b/c they have full fencing	8am to 5pm	Mon - Fri from Sept to June	prior to 2013
North Battleford	13836	30 km/hr	30 KM/hr	8am to 9pm	7 days a week	Bylaw 1946 30 KM/hr changed in 2012
Warman	12419	30 km/hr	30 KM/hr NOTE - does NOT include parks	8:00am to 17:00pm	Mon - Fri from Sept to June	Implemented prior 2005 - TMP updated 2014/2015 to reflect school zone ONLY in front of schools - Does NOT include parks
Weyburn	11019	30 km/hr	30 KM/hr NOTE - regular speed limit is 40KM/hr	7 am to 7 pm	7 days a week	June 28, 2021 - City Council Approved to be in effect Sept 1, 2021
Martensville	10549	30 km/hr	30KM/hr	Playground Zones 24/7 and School Zones are 7am to 7pm	Playground Zones are 7 days a week all year long and School Zones on School days ONLY	7-8 years ago followed suit with Saskatoon Every school has a front street that's designate where there are drop offs

Lloydminster	11843	30 km/hr	30 KM/hr NOTE - Playground Zone for elementary and middle schools and School Zone for Highschool	Playground Zones are 7:30- 9:00pm and School Zones are 7:30-4:30	Playground Zones are 7 days a week all year long and School Zones on School days ONLY	changed School Zones to Playground Zones and added time frames in late 2019 to early 2020. We also changed any yield signs within these zones to stop signs
Estevan	10851	30 km/hr	30KM/hr	24 hours a day	7 days a week	has been in effect since prior to 2010
Humboldt	6033	30 km/hr	30 KM/hr NOTE - regular speed limit is 40KM/hr	8am - 1700pm	School Days ONLY	Signs have radar which track the speeds Implemented prior 2017 and was enhanced in 2019 wrapping the school
Moose Jaw	33665		40 km/hr			
Melfort	5955	30 km/hr	30 KM/hr	8am-8pm	7 days a week	Implemented in 2022 Radar sign in one school zone on a main street and is active 8am-8pm
Meadow Lake	5322	30 km/hr	30 KM/hr	24 / 7 enforced	24 / 7 enforced	In motion committee decided in 2016 to enforce the speed limit 24/7





## CITY OF MOOSE JAW

### Office Consolidation

# Traffic Bylaw

Bylaw No. 5556

Date of Passage June 11, 2018  
(effective date June 11, 2018)

Including amendments to October 10, 2023

#### **Disclaimer:**

**This information has been provided solely for research convenience. Official bylaws are available at the Office of the City Clerk and must be consulted for purposes of interpretation and application of the law.**

**This Bylaw has been consolidated under the authority of the City Clerk. It represents proof, in absence of evidence to the contrary of:**

- (a) the original bylaw and of all bylaws amending it; and**
- (b) the fact of passage of the original and all amending bylaws.**

<b>AMENDMENTS</b>	<b>DATE PASSED</b>	<b>FORCE/EFFECT</b>
Bylaw No. 5588	July 8, 2019	July 8, 2019
Bylaw No. 5695	July 10, 2023	July 10, 2023
Bylaw No. 5698	July 24, 2023	July 24, 2023
Bylaw No. 5707	October 10, 2023	October 10, 2023

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**CITY OF MOOSE JAW**  
**BYLAW NO. 5556**  
**TRAFFIC BYLAW**

Whereas *The Cities Act*, S.S. 2002, c. C-11.1, in section 12, gives cities direction, control and management of all streets within the city;

And whereas *The Cities Act*, in section 306, requires cities to keep every street or other public place that is subject to the direction, control and management of the city, including all public works in, on or above the streets or other public place put there by the city or by any person with the permission of the city, in a reasonable state of repair;

And whereas *The Cities Act*, in section 8, authorizes the city to pass bylaws in relation to, amongst other matters, the safety, health and welfare and protection of people and property, transport and transportation systems, including carriers of persons or goods, subject to *The Traffic Safety Act*, the use of vehicles and the regulation of pedestrians, and streets and roads, including temporary and permanent openings and closings;

And whereas *The Traffic Safety Act*, S.S. 2004, c. T-18.1, in Part XVI provides rules of the road which apply throughout the province;

Now, therefore, the Council of the City of Moose Jaw in the Province of Saskatchewan enacts as follows:

**INTERPRETATION**

**Title**

- 1 This Bylaw is referred to as the Traffic Bylaw.

**Purpose**

- 2 The purpose of this bylaw is to fulfil the statutory responsibilities of the City over its streets and roads and to promote their safe use by motorists and pedestrians.

**Authority**

- 3 The authority for this bylaw is *The Cities Act*, in particular sections 8, 12, and 100, and subsection 381(3).

## Definitions

4 (1) In this bylaw, except where otherwise required, words shall be given the same meaning as may be defined by *The Traffic Safety Act*, including the definition in that Act of the following words:

highway;  
 median;  
 motor vehicle;  
 parking;  
 peace officer;  
 pedestrian;  
 snowmobile;  
 stop;  
 traffic control device;  
 traffic lane;  
 vehicle.

(2) In this bylaw, the following words shall be given the meaning stated below:

“**All terrain vehicle**” shall have the same meaning as defined by *The All Terrain Vehicle Act*;

“**Approved bicycle helmet**” means an undamaged helmet marked and approved for bicycle riders by the Canadian Standards Association (CSA), United States Consumer Products Safety Commission (CPSC), Snell Memorial Foundation (Snell), American Society for Testing and Materials (ASTM), American National Standards Institute (ANSI), British Standards Institute (BSI) or by a similar recognized certification;

“**Boulevard**” means the area between the edge of the portion of the street intended for vehicular traffic and the property line of the adjacent property, not including the sidewalk;

“**Chief of Police**” ~~means the person appointed as Chief of Police of Moose Jaw or the police officer acting as Chief of Police during the absence of the Chief of Police;~~ means the person appointed as Chief of Police of the Moose Jaw Police Service or anyone authorized to act on the Chief of Police’s behalf;

“**City**” means the City of Moose Jaw;

“**City Engineer**” means the person appointed or employed as City Engineer of the City or such other person employed by the City as department head whose responsibilities include streets and traffic or any person employed within his department who is authorized by the City Engineer to act on behalf of the City Engineer;

“**City Manager**” means the person appointed as City Manager of the City of Moose Jaw or anyone authorized to act on the City Manager’s behalf;

“**Council**” means the Council of the City;

“**Dangerous good**” means a dangerous good within the meaning of *The Dangerous Goods Transportation Act* and any regulations pursuant to that Act;

“**Dangerous good vehicle**” means any vehicle designed to haul dangerous goods and required to have a dangerous goods placard, including a vehicle pulling a trailer with such dangerous goods;

“**Electric kick scooter**” has the meaning prescribed in *The Limited Speed Motor Vehicle Regulations, 2022*, as may be amended from time to time;

“**Flag person**” means a person authorized by the City Engineer to direct traffic on a highway to ensure the safe movement of traffic during road construction or other public works;

“**Heavy vehicle**” means:

- i. a motor vehicle with a gross weight registration exceeding 9,000 kilograms;
- ii. any vehicle, including any combination of motor vehicle, trailer and load, with a weight exceeding 9,000 kilograms; or
- iii. any vehicle, including any combination of vehicle and trailer, which exceeds ten metres in length;

“**Material**” means any object or article, including building waste, sand, gravel, earth, snow, or building products

“**Metered parking areas**” means parking on streets or in City parking lots where parking is controlled by parking meters or parking kiosk machines;

“**Parking lane**” means the curb lane when parking is permitted and intended for that lane of the highway and the adjacent lanes are intended for driving;

“**Pilot car**” means a vehicle identified in conformity with the *Escort Vehicle Equipment Requirements* of the Saskatchewan Ministry of Highways and Transportation *Weights and Dimensions Administration Manual*, as amended;

“**Playground Zone**” means the area between:

- (i) the traffic control device or official sign identifying an area as a playground zone; and
- (ii) the traffic control device or official sign indicating a greater rate of speed or the end of the area as a playground zone;

“**Police**” means the Moose Jaw Police Service or any Peace Officer in and for the Province of Saskatchewan or Bylaw Officer for the City of Moose Jaw;

**“Public Property”** includes streets, sidewalks, boulevards, public parking lots, medians and shared-use pathways;

**“Public works”** means works undertaken by or on behalf of the City or by a public utility, including SaskPower, SaskEnergy and SaskTel;

**“Recreational vehicle”** means:

- (i) a motor home, travel trailer, camper, fifth wheel trailer or similar vehicle used for temporary accommodation for recreational, camping or travel use and which is used solely as a family or personal conveyance and in no way used for a commercial purpose; and
- (ii) a trailer bearing valid license plates and carrying a boat, jet ski, motorcycle, snowmobile, all-terrain vehicle or similar vehicle used for recreation;

**“Roadway”** shall have the same meaning as defined in *The Cities Act*;

**“School Zone”** means the area between:

- (i) the traffic control device or official sign identifying an area as a school zone; and
- (ii) the traffic control device or official sign indicating a greater rate of speed or the end of the school zone;

**“Sign”** means a notice bearing a name, direction or warning that is displayed or posted for public view, and includes a device used by a school safety patrol for the guidance or direction of traffic as well as a sandwich board.

**“Slow-moving vehicle”** means any vehicle or equipment which:

- i. is designed for use at speeds less than 40 kilometres per hour;
- ii. normally travels at speeds less than 40 kilometres per hour; or
- iii. is not capable of sustained speed greater than 40 kilometres per hour.

