



REVISED PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Tuesday, April 14, 2015, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

Councillor C. Clark, Chair, Councillor R. Donauer, Vice-Chair, Councillor T. Davies, Councillor D. Hill,
Councillor M. Loewen, His Worship the Mayor (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

1. That the report of the General Manager, Transportation and Utilities Department dated April 14, 2015 regarding 2002 New Flyer Articulating Bus Refurbishment - Request for Proposal Award be added as Urgent Business Item 8.1;
2. That the Request to Speak from Sarah Marchildon, Executive Director, Broadway Business Improvement District be added to Item 7.2.12 and that Sarah Marchildon be heard;
3. That the Request to Speak from Sarah Marchildon, Executive Director, Broadway Business Improvement District be added to Item 7.2.13 and that Sarah Marchildon be heard;
4. That the communication from Stephan Simon be added to Item 8.1 and the information be received; and
5. That the agenda be confirmed as amended

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

- 4.1 Minutes of regular meeting of Standing Policy Committee on Transportation held on March 9, 2015.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Sidewalk Clearing - Joel Fradette [File No. CK. 6290-1]

7 - 8

Recommendation

That the information be received.

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.2 Matters Requiring Direction

7.2.1 Parking Issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area [Files CK. 6120-1, x6320-1]

9 - 12

Recommendation

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

That traffic and pedestrian concerns in the West Industrial Area be reviewed with the King George Neighbourhood as part of the Neighbourhood Traffic Management Program.

7.2.2 Safety of Pedestrian Tunnels [File No. CK. 6150-1]

13 - 22

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

7.2.3 Inquiry – Councillor A. Iwanchuk (March 31, 2014) - Traffic Calming Measures – McCormack Road [File No. CK. 6320-1]

23 - 25

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

7.2.4	2015 Overpass Testing and Inspection Program - Award of Engineering Services [Files CK. 6050-1 and TU. 6050-104-01]	26 - 28
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Recommendation

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

1. That the engineering services proposal submitted by Stantec Consulting Ltd., for completion of the 2015 Overpass Testing and Inspection Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

7.2.5	Inquiry – Councillor D. Hill (June 24, 2013) Implementation of "Children at Play Speed Zone" [File No. CK. 5200-5]	29 - 33
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Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

7.2.6	City Park Neighbourhood Traffic Review [File No. CK. 6320-1]	34 - 79
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Recommendation

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

That the Neighbourhood Traffic Review for the City Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

7.2.7 Haultain Neighbourhood Traffic Review [File No. CK. 6320-1] 80 - 117

Recommendation

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

That the Neighbourhood Traffic Review for the Haultain neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

7.2.8 Inquiry – Councillor A. Iwanchuk (Sept 29, 2014) Temporary Drop-Off Zone - Father Vachon - Lester B. Pearson Schools [File No. CK. 6120-2] 118 - 120

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated April 14, 2015, be forwarded to City Council for information.

7.2.9 Parking Restriction – Millar Avenue between 51st Street and 60th Street [Files CK. 6120-2 and TS. 6120-3] 121 - 132

Recommendation

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

That parking be restricted on Millar Avenue between 51st Street and 60th Street to create an extra lane of traffic in each direction to improve traffic flow.

7.2.10	Cummins Western Canada - Engine Repairs and/or Parts - Blanket Purchase Order [Files CK. 1402-1 and TR. 7300-1]	133 - 137
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Recommendation

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

1. That the Administration prepare a blanket purchase order with Cummins Western Canada for the repair of engines and/or engine parts exclusive to the majority of the low floor buses for up to five years, for a total estimated cost of \$300,000 (not including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

7.2.11	Red Light Camera Update and Status of Traffic Safety Reserve [Files CK. 5300-8, x1702-1 and TS. 1815-1]	138 - 147
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Recommendation

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

1. That the information be received; and
2. That a budget adjustment in the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.

7.2.12	<i>FlexParking Update [File No. CK. 6120-3]</i>	148 - 152
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A Request to Speak has been added to this item from Sarah Marchildon, Executive Director, Broadway Business Improvement District.

Recommendation

That the report of the General Manager, Community Services Department dated April 14, 2015 be forwarded to City Council for information.

7.2.13	<i>Parking Card Service Fee [File No. CK. 6120-9]</i>	153 - 155
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A Request to Speak has been added to this item from Sarah Marchildon, Executive Director, Broadway Business Improvement District.

Recommendation

That the report of the General Manager, Community Services Department dated April 13, 2015, be forwarded to City Council as information.

8. URGENT BUSINESS

- 8.1 2002 New Flyer Articulating Bus Refurbishment - Request for Proposal Award [File No. CK. 1402-1] 156 - 160***

A communication has been added to this item from Stephan Simon.

9. MOTIONS (Notice Previously Given)

10. GIVING NOTICE

11. IN CAMERA AGENDA ITEMS

12. ADJOURNMENT

From: Web NoReply
Sent: March 03, 2015 9:10 PM
To: Web E-mail - City Clerks
Subject: Sidewalk Clearing Bylaw



Submitted on Tuesday, March 3, 2015 - 21:10
Submitted by anonymous user: 67.215.231.18
Submitted values are:

First Name: Joel
Last Name: Fradette
Email: joel.fradette@gmail.com
Confirm Email: joel.fradette@gmail.com
Phone Number: (306) 683-2649

*302 Denham Court
Saskatoon, Sk.
S7R 1E5*

==Your Message==

Service category: City Bylaws & Policies
Subject: Sidewalk Clearing Bylaw

Message:

Dear City Council,

I just want to express my frustration and anger with the City Council regarding the bylaw amendment regarding sidewalk clearing. I first want to make one thing very clear. The sidewalks adjacent to ANY residential property are city owned and therefor are ultimately the responsibility of the city to maintain them. This is a known fact and is also proven in court.

The fact that any resident in this city cleans even one square inch of the cities public property is done so as a favor.

By changing this bylaw to be mandatory with penalties you are effectively trying to create a slave workforce. The last time I checked with live in Canada and we are a free nation so on that basis alone you lose. You can not force citizens to work on publicly owned property for free. If and when we do it is out of the kindness of our hearts and if you don't like it you can shovel it along with the snow in front of my house!

City Council should have been quietly grateful to the home owners that have been doing this work on the cities behalf all of these years and said "thank you". Instead, you have basically slapped everyone in the face that has been helping out and told them they are going to be policed and fined if they are not doing it on your time table or to your standards.

To say I am displeased with the City Council over this is completely inadequate. This council needs to give it's head a shake and stop trying to make Saskatoon such a nanny state. I used to be proud of living in this city and it's this kind of nonsense that makes me want to leave.

You do not have the authority to uphold this bylaw and I look forward to it being thrown back in your face when it gets challenged.

We should go on a month long strike (since you clearly think you own us) and not clear our sidewalks, then we will see how clever you think you are. What will you do, not pay us? Oh wait...you already don't.

Regards,
Joel Fradette

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/405/submission/5714>

Parking Issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That traffic and pedestrian concerns in the West Industrial Area be reviewed with the King George Neighbourhood as part of the Neighbourhood Traffic Management Program.

Topic and Purpose

This report provides information in response to inquiries regarding parking issues on Avenue M South and traffic safety concerns in the West Industrial Area.

Report Highlights

1. Possible solutions to parking issues at 510 and 520 Avenue M South were provided in a previous report to the Planning and Operations Committee on March 25, 2014.
2. Parking, traffic, and pedestrian safety for the West Industrial Area will be addressed as part of the Neighbourhood Traffic Management Program with the adjacent neighbourhood of King George.

Strategic Goal

This report supports the Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the city.

Background

During consideration of the Communication to Council – Glenn & Glenda Camrud (December 14, 2012) Parking Issues - 510 and 520 Avenue M South report, the Planning and Operations Committee, at its meeting held on March 25, 2014, resolved: “that the matter be referred back to the Administration for a report regarding solutions to parking and traffic safety concerns, including the safety of children walking to school, in the West Industrial Area.”

Report

Parking Issues on the 500 Block of Avenue M South

The Communication to Council – Glenn and Glenda Camrud report, dated March 5, 2014, outlined the review of parking issues along the 500 Block of Avenue M South and provided three possible solutions that comply with Bylaw No. 7200 – The Traffic Bylaw. Amending the bylaw was not recommended by the Administration, as it is serving the city well and is consistent with other municipalities. Despite identifying numerous solutions, there was no consensus on a solution that would fulfill the requirements of both the City and the property owners.

Neighbourhood Traffic Review

The Administration is recommending that any pedestrian or traffic concerns in the West Industrial Area be reviewed as part of a future King George Neighbourhood Traffic Review, as these areas are adjacent to each other and may share common traffic and pedestrian safety concerns. The neighbourhood traffic review process allows for significant community engagement to bring forward concerns and develop solutions. Coordinating the traffic reviews for both the West Industrial Area and the King George neighbourhood will ensure continuity in the recommendations and minimize the impact of simply relocating an issue from one area into the next.

Public and/or Stakeholder Involvement

On May 22, 2014, a public meeting was held with representatives from the St. Mary's Education and Wellness Centre, area residents, and the Pleasant Hill Community Association to discuss their concerns regarding pedestrian safety along 20th Street. Along with this study, the question regarding pedestrian safety from the West Industrial Area was discussed with those in attendance. No concerns were brought forward.

Residents and stakeholders in the West Industrial Area and King George Neighbourhood will be invited to attend a public meeting to discuss issues within their areas. A Neighbourhood Traffic Review will be developed to address the identified issues and presented back to residents and stakeholders at a second meeting.

Communication Plan

Upon completion of the neighbourhood traffic review, a report summarizing the traffic improvement recommendations in these neighbourhoods will be submitted to City Council including an implementation plan and the estimated costs. Once adopted, the final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A Neighbourhood Traffic Review will be developed and presented to City Council for the King George Neighbourhood and West Industrial Area. The timeframe for this review has not been confirmed.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. West Industrial Land Use Policy Map

Report Approval

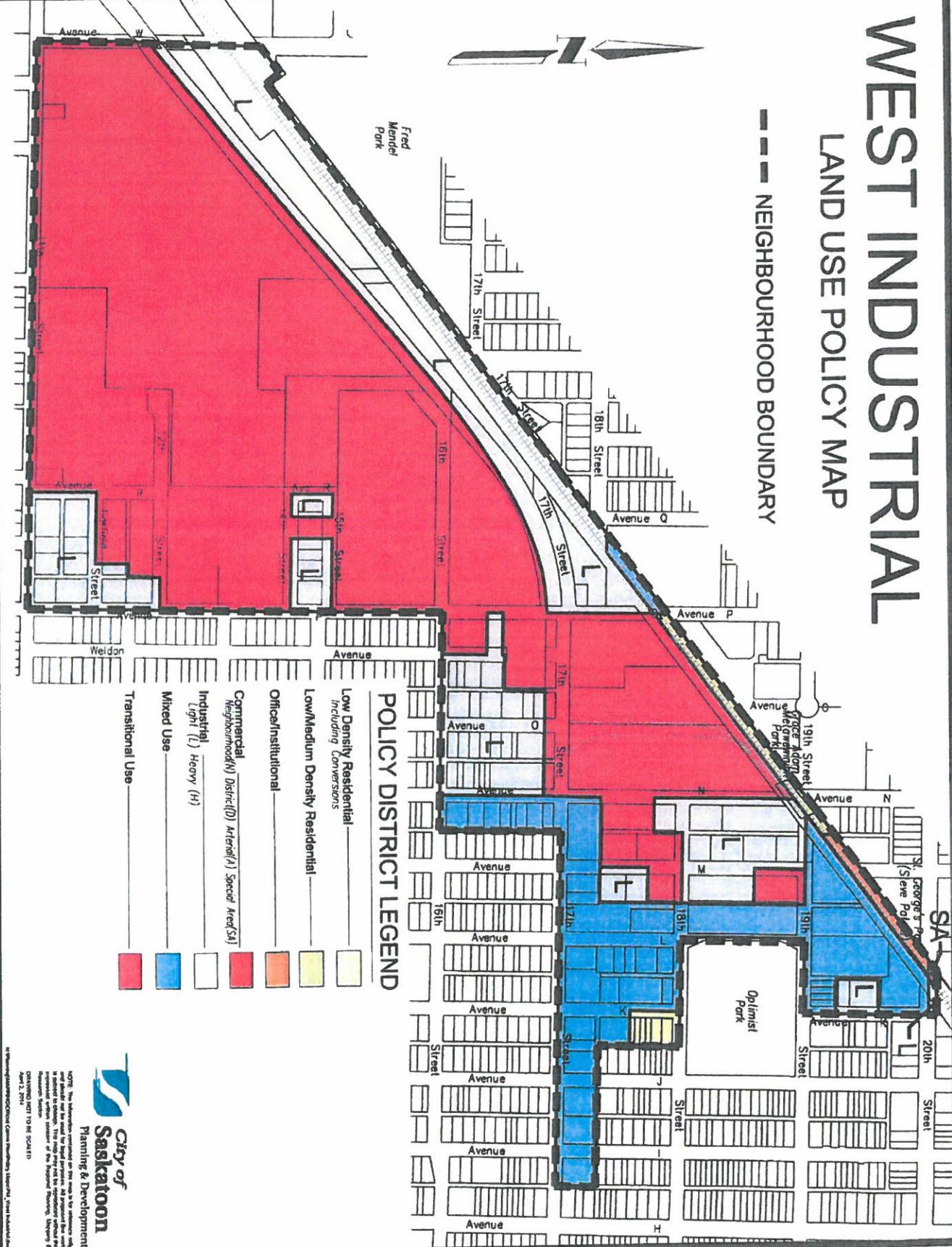
Written by: Shirley Matt, Traffic Management Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS SM – Parking Issues-Ave M South and Traffic Safety Concerns-West Industrial Area

WEST INDUSTRIAL

LAND USE POLICY MAP

--- NEIGHBOURHOOD BOUNDARY



POLICY DISTRICT LEGEND

- Low Density Residential
Including Conversions
- Low/Medium Density Residential
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Industrial
Light (L) Heavy (H)
- Mixed Use
- Transitional Use

NOTE: This information is provided for informational purposes only and does not constitute a legal opinion. All projects are subject to the approval of the City Council. The City of Saskatoon is not responsible for any errors or omissions in this information. For more information, please contact the City of Saskatoon Planning & Development Department at 303-743-7272.

DATE: 12/15/2011

Safety of Pedestrian Tunnels

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an update on the outstanding Crime Prevention Through Environmental Design (CPTED) recommendations related to the pedestrian tunnels.

Report Highlights

1. Closing any of the three underpasses crossing Circle Drive West between 22nd Street and 33rd Street will restrict safe pedestrian movement.
2. Options for camera monitoring are outlined, including implementation costs.
3. Two underpasses, 29th Street West/Mackie Crescent and Edmonton Avenue/Marlborough Crescent, routinely flood and require drainage improvements.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safe and efficient options for non-motorized travel.

Background

The following inquiry was made by former Councillor M. Heidt at the meeting of City Council held on March 17, 2008:

“Regarding the last couple of acts of violence at these locations, would the Administration please look at closing one or two, or all tunnels, and/or the costs to put cameras in the tunnels at Transit Bus Malls.

Would the Administration identify the funding source if the camera option would provide a deterrent.”

The Planning and Operations Committee on December 13, 2011, considered a report on the safety of pedestrian tunnels. Recommendations were included from previous reviews conducted in 2005 and 2008 by Crime Prevention Through Environmental Design (CPTED), along with the costs and issues involved regarding manned patrols and video monitoring. The Committee resolved:

“that the matter be referred to the Administration for a further report with respect to the establishment of a time line and priority list for the outstanding recommendations of the Crime Prevention Through Environmental Design review of existing pedestrian underpasses,

Safety of Pedestrian Tunnels

including consultation with community associations and mall management.”

Report

Closure Not Being Considered

There are currently eight pedestrian underpasses to provide pedestrians and cyclists safe crossing of freeways and arterials, three of which cross Circle Drive West between 22nd Street and 33rd Street.

Evaluation of underpass closures was completed by reviewing the impact to walking time and connectivity. Closing any one of the three underpasses crossing Circle Drive West between 22nd Street and 33rd Street is not recommended, as closure would increase walking time by five minutes or more as follows:

- Edmonton Avenue/ Marlborough Crescent – 5 minutes
- 29th Street West/ Mackie Crescent – 12 minutes
- Vancouver Avenue /Confederation Mall – 16 minutes

Monitoring of Tunnels

Monitoring options include manned patrols, and camera monitoring (active and passive) as outlined below:

	Manned Patrols	Active Monitoring	Passive Monitoring
Description	Full-time security staff to patrol all underpasses.	Series of cameras with full-time personnel monitoring the video feeds and alerting security staff or Police Service if an incident is observed.	Series of cameras recording video onto a server. Video is retrieved by Police Service if an incident is observed.
Set-Up Costs	n/a	\$25,000 per underpass (Eight cameras at \$2,500 per camera, plus \$3,000 for the server and \$2,000 for wireless server connection.)	\$25,000 per underpass (Eight cameras at \$2,500 per camera, plus \$3,000 for the server and \$2,000 for wireless server connection.)
Monitoring Costs	\$158,000 per year (At a nominal rate of \$18 per hour, per person for 24-hour service every day of the year.	\$210,240 per underpass (\$3 per hour, per camera)	Minimal Staff time required to retrieve evidence of an incident.

To implement an effective camera monitoring solution, the Saskatoon Police Service recommends that active monitoring be considered, as it provides the best chance for response. The system should allow the operator to pan, tilt, zoom and capture images, providing evidence by identifying the activity and people. If the camera is used as a fixed point device, the probability of capturing images to assist in a Police Service investigation is diminished. The ability to respond rapidly to an incident also needs to exist. The time it takes for monitoring personnel to observe an incident and notify the

Safety of Pedestrian Tunnels

Police Service, in addition to the time it takes for an officer to arrive on scene, could allow perpetrators to escape.

Comparing the benefits and the costs of camera monitoring, the Administration does not recommend camera monitoring. The cameras may be the target of vandalism, and be rendered ineffective (i.e. with a can of spray paint). Mounting cameras on poles or placing out of sight limits the field of view, thus reducing their effectiveness.

Drainage Concerns

Drainage issues were identified as part of annual inspections of the tunnels. Correcting drainage deficiencies directly inside the 29th Street West/Mackie Crescent and the Edmonton Avenue/Marlborough tunnels are planned to be addressed in the next two years.

Public and/or Stakeholder Involvement

In October and November of 2014, the Administration engaged seven Community Associations whose neighbourhoods are adjacent to or near the Circle Drive West pedestrian underpasses. Four consultations were association board meetings and three annual general meetings where a representative from the Saskatoon Police Service also attended. Attendance at each meeting ranged from 8 to 40 people.

Those in attendance reported that they had little concern using the underpasses during the day and in the evenings, and had the same level of concern as walking on a street. The primary concerns from the stakeholders were related to graffiti and litter. The engagement fostered discussion of the perception of safety and citizen responsibility to report the need for maintenance or enforcement presence. Many agreed that signs with contact numbers would be useful while naming each underpass was not deemed necessary. As well, many were concerned with drainage issues at the Edmonton Avenue/Marlborough Crescent and 29th Street West/Mackie Crescent tunnels. Further details are provided in Attachment 1.

Policy Implications

The recommendations in this report is in accordance with Policy C07-0170 – Walkway Evaluation and Closure.

Financial Implications

The cost to install signs at pedestrian underpass entrances/exits is approximately \$5,000. Funding is available in Capital Project #1506 – Signing Upgrades.

The cost to correct drainage issues at the 29th Street West/Mackie Crescent underpass is \$25,000 and at the Edmonton Avenue/Marlborough Crescent underpass is approximately \$5,000. Drainage improvements will be funded through Capital Project #2406 - Minor Bridge Repairs.

Safety/Crime Prevention Through Environmental Design (CPTED)

The Community Services Department conducted CPTED reviews for all pedestrian underpasses and overpasses in 2005 and 2008. The resulting recommendations are based on a variety of factors including location, crime statistics, perception and visibility.

Attachment 2 outlines the status of recommendations for short-term and medium-term horizons. Most of the recommendations have been addressed or are no longer being recommended based on consultation with the community. The Administration will be proceeding with addressing two outstanding recommendations:

1. Install signage at underpass entrance/exits to indicate destinations, alternate routes, and phone numbers for Public Works division and Saskatoon Police Service.
2. Correct drainage issues at two underpasses that routinely flood during snowmelt and heavy rain events. The 29th Street West/Mackie Crescent underpass requires grading at both approaches that entails removal/installation of existing pathways. The Edmonton Avenue/Marlborough Crescent underpass requires grading and possible installation of a culvert to allow drainage.

