

Special Committee on Traffic Safety – Tuesday June 4, 2013

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– Deputy Mayor, City of Warman and Vice Principal at Warman High School

I did some research and was going to talk about the statistics but as I reviewed the numbers I realized I can't add a lot to what SGI has available. I want to thank Terry Pugh of our regional paper (Clark's Crossing Gazette) for providing our local number. I, on behalf of the city of Warman want to highlight three points:

1. **Intersections around Warman (Use attached Map)** – Thirty per cent of fatal collisions and 59% of personal injury collisions occurred at intersections (SGI – 2010 summary)

1. Wanuskewin Road/ Highway #11 – This is where we are having the most serious accidents in our area with recent fatalities.
2. Lutheran Road – This road allows people coming from Highway #12 a right turn onto Highway #11.
3. South Entrance into Warman and a gravel road to Main Street Martensville.
4. Central Street Warman/ Highway #11 – This is the main access in and out of Warman.
5. New Highway #305/ Highway #11 – This is where the new highway is being constructed from Warman to Martensville.
6. New Highway #305/ Centennial Drive – This will be a need access point as a new big box mall (Stonegate) is being located slated to open in 2015.

2. **Driver Improvement Program**

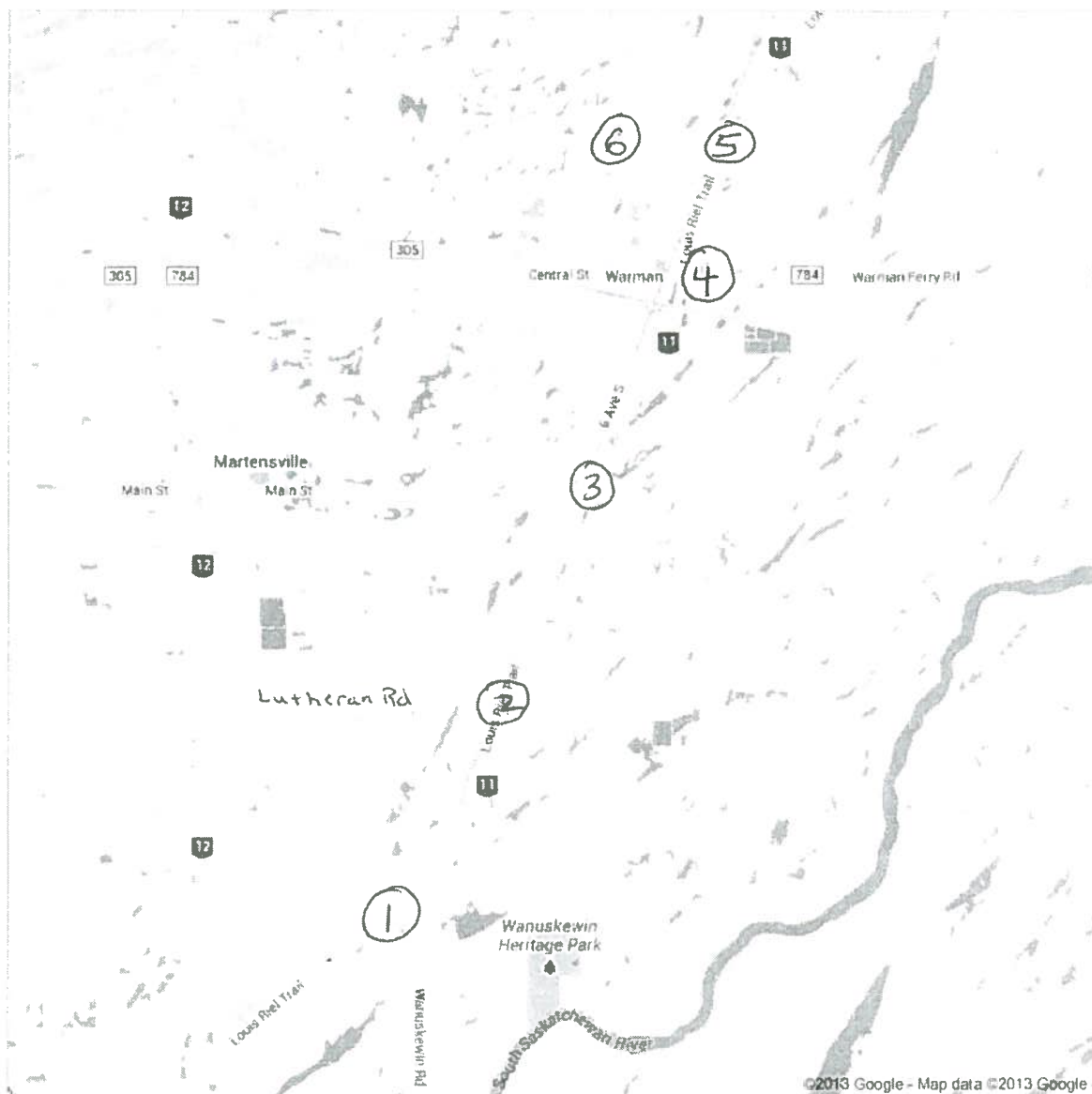
The current driver improvement program is working where there is a consequence for poor driving and an incentive for good driving. I know I am a much better driver then I was in my late teens and early twenties (Collision rates were highest among drivers between 16 and 25 – SGI 2010 Summary). The more experience you have driving the better driver you are. I also support the graduated driver's license program where each step provides more rights and responsibilities to new drivers.