*(Bylaw No. 5695, 2023)*

**“Street”** means, unless otherwise qualified or limited, the entirety of the right of way, including a road, alley or other place designed and intended for or used by the general public for the passage of vehicles and pedestrians, but does not include a parking lot, whether privately or publicly owned;

**“Traffic Sign”** means any sign or marking installed for the guidance, regulations, warning, direction or prohibition of traffic;

**“Unauthorized Traffic Control Device”** means any sign, signal, marking or other similar device that resembles or could be mistaken for an authorized device that directs or controls vehicles in any manner, but that has not been approved by the City;



## CONTROL OF HIGHWAYS

### Directing Traffic

- 5 (1) A police officer having jurisdiction in Saskatchewan is hereby authorized to direct traffic on any highway in conformity with this Bylaw and *The Traffic Safety Act*.
- (2) A flag person is authorized to direct traffic on any highway for the purpose of road construction or other public works authorized by the City Engineer.
- (3) Notwithstanding any other provision of this Bylaw, a police officer or a firefighter responding to an emergency, including a fire, traffic collision, traffic signal light malfunction, is authorized to direct traffic on any highway as the police officer or firefighter deems necessary to expedite traffic, safeguard pedestrians, prevent accidents or meet any unforeseen conditions.
- (4) No person shall fail to comply with a direction or signal given by a police officer, firefighter or flag person under authority of this section.

### Traffic Control Devices

- 6 (1) The City Engineer is authorized to have traffic control devices and traffic signs placed on or by highways for the purpose of the regulating, warning or guiding traffic in conformity with this Bylaw ~~or any traffic warrants approved by Council.~~
- (2) ~~Traffic control devices and traffic signs shall, in so far as reasonably possible, be designed, placed and maintained in conformity with the *Manual of Uniform Traffic Control Devices for Canada*.~~ All traffic control devices and traffic signs installed in the City shall generally conform to the requirement of the Uniform Traffic Control Devices for Canada as distributed by the Transportation Association of Canada.

### ~~Traffic Warrants~~ **Obedience to Signs**

- 7 **Every driver or pedestrian shall obey any applicable instructions or directions indicated on any traffic sign or marking installed on any street or public parking lot, or in any park, unless otherwise directed by a police officer.**
- ~~(1) The City Engineer may, subject to available budget for the work:~~
- ~~(a) have traffic control devices and signs placed at locations where such traffic control device or sign meets traffic warrants as provided in Schedule "A" to this Bylaw; and~~
- ~~(b) remove traffic control devices and signs from locations which do not meet traffic warrants.~~
- ~~(2) Council, in approving traffic warrants, shall provide criteria, such as traffic counts, incidence of collisions, or petitions from the public, which warrant the traffic control device or sign.~~

### Traffic Inventory

- 8 The City Engineer shall keep an inventory of:
- (a) the location of all permanent traffic control devices and signs installed by the City;
- (b) the location of all metered parking areas in the City;

- (c) the location of all signed or marked parking and stopping restrictions in the City;
  - (d) the location of all public parking lots provided by the City;
- and that inventory shall be open to public inspection at City Hall during normal business hours.

### **Temporary Road Closure or Parking Prohibition**

- 9 (1) The City Engineer or the Chief of Police may temporarily:
- (a) close to vehicular or pedestrian traffic any street, or any portion thereof, in order to avoid traffic congestion, danger, accident or for construction or maintenance purposes and may install such temporary traffic control devices or traffic signs as may be required;
  - (b) prohibit parking on any street, or any portion thereof, to accommodate street repair, snow removal, street sweeping or other maintenance or repair.
- (2) Where a street, or any portion thereof, is temporarily closed, or parking is temporarily prohibited, the street shall be barricaded and indicated by notice or sign.
- ~~(1) The City Engineer and the Chief of Police are authorized as the designated officers with authority to temporarily:~~
- ~~(a) close the whole or a part of a street at any time for any purpose considered necessary, as provided by section 14 of *The Cities Act*;~~
  - ~~(b) prohibit parking to allow for public works, including street cleaning and snow removal.~~
- ~~(2) Where a street is temporarily closed or parking is temporarily prohibited on the street, the street shall be signed or barricaded to provide notice of the temporary closing or prohibition.~~

- 10 ~~No person shall drive or park a vehicle on any street which has been temporarily closed, except where permitted by the designated officer who closed the street.~~

- (1) No person shall drive, stop, or park a vehicle, or walk, on any street which has been temporarily closed, except where permitted by the City Engineer or Chief of Police.
- (2) No person shall remove, displace, or deface any traffic sign, notice, rope, barricade, sign, or traffic control device put up in accordance with this Bylaw or at the direction of the City.

### **Movement of Vehicles to Accommodate Street Repair, Snow Removal, Street Sweeping or Other Street Maintenance**

- 10.1 For the purpose of street construction, paving, street repair, snow removal, street sweeping or any other necessary maintenance, the City Engineer or Chief of Police may, without notice, move for such distance as is necessary, any vehicle that is parked on any street or portion thereof which is roped off, barricaded or indicated by notice or sign as being closed or as being a no parking zone.

### **~~No unauthorized work on Highways~~**

- 11 ~~No person shall:~~

~~(a) interfere with the use of any highway;~~

~~(b) do any roadwork on a highway;~~

~~(c) place any sign on a highway;~~

~~except as may be authorized by the Minister of Highways or the City or as otherwise allowed by law.~~

### Obstructing Street or Sidewalk

11 (1) A person shall not obstruct the free passage of traffic on any street or sidewalk without first securing a permit from the City Engineer.

(2) A person who obtains a permit from the City Engineer pursuant to this section shall comply with all the provisions and conditions of the permit.

(3) A person who obtains a permit from the City Engineer pursuant to this section shall provide the permit upon request by Police or the City Engineer.

(4) The City Engineer may impose fees for the issuance of a permit under this section.

(5) Nothing in this section shall be construed as prohibiting the gathering of individuals on any street for a lawful purpose so long as the proceedings thereat are peaceable and orderly, and sufficient space is left both on the sidewalk and street to accommodate the ordinary traffic on the sidewalk and street.

### Construction and Maintenance Operations – Permits

11.1 (1) Where a person wishes to excavate or break up the surface of a street, sidewalk, or boulevard, that person shall obtain a permit in writing from the City Engineer.

(2) Where a person wishes to park, leave, stand, store, or station any vehicle, material or object used in connection with a building construction or maintenance operation on a portion of a street, sidewalk or boulevard, that person shall obtain a permit in writing from the City Engineer.

(3) A person who obtains a permit from the City Engineer pursuant to this section shall comply with all the provisions and conditions of the permit.

(4) A person who obtains a permit from the City Engineer pursuant to this section shall provide the permit upon request by a peace officer, Police Officer, or the City Engineer.

(5) The City Engineer may impose fees for the issuance of a permit under this section.

### Material on Streets

11.2 (1) No person shall place, dispose, direct, or allow to be placed, directed, or disposed, any material belonging to that person or over which that person exercises control on a portion of a street, boulevard, or sidewalk unless written permission has been obtained from the City Engineer.

(2) No person shall store, place, or dispose of any material in such a way that it may enter onto the street by any means including natural forces.

(3) The owner of private property that is being developed adjacent to a street, the general contractor acting on behalf of the owner and any other person acting on behalf of the owner or general contractor shall not allow mud, dirt, or other construction debris to be tracked by motor vehicles or equipment from the property onto the street.

### Sight Lines

11.3 No person shall place or allow anything, including trees, shrubs, fences or recreational vehicles, to remain which would obstruct sightlines at the intersection of a street with any other street, ally or driveway as shown on the diagrams appended to this Bylaw as Schedule “B”.

### Hazards

11.4 Notwithstanding any other provision of this Bylaw, if the City Engineer is of the opinion that a condition exists on a street, sidewalk, or boulevard creating a danger to life or property, the City Engineer may use any measures that the City Engineer considers appropriate to remove or lessen the condition.

## ~~Signs and Obstructions on Street~~ **Unauthorized Signs Prohibited**

12 ~~(1) No person shall:~~

- ~~(a) place or leave any sign or other object on a street, including the median and boulevard, except where permitted by the City Engineer;~~
- ~~(b) place or allow anything, including trees, shrubs, fences or recreational vehicles, to remain which would obstruct sightlines at the intersection of a street with any other street, alley or driveway as shown on the diagrams appended to this Bylaw as Schedule “B”;~~
- ~~(c) dump snow, earth, sand or other material on a highway or within any road allowance, except where permitted by the City Engineer.~~

~~(2) The City Engineer and Chief of Police are authorized to have removed any offending object or obstruction at the cost of the person who caused the object or obstruction to be placed or remain there and to destroy or otherwise dispose of the object or obstruction.~~

**(1) No person shall:**

- (a) install an unauthorized traffic control device anywhere on public property; or**
- (b) cause or permit an unauthorized traffic control device to be located on private property in any place where it may confuse or mislead drivers with respect to the permitted use of public property.**

**(2) The City Engineer or Chief of Police may remove, without notice, any unauthorized traffic control device that, in the opinion of the City Engineer or Chief of Police, contravenes subsection (1) and destroy or otherwise dispose of the unauthorized sign at the costs of the person who caused the unauthorized sign to be placed or remain in contravention of subsection (1).”**

## **TRAFFIC ROUTES & RESTRICTIONS**

### **One-Way Streets and Alleys**

13 The highways identified in Schedule “C” to this Bylaw are designated as one-way streets or alleys.

### **Truck Routes**

- 14 (1) The routes shown on maps appended to this Bylaw as Schedule “D” are designated as truck routes.  
(2) Where a part of a designated truck route must be closed temporarily, the City Engineer is authorized to provide an alternate detour route for heavy vehicles, which detour must be marked by detour signs.