Other Considerations/Implications

There are no options, communications plan, environmental, or privacy considerations or implications.

Due Date for Follow-up and/or Project Completion

The signage will be installed prior to March 2015. Drainage correction will be included in the minor bridge repairs program and will be addressed by the end of 2016.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Summary of Meetings with Community Associations
2. Status of CPTED Recommendations Relating to Pedestrian Underpasses

Report Approval

Written by: Marina Melchiorre, Infrastructure Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

REVISED - TRANS MM - Safety of Pedestrian Tunnels.docx

Summary of Meetings with Community Associations

The following groups were consulted between October and November 2014:

- Meadowgreen Community Association
- Hampton Village Community Association
- Massey Place Community Association
- Mount Royal Community Association
- Fairhaven Community Association
- Westview Heights Community Association
- Community and Recreation Group of Meadowgreen

Several Community Associations also took the initiative to ask their members using newsletters and online tools.

Underpass Closure

Residents were asked about the possibility of closing one or more underpasses because of safety concerns.

- The unanimous response from every meeting was supportive to keep the underpasses open.

Summary of Concerns

Residents were asked about their concerns with the pedestrian underpasses as are at present. Major themes and items related to outstanding CPTED recommendations are as follows:

- *Safety*
A majority of residents not using the underpasses at night responded with minimal concern. The few using the tunnels at night responded that they practised the same level of cautions as walking along a city street. Entrapment was the most common fear. Each meeting discussed the perception of safety and that it is the citizen's responsibility to report the need for maintenance or enforcement presence. Residents in attendance were not able to recall any criminal or illicit incidents of danger in the past few years or report any of these experiences occurring with others.
- *Garbage bins*
Litter is a concern and the need for garbage bins was debated at nearly every meeting, the second concern by some residents being that garbage bins could encourage loitering. Residents were pleased that they could call upon the City to have litter picked up in-between regular maintenance.
- *Graffiti*
Graffiti was a topic mentioned at every meeting. There were residents that expressed appreciation for how much work the City provides to cover graffiti. Not all residents were aware of the Graffiti Hotline.

Many residents are disappointed at the state of the artwork in the Vancouver Avenue /Confederation Mall.

- *Drainage*
Flooding of the 29th Street/Mackie Crescent underpass and the drainage around Edmonton Ave/ Marlborough underpass was discussed at the meetings. In the spring, people have had to resort to making their own boardwalks with lumber to get across standing water.
- *Underpass naming*
Residents responded that naming underpasses is not necessary as the name, even if posted on signage, would not be remembered while reporting emergencies or crimes. A majority of calls placed would be at a distance from the underpass area.
- *Signage*
Residents indicated that they would appreciate signs with relevant numbers to contact. Many were unaware that City provides litter picked up or graffiti covered, while others were not aware who to call.
- *Lighting*
Lighting of the underpasses was mentioned at every meeting. The residents indicated that they could see well enough as they passed through the underpasses, but they would appreciate brighter lighting.

Meeting with Confederation Mall Management

The Property Manager for the Confederation Mall, Toby Esterby was contacted and did not have any concerns but rather favours the pedestrian underpass adjacent to the mall property. The underpass brings people directly to the mall and noticed that there was a percentage increase of people that walk to the mall. The staff monitors the parking lots and underpass entrance as well as pick up litter. Mr. Esterby is aware of the parking lot activity during the night, but has never had any formal complaints.

Status of CPTED Recommendations Relating to Pedestrian Underpasses

The Planning and Development division, Neighbourhood Safety Section, performed a Crime Prevention Through Environmental Design (CPTED) review of all eight of the underpasses. The review results were forwarded to the Transportation & Utilities Department recommending that the underpasses are based on a variety of factors including: location, crime stats, perception and visibility.

Table 1: SHORT TERM (3-6 month) Recommendations

Recommendation	Status
<p>Maintenance standard and schedule</p> <p>Set an appropriate maintenance standard and a consistent maintenance schedule for all pedestrian underpasses to improve the maintenance, image and perceptions of safety in the pedestrian underpasses.</p>	<p>Complete</p> <p>Summer maintenance begins in early May and ends in November when underpasses are cleaned a little more than once per month. In the winter, the underpasses are maintained to keep them accessible. Public Works division responds in a timely manner to specific user complaints. Graffiti is addressed when reports are received by the Saskatoon Fire Department's Health & Safety Hotline.</p>
<p>Underpasses naming</p> <p>During consultation with Community Associations, choose an appropriate name for each of the pedestrian underpasses. Simple, descriptive names will identify individual underpasses for: maintenance dispatch, emergency services dispatch, incivilities and criminal activity reporting by the community, crime activity trends tracking by Saskatoon Police Service, and user pathway choice.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think this was necessary, as they would not remember the name while reporting emergencies or crime.</p>
<p>Crushed shale on unpaved pathways</p> <p>That crushed shale is used on all pathways that are not paved to increase users' safety when walking on inclined surfaces. The shale should be small enough to do the job without being useful as a weapon.</p>	<p>Complete</p> <p>All pathways are paved.</p>
<p>Painted asphalt</p> <p>That the asphalt pathways be painted a lighter colour to reflect the indirect light inside the underpass and brighten up the interior.</p>	<p>Not recommended to proceed</p> <p>Painted surfaces present traction issues.</p>
<p>Garbage bins</p> <p>That garbage bins be installed at each end of the underpasses to reduce litter and increase the maintenance of the areas.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think bins were necessary and worried that this may encourage loitering.</p>
<p>CN Right-of-Way maintenance</p> <p>That the CN Railway be required to keep the right-of-way cut and maintained to increase the natural surveillance and reduce hiding places around the underpasses.</p>	<p>Completed</p> <p>CN Railway mows its right-of-way twice per year. If there are additional issues related to vegetation, they are handled by Parks Division.</p>

<p>Drainage correction</p> <p>That drainage in the underpasses and on the pathways leading to and from the entrances be reviewed and corrected.</p>	<p>Will be completed by end of 2016</p> <p>29th Street/Mackie Crescent and the Edmonton Ave/ Marlborough underpasses are planned to be addressed in the next two years.</p>
<p>Berm modification</p> <p>That the berms at the Vancouver Avenue entrance of the Vancouver Avenue North/Confederation Park Plaza underpass be dismantled to increase the natural surveillance of the entrance.</p>	<p>Completed</p>
<p>Signage</p> <p>That the pedestrian underpass entrance/exits be signed to indicate:</p> <ul style="list-style-type: none"> • where the underpass leads to; • alternate routes so that pedestrians understand that they have a choice; • a recommendation that the alternative route be used between sunset and sunrise and • a phone number to report maintenance issues and the Police Services' main number to encourage users to report illegal activities. 	<p>Will be completed by end of 2015</p>
<p>Bollards</p> <p>That bollards be installed at the entry of all underpasses to the design parameters in order to mitigate entrapment areas.</p>	<p>Completed</p> <p>Posts with reflective material were installed to increase visibility</p>
<p>Lighting</p> <p>That appropriate lighting for underpasses and overpasses that meets the criteria as outlined by the Illuminating Engineering Society of North America is installed or replaced on a consistent basis in all underpasses.</p>	<p>Ongoing</p> <p>Saskatoon Light & Power patrols the arterial lights in various parts of the city nightly, which includes checks on underpasses. They will attempt to make repairs within 48 hours of receiving a call.</p>
<p>Reporting</p> <p>That consistent reporting by all stakeholders, of all incidents of illegal activity and incivilities is made to the Saskatoon Police Service using a standard reporting procedure developed in consultation with Saskatoon Police Service. This will encourage the community to report incidents and allow Saskatoon Police Service to track trends, and allow the Transportation & Utilities Department to monitor and evaluate the impact of these recommendations.</p>	<p>Ongoing</p>
<p>Review of future designs</p> <p>That all future underpasses and overpasses be reviewed at the concept or functional plan stage as per Administrative Policy A09-034: Crime Prevention Through Environmental Design Review.</p>	<p>Completed</p>

Table 2: MEDIUM TERM (6-18 month) Recommendations

Recommendation	Status
<p>Friends on Patrol</p> <p>That the Community Association and Community Watch groups work together to maintain the existing Friends on Patrol program and that the Friends on Patrol continue to keep the underpasses on their routes.</p>	<p>Ongoing</p>
<p>School Safety Patrol</p> <p>That the Community Associations, Parent Associations and School Boards look at the feasibility of setting up an underpass safety patrol or parent patrol during school crossing times to facilitate the safe use of the underpasses by school age children.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think this was necessary.</p>
<p>Internal Fencing</p> <p>That the feasibility of closing in the internal openings in the 29th Street West/Mackie Crescent and Vancouver Avenue/Confederation Park Plaza underpasses be researched to prevent loitering and hiding in the internal opening which reduces users' perceptions of their safety. Due consideration should be taken to fencing material choice, not creating any entrapment zones, adding mirrors to see around corners, and in general improving safety.</p>	<p>Completed</p>
<p>Off Leash Dog Park</p> <p>That the Mount Royal Community Association be supported in the establishment of an Off-Leash Dog Park at the east end of the 29th Street West/Mackie Crescent Underpass as a way to increase use of the underpass, enhance the visibility and activity around the underpass, and reduce the opportunity for inappropriate activity by replacing it with appropriate activity.</p>	<p>Not recommended to proceed</p> <p>The community did not support the idea during consultation.</p>
<p>Incident tracking</p> <p>That Saskatoon Police Service track incidents in all the underpasses for date, day, time, and type of incident to identify issues and trends.</p>	<p>Ongoing</p>
<p>Landscaping</p> <p>That the areas surrounding the entrances and exits of underpasses be landscaped to create a sense of ownership.</p>	<p>Not recommended to proceed</p> <p>Will not be implemented due to multi-jurisdiction nature of underpass maintenance. Community Associations will be encouraged to add amenities if they show interest.</p>

Table 3: LONG TERM (18-24 month) Recommendations

Recommendation	Status
<p>Underpass closure impacts</p> <p>That the Edmonton Avenue/Marlborough Crescent Underpass be evaluated for closure, as it is the least used, has the most convenient alternative route.</p>	<p>Completed</p> <p>Closure is not recommended as it will increase walking time by five minutes or more.</p>
<p>Preference for overpasses</p> <p>That Transportation and Utilities establish pedestrian overpasses as their first choice for grade separated pedestrian crossings unless design constraints are prohibitive. Grade separated pedestrian crossings should be based on the existing established criteria of speed and volume of traffic, volume of pedestrians, number of traffic lanes, and alternate routes, etc. Sight lines, entrance/exit points, width, fencing and maintenance shall also be included in the design of the overpass.</p>	<p>Ongoing</p> <p>Pedestrian overpasses will be the first choice for grade separated pedestrian crossings unless design constraints are prohibitive</p>
<p>Underpass design parameters</p> <p>That Transportation and Utilities establish appropriate design parameters and process for the design and construction of any future pedestrian underpasses. Parameters, which apply the principles of Crime Prevention Through Environmental Design (CPTED), such as elevation, site lines, colour, width, height, elevation, and entrance/exit points are critical to a safe underpass, improving users' perceptions of their safety, and reducing the opportunity for criminal activity.</p>	<p>Ongoing</p>
<p>Route finding</p> <p>That a creative and interactive route finding program for pedestrians and cyclists be created to assist in selecting the ideal route (similar to Transit's "Click & Go").</p>	<p>Completed</p> <p>The Cycling Guide outlines the locations of all pedestrian underpasses and overpasses. Most online route-finding applications include underpasses in their routing.</p>
<p>Priority list</p> <p>That Transportation and Utilities establish a time line and priority list to apply all of the above recommendations, where appropriate, to all existing pedestrian underpasses in Saskatoon.</p>	<p>Completed</p>

Inquiry – Councillor A. Iwanchuk (March 31, 2014) - Traffic Calming Measures – McCormack Road

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

This report provides information in response to an inquiry requesting a report to determine whether or not traffic calming measures would be useful in addressing speeding concerns along the curve near 234 McCormack Road.

Report Highlights

1. Review of the McCormack Road five-year collision data indicates three of the four collisions were caused by winter road conditions and speeding.
2. Traffic studies done in 2010 and 2014 indicated that traffic volumes were consistent with the City's guidelines for a Collector roadway, and travel speeds were slightly higher than expected.
3. The concerns have been forwarded to the Saskatoon Police Service for enforcement and will be included in the neighbourhood-wide traffic review of Parkridge.

Strategic Goal

This report supports the Strategic Goal of Moving Around by promoting the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor A. Iwanchuk at the meeting of City Council held on March 31, 2014:

“Residents and neighbours of 234 McCormack Road have experienced several vehicular accidents involving their legally-parked vehicles due to speeding and a severe curve to the roadway just after Postnikoff Crescent. Would the Administration please report back as to whether or not traffic calming measures would be useful to help alleviate this ongoing and expensive problem.”

Report

Traffic Characteristics and Collision History

McCormack Road is located in the Parkridge Neighbourhood and is classified as a Collector roadway intended to carry between 5,000 and 10,000 vehicle trips per day.

McCormack Road has existing parking on both sides of the street and curves, between the west and east intersections of Postnikoff Crescent, with a posted speed limit of 50 kilometres per hour (kph).

The most recent five-year collision data (2009-2013) along McCormack Road between the west and east intersections of Postnikoff Crescent was reviewed. The results are as follows:

Date	Severity	Configuration	Contributing Factors
December 2009	Property Damage	Side Swipe - Same Direction	Road Conditions, Driver Inexperience/Confusion
April 2010	Property Damage	Side Swipe - Same Direction	Exceeding Speed Limit, Careless Driving/Stunting
February 2012	Property Damage	Other	Turning Improper
November 2012	Property Damage	Lost Control - Right Ditch	Road Conditions

The collision data indicates that a majority of the collisions occurred during the winter season with road conditions being the contributing factor for two of the four collisions. Although drivers may be driving at a speed that is well within the posted speed limit, that speed might not allow the driver safe vehicle control during adverse road or environmental conditions.

One collision was caused by exceeding the speed limit.

Traffic Studies and Analysis

Speed studies were conducted in 2010 and 2014 to measure the 85th percentile speed (the speed at which the majority of the motorists are travelling at or below) and the average daily traffic (ADT) with the following results:

- July 18 to July 24, 2010 – 85th percentile speed – 59 kph, ADT 5,006 vehicles per day.
- August 26 to Sept 3, 2014 – 85th percentile speed - 55 kph, ADT 4,512 vehicles per day.

These studies indicate that while the traffic volumes are consistent with those expected on a Collector roadway, the speeds are slightly higher than the posted speed limit.

This information will be provided to the Saskatoon Police Service for enforcement. It will also be retained for inclusion in the neighbourhood-wide traffic review for Parkridge.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, policy, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

The Administration will report in November 2015 on the timelines for the upcoming neighbourhood traffic reviews.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by: Mariniel Flores, Traffic Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS MF – Inq Coun Iwanchuk-Mar 31-14–Traffic Calming Measures–McCormack Road.docx

2015 Overpass Testing and Inspection Program - Award of Engineering Services

Recommendation

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

1. That the engineering services proposal submitted by Stantec Consulting Ltd., for completion of the 2015 Overpass Testing and Inspection Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

This report is to obtain City Council's approval to award an engineering services agreement for necessary testing and inspection activities on the overpass structures located throughout the city, to Stantec Consulting Ltd.

Report Highlights

1. Testing and structural inspection of the City's bridge and overpass inventory is conducted on a regular cycle.
2. This information is used to determine the economically optimum timing of major and minor rehabilitation work.
3. The Administration is recommending that the engineering services agreement for the 2015 testing and inspection program be awarded to Stantec Consulting Ltd.

Strategic Goal

The recommendations in this report support the Strategic Goal of Asset and Financial Sustainability as the project is a key component in the Administration's efforts to develop and optimize short and long-term preservation programs.

Background

Major Projects, Asset Management Section conducts testing on each of the City's concrete bridge and overpass structures on a six-year cycle. This information is used to predict the future trend of condition versus time. In addition to annual safety and maintenance inspections by City personnel, each of the City's bridge and overpass structures are subject to a thorough structural inspection by a structural engineer on a three-year cycle. This information is used to determine the economically optimum timing of major and minor rehabilitation work.

In 2015, 4 structures are to be tested and 14 structures are to be inspected.

Report

A Request for Proposal for engineering services for the 2015 Overpass Testing and Inspection Program closed on March 26, 2015. Four proposals were received.

After a comprehensive review, the proposal from Stantec Consulting Ltd. was determined to be the highest scoring proposal, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST).

Options to the Recommendation

No other options were considered.

Communication Plan

The testing and inspection program of bridge and overpass inventory will be considered as a topic in coordination with the Building Better Roads communication plan. Should traffic be affected from the inspection program, drivers and residents will be notified through multiple channels including the news media, social media, service alerts, the City's website and Star Phoenix City Pages.

Financial Implications

The estimated net cost to the City for the engineering services as submitted by Stantec Consulting Ltd. is as follows:

Base Fees	\$93,076
GST	<u>4,654</u>
Sub-Total	\$97,730
GST Rebate	<u>(4,654)</u>
Net Cost to the City	<u>\$93,076</u>

There is sufficient funding available within the 2015 Bridges Operating Budget to complete this work.

Environmental Implications

The activities relating to the overpass testing and inspection program are associated with consumption of resources (fuel use) and greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A follow-up report is not required.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by: Todd Grabowski, Manager, Asset Preservation for Bridges
Reviewed by: Rob Frank, Manager, Asset Management Section
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS TG – 2015 Overpass Testing and Inspection Program.docx

Inquiry – Councillor D. Hill (June 24, 2013) Implementation of “Children at Play Speed Zone”

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information to an inquiry made by Councillor D. Hill on the implementation of “Children at Play Speed Zone”.

Report Highlights

1. The neighbourhood traffic reviews for the eight neighbourhoods include many recommendations adjacent to parks and playgrounds to provide an improved level of safety for playground users, pedestrians, cyclists, and drivers near these areas.
2. The feedback received in the eight neighbourhoods showed minimal public interest in installing speed reduction zones near playgrounds.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing recommendations to enhance safety for pedestrians, cyclists, and motorists near playgrounds and parks.

Background

A report of the General Manager, Transportation & Utilities Department dated February 18, 2014 regarding the following inquiry from Councillor D. Hill was received as information by City Council at its meeting held on March 17, 2014:

“As a result of numerous citizen concerns and identified traffic issues around certain public parks – would the Administration please report on the possibility of implementing a “Children at Play Speed Zone” at all public playgrounds with paddling pools or spray parks.

Please include examples from other municipalities, as well as, a review by the traffic division of the Saskatoon Police Services.”

At that meeting, the Administration further advised City Council that eight neighbourhood traffic reviews will be undertaken in 2014 which will provide information needed to help form a broader policy around playgrounds. The Administration undertook to provide a report following completion of the 2014 reviews.

Report

2014 Neighbourhood Traffic Reviews

Eight neighbourhoods participated in the 2014 neighbourhood traffic reviews (Brevoort Park, Varsity View, Hudson Bay Park, Holliston, Haultain, City Park, Caswell Hill, and Westmount). Each neighbourhood's residents participated in two Open Houses, the initial event to gather resident feedback and develop a list of issues and potential solutions, and a second event where the Administration presented a draft traffic plan for further review and comments. The feedback received at these 16 public consultation events, plus many additional comments provided directly to the Administration by residents through the Shaping Saskatoon website, e-mail, letters, or telephone calls resulted in the identification of specific concerns at 299 locations (Attachment 1). These concerns are grouped below by type:

- Eighty-eight locations regarding speeding or shortcutting (22 of these were located adjacent to a park or playground)
- Sixty-two locations regarding pedestrian safety issues
- Twenty-Six locations regarding traffic control issues (i.e. stop signs, yield signs)
- Sixty-one parking issues
- Twenty-three maintenance issues (i.e. snow clearing, potholes)
- Twenty-three locations regarding cycling issues
- Thirteen major intersection issues
- Three construction detour issues

The speeding or shortcutting concerns raised at the 22 locations adjacent to a park or playground were not typically raised in the context of 'speeding near a playground'. Typically the issue was raised in the context of general speeding or shortcutting in a neighbourhood.

Nineteen recommendations throughout the eight neighbourhoods include improvements such as traffic calming devices and pedestrian crosswalk facilities adjacent to a park or playground. These recommendations will facilitate the calming of traffic, reduction in travel speeds and safe pedestrian crossings adjacent to a park or playground (Attachment 2).