3. **Recommendations**

1. Evaluate what is working -- we only get what isn't working with SGI -- but there are places with a lot of traffic and NO fatalities.
2. We would like any regularly used road that is asking the drivers to cross four lanes of high speed traffic to be evaluated for safer options.
3. Any highly used intersections onto twin highways must have acceleration and deceleration lanes in both directions.
4. Prioritize the intersections for interchanges and make the necessary modifications of for high traffic/ high speed intersections.
5. Make it easier to get a learner's license at age 15 so we have the benefit of parent supervision while a teenager is learning to drive.
6. SGI must get the message out there about distracted drivers, their point system, impaired driving, seatbelts, wildlife collisions, and our current statistics with fatalities. This can be done with a media blitz and through our education system.

Google

To Prince Albert



Saskatoon

Highway 12 From Saskatoon to Hepburn

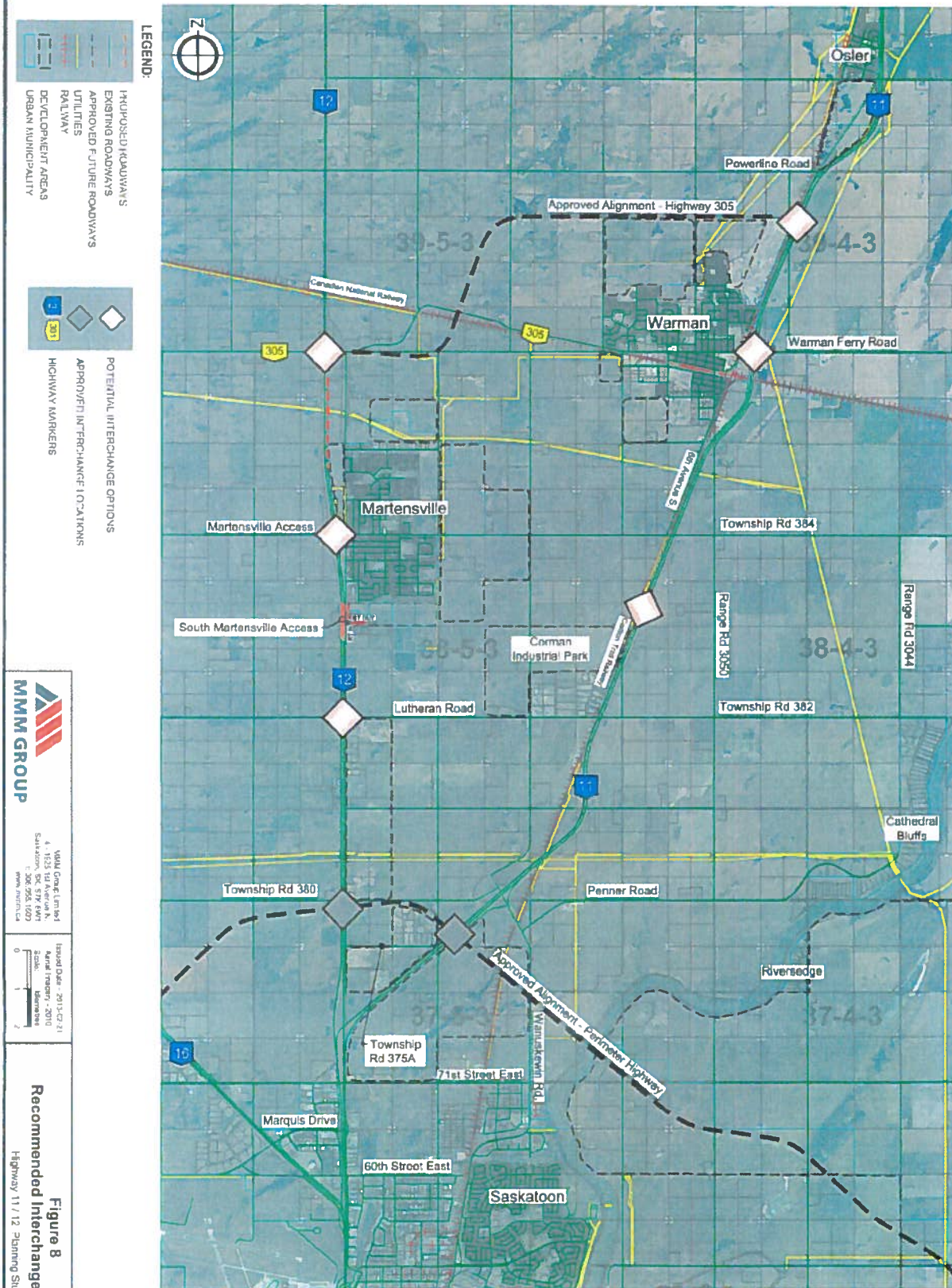
	PDO	Injury	Fatal	Total	Number Injured	Number Killed
2008	35	19	0	54	34	0
2009	50	15	1	66	29	1
2010	37	20	1	58	37	1
2011	40	11	1	52	19	1
2012	14	11	0	25	14	0
Total	176	76	3	255	133	3

Highway 11 from Saskatoon to Rosthern

	PDO	Injury	Fatal	Total	Number Injured	Number Killed
2008	59	21	2	82	38	
2009	53	17	1	71	23	
2010	63	18	2	83	46	
2011	51	20	2	73	29	
2012	20	8	4	32	20	
Total	246	84	11	341	156	1

Highway 11 from Saskatoon to Warman

	PDO	Injury	Fatal	Total	Number Injured	Number Killed
2008	25	8	1	34	15	1
2009	21	7	1	29	9	1
2010	31	9	1	41	16	2
2011	23	12	1	36	17	1
2012	7	5	2	14	12	2
Total	107	41	6	154	69	7



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