### **Offence to drive off of Truck Route**

- 15 No person shall drive or park a heavy vehicle on any highway not designated as a truck route, except:
- (a) where the owner or operator of the vehicle has obtained a permit to do so from the City Engineer and then only according to the terms of that permit and provided the permit is in the vehicle and available for inspection by police;
  - (b) to pick up or deliver cargo transported by the vehicle, in which case the vehicle must follow the most direct route to and from the truck route;
  - (c) on an authorized temporary detour route.

### **Dangerous Goods Routes**

- 16 (1) The routes shown on maps appended to this Bylaw as Schedule “E” are designated as dangerous goods routes.  
(2) Where a part of a designated dangerous goods route must be closed temporarily, the City Engineer is authorized to provide an alternate detour route for dangerous goods, which detour must be marked by detour signs.

### **Offence to drive off of Dangerous Goods Route**

- 17 No person shall drive or park a dangerous goods vehicle on any highway not designated as a dangerous goods route, except:
- (a) where the owner or operator of the vehicle has obtained a permit to do so from the City Engineer and then only according to the terms of that permit and provided the permit is in the vehicle and available for inspection by police;
  - (b) to pick up or deliver dangerous goods transported by the vehicle, in which case the vehicle must follow the most direct route to and from the dangerous goods route;
  - (c) on an authorized temporary detour route.

### **Restrictions on Bridges or Overhanging Structures**

- 18 No person shall drive a vehicle onto, across or under a bridge or other overhanging structure where the vehicle exceeds the height or weight restriction for that bridge or structure, as signed.

## **PARKING AND STOPPING**

### **Signs**

- 19 (1) Where a sign indicates parking or stopping restrictions by directional arrow, that restriction shall continue in the direction of the arrow to the next street intersection unless interrupted by a similar sign with a directional arrow or by signs permitting parking.
- (2) Time limits for parking shall apply within the street block where parking is limited such that the restriction shall continue to apply to any vehicle which is moved but remains on the same side of the same block of the street.

### **Parking at Curb**

- 20 No person shall park a vehicle on a street except:
- (a) at the right-hand curb on a two-way street;
  - (b) at either curb on a one-way street;
  - (c) parallel to or alongside the curb unless angle parking is indicated by signs or markings;
  - (d) in the direction of traffic on that side of the street;
- provided such parking is not otherwise prohibited by this Bylaw.

### **Parallel Parking**

- 21 (1) No person shall park a vehicle on a street where parallel parking is provided:
- (a) with the front or rear wheel nearest the curb more than 0.3 metres from that curb;
  - (b) within 0.6 metres of any vehicle previously parked in front of or behind the vehicle.
- (2) Notwithstanding subsection (1), where the vehicle is a solo motorcycle, the motorcycle shall be parked at an angle of 45 degrees to the curb with the rear wheel no more than 0.3 metres from the curb.

### **Angle Parking**

- 22 (1) No person shall park a vehicle on any street where angle parking is provided except:
- (a) in accordance with signs or markings designating a parking stall;
  - (b) where the angle of the parking stall is less than 90 degrees with the leading edge of the vehicle's bumper within 0.3 metres of the curb; and
  - (c) where the vehicle measures less than seven metres in overall length.
- (2) No person shall back a vehicle into a parking stall intended for angle parking.

### **Parking Restrictions on Highways**

- 23(1) No person shall park a vehicle on any highway:
- (a) where parking is prohibited by display of an authorized sign;

- (b) for a longer time than allowed, where the time period for parking is limited by display of a sign;
- (c) for longer than 48 hours, where no other time limit is posted;
- (d) in a parking stall marked as reserved for people with disabilities, unless the vehicle displays a valid sticker or placard issued by the Saskatchewan Abilities Council or the City;
- (e) subject to subsection 23(2) and (3), in a metered parking stall without payment of the required fee or display of the required permit;
- (f) within two metres of any curb crossing or driveway;
- (g) within five metres of a fire hydrant, measured parallel to the curb;
- (h) within six metres of an alley intersection;
- (i) within five metres of a railway track;
- (j) within ten metres of a street intersection, unless parking is permitted by an authorized sign;
- (k) within ten metres of a marked pedestrian crosswalk;
- (l) on any traffic lane;
- (m) subject to section 23(4), on any centre median, boulevard, sidewalk, public park or public recreation area, except where parking is allowed by sign or markings;
- (n) where the posted speed limit exceeds 50 kilometres per hour;
- (o) which has been temporarily closed to traffic or parking;
- (p) where the vehicle does not display a valid licence plate or temporary permit registered to that vehicle;
- (q) where the vehicle displays “for sale” signs.

*(Bylaw No. 5588, 2019)*

- (2) Any vehicle prominently displaying, in the front windshield a placard issued by the Saskatchewan Abilities Council may park for up to three (3) hours in a metered parking stall without paying the required fee of the meter.

*(Bylaw No. 5588, 2019)*

- (3) Any vehicle bearing a veteran’s license plate may park at a metered parking stall without paying the required fee of the meter for the time limit prescribed on the meter.

*(Bylaw No. 5588, 2019)*

- (4) The provision of subsection 23(1)(m) does not apply to:

- (a) City owned vehicles;
- (b) Wakamow Valley Authority vehicles;
- (c) Authorized emergency vehicles; or
- (d) Any utility maintenance vehicles.

*(Bylaw No. 5588, 2019)*

### **Parking Prohibited off roadway**

24. No person shall park a vehicle, including a recreational vehicle, on any:

- (a) alley, except that a vehicle may be parked in an alley:
  - (i) for no more than thirty minutes; and

- (ii) where actually engaged in loading or unloading;
- (b) sidewalk;
- (c) side boulevard or other part of the road allowance not intended for parking; and
- (d) municipal property not intended for use as a parking lot.

*(Bylaw No. 5588, 2019)*

### **Oversized Vehicle Parking**

- 25(1) No person shall park a vehicle on a highway where the vehicle has:
- (a) a gross registered weight or actual weight exceeding 4,500 kilograms; or
  - (b) an overall length of more than eight (8) metres;
- for longer than two (2) hours.
- (2) Subsection (1) shall not apply to:
- (a) vehicles engaged in public works;
  - (b) recreational vehicles, for which the usual parking time limit will apply.

### **Dangerous Goods Vehicle Parking**

- 26 No person shall park a dangerous goods vehicle within 150 metres of any place of public assembly, except when:
- (a) making a pickup or delivery of dangerous goods; and
  - (b) the dangerous good vehicle and the pickup or delivery process is under constant supervision during the period of time that the dangerous good vehicle is parked.

### **No Stopping**

- ~~27 No person shall stop a vehicle on any highway:~~
- ~~(a) where stopping is prohibited by display of an authorized sign;~~
  - ~~(b) in a traffic lane, except where required by traffic, a traffic control device or as directed by a peace officer.~~

**The operator of a vehicle shall not stop the vehicle on a street where prohibited by display of a traffic sign or in a traffic lane, except when necessary to avoid collision or conflict with other traffic or in compliance with a peace officer.**

### **Repair of Vehicles on Roadway**

- 28 (1) No person shall wash, repair, dismantle or otherwise work on a vehicle on a highway, except in case of emergency and then only in the curb lane of the street.
- (2) When a vehicle breaks down on a highway, the operator shall immediately move the vehicle off the road or into the parking lane.
- (3) No person shall leave any vehicle for more than three hours on any highway when that vehicle has been placed on a jack or blocks.



**Idling Vehicles**

29 No person operating a vehicle shall allow the engine to idle for longer than 20 minutes when the vehicle is parked within 100 metres of a residential zone.

**Exemption for City and Police Vehicles**

30 City and Police vehicles are exempt from the above parking restrictions, including payment for metered parking, where the operator or the vehicle is engaged in public works or police duties.

**MOVING VIOLATIONS****Speed Limits**

31 No person shall operate a vehicle on any highway in excess of the speed limit set by this Bylaw.

**General Speed Limit**

- 32 (1) The general speed limit within the City is set at 50 kilometres per hour, unless otherwise posted.  
 (2) This general speed limit does not apply to any provincial highway which has a higher posted speed limit under *The Traffic Safety Act*.

**School and Playground Zone Speed Limit**

33 The speed limit in a school or playground zone is set at ~~40~~ 30 kilometres per hour, unless otherwise posted.

**Construction Zone Speed Limit**

34 (1) The construction speed limit is established by the erection of appropriate speed limit signs, which shall not exceed 60% of the normal speed limit on the street, as follows:

Normal Speed Limit (Kilometres per hour)	Construction Speed Limit (Kilometres per hour)
100	60
80	50
70	45
60	35
50	30

(2) The City Engineer may install construction speed limit signs and reduce speed limits during any road construction or other public works which require workers to be present on the roadway or during which traffic lanes must be narrowed or re-routed.

## U-Turns

~~35 (1) No person operating a vehicle shall turn the vehicle on a highway so as to proceed in the opposite direction except:~~

~~(a) at a street intersection not controlled by a traffic signal, pedestrian signal, activated pedestrian corridor, or a school safety patrol;~~

~~(b) at a break in the centre median;~~

~~provided that there are no signs prohibiting U-Turns.~~

~~(2) No person operating a vehicle, having turned or turning the vehicle to proceed in the opposite direction, shall proceed until it is safe to do so.~~

35 (1) No person operating a vehicle shall make a U-turn except as permitted in this section.

(2) Subject to subsection (3) and (4), the operator of a vehicle shall only be permitted to make a U-turn:

(a) at an unsignalized median opening; and

(b) at an unsignalized intersection, provided that neither street is a private road or driveway, or lane or alley.