Resident Feedback

During the public consultation process, in the initial round of Open Houses, a presentation slide was shown directly requesting feedback regarding the implementation of a lowered speed limit around parks and playgrounds. There was no indication of support for such a move. During the question/answer segment of each of the 16 public meetings, the majority of the issues raised by residents aligned with the specific issues provided at the 299 locations described above. Speeding around parks and playgrounds was seldom raised as a specific concern, and was balanced with the opposite request to remove school speed zones or raise the speed limit.

Posting a reduced speed alone does not increase child pedestrian safety and requires extensive police enforcement efforts. Traffic calming measures reduce vehicle speeds more consistently than simply reducing the posted speed limit and each

playground/park should be looked at individually during the ongoing neighbourhood traffic reviews.

Based on the feedback obtained during the 2014 consultations and the effectiveness of reduced speed zones around schools, the Administration is not recommending any reductions to speed limits near playgrounds. Instead, location specific concerns will be addressed through neighbourhood traffic reviews in consultation with the community.

Public and/or Stakeholder Involvement

For the 2014 Neighbourhood Traffic Management Program, two public meetings each were held for the eight neighbourhoods which included: Brevoort Park, Varsity View, Hudson Bay Park, Holliston, Haultain, City Park, Caswell Hill, and Westmount.

Other Considerations/Implications

There are no options, communication, policy, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Location Breakdown of Issues by Neighbourhood
2. Recommended Improvements Adjacent to Parks/Playgrounds

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

REVISED 2 - TRANS JN – Inq Coun Hill-Jun 24-13-Implementation of “Children at Play Speed Zone”

Table: Breakdown of Locations with Issues by Neighbourhood

Neighbourhood	Speeding / Shortcutting	Pedestrian Safety	Traffic Controls	Parking	Maintenance	Cycling	Major Intersections	Detours	Total	Speeding - Parks / Playgrounds
Brevoort Park	11	4	4	8	6	0	1	0	34	3
Caswell Hill	13	8	8	7	0	3	0	0	39	4
City Park	7	12	4	13	0	5	0	3	44	1
Haultain	13	7	1	8	7	2	2	0	40	2
Holliston	17	8	8	5	2	2	0	0	42	4
Hudson Bay Park	6	4	0	3	0	0	1	0	14	1
Varsity View	15	12	1	17	5	11	8	0	69	3
Westmount	6	7	0	0	3	0	1	0	17	4
Total	88	62	26	61	23	23	13	3	299	22

Table: Recommended Improvements Adjacent to Parks/Playgrounds

Location	Park/Playground	Facilities	Improvement	Neighbourhood
Back lanes north of Taylor St - Brevoort Park South	park	soccer field	20kph speed sign	Brevoort Park
Isabella St - Canon Smith Park	park/playground	playground, pathway, ball diamond	Playground sign	Holliston
5th St between Louise Ave & Grosvenor Ave - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Playground signs	Holliston
3rd St & Sommerfeld Ave - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Standard crosswalk	Holliston
Grosvenor Ave & 3rd St - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Median islands & zebra crosswalks	Holliston
Grosvenor Ave & 5th St - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Zebra crosswalk, curb extension & median island	Holliston
McMillan Avenue (curve north of 31st Street) - Pierre Radisson Park	park		Median islands	Hudson Bay Park
Avenue I & 37th Street - Henry Kelsey Park	Park/Playground	playground, outdoor rink, ball diamonds, pathway	Median island & standard crosswalk	Hudson Bay Park
Avenue I & 36th Street - Henry Kelsey Park	Park/Playground	playground, outdoor rink, ball diamonds, pathway	Median island	Hudson Bay Park
Bedford Rd & Ave K - Westmount Park	Park/Playground	playground, pathway, ball diamonds, soccer field, paddling pool	2-way stop signs	Westmount
29th St & McMillan Ave - Pierr Radisson Park/Scott Park	park		Zebra crosswalks & curb extensions	Westmount
McMillan Ave & Trotter Cres - Pierre Radisson Park	park		Median island	Westmount
McMillan Ave & curve north of 31st St - Pierre Radisson Park	park		Median islands	Westmount
Ave E & 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Median islands (needs approval)	Caswell Hill
Ave F & 31st St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Curb extensions & median island (needs approval)	Caswell Hill
Ave D & 31st St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Curb extension (needs approval)	Caswell Hill
Ave F & 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Change yield sign to stop sign (needs approval)	Caswell Hill
Ave F - north of 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	30kph ahead speed & curve ahead signs (needs approval)	Caswell Hill
Back lane - north of Cumberland Park	park	soccer field	20kph & playground signs at both ends of lane (needs approval)	Varsity View

City Park Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the City Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the City Park neighbourhood.

Report Highlights

A traffic plan for the City Park neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

A public meeting was held in April 2014 to identify traffic concerns and potential solutions within the City Park neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in December 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

City Park Neighbourhood Traffic Review

The majority of concerns received during the consultation included: shortcutting, speeding, pedestrian safety, and parking.

The Administration is recommending the following modifications to improve safety in the City Park neighbourhood:

- Two traffic calming locations
- Four pedestrian crossing enhancements
- Four parking restrictions
- One advanced four-way stop sign
- Two pedestrian accessibility ramps
- One temporary speed display board

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps
Medium-term (3 to 5 years)	Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews
Long-term (5 years plus)	Permanent traffic calming devices, roadway realignment, sidewalks

The City Park Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In April 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow up public meeting in December 2014. Additional feedback received at the follow-up public meeting was also incorporated into the Neighbourhood Traffic Review.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Financial Implications

The implementation of the neighbourhood traffic plan will have significant financial implications. The costs are summarized in the following table:

Item	2015	Beyond 2015
Traffic Calming	\$1,500	\$90,000
Marked Pedestrian Crosswalks	3,050	-
Miscellaneous Signs	4,000	-
Pedestrian Accessibility Ramps	-	6,400
TOTAL	\$8,550	\$96,400

There is sufficient funding within Capital Project #1512 - Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration's annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

There are no options, policy, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. City Park Neighbourhood Traffic Review, March 13, 2015

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS JN – City Park Neighbourhood Traffic Review

City of Saskatoon

City Park Neighbourhood Traffic Review



March 13, 2014

Transportation & Utilities Department

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- City Park residents
- City Park Community Association
- Saskatoon Police Services
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Darren Hill

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in April of 2014 to identify traffic concerns and potential solutions within the City Park neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in December 2014.

A summary of recommended improvements for the City Park neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed City Park Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: City Park Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
7 th Avenue & 33 rd Street	Install advanced 4-way stop sign; install zebra pavement markings in all crosswalks	1 to 2 years
Spadina Crescent between Queen Street & Duke Street	Install speed display board in summer	
1 st Avenue & 26 th Street	Remove parking on west side; enhance pedestrian signs; install zebra pavement markings	
26 th Street between 2 nd Avenue & 5 th Avenue	Install "no parking" signs near back lanes	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	
7 th Avenue & Princess Street	Install "no parking" signs on northwest corner	
1 st Avenue & Queen Street	Install zebra crosswalk	3 to 5 years
7 th Avenue & Duchess Street	Install curb extensions & "no parking" signs	
7 th Avenue & Duke Street	Install curb extension	
1 st Avenue & 26 th Street	Install pedestrian accessibility ramps	

CITY PARK TRAFFIC PLAN



EXHIBIT E8-1

Item	Location	Measure	Timeline
1	7th Ave & 2nd Street	Install advanced stop lines, stop signs, and zone	1 to 2 years
2	Specimen Drive between Queen St & 11th Ave S	Install advanced stop lines in all directions	1 to 2 years
3	14th Ave & 10th Street	Install speed display board in arrow	1 to 2 years
4	20th St, 21st Street, 22nd Ave & 18th Ave	Remove parking on west side, remove parking on east side, install pedestrian accessibility ramps	1 to 2 years
5	20th St, 21st Street, 22nd Ave & 18th Ave	Install 'no parking' signs near bus lanes	1 to 2 years
6	14th Ave & 10th Street	Install 'no parking' signs near bus lanes	1 to 2 years
7	7th Ave & 1st Avenue S	Install 'no parking' signs on eastbound corner	1 to 2 years
8	7th Ave & 2nd Street	Install 'no parking' signs on eastbound corner	1 to 2 years
9	7th Ave & 1st Avenue S	Install 'no parking' signs on westbound corner	1 to 2 years
10	7th Ave & 2nd Street	Install 'no parking' signs on westbound corner	1 to 2 years

LEGEND

- STOP SIGN
- ▲ YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION
- ELIGIBLE ACTIVATED SIGNAL LOCATION



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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the City Park neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The City Park neighbourhood is located on the west side of the South Saskatchewan River and is bound by the South Saskatchewan River to the east, 25th Street to the south, 1st Avenue to the west, and 33rd Street to the north. The area is mixed residential and commercial, with most of the residential area bound by Queen Street, Spadina Crescent, Duke Street, and 3rd Avenue. The neighbourhood has one school (City Park Collegiate on 9th Avenue), the Kinsmen Park, Wilson Park, Mendel Art Gallery, and one of Saskatoon's largest hospitals (Saskatoon City Hospital). The Meewasin Trail along the river also invites a lot of pedestrian and cycling traffic to the area.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in April of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets to a destination outside of the neighbourhood. These streets are designed and intended for low traffic volumes. In the case of City Park, the bordering arterial streets (33rd Street, Spadina Crescent, 25th Street, and 2nd Avenue) are designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting included:

- 7th Avenue between Queen Street & 33rd Street
- Back lane along Queen Street between Spadina Crescent & 9th Avenue
- Queen Street & 1st Avenue
- Queen Street between 5th Avenue & 7th Avenue
- Spadina Crescent between Queen Street & 33rd Street – excessive speeding; vehicle noise
- Princess Street between 2nd Avenue & 7th Avenue
- Back lane along 9th Avenue 600 block (connects to Queen Street & King Crescent) – speeding & shortcutting causing noise & dust

Proposed solutions identified by residents:

- 7th Avenue between Queen Street & 33rd Street – install traffic calming to discourage traffic
- Back lane along Queen Street between Spadina Crescent & 9th Avenue – implement one-way street
- Queen Street & 1st Avenue – install traffic signal, roundabout, or traffic calming
- Spadina Crescent between Queen Street & 33rd Street – implement seasonal reduced speeds
- Back lane along 9th Avenue 600 block – implement one-way so northbound cannot enter or install “no through road” at entrance

CONCERN 2 - PEDESTRIAN SAFETY

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety included:

- 7th Avenue & Duchess Street – bus stop on the west side requires better marking; white crossing lines are faded; northbound drivers rarely slow down for pedestrians because they likely see the 4-way stop at 33rd Street and aren't paying attention
- 7th Avenue & Duke Street
- 7th Avenue & Princess Street – drivers don't stop for pedestrians
- 33rd Street – unsafe especially for children
- Spadina Crescent between Queen Street & 33rd Street - many pedestrians crossing to use bridge stairs at west side
- 33rd St - crossing isn't clear; traffic backs up at this intersection; solution – build roundabout
- 25th Street – pedestrian traffic signal light times are too short
- 26th Street & 1st Avenue
- 2nd Avenue
- Princess Street & 2nd Avenue – unsafe to cross; drivers yell at pedestrians
- Bottom of University bridge - pedestrian crossing is dangerous; drivers speeding down bridge may cause a rear end for driver in front who stops for pedestrians;
- Shortcutting through neighbourhood due to trains (7th Avenue, Princess Street, Duke Street, etc.)

Proposed solutions identified by residents:

- 7th Avenue & Duchess Street – install curb extensions or pedestrian activated light
- 7th Avenue & Duke Street – install curb extensions or pedestrian activated light
- Spadina Crescent between Queen Street & 33rd Street - improve bridge stairs to increase usage; implement more signage; improve sidewalk angle for drivers to yield; turn roadway into a park
- Spadina Crescent south of 33rd Street – pedestrian light needed where road splits
- 26th Street & 1st Avenue – improve pavement markings; install pedestrian-activated signals
- Princess Street & 2nd Avenue - install pedestrian-activated
- Education across the city about the rights of pedestrians and the obligations of drivers (regardless if they are driving a car, motorcycle, truck, or bike) with regards to stopping for pedestrians at any intersection.
- Bottom of University Bridge - move crosswalk farther down Spadina Crescent to give motorists time to react and improve visibility of pedestrians; install warning sign in advance of crosswalk
- Implement one-way streets in core of neighbourhood; streets are not wide enough to drive safely when meeting vehicles

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls included:

- Spadina Crescent & 33rd Street – crossing isn't clear; traffic backs up
- Spadina Crescent north of University Bridge (across from Kinsmen Park) – confusing sign “right turn on red allowed”
- Bottom of University Bridge – missing sign to tell drivers where to go; missing sign to direct drivers to Kinsmen Park
- 25th Street & University Bridge (northbound) – traffic doesn't merge during off-peak hours

Proposed solutions identified by residents:

- 7th Avenue & Princess Street – install 4-way stop

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking included:

- Parking within restricted zones / vehicles obstructing sight lines:
 - 26th Street near back lanes
 - 7th Avenue & Duchess Street (on east side of 7th Avenue)
 - 7th Avenue & Duke Street
 - 7th Avenue & Princess Street
 - Queen Street & 5th Avenue
- Residential Parking Permit Program (RPP):
 - Instead of Hospital employees parking 7am-4pm, they park and move vehicles all day resulting in circulating traffic, parking close to driveways, U-turns in midblock, noise
 - RPP zone doesn't work for blocks located within 3 blocks of hospital; made situation worse due to high parking turnover
 - Residents abuse parking passes (i.e. selling)
 - 4th Avenue 900 block - one of the few blocks not part of RPP is full of parked cars; very dangerous getting onto Duke Street because parked cars are obstructing view
 - Visitor parking permits are either being sold, leased, or given to people working at the hospital so they can park all day while they are working
 - Every morning there are cars racing down residential streets rushing to park on the blocks that do not have the 2-hr parking restrictions
 - The streets surrounding parks (i.e. King Crescent and Princess Street) are not included in the residential zone
 - There are now hospital workers walking as far as the 700 block on 9th Avenue to move their cars around every 2 hours
- Duchess Street – parking only on north side; widen road to provide parking on south side
- Duke Street between 3rd & 4th Avenues is bumper to bumper parking; road is too narrow

Proposed solutions identified by residents:

- Expand one-way streets on 4th & 5th Avenues to Duke Street, add one-way on 6th Avenue, increase setback of parking at intersections
- City Hospital consider a shuttle service to a remote parking lot
- Change parking restriction in RPP zone from 2-hour to 1-hour
- Duke Street between 3rd & 4th Avenues - restrict parking on one side (2 hour limit)
- Parking enforcement
- Paint curbs to indicate restrictions
- Increase parking restrictions (more than 10m) on main thoroughfares
- Update parking bylaw to address selling of parking residential parking passes - result in suspension of the visitor pass or at least a ticket to the permit holder
- Implement parking restrictions on all residential streets in City Park

CONCERN 5 – CYCLING

Cycling is a practical mode of transportation in City Park, as the neighbourhood is in close proximity to the downtown and other nearby amenities.

Neighbourhood concerns regarding cycling included:

- Bike lanes (Spadina Crescent / 33rd Street) don't work

Proposed solutions identified by residents:

- Extend proposed protected bike lanes to 4th Avenue in City Park neighbourhood
- Bike lanes (Spadina / 33rd Street) – dedicated bike paths either on road or beside the trail; connect bike route from King Street where City of Saskatoon yards currently are
- Consider / encourage alternate modes of transportation to improve traffic congestion in area
- City should give consideration to impact on cyclists when proposing traffic calming devices
- Implement cycling connections off Princess Street (to connect Spadina Crescent & Blairmore Bikeway)

CONCERN 6 – DETOURS

A number of roadway improvements and new construction is currently taking place in City Park. As a result, detours were implemented throughout the neighbourhood.

Neighbourhood concerns regarding detours included:

- Better detours during construction on 7th Avenue (33rd Street); avoid shortcutting onto 9th Avenue & King Street; don't create detours on narrow streets such as 6th Avenue
- Whenever Spadina Crescent is blocked off going south think about where traffic is being diverted. It's always blocked off after 33rd Street, either at Duchess Street or Duke Street and this is pushing all that traffic down King Crescent and 9th Avenue.
- 8th Avenue – construction causing traffic delays; resident suggested to restrict access to hospital; also near 3rd Avenue

Proposed solutions identified by residents:

- Block Spadina Crescent at 33rd Street so traffic is diverted down 33rd Street to 7th Avenue or 2nd Avenue not down the residential streets.
- 8th Avenue – restrict access to hospital during construction
- 3rd Avenue – restrict access to hospital during construction

CONCERN 7 - MAINTENANCE

A majority of the residents were concerned about the condition of the streets in City Park (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance included:

- Trees need trimming along 25th Street and Spadina Crescent
- Enforce bylaw for snow shovelling on sidewalks in front of private properties

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed by the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85% of vehicles are travelling at or below. The speed limit in the City Park area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00 a.m. to 5:00 p.m., excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

Location	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Back Lane - 9 th Avenue 600 block	Queen Street & King Crescent	lane	>50	NA
Princess Street	4 th Avenue & 5 th Avenue	local	502	44.3
7 th Avenue	Duke Street & Princess Street	major collector	2530	49.5
Queen Street	5 th Avenue & 6 th Avenue		6981	NA
7 th Avenue	Duke Street & Duchess Street		1886	51
Spadina Crescent	Duke Street & Duchess Street	arterial	5704	NA

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Further conditions that must be met for an all-way stop to be warranted are:

1. Traffic entering the intersection from the minor street must be at least 35% for a 4-way stop and 25% for a 3-way stop.
2. No other all-way stop or traffic signals within 200m.

Results of the studies are shown in **Table 3-3**.

Table 3-3: All-Way Stop Assessments

Location	Peak Hour Traffic Count	Average Daily Traffic (vpd)	% of Traffic from minor street (%)	Traffic Signals or all-way stop within 200m	Results
1 st Avenue & Queen Street	955	10,430	18%	yes (100m from traffic signals at 2 nd Avenue)	All-way stop not warranted
7 th Avenue & Duke Street	646	6,590	14%	no	
7 th Avenue & Duchess Street	820	8,690	12%	yes (135m from 4-way stop at 33 rd Street)	
1 st Avenue & 26 th Street	999	11,200	4%	yes (190m from traffic signals at 25 th Street)	
2 nd Avenue & Princess Street	2,206	22,410	2%	no	
Spadina Crescent & Duchess Street	1,076	11,370	1%	yes (190m from 3-way stop at 33 rd Street)	
3 rd Avenue & King Street	177	1,850	40%	no	
7 th Avenue & Princess Street	570	5,700	13%	no	

As a result of the assessment there are no all-way stop controls recommended. Details of the all-way stop assessments are provided in **Appendix A**.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- the presence of a physical median;
- the posted speed limit of the street;
- the distance the crossing point is to the nearest protected crosswalk point; and
- the number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am-9:00 am, 11:30 am-1:30 pm, and 3:00 pm-5:00 pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra crosswalk (i.e. striped) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

Location	Number of Pedestrians Crossing	Results
1 st Avenue & 26 th Street	45	Pedestrian Devices Not Warranted
1 st Avenue & Queen Street	45	
7 th Avenue & Duke Street	50	
7 th Avenue & Duchess Street	60	
2 nd Avenue & Princess Street	8	
Spadina Crescent & Duchess Street	40	
7 th Avenue & Princess Street	130	
3 rd Avenue & King Street	38	

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix B**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Speeding / Shortcutting

The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

Location	Recommended Improvement	Justification
Spadina Crescent between Queen Street & Duke Street	Temporary speed display board during summer	Reduce speed in high pedestrian area
7 th Avenue & Duchess Street	Curb extensions	Reduce speed & improve pedestrian safety (transit route)
7th Avenue & Duke Street	Curb extension	Reduce speed & improve pedestrian safety (transit route)

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

The safety of the pedestrian environment is important to encourage people to walk to school, work, and nearby amenities as opposed to driving. Accordingly, the recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommended Improvement	Justification
7 th Avenue & 33 rd Street	Zebra crosswalks (all legs); advanced 4-way stop sign (northbound)	Enhance visibility of crosswalk; improve pedestrian safety (connects to multi-use path)
1 st Avenue & 26 th Street	<ul style="list-style-type: none"> • Enhance pedestrian signs • zebra pavement markings • relocate crosswalk so pole isn't obstructing • pedestrian accessibility ramps 	Enhance visibility; improve pedestrian safety
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	Provide more reaction time to slow / stop for pedestrians (southbound on University Bridge)
1 st Avenue & Queen Street	Zebra crosswalk	Enhance visibility; improve pedestrian safety

3. Parking Improvements

The recommended improvements to parking that will improve the level of safety at specific intersections are detailed in **Table 4-3**.