(3) Notwithstanding subsection (2), no operator of a vehicle shall make a U-turn at any unsignalized median opening or intersection, where a sign has been erected at that location prohibiting such movement.

(4) notwithstanding subsection (2), no operator of a vehicle shall make a U-turn anywhere in a school zone or playground zone when reduced speed limits are in effect.

## Slow-moving Vehicles

36 No person shall operate a slow-moving vehicle on any highway from one-half hour before sunset and one half hour after sunrise, except where the slow-moving vehicle proceeds in the right hand traffic lane and:

(a) is equipped with operating headlights and tail lights; or

(b) is preceded and followed by pilot cars.

## Farm Machinery and Road Construction Equipment

37 No person shall operate:

(a) any tracked vehicle or other vehicle or equipment liable to cause damage to the road surface on any highway, except where permitted to do so by the City Engineer;

(b) any farm machinery, road construction equipment or tracked vehicle or equipment on a highway from one-half hour before sunset and one half hour after sunrise, unless preceded and followed by pilot cars.

## Obstructing Traffic

38 This section is repealed by Bylaw 5717

~~(1) No person shall obstruct, interfere with or interrupt the free passage of vehicular traffic on any highway.~~

~~(2) No person shall obstruct, interfere with or interrupt the free passage of pedestrian traffic on any sidewalk or crosswalk.~~

### **Engine Retarder Breaks**

39 No person operating a vehicle shall use exhaust brakes in the City, except to avoid or reduce the impact of a collision or in the case of such other emergency.

### **Crossing Fire Hose**

40 No person operating a vehicle shall drive the vehicle across or stop a vehicle on any fire equipment, including water hose, which is in use or intended to be used by members of the Fire Department.

### **Tracking Mud onto Highway**

41 No person operating a vehicle or other equipment shall do so in a manner which tracks mud or debris onto a highway.

### **Splashing Pedestrian**

42 No person operating a vehicle shall:  
(a) splash any pedestrian;  
(b) project dirt or water at or onto any pedestrian or other vehicle by spinning tires or accelerating quickly.

### **Soliciting from Vehicle**

43 No person in a vehicle shall:  
(a) solicit business from the vehicle, except where permitted to so by the City;  
(b) annoy any person by soliciting or enticing a person to the vehicle.

### **Open Doors**

44 No person shall:  
(a) open a vehicle door into the path of a vehicle, including a bicycle;  
(b) leave a vehicle door open where it intrudes into the adjacent driving lane or sidewalk, except for the time required to get out of or into the vehicle.

## **BICYCLISTS**

### **Rules of the Road apply**

45 Every cyclist shall operate their bicycle in accordance with the rules of the road as set out in this Bylaw and *The Traffic Safety Act*.

45.1 A cyclist may walk their bicycle across any marked crosswalk in the City.

*(Bylaw No. 5695, 2023)*

### **Restrictions on Bicyclists**

46 (1) No person shall operate a bicycle:

- (a) with a wheel diameter of 40 centimetres or more on any sidewalk or pedestrian mall, except where permitted by sign;
- (b) without at least one hand on the handle bars;
- (c) while riding more than two abreast of another cyclist and within the same traffic lane;
- (d) while carrying more persons than the number for which it is designed and equipped;
- (e) carrying a load in excess of that for which the bicycle is designed and equipped;
- (f) between one-half hour before sunset and one-half hour after sunrise unless the bicycle is equipped with a lighted headlamp visible from the front of the bicycle and a red tail light that is visible from the rear of the bicycle.

(2) No parent or guardian of a person under the age of sixteen (16), shall permit the person under the age of sixteen (16) to which they are a parent or guardian, to operate a bicycle on a street without wearing an approved bicycle helmet.

*(Bylaw No. 5588, 2019)*

### **OTHER VEHICLE RESTRICTIONS**

#### **School Bus Stop Arms**

47 No person shall activate the safety lights and stop arms of a school bus on a highway within the City.

#### **All-Terrain Vehicles and Snowmobiles**

48 No person shall operate an all-terrain vehicle or a snowmobile within the City, except for City works or where specially authorized by City Council.

#### **Golf Carts**

49 No person shall operate a golf cart on any street or sidewalk, except at the marked crossing on 4<sup>th</sup> Avenue NW connecting the Lynbrook Golf Course.

#### **Motorized Wheelchairs and Similar Devices**

50 Persons using motorized wheelchairs, medical scooters or segways:

- (a) are considered to be pedestrians and may use the sidewalk or, where no sidewalk is available, the curb lane of residential streets; and

- (b) shall show reasonable consideration for other pedestrians, including slowing when overtaking pedestrians to avoid collision.

(Bylaw No. 5695, 2023)

### **Electric Kick Scooters**

- 50.1 (1) Every person operating an electric kick scooter shall operate their scooter in accordance with the rules as set out in this Bylaw and *The Traffic Safety Act* and the associated regulations.
- (2) Persons shall only operate electric kick scooters:
- (a) on trails and pathways; or
  - (b) on a highway if the highway has a speed of 50 km/h or less.
- (3) No person shall operate an electric kick scooter:
- (a) on a public highway with a speed limit exceeding 50 km/h;
  - (b) at a speed above the maximum speed limit of 24 km/h;
  - (c) on a sidewalk, unless the person is walking their electric kick scooter;
  - (d) in a marked crosswalk, unless the person is walking their electric kick scooter; or
  - (e) recklessly or negligently at a speed or in a manner dangerous to the scooter user or the public.

(Bylaw No. 5695, 2023)

### **PEDESTRIANS**

#### **No Jaywalking**

- 51 No pedestrian shall cross Main Street except at the intersection or marked crosswalk and then in accordance with any traffic control device.

#### **Hitchhiking and Soliciting Motorists**

- 52 No pedestrian standing or walking on the street, including the median, sidewalk, or boulevard, shall solicit a person who is in a vehicle, whether moving or stopped, including for a ride or donation.

### **PERMITS**

- 53 The City Engineer or Chief of Police is authorized to issue the permits ~~prescribed by Schedule "F"~~ in a printed form as he or she may determine, provided the applicant meets the criteria ~~set out in Schedule "F"~~ ~~to this Bylaw~~ for the issuance of the permit, including payment of any prescribed permit fee.

#### **Parking Permits for Metered Limited Parking Zones**

- 53.1 (1) The ~~Mayor~~ **City Manager** is authorized to issue parking permits for the purpose of parking at metered parking stalls, upon the payment of a fee of one hundred twenty (\$120) dollars per annum for each vehicle to the following:

- (a) Taxi vehicles;
  - (b) Vehicles used for commercial delivery within the City of Moose Jaw;  
and
  - (c) Government owned vehicles.
- (2) Taxi vehicles and vehicles used for commercial delivery within the City of Moose Jaw for which a special parking permit has been issued under subsection (1) of this section, shall not be parked at a metered stall for more than fifteen (15) minutes.
- (3) The **City Manager** ~~Mayor~~ shall be the sole judge to determine whether or not a vehicle is used for commercial delivery within the City of Moose Jaw pursuant to subsection 53.1(1)(b) of this section, and no appeal mechanism shall be permitted from a decision of the **City Manager** ~~Mayor~~ made in respect thereof.
- (4) No permit issued by the **City Manager** ~~Mayor~~ under the provisions of subsection (1) of this section may be transferred to another vehicle or person.
- (5) The City Engineer is authorized to issue a parking permit to an official of a convention, seminar or other organized event in the City, for each registered guest attending the convention, seminar or organized event, upon payment of a fee of ten (\$10) dollars per day for each permit required.
- (6) The members of City Council shall be issued a parking permit for the purpose of parking at metered stalls during Council meetings or while on City business.
- (7) Eligible City of Moose Jaw employees shall be issued a parking permit for the purpose of performing City business.
- (8) The **City Manager** ~~Mayor~~ is authorized to issue parking permits for the purpose of parking at metered stalls free of charge for the period of time stated on the permit to the following:
- (a) Any members of the Parliament of Canada;
  - (b) Any members of the Legislative Assembly of Saskatchewan;
  - (c) Any other visiting dignitaries that the **City Manager** ~~Mayor~~ deems appropriate;
  - (d) Moose Jaw Police Service Victim Services volunteer workers;
  - (e) Any non-profit volunteer of the Saskatchewan Health Authority; and
  - (f) Any individual the **City Manager** ~~Mayor~~ deems appropriate.
- (9) Where a person holds a parking permit issued under any of the provisions of this section 53.1, the person shall prominently display the permit on the inside of the vehicle in the bottom right hand corner of the vehicle windshield.
- (10) Any person holding a parking permit issued under this section 53.1, who violates the terms upon which the permit is issued, shall on conviction thereof, be liable to the penalties imposed by this Bylaw and in addition, the cancellation of the parking permit.

*(Bylaw No. 5588, 2019)*

## **ENFORCEMENT**

### **Penalty for Violation**

54 Any person who fails to comply with this Bylaw is guilty of an offence and liable on summary conviction to the penalties provided in section 338 of *The Cities Act* or as prescribed in Schedule “G” & “H” to this Bylaw.

### Penalties Not Otherwise Provided For

54.1 A person guilty of a breach of any of the provisions of this Bylaw for which no specific penalty has been provided or in any provisions of *The Traffic Safety Act* of the Province of Saskatchewan or Regulations pursuant to that Act, shall be liable on summary conviction to a penalty of not less than \$50 and not more than:

- a) \$2,000 in the case of an individual; and
- b) \$5,000 in the case of a corporation.

### Notice of Violation

55 (1) The Chief of Police may:

- (a) approve a form for use as a notice of violation which may be issued by authorized persons to vehicles found in violation of designated offences for which voluntary payment as provided in Schedule “G” to this Bylaw.
- (b) authorize any person to issue notice of violation to any vehicle which appears to be in violation of a provision of this Bylaw.

(2) Any person who receives a notice of violation for a designated offence may avoid prosecution by making voluntary payment at City Hall:

- (a) At the rate set out in Column “C” of Schedule “G” within fifteen days of issuance of the notice of violation;
- (b) At the rate set out in Column “B” of Schedule “G” after fifteen days of issuance, but within thirty days of issuance; and
- (c) At the rate set out in Column “A” of Schedule “G” after thirty days of issuance.

### Removal of vehicle or obstruction from highway

56 The Police may move or remove or cause to be moved or removed any:

- (a) vehicle that is unlawfully parked or left on any highway or other property;
- (b) vehicle owned by a person against whom fines for parking offences are unpaid and due;
- (c) obstruction, encumbrance or encroachment created or left on any street, sidewalk or boulevard at the cost of the person who created or left the obstruction, encumbrance or encroachment and may destroy or otherwise dispose of the object without further notice.

### Impoundment

57 (1) Where a vehicle is removed under authority of this Bylaw, the vehicle shall be impounded and stored for a period of up to thirty days during which the owner, on providing proof of ownership, may recover the vehicle by paying the cost of removal, storage fees and any unpaid parking fines.

(2) Any impounded vehicle not redeemed within thirty days may be sold or otherwise disposed of and the proceeds from such sale or disposal applied to the cost of removal and storage fees or to any unpaid fines imposed on the owner under this Bylaw.

## **SEVERABILITY**

58 If any section, subsection, clause or other portion of this Bylaw is for any reason found to be invalid, that portion shall be deemed a separate, distinct and independent provision and shall not affect the validity of the remaining portions of the Bylaw.

## **ADOPTION AND REPEAL**

### **Effective Date of Bylaw**

59 This Bylaw comes into effect upon passing of third reading or, where required, upon approval of The Highway Traffic Board.

### **Repeal of Previous Bylaw**

60 (1) Bylaw No. 4230, being the Traffic Bylaw of the City of Moose Jaw, including any amendments, is hereby repealed and replaced by this Bylaw.

(2) Section 2 of Bylaw No. 4469, being the Trailer Bylaw of the City of Moose Jaw, is hereby repealed.

READ A FIRST TIME THIS 28<sup>TH</sup> DAY OF MAY 2018

READ A SECOND TIME THIS 28<sup>TH</sup> DAY OF MAY 2018

READ AND THIRD TIME AND PASSED THIS 11<sup>TH</sup> DAY OF JUNE 2018

(Sgd.) "F. Tolmie"

Mayor

(Sgd.) "M. Gulka-Tiechko"

City Clerk

## **SCHEDULES TO THE BYLAW**



- A ~~TRAFFIC WARRANTS – s. 7~~ Repealed by Bylaw 5717
- B CORNER OBSTRUCTIONS (Intersection Sight Line Controls) - s. 12(1)(b)
- C ONE-WAY STREETS – s. 13
- D TRUCK ROUTES – s. 14
- E DANGEROUS GOODS ROUTES – s. 16
- F ~~PERMITS – s. 53~~ Repealed by Bylaw 5717
- G VOLUNTARY PAYMENT FOR DESIGNATED OFFENCES – s. 55
- H MOVING OFFENCES – s. 55

## SCHEDULE "A"

**This Schedule is repealed by Bylaw 5717**

### ~~TRAFFIC WARRANTS~~

#### B 2.03.07 Minimum Requirements for the Installation of Traffic Signal Control for Two Lane Roadways

Location \_\_\_\_\_ At \_\_\_\_\_

Municipality \_\_\_\_\_ Date of Survey \_\_\_\_\_

Warrant	Description	Minimum Requirement For Two Lane Roadway		Compliance	
		Free Flow	Restricted Flow	Sectional %	Entire %
		Operating Speed Greater Than 70 Km/H	Operating Speed Less Than 70 Km/H		
1. Minimum Vehicular Volume	a. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720		
	b. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170		
2. Delay To Cross Traffic	a. Vehicle Volume Along Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720		
	b. Combined Vehicle And Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours	50	75		
3. Accident Hazard	a. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged Over a 36 Month Period, and	5			
	b. Adequate Trial of Less Restrictive Remedies, Where Satisfactory Observance and Enforcement Have Failed To Reduce the Number Of Accidents, and	Yes <input type="checkbox"/> No <input type="checkbox"/>			
	c. Fulfillment of Either of the Above Warrants (Minimum Vehicular Volume Or Delay To Cross Traffic) to the Extent of 80% or More	Yes <input type="checkbox"/> No <input type="checkbox"/>			
4. Combination Warrant	Two or More of the Above Warrants (1, 2 or 3) Satisfied To The Extent Of 80% or More	Yes <input type="checkbox"/> No <input type="checkbox"/>			

Notes: 1. Vehicle Volumes Warrants (1A, 2A) for Roadways Having Two or More Moving Lanes in one Direction Should Be 25% Higher Than Values Given Above.

2. For Definition of Crossing Volume Refer to Note (4) on the Signal Warrant Analysis Form B2.03.08.

3. The Lowest Sectional Percentage Governs the Entire Warrant.

4. For "T" Intersections the values for Warrant (1B) Should Be Increased by 50%.

~~B. 2.03.08 TRAFFIC SIGNAL WARRANT ANALYSIS FORM FOR INTERSECTION CONTROL~~

~~Minimum warrants for installation of traffic signals for roadways with two or more lanes.~~

~~Major street.....MULTI LANE Yes  No  Minor street.....~~

Street Name			
Channelized		EB	WB
Turns			

~~FREE FLOW CONDITIONS (RURAL)~~

~~RESTRICTED FLOW CONDITIONS (URBAN)~~

~~Warrant 1 Minimum Vehicular Volume~~

~~100% Satisfied Yes  No~~

~~80% Satisfied Yes  No~~

Approach Lanes	Minimum Requirements (80% shown in brackets)				Percentage Warrant								Total Across
	+		2 or more		Hour Ending								
Flow Condition	Free Flow <input type="checkbox"/>	Restr Flow <input type="checkbox"/>	Free Flow <input type="checkbox"/>	Restr Flow <input type="checkbox"/>									
A. All Approaches	480	720	600	900									
	(385)	(575)	(480)	(720)									
	100% Fulfilled												
	80% Fulfilled												
Actual % if Below 80% Value													
Total Down												Sectional Percent	

B. Minor Street Both Approaches	120	170	120	170									
	(95)	(135)	(95)	(135)									
	100% Fulfilled												
	80% Fulfilled												
Actual if Below 80%													
Total Down												Sectional Percent	

~~For "T" intersections these values should be increased by 50%~~

~~"T" Intersection Yes  No~~

~~Warrant 2 Delay to Cross Traffic~~

~~100% Satisfied Yes  No~~

~~80% Satisfied Yes  No~~

Approach Lanes	Minimum Requirements (80% shown in brackets)				Percentage Warrant								Total Across
	+		2 or more		Hour Ending								
Flow Condition	Free Flow <input type="checkbox"/>	Restr Flow <input type="checkbox"/>	Free Flow <input type="checkbox"/>	Restr Flow <input type="checkbox"/>									
A. Major Street Both Approaches	480	720	600	900									
	(385)	(575)	(480)	(720)									
	100% Fulfilled												
	80% Fulfilled												
Actual % if Below 80% Value													
Total Down												Sectional Percent	

B- Traffic Crossing Major Street	50	70	50	70									Total Across
	(40)	(60)	(40)	(60)									
	100% Fulfilled												
	80% Fulfilled												
	Actual % if Below 80% Value												Sectional Percent
												Total Down	

**Warrant 3 - Reported Accidents**

100% Satisfied Yes  No

80% Satisfied Yes  No

Year	20__	20__	20__	Ann. Avg.
Total				
<b>Preventable</b>				

A. Reportable accidents within a 12 month period average over 36 consecutive months susceptible to correction by a traffic signal.		
Warrant Value	Average Annual Preventable	Fulfilled
5		_____%
B. Adequate trial of less restrictive measures has failed to reduce accident frequency	_____ 100% _____ 0%	Yes <input type="checkbox"/> No <input type="checkbox"/>
C. Either Warrant 1 (Minimum Vehicular Volume) or Warrant 2 (Delay to Cross Traffic) satisfied 80% or more	_____ 100% _____ 0%	Yes <input type="checkbox"/> No <input type="checkbox"/>

**Warrant 4 - Combination Warrant** \_\_\_\_\_ Satisfied Yes  No

Used if no warrant satisfied 100%

Requirement	Warrant satisfied 80% or more	Fulfilled
Two warrants satisfied 80%	Warrant 1 - Minimum Vehicular Volume Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
	Warrant 2 - Delay to Cross Traffic Yes <input type="checkbox"/> No <input type="checkbox"/>	
	Warrant 3 - Collision Experience Yes <input type="checkbox"/> No <input type="checkbox"/>	

**Conclusion - Traffic Signals Warranted** Yes  No

**Warrants for installing All-Way stop control**

All-Way Stop control may be considered at intersections where at least one of the following of Warrants A or B is met, or other conditions identified in Warrants C or D is met:

**A. COLLISIONS**

<p>There are an average of (<i>see number below</i>) collisions per year over the last three years of the type susceptible to correction by the use of all-way stop sign controls and where less restrictive measures have been tried and found inadequate, with the major road classified as:</p> <ul style="list-style-type: none"> <li>• <del>Minor arterial or collector (greater than 6000 AADT) — 4 collisions per year</del></li> <li>• <del>Collector (AADT less than or equal to 6000) — 3 collisions per year</del></li> <li>• <del>Local — 2 collisions per year</del></li> </ul>	<p>Yes/No</p>
--	---------------