Table 4-3: Recommended Parking Improvements

Location	Recommended Improvement	Justification
1 st Avenue & 26 th Street	Remove parking on west side	Enhance visibility of pedestrian crosswalk (according to Traffic Bylaw 7200 parking within intersections is restricted)
26 th Street between 2 nd Avenue & 5 th Avenue	"No parking" signs near back lanes	Enhance visibility
7 th Avenue & Princess Street	"No parking" sign (northwest corner)	Enhance visibility of pedestrian crosswalk
7 th Avenue & Duchess Street	"No parking" sign (southeast corner)	Enhance visibility of pedestrian crosswalk

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting, as well as additional comments received, are included in **Appendix B**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the City Park neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Miscellaneous Signage Cost Estimate
- **Table 5-4:** Pedestrian Accessibility Cost Estimate
- **Table 5-5:** Total Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

Location	Device (s)	Cost Estimate		Time Frame
		Temporary	Permanent	
7 th Avenue & Duchess Street	2 curb extensions	\$1,000	\$60,000	3 to 5 years
7 th Avenue & Duke Street	1 curb extension	\$500	\$30,000	
Total		\$1,500	\$90,000	

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 dollars per year. The maintenance typically involves the replacement of damage curbs as result of the winter- snow season removal, causing damage from vehicle impact, etc.

Table 5-2: Pedestrian Crosswalks Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
7 th Avenue & 33 rd Street	Zebra crosswalks (add to existing standard crosswalk on all legs)	\$400	1 to 2 years
1 st Avenue & 26 th Street	4 pedestrian signs; zebra pavement markings	\$1,200	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	\$250	
1 st Avenue & Queen Street	4 pedestrian signs & zebra markings	\$1,200	
Total		\$3,050	

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Miscellaneous Signage Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
1 st Avenue & 26 th Street	"No parking" sign	2	\$500	1 to 2 years
26 th Street between 2 nd Avenue & 5 th Avenue	"No parking" sign	12	\$3,000	
7 th Avenue & Princess Street	"No parking" sign	1	\$250	
7 th Avenue & Duchess Street	"No parking" sign	1	\$250	
Spadina Crescent between Queen Street & Duke Street	Temporary speed display board during summer	1	(Funded through Speed Management Program)	
Total			\$4,000	

Table 5-4: Pedestrian Accessibility Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
1 st Avenue & 26 th Street	2 pedestrian accessibility ramps	\$6,400	1 to 5 years
Total		\$6,400	

Table 5-5: Total Cost Estimate

Category	Signage, Temporary Traffic Calming, & Accessibility Ramps	Permanent
Traffic Calming	\$1,500	\$90,000
Pedestrian Crosswalks	\$3,050	NA
Miscellaneous Signage	\$4,000	NA
Pedestrian Accessibility Ramps	NA	\$6,400
Total	\$8,550	\$96,400

The total cost estimate for signage, pavement markings, and temporary traffic calming devices to be installed in 2015 is **\$8,550**. The total cost estimate for the installation of the permanent traffic calming devices and pedestrian accessibility ramps is **\$96,400**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-6**. The resulting recommended City Park Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-6: City Park Neighbourhood Recommended Improvements

Location	Proposed Measure	Time Frame
7 th Avenue & 33 rd Street	Install advanced 4-way stop sign; install zebra pavement markings in all crosswalks	1 to 2 years
Spadina Crescent between Queen Street & Duke Street	Install speed display board in summer	
1 st Avenue & 26 th Street	Remove parking on west side; enhance pedestrian signs; install zebra pavement markings	
26 th Street between 2 nd Avenue & 5 th Avenue	Install "no parking" signs near back lanes	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	
7 th Avenue & Princess Street	Install "no parking" signs on northwest corner	
1 st Avenue & Queen Street	Install zebra crosswalk	
7 th Avenue & Duchess Street	Install curb extensions & "no parking" signs	3 to 5 years
7 th Avenue & Duke Street	Install curb extension	
1 st Avenue & 26 th Street	Install pedestrian accessibility ramps	

CITY PARK TRAFFIC PLAN



Exhibit 5-1

ITEM	DESCRIPTION	TIME FRAME
1	7th Ave S. Interchange Install advanced lane also sign, raised zones pavement markings in all crossings	1 to 2 years
2	Speedway Overpass Cover S.L. Drive St Install speed display board in entrance	1 to 2 years
3	14th Ave S. 20th Street Remove parking on west side, entrance markings and install pedestrian accessibility ramps	1 to 2 years
4	20th St. Interchange 20th Ave S. 10th Ave Install 'no parking' signs west side loop and east side	1 to 2 years
5	14th Ave S. 20th Street Install advanced 'no parking' and 'no left turn' signs for pedestrians	1 to 2 years
6	7th Ave S. 10th Street Install 'no parking' signs on northbound centre lane	1 to 2 years
7	7th Ave S. 10th Street Install north entrance 'no parking' signs	1 to 2 years
8	7th Ave S. 10th Street Install curb extension	1 to 2 years

- LEGEND**
- STOP SIGN
 - ▲ YIELD SIGN
 - BUS ROUTE
 - TRAFFIC SIGNAL LOCATION
 - PEDESTRIAN CORRIDOR LOCATION
 - ACTIVE PEDESTRIAN CORRIDOR LOCATION
 - PEDESTRIAN ACTIVATED SIGNAL LOCATION



Appendix A

Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

2nd Avenue & Princess Street:

1. Lanes Priority Points:

$L = 4$ lanes = number of lanes.

$LANF = 7.2$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 325$ m = distance from study location to nearest protected crosswalk.

$LOCF = 9.4$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 8.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 12.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 2.4$ = weighted average hourly pedestrian volume crossing the main street.

$V = 9226.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 1845.2$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 8.9$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 38$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

3rd Avenue & King Crescent:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.

$LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 125$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.0$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 38.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 57.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 11.4$ = weighted average hourly pedestrian volume crossing the main street.

$V = 652.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 130.4$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 3.0$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 16$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Duke Street:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.

LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 6.0 points = indicating there is no physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.

SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 1,000 m = distance from study location to nearest protected crosswalk.

LOCF = 15.0 points = $(D-200) / 13.3$ to a maximum of 15 points.

Actual value = 60.15038 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.

Ps = 50.0 = total number of children, teenagers, seniors and/or impaired counted.

Pa = 0.0 = total number of adults counted.

Pw = 75.0 = weighted average of pedestrians crossing the main street.

Pcm = 15.0 = weighted average hourly pedestrian volume crossing the main street.

V = 2489.0 = volume of traffic passing through the crossing(s).

Vam = 497.8 = average hourly volume of traffic passing through the crossing(s).

VOLF = 14.9 points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

SUMF = 43 points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Princess Street:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.
LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 6.0 points = indicating there is no physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.
SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 300 m = distance from study location to nearest protected crosswalk.
LOCF = 7.5 points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.
Ps = 130.0 = total number of children, teenagers, seniors and/or impaired counted.
Pa = 0.0 = total number of adults counted.
Pw = 195.0 = weighted average of pedestrians crossing the main street.
Pcm = 39.0 = weighted average hourly pedestrian volume crossing the main street.
V = 2155.0 = volume of traffic passing through the crossing(s).
Vam = 431.0 = average hourly volume of traffic passing through the crossing(s).
VOLF = 33.6 points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

SUMF = 54 points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Duchess Street:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.

LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 6.0 points = indicating there is no physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.

SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 325 m = distance from study location to nearest protected crosswalk.

LOCF = 9.4 points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.

Ps = 60.0 = total number of children, teenagers, seniors and/or impaired counted.

Pa = 0.0 = total number of adults counted.

Pw = 90.0 = weighted average of pedestrians crossing the main street.

Pcm = 18.0 = weighted average hourly pedestrian volume crossing the main street.

V = 2923.0 = volume of traffic passing through the crossing(s).

Vam = 584.6 = average hourly volume of traffic passing through the crossing(s).

VOLF = 21.0 points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

SUMF = 43 points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

1st Avenue & 26th Street:

1. Lanes Priority Points:

$L = 4$ lanes = number of lanes.

$LANF = 7.2$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 201$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.1$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$Ps = 45.0$ = total number of children, teenagers, seniors and/or impaired counted.

$Pa = 0.0$ = total number of adults counted.

$Pw = 67.5$ = weighted average of pedestrians crossing the main street.

$Pcm = 13.5$ = weighted average hourly pedestrian volume crossing the main street.

$V = 4608.0$ = volume of traffic passing through the crossing(s).

$Vam = 921.6$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 24.9$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation

Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 45$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

1st Avenue & Queen Street:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.
 $LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.
 $SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 310$ m = distance from study location to nearest protected crosswalk.
 $LOCF = 8.3$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.
 $Ps = 45.0$ = total number of children, teenagers, seniors and/or impaired counted.
 $Pa = 0.0$ = total number of adults counted.
 $Pw = 67.5$ = weighted average of pedestrians crossing the main street.
 $Pcm = 13.5$ = weighted average hourly pedestrian volume crossing the main street.
 $V = 4242.0$ = volume of traffic passing through the crossing(s).
 $Vam = 848.4$ = average hourly volume of traffic passing through the crossing(s).
 $VOLF = 22.9$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 44$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

Spadina Crescent & Duchess Street:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.

$LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 201$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.1$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 40.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 60.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 12.0$ = weighted average hourly pedestrian volume crossing the main street.

$V = 4139.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 827.8$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 19.9$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 33$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Appendix B

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at initial meeting

Item	Location	Recommendation	Group 1	Group 2	Group 3	Group 4	Decision
1	7 th Avenue & Duchess Street	Install "no parking" signs on southeast corner 10m from intersection; Install curb extension (southeast corner) & raised median island (south leg) on 7 th Avenue	in favour but leave space in curb extension for cyclist; concerns about snow plows; make sure with snow it doesn't make road too narrow	In favour but remove median islands	in favour but install curb extension on west side too; snow removal may be an issue	curb extensions difficult for cyclists; consider opening for cyclist in curb	Raised median islands not recommended on 7 th Avenue due to high volumes and transit. Remove raised median island. Install additional curb extension on northwest corner. Gap for cyclists in curb extension not necessary on 7 th Avenue due to parking lane.
2	7 th Avenue & 33 rd Street	Install advanced 4-way stop sign northbound (at underpass); install zebra pavement markings in all crosswalks; install median islands with additional 4-way stop signs	in favour but consider traffic signals or 4-way stop	median island makes it tougher for trucks & transit; drivers are compliant; obstructions may create more hazards; no pedestrian issues noted	in favour of curb extensions; median island may not work with bus route	road seems to narrow for median islands; consider chances to widen intersection	Removed. Raised median islands will restrict right turns eastbound and northbound.
3	Spadina Crescent between Queen Street & Duke Street	Install speed display board	Install in both northbound & southbound direction	reduce speed limit on Spadina; trees may obstruct solar-powered board	not in favour; reduce speed with other measures	consider location / positioning of board so homeowners view isn't ruined	Carried. Install during summer in both northbound and southbound directions.
4	1 st Avenue & 26 th Street	Remove parking on west side (according to Traffic Bylaw 7200 parking within intersections is restricted); enhance pedestrian signs; relocate crosswalk so pole isn't obstructing; install pedestrian ramps	review how many parking spaces will be removed; consider parallel parking instead				Carried. Add zebra markings. Approximately 5-6 parking stalls will be removed. Letter will be sent to affected property owners.
5	26 th Street between 2 nd Avenue & 5 th Avenue	Review signage to indicate restricted parking areas near back lanes	review all of City Park		low compliance with signs; physical restrictions suggested		Carried.
6	7 th Avenue & Duke Street	Install raised median islands on 7 th Avenue		not in favour of median islands on 7 th Avenue (too narrow, snow removal issues); install active pedestrian corridor	no parking on Duke Street on north side; install curb extensions instead of median island	road seems to narrow for median islands; consider pedestrian activated light	Change to curb extension on northwest corner (existing pedestrian corridor on north side).

Decision Matrix – Additional comments

Item	Location	Concern	Decision
1	Various	parking survey to residents to change from 2-hr to 1-hr; adding weekends/holidays	Parking Service will follow up with request.
2	Various	parking survey to residents in non-RPP zone asking if they want to join	Parking Service will follow up with request.
3	Various	Any changes to parking near City Hospital, contact site leader (Karan Newman) to discuss first	Noted. Information forwarded to Parking Services.
4	Various	education about rights of pedestrians and obligations of drivers with regards to stopping for pedestrians at any intersection; drivers yell at pedestrians for having "the nerve" to make them slow down; drivers feel that pedestrians are an impediment and this discourages people from walking	Add information to website to educate citizens on pedestrian safety and driver education.
5	Bottom of University of bridge	Needs to have safer crossing or earlier warning for pedestrians crossing; drivers coming down bridge (westbound)-first person stop for pedestrian to cross and would get rear-ended by driver's coming too fast behind; better better warning to insure drivers will stop is needed (site check confirmed there is already additional flashing light facing bridge to alert drivers, no additional recommendations)	Move advanced pedestrian sign on University bridge to increase stopping distance. Add tab "watch for pedestrians".
6	7 th Avenue & Princess Street	Install 4-way stop; visibility issues; dangerous to cross; remove parking on northwest corner (1 to 2 car lengths) to improve	4-way stop not warranted. Add parking restrictions as requested to improve visibility.
7	1 st Avenue & Queen Street	Pedestrian safety issues; consider 3-way stop; make similar recommendations to improve crossing as proposed at 28th St; improve sightlines/stoplines; move stop sign ahead (PAS= 44, 45peda (30 on the south), no crosswalk; missing sidewalks; "no parking" begins at intersection->move back 10m to improve visibility; 120m from standard crosswalk at 26 th Street)	Install zebra crosswalk on south side
8	Detours	when Spadina Crescent if closed first place drivers go is King Crescent; route drivers to 33 rd Street; Spadina Crescent- divert SB traffic onto 33 rd Street so they don't turn onto Duke Street	Noted. Information forwarded to detours group.
9	Spadina Crescent / 33 rd Street	Sidewalk missing (southbound).	Roundabout proposed as part of 33 rd Street Master Plan. Temporary sidewalk/interim measures not feasible.
10	1 st Avenue	speeding	1 st Avenue is commercial with high volumes of truck traffic; traffic calming not recommended. Speed study will be conducted in spring 2015 to determine if speeding is an issue. Information will be forwarded to police enforcement.
11	Back lane east of 2 nd Avenue - between Queen Street & King Crescent	shortcutting/speeding (waiting on count)	Traffic count indicated traffic volumes within acceptable range.
12	Queen Street & Spadina Crescent	concern about trailing protected left turn signal; pedestrian concern because southbound vehicles are stopped at red light but northbound vehicles have through green light as pedestrians start to cross	Comments will be forwarded for further consideration.
13	3 rd Avenue - all unsignalized intersections	difficult to turn left	Comments will be forwarded for further consideration.
14	Queen Street & 3 rd Avenue	difficult to cross; install 4-way stop (currently temporary with construction)	Traffic count will be conducted to determine if 4-way stop is warranted.
15	26 th Street & 2 nd Avenue	Review pedestrian construction	Plans were reviewed by Traffic Operations Technologist prior to temporary installation. Forwarded for further consideration.

Decision Matrix -- Additional comments Continued

Item	Location	Concern	Decision
16	Various	use other types of temporary curbing; current is ugly	Noted. Existing curbing is feasible and easy to install.
17	Spadina Crescent north of University bridge (near Kinsmen Park)	Traffic signal south of Mendel -- right turn on red light permitted; signage is unclear; suggested terminology- "after stopping on red, please proceed with caution"	Site review indicated existing signage is adequate.
18	One-way streets	drivers going wrong way	Site review indicated existing signage is adequate. Enforcement issue.
19	7 th Avenue	snow gets plowed but not picked up	Forwarded to Public Works Division.
20	Spadina Crescent	heavy trucks	More information required. Call police to request enforcement for heavy trucks on local / collector roadways.
21	Princess Street & 2 nd Avenue	dangerous for pedestrians to cross	Pedestrian count indicated only 8 pedestrians crossing during five peak hours. No recommendations at this time. Protected crossings 320m south at Queen Street and 170m north at Duke Street.

Haultain Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Haultain neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Haultain neighbourhood.

Report Highlights

A traffic plan for the Haultain neighbourhood was developed in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

A public meeting was held in March 2014 to identify traffic concerns and potential solutions within the Haultain neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in December 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

Haultain Neighbourhood Traffic Review

The majority of concerns received during the consultation included shortcutting, speeding, pedestrian safety, and parking.

The Administration is recommending the following modifications to improve safety in the Haultain neighbourhood:

- Twelve traffic calming devices
- Twelve yield signs
- One standard pedestrian crosswalk
- Three parking restrictions
- One 20kph speed sign
- One major intersection review
- Various sidewalk locations

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps
Medium-term (3 to 5 years)	Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews
Long-term (5 years plus)	Permanent traffic calming devices, roadway realignment, sidewalks

The Haultain Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In March 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow-up public meeting in December 2014. Additional feedback received at the follow-up public meeting was also incorporated into the Neighbourhood Traffic Review.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Neighbourhood Traffic Review.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association, communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Financial Implications

The implementation of the neighbourhood traffic plan will have significant financial implications. The costs are summarized in the following table:

Item	2015	Beyond 2015
Traffic Calming	\$ 6,000	\$ 72,000
Marked Pedestrian Crosswalks	1,000	-
Stop and Yield Signs	3,000	-
Miscellaneous Signs	1,250	-
Sidewalks	-	653,400
TOTAL	\$11,250	\$725,400

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration's annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

There are no options, policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Haultain Neighbourhood Traffic Review, March 9, 2015

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS JN – Haultain Neighbourhood Traffic Review

City of Saskatoon

Haultain Neighbourhood Traffic Review



March 9, 2011

Transportation & Utilities Department

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Haultain residents
- Haultain Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Charlie Clark

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in March of 2014 to identify traffic concerns and potential solutions within the Haultain neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in December 2014.

A summary of recommended improvements for the Haultain neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Haultain Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Haultain Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1st Street 10m from intersection	1 to 2 years
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	
Broadway Avenue & 6 th Street	Install standard pedestrian crosswalk	
Lansdowne Avenue at 4 th Street & 6 th Street	Install raised median island with additional yield sign	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install raised median island with additional yield sign	
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	5 years plus
Taylor Street & Clarence Avenue	Major intersection review	TBD
8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian / cyclist crossing	TBD

ID	Location	Proposed Traffic Signal	Notes
1	Waverley Avenue & 1st Street	Signal	Signal 'no parking' signs on the east side of Waverley Avenue City from the intersection and on the west side of 1st Street from the intersection.
2	Town Street & 2nd Street	Signal	Signal 'no parking' signs on the east side of Town Street from the intersection.
3	Division Street between 2nd Street & 3rd Street	Signal	Signal 'no parking' signs on the east side of Division Street between 2nd Street & 3rd Street.
4	Queen Street between 2nd Street & 3rd Street	Signal	Signal 'no parking' signs on the east side of Queen Street between 2nd Street & 3rd Street.
5	Stromberg Avenue & 3rd Street	Signal	Signal 'no parking' signs on the east side of Stromberg Avenue between 3rd Street & 4th Street.
6	Lambton Avenue at 4th Street & 5th Street	Signal	Signal 'no parking' signs on the east side of Lambton Avenue between 4th Street & 5th Street.
7	Carlton Avenue at 1st Street, 2nd Street & 3rd Street	Signal	Signal 'no parking' signs on the east side of Carlton Avenue between 1st Street, 2nd Street & 3rd Street.