<p><b>WARRANT “A” IS MET?</b> Yes/No</p>
--

**B. VOLUMES**

<p>Roadway volumes have similar operating characteristics and the following conditions have been met:</p> <p>(1)(a) The total vehicle volume on all intersection approaches, with the major road classified as:</p> <ul style="list-style-type: none"> <li>• <del>Minor arterial or collector (AADT greater than 6000), exceeds 500 vehicles per hour for the average of the eight peak hours of the days</del></li> <li>• <del>Collector (AADT less than or equal to 6000), exceeds 375 vehicles for the average of the four peak hours of the day</del></li> <li>• <del>Local, exceeds 250 vehicles for the average of the four peak hours of the day</del></li> </ul> <p style="text-align: center;"><b>OR</b></p> <p>(b) <del>The combined vehicular and pedestrian volume on the minor approach (i.e., crossing the major road) exceeds (<i>see number below</i>), with the major road classified as:</del></p> <ul style="list-style-type: none"> <li>• <del>Minor arterial or collector (AADT greater than 6000), 200 units for the average of the same eight hours used in (a) above</del></li> <li>• <del>Collector (AADT less than or equal to 6000), 150 units for the average of the same four hour period used in (a) above</del></li> <li>• <del>Local, 100 units for the average of the same four peak hours used in (a) above</del></li> </ul>	<p>Yes/No</p>
--	---------------

**AND**

<p>(2) <del>The volume split does not exceed 70/30, based on the same counts used above. Volume on the major road approaches is defined as vehicles only.</del></p>	<p>Yes/No</p>
---	---------------

<del>Volume on the minor approaches includes all vehicles entering the intersection plus any pedestrians crossing the major road.</del>	
---	--

<del>WARRANT "B" IS MET? Yes/No</del>
---

~~C — TRAFFIC CONTROL SIGNALS~~

<del>As an interim measure where traffic control signals are technically warranted but cannot be implemented immediately</del>	<del>Yes/No</del>
--	-------------------

<del>WARRANT "C" IS MET? Yes/No</del>
---

~~D — REVERSAL OF INTERSECTION CONTROL~~

<del>As a means of providing an introductory period to accustom drivers to a reversal of intersection control. Installation under this warrant shall be in conformance with the MUTCD</del>	<del>Yes/No</del>
---	-------------------

<del>WARRANT "D" IS MET? Yes/No</del>
---

~~All-way stop sign control should not be used under the following conditions:~~

- ~~1) As a speed control device;~~
- ~~2) On roadways where progressive signal timing exists;~~
- ~~3) On roadways within urban areas having a posted speed limit in excess of 50 km/h;~~
- ~~4) At intersections that are offset, poorly defined or geometrically substandard;~~
- ~~5) On truck or bus routes, except in an industrial area, or where two such roads cross;~~
- ~~6) As a means of deterring the movement of through traffic in a residential area; and~~
- ~~7) Where visibility of the sign is hampered by curves or grades, parked vehicles and insufficient safe stopping distance exists.~~

~~All-way stop sign control can be used after special consideration in the following situations:~~

- ~~1) As the primary form of control to facilitate a request based solely on pedestrian crossing protection. This concern can usually be addressed by other means such as a school crossing, pedestrian crossover, or traffic control signal;~~
- ~~2) At intersections that are not roundabouts having less than three or more than four approaches;~~
- ~~3) At intersections with multi-lane approaches;~~
- ~~4) Where traffic would be required to stop on grades;~~
- ~~5) At intersections in close proximity to other traffic control devices controlling right of way; and~~

6) ~~At intersections under certain traffic conditions, such as control a conflicting traffic movement problem or address a motorist sight line problem that cannot be addressed by other means, when supported by engineering judgement as being a useful safety measures.~~

• ~~Note: In the case of Warrant A, less restrictive measures could include the removal of an obstruction or the prohibition of parking to improve sight lines; and/or the installation of warning signs, pavement markings and/or flashing beacons.~~

**Warrants for implementing a 40 km/h Maximum Speed Limit**

~~This warrant applies to local, collector and minor arterial roadways. The minimum speed on major arterials should be a minimum of 50 km/h.~~

~~A 40 km/h maximum speed limit may be implemented on any street where one or more of the following Warrants B or C is met. In the case of streets 10.5 metres or more in width, Warrant A must also be satisfied.~~

~~A. WIDE STREETS~~

<del>Pavement width equals to or more than 10.5 metres, where the operating speed 85%ile is equal to or less than 50 km/h</del>	<del>Yes/No</del>
---	-------------------

<del>WARRANT "A" IS MET? Yes/No</del>
---

• ~~Note: Speed limit reductions on wide streets have negligible impact and in these cases. Other measures should be considered to influence driver behaviour to reduce speed, such as geometric changes to the road itself.~~

~~Warrants B and C apply to all widths of roadways. Roads 10.5 metres wide or more are considered in Warrant A is met.~~

~~B. PEDESTRIAN ENVIRONMENT~~

~~ONE OF THE FOLLOWING~~

<del>(1)(a) Elementary or high school abuts the road  OR (b) Parkland abuts the road which is contiguous to and used to gain access to an elementary or high school  OR (c) No sidewalk on either side of the road or a major portion of the road</del>	<del>Yes/No</del>
---	-------------------

~~OR~~

<p><del>(2) The sidewalk is immediately adjacent to and not separated from the flow of motor vehicles by long term parking (&gt;3 HR) or bike lanes, where the travelled portion of the road width is less than 5.7 metres for two way operation, or less than 4.0 metres for one way operation.</del></p>	<p>Yes/No</p>
--	---------------

~~WARRANT "B1" OR "B2" IS MET?~~  
~~Yes/No~~

OR

~~C. ROAD AND TRAFFIC ENVIRONMENT~~

~~ONE OF THE FOLLOWING~~

<p><del>(1)(a) Two or more locations of concern where:</del>  <del>Grades are greater than 5% and/or</del>  <del>Safe speed on curves is less than 50 km/h</del>  <p style="text-align: center;"><del>OR</del></p> <p><del>(b) Lack of sufficient distance to stop safely at two or more locations when travelling at 50km/h</del>  <p style="text-align: center;"><del>OR</del></p> <p><del>(c) Pattern of collisions where vehicle speed was identified as a factor:</del>  <del>— Local streets — 3 or more over 3 years</del>  <del>— Other streets — 5 or more over 3 years</del></p> </p></p>	<p>Yes/No</p>
---	---------------

OR

<p><del>(2) The sidewalk is immediately adjacent to and not separated from the flow of motor vehicles by long term parking (&gt;3 HR) or bike lanes, where the travelled portion of the road width is less than 5.7 metres for two way operation, or less than 4.0 metres for one way operation.</del></p>	<p>Yes/No</p>
--	---------------

~~WARRANT "C1" OR "C2" IS MET?~~  
~~Yes/No~~

40 km/h maximum speed limit is warranted

~~WARRANT "B OR "C" IS MET?~~  
~~Yes/No~~

- ~~Note: In the case of Warrant B1(i) or (ii), the 40 km/h maximum speed limit must extend no less than 150 m beyond the boundary of the school property and/or contiguous parkland.~~

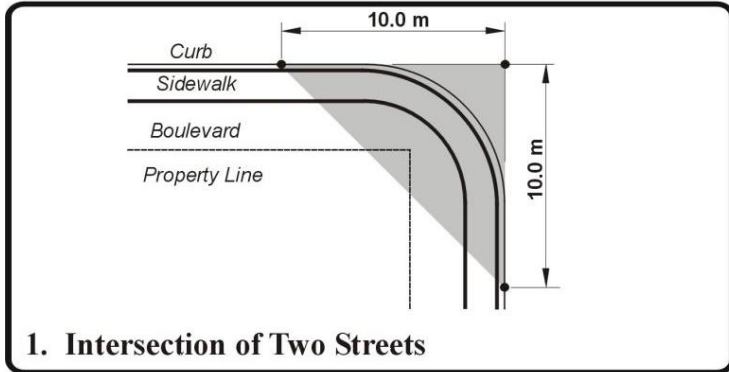


Pedestrian Crossing Warrant

<b>No. of Pedestrians (Ped/Hr)</b>	<b>No. of Vehicles (Veh/Hr)</b>	<b>Cross Product (Ped/Hr)x(Veh/Hr)</b>	<b>Level of Traffic Control Warranted</b>
≥20	≥25	≥6,000	Signed Crosswalk
≥40	≥200	≥25,000	Flashing Amber Pedestrian Crossing
≥60	≥400	≥50,000	Red/Amber/Green pedestrian half signal

Note:— Each of the criteria (Ped/Hr, Veh/Hr and Ped/Hr x Veh/Hr) must be met to justify a specific level of traffic control. Good Engineering is intended to compliment the initial warrant evaluation.