LEGEND

- STOP SIGN
- ▼ YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION

HAULTAIN TRAFFIC PLAN City of Saskatoon

Exhibit ES-1

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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the Haultain neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Haultain neighbourhood is located on the east side of the South Saskatchewan River and is bound by Wiggins Avenue to the east, Taylor Street to the south, Broadway Avenue to the west, and 8th Street to the north. The area is mostly residential with one school (École Canadienne-Francais on Albert Avenue), the W.W. Ashley Park, and commercial development on 8th Street.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in March of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets to a destination outside of the neighbourhood. These streets are designed and intended for low traffic volumes. In the case of Haultain, the bordering arterial streets (33rd Street, Idylwyld Drive, 22nd Street, and Avenue H) are designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- Munroe Avenue - speeding caused by installation of yield signs; since school zones were implemented on Taylor Street, everyone uses Munroe Avenue to shortcut to 8th Street
 - McKinnon Avenue - speeding in the fall
 - Back lane beside Shell gas station / Tim Hortons parking lot (between 7th Street & 8th Street) – shortcutting to get onto Broadway Avenue; speeding
 - Albert Avenue - speeding in school zone on Clarence Avenue and near W.W. Ashley Park between 1st Street & Taylor Street; parents drop off kids at park and running across the street not paying attention
 - 1st Street shortcutting from Clarence Avenue to Albert Avenue when vehicles are backlogged at red light at Clarence Avenue & Taylor Street
 - Broadway Avenue – speeding between 8th Street & Taylor Street
 - Clarence Avenue – high traffic volumes since opening of Stonebridge; having only one lane on Clarence Avenue causes blockage and disrupts traffic flow
 - Taylor Street - high traffic volumes since opening of Stonebridge; speeding
 - Wiggins Avenue – speeding on 1300 block
 - Lansdowne Avenue – speeding
 - Dufferin Avenue – speeding
 - 5th Street – speeding / shortcutting to avoid traffic of 8th Street and Taylor Street to get between Cumberland Avenue & Clarence Avenue; many near misses at McKinnon Avenue; daycare in the area
- Speeding in playground zones is rarely enforced

Proposed solutions identified by residents:

- Install speed humps
- Close boulevard on 8th Street so drivers can't turn onto Munroe Avenue
- Lower speed limit during summer hours on Albert Avenue between 1st Street & Taylor Street
- Install dedicated left turn lanes on Clarence Avenue
- Implement 40kph speed limit in residential area and single lane streets
- Install flashing light or strong visual clue (not flow restricting) on Clarence Avenue in the school zone
- 8th Street - eliminate left turns from Haultain; access should be limited by use of medians to prohibit crossing or turning left onto 8th Street for all residents. The street is far too busy and dangerous to allow for these movements, traffic should filter to Broadway Avenue and Clarence Avenue instead. Full movements could still be allowed from 8th Street into the communities.

CONCERN 2 - PEDESTRIAN SAFETY

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Lack of pedestrian crosswalks throughout neighbourhood
- Back lane beside Shell gas station/Tim Hortons parking lot (between 7th Street & 8th Street) – speeding down back lane towards 7th Street; pedestrian safety at 7th Street access is a concern
- Munroe Avenue, Albert Avenue – missing sidewalks
- Broadway Avenue between Taylor Street & 8th Street – drivers don't yield to pedestrians; high volume of children living in area
- Drivers are very aggressive towards pedestrians
- Clarence Avenue & 2nd Street – bus stop near intersection; difficult to cross
- Install missing sidewalks - Lansdowne Avenue, Dufferin Avenue

Proposed solutions identified by residents:

- More painted lines on the street and perhaps flashing lights so motorists will stop for pedestrians
- Broadway Avenue between 8th Street & Taylor Street – more enforcement, signage, traffic lights, or speed humps to improve pedestrian safety
- Clarence Avenue & 3rd Street – install pedestrian device
- Clarence Avenue & 2nd Street – install pedestrian sign to mark crossing so that motorists are aware that there may be pedestrians crossing to bus stop

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

The Stop & Yield Retrofit Program was implemented in Haultain in fall 2013. As part of the program, yield signs were installed at all uncontrolled intersections in an alternating pattern so a thoroughfare is prevented.

Neighbourhood concerns regarding traffic controls included:

- Alternating yield sign pattern (part of the Stop & Yield Retrofit Program) is odd. Drivers still need to check both ways before proceeding
- Clarence Avenue & 2nd Street – install pedestrian sign to mark crossing so that motorists are aware that there may be pedestrians crossing to bus stop

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Munroe Avenue – parking on both sides makes street too narrow for emergency vehicles (worse in winter); parking makes left turn from 8th Street dangerous because Munroe Avenue is congested; Sundays are worse because churches nearby
- Sight lines obstructed due to parking at:
 - 1st Street & Broadway Avenue (next to medical clinic)
 - Dufferin Avenue & Taylor Street (next to daycare)
 - Clarence Avenue by alley between 2nd Street & 3rd Street on east side (during church service on Tuesday and Sundays)
 - and 5th Street at Clarence Avenue & McKinnon Avenue
- Lansdowne Avenue and Dufferin Avenue between Taylor Street & 8th Street - Alternating yields facing side streets aren't visible due to parked cars
- Overcrowding on side streets especially during street cleaning or snow cleaning. Many cars are not moved and the streets are not cleaned or cleared properly
- Some houses contain many residents which all own cars, one in particular has 5 cars, one car in a driveway, 4 on the street, far exceeding the lot width of the property

Proposed solutions identified by residents:

- Munroe Avenue - remove parking on one side
- Install “no parking” signs or enforcement to ensure parked cars are 10m back from intersections; leave space by driveways so drivers can back out safely
- More public awareness for parking bylaw (10m rule)
- Lansdowne Avenue and Dufferin Avenue between Taylor Street & 8th Street: restrict parking to at least 20m at intersections to improve sight lines on intersections where Lansdowne and Dufferin yield to East / West traffic
- Implement residential parking permit program and change the program to allow only two permits per property

CONCERN 5 – CYCLING

Cycling is a practical mode of transportation in Haultain, as the neighbourhood is in close proximity to the University of Saskatchewan, the downtown core, and other nearby amenities.

Neighbourhood concerns regarding cycling included:

- Drivers are very aggressive towards cyclists
- Crossing 8th Street is very difficult particularly at Dufferin Ave

Proposed solutions identified by residents:

- Install cycling lanes on Dufferin Avenue and Lansdowne Avenue (wide streets)
- Link Nutana and Haultain (crossing 8th Street) with a pedestrian bridge via Dufferin Avenue or Lansdowne Avenue

CONCERN 6 – MAINTENANCE

A majority of the residents were concerned about the condition of the streets in Haultain (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance were at the following locations:

- Albert Avenue – snow piled in centre of street from 5th Street to 7th Street causes visibility issues
- East / West roads in very bad condition generally (snow ruts, potholes)
- Back lanes need grading to reduce giant puddles in the spring. Some areas, including the yards are poorly graded, and lakes form in the back lanes, combined with garbage debris.
- The catch basins are not functioning appropriately, lakes develop on road surface and make proper crossing difficult/impossible
- The quality of the streets (especially Taylor Street) is a concern - sink holes, protruding and sunk in manholes, pot holes, deteriorating asphalt all over the place, repairs below the street that have not actually been repaired but rather filled in with gravel
- Curbs are down to an inch because of paving over pavement instead of grading the street down and laying new asphalt

CONCERN 7 – MAJOR INTERSECTIONS

Neighbourhood concerns regarding major intersections were at the following locations:

- **Broadway Avenue & 8th Street:**
 - More crossing time needed for pedestrians
 - Crossing Broadway Ave should be changed in off peak periods to North / South and East / West signalization, two phases only, not three
 - Wait time to cross is very long
 - Visual obstructions at the crossings, especially the northeast corner
- **Clarence Avenue & 8th Street:**
 - Drivers making left turn into alley behind Scotiabank going southbound hold up traffic into the Clarence Avenue & 8th Street intersection; drivers entering Clarence Avenue going south are forced to change lanes on short notice or risk being caught within the intersection
 - Restrict left turns into alley by Scotiabank or make lane one-way
 - Install blockade so drivers cannot enter back lane southbound
 - Scotiabank has parking lot that is accessible from 8th Street or the back lane at McKinnon Avenue
 - Need barrier to prevent turns and make lane one-way (east, so right turn into lane only). Signage alone is not effective.

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed by the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85% of vehicles are travelling at or below. The speed limit in the Haultain area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00 a.m. to 5:00 p.m., excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

Location	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Back lane	7 th Street / 8 th Street & Broadway Avenue/McKinnon Avenue (by Shell gas station parking lot)	lane	362	20.3
Munroe Avenue	2 nd Street & 3 rd Street	local	736	42.5
Munroe Avenue	5 th Street & 6 th Street		859	43.4
5 th Street	Clarence Avenue & McKinnon Avenue		507	NA
5 th Street	McKinnon Avenue & Munroe Avenue		455	NA
Albert Avenue	3 rd Street & 5 th Street		286	regular=42.3, school=33.8
Albert Avenue	1 st Street & 2 nd Street		365	45.2
Wiggins Avenue	7 th Street & 8 th Street		193	36.3
Lansdowne Avenue	1 st Street & 2 nd Street		660	44.8
Broadway Avenue	5 th Street & 6 th Street	arterial	1368	56.7
Clarence Avenue	3 rd Street & 4 th Street		7809	regular=57.6, school=37.2

The following locations were measured on multiple attempts but resulted in errors due to vehicles parking over the tubes and errors with the equipment.

Table 3-3: Speed Studies and Average Daily Traffic Counts – Error Locations

Location	Between	Class
McKinnon Avenue	6 th Street & 7 th Street	local
McKinnon Avenue	1 st Street & 2 nd Street	
Dufferin Avenue	2 nd Street & 3 rd Street	
1 st Street	Clarence Avenue & Albert Avenue	

2. Pedestrian Assessments

A pedestrian facilities plan was used to determine the locations with missing sidewalk connections and pedestrian accessibility ramps. Connections to parks and schools were considered as high priority. The pedestrian facilities map is shown in **Appendix A**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Speeding / Shortcutting

The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

Location	Recommended Improvement	Justification
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	Reduce speed in back lane
Lansdowne Avenue at 4 th Street & 6 th Street	Install raised median island with additional yield sign	Reduce speed & enhance visibility of yield signs on wide street
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install raised median island with additional yield sign	Reduce speed & enhance visibility of yield signs on wide street

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

The safety of the pedestrian environment is important to encourage people to walk to school, work, and nearby amenities as opposed to driving. Accordingly, the recommended improvements to increase pedestrian safety are detailed in **Table 4-2**.

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommended Improvement	Justification
Broadway Avenue & 6th Street	Install standard pedestrian crosswalk	Improve pedestrian safety; connects to bus stops (only enhanced crossing on Broadway Avenue between 3rd Street & 8th Street)
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	Complete sidewalk connections to parks and schools; improve pedestrian safety
8th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.	Improve pedestrian (and cyclist) safety

3. Parking Improvements

The recommended improvements to parking that will improve the level of safety at specific intersections is detailed in **Table 4-3**.

Table 4-3: Recommended Parking Improvements

Location	Recommended Improvement	Justification
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1 st Street 10m from intersection	Enhance sightlines
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	Enhance sightlines
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	Enhance sightlines

4. Major Intersection Reviews

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhoods are bound by arterial streets, such as Clarence Avenue or Taylor Street, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and require significant resources. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation division is working to prioritize the issues, identify the work requirements, and secure funding to complete these types of assessments.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting, as well as additional comments received, are included in **Appendix B**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Haultain neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (1 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Marked Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Traffic Control Signage – Stop & Yield Cost Estimate
- **Table 5-4:** Miscellaneous Signage Cost Estimate
- **Table 5-5:** Sidewalks Cost Estimate
- **Table 5-6:** Total Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

Location	Device (s)	Cost Estimate		Time Frame
		Temporary	Permanent	
Lansdowne Avenue at 4 th Street & 6 th Street	8 raised median islands	\$2,000	\$24,000	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	5 raised median islands	\$4,000	\$48,000	
Total		\$6,000	\$72,000	

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 dollars per year. The maintenance typically involves the replacement of damage curbs as result of the winter- snow season removal, causing damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
Broadway Avenue & 6 th Street	4 signs & standard crosswalk markings	\$1,000	1 to 2 years
Total		\$1,000	

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Traffic Control Signage – Stop & Yield Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
Lansdowne Avenue at 4 th Street & 6 th Street	Yield signs	4	\$1,000	1 to 2 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	Yield signs	8	\$2,000	
Total			\$3,000	

Table 5-4: Miscellaneous Signage Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	1	\$250	1 to 2 years
Broadway Avenue & 1 st Street	"No parking" sign	2	\$500	
Taylor Street & Dufferin Avenue	"No parking" sign	1	\$250	
Clarence Avenue between 2 nd Street & alley to north	"No parking" sign	1	\$250	
Total			\$1,250	

Table 5-5: Sidewalks Cost Estimate

Location	Distance (m)	Cost Estimate	Time Frame
Albert Avenue between Taylor Street & 4 th Street (west side)	355	\$156,200	5 years plus
Lansdowne Avenue between 2 nd Street & 8 th Street (east side)	500	\$220,000	
Dufferin Avenue between Taylor Street & 1 st Street (east side)	90	\$39,600	
Dufferin Avenue between 2 nd Street & 8 th Street (east side)	540	\$237,600	
Total		\$653,400	

Table 5-6: Total Cost Estimate

Category	Signage & Temporary Traffic Calming	Permanent
Traffic Calming	\$6,000	\$72,000
Marked Pedestrian Crosswalks	\$1,000	NA
Traffic Control Signage	\$3,000	NA
Miscellaneous Signage	\$1,250	NA
Sidewalks	NA	\$653,400
Total	\$11,250	\$725,400

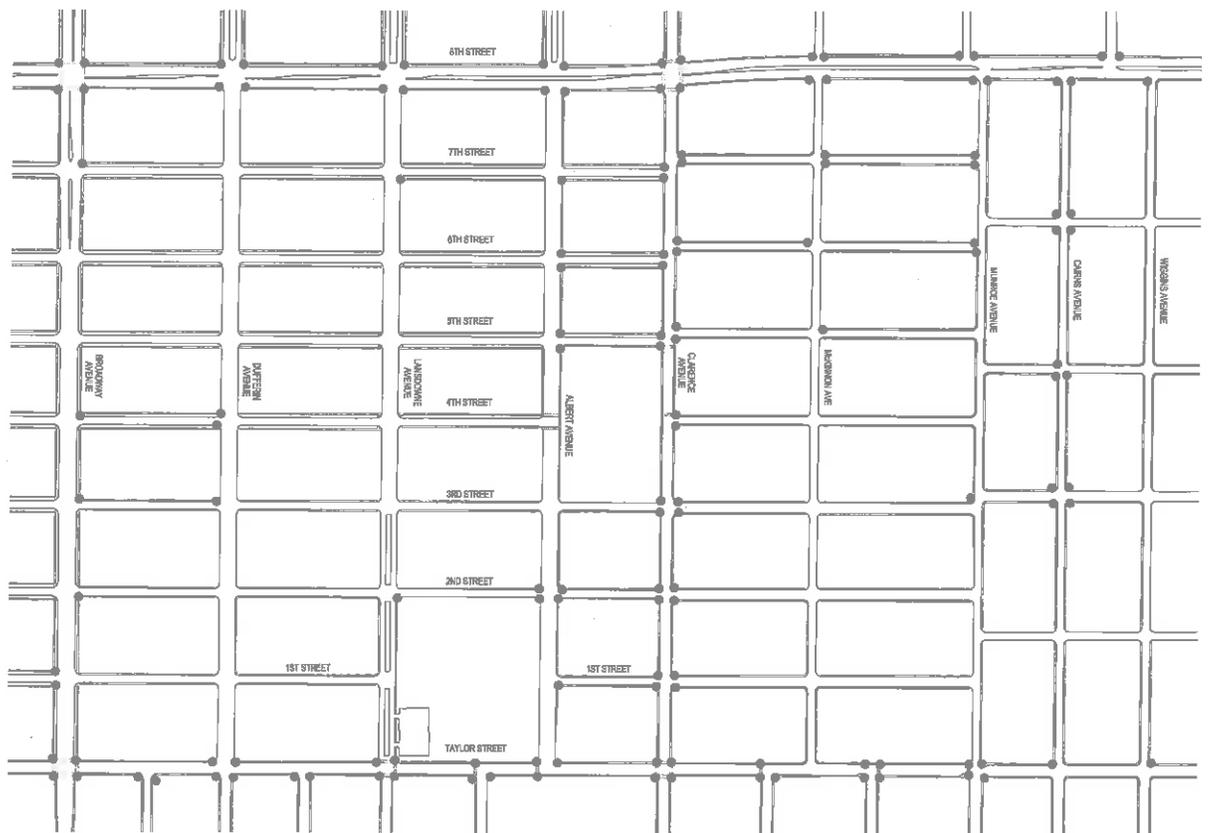
The total cost estimate for signage, pavement markings, and temporary traffic calming devices to be installed in 2015 is **\$11,250**. The total cost estimate for the installation of future permanent devices, including sidewalks, and permanent traffic calming is **\$725,400**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-7**. The resulting recommended Haultain Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-7: Haultain Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1 st Street 10m from intersection	1 to 2 years
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	
Broadway Avenue & 6 th Street	Install standard pedestrian crosswalk	
Lansdowne Avenue at 4 th Street & 6 th Street	install raised median island with additional yield sign	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	Install raised median island with additional yield sign	
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	5 years plus
Taylor Street & Clarence Avenue	Major intersection review	TBD
8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.	TBD

Appendix A
Pedestrian Facilities Map



LEGEND

- SIDEWALK
- PEDESTRIAN RAMP

HAULTAIN PEDESTRIAN FACILITIES



Appendix B

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at Initial meeting

Item	Location	Recommendation	Group 1	Group 2	Additional Comments	Decision
1	Munroe Ave between Taylor Street & 2 nd Street, and between 6 th Street & 8 th Street	Install sidewalk on the west side		not high priority		Removed. Location is low priority.
2	Broadway Ave & 8 th Street	Major intersection review		do not want crossing Broadway Avenue changed in off peak hours to north-south/east-west signalization phases		Removed. Location is low priority.
3	Clarence Ave - school zone between 5 th Street & 3 rd Street	Flashing lights for school zone	if flashing lights are going back use bigger ones	not in favour; install pedestrian-activated signal at 5 th Street & Clarence Avenue instead		Removed. Location selected for photo radar.
4	Albert Ave between Taylor Street & 4 th Street	Install sidewalk on west side				Carried.
5	Lanedowns Avenue between 2 nd Street & 8 th Street	Install sidewalk on east side				Carried.
6	Lanedowns Avenue at 4 th Street & 6 th Street	Install median island with additional yield sign	snow clearing concerns at median islands			Carried.
7	Dufferin Avenue between Taylor Street & 1 st Street, and between 2 nd Street & 8 th Street	Install sidewalk on east side				Carried.
8	Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install median island with additional yield sign	not in favour; yield signs should be on side streets		Waste of tax payers money. Median island signs always get hit and are laying on the street, twisted from an obvious collision. Instead install stop signs on all streets (1 st Street to 7 th Street) which intersect Dufferin Avenue.	Carried.
9	Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; on northeast corner of 1 st Street 10m from intersection				Carried.
10	Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 15m from intersection	5 minute loading zone instead; talk to daycare	talk to daycare to find out what they need before restrictions		Install "No Parking" sign on the northeast corner of Taylor Street 10m from intersection. "5 minute loading zone" must be requested by daycare.
11	Clarence Ave between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately 2 parking spaces)		review all alleys not just the one; specifically along Clarence Avenue		Carried. High priority due to high traffic volumes on Clarence Avenue and church parking.
12	8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.		Lanedowns & 8 th Street is preferred location		Carried.

Decision Matrix – Additional comments

Item	Location	Concern	Decision
1	Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	Speeding / shortcutting down back lane from gas station / Tim Hortons parking lot to get to Broadway Avenue; lots of pedestrians near back lane access at 7 th Street; Install 20kph speed sign of 'entrances only' sign	Average daily traffic and 85th percentile speed were measured in August of 2014 and found to be within an acceptable range (362 vehicles per day and 20kph). Due to concerns a 20kph will be added to the recommendations.
2	8 th Street at Munroe Avenue and Wiggins Avenue	Use concrete blocks to restrict left turns onto 8 th Street with 'Right-Turn Only' sign; recommend left turn restriction on 8 th Street / extend median	Comments will be included in 8 th Street Review.
3	Broadway Avenue between Taylor Street & 8 th Street	Install crosswalks (i.e. 4 th Street and 6 th Street) to slow vehicles. Reduce speeds with additional signage, speed board program, or APC.	85th percentile speed was measured to be 56.7kph. Since Broadway Avenue is a minor arterial traffic calming is not recommended. Peak hours for speeding will be reviewed and forwarded to Police to consider enforcement. There's currently only one standard crossing on Broadway Avenue between 8th Street and Taylor Street, at 3 rd Street. A review of the bus stops indicated stops at 2 nd Street, 3 rd Street, 4 th Street, & 6 th Street. An additional standard crosswalk on the south side of 6 th Street is recommended to provide a safer connection to the bus stop, and allow adequate spacing between bus stops (traffic signals at Broadway Ave is 200m to the north, standard crosswalk at 3 rd Street is 290m to the south).
4	Taylor Street & Clarence Avenue	North-south traffic backed up due to left turning vehicles; add protected left turn; add westbound left turn & southbound left turn	Major Intersection Review.
5	8 th Street	Missing sidewalks	Site check confirmed no missing sidewalk connections on 8 th Street bordering Haultain (Broadway Avenue to Wiggins Avenue).
6	8 th Street & Clarence Avenue	No parking to increase storage for right turning vehicles; review original timing	Comments will be forwarded to Traffic Signal Operations Tech to review timing. No changes recommended to parking.
7	Broadway Avenue	Add cycling lanes	Comments will be forwarded for further consideration.
8	Various locations	Off-street parking should be required for new buildings (i.e. garage suites, basement suites, granny suites etc.)	Issues will be addressed through Infill recommendations.
9	Various locations	Coordination between City & Canada Post for new mail delivery service	Not feasible.
10	Taylor Street to Lorne Avenue	Paving needed	Roadway resurfacing scheduled for 2015.
11	5 th Street between McKinnon & Munroe	Speeding / shortcutting	Traffic count indicated 465 vehicles per day. This is within acceptable range for a local roadway (i.e. less than 1,000vpd)

Inquiry – Councillor A. Iwanchuk (Sept 29, 2014) Temporary Drop-Off Zone - Father Vachon - Lester B. Pearson Schools

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the process to implement a temporary drop-off zone, or passenger drop-off loop in front of Father Vachon and Lester B. Pearson Schools, and information on School Safety Programs supported by the City.

Report Highlights

Zoning Bylaw No. 8770 of The City of Saskatoon, Section 6.5 outlines the requirements for passenger drop-off spaces for elementary and high schools. The funding and implementation of the passenger drop-off space is initiated by the school boards. The cost of a temporary drop-off space can range from \$180,000 to \$235,000.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor Iwanchuk at the Regular Business Meeting of City Council held on September 29, 2014:

“Would the Administration please report on the viability and cost of constructing a temporary drop-off zone between Father Vachon and Lester B. Pearson Schools, in order to alleviate some of the additional traffic as result of development in Kensington.”

Report

Passenger Drop-Off Spaces

School sites are owned and operated either by the Catholic or Public School Boards; therefore, the funding and construction of a passenger drop-off space would be implemented by the school board’s facility services.

School boards planning to improve their school site for a passenger drop-off space are required to meet the criteria of Zoning Bylaw No. 8770 of The City of Saskatoon, Section 6.5 Passenger Drop-Off Spaces for Elementary and High Schools (Attachment 1).

The cost of a typical passenger drop-off space is dependent on the site specific conditions and can range from \$180,000 to \$235,000.

Public and/or Stakeholder Involvement

The Administration has ongoing discussions with both school boards about traffic concerns around schools. Information pertaining to this process has been provided to the school boards.

Other Considerations/Implications

There are no options, communication, policy, financial, environmental, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

There will be no follow up report.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. City of Saskatoon Zoning Bylaw Section 6.5 – Passenger Drop-off Spaces for Elementary and High Schools

Report Approval

Written by: Shirley Matt, Traffic Management Engineer, Transportation
Reviewed by: Jay Magus, Engineering Section Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

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6.5 Passenger Drop-off Spaces for Elementary and High Schools

- (1) Public and private elementary and high schools shall provide passenger drop-off spaces in conjunction with the development of new schools or in conjunction with any addition with a design capacity of 100 or more students to an existing school.
- (2) For the purposes of this section, "passenger drop-off space" means a full size parking space located on school property or a full size parking space approved by the Infrastructure Services Department located on property within the roadway right-of-way. In the case of schools which front on to a collector or arterial street, passenger drop-off spaces shall be located on school property and accessed by a service road.
- (3) Required on-site parking spaces shall not be used to satisfy the requirements for the provision of passenger drop-off spaces.
- (4) For elementary schools, passenger drop-off spaces shall be provided at the rate of at least eight spaces for the first 100 students, and at least two spaces for each additional 100 students.
- (5) For high schools, passenger drop-off spaces shall be provided at the rate of at least eight spaces for the first 100 students, and at least one space for each additional 100 students.
- (6) Where the calculation of drop-off spaces results in a fractional number, the number of required spaces shall be rounded off to the nearest whole number.
- (7) Passenger drop-off spaces shall be located:
 - (a) within 50 metres of a school entrance;
 - (b) at least 3.0 metres from a driveway or marked cross-walk; and
 - (c) at least 15 metres from any intersection.
- (8) The Development Officer, in consultation with the Transportation & Utilities Department and the applicable school boards, may reduce the number or alter the location of required passenger drop-off spaces for new schools and for additions to existing schools where there are demonstrated site constraints which limit the number and location of spaces that may be provided. (Revised – Bylaw No. 9214 – September 29, 2014)

Parking Restriction – Millar Avenue between 51st Street and 60th Street

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That parking be restricted on Millar Avenue between 51st Street and 60th Street to create an extra lane of traffic in each direction to improve traffic flow.

Topic and Purpose

The purpose of this report is to provide information on the public consultation with affected businesses, including the North Saskatoon Business Association (NSBA) regarding the proposed parking restriction on Millar Avenue between 51st Street and 60th Street.

Report Highlights

1. The removal of on-street parking will improve traffic flow on Millar Avenue, and provide more opportunities for drivers on the side streets to enter or cross Millar Avenue.
2. The feedback from most businesses along Millar Avenue between 51st Street and 60th Street, and those along the side streets, support the proposed parking restriction.

Strategic Goal

This report supports the Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the City of Saskatoon.

Background

In September 2014, the Administration presented a report to the Standing Policy Committee on Transportation recommending that parking be restricted on Millar Avenue between 51st Street and 60th Street, to create an extra lane of traffic in each direction to improve traffic. The Committee referred the report back to the Administration for further public consultation with affected businesses, including the NSBA.

Report

On-Street Parking Removal

The Administration reviewed traffic operations on Millar Avenue between 51st Street and 60th Street in 2013. The results determined the current level of service was not acceptable as the two-lane traffic on Millar Avenue is not adequate to accommodate the existing traffic volumes during peak hours, and vehicles attempting to enter or cross Millar Avenue from side streets are being delayed and are unable to safely find gaps in traffic.

Based on the review, the Administration is recommending the removal of on-street parking in each direction along Millar Avenue between 51st Street and 60th Street to create two lanes of traffic in each direction. The removal of on-street parking is expected to decrease delays on Millar Avenue and provide more opportunities for traffic to enter or cross Millar Avenue.

Options to the Recommendation

The installation of a traffic signal on Millar Avenue between 56th Street and 60th Street was considered, but while improving the side street traffic flow, a traffic signal increases traffic delays on Millar Avenue; therefore, this option is not recommended for further consideration.

Public and/or Stakeholder Involvement

In June 2014, letters were sent out to businesses along Millar Avenue (between 43rd Street and 60th Street) highlighting the planned road rehabilitation and providing information on the proposed parking restrictions. A copy of the letter was also emailed to the NSBA to distribute to members of the association for feedback on the proposed recommendation (Attachment 1).

In October 2014, additional letters were sent directly to businesses on Millar Avenue and the side streets specifically focusing on the proposal to remove on-street parking (Attachment 2).

In response to the October 2014 letters, the City received feedback from representatives of 19 businesses either by phone or email. Out of the 19 respondents, 14 agreed with the proposal to remove on-street parking and representatives from 2 businesses were against the proposal. Three businesses did not specify if they were against the changes, but did not believe removing on-street parking would help traffic flow (Attachment 3).

Communication Plan

Residents and businesses affected by the parking changes will be sent a letter in advance of implementation to notify them of the coming changes. Parking signage will be installed at the time of implementation to ensure the restrictions are clearly visible to motorists.

A public notice style advertisement will be placed in The StarPhoenix City Pages to notify all city motorists of the changes to traffic operations on Millar Avenue.

Policy Implications

The recommended parking restriction on Millar Avenue between 51st Street and 60th Street is in accordance with Policy C07-010 – Parking Restrictions and Parking Prohibitions.

Financial Implications

The cost to install parking restriction signage and pavement markings is approximately \$10,000. Funding is available within the approved Capital Project #1506 – Traffic Signing Replacement.

Other Considerations/Implications

There are no environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

The project is scheduled for completion in the summer of 2015.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Proposed Removal of On-Street Parking Feedback
2. Update on Construction in Your Area – Millar Avenue from 43rd Street to 60th Street
3. We Want To Hear From You! - Proposed Parking Changes in Your Area – Millar Avenue from 51st Street to 60th Street

Report Approval

Written by: Lanre Akindipe, Infrastructure Traffic Systems Engineer,
Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

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Proposed Removal of On-Street Parking Feedback (Millar Avenue between 51st Street and 60th Street)

The City reviewed traffic operation on Millar Avenue between 51st Street and 60th Street in 2013. The results determined the current level of service was not acceptable as the two-lane traffic on Millar Avenue is not adequate to accommodate the existing traffic volumes during peak hours, and vehicles attempting to enter or cross Millar Avenue from side streets are being delayed and are unable to safely find gaps in traffic.

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway would permanently have two lanes of traffic in each direction.

The City sent a letter to businesses on Millar Avenue asking for their feedback on a proposal to remove on-street parking between 51st Street and 60th Street.

The City received feedback from representatives of 19 businesses either by phone or email. Comments listed below:

Agreed

Representatives from 14 businesses agree with the proposal to remove on-street parking as it will help to relieve some congestion and make it safer for vehicles to enter Millar Avenue.

Disagreed

- Representatives from two businesses disagreed with the proposal. The first representative saying they use the parking spaces on Millar Avenue every day and there is not a lot of parking around them. They would rather put up with slow moving traffic than walking two blocks to work in the winter.
- The second representative believes opening up a second lane will only make traffic congestion worse.

Neutral

Representatives from three businesses did not specify they were against the changes, but did not believe removing on-street parking would help traffic flow and one does not agree with the City that there is ample parking on side streets.

Trends

Whether representatives agreed or disagreed with the proposal, there were a number of trends that arose including:

- Changes are needed to alleviate congestion in the area
- Speeding is an issue
- Implementation of traffic signals along Millar Avenue would help to break up the traffic and slow it down
- Implementation of a pedestrian walk light at the crossing in front of 2906 Millar Avenue would make crossing safer

- The Millar Avenue entry to Tim Horton's on 51st Street is highlighted as a dangerous location, especially northbound vehicles turning left into the parking lot from Millar Avenue. It causes a lot of congestion and many representatives would like to see some changes there.

Businesses representatives' feedback listed below:

Phone Calls Feedback

- Three callers – agreed with City recommendations
- One caller – changes will not help traffic flow

Email Feedback

- Yes, I believe that this will make travelling on this road far safer. Looking forward to this implementation. I am writing to provide some feedback regarding the much needed road work you completed this summer in the North Industrial area. The ability for customers, installers, and deliveries to access our building is critical to the success of our business. Any road work that jeopardizes our access would have an immediate and direct impact on our business. I feel that you have done a tremendous job of completing extensive work with minimal disruptions to this area. The use of evening work and aggressive timelines has ensured this area of the city flowed with great normalcy during the day while still completing a large amount of work during the nights. Beyond that, the high level of communications you provided helped to secure minimal disruptions to our daily operations. Your attention to the needs of businesses in this area is greatly appreciated. Regarding the potential removal of parking on Millar, I think it's important to remember that the amount of businesses north of 51st Street has increased dramatically. This growth naturally leads to an increase in the amount of traffic on Millar. With further expansions on the horizon including the addition of a bridge to that area of the city, it makes sense to remove parking from the streets to allow for a more consistent flow of traffic.
- Thank you asking business owners along Millar Avenue about double lane and street parking. Our office is totally pro for two lanes for all of Millar with no parking. With the big trucks turning left and all the regular traffic, two lanes would really improve the ability to keep the flow moving. Please paint the lines as soon as a decision is made as people passing on the right end up slamming on their brakes because of parked cars. Also, I know there is a long streams of vehicles lined up heading south on Miller at the end of each day. I really see a lot of drivers leaving room for folks coming left (south) from business (i.e. out of Fountain Tire and going left – south). We applause this practice and see no need extra traffic lights. However, closer to 51st Street there is definitely a problem at the Tim Horton's. In the past 6 years, I have personally seen many accidents of people turning into the coffee shop. There is currently a 2 lane option but it's really dangerous...and it's really the same at McDonalds on the kitty corner.

For McDonalds, people eastbound on 51st Street could turn right into McDonalds, but instead they constantly turn south on Millar and then put the brakes on to left turn into McDonalds. This really hinders traffic flow and people do the same going to Tim Horton's. For example, Miller northbound coming up to 51st Street people always stay northbound thru the intersection and choose left- turn to Tim Horton's while staying on Miller. If traffic went left west on to 51st they could right turn into Tim Horton's. It would be really awesome if this could be fixed.

- I think the parking restriction is a great idea. It will improve traffic flow during rush hours greatly going north south. It will also help vehicles turn on to Millar Avenue because they will have a better view of traffic.
- I think restricting parking on Millar Ave. between 51st Street and 60th Street is an excellent idea. In the years that we have been located on this street it has changed from being a low traffic corridor to a high traffic corridor. All the development north of 51st Street on Millar Avenue has dramatically increased traffic. Since there are few options to cross the railway track Millar gets heavy traffic all day and particularly during the morning and evening rush hour. Restricting parking and making two driving lanes each way would greatly enhance traffic flow. It would also increase safety. Parking on Millar Ave. is dangerous, causes congestion and increases the chance of accidents. What is really needed is a much wider street but restricting parking is a great start.
- I agree that there should be implemented parking restrictions on Millar Avenue in this area. The traffic is very busy and could use an extra lane. The lineups at the intersection of Millar and 51st Street are evidence of this. Also, I think parking on Millar Avenue with the amount and speed of the traffic is actually quite dangerous to those who are parking.
- Agreed to take on-street parking off Millar Avenue as it is very dangerous the way people drive. When someone is turning left on Millar, people behind go around them without looking if anyone is in the lane. It's horrible the way it is and it needs to change.
- The congestion is at Millar and 51st...there has been two lanes of traffic there for a number of years so did they make it three now, not that I see....I don't think eliminating on street parking six blocks north of 51st on Millar will help anyone the traffic is already backed up. We need more functional, accessible exits out of the north end.
- Yes, we believe that parking on Millar needs to be removed and double lanes be put in instead. Also, we would like to express concern and frustration over the corner where the Tim Horton's is located, as this causes multiple accidents and traffic jams.

We're not sure what the solution to that corner is but something needs to be changed there. Please feel free to contact me if you need anything else.

- Agree that parking on Millar should be removed. Not just to help traffic flow but to make it safer to turn on to Millar from side streets. Currently there are a lot of semi's that park on Millar that block the view of traffic to anyone trying to turn. It has become very dangerous and quite scary to make a left hand turn.
- Concern when snow is cleared as they leave at least 1½ feet of snow on either side of Millar so it will be more like 1½ lanes in the winter.
- You need to install traffic lights on 56th Street, and Millar and 60th Street. There is a lot of car crashes on these corners. I have been working in this area for fourteen years and there is not a lot of parking down the side streets as you said. If you get there at 6 o'clock in the morning you are okay, but from 7:30 to 8:30 good luck. Breaking up the traffic and slowing it down in this area with traffic lights is your answer.
- I am writing you this letter in regards to the proposed improvement plan for Millar Ave, I am an employee at EECOL Electric on Millar Avenue and therefore I am affected daily by the congestion and safety hazards that this street presents. I would like to express my concern in regards to being able to safely turn left out of our parking lot. I feel as though there is never a safe time to do this. Millar Avenue is in need of another stop light to break up traffic as it is virtually impossible for anyone entering or exiting onto Millar within three blocks from the traffic light on 51st Street. My suggestion would be another stop light on Millar as well as a longer turning arrow onto 51st Street. Traffic backs up at the light for blocks allowing no one in or out of businesses. I am also very concerned about the pedestrian crossing located directly in front of our building. We have had numerous staff almost hit trying to cross the street. I would suggest a pedestrian walk light there may also help slow traffic down. Please take all input into consideration as this Industrial area develops there is much needed changes to ensure our safety.
- I do not agree with the proposed changes to Millar Ave from 51st to 60th. Northern Strands has about 30 employees that work at 3235 Millar Ave. We only have 5 parking spots for employees on our property. Everyone else either makes their own spot or parks on the street. There are usually 6 people who park out front (on Millar). There is not a lot of parking around us. 58th Street is usually full and Wells Ave has some parking but the businesses on that street threaten people who park in front of their buildings. I don't want to have to park 2 blocks away and walk to work. I would rather put up with the slower moving traffic than walk 2 blocks in the winter.

- It's about time this streets traffic was addressed! SPEED is the first thing to address. You have to know that southbound traffic from as far down the street as Marquis Drive is at 60kms. That's fine if (traffic) stayed at 60kms. The situation is that almost everyone is over that speed and sometimes by quite a bit. Now when they cross 60th Street the traffic is supposed to be at 50kms and for the most part it is not! The traffic flows with the slowest vehicle out there and many times it does not get to 50kms until 56th Street or further south. The same thing happens with northbound traffic, in that drivers are anticipating the greater speed limit after 60th long before they get there. However that doesn't happen as often. It really doesn't matter because you can't safely enter Millar for a left turn because of the speeding southbound traffic anyway! Our business is on 58th Street by the way. Now, let's get down to Millar and 51st Street southbound. **STAY AWAY AT ANY COST after 3:00!** What a joke someone made of how to route traffic. If you're serious about moving traffic now and there is the time to do it. Make both southbound lanes left hand turns. **LEFT TURN ONLY** for the left lane and the right lane for both through and left turns. At least that will get traffic off Millar quicker but might clog things up between McDonalds and the right turn onto Warman Road (mostly because some drivers still can't get it through their minds not to stop at the corner!) As for the speed issue on Millar, I've called the City Police to monitor things and they did come down a few times handing out tickets but they're not there every day all day long and I wouldn't expect them to be. Perhaps a four way stop at 60th and Millar (at least anyone trying to enter Millar northbound would have a chance. I've seen many long lines at that corner or photo radar somewhere near 60th.
- It is a widely supported idea to remove parking from Millar through our shop as we are turning on from 58th Street, a second open lane would make right hand turns much more negotiable. It seems that the worst areas are right here near Windsor plywood and in front of NRT where often only a single parked vehicle disturbs the commute home.
- I received a copy of the building better road improvements for 51st Street to 60th Street. I was wondering with the lines being drawn for two lanes will there continue to be access to the Tim Horton's parking lot turning left on Millar Avenue going west as this is a dangerous spot for left hand turns as it only backs up the traffic into 51st street. I see it was stated that the City observed the area and wondered if this is a consideration to close the left hand turn into Tim Horton's. Also, was there time taken by the City to observe the walking traffic across Millar Avenue to 52nd Street. There are several of the Eecol Staff that use that walkway. Possibly a yellow slow down light further down the road or a button for crosswalk on 52nd Street should be considered as numerous staff have had close calls with vehicles as traffic just doesn't stop and it truly is an accident waiting to happen. Personally, I have experienced a near hit when one lane slows and the other doesn't and the vehicle goes on through. This intersection is used before 8 a.m., at noon until 1:00 p.m. and at 4:30 p.m. by Eecol staff.

- We are in agreement with this improvement. Millar Avenue is very congested with vehicles driving south on Millar, vehicles driving north and vehicles making right and left hand turns. We think an extra lane would help relieve some of this congestion. Thank you for asking for our feedback.
- Restricting parking will only increase the congestion that we experience at the 51st Street intersection.
- This will allow more vehicles to reach this intersection faster only to sit there and wait. However, there is area that could be addressed. As we know it today, vehicles are allowed to park in the south bound lane near or just north of the Tim Horton's. When vehicles are parked here, it only congests traffic more than it needs to be. My suggestion would be that "No Parking" in the first three to four blocks north of 51st street should be implemented at the very minimum.
- With respect to implementing parking restrictions on Millar Avenue between 51st Street and 60th Street, I feel this is not needed; it would only make things worse for people who work or use businesses along the street. Need some traffic lights to stop the flow of traffic. I work just north of 56th Street and trying to get out onto the street is almost impossible, especially at 4:30ish. By the time you have no traffic coming from the north, traffic is coming from the south. I was told a number of years ago that the problem would be solved when Marquis Drive opened, wrong, it has gotten worse. Sometimes instead of being able to get out on the street to go southbound, you just give up and go north to Marquis Drive then over to Wanuskewin Road to get southbound, which is ridiculous. Another lane of traffic would just double the mess.
- Watching the traffic in front of our address as listed below, I agree there should be two lanes painted. Marquis to 51st Street is a very busy causeway. With all of the new warehouse space on marquis and the traffic congestion at 51st, I highly recommend updates. Especially with the recent announcement the new bridge approval, spring of 2015 is not soon enough. There are many trucks and other such vehicles making left-turns which cause traffic to congest. Customers, employers, employees and delivery vehicles would all benefit from easy flowing traffic.