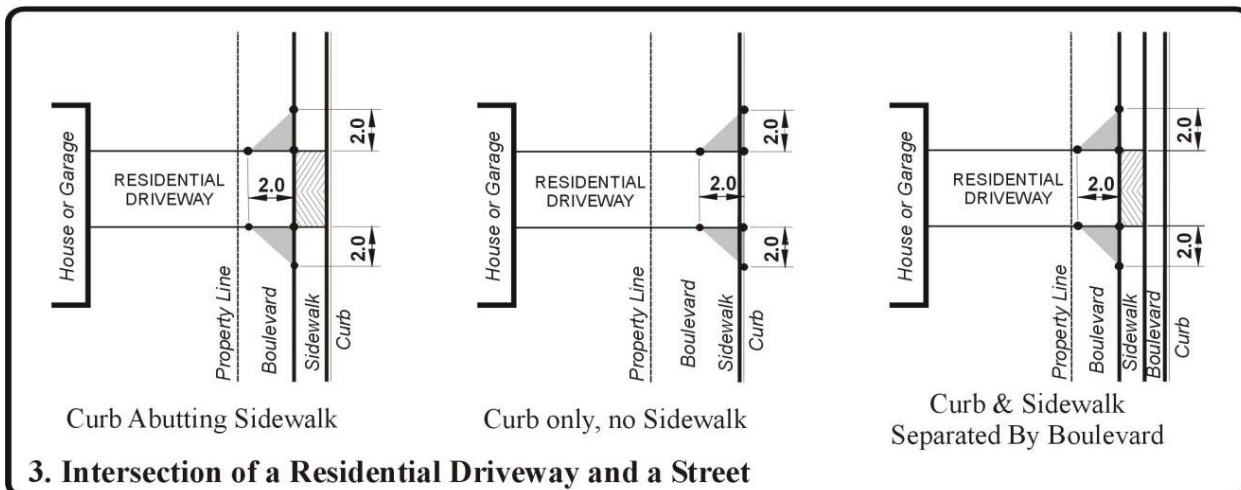
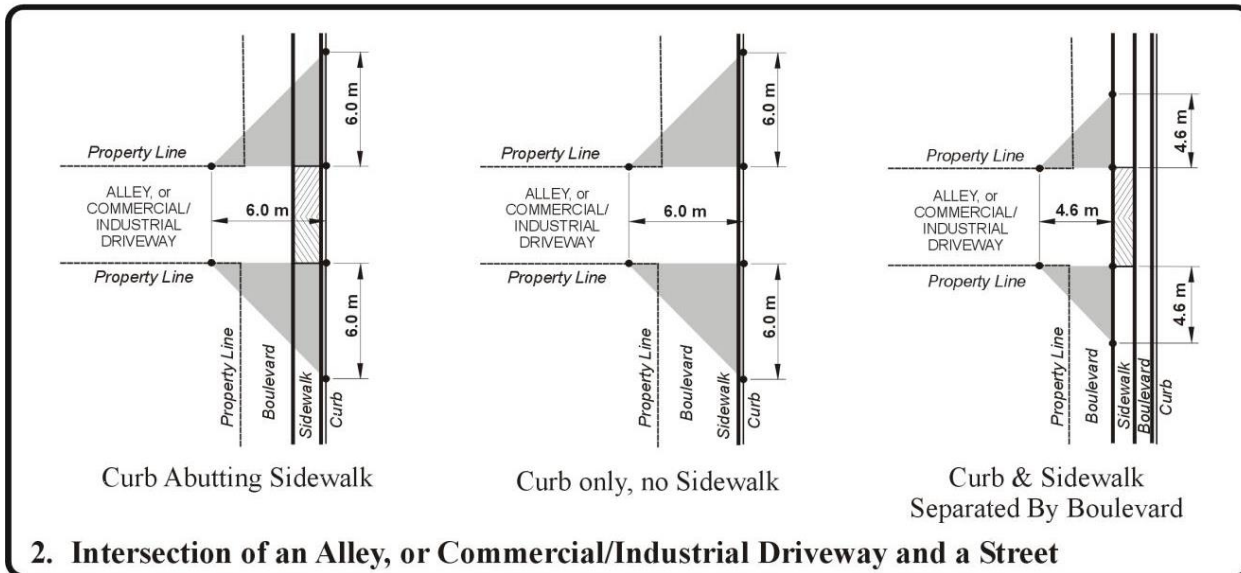
**SCHEDULE "B"**  
**INTERSECTION SIGHT LINE CONTROLS**  
 (Corner Obstructions)



**PURPOSE:**

To provide a clear line of sight for motorists approaching a street intersection or exiting a driveway.

**LEGEND**  
 (Applies to all diagrams on this page)  
 Restricted Areas:  
 Nothing Over  
 0.750 m in Height



**SCHEDULE “C”  
ONE-WAY STREETS**

**NAME OF STREET AND DIRECTION  
OF VEHICULAR TRAFFIC**

**BETWEEN**

---

**NORTHBOUND**

First Avenue SE	From the Second Avenue underpass to its junction with the east leg of No. 2 Highway South and the east leg of No. 2 High South to the City Limits
North-South Lane in Block 30, Plan N4537	Grafton Avenue and Third Avenue NW
North-South Lane in Block 31, Plan AD2083	Laurier Street West and Simcoe Street West

**SOUTHBOUND**

Main Street South	Intersection with First Avenue SE at the Second Avenue underpass to its junction with the west leg of No. 2 Highway South and the west leg of No. 2 Highway South within the City Limits
Simpson Avenue	From the intersection of Bogue Avenue and Francis Street to the intersection of Simpson Avenue with Carleton Street

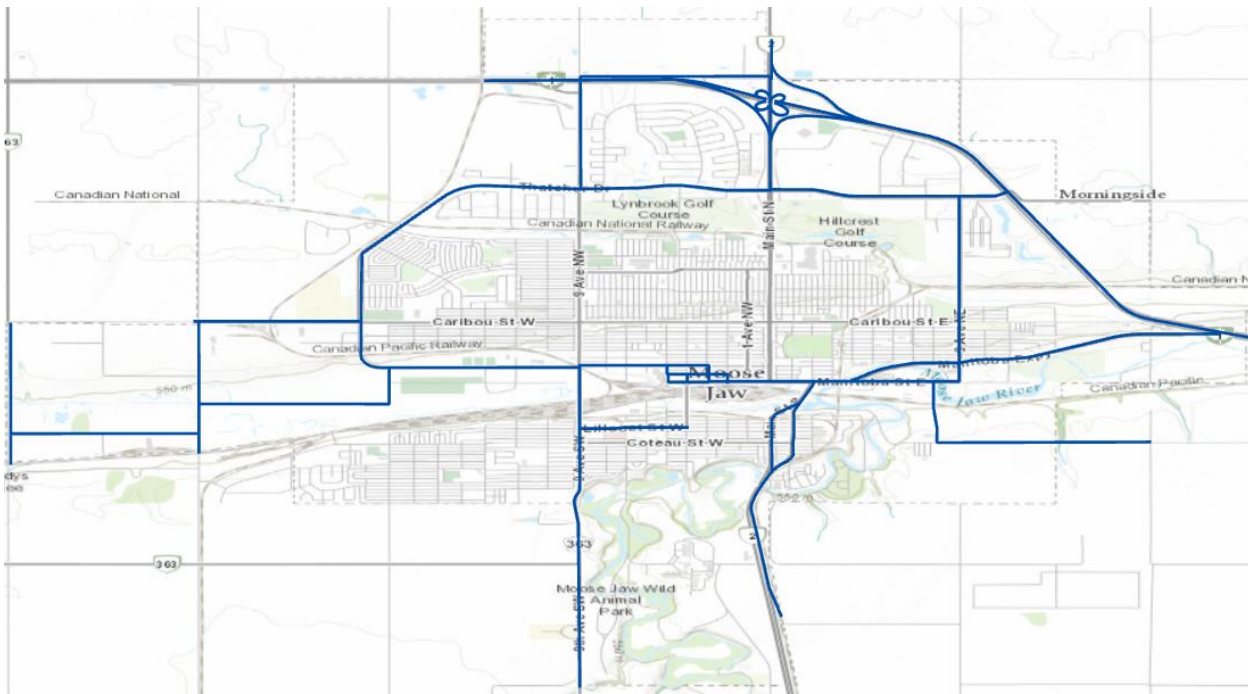
**EASTBOUND**

Lansing Street	First Avenue SE and intersection of Wellesley Street
East-West Lane in Block 21, Plan G1868	Twelfth Avenue SW and Thirteenth Avenue SW