June 24, 2014

Update on Construction in Your Area

Millar Avenue from 43rd Street to 60th Street

Extensive maintenance work is scheduled to begin on Millar Avenue in July 2014 as crews upgrade water and sewer infrastructure and resurface the roadway. The work will take approximately four weeks to complete. Thank you for your patience and understanding as you navigate through and around the roadway restrictions that are required for us to complete these projects. Below is an overview of the work that will occur. A more detailed timeline and summary of the road restrictions will be provided to you prior to the work commencing.

**We would like to hear any concerns you may have regarding these projects.
Please contact the Project Manager listed below each project.**

43rd Street to Molaro Place - Water and Sewer Upgrades

Project Manager: Cam LeClaire, 306-975-2735 or cam.leclaire@saskatoon.ca

Starting in early July, water and sewer infrastructure upgrades will occur along Millar Avenue from 43rd Street to Molaro Place. This will require cutting rectangular holes (known as utility cuts) in the road to access underground utilities. The work will be performed in the roadway area and could span the entire street from curb to curb. To minimize disruption, only a few blocks will be repaired at a time. During work, lane or full closure restrictions will be required, and vibration and noise will be present. For businesses adjacent to the work zone, driveway access will be limited; however, it will be accommodated whenever possible. The work is expected to take two weeks to complete.

43rd Street to Molaro Place - Road Resurfacing

Project Manager: James Donohoe, 306-986-0892 or james.donohoe@saskatoon.ca

After water and sewer upgrades are complete, road resurfacing will occur. The deteriorated asphalt will be milled and then the road will be resurfaced with new hot mix asphalt. To minimize disruption to your business and to motorists this work will take place overnight from 7:00 p.m. to 7:00 a.m. During construction access to businesses will be maintained. The work is expected to take two weeks to complete.

51st Street to 60th Street – Traffic Operation Improvement (Parking Restrictions)

Project Manager: Olanrewaju Akindipe, 306-975-3657 or olanrewaju.akindipe@saskatoon.ca

The City of Saskatoon is considering implementing parking restrictions on Millar Avenue between 51st Street and 60th Street in order to improve traffic operations by providing for an extra lane of traffic in each direction. We would like your input regarding this proposed change by July 11, 2014.

Frequently Asked Questions



October 24, 2014

WE WANT TO HEAR FROM YOU!

Proposed Parking Changes in Your Area Millar Avenue from 51st Street to 60th Street

The City of Saskatoon is undertaking further consultation on a Traffic Operation Improvement Plan and is seeking your feedback by **Friday, November 14, 2014**.

As you may be aware, the City is considering removing on-street parking on Millar Avenue between 51st Street and 60th Street to improve traffic operations by providing an extra lane in each direction.

Why is the City proposing changes to on-street parking?

The City reviewed traffic operations in the area and determined the current level of service was poor. Specifically, the existing two lanes for through traffic are becoming congested, delaying vehicles at intersections and making it more difficult for vehicles to safely enter Millar Avenue from side streets.

What improvements is the City proposing?

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway would permanently have two lanes of traffic in each direction.

How will this help?

This improvement will decrease delays to drivers on Millar Avenue and provide opportunities for vehicles from the side streets to safely enter Millar Avenue.

How will this impact my business?

During the development of this proposed improvement, City staff visited the area and noted that on-street parking on Millar Avenue was not significantly used, and ample parking was available on side streets and off-street. This assessment indicated that the impact of removing on-street parking would be minimal and the benefits to drivers on Millar Avenue positive.

Thank you to those businesses that have already provided feedback. If you have not yet done so, please send us your questions, concerns or comments by Friday, November 14, 2014. Your feedback will be included in the final report and will help shape the outcome of this review.

FEEDBACK TO: Lanre Akindipe, City of Saskatoon Project Manager
Tel: 306-975-3657 E: olanrewaju.akindipe@saskatoon.ca

Will customers have access to my business during this work?

Driveway access will be limited during the water and sewer work; however, it will be accommodated whenever possible. Businesses should use alternate parking on their properties and on the side streets. Access to businesses will be maintained during the road resurfacing work.

Will there be vibration and noise during construction?

Yes. Please note that to minimize disruption the road resurfacing work will be done at night between the hours of 7:00 p.m. and 7:00 a.m. The water and sewer work will be done during the day.

Will my water and sewer services be affected?

Water and sewer could be affected. If, for any reason, the water and sewer services need to be interrupted, you will be notified in advance of any scheduled interruption in service.

Will bus routes be affected?

Bus routes along the construction route may be affected. During construction, please check the signs posted for alternate bus stop locations or call Saskatoon Transit at 306-975-3100.

Why are you removing on-street parking?

The City of Saskatoon reviewed existing traffic operations of Millar Avenue between 51st Street and 60th Street, and determined the current level of service was poor. Specifically, the existing two lanes for through traffic are becoming congested, delaying vehicles at intersections, and making it more difficult for vehicles to safely enter Millar Avenue from the side streets.

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway will now permanently have two lanes of traffic in each direction. This improvement will decrease delays to drivers on Millar Avenue and provide more opportunities for vehicles from the side streets to safely enter Millar Avenue. During the development of this proposed improvement, City Staff visited the area and noted that the on-street parking for Millar Avenue was not significantly used, and that ample parking was available on the side streets and off-street. The City therefore concluded that the impact of removing on-street parking is expected to be minimal, and the benefits to the drivers on Millar Avenue positive.

What about parking during construction?

Businesses should use alternate parking on their properties and on the side streets.

Cummins Western Canada - Engine Repairs and/or Parts - Blanket Purchase Order

Recommendation

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

1. That the Administration prepare a blanket purchase order with Cummins Western Canada for the repair of engines and/or engine parts exclusive to the majority of the low floor buses for up to five years, for a total estimated cost of \$300,000 (not including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approve a blanket purchase order for Cummins Western Canada (Cummins) for the supply of emergency engine repairs and/or parts.

Report Highlights

1. A blanket purchase order is the procurement approach that the Administration believes is best suited for the purchase of proprietary parts and service.
2. Cummins is the only company in Saskatoon that can provide the required engine repairs and/or parts for the majority of the low floor buses.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with Cummins.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by standardizing parts for buses and establishing multi-year blanket purchase orders.

Report

Blanket Purchase Order is Recommended

Blanket purchase orders will allow Saskatoon Transit to reduce the administrative time spent raising and managing individual purchase orders. This approach will give the Administration the best opportunity to reduce unit costs and obtain the benefit of bulk pricing discounts by combining a number of smaller purchases into a single larger contract. Managing procurement under a single, larger Blanket Purchase Order will also enable Cummins to lower their administrative costs.

Cummins is the Only Supplier

Saskatoon Transit is required to purchase, install and overhaul transit bus engines on an emergency basis with a goal of minimizing down time and creating the least amount of disruption to the City of Saskatoon's Transit service. Cummins is the only supplier

that can provide the required engine parts for the majority of the low floor buses (Attachment 1).

Cummins is currently the only shop in Saskatoon that has the Cummins specific training to work on the newer style emissions. During the warranty period, all work must be performed by Cummins in order to protect the warranty. However, upon expiration of the warranty, Saskatoon Transit will explore the use of other shops pending proper training documents can be provided and evaluated by the Maintenance Manager to ensure proper compliance.

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with Cummins to obtain a blanket purchase order for Saskatoon Transit, for the repairs and/or parts that can only be provided by Cummins. By combining purchases into one contract, the City will have additional bargaining power and be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The supply of the materials could be individually sole sourced instead of the proposed Blanket Purchase Order. Cummins is the exclusive engine repairer and distributor of parts for the majority of the low floor buses. The Administration believes that the most advantageous approach for the City is to negotiate a larger order directly with the supplier to minimize overhead and obtain the best pricing available.

Policy Implications

The recommendations in this report are consistent with Council Policy C02-030, Section 4.3, b) "When supply is available from only one vendor due to the compatibility with existing equipment or services that have been established as a standard with the City".

Financial Implications

Funds for this purchase are available in the combined maintenance programs of the Saskatoon Transit approved 2015 (and future) operating budgets, as well as Capital Project #1194 - Transit-eng Overhaul.

Other Considerations/Implications

There are no public and/or stakeholder involvement, communication, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by April 27, 2015 with an option to extend the blanket for four additional one-year terms, provided the supplier provides acceptable pricing and maintains status as the sole supplier.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Cummins Western Canada Letter Dated September 15, 2014

Report Approval

Written by: Paul Bracken, Maintenance Manager
Reviewed by: Trevor Bell, Acting Director of Saskatoon Transit
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS PB - Cummins Western Canada – Engine Repairs and/or Parts - BPO



September 15, 2014

Jack Mochoruk
City of Saskatoon
Transit Department

Dear Jack,

I want to first thank you and your organization for specifying and purchasing equipment that uses Cummins products. The City of Saskatoon has been and continues to be a very important Cummins customer.

Cummins Western Canada is a Distributor for Cummins Inc. and is authorized to provide services and sell Cummins Genuine parts in your geographical area.

When it comes to selecting parts for you vehicles and equipment that are powered by Cummins engines, you should please consider the following:

1. Use of any non-genuine parts could void the Cummins warranty. Cummins products come with a two year standard warranty but many agencies purchase extended coverage plans which can extend the coverage for up to five years on most of the engine components. Genuine Cummins parts must have a Cummins part number, come in the original Cummins packaging and be purchased through an authorized Cummins channel partner. All three factors must be met to be considered genuine. You should know that all non-genuine parts suppliers are not authorized Cummins channel partners.
2. Cummins is required to certify that their engines will meet EPA emissions standards for the useful life of the engine. This includes any repairs or rebuilds that might be necessary during this period. Cummins can only assure the engine will meet the emissions standards if genuine Cummins parts are used. In fact, emissions compliance regulations require that when any components on the Critical Parts List (CPL) are modified, Cummins must recertify the engine or provide data that confirms the engine will be in compliance with all EPA emissions standards. Under EPA regulations only Cummins can certify that Cummins engines meet emissions standards. No other manufacturer or parts supplier can make certifications compliance claims in regards to Cummins products.

Cummins Western Canada
3001 Faithful Ave
Saskatoon, SK S7K 4R4
Phone 306 933 4022
westerncanada.cummins.com

Branches: Calgary, Edmonton, Fort McMurray, Grande Prairie, Hinton,
Kamloops, Kenora, Lethbridge, Lloydminster, Prince George, Regina,
Saskatoon, Sparwood, Vancouver, Winnipeg

I would encourage you to contact Cummins Western Canada for more details concerning the above items. Further I hope you will consider these points in regards to Cummins parts purchases and continue to source genuine Cummins parts from your local Cummins channel partner.

I want to again thank you and the City of Saskatoon Transit Department for purchasing and specifying Cummins products.

Should you have any questions regarding the above, please do not hesitate to contact Cummins Western Canada Saskatoon at 306-933-4022.

Regards,



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On-Hwy Business Representative – North Saskatchewan
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Regina, Saskatoon, Sparwood, Vancouver,
Winnipeg

Red Light Camera Update and Status of Traffic Safety Reserve

Recommendation

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

1. That the information be received; and
2. That a budget adjustment in the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.

Topic and Purpose

The purpose of this report is to provide an update on the Red Light Camera program and to obtain approval for a budget adjustment from the Traffic Safety Reserve to fund additional pedestrian safety improvement projects.

Report Highlights

1. The collision history before and after the installation of RLCs has resulted in a reduction of right-angle collisions.
2. A summary of the number of violations and revenue amount annually transferred to the Traffic Safety Reserve from 2010 to 2014 is provided in Table 1. The number of violations has increased since an additional location was added to the program and the existing Red Light Camera (RLC) systems were replaced in 2013.
3. Funding is being requested from the Traffic Safety Reserve to install four new enhanced pedestrian crossings to increase the level of safety for pedestrians.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing pedestrian safety and optimizing the flow of people and goods in and around the city safely.

Background

In October 2005, the City installed RLCs at the intersection of Avenue C and Circle Drive to improve traffic safety. Since then, RLCs have been installed at three other intersections:

- Preston Avenue and 8th Street East;
- 51st Street and Warman Road; and
- Idylwyld Drive and 33rd Street.

When the cameras were initially installed in 2005, City Council approved the creation of a Traffic Safety Reserve where the City's portion of the revenue generated from the RLC program is allocated.

Report

Collision History

The Administration continues to monitor the effectiveness of the RLC program. The collision history shows that overall the RLC program has been effective in reducing right angle collisions, which are considered to be the most serious type of collision. Injury and fatality rates at these locations have also been reduced. It is not uncommon for rear end collisions to increase with the installation of RLCs which is intended to address the more serious right-angle collisions. The Collision rate for an intersection is expressed as collisions per million entering vehicles and is used to factor in the increase in traffic volumes through an intersection. A breakdown of the collision rates is shown in Table II below:

Table II

Type of Collision	Preston & 8 th Street	51 st Street & Warman	Avenue C & Circle	Overall
Right Angle (T-bone)	-45%	11%	-1%	-12%
Rear Ends	6%	16%	5%	9%
Left-turn Opposite	10%	4%	-10%	1%
Injury/Fatality	-25%	6%	-8%	-9%

The collision history has identified a slight increase in the number of collisions at the intersection of 51st Street and Warman Road. The Administration is reviewing options for improvements at this intersection and will report further.

Violations and Revenue History

The annual violations and amount transferred to the Traffic Safety Reserve from 2010 to 2014 inclusive are summarized in Table 1 below:

Table I

Year	Violations Issued	Annual Transfer to Traffic Safety Reserve	Notes
2010	8,422	\$681,616	Three intersections in operation
2011	7,387	\$496,756	Operational efficiency of the systems begin to drop
2012	6,541	\$533,290	Operational efficiency of Circle and Avenue C camera drops significantly / consistent camera failures
2013	5,789	\$454,658	Operational efficiency of systems continue to drop
2014	17,573	\$1,185,749	Cameras replaced in Sept & Oct 2013 at three locations and one new camera location at 33 rd Street / Idylwyld Drive. All intersections fully operational.

Attachment 1 summarizes the 2014 violations by intersection and provides a breakdown of the types of violations occurring at each intersection.

Traffic Safety Reserve Status

The operational costs associated with the RLC program and the Traffic Safety Reserve are funded through the City's portion of revenues from the RLC program. The Traffic Safety Reserve is used to fund improvements on the transportation network to enhance safety for drivers, cyclists and pedestrians.

In 2015, the projected revenues transferred to the Traffic Safety Reserve are estimated at \$1.2 Million based on the actual revenues from 2014. \$620,000 has already been allocated from the Traffic Safety Reserve to various capital projects to enhance safety including neighbourhood traffic reviews, pedestrian upgrades, rail safety, and traffic control upgrades. An additional \$242,000 will be used to compensate for revenue projections not being met in previous years due to the declining number of tickets issued as a result of the previous systems' operational issues.

As the city continues to grow, so do the pressures on the existing transportation network. In order to increase the level of safety for all users (drivers, cyclists, and pedestrians), the Administration continues to monitor the transportation network and recommend modifications to improve both the efficiency and safety for all road users. As a result of the monitoring and assessment, four locations have been identified for recommended improvements to increase pedestrian safety. Accordingly, the Administration is recommending an additional \$100,000 be allocated to Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety to upgrade four pedestrian crossing locations, including:

- Lenore Drive and La Loche Road – Active Pedestrian Corridor
- Clarence Avenue and 11th Street – Active Pedestrian Corridor
- Avenue B and 29th Street – Pedestrian Corridor
- Boychuk Drive and Laurentian Drive – Active Pedestrian Corridor

These four projects have been identified as priorities within the Pedestrian Crossing Control program based on criteria including:

- The number of traffic lanes to be crossed;
- The presence of a physical median;
- The posted speed limit of the street;
- The distance the crossing point is to the nearest protected crosswalk point; and
- The number of pedestrians and vehicles at the intersection.

Details of each intersection are provided in Attachment 2.

Public and/or Stakeholder Involvement

The improvements at the intersection of Lenore Drive and La Loche Road were initially identified through discussions with the public in 2012.

The improvements at the intersection of Clarence Avenue and 11th Street East, and Avenue B and 29th Street West were identified through the Neighbourhood Traffic Review program. This program includes a minimum of two Open House events for each neighbourhood reviewed.

The improvements at Boychuk Drive and Laurentian Drive were initially discussed with the principal at St. Augustine School in 2014. A review was completed and determined the need to upgrade the pedestrian crossing controls.

Financial Implications

The cost to install enhanced pedestrian crossing controls at four locations is \$100,000. Adequate funding is available in the Traffic Safety Reserve to fund this budget adjustment. Upon approval of these funds, a balance of approximately \$200,000 will be maintained in the Traffic Safety Reserve to compensate for any difference in projected versus actual revenues.

Policy Implications

The recommendation in this report is consistent with Council Policy C07-018 – Traffic Control – at Pedestrian Crossings.

Other Considerations/Implications

There are no options, communication, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

If approved, the Administration will proceed with designing and procuring materials for the pedestrian crossings and installation is planned for 2015, dependent on weather. Through the 2016 Business Plan and Budget deliberation process, recommendations for allocating future funding will be included.

The Administration will provide a report by the end of 2015 on options for improvements at the intersection of 51st Street and Warman Road.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Red Light Camera Statistical Review
2. Pedestrian Crossing Control Projects
3. Example of Active Pedestrian Corridor
4. Example of Pedestrian Corridor

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

Red Light Camera Statistical Review

2014 Violations by Intersection

A review of the red light camera violations in 2014 was summarized by location as summarized in the table below.

Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	% of Total
Circle Drive / Avenue C	26	142	160	186	184	164	146	153	170	136	122	88	1,677	9.5%
Preston Avenue / 8 th Street	552	635	890	778	827	473	541	659	711	711	613	501	7,891	44.9%
51 st Street / Warman Road	66	50	34	40	41	47	40	39	63	56	54	52	582	3.3%
33 rd Street / Idylwyld Drive	766	724	717	614	664	568	672	663	598	551	504	382	7,423	42.2%
Totals	1,410	1,551	1,801	1,618	1,716	1,252	1,399	1,514	1,542	1,454	1,293	1,023	17,573	100.0%

Average Violations per Movement (January 1 to February 28, 2015)

A breakdown of violations by infraction type (left turn, through movement, or right turn) at each intersection is provided in the table below. This table shows the average number of violations for each movement in January and February 2015.

Locations	Movement Type			Subtotal
	Left Turn	Through	Right Turn	
Circle Drive / Avenue C	7	82	29	118
Preston Avenue / 8 th Street	10	90	336	436
51 st Street / Warman Road	15	40	0	55
33 rd Street / Idylwyld Drive	13	187	175	375
Totals	45	399	540	984
Percentage of Total	4.6%	40.5%	54.9%	-

Why is minimizing red light violations important?

Enforcing **left turn and through movement** on red violations assists in mitigating serious collisions, typically with other vehicles. Collisions involving these movements are considered the most serious and often result in injuries or fatalities.

Enforcing **right turn** on red violations assists in protecting cyclists and pedestrians, who are vulnerable road users. This protection occurs as follows:

- A vehicle arriving at an intersection intending to turn right typically approaches the intersection in the right lane with a turn indicator on.
- Against a red light, the vehicle must come to a complete stop prior to turning right, as per the provincial Traffic Safety Act.

- Typically against a red light, the driver will be:
 - Looking left for a gap in oncoming traffic,
 - Ensuring any left turning vehicles from the travel lanes opposite have a separate lane to enter,
 - Or looking for a gap in this movement.
- The potential conflict with pedestrians and cyclists typically occurs at this point of time, as follows:
 - A pedestrian may desire to cross the road in front of a vehicle, from a driver's right to left. The driver may be looking left for a gap in traffic and may not see the pedestrian.
 - A pedestrian may desire to cross the road in front of a vehicle, coming from behind a vehicle on the driver's right (on the sidewalk), and turning 90 degrees to the left to cross in front of the vehicle. Again, if the driver is looking left for a gap in traffic, they may not see the pedestrian.
 - Cyclists typically travel close to the curb. A cyclist crossing the street against a green light, traveling from a driver's left to right, may be difficult to notice if the driver is focusing on looking for a gap in traffic.
 - A pedestrian may desire to cross the road in same direction that the vehicle approached the intersection. In other words, the pedestrian is to a driver's right, waiting for a walk light. If the driver is potentially anticipating a green light appearing, but still has a red light being shown, it is important to stop as the pedestrian may receive a walk light directly in front of you, and has the right of way to begin crossing before you turn right.

In the above situations it is critical that a driver is stopped at the red light. Stopping helps protect vulnerable road users from being struck if one of the above situations occurs.

Pedestrian Crossing Control Projects

Lenore Drive and La Loche Road Intersection:

- Lenore Drive, classified as a minor Arterial road, accommodates approximately 14,500 vehicles per day (2012) immediately east of Warman Road.
- La Loche Road is classified as a Collector road, and intersects with Lenore Drive at a 'T' intersection.
- Opposite La Loche Road is the W.J.L. Harvey Park South, which is immediately adjacent to Marion M. Graham Collegiate High School.
- The recommendation is to install an Active Pedestrian Corridor (APC) along the eastern edge of the intersection across Lenore Drive. An example of an APC is illustrated in Attachment 3.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Lenore Drive and potentially accessing the park or school sites by providing an enhanced pedestrian crossing device.
- The cost estimate to complete this work is \$25,000.

Clarence Avenue and 11th Street East Intersection:

- Clarence Avenue, classified as a major Arterial road, accommodated approximately 9,600 vehicles a day in 2013 (post Circle Drive South opening) immediately south of College Drive.
- 11th Street East is classified as a Local road.
- East of Clarence Avenue and north of 11th Street East is the Albert Community Centre, which generates pedestrians of various ages accessing the daycare, school, and community centre.
- The recommendation is to install an APC along the northern edge of the intersection across Clarence Avenue.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Clarence Avenue and potentially accessing the community centre.
- The cost estimate to complete this work is \$25,000.

Avenue B and 29th Street West:

- 29th Street West, classified as a Collector road, accommodated approximately 3,750 vehicles a day in 2010 immediately west of Idylwyld Drive.
- Avenue B is classified as a Local road.
- One block north of 29th Street along Avenue B is the Caswell Community School.
- The recommendation is to install a Pedestrian Corridor along the western edge of the intersection across 29th Street. An example of a Pedestrian Corridor is illustrated in Attachment 4.
- The cost estimate to complete this work is \$25,000.

Boychuk Drive and Laurentian Drive:

- Boychuk Drive, classified as a Collector road, accommodated approximately 4,000 vehicles per day in 2014.
- Laurentian Drive is classified as a Collector road.

- This intersection is located within the St. Augustine reduced speed school zone and accommodates significant pedestrians crossing the roadway.
- The recommendation is to install an APC along south side of the intersection across Boychuk Drive.
- The cost estimate to complete this work is \$25,000.

Example of Active Pedestrian Corridor



Example of Pedestrian Corridor



FlexParking Update

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide an update on the progress of FlexParking implementation, including current strategies being pursued.

Report Highlights

1. The Administration is in the process of activating the new FlexParking stations.
2. Single-stall meters are being removed with the posts repurposed to sustain the “hooding” program.
3. Parking stall turnover requires enforcement of time-limit zones.
4. Pay-per-session parking is a station software design feature to maintain turnover.
5. The new City of Saskatoon (City) Parking Card is active and available for purchase.
6. Development is underway for a parking smart phone application (app).
7. There has been positive customer feedback and use of the new parking system.

Strategic Goals

This report supports the Strategic Goals of Moving Around and Quality of Life by providing a flexible parking system that facilitates efficient transportation movement in a method that is responsive and user friendly for our customers.

Background

In 2013, a process was initiated by the Administration to select a new parking system to replace the aging single-space meters. This process sought input from the parking committee and members of the business community, and in 2014, a Request for Proposals was issued to procure a vendor to supply flexible pay-by-plate style parking stations to modernize parking in Saskatoon. A vendor was chosen and approved, and installation of the new stations began in late 2014 for commissioning in 2015.

Report

Activation of New Pay Stations

There are 325 new FlexParking pay stations. These stations have been commissioned in groups of approximately 30 every few weeks since the first launch on February 19, 2015. The roll-out has been methodical and strategic in order to be responsive to customer concerns and the technical issues that have arisen. Technical issues include software updates, card reader errors, and coin acceptance errors. A central dispatch phone number, identified on the machine, fields customer inquiries and dispatches the technicians appropriately.

FlexParking Update

Old Meter Removal and Post Reuse

The old single-space meters are bagged as new pay stations are activated. These bags direct customers to the new stations and ensure they do not place money in the old meters. As customers become familiar with the new stations, the old meter heads are being removed. The existing posts are capped and left in place for the interim to allow for the parking “hooding” program to still continue to operate. This program allows businesses to reserve stalls and take them out of the general inventory. Other options are being explored with regards to the “hooding” program and whether the posts can or should be left in place long term.

The bags placed on the meters to direct the customers to the new pay stations are intended to be a temporary measure to change habits. The meter removal is to occur within two weeks of activation. A delay in removal of the meters in the first two zones led to some frustration and concern of the visual appeal with the businesses. Moving forward, more prompt meter removal will occur to limit this issue.

Time Limits Needed to Ensure Turnover

Parking turnover is a minimum mandatory requirement identified by the Parking Committee and previously supported by the Business Improvement Districts. This ensures turnover of parked vehicles to safeguard availability for business customers in the Downtown and limits the use of parking spaces by employees or other long-term occupants. Enforcement of these time zones requires that a vehicle must move to a different block face after the time is expired, regardless of whether the customer has paid or not. This was previously enforced under the old meters and will continue with the new stations. Reasonable judgement is granted to customers whose parking period may go over the time limit but have paid for their time. However, customers who are significantly exceeding the time zones to park longer term will be identified and ticketed.

Pay-Per-Session Parking is a Design Feature

The key aspect of the new pay station parking system is to be more flexible. Flexibility is achieved in payment methods and ability to move around by paying-per-plate as opposed to paying-per-stall. In order to achieve these flexibilities, as well as attempt to maintain the turnover mandate, two key features have been designed into the system.

1. Each station will only sell a maximum time limit that matches with the zone it is in. Although time can be purchased at any station in the city, this design feature attempts to ensure that most customers are not intentionally buying beyond the time zone limit. This was also a feature in the old single-space meters.
2. The stations provide a “pay-per-session” feature that does not allow a time purchase to be “topped-up” after it has been purchased. This is the way Impark lots and the Precise ParkLink stations operate at River Landing. This feature is also designed to ensure customers cannot buy beyond the time limit of a zone, thereby maintaining turnover.

FlexParking Update

The inability to “top-up” parking sessions has been raised as an issue. It is, in fact, the way most systems of this type operate with turnover and moveable pay-per-plate parking being the supporting mandate.

The way other jurisdictions provide added flexibility to this restriction is through a smart phone app, which either allows for the purchase of more time immediately following the previous session or allows start and stop parking options. Changing the City parking system to allow “top-ups” to a session is possible. However, this change would have the impact of decreasing turnover and increasing enforcement issues related to time zone limits. Before proceeding with this change, consideration would have to be given to a change in the parking turnover mandate. (The Downtown Parking Study that is currently underway will greatly inform this policy discussion.)

New City Parking Card

The new City Parking Card that is compatible with the new pay stations is available for purchase at Customer Service, City Hall. A five dollar service fee is applied to the activation of each new card. Customers with a balance remaining on their old City smart card can bring it in and have the balance transferred or refunded.

Parking Smart Phone App

Development has begun on a smart phone app and is expected to be ready for launch in the third quarter of 2015. This app will allow customers to initiate a parking session remotely and buy subsequent sessions. The app is one more feature that will enhance flexibility to the new parking system. Even with the ability to add additional time, a vehicle cannot park longer than the time zone for that particular block; this was also a feature with the old single-space meters.

Customer Feedback

In general, the customer feedback has been positive. Customers have appreciated the keychain attachments for license plate numbers and the assistance of on-street ambassadors. The new stations have generated questions regarding the use of permits, such as disability permits. These permits will continue to be valid as they previously were. In general, station use data indicates that customers within the active FlexParking areas are utilizing paid parking as much as they had been using in the past. This indicates that the stations are operating properly and being accepted by the public.

Options to the Recommendation

The Standing Policy Committee on Transportation may wish to provide additional direction to the Administration.

Communication Plan

The communication plan developed for implementation of FlexParking centers around the goals of building awareness of the new system and ensuring efficient adoption of the new system by citizens. Successful tools and techniques that have been used to date include:

- i) a daily parking trivia question on Facebook with a chance to win a preloaded City Parking Card;

FlexParking Update

- ii) handing out of key tags designed to display a customer's license plate;
- iii) ambassadors on the street, identified in yellow toques, to assist customers as new areas are launched;
- iv) effective and responsive website and social media communication; and
- v) a video demonstrating how to use a pay station.

These tools and techniques will continue to be used and adapted throughout implementation. An appropriate communication strategy around the launch of the smart phone app will also be developed.

Due Date for Follow-up and/or Project Completion

An update report outlining the details and launch of the new parking smart phone app will be brought to committee at the time of implementation.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CS/2015/TRANS – FlexParking Update/ks

6150-3
and 6120-9

From: Sarah Marchildon | Executive Director <bbid.director@onbroadway.ca>
Sent: April 13, 2015 4:13 PM
To: Web E-mail - City Clerks
Subject: Transportation committee speaking



Please accept my request to speak at tomorrow's meeting re points 7.2.12 & 13

Sarah Marchildon
Executive Director | Broadway BID
306.664.6463

Parking Card Service Fee

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide information about the new City Parking Card service fee and to explain the discontinuation of deposit refunds.

Report Highlights

1. From 2000 to 2014, refunds of the deposit on the original CityCard parking smart card were offered for returned cards.
2. The new City Parking Card requires an initial \$5 service fee prior to adding funds.
3. Effective in 2015, a non-refundable service fee will be charged rather than a refundable deposit.

Strategic Goals

This report supports the Strategic Goals of Economic Diversity and Prosperity and Continuous Improvement by ensuring consistent and streamlined management of our accounting and customer service practices.

Background

In 2000, the parking smart card, also known as CityCard, was introduced to provide a second payment option at parking meters in Saskatoon. A \$5 deposit was required from each customer at the initial activation of a card to cover the capital cost of the cards. In order to provide incentive for customers to return cards after the balance was used, a \$5 deposit was offered as being refundable.

Report

Deposit Refund

When the original program was launched in 2000, a \$5 deposit was collected when a new parking card was issued and was to be refunded upon return of that card. At the time, card-based payment of this type was relatively new in Saskatoon. Because of the upfront capital cost, this refund option was put in place to encourage the return and/or reuse of parking cards. Deposits on these cards will continue to be refunded upon return of the card to which it applied.

Parking Card Service Fee

In order to cover the capital cost of the parking card, a \$5 fee is required. This fee was applied to the original CityCards, which began in 2000, and will continue for the new cards that are compatible with the new FlexParking pay stations.

Parking Card Service Fee

Fee Beginning in 2015

Beginning in 2015, the parking card service fee of \$5 will apply but will not be refundable. The reasons for this include:

- i. Very few customers take advantage of this service.
- ii. Transit currently has the same fee for their Go-Pass Smart Card but it is non-refundable so this would bring parking services in-line with Transit.
- iii. The concept of returning and recycling cash cards is “out-of-date” as these types of cards are now so highly prevalent.

Options to the Recommendation

The Standing Policy Committee on Planning Development and Community Services may wish to provide additional direction to the Administration.

Policy Implications

There are no policy implications at this time.

Communication Plan

With the launch of the new FlexParking stations, information regarding parking cards and this change in service has been communicated via the website and in social media.

Financial Implications

There are no financial implications to this recommendation. Since the \$5 service fee is to cover capital costs, the practice of not issuing refunds simply makes accounting practices more efficient. It does not increase or decrease revenue or expenses.

Due Date for Follow-up and/or Project Completion

The process and system has been set up with Customer Services to begin selling the new parking cards. This includes transferring balances from the old cards, as well as purchasing new cards. The \$5 service fee will apply to the purchase of new cards.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CS/2015/PDCS – Parking Card Service Fee.doc/ks

6150-3
and 6120-9

From: Sarah Marchildon | Executive Director <bbid.director@onbroadway.ca>
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Please accept my request to speak at tomorrow's meeting re points 7.2.12 & 13

Sarah Marchildon
Executive Director | Broadway BID
306.664.6463

2002 New Flyer Articulating Bus Refurbishment – Request for Proposal Award

Recommendation

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

1. That the proposal submitted by MTB Transit Solutions for the refurbishment of five, 2002 New Flyer articulating buses for a total of \$666,365.33 including taxes be accepted; and
2. That Purchasing Services be authorized to issue the necessary Purchase Order.

Topic and Purpose

The purpose of this report is to request City Council's approval for the proposal submitted by MTB Transit Solutions to proceed with the refurbishment of five, 2002 New Flyer articulating buses.

Report Highlights

1. Saskatoon Transit's articulating fleet consists of 11 buses, five of which are 2002 New Flyers which require refurbishment, including the articulating joint.
2. A Request for Proposal (RFP) for refurbishment was issued on January 19, 2015. Two proposals were received. The highest scoring proposal was submitted by MTB Transit Solutions.

Strategic Goal

The recommendations in this report support the long-term strategy to maximize the useful life of City assets and maintain City infrastructure.

Background

Throughout the life span of a transit bus, there is a requirement for a refurbishment, be it structural and/or mechanical. The structural refurbishment occurs around year 8 of the life of the bus, then disposal or further refurbishment in approximately year 12, depending on factors such as the residual condition of the bus and the municipality's funding availability and fleet strategy.

Annually, Saskatoon Transit's fleet is required to successfully pass a mechanical and body integrity inspection that is completed by City staff. At the end of 2014, five of Saskatoon Transit's 11 articulating buses failed that inspection due to corrosion.

In 2014, City Council approved and funded the purchase of ten new buses. These buses were ordered immediately after funding approval, and are expected to be delivered to Transit within the next six weeks. By June, the Administration will be bringing a further report outlining a longer term fleet strategy and funding options for the purchase of additional new buses.

Report

Saskatoon Transit's Articulating Fleet

Saskatoon Transit has an articulating fleet consisting of 11 buses, both manufactured by New Flyer and by Nova Bus. The New Flyer fleet consists entirely of 2002 models that were purchased from Ottawa in 2011. These buses serviced Saskatoon until their annual inspections came due at the end of 2014, where none of them passed due to corrosion. Investigating the most cost effective means to get this portion of the fleet back on the road, refurbishment is recommended.

Replacement versus Refurbishment Cost Comparison

Current wait times for new buses from order placement to receiving of the actual bus can be 14 to 16 months and the cost is approximately \$750,000 per bus. With refurbishment, the City can expect a turn-around of approximately six weeks and \$127,000 per bus. This means of repair is expected to result in an additional 4 to 5 years of service from these buses and makes it the more attractive and cost effective option. At the end of this 4 to 5 year period, replacement with new buses is recommended.

RFP for Refurbishment

An RFP for the structural refurbishment of the remaining five, 2002 New Flyer articulating buses was issued on January 19, 2015, with a closing date of February 18, 2015.

The Administration received two responses to the RFP from the following companies:

- BRC Group (Calgary, AB)
- MTB Transit Solutions (Milton, ON)

Proposals were evaluated individually by a team of three maintenance personnel, two mechanical supervisors and the maintenance manager. The highest scoring proposal was submitted by MTB Transit Solutions and includes rebuilding the center joint.

SGI Audit and Inspection

The need for significant work on Saskatoon Transit buses was amplified by a recent audit conducted by SGI. For years, Saskatoon Transit and SGI have worked cooperatively together as a part of SGI's regular and ongoing inspection procedures to ensure Saskatoon Transit's fleet of buses meet established mechanical and structural guidelines. In July 2014 and again in January 2015, SGI's Vehicle Standards Branch undertook inspections of a random sampling of the fleet. Each inspection consisted of 30 buses pulled in from returning runs. These inspections focus on both mechanical and structural integrity.

During both inspection periods, it was determined that significant work was required on several buses to bring them to the necessary standard. This can be attributed to the age of the fleet and the sheer volume of work required to maintain a fleet of this age in a useful condition. One result of these inspections was the requirement to increase the inspection rate from 12 months to 6 months. In order to achieve this volume of work,

Saskatoon Transit has currently procured an independent shop to assist with inspections and repairs. This particular shop is accredited by SGI to perform work on transit buses. The other result is the need to refurbish a number of buses where it still makes financial sense to do so.

While this refurbishment process will help Saskatoon Transit improve the condition of the fleet, the need for new replacement buses still exists and will be addressed in another report coming forth shortly.

Options to the Recommendation

New articulating buses cost approximately \$750,000. The refurbishment cost of these buses is approximately \$127,000 or 17% of the replacement cost.

An option to the recommendation would be to purchase five new units at an estimated total cost of approximately \$3.75 million.

Policy Implications

The recommendation being presented is in accordance with City Council Policy C02-030 – Purchase of Goods, Services and Work and specifically under 5.4 “in the case of requests for proposals, the City shall accept the proposal which, in the opinion of the City, best meets the requirements of the City, unless the proposal documents set out additional and/or other acceptance criteria”.

Financial Implications

2015 Capital Project #0583 - Transit - Replace/Refurb-buses, has sufficient funding for this project.

Other Considerations/Implications

There are no public and/or stakeholder involvement, environmental, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The expected completion of the project is August 2015.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

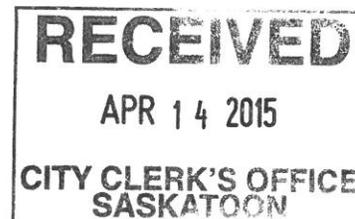
Report Approval

Written by: Paul Bracken, Maintenance Manager, Saskatoon Transit
Reviewed by: Trevor Bell, Acting Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

From: Stephan Simon <sksimon@shaw.ca>
Sent: Monday, April 13, 2015 7:16 PM
To: Web E-mail - City Clerks; Clark, Charlie (City Councillor); Hill, Darren (City Councillor); Davies, Troy (City Councillor); Loewen, Mairin (City Councillor); Donauer, Randy (City Councillor)
Subject: Agenda item 8.1 - Meeting April 14, 2015

SPC Transportation Committee April 14, 2015

Re: Agenda urgent item 8.1 – Refurbishment of Buses



I took notice that the city administration is seeking approval to spend over \$666,000 to refurbish five, thirteen year old Saskatoon Transit buses.

The recommendation to the Committee raises some interesting questions. The City intends to refurbish five buses at a total cost of just over \$666,000. These used buses were purchased from OC Transpo (Ottawa) in 2011. At the time of purchase, these buses were already nine years old. According to the report, this was already one year past the typical structural refurbishment age of 8 years. Five of the six buses purchased back in 2011 failed inspections at the end of 2014. No mention is made of bus number 6. To my knowledge, this bus has been out of active service since it had an engine fire in September of 2014.

Interestingly, one of the reasons OC Transpo got rid of over 200 of this make & model of bus, and the manufacturer offered to replace them at a significant discount was the repeated problems with engine fires and other issues with these buses. It is also hardly surprising that buses that spend most of their operational life in Ottawa are now suffering significant issues with corrosion. Not uncommon for any vehicle in that region given the climate and use of road salt.

I note with concern that in the report section on “Replacement versus Refurbishment Cost Comparison” the admin mentions the cost of purchasing a new articulated bus, and the expected cost of the proposed refurbishment, but no mention of the original purchase cost of these buses, downtime, or their accrued maintenance and repair costs since they were acquired in 2011.

Downtime was apparently significant. To my knowledge, these 6 buses spent a combined 17 months out-of-service between them. 6 buses x 12 months a year = 72 bus service months. 17 / 72 is 24% down time. Since these buses are articulated, it would take two buses and their associated operating costs to replace each one that was out-of-service. Double the fuel, double the labour costs, etc.

What was the original cost of the 6 buses? What were the incremental operational costs (above what new buses with warranty) of these 6 buses since acquisition? Add the down time costs. Now add the cost of this refurbishment. Divide by the 5 buses that will be back on the road after the refurbishment is completed.

Is the total unit cost of ownership more or less than it would have been if new buses had been purchased in the first place?

Does the City’s habit of purchasing used buses and refurbishing them actually save money over the long term, when you look at the total lifetime cost of ownership?

A secondary concern is that it appears there were only two responses to the RFP. An oft-quoted rule of thumb is that you need at least three bidders to make a competitive process.

Interestingly the Toronto Transit Commission does full refurbishments in-house for about \$170,000 a bus and the City of Edmonton does their own for about \$100,000. Yet this structural only refurbishment is going to cost \$133,000 per bus.

Did anyone in the City administration consider asking these transit systems if they would do the kind of work? The City of Saskatoon sells water produced by the Water & Wastewater treatment Branch to nearly 30,000 people outside the City, so it is hardly unusual for a City to sell its services to others.

I would urge you, the Councillors on the committee to ask some pointed questions of the administration, and encourage the administration to be more detailed, descriptive, and forthcoming in their reports. One cannot make good, rational decisions without relevant information.

Thank you,

Stephan Simon
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