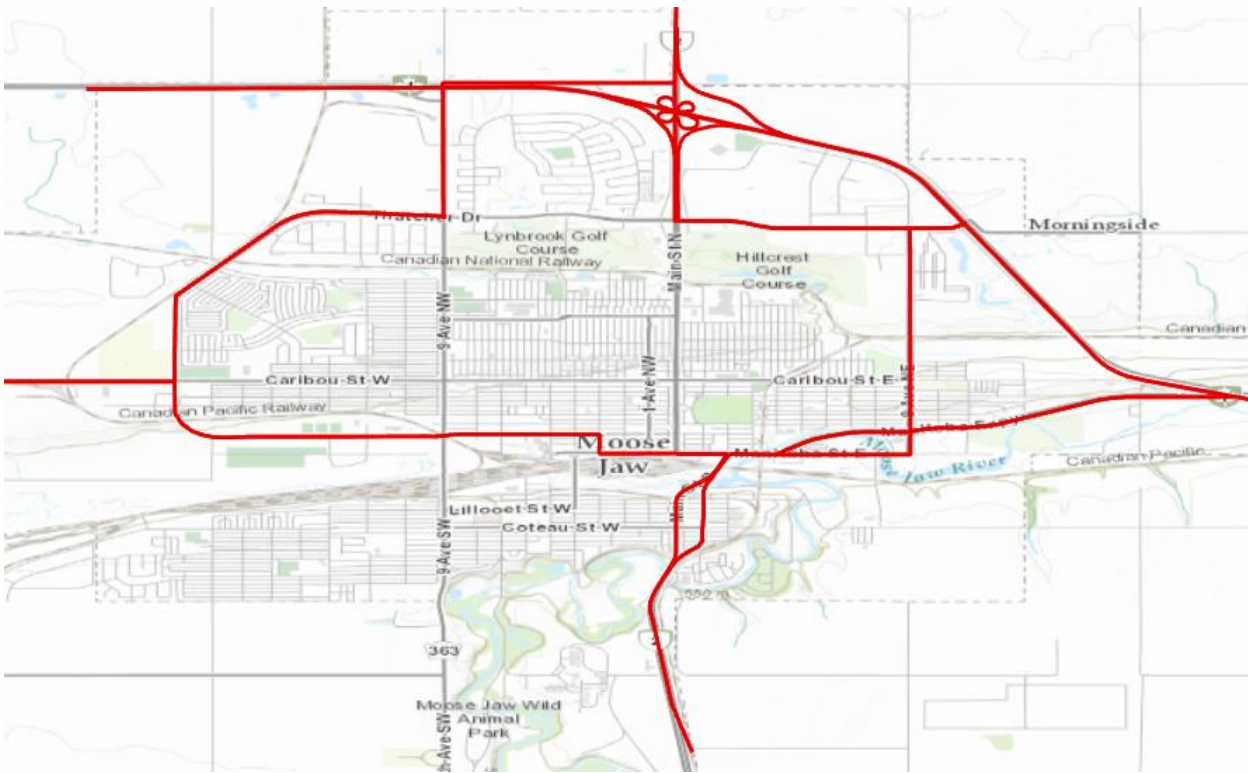
**WESTBOUND**

Coteau Street West	West end of 1100 Block – Right side of divide
East-West Lane in Block 21, Plan K4594	First Avenue NW and Redland Avenue
East-West Lane in Block 30, Plan N4537	Grafton and Third Avenue NW
Manitoba Street West	Third Avenue NW and Fourth Avenue NW

### SCHEDULE "D" TRUCK ROUTES



### SCHEDULE "E" DANGEROUS GOODS ROUTES



**SCHEDULE "F"**

**This Schedule is repealed by Bylaw 5717**

**PERMITS**



**~~STREET CLOSURE and/or PARADE PERMIT~~**

**~~Street Closure and/or Parade Event~~**

**~~Date of Street Closure and/or Parade Event~~**

~~The temporary closing of the street or sidewalk to traffic will not substantially inconvenience persons who would normally use such street(s) or interfere with the general health, safety and welfare of the community.~~

**~~Application Complete and approval recommended:~~**

~~All terms and conditions for the attached application have satisfactorily met the terms and conditions as required by the City of Moose Jaw. Yes  No~~

~~Provide comments if application has been denied. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_~~

~~Approved by:~~

~~\_\_\_\_\_  
Director of Public Works or designate \_\_\_\_\_ Date~~

~~Only if required:~~

~~Police to provide lead vehicle or chaser vehicle: Yes  No~~

\_\_\_\_\_  
Police Chief or designate

\_\_\_\_\_  
Date

**~~For City of Moose Jaw Use Only~~**

**Parade:** \_\_\_\_\_

**Date of Parade:** \_\_\_\_\_

**Work Order # for Street Closure:** \_\_\_\_\_

**Also requires:** **Street-Sweeping** Yes  No  \_\_\_\_\_

**Bagging Meters** Yes  No  \_\_\_\_\_

**Other City Facilities:** \_\_\_\_\_

Required: Yes  No

Referred to appropriate Department:  \_\_\_\_\_

(Indicate Department referral.) \_\_\_\_\_

**Bus Reroute:**

Reroute required: Yes  No

Transit Manager notified: Yes  No

**Street Closure Notification:**

Public Notice Submitted to Communications Department: Yes  No

**Emergency Services Notification Required:** Yes  No

Fire Department:

Emergency Medical Services:

**Additional Comments:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SCHEDULE “G”**  
**FINES FOR PARKING AND NON-MOVING OFFENCES**

*As Amended by Bylaw No. 5588, 2019; Bylaw No. 5695, 2023; and Bylaw No. 5698, 2023*

VOLUNTARY PAYMENT FOR DESIGNATED OFFENCES				
BYLAW SECTION	OFFENCE	COLUMN “A”	COLUMN “B”	COLUMN “C”
10 (1)	Parking on a barricaded street	50.00	30.00	20.00
10 (2)	Removal of signs or barricades	250.00	230.00	210.00
11(1) and 11.1(1)	Failure to obtain a permit	500.00	480.00	460.00
11(2) and 11.1(2)	Failure to comply with a permit	1000.00	980.00	960.00
11(3) and 11.1(3)	Failure to disclose a permit	50.00	30.00	20.00
11.2	Material on street	250.00	230.00	210.00
12	Unauthorized Signs	50.00	30.00	20.00
20	Parking at curb	\$50.00	\$30.00	\$20.00
21	Parallel parking	50.00	30.00	20.00
22	Angle parking	50.00	30.00	20.00
23(a)	Parking where prohibited	50.00	30.00	20.00
23(b)	Parking for a longer time than allowed	50.00	30.00	20.00
23(c)	Parking for longer than 48 hours	50.00	30.00	20.00
23(d)	Parking in disability reserved stalls	130.00	110.00	90.00
23(e)	Parking without payment of fee	50.00	30.00	20.00
23(f)	Parking within two metres of any curb or driveway	50.00	30.00	20.00
23(g)	Parking within five metres of a fire hydrant	50.00	30.00	20.00
23(h)	Parking within six metres of an alley intersection	50.00	30.00	20.00
23(i)	Parking within five metres of a railway track	50.00	30.00	20.00
23(j)	Parking within ten metres of a street intersection	50.00	30.00	20.00
23(k)	Parking within ten metres of a marked pedestrian crosswalk	50.00	30.00	20.00
23(l)	Parking on any traffic lane	130.00	110.00	90.00



23(m)	Parking on any centre median or boulevard	50.00	30.00	20.00
23(n)	Parking where the posted speed limit exceeds 50 km/hr	50.00	30.00	20.00
23(o)	Parking on a Highway which has been temporarily closed to traffic or parking	130.00	110.00	90.00
23(q)	Parking where the vehicle displays “for sale” signs	50.00	30.00	20.00
24	Parking prohibited off roadway	50.00	30.00	20.00
25	Oversized vehicle parking	50.00	30.00	20.00
26	Dangerous Goods vehicle parking	130.00	110.00	90.00
27	No stopping	130.00	110.00	90.00
28	Repair of vehicles on roadway	50.00	30.00	20.00
29	Idling vehicles	50.00	30.00	20.00
46(2)	Operating a Bicycle without a helmet	50.00	30.00	20.00

**SCHEDULE “H”**  
**VOLUNTARY PAYMENT**  
**FINES FOR MOVING OFFENCES**

*As Amended by Bylaw No. 5588, 2019; Bylaw No. 5695, 2023; Bylaw No. 5698, 2023; Bylaw No. 5707, 2023*

Section	Description	Fine	Fine including Surcharge
10	Driving a vehicle on a temporarily closed road	\$100	\$150
<b>11</b>	<b>Unlawfully obstructing a street or sidewalk</b>	<b>\$85</b>	<b>\$125</b>
15	Unlawfully operate a heavy vehicle on any highway not designated as a truck route	\$180	\$230
17	Unlawfully operate a dangerous goods vehicle on any highway not designated as a dangerous goods route	\$180	\$230
18	Unlawfully operate a vehicle onto, across or under a bridge or other overhanging structure where the vehicle exceeds the height or weight restriction for that bridge	\$180	\$230
32	Speeding – Refer to <i>The Summary Offences Procedure Regulations, 1991</i>		
33	Speeding in School or Playground Zone	\$170 plus \$4 for each km/hr in excess of the speed limit for speeds up to 30km/hr above the speed limit and \$8 for each km/hr in excess of the speed limit for speeds greater than 30km/hr above the speed limit	
34	Speeding in Construction Zone	\$240 plus \$6 for each km/hr in excess of the speed limit for speeds up to 30km/hr above the speed limit and \$12 for each km/hr in excess of the speed limit for speeds greater than 30km/hr above the speed limit	
35	Unlawfully operate a vehicle shall turn the vehicle on a highway so as to proceed in the opposite direction	\$180	\$230
36	Unlawfully operate a slow-moving vehicle	\$85	\$125
37	Unlawfully operate any tracked vehicle or other vehicle or equipment	\$85	\$125
38(1)	<del>Unlawfully interfere with the free passage of traffic on any highway</del>	\$85	\$125
38(2)	<del>Unlawfully interfere with the free passage of pedestrian traffic on any sidewalk or crosswalk</del>	\$85	\$125
39	Unlawfully use exhaust brakes within the City	\$125	\$175
40	Unlawfully drive any vehicle across or stop a vehicle on any fire equipment or water hose	\$180	\$230

41	Operate a vehicle or other equipment in a manner which tracks mud or debris onto a highway	\$85	\$125
42	Operate a vehicle which splashes water or projects debris onto a pedestrian	\$125	\$175
43	Unlawfully solicit from a vehicle	\$85	\$125
44	Leave open / open a vehicle door without due care	\$85	\$125
46(1)	Bicycle offences (a - f)	\$30	\$70
47	Activate the safety lights and stop arms of a school bus on a highway within the City	\$125	\$175
48	Operate an all-terrain vehicle or a snowmobile within the City	\$85	\$125
49	Operate a golf cart on any street or sidewalk, except where permitted	\$85	\$125
50	Operate a motorized wheelchair, medical scooter, or segway without reasonable consideration	\$30	\$70
50.1(3)	Electric kick scooter offences (a – e)	\$75	\$125
51	Jaywalk where prohibited	\$30	\$70
52	Pedestrian illegally solicit a person who is in a vehicle, whether moving or stopped, including for a ride or donation	\$30	\